



2050

METROPOLITAN TRANSPORTATION PLAN: THE APPENDICES

2050 METROPOLITAN TRANSPORTATION PLAN: THE APPENDICES



A

- About the SMTC
- About the MTP

B

- System Performance Report

C

- Summary of Transportation Related Goals and Objectives from Existing Regional Plans





D

- **Public Involvement Plan**
- **Public Outreach Materials**
- **Public Survey Summary**
- **Public Meeting Summary**
- **Public Comments**

E

- **Study Advisory Committee (SAC) Meeting Minutes**

F

- **Projected Household and Employment Growth**
- **Activity Unit Analysis - Concentrated Development Scenario**
- **MOVES Results for SMTC Travel Demand Model**

G

- **Agency Consultation Contact List**
- 

A decorative vertical column of hexagons on the left side of the page. The hexagons are arranged in a staggered pattern and come in five colors: yellow, teal, dark blue, light green, and orange-red.

APPENDIX

A

- About the SMTC
- About the MTP

ABOUT THE SMTC

OVERVIEW

The Syracuse Metropolitan Transportation Council is a state-designated Metropolitan Planning Organization (MPO)¹, responsible for administering comprehensive, continuous, and cooperative transportation planning. The SMTC's planning jurisdiction, called the Metropolitan Planning Area, includes all of Onondaga County plus the Town of Sullivan in Madison County and the towns of Hastings, Schroepfel, and West Monroe in Oswego County. The SMTC provides a forum for cooperative decision making in the development of transportation plans and capital programs. A collection of member agencies, including federal, state, regional, county, and city representatives, comprise the SMTC, and a staff of planners and analysts carry out the day-to-day work to fulfill the requirements of the transportation planning process as described in federal transportation law. This process provides our region with access to millions of dollars in federal transportation funding for projects involving highways, bridges, public transportation, freight movement, and active transportation. The SMTC also provides opportunities for citizens to participate in the transportation planning process.

HISTORY OF MPOS

Current federal surface transportation legislation requires that an MPO exist for every urban area within the U.S. with a population of at least 50,000 people. This basic definition of an MPO was first established in the Federal Highway Act of 1962. (The SMTC was established in 1966.) Although MPOs had existed since the 1960s, the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991 substantially increased the role of the MPOs in the transportation planning process. Along with the Clean Air Act Amendments of 1990 and the Americans with Disabilities Act (ADA) of 1990, ISTEA ushered in a new era of transportation planning that emphasized alternative modes of travel, intermodal connectivity, environmental sustainability, preservation of existing infrastructure (since the Interstate Highway System had, essentially, been completed by that time) and the interactions between land use and transportation. ISTEA also called for increased public involvement in the transportation planning process.

Since the passage of ISTEA in 1991, there have been five additional federal surface transportation laws passed: the Transportation Equity Act for the 21st Century (TEA-21) in 1998; the Safe,

¹ There are currently 14 designated MPOs in New York State, and over 400 MPOs across the entire U.S. [https://narc.org/about/what-is-a-cog-or-mpo/#:~:text=The%20Federal%20Highway%20Administration%20\(FHWA,the%20Department%20of%20Transportation%20here.](https://narc.org/about/what-is-a-cog-or-mpo/#:~:text=The%20Federal%20Highway%20Administration%20(FHWA,the%20Department%20of%20Transportation%20here.)

Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005; Moving Ahead for Progress in the 21st Century (MAP-21) in 2012; the Fixing America's Surface Transportation (FAST) Act in 2015; and the Infrastructure Investment and Jobs Act (IIJA) in 2021. Each new law has modified the requirements placed on MPOs, while maintaining the essential elements and philosophy introduced in ISTEA. The FAST Act brought new requirements for performance-based planning reflecting a general move towards increased accountability for publicly-funded programs. The performance-based approach requires the establishment of measurable objectives, associated performance measures and targets, and monitoring of progress over time. The IIJA maintained the performance-based planning and programming model.

CORE FUNCTIONS OF THE MPO

All metropolitan planning organizations fulfill three core functions, embodied in three guiding documents: long range planning through the Metropolitan Transportation Plan (or Long-Range Transportation Plan); an annual program of transportation planning activities through the Unified Planning Work Program; and administration of federal surface transportation funding through the Transportation Improvement Program.

Metropolitan Transportation Plan. The Metropolitan Transportation Plan (MTP), which may also be called a Long-Range Transportation Plan, guides transportation planning and investment over a period of at least 20 years. The MTP describes the existing land use patterns, economic conditions, demographics, and transportation system conditions in the planning area; identifies future transportation system needs; and sets goals and objectives for future transportation planning and investment. A financial plan must be included in the MTP, illustrating how the MPO intends to carry out the policies or projects identified in the MTP with the resources that are reasonably expected to be available over the life of the plan. The SMTC's MTP is created by staff and an advisory committee of member agencies, along with input from the public, and is approved by the Policy Committee. The MTP must be updated every five years.

Unified Planning Work Program. The Unified Planning Work Program (UPWP) lists annual transportation planning activities that are to be undertaken in the Syracuse Metropolitan Planning Area in support of the goals established in the MTP. In short, it is an outline of the transportation planning activities that will be conducted by the SMTC and its professional staff over the course of one year. The UPWP includes both on-going activities, such as traffic data collection and Geographic Information Systems (GIS) work, as well as short-term (usually 12-24 months) individual planning studies for a sub-area of the MPA, such as corridor studies, parking studies, and bicycle and/or pedestrian studies. Maintenance of the MTP and the Transportation Improvement Program (see

below) are required elements of the UPWP; additional projects are selected from proposals made by member agencies and municipalities. The UPWP is updated annually.

Transportation Improvement Program. The Transportation Improvement Program is the five-year list of specific capital projects for which federal funds are anticipated. Required by federal law, the TIP represents the transportation improvement priorities of the Greater Syracuse Metropolitan Area. The list of projects is multi-modal and includes highway and public transit projects, as well as bicycle, pedestrian, and freight-related projects. The TIP represents the translation of recommendations from the MTP and the UPWP. The projects are evaluated to assure consistency with the goals and objectives established in the MTP.

MEMBER AGENCIES AND COMMITTEE STRUCTURE

The SMTC consists of federal, state, regional, county, and city offices and organizations, collectively referred to as the SMTC's "member agencies." Representatives from these member agencies participate in various SMTC committees. There are three standing committees that are responsible for decision making: the Policy Committee, the Planning Committee, and the Executive Committee. Each committee has a defined membership and purpose. The Policy Committee is the final decision-making body for the council.

Just about every study that the SMTC conducts (save for some minor technical analysis tasks) includes the formation of a Study Advisory Committee specifically for that project. The Study Advisory Committees generally consist of interested Planning Committee members and may, on occasion, include representatives of other community organizations whose input is deemed integral to the completion of the study.

Roles of the SMTC Committees

Policy Committee

- Establishes goals and long-term policies.
- Approves and adopts the UPWP, TIP, and LRTP.
- Reviews and acknowledges completion of planning studies.

Planning Committee

- Monitors progress of planning studies.
- Approves scope of work for planning studies.
- Established by the Policy Committee and composed of professional/technical representatives.

Executive Committee

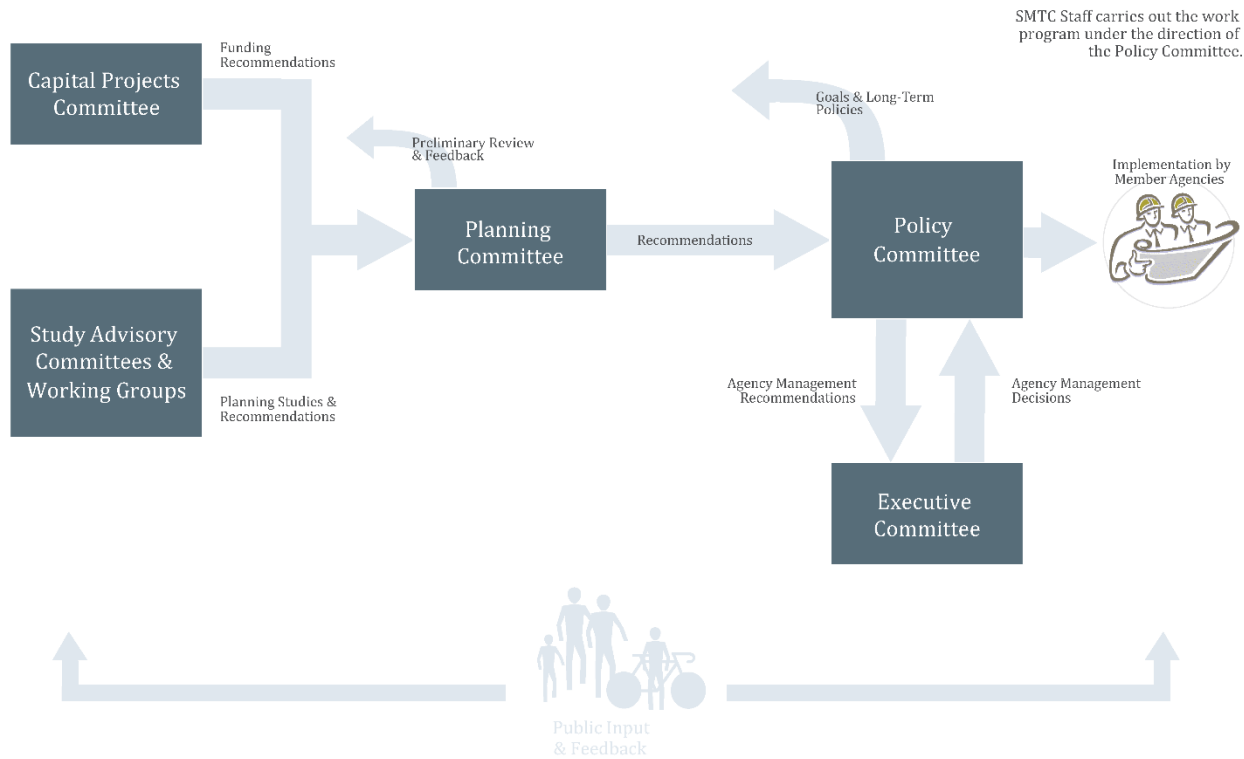
- Manages administration within the SMTC.
- Coordinates with the SMTC Director, who manages SMTC staff.
- Consists of Planning Committee members.

Capital Projects Committee

- Managed by SMTC staff.
- Reviews, prioritizes, and recommends projects to be funded with federal transportation dollars to the Planning Committee.

Study Advisory Committees and Working Groups

- Managed by SMTC staff.
- Provides guidance throughout planning studies.



The SMTC operates with three primary standing committees (Policy, Planning, Executive), plus a Capital Projects Committee and various study-specific committees and working groups. Representatives of the SMTC member agencies comprise the committees.

MPO FUNDING

The federal funding that the SMTC administers (through the TIP) for transportation-related capital projects in our planning area comes primarily from the federal Highway Trust Fund (HTF). The majority of the money in the HTF comes from the federal gas tax, which has been set at 18.4 cents per gallon (24.4 cents per gallon for diesel fuel) since 1993. Annual revenue from gas taxes is on the order of \$40 billion in 2022.

Before money from the HTF can be used to reimburse states for project costs, Congress must pass, and the President must approve, legislation authorizing the use of funds. These authorization bills govern how transportation funds are used for several years at a time and include rules pertaining to what programs will be funded and how transportation planning and environmental review activities will be conducted. The IIJA is the current funding authorization law. It set funding at over \$1.2 trillion for fiscal years 2022 through 2026.

The SMTC, as with all MPOs, does not own or maintain any infrastructure. The SMTC facilitates the development of the TIP, which lists the capital projects that will be undertaken by the facility owners that are members of the SMTC. The SMTC's current 2026-2030 TIP includes projects totaling nearly \$1.15 billion over 5 years, including \$667 million for the two I-81 Viaduct (i.e. Community Grid) projects.

The SMTC's annual planning budget (for activities to be completed by staff or consultants, as listed in the UPWP) is approximately \$2 million. These planning funds have historically been provided through a small set-aside from the total capital funding authorized in the current surface transportation legislation (typically around 1 percent of the total funding).

OTHER FUNCTIONS OF THE SMTC

In addition to the core functions previously discussed, the SMTC completes a number of other activities and documents for our region:

Congestion Management Process (CMP). A CMP is required by federal legislation in each metropolitan area with an urbanized-area population greater than 200,000 people (also known as Transportation Management Areas or TMAs). The urbanized area within the SMTC's planning area includes 437,310 people (2020 Census) and therefore qualifies as a TMA. The FHWA defines a CMP as a "systematic approach to addressing congestion through effective management and operation." This process aids in identifying locations that may need improvements to relieve congestion. The CMP is an on-going process that should be completed in advance of a Metropolitan Transportation Plan. The SMTC completed the most recent CMP report in 2025.

Functional Classification system review. Functional classification is the process by which roadways are grouped into various categories according to characteristics such as design, connectivity, relation to surrounding land uses, and anticipated traffic volumes. Functional classification is an integral component to determining eligibility for receipt of federal transportation funding assistance. MPOs have the responsibility to examine the transportation network within their planning area to ensure roadways are appropriately classified. This review process typically occurs subsequent to the release of a decennial Census urbanized area; however, revisions can occur to the system at any time. The State Department of Transportation is responsible for establishing the procedures by which modifications to the transportation system classifications should be submitted. The SMTC Policy Committee approves any change to the functional classification system before transmittal to the State Department of Transportation and then to US Department of Transportation for final approval.

Coordinated Public Transit-Human Services Transportation Plan. Transportation legislation mandates that projects selected to receive Federal Transit Administration Section 5310 funds (Elderly Individuals and Persons with Disabilities) must be included in a locally developed, Coordinated Public Transit-Human Services Transportation Plan, or Coordinated Plan. A Coordinated Plan identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes, provides strategies for meeting the local needs, and prioritizes transportation services for funding and implementation. The Coordinated Plan is developed with direct participation and involvement from seniors, individuals with disabilities, representatives of public, private and nonprofit transportation and human services providers, and other members of the public. The Coordinated Plan is updated every four years.

Title VI reporting. Title VI of the Civil Rights Act of 1964 prevents discrimination by government agencies that receive federal funds. As recipients of federal funds from the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), the SMTC and its member agencies are subject to Title VI requirements. The current Title VI circular, FTA C 4702.1A, includes guidance on conducting metropolitan transportation planning and states “...MPOs should have an analytic basis in place for certifying their compliance with Title VI.” To fulfill this regulation, the SMTC completes a demographic profile of various socioeconomic groups, including low-income, minority, seniors, Limited-English Proficient (LEP), and persons with disabilities relying on decennial Census and American Community Survey data. The SMTC also completes a Title VI self-certification provided by the New York State Department of Transportation. The SMTC published a joint Title VI & LEP Plan in 2015.

Data collection and analysis. The SMTC collects, stores, and analyzes a variety of data for our region. The SMTC provides a variety of services to the member agencies to assist with their own planning. Some notable current and past activities include:

- Collection and compilation of an extensive assortment of traffic count data.
- Mapping capabilities using Geographic Information Systems (GIS).
- Maintenance of Bridge and Pavement Condition Management Systems and publication of an accompanying report on an annual basis.
- Publication of an updated Bicycle Suitability Map, a resource used by residents throughout our region, in 2020.
- Publication of a Waterway Destinations and Services Map in 2011.
- Maintenance of a regional travel demand model. This is a computer model that is used to determine the expected future travel conditions on major roads in our region based on projected population and employment changes. SMTC staff and member agencies employ this model for a variety of studies.

PUBLIC PARTICIPATION AND COMMUNICATIONS

Public participation is a key component to the success of any planning process. As required by federal legislation, the SMTC maintains an agency-wide “umbrella” Public Participation Plan and also creates individual Public Involvement Plans for specific projects. The SMTC provides an opportunity for citizens to participate in the discussion of specific transportation issues and encourages public participation via a variety of avenues such as public meetings, surveys, questionnaires, workshops, and open houses. The SMTC also conducts studies to gauge citizen desires, completes technical corridor reviews, and utilizes multimedia educational tools. The SMTC’s public meetings are held in ADA-accessible facilities, and in transit-accessible locations whenever possible. Translation and interpretation services, including American Sign Language, or other accommodations to facilitate participation are available upon request, and this is indicated on public meeting notices.

The public can access SMTC’s study reports and other publications from the agency’s website at www.smtcmpo.org. Public meeting notices are posted to the website as well. The website was completely revamped to a more modern and user-friendly format in mid-2019, and has averaged over 500 viewer “sessions” (during which a user might visit multiple pages on the site) per month since launch. Staff contact information is available on the website, and the agency maintains a general e-mail address (contactus@smtcmpo.org). The SMTC also has an online interactive, ArcGIS map gallery that is accessible from the website and includes information such as pavement ratings and TIP project locations; this site has averaged over 400 views per month over the past year. The SMTC maintains a Facebook page, which currently has 379 followers and 321 “likes.” Additionally, beginning in late 2023, the SMTC maintains an Instagram account, which currently has over 120 followers. SMTC typically posts project updates and other information one to four times a month.

The SMTC publishes a newsletter, *Directions*, with a hard-copy published twice each year and an electronic version four to five times per year. The newsletter includes summaries of recently completed studies or recently approved scopes of work, and announcements about upcoming public involvement opportunities. The newsletter is distributed in hard-copy to approximately 4,250 physical addresses and electronically to approximately 1,200 e-mail addresses. These mailing lists have been compiled over many years primarily from sign-in information provided at public meetings and SMTC staff interactions with the community, and include a mix of individual members of the public and representatives of a variety of community organizations.

ABOUT THE MTP

Creation of the Metropolitan Transportation Plan or MTP is one of the core functions of every MPO. It is based on projections of growth and travel demand, coupled with financial assumptions and public input. The MTP enunciates a vision and goals that guide annual transportation planning activities and capital funding in the Metropolitan Planning Area.

THE EVOLUTION OF SMTC'S MTP / LRTP

The SMTC published the 2050 Long Range Transportation Plan in 2015, and that was the first entirely new plan generated by the SMTC since 1995, when the 2020 Long Range Transportation Plan was created in response to the planning requirements of the Intermodal Transportation Efficiency Act (ISTEA) of 1991. The original 2020 LRTP goals and objectives were created through brainstorming sessions with a Visioning Committee and were framed around ISTEA's 15 "planning factors," which addressed enhancing mobility for all users, safety, environmental sustainability, economic development, land use, and facility preservation.

The 2020 LRTP was updated in 1998, 2001, 2004, 2007, and 2011. These updates were not designed as independent documents, but as supplements to be used in conjunction with the original 2020 LRTP. The updated documents reviewed emerging transportation and demographic trends and responded to incremental changes in the federal legislation, but did not substantially alter the goals and objectives developed for the original plan in the early 1990s. The 2050 LRTP included new goals and objectives in response to recent changes in federal legislation and other recent planning efforts in our region, and encompassed a slightly larger area than the 2020 LRTP and its updates, as the SMTC's Metropolitan Planning Area expanded farther into Oswego and Madison counties based on the 2010 Census. The 2050 LRTP was updated in 2020, an additional amendments were adopted in 2021 and 2022.

With substantial growth now anticipated for Central New York, an entirely new plan was deemed necessary and the 2050 MTP is the result. This plan draws upon some of the goals and objectives of the previous 2050 LRTP, but recognizes that our planning context has changed in Central New York, with growth and technological advancement the primary factors that will influence our transportation planning over the next 25 years.

MTP PROCESS AND PUBLIC PARTICIPATION

Development of the 2050 MTP began in fall 2023 with the establishment of the Study Advisory Committee (SAC). All member agencies received an email invitation to participate on the SAC, which held a kickoff meeting in October 2023 and met a total of 10 times during the development of the 2050 MTP.

As in all SMTC activities, public participation is critical to the successful development of the MTP. Major public outreach activities for the 2050 MTP included the following:


- **Meetings / Presentations:**
 - Cicero Senior Center
 - Greater Syracuse Works
 - Henninger High School
 - Onondaga Central High School
 - Moving People Transportation Coalition
 - Q Center Youth and Young Adult Groups
 - Syracuse Urbanism Club
 - Tomorrow's Neighborhoods Today (Valley, Eastside, Westside, Southside)
 - Manlius Library
- **Tabling Events:**
 - Central New York Regional Market
 - Downtown Farmer's Market
 - Syracuse Mets
 - Oswego County Transportation Forum

Understanding the busy schedules of residents often makes attending public meetings and events difficult, a dedicated MTP website was developed to provide access to materials for asynchronous participation. The website included a short introductory video (which received over 260 views), briefly summarizing the changes to our region over the last 25 years and the role of the metropolitan planning organization (MPO) in the planning process, as well as an online survey. The online survey received over 350 responses, including identifying over 600 specific issues and opportunities through a mapping tool. Although there are slight differences in priorities based on where respondents live within our MPA, some common themes can be found. Respondents see value in investments that improve transit service quality, lead to the expansion of bicycle and pedestrian infrastructure, and improve how our current system functions.

The draft MTP was made available for public review and comment on the SMTC's website from [DATE] through [DATE]. Hard-copies were available at the SMTC offices and at the Central Library. The SMTC also held three meetings during this time: one in-person meeting at the Salt City Market Community Room on July 29 (4:00-7:00 p.m.) and two virtual sessions via Zoom on July 29 (12:00-1:00 p.m.) and July 30 (5:00-6:00 p.m.). The SMTC received comments from [NUMBER] individuals during the comment period. See Appendix D for a summary of the public outreach, including all of the public comments that were received during the comment period.

The federal legislation also requires that MPOs consult with agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation during the development of the MTP, as well as transportation providers and representatives of users of the transportation system. To this end, the SMTC contacted the appropriate agencies by mail in [DATE] to provide notice of the availability of the draft MTP document and presentation for their review. The contact list is included in Appendix G.

This page intentionally left blank.

A decorative vertical column of hexagons on the left side of the page. The hexagons are arranged in a staggered grid and feature a repeating color pattern of olive green, mustard yellow, teal, and burnt orange, with some hexagons in a dark navy blue.

APPENDIX

B

- System Performance Report

SMTC Metropolitan Transportation Plan

Appendix B

System Performance Report 2025

Background

Pursuant to federal transportation planning requirements, states, Metropolitan Planning Organizations (MPOs), and transit providers must employ a transportation performance management approach in carrying out their federally required planning and programming activities. Title 23 Section 150(b) of the *United States Code* [23 USC §150(b)] includes seven national performance goals for the Federal-Aid Highway Program and Chapter 49 Section 5301 of the *United States Code* [49 USC §5301] specifies general purposes of Federal-Aid Transit Program. Combined, these include:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads and public transportation systems.
- **Condition** – To maintain the highway infrastructure and transit capital assets (e.g., rolling stock, equipment, infrastructure, and facilities) in a state of good repair.
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System Reliability** – To improve the efficiency of the surface transportation system.
- **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.
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **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.
- Promote **continuing, cooperative, and comprehensive planning** that improves the performance of the transportation network.

USDOT established several performance measures that states, MPOs, and public transportation providers must use to conduct a performance-based approach to transportation decision making to support the national goals described above. The performance measures address highway safety, pavement and bridge condition, passenger and freight travel reliability, congestion and mobile source emissions, transit asset condition, and transit safety.

The SMTC's 2050 Metropolitan Transportation Plan (MTP) was adopted on **September 2025**. MTPs must include performance targets associated with the following FHWA and FTA performance measures rulemakings:

- Highway Safety Improvement Program (HSIP) and Highway Safety (PM1)
- Transit Asset Management

- Pavement and Bridge Condition (PM2)
- System Performance/Freight/Congestion Mitigation & Air Quality Improvement (CMAQ) Program (PM3)
- Transit Safety

MPOs must also include a system performance report in the MTP that describes the condition and performance of the transportation system with respect to required performance targets, and reports on progress achieved in meeting the targets compared to baseline data and previous system performance reports. For MPOs that elect to develop multiple scenarios when creating the MTP, the MPO's system performance report also must include an analysis of how the preferred scenario has improved the performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the targets. FHWA and FTA also encourage (but do not require) MPOs that developed multiple scenarios to consider a scenario that maintains baseline conditions for the federal performance measures, and a scenario that improves the baseline conditions for as many of the performance measures as possible. This portion of the adopted/amended LRTP meets these requirements.

Highway Safety (PM1)

The Federal Highway Administration (FHWA) Highway Safety (PM1) rule established five performance measures for safety on all public roads. The performance measures are five-year rolling averages:

- Number of fatalities
- Rate of fatalities per 100M Vehicle Miles Traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per 100M VMT
- Number of nonmotorized fatalities and serious injuries

Baseline Safety Conditions and Performance Targets

Table 1 presents the 2023, 2024, and 2025 targets, as well as the last five years for which final data is available. To be consistent with the performance measures, all data shown below is a five-year rolling average. The SMTC agreed to support the New York State Department of Transportation (NYSDOT) statewide 2025 targets on February 27, 2025, via Policy Committee Resolution 2025-05.

Table 1. Statewide Safety Performance, 2022 and 2025 Targets

Performance Measures	5-year rolling average (ending in year shown)					Targets	
	2018	2019	2020	2021	2022	2022	2025
Number of Fatalities	1,038	1,016	998.0	1,021	1,054.8	1,005.4	1,011.0
Rate of Fatalities per 100 Million VMT	0.844	0.827	0.842	0.888	0.930	0.818	0.881
Number of Serious Injuries	11,119	11,287	11,198.2	11,145.6	11,056.6	11,173.9	11,034.1
Rate of Serious Injuries per 100 Million VMT	9.041	9.176	9.432	9.656	9.706	9.084	9.557
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	2,638	2,672	2,666.4	2,645.8	2,664.8	2,644.1	2,615.2

Description of Progress

As shown in Table 1, the five-year rolling average for number of fatalities, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries increased from 2018 to 2022, while the number of serious injuries decreased. FHWA annually completes an assessment of progress toward achieving each state's safety targets. FHWA determines that a state makes significant progress when at least four of the five targets have been met, or the actual outcome was better than the baseline performance. For 2022, the most recent year for assessment of progress, New York met one target, and one actual outcome was better than baseline, and therefore did not make significant progress. If a state has not met or made significant progress toward meeting performance targets, the State DOT must comply with 23 U.S.C. 148(i) for the subsequent federal fiscal year. This requires minimum investments in highway safety projects through the Highway Safety Improvement Program (HSIP) and submission of an HSIP Implementation Report.

Table 2 presents safety data for the SMTC MPA for 2019 through 2023, along with the resulting 5-year average. The number of fatalities has fluctuated over the past five years, but the 2023 total was the same as the 2019 total. The number of serious injuries and the number of combined non-motorized fatalities and serious injuries both peaked in 2023. The rate of fatalities and the rate of serious injuries in the SMTC MPA are both less than New York State overall and below the State's targets.

Table 2. SMTC MPA Safety Performance, 2019-2023

Performance Measures	Annual total					5-year average
	2019	2020	2021	2022	2023	
Number of Fatalities	27	26	31	24	27	27
Rate of Fatalities per 100 Million VMT	0.561	0.686	0.707	0.528	0.579	0.612
Number of Serious Injuries	415	336	383	375	464	394.6
Rate of Serious Injuries per 100 Million VMT	8.615	8.869	8.740	8.251	9.955	8.887
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	57	60	56	40	69	56.4

Safety is a critical component of SMTC’s mission, and the projects identified in the MTP are consistent with the need to address safety. The MTP adheres to the performance-based planning and programming requirements established in federal surface transportation authorizations and guides projects associated with the SMTC’s annual work program and the TIP. This MTP anticipates over \$150 million in safety-specific projects over the life of the plan. Additionally, many projects are likely to include elements to enhance safety for all users, even if safety is not the primary purpose of the project (for example, a paving that also includes new sidewalks). The MTP is a vision for funding investment. All future projects must be programmed through a future TIP project selection process, which includes an applications for a variety of project types. Safety is one of the specific TIP project types that has its own application form, but also the MTP safety goal is used as part of the evaluation for other project types such bicycle/pedestrian, bridge, paving, TSMO, and public transit. Collectively, the projects envisioned in the MTP and ultimately programmed on the TIP advance the safety goals of the region.

Transit Asset Management

The Federal Transit Administration (FTA) Transit Asset Management (TAM) rule established the transit asset performance measures presented in Table 3:

Table 3. FTA TAM Performance Measures

Asset Category	Performance Measure and Asset Class
Rolling Stock	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Equipment	Percentage of non-revenue, support-service and maintenance vehicles within a particular asset class that have met or exceeded their ULB
Infrastructure	Percentage of track segments with performance restrictions
Facilities	Percentage of facilities within an asset class rated below condition 3.0 on the Transit Economic Requirements Model (TERM) scale

FTA defines two tiers of public transportation providers based on number of vehicles and mode parameters. Tier I transit agencies, which are generally larger providers, establish their own TAM targets, while Tier II providers, generally smaller agencies, may participate in a group plan where targets are established by a plan sponsor (NYSDOT) for the entire group. NYSDOT's 2024 Group TAM Plan is available [here](#).

There are two Tier II providers that operate limited service within small portions of the SMTC MPA: Oswego County Opportunities and Birnie Bus Service, Inc. Oswego County Opportunities operates Oswego County Public Transit, which has one (out of five total) routes that partially operates within the SMTC MPA. Birnie Bus Service, Inc. operates Madison Transit System in Madison County, including limited service within the Town of Sullivan, which is part of the SMTC MPA. These Tier II providers are included in the [group TAM Plan](#) developed by NYSDOT.

The Central New York Regional Transportation Authority (CNYRTA, or Centro) is the only Tier I transit agency operating in the SMTC MPA. CNYRTA develops its own TAM Plan and establishes its TAM targets. CNYRTA's TAM Plan was originally adopted in 2018 and most recently updated in 2023.

Baseline Conditions and Performance Targets

Table 3 presents the baseline performance/conditions and the 2024 targets for Tier I transit assets in the SMTC planning area. The CNYRTA set the transit asset targets listed in Table 4 in December 2023. The SMTC agreed to support these transit asset targets on June 13, 2025 via Policy Committee Resolution 2025-10.

Table 4. Baseline Transit Asset Performance/Condition and Targets

Asset Category Performance Measure	Asset Class	Useful Life Benchmark (ULB)	2018 Baseline Condition	2023 Target
Rolling Stock				
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	Bus	14	0%	0%
	Cutaway Bus	8	0%	0%
	Other (Over-the-road coach)	14	0%	0%
Equipment				
Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their ULB	Car	8	0%	0%
	Truck/Van	8	0%	0%
Facilities				
Condition - % of facilities with a condition rating below 3.0 on the FTA TERM Scale	Administration	3	0%	0%
	Passenger Parking	3	0%	0%

Note: the Infrastructure category (rail fixed guideway, track, signals and systems) does not apply to Centro because it is a bus-only transit property.

Description of Progress

The MTP reflects the goals, objectives, performance measures, and targets in CNYRTA's 2023 Update to their TAM Plan. Transit vehicles are maintained to the highest standards and often replaced prior to reaching, or close to, the FTA defined useful life, which is evident from the adopted rolling stock, equipment, and facilities targets.

Pavement and Bridge Condition Measures (PM2)

The FHWA Pavement and Bridge Condition rules (PM2) established the following six performance measures for all bridges and pavements on the National Highway System (NHS):

- Percent of Interstate pavements in good condition;
- Percent of Interstate pavements in poor condition;
- Percent of non-Interstate NHS pavements in good condition;
- Percent of non-Interstate NHS pavements in poor condition;
- Percent of NHS bridges (by deck area) classified as in good condition; and
- Percent of NHS bridges (by deck area) classified as in poor condition.

NYSDOT Pavement and Bridge Condition Baseline Performance and Established Targets

NYSDOT established statewide PM2 targets for 2023 and 2025 on December 16, 2022. SMTC agreed to support NYSDOT's PM2 performance targets on February 23, 2023, via Policy Committee Resolution 2023-07. By adopting NYSDOT's targets, SMTC agrees to plan and program projects that help NYSDOT achieve these targets.

In September 2024, NYSDOT updated its 2025 pavement targets. SMTC agreed to support these revised targets on February 27, 2025, via Policy Committee Resolution 2025-04.

Table 5 presents recent performance for each PM2 measure for New York as well as the 2023 and 2025 statewide targets established by NYSDOT. For pavement measures the 4-year revised targets are shown.

Table 5. Pavement and Bridge Condition (PM2) Statewide Performance and Targets

Performance Measure	2018	2019	2020	2021	2022	2023	2023 Target	2025 Target
Percent of Interstate pavements in good condition	53.0%	51.1%	45.5%	45.3%	36.9%	50.7%	53.2%	48.2%
Percent of Interstate pavements in poor condition	1.2%	1.1%	0.7%	1.1%	1.8%	1.0%	1.4%	1.6%
Percent of non-Interstate NHS pavements in good condition	N/A	13.4%	18.3%	18.9%	16.3%	20.3%	22.3%	18.6%
Percent of non-Interstate NHS pavements in poor condition	N/A	7.5%	7.3%	7.6%	7.5%	7.1%	9.3%	8.4%
Percent of NHS bridges (by deck area) in good condition	24.4%	26.0%	25.3%	25.3%	24.7%	24.1%	24.1%	21.1%
Percent of NHS bridges (by deck area) in poor condition	10.2%	9.6%	10.9%	11.3%	11.2%	13.0%	12.5%	12.8%

On the NY Interstate system, the percentage of pavement in good condition decreased from 2018 to 2022 and then increased in 2023. The percentage in poor condition fluctuated slightly between 2018 and 2023 and remains low. On the non-Interstate NHS system, pavement in good condition increased from 2019 to 2023, while pavement in poor condition decreased.

For bridges on the NHS, the percentage of deck area in good condition decreased by a small amount from 2018 to 2023, while the percentage in poor condition increased slightly.

The SMTC annually publishes the Bridge and Pavement Condition Management System (BPCMS) Report, documenting the conditions of (1) all roadway bridges and (2) pavement conditions on federal-aid eligible roads in the MPA. The most recent BPCMS Report was published in October 2024 and documented the following pavement and bridge performance measures for the SMTC MPA:

- Percent of Interstate pavements in good condition: 44.5%
- Percent of Interstate pavements in poor condition: 0.4%
- Percent of non-Interstate NHS pavements in good condition: 38.3%
- Percent of non-Interstate NHS pavements in poor condition: 3.6%
- Percent of NHS bridges by deck area in good condition: 18.3%
- Percent of NHS bridges by deck area in poor condition: 17.1%

The SMTC 2050 MTP addresses preservation of the transportation system and identifies infrastructure needs within the Syracuse Metropolitan Planning Area, and identifies future funding for targeted pavement and bridge condition improvements. One of the objectives of the 2050 MTP is to “preserve and maintain existing transportation facilities including pavement, bridges, and bicycle/pedestrian facilities.” Numerous paving, bridge rehabilitation, and bridge replacement projects are identified in the 2050 MTP

financial analysis along with additional funding for future anticipated highway and bridge maintenance projects not yet specifically identified, in recognition of the substantial and ongoing maintenance needs of the region's aging infrastructure.

System Performance, Freight, and Congestion, Mitigation & Air Quality Improvement Program Measures (PM3)

The FHWA System Performance, Freight, and Congestion, Mitigation and Air Quality Improvement Program (CMAQ) Performance Measures Final rule (PM3) established the following six performance measures:

For the National Highway Performance Program (NHPP):

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

For the National Highway Freight Program (NHFP):

3. Truck Travel Time Reliability Index (TTTR);

For the CMAQ Program:

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The three CMAQ performance measures listed above are applicable only in areas that do not attain or have only recently attained national air quality standards. The SMTC is **not** subject to establishing targets for these performance measures.

NYSDOT PM3 Baseline Performance and Established Targets

NYSDOT established PM3 targets for 2023 and 2025 in December 2022. SMTC agreed to support NYSDOT's PM3 performance targets on February 23, 2023, via Policy Committee Resolution 2023-07. By adopting NYSDOT's targets, SMTC agrees to plan and program projects that help NYSDOT achieve the State's targets.

Table 6 presents recent performance for the applicable PM3 measures as well as the 2023 and 2025 targets established by NYSDOT.

Table 6. System Performance and Freight (PM3) Statewide Performance and Targets

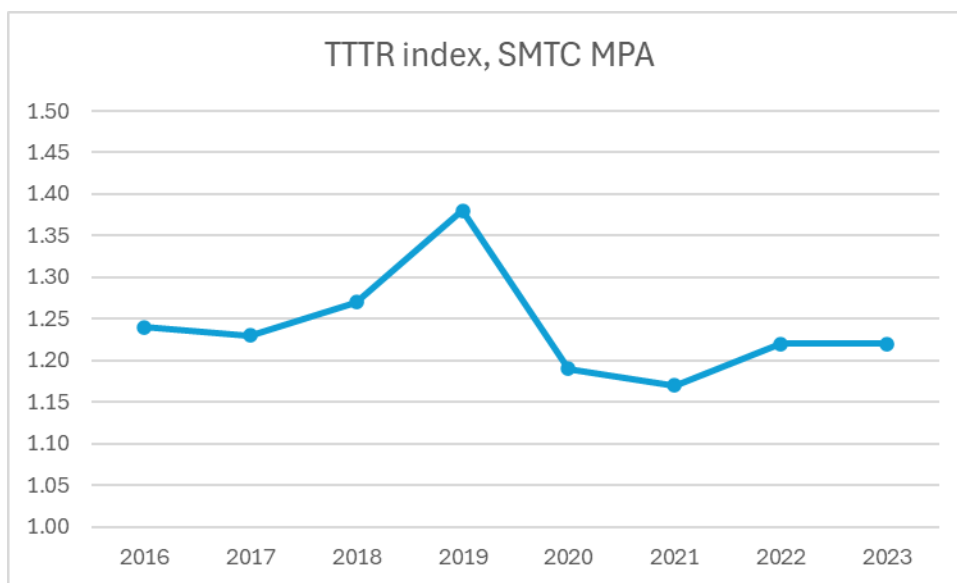
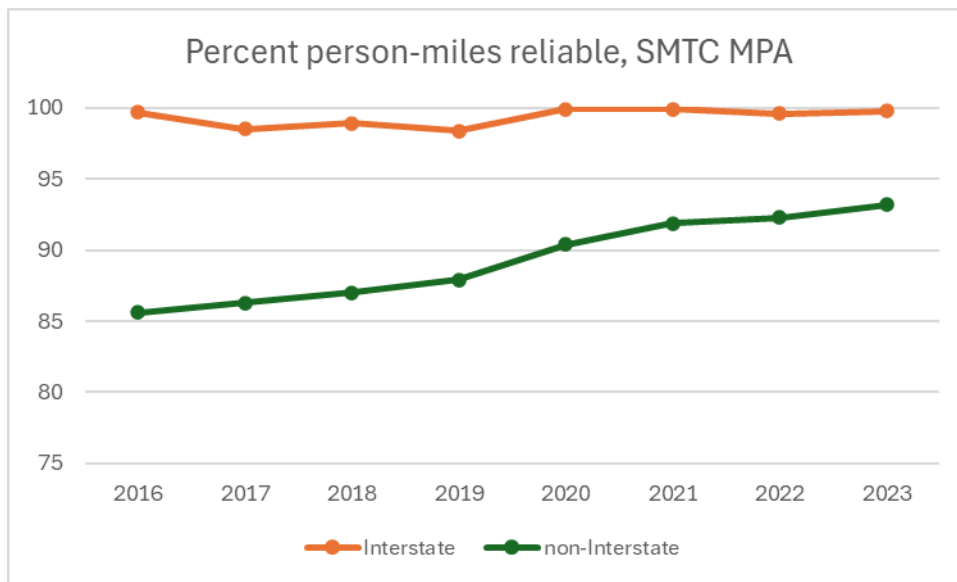
Performance Measure	2018	2019	2020	2021	2022	2023	2023 Target	2025 Target
Percent of person-miles on the Interstate system that are reliable	80.7%	78.8%	86.9%	81.6%	80.1%	79.0%	75.0%	75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	N/A	80.3%	86.8%	85.7%	85.4%	84.0%	70.0%	70.0%
Truck Travel Time Reliability index (TTTR)	1.43	1.47	1.33	1.39	1.41	1.40%	2.00	2.00

As shown in Table 6, the percent of person-miles on the Interstate system that are reliable decreased slightly from 2018 to 2023. For the non-Interstate NHS, performance increased notably from 2019 to 2023. TTTR performance improved slightly from 2018 to 2023.

SUNY AVAIL reported the following PM3 measures for the SMTC MPA for 2023:

- Percent of person-miles on the Interstate system that are reliable: 99.8%
- Percent of person-miles on the non-Interstate NHS that are reliable: 93.2%
- Truck Travel Time Reliability index: 1.22

The SMTC MPA is meeting all of the PM3 targets and performing better than the state as a whole on all of these measures. Since 2016, Interstate reliability in the SMTC MPA has remained consistently high, and non-Interstate reliability has steadily increased. The Truck Travel Time Reliability index peaked in 2019, but mostly has remained below 1.25, indicating a high degree of reliability (lower values indicating more reliable conditions, with a lower bound of 1.00). The SMTC's 2025 Congestion Management Process report provides additional data and measures related to reliability and congestion in the region. Maintaining a high degree of reliability on our freight network and on the National Highway System are objectives of the MTP supporting the Economy and Community goal areas.



Transit Safety

The FTA Public Transportation Agency Safety Plan (PTASP) rule applies to certain providers of public transportation systems. Providers must develop and implement a PTASP that includes performance targets for the following performance measures:

- Total number of reportable fatalities by mode.
- Reportable fatality rate per total vehicle revenue miles by mode.
- Total number of reportable injuries by mode.
- Rate of reportable injuries per total vehicle revenue miles by mode.
- Total number of reportable safety events by mode.

- Rate of reportable safety events per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

When the public transportation provider establishes targets, it must make the targets available to MPOs to aid in the planning process. MPOs have 180 days after receiving the initial PTASP targets to establish transit safety targets for the MPO planning area. The MPO must reflect those targets in any LRTP/MTP and TIP updated on or after July 20, 2021, and revisits the MPO targets with each LRTP/MTP update.

The PTASP rule applies to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA’s State Safety Oversight Program. Agencies that operate passenger ferries that are regulated by the United States Coast Guard or rail service that is regulated by the Federal Railroad Administration are not required to develop a PTASP for those modes of service.

Transit Safety Targets

The CNYRTA is the only transit agency operating in the SMTC’s planning area that is subject to the PTASP rule. CNYRTA is responsible for developing a PTASP and establishing transit safety targets annually. Table 7 presents the transit safety targets established by the CNYRTA in December 2024.

Table 7. Transit Safety Performance Targets for CNYRTA, 2025

Transit Mode	Fatalities (total)	Fatalities (per 1M VRM)	Injuries (total)	Injuries (per 1M VRM)	Safety Events (total)	Safety Events (per 1M VRM)	System Reliability
Fixed route bus	0	0	27.55	6.8	20.90	5.16	221
Paratransit	0	0	3.8	2.48	2.85	1.86	35

The SMTC agreed to support the CNYRTA public transportation safety targets on June 13, 2025, via Policy Committee Resolution 2025-09 thus agreeing to plan and program projects that are anticipated to make progress toward achieving transit safety targets.

Description of Progress

The MTP directly reflects the goals, objectives, performance measures, and targets as they are described in other public transportation plans and processes, including the CNYRTA’s PTASP. Safety and reliability of the entire transportation system are goals of the MTP. As stated in their PTASP “The Central New York Regional Transportation Authority commits to implementing a Safety Management System, providing appropriate resources and encouraging an organizational culture that fosters safe practices enabling effective employee safety reporting and communication.” Their stated safety program goals are:

- Instill a safety attitude ensuring a safe workplace and customer service environment
- Establish a commitment to safety and continually increase employee safety awareness
- Develop and maintain a comprehensive Safety Program including providing formalized safety training
- Develop and maintain safety standards and procedures

- Reduce accident and injury rates
- Reduce loss related to CNYRTA/Centro property damage and third-party claims
- Select equipment that promotes and enhances safety and safeguards against hazards
- Apply new research and development in safety efforts and make necessary changes to uphold safety.

As outlined in the MTP financial analysis, the largest portion of FTA funds is expected to be directed to bus procurement, followed by preventive maintenance, both of which help ensure the safety and reliability of the transit system.

This page intentionally left blank.

A decorative vertical column on the left side of the page, composed of a series of hexagons in various colors: yellow, green, teal, orange, dark blue, and light green, arranged in a staggered pattern.

APPENDIX

C

- **Summary of Transportation Related Goals and Objectives from Existing Regional Plans**

SMTC 2050 Metropolitan Transportation Plan

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

May 2025 (Previously updated March 2014 and 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	<ul style="list-style-type: none"> • 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"	<ul style="list-style-type: none"> • 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'	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Provide transportation solutions that enhance the livability, visual quality, sustainability, and economic vitality of greater Syracuse.
CNYRPDB Central New York Regional Recreation & Heritage Plan goals and objectives	<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

*Appendix C: Summary of Transportation Related
Goals and Objectives from Existing Regional Plans*

	<p>and heritage points and areas.</p> <ul style="list-style-type: none"> • 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.
City of Oswego 2020 Vision Comprehensive Plan	<ul style="list-style-type: none"> • Increase utilization of port facilities.

Proposed MTP goal: Support efficient and reliable freight movement.

Proposed objectives:

- Maintain a high degree of reliability in our freight network and on our National Highway System (NHS).

SAFETY, SECURITY, RELIABILITY, AND PRESERVATION

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

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

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

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

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

Related Related objectives, etc., from existing studies:

SAFETY AND SECURITY	
The I-81 Corridor Study objectives	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Improve interstate geometry
Plan Onondaga	<ul style="list-style-type: none"> • Become a Vision Zero community.
Town of Geddes & Village of Solvay Comprehensive Plan	<ul style="list-style-type: none"> • Enhance the level of safety, comfort and effectiveness of transportation routes with respect to non-motorists as infrastructure improvement opportunities arise.
Town of LaFayette Comprehensive Plan	<ul style="list-style-type: none"> • Preserve and enhance our multi-modal transportation assets to meet the current and future needs of all transportation users, especially safe routes to school for

*Appendix C: Summary of Transportation Related
Goals and Objectives from Existing Regional Plans*

	our school children who walk or ride bikes to and from school.
SYSTEM RELIABILITY AND MANAGEMENT OF OPERATIONS	
Draft County Plan “Projects and Practices”	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Improve transportation system efficiency and reliability, and reduce travel costs
Vision CNY "targets" and "strategies"	<ul style="list-style-type: none"> • Develop regional TDM program
CNY REDC Strategic Plan "tactics" and "performance metrics"	<ul style="list-style-type: none"> • Collectively address anchor institution transportation needs
I-81 Viaduct Project – Scoping Report (April 2015) goal & I-81 Independent (Tunnel) Feasibility Study (Nov 2017) goal	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Minimize cost
INFRASTRUCTURE CONDITION / SYSTEM PRESERVATION	
Draft County Plan “Projects and Practices”	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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"	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Maintain I-81 Interstate status, with interstate highway standards
Hazard Mitigation Plan Update – Onondaga County, NY Feb 2019 (DRAFT) goals and objectives	<p>Protect life and property</p> <ul style="list-style-type: none"> • Protect and maintain critical facilities and infrastructure

*Appendix C: Summary of Transportation Related
Goals and Objectives from Existing Regional Plans*

	<ul style="list-style-type: none"> • Pursue federal and state assistance toward the improvement of facilities
Oswego County Comprehensive Plan	<ul style="list-style-type: none"> • Maintain the County highway system in a state of good repair, assist the appropriate maintenance of local roads, and coordinate maintenance activities with New York State to ensure the proper function of the highway system.
Town of Onondaga Master Plan	<ul style="list-style-type: none"> • To preserve the functioning of local streets while maintaining livability along these streets by controlling truck routes, speed limits, and land use development intensity.

Proposed MTP goal: Provide and maintain a safe, secure, and reliable transportation network.

Proposed objectives:

- Reduce serious injuries and fatalities from vehicles crashes and from crashes involving people walking and biking.
- Preserve and maintain existing transportation facilities including pavement, bridges, and bicycle / pedestrian facilities.
- Maintain a high degree of reliability on our highway system.

Proposed MTP goal: Address new and rapidly changing technologies.

Proposed objectives:

- Strategically plan for publicly available electric vehicle charging stations.
- Incorporate smart city technologies like signal prioritization or autonomous vehicle infrastructure across the region.

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 POLICY	
Draft County Plan “Projects and Practices”	<ul style="list-style-type: none"> • 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"	<ul style="list-style-type: none"> • Develop "complete streets" to encourage walking and biking. • Promote municipal adoption of a complete streets program.
TRANSIT ENHANCEMENT	
Draft County Plan “Projects and Practices”	<ul style="list-style-type: none"> • 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"	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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

*Appendix C: Summary of Transportation Related
Goals and Objectives from Existing Regional Plans*

	trucks to rail, which will significantly reduce carbon emissions and the wear and tear of roads and bridges.
Town of Manlius Comprehensive Plan	<ul style="list-style-type: none"> • Improve resident awareness of and access to public transportation and ride-sharing options
TRAILS / SIDEWALKS / BIKE FACILITIES	
Draft County Plan “Projects and Practices”	<ul style="list-style-type: none"> • 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"	<ul style="list-style-type: none"> • 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.
Plan Onondaga	<ul style="list-style-type: none"> • Incorporate multi-modal options as a central element of centers. • Implement an expanded and connected network of bike lanes, trails, and multi-modal corridors.
City of Oswego 2020 Vision Comprehensive Plan	<ul style="list-style-type: none"> • Develop a more pedestrian friendly Main Street and downtown area

*Appendix C: Summary of Transportation Related
Goals and Objectives from Existing Regional Plans*

Village of Fayetteville Comprehensive Plan	<ul style="list-style-type: none"> • Work with the community, and adjacent municipalities, to identify opportunities for improving trail circulation, to connect to existing, and/or develop new recreational trails • Support bicycling initiatives by providing safe options for bicyclists of all levels and incorporating bicycle infrastructure (e.g. bike lanes, bicycle parking near local businesses) to improve bicycle connectivity between village neighborhoods and local businesses, cater to bicycle tourism, and promote the use of bicycle transportation
Town of Geddes & Village of Solway Comprehensive Plan	<ul style="list-style-type: none"> • Develop and implement a walkable environment. • Create a bicycle-accessible community. • Foster a mix of residential and commercial investment that promotes the vitality, density, and walkability of local activity centers
Town of LaFayette Comprehensive Plan	<ul style="list-style-type: none"> • Foster multi-modal connectivity within the Hamlet by creating dedicated travel facilities for bicyclists and pedestrians
Town of Manlius Comprehensive Plan	<ul style="list-style-type: none"> • Establish and maintain an active transportation network with adequate pedestrian and bicycle amenities
Town of Skaneateles Comprehensive Plan	<ul style="list-style-type: none"> • Develop and implement a walkable environment. • Create a bicycle-accessible community.
ALTERNATIVE MODES - GENERAL	
Draft County Plan “Projects and Practices”	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Identify alternative mode improvement in the vicinity of I-81 • Improve connectivity of alternative modes of transportation (pedestrian, bicycle, and transit)
City of Oswego 2020 Vision Comprehensive Plan	<ul style="list-style-type: none"> • Improve sustainable transportation access especially related to rail, cycling, and waterways
Town of LaFayette Comprehensive Plan	<ul style="list-style-type: none"> • Preserve and enhance our multi-modal transportation assets to meet the current and future needs of all transportation users, especially safe routes to school for our school children who walk or ride bikes to and from school.
MOBILITY - ROADS	
The I-81 Corridor Study objectives	<ul style="list-style-type: none"> • 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.

Appendix C: Summary of Transportation Related Goals and Objectives from Existing Regional Plans

	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Enhance local connectivity (such as linking University Hill with downtown)
CNY REDC Strategic Plan "tactics" and "performance metrics"	<ul style="list-style-type: none"> • Air connectivity - increase total passengers (by 10%)
I-81 Viaduct Project – Scoping Report (April 2015) objective and DEIS (April 2019) objective	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Enhance the livability of the surrounding area.
Village of Fayetteville Comprehensive Plan	<ul style="list-style-type: none"> • Prioritize pedestrian circulation over vehicular circulation within the village core to improve pedestrian safety, reduce vehicular speeds, improve the safety of pedestrian crossings, and strengthen connections to village business districts
Town of Geddes & Village of Solway Comprehensive Plan	<ul style="list-style-type: none"> • Facilitate and encourage the use of a sustainable, multi-modal transportation network, including roads, sidewalks, bike lanes, trails, public transit, and Town waterways to serve the needs of existing and projected development within the Town and Village, and to ensure direct linkages with neighboring municipalities and other areas of the county.

Proposed MTP goal: Enhance mobility and accessibility between all modes.

Proposed objectives:

- Create a cohesive and connected network of bicycle and pedestrian facilities across the region.
- Improve frequency and reliability of fixed-route transit service in the urban core and to regional employment centers.
- Expand micro-mobility options, such as bike- and scooter-share, outside the City of Syracuse.

Proposed MTP goal: Expand access to opportunities and services.

Proposed objectives:

- Eliminate barriers to the transportation network through improved usability and accessible design.
- Improve access to major employment and training centers via all modes of transportation.
- Expand transit service options for off-peak and non-commuting trips.

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 LAND USE – TRANSPORTATION PLANNING	
Draft County Plan “Projects and Practices”	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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.

*Appendix C: Summary of Transportation Related
Goals and Objectives from Existing Regional Plans*

<p>Hazard Mitigation Plan Update – Onondaga County, NY Feb 2019 (DRAFT) goals and objectives</p>	<ul style="list-style-type: none"> • 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
<p>Vision CNY "targets" and "strategies"</p>	<ul style="list-style-type: none"> • Implement a regional main street revitalization program.
<p>Plan Onondaga</p>	<ul style="list-style-type: none"> • Provide tools, resources, and partnerships for the development of strategic new centers. • Invest in public places and spaces within existing and new centers. • Expand housing choice.
<p>Oswego County Comprehensive Plan</p>	<ul style="list-style-type: none"> • Develop and support the development of industrial and major commercial employment sites which have all necessary public services and which are compatible with existing land use patterns in the county. • Diversity the local economy by coordinating infrastructure and telecommunication development in major employment centers, reinforcing cities and villages as commercial service centers, creating a positive environment for small business development, and enhancing the economic value of our natural resources. • Promote regional solutions to land use and development issues which transcend county political boundaries. • Encourage new development to incorporate traditional village characteristics and/or complement natural landscape features in order to revive a "sense of place" and sense of community by reinforcing traditional development patterns.
<p>City of Oswego 2020 Vision Comprehensive Plan</p>	<ul style="list-style-type: none"> • Identify zoning changes that will improve the appearance, usage, and maintenance of downtown buildings
<p>Village of Fayetteville Comprehensive Plan</p>	<ul style="list-style-type: none"> • Encourage compact building forms that are designed to reflect the scale and historical character of the village,

*Appendix C: Summary of Transportation Related
Goals and Objectives from Existing Regional Plans*

	<p>infill redevelopment of vacant and underutilized properties, adaptive re-use of existing buildings, and preservation of historically significant buildings</p> <ul style="list-style-type: none"> • Encourage vibrant mixed-use development in appropriate areas as identified in the Future Land Use Map • Incorporate design guidelines that encourage pedestrian and bicyclist friendly design into commercial developments • Work with the Town of Manlius to ensure that future development adjacent to the village boundary is compatible with village land use and serves the needs and desires of village residents
Town of Geddes & Village of Solway Comprehensive Plan	<ul style="list-style-type: none"> • Provide a balance in the type and affordability of housing for Town and Village residents, employing smart-growth principles that strategically encourage density and diversity of housing options in areas with ready access to local goods, services, infrastructure, and public transportation. • As opportunities allow, in consultation with the neighborhoods, encourage incremental mixed-use traditional neighborhood growth with a diversity of uses and housing types, especially those that serve the needs of young families and senior citizens. • As opportunities allow, in consultation with the neighborhoods, encourage incremental mixed-use traditional neighborhood growth with a diversity of uses and housing types, especially those that serve the needs of young families and senior citizens.
Town of LaFayette Comprehensive Plan	<ul style="list-style-type: none"> • Foster a mix of residential and commercial activity in the Hamlet that contributes to a walkable and affordable lifestyle
Town of Manlius Comprehensive Plan	<ul style="list-style-type: none"> • Concentrate future development within already developed areas, particularly those which already have access to public infrastructure (water and sewer) and have opportunities for infill development
Town of Onondaga Master Plan	<ul style="list-style-type: none"> • To encourage the use of residential clustering while maintaining overall low density in locations where clustering serves to protect unique natural features and vistas or enhance the amount of open space.
Town of Skaneateles Comprehensive Plan	<ul style="list-style-type: none"> • As opportunities allow, in consultation with the neighborhoods, encourage incremental mixed-use traditional neighborhood growth with a diversity of uses

Appendix C: Summary of Transportation Related Goals and Objectives from Existing Regional Plans

	<p>and housing types, especially those that serve the needs of young families and senior citizens.</p> <ul style="list-style-type: none"> • Protect historically significant architecture, valued neighborhood character and important public open spaces throughout the Village
TRANSIT ORIENTED DEVELOPMENT	
Draft County Plan “Projects and Practices”	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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”	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Maintain or improve air quality (overall emissions and odor) • Minimize air quality and noise impacts on adjacent neighbors
Vision CNY "targets" and "strategies"	<ul style="list-style-type: none"> • 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)
Oswego County Comprehensive Plan	<ul style="list-style-type: none"> • Encourage implementation of best available technology and best management practices to maintain and improve air quality and protect the health of County residents.
Town of Geddes & Village of Solvay Comprehensive Plan	<ul style="list-style-type: none"> • Make significant reductions in greenhouse gas emissions and increase climate resilience to adapt to unavoidable change.
OTHER – ENVIRONMENTAL, QUALITY OF LIFE	
The I-81 Corridor Study objectives	<ul style="list-style-type: none"> • Support local, regional, and state environmental initiatives

*Appendix C: Summary of Transportation Related
Goals and Objectives from Existing Regional Plans*

	<ul style="list-style-type: none"> • 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)
<p>Central New York Regional Recreation & Heritage Plan (CNYRPDB) goals and objectives</p>	<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

*Appendix C: Summary of Transportation Related
Goals and Objectives from Existing Regional Plans*

	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	<ul style="list-style-type: none"> • Minimize adverse environmental impacts
Hazard Mitigation Plan Update – Onondaga County, NY Feb 2019 (DRAFT) goals and objectives	<ul style="list-style-type: none"> • 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.
Plan Onondaga	<ul style="list-style-type: none"> • Preserve ecological assets within greenways and blueways. • Protect farmland and rural landscapes. • Protect natural resources and scenic views.
City of Oswego 2020 Vision Comprehensive Plan	<ul style="list-style-type: none"> • Place cultural uses in the downtown area • Maintain or increase amount of park and open space accessible to residents and visitors • Expand current range (i.e. size, cost, type, density) of housing options while working to improve the overall property values in the area • Increase residential living opportunities downtown • Preserve existing trees and tree lawns, and encourage the planting of additional trees where appropriate • Ensure that future development activities protect and sustain our environment and address coastal erosion
City of Fulton Comprehensive Plan	<ul style="list-style-type: none"> • Create a magnetic downtown by celebrating the arts, supporting new business development, creating attractive downtown living opportunities, and fostering a mixed-use environment that is active both day and night.

*Appendix C: Summary of Transportation Related
Goals and Objectives from Existing Regional Plans*

	<ul style="list-style-type: none"> • Establish a community identity through an authentic and unique brand for the City and implementing placemaking strategies that create and inviting, visually attractive cityscape for residents and visitors to enjoy. • Foster environmental sustainability and climate resiliency by protecting our waterfront and critical environmental areas from the adverse impacts of development, by conserving our natural resources, and by reducing our carbon footprint.
Village of Fayetteville Comprehensive Plan	<ul style="list-style-type: none"> • Maintain, enhance, preserve, and manage the village's natural resources including trees, parks, and waterways. • In partnership with the Village Tree Commission, identify funding opportunities to develop a Tree Inventory and Management Plan to determine the type and health of public street and park trees • Encourage the use of high-quality materials, energy-efficiency, renewable technologies, and native landscapes in the design and construction of new and existing neighborhoods to enhance desirability • Support the Tree Commission and Parks Commission in their efforts to enhance greenspace and beautify the village • Protect flood and erosion prone areas from future development • Promote the installation of green infrastructure, including rain gardens, green roofs, green parking, bioswales, etc. to help with stormwater management
Town of Geddes & Village of Solvay Comprehensive Plan	<ul style="list-style-type: none"> • Preserve, in their natural state, open space areas that have significant ecological value, and sensitive environmental areas, including wetlands, floodplains, watercourses, woodlots, steep slopes, and wildlife habitats. • Promote sustainable development practices that protect sensitive environmental areas, enhance biodiversity, and create or maintain quality open space areas. • Protect and preserve high value natural resource areas and maintain varied ecosystems to preserve and protect native fauna and flora.
Town of LaFayette Comprehensive Plan	<ul style="list-style-type: none"> • Support appropriate mixed use development that contributes to the character of the hamlet
Town of Manlius Comprehensive Plan	<ul style="list-style-type: none"> • Protect and grow our network of natural, open, and agricultural spaces

*Appendix C: Summary of Transportation Related
Goals and Objectives from Existing Regional Plans*

Town of Onondaga Master Plan	<ul style="list-style-type: none"> • To protect and enhance the suburban/country atmosphere and lifestyle of the Town, including valuable open space and scenic vistas. • To protect valuable natural resources such as groundwater, surface waters, including wetlands, viable farmlands, and unique natural areas from any harmful impacts of development.
Town of Skaneateles Comprehensive Plan	<ul style="list-style-type: none"> • Protect and preserve high value natural resource areas and maintain varied ecosystems to preserve and protect native fauna and flora.

Proposed MTP goal: Support targeted growth in urban, suburban, and rural communities.

Proposed objectives:

- Focus transportation investments in existing and emerging centers, as well as along planned transit corridors.
- Prioritize investments for distressed communities.

Proposed MTP goal: Protect, enhance, and connect important ecosystems and ecologically significant areas.

Proposed objectives:

- Utilize greenways and blueways to connect our communities and natural resources.
- Reduce the quantity and improve quality of stormwater runoff from transportation facilities.

Proposed MTP goal: Ensure communities are well-equipped to mitigate / adapt to the effects of climate change and support resiliency of transportation facilities.

Proposed objectives:

- Incorporate bioswales, street canopies, and other green infrastructure elements.
- Reduce greenhouse gas emissions per capita.
- Reduce vehicle miles traveled (VMT) per capita.

This page intentionally left blank.

A decorative vertical column on the left side of the page, composed of a series of interlocking hexagons. The colors of the hexagons, from top to bottom, are: yellow, green, teal, orange, yellow, dark blue, green, orange, yellow, teal, orange, and dark blue.

APPENDIX

D

- **Public Involvement Plan**
- **Public Outreach Materials**
- **Public Survey Summary**
- **Public Meeting Summary**
- **Public Comments**

Public Involvement Plan
for the
2050 Metropolitan Transportation Plan
2025 Update

Syracuse Metropolitan Transportation Council
January 2024

This page intentionally left blank.

1. Introduction

The SMTC's current agency-wide Public Participation Plan (PPP) was adopted by the Policy Committee in June 2021. The PPP specifies that "a specific public involvement plan will be created at the outset of an LRTP update."

The PPP outlines a minimum set of requirements for public involvement within the Long Range Transportation Plan (LRTP) process and for the review and approval of the draft and final LRTP documents, based on the requirements specified in the current federal legislation. Relevant excerpts from the Bipartisan Infrastructure Law, or BIL, are included as an attachment at the end of this document. SMTC staff create a study-specific Public Involvement Plan (PIP) for each individual study that utilizes the overall PPP as a framework and includes additional engagement techniques specific to the individual study. This PIP outlines the engagement techniques we expect to utilize for the 2025 update to the 2050 Metropolitan Transportation Plan (MTP)¹.

The overall goals for public engagement in the MTP process are:

- Inform the community about the purpose and function of the SMTC and the overall MTP process, and
- Develop an understanding of the community's wants and needs for the transportation system over the next 20+ years.

Achieving these goals will require that information about the SMTC and the MTP is accessible through a variety of formats and venues, that community members have a variety of opportunities to provide meaningful input to the process, community feedback is gathered early in the process, and a mechanism is established for reporting back to the community how their input influenced the MTP.

2. SMTC Public Participation Plan requirements

The agency-wide PPP mostly addresses the public participation requirements towards the end of the MTP process, including the 30-day public review of the draft document and Planning and Policy review.

From section 4 of the SMTC's 2021 Public Participation Plan:

The following requirements have been established by the SMTC or federal legislation and will be followed during the creation of a full update or amended LRTP, as applicable. Per 23 CFR 450.316, when developing a full LRTP update, the SMTC will consult with agencies and officials responsible for other planning activities within the Metropolitan Planning Area that are affected by transportation or coordinate its planning process with such planning activities. A specific

¹ Starting with the 2025 update, SMTC will utilize the title Metropolitan Transportation Plan, or MTP, instead of LRTP. These titles can be used interchangeably to describe the 20-year vision document required of MPOs.

public involvement plan will be created at the outset of an LRTP update to help guide and identify community engagement and input opportunities.

- *Development of the LRTP will include public information sessions and meetings as appropriate. Notification will be provided consistent with Section 7 of this document for all public meetings held prior to the creation of the draft document.*
 - *Virtual public involvement will be used in conjunction with public information sessions or meetings.*
- *A draft version of the LRTP will be made available for public review and comment for a period of 30 days and a final public meeting or comparable input opportunity will be held during this review period to present the plan to the public and solicit comments.*
 - *The public review document will be made available at the Central Library of the Onondaga County Public Library system in Syracuse, NY, at the SMTC office, as well as on the SMTC website.*
 - *Fliers will be distributed at community meetings, community centers, libraries, or other known community gathering places.*
 - *A legal notice will be published indicating the commencement of the 30-day public comment period. The legal notice will also indicate how the public can access the document (online and in-person); how comments can be submitted and the final date for submission of comments; and the date, time, and location of the final public meeting (virtual and/or in-person) for the development of the LRTP.*
 - *A media release to television stations, radio stations, and weekly and daily general circulation newspapers in the region, as well as specialty newspapers on a case-by-case basis, and on the SMTC website will announce the availability of the draft LRTP for public review and the schedule of the final public meeting.*
 - *SMTC will send an email to all e-newsletter subscribers indicating the availability of the document for review, with a link to the document online. This notice will also be posted to SMTC's currently in use social media channels.*
 - *For a full LRTP update, the draft public review document will be directly distributed to the parties identified in 23 CFR Part 450.316 (a) to the maximum extent practical (See Section 3 of this document).*
- *Citizens will be able to make comments during the public comment period via email, postal mail, phone or online*.*
 - *All written public comments submitted to the SMTC will be included in an appendix to the final LRTP as they are received, along with a staff response; verbal comments will be summarized by staff and included in this appendix as well. Comments will be documented without attribution.*
 - *Public suggestions for modifying the draft LRTP will be considered and may be incorporated into the final document prior to adoption by the SMTC Policy Committee.*
 - *If the final LRTP differs significantly from the version first made available for public comment and raises new material issues not reasonably foreseen from the*

public involvement effort, an additional public comment period of 10-days will be provided. Major comments that generate significant revisions between the publicly distributed draft document and final document will be summarized and included as an appendix to the final document.

**Note: Per the SMTC's Social Media Policy, comments on Facebook posts (page or "wall" posts) will be treated as public discussion and not as official comments. Staff may or may not engage in discussion via post comments. However, direct messaging through Facebook – which is not publicly visible and is clearly directed at the SMTC – will be treated as official written comment and summarized along with other comments received via email, postal mail, and phone.*

- *The SMTC Planning Committee must recommend approval of a draft LRTP prior to advancement to the SMTC Policy Committee. The SMTC Planning Committee will consider comments received during the public review prior to recommending a final draft for the SMTC Policy Committee consideration.*
- *Upon adoption by the SMTC Policy Committee, the final LRTP will be made available for public distribution at the Central Library of the Onondaga County Public Library system, the SMTC office, as well as on the SMTC website. Copies will also be provided to interested individuals upon request.*

3. On-going public engagement in the MTP process

In addition to the outreach specified in the SMTC's PPP, staff will employ other techniques throughout the MTP development process to engage the public. Public engagement for planning studies has traditionally involved a small number of in-person public meetings, keyed to project milestones, typically with a presentation followed by question-and-answer session or a "workshop" session. More recently, SMTC and other planning agencies have pivoted away from this approach and found success with techniques such as:

- More numerous but smaller meetings at a variety of locations or "piggybacking" on regular meetings of established community/citizens' groups.
- Offering flexibility including drop-in style meetings or "office hours" (in-person and/or virtual) and online resources (such as recorded presentations) that allow people to engage with content on their own schedule.
- Surveys and questionnaires, primarily administered online.

Although in-person public meetings have returned to the planning process after being restricted due to the COVID-19 pandemic, the SMTC continues to employ virtual public engagement techniques. We have found, through recent studies, that offering both in-person and virtual options is viewed favorably by both the public and our member agencies. Virtual techniques include meetings or information sessions held via online platforms such as Zoom, recorded presentations posted to the SMTC's YouTube channel, and online surveys.

One of the Planning Emphasis Areas identified in the [December 2021 joint letter from FHWA and FTA](#) is Equity and Justice⁴⁰ in Transportation Planning, and one of the [three major components](#)

[of USDOT's Justice40 initiative](#) is “understanding the needs of a community through meaningful public engagement.” USDOT goes on to define “meaningful” public engagement as: spanning a project’s lifecycle, responsive to community needs, and removing barriers to participation. In order to achieve meaningful public engagement in the MTP process, SMTC staff will conduct ongoing engagement throughout the process employing a variety of in-person and virtual techniques while striving to eliminate barriers to participation especially within [historically disadvantaged communities](#). When multiple engagement formats are used, we will strive to make input opportunities consistent across platforms, ensuring that participants have equitable opportunities to provide input through a variety of means (for example, using the same set of questions for an online and text survey and at an in-person meeting) and treating all input with the same “weight” without regard to the means by which it was received.

Online presence and virtual engagement. The SMTC will establish an MTP-specific page within our website to be the repository of information related to the MTP. Recognizing that many individuals and households in our community may only have access to the internet via a smartphone, we will strive to make all online resources mobile-friendly and look for “lightweight” communication and feedback tools such as text-based survey options. We will also use techniques such as recorded presentations, which community members can view on their own schedule, and virtual meetings or “office hours” to provide opportunities to engage directly with staff without attending in-person events.

Forum on Active Transportation (FOAT). The SMTC established the FOAT in March 2021, and has held these meetings approximately every three months since that time. To date, all but one of the FOAT meetings have been held virtually via Zoom. (The August 2022 meeting was held in-person and included a Veo bike/scooter demonstration.) FOAT meetings are generally publicized via SMTC’s email list and social media. The meetings are open to anyone, but we have seen a number of repeat attendees. SMTC staff plan to tap into this loosely-established group throughout the MTP process by holding in-person (possibly with live-stream or recording, depending on technology) FOATs around the region throughout 2024. This will provide an opportunity to engage in conversations specifically about bicycling and walking in that part of the community.

“Speaking tour” of community/citizens’ group meeting. The SMTC has established contacts and relationships with many existing community and citizens’ group. These groups often seek out guest speakers for their meetings. Staff will reach out to these groups early in the MTP process and offer to participate as a guest speaker on an upcoming agenda. SMTC will provide an overview of the LRTP process and an update on the status at that point, and seek input from meeting attendees about their transportation concerns and ideas. The specific presentation and questions might vary depending on the timing of the meetings within the MTP development process.

Specific groups that will be contacted include Tomorrow's Neighborhoods Today² and FOCUS Greater Syracuse. Staff will also reach-out to existing contacts at local agencies serving the New American community. We will work with the SAC to identify other groups, and also publicize on social media that SMTC staff are available to participate in community meetings and discuss the MTP process.

Invitations will be considered on a case-by-case basis and in context of the Public Meeting Procedures outlined in the SMTC's PPP. Specifically, meetings where SMTC staff participate as part of the MTP process should be free and open to any members of the public and held in locations that are accessible to persons with disabilities in compliance with the Americans with Disabilities Act. SMTC may publicize staff participation in any of these meetings via our social media, website, and email lists.

Tabling / pop-up meetings. Similar to the "speaking tour," SMTC staff will seek out opportunities to "table" or conduct a "pop-up" meeting at established community events. This generally consists of a small booth with handouts and/or a limited number of display boards to grab the attention of people passing by during the community event. These events allow staff to interact one-on-one or in small groups with the public, and direct people to the MTP website for additional information. Content may vary throughout the MTP process. Staff will develop a short list of "essential questions" to guide dialogue with community members. Locations are likely to include: CNY Regional Market and various festivals. As these are likely to be outdoor events, we anticipate that these will mostly occur in summer-fall 2024.

Youth outreach. Young people have a specific set of transportation needs today (too young to obtain drivers license and/or no access to a personal vehicle), and they will be the future users of the transportation system within the 20-year horizon of the MTP. Their input should be purposefully included in the MTP process. Staff will contact school districts in our planning area and offer to speak to high school "participation in government"/civics classes. We will create a modified presentation, similar to the "speaking tour" of community groups for these interactions and consider a short, online or text survey targeted to this demographic.

4. Limited English Proficiency and accessibility

Individuals that report speaking English "less than very well" on Census surveys are considered to have limited proficiency in English – a segment of the population referred to collectively as the "limited English proficiency" or LEP population. Ensuring that the LEP population affected by a project has opportunities for meaningful participation requires careful consideration and planning.

² TNT is an independent charitable organization in the City of Syracuse that comprises eight sector groups covering the entirety of the City. Each sector holds a monthly meeting that typically involves updates from City departments, a guest speaker on a relevant topic, and time for residents in that sector to have dialogue about current issues and concerns. SMTC staff will reach out to all eight TNT sectors and ask to be included as an agenda item at a meeting in 2024.

The SMTC has examined the 2018-2022 American Community Survey data for LEP populations throughout our planning area at the municipal (town/village/city) and Census tract levels. In Onondaga County as a whole, 4.26 percent of the population has limited English proficiency. In the SMTC's analysis, a Census tract with more than the County-wide average percentage of LEP population is considered to have a "concentrated" LEP population. Map 1 (Attachment 2) shows the tracts with LEP concentration, which are primarily within the City of Syracuse plus a few adjacent towns.

The [SMTC's LEP Plan](#) is based largely on the NYSDOT's Office of Civil Rights Draft LEP Toolkit. This toolkit provides guidance on a population threshold for the provision of LEP services by stating that, "generally, if an activity will have an impact where an eligible LEP language group constitutes 5 percent or 1,000 people, whichever is less, reasonable efforts should be put forth to provide meaningful access, or what is considered a 'safe harbor.'"

There are no individual municipalities in the SMTC MPA where LEP individuals of a specific language group reach the 5 percent threshold. However, in the City of Syracuse as a whole, there are two individual languages that meet the 1,000-person threshold (Spanish and Chinese) plus three other language groups that meet this threshold (Other Indo-European, Other Asian and Pacific Island, Other and Unspecified).

Only eight Census tracts within the SMTC's planning area were identified as meeting the "safe harbor" LEP population threshold of at least 5 percent, seven of which are located in the City of Syracuse with one tract located primarily in the Village of Solvay (see Map 2, Attachment 2). None of these eight tracts meet the 1,000-person threshold. In three of the "safe harbor" tracts, Spanish is the primary language spoken by LEP individuals. Chinese is the primary language spoken by LEP individuals in one Census tract, and that tract contains only Syracuse University-affiliated housing (South Campus). In the remaining five "safe harbor" tracts, the Census-reported primary language is a group of languages, rather than a specific language (for example, "Russian, Polish, or other Slavic languages") because the Census Bureau groups languages spoken at home when publishing this survey data at the tract level. Therefore, Spanish is the only language other than English spoken by a non-student, LEP population that meets the "safe harbor" threshold.

Key print materials (for example, palm cards to be used at tabling events) will be translated into Spanish, and key video/online elements will include, at minimum, English captions and Spanish subtitles. Spanish and American Sign Language interpretation will be made available at the final MTP public meeting (notice will indicate that additional interpreters can be provided upon request).

5. Conclusion

This PIP outlines the public engagement techniques that the SMTC expects to employ in our 2025 update to the agency's 2050 MTP. In addition to the required 30-day public comment period and public meeting for the draft plan, public engagement will be on-going throughout the MTP

process. We will seek out opportunities to participate in existing community meetings and events, utilize the SMTC's established FOAT, use both in-person and virtual techniques, and seek to engage the full range of our community including youth, persons with limited English proficiency, and historically disadvantaged communities. This PIP may evolve over the course of the MTP process in response to community needs.

Attachment 1: Federal requirements for public engagement and the MTP process

23 CFR 450.316 Interested parties, participation, and consultation

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under [subpart B of this part](#); and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations ([40 CFR part 93, subpart A](#)), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under [23 U.S.C. 201–204](#).

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in [paragraphs \(b\), \(c\), and \(d\)](#) of this section, which may be included in the agreement(s) developed under [§ 450.314](#).

23 CFR 450.324 Development and content of the metropolitan transportation plan

(f) The metropolitan transportation plan shall, at a minimum, include:

(10) A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation;

(j) The MPO shall provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under [§ 450.316\(a\)](#).

(k) The MPO shall publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

Attachment 2: LEP analysis data and maps

All data is from the 2018-2022 American Community Survey (ACS)

Table 1: Total LEP population by municipality in the SMTC MPA

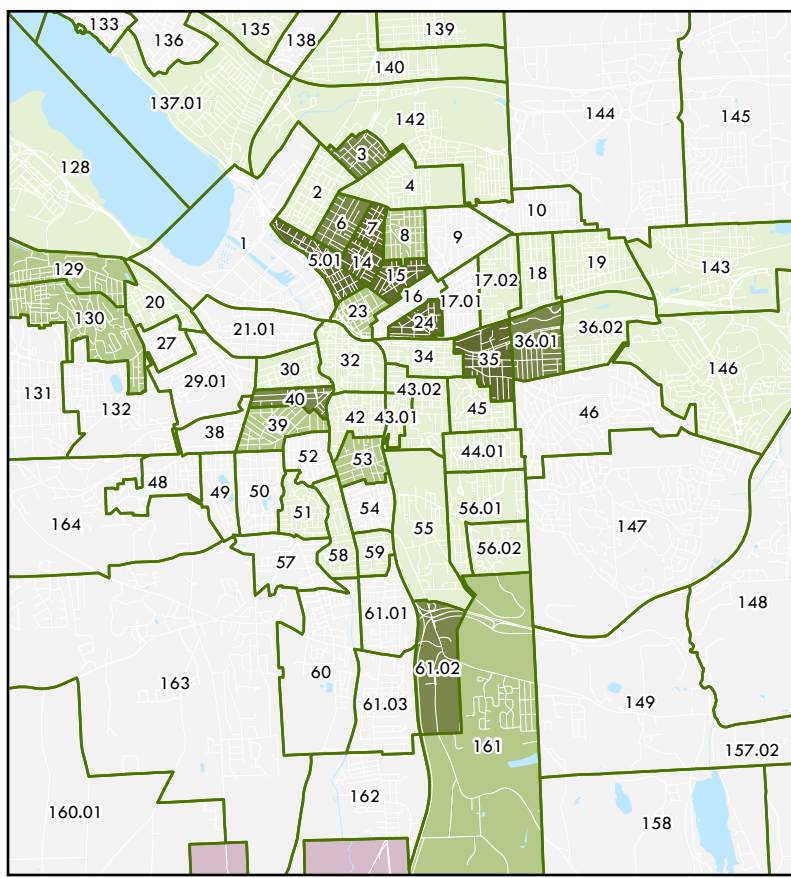
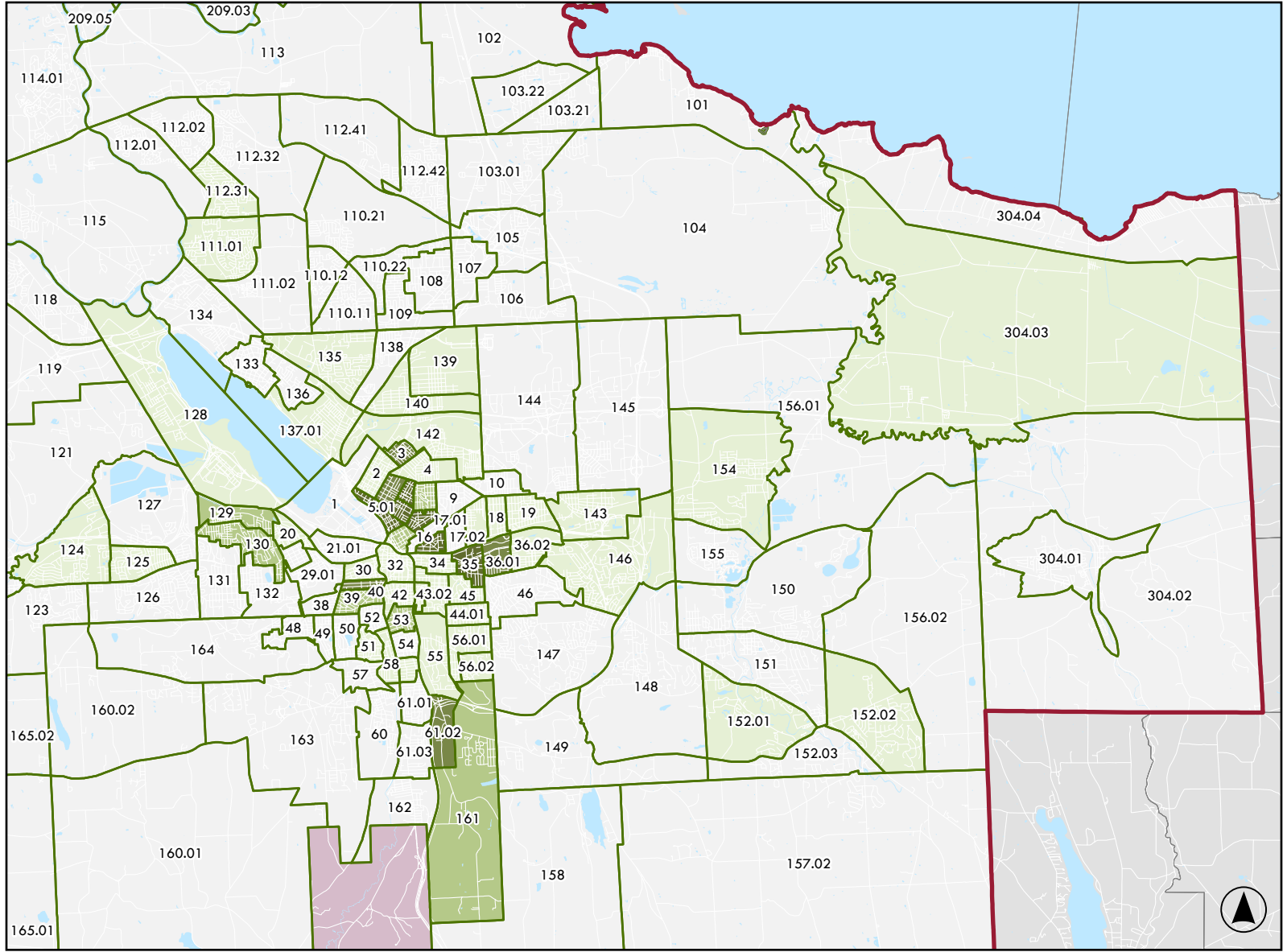
Municipality	Population over age 5	Total LEP population	LEP percent
Sullivan town, Madison County, New York	14,024	323	2.30%
Camillus town, Onondaga County, New York	23,672	611	2.58%
Cicero town, Onondaga County, New York	29,566	388	1.31%
Clay town, Onondaga County, New York	57,377	1,438	2.51%
De Witt town, Onondaga County, New York	24,783	958	3.87%
Elbridge town, Onondaga County, New York	5,073	85	1.68%
Fabius town, Onondaga County, New York	2,016	26	1.29%
Geddes town, Onondaga County, New York	15,803	1,041	6.59%
LaFayette town, Onondaga County, New York	4,610	15	0.33%
Lysander town, Onondaga County, New York	22,016	252	1.14%
Manlius town, Onondaga County, New York	31,675	971	3.07%
Marcellus town, Onondaga County, New York	5,890	55	0.93%
Onondaga town, Onondaga County, New York	21,617	704	3.26%
Otisco town, Onondaga County, New York	2,294	0	0.00%
Pompey town, Onondaga County, New York	6,802	142	2.09%
Salina town, Onondaga County, New York	31,429	1,316	4.19%
Skaneateles town, Onondaga County, New York	6,706	47	0.70%
Spafford town, Onondaga County, New York	1,813	29	1.60%
Syracuse city, Onondaga County, New York	137,284	10,860	7.91%
Tully town, Onondaga County, New York	2,495	29	1.16%
Van Buren town, Onondaga County, New York	13,288	84	0.63%
Hastings town, Oswego County, New York	8,935	69	0.77%
Schroepfel town, Oswego County, New York	7,579	12	0.16%
West Monroe town, Oswego County, New York	3,893	21	0.54%

Table 2: LEP population by language group with at least 1,000 speakers in the City of Syracuse

Language or Language Group	LEP Speakers	Percent of All Speakers
Spanish	2,491	1.81%
Other and Unspecified	2,154	1.57%
Chinese (including Mandarin)	1,334	0.97%
Other Indo-European	1,148	0.84%
Other Asian and Pacific Island	1,133	0.83%

Table 3: “Safe Harbor” Tracts in SMTC MPA

Geography	Total Population (Over 5)	Total LEP Population	LEP Percentage	Safe Harbor Language	SH Language LEP Speakers	Percent Speakers
Census Tract 5.01, Onondaga County, New York	2069	461	22.3%	Other Asian and Pacific Island languages	130	6.3%
Census Tract 8, Onondaga County, New York	2963	403	13.6%	Other and unspecified languages	182	6.1%
Census Tract 15, Onondaga County, New York	2127	526	24.7%	Other Indo-European languages	202	9.5%
Census Tract 36.01, Onondaga County, New York	1943	319	16.4%	Spanish	186	9.6%
Census Tract 39, Onondaga County, New York	2978	302	10.1%	Spanish	279	9.4%
Census Tract 42, Onondaga County, New York	2361	208	8.8%	Spanish	129	5.5%
Census Tract 56.02, Onondaga County, New York	4123	359	8.7%	Chinese (incl. Mandarin, Cantonese)	232	5.6%
Census Tract 130, Onondaga County, New York	3915	538	13.7%	Russian, Polish, or other Slavic languages	345	8.8%



Map 1: LEP Concentration

A census tract was considered to have a "concentrated" LEP population if individuals who speak a language other than English and speak English less than "very well" make up more than 4.26% (the county-wide average).

Percent LEP

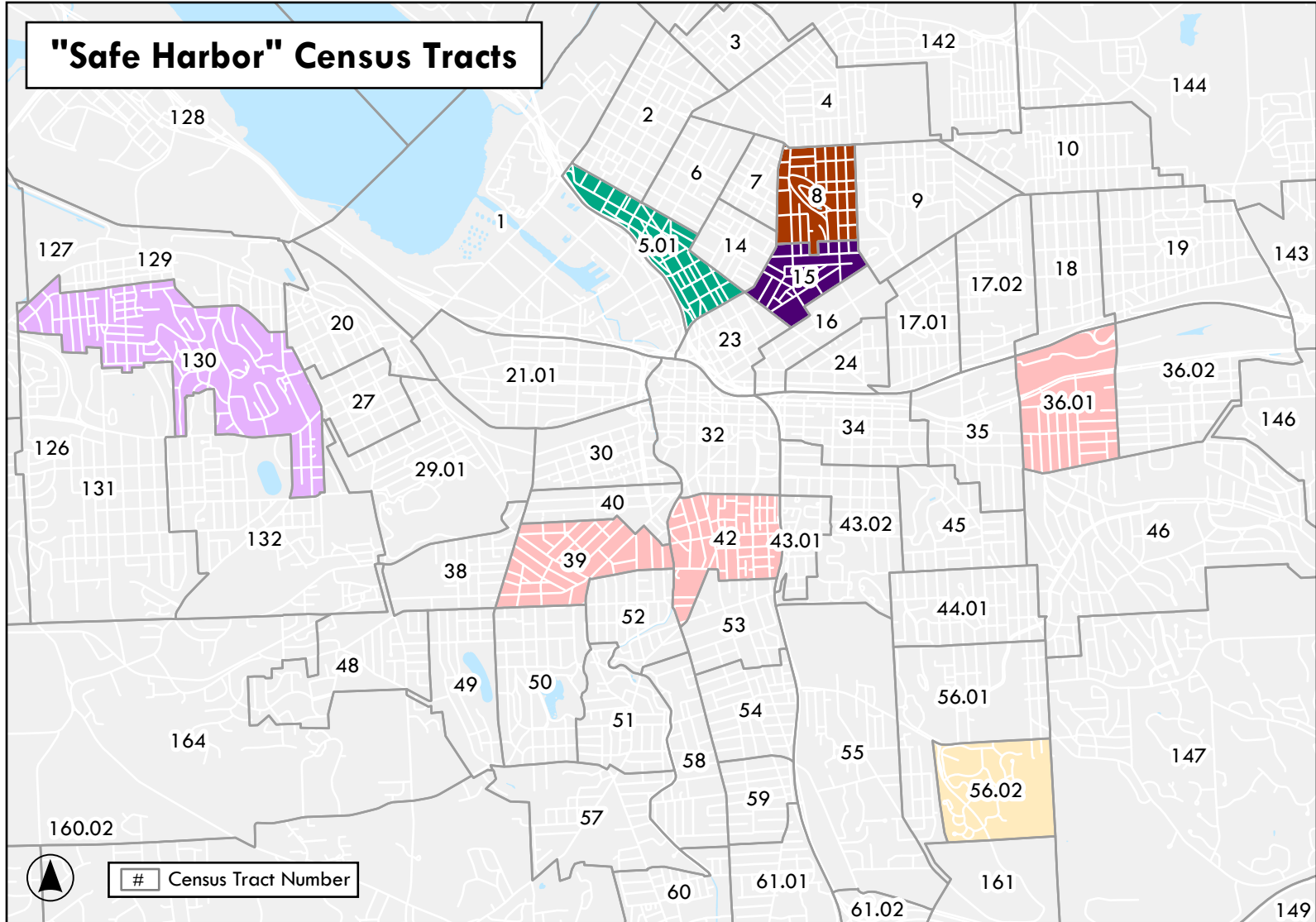
- 0% - 4.26%
- 4.27% - 10%
- 10.1% - 15%
- 15.1% - 20%
- 20.1% - 29.14%
- Onondaga Nation (No Data)

Census Tract Number

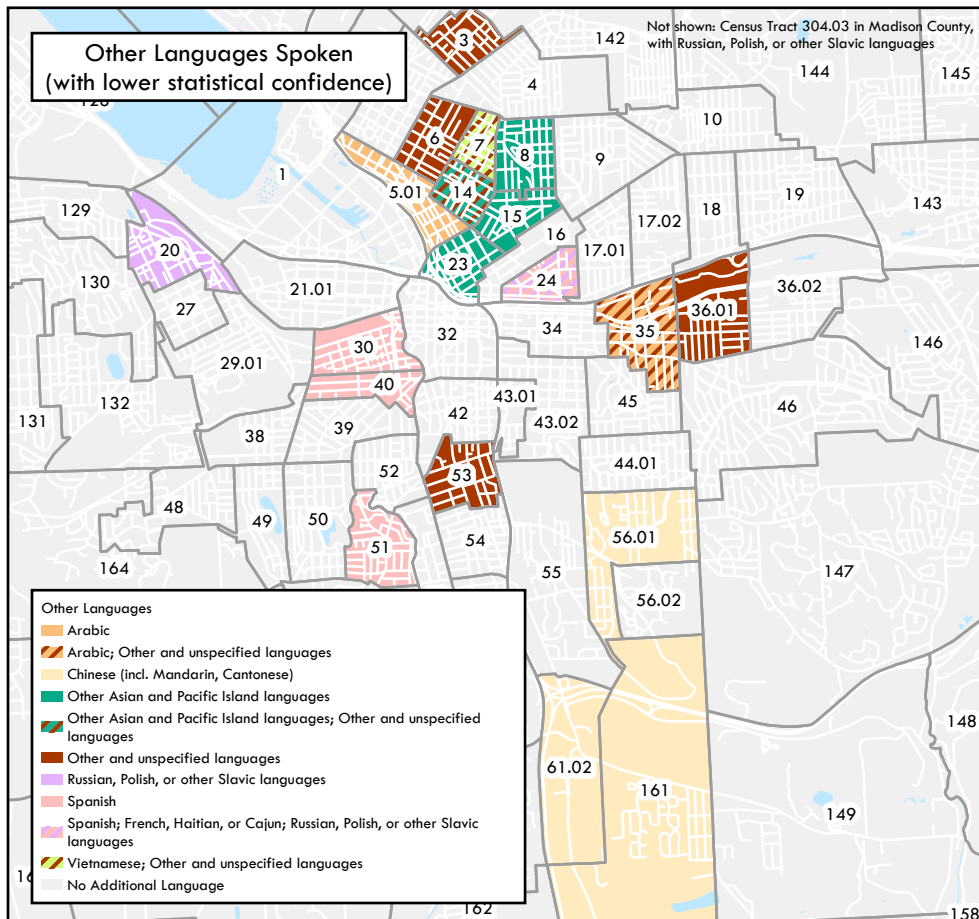
Data Sources: 2018-2022 American Community Survey, Table C16001. Prepared by SMTC, 12/2023
Please note that Census boundaries do not always match those of minor civil divisions. The SMTC does not guarantee the accuracy or completeness of this data, and all data should be used as a planning tool only.



"Safe Harbor" Census Tracts



Other Languages Spoken (with lower statistical confidence)



Safe Harbor Languages

- Chinese (incl. Mandarin, Cantonese)
- Other Asian and Pacific Island languages
- Other Indo-European languages
- Other and unspecified languages
- Russian, Polish, or other Slavic languages
- Spanish
- Not a safe harbor

Map 2: "Safe Harbor" Census Tracts

Census tracts with a concentration of LEP individuals and where more than 5% of the population speaks a language other than English and speaks English less than "very well." American Community Survey data at the tract level contains several high margins of error. Higher-confidence estimates are included in the safe harbor tract map, and additional lower-confidence estimates are noted on the map at left.

Public Engagement Materials

English (top) / Spanish (bottom) bookmark handed out at tabling events



Questions? Contact the SMTC at
315-422-5716 or contactus@smtcmpo.org

SCAN THE QR CODE TO



LEARN MORE & TAKE OUR SURVEY

The Syracuse Metropolitan Transportation Council is currently creating a new **2050 Metropolitan Transportation Plan**.
This plan describes the current state of our surface transportation system, examines anticipated trends, and lays out a vision for the future of our region's transportation system.

Tell us where you encounter issues in the transportation system now and your suggestions for improving the system in the future. This feedback will help us identify priorities for transportation investment **over the next 25 years.**





¿Tiene preguntas? Comuníquese con el SMTC llamando al
315-422-5716 o escribiendo a contactus@smtcmpo.org

¡ESCANEE EL CÓDIGO QR PARA



OBTENER MÁS INFORMACIÓN Y RESPONDER NUESTRA ENCUESTA!

¡El Consejo de Transporte Metropolitano de Syracuse actualmente se encuentra en el proceso de crear una nueva **Planta de Transporte Metropolitano** para el 2050!
Este plan describe el estado actual de nuestro sistema de transporte de superficie, examina tendencias previstas y expone una visión para el futuro del sistema de transporte de nuestra región.

Díganos en dónde ha encontrado problemas en el sistema de transporte ahora y qué sugiere para mejorarlo en el futuro. Estas opiniones nos ayudarán a identificar car prioridades de inversión en el transporte en los próximos 25 años.



MTP Public Survey social media post #1 - March 2024



2050 Metropolitan Transportation Plan

PUBLIC SURVEY

Tell us where you encounter issues in the transportation system now and your suggestions for improving the system in the future. This feedback will help us identify priorities for transportation investment over the next 25 years.

Visit www.smtcmpo.org/mtp2050 to learn more & take our survey!

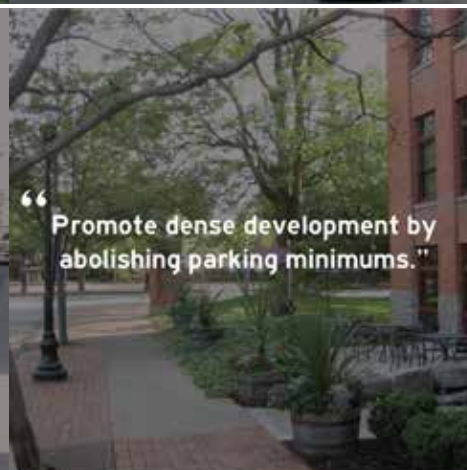
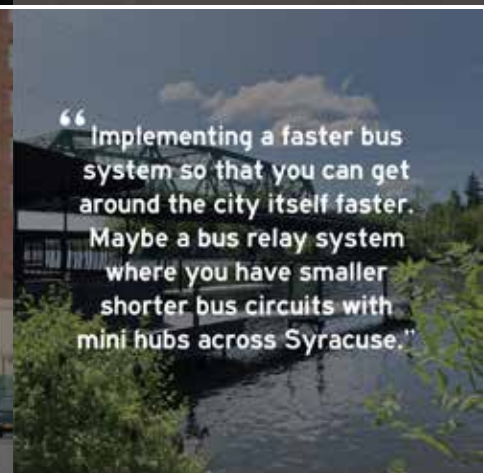
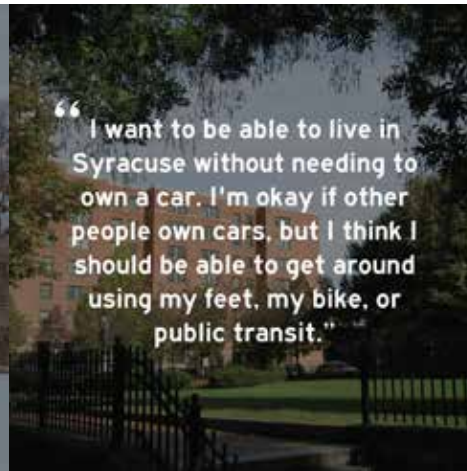
The MTP describes the **current state** of our surface transportation system, examines **anticipated trends**, and lays out a **vision for the future** of our region's transportation system.

Questions? Contact the SMTC at
315-422-5716 or
contactus@smtcmpo.org



 **Syracuse Metropolitan Transportation Council**

MTP Public Survey social media post #2 - July 2024





The SMTC kicks off the 2050 Metropolitan Transportation Plan (MTP) process

With historic growth heading our way, what transportation investments should we make today that future generations will thank us for tomorrow?

One of the core functions of every metropolitan planning organization, or MPO, is to maintain the region's Metropolitan Transportation Plan (MTP). Federal legislation stipulates that the MTP must articulate a 20+ year vision for the future of the region's transportation system. The SMTC is required to update our region's MTP (formerly titled the Long Range Transportation Plan, or LRTP) at least once every 5 years, with our next plan due to be adopted by the end of September 2025. The MTP describes the current state of our surface transportation system, examines anticipated trends, and lays out a vision for the future of our region's transportation system.

To learn more, visit our MTP website below. There you will be able to:

- Watch an introductory video to the MTP;
- Fill out our online survey; and
- Stay up to date with our public engagement opportunities around the region.

[Learn more about the MTP](#)



SMTC kicks-off 2050 Metropolitan Transportation Plan process. We want your input!

One of the core functions of every metropolitan planning organization, or MPO, is to maintain the region's Metropolitan Transportation Plan (MTP). Federal legislation stipulates that the MTP must articulate a 20+ year vision for the future of the region's transportation system. The SMTC is required to update our region's MTP (formerly titled the Long Range Transportation Plan, or LRTP) at least once every 5 years, with our next plan due to be adopted by the end of September 2025. The MTP describes the current state of our surface transportation system, examines anticipated trends, and lays out a vision for the future of our region's transportation system. Since kicking-off our new MTP effort in fall 2023, SMTC staff have been compiling data on the current and expected future conditions of our community, economy, environment,

and transportation system. We have also reviewed numerous existing plans from other local municipalities as well as County and State agencies to draft a set of goals and objectives to guide our MTP. But we also need your input! Check out the MTP page of our website at www.smtcmpo.org/mtp2050. There, you'll find a brief video that describes the MTP process and a link to our MTP public engagement survey. Make sure to sign-up for our email list and follow us on social media (Facebook and Instagram) for the latest updates on the MTP process.

Keep up to date with the MTP:
www.smtcmpo.org/mtp2050

Back page ad in the 2024 Spring Directions newsletter sent by the SMTC.

The Syracuse Metropolitan Transportation Council is currently in the process of creating a new 2050 Metropolitan Transportation Plan.

SCAN THE QR CODE TO



This plan describes the current state of our surface transportation system, examines anticipated trends, and lays out a vision for the future of our region's transportation system.



LEARN MORE & TAKE OUR SURVEY

WWW.SMTCMPO.ORG/MTP2050

Tell us where you encounter issues in the transportation system now and your suggestions for improving the system in the future. This feedback will help us identify priorities for transportation investment over the next **25 years**.



Complete the 2050 Metropolitan Transportation Plan survey to help shape the future of our transportation systems

One of the core functions of every metropolitan planning organization, or MPO, is to maintain the region's Metropolitan Transportation Plan (MTP). Federal legislation stipulates that the MTP must articulate a 20+ year vision for the future of the region's transportation system. The SMTC is required to update our region's MTP (formerly titled the Long Range Transportation Plan, or LRTP) at least once every 5 years, with our next plan due to be adopted by the end of September 2025. The MTP describes the current state of our surface transportation system, examines anticipated trends, and lays out a vision for the future of our region's transportation system.

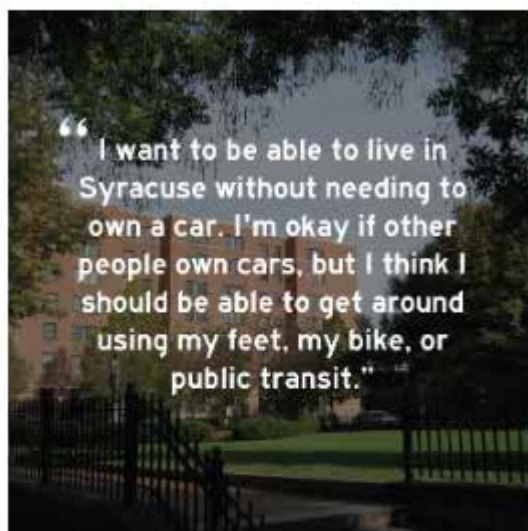
Since opening our MTP survey in March 2024, we have received hundreds of comments identifying specific issues and opportunities across our region and overarching visions for what the future of our community could be.

To learn more, visit our MTP website below. There you will be able to:

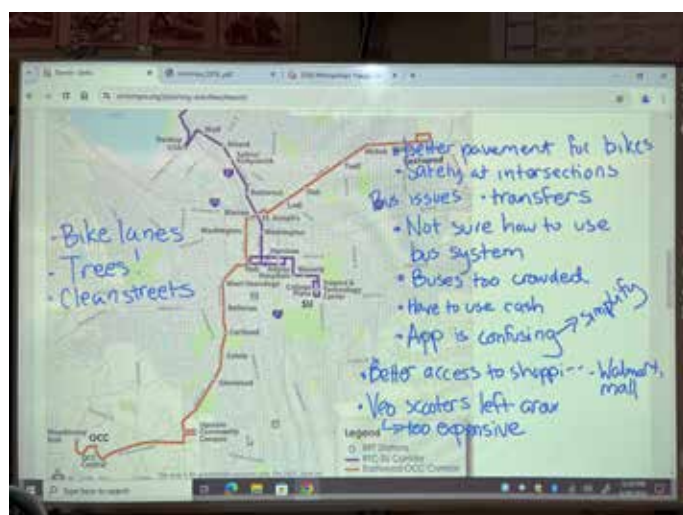
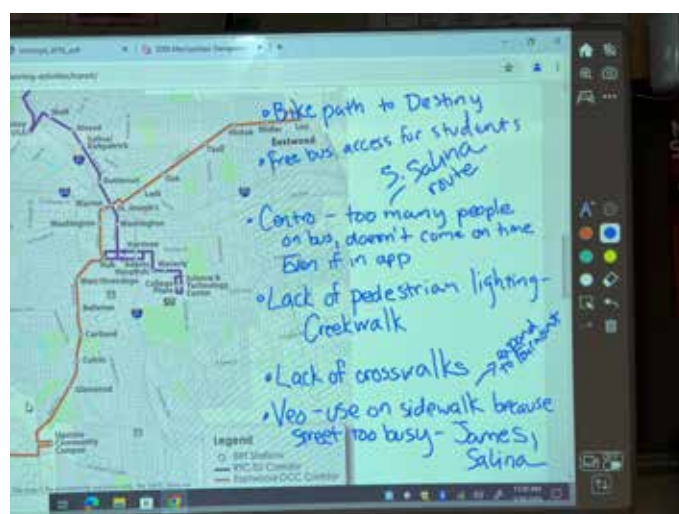
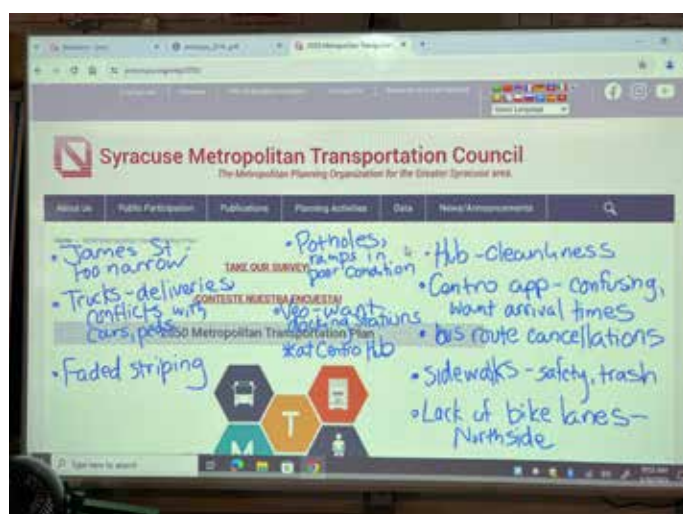
- Watch an introductory video to the MTP; and
- Fill out our online survey.

[Learn more about the MTP](#)

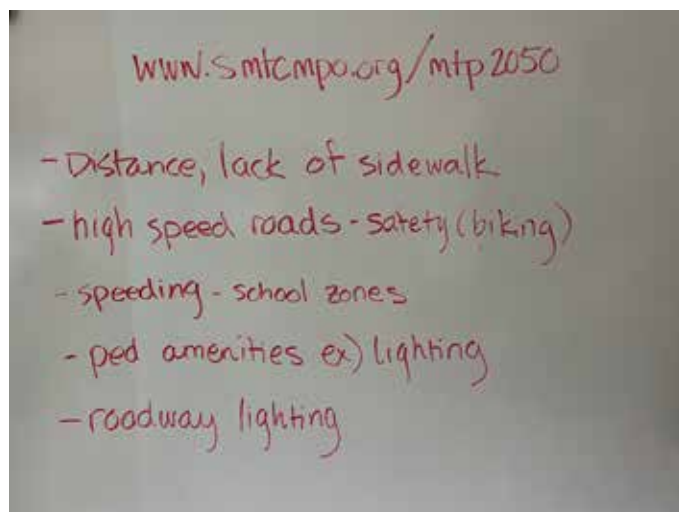
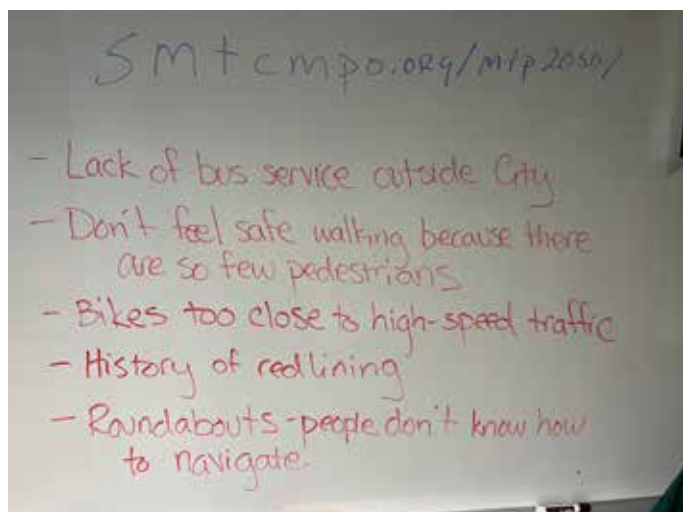
What we have heard so far:



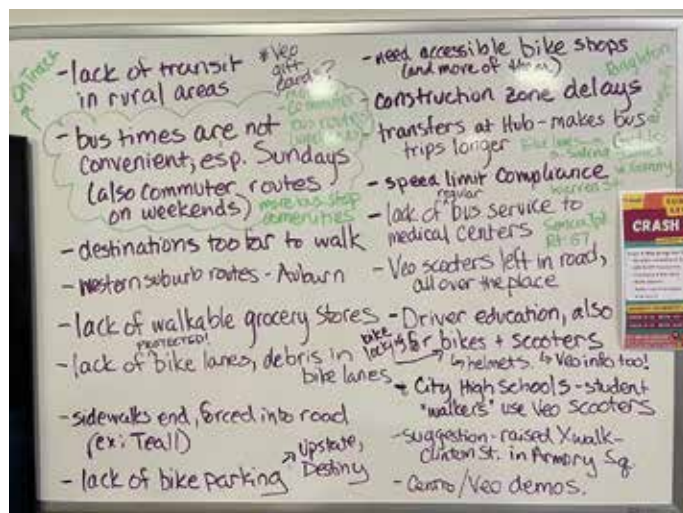
Notes from Henninger High School Participation in Government Class



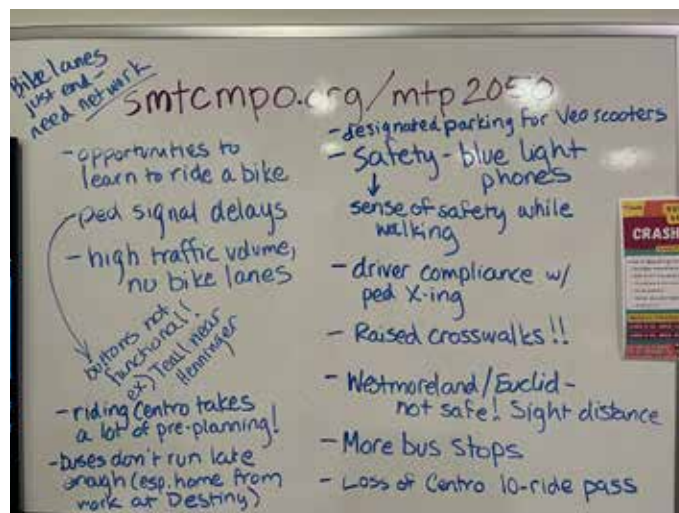
Notes from Onondaga Central High School Participation in Government Class



Notes from Q Center Young Adults Group



Notes from Q Center Youth Group



With regional growth on the horizon, what transportation investments should we make today that future generations will thank us for tomorrow?

Protected
Bike Lanes

Comprehensive
Commuter rail
from suburbs to
downtown

IMPROVE
RIDE & RIDE!
THANK YOU!!

Bike routes / wayfinding
and more
opportunities
for safe bikes +
walking in
urban centers

Keep
I-81!!!

Actual people
to answer the
phone to help
us figure out
what bus to
take.

Using data to
better to
improve
street crossing!
Roadwork
Ahead!

MORE
TRAINS !!!
+
EXTEND THE
BUS SYSTEM

More drivers
Police monitoring

BusseS +
Trains with
connectivity
between them

Direct train
routes to
NYC

30 min bus
interval

More bus
routes +
transit!

Dedicated
Bus Lanes

Park & Ride
that have many
bus pick-up times
(1 hour wait)

Good job
Anara Guter
Diana Guter
Diana
Hope you like
out about 1.5 hrs

Bike
lockers +
Bus hubs

Protected
Bike Routes

Bumpy buses
to fit
more
people.

Bike &
Ride

More buses
going every-
where, for
everyone
+ Dependable



This page intentionally left blank.

Syracuse Metropolitan Transportation Council

2050 Metropolitan Transportation Plan – Survey Results Summary

About the survey

The 2050 Metropolitan Transportation Plan (MTP) Survey was open for about six months, from mid-March to mid-September 2024. A total of 353 surveys were submitted.

The survey was available online in both English and Spanish with links prominently displayed at the top of the MTP page of the SMTC's website (smtcmpo.org/mtp2050). The survey was promoted through multiple emails to the SMTC's email list (1,100+ addresses), social media (Facebook and Instagram), hard-copy postal mailing of the SMTC's newsletter in March 2024, and a variety of tabling events and SMTC staff attendance at community meetings. Tabling events included display boards that described the SMTC and the MTP and also allowed people to leave comments on sticky notes. See Attachment A for a complete list of outreach activities along with a list of comments recorded by SMTC staff during various meetings and provided by members of the public on the display board. At tabling events and meetings, staff distributed bookmarks with a brief description of the MTP and a QR code that linked to the MTP website, where people could find the survey link. A brief (5 minute) video presentation about the SMTC and the MTP was available on the website as well, and people were encouraged to view the video prior to completing the survey.

About the results

“Respondents” are the number of people that answered a specific question (i.e. the number of surveys that included a response to that question). Some questions allowed respondents to indicate more than one answer; therefore, some questions have more “responses” than “respondents.”

All questions within the survey were optional. “No response” indicates that a survey did not include an answer to that particular question. The number of respondents plus the number of “no responses” totals to the number of surveys received.

“City” respondents had zip codes within the City of Syracuse. “Urban (outside City)” respondents had ZIP codes that include some part of the urbanized area but are outside the City of Syracuse. “Non-urban” respondents were from ZIP codes that did not include the urbanized area. There were two surveys submitted with home ZIP codes outside the SMTC MPA; these were included in the “non-urban” tabulations. Not all respondents provided ZIP codes as part of their survey responses.

SECTION 1 – TRANSPORTATION

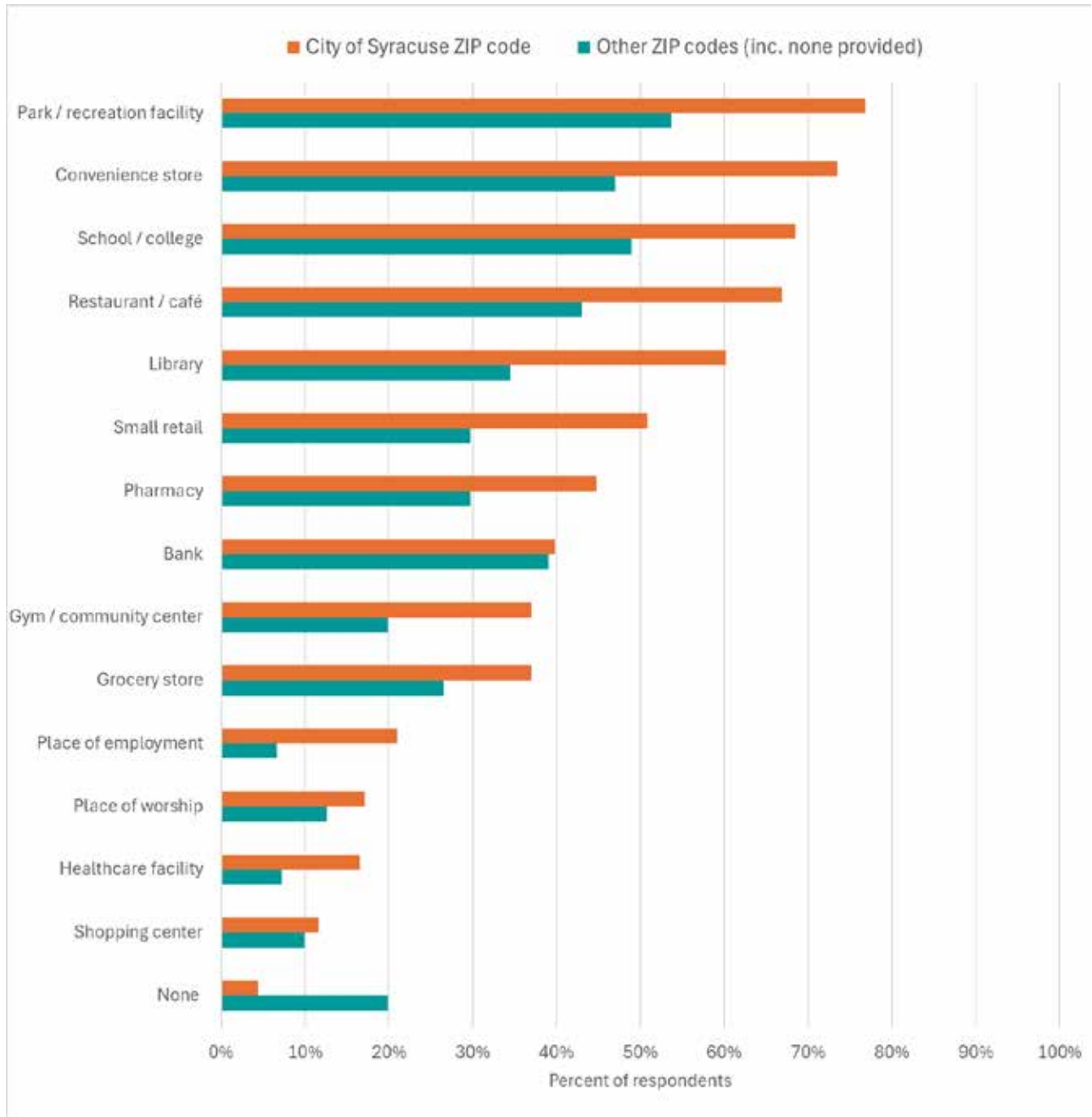
Q1: How many of the following locations can you safely WALK to within 15 minutes of your home? (select all that apply)

This question provided a list of 14 destinations plus a “none of the above” option. Respondents could select multiple options.

Response	Number of respondents Percent of respondents by ZIP type									
	All respondents		City of Syracuse		Urban (outside City)		Non-urban		ZIP not provided	
Bank	131	39%	72	40%	33	35%	11	48%	15	43%
Convenience store	204	61%	133	73%	44	47%	11	48%	16	46%
Grocery store	107	32%	67	37%	24	26%	8	35%	8	23%
Pharmacy	126	38%	81	45%	22	24%	9	39%	14	40%
Park or other recreational facility	220	66%	139	77%	48	52%	10	43%	23	66%
Gym or community center	97	29%	67	37%	18	19%	4	17%	8	23%
Library	161	48%	109	60%	24	26%	11	48%	17	49%
School (K-12) or college	198	60%	124	69%	46	49%	9	39%	19	54%
Local, small-scale retail	137	41%	92	51%	23	25%	9	39%	13	37%
Shopping center / plaza / big box retail	36	11%	21	12%	13	14%	0	0%	2	6%
Restaurant / coffee shop / café	186	56%	121	67%	36	39%	12	52%	17	49%
Your place of employment	48	14%	38	21%	2	2%	2	9%	6	17%
Your place of worship	50	15%	31	17%	11	12%	5	22%	3	9%
Healthcare facility	41	12%	30	17%	6	6%	2	9%	3	9%
None of the above	38	11%	8	4%	21	23%	5	22%	4	11%
Total respondents	332		181		93		23		35	
No response	21		1		12		3		5	

The average number of destinations that all respondents could safely walk to within 15 minutes of their home was 5.2 out of the 14 destinations listed. City respondents averaged a bit higher, at 6.2 destinations. The most common responses across all geographic areas were: park or other recreational facility; school (K-12) or college; and convenience store.

**Percent of respondents that can safely walk to various destinations
within 15 minutes of their home**



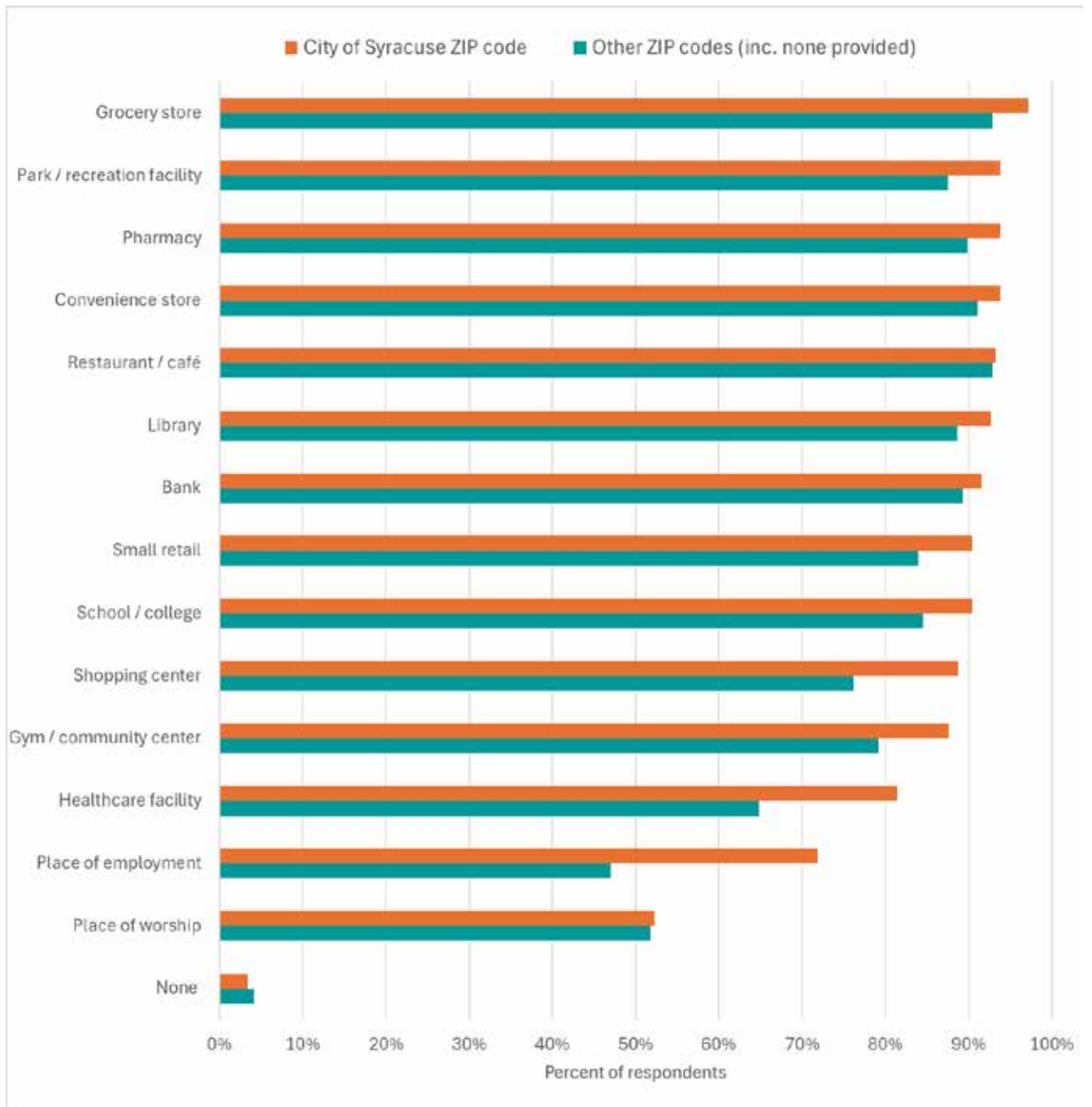
**Q2: How many of the following locations can you DRIVE to within 15 minutes of your home?
(select all that apply)**

This question provided the same list of 14 destinations plus a “none of the above” option as the previous question. Respondents could select multiple options.

Response	Number of respondents Percent of respondents by ZIP type									
	All respondents		City of Syracuse		Urban (outside City)		Non-urban		ZIP not provided	
Bank	313	90%	163	92%	95	91%	22	85%	33	87%
Convenience store	320	92%	167	94%	98	94%	24	92%	31	82%
Grocery store	329	95%	173	97%	99	95%	21	81%	36	95%
Pharmacy	318	92%	167	94%	97	93%	21	81%	33	87%
Park or other recreational facility	314	91%	167	94%	94	90%	22	85%	31	82%
Gym or community center	289	84%	156	88%	88	85%	19	73%	26	68%
Library	314	91%	165	93%	98	94%	22	85%	29	76%
School (K-12) or college	303	88%	161	90%	94	90%	21	81%	27	71%
Local, small-scale retail	302	87%	161	90%	92	88%	19	73%	30	79%
Shopping center / plaza / big box retail	286	83%	158	89%	87	84%	13	50%	28	74%
Restaurant / coffee shop / café	322	93%	166	93%	98	94%	24	92%	34	89%
Your place of employment	207	60%	128	72%	48	46%	11	42%	20	53%
Your place of worship	180	52%	93	52%	55	53%	15	58%	17	45%
Healthcare facility	254	73%	145	81%	71	68%	17	65%	21	55%
None of the above	13	4%	6	3%	4	4%	1	4%	2	5%
Total respondents	346		178		104		26		38	
No response	7		4		1		0		2	

The average number of destinations that all respondents could drive to within 15 minutes of their home was 11.4 out of the 14 destinations listed. City respondents averaged a bit higher, at 11.9 destinations. The average respondent could drive to twice as many destinations as they could walk to within 15 minutes of their home. Ninety percent or more of all respondents reported that they could drive to the following within 15 minutes of their home: bank, convenience store, grocery store, pharmacy, park, library, or restaurant/coffee shop. Place of worship had the lowest response rate, but this may indicate that many respondents do not participate in regular religious services rather than an issue of accessibility. Otherwise, the lowest overall response rates were for place of employment and healthcare facility, indicating that people are more likely to travel farther to go to work and access healthcare or have less ability to choose a location close to their home.

Percent of respondents by ZIP code category that can drive to various destinations within 15 minutes of their home



Q3: Where do you routinely experience issues or see opportunities while moving around your community? Think of moments when you are driving, walking, biking, or taking transit.

Please describe the issue or opportunity in the box below. You may also mark the location on the map below (optional).

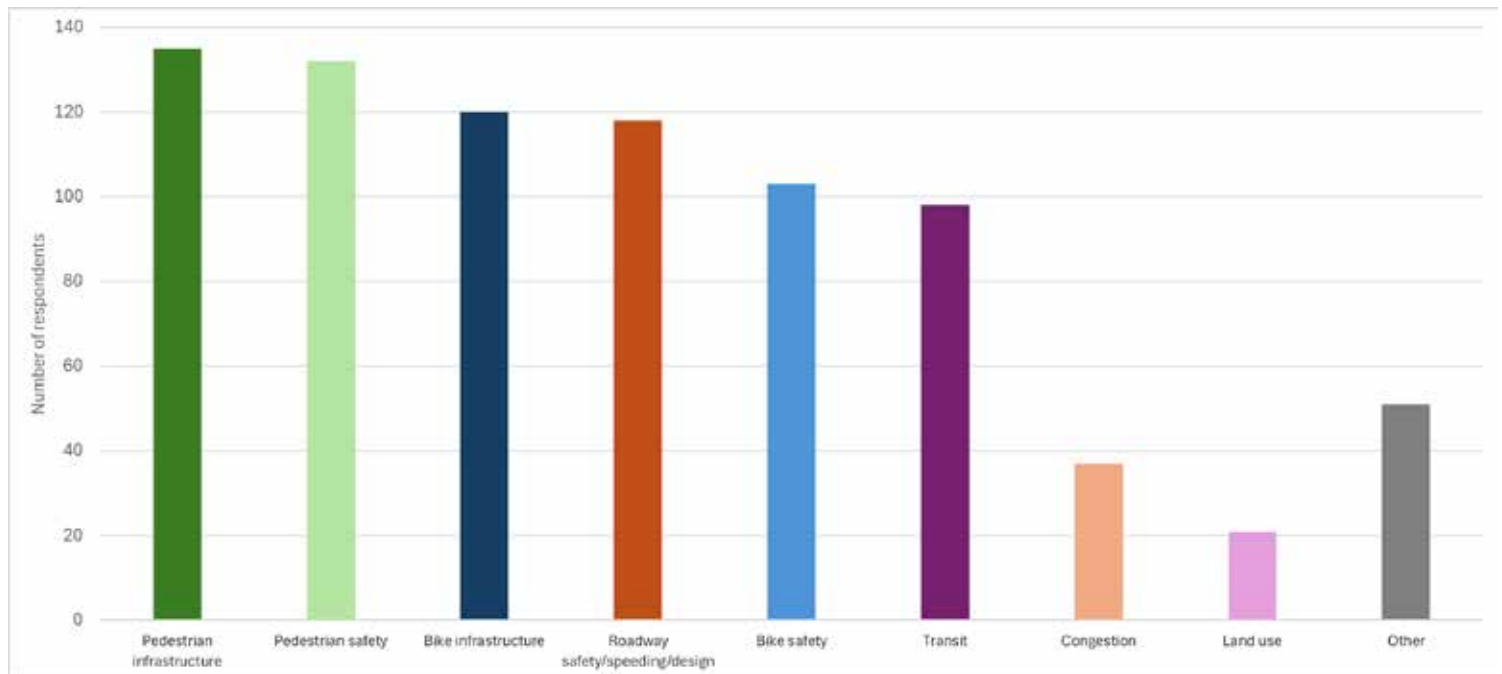
This was an open-ended question. Respondents were presented with a text box to describe the issue/opportunity and a map to place a corresponding location point. Respondents could submit multiple comments and points. See Attachment B for a full list of responses to this question and maps of comment locations.

Many of the responses did not include a location point; only a text description was submitted. If the comment was descriptive enough to place it at a specific location in the MPA, SMTC staff added that point to the final map of issues and opportunities. Ultimately, about one-third of the comments could not be linked to a map point (for example, a respondent wrote “need more bike lanes” but did not drop a point on the map).

SMTC staff reviewed all the comments and categorized them as shown in the table below. A single response often covered multiple topics and, therefore, was included in multiple categories. Respondents could also indicate multiple points on the map. Of the 353 total surveys submitted, 266 included at least one answer to this question, with some individual respondents submitting multiple responses, for a total of 488 responses. From these responses, SMTC staff identified over 800 issues or opportunities, of which about 600 could be located on a map. Responses categorized as “other” covered a variety of issues including: parking, Veo scooters, negative interactions with individuals while walking, car sharing, and the need for driver education.

Issue / opportunities category	Respondents that identified at least one issue/opportunity	% of total respondents to this question	Total responses	% of total responses
Pedestrian safety	96	36%	132	27%
Pedestrian infrastructure	98	37%	135	28%
Bike safety	78	29%	103	21%
Bike infrastructure	89	33%	120	25%
Roadway safety & design	80	30%	118	24%
Congestion	28	11%	37	8%
Transit	78	29%	98	20%
Land use	20	8%	21	4%
Other	47	18%	51	10%
Total respondents	266		488	
No response	87			

**Number of respondents that identified an issue or opportunity, by
general topic of response**



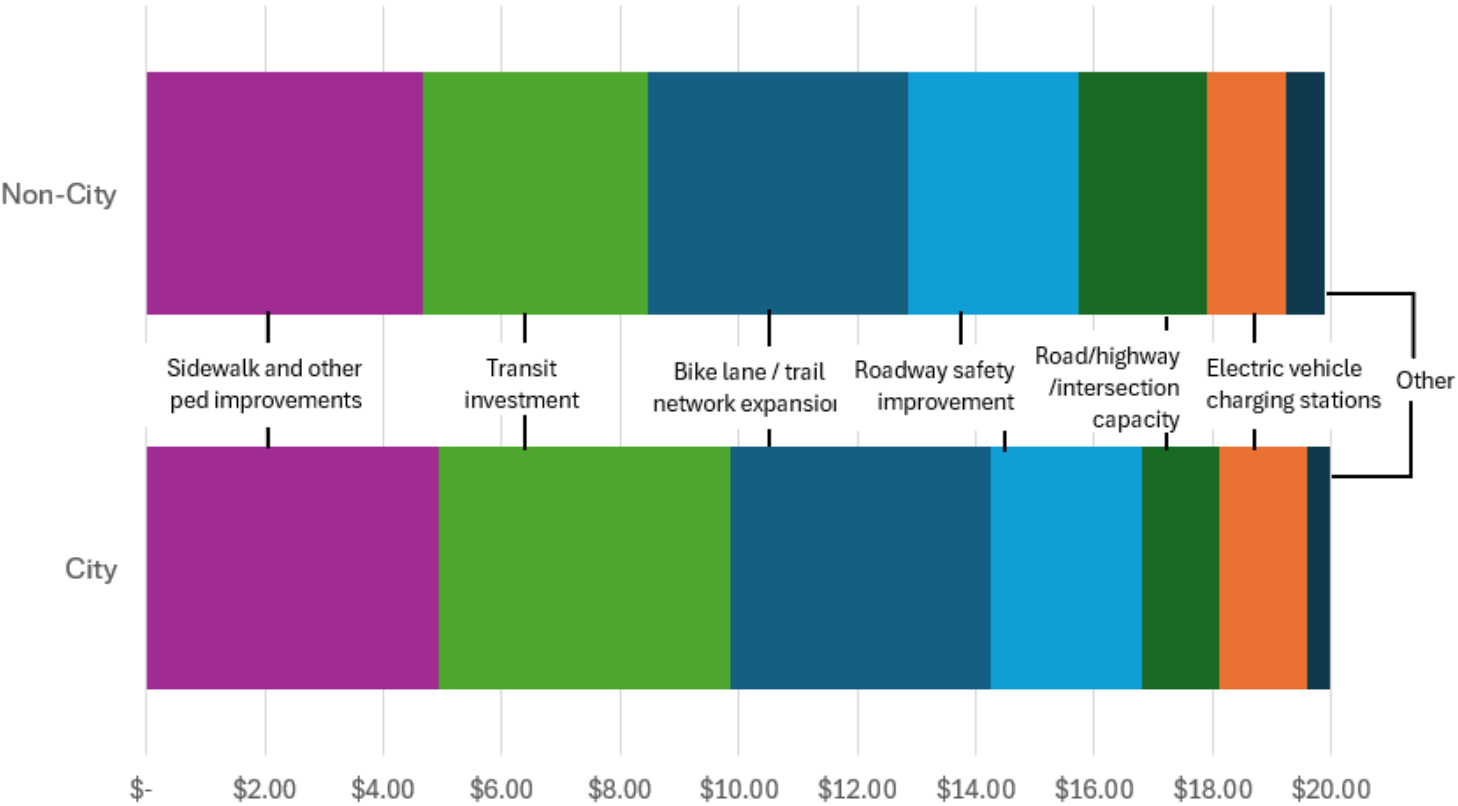
Q4: Out of every \$100 of federal transportation funds spent within our region, roughly \$80 goes to routine maintenance of roads, bridges, and our transit system. The remaining \$20 can be utilized to improve our system in various ways. Please allocate the remaining \$20 to the funding categories below.

This question presented slider bars that could be set at increments of \$1 from \$0 to \$20 for six categories of investment, plus an “other” option. Respondents could put all \$20 into a single category or spread across multiple categories (including leaving some categories at \$0) but the total had to be less than or equal to \$20 across all categories to proceed to the next question.

Category	Average amount allocated				
	All respondents	City of Syracuse	Urban (outside City)	Non-urban	ZIP not provided
Bike lane / trail network expansion	\$ 4.24	\$ 4.38	\$ 3.92	\$ 5.49	\$ 4.38
Electric vehicle charging stations	\$ 1.35	\$ 1.46	\$ 2.12	\$ 0.57	\$ 1.46
Road / highway / intersection capacity enhancement	\$ 1.66	\$ 1.33	\$ 3.42	\$ 2.00	\$ 1.33
Roadway safety improvements	\$ 2.63	\$ 2.54	\$ 2.58	\$ 3.00	\$ 2.54
Sidewalk and other pedestrian improvements	\$ 4.66	\$ 4.94	\$ 4.46	\$ 4.20	\$ 4.94
Transit investment	\$ 4.27	\$ 4.93	\$ 3.00	\$ 4.09	\$ 4.93
Other	\$ 0.52	\$ 0.39	\$ 0.27	\$ 0.29	\$ 0.39
Total respondents	343	181	101	26	35
No response	10	1	4	0	5

A text box was provided and respondents were asked to explain their answer if they allocated funds to the “other” category. Responses to this included: sound barriers, railroad bridges, potholes/paving, e-bikes, public car sharing services, street trees, transportation assistance for low-income residents, light rail, housing options, and autonomous vehicle lanes.

Average suggested funding allocation by home ZIP code location: City of Syracuse vs. outside City of Syracuse (inc. no ZIP indicated)



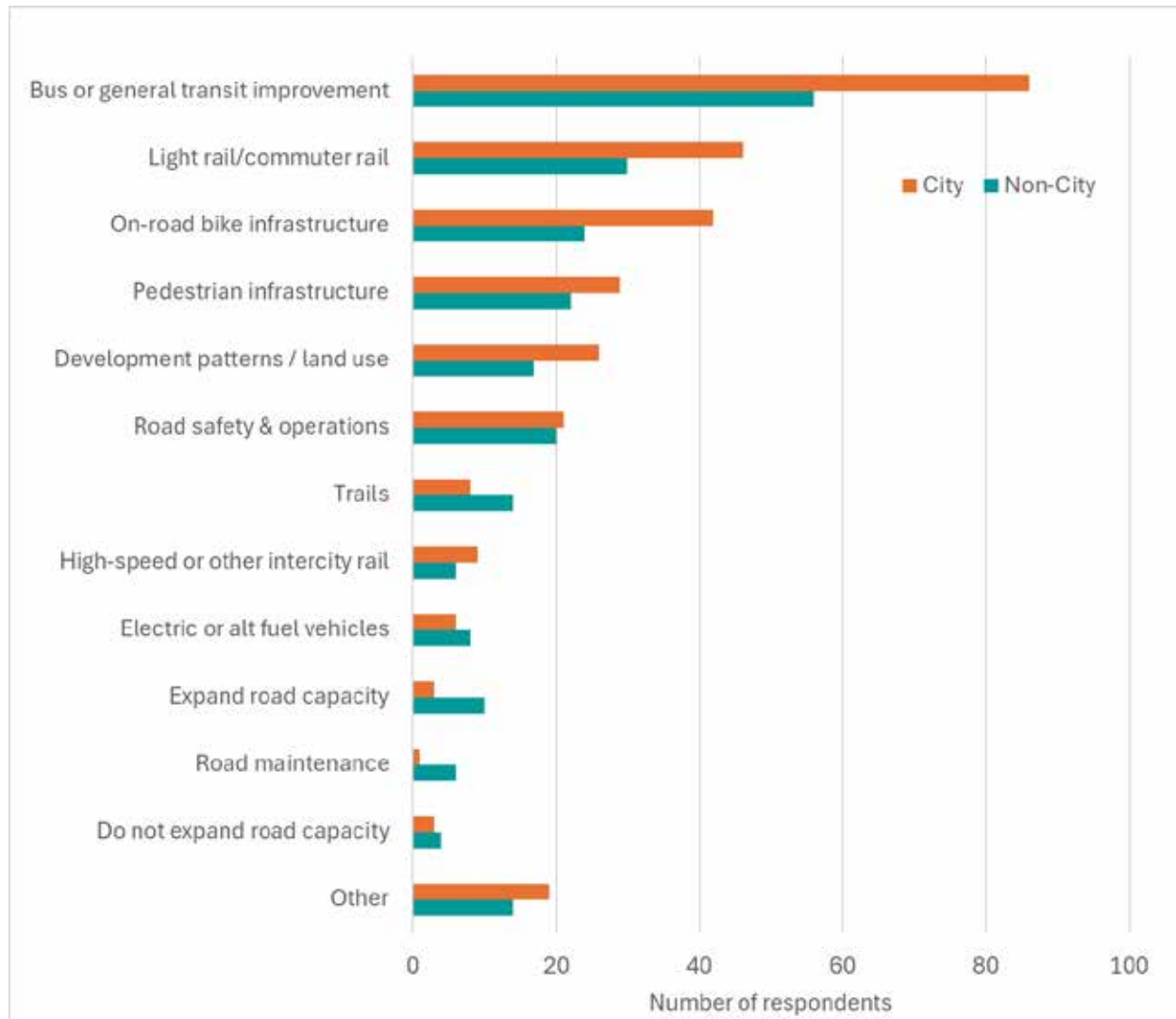
Q5: With regional growth on the horizon, what transportation investments should we make today that future generations will thank us for tomorrow?

This was an open-ended question. Similarly to Question 3, SMTC staff reviewed all the responses and categorized them by topic as shown in the table below. An individual could only submit one response to this question, but many of the responses touched on multiple topics so were classified into multiple categories. See Attachment C for a full list of all responses to this question.

Response category	Number of respondents Percent of respondents by ZIP type									
	All respondents		City of Syracuse		Urban (outside City)		Non-urban		ZIP not provided	
Bus or general transit improvement	142	48%	86	55%	35	41%	9	38%	12	41%
Light rail / commuter rail	76	26%	46	29%	19	22%	5	21%	6	21%
On-road bike infrastructure	66	22%	42	27%	14	16%	4	17%	6	21%
Pedestrian infrastructure	51	17%	29	19%	17	20%	3	13%	2	7%
Walkability or development patterns	43	15%	26	17%	10	12%	3	13%	4	14%
Road safety & operations	41	14%	21	13%	11	13%	6	25%	3	10%
Trails	22	7%	8	5%	10	12%	1	4%	3	10%
Intercity rail (inc. high-speed rail)	15	5%	9	6%	6	7%	0	0%	0	0%
Electric or alternative fuel vehicles	14	5%	6	4%	1	1%	4	17%	3	10%
Expand road capacity	13	4%	3	2%	6	7%	2	8%	2	7%
Do not expand road capacity	7	2%	3	2%	1	1%	2	8%	1	3%
Road maintenance	7	2%	1	1%	4	5%	2	8%	0	0%
Other	33	11%	19	12%	9	11%	1	4%	4	14%
Total respondents	294		156		85		24		29	
No response	59		24		19		2		14	

Responses that were included in the “other” category included suggestions for: red light cameras, signal timing changes, roundabouts, general roadway connectivity, traffic calming, and mentions of “improving traffic flow” that did not explicitly include road/intersection/highway widening or new construction.

Number of respondents that suggested various categories of transportation investment, City and non-City home ZIP codes



SECTION 2 – DEMOGRAPHICS

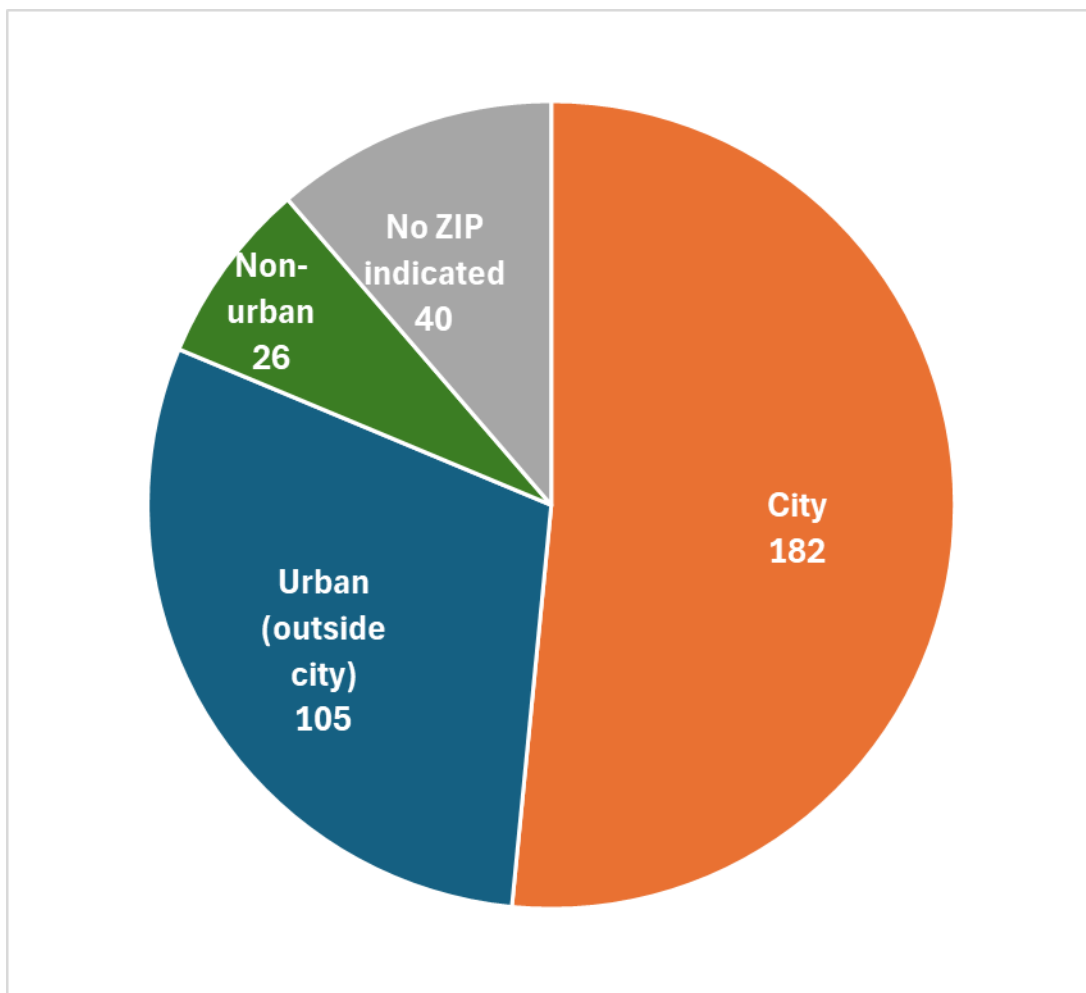
Both the online and paper versions included the same statement before the demographic questions: *“It is important to us that all voices in the community are represented in the results of this outreach effort. Your answers to the following demographic questions will help us determine whether we are achieving that goal. These questions are all optional.”*

Q6: Home Zip Code

Home ZIP code	Area type	County	Place name	Total respondents
13027	Urban	Onondaga	Baldwinsville	6
13029	Urban	Onondaga	Brewerton	1
13031	Urban	Onondaga	Camillus	1
13035	Non-Urban	Madison	Cazenovia	4
13036	Urban	Onondaga	Central Square	1
13037	Urban	Madison	Chittenango	4
13039	Urban	Onondaga	Cicero	3
13041	Urban	Onondaga	Clay	2
13057	Urban	Onondaga	East Syracuse	3
13066	Urban	Onondaga	Fayetteville	13
13080	Non-Urban	Onondaga	Jordan	2
13082	Urban	Onondaga	Kirkville	1
13088	Urban	Onondaga	Liverpool	10
13090	Urban	Onondaga	Salina	10
13104	Urban	Onondaga	Manlius	6
13108	Urban	Onondaga	Marcellus	1
13110	Non-Urban	Onondaga	Marietta	1
13120	Non-Urban	Onondaga	Nedrow	4
13131	Non-Urban	Oswego	Parish	3
13135	Urban	Oswego	Phoenix	1
13152	Non-Urban	Onondaga	Skaneateles	2
13159	Non-Urban	Onondaga	Tully	1
13167	Non-Urban	Oswego	West Monroe	2
13201	City	Onondaga	Syracuse	1
13202	City	Onondaga	Syracuse	26
13203	City	Onondaga	Syracuse	13
13204	City	Onondaga	Syracuse	18
13205	City	Onondaga	Syracuse	16
13206	City	Onondaga	Syracuse	21
13207	City	Onondaga	Syracuse	12
13208	City	Onondaga	Syracuse	12
13209	Urban	Onondaga	Solvay	6

13210	City	Onondaga	Syracuse	48
13211	Urban	Onondaga	Mattydale	2
13212	Urban	Onondaga	North Syracuse	5
13214	Urban	Onondaga	DeWitt	8
13215	Urban	Onondaga	Onondaga Hill	13
13219	Urban	Onondaga	Geddes	7
13224	City	Onondaga	Syracuse	15
13078	Non-Urban	Onondaga	Jamesville	5
Outside MPA				
13310	Non-Urban	Madison	Bouckville	1
13126	Urban	Oswego	Oswego	1
13129	Urban	Chenango	Georgetown	1
Total respondents				313
No response				40

Survey respondents by ZIP code area type

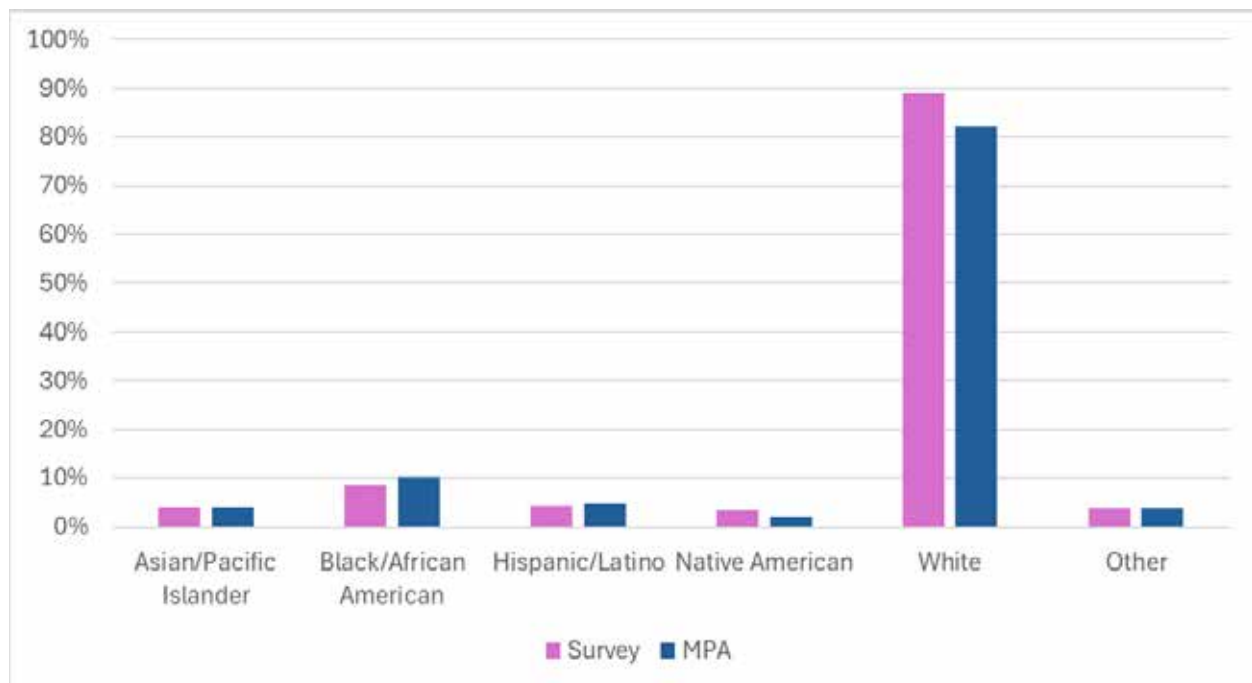


Q7: Ethnic Group (Check all that apply)

Response	Number of respondents	Percent of respondents
Asian / Pacific Islander	13	4%
Black / African American	27	8%
Hispanic / Latino	14	4%
Native American	11	3%
White / Caucasian	285	89%
Other	12	4%
Total responses	362	
Total respondents	320	
No response	33	

Note: Respondents could choose multiple answers, including an “other” option.

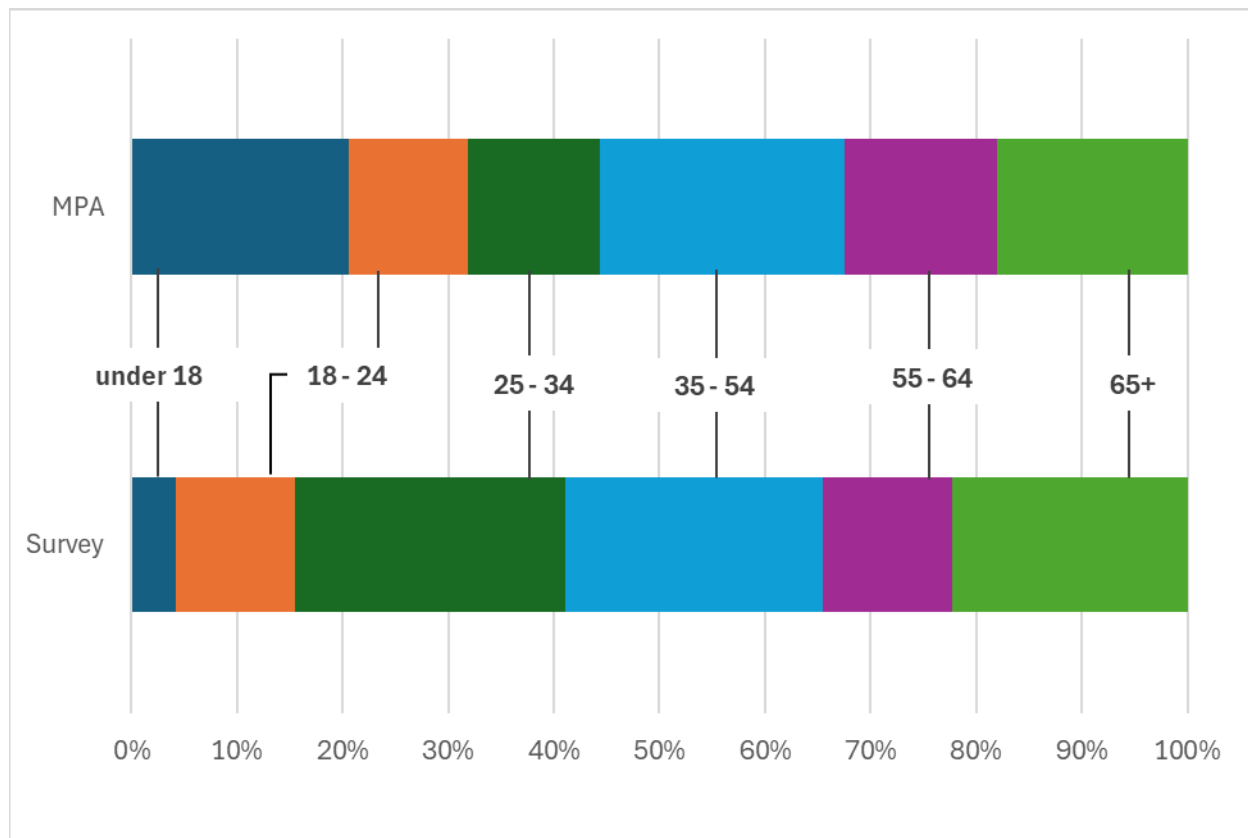
Ethnic group indicated in survey responses compared to MPA overall (2020 Census)



Q9: Age

Response	Number of respondents	Percent of respondents
Under 18	14	4%
18 - 24	38	11%
25 - 34	86	26%
35 - 54	82	24%
55 - 64	41	12%
65 and over	75	22%
Total respondents	336	
No response	17	

Age of survey respondents compared to MPA overall



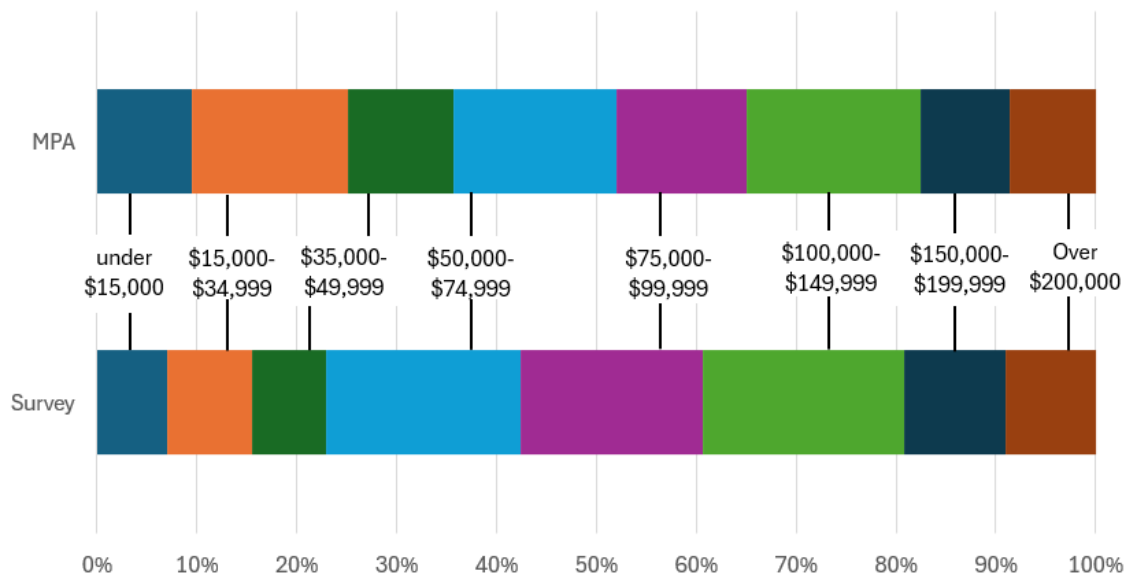
Q10: Primary language spoken at home

Response	Number of respondents	Percent of respondents
English	322	97%
Spanish	4	1%
Chinese	0	0%
Vietnamese	0	0%
Russian	0	0%
Other	7	2%
Total respondents	333	
No response	20	

Q11: Total household income

Response	Number of respondents	Percent of respondents
Less than \$15,000	21	7%
\$15,000 - \$34,999	25	8%
\$35,000 - \$49,999	22	7%
\$50,000 - \$74,999	58	20%
\$75,000 - \$99,999	54	18%
\$100,000 - \$149,999	60	20%
\$150,000 - \$199,999	30	10%
\$200,000 or more	27	9%
Total respondents	297	
No response	56	

Total household income of survey respondents compared to MPA overall



Q12: Gender Identity (Check all that apply)

Response	Number of respondents	<i>Percent of respondents</i>
Woman	142	43%
Man	161	49%
Non-binary	14	4%
Transgender	8	2%
Additional category / Identity not listed	1	0%
Prefer not to answer	10	3%
Total responses	336	
Total respondents	327	
No response	26	

ATTACHMENT A

Public engagement / outreach log for the 2050 MTP

Social media posts (Facebook & Instagram)		
3/13/24	MTP video (and survey link)	21 post impressions
3/19/24	MTP Survey	82 post impressions
3/23/24	MTP video and survey link	23 post impressions
5/11/24	MTP Survey	87 post impressions
7/2/24	MTP Survey – what we’ve heard so far	689 post impressions
9/3/24	MTP Survey – closing September 10	293 post impressions
9/11/24	Survey extended to 9/13	53 post impressions
SMTC Emails		
3/18/24	SMTC Kicks Off the 2050 Metropolitan Transportation Plan!	1,166 recipients, 436 opened
7/22/24	Complete the 2050 Metropolitan Transportation Plan survey!	1,128 recipients, 437 opened
9/3/24	LAST CHANCE: Complete the 2050 Metropolitan Transportation Plan survey!	1,132 recipients, 374 opened
9/11/2024	DEADLINE EXTENDED: Complete the 2050 Metropolitan Transportation Plan survey!	1,127 recipients, 416 opened
Meetings / presentations		
4/2/24	Greater Syracuse Works Direct Service meeting (with Centro staff)	About 25 participants
4/10/24	Valley TNT	20 participants
5/8/24	Onondaga Central High School Participation in Government class	15 students
5/9/24	Onondaga Central High School AP Government class	7 students
5/10/24	Cicero Senior Center lunch (with Centro)	25 participants
5/14/24	Eastside TNT	15 participants
5/21/24	Westside TNT	10 participants
5/28/24	Syracuse Urbanism Club	35 participants
5/30/24	Henninger High School Active Citizenship classes	5 classes, about 40 students total
6/3/24	Southside TNT	25 participants
6/19/24	Moving People Transportation Coalition	8 participants
7/15/24	Q Center Youth Group	7 participants
7/17/24	Q Center Young Adult Group	8 participants
9/10/24	Manlius Informed speakers series	6 participants
Tabling events		
5/18/24	CNY Regional Market	4 hours, about 20 people
6/11/24	Downtown Farmers Market	6 hours, about 12 people
6/24/24	Oswego County Transportation Forum	60 people
7/9/24	Downtown Farmers Market	About 20 people
8/6/24	Downtown Farmers Market	About 20 people

8/22/24	Syracuse Mets game	About 50 people
Other		
3/13/24	Onondaga County Planning Federation Annual Symposium: MTP bookmarks with QR code for website and survey in all participant folders	About 340 registrants
March/April 2024	SMTC newsletter (Directions) hard-copy mailing: MTP article, plus MTP survey website/survey notice on back.	Hard copy mailed to 4,000 addresses. Digital version emailed to 1,164 recipients; 573 opened.
6/24/24	SMTC e-newsletter	1,162 recipients, 610 opened
Summer 2024	Included survey notice in Cicero Senior Center email and hard-copy newsletter	Distribution to 350 physical addresses, 50 email addresses, and posted on website
7/27/24	Syracuse Urbanism Club shared to their email list	unknown
7/29/24	Email to PA-CNY listserv	unknown
9/13/24	Moving People Transportation Coalition forwarded our "Deadline Extended" email to their list	unknown

Flyers delivered to Central Library 5/21/24 to be distributed to all branches.

Notes from meetings and tabling events:

- Lack of bus service outside City
- Don't feel safe walking because there are so few pedestrians
- Bikes too close to high-speed traffic
- History of redlining
- Roundabouts – people don't know how to navigate
- Distance, lack of sidewalks prevents walking
- High speed roads are safety concern for biking
- Speeding in school zones
- Need pedestrian amenities, especially lighting
- Need better roadway lighting
- Bus wait times are too long
- Too hard to get bus info
- Veo works well, but would prefer a dock system
- Geddes St underpass – safety concern
- Broken sidewalks
- Seeley Ave – difficult to walk
- Fix potholes
- James St is too narrow
- Trucks making deliveries create conflicts with cars and peds
- Road striping is faded
- Potholes, highway ramps in poor condition

- Veo – want docking stations, especially at Centro Hub
- Centro Hub – not clean
- Centro app – confusing, want accurate arrival times, information about bus route cancellations
- Sidewalks – concerns with safety, trash
- Lack of bike lanes especially on the Northside
- Want bike path to Destiny
- Free bus access for students!
- Centro buses – too many people (crowded) especially S. Salina route, doesn't come on time even when the app says it will
- Lack of pedestrian lighting, especially on the Creekwalk
- Lack of crosswalks
- Veo – ride on sidewalk because streets are too busy especially James St and Salina St. Expand to Fairmount area.
- Need better pavement for bikes
- Safety concerns at intersections
- Bus issues: transfers, not sure how to use system, too crowded, have to use cash, app is confusing
- Want better access to shopping – WalMart, Destiny
- Veo scooters left around
- Veo too expensive
- Need bike lanes
- Need street trees, cleaner streets
- Bike lanes just end – need a network
- Want opportunities to learn to ride a bike
- Ped signals have delays, buttons are not functional (ex: Teall Ave near Henninger)
- High traffic volumes, no bike lanes
- Riding Centro takes a lot of pre-planning!
- Buses don't run late enough (esp. getting home from work at Destiny late at night)
- Want designated parking for Veo scooters
- Safety concerns (sense of safety while walking) – what about blue light phones like on college campuses?
- Driver compliance with ped crossings is an issue
- Want raised crosswalks!
- Westmoreland/Euclid Ave intersection not safe – sight distance due to hill
- Need more bus stops (esp. Stolp Ave)
- Loss of Centro 10-ride pass is an issue, esp. for agencies that distributed passes to clients
- Lack of transit in rural areas
- Bus times are not convenient, especially on Sundays. Commuter routes don't run on weekends, but some people still work on weekends! Need more service on these routes.
- More bus stop amenities.
- What about OnTrack? How did that work? Could we bring it back?
- Destinations are too far to be walkable

- Need more bus service on western suburban routes, esp. Auburn
- Lack of walkable grocery stores
- Lack of protected bike lanes, debris in bike lanes
- Sidewalks just end, forcing people into the road (ex: Teall Ave)
- Lack of bike parking, esp. at Upstate, Destiny
- Need bike shops that are in more accessible locations (and just more bike shops)
- Construction zones are causing delays (81)
- Transfers at the bus Hub makes trips too long
- Lack of speed limit compliance by drivers
- Lack of regular bus service to medical centers
- Veo scooters are left in the road, all over the place
- Need driver education for bikes and scooters. Instructions on how to use Veo, wear helmets, how to properly lock a bike.
- City high school student “walkers” use Veo scooters
- Suggestion for raised crosswalks, especially in Armory Square
- Need more demos/travel training from Centro and Veo.
- Does Veo offer gift cards? These would be useful for social service agencies.
- Road suggested for bike lanes: Brighton Ave, Bridge St (E. Syr), Geddes, James, West Genesee, Warren St, Seneca Turnpike, Route 57.
- Protected bike lanes
- Comprehensive commuter rail from suburbs to downtown
- Inner city rail xport! Thank you!
- Biek routes/wayfinding and more opportunities for safe bikers and walking in urban centers
- Keep I-81!
- More trains!!! + Extend the bus system
- More drivers
- Police monitoring
- Actual people to answer the phone to help us figure out what bus to take
- Using data better to improve street resurfacing!
- Busses and trains with connectivity between them
- 30 min bus intervals
- Park & rides that have many bus pickup times (& easier website)
- More bus routes + trains!
- Direct train routes to NYC
- Dedicated bus lanes
- Bendy buses to fit more people
- Bike lockers at bus hubs
- More buses going everywhere for everyone and dependable
- Bike and ride
- Protected bike routes
- More Centro buses more drivers

ATTACHMENT B

Question 3 – all responses

Where do you routinely experience issues or see opportunities while moving around your community? Think of moments when you are driving, walking, biking, or taking transit.

Please describe the issue or opportunity in the box below. You may also mark the location on the map below (optional).

These responses are sorted by the location (town/city) where they were placed on the map. Comments with no location are included at the end of the table.

Maps follow the table.

MADISON COUNTY
Sullivan
Intersection of route 5, Lakeport Road and Tuscarora Road in Chittenango
The shoulder of Fyler rd is too narrow to bike, and I'd really like to bike to work.
I live in the rural area of Chittenango/Kirkville. Many of our roads do not have any or adequate shoulders for pedestrians and bikes. Fyler (County) and Kinderhook (Town) Roads are good examples.
ONONDAGA COUNTY
Camillus
EXTREME traffic on Hinsdale road, going north toward highway. I think there should be an additional on-ramp to rt5, possibly off Bennett Rd behind the storage facility.
I think connecting Olin Dr to Sunnybrook Dr, as well as Blackstone Way to Milton Ave, would help decrease a lot of the congestion in the fairmount area as not everyone would be bottlenecked to rt 5's wegmans exit.
Inconvenient traffic light. Replace with a traffic circle.
695 exit on State Route 5 near Wegmans to Onondaga Road. There are ridiculous stop lights and absolutely no way to ride a bike or walk. And continuing West Genesee St to Hindsdale and beyond, same issue with scary biking and walking.
Heavy traffic on West Genesee St between Orchard Rd in Geddes all the way to Kasson Rd in Camillus.
Cicero
There should be a bike path running from Thomspson rd on 31 to Bridgeport!
New suburbs built around growth and micron need to be able to support transit, preserve as much rural land as possible, and be walkable. People can't easily live in Syracuse without a car if they need to get to places built in the rest of the region that can't easily be accessed without one. Any non-rural place built in a way that doesn't support transit is oppressive to anyone who lives elsewhere, as well as those who live there not by choice.
Connections between city and suburbs via transit. With Micron coming in, I hope the area considers light rail from the city to Clay, along with an east/west route.
On grade light rail from downtown to Cicero should be put in the works now. All ways to reduce car use are necessary.
Route 31 in Cicero is extremely unsafe for pedestrians and cyclists and school children. Walking across the street is hazardous. No wonder very few people on 31. Cicero is unlivable.
Clay
Not enough sidewalks!!! There's plenty of stores nearby that I would like to walk to but there are no sidewalks near me and there are roads for fast-driving cars. I live near 57 and regular see people walking on the side which is dangerous, they deserve sidewalks to get places, like the bus stop nearby, easily!
Lack of sidewalks - If there are sidewalks, they are not well-maintained or grass is overgrown around them I notice many people walking along busy roads to get to jobs at larger warehouses that are not very accessible (eg. Amazon) - this is dangerous for their safety and drivers

Amazon employees are numerous during peak season. They need two busses constantly for regular consumers as well.
my road is busy, and despite there being no bike lane or sidewalk, people regularly walk and bike in the shoulder, which is unsafe.
Severe lack of safe bike routes in my area
Generally the centro hours into/out of the suburbs (clay) end too early for me to commute on the bus. Bike lanes also disappear outside of the city if you're not on the canal. Things are a lot better in the city!
people walk and bike on morgan road, but there is no bike lane or sidewalk! it's unsafe and we need pedestrian-friendly infrastructure on this road.
Today is the first that I notice the bus stop signs are covered so there are no buses on Chestnut St. in North Syracuse where there has been Centro service and previously Syracuse-Oswego Bus line. The bus primarily made stops in the morning and afternoon.
DeWitt
Moving between the Erie Blvd area and Burnet/East Syracuse is impossible without a car and a suicide mission on bicycle.
Need sidewalks on East Genesee St. to city line at DeWitt
The pass between North Midler and Court Street Road really needs pedestrian infrastructure. It serves as a pass through for pedestrians from the residential Eastwood area to jobs in the factory district of DeWitt. The road is curved with almost no shoulder and there almost always fast cars and walking pedestrians on it. It needs infrastructure to help people get safely to and from their jobs on foot or on bike. I am concerned that besides hitting the railroad bridge someone is going to hit a person there.
TRAFFIC SIGNALS ON THOMPSON ROAD DO NOT WORK WELL. VEHICLES ROUTINELY RUN THE LIGHTS. THE "NO TURN ON RED" SIGNS ARE NOT JUSTIFIED FOR 24 HR PERIODS, IF AT ALL.
298 needs more lighting. People often walk this road in the dark. Walking from Kinne St toward northern blvd is a dark stretch of road.
Traffic circle. Thompson and James Street
opportunity for enhanced pedestrian safety.
opportunity to introduce traffic calming and enhance pedestrian safety. This node functions as a village center and with safety improvements could be made more walkable.
rail trail opportunity to connect from city to Jamesville beach
Need for improvements for bicycle infrastructure
The intersection of Thompson Rd and Erie Blvd, with the 690 ramps, is poorly designed and dangerous.
The existing bus system is very hard to use within the city of Syracuse without an enormous time cost. One reason for this is the very limited service accessing Erie Blvd establishments and another is the lack of any direct connection between the Northside/Eastwood and SU/Wescott. Obviously ridership may currently be limited on such routes at present, but establishing them would help make public transit a more feasible option for folks interested in using public transit service.
Lack of Direct Public Transportation Access Yet the only Major Airport in the Region. creates a lack of opportunity to host events that would otherwise require a car, much of the general area is not well connected by transit for how much of a socially connected area it is. if you look at the rust belt cities that are currently thriving they have a decent public transportation system, Cleveland, Indianapolis, and even cities of a comparable size and smaller like Green Bay are punching above its weight with initiatives like these and i would hate for syracuse to fall behind
Urban sprawl creates a nightmare intersection and corridor. Death by a 1,000 cuts.
Need better, more convenient mass transit (bus). Existing routes are ok, but need much more frequent service to be useful. Need mass transit (ideally rail) to the Micron site, so workers can live in the city. Need to reduce traffic speed on city streets, for safety of bicyclists and pedestrians. Should be a city 25 mph limit, and 30 on major streets as currently signed. Need better enforcement. Specific problem areas: three way stop at Westcott and Harvard (need to bring back traffic light and pedestrian signals and need light at Mount Olympus/Stratford/Comstock (pedestrian/bike/car conflicts, confusion over four-way stops); triangular intersection at Nottingham and Colvin (dangerous); Narrow overly wide roads to reduce speeding, such as Westcott between Broad and Meadowbrook; Untimed lights on Adams hill at Ostrom/Walnut...

It's great that they've added crosswalks at Nottingham and East Colvin to be able to get to Tops Plaza more easily, but traffic routinely flies down East Colvin much faster than the speed limit, making it still feel unsafe crossing there. There are routinely fender-benders around Julian/Nottingham/East Colvin. Speed bumps on Colvin and Nottingham would be greatly appreciated.
Walking from Eastwood to the Wegmans on James St. And from Eastwood to Erie Blvd is not pedestrian friendly.
Cars turning right here do not yield to pedestrians or bikers attempting to connect to the canal trail. Need to enforce or make a no turn on red with an auto ticket.
Elbridge
Live out in the country on a farm, so not able to walk to anything.
Geddes
There isn't any separation between cars and bike in bike lanes.
Many public transit stops are missing basic amenities, like a landing pad, bench, trash can. See the example on Onondaga Blvd below. Dedicated bike lanes would be safer in many places where sharrows are currently used. Dedicated bike and pedestrian signals at busy intersections would help minimize conflicts with vehicles. There is an opportunity to educate drivers about pedestrian and bike safety.
No crosswalk or ped signals across Onondaga Boulevard between the plazas.
No sidewalk on south side of Onondaga boulevard west of Velasko.
No sidewalk on south side of Onondaga boulevard west of Velasko.
Sidewalk on north side of Onondaga Boulevard is not continuous.
Fairmount area, West Genesee St between Wegmans and the Library is routinely clogged with traffic.
Walkers are unsafe near the fairmount wegmans and Terry Rd corner. There should be sidewalks from the terry rd intersection down toward Fairmount.
State Fair Bkvd. By the fair should be 2 lanes both ways with turn lane to fair entrance.
There are no sidewalks in this region. I don't drive and it makes it very unsafe with cars rushing past on a busy road. In winter I have slipped and fallen into the street on multiple occasions due to the ice, and I am very lucky no cars were nearby at the time. I need to walk here for my groceries, and used to walk here for work. It is a busy area and I see a lot of people walking near here every day.
very poor access to the pedestrian foot bridge over 690 due to Conrail digging ditches right at the entry point.
The fair should be used as an opportunity to expose Syracuse residents to efficient bus travel. There should be multiple lines connecting the fair with key neighborhoods (and not just Destiny USA - having to park there to catch a shuttle to the fair is a disincentive rather than an incentive to many). Bus travel during the fair should be FREE, precisely to get people who don't normally take buses to do so, as well as frequent and regular.
Lysander
We need more bus routes to and from baldwinsville. it's so spaced out that i cannot take it most days, even though i need to be able to get around.
1 Getting through the traffic tie ups in Baldwinsville, NY is very difficult and time consuming. 2 No easy access to Rte 81, Rte 481 from Baldwinsville, NY.
Manlius
Lyndon corners
Opportunity: Being on the empire state trail, there is a real opportunity to expand safe bike and walking opportunities between the village/ canal park and the shopping center. Crosswalks, hawk and eagle signals and protected bike lanes could help facilitate this.
The line of backed-up traffic on Route 5 through the Villagr of Fayetteville has been getting longer and happens much more frequently. The intersection of Route 5, 257 and Salt Springs Road desperately needs a modern design.
What we have, worked well for horse and buggies; the state has turned a blind eye on this ever-worsening problem.
It is going to get worse because the Village administration, against the majority of the residents, pushed through retail with an additional 300 parking spaces.
Now it wants to change the zoning to create greater density - and more traffic.
Riding a bicycle through the village of Manlius is not feasible any longer, following the 2023-2024 DOT work performed there.

I can see improvements along route 5 in the Village of Manlius, specifically West Seneca St. On West Seneca St there are apartments (Carriage House East) and another complex across the street (at least 100 + people). There is a distance between the complexes and the Village downtown where there are no sidewalks and a road shoulder. The shoulder is commonly used for vehicles that want to pass cars turning, making it extremely dangerous to attempt to walk to downtown. The 3 way intersection right outside of Carriage House is also dangerous for crossing as a pedestrian. There is a lack of regard for pedestrians and it is unfortunate that the complexes are disconnected from being able to access downtown.
Enders Rd in Manlius needs a route to safely walk or bike from the rt92 schools to the high school. A path connecting Eagle view neighborhood to Enders would be great also.
Path from eagle view neighborhood to path in enders
Route 257 between the villages of Fayetteville and Manlius. It is the only connecting road, but is extremely unsafe for bikers, runners and walkers. Yet there are many people who use this road in this manner,, including those with babies in jogging strollers.
Lack of road shoulders in more rural areas, and lack of sidewalks in more suburban and urban areas. Especially on area where there are bus stops but no sidewalks to get pedestrians safely to stores, places of work,etc. See this in Villages of Fayetteville and Manlius corridors, as well as in the commercial areas of Town of Dewitt, Lyndon corners, Salina/Mattydale/Pitcher Hill area.
Prioritize car speed over walking/biking.
Prioritize vehicular speed over walking/biking.
When I use the Erie Canal trail, drivers on Burdick St. and 290 do not consistently yield to crossing peds and bikes...
On Rt 257, drivers go around left turners on the shoulder, but there are significant peds and bikes, so this is an issue, especially when school is in session - define shoulders as a bike/ped lane? Add delineators or signs?
Getting home via car at busy times
Village of Fayetteville is a huge bottleneck! Bad for cars , bad for bikes bad for pedestrians
Marcellus
Biking along 174 between Marcellus and Camillus.
Skewed intersection at driveway - dangerous intersection.
Onondaga
There aren't many sidewalks around where I live and people drive too fast.
I really only go here, but people don't watch where they're going.
Where I live there are no side walks. Cars do come down my road pretty fast as well. There is no SAFE way to walk or bike. It is dangerous especially at night because it is dark and there is no street lights.
Speed limit
The speed limit
No sidewalks
A lot of issues correlate to lack of street lighting and sidewalks. I think they affect driving speeds, areas for walking, and areas for biking.
Intersection of Onondaga Blvd and Bellevue Ave near Westhill high school has cross walks, ped signals and no sidewalk.
Intersections
mini-bikes, scooters and 4 wheelers routinely race down S Salina St in Nedrow. Since they are never stopped by law enforcement, they are tolerated by society as if they were legal. Someone will eventually get killed.
Salina
Not really busses that go towards Cicero and Liverpool.
Town of Salina needs to invest in sidewalks, especially on Cold Springs Rd between John Glen Boulevard and the Village of Liverpool to connect residents in the Hickory Hollow neighborhood to the Village and Onondaga Lake Park. I have seen kids as young as 9 years old get hit by cars on Cold Spring Rd. A sidewalk would help residents walk to amenities in the Village and walk to the Park safely.
The Parkway should be removed completely and turned into ped/bikeway. This would remove possibility for the CSX bridge to be hit, would divert traffic to local businesses in Liverpool along Old Liverpool Rd, would ADD to

Onondaga Lake Park as a community benefit. A great place to restore Haudenosaunee rights to the land on the lake as well, and uphold treaties.
High traffic high speed roads that are not safe to share with walkers or bikes
Salina /Clay in N Syr & Mattydale areas
Pedestrianize Shop City, Build a real bus shelter and sidewalks and bike lanes. Force more pads to be build on the roadsides. If Shop City became walkable and safe the neighborhood both to the East, West and South would become way more navigable sans car. Slam dunk, but probably gonna need eminent domain threats a la Shoppingtown
From my home on the northside I have tried to traverse this area on bike in order to fully circle the lake, it is not safe or possible. Liverpool should be connected to the city with a safe off road pathway.
Forced to walk on the side of the road instead of sidewalks. No connection paths between developments so you have to go to a main road. Just no public transit options near by or reachable on sidewalks or pathways
Onondaga lake parkway desperately needs a bike lane to complete the Onondaga lake Park lake loop also for local bicyclists. There is no safe way to travel through that area Old Liverpool road has recently been renovated, but there are no bike Lanes or sufficient shoulder to accommodate cyclists.
There is no good way to go south from Buckley or Old Liverpool Roads to Park Street on foot or on a bicycle. This cluster- should be a big ol' roundabout.
Not walkable infrastructure
Finishing "Loop the Lake" by dieting Onondaga Lake Parkway. There is no need for four lanes from 81/Park Street to Village of Liverpool. It's pointless for four lanes with posted speed limit of 45 or 55. The volume doesn't support four lanes. The high speed for maybe two miles achieves nothing.
Route 11 between Mattydale and North Syracuse desperately needs sidewalks and bike lanes. Pedestrians and cyclists are killed and injured here too frequently.
Bear Trap Creek bike path in Mattydale should connect to other bikeways in the area. I would love to have a safe bike route along or parallel to 7th North Street and Hiawatha from Bear Trap Creek to the Onondaga Creekwalk and the Loop the Lake Trail. Bicycle paths are much more functional when they safely connect to other destinations!
Better define the road through Shop City Plaza. The current road is only hinted at and creates confusion for drivers. Better defining the roadway, including expanding sidewalks to and through the plaza would help increase safety and promote pedestrian activity in an area that already sees high levels of pedestrian activity and transit ridership.
No side walks, cracks on most of the rds. Traffic light don't all the time
If you put a protected path on Onondaga Lake Parkway, then people could fully Loop the Lake.
Skaneateles
Lack of crosswalks. See study for pedestrian safety for Village of Skaneateles.
Inconvenient traffic light. A traffic circle is more appropriate.
Dangerous intersection. Traffic circle is appropriate.
Syracuse
Downtown
This location is just a mess. With chronic illegal parking in the bike lanes making it unfriendly to bicyclists, idling delivery trucks, it is a waste of the potential that one of our main downtown streets and bank alley have. Bank Alley has the potential to be our test case for a pedestrianized corridor (sorry Walton St.) with additional investment on the Washington-Fayette half. Fayette St. frequently grinds to a halt with illegal parkers and double parkers side by side during peak traffic hours. Drivers are forced to cross their fingers and cross into oncoming traffic to resolve the stand still. It's clear SPD will leave the most egregious traffic offenses unenforced and you're safe from parking enforcement unless caught between 10 and 2 Monday - Thursday.
I walk daily to work and at peak hours this is a hazard. Red lights become a soft yellow when turning right and drivers frequently seek to beat you through the crosswalk if they see a pedestrian coming. It feels like a highway, not a business district with a high residential population. With two pedestrian **deaths** a few blocks from here in the last six months, am I risking my life continuing to walk to work? It often feels like it.
We have so many massive projects here, Salt City Market, Marriott Downtown, Chimes, Tech Garden, yet a completely unusable and confusing intersection connecting them. You can stand here on a Saturday or Sunday morning and count the dozens of SU parents and convention guests frozen in fear leaving the Marriott Syracuse headed to the Salt City Market. To cross, you have to face down a sprawling sea of concrete and oncoming traffic that appears to be taking advantage of your slightest hesitation.

On any concert or theatre night, or even a sunny weekend dozens of people park along West Jefferson Street or at the Trolley Lot. Driving here is fine, maybe a little confusing, but the tightness helps people to slow down, it seems. There's a bit of illegal parking, but not really any that seems to be impacting the quality of life. However, in order for someone to make it from the MOST or the Trolley Lot to the Landmark Theatre, they will have to either walk up Franklin St. (which is unclear) or cross at some unmarked location along Jefferson St. (which is often more natural for visitors). Stop signs are frequently either unseen or disregarded. There needs to be clearer pedestrian wayfinding on West Jefferson St. for visitors and a marked crossing location.
Driving: West St should meet grade at Erie Blvd here to slow down people trying to drive south like it's the highway all the way to W Onondaga Street. Honestly West Street is a problem in general. It shouldn't feel like a highway in this part of town, in order to better connect the neighborhood to downtown.
Driving: E Adams and Harrison should not be as many lanes as they are--it's like driving on a highway instead of a city street, which makes people go too fast. Hopefully the community grid and 81 will remedy some of this, though the implementation of those plans will severely impact whether this actually becomes bike/ped friendly or just lip-service.
I bike to work from Tipperary Hill to Hanover Square when it's nice out. During the winter or bad weather I'd like to take transit. The morning commute is easy enough with transit but getting home is the issue. I believe it'd take almost an hour and a bus change for me to get from E Washington St to Tipp Hill in the evenings. So I never bus into work, only bike or drive.
Bike infrastructure downtown needs to be more connected and more consistently safe. For example, lanes on Salina Street, from Kennedy St north, should not become sharrows on certain blocks, such as next to the Centro Transit Hub.
81 at adams st by upstate hospital
Reliability of public transit
The intersection of James and Salina routinely has vehicle crashes. Consider options to slow cars down as they speed through downtown trying to catch every light. Enforce the no left turn.
While I appreciate the bike lanes on Salina St downtown, I do not feel safe on the blocks where, all of a sudden, the lane disappears and there's only sharrows. For example, the block between Adams and Harrison next to Centro Transit Hub. It's usually very busy there, with buses coming and going and other motor vehicles going to various locations. I feel no protection from the sharrows; I just feel dumped into the motorized traffic.
Why is West Street just an elevated entrance ramp? How has this not been rectified in any planning for taking down the Viaduct and creating the Community Grid? The way West Street is right now really does just put a drag strip between the Downtown area and everything west.
There is a Bank of America ATM right here. Cars are always pulled over in the right lane with their hazards on. Enforce the no stopping policy here.
Similarly, cars are always stopped in the bike lanes here. Very dangerous. Great example on why all bike lanes need to be protected from traffic.
I live in the University Neighborhood and work downtown. You would think that it would be easy to get to work using public transportation, but it is not. Driving, it is 9 minutes, on the bus it is 35 - 40 minutes.
Smaller, more direct shuttles that connect the different neighborhoods to the hub would be great!
Cars frequently parked or stopped in bike lanes.
Connectivity between neighborhoods. Neighborhoods are connected to downtown better than they are to each other. For example all buses go downtown, requiring you to transfer before riding towards a new neighborhood.
Bus frequency is nowhere near good enough to regularly rely on the buses. Missing the bus means waiting possibly over an hour. The only way it makes sense to depend on buses in this city is if you truly have no other option.
West Street at Erie Blvd needs to be reimaged as an at-grade intersection that prioritizes the pedestrian. The rest of West Street needs to become less of a barrier, too.
We need a cross-town east-west bus route along Genesee Street, especially with new investment with the city's Housing Strategy at either end in Tipp Hill and Salt Springs. If not a cross-town route, at least proper timing of bus schedules to make it easy to transfer without a long wait or going out of the way.
I'm not playing the part I'm going at night Toy Story In college graduate high school going to college Riding a bicycle in the hell if Yazan cross the road people will come with a fast fighting day by car
Walton St in Armory Sq should be closed to traffic and be pedestrian shopping area like the Commons in Ithaca.

Walton Street could be closed for pedestrian traffic only. There is no real reason for automobile traffic. It is cumbersome and hazardous to pedestrians in the area and also hinders local businesses. The parking lot in that area suffices to allow people to park and walk around and enjoy the shops and restaurants.
There's really just a disconnect between downtown and Tipp Hill. VEO is a little bit of a stop-gap to that but I don't believe buses run regularly from near my apartment so I have to drive. Also, all my grocery shopping is done uptown towards Fairmount/Camillus which requires driving.
Cars are consistently parked in the bike lane along this portion of Fayette St.
Dangerously wide and skewed intersection. Especially due to high pedestrian activity along the creekwalk.
Walton St should be pedestrianized.
Mostly, everyone presumes that you have a car and can drive. Consider recycling: it's doable if you want to. drive all over the county... one place for alkaline batteries, another for rechargeable batteries, a third for small electronics,... I have stuff in my apartment for years because I can't get. to these places.
Armory Square area needs to be pedestrianized similar to Ithaca's downtown. The car driving and parking is absolutely moronic. People literally park in the middle of the street. Shut down a couple of streets to be pedestrian only. Instead of street parking everywhere there should be strategic public parking garages. Saratoga has an example.
Crossing under 81 and 690 is a part of many common walking routes, feels unsafe due to darkness, fallen concrete chunks.
No protected bike lanes, almost anywhere. No coordinated design manual, everything feeling piecemeal. Lack of vision from municipalities and SMTC on proper designs (think Dutch standards).
A Centralized Transit Hub is Cool for when a majority of trips in the area that you serve are between downtown and outlying area this system only serves a few while maintaining low ridership numbers, system wide there are a number of connective corridors such as Baldwinsville to Liverpool, Liverpool to Cicero, Camillus to Van Buren and Seneca Knolls, a vast majority of people do not travel into downtown syracuse, and travel between outer suburbs and there is opportunity to gain ridership and help elevate the mobility of syracuse as a whole
People who turn right on red do not watch for pedestrians. General issue in Syracuse, but I see it at this intersection and also at Townsend and Genesee.
I almost got hit by a huge truck taking a right-on-red.
One-way car sewer.
Walking downtown at the intersection of ononodaga, s salina, harrison, and adams streets. awful!
Why is this section one way? Make it all two way!
The Townsend-E Fayette Street intersection is a dangerous corner for walkers, bikers and drivers, most often due to drivers blowing the light, not slowing down or because of distracted driving. Wish the bike lanes were bigger and that there were more safety signs. I also wish we could make the speed limit 25 miles per hour throughout the city of Syracuse. Need more bike lanes, and more bus stops should have a shelter.
I like to ride my bicycle. This area is not very friendly to bike riders. Traffic for the most part is fine, but I wish our communities were more walkable.
Downtown Parking could benefit from having spots marked out in certain heavily trafficked areas. I often see inefficient parking where several spots could be added if lines were marked out.
clinton square needs bike parking badly
I would like to see more bike racks in and around armory square
The James St / N Salina St intersection is constantly a problem. Crossing is difficult due to inattentive drivers. Cars turning right on red rarely look for people about to cross. There is a crash here almost weekly.
Drivers do not look for pedestrians as they turn onto Erie Blvd E. The street is primarily used for parking and cut through traffic. This could easily be pedestrianized without impacting traffic.
Cars are constantly parking in the bike lane without any penalty from the police.
Pedestrian crossings in this area are dangerous as drivers whip through in all directions.
Syracuse needs more buses AND bus lines. I do not think that the current layout of the network, where you HAVE to get to the Centro Transit Hub downtown to get anywhere outside of your immediate area. People don't want buses that require connections, especially given their poor reliability (it may be acceptable to rely on one bus's schedule but hoping both buses arrive on time in order for me to get somewhere is too much of a risk). Moreover, much of travel in Syracuse avoids downtown to begin with. For example, the fact that there is no regular bus service along Euclid Avenue is a missed opportunity.

This isn't specific to any one spot, but buses only run every 80 minutes in the evening, and that's crazy.
The bike path here is blocked by a vehicle gate in both directions.
Park and rides into the city for work should exist during peak hours (7-9am, 11-1, and 4-6pm), particularly with 81 and Micron coming in. 81 removes a large number of parking spaces, and economic growth and bike lanes and bus designation should remove more. Cars should be decertified from being in compacted urban spaces. Think Barcelona superblocks.
The main issue is this: It is not safe to be a walker, biker, on a scooter, etc. in this city.
Anyone not in a car is rarely given proper treatment. For instance, there is a pedestrian light that I HAVE to hit to get across the street to where I live (by Guadalajara). Even when it is on, it is very rare that anyone will stop for me and that's the law.
Issues are generally not trying to get around within city limits, there are issues for getting to workplaces in Liverpool, East Syracuse/DeWitt, Fayetteville, Cicero, Clay, etc. Getting downtown to local venues in the evening via bus would be great and create less traffic but buses are not always available to get home. Buses down run for 2nd and 3rd shift employees and makes it difficult.
Safe transportation to/from downtown cultural events
Brighton
Public transit (Centro buses) don't run often enough to always be convenient to use.
Issue: other drivers/ pedestrians/ bicyclists adhering to laws and regulations along East Brighton Ave and ***South Salina Street. If I obey the law on S Salina, for example, and stop at a yellow light, I will get rear-ended. Drivers/ bicyclists/ pedestrians ignore regulations on lanes, pass on the right, run red lights, drive the wrong way in bike/ bus lanes, and generally disregard all laws along this stretch from E Brighton to downtown.
It's dangerous to all users when laws are ignored.
A pedestrian/cyclist operated crossing light where the Onondaga Creek Blvd crosses W.Brighton Ave.
I see too many people just hanging around and too many kids not at school and way too much litter or abandon homes
Court-Woodlawn
Bike lanes. Grant Blvd, Court St and Teall Ave are all very heavy in traffic with no room for bikes on the road. I do not feel safe riding a bike on main roads to access other neighborhoods from Lyncourt, unless I use a sidewalk.
Eastwood
James Street and entering Downtown Eastwood.
The roads are so wide and the street so straight it is all but inviting cars to speed. Plus the intersection with Grant Blvd being a signal entices cars to speed up and through the interchange more so! It clearly should be a small traffic circle with one lane of traffic each direction on each road. The entirety of James Street needs a road diet changing half the lanes to bike lanes and bus lanes and greenspace. It is bad and dangerous. I literally joke to my friends "If I die in Syracuse it will be crossing James Street"
Actual protected bike lanes. These painted lines on James are an absolute joke. Right? They have to be a joke, because they don't protect any biker and so few drivers respect them.
Teall, Burnett, I-690 ramps are one Huge intersection that is currently horrible unless you are staying on Burnett Avenue.
Getting off and on I-690 west at Midler Ave sucks. No idea how to fix it that doesn't wreck the homes and businesses there, so maybe we're just hosed.
I'd like to see James Street transformed into a street that supports multiple methods of transportation. The poorly maintained 4-lane stroad is an old a dangerous design for personal vehicle drivers, and would be made safer if brought down to two lanes, while converting the other lanes into bus and bikes lanes.
As a whole in Syracuse, I would be even more encouraged to bike if the city created more bike lanes with PHYSICAL BARRIERS, not just painted sharrows that are just as dangerous as sharing the street with a car.
Walking. Some sidewalks desperately need repairs, cross walks need repainting/repairs
Bumps and Potholes being all over James St and around Eastwood.
Rentable Scooters being thrown everywhere.

Living and working in the city I really don't have any issues traveling unless I need to use the highway system.
for some unknown reason you do not have many bus shelters in the Eastwood part of syracuse !--yet this is one of your main bus lines !-- it rains and snows in eastwood just like other parts of town ! so what is your reason ?
Could be a good location for a roundabout. Current intersection configuration creates unsafe crossing patterns for pedestrians.
We love the canal trail and we love that we can ride bikes over the new bridge that connects the trail from the city to the fair grounds area. We love the improvements- you're doing a great job!
I'm really happy with new speed bumps in my neighborhood (on Caleb Ave by woodbine). I think these are great - we do have a lot of fast traffic.
I think curbs would be amazing- it would narrow the road, keep some mud and dirt out of the roads and make the neighborhood feel less like a pass through. I know it's expensive etc - but I think it would improve the safety of the neighborhood.
Walkability in Syracuse isn't horrific, but it's also not enjoyable. Sidewalks are being redone, and cleared in winter, through the municipal program which I see as a huge plus. But we need more canopy and shade during walks, better intersection safety, buffers where sidewalks are right against traffic, and improved aesthetics. Think of spaces like the below marked in Eastwood.
#1: No crosswalks on Teall Ave between Robinson and Shuart that is 4.5 blocks! Traffic is often heavy and travels much faster than 30 mph. Given the presence of a high school, multiple churches, and heavy residential zones, I think a 20mph speed limit on Teall is appropriate.
No bike lane on Teall Ave, unsafe bicycling conditions.
Elmwood
Bad roads
Far Westside
Traffic light synchronization along West Genesee St needs to happen. It seems in recent years that the traffic signals have been deliberately timed or have sensors to impede traffic flow, even when there are no cars coming from cross streets. Also, cross streets seem to have hair-trigger priority over the thru/ main streets.
Franklin Square
Driving in the City of Syracuse is annoying. I often park at Bear St Onondaga Creek access and then walk to desired location. I also use the Onondaga Creekwalk to ride my bike to places I want to go to. I also focus on Ollie's Point along the Creekwalk to walk, bike and kayak.
Hawley-Green
Would love to see more green transportation corridors connecting city neighborhoods to commercial/recreation hubs like downtown. For example, a safe (protected?) bike corridor on W. Fayette, S. Salina/Midland, W. Onondaga, James St.) Grocery shopping/commuting is remarkably improved since the extension of the Creekwalk and protected bike lane on Erie Blvd. As a primary bike commuter who is looking to buy a home, my decisions on neighborhoods to live in are very much influenced by access to safe bike infrastructure (for that reason I'm not currently considering Eastwood, Tipp Hill, or Strathmore for a home purchase). The new Syracuse Housing Strategy states that upcoming housing investments will be concentrated in Eastwood, Salt Springs, and Elmwood neighborhoods. It would be great to see alignment in transportation investments with housing investments.
James Street: The whole thing needs some bicycle space. With the width of the hellstrips, widening the sidewalks and adding bicycle space there seems, to me, the best way.
When I am walking, the focus of drivers and the lack of pedestrian centered streets. Syracuse is very walkable in most areas, outside of public safety concerns.
Intersections surrounding downtown (e.g. near north side) often do not have walk signals or other pedestrian infrastructure.
Biking within the city is dangerous and a single white strip does not protect any cyclist from vehicles. A dedicated bike lane is essential for greater adoption. Walking to small retail and grocery is limited to dollar stores and convenience stores so access to fresh produce is low. Express busses would assist in providing greater convenience to farther destinations.
3. walking down James Street from McBride to State Street has become more challenging, especially near State Street. Interactions with individuals in the area have become more volatile / feels unsafe. There seem to be a large

number of individuals having a really challenging time - mental and behavioral health issues manifest with anger and violent language regularly. I've stopped walking to work and drive exclusively now.
Lakefront
For me issues arise when the side walks end and it makes way for the freeways and highways. Walking along places like Hiawatha Blvd can be a bit intimidating because the side walk is very thin and only on one or the other side of the road. Luckily, there are small man made boot pathings on the way to Destiny Mall that help you get around the large intersections. But it would be nice to have pathings more separate from cars and side walks that are more fleshed out.
Train: reopen OnTrack! This was great when it existed, and could link Syracuse and Micron to reduce highway commuter traffic.
Accessing the Regional Transport Hub is extremely difficult. There should be public transit and cycling routes there at the very least. Light rail would be incredible!
Empire state trail infrastructure is cumbersome and unsafe for cyclists connecting from creekwalk to the off road trail across Hiawatha Blvd.
Opportunity: ferry service from inner harbor to amphitheater during events!
We need a safe pedestrian/cyclist connection from Syracuse to Liverpool at Park Street.
Fix the missing pedestrian / protected bike infrastructure on hiawatha: creekwalk to lake trail, creekwalk to washington square, washington square to regional market and RTC and stadium.
Riding around the mall to get to Liverpool needs to be addressed to be able to ride safely.
When cycling between syracuse and liverpool, there is no good way to cross through by the park street bridge. It is especially bad trying to go from liverpool to syracuse here as there is no shoulder for a cyclist, and there is no good way to be on the correct side of the road for cycling either.
There exist no safe way to cross RT81 between Syracuse and Liverpool on foot or bike. The only crossings are at Park St, 7th North, and Rt11, or you have to go around the entire lake loop adding ~15-miles to the trip. There are redevelopment plans for Park Street and Old Liverpool Road, however this is at a municipal boundary and I have not seen convincing plans that these efforts will connect in a safe/useful manner. Park Street connecting into Buckley and Old Liverpool Rd is probably the cycling route that makes the most sense for most people, but a2-way protected cycleway on Eastbound 7th North st would connect with the Bear Trap Creek trail and provide a second connection across 81 into more neighborhoods. Negotiating car lanes under the train bridges are likely the largest challenge, aside from legal challenges from Destiny Mall.
CNY Market needs bike parking!! In addition to existing city plans to make Park Street more accessible, the CNY Market is working on redevelopment efforts, but I did not see any bike racks. The parking lot gets insanely packed on a typical Saturday. The easiest and cheapest way to reduce cars is to provide viable alternatives to cars. I hate locking my bike up to a fence at the market.
Lack of direct connections WITHOUT HAVING TO LOOP DOWNTOWN, the fact that its a single island platform with the ability to be expanded yet that stretch of track remains to be a source of delays in the intercity commuter system
Traffic light synchronization along Hiawatha Blvd needs to happen. It seems in recent years that the traffic signals have been deliberately timed or have sensors to impede traffic flow, even when there are no cars coming from cross streets. Also, cross streets seem to have hair-trigger priority over the thru/ main streets. Also - very dangerous for bike-path users to cross Hiawatha. Opportunity to build a pedestrian bridge over Hiawatha or streetscape improvements to protect pedestrians attempting to connect from the creekwalk to the loop-the-lake trail.
I'd love to take a bus between the Northside and Liverpool without stopping at the hub first
There should be a STOP sign at this intersection. This intersection crosses the Creek Walk and cars fly down this crossing. Some stop for pedestrians and bicycles, but most do not. I bike the creek walk quite often, and it is the one of the most dangerous intersections.
I cannot safely bike from my home in Eastwood to Liverpool.
There is not a safe, protected route into the regional farmers market by bike. Protecting a lane from the entrance from the mall would easily connect with the creek walk if you bike through the mall parking lot.
Lincoln Hill

Put lights in this tunnel. Put art in this tunnel. I don't care about the pigeons I care that if I ever have to walk through this at night I think I might die from Jason Voorhees hiding in the dark. Do something for all the 690 tunnels that will make them friendlier and accessible to pedestrians
Protected Cycleway on James Street Key route through the north side of Syracuse that could make it viable for many people to get into down-town without a car
James Street from Eastwood to Downtown is high speed racetrack that is dangerous. Vehicles need to be slowed down on this stretch. Roundabouts and/or road diet seem like best options.
Lower James St is dangerous on a bicycle.
2. James Street east of Lodi Street is increasingly dangerous. High speeds and no shoulder are really problematic.
Meadowbrook
Houston Avenue has no street lights, it is so dark
Confusing intersection with too much pavement and conflicts with pedestrians, cyclists, and unusual free turning movements.
Poor pavement condition makes for a horrific bus ride.
It might be useful to have a public transit stop at the east end of Euclid. People, particularly older people, are not going to walk up and down the hill to East Genesee Street to catch a bus. A small, low frequency shuttle from there to the University area or Nottingham plaza might get some use. No promises.
No crosswalks, cars not signaling, very dangerous intersection
walking to a bus stop while having a mobility related disability
There needs to be a pedestrian crossing to allow folks to get across Nottingham road to the Nottingham shopping area. See map below.
Near Eastside
Why does the bike path cross four lanes of traffic to get onto Water Street here? That is bad.
On bike there are frequently bike lanes on busy main streets that are completely unprotected. Just because there is a stripe doesn't mean people respect it. Protecting bike lanes on main roads or providing alternative routes for bikers is a must for the safety of ALL users. Furthermore seamlessness is important. Protecting a couple blocks is barely significant if the next two don't even have a lane.
Are the lights for this intersection designed to decrease the safety of anyone not in a car, because it feels that way on my bicycle.
Many intersections lack basic infrastructure like crosswalks or curb bump-outs to daylight intersections and slow down drivers.
The bus system is beyond inadequate and does not provide consistent headways nor do most stops have covered shelters, let alone a single bench or anything beyond a small blue sign.
Bike lanes are designed terribly, they're relegated to the street gutters instead of running along the sidewalks protected by a curb. Paint is deemed adequate, and SMTC is complicit in pushing designs where the biker is sandwiched between travel lanes and parking lanes, incredibly dangerous...
Over improved intersections that can be trimmed down and made into public plazas, space for protected bike lanes, or pedestrian amenities.
Poor pavement conditions make for horrific bus ride.
Near Westside
People want to cross on both north and south sides of the street along West Street, and there aren't crosswalks on both sides. It becomes unsafe because they don't technically have the right of way so cars are rude/dangerous and don't pay attention. Coupled with the fact that it feels like a highway for people coming off 690 and it's a dangerous combination.
Driving/walking: this is left over from when people wanted highways through cities, and Seymour should return to 2 way. Driving Shonnard is tough on the curve with cars messing up what lane they are in, and there is not enough space for people to walk it, leading them to walk in the street. I've seen people almost get hit and it should just be pedestrian at that point. Again, there does not need to be 3 lanes here! It could be a bike/pedestrian lane in one lane.
This intersection is a chokepoint in our community - travelers on foot, bike, and car from points west and south must traverse it to head towards downtown, leading to a lot of near-misses. I know options are limited due to the rail bridge and topography.

Geddes and Fayette Street
A literal death trap. Horrible, sad to look at. Traffic needs to be redirected or something. Fayette could be an awesome connector from Downtown to Tipp Hill and the Art Warehouses but instead it is a death trap. Very sad. I just rented a studio at the Gear Factory, so I am sure I will have more thoughts on this through the year, but all I know now is that it is bad.
Speeding traffic and wide pedestrian crossingd, on major business district roads such as south goddess.
Lack of pedestrian crossing on West Fayette between West and geddes streets.
Under the Geddes st underpass while it's raining the drain isn't fast enough and you get soaked by cars, also while walking or biking the path is very narrow.
Living on Onondaga hill is beautiful, but there are no side walks or bike lanes or areas to walk safely.. another areas is from down town to tipp hill, i think more lightening needs to be input and the pathways will get better use. Syracuse south side is a mess when trying to get to 81, walkers are everywhere and there's only one strip of newly done sidewalks, but not in the area it's most needed, hopefully they are working on that now.
The intersection at w Fayette and s geddes is a scary nightmare for drivers, pedestrians, and cyclists.
Traffic light synchronization at Grand Ave & Delaware and Geddes & Delaware needs to happen. Very difficult to catch both lights to get across those two intersections in one go.
Close this dumb road.
Why is this one block one way? It's so dumb
despite having paintings of cyclists on the wall under the bridge on w fayette st it remains a very unsuitable road for cyclists to travel on going towards west syracuse and tipp hill.
There should be no 4 lane streets in Syracuse.
Signals and South Ave and Geddes Street also cycle times unreasonably favor traffic destined into and out of the city to the detriment of crossing traffic and pedestrians. This is a safety issue.
The South Ave and Geddes St signal cycles and sequencing encourage high speed travel on these streets. This is a Safety issue.
Many pedestrian signal buttons don't seem to affect the signal cycles on these streets. This encourage people to dart out into traffic to cross. This is a safety issue.
"Walk" times allotted to pedestrians crossing South Geddes St at Bellevue are too short. "Walk" times allotted to Bellevue at Geddes Street are too long when there are no Vehicles on Geddes St approaching the intersection.
The way traffic is managed on city streets unreasonably prioritizes vehicle traffic to the detriment of pedestrians and bicyclists.
Cities are for people not vehicles.
Lower speed limits on city streets would be beneficial.
Corner of W Fayette & N Geddes. Dangerous to turn right driving east on W Fayette. Difficult to navigate intersection on bike.
Crossing West Street from Fayette Street on a bicycle. This is a choke point with no shoulder or bike lane
S. Geddes Street is very diffuse to walk, drive, and navigate
North Valley
There are a lot of places in Syracuse where the bike lane just ends before a busy intersection. I often wonder what the people who designed the bike lanes imagined bike riders would do there. Go into pedestrian mode? Go into vehicular cycling mode at the most challenging points possible? Go through a portal? I digress. North of Seneca Turnpike you have to ride in traffic and it does not feel safe at all. Certain spots are worse than others, such as the stretch where vehicles are entering and exiting I81. The sharrows that have been added when stretches of Salina St have been repaved do nothing to promote safety.
Traffic circle on Seneca Tnpk at S. Salina or Velley Dr.

Back up of traffic on W. Seneca Tnpk. particularly during the afternoon rush hour. I believe there is an opportunity for a roundabout at the intersections of W. Seneca Tnpk. at both Vallwey Drive and S. Salina St.
Sidewalks on the north side of E. Seneca Tnpk.
Northside
Our neighborhood has very low walkability in terms of safety and infrastructure. We have very few crosswalks, no bike lanes, few street calming interventions, many stretches of overgrown or broken sidewalks, and barely any sidewalks that are cleared from snow in the winter. One example problem section is the intersection of Lodi and E Division.
Traffic in Syracuse and cause most people to be late
No usable pedestrian, no lights working for pedestrian (more than one light in this city NEVER turn green for pedestrian or bicycle) or no lights at all. The second part of Butternut, going towards Change of pace, has NO crossing for pedestrian. But it is a street with a lot of kids and a corner shop. The family have to go and run in dangerous situations to go to the park or the shop. People are going way too fast on this road especially in the middle of a community of so many different cultures which like walking - it is part of who we are. Also, the cross between Lodi and James doesn't have one of it's light for pedestrian working. It's such a scary place to have to cross. Plus, on Erie Blvd, towards DeWitt, the light for the bicycle wasn't working
General disrepair of sidewalks around Syracuse residential neighborhoods which could contribute to the number of people walking in the streets unsafely.
Generally no bike infrastructure for safe travel and I often encounter unsafe driving by people who don't know how or don't want to share the road.
Lack of public trashcans, public education, policing, and street cleaning means that there is lots of broken glass on the streets and sidewalks making biking somewhat of a gamble.
Horrible road condition all over the Northside, but in particular down the hill on Pond St. toward Grant.
I'm surprised that there are so few accidents at this five way intersection. It is THE reason why my daughter does not walk herself home from school.
its dangerous to walk in my neighborhood or to walk my dog, there are too many addicts walking around
Close this block to traffic and expand Amos Park.
Simplify this intersection. Pedestrian crossings are difficult due to the complicated geometry. Drivers are often confused about who has the right-of-way or where to stop on red.
Some new crosswalk paint and some lights would go a long way to making this area feel safe to cross.
Outer Comstock
Syracuse is so small, it should be much easier to bike around! Jamesville road between Colvin and 173 should have more lights and lane lines painted on it
Park Ave
Biking: Erie Blvd in this segment is messy for bikes and even though traffic isn't bad, it doesn't feel safe to bike it bc the off-road space is full of debris, and cars are going too fast. This road does not need to be 4 lanes!!! What if there were one lane in each direction with raised bike lanes on either side with plantings as buffer? Would cut down on plow needs as well, as driving this section of road in winter ice/snow is a bit treacherous.
There is horrible bike/pedestrian access along this road, and under this bridge. It's dangerous and no sidewalk.
Great place for a train stop on the OnTrack line, if restored. I'd take this downtown if I could to commute for work. I'm not going to use a bus unless they have priority lanes. Trains don't have to move through traffic and are faster/more convenient. People could also commute to Micron/the mall/SU from here, and if restored from Jamesville, that would connect a lot of communities.
I often encounter super narrow roads, especially when driving on W Genesee St.
The sidewalks on Genesee and the area around it are in very poor condition or nonexistent. Only way to walk/bike to/from downtown is on the Creekwalk, but that makes it hard for people in the surrounding neighborhoods that aren't as close. The paint on Genesee in the Tipperary Hill area also desperately needs to be done. Can barely see the lines when driving in the rain.
There is often unsafe scenarios and confusion for drivers heading south on North Geddes St toward West Genesee st. The road is wide enough for 2 lanes but it is not marked as so and there is also a bike lane to factor in.
Better lanes for biking in this area. There are a lot of people biking in this area, myself included, but not super safe in terms of sharing the road.

Prospect Hill
The surface parking lots out side of St Joseph's Hospital create a wasteland. Most, if not all, of those parking lots should become missing middle or multi-family housing.
Eliminate this block of State St to create a more predictable travel pattern through this complicated intersection. Pedestrianize the space and create a plaza-like space for nearby businesses to use.
Salt Springs
Car centric land use patterns make an unappealing biking route.
There are many pedestrians who walk down and up Seeley Ave to get to Erue Blyd, stores, tgr grocery stores (Price Chopper and a few smaller grocery stores) and all thr restaurants and shops on Erie Blvd. This walk is not safe because there is not a full, proprr sidewalk all the way down; cars speed up and down Seeley and few speed limit signs are posted. This issue needs to be addressed. This applies to Seeley Ave from Salt Springs Road to Erie Blvd.
Numerous sidewalks for streets that are cross streets to Seeley ave need to be repaired. This should be no cost to home owners. Examples include Harwood, Fayette, Milnor.
Smith street is a high use street, pedestrians and cars. There needs to be a sidewalk going down for safety for pedestrians.
A cross city bus from Seeley and Salt Springs, to Erie and Midler, for example, is needed. There are no cross town buses and so making trips across the city requires a lot of time and transfers.
Unsafe intersection. No stop sign going south, fast east-west traffic, uneven 4-way intersection. Recommend all-way stop at minimum.
Unsafe intersection/bus stop. Nowhere for passengers to wait or disembark on southeast side because of steep hill.
Traffic on Mountainview/Springfield generally too fast for very pedestrian area with active bus stops/crosswalks and Homer Wheaton park. Sidewalks are also incomplete. Recommend speed humps or stoplight at this intersection.
Erie Boulevard should be rebuilt with a new waterway, all the way into the city and connected to Onondaga Creek. A few changes to the bus system are meaningless
Add a bus lane to Erie Blvd in both directions. The street is wide enough in most areas to accommodate a bus lane without reducing travel lanes. This could encourage more transit-oriented development along the corridor.
When I bike, there are no protected/designated lanes on James St, Burnet, or Midler. There is not enough on street parking to justify car use over bike designation. James from Teall to the city line through Eastwood could be reduced to one lane plus parking with designated bike lanes. As an Eastwoodian, this really makes me feel unsafe. I do ok getting to work downtown because I use the empire trail, but the lack of lanes on Burnet and ESPECIALLY Peat St. makes this a bit challenging. This is the only safe way to get from Burnet to Erie as the alternatives are Teall and Midler for us. Peat should have a protected lane. I won't bike James, because I've known too many people who have been hit and injured.
Skunk City
No side walk or concrete pad for Centro bust stop on south side of Onondaga Boulevard just east of Velasko.
No bike lane on Grand Ave. Narrow and traffic averages 35 -40 mph.
There are not enough street safety mechanisms on S Geddes St., particularly near Delaware Elementary. I live in Strathmore so I take this road frequently. There should be more crosswalks, and maybe another traffic light or stop sign as you get down the hill from Strathmore right before passing the school. Cars go extremely fast down this road and disregard the 1 or 2 school zone signs that are there. I worry that school kids are endangered due to this. Additionally, pedestrians are constantly J-walking in this section of the street - I have had to swerve multiple times in the past to avoid someone.
South Valley
Bus service needs to be more frequent. It's a 2 min walk from my house to the bus stop on Salina St in the Valley. It's a 20 min ride to the Hub downtown. However, there's usually 80 min between buses. So, if I miss my bus I could walk downtown and beat the next bus there.
I frequently ride my bike downtown a 25 min flat ride. However, even though I live in the Valley very near Salina St., so the obvious route would be straight up Salina St., it becomes dangerous once the bike lane ends even with Betts Branch Library until you reach the new bike lanes north of Kennedy St. (The sharrows do nothing to decrease the danger.) So I have to take a more circuitous--and, therefore, longer--route.
South Salina Street. More lanes for traffic.
Blindspots because of foilage when turning on dorwin, it is difficult to see if i car is coming till its too late: same with pulling out of the parking lot at ocs.

I live in the Valley, south of Seneca Turnpike, right off of So Salina St. I would love to be able to ride my bike on Salina St all the way to downtown. It's flat and a straight shot. My daughter, who also lives in the Valley, tried it once years ago when she worked downtown. Never again. Now she works at Upstate Hospital, and riding her bike to work--on Salina St--would be convenient much of the time. But she drives because she doesn't feel safe riding her bike on Salina St. I tried it once a few years ago and I also did not feel safe. It's okay from Kennedy St north, with the bike lanes that were added a few years ago. But, when heading north from the Valley, the bike lane ends adjacent to Betts Library, just before the busy intersection at Seneca Turnpike.
When I ride my bike downtown I turn at Amidon Dr and take the little path beside ELMS, then through the parking lots by the ice rink, the playground, and Meachem Field to Midland Ave. I ride on Midland Ave north to Kennedy St, then cut over to Salina St. If I'm going to the Colvin St Post Office, I ride the wrong way on Colvin St to get there. If I'm going to Valley Plaza, I cut across the grass to Dawes Ave. If I'm just riding to Bob's Ace Hardware Store at Salina & Seneca Tnpke, I ride on the sidewalk when the bike lane ends.
I love the Onondaga Creekwalk. But to ride to it from my house, I have to ride north to Ballantyne, then east to Onondaga Creek Blvd, which becomes Onondaga Creek Pkwy, which leads to the Creekwalk at Colvin St. If I'm heading to downtown, I generally just stay on Midland, head north to Kennedy St, and east back to Salina St., as it is more direct. But I am really hoping it isn't too long before Phase III is built. When it is, I hope there will be a connection at the foot path that crosses Onondaga Creek next to Clary MS. It would be so convenient to get on it there and ride all the way downtown, or to points north, such as the Inner Harbor or the trails around Onondaga Lake. I feel the Creekwalk is safe enough that I could even ride on it with my grandchildren.
I appreciate Centro and its good work. I appreciate the plans for BRT lines to come. And I realize Centro has lots of formidable challenges. I truly hope that it can increase its coverage of the City and beyond, and that it can increase its frequency of service. I live right off of So Salina St in the Valley. Salina St, of course, being the Main Street through Syracuse. It's a 2 or 3 minute walk from my house to the bus stop at Salina St. Most of the time there is an 80 minute gap between the buses. That, in and of itself, creates limitations for using the bus service. Add to that, if I miss my bus, I could walk to the Centro Hub downtown before the next bus that comes along reaches the Hub. And I can ride my bike downtown almost as fast as taking the bus. Which is why I usually opt to ride my bike downtown, as it gives a lot more flexibility time-wise. But, at least when the weather is bad, I would love to be able to ride the bus.
I occasionally run or walk from the Hamlet of Jamesville to the commercial area around the intersection of East Seneca Turnpike and Route 173. This area could be much more supportive of pedestrians and cyclists, especially considering the volume of people who live in the Nob Hill and Brighton Towers apartment complexes.
Visiting the Rand Tract trails
Bike lanes along Onondaga Creek to Dorwin.
Ike lard on S Salina south of Dorwin Ave
This entire neighborhood (Monticello to Sunrise, down into the Cheltenham/Ladder/Searlwyn Rd area) is such a nice, walkable neighborhood. For dogs, kids, families, elderly, strollers, bikes, etc. But cars whiz through here as a cut-around from the turnpike to Salina Street going far over the speed limit and ignoring all stop signs. It's an opportunity to take care of serious and deadly traffic issues, and allow for people to feel more safe in walking down to the park or grocery store or pharmacy or ice cream spots. There is no point in encouraging walkability without protecting them. Just look at the horrible deaths of the Gaudreau brothers in New Jersey.
Southside
Moving from east to west in general is problematic due to this meeting of the grids in this area. I believe the I-81 Viaduct Project will be fixing this area, though.
Once the Community Grid is completed, there is a chance that downtown Syracuse should be a nice place to live. If done right, the 15th ward could be another place that is attract renters and condo owners. Downtown is a food desert. A grocery store is a must.
In the 300 block of W. Kennedy St. in Syracuse, NY we are in the process of improving our community, new homes, new sidewalks and in the near future new paving of streets and covering. So new families will be moving in and hopefully we will start a neighborhood watch program. This not a negative issue, but hopefully social work needs to be done along with this improve. One issue that troubles me is that we are having problems getting the insurance company to renew our home insurance. This an issue that we are concern about whether they are red lining us. I hope this is not what's happening.
Southwest
There is often unsafe scenarios and driver confusion at the West Onondaga, Delaware St intersection. The layout makes for a perfect roundabout and would be safer and quicker for drivers.

Turning left from Onondaga Ave to South West street...the turn lane is not large enough for the line of cars waiting in line to get on West Street.
Dailey illegal parking that inhibits intersection flow and line of sight visibility at South Ave / Tallman St adjacent to the corner store. Opportunity for a curb bump out, parking ticket revenue generation, or a redesign of the pedestrian/street to encourage patrons not to lazily and selfishly park that puts other motorists in danger.
Strathmore
Turning onto velasko is difficult from cross streets with only 2-way stop signs
Cars speed down my city neighborhood street, Roberts Avenue. I'd like to see speed humps as well as a stop sign at Roberts and Gordon streets. The neighborhood streets should be much friendlier to pedestrians and children walking to school than through traffic.
We need more public transit. I'd love to see the street cars or trollers come back. Also trains between the downtown and suburban towns/villages could reduce need for cars.
At the intersection of Velasko and Bellevue, the sidewalk on one side of the street stops, forcing pedestrians to cross Velasko to get to the sidewalk on the other side of the street to get them safely down to Western Lights Plaza. Given this is a hill that people often speed on, there should be a crosswalk and stop sign to allow pedestrians to safely cross the street.
Tipp Hill
Driving and walking: non-square intersections like Avery and Salsbury make it hard to get through the intersection easily, and when walking, doesn't feel safe.
Just because certain amenities are within 15 minutes, many are at that 15 minute mark and/or in opposing directions. That can create barriers including difficulty during inclement weather or simply being inefficient. Cars don't properly obey all stop signs/traffic lights also making in dangerous. In fact, certain intersections would benefit from changes in traffic management (upgrading four way stops to lights and/or adding marked pedestrian walkways where there are none—notably between Burnet Park and James Pass Arboretum). My neighborhood specifically lacks designated bike lanes or places to secure making that a less desirable mode of transportation, even though it would otherwise be convenient. Taken altogether, most people opt to drive and, sadly, many people drive poorly or even recklessly further deterring alternative modes of transport.
No sidewalk on Avery north of Grand Ave.
I see daily instances of illegal parking (Myrtle St / Tompkins St) by Pass Arboretum entrance (inhibiting traffic flow) - opportunity for parking revenue generation, perhaps move entrance and put a full gate-fence door where arm gate is located to redirect folks away from a pinch point.
Traffic light synchronization along Tompkins St needs to happen. It seems in recent years that the traffic signals have been deliberately timed or have sensors to impede traffic flow, even when there are no cars coming from cross streets. Also, cross streets seem to have hair-trigger priority over the thru/ main streets. Have often wondered if Coleman's has influenced the traffic / signal folks to ensure the lights change when traffic approaches so that cars get a good look at their business.
some sidewalks in Tipp Hill are very uneven causing hazardous walking experiences
University Hill
Train: reopen OnTrack! This was great when it existed, and could link Syracuse and Micron to reduce highway commuter traffic.
Someone tried to run me over at night there. The street is just extremely steep.
E Adams St is a one-way that many cars drive down incorrectly even police vehicles. I hope you go through with making it a two-way.
Around route 81 between SU and Downtown that is hard to cross
I don't like crossing under the highway.
The intersection of Waverly and University Ave is stressful for pedestrians and drivers. The lights here and when each lane or type of movement can cross is unorganized and chaotic when college is in session.
Not as easy to get from the university area/westcott area to downtown
Our tax dollars paid for multiple train platforms for light rail. With the. Highway going down, light rail should help mobility. I should be able to hop on the train by the dome, have a safe night out downtown, and get back on the train toward the university

For whatever reason, while biking, I have been verbally accosted by multiple drivers while biking eastbound in the Genesee St. bike lane between Almond St. and Irving Ave, including being called slurs on multiple occasions. I suspect part of it is that, on my regular route, this is one of the chokepoints where I unavoidably encounter the most traffic. I also have to be cautious to avoid getting doored by the large amount of cars parked to see performances at Syracuse Stage. Generally, I don't have problems going the other direction (westbound) in the morning because I'm travelling downhill and probably hit 30 mph on the way down the hill.
late night after an emergency room visit, cabs are unavailable and busses do not run. Elders have been forced to walk home damaging their health. This has caused new injuries that put them back in the hospital the very next day.
Crossing several lanes of traffic all along Almond St when walking from the University area to downtown is very treacherous. The traffic lights are few and far between.
Not enough width on curtain streets for parking on both sides. Also cars are driving too fast around university area and schools! Serious speed bumps needed!!!
Also some roundabouts at big intersections high enough so cars don't go over them, with flowers and trees (like in Europe)!
More tickets and tow aways for wild parking or double parking .
1-81 North merging to I 69 East. 8 street lights were off for months.
There is a damaged sewer/water runoff cover in the south bound bike lane that could easily hurt a cyclist if they didn't see it.
Syracuse needs commuter rail. The first step would be to bring back OnTrack, potentially buying out the right-of-way track from the freight company. It is shocking that no serious conversations about this have been had, especially since the line connected SU/ESF with Armory Square, Downtown and Destiny USA.
I catch outbound Salt Springs bus here, but Centro only puts shelters at the inbound stops across the street so when it's raining I don't have any shelter.
There should be a bike path/lane on University north of Genesee St to connect to the bike lane/Empire Trail on Water St.
one constantly recurring issue is the lack of bike lanes. another constantly recurring issue is the lack of parking. another constantly recurring issue is the traffic jams getting on and off 81 downtown. a HUGE missed opportunity was the completion of the west side of 481. another HUGE missed opportunity was the elevation and widening of the 81 viaduct. higher up and wider would have been safer, FAR less intrusive, and preserve the unmatched convenience. plus, preserve all the ground underneath for whatever you want it to be. while maintaining ZERO obstruction to passage and/or sight lines underneath.
At the corner of Harrison and Irving Ave, it would be helpful for people traveling east on Harrison if there was a no left turn (from 3:30-5pm M-F) sign at that intersection. The evening commute traffic is heavy and if someone tries to make a Left turn from Harrison on to Irving, there is not a green arrow to let them make the turn, so they sit sometimes for two or three lights with traffic backing up behind them waiting for someone to have mercy and let them turn. This creates gridlock on Harrison by the Upstate garages.
I am an Upstate downtown employee and it is very difficult to get out of the parking garages in the evening during the week. SU and The Syracuse City School District offices are letting off their employees at the same time and there is so much congestion and gridlock at times. Can a Syracuse police officer be hired to direct traffic for 1.5 hours (3:30-5pm) M- F on Harrison St to keep traffic moving like they do when there are dome events? I would think the two largest employers of Syracuse would be able to help fund the cost and it would increase employee satisfaction. It is incredibly frustrating to be late picking up children from daycare or missing your kids sporting events because you can't get out of a garage.
University Neighborhood
There is a former launderette on Lancaster Ave near Broad St that would be a *great* location for a coffee shop or small grocery store (the bottle shop next door sells snacks but not groceries)
No marked crossings across Colvin between Comstock and Buckingham (Buckingham is an unsignalized crossing). I see students crossing in unsafe scenarios daily at Skytop/South Campus - across Colvin when SB traffic is turning left from the sports complex, and across Skytop with the EBR/WBL movements onto south campus. Too much pavement at Colvin/Skytop intersection. Witnessed pedestrian crash in the winter at Colvin/Lancaster. All around, a huge need for pedestrian improvements along such a major street.

The lane shift that happens eastbound on Euclid at Ostrom is confusing and the striping is worn down - green paint for the bike lane would make it much more visible for drivers when shifting past the intersection and crossing over the bike lane to park on-street. OR potentially avoid bike-lane/vehicular conflict by striping the bike lane on Euclid between the curb and parking lane.
I've had a few near misses travelling eastbound here, especially when Syracuse University is in session. A lot of entitled undergrads with daddy money and no capacity to stay off their phone for five minutes to operate their vehicles safely make this whole segment frightening at times. The street should be narrowed, imo, and many of these lights should be turned into roundabouts.
fix the damn stairs on Euclid already! lot of people get exercise there.
Bike lanes are not protected and are in "door zone" of cars
Washington Square
I just don't see enough well maintained sidewalks that make it safe for folks on the north side to walk or use their wheelchairs or other mobility aids. As a result many people have to just use the street making it difficult for drivers to use roads safely.
There needs to be wide sidewalks exiting the baseball stadium going toward First North St; there also needs human-level lighting. Exiting the huge poorly lit parking lot after a game and walking to a car *not* in the lot is a very dangerous activity.
Hiawatha, north of the mall, lacks good pedestrian accommodations, including a lack of sidewalk for the majority of the street. Pedestrian crossings are few and far between. The recent addition of the pedestrian refuge island at N Salina and Hiawatha is helpful, but more can be done to reduce crossing distances and improve safety.
Westcott
Would like to see more sidewalks, more buses, and more bike lanes.
Bad Lighting
Cars, motorcycles speeding down Westcott Street
This city was built on streetcars with small defined paths and now there's large bus routes. My house and street were built with the idea that I could hop on a trolley to the business areas. Contemporary bus routes are long circuitous routes not direct access shuttles which limits their use.
Many drivers slip through the stop signs at the very wide intersections of Broad St, Meadowbrook, and Miles Ave. Lots of kids and families walk and bike to/from school, Barry Park, and the trail around the pond. This is dangerous.
Drivers speed by parks and schools, ignore stop signs all over university neighborhood
This is a marked crosswalk, but it's only a 2-way stop and cars on Westcott Street almost never stop for a person to walk across the street.
There should be an all-way STOP sign at this intersection to slow cars speeding along Roosevelt Ave.
Drivers, speed mostly and parking too close to the intersections so you can't see around them. Odd even parking needs to step up. Increased danger and lost revenue. Since Covid driving safety has definitely been going in the reverse direction. People are choosing to ignore basic driving practices.
In the university and meadowbrook neighborhoods, sidewalks are broken, uneven and dangerous to walk on. I am young and healthy and have tripped and fallen multiple times on the sidewalks in my neighborhood. In the winter, these are not shoveled, which means pedestrians are in the street. This is very dangerous, particularly when the roads are snowy/icy.
I LOVE all the bike lanes in my neighborhood, but the sizes and flows of the lanes change often, which makes it dangerous for both bikers and drivers.
I don't know where the bus stops are. These can be much better marked. Even if I did ride the bus, I wouldn't know what the routes are. The city could provide easier to use and find maps and information.
Area sidewalks are in poor shape. Many people walk in the street to avoid them. Crates pedestrian hazards. Also, large number of rentals in the area do no clear snow from sidewalks creating winter hazards for pedestrians.
We live near Barry Park- and would really to see better road painting and or bike lanes to slow traffic along broad and the streets surrounding Barry park and leading to Ed smith. Many kids are walkers/bikers- and as young bikers- need motorists to be made more aware in as many ways as possible
Tully
Transit options are limited to 1 Centro bus coming to village in the morning & 1 return trip at night.

Van Buren
crossing high traffic zones lack of continuous sidewalk
OSWEGO COUNTY
Parish
The rt 69 bridge over 81 and lots of connection. No sidewalks to safely cross.
It would be helpful to have a crosswalk at the Parish Post Office on state Route 69 (Main Street) similar to the one on state Route 13 at the Williamstown Post Office. People often cross state Route 69 to get to the post office. Thank you.
NO LOCATION
No crosswalks, cars flying through intersection, get honked at when I try to walk across
Traffic signals need to be sequenced/updated.
Buses do not come often enough to be an option to go to work from my house.
I feel completely locked into my car living in Syracuse. I can't simply walk out the door to run errands or grab a coffee, I always have to worry about parking at my destination. Coming from NYC and as a new mother with a baby this is very frustrating.
I see opportunity in having a real working grocery store in the heart of downtown Syracuse. It's a food desert here. Only fast and quick options that are nutritious.
<p>Unsafe street crossings are too common. Many crossings do not have dedicated (full stop) crossing signals. I have been nearly hit several times by cars that have green turning arrows into walk-signalled crossings.</p> <p>The lack of continuous sidewalks is also a huge issue to me. I would love to walk to more places but once the sidewalk runs out, it is no longer safe to do so.</p> <p>Closures of parks at dusk means that, in winter, parks close at 4:30-- essentially removed from working class daily routines, which deprives me of safe, beautiful outdoor access.</p> <p>Finally, bus schedules have large gaps, making them unhelpful for unplanned or casual trips. If I need to bus into town for an appointment, I'll end up waiting two hours before or after in order to get home again.</p>
I think the Central New York Peace Trail (the regionally-planned network of bike touring corridors, 2017) should be included in MTP 2050. Three corridors of this extensive planned network of mostly on-road bike routes are within the SMTC area. As it is locally planned and implemented, the CNY Peace Trail bike corridors will link hundreds of identified heritage and recreational resources across the region, making them accessible to all including disadvantaged populations in the city who may have few opportunities otherwise to make those connections and enjoy the health and recreational benefits of living and biking here. https://cnypdb.org/programs/comdev/CNY_Peace_Trail.asp
I have to sometimes pay my uncle so that he can drop me off at my job sometimes it's hard to find someone to take you to work Ubers are expensive
Nowhere
Not enough street lighting at night
When people are biking on the side roads and incoming traffic is still coming it makes driving more difficult. Parking on the sidewalk is a big issue as well.
Public transit is not a desirable/preferred mode of transit within the city

VEHICLES THRUOUT THE AREA DO NOT OBEY TRAFFIC CONTROL DEVICES. THEY RUN LIGHTS, DO NOT FULL STOP, OR STOP AT ALL AT MANY STOP SIGNS. POLICE ENFORCEMENT IS VIRTUALLY NON-EXISTENT, EVEN WHEN THE VIOLATION OCCURS RIGHT IN FRONT OF THEM.
Downtown is so small and walkable — making it more bike and pedestrian friendly by taking away some of the tight parking lanes would be a big benefit to the shops and restaurants.
Traffic into the city during both side of rush hour on 690 is always congest, and backroads have construction or school buses the interrupt the flow.
I'm 70 years old. For years I've dreamed of being able to live car-free. The older I get, the more important that becomes. I have my bike and my feet. Soon I expect to buy an e-bike to extend my biking range. Also, although I hope my car lasts for a few more years, I will not be able to afford to buy another car after it passes on. More frequent bus service, with better coverage of the City and certain other nearby locations, would be life-changing for me.
Centro. Uber - customer service unable to help when left new phone in car - new phone - number not yet memorized
Need for pedestrian and bicycle PSAs to surface city support of these transportation methods.
Not enough buses/ public transport in general. I lived in front of a bus stop for about a year and only saw the bus a handful of times. It would be nice to have more buses in more areas, especially to get from outer areas of Syr to downtown, where parking is difficult.
Lack of dedicated bike lanes.
Not much of an issue but there can be better experience with the buses making it more efficient and more convenient.
<p>Veo- Docking stations</p> <p>James street needs to be balanced</p> <p>Centro App needs to be confusing</p> <p>hub-Cleansiness</p>
Sidewalks are NOT wheelchair friendly. We need to rethink our sidewalks and curb cuts for pedestrians and wheelchair/scooter users alike. Downtown is so nice but imagine trying to navigate there on a scooter from somewhere else. Impossible.
I can't easily get anywhere I normally go without my car. I also feel many of the bike lanes in the city are unsafe, like the ones on Euclid Ave.
<p>Bus system runs too infrequently — at any give time it may take me over an hour to get downtown simply because the buses aren't running. Additionally, the buses are confusing (why is it not obvious how much it costs? How to pay? Where the stops are?).</p> <p>More attractive and safe bus stops (either aesthetic or location) would be nice, too, especially as a woman.</p>
We need more biking infrastructure to encourage biking as a real mode of transportation. I would love to see free public transportation for locals.
Lack of sidewalks.

I think a huge issue in coming years for transportation infrastructure will be impacts on climate change. Paved surfaces that comprise the infrastructure can contribute in a big way through low albedo materials. Replacing over-scaled paved areas with vegetation should be a goal. Many city streets are wider than they need to be which encourages speeding traffic in areas that should be calmed and greened to provide climate mitigation, increased pedestrian safety, and attractive places that encourage walkability and healthy living.
The sidewalks are only on one side of the street. They are NOT on the side with the stores. This forces people to walk in the road or on someone's property. It is not safe in the winter. Parents using strollers are forced into the road.
Bus passes should be much easier to get, and discounted for heavy users. So a 10-ride pass should be cheaper than 10 individual fares. It would be great if they could be sold in convenience stores!
Vehicle parking on sidewalks in business districts, as well as in residential areas where vehicle are only partially parked or squeezed into driveway and hang out across the sidewalks.
The first step in getting Syracuse to be less car-dependent may be to provide car-sharing services with bases in many of Syracuse's most walkable neighborhoods, for those who need a car to access places but only occasionally.
An issue I see is non attractive pedestrian walking zones/bike zones (too close to fast traffic, feels unsafe, not adequately marked, no sidewalk, etc).
Inadequate sidewalk facilities.
Crosswalks in the City of Syracuse are too visually weak. Even when freshly painted, the design does not provide any sense of safety to me as I cross streets like Adams, Harrison, or James. Cars don't seem to see the crosswalk or me in it until the last minute making crossing these streets very uncomfortable. Crosswalks should be much bolder, European style wide closely set stripes that are easily seen and more often respected so pedestrians feel safe walking across the City. The ladder style, and the embedded grid style crosswalks don't serve well.
Limited bike lanes on major roads in Syracuse; it would be nice if the same routes identified for BRT also had designated bike lanes
I have friends and acquaintances who are interested in riding their bikes to places in their neighborhoods and beyond. None of them feel safe riding on painted line-only bike lanes, let alone any but the calmest streets. I offer to help them figure out safer/least dangerous routes to take. No one has taken me up on my offer. I don't blame them for feeling concerned for their safety. I'm concerned for my safety. Maybe it's because I've been riding for transportation purposes since I was in high school and have a lot of varied experience that I'm willing to take the calculated risks. I have been hit by car drivers a couple of times. I have near-misses frequently. While, for me, the benefits outweigh the risks, I understand why my interested friends are concerned. I wish we had a network of safer biking infrastructure. I think the number of people riding bikes would increase dramatically.
Sidewalks not being cleared off snow in the winter.
We need a strong network of protected bike lanes across the city and region that allows people to get everywhere safely by bike. A painted / non-protected bike lane is not a real bike lane at all.
Syracuse is so small, it should be much easier to bike around! The downtown area could use more bike lanes, better marked
When downtown and trying to get home by public transportation, it is often recommended to walk 45 minutes because the bus availability makes the trip take longer by bus.
Dangerous railroad under passes.
More signage indicating pedestrian and bicycle right of ways and access.
Double parking, especially in bike lanes.
Downtown: opportunity to add secure bike parking.
Speeding and non stopping at stop signs in neighborhood roads.
BRT will bring improvements in transit service, but consider improving frequencies across the core system as well, maybe by removing the hub-and-spoke model and having some cross-town routes.

It's hard to cross busier streets on foot. There are too few protected crosswalks. Lack of crosswalks also makes walking times much longer than they need to be. Crosswalk lengths should be shortened with curb extensions, and pedestrians should get their own phase in the light cycle.
Bike lanes often end without a clear indication of where you should bike next. It's dangerous to suddenly have to bike in traffic. Bike lanes should be connected to each other to form a network.
Only some bus stops have shelters. Bus stops should have benches, shelters, and clear crosswalks.
People speed down neighborhood streets. Installing more speed bumps or raised crosswalks would help calm traffic and create a safer space for kids to play in their yards.
Some neighborhood streets are much wider than they need to be, cutting into peoples yards and encouraging speeding. Narrowing some neighborhood streets would slow cars down and allow people who live there to enjoy their yards more.
More of the smaller city parks should have splash pads for kids.
Bike lanes to schools should be prioritized, so kids can get to school safely on their own if they want to.
Safely biking across the city is nearly impossible, with the exception of the empire state trail which only reaches a few areas on its path thru the city. More safe bike lanes, especially dedicated and not on roads, would be an excellent addition to the city to allow safe (and possibly even scenic) bicycle transportation throughout the city!
The frequency of the buses can render them almost unusable. I have a bus stop that is located directly in front of my office downtown, but the headway's are 40-60 minutes. I have multiple jobs and trying to be on time make it essentially impossible for me to utilize the bus even though it would be very convenient. Also, the bunching that occurs when the busses leave the hub has cause issues for me. Multiple times when I have decided to take the bus home after work there will be a bus directly in front of the one I need. My bus has driven right past me assuming I was getting on the one in front of it.
Finally I don't like that there are no crosstown lines. The bus (if the schedule aligns with yours) can get you downtown conveniently, but not one neighborhood to another.
Impatient drivers pulling into cross walks, honking at bicyclists, crappy or nonexistent bus stops.
Lack of green space in close proximity (have to drive to)
It's slowly improving, but there aren't sidewalk cutouts at all intersections. I might walk more if there were public benches along main roads.
Syracuse is super difficult to get around if you don't have a car. I have tried to take the Centro bus before but it is so confusing and I couldn't figure out how it worked. The app is truly terrible and the city is nearly impossible to navigate
Getting from the suburbs into down town is awful. I wish with all of my heart there were trams or trains. The buses take FOREVER. Nothing is direct. They are only good at Fair time.
While walking, sidewalks commonly just "end". There are lots of crosswalks that don't connect anything. No sidewalk, just a crosswalk, over to another patch of road with no sidewalk. While biking, there are no protected bike lanes nearly anywhere. Even in the city itself they are just painted bike lanes, not protected bike lanes. While taking transit, the bus rides are a multiple of time longer than taking an Uber. If it was a few minutes more, I would take the bus no question, if it was even twice as long I would still consider it. But 4, or 5 times as long to ride the bus than to Uber or drive? Doesn't work. And for the love of god, can we please have a train that goes downtown. Even a tram. Streetcar. Anything!
unemployment
Being in downtown I try to primarily use busing, but most routes are only every hour at best. I have been thinking that having routes run every 30 minutes (especially during rush hours!) can increase riders! Possibly lower congestion and feel more viable even if only implemented around peak hours.
Safe walking trails, back up traffic I-81 N & S

First, biking anywhere without riding on the sidewalk is unreasonably dangerous. Designated bikes lanes are constantly blocked by illegally parked cars, sidewalk construction, etc. and local traffic frequently ignores red lights and creates dangerous conditions. Even for people who want to make use of the creekwalk, Erie Blvd bike path, and other existing infrastructure, conditions are generally not good.
Lack of sidewalks/quality of sidewalks, especially for pushing baby stroller
Lack of crosswalks on busy roads
81 is so dangerous I've gotten popped tires from poor upkeep and I've been rear ended at merge points.
Riding a bike is deeply unsafe. Bike lanes need to exist with barriers.
I see where there should be improvements for better walkways street lighting and definitely more cameras around the town.
Sunday schedules are not consistent/not easy
Basically no access outside of direct Syracuse hubs.
Better bus stops, more bus routes, and more buses on these routes. More good quality side walks. I very much dislike seeing people walk in the road. Can trains be more used??
The public transportation system needs to have an outer loop so you don't have to come all the way into the city to go from one suburb to another. For example living in Liverpool and working in North Syracuse or Baldwinsville. And service to some areas of the county is very limited such as Baldwinsville.
Vehicles drive too fast especially in the city and during AM/PM rush hour.
Vehicles are running red lights especially in the city. Extremely dangerous for all involved.
More PSAs or education about sharing the road with bicycles is needed. It has improved and is generally good except for the small percentage of outliers. I'd like to think its ignorance, and not outright hostility.
Pavement quality in the city has improved over the last few years. This is very helpful for bicyclists. Thank you.
High Car Speeds
transit is infrequent and not conducive to my employment needs
Bikers and/or scooter riders in the middle of the car-travel lane rather than using the designated (and often separate) bike lanes or sidewalks. I also see a disturbing increase in red-light runners, which is very dangerous. These issues are observable all over the city, not just in one particular area.
too much truck traffic in village
Crossing the street
There are numerous sidewalks in the South side that are in disrepair, even though many people use the bus and walk in this area. Safety is important especially if we want our city to be equitable and supportive of all city residents. Additional bus shelters are needed.
There are many trees and buses throughout the Salt Springs and Meadowbrook areas that either hang over power lines or block drivers from seeing oncoming traffic. For driver safety, this needs to be addressed at no cost to home owners.
Drivers speed through Meadowbrook and Salt Springs all the time. Additional, clear speed limit signs are needed. This does not include the area around LeMoyne, as the college had made improvements to the area adjacent to the college.
The exit and entrance ramp from 690 east onto 81, the 690 west exit to Erie blvd, the 81 N entrance from almond street. Some sidewalks , and I always get confused on Erie blvd at Clinton square
There are too many areas of Syracuse with no sidewalks or sidewalks that are in serious disrepair. I understand that there is an effort to address this problem, but additional resources should be considered to accelerate the solution. Too many people are forced to walk in the street.
Large trucks--construction vehicles, 18 wheelers--on residential roads without sidewalks, traveling very close to pedestrian. At the very least, there should be truck weight limits on these roads.
need more bike lanes

I think every public library should have a bus stop in front of it (or within a few blocks of it). I think some of the bike lanes end and begin abruptly and leave a little confusion about where bikers are going/supposed to go.
Lack of frequent bus route options during evenings and weekends. Lack of light rail systems connecting town centers are major destinations. Excess car dependent region
There are limited sidewalks, some parts of town are not safe to walk alone.
Bike path linking Liverpool to bike trail so that an alternative to car transport can be used to get to Amazon.
Non medical transportation for the mobility challenged.
To make existing and future sidewalks more walkable, increasing tree cover and landscaping would better the experience. May help protect walking commuters and pedestrians from weather, both hot, cold, and high winds between buildings downtown.
bike lanes are needed everywhere.
The bus system is badly routed. It needs to be reorganized with a circuit that does not require going downtown to go anywhere.
Need More Bus to come not everyone have a car store is every far to get to
1. Socialization: neighborhood. Too many people don't talk each other. 2. Where people use the bike lane. Keep bike lane open. More Bike lane capacity. Monitored. 3. The green space is not well maintained. 4. Armory Square. violence at night. 5. Going to north. One bus a day, going to central square. (My sister is in Brewerton, I would want to visit my sister if there are more bus schedules)
Crossing from one side of the city to another always poses significant danger. Never enough sidewalks to be safe. Nor enough real crosswalk areas.
There aren't buses running to all the areas in and outside of the city to provide people a safe route to work.
With 81 coming down; a 24 hour trolley like Buffalo has would greatly benefit the city.
There aren't walkways with blockades from major intersections. In other cities I've seen highway-like areas with blockades on a sidewalk next to the area so people can traverse safely.
I love the electric bikes the city has provided but would love if their speed could be decreased a bit. Unfortunately, not everyone rides them safely and can become a safety issue for riders and other vehicles. Last year working at a city school I often saw people abuse the bikes and ride them too fast by the sidewalks and close to kids walking around the school. I think some sort of top speed decrease might help the issue. Just a thought!
Rt 81 renovations
when walking, need to make sure that driver sees me walking before crossing a street
there is an opportunity to incorporate more traffic light sensors to detect when traffic is coming to cut back on idle time at traffic lights
I do like the bike paths that have been added throughout downtown, and love the Creekwalk for providing a nice place to bike & walk away from shared roads with cars. But there are areas where a region of green paint on the road doesn't feel like enough protection from cars - a problem that only gets exacerbated with more and more vehicles getting an iPad embedded into their dashboards
The roads are poorly maintained, they take an inordinate ammount of time to be maintained, they are rarely set up with customers in mind. Privatization of the roadways would allow for better controls and better roads. You could even mandate public right-of-ways for pedestrians and bicycles.
There are no shoulders or street lighting within my development and the lighting on adjacent roads is not bright. However, the slow speeds counter these negatives, except in the fall/early winter when it is hard to see walkers or be seen when walking at dusk and dawn (joggers)
getting on rt81
driving on rt173 west bound

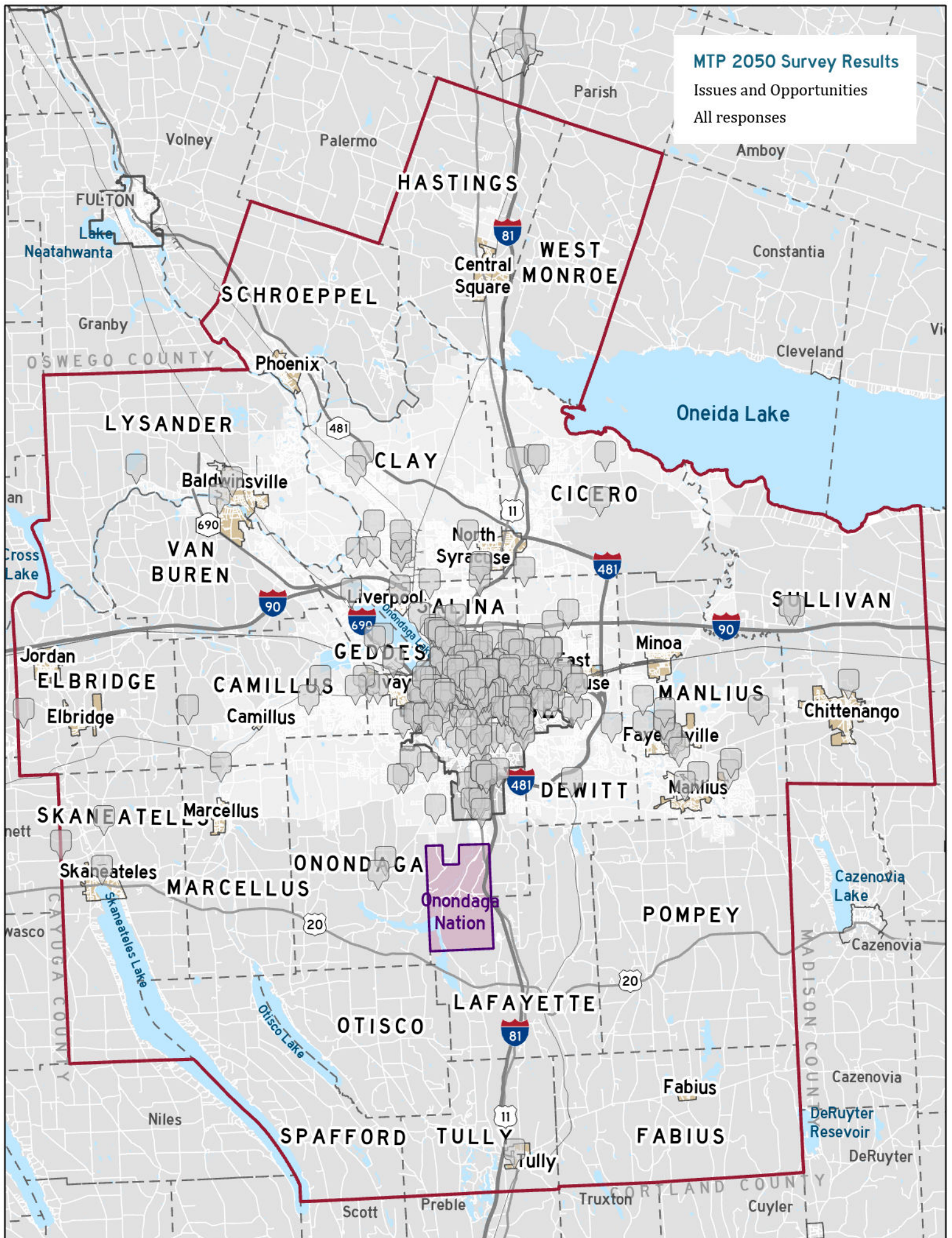
We frequently drive from our home in Liverpool to relatives in the Lafayette area using I-81. The current work being done makes our travel much more difficult, especially returning northbound. Current plans to tear down I-81 thru the city will force us to drive on the surface thru unsafe areas especially during the night, or drive around the city for safety, increasing distances and travel times. I-81 should be improved, but left where it is. Drivers with city destinations can still reach them easily, while those needing to drive thru can do so with less delay and added safety.
There are intersections near my home that are a two-way stop that should be a four-way stop or have a light.
There are no bicycling paths in my suburb.
I think the community should continue to invest in biking, scooters, etc. as well as public transportation.
While I understand that we're planning for growth, the regional freeway network is oversized and should be downscaled in order to save money on maintenance and divert it to other modes of transport.
A region-wide car-sharing program (like ZipCar) should be introduced to allow people without cars but with a driver's license to occasionally travel to places where public transit doesn't exist.
Sidewalks are broken, trash cans and scooters and junk left in public right of way, blocking access for people with disabilities
Cannot think of a specific location that personally affects me.
No available public transportation. I have to either walk, bike or drive. I volunteer for a ride service for seniors since there is no public transportation.
Issue: cars and speed are prioritized over all other forms of transportation. I live in a village so historic patterns that enable walking are embedded in the fabric.
Yards not well cared for, trash thrown about, cars illegal parked, loud radios in cars,
Extremely limited amount of reasonable parking in those areas when attending events that are close to the event.
When I took the bus, the times are inconvenient- we used to joke "do you want to be 20 minutes late to work, or two hours early?" The stops also don't have posted schedules- how are people without access to the internet to know when a bus will be by??? This is so unhelpful to locals AND people visiting.
I would like the bike lanes downtown to be more protected— wider and/or with physical separation between the bike and car lanes. I feel like the bike lanes are narrow in that area and cyclists can be hard for drivers to see at night, even when we have lights.
People do not pay attention to traffic lights or traffic signage. I have lost two vehicles to people hitting me while running lights or signs in the past five years. Each time the Syracuse Police Department did not respond so the people were not held responsible for the accidents and got away without penalty and accountability.
Commercial Truck traffic is on all secondary and tertiary roads.
1. Need to implement Bus Rapid Transit to eliminate long waits and being stranded on routes. 2. Need to expand the reach of paratransit for people with disabilities by expanding where bus goes to ANYWHERE in the County. Need to expand bus service to northern suburbs or traffic will get crazy with Micron --and city residents without cars can't get jobs.
Helping friends - who cannot drive - get to health care professionals & facilities.
We need to focus on moving people and not automobiles.
opportunity: the ability to get on I-81 and move anywhere fast. It's an important artery that will change everything negatively when it comes down.
Transit Hub, Mall, Various areas around downtown
1. Driving in the city has become really tenuous - the lack of obedience of common traffic laws has made driving incredibly dangerous.

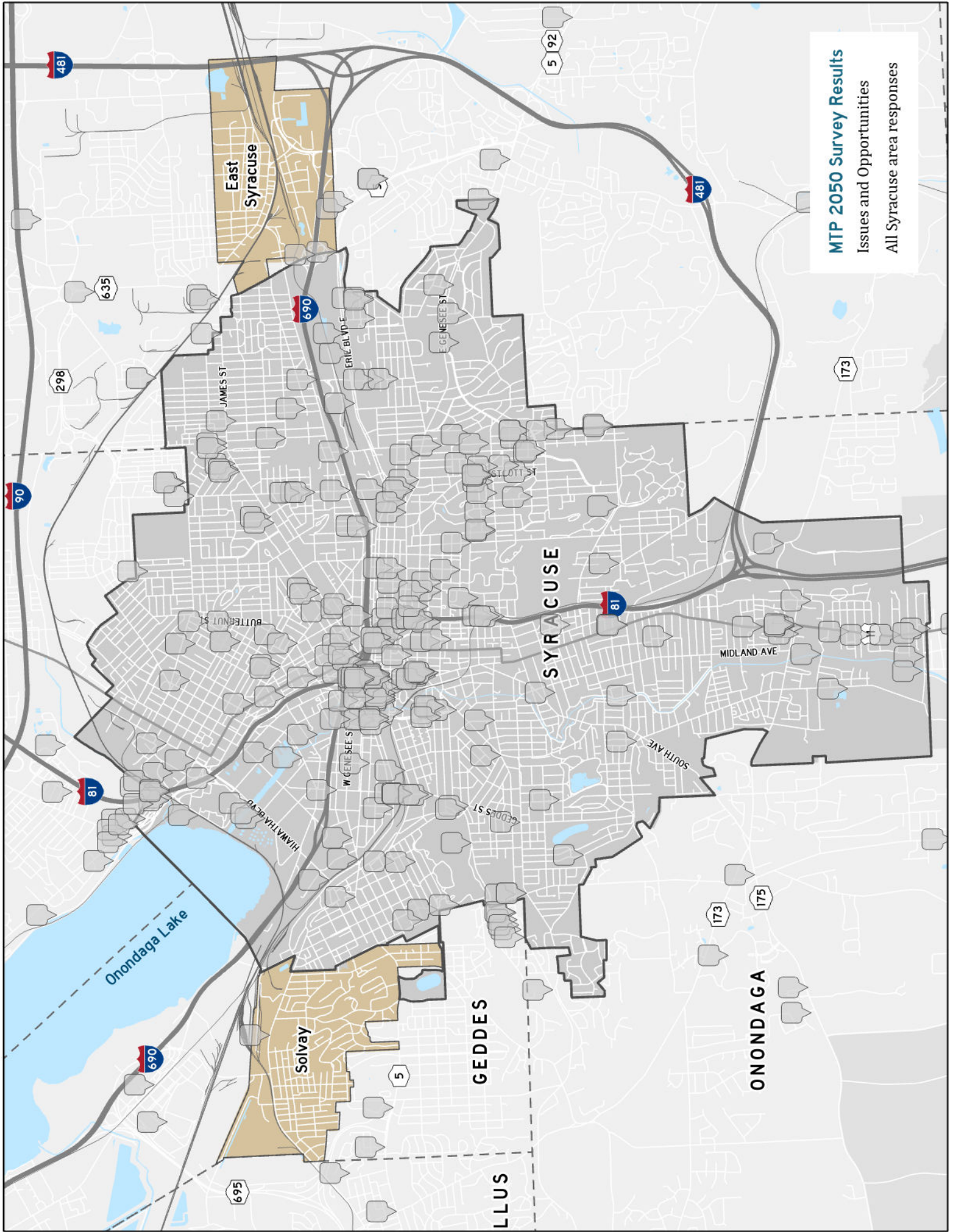
This page intentionally left blank.

MTP 2050 Survey Results

Issues and Opportunities

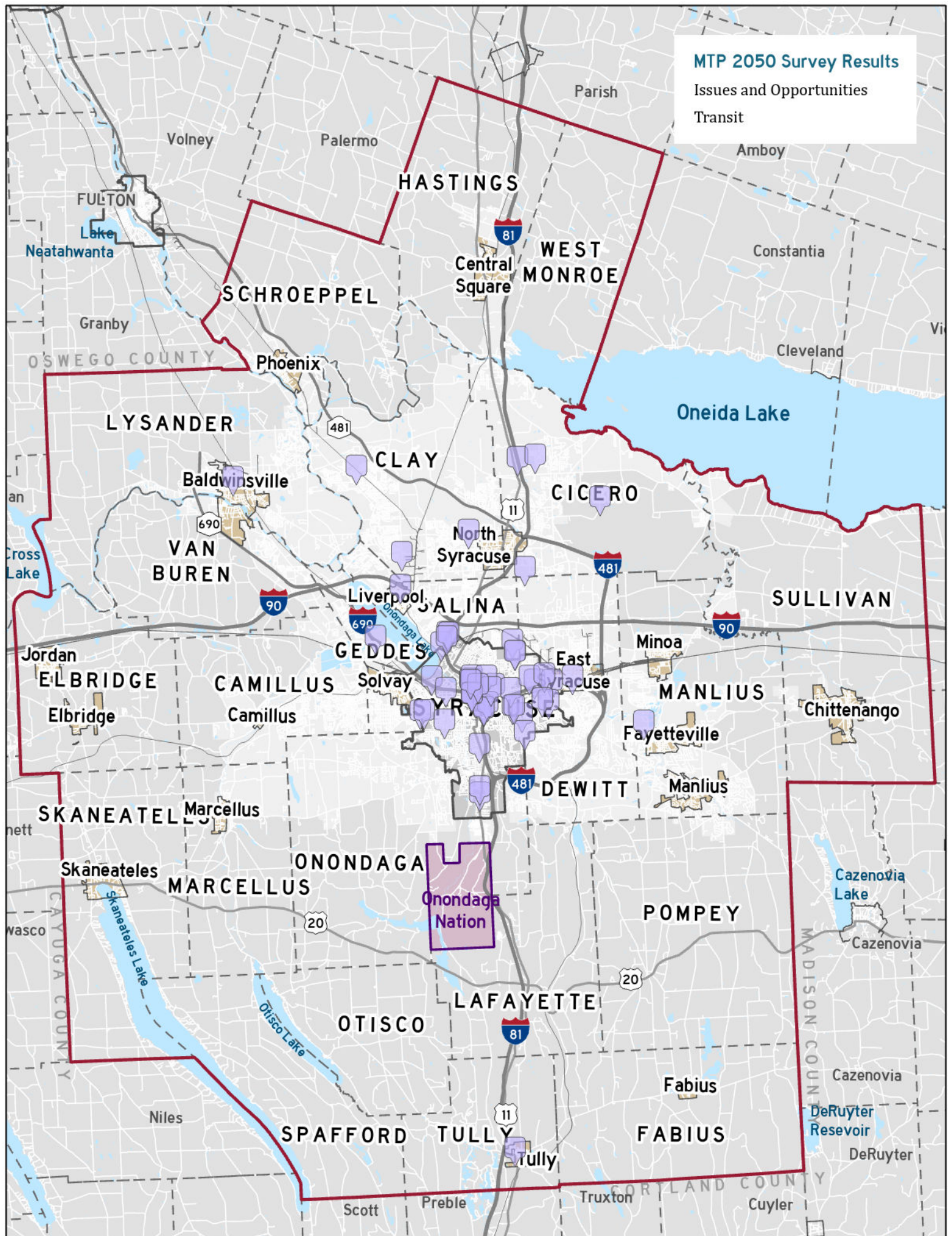
All responses



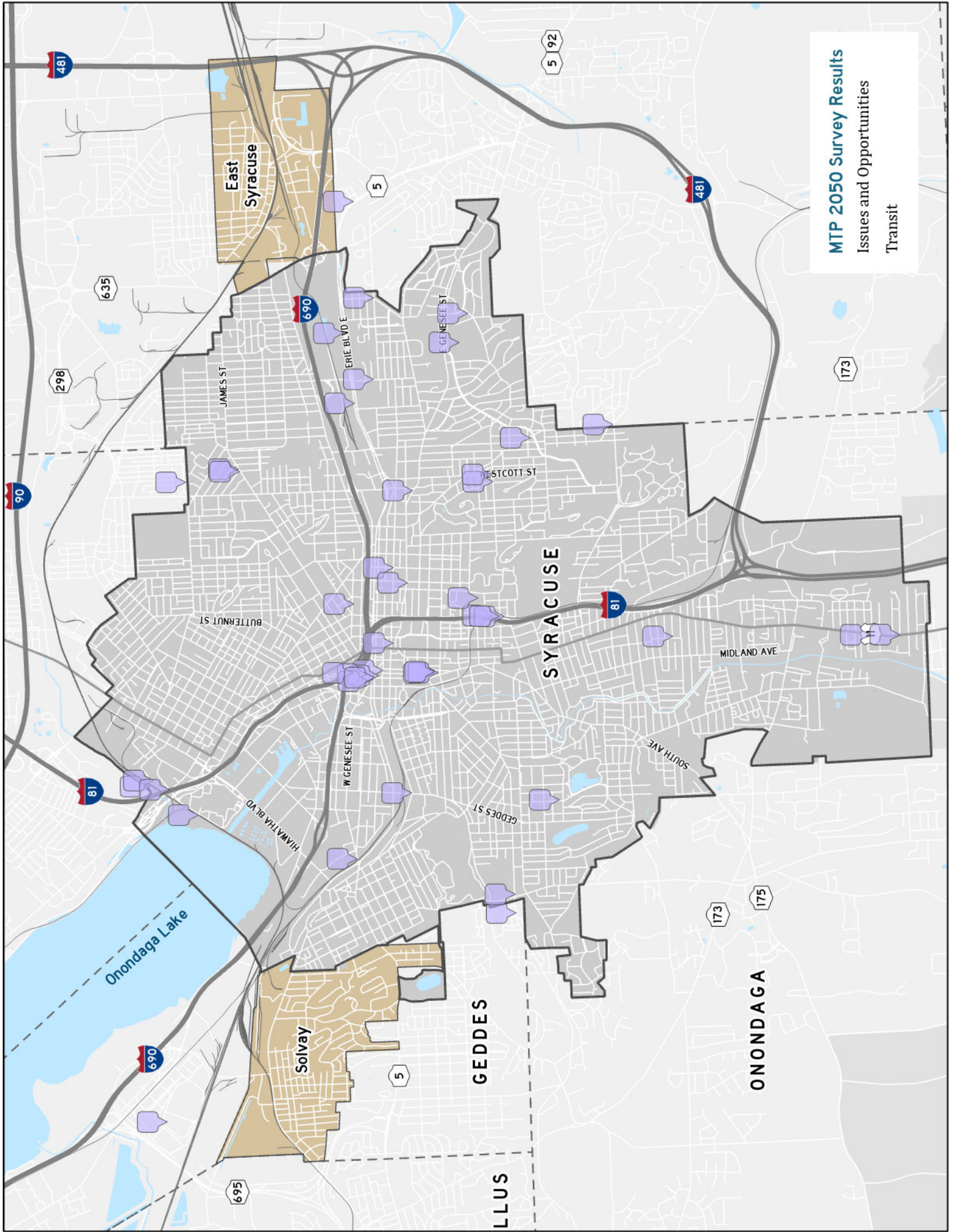


MTP 2050 Survey Results
Issues and Opportunities
All Syracuse area responses

Transit



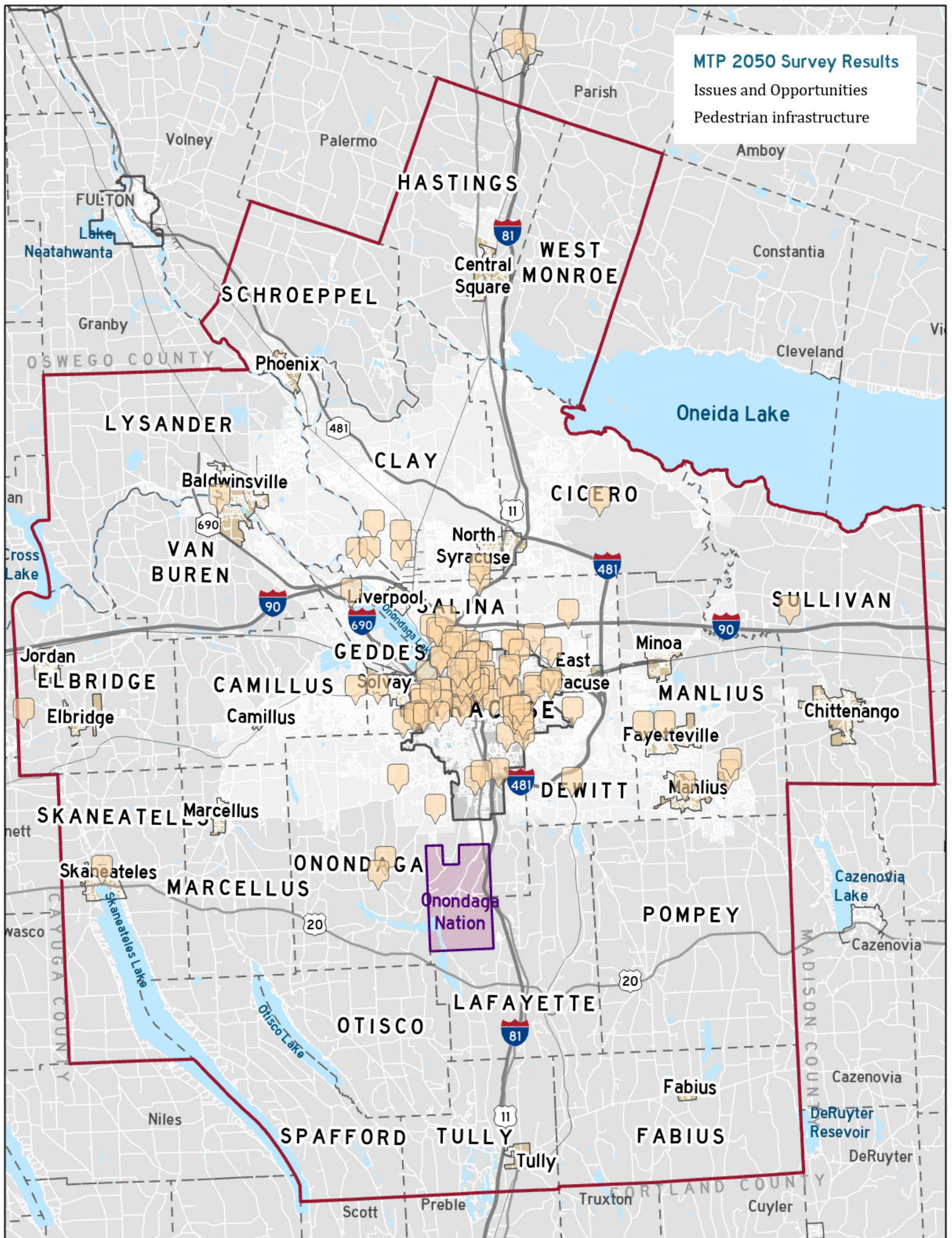
MTP 2050 Survey Results
Issues and Opportunities
Transit

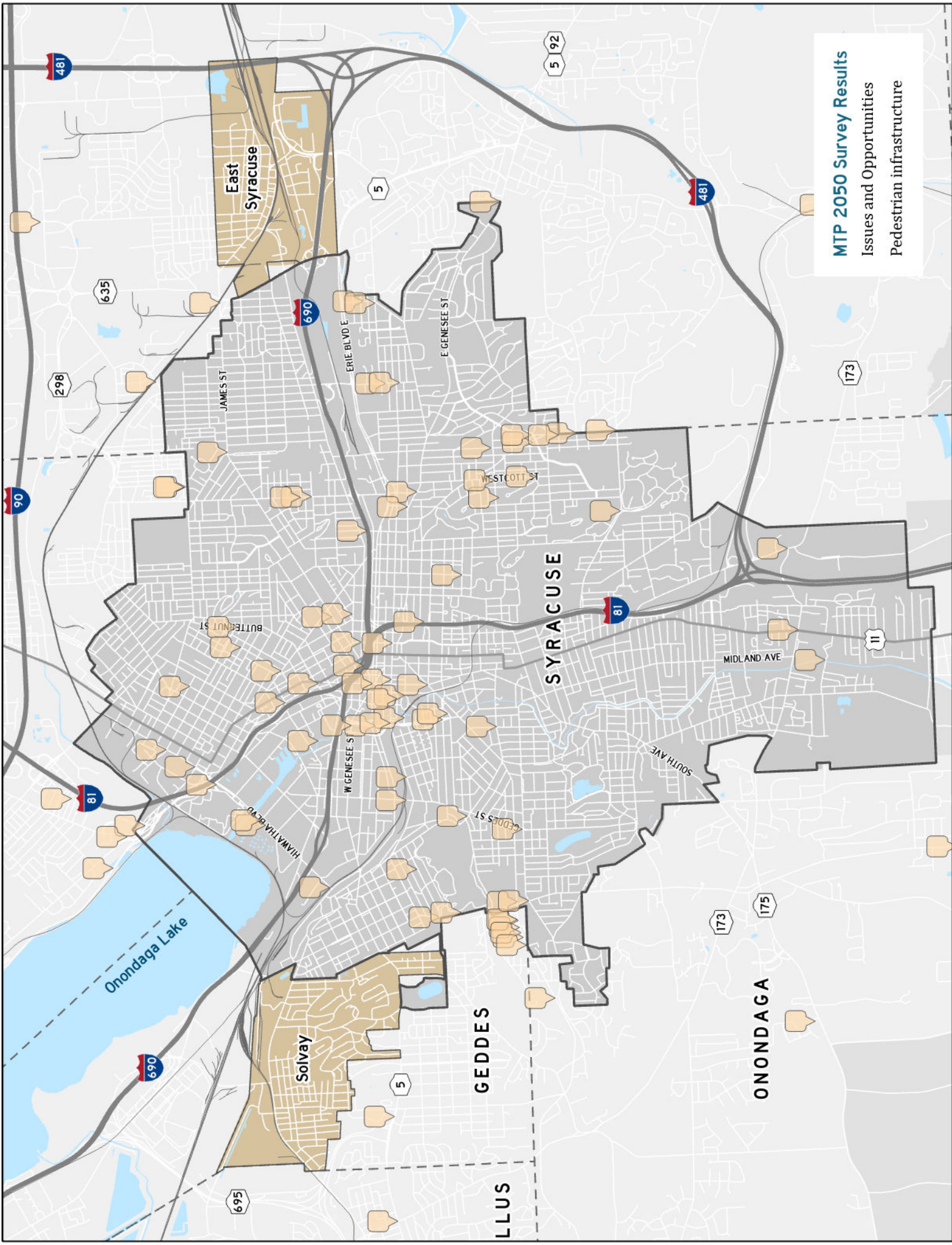


MTP 2050 Survey Results

Issues and Opportunities

Pedestrian infrastructure



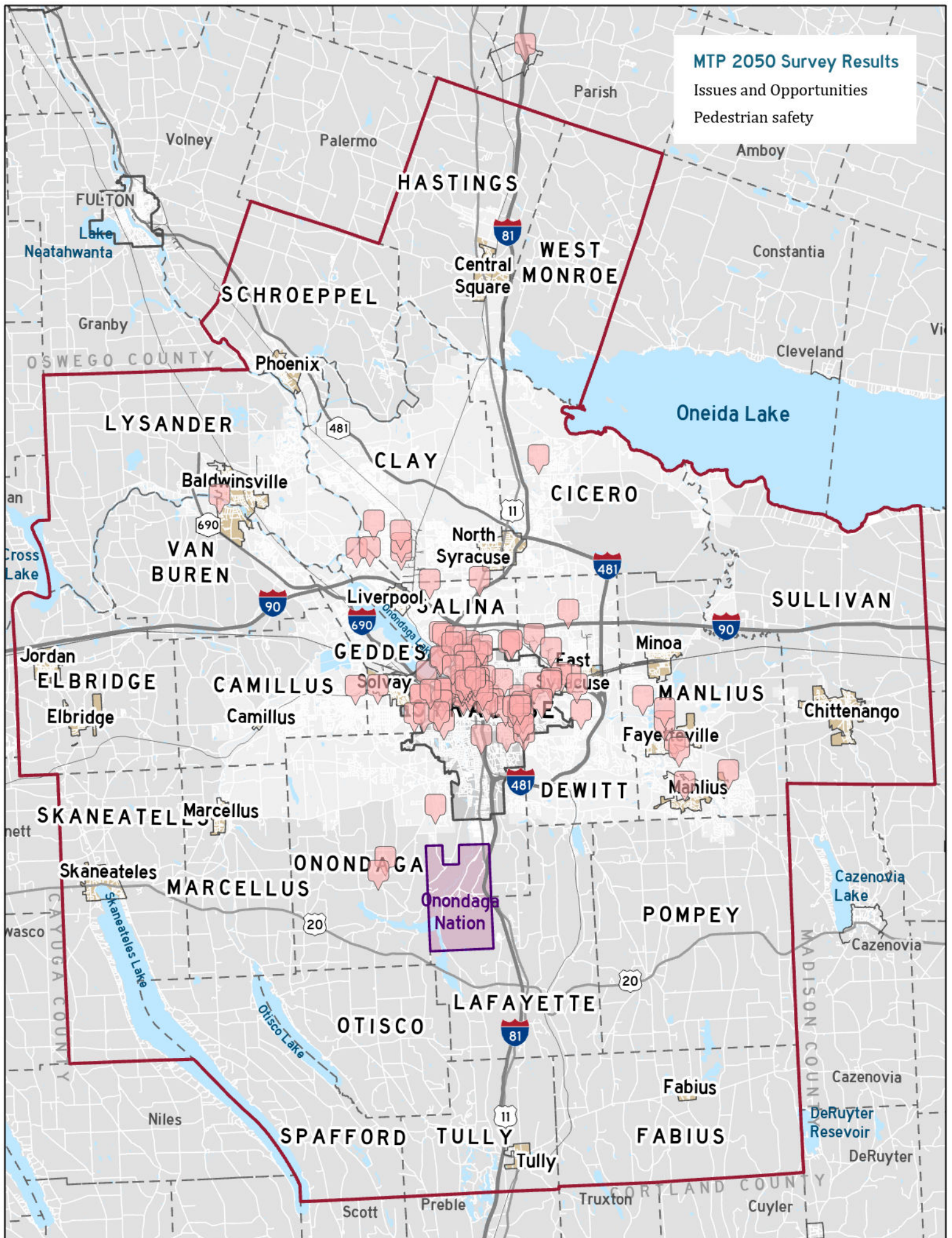


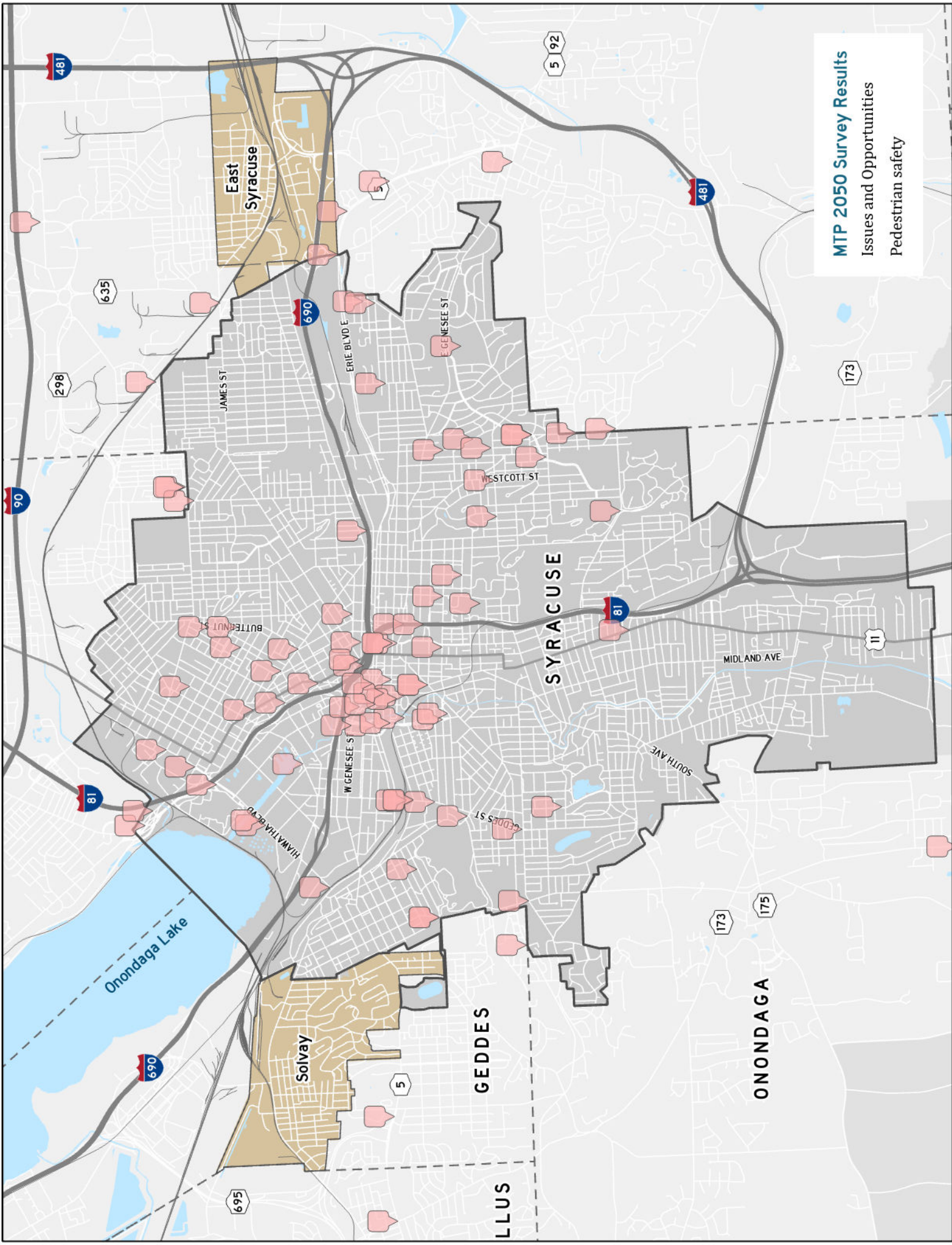
MTP 2050 Survey Results
Issues and Opportunities
Pedestrian infrastructure

MTP 2050 Survey Results

Issues and Opportunities

Pedestrian safety





MTP 2050 Survey Results

Issues and Opportunities

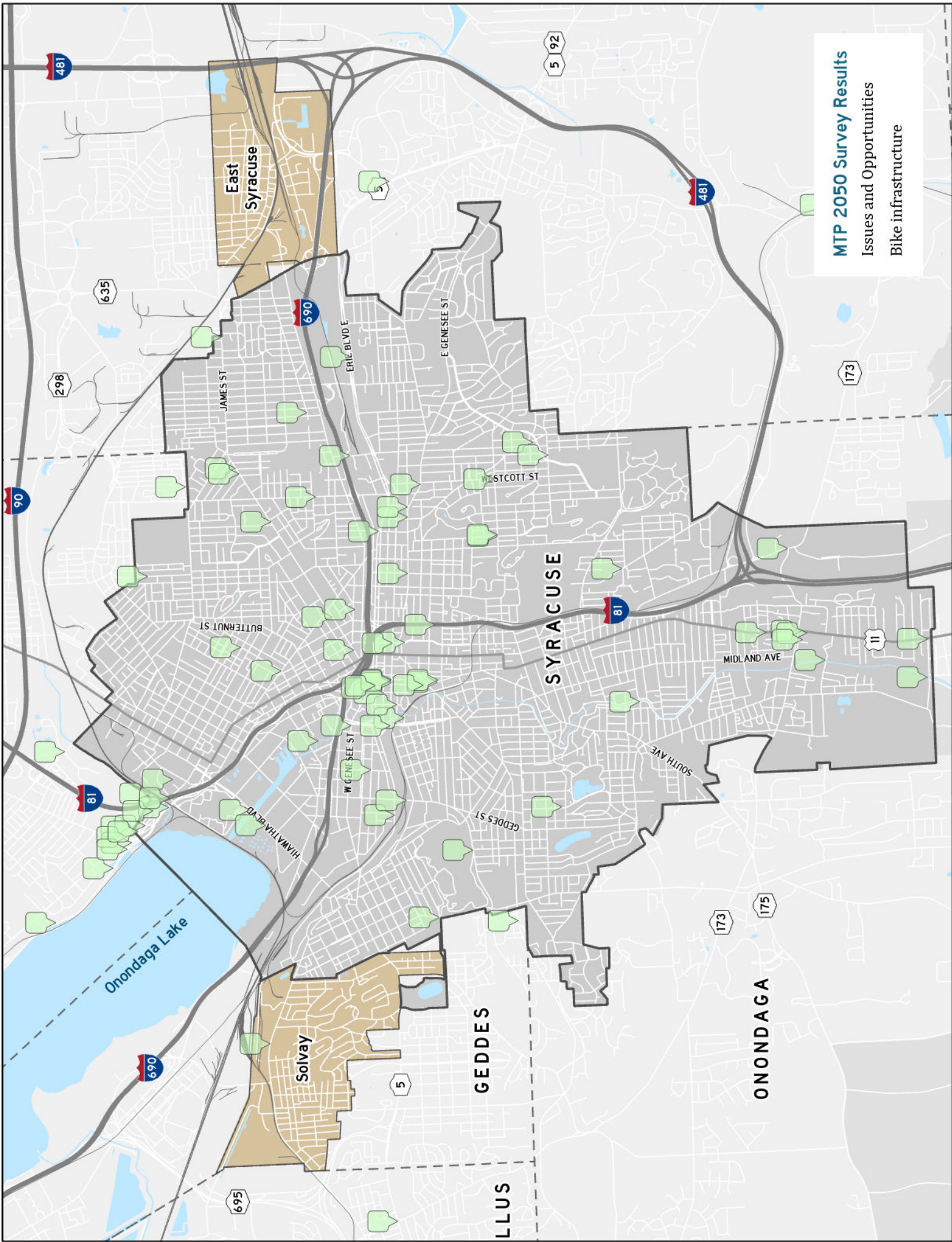
Pedestrian safety

MTP 2050 Survey Results

Issues and Opportunities

Bike infrastructure



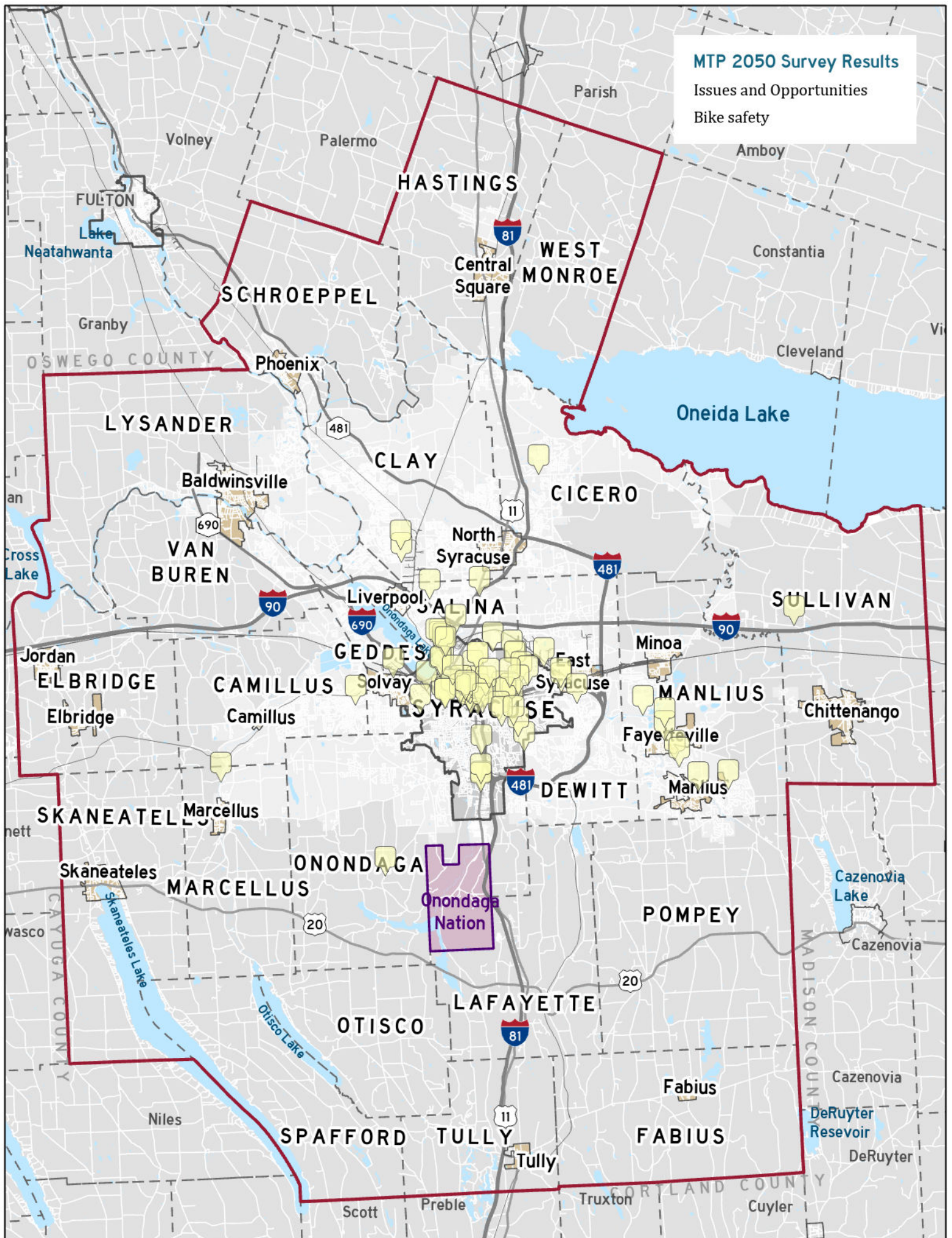


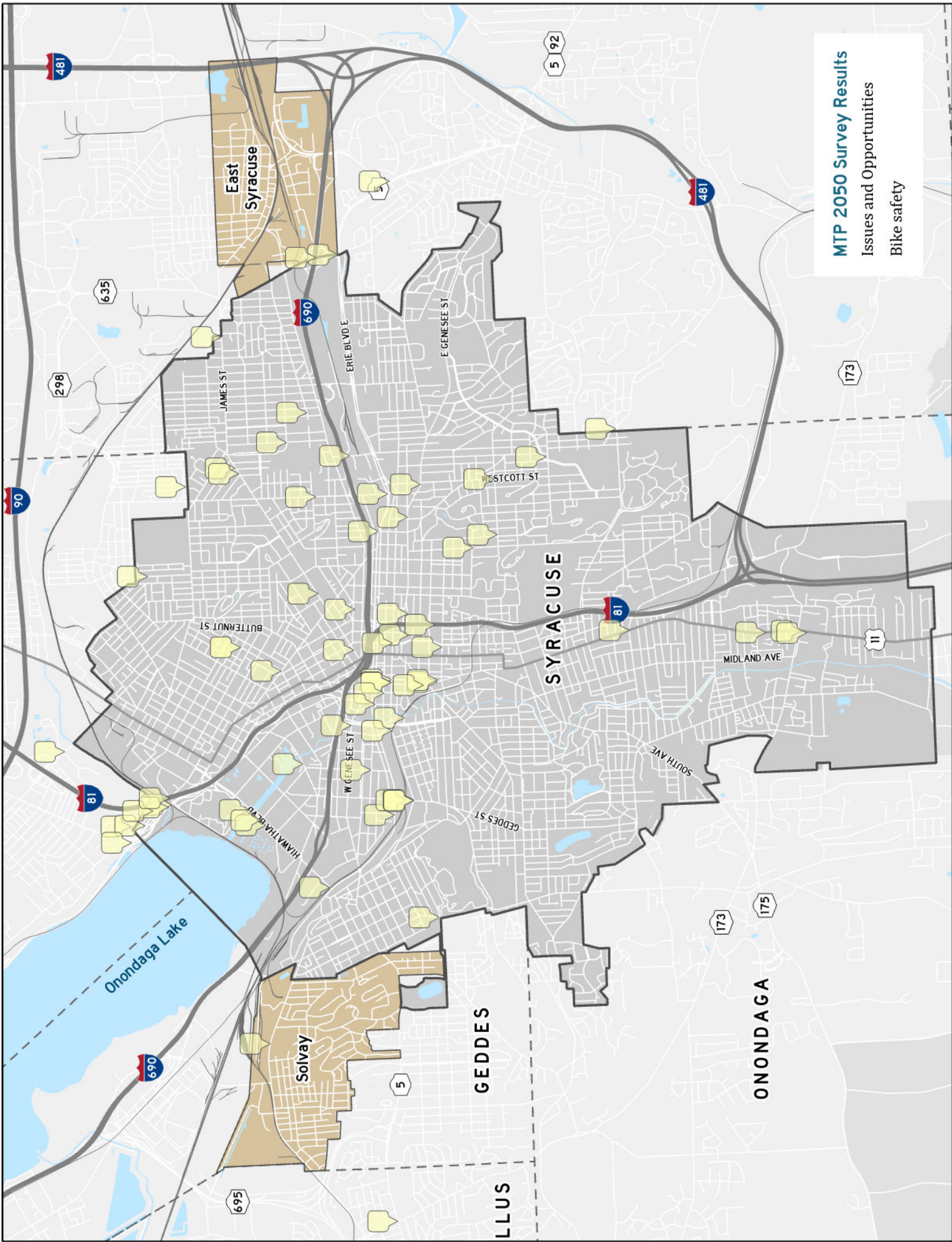
MTP 2050 Survey Results
Issues and Opportunities
Bike infrastructure

MTP 2050 Survey Results

Issues and Opportunities

Bike safety





MTP 2050 Survey Results

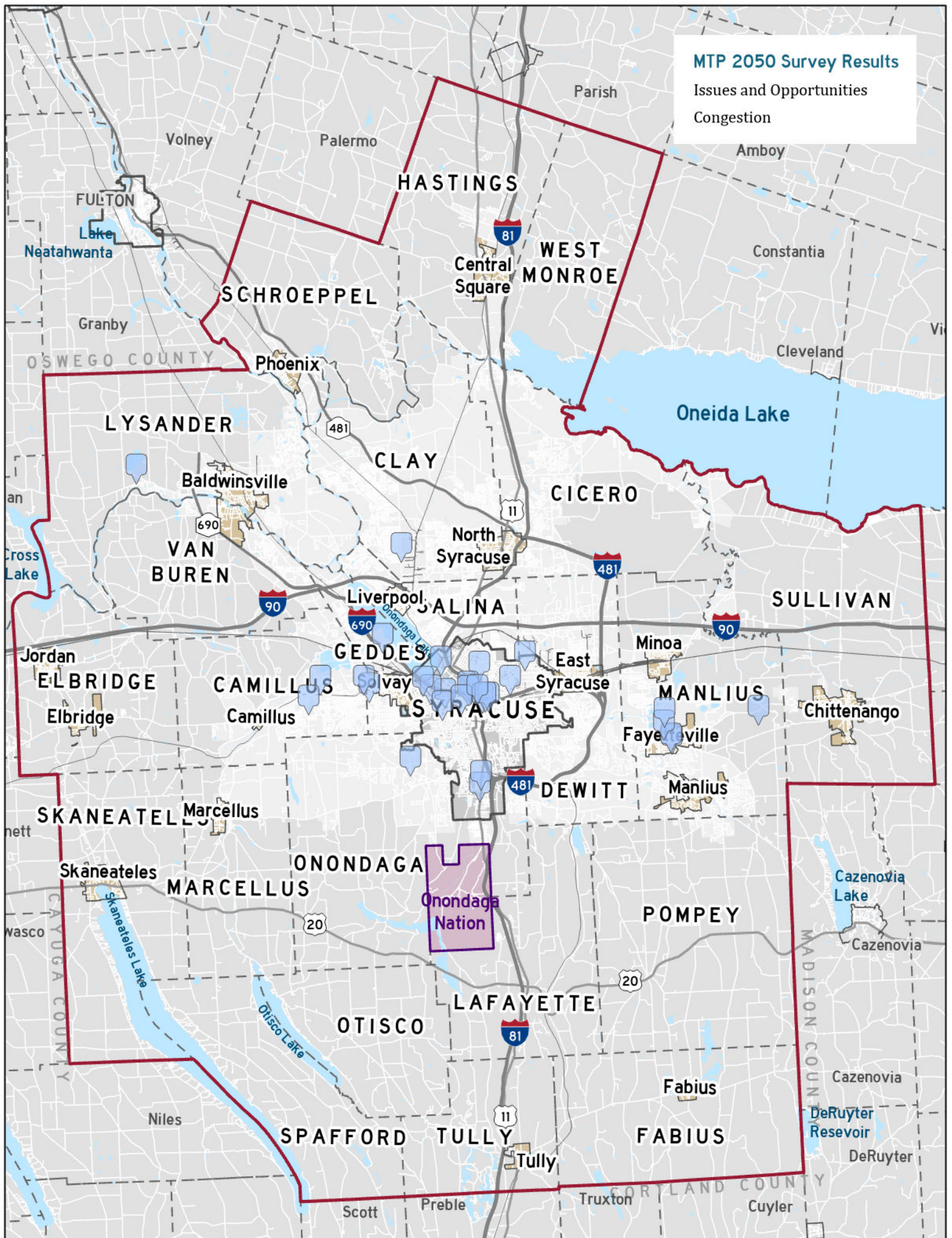
Issues and Opportunities

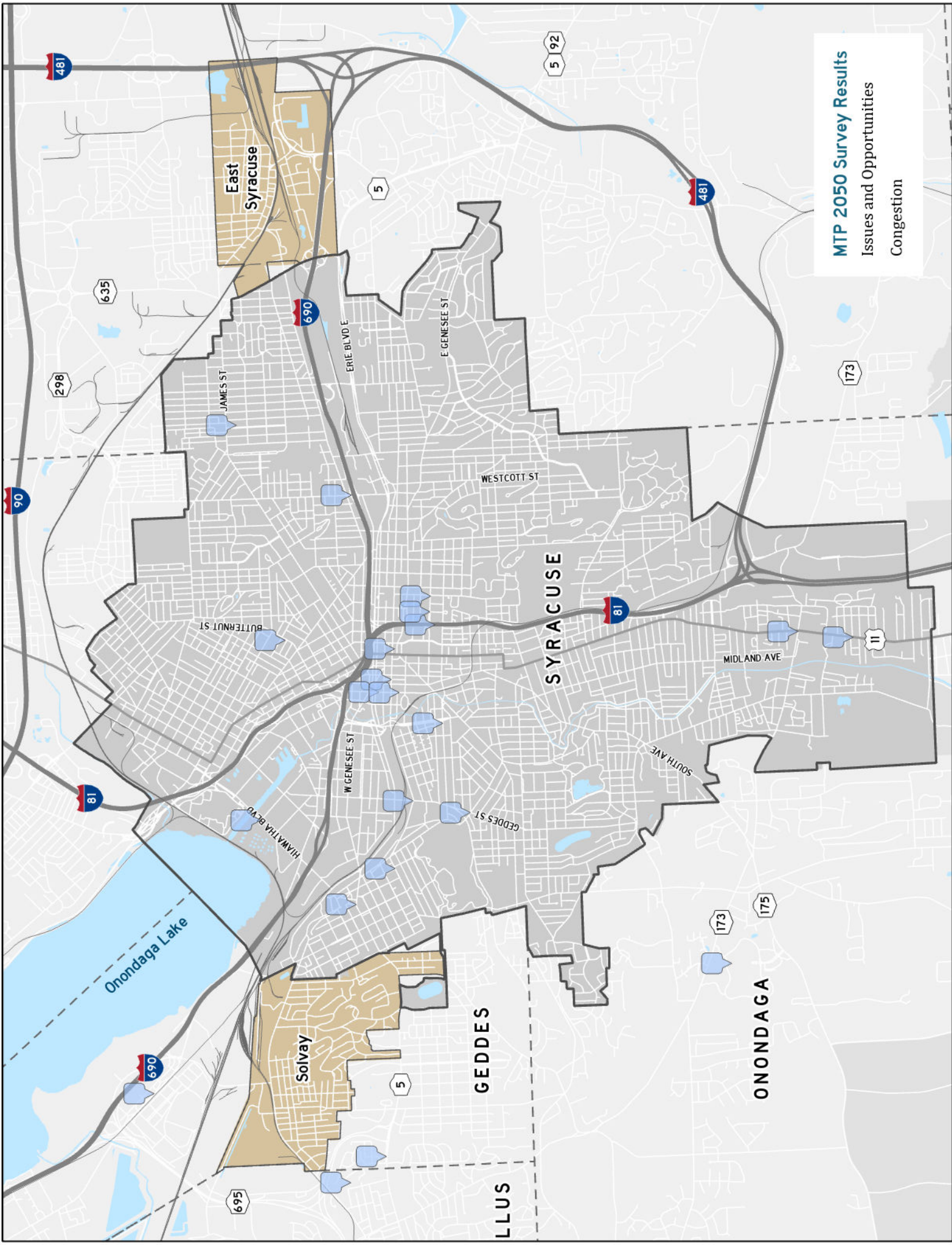
Bike safety

MTP 2050 Survey Results

Issues and Opportunities

Congestion



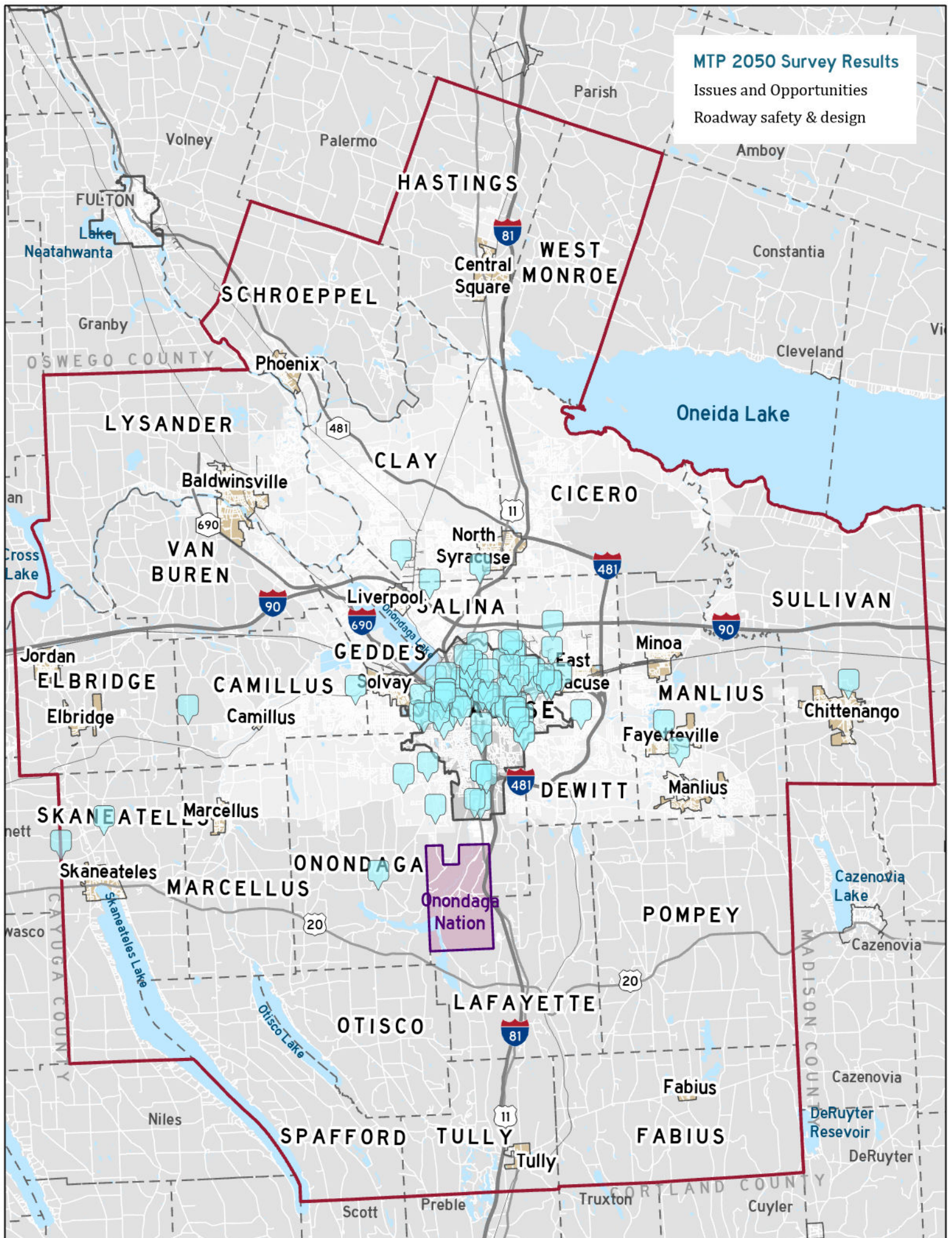


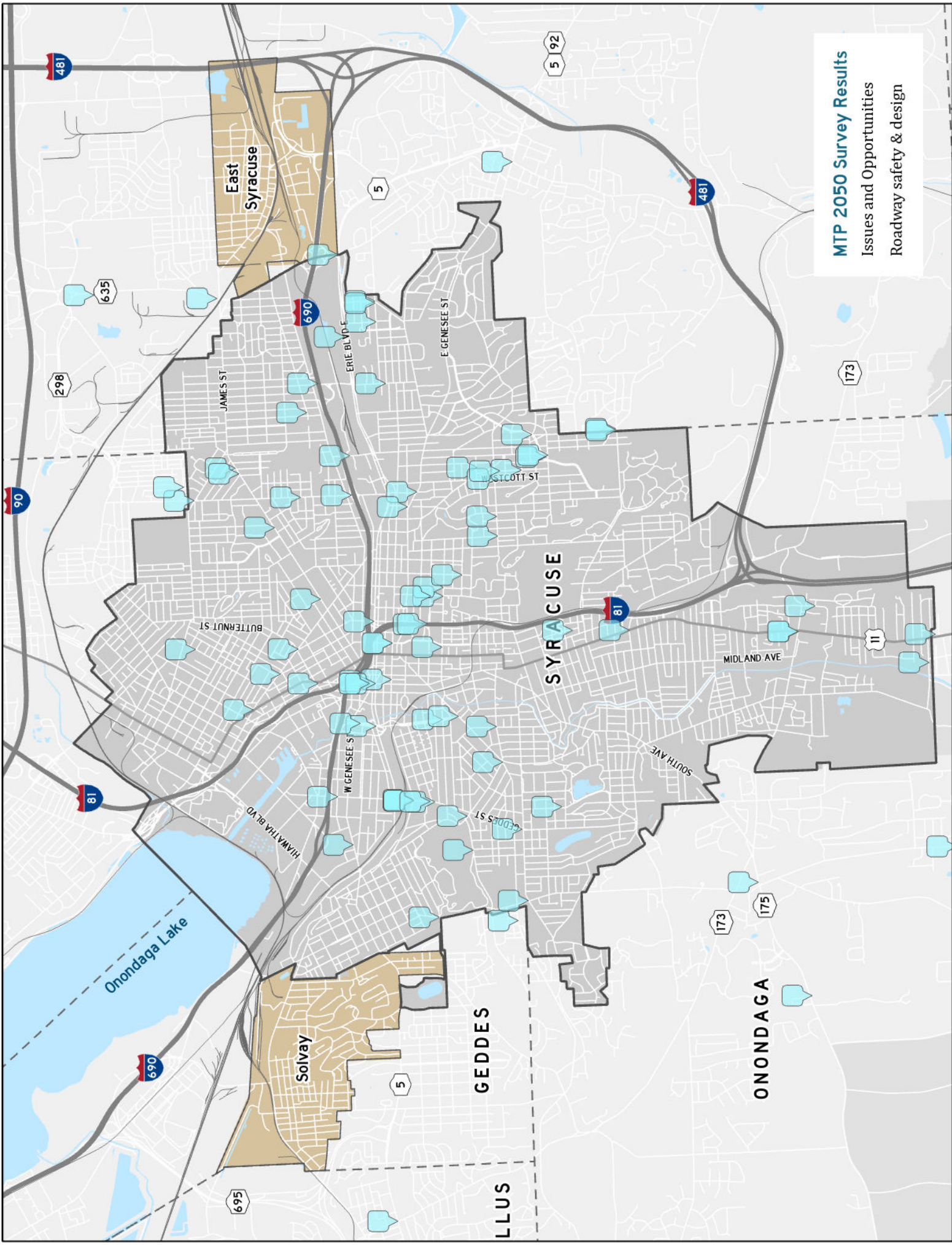
MTP 2050 Survey Results
Issues and Opportunities
Congestion

MTP 2050 Survey Results

Issues and Opportunities

Roadway safety & design



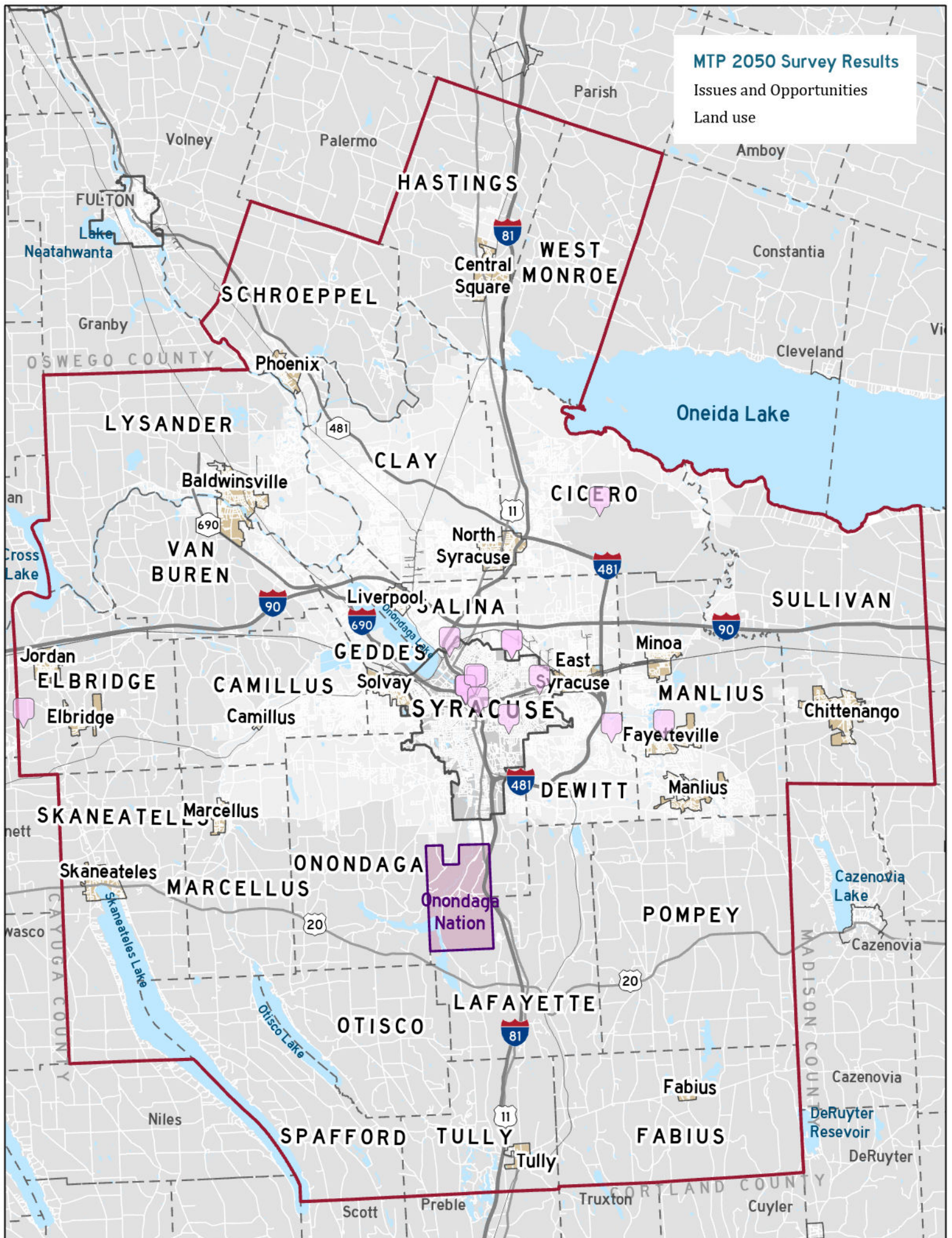


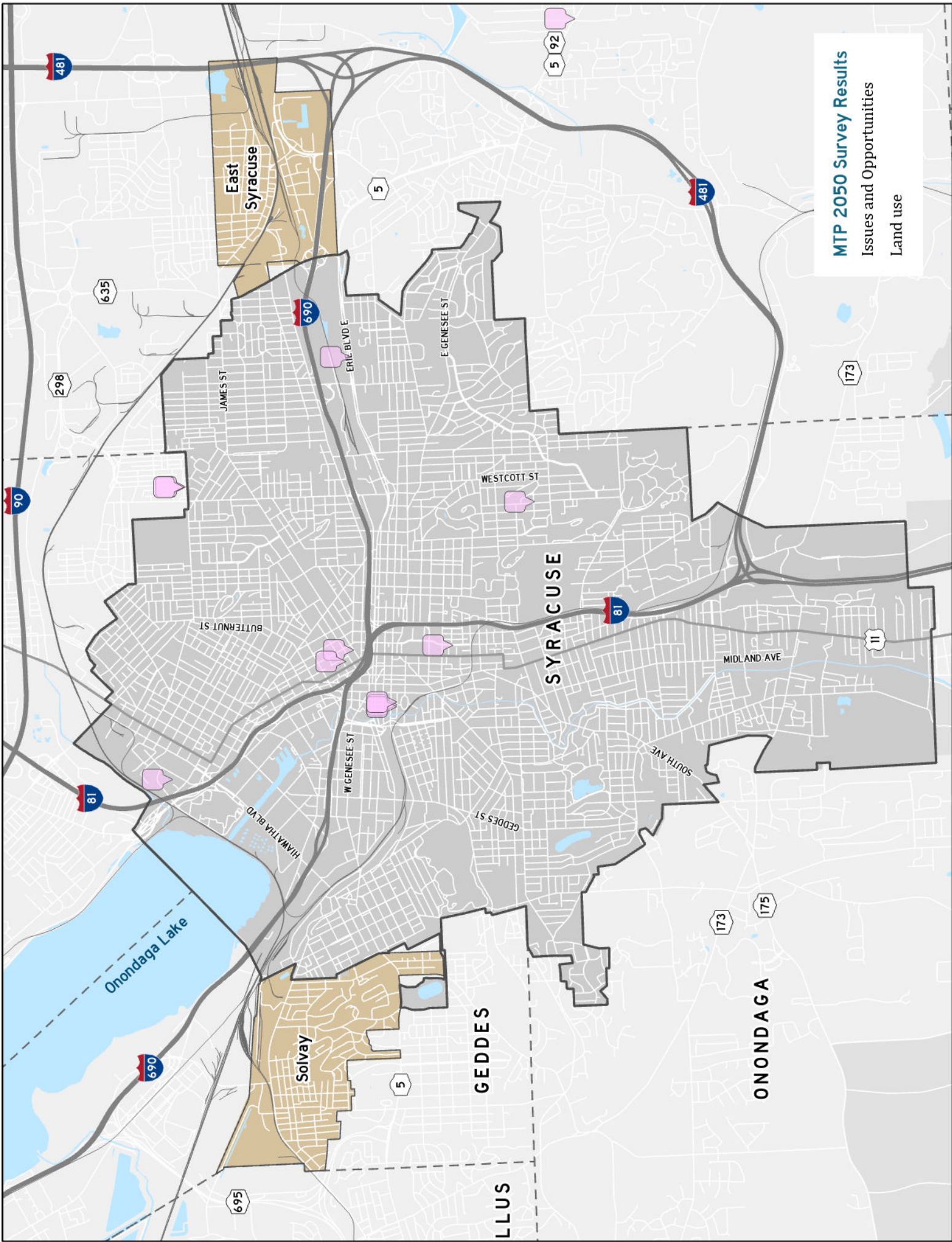
MTP 2050 Survey Results
Issues and Opportunities
Roadway safety & design

MTP 2050 Survey Results

Issues and Opportunities

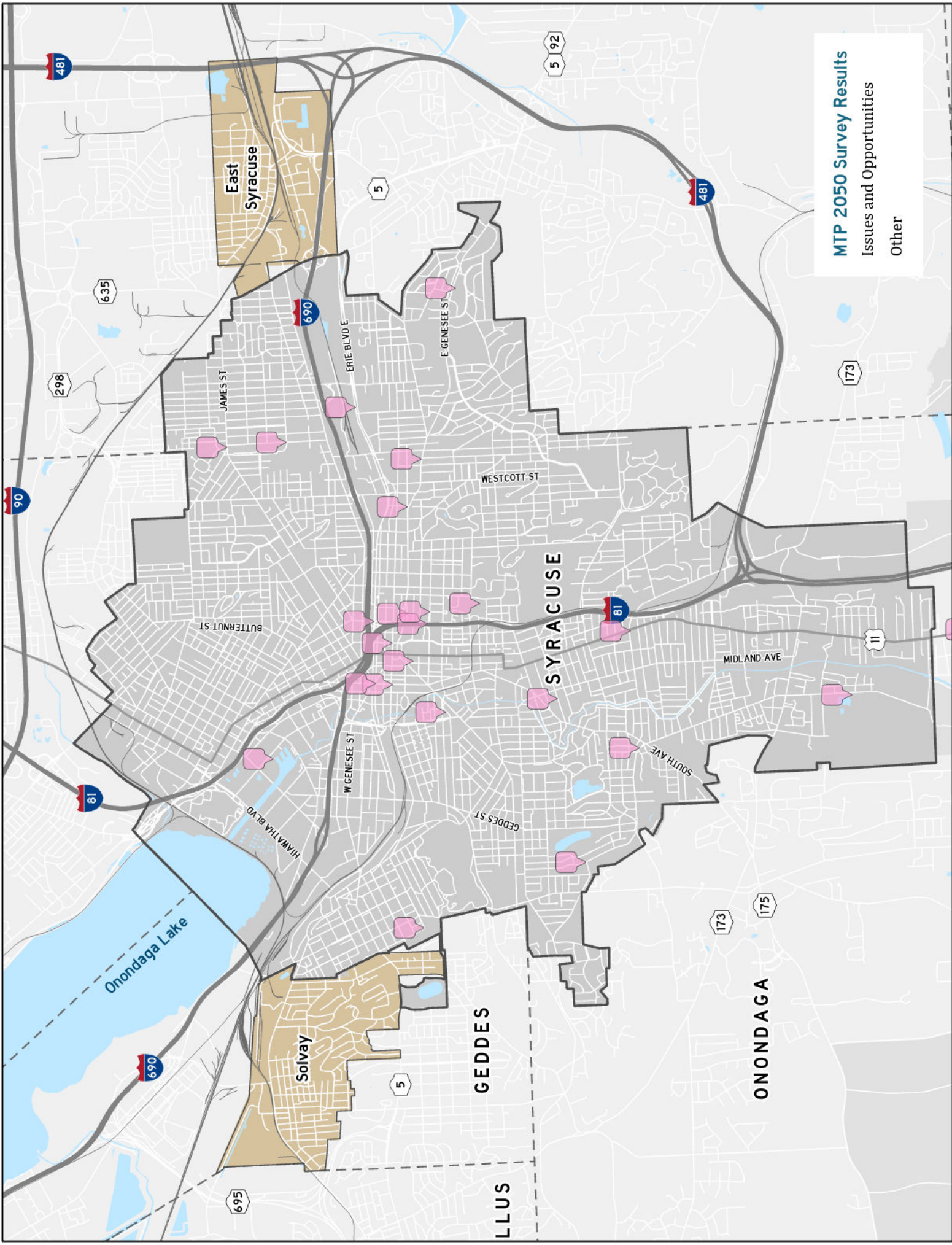
Land use





MTP 2050 Survey Results
Issues and Opportunities
Land use

Issues and Opportunities
Other



MTP 2050 Survey Results
Issues and Opportunities
Other

ATTACHMENT C

Question 5 – all responses

With regional growth on the horizon, what transportation investments should we make today that future generations will thank us for tomorrow?

Hydrogen fueling stations for auto
Transit upgrades
Improved / expanded passenger rail service,
Transit and pedestrian and bike improvements. And then decrease car infrastructure.
Light rail. Downtown/City of Syracuse origin to county worksites is the way to plan for changing investment/work patterns and address potential future traffic concerns.
<ol style="list-style-type: none"> 1. Limit car-centric development. Encourage transit-oriented development via less parking (removing parking minimums), mix-use, multifamily development. 2. Similar to 1, limit urban sprawl with growth boundaries. 3. Stop incentivizing and subsidizing cars. We've spend the last 70 years building excessive parking, defunding transit, and demolishing buildings to make way for cars that have destroyed what makes cities great. It's time to reclaim some of this back by removing parking, and increasing gas taxes. As the US switches to EV's, we should not be a city/region that invests millions to accommodate cars that have done so much unrealized harm to society.
More sidewalks, bike lanes, high-speed railway/more frequent bus routes. I think the focus needs to be on improving pedestrian accessibility to urban amenities and to transportation hubs so that people can depend more heavily on public transit rather than personal vehicles. If personal vehicles are banned from city zones and public transit routes are increased, we can shift people's usage of personal cars to walking/biking to transit hubs and hopping on a public transit option to get into a city center or urban area for shopping.
Multi-use trails connecting the entire region. Bus rapid transit
More bus routes especially early morning and evening for certain jobs that start very early
Better public transportation. Being able go places easily a quickly using a bus.
Make this city walkable! Life in a walkable city is better for everyone. Citizens are healthier and communities feel more connected. Cars are bad for the environment and far less safe than other methods of transportation.
More walkable and well lit routes around downtown! Less car focused and more people focused
I believe the future generations would greatly thank us for building a monorail to connect the surrounding towns and villages to the city, as well as larger and more frequent bus lines.
<p>Regional/city train access--revitalizing OnTrack. It will help the area grow healthily and get those who will not use busses used to public transportation, feeding the system.</p> <p>Bus only lanes (and blocking others from driving in them through curbs, like in Europe).</p> <p>Reducing highway feeling streets within the city.</p> <p>Reconnecting separated neighborhoods through better street crossing timings and access.</p> <p>Timed stop lights so cars are incentivized to drive the speed limit (those who speed are met with a red light, those going the limit or under get a green.) (if this is not possible, then timed to biking speeds).</p> <p>Actually protecting bikes and pedestrians through structural changes to roads (NO MORE SHARROWS--cars never share...).</p> <p>Plowing sidewalks so people don't have to walk in the street.</p>

Livable streets (more pedestrian oriented with greenery). Continued use/investment in Veo, possibly expanding Veo perimeter to include Lakeview Amphitheater. Smart infrastructure in traffic networks. Due diligence in network expansion and planning with Micron coming. Bringing back the passenger rail connecting Mets Stadium to Armory Square and SU. Turning Walton St into a pedestrian-only street.
BRT Routes, increase bus frequency in established routes
Implementing a faster bus system so that you can get around the city itself faster. Maybe a bus relay system where you have smaller shorter bus circuits with mini hubs across Syracuse with the main one being downtown and mini ones north, east, west, and south. This will include the number of transfers between buses but will speed up how many times the buses stop by. Would still need more buses.
Transit, biking, and walking. I want to be able to live in Syracuse without needing to own a car. I'm okay if other people own cars. But I think I should be able to get around using my feet, my bike, or public transit.
<p>Trains (revive OnTrack): people, locals and tourists alike, tend to prefer trains/subways/lightrail to buses.</p> <p>Connect the Onondaga Lake trail to be a full loop and install sound barriers (even by way of dense planting): the current experience is severely degraded as-is.</p> <p>Incorporate more plantings and greenery into transportation design(s): work with the city arborist and landscape architects to add (native) resilient plantings to improve aesthetics, increase carbon capture, decrease erosion, and to help with traffic calming (bump outs).</p> <p>Increase number and quality of both pedestrian and bike lanes—and maintain them. Add bike racks to destinations to encourage biking.</p> <p>Add solar panels. Ex. Install over bike racks to double as roofs. Ex. Power pedestrian lighting by incorporating solar, such as along the Onondaga Lake Trail.</p>
Build large pedestrian and bike areas that are safely and aesthetically separated from traffic. Build them assuming a high capacity of riders and walkers. Prioritize public transit to make it more appealing and useful than cars.
Build more ev chargers and more bike lanes
Walkability, micromobility, and quality efficient public transportation
Municipalized light rail, improve and expand mass transit generally, municipalize Centro and make free, more bike friendly amenities, protected bike lanes, discourage car use, include sustainability in all new improvements, include local hire and unionized workforces in new contracts, include plantings in street improvements, encourage use of the Inner Harbor for commercial barge traffic
Make bike/transit an attractive, easy choice for people to make. There should be outlying parking nodes in population centers across the metro area that are well-lit, comfortable way-stations where folks can find convenient, reliable transit service that has good wifi and carries bikes, and links to all parts of the metro area day and night at least every 30 minutes.
With growth to the northern suburbs in the future, It could be beneficial to re-examine LRT. Town centers and industrial expansion could benefit from a higher capacity transit system, to reduce the need for cars on an already crowded road network north of the city. I'm aware the resources and costs are greater than the planned BRT. However, if we are able to invest for 25 years down the road, now would be the time to plan such a transit network, in order for it to be designed and implemented seamlessly into a growing region.

Bus shelters on busy routes , more frequent bus service , expand reach of call a bus service.
Intercity/ urban to suburban light rail connections
Micron!!
More buses, more sidewalks, protected bike lanes, a bus/train station that isn't so far from downtown. More cameras at stop signs and traffic lights.
Prioritize walkers, joggers, and bikers access. It is healthy. Instigate reliable and comfortable public transportation.
Not sure
Better and safer roads and maybe some more sidewalks.
Better traffic laws, and making it harder to get away with crimes on the road.
Something that will help them when getting to work many people don't have cars because it's hard to find a good used car at a young age
Adding more sidewalks or safer ways for walking.
Rebuild a different version of 81.
Im not sure, to be honest; im kind of just mentally dissociated from ifrastructure issuez
Maybe more transportation for like people who are out in the country or somewhere like the middle of nowhere
Don't make 81 a boulevard.
More bus stops. More sidewalks. Better quality roads. Better traffic flow in areas not meant for that type of traffic.
Street lights
Possibly trains/subways and more bus routes/stops.
More sidewalks, more safety on high speed roads, and additional lighting on rural roads.
Safer roads
More bus routes would be useful, especially to more rural communities. An improvement to bring back the rail system. An increased spending in traffic flow improvements and access to the city. More street lighting and sidewalks could improve routes
Connecting public transit to in-demand job locations
Micron
sidewalks, bike paths, transit
walking/biking trails (safe ones)
Now is the time to think big - making our community more walkable and bikeable will have the next generation thanking us! With all that is happening transportation-wise (BRT, 81), we must commit to putting all road users on a level playing field. Expand BRT and the bike network at the cost of travel lanes. Promote dense development by abolishing parking minimums. Enhance road user safety by slowing down those big behemoth vehicles that plague our roadways.
Interconnecting neighborhoods I live 1 mile from Wegmans and Onondaga lake yet am forced to drive to both as walking is dangerous crossing electronics parkway buckley(rush hour bad) the neighborhoods are safe yet it is difficult to get between them...I was without a car and needed to get to the bank before closing so walked and it was sooo dangerous! Requiring developments to connect and continue trails between neighborhoods would be a step towards interconnecting without cars
planned walkable communities, more European setup of communities , for walking to work, shopping, and recreation.
Bus service north to Ft. Drum

IN THIS TIME OF CHANGE, IT IS DIFFICULT TO SAY EXACTLY HOW THINGS WILL LOOK AFTER THE I-81 PROJECT IS COMPLETE AND MICRON IS OPERATING. IF THE PUSH TO ELECTRIC VEHICLES CONTINUES, MANY MORE CHARGING STATIONS WILL BE NEEDED EVERYWHERE. THE TRAFFIC SIGNAL SYSTEM NEEDS TO BE MODERNIZED. THE BUS SCHEDULES WILL NEED TO EXPAND FOR PEOPLE WHO CHOOSE TO USE THAT IN LIEU OF DRIVING DUE TO COST AND VERY LIMITED PARKING DOWNTOWN. PERSONALLY, I DO NOT THINK ALL THAT WAS "PROMISED" WITH THE I-81 PROJECT WILL BE REALIZED.
BETTER PUBLIC TRANSPORTATION. People need to be able to get to work.
Train/trams, Bike path protection, more bike paths, preventing cars from using bike lanes as parking spots especially in the downtown area
Bus rapid transit. Bike lanes, 25 mph speed limits in the city - enforced speed cameras. Red light cameras.
The most important is public transit: more efficient bus and train (local and regional! I'd love to be able to take the train to Rochester for a day, which can't be done with current train schedules). Make it easy for people to go to work on the bus, and maybe hop off to grab groceries or meet their kids, then hop back on. Reduce dependence on individual car travel. Better infrastructure for bike commuting and travel around town.
Bus lines that get places other than the mall
Better mobility management services allowing on demand rides for all users. Quick/direct services from the suburbs to SYR during peak work hours (if the demand is there to reduce the number of vehicles/traffic all going to the same area).
Public transit, with appropriate zoning and land use. Walking and biking infrastructure, with appropriate zoning and land use.
More public transportation that is accessible and on a more frequent schedule.
More roundabouts
Investments into transit expansion and pedestrian safety will be important to the future of the community
Electric busses
Busses. Busses. Busses. Especially an East/West Connector of University Hill and Tappan Hill. Making sure to have the Everson and Arena and Convention Center on the line. Bringing back the surface trolley cars to roads like Westcott and other streets that have the rails still under the asphalt. Converting lanes of 690 to regional light rail or bus only. Invest in transportation density so that we can create an environment where people walk and engage with civic and social life. That is how you build a thriving, growing city. Pedestrianize Salina and Fayette streets downtown.
Make a reality the Uber-like setup for use of public transportation; more rapid routes for common destinations
Bike and pedestrian infrastructure.
Rapid bus transit. Expanded bus lines. Bus shelters.
Improve usability of public transportation, transforming it from a barrier to work and accessing opportunities, to an enhancement. Investments should consider lower income residents and their ability to get to work and services. It should not be that residents of city neighborhoods have a longer commute downtown and to employers than the suburbs.

<ul style="list-style-type: none"> - Re invigorating on track - summer ferry from Liverpool- inner harbor - amphitheater. - prioritize pedestrian safety with crosswalks and complete street infrastructure - transition intersections to roundabouts - off road shared use paths (pedestrian and bike) - a real bike share with fixed docking stations (not just scooters) - bus rapid transit - transit routes to outdoor destinations (j'ville beach, green lakes, etc) - airport bus service
Train service to the suburbs
Please more sidewalks!!! I hate seeing pedestrians walking dangerously because of a lack of sidewalks. More focus on public transport across the board (improved buses/trains/bike lanes) would be a huge improvement, and make it safer for people to live.
More sidewalks and less dependency on cars
Increased public transit routes/ light rail
Get into school and have the kids learned how to behave on the road with a bicycle. Coming from Switzerland, we had classes about this issue from the age of 4 at school. First was about pedestrian and after bicycle. It helped a lot. With the new E Bike rented all over the place, people are just crazy and creating accident or nearly accident. On top of having no clue on how to behave. At the same time, when behaving on the road, as a cyclist, you often have people insulting you or driving like crazy next to you
Transit!!!! The bus system needs a serious serious overhaul. A dependable useful bus system would transform how people can live in this city. After that better complete streets would be nice.
Moving away from a car-centric model is what I would like to see. I would like to see expansion of public transportation options, biking and walking infrastructure. I would like designated pedestrian streets around the city of Syracuse for people to mingle and go to restaurants and businesses where kids and others could feel safe and not have to worry about the danger and noise of cars. We don't currently have lots of congestion in and around Syracuse, but I'd like the above solutions (public transit, bikes, walking), not increased car capacity, as solutions to that potential problem.
Transportation investments that aren't always as car-focused.
Docks of Veo Bikes Better bus experiences Making driving more convenient
Walkways, pathways, biking, regional flowers and trees instead of grass on side of road Ways to replace pavement dividers on walkable streets.
Downtown, Northside James St More Parks
1. Protected bike network across all neighborhoods towns, and other places. 2. BRT, and more lines of BRT (east-west route is missing) 3. A properly interconnected street grid / street plan for the suburbs to be built in the future
Better connect downtown to Upstate and SU once the viaduct is demolished
Sidewalk maintenance, expanded bus service.
Some alternative to the bus. Maybe a street car or a shuttle that just goes to a handful of stops around the city, non stop, 24 hours daily: Cathedral Square, South Salina, The Arts District, Westcott, SU - to connect areas of

commerce and culture and entertainment. A yearly membership could be purchased, or a daily fare can be charged.
Parking in downtown will be terrible if the majority of parking remains street parking. Walkability throughout the city needs to be improved. And busier roads need to have turn lanes for safety.
Especially the buses Because we need the bus to go to college and a lot of people these days want to go to college or to go to college and some bosses but the buses are too far away from the houses So, definitely bosses
Revitalize public transportation in the region. I think the takedown of I-81 and Micron coming to Syracuse is a great opportunity to change public transportation, but legislators seem to have completely missed this opportunity in their plan.
Increased transit, interconnectedness of active transportation facilities, working alongside private developers to ensure they're doing their part to contribute to critical transportation infrastructure (multimodal)
Actually being able to take the bus somewhere because it's convenient — broaden the demographic of public transit users so it's the norm (and do so by making it attractive, affordable, and easy to use).
Also, why is our train station in the middle of nowhere? Would love a train stop in the actual city. For ease of getting to and from the station itself.
I would love to see local transit for people in Syracuse to get around town easily. More ubiquitous bus, tams, or some kind of metro system. Something free for locals is imperative. So many people living in downtown areas are lower income. It's not fair to charge locals
Light rail
More ROUNDABOUTS! They are safer, better for the environment, nicer looking, and cheaper to maintain than traffic lights. PLEASE BUILD MORE ROUNDABOUTS!
Bike lanes.
Ideally, light rail. But a lane separated BRT system that can grow with the city and serve the future employment centers in the northern suburbs would be more manageable, and the BRT right of way could later be used by a future light rail system if additional funds become available. A cohesive, connected and greatly expanded bike lane network would also serve the community by providing a cheap, reliable way to get around and stay fit. Bikes and bike lanes are much cheaper to operate and maintain than cars and car roads. The region is home to a lot of impoverished people. A bike network that allows them to get around without having to also pay for a car would help build wealth.
More public transportation that is emission free - trains, trolleys, street cars. The need for less cars.
Safer pedestrian areas/crosswalks and more public buses/transit.
Safe bicycling trail network creating a zero cost and emissions transportation means for everyone throughout the city.
Trains, light rail, trams, streetcars.. electric public transit vehicles guided by a rail. Buses are not the same thing and studies show that people enjoy rail more. In the 1800s someone living in Marcellus could easily work in and commute to downtown Syracuse. But now without a car, it's basically a fairytale. The coming enhanced bus system is a step in the right direction, but being able to travel anywhere in the CNY area quickly, and exclusively by rail.. would be a dream come true for many of us. They provide smoother rides, better schedules, are cheaper to maintain, and provide a quaint nostalgic feel that will draw both tourists to visit and families to move here.

Syracuse's cycling infrastructure leaves a lot to be desired, and enhancing the cycling infrastructure will make Syracuse a competitive option compared to cities like Rochester for individuals who want to use cycling as a primary mode of transit. Improved cycling infrastructure will also reduce the number of cars on the road, assisting with traffic easing, and therefore leading to a reduction in road maintenance costs.
<p>Identify key transportation corridors, and plan for high capacity transit for those corridors. A friendly reminder, cars are rarely viable for high capacity transit. This goes hand-in-hand with supporting the re-zoning that has just passed, and should continue to be re-evaluated. Build housing around the transportation corridors. Remove parking minimums.</p> <p>Light-rail connection from Syracuse University to Micron. With housing developments prioritized around the stations.</p> <p>We could also use more Amtrak trains on the Empire Service. Trains are incredibly packed all the time, 5 trains per day is very clearly not enough.</p> <p>Re-zoning the region around the Amtrak station and Hiawatha from light industry to mixed use would create very high value real-estate, connected to the CNY market and a key transit hub.</p> <p>I cannot stress this enough- people will only use bicycle routes if they are safe, and connect useful locations. Update road standards to include modern safety for cyclists and pedestrians</p>
We definitely need better public transit as the transit system is cumbersome and very time intensive. Also just having safe roadways for personal transport such as walking or cycling would greatly alleviate the traffic density in the Syracuse area and allow people without driver's licenses to get around as it is becoming increasingly economically inefficient to own a automobile.
Biking lanes and better public transit. Some sort of train/trolley system would be very beneficial
<p>Make space for bicycle lanes and have provisions to clear them of snow during the winter.</p> <p>Roundabouts where they can fit.</p> <p>Centro's Hub model is a poor fit for how folks actually use bus networks.</p> <p>Rezoning most of the city to MX-4 & 5 isn't technically transportation, but it will help.</p> <p>For the love of Christ: Do NOT make the lanes on the I-81 replacing boulevard 12 feet wide. That is an Interstate highway lane and folks will drive that fast. You -ing Know it.</p>
Electric school buses.
Bring back OnTrak, or at least expand Centro and make it safe and reliable for a majority of city citizens!
Pedestrianize low-volume downtown streets (Walton, Water, etc). Retrofit streets to incorporate PROTECTED bicycle and pedestrian infrastructure. Create a comprehensive network that is more direct and convenient than driving. Develop incentives for purchasing electric bikes/scooters. Invest heavily in transit and transit-oriented development, especially in the suburbs. Create dense, walkable, and vibrant communities that young people want to live in.
It would be great to see more transit from the university area to downtown and have it be more frequent than it currently is.
More bike lanes and sidewalks
Increase availability and reliability of bus networks
We need to invest in Bus Rapid Transit with Transit Oriented Development around the stations.

Do not widen highways or expand arterial at roads to accommodate greenfield development like micron. Expanding our infrastructure liabilities makes our community more fragile and less resilient, it also burdens future generations.
Frequency of service and ease of access to hubs within Syracuse is critical to encouraging use of the system - linking Erie Blvd, SU, Destiny, etc with frequent, reliable service. Maintaining and expanding the new bus service to the airport and maintaining bus access to the train/intercity bus station. Finally, providing easy to use express bus service between growing suburbs (eg Clay) and downtown for both folks heading downtown for entertainment and folks who want to live in relative dense city housing and take public transit to work.
EV charging stations, focus on accessibility for those with disabilities.
Regional high speed rail connecting all of the cities along the Erie Canal would create a new mega region. Upstate New York collectively would become a new major power in the country, with potential to expand it east to Boston, south the nyc and west to Chicago. That is my pie in the sky dream. More realistically, build more dense mixed used neighborhoods with bars/restaurants/cafes sprinkled throughout. Grow the bike network now with actual bike lanes, not just green paint.
Light rail! Also high speed rail to places like NYC would be great.
Public transportation and walkability of the city.
Investment in light rail trains connecting the city to suburbs is necessary to mitigate massive traffic congestion from micron as well to provide a more equitable Syracuse
More dedicated bus and bike lanes, and a better bus infrastructure. I am often want to take the bus to work, downtown, the mall etc., however finding a bus route is daunting and undesirable because figuring out the routes is extremely confusing.
The ultimate dream would be something like the old Syracuse rail line coming back into production. Real growth will come from fast and efficient public transportation. We need options, not just Centro.
Less car dependency in Syracuse makes for quieter, safer Syracuse. Any new/rebuilt infrastructure should be built with at least 1 mode of transportation in mind that isn't personal vehicles.
Whether people are really aware of it or not, a majority of people do not like driving and want accessibility. Owning a car keeps an entire class of people unable to get a job and make a living, and will keep them stuck because they don't have an efficient mode of transportation.
Improved bus system, improved train/Amtrak infrastructure, sidewalks, overall improvement for pedestrians
mass transit that works with real life frequencies. once/hour (or less) is not a winning strategy
Finish the light rail system we ALREADY HAVE THE STATIONS
Better bus system and bring back rail transit!! Having the ontrack again would make getting from the college parts of syracuse to the real city way easier
Trams! Please!
TRAINS FOR THE LOVE OF GOD TRAINS PLEASE
Surface road trams like in Dublin would work well in this area.
Trains. For the love of god; trains. I bought an electric car, but it's still as evil as all the other car dependent infrastructure out there. We need trams downtown, light rail to the suburbs, high speed rail along the thruway and down to NYC.

An actual train/rail system in the city and surrounding areas. Trains are proven to reduce traffic and allow for greater access in cities, and a growing Syracuse could greatly benefit from this without having to increase reliance on automobiles, interstates, and oil/gasoline.
At least a minimalist train or trolley system that would connect SU with downtown, downtown with the fairgrounds, run up James St and out with to dewitt (for example). Giving those highly trafficked routes something other than cars and the occasional bus will be critical.
more cameras and more traffic control officers drivers speed on our street at all hours of the day, any type of weather
Vehicle of tomorrow
Advanced vehicles
I would like see more transportation to the Destiny mall like train in the back of Clinton Plaza Apartments maybe some regular bicycles. Also better sign into the city and suburbs.
A halfway decent bus system, that doesn't revolve around a poorly-placed Hub (which is located too far south for seamless east-west connections through Downtown).
Expanded Transit routes that go between outer suburbs and Rapid transit solutions that help increase the mobility of Syracuse because ONE MORE LANE... will not fix anything and the growing traffic issues across the metro area not just in downtown is something that will not disappear
Trolleys
Public recreational areas and hubs for gathering. More people means more resources in the area if implemented right.
Trains for the love of god. Why is taking a train to NYC 8 hours. Why? What about DC?? I hate merging onto highways. Better school district funded high school driving classes! I loath the classist fundamental idea that a relative/parental figure has to be the one to teach you how to drive. Fund more knowledge into self taught driving and public education centers
More bus routes, bus seating areas, we should get a train, and there should be more bike lanes that is more fortified for their safety.
Bring back trams and trains
Better access roads around Route 11 in Cicero and Route 31 in Clay. More interconnections in plazas so you don't have to go back out to the main road for the next stop. Keep arterials prioritized for cars and use parallel routes for bike and peds.
When designing off ramps from highways to streets realistically consider where pedestrians need to walk safely. For example not creating blind spots for the motorists
Making it more convenient/ accessible for EV's. Help businesses provide charging stations.
Require Transit Oriented Development in locations that want transit options. If no TOD, no transit!
Enforcement of safety regulations/ laws.
Stop increasing the size of roads -- Building bigger roads to combat traffic congestion is like fighting obesity by buying bigger pants.
Consider bus only lanes to move more people faster (and enforce it!).

Aggressive land use control to reduce sprawl and ensure new development improves existing areas and fosters public transportation and walkability.
No expansion of automobile infrastructure.
I-81 Viaduct Project is a good thing, but I do wonder how the southern interchange of I-81/I-481 will work out with the lack of a direct connection from I-481 southbound to I-81 northbound. Also concerned about how the rail crossing over Almond is going to work, exactly.
I-81/NY 31 interchange needs updating. Worried about how wide Route 31 will become to accommodate Micron. Need pedestrian/bike accommodations and hope that Centro improves/provides access between Micron and Syracuse at appropriate times.
Don't know.
Do not overbuild surface transportation. There is no traffic in CNY. Drivers need to be required to think about their transportation options and routes. Past planners eliminated the need for drivers to contemplate anything except driving fast and free. All new and reimagined surface transportation must be designed to control speed. Drivers no longer consider the lethal impact of speed, and law enforcement lacks the resources and/or feels unsafe to pull over drivers. Streets and roads have become unsafe and are getting less safe by the day due to high speeds and lack of regard for traffic control devices. Street and road safety has to be picked up by the planners and engineers more than it is already.
Smart growth that prioritizes walking, biking, transit, work/live.
Rapid / frequent public transit. Provide only commuter level of service to suburbs. Encourage businesses to build along roadway and promote easier pedestrian traffic to the main road instead of having buses meander into vast unsafe parking lots (only meant to showcase the number of cars patronizing the businesses). Develop light rail from Airport to Downtown (Armory / Convention Center). Be hawkish about illegal parking, out-of-state plates that seem to be rampant (and not visitors), incentivise building housing within the city limits especially in the hundreds of vacant lots and disincentivize building large apartment complexes in the suburbs where stretching public transit and utilities doesn't make sense and is wasteful.
safe and well-lit walking and biking paths
Better permitting in Syracuse. It's a mess and you can't do anything. it's better to just do the work without a permit since there arent any inspectors anyway
sidewalks! bike lanes! greenways! pedestrian and bike friendly infrastructure! public transit! trams! buses! more bike lanes! more sidewalks!
A safe and well-maintained bike network will pay for itself and be far more energy efficient than any other mode---that said, anything that deprioritizes cars will make for a safer and more inviting community, cost less in the long run, and protect a livable climate for future generations. Car dependency is a poison that has destroyed our cities and communities, and it needs to end.
Synchronize traffic control devices
transit opportunities
Install as many red-light cameras as you can afford, and add signage or other signs to make sure drivers know they will be ticketed for pushing/running red lights,
Connect large population centers in CNY and beyond. Make it easier to get to the airport and connect the airport to other regional hubs in CNY, the Sothern Tier, western NY, and Canada.
eliminate toll charges on NYS Thruway for local commuters
Have more buses on the different bus routes.
81 should have been left where it was!!!!

Side walk and pedestrian safety. Repairs to and additions of sidewalks. Addition speed limit and parking spot improvements. Maintenance of trees, plants relating to safe transportation. Bike lanes but this should come after pedestrian walkways. Bus stops and pedestrian walkways near grocery stores to decrease food deserts in Syracuse and increase equity for our residents.
Mass transit, with a reasonable schedule, to commercial areas around Onondaga County. Establish some east to west routes in the northern suburbs avoiding a trip "downtown" to get to work. Example: People in Bridgeport should be able to take a bus to Cicero "downtown" and then continue to commercial area of Clay or transfer to a Route 11 bus to go downtown Syracuse (same with Route 57). Unrealistic to expect someone in the northern suburbs to take a bus to move between commercial areas in the northern suburbs.
Trains? Buses with easier to read schedules? Better sidewalks and bike paths for winter use. (My husband commuted by bike through all seasons.)
Bicycle infrastructure, pedestrian infrastructure, and public transit.
Enhanced bus rapid transit is an important first step to improving urban and suburban mobility while mitigating the need for large roadway expansions throughout the region. We should build a strong BRT network in a way that BRT routes can be easily replaced with light rail by future generations. This would be an enormous gift to future generations in terms of quality of life, ease of movement, and highway maintenance costs.
Waiting for a bus in blustery winter weather without any shelter, walking over mounds of ice or snow just to get on the bus or out of the street is a scenario I see too often.
MASS TRANSIT MASS TRANSIT MASS TRANSIT
Please note that with regard to electric vehicle charging infrastructure, I believe the car companies should be required to fund improvements rather than taxpayers.
Perhaps more park and ride options near city centers would be helpful, where people from rural or outlying areas could drive to a more congested area and then use public transportation within that area.
Increasing public transportation options, safer walk ways and more bike lanes.
Improved infrastructure for mass transit (which unfortunately is probably limited to buses), walking, and cycling. Buses should run more often; when schedules are cut, ridership decreases because they're less convenient.
More available buses on weekdays and weekends
Trains and subways. Cheap public transportation with consistent and frequent schedules would be amazing, especially if they run even at uncommon times like late night, weekends and holidays where possible.
more regular and reliable bus lines, bike lanes, and less reliance on single passenger vehicles
I think, if we're going to lean into bike lanes, we need to really double down on them. I like the one on Erie Blvd and think there's room for expanding that sort of lane to a lot of areas, but this is also an historically cold-weather climate that would necessitate some type of coverage. Clear tunnels? Heating stops at intervals on the lane(s)?
I also think this city would greatly benefit from a light rail system, especially if Micron gets off the ground. Cheap and navigable public transit will connect parts of the city that are isolated for myriad reasons and breathe life into those areas. It'll also help balance automobile congestion on the highways, which is sure to increase with Micron.
Light rail systems. Expanded bus routes.
An interconnected system of trails and bike lanes that enhance quality of life here in our region are critical.

Smart traffic lights that resort to four-way stops during periods of low traffic volume. Infrastructure that supports electric, autonomous vehicles.
light rail
A green corridor across the city from east to west and north to south that links various key nodes with bike, pedestrian and micromobility solutions.
More protected tracks and trails that connect across the region to destinations like jobs not just recreation facilities. These should be well integrated with the bus system, too.
Bus rapid transit, marketing campaigns to make public transit more appealing for folks that have their own cars and don't necessary have to use it, increased connectivity between the city and county, free bus passes for students and seniors, 24/7 bus service so those that work varying shifts can still reliably get to work, more frequency in routes, heated covered bus stops
Public transportation that expands into rural areas
bike or ebike lanes to and from large business centers like Amazon and Micron
public transit
More frequent transit options, including self-driving cabs for access between home and transit stops. Better point-to-point routes between population centers.
Mass transit to focus growth in the city and limit sprawl; expansion of trail and bike routes
electric non-polluting vehicles and better alternatives for the elderly population
Expanding highway capacity to accommodate traffic. Public transportation, less people needing to buy and maintain vehicles to get around. More environmentally aware citizens with higher expectations for transportation is on the rise. Increasing walking, biking, scooter, etc. type of trailways that allow people to get places safely without needing a car.
Trolley/electric bus lines
Bus Rapid Transit
Convince people that transit is a classy way to go! https://www.pbssocal.org/commentary/race-class-fear-and-shame-transit-barriers
Improved train transportation between cities and towns plus frequent small buses for local travel within the city
on grade commuter rail
Light rail in cities such as Syracuse, Rochester, etc.
straighten out the intersection of teall ave. and robinson st. this bottle neck causes many rear end collisions as traffic backs up and the way to Vann St. and beyond !! and makes many people cut through the sidestreets of eastwood to avoid this problem of having to wait for two green lights for Robinson st east and west and just one green light for Teall Ave. -- very bad when henninger is opened most of the year !
I'm hoping we invest in moving people, and not just moving cars.
Improved CENTRO service county-wide
Safe bike lanes and pedestrian routes. Safety features on roads (speed bumps). Green technology (EV). Public transport
Plant more quality trees along streets
Make sure we make sure that family get to where have go.

Smaller buses going everywhere. Today the buses are huge and mostly empty and only show up at few places at few times. We need many small, electric buses that go everywhere and come by every 10 to 20 minutes depending on time of day.
Transit. Bike and pedestrian improvements.
Bus
Regional shared use trail and bikeway networks that interlink communities to our urban center, and to our environmental and community assets.
light rail
closing of streets to car traffic, separated bike paths, secure bike parking
more bus routes, more security on Centro, maybe a regional rail service
If we had accessible (very cheap-free) transportation in the city; it would be much easier to expand certain areas. Being unsafe walking with children to cross from one side of the city to the other prevents community growth. A service that exists for 24 hours 7 days a week is needed for folks who are walking to be able to work. I look to Buffalo; Ithaca; and even NYC for ideas on what works best to make travel truly accessible. Not everyone can ride a bike; but it is still important to expand the safety and accessibility for folks to travel by bike. Things like a trolley or subway system will help those who can't bike around. Sidewalks throughout the city and speed bumps in highly walked areas will also help. Blockades for pedestrians from the road will help make it safer. Truly most other cities have expanded their transportation to be more accessible and can be looked to for ideas for our own.
All of the above + better public transportation.
Bus Rapid Transit
light rail
Light rail service could eliminate the anticipated increase in traffic due to the Micron build
Anything that helps make non-cars a more viable option for transportation - buses seem like the more obvious option, since they can use the network of roads that cars use. I'd love to see more protections & investments for bikes and walking pedestrians, too. I feel like we as a society didn't properly calculate the repercussions of having cars be the standard, default option for someone to go somewhere, and any action that chips away at that dominance will help future generations (generations who will already have to suffer greatly due to our choices)
Better capacity on highways & surface streets throughout the region. Maintaining of good infrastructure conditions, including amenities for bicycles & pedestrians. Development of better transit options due to Micron.
More convenient and reliable public transit!
Private investment and operation of the systems, without restrictions on competition.
Over-regulation and government interference has killed the passenger train in the US, fortunately healthy competition is allowing airlines to do better
light rail
Improving hours of bus service and pedestrian/bike networks between the city and suburbs, especially clay with the addition of micron.

Transportation investments should be tied to land use and zoning changes. Focus investments in areas that allow for transit supportive densities, with an emphasis on mixed use developments. Encourage the State to invest in high speed rail along the Empire Corridor to better improve social and economic ties between the major cities in New York State. Invest in BRT and encourage dedicated ROW where possible, ideally working towards headways of 10 minutes or less. Expand the BRT proposal to include an Erie Blvd E / W Genesee St line that does not need to go through the downtown hub. Create a network of slow streets and bicycle boulevards through all neighborhoods with a backbone of protected facilities connecting between neighborhoods. Pedestrianize redundant streets, such as the small blocks along N Salina and Lodi St that create awkward triangles and angles that increase conflict points.
None until the growth actually materializes.
The current health status of the population can only be changed through education promoting healthier lifestyle choices. I think that investment in ped bike infrastructure combined with community education, linked with school messages and with healthier food availability will make the largest impact on future generation's health, wellbeing and happiness. Making transportation investments enabling sounder lifestyle choices is a necessary first step...no good telling people to exercise if they can't share the infrastructure safely.
more parking areas such as garages down in Syracuse itself. If you think cars are going away you've got another thoughts .
Improve I-81, leaving it where it is, so future drivers can get thru the city safely, avoiding unsafe surface travel.
Rapid Transit Bus system / dedicated bus lanes
greenways! pedestrian walkways and bikeways! more bike lanes! more alternatives to cars! creating ways to access retail without using a car! a light rail! a streetcar system! better bus system! but most importantly, bike lanes!
Bus rapid transit. More bike & ride options.
Public transport should be easier and smarter to use, for all of the surrounding regions but especially the ones that will be high density. Think the bus transport to the fair. Is there a way to provide public transport to other big events, or big areas that are visited?
-ways for people without cars to go to library, grocery and nearby health appointments
I agree with the comment about a faster bus system with potential mini hubs throughout the city. Also, more bus stops should be protected/shaded from excessive heat and inclement weather. Would also like to see more sidewalks and pedestrian only areas, particularly downtown. Better train service and possibly a light rail from the airport/train station to the centro hub.
Keeping up with road maintenance and make roads and highways safer.
Subway
Pollinator friendly ecosystems!!! Bike lanes Ev charging
The train station should be a focal point in my opinion. It's a great form of travel and it would be cool to see some improvements there as well as building around it. Make it easier for people to get around.
Complete Streets that are safe and efficient for all modes of travel
Improved transit network.
Rail, bus, sidewalks, bike paths, in that order.
Build public transit and bike friendly city
Pedestrianize sections of downtown (like armory square), more regular trains

I don't know of any because I do not like what iOS happening to 81. Salina Street traffic is going to be horrible
I truly believe that making options other than cars as easy, convenient, and safe as possible will lead to less car reliance when possible. Things such as bike lanes that are protected/separated from car traffic would go a long way. I also believe that future generations would thank us for a reliable passenger train system. I recognize that's an impossible task for a county level organization, but interest in something like this has to roll uphill.
Light rail in the City/immediate suburbs of Syracuse and regional transport to/from Ithaca/Cornell, Binghamton and Oswego.
Improving mass transportation and the reliance of cars. I wish there was an easier, faster, more reliable way to get around especially with children and I think that need is only going to increase with future growth so we should invest now.
Making it possible to get around the County without having to use a car so that people have the option to avoid traffic and access to all of the community even if they don't use a car.
A bypass highway from Rt 81 just north of Cicero across to Rt 481 to Rt 690 in Baldwinsville area. Obviously not sure land or logistics is possible but having a thoroughfare that runs sort of parallel to Rt 31 to ease traffic along that corridor. I'm generally speaking, and I believe this point doesn't pertain to SMTC but it would be nice considering the overall nice work you accomplish is to have proper upkeep to existing infrastructure and new developments. Nice areas have nice new improvements and then after a year or two it looks unappealing because of excess vegetation growth. The city and county should enhance their maintenance programs to keep your new work along with existing areas properly maintained. Thank you!
Better bus and train service.
Rapid Public Transit and Bike Paths. Turn the Onondaga Lake Parkway into a park with lake side picnic tables and a pedestrian bike path. Get the vehicles off it, and nobody will hit the bridge. Then there will be QUIET picnic tables, unlike those next to the Thruway on the north side of the lake.
Transportation options other than cars and settlement patterns that support them.
Please stop spending millions and billions on accommodating cars, or in service of speeding up car commutes. We need real alternatives, I can't wait an hour for the bus to come, I can't walk in the middle of the street at dusk, I can't keep being treated like a second-class citizen.
Sound barriers would have been nice next to the homes from Brighton south.
restoring the viaduct. completing the western half of 481. increase parking. increase charging stations. coordinate traffic lights. improve drainage.
Maintenance to bike lane investment. Throw a sidewalk sweeper on the creek walk where a standard size one won't fit. Discuss drop areas for food and ride pickup outside of the main campus. Anyone with a heartbeat can drive recklessly through and on the surrounding streets.
Free bus service within the City of Syracuse.
Increased bus service from and to the suburbs that circle the City
Increased buses, drivers for Centro. Improve performance.
Fast trains using old tracks, canals, medians for fast train travel. Etc provide western and northern suburbs easier access to hospitals, medical facilities many that are either centrally located or many times on the far eastern suburbs
Reassess traffic patterns in residential areas to protect residence, pedestrians, bicycles, school buses
??

<p>It would be amazing to have good transit (trains) to nearby cities in the northeast. I would love it if there were more/better options to get to Boston, NYC, buffalo and points in between. There are wonderful things to do here in the region - but I think better connectivity to others, friends, and family would be amazing. Sorry I know that's out of scope!</p> <p>I think a little practical thing like allowing us to park on the same side of the road in the spring, summer, and fall might greatly benefit people with schedules that make moving a car from one side of the street to the other. I'm sure there's good reason not to do this too.</p> <p>I understand that we have to pay for parking in many places. But it would be really awesome if there was an easier electronic way to manage a general parking account. I personally find parking downtown stressful so I avoid it. It's also a space/availability issue.</p>
<p>I'd love to see an Aerial tram that connected busy/ popular locations in the city. Nob hill to downtown, Onondaga hill to downtown, Destiny to downtown. Parking is such an issue in the city, it keeps me from dining and shopping in the city as I don't want to be hassled with find a spot to park, walking a long distance to my destination, having pan handlers on every corner asking for change, feeling unsafe. If I could park my car and take a tram to Armory square, Franklin Square, the University hill, it would make me want to visit downtown more.</p> <p>The new parking lots near the inner harbor are great! They're well lit, spacious, easy to get in and out of, and feel safe. More lots like that should be created in Syracuse if you want to see more people drive in and support downtown businesses. Having EV chargers available in those lots would be great too.</p>
<p>The city of syracuse itself has extremely limited growth potential given that they keep giving away property to tax exempt organizations like Syracuse University. Given that issue we need to work cooperatively with surrounding areas to welcome ALL areas equally and have smooth traffic flow INTO and OUT of the area. And if planning to attract people, to shopping, dining and events. Large reasonable and safe Parking areas need to be within 1-2 block walking distance from locations given our weather that is present most of the time here.</p> <p>This push to create 15 minute cities is very frustrating to hear and simply a political agenda driven by those that may have temporarily resided here and not seen the area for 50+ years. Look back to your history - i firmly see especially with the Hospital and SU already showing they are taking most of what tearing down 81 was and not given back to the people how much a disaster that will be.</p>
<p>Easy commutes to work that don't involve a personal vehicle, green infrastructure, landscapes and streetscapes they want to view when walking or biking.</p>
<p>Please bring back the light rail! I would also love to be able to take the train to Rochester for the day, but the current Amtrak schedules don't allow that. Similarly, it would be great to be able to take a bus or train to Ithaca for the day. An Amtrak route that goes directly to NYC would be amazing, and one going south to Baltimore/DC.</p>
<p>Add more routes to make the surrounding towns more accessible. (baldwinsville, liverpool, cicero, etc)</p>
<p>Planting trees on all possible city right of ways, thus improving shade and beatification of pedestrian paths.</p>
<p>We need better public transit. I would take a bus or train to work or to make small errands if there was a good system! Busses move so infrequently and it's really a shame. Some of the folks I work with miss appointments if they miss the one bus that runs for the next hour and a half. We need more options and connectivity in the city and surrounding neighborhoods.</p>
<p>Increase rail transport</p>

Accessible public transportation
Of course. Building transit needs to start now
More suburban mass transit.
Bus route frequency and consistency will make many make different choices to get around our region, lessening issues in other sectors. We must do bus rapid transit and other advancements like dedicated lanes and signal priority.
Trains, trains, trains!! Bus routes are NOT infrastructure and can be taken away at any moment of low city or county budgets. Future generations will not benefit from these invisible, impermanent networks.
Invest in better Amtrak connectivity to nyc (4 hrs or less) and its Syracuse station to the center of town, and bring back ontrack from Micron to Jamesville.
Bike trials and paths
Centro needs to become more reliable so that people will take it and be on time. I've had buses just not show up, so it's questionable at best.
Anything except fully electric vehicles. We haven't figured that out completely yet and they are a mistake. Hybrids or natural gas are excellent options.
Invest in housing that doesn't require that a person must own car. Build livable communities
We should reconsider tearing down the main north / south artery (I-81) to allow for the regional growth that is happening right now even without Micron. IF our true intention is to include people from city neighborhoods in the economic opportunities on the perimeter, then we must keep the traffic flowing.
More public transportation that is clean, safe, easy, and convenient.
1) An improved bus system, with an increased number of scheduled buses. 2) A local train or trolley system. 3) More sidewalks, with greater emphasis on pedestrian safety.
Mass transit
1. Bus Rapid Transit 2. expanded paratransit 3. Transit throughout Micron area s in northern suburbs 4. convert buses to electric
Trails
Making roads a safe place of travel.
More coordination an expansion of para-transit operations. Also, non-English language materials for larger groups of our residents.
We should be thinking high speed rail system to get people from NYC to Buffalo, with stops in all the Cities along the way, Albany, Utica, Syracuse, Rochester and Buffalo. This would allow people to move around our state easier. Also, locally we really need to work on better and more expansive bus routes. People cannot get to jobs outside of our city without long walks between bus and business area. Up to a mile in our winters is unforgiveable. Work with all businesses in our area to find out who has greatest need of bus dependent employees.
transit for south side an other impoverished neighborhoods getting to employment and groceries.

Some form of rail system.
preserve parks and trails, enhance sidewalk safety, snow removal in the city
make the cost as low as possible for riders
A high-speed route through Syracuse. Multiple roundabouts, many additional traffic lights, and slowed traffic never made sense in terms of safety, pollution, convenience, disruption to certain downtown communities, and health concerns.
Making sure those in underserved/undervalued areas are always elevated and provided affordable transportation that is very safe!
Light rail, road repairs and a priority for infrastructure paid for by all for the use by many. If we don't we will compromise the future and viability of business development e.g., Micron. Our planning must begin and get prioritized for generations to come.
Transportation Master planning
Beautification to enhance safety
That we are counting our youth and seniors in the investment, because our youth are 'The FutureNow' and our seniors citizen have set the pace for them the youth to improve on.
Consider non auto transport options connecting the city to growing suburbs- as well as improving non automobile access throughout the city (especially for new-to-cycling youth)- consider the addition of the new high school option downtown- and making a safe route for kids on bike and foot from different parts of the city.
More efficient and safe public transit.

A decorative vertical column on the left side of the page, composed of a series of interlocking hexagons. The hexagons are colored in a repeating pattern of olive green, teal, orange-red, and mustard yellow, with some hexagons being a dark navy blue. The column is positioned on the left edge of the page.

APPENDIX

E

- **Study Advisory Committee (SAC) Meeting Minutes**

SMTC 2050 Metropolitan Transportation Plan – 2025 Update

Study Advisory Committee Meeting #1

Monday, October 23, 2023

1:00-2:30 p.m.

SMTC lower-level conference room

MEETING SUMMARY

Attendees

<i>SAC members</i>		
Julie	Baldwin	New York State Department of Transportation
Linda	Biata	CNY Regional Transportation Authority
David	Bottar	Central New York Regional Planning and Development Board
Megan	Costa	Onondaga County Department of Planning
Odean	Dyer	Onondaga County Department of Transportation
Robert	Jacobs	New York State Department of Environmental Conservation
Spencer	Lyons	Onondaga Nation
Mary	Robison	City of Syracuse
David	Roth	New York State Department of Transportation
Richard	Sawczak	New York State Department of Transportation
Donna	Scanlon	Oswego County Dept of Community Development, Tourism & Planning
Jared	Shepard	CenterState CEO
Sara	Sherlock	New York State Thruway Authority
Heather	Snow	Oswego County
Tara	Spraker	CNY Regional Transportation Authority
<i>SMTC staff</i>		
Tom	Bardenett	SMTC
Mario	Colone	SMTC
James	D'Agostino	SMTC
Joey	DiStefano	SMTC
Andrew	Frasier	SMTC
Alex	McRoberts	SMTC
Meghan	Vitale	SMTC

Overall update process

Ms. Vitale opened the meeting with a review of the overall MTP process and timeline. She noted that SMTC will be using the Metropolitan Transportation Plan, or MTP, title rather than “Long Range Transportation Plan” (LRTP) to be more consistent with the language in federal legislation and with what other MPOs are calling their latest plans. The MTP must be adopted by the end of September 2025. We are aiming to have the document substantially complete by May 2025. Mr. D’Agostino noted that if the MTP is not adopted on-time, federal funding will stop flowing to our region. Ms. Baldwin asked if this is considered a full revision, or just an update. Ms. Vitale stated that SMTC received guidance in 2020 that each LRTP/MTP is considered a new plan. Mr. D’Agostino reiterated this point, noting that the guidance

received was ‘there is no such thing as an update, just a new one.’ Also, with all the anticipated future development in the region, staff feel that a ‘full’ update just makes sense at this point.

Ms. Vitale spoke briefly about public involvement in the MTP process. Staff will write a Public Involvement Plan (PIP), likely for review at the next SAC meeting. Proposed approach is generally for smaller, less formal interactions, based on SMTC’s recent experience with public outreach (especially our Centro Exploring Tomorrow’s Transit project) and with virtual outreach since 2020. This will likely include tabling in the community, speaking at existing community meetings, and relying on our Forum on Active Transportation (FOAT) meetings. Ms. Vitale asked that if anyone has suggestions for tabling locations or community groups to contact, to please let the SMTC staff know. Mr. D’Agostino suggested FOCUS. Ms. Snow and Ms. Scanlon suggested meeting with residents in Phoenix and Central Square; staff will follow up for contact information. Ms. Costa suggested tabling at next year’s Onondaga County Planning Federation conference (sessions are already filled).

MPA boundary review and discussion

Ms. Vitale discussed the requirements for the metropolitan planning area (MPA) boundary review due to the release of 2020 Census data and urbanized area boundaries and reviewed the last MPA update process in 2013. The slides included data on population and commuting patterns. SMTC staff have reviewed data and offer three options for the MPA boundary, which were shown in the presentation: (1) keep the existing boundary, minus the small portion of the Town of Granby since it is not part of the 2020 urban area, (2) add only the Fulton and Oswego urban areas, (3) add all full towns in Oswego County that include any part of the Fulton and/or Oswego urban areas.

Mr. Roth noted that part of the decision to add full towns in 2013 was because that simplifies the project review process. Ms. Vitale also noted that analysis (such as demographic analysis) for the entire MPA is much “cleaner” when whole towns are included. Ms. Sherlock asked if there are any issues with “mixing” NYSDOT regions, i.e. having two NYSDOT regions (R3 and R2) represented in the MPA. Mr. D’Agostino said that we have not had any issues working with R2 for Madison County, although we could probably streamline the process a bit in the future.

Ms. Costa inquired about the implications of expanding the MPA. Mr. D’Agostino explained that if a town is in the MPA, they would have access to planning funds and participate in capital programming at the MPO table, rather than directly with the NYSDOT regional office. There were questions about what the benefit of MPA expansion might be. Mr. D’Agostino noted that with the anticipated development in northern Onondaga and southern Oswego counties associated with Micron, it might make sense to expand the planning area from a regional planning perspective. But these areas at the “fringes” of the urban areas are still quite rural – it is a philosophical question about what “metropolitan” transportation planning should be.

Ms. Snow expressed concerns from Oswego County related to transit agency coordination. Oswego County residents that use transit have to travel to downtown Syracuse to transfer at the Centro Hub, then travel back out. She would like to see another hub, possibly in Fulton. She also noted that CNG buses cannot be used in areas of Oswego County – Centro’s infrastructure needs to be updated. Also, there is duplication of services between Centro and Oswego County transit; better coordination is needed.

Mr. Roth asked why the MPA would need to be expanded to address the concern about transit agency coordination. Mr. Roth and Mr. D'Agostino clarified that the MPA boundary does not impact Centro's service area.

Mr. Roth expressed concerns about the possibility of MPA expansion from a funding eligibility perspective. For example, expanding the MPA would make more projects eligible for Flex funding, which is already highly competitive. He also noted that Oswego County does very well with delivering their capital projects right now, and the MPO process might add complexity to those projects. Mr. D'Agostino suggested that the SMTC could undertake a transit planning study looking at trips between Oswego County and Onondaga County. SMTC will be sending out a call letter for next year's UPWP projects soon, and Oswego County is encouraged to apply.

Ms. Snow asked if the MPA expansion would impact taxes. Multiple SAC members confirmed that the MPA boundary has no impact on local taxes. All funds to the MPO are federal funds.

Ms. Sherlock asked if inclusion in the MPO would limit access to rural funding. Mr. D'Agostino and Mr. Rother confirmed that this would be the case. Mr. Roth also stated that there is more flexibility in programming rural funds.

Ms. Snow and Ms. Scanlon expressed concerns based on previous (non-transportation) related experiences to "merge" Oswego and Onondaga county efforts (for example, an initiative to address homelessness). Oswego County doesn't compete as well for funds when combined into the funding pool with Onondaga County.

Mr. D'Agostino emphasized that we will be able to revisit the MPA boundary again in 5 years, with the next MTP update. At that point, we should have a clearer sense of the true scale of Micron development and residential housing expansion.

Mr. Jacobs asked if disadvantaged communities figure into the discussion about the MPA boundary. Ms. Vitale noted that Equity and Justice40 is a "planning emphasis area" so will absolutely be part of the MTP process, but is not a factor in determining the MPA boundary. Mr. Roth noted that consideration of disadvantaged communities has had a substantial impact on the programming of funds within the MPA.

Ms. Vitale stated that it seemed like there was consensus on moving forward with MPA boundary option 1 (keep existing). There were no objections.

Atlas update

Ms. Vitale noted that SMTC will be updating the Transportation Atlas as part of this MTP process, and asked if there are any other topics that SAC members would like to see included. Mr. D'Agostino noted that the SMTC's travel demand model has improved substantially since 2015 and we could utilize those outputs as well as new data sources such as Replica. There were no other comments on the content of the Atlas.

Goals and objectives

Ms. Vitale described all the different considerations for developing MTP goals and objectives including: National goals for the Federal-Aid Highway System / System Performance Report, Planning Factors, Planning Emphasis Areas, local plans, SAC input, and public input.

Mr. Bardenett described the local and regional plans that staff have already started reviewing, and the general themes that we are seeing: Mobility, Economic Development, Community, Environment, Good Governance.

Ms. Vitale noted that we have very clear guidance now about how to incorporate the federally required performance measures (which was not the case in 2015 or 2020). This gives us a little more latitude in defining the additional “local” objectives and being less quantitative with additional performance measures. Ms. Vitale then asked if there are other plans that staff should review as we begin to draft goals and objectives. Suggestions included the NYSDOT Statewide Transportation Master Plan, Onondaga County DOT’s ADA transition plan, the Safe Streets For All plan (in development), recent housing plans, Oswego County evacuation route and disaster preparedness plans (especially related to nuclear power plant), Onondaga County’s natural disaster management plan, hospital plans, and the State’s Electric Vehicle plan (NEVI).

SMTC staff will gather additional plans for reference and develop a draft list of goals and objectives, which will then be the focus of our next SAC meeting.

Wrap-up

Ms. Vitale said that SMTC staff will process the MPA boundary revision through committees and continue working on Atlas updates and drafting goals and objectives. Staff would like to send a recurring schedule for SAC meetings, about every 8 weeks, anticipating next meeting in January. Ms. Vitale asked for any day/time preferences. Mornings seem preferred, but not before 9:00 a.m. Staff are also looking into some options for online collaboration and file sharing.

SMTC 2050 Metropolitan Transportation Plan – 2025 Update

Study Advisory Committee Meeting #2

Tuesday, January 9, 2024

1:00-2:30 p.m.

SMTC lower-level conference room

MEETING SUMMARY

Attendance:

SAC members

Julie	Baldwin	NYSDOT
David	Bottar	CNYRPDB
Neil	Burke	City of Syracuse
Odean	Dyer	OCDOT
Dereth	Glance	NYSDEC
Dan	Kwasnowski	Onon Co Dept of Planning
Jared	Shepard	CenterState CEO
Sara	Sherlock	NYS Thruway Authority
Heather	Snow	Oswego County
Tara	Spraker	CNY Regional Transportation Authority

SMTC staff

Tom	Bardenett	SMTC
Mario	Colone	SMTC
James	D'Agostino	SMTC
Joey	DiStefano	SMTC
Andrew	Frasier	SMTC
Alex	McRoberts	SMTC
Meghan	Vitale	SMTC

1. Intros and recap previous (October 2023) meeting

Ms. Vitale started the meeting with a brief recap of the MPA boundary discussion from the previous (October 2023) meeting. She then reviewed the timeline for completion of the MTP, emphasizing that the draft goals and objectives being presented today are expected to evolve over the next six months or so as we begin public engagement and continue with SAC meetings. We are aiming to finalize the goals and objectives by the fall. The final MTP is due by the end of September 2025.

2. Context Setting + Goals and Objectives

Ms. Vitale then talked about the 'planning context' for the MTP. Staff reviewed many local and regional plans, and along with our general knowledge of planning in the region, propose that there will be two primary influences on transportation planning in our region over the next 25 years: growth and technological change. The purpose of the MTP is guide the SMTC's member agencies in making transportation investment decisions over the next 25 years within the context of these two overarching,

outside influences, while achieving the surface transportation system goals and objectives that the plan will identify.

Mr. D'Agostino stated that it is important to remind the public that upwards of 80% of the SMTC's capital money goes to maintenance of the existing system. Ms. Vitale noted that this is addressed in one of the proposed public engagement survey questions, and in the draft goals and objectives.

Ms. Snow said that Oswego County is investing in technology for the public transportation system, specifically VIA to coordinate with what Centro is doing.

Ms. Baldwin noted that the State has been working on plans for electric vehicle charging, focusing on corridors. Will we be identifying electric vehicle charging corridors in this plan? Ms. Vitale responded that we had not thought about that specifically yet, but maybe we should consider referencing 'corridors' in the objectives related to electric vehicle charging. SMTC staff will take another look at the State's plans, and will revisit that objective.

Ms. Snow said that Oswego County reached out to National Grid to request data on powerline locations, but National Grid will not share this due to security. Oswego was trying to obtain this information for the purpose of planning for vehicle charging locations. Mr. D'Agostino suggested that they reach out to the CNYRPDB, since they do a lot of energy-related work. Mr. Bottar noted that there is some mapping available on National Grid's website. Mr. Kwasnowski also suggested reaching out to Ed Hart at Onondaga County Department of Planning. Ms. Sherlock noted that in the HOCTS planning area, they partnered with restaurants to install vehicle charging stations.

Ms. Vitale returned to the presentation slides, noting that staff have drawn heavily from the new Onondaga County plan in starting to develop the 'planning context' for the MTP, especially the themes of 'Strong Centers' and 'Community Mobility.'

The discussion then turned to the draft list of 'regional priority projects.' This is mostly based on the list of 'regionally significant projects' that was identified in 2015 and carried into the 2020 plan, but we are changing the title of the list since 'regionally significant' carries a specific meaning in the capital projects development process. This list is intended to be, more generically, the initiatives that the MTP should support – through SMTC funding – over the next 25 years. The list includes three projects from the prior plans, although the wording has been updated: I-81, regional trail network, and BRT. The inland port was previously included in this list, but since that has been completed, staff propose removing that and adding 'access to the White Pine Business Park' to reflect the current planning context.

Mr. Bottar suggested that we would be remiss not to mention investments that are slated to happen at the Port of Oswego and the Syracuse Hancock International Airport. These are large investments, with federal funds. It was noted that the Port of Oswego is not within the SMTC's MPA, although goods certainly move between the MPA and the Port (and this traffic is expected to increase). Ms. Vitale suggested that we acknowledge these investments in our plan, but that the intent of this specific list is to include projects that would be funded through the SMTC TIP. Mr. Bottar stated that the public will not understand the distinction and will just view this as a regional plan. Mr. D'Agostino suggested that the plan discuss ports and air cargo within the freight section. Ms. Vitale suggested that staff should take another look at other MTPs to see how they handle airports, since MPOs do not program funding for things like airport expansions or upgrades (only for access to/from airports). Also, possibly reconsider the phrase 'regional

priority projects’ to more accurately reflect that these are the priorities for funding through the MPO. Mr. Burke suggested that projects in the larger Central New York region could be acknowledged in the text of the plan within an overview of the region/transportation system. Ms. Vitale noted that an inventory of existing transportation assets is a required component of the plan, and we can also include a description of known projects there. There was a general discussion about the importance of recognizing the needs of freight shippers in the region, especially given the additional industrial development that we are anticipating.

Mr. Bardenett began the discussion of the proposed goals and objectives with an overview of all the local and regional plans that SMTC reviewed. Mr. D’Agostino noted that this list is a ‘reimagining’ of the goals and objectives, not just an update of what we had in the previous two versions of the LRTP. The discussion focused on the goals, noting that we can continue to work through the objectives in a future meeting.

Economy goals: Ms. Glance suggested that we should be a center of fast industrial electrical vehicle charging given our region’s location. Mr. Bardenett suggested that technology should be mentioned within the freight objectives as well. Ms. Sherlock noted the need for an app to find and advertise charging stations. There was a discussion about the electric vehicle charging objective applying not just to personal vehicles, but also to fleet charging as well.

Community goals: Ms. Glance asked if ‘preserving and maintaining’ bike facilities to be usable in winter weather should be an objective. There was some discussion about what sections of the Empire State Trail are plowed in winter and who has responsibility for that. Ms. Vitale suggested that the plan will acknowledge the sidewalk snow clearing efforts in the region, such as the City of Syracuse’s new program. Mr. Kwasnowski mentioned that Plan Onondaga identified transit corridors – should the MTP objectives specifically support this?

Environment goals: Ms. Glance asked about habitat connectivity – could this be incorporated into the goals or objectives? Ms. Baldwin noted that NYSDOT does examine data on deer hits and considers wildlife movements when designing culverts and structures. Ms. Snow noted that Oswego County had invested in drones for water chestnut management. The group discussed modifying the first environmental goal to ‘protect, enhance, and **connect** existing natural lands and waterways’ and possibly adding an objective addressing wildlife corridors. Mr. Burke questioned the meaning of the term ‘natural lands’ – is this meant to imply undeveloped, open space, wetlands or something else? Also, is this goal at odds with the economy goals? SMTC staff will look into this more (is there a definition in the State’s Open Space plan?). Ms. Glance noted that the Open Space plan is due out in March, and that will define ‘conserved lands.’ Mr. Kwasnowski suggested focusing on greenways and blueways, as defined in Plan Onondaga.

Ms. Glance asked if Auburn is considered in the MTP. Mr. D’Agostino responded that the City of Auburn is not in our MPA, but commuting from Auburn (and other areas) into our MPA will be part of the discussion.

Ms. Baldwin asked how these new objectives might impact project selection, since the current TIP selection process uses the LRTP (2020) goals and objectives. Mr. D’Agostino responded that the TIP selection criteria will need to be revised, and likely would be some derivation of the new MTP objectives, although they do not have to line up exactly. Ms. Baldwin also asked how the MPO would influence the ‘increase job growth’ desired performance.

Mr. Kwasnowski talked about how other urban regions have used space along highways or even along bike paths for solar panels. Is that something we want to encourage? Mr. Dyer suggested that we should be thinking higher-level with the objectives, but that a project to install solar panels along a highway could support the goals and objectives here, without being its own objective.

Mr. Burke asked if the objective 'limit expansion of impermeable surfaces...' could be re-framed as 'limit expansion of lane-miles'? Ms. Vitale noted that we do not have any objectives about expanding capacity, but that explicitly limiting additional lane-miles may not have support. Mr. D'Agostino cautioned against constraining the members' ability to access funds, especially with the growth anticipated in our community.

Mr. Shepard asked that 'and training centers' be added to the objective (economy) about access to major employment centers, especially in light of the Governor's recent announcement about new workforce training centers.

Ms. Vitale reiterated that these goals and objectives will continue to evolve. Staff will create another iteration for SAC review based on today's feedback. She asked if there were any other 'red flags' in the current draft. Mr. Burke asked how greenhouse gas emissions will be measured and Mr. D'Agostino responded that it will be calculated using a combination of outputs from the SMTC's travel demand model and another model prescribed by the performance management rules. Mr. Shepard suggested that affordability be incorporated into the objective about targeted growth, thinking about a household's overall housing/transportation budget.

3. Public Involvement Plan

The draft Public Involvement Plan was available online prior to the meeting and hard copies were available at the meeting. Ms. Vitale provided a brief overview and asked if there were any comments on the draft PIP. She then reviewed the proposed questions for the public engagement survey. Mr. Kwasnowski asked if the question about funding priorities would allow someone to pick only one top priority, i.e. if they wanted to put ALL the money into just one category. Ms. Vitale said that staff will be migrating the survey from MS Forms to Survey123 and are looking into options for how to answer this question.

4. Wrap-up

Staff will work on another iteration of the goals and objectives and share with the group. Ms. Vitale will also share the draft survey link, and the slides from today. SAC members should email or call with any additional comments.

The next meeting was set for Tuesday, March 5 at 1:00.

SMTC 2050 Metropolitan Transportation Plan – 2025 Update

Study Advisory Committee Meeting #3

Tuesday, March 5, 2024

1:00-2:30 p.m.

SMTC lower-level conference room

MEETING SUMMARY

Attendance:

SAC members

Julie	Baldwin	NYSDOT
David	Bottar	CNYRPDB
Odean	Dyer	OCDOT
Kelly	Gibson	Onondaga Nation
Owen	Kerney	City of Syracuse
Dan	Kwasnowski	Onon Co Dept of Planning
Jared	Shepard	CenterState CEO
Sara	Sherlock	NYS Thruway Authority
Tara	Spraker	CNY Regional Transportation Authority

SMTC staff

Mario	Colone	SMTC
James	D'Agostino	SMTC
Joey	DiStefano	SMTC
Andrew	Frasier	SMTC
Alex	McRoberts	SMTC
Meghan	Vitale	SMTC

1. Intros and recap previous (January 2024) meeting

Ms. Vitale started the meeting with a brief round of introductions and a review of the previous (January 2024) meeting. She reviewed the timeline for completion of the MTP, noting that the plan will need to be adopted in September of 2025. Ms. Vitale also reminded SAC members of the purpose of the MTP – to guide the SMTC's member agencies in making transportation investment decisions over the next 25 years, within the context of two primary outside influences (regional growth and technological change), while achieving the transportation system goals and objectives identified in this plan.

2. Revised goals and objectives

Ms. Vitale reviewed the goals and objectives and pointed out the updates made from suggestions during the January meeting. Specific changes were underlined in the table. She emphasized that these goals and objectives are still malleable and will likely change as they are presented to the public through the fall of 2024.

Mr. Dyer asked for clarification on the NEVI acronym, which stands for National Electric Vehicle Infrastructure. Mr. Kwasnowski asked about the inclusion of "first mile/last mile" phrasing in the transit goal, and Mr. Shepard asked about emphasizing building better connections to new housing

developments in the targeted growth goal. Mr. D'Agostino and Ms. Vitale agreed that these are important considerations in the transportation planning process but may be too specific to be included as a goal or objective. These concepts will likely be incorporated into the plan in the context setting chapter.

3. Context Setting

Ms. Vitale explained how the MTP's new context setting chapter doesn't just document existing conditions within the region, but also includes future projections/trends that may affect the transportation system. She went over the breakdown of the chapter into our Community, Economy, Environment, and Transportation System, which mirrors the themes laid out in the goals and objectives section. Ms. Vitale broadly summarized what elements will go into each section and displayed some graphics that will likely be included in the plan, including proportional population and transportation cost burden.

Community

Mr. Shepard noted that the County's housing study will be completed in April of 2024. Empire State Development is also doing a housing study, which is expected by the end of this year. There were several questions about the inclusion of data on the Onondaga Nation, to which Ms. Vitale responded that the Nation historically has not participated in the U.S. Census. Mr. Frasier noted that the Justice 40 and Equitable Transportation Community data tools do include information for the Onondaga Nation for some variables, but not others. The Justice 40 criteria has designated the Onondaga Nation as a "Disadvantaged Tract."

Economy

Ms. Vitale reviewed the data that staff have compiled for the 25 largest employers in the MPA. The top 10 have stayed pretty much the same (plus Amazon), it's the bottom 15 that have shifted the most. Some of this is due to actual closures/job cuts, but some of this change is likely due to data availability. There was a discussion about how employment centers may differ from top employers – some companies, like Walmart and Wegmans, have employees distributed to many locations throughout the MPA. Some employment centers, like Destiny USA, are made up of many individual employers. Mr. Bottar stated that he had recently heard that the Syracuse Hancock International Airport has around 2,500 employees, but this is not included on the list shown. SMTC staff will look into the many employers that make up Syracuse Hancock International Airport to see how this would compare to the Top 25 list. Additionally, Mr. Bottar pointed out that there may be some companies who do not have many employees but generate significant freight traffic. Mr. Bottar was also interested in travel patterns out of Onondaga County towards large employers in the region, such as Novelis in Oswego County. Ms. Vitale noted that freight generating businesses and clusters of those businesses are included as maps in the Transportation Atlas and can be referenced during this chapter as well. Ms. Vitale also noted the recent infrastructure and capacity improvements at Syracuse Hancock International Airport and at the Port of Oswego. Mr. Shepard will send the newest Port of Oswego report to the SMTC to make sure all numbers are up to date. There was a question about very long-distance commuters; SMTC will look into this number for our region ("super commuters").

Environment

Ms. Vitale summarized the recent state programs that pertain to electric vehicles and the new performance measures regarding greenhouse gas emissions and vehicle miles traveled. Mr. Kwasnowski pointed out potential new state legislation related to VMT. Mr. Colone asked a question about the difference between Environmental Justice and Justice 40. Ms. Vitale explained that these designations utilize different criteria, but there is some spatial overlap between the two. Mr. D'Agostino noted Centro's pilot related to hydrogen cell-powered buses, which should be included in addition to the electric vehicles discussion.

Transportation System

Ms. Vitale reviewed the topics that will be covered in this section, including the maintenance required on aging infrastructure and addressing the concerns about winter weather that were brought up in the last SAC meeting's discussion of the goals and objectives. In addition to the substantial maintenance needs of the existing system, she explained the wording change from "Regionally Significant Projects" to "Priority Funding Initiatives." This section maintains/updates language around the three previous projects (I-81, trail network, BRT), removed inland port (complete), and added White Pine/Micron access. The term "access" in the Micron initiative will be reviewed to ensure that it is clear that projects would not be all directly related to the Micron site, but the area as a whole. Ms. Vitale emphasized that these are not singular projects but will likely be accomplished over time through a number of capital projects, and that these are the surface transportation funding priorities for the MPO over the next 25 years. There was a discussion between Mr. Kwasnowski, Mr. D'Agostino, and Ms. Vitale about whether these PFI's could be expanded to encompass more transportation planning projects, i.e. transit projects such as BRT beyond the SMART corridors or projects not necessarily related to Micron specifically. SMTC will broaden this wording. Also, as this plan is updated every five years, additional wording could be added to these initiatives as conditions change in the future.

Mr. Bottar asked about putting together a few profiles of similar MPOs across the country to see how we compare.

4. Public Outreach: Website, Video, Survey

Ms. Vitale explained the upcoming public engagement activities planned for 2024. The webpage and introductory video are uploaded to the SMTC's website but have not yet been publicly broadcasted. The same goes for the engagement survey – we are waiting for the Spanish translation before sending it out. Ms. Vitale also reiterated that SMTC staff plan on attending a variety of community events throughout the MPA and asked for suggestions of other locations for in-person interactions.

5. Wrap-Up

With the remaining time left in the meeting, Ms. Vitale showed the SAC members the introductory video that is on the SMTC's website. She also confirmed that SAC members were able to access the materials via the MTP Resource Center on SharePoint, and scheduled the next meeting for Tuesday, May 14, at 1:00 p.m.

SMTC 2050 Metropolitan Transportation Plan – 2025 Update

Study Advisory Committee Meeting #4

Tuesday, May 14, 2024

1:00-2:00 p.m.

SMTC lower-level conference room

MEETING SUMMARY

Attendance:

SAC members

Julie	Baldwin	NYSDOT
David	Bottar	CNYRPDB
Odean	Dyer	OCDOT
Kelly	Gibson	Onondaga Nation
Owen	Kerney	City of Syracuse
Jared	Shepard	CenterState CEO
Sara	Sherlock	NYS Thruway Authority
Tara	Spraker	CNY Regional Transportation Authority
Bren	Daiss	CNY Regional Transportation Authority
Heather	Snow	Oswego County

SMTC staff

Mario	Colone	SMTC
James	D'Agostino	SMTC
Joey	DiStefano	SMTC
Andrew	Frasier	SMTC
Alex	McRoberts	SMTC
Tom	Bardenett	SMTC
Meghan	Vitale	SMTC
Jade	Nguyen	SMTC

1. Intros and recap previous (March 2024) meeting

Ms. Vitale started the meeting with a brief round of introductions and a review of the previous (March 2024) meeting. She reviewed the timeline for completion of the MTP noting that the plan will need to be adopted in September of 2025. Ms. Vitale also reminded SAC members of the purpose of the MTP – to guide the SMTC’s member agencies in making transportation investment decisions over the next 25 years, within the context of two primary outside influences (regional growth and technological change), while achieving the transportation system goals and objectives identified in this plan. Ms. Vitale noted the changed language in the Priority Funding Initiative from ‘White Pine Business Park access’ to ‘White Pine Business Park regional accessibility’. There were no other comments on that language.

2. Draft Transportation Atlas layouts review

Overall

Ms. Vitale introduced the series of draft Transportation Atlas layouts, discussing the notable changes from the 2015 Atlas design. The proposed changes include extending the visualized data on the City of Syracuse map to include the inner ring suburbs (“Syracuse Area”), moving around the text, resizing the MPA map to accommodate the text on the left-hand page, and being conscientious of color accessibility. She displayed the Population Density layout and asked for thoughts. Mr. D’Agostino noted he does not prefer the smaller MPA map as it has been de-emphasized. Mr. Frasier pointed out that for many of the topics, not much has changed when comparing the 2020 data to the 2010 data. Mr. Frasier encouraged feedback and ideas on the Atlas layouts. Mr. D’Agostino repeated his note that he does not prefer the smaller MPA map. Ms. Vitale asked the group if there were any other thoughts on the overall draft layout / style; there were no responses. Ms. Sherlock suggested adding an outline of the “Syracuse Area” map area on the MPA map to indicate the focus area to the reader.

Demographics

Ms. Baldwin noted she had difficulty reading the entire spread at once on her desktop display – it requires zooming in and panning around. Mr. D’Agostino responded, noting the Atlas is not intended to be read digitally. Mr. Frasier said SMTC staff have discussed a digital and interactive version as well. Ms. Vitale asked the SAC members how they currently use the Atlas. Ms. Baldwin said that NYSDOT uses the Atlas most frequently in TIP applications/updates as well as LEP and environmental justice mapping. Mr. Dyer suggested adding a QR code to the physical atlas to link to a digital component. Mr. Shepard suggested adding which densities support transit service to the population density bar chart. Ms. Vitale noted that this chart may also be used in the MTP document to support that analysis.

Mobility

Mr. Bottar suggested adding a table of traffic counts at specific points of interest (eg: at the Micron site on Route 31) to the Traffic spread. Mr. Frasier noted that NYSDOT’s Traffic Data Viewer is constantly updated and provides the most up-to-date traffic volume data. This is a downfall of a printed document that we only produce every 10 years or so – some data (such as traffic volumes, crashes, and others) change much more frequently. Ms. Snow stated that including zero-vehicle households would be helpful and interesting. Ms. Vitale said this will be included, along with car-light households. Mr. Shepard said that this data would be for conversations with developers, to show that some areas of our region are less car-centric than other areas. Mr. D’Agostino noted that the Micron site is only visible in some MPA maps and is excluded from all the Syracuse Area maps and requested that Micron be made more visible. Ms. Vitale asked SAC members if there are any additional layouts to be included. Mr. Frasier said that SMTC will update the Atlas piece-by-piece so as not to overwhelm the SAC all at once. Ms. Vitale showed a new version of Top 25 Employers chart, which will be included in the Employment layout of the Atlas. SMTC added the Airport to this list, per the discussion at the previous SAC meeting.

3. Draft MTP Chapters 1 and 2 review

Ms. Vitale showed Chapter 1 (Introduction) on the screen and noted that a lot of the background material that is currently in the first chapter of the LRTP will be moved to an appendix so the “new” Chapter 1 is quite short. There were no comments from the SAC members.

Ms. Vitale introduced Chapter 2, walking through each section to note new graphics and tables. Ms. Sherlock asked if the new wetland maps being created by the DEC, as noted from the recent Planning Committee meeting on 5/9/2024, can be included and also noted that the MS4s might be impacted. Ms. Vitale said wetland maps can certainly be linked in the MPA. Ms. Baldwin suggested adding some more labels and dollar amounts to the TIP chart, as well as to note if I-81 spending is included. Ms. Vitale agreed, and noted staff will make those changes. Mr. Shepard directed the group to the tables titled Participation in Climate Smart communities, Clean Energy Communities, and Municipal Separate Stormwater Sewer Systems and mentioned a similar helpful program on housing is the Governor’s [Pro-Housing Community Program](#). Mr. Bardenett suggested this could fit better in the community section. Mr. Shepard noted communities might be enrolled in this program by the time the MTP is published. Ms. Snow redirected to the transit spread in the existing Atlas, noting routes in Hastings and West Monroe can be included in this map as well; Mr. Frasier will follow-up with her to obtain that data. Mr. Shepard asked for more time to give better comments on the MTP.

Ms. Vitale asked for all feedback on the draft Atlas layouts and Chapters 1 and 2 by Friday, May 24, requesting SAC members think about whether any topics are missing in the MTP Context Setting chapter. Mr. D’Agostino said the Atlas sets the stage for a good story to be told in the MTP. He also noted the importance of the county-to-county commuter flow figure in the MTP, and how this helps tell the story of our MPA. Ms. Vitale noted SMTC will show a similar map in the Atlas. Ms. Sherlock mentioned zero emissions vehicles, school districts, and bussing, highlighting a need to think regionally about where electric buses can charge, not just school-district wide.

4. Public outreach update

Ms. Vitale provided an update on public engagement figures: 120 video views as well as 61 survey responses. She encouraged all SAC members to spread the word via flyers, bookmarks, and digitally sharing the survey. Mr. D’Agostino noted one person has said they had trouble completing the survey, so he encourages everyone to try it to spot any errors. Ms. Sherlock suggested sharing with school transportation departments.

Ms. Vitale described all completed public outreach events Greater Syracuse Works 4/2, Valley TNT 4/10, Onondaga Central High School government classes, 5/8-9, and the Cicero Senior Center 5/10. She also listed all upcoming events: Eastside TNT, May 14; Regional Market, May 18; Westside TNT, May 21; Henninger High School Active Citizenship classes, May 23; Syracuse Urbanism Club, May 28; Southside TNT, June 3; Downtown Farmers Market, June 11 (also July 9 and August 6); Moving People Transportation Coalition, June 19; and Q Center Youth and Young Adults groups, July 15 & 17.

5. Other tasks in progress: equity analysis, future conditions

Ms. Vitale discussed the equity analysis, including Justice 40 and all the Census tracts in our MPA that meet one of the eight attributes that classifies them as 'disadvantaged'. Ms. Vitale noted one of the eight attributes is about transportation needs and only five tracts in the MPA meet this threshold, all in the City with three in the Northside and two in the Southside. Ms. Vitale mentioned other tools also exist to explore elements of transportation equity, noting households with no vehicles, transportation cost burden, and traffic fatality rates. She pointed out Plan Onondaga and highlighted Strong Centers and Transit Corridors. Finally, Ms. Vitale noted SMTC staff has looked into what qualifies as a 'transit supportive density' and has settled on a spectrum of 'activity units per square mile.' Mapping based on this spectrum and Plan Onondaga's transit corridors is progressing, and will likely be discussed at the next meeting.

6. Wrap up

Ms. Vitale requested comments on the Atlas layout and MTP chapters by the end of next week. She suggested July 17th at 1pm for the next SAC meeting and all SAC members agreed. Mr. Shepard shared his gratitude for the work being done and noted the document being created will be used by the community. Ms. Sherlock encouraged guidelines on citing the work being done on the MTP and Atlas.

SMTC 2050 Metropolitan Transportation Plan – 2025 Update

Study Advisory Committee Meeting #5

Wednesday, July 17, 2024

1:00-2:00 p.m.

SMTC lower-level conference room

MEETING SUMMARY

Attendance:

SAC members

David	Bottar	CNYRPDB
Megan	Costa	Onondaga County Planning
Bren	Daiss	CNY Regional Transportation Authority
Odean	Dyer	OCDOT
Kristen	Fragale	Oswego County
Sara	Sherlock	NYS Thruway Authority
Heather	Snow	Oswego County
Tara	Spraker	CNY Regional Transportation Authority
Troy	Waffner	Onondaga County Planning

SMTC staff

Tom	Bardenett	SMTC
Mario	Colone	SMTC
Joey	DiStefano	SMTC
Andrew	Frasier	SMTC
Olivia	Jiang	SMTC
Meghan	Vitale	SMTC

1. Intros and recap previous (May 2024) meeting

Ms. Vitale started the meeting with a brief round of introductions, noting records of attendance, and a review of the previous (May 2024) meeting. There were no comments from SAC members. She discussed the timeline for completion of the MTP noting that the plan will need to be adopted in September of 2025. Ms. Vitale also reminded SAC members of the purpose of the MTP – to guide the SMTC’s member agencies in making transportation investment decisions over the next 25 years, within the context of two primary outside influences (regional growth and technological change), while achieving the transportation system goals and objectives identified in this plan. She noted a revised Chapter 2 is available for SAC members to review addressing comments from the previous meeting.

2. Draft Transportation Atlas layouts review

Demographics

Ms. Vitale discussed changes to the general layout of the Transportation Atlas spreads. Mr. Frasier noted the updated Atlas has slightly larger dimensions than the previous one to make room for more graphics. Ms. Vitale asked SAC members if they have any feedback or questions on the draft

layouts. Mr. Bottar asked about mapping large employers and Ms. Vitale answered that Atlas layout is not done yet, but it is in the revision of Chapter 2, and will be discussed later in meeting. Mr. Bottar suggested including employers outside of the MPA (such as the Oswego powerplant, Novelis, and Turning Stone.) Ms. Vitale pointed to the figure highlighting inter-county commuting, emphasizing the relative magnitude of commuting rates to Oswego County and to Onondaga County. Mr. Bardenett said he will look at employers in the other four counties of the Central New York region.

Ms. Costa voiced her approval of the LEP spread, noting that the new chart is an improvement over the word cloud that was included in the 2015 version. Mr. Fraiser responded with gratitude, noting the limitations of Census data on language proficiency especially for some of the language groupings. Ms. Vitale asked Mr. Fraiser what chapter staff would work on after Demographics and Mobility, and he responded saying Infrastructure.

Mobility

Ms. Snow asked about demographics for no-vehicle households. Mr. Frasier and Ms. Vitale discussed the 'car-light' figure and table. Ms. Daiss noted the purple representing Onondaga Nation on the map was the same as the 'car-light' purple. SMTC staff said they will fix this.

Ms. Snow mentioned Oswego public transit in the MPA, specifically noting how routes have changed and ridership has increased about 70%. She wanted to share this data with SMTC and was directed to Mr. Frasier. Mr. Colone noted SMTC staff is working on a study in Central Square and would appreciate the data for this ridership as well.

3. Draft MTP Chapter 3: Goals & Objectives

When discussing revisions to Chapter 2 (Context Setting) of the MTP, Ms. Vitale said most comments were from CenterstateCEO and appropriate edits were made. Additionally, she pointed out the employment centers/clusters map was added to the chapter and these revisions were available on the Sharepoint link. Ms. Costa asked about adding the County's housing study to the chapter along with the City's housing study, and SMTC staff agreed.

Regarding Chapter 3 (Goals & objectives), Ms. Vitale noted all available components of Chapter 3 are in the Sharepoint and available for review. SAC members responded with no comments as of the meeting.

4. Needs assessment

Survey results/public outreach to date

Ms. Vitale discussed the amount of public engagement SMTC staff has been conducting, noting the increases in YouTube views and survey responses since the SAC meeting on May 14th. She noted the survey will be open until mid-September to meet a request to speak at the Manlius Library informed speaker series.

As of the time of the meeting, SMTC had received 160 survey responses. Most responses indicated they can drive to most suggested locations. Pedestrian infrastructure has been a major interest for respondents, as well as pedestrian safety, bike infrastructure, and bike safety. Respondents in City

ZIP codes tended towards transit investment, while those outside the city shared interest in sidewalk improvements. The greatest interest for future investment was in buses, as well as bike and rail. Ms. Vitale highlighted a few example comments, noting there will be a survey summary in an appendix to the MTP when the survey is over. Mr. Colone asked if there is anything more specific than people being interested in generally 'bus'. Ms. Vitale responded yes, people were quite specific but for now the categories are being kept general.

Ms. Vitale said there was nothing yet prepared for system performance.

Employment clusters analysis

Ms. Vitale walked SAC members through SMTC staff's employment cluster mapping and analysis, which was added to the revised Chapter 2. She urged SAC members to think about employment clusters more than just Downtown and University Hill, noting Erie Blvd E and Molloy Rd each have high levels of employment. Ms. Costa suggested including Fly Rd in employment clusters, and Ms. Vitale said it can be included in the cluster. Ms. Sherlock noted that the Thruway is used by commuters to get to the area around Carrier Circle and driving is really the only option to get to those jobs. She suggested utilizing Park-n-Rides. Ms. Vitale responded saying SMTC can use the travel demand model to select a zone and help figure out what roads commuters are using to get there.

Ms. Snow requested clarification about Micron in this map – is it included in the future employment numbers? Ms. Vitale said it is included. Mr. Colone added that the model does account for Micron growth, and is based on discussions around the table, as well as other data. Ms. Costa asked about Route 11 north of Route 31 and whether it needs to be included on the map. Ms. Vitale said SMTC staff can look at that one to see what is currently included in the 2050 model for future job growth in that corridor.

Disadvantaged communities and transportation insecurity analysis

Ms. Vitale introduced Justice40 to the SAC, saying it comprises 8 categories of disadvantages, one of which is transportation. She said Justice40 is more about a legacy of disadvantage. She then introduced FHWA's transportation insecurity measures regarding Cost, Access, and Safety, saying this tool is more an assessment of current conditions. She then showed a map that included these data. She told the SAC Justice40 is what mandates spending, and there are only 5 Census tracts in our MPA that are disadvantaged at least in part due to transportation: Tracts 5.01, 23, 24, 42, and 43.01. Ms. Vitale noted Census tract 42, which includes Pioneer Homes, is one of only two Census tracts in New York State that meets all 8 Justice40 categories of disadvantaged communities. Ms. Costa asked if this will go into the atlas, and Ms. Vitale responded saying it will go in the MTP.

Ms. Vitale discussed SMTC's transit mapping, showing a map of the area within a quarter mile of a transit stop and the corridor ridership rates for 2023. She shared an intention to compare these maps with the Strong Centers in Plan Onondaga as well as SMTC's employment clusters map.

Mr. Bottar asked about accident information and whether it will be included. Ms. Vitale and Mr. Frasier confirmed that safety data will be included in the Atlas, with a focus on bike/ped crashes, as well as serious and fatal crashes.

5. Wrap-up

Ms. Vitale outlined follow-up tasks, asking for SAC members to provide any additional comments on Chapter 3 or the Atlas layouts by July 31. Next meeting was scheduled for Wednesday, October 2 at 1:00 p.m.

Meeting wrapped up at 2:00 p.m.

SMTC 2050 Metropolitan Transportation Plan – 2025 Update

Study Advisory Committee Meeting #6

Wednesday, October 2, 2024

1:00-2:30 p.m.

SMTC lower-level conference room

MEETING SUMMARY

Attendance:

SAC members

Julie	Baldwin	NYSDOT
David	Bottar	CNYRPDB
Bren	Daiss	CNY Regional Transportation Authority
Odean	Dyer	OCDOT
Kristen	Fragale	Oswego County
Kathryn	Ryan	Onondaga County Planning

SMTC staff

Mario	Colone	SMTC
Joey	DiStefano	SMTC
Andrew	Frasier	SMTC
Meghan	Vitale	SMTC
Jim	D'Agostino	SMTC

1. Intros and recap previous (July 2024) meeting

Ms. Vitale started the meeting with a brief round of introductions and a review of the previous (July 2024) meeting. There were no comments from SAC members. She discussed the timeline for completion of the MTP noting that the plan will need to be adopted in September of 2025. Ms. Vitale noted a revised draft Chapter 2, based on comments at the July meeting, is available for SAC members to review on the Sharepoint site. Chapter 3 still needs information added from the public survey (to be discussed later on today's agenda), so a revised Chapter 3 will be posted at a later date.

2. Draft Transportation Atlas layouts review

Ms. Vitale discussed new layouts to the Transportation Atlas for SAC review, noting layouts will be in the Infrastructure chapter. These include Interstates and the National Highway System, Functional Class, Pavement, Bridges, Air Travel, Transit Facilities, Transit Ridership, and Trails and Bicycle Facilities. SMTC staff is waiting on data for the Rail and Freight atlas spreads. Ms. Baldwin noted she will get group feedback from NYSDOT and will provide feedback later, though she felt they all looked really nice. Ms. Vitale asked if it will be possible to get feedback by the end of next week and Ms. Baldwin confirmed. Ms. Baldwin then asked about the Bridge and Pavements maps, requesting clarification on why Pavement looks at all federal aid eligible roads, while Bridges are classified using the National Highway System. Mr. Frasier noted this was what was done in the previous atlas, and that it can certainly change and be updated. Ms. Baldwin shared anticipation of that being a comment from NYSDOT. Mr. D'Agostino added that most all bridges are federal aid eligible. SMTC staff will review that layout.

3. Public engagement survey summary

Ms. Vitale walked the SAC through a summary of the public engagement for the MTP process, starting with a schedule of events. This included over 400 total interactions with the public, 353 survey responses, and 237 YouTube video views.

Ms. Vitale then shared results from the survey, noting a survey summary report is available on the SharePoint site for SAC review. A little over half of the responses came from City of Syracuse ZIP codes, with many more coming from the urban area around Syracuse. A smaller fraction was from non-urban ZIP codes.

Reported walkability was greater for city ZIP codes. Health care and employment were the locations that respondents were least likely to be able to drive to within 15 minutes of their home.

When survey respondents were asked about mapping issues and opportunities in the transportation network, bike and ped infrastructure and safety rose to the top. Ms. Vitale pointed out the handout summarizing these issues and opportunities, including some specific suggestions made by the survey respondents.

When respondents were asked to allocate \$20 to new capital projects, sidewalk and ped improvements were highest. Non-city residents expressed a greater interest in bike improvements. City residents expressed a greater interest in transit.

When asked what future generations will thank us for investing in today, both city and non-city respondents were most interested in transit improvements, both for bus and rail. People were excited about roundabouts. Few noted issues about congestion, road widening, or electric vehicles and charging stations. Ms. Vitale postulated that charging stations were not a big concern for many MPA residents where single-family homes are so prevalent. Ms. Fragale said there were not a lot of opportunities to charge in Oswego County. Mr. Dyer noted issues with charging speed at stations, preferring plug-in hybrids. Ms. Ryan shared an issue she ran into with her EV, saying there are often conflicts between allotted parking time and the time it takes to fully charge an EV, specifically on Washington Street. Mr. Dyer wondered if folks in the City, based on the survey response demographics, are more interested in transit than vehicle ownership.

Ms. Vitale summarized what SMTC through the public engagement effort, such as a desire for protected bike facilities that follow the road network (for non-recreational biking trips). Mr. Dyer connected this to the improvements along Erie Boulevard. Ms. Vitale said overall, people just wanted the system to 'work better', highlighting suggestions from respondents such as roundabouts, signal timing, complete streets, and traffic calming.

4. Break-out group work session: needs assessment (45 min)

Ms. Vitale then led the group through a needs assessment work session, utilizing a projected map of numerous data layers, facilitated by Mr. Frasier. She started by prompting the group with an overall vision for a multi-modal system focusing on short trips (under 0.5 miles) being walkable, medium trips around neighborhoods (under 3 miles) being bikeable, and longer trips being accessible by public transit. There were no comments from the SAC members present on this concept.

The work session included many data layers, such as SMTC's work on mapping modeled future transit supportive densities and the Strong Centers mapped in PlanOnondaga. Ms. Vitale described areas of concentrated transportation insecurity and the geographic data from the MTP survey responses, prompting the SAC to identify what aligns, what does not, and what may have been missed.

Congestion

Ms. Vitale introduced congestion data and locations where survey respondents noted congestion, noting there will be a lot more data and analysis in SMTC's Congestion Management Plan (CMP). Mr. D'Agostino said congestion exists in a few isolated hot spots, but efforts have already been made to address it, and regionally, congestion is not a significant issue under current conditions. Mr. Dyer said roads in the county flow very well, especially when compared to his NYC hometown, though scale of a city is important to keep in mind. He said County DOT is thinking and planning for a Micron boom, development at the intersection of Rt 31 and Henry Clay Boulevard, as well as in Baldwinsville. He said time, research, and planning is necessary, though a lot will just have to be in response to what ends up being built and where traffic ends up flowing, noting a lack of transit service in the northern suburbs.

Ms. Vitale said that SMTC staff reviewed federal performance measures for recurring congestion (Travel Time Index and Total Excessive Delay) and found that most of these are in and around the downtown area and on highways around the I-81/I-690 interchange, which will be addressed through the I-81 Community Grid project. There are a few locations identified that did not follow this pattern such as Randall Road (CBA and JD Middle School), the Rt 31-I81 ramps and intersections, Kirkville Road, Taft Road, and Northern DeWitt. It was noted that Northern DeWitt is a significant employment cluster that is often overlooked but is a driver of a 'reverse commute' by City residents, has limited transit service, and has limited bike and pedestrian infrastructure.

Ms. Ryan asked if schools are a repeat issue, having been told Jamesville Road is an issue. Mr. Dyer asked how many of the most congested segments are specifically designed for traffic calming. Mr. Frasier responded, noting the congestion data came from cell phone data, and that not a lot are designed for traffic calming. Mr. Colone directed towards the CMP, clarifying what the data represents while mentioning travel time reliability, where areas are reliably congested. Mr. D'Agostino added that SMTC is required to update the CMP periodically, and we can use that process to monitor for congestion in the northern suburbs / around the Micron site.

Transit

Ms. Vitale transitioned to discussing transit, explaining SMTC's work identifying areas of transit supportive densities both today and in 2050, using the same household and employment data that we have in the travel demand model. Activity units are a way to measure the combination of residents and jobs in an area to determine where different types of transit would be most appropriate. Mr. D'Agostino noted that the data show that even with the projected growth in the model, density to support enhanced transit is not expected along Route 31 near Micron, although that is the focus of a current SMTC study. Ms. Vitale encouraged SAC members to consider PlanOnondaga Centers for focusing development to create transit supportive densities at these centers. Mr. Frasier pulled up the transit corridors from PlanOnondaga. Ms. Vitale shared the corridors SMTC staff felt were missing from this plan including Vine Street, Bear Road, Morgan Road, Carrier Circle and Molloy Road, northern DeWitt, Milton

Avenue, and Onondaga Boulevard. These corridors were also mentioned in the survey. Ms. Vitale also explained and displayed the transportation access insecurity data layer.

Ms. Daiss shared Centro will internally begin their system redesign process this week, aiming for higher frequency with the possibility of less fixed-route coverage. Centro hopes to look to Rome's recent redesign and the introduction of the Mobility-on-Demand service called Move, which compensated for a reduction of fixed routes from six routes to three. Ms. Dais said ridership increased along the 3 remaining routes. Mr. D'Agostino pointed to Rochester, noting their recent redesign also utilizing Mobility-on-Demand. Ms. Dais shared an openness to utilizing mini-hubs or some routes that may not go through the hub with this system redesign.

Pedestrian infrastructure

After displaying all relevant data, Ms. Vitale said that the public survey indicated a desire for better pedestrian infrastructure, especially along city-adjacent arterials and to shopping centers.

Mr. Dyer expressed an interest in utilizing shopping/employment/transit centers in the inner ring suburbs as mini-hubs, requiring better sidewalks, transit service, and bus lanes. Ms. Vitale pointed to the data, showing a clear cluster of public demand for pedestrian infrastructure in and around Western Lights Plaza. Mr. Dyer shared difficulty on the engineering side to get sidewalks built, noting issues with right-of-way and state requirements. He used sidewalk work on Bear Road as an example, saying the strict enforcement of encroachment rules led to a reduction in the planned sidewalk length, limiting sidewalk implementation to on and around the school. Mr. Frasier then described the sidewalk data he displayed on the screen. Ms. Dais suggested this can also be a land-use recommendation for sites just outside the City.

Ms. Ryan asked if there was any mention of weather conditions related to sidewalks during public engagement. Ms. Vitale responded, saying there was not much. Mr. Colone pointed out an upcoming project on Onondaga Boulevard that reads as paving but also includes work for sidewalks. He also noted that the County has a current project on Teall Ave near Shop City.

Bike infrastructure

Ms. Vitale described a strong public demand for protected bike facilities, as opposed to simply painting a shoulder as a bike lane, and negative opinions of sharrows from the public survey. She also noted there has been a focus in the area on the planning and building of long-distance cycling corridors, though the public feedback in the survey seemed to be more for better biking facilities within centers and neighborhoods. Therefore, staff suggests prioritizing bike facilities in and around "centers" in the region, providing connections to the longer distance cycling corridors that already exist, like the Empire State Trail. It is likely easier to convince people to change their mode – from driving to cycling – for shorter trips of just a few miles than for their longer commuting trips.

Mr. D'Agostino asked how far a "regular person" (as in, not an avid cyclist) is willing to travel on a bike. Ms. Vitale said that she did not have this data for our region, but noted that we did look into trip lengths using Replica data for our region, and that 30% of trips in the region are less than 2 miles, making them relatively easily bikeable trips. She also said most trips are not commute trips, which also might make them more likely to be bikeable.

Ms. Baldwin asked if the PlanOn bike trails were already existing. And Ms. Vitale said some already exist and some are future planned trails. Ms. Baldwin also asked how this compares to the SMTC's previous Bike Commuter Corridor Study. Mr. Frasier asked Mr. Dyer if he had any updated bike facility data for the County. Mr. Dyer said he will see what County DOT has for updated data, and noted they are working on completing the lake trail. Building off this, Ms. Vitale pointed out a cluster of public comments around Park Street, Old Liverpool Road, the Regional Transportation Center, where many survey respondents asked for better bike connections between Liverpool and the City.

Overall

Ms. Vitale summarized the work session, saying SAC members were largely in agreement with SMTC staff, noting similar trends, issues and opportunities, and specific suggestions.

For transit, the public wanted more frequency, and SMTC and the SAC will stay plugged into Centro's system redesign. Mr. D'Agostino asked for clarification if Centro is looking to reduce geography to enhance frequency. Ms. Dais responded saying Centro is hoping to show that Rome's redesign is working, and On-Demand is successful. Centro is aiming for around 2026 for implementation of BRT and system redesign.

For bike and pedestrian issues, the SAC supports focusing on localized trips in/around centers, with a focus on transit for longer trips and commuting trips. Building off public interest in light rail, Ms. Daiss said if we truly want light rail, then a true BRT with dedicated bus lanes would be a great, cost-effective transition into that. Ms. Ryan suggested making the BRT vehicles look more like trains. Mr. Colone pointed to the Town of Clay comp plan, which does exactly this, highlighting a 'trackless tram' system in New Zealand as an example.

5. Wrap up

Ms. Vitale urged SAC members to look at the SharePoint and provide feedback by October 16th. The next meeting will be scheduled in early January. Ms. Vitale will connect with the SAC members that were unable to attend today, and then confirm the next meeting date via email.

SMTC 2050 Metropolitan Transportation Plan – 2025 Update

Study Advisory Committee Meeting #7

Tuesday, January 14, 2025

1:00 p.m. – 2:30 p.m.

SMTC lower-level conference room

126 N. Salina St., Syracuse

MEETING SUMMARY

Attendance:

SAC Members

Julie Baldwin	NYS DOT
David Bottar	CNYRPDB
Megan Costa	Onondaga County Planning
Bren Daiss	Centro
Odean Dyer	OCDOT
Spencer Lyons	Onondaga Nation
Jared Shepard	CenterState CEO
Mary Robison	City of Syracuse
Kathryn Ryan	Onondaga County Planning

SMTC Staff

Meghan Vitale	SMTC
Tom Bardenett	SMTC
Andrew Frasier	SMTC
Joey DiStefano	SMTC
Mario Colone	SMTC
Kevin Kosakowski	SMTC

1. Intros and recap previous (October 2024) meeting

Ms. Vitale introduced the agenda and conducted a quick round of introductions. She directed SAC members to the draft of Chapter 3 on Sharepoint, and noted that comments were received via email from NYS DOT prior to the meeting. SAC members had no additional comments on the previous meeting summary, survey results summary, or updates on Chapter 3. (After the meeting, County Planning provided a hard-copy of the draft Chapter 3 with comments.)

2. Draft Transportation Atlas layouts review

Ms. Vitale solicited feedback from SAC members on draft atlas layouts, and asked Mr. Frasier to speak about them. He described the process of making them and anticipated that all remaining Atlas layouts would be presented at the next SAC meeting, with a full draft of the Atlas available before summer.

Mr. Shepard asked how the Atlas would be shared. Mr. Frasier said the full document and individual chapters will be uploaded to the SMTC website as static PDF files. Hard copies will also be printed again, similar to the 2015 Atlas, but with a slightly larger page size. Mr. Shepard asked about zoning while discussing the land use layout. Mr. Frasier noted some municipalities don't have digital zoning codes. Ms. Costa said County Planning is working in 2025 to update land use mapping and future land uses, tying this into the comprehensive plan update, as well as a county-wide zoning update.

Ms. Vitale asked about the readability of the bike/ped pictogram, following up on a comment received from NYSDOT, suggesting a more simplified version.

Ms. Costa asked if the Atlas would also be an interactive GIS map. Mr. Fraiser responded saying the current goal is to recreate an improved printed product, and staff is open to creating an additional interactive format if staff time/workload allows in the future.

3. Future projects and financial assessment

Ms. Vitale reviewed the Federal legislation pertaining to the MTP financial plan, noting that the plan must include all “reasonably anticipated” funds, from Federal and local fund sources. Ms. Vitale also noted that while the plan can be less specific about relatively minor maintenance projects (such as routine paving) especially in the later years of the plan, major projects that would change how the transportation system operates – such as new highway interchanges - must be included in the future modeling and the fiscally-constrained portion of the financial plan. Mr. Shepard asked about the process amending the MTP in the future, and Ms. Costa asked about the required timeframe for updates. Ms. Vitale stated that an amendment would take some time, as it will require additional public involvement, and noted that we are required to update the MTP every 5 years but we can choose to update it sooner if conditions warrant.

Ms. Vitale reviewed the assumptions that went into the draft revenue and future projects tables that were distributed at the meeting. (See meeting slides for details.) She noted that Centro provided a detailed spreadsheet with funding and project information, which was summarized into the tables presented. Ms. Vitale asked for clarification on the “State Green Initiative Funding” included in the Centro data; Ms. Daiss suggested a follow-up email to Tara Spraker.

For highway revenue, Ms. Vitale noted that SMTC staff used the current TIP Planning Targets for the short-term, then projected to mid- and long-term at 5% per 5-year time block. Also included “local” funds from a review of the City’s and County’s Capital Improvement Plans. These were also inflated at 5% per 5-year block for the later years of the plan.

On the projects side, the draft short-term list includes what is currently on the TIP. The short-term list will ultimately reflect what is on the new 2026-2030 TIP, and that update is currently in progress. For mid- and long-term, the draft lists were developed based on: the previous LRTP; the current information provided by Centro; conversations with the City, County, State; and the City and County CIPs. Costs were inflated at 10% per 5-year time block. Mr. Shepard asked if that is a conservative estimate, and Ms. Vitale noted that the current TIP update guidance recommends 2% per year, so that is approximately equivalent. Also, we are projecting the costs increase at twice the rate that funding increases, so overall, yes, staff feels this is a reasonably conservative assumption. Ms. Robison asked if the city sidewalk program is included in future projects. Ms. Vitale said that the “city-owned sidewalks” that was included on an earlier draft was replaced by the “ROW infrastructure” item on the City’s newest CIP. This is reflected on our current list of projects as ROW infrastructure and sidewalks, including the information that DPW provided on a call in December indicating a cost of \$40 million over 5 years. Ms. Robison suggested a follow-up with DPW staff on this item.

Ms. Vitale asked if the State or the County would like to see any additional projects reflected on these lists, particularly related to the development of White Pine / Micron. Ms. Vitale emphasized that SMTC needs to begin the future modeling very soon, ideally by the end of January. The “big questions” remaining are any projects related to White Pine development and future configuration of Onondaga Lake Parkway. She also noted that the County had previously indicated the potential for a John Glenn Boulevard/Route 57 grade separation project, and she is waiting for more information on that. Mr. Dyer said that OCDOT does not have additional information on the John Glenn project, so assume that will not be in the future model.

Ms. Baldwin asked if SMTC needs an estimate of future maintenance costs for State facilities, to include as a future “block” similar to what is currently shown for the City and County. Mr. Bardenett asked if that would be in addition to the paving projects already listed in the mid-term for the State, and Ms. Baldwin indicated that yes, there would be additional State projects for paving as well as other maintenance such as signals. Ms. Vitale agreed that additional maintenance needs for the State should be reflected, and that will likely consume most of the “surplus” that the fiscal constraint analysis is currently showing in the later years of the plan. Ms. Baldwin will see what information she can gather and share.

Mr. Bottar asked if a new interchange on I-81 or Route 481 is included in the future projects list. Ms. Vitale said that these are not currently included, but this is exactly the information we need to move forward. Ms. Baldwin clarified that this could be reflected in one of the State’s projects, currently listed as “Onondaga County Transportation Improvements” but the exact details of that project are still being worked out through the EIS process. Ms. Baldwin also stated that the \$200 million State budget allocation is not just for transportation infrastructure, so we might need to revisit that in the revenue projection. Mr. Dyer asked if SMTC staff have had the opportunity to review the preliminary draft EIS for Micron; Mr. Colone stated that the SMTC has not been included in this review.

Ms. Vitale asked the group if anyone is aware of any EV-related projects that should be included, as this is one of our goals/objectives. Ms. Baldwin will see if she can find any details related to the State’s NEVI plan. Ms. Robison also noted that the City is pursuing installation of EV charging station in City-owned garages. Ms. Vitale noted that EV charging projects can be added as a small block of funding if deemed appropriate.

Ms. Vitale asked Centro if there are other system changes that should be included in the future modeling. Ms. Daiss noted that there will be direct routes to Micron from the downtown Hub and from Oswego County, and Centro is also considering mini-lineups through the County; she expects to have more information about the system redesign by the fall. Ms. Vitale noted that routes with significantly increased frequency or routes not going through the Hub should be included in future modeling. Ms. Daiss said that the Micron express will likely run at shift change times only, not traditional peak times.

Ms. Robison said the North Beech Dig Once project should be added. She’ll follow-up with information. Mr. Dyer expressed a desire to keep the John Glenn / 57 project in the financial plan, to leave that option open in the later years. Ms. Vitale said that could be added as a “capacity enhancement” but we would need cost information.

4. Chapter 4: Future Needs

Ms. Vitale stated that the draft of Chapter 4: Future Needs is now available on the MTP Sharepoint site. She noted that there is a placeholder for the modeling results and some additional project descriptions. She provided an overview of the sections of the chapter, noting that one of the key ideas presented in this chapter is to consider all trip types, not just work trips. Feedback from the public outreach emphasized the need for more frequent transit service, walkable/bikeable communities, protected bike facilities, with few complaints about the existing road system. Also, data show that most trips in the MPA are relatively short, so could potentially be shifted to walking or biking. Pedestrian connections at municipal boundaries, especially along the city's edge, were a common issue in the survey. Chapter 4 also emphasizes local connections to the trail network, since much of the regional trail network has already been built.

Ms. Vitale noted that Chapter 4 stresses that better transit requires more density, and referenced the Activity Unit Density analysis that Mr. Bardenett completed and that is summarized in the document. Mr. Bardenett noted that this analysis used the 2050 household and jobs data that are included in the SMTC travel demand model, and even in the future, there are very few areas in the MPA that are expected to support high-quality transit. He noted that the only substantial development not included yet is the higher estimates for Great Northern Mall redevelopment, but otherwise the data include all the development that SMTC previously discussed with City and County planning staff. Ms. Vitale said that SMTC staff would like to look into the amount of development that would be needed in some of the Plan Onondaga "centers" to support high-quality transit, and how development patterns would need to shift or become more concentrated to support this. Ms. Costa indicated that she would be interested to see those results. Mr. Colone noted that this is essentially what is being done for the Route 31 corridor in our current planning study, which will continue in the spring. Mr. Dyer asked if the activity unit density analysis results would be used to "force" communities to built light rail or BRT. Ms. Vitale and Mr. Bardenett clarified that no, this is not the intent. The level of development change necessary to support light rail anywhere outside the very center of the city would be far too substantial; it is more likely that SMTC staff will identify areas where "key" bus service could be supported with some changes in development patterns. This would be a higher frequency bus service, like a "BRT light." There was agreement that this type of transit service would be most appropriate and desirable throughout the MPA, and the MTP should be explicit in stating that light rail is unlikely even with the additional future development we are anticipating.

5. Wrap-up

Ms. Vitale asked SAC members to review Chapter 4 on the Sharepoint site and send any comments on that or any additional comments on the Atlas layouts by January 28.

The next meeting is set for Thursday, March 13 at 1:00 p.m.

SMTC 2050 Metropolitan Transportation Plan – 2025 Update

Study Advisory Committee Meeting #8

Thursday, March 13, 2025

1:00 p.m. – 2:30 p.m.

SMTC lower-level conference room

126 N. Salina St., Syracuse

MEETING SUMMARY

Attendance:

SAC Members

Julie Baldwin	NYSDOT
David Bottar	CNYRPDB
Megan Costa	Onondaga County Planning
Bren Daiss	Centro
Odean Dyer	OCDOT
Leah Ellender	DEC
Kristen Fragale	Oswego County
Owen Kerney	City of Syracuse
Dan Kolinski	Empire State Development
Spencer Lyons	Onondaga Nation
Kathryn Ryan	Onondaga County Planning
Jared Shepard	CenterState CEO
Sara Sherlock	Thruway Authority
Tara Spraker	Centro

SMTC Staff

Meghan Vitale	SMTC
Tom Bardenett	SMTC
Andrew Frasier	SMTC
Joey DiStefano	SMTC
Mario Colone	SMTC
Jim D’Agostino	SMTC

1. Intros and recap previous (January 2025) meeting

Ms. Vitale introduced the agenda and conducted a quick round of introductions. Mr. Bardenett outlined the schedule for the project and outline of the meeting.

2. Draft Transportation Atlas layouts review

Mr. Bardenett solicited feedback from SAC members on draft atlas layouts: Crashes, Bike & Ped Crashes, Traffic, Employment, and Disability, noting the Disability spread is a new addition to the Atlas. Mr. Dyer asked about the purpose of the crash maps. Mr. Frasier responded, saying it’s a macro-view of crashes for the MPA, identifying general trends in location and types of crashes, with a specific interest in crashes involving a fatality or serious injury. Mr. Dyer noted the usefulness of a list of highest crash rate intersections. Mr. D’Agostino noted perhaps OCDOT’s 2020 County Safety Assessment, conducted by

SMTC, could be updated. Ms. Vitale added SMTC also has two studies on the new UPWP for the County that will include operational and safety analysis: South Bay and Henry Clay.

Mr. D'Agostino praised the analyses and appearance of the atlas spreads. Mr. Frasier outlined next steps for the Atlas: with two more spreads to finish, the SAC should see a completed draft by the next SAC meeting.

3. Future projects and financial assessment

Ms. Vitale led the conversation on the MTP's financial assessment of future projects. She reminded the SAC that the MTP must be fiscally constrained as she walked the group through changes from the last SAC meeting and how the projects are broken into short-, mid-, and long-term costs. She presented charts breaking down the overall costs outlined in the MTP, pointing out the short-term costs are disproportionately large due to the I-81 costs, outlining project costs by type of project, and emphasizing the I-81 project alone makes up 12% of the total project costs over the next 25 years.

Mr. Kolinski asked if the federal executive branch's plans on implementing tariffs have been incorporated into the cost projection. Ms. Vitale and Mr. D'Agostino both responded in the negative, noting the volatility of the initial rollout of tariffs. Mr. D'Agostino also noted that the current transportation bill expires in 2026, and there is a lot of uncertainty about what future funding priorities and the resulting programs will be.

Ms. Vitale noted that we do not have project costs or revenue information from the Thruway Authority. Ms. Sherlock said the Thruway is doing a long-term capital plan next year, so they do not have these costs outlined for the future yet. Ms. Vitale pointed out even though SMTC has not historically included Thruway costs in the MTP financial assessment, other MPOs do. Ms. Sherlock said they don't get that much Federal funding anyway. Mr. D'Agostino replied saying the number is not zero, and requested the Thruway share whatever data they have.

Ms. Vitale also noted the operating cost data provided by Centro shows a large deficit, reminding the SAC the MTP has to be fiscally constrained. And without a reason for constraining these deficits, SMTC cannot include them in the financial assessment, but can acknowledge it in the text. Ms. Spraker replied saying Centro cannot address this issue at the moment, as this deficit is an ongoing conversation about the conversion to hydrogen fuel, citing the steep increase in costs compared to CNG. Ms. Vitale said this is all worth calling out in this meeting and in the MTP.

Ms. Vitale addressed a previous question about including data from SMTC's Congestion Management Plan. She noted small, scattered hotspots of congestion at individual intersections and ramps while saying there are no apparent needs for large major investment in congestion management, except maybe downtown, which we expect will see significant changes with the I-81 construction. Ms. Sherlock asked if it is safe to say changes or issues with congestion will come about when I-81 is completed. Ms. Vitale responded saying we have to update the MTP every 5 years, so the MTP can respond to these changes in future updates.

Mr. Bottar questioned why some projects that are often discussed in the community are not included in the plan, specifically citing the low bridges over Onondaga Lake Parkway and Park Street. Can these be included somewhere even if we don't have funds directed to those projects? Ms. Vitale replied that the MTP may include a list of "illustrative projects" but these are intended to be projects that the region is

committed to doing if/when additional funding is identified. Mr. D'Agostino said we should only include this project if NYSDOT wants it included, but to date that has not been the case. Mr. Bottar shared concerns about members of the public reading the MTP and thinking SMTC and SAC members are not aware of the bridge issue. Ms. Vitale noted that in the previous (2020) LRTP, we included a whole page describing "projects that are not included in this plan" so that we could acknowledge the community conversation around some of these ideas. Ms. Baldwin reminded the SAC that there is a project on the TIP update for Onondaga Lake Parkway, which is also reflected in the short-term list for the MTP.

Ms. Costa asked if we can include funding towards Safe Routes to School in county/suburban school districts. Ms. Baldwin posited that these types of projects could be folded into the bike/ped projects block that is already included in the financial plan. Ms. Vitale suggested adding funds to the bike/ped/safety blocks and acknowledging SRTS as part of that general project type.

Mr. Kolinski asked about the issue of housing and land use, wondering if we fold major known projects into building new roads for new communities. Mr. D'Agostino pointed out the MPA has only added one new Federal Aid Eligible road in the past 25 years. Ms. Vitale suggested we could add a general funding block for local road buildout, adding building local road networks into the plan.

4. Transit supportive development discussion

Mr. Bardenett presented SMTC's analysis of transit supportive density, trying to answer the question, ***what would it take to build transit supportive densities in the MPA?*** He explained that this analysis used future residential and employment projections that are included in the SMTC's 2050 travel demand model. These future projections are based on development plans shared by member agencies in the model update process. The analysis utilized techniques and ideas from a similar analysis in the Puget Sound area. He outlined the varying levels of densities that would support local bus service, key bus service, Bus Rapid Transit, and Light Rail. PlanON's Town Growth and Traditional Centers were used to focus the analysis.

Ms. Costa asked for clarification on a map about housing growth, noting the comparative growth between Eastwood in the City and Lysander. She pointed out Lysander pops out a lot more simply because there is more space for greenfield development. Mr. D'Agostino reminded the SAC about SMTC's Route 31 corridor study about a similar topic, focused on visualizing what transit supportive development would look like along that corridor.

Mr. Bardenett explained that SMTC focused on concentrating housing units into centers, rather than moving jobs, because employment is already more concentrated than housing, and walked the SAC through the analysis of where some transit supportive densities are possible given our expected growth. The big takeaway from the analysis was that ***some centers can support better transit service if communities focus growth very intentionally, but there is not enough anticipated development in the region to support that level of growth in every "center."*** Ms. Costa clarified not all centers outlined in PlanON are expected to reach the level of development to support transit service.

Mr. Bardenett explained that SMTC staff focused on two corridors that connect multiple centers, and that this analysis was very similar to previous analysis of transit corridors completed as part of The I-81 Challenge. The two focus corridors are: 1) Route 11 north of the City and 2) W Genesee St to Erie Blvd

East. Ms. Vitale added this is not a future land use plan, but a demonstration of the need to concentrate development if municipal leaders want to achieve their desired public transit improvements.

Ms. Costa asked about density along a point or a corridor, wondering if transit can be supported with a densely developed end-point and a less dense corridor. Mr. Bardenett replied saying you really want development along the corridor to make transit service most efficient. Ms. Baldwin asked if this analysis will be included in the Route 31 transit study, to emphasize this point for municipal leaders. Ms. Costa said leaders in Cicero are making progress in shifting mindsets, and Clay's leadership is on its way. Ms. Vitale summarized by saying this analysis serves to answer the question *'why doesn't your plan include millions of dollars for light rail in my town?'*

Mr. Shepard asked if we have checked whether these corridors and centers align with existing zoning and densities. Mr. Bardenett responded saying we have not checked that, but the development pattern is almost certainly not aligned with existing zoning codes. Ms. Sherlock asked if there are plans to bring in cookie-cutter plans similar to those for industrial parks, but for residential plans? Mr. Kolinski responded saying he cannot remember these being recommended since the 80s and 90s, noting this is generally not a financially-attractive option anymore. Mr. Kolinski followed up, asking SMTC if we are able to summarize this into a 1-pager and if there is an investment in the state for a pilot program? Mr. Bardenett replied saying this is a first step, and SMTC can absolutely share a summary of the analysis. Ms. Sherlock raised the issue of language in this analysis, specifically 'Town Center', and the public's association with Fayetteville Towne Center. Perhaps including examples of more vertical town centers like Tyson's Corners, Virginia, can be more clarifying.

5. Wrap-up

Ms. Vitale wrapped up the meeting, noting the slides will go up on the SharePoint. Upon brief discussion, the SAC members agreed to meet on Thursday May 22 at 1PM.

SMTC 2050 Metropolitan Transportation Plan – 2025 Update

Study Advisory Committee Meeting #9

Thursday, May 22, 2025

1:00 p.m. – 2:00 p.m.

SMTC lower-level conference room

126 N. Salina St., Syracuse

MEETING SUMMARY

Attendance:

SAC Members

Julie Baldwin	NYSDOT
Megan Costa	Onondaga County Planning
Bren Daiss	Centro
Odean Dyer	OCDOT
Heather Snow	Oswego County
Owen Kerney	City of Syracuse
Kathryn Ryan	Onondaga County Planning
Jared Shepard	CenterState CEO
Sara Sherlock	Thruway Authority
Tara Spraker	Centro

SMTC Staff

Meghan Vitale
Tom Bardenett
Andrew Frasier
Joey DiStefano
Mario Colone
Jim D'Agostino

1. Intros and recap previous (January 2025) meeting

Ms. Vitale began the meeting, recapping the last meeting and agenda.

2. Draft Transportation Atlas review

Ms. Vitale let SAC know the Transportation Atlas will be presented at the Planning and Policy meetings in June and will be printed after its adoption. She then solicited feedback from the SAC.

Ms. Costa noted she has many small edits to give later, saying the Atlas is awesome overall and she loves it. Mr. Frasier shared gratitude for her comments. Mr. Shepard said he emailed Jason Terry at the Syracuse Airport, noting the updated airport data is about 3 weeks away from coming out. He said they are also comfortable using older data. Ms. Vitale asked the SAC if they could provide feedback by the end of next week so SMTC staff can make edits for the Planning and Policy committees. Mr. Shepard noted that Route 31 is difficult to see on some maps. Mr. Frasier responded that Route 31 is shown on some maps, but may be difficult to see due to the colors on our in-house printers. He said he anticipates it will show up better when professionally printed. Ms. Vitale asked the SAC to provide any additional comments by the end of next week.

3. Updated MTP Chapter 4 (Needs Assessment) and Chapter 5 (Financial Analysis) review (20 min)

Ms. Vitale noted staff made edits to the text of Chapter 4 based on SAC feedback, saying the biggest change is the addition of transit supportive corridors analysis with concentrated development along Rt 11 and W Genesee-Erie Blvd E corridors. Pictures were added throughout as well. Some maps were replaced and moved to Chapter 2 in response to changing federal policies, using NYS Empire State Development data instead of previous federal data regarding disadvantaged communities.

New modeling data, and narratives, will be added to Chapter 4 in the final draft. Mr. Colone asked how the VMT results from the model compare to other areas in NY; Mr. Bardenett said he can look into this. Mr. Shepard asked what the no build scenario represents. Ms. Vitale answered, describing the text on the slide and what projects are related to each scenario. Ms. Costa asked about the 2050 Concentrated Development and what it means. Ms. Vitale responded, reiterating that SMTC staff created a hypothetical scenario by moving about 10% of anticipated new households (3,900 households) into centers along the Route 11 and West Genesee-Erie Blvd East corridors. Ms. Costa noted that all of that new development could be accommodated just in the City of Syracuse, or in a single suburban development such as the former Great Northern Mall site. Mr. Bardenett acknowledged this point, but stated that the goal of the exercise was to show how suburban communities could support transit corridors; the city already has transit-supportive densities. Ms. Vitale stated that the focus was on transit-supportive corridors, which require more than a single high-density node. Mr. D'Agostino added how difficult it still is to get people in the suburbs interested in transit supportive development even when growth is anticipated.

Ms. Vitale asked the SAC for feedback about Chapter 4. Mr. Shepard asked a question about economic context, specifically a paragraph about decline of rustbelt cities. He suggested it is worth discussing the stabilization or even reversal of this trend in Syracuse over the past decade to create a more nuanced context, putting Micron in a better perspective as not a driving force, but adding to the existing trend. Ms. Costa seconded Mr. Shepard's suggestion. Ms. Vitale said SMTC staff can look at how development patterns have been changing prior to Micron and add that to that paragraph.

Ms. Vitale asked about Chapter 5. She showed the SAC many figures including an updated project costs bar chart over different time-periods. Short-term is 5 years, mid- and long-term are each 10 years. She also described the chart after removing I-81. She shared figures comparing costs to revenue sources. She shared fiscal constraint table showing the plan is fiscally constrained. Mr. Shepard asked about cost escalation and how/if we took that into account. Ms. Vitale responded, saying SMTC staff took individual project cost projections from member agencies. Costs for funding "blocks" such as highway maintenance were developed by increasing the cost from the current TIP by 10% per future 5-year time period. She added the costs do not include Centro operating costs, but there is a call-out in the report about Centro's hydrogen conversion costs. Ms. Baldwin said other NYSDOT staff pointed out an issue with a specific bridge funding source related to the I-81 over Oneida River project; she will email Ms. Vitale with more details.

4. Timeline and tasks for project completion (20 min)

Ms. Vitale said Chapter 6 will be a summary of the report, recapping the overall plan, summarizing public engagement, and addressing the "connection to capital programming." Mr. D'Agostino said we might want to give some credence to the changing federal requirements of language. Ms. Vitale added the

report should also acknowledge the expectation of a new federal transportation bill. Both agreed a lot is anticipated to change.

Ms. Vitale described the end of the study, noting a 30-day public comment period. She said SMTC staff is hoping to schedule a meeting with the SAC before the report is put out for review, adding comments from the SAC will be needed by the end of June so SMTC staff can get feedback from public and other agencies. That would start the 30-day public comment period. By the end of July, SMTC is planning to hold one in-person public meeting at Salt City Market and one or two virtual office hours. With enough time to incorporate final comments, SMTC is planning on having the final draft ready for planning/policy by end of September.

5. Wrap-up (10 min)

Next meeting scheduled for Monday, June 16 at 1:00 p.m. SMTC will distribute a complete draft of the MTP before that meeting.

SMTC 2050 Metropolitan Transportation Plan – 2025 Update

Study Advisory Committee Meeting #10

Monday, June 16, 2025

1:00 p.m. – 2:00 p.m.

SMTC lower-level conference room

126 N. Salina St., Syracuse

MEETING SUMMARY

Attendance:

SAC Members

Julie Baldwin	NYSDOT
David Bottar	CNYRPDB
Megan Costa	Onondaga County Planning
Bren Daiss	Centro
Heather Snow	Oswego County
Mary Robison	City of Syracuse
Kathryn Ryan	Onondaga County Planning
Sara Sherlock	Thruway Authority
Tara Spraker	Centro

SMTC Staff

Meghan Vitale
Tom Bardenett
Andrew Frasier
Joey DiStefano
Mario Colone
James D'Agostino

1. Intros and recap previous (May 2025) meeting

Ms. Vitale began the meeting, recapping the last meeting and agenda.

2. Updated since the last meeting

Ms. Vitale discussed updates to the document since the last meeting. These included additions to Chapter 4 (VMTs, emissions, and energy usage), updates to Chapter 5 (financial analysis), and the new Chapter 6 (conclusion). These modifications are all reflected in the version of the full MTP that was available on the Sharepoint site prior to today's meeting. She described the four priority funding initiatives in the MTP.

Ms. Vitale discussed updates to the total project costs chart. She said there was a \$2 million decrease primarily in large maintenance blocks such as NYSDOT's bridge maintenance. She mentioned Ms. Baldwin's comments on the Oneida River Bridges and how shifting the fund source impacted future projections.

Ms. Vitale and Mr. Colone corrected an overmatch for the Business Loop 81 project that was missed in the previous version of the revenue estimate. The constraint analysis now reflects a surplus of about \$119 million in the short-term, which is attributable to the "State budget allocation" that has been included in the revenue estimate throughout this process. This allocation reflects a previous Governor's

announcement that \$200 million was included in the NYS Budget for “roads and other infrastructure” associated with the White Pine Commerce Park (split between the short-term and mid-term timeframes of the MPT). Ms. Baldwin asked for clarification on this surplus and how it relates to the TIP. Ms. Vitale and Mr. Colone clarified that the TIP does not include this State budget allocation because there is no project identified for those funds yet.

3. MTP process and ongoing environmental reviews

Mr. D’Agostino stated that SMTC recently received a call from FHWA staff about the State’s EIS process for the Onondaga County Transportation improvements. On this call, FHWA indicated that the adopted the project needs to be included in the fiscally-constrained portion of the MTP prior to New York State issuing a Notice of Intent (NOI) for their EIS process. SMTC staff are coordinating with NYSDOT regional staff to determine how to meet this requirement. Ms. Vitale pointed out there is some language in the conclusion that is about updating the MTP for anticipated projects. With two big EISs (transportation EIS by NYSDOT, and site EIS by Micron) in-process, SMTC expects that an MTP amendment will be needed before the next full update. Ms. Vitale noted that if NYSDOT can identify a funding source and provide a project cost that balance-out, SMTC staff can add them onto the revenue and projects and nothing else would need to get moved around. Ms. Baldwin shared gratitude for the explanation of this issue.

4. Steps to completion of the MTP

Ms. Vitale walked the SAC through the final steps to completing the MTP. She noted that a 30-day public review period is required, and needs to start in mid-July to meet our deadline for adoption. To that end, we need SAC comments on the current draft by June 30. She has the Community Room in Salt City Marked reserved on Tuesday July 29th from 4:00 p.m. to 7:00 p.m. for an Open House about the MTP. Ms. Vitale asked Ms. Costa about the public hearing announced for Micron’s EIS. Ms. Costa said she was aware of the meeting but not of any further updates, but she will try to get confirmation on the public hearing date (Syracuse.com had previously indicated July 24).

When prompted for any final questions, Ms. Sherlock noted the Town of Sullivan is in the MPA but is in a different DOT region, Region 2. She wanted to make sure to note any concerns with this for the financial plan. Ms. Baldwin noted Region 2 is not on SMTC’s TIP. Mr. Colone said we have CHIPS/state funds from everywhere in our planning area, and any federal dollars spent in the Town of Sullivan should be on the TIP.

Mr. Bottar asked about pushing the public meeting to a later date to make more space for the Micron public hearing. Ms. Vitale noted the Micron hearing date hasn’t been confirmed, so there’s a chance we could move the MTP meeting and then just create a new conflict. Mr. D’Agostino noted that there must be a 30-day public comment period for the MTP and Ms. Vitale noted the public meeting can fall anywhere within that 30-day window. She summarized the point by saying SMTC staff has some latitude across the month of July for the meeting. Mr. Colone suggested moving the MTP meeting earlier, before the Micron hearing, anticipating the Micron meeting would not be moved earlier than expected. Ms. Costa concurred Mr. Colone’s idea, and said she will try to get more information about the Micron EIS hearing date.


Mr. Bottar suggested to move the MTP meeting later, sharing concern about the public’s reception. Ms. Ryan liked the idea of giving people more time to share comments, with many potentially copying and

pasting their comments if there isn't enough time. Ms. Costa wondered if the meeting was moved earlier, perhaps it won't be colored by being too close to Micron; she suggested it would be better to talk about the larger regional plan first, then get into the details of the Micron plans. Mr. Colone added SMTC received a comment on the TIP that was specifically about including Micron. Ms. Vitale reminded the SAC that the SMTC staff selected the public meeting date prior to the announcement about the Micron public hearing, so it was not our intent for these to be so close. There is not enough time in the MTP process to delay opening public review until August, as we would not be able to meet our end-of-September deadline for adoption. Mr. D'Agostino noted that attendance at the MTP final public meeting has historically been very low. Ms. Vitale said she will inquire about earlier availability of the Community Room for the MTP public meeting, but also noted concern about preparing materials, hiring interpreters, and announcing the meeting on a compressed schedule.

Mr. Colone asked about the virtual public meeting. Ms. Vitale said SMTC will host it in the style of office hours. This is much easier to schedule because we just set it up on our Zoom account. We have more flexibility on the date for the virtual meeting.

Ms. Vitale reminded the SAC to send comments by the end of the month.

This page intentionally left blank.

A decorative vertical bar on the left side of the page, composed of a series of hexagons in various colors: green, yellow, teal, orange, dark blue, and light green, arranged in a staggered pattern.

APPENDIX

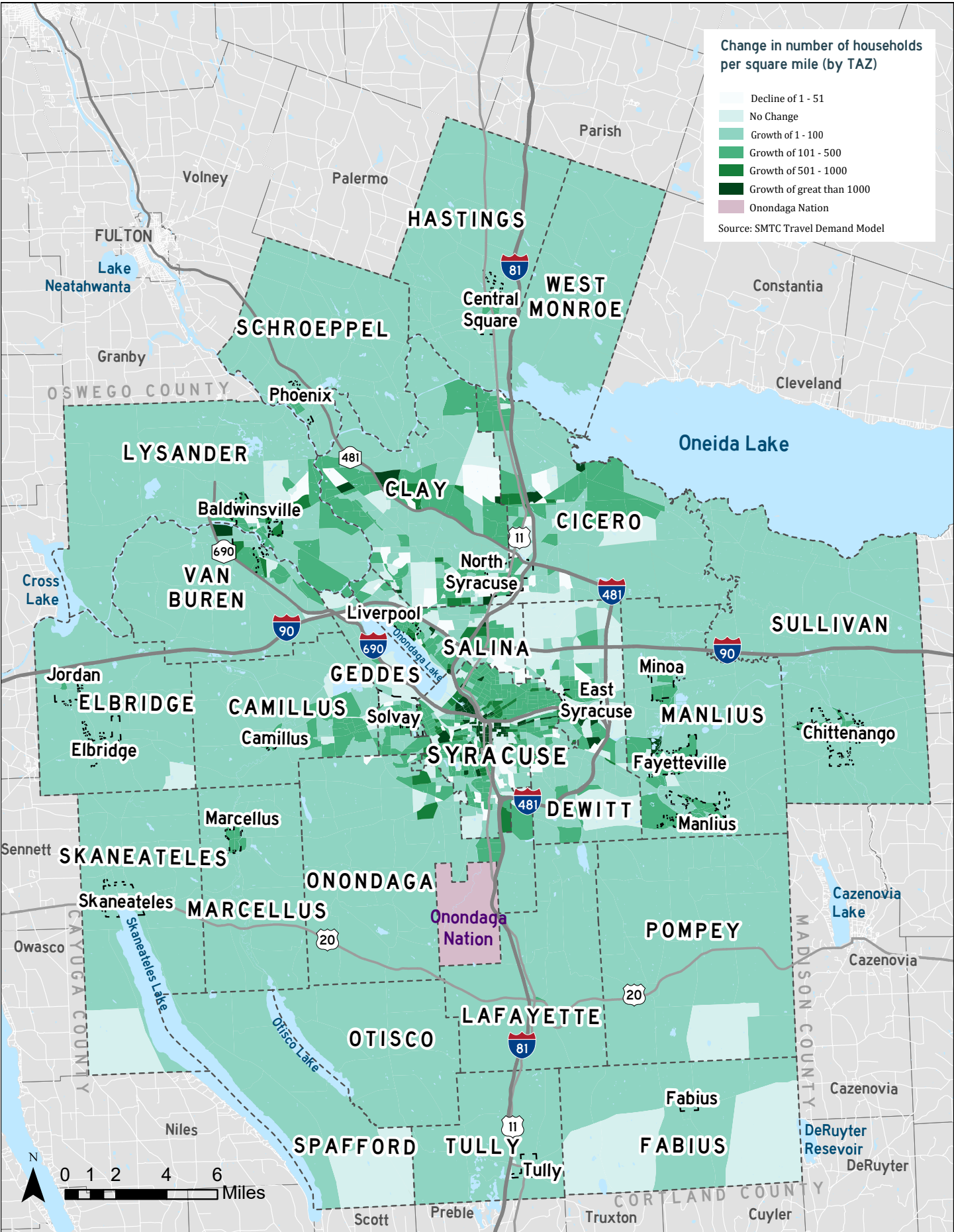
F

- **Projected Household and Employment Growth**
- **Activity Unit Analysis - Concentrated Development Scenario**
- **MOVES Results for SMTC Travel Demand Model**

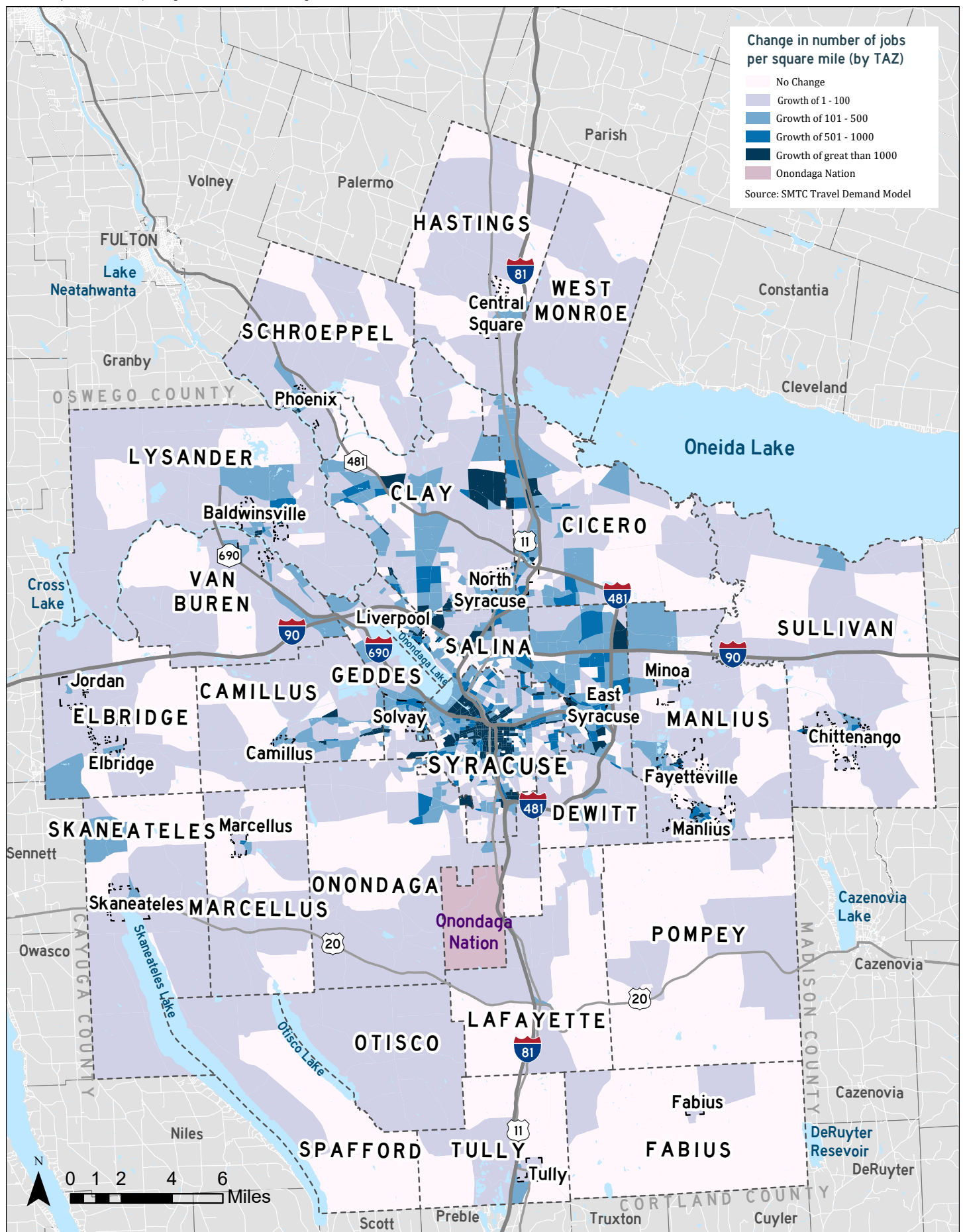
Table F-1: Households and Jobs by Municipality in the SMTC Travel Demand Model

[illegible]

Change in Household Density, 2020 - 2050



Change in Employment Density, 2020 - 2050



This page intentionally left blank.

Concentrated Development Scenario Development

The current future base in the SMTC travel demand model distributes growth evenly across the metropolitan region, largely following existing development patterns that mix suburban style subdivisions with a few known large mixed-use developments. As a result, few additional pockets of density are expected to develop by 2050.

To respond to goals expressed both within this MTP and other regional plans to promote increased density and provide residents with more mobility options, SMTC staff evaluated planning scenarios that would concentrate development and create more mixed-use centers. This effort was taken on as a planning exercise, only, and aimed at demonstrating the scale of development needed to successfully implement enhanced transit across the MPA. It is important to note that density is only one key factor in improving transit ridership and should be evaluated alongside economic and demographic factors when planning for future transit service.

Density is a key factor in how we choose to move around our communities. Denser communities support more active transportation modes, including walking and bicycling, as well as higher levels of transit ridership. Building off Plan Onondaga's work on identifying centers for growth, staff focused on the traditional and town growth centers for this analysis, believing they offered the best opportunities for compact development, lending themselves to alternative modes of transportation. Centers were defined as any transportation analysis zone (TAZ) whose central point fell within 0.5 miles of the center identified in Plan Onondaga.

To develop a metric to measure potential levels of transit these areas could support, SMTC staff reviewed studies from across the country that evaluated levels of density, along with other demographic and economic factors, that influence transit usage. Each community evaluated different levels of transit service, from local buses to bus rapid transit to light rail and determined which levels of density were likely to support each level of service. Some studies, such as the Southern Nevada High Capacity Transit Feasibility Study, used separate metrics for residential and employment densities. Other communities, such as the Seattle-area Puget Sound Regional Council's (PSRC) Regional Centers Framework, combined residential dwelling unit densities with employment densities to create a singular "activity unit" metric that better reflects the total level of activity in mixed-use areas.

Among the communities that used activity units, each has set different thresholds for different levels of transit service. For example, the PSRC sets a range of 18-45 activity units per acre as the threshold for bus rapid transit, while focusing light rail in areas between 30-85 activity units per acre. Just north of Seattle, but still within its metropolitan area, Community Transit in Snohomish County, sets the bus rapid transit threshold at 30 activity units per acre and does not consider light rail transit as a viable mode for their community. These differences are due to the different characteristics of the communities, including existing densities, planned development, and existing infrastructure. Seattle is actively seeking to raise densities along existing light rail corridors closer to 85 activity units per acre, while Snohomish County's densest neighborhoods will remain closer to 30 activity units per acre.

SMTC staff compared thresholds across studies and also reviewed previous analyses performed as part of the I-81 Challenge. The activity unit thresholds chosen for our analysis closely reflect those outlined by Community Transit due to similarities in existing densities and infrastructure, as well as Snohomish County's rapid growth that mimics growth projected for our region. A breakdown of the varying transit supportive density analyses can be found in Table C-2.

Table F-2: Transit Supportive Density Analyses Review

	Southern Nevada High Capacity Transit Feasibility Study		Capital Region Council of Governments (CRCOG) – Transit Oriented Development Fact Sheet		Puget Sound Regional Council (PSRC) – Transit Supportive Densities and Land Uses (2015)		PSRC – Regional Centers Framework Update (2018 update)		Community Transit (WA) – Journey 2050		UC Berkeley – Urban Densities and Transit: A Multi-dimensional Perspective		I-81 Challenge – Syracuse Transit System Analysis				SMTC’s 2050 MTP	
	#	Unit	#	Unit	#	Unit	#	Unit	#	Unit	#	Unit	#	Unit	#	Unit	#	Unit
Local Bus Service (30 min headways, mixed traffic)	15 - 30	Residents per acre	6 - 8	Dwell- ing units per acre	7 - 8	Dwelling units per acre	10	Activity units per acre	7 - 15	Activity units per acre	-	-	4,500	JPPM (Jobs and persons / sq mile)	7	Jobs and persons per acre	7 - 15	Activity units per acre
	15 - 25	Employees per acre																
Key / Express Bus Service (15 min headways, mixed traffic)	30 - 35	Residents per acre	15	Dwell- ing units per acre	10 - 20	Dwelling units per acre	18	Activity units per acre	15 - 30	Activity units per acre	-	-	-	-	-	-	15 - 30	Activity units per acre
	15 - 25	Employees per acre																
Bus Rapid Transit (10 min headways, dedicated ROW)	30 - 45	Residents per acre	-	-	15 - 20+	Dwelling units per acre	18 - 45	Activity units per acre	30+	Activity units per acre	-	-	6,500	JPPM	10	Jobs and persons per acre	30 - 45	Activity units per acre
	15 - 25	Employees per acre				45												
Light Rail Transit (<10 min headways, dedicated ROW)	45 +	Residents per acre	-	-	15 - 20+	Dwelling units per acre	30 - 85	Activity units per acre	-	-	30+	Peo- ple per gross acre	9,000	JPPM	14	Jobs and persons per acre	45+	Activity units per acre
	25+	Employees per acre				45												

Utilizing these activity unit measures staff calculated how much more development each center would need to achieve local bus and key bus supportive densities. Local bus service is defined as 30-minute headways in mixed traffic while key bus service is considered 15 minute headways in mixed traffic, similar to the proposed BRT system. As the majority of employment growth is already occurring within dense clusters, increasing residential density provides the most flexibility when looking to achieve these goals. To bring all traditional and town growth centers up to the local bus service threshold, ~68,000 more activity units would be necessary, ~27,000 more households than currently in the future base model. To reach the key bus threshold, over 200,000 more activity units would be required.

On an individual level, some towns are expected to experience enough household growth to bring at least one of their centers up to local bus service, with fewer being able to create centers that reach the key bus threshold. This may require most, if not all, of the projected household growth within a municipality to occur within the identified centers.

Understanding that not all centers will be viable for enhanced transit, staff refocused their efforts on creating transit supportive corridors that included several centers along their routes. As part of the I-81 Challenge, transit opportunity areas were identified where enhanced transit may be feasible due to demographic characteristics such as existing transit ridership, average household income, and low access to vehicles. Centro's upcoming BRT system will operate in two of the areas identified in this original analysis (Eastwood / OCC and Destiny USA / University Hill). For the purposes of this planning scenario, staff focused on Rt 11, north of the City, and the W Genesee St / Erie Blvd E corridor.

Staff set a goal of raising at least one TAZ within each center to the key bus threshold, with the remaining TAZs reaching the local bus threshold. Only new households were moved, primarily from the town in which the center is located. Achieving this level of density would ideally bring residents closer to key services, providing them with more choice in how they move through their communities and making transit a more viable option. While only households were shifted in this analysis, employment opportunities would likely follow to meet the needs of the new residents. Overall, ~3,900 households were shifted closer to commercial centers along both corridors.

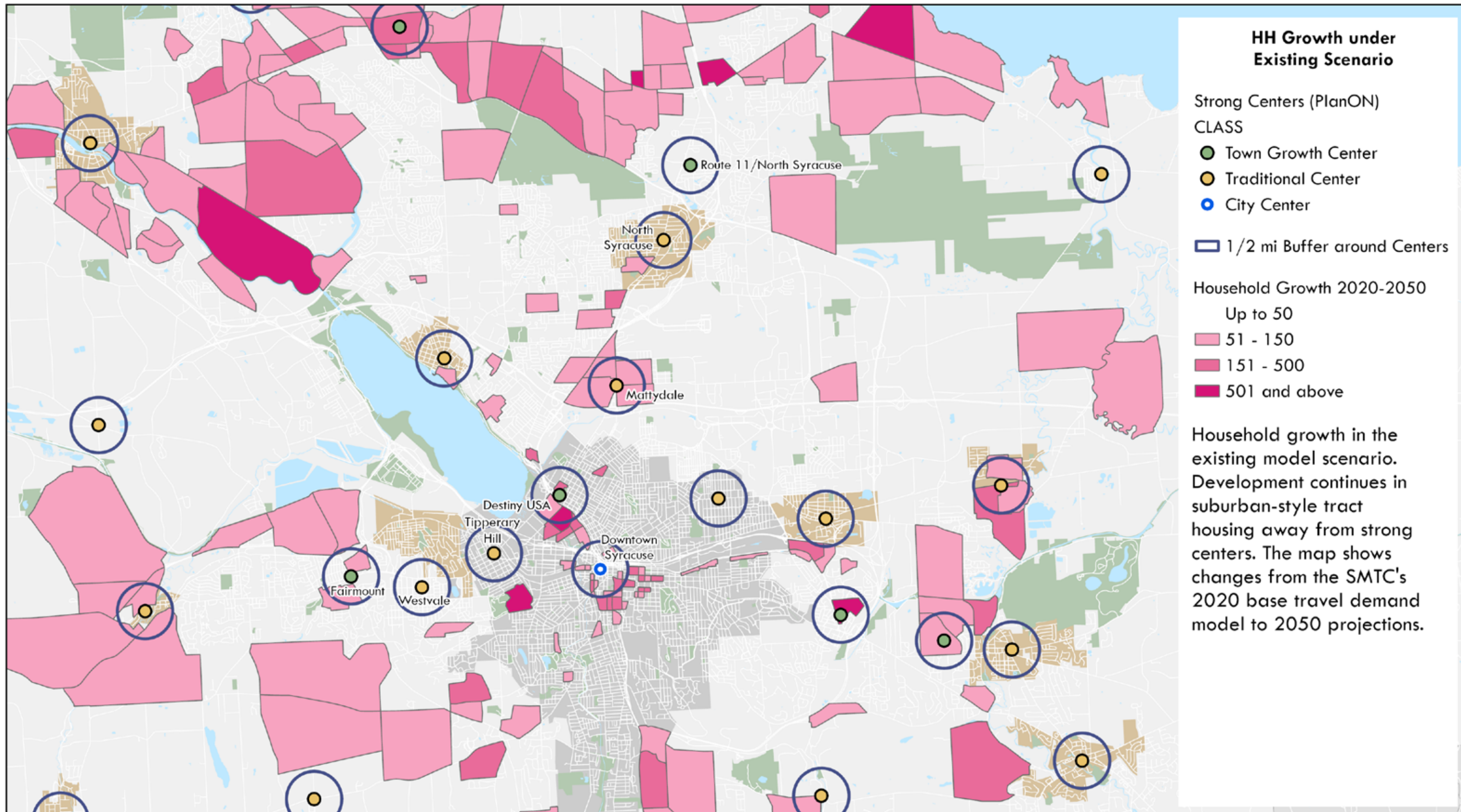
The resulting maps demonstrated a clear break from existing development patterns, fitting the same number of housing units occupying a small fraction of the land that was originally projected. While this may seem like a drastic change, the density levels achieved in this scenario are similar to those in the outer city neighborhoods, such as Eastwood and Court-Woodlawn.

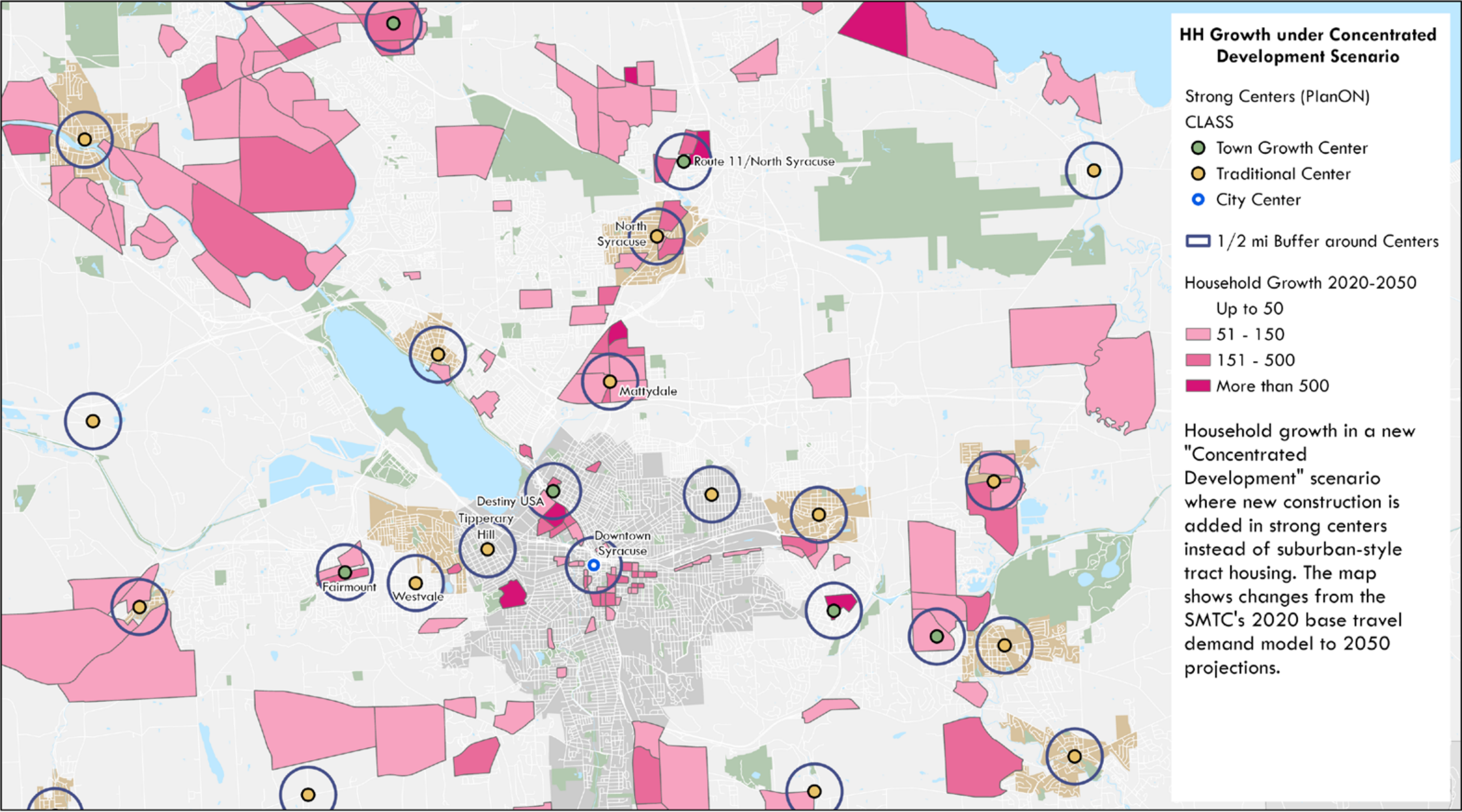
Ultimately, the concentrated development scenario demonstrated the need for coordination between land use and transportation planning, as well as the need to focus on realistic transit improvements. For a full BRT, with dedicated lanes, or light rail system to be successful our region would need a complete overhaul to how we think about residential and commercial development. Instead, focusing on a few key corridors, significant, but smaller, changes to existing zoning regulations could allow for densities that are proven to support enhanced transit systems and encourage other active modes of transportation.

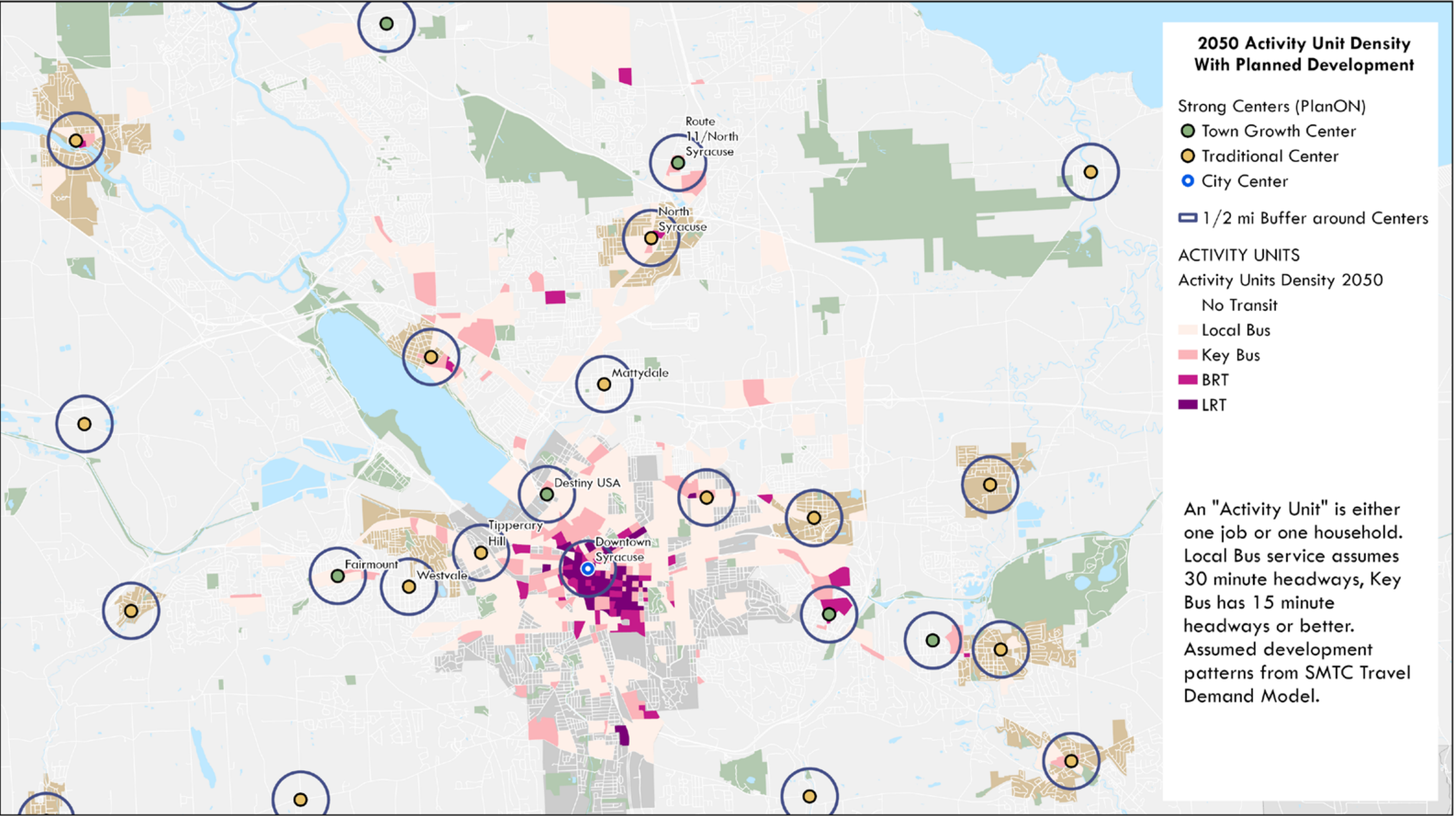
Table F-3: Activity Unit Analysis for PlanON Centers

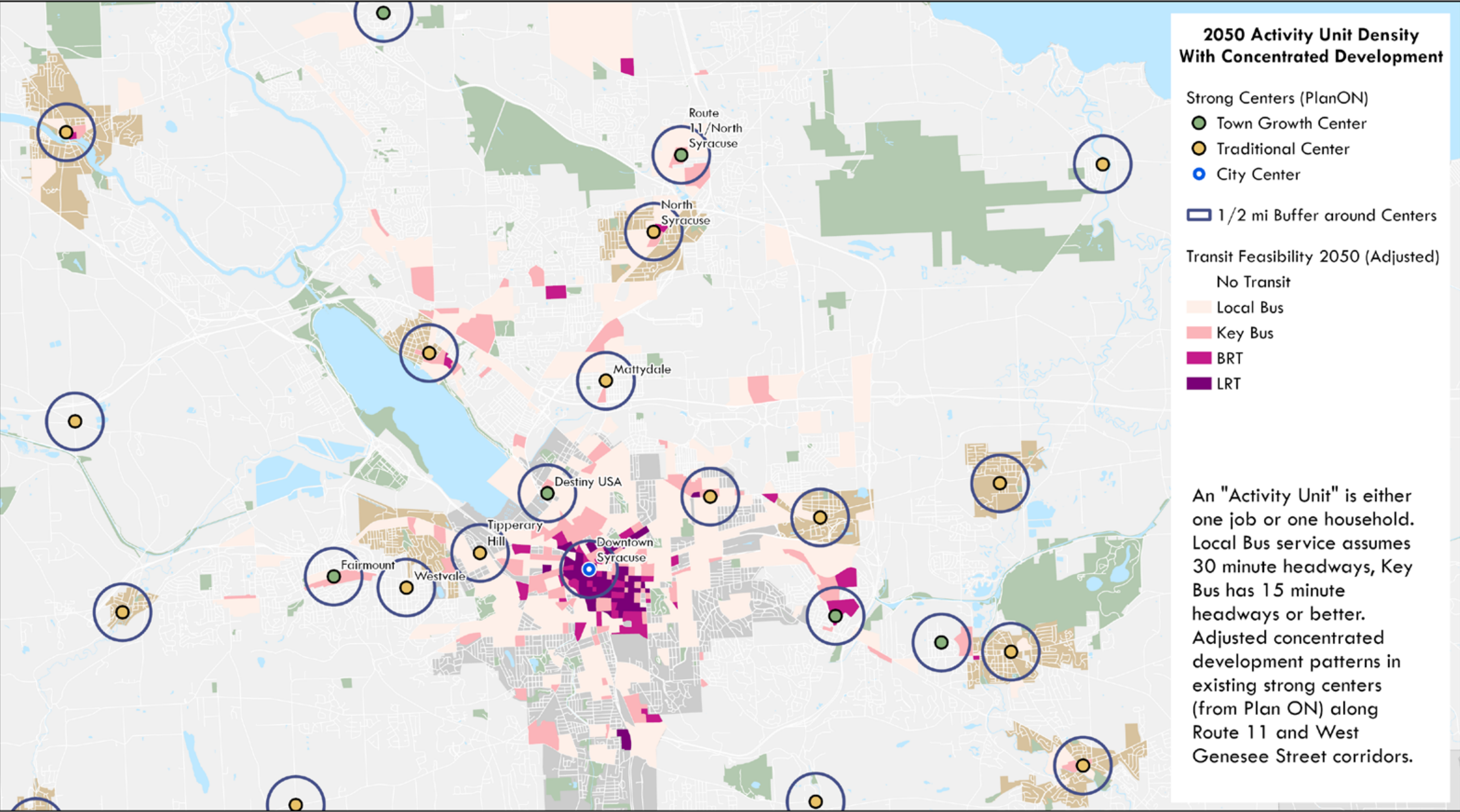
Municipality	Total Household Growth 2020-2050	Individual Centers	HH Growth in Center 2020-2050	Additional Activity Units Needed for Local Bus	Additional Activity Units Needed for Key Bus	Type of Center
Camillus	1,700	Camillus	191	1,260	4,118	Traditional
		Fairmount	214	451	5,105	Town Growth
		Warners	20	7,284	15,943	Traditional
Cicero	4,008	Brewerton	75	1,838	5,587	Traditional
		Bridgeport	10	1,651	3,679	Traditional
		North Syracuse	95	*reaches level	3,644	Traditional
		Route 11 / North Syracuse	0	*reaches level	4,627	Town Growth
Clay	6,613	North Syracuse	95	*reaches level	3,644	Traditional
		Route 31 / Great Northern	886	926	4,787	Town Growth
		Three Rivers	100	1,807	4,187	Traditional
DeWitt	2,511	East Syracuse	98	1,954	7,383	Traditional
		Jamesville	70	2,747	6,700	Traditional
		Shoppingtown Center	755	*reaches level	1,025	Town Growth
Elbridge	318	Elbridge	20	733	1,915	Traditional
		Jordan	29	1,545	4,130	Traditional
Fabius	49	Fabius	12	1,954	4,651	Traditional
Geddes	616	Westvale	117	2,631	8,013	Traditional
Hastings	766	Brewerton	75	1,838	5,587	Traditional
LaFayette	223	LaFayette	35	1,014	3,006	Traditional
Lysander	2,380	Baldwinsville	68	422	3,974	Traditional
		Three Rivers	100	1,807	4,187	Traditional
Manlius	2,490	Fayetteville	137	1,874	6,700	Traditional
		Fayetteville Towne Center	85	195	3,393	Town Growth
		Manlius	139	102	4,400	Traditional
		Minoa	150	1,245	3,936	Traditional

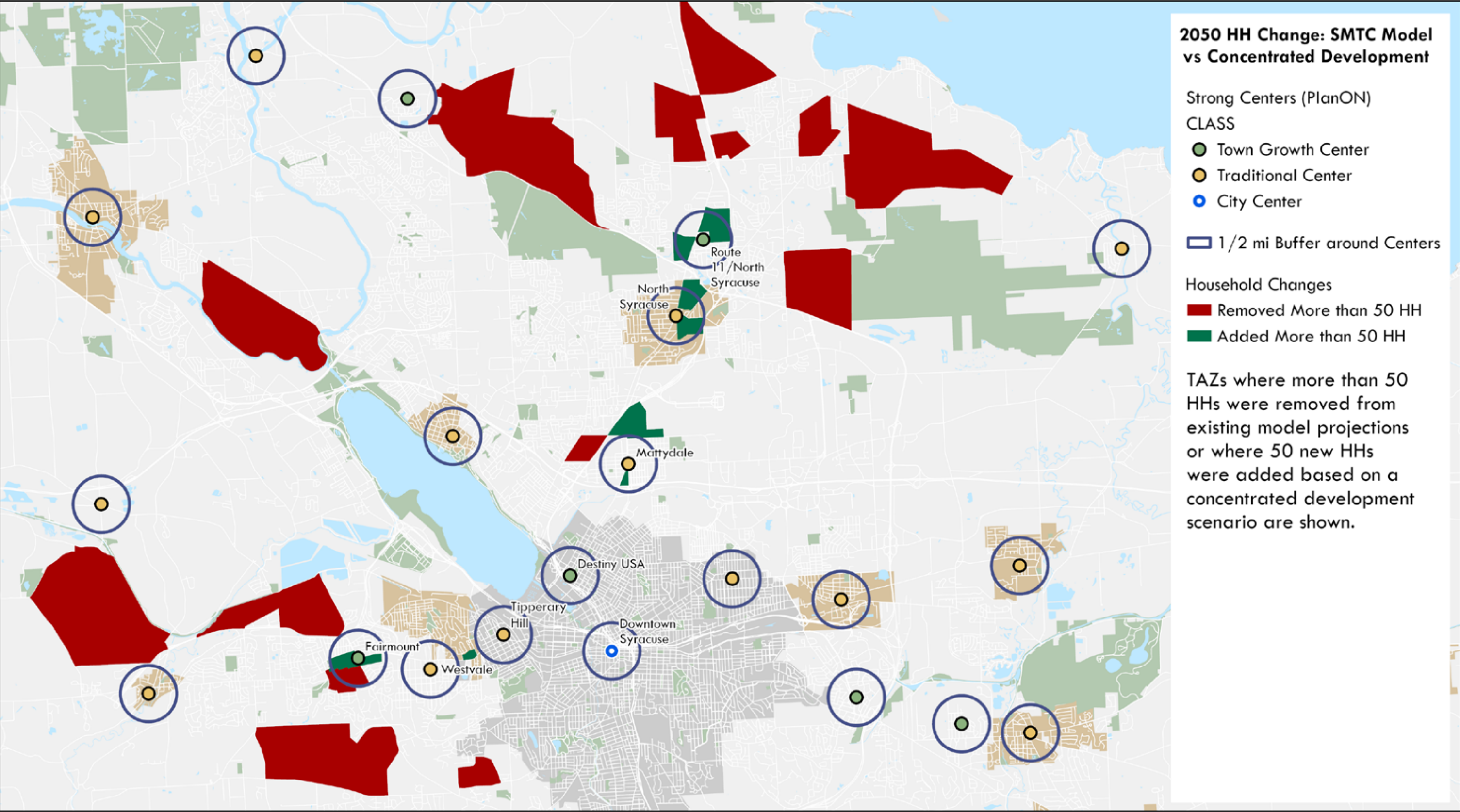
Municipality	Total Household Growth 2020-2050	Individual Centers	HH Growth in Center 2020-2050	Additional Activity Units Needed for Local Bus	Additional Activity Units Needed for Key Bus	Type of Center
Marcellus	407	Marcellus	129	1,390	4,997	Traditional
Onondaga	1,923	Cards Corners	10	4,827	10,456	Traditional
		South Onondaga	4	1,668	3,845	Traditional
Otisco	95	Otisco				Traditional
Pompey	306	Pompey	8	967	2,290	Traditional
Salina	1,716	Liverpool	201	*reaches level	3,433	Traditional
		Mattydale	273	1,552	7,296	Traditional
Schroeppel	544					
Skaneateles	327	Mottville	15	2,776	6,137	Traditional
		Skaneateles	10	*reaches level	1,127	Traditional
		Skaneateles Falls	5	2,686	5,968	Traditional
Spafford	60					
Sullivan	1,067	Bridgeport	10	1,651	3,679	Traditional
Syracuse	12,924	Destiny USA	923	*reaches level	2,368	Town Growth
		Downtown Syracuse	1,848	*reaches level	*reaches level	City Center
		Eastwood	227	*reaches level	1,742	Traditional
		Tipperary Hill	147	79	3,957	Traditional
Tully	130	Tully	40	2,641	6,990	Traditional
Van Buren	1,366	Baldwinsville	68	422	3,974	Traditional
		Warners	20	7,264	15,943	Traditional
West Monroe	265					











MEMO

TO: Jason Deshaies (SMTC)

FROM: Michael McCarthy, Stephen Tuttle, Colin Smith (RSG)

CC:

DATE: June 9, 2025

SUBJECT: MOVES Results for SMTC Model Runs

RSG used SMTC Travel Demand Model (TDM) outputs and the EPA MOVES5 software to forecast emissions inventories for four scenarios: 2020 Base, 2050 No Build, 2050 Build, and 2050 Alternative Development. This memorandum presents the four TDM scenarios, the MOVES input data, and the MOVES forecasts.

SMTC TDM Scenarios

The four TDM scenarios can be summarized as:

- **2020 Base** (BY20), which uses the roadway network as of 2020 and observed household and employment totals.
- **2050 No Build** (FY50NB), which uses the default SMTC population and employment forecasts to 2050 and assumes that the Micron development occurs. The scenario does not include many planned roadway and transit projects but does include the major I-81 Community Grid project and includes connections (access points) between the Micron site and existing roads.
- **2050 Build** (FY50Bld), which includes the same socioeconomic forecasts as the 2050 No Build scenario but also includes more planned infrastructure projects as indicated in this section.
- **2050 Alternative Development** (FY50Alt), which includes many of the same assumptions as the 2050 Build but also includes reduced transit headways for some routes and a reallocation of some households towards transit routes.

Socioeconomic Assumptions

Table 1 presents the 2020 and 2050 socioeconomic data used for the BY20 and FY50NB and FY50Bld TDM runs. This growth affects the VHT and VMT calculations used in the MOVES runs.

TABLE 1: HOUSEHOLDS AND EMPLOYMENT BY MUNICIPALITY IN BY20 AND 2050 FOR FY50BLD AND FY50ALT

Town/City	HOUSEHOLDS				JOBS			
	2020	2050	20-50 Δ	% Δ	2020	2050	20-50 Δ	% Δ
Camillus	10,772	12,470	1,698	16%	8,786	9,891	1,105	13%
Cicero	12,940	16,944	4,004	31%	15,663	19,976	4,313	28%
Clay	25,229	31,846	6,617	26%	24,953	43,248	18,295	73%
DeWitt	10,507	13,014	2,507	24%	43,180	51,882	8,702	20%
Elbridge	2,309	2,629	320	14%	1,827	2,385	558	31%
Fabius	753	802	49	7%	407	446	39	10%
Geddes	7,364	7,982	618	8%	8,397	9,810	1,413	17%
Hastings	3,817	4,584	767	20%	2,883	3,427	544	19%
LaFayette	2,056	2,278	222	11%	1,290	1,395	105	8%
Lysander	9,183	11,563	2,380	26%	6,595	8,993	2,398	36%
Manlius	13,932	16,420	2,488	18%	11,056	13,253	2,197	20%
Marcellus	2,552	2,955	403	16%	1,553	1,677	124	8%
Onondaga	8,550	10,470	1,920	22%	7,044	8,426	1,382	20%
Onondaga Nation	501	501	0	0%	224	244	20	9%
Otisco	974	1,068	94	10%	340	384	44	13%
Pompey	2,571	2,878	307	12%	533	604	71	13%
Salina	14,893	16,608	1,715	12%	19,838	23,045	3,207	16%
Schroeppel	3,337	3,880	543	16%	1,675	2,113	438	26%
Skaneateles	3,002	3,328	326	11%	5,192	5,929	737	14%
Spafford	662	722	60	9%	130	157	27	21%
Sullivan	6,143	7,211	1,068	17%	3,788	4,721	933	25%
Syracuse	60,872	73,789	12,917	21%	107,066	130,276	23,210	22%
Tully	1,102	1,232	130	12%	1,254	1,461	207	17%
Van Buren	6,394	7,758	1,364	21%	4,404	5,167	763	17%
West Monroe	1,625	1,890	265	16%	496	588	92	19%
Total	212,040	254,822	42,782	20%	278,574	349,498	70,924	25%

Table 2 lists the number of households and employment in each municipality for the 2050 Build and No Build versus the 2050 Alternative Development scenarios. The Alternative Development scenario does not change the total number of jobs or households, but it shifts household development among municipalities as well as towards transit routes.

TABLE 2: HOUSEHOLDS AND EMPLOYMENT IN FY50NB AND FY50BLD VERSUS FY50ALT

Town/City	FY50NB & FY50BLD		FY50ALT				
	Households	Jobs	Households	HH Δ	HH % Δ	Jobs	Jobs Δ
Camillus	12,470	9,891	12,490	20	0%	9,891	0
Cicero	16,944	19,976	17,222	278	2%	19,976	0
Clay	31,846	43,248	30,628	-1,218	-4%	43,248	0
DeWitt	13,014	51,882	13,014	0	0%	51,882	0
Elbridge	2,629	2,385	2,629	0	0%	2,385	0
Fabius	802	446	802	0	0%	446	0
Geddes	7,982	9,810	8,202	220	3%	9,810	0
Hastings	4,584	3,427	4,584	0	0%	3,427	0
LaFayette	2,278	1,395	2,278	0	0%	1,395	0
Lysander	11,563	8,993	11,263	-300	-3%	8,993	0
Manlius	16,420	13,253	16,420	0	0%	13,253	0
Marcellus	2,955	1,677	2,955	0	0%	1,677	0
Onondaga	10,470	8,426	10,230	-240	-2%	8,426	0
Onondaga Nation	501	244	501	0	0%	244	0
Otisco	1,068	384	1,068	0	0%	384	0
Pompey	2,878	604	2,878	0	0%	604	0
Salina	16,608	23,045	17,848	1,240	7%	23,045	0
Schroepfel	3,880	2,113	3,880	0	0%	2,113	0
Skaneateles	3,328	5,929	3,328	0	0%	5,929	0
Spafford	722	157	722	0	0%	157	0
Sullivan	7,211	4,721	7,211	0	0%	4,721	0
Syracuse	73,789	130,276	73,789	0	0%	130,276	0
Tully	1,232	1,461	1,232	0	0%	1,461	0
Van Buren	7,758	5,167	7,758	0	0%	5,167	0
West Monroe	1,890	588	1,890	0	0%	588	0
Total	254,822	349,498	254,822	0	0%	349,498	0

Network Assumptions

As discussed, the 2050 No Build scenario includes the I-81 Community Grid project and includes basic network access, as represented through new centroid connectors, to the Micron site. Table 3 lists the projects included in the 2050 Build scenarios and indicates the year projects are first expected to be completed.

TABLE 3: NETWORK PROJECTS IN FY50BLD

PROJECT	YEAR
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

I-81 Interchange at Rt 31	2030
Rt 11 Signal north of I-81 exit 16	2030
I-81 Community Grid	2030
Caughdenoy Rd and NY 31 improvements	2030
Buckley Road from Hopkins Rd to Taft Rd Improvements	2030
Onondaga Blvd road diet from City line to Fay Road	2030
Teall Ave road diet from Fordham Rd to Court St	2030
N, S, E, W corridors interconnect expansion	2030
Erie Blvd bike ped improvements	2030
James Street road diet from State to Grant and Shotwell	2030
CENTRO Change in future peak and off-peak headways	2030
CENTRO Two new BRT routes with identified stops	2030
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
Vine Street improvements from Village Line to Burr Dr	2040
Conversion of downtown streets to 2-way	2040
Roundabout at James and Shotwell/Grant	2040
Water St closure	2040

In addition to the above projects, the 2050 Alternative Development scenario also includes reduced transit headways for some routes.

Model Forecasts

The TDM forecasts a typical weekday 24-hour period. The model VMT was multiplied by 365 to expand to an annual number for use in the MOVES forecasts. An annualization factor of 365 may be slightly high, as the TDM is calibrated to weekday traffic volumes are typically lower on weekends, but the four scenarios are all treated the same and this approach avoids needing to do any detailed processing to develop the annual forecasts. Further, the overall trends in terms of percentage differences across the four scenarios remain unaffected by the weight.

Table 4 shows the annual model VMT and VHT for the four scenarios. The VMT metric is a key input for the emissions forecasts. The model VMT included miles traveled on centroid connectors and the estimated mileage for intrazonal trips.

The 2050 scenarios have similar VMT and VHT outputs. Each scenario shows approximately a 20% increase in annual VMT and a 24% increase in VHT relative to the base scenario. The 2050 Alternative Development scenario shows slightly less growth in VMT and VHT than the other 2050 scenarios.

TABLE 4: VMT AND VHT COMPARISON

MODEL OUTPUT	BY20	FY50NB	FY50BLD	FY50ALT
Model Annual VMT (millions)	4,907.55	5,884.75	5,880.70	5,861.15
Model Annual VHT (millions)	121.11	150.78	150.61	150.05

MOVES Inputs and Scenarios

The MOVES software includes default assumptions related to topics such as fuel type, fuel consumption, fleet mix, atmospheric conditions, distribution of VMT over time and other factors that shape the emission forecasts. For the SMTc MOVES forecasts, some of these default emissions assumptions were replaced by specific data for Onondaga County, NY that was obtained from NYSDEC and NYSDOT. The TDM scenarios provided the VMT (Table 4) and other travel forecasts needed for MOVES.

MOVES Scenarios using NYSDEC/NYSDOT Inputs

RSG developed a set of MOVES forecasts that used files and input data constructed by the NYSDEC and provided by the NYSDOT Environmental Services Bureau. As discussed below, some of these tables were labeled as being for 2023, and NYSDEC/NYSDOT did not explicitly provide a unique inputs for the 2050 scenarios. Input tables used directly include:

- LEV database
- AVFT
- FuelFormulation
- FuelSupply
- FuelUsageFraction
- IMCoverage_UpdatedWithFuel5ForNEI
- M5_SourceTypeAgeDistribution
- DayVMTFraction
- MonthVMTFraction
- SourceTypeYear (vehicle population)
- ZoneMonthHour (meteorology)

Tables without a year ID specified were used in 2050 with no changes, including VMT allocation (Month VMT Fraction and Day VMT Fraction), meteorology data (Zone Month Hour), and Alternate Vehicle Fuel and Technology (AVFT).

The following NYSDOT inputs were also used for 2050 runs by changing the year ID to 2050, including these files originally provided by NYSDEC/NYSDOT:

- 2023_FuelFormulation

- 2023_FuelSupply
- 2023_FuelUsageFraction
- 2023_IMCoverage_UpdatedWithFuel5ForNEI
- 2023_M5_SourceTypeAgeDistribution

The TDM scenarios provided the required VMT (Table 4) and other travel forecasts. The VMT outputs were used to adjust NYSDOT-provided tables to align with the model:

- SourceTypeYearVMT – VMT by source type from NYSDOT was scaled to total model VMT for each scenario, keeping the original distribution among source vehicle types.
- 2050 Source Type Year, created by multiplying the vehicle population by the ratio of 2050 total VMT to 2017 total VMT. This ensures that the miles driven per vehicle remain constant.

Other tables were created directly from TDM outputs:

- Average Speed distribution
- Road type distribution
- VMT hourly distribution

MOVES Scenarios using More Default Inputs

In addition to preparing a set of MOVES forecasts that use the 2023 data from NYSDEC/NYSDOT discussed above, RSG prepared MOVES forecasts that use more MOVES default assumptions (instead of the NYSDEC/NYSDOT). This was done for those input files that have a year ID associated with them and there is a default table available in MOVES. The following tables used default MOVES assumptions in this set of forecasts:

- FuelFormulation
- FuelSupply
- FuelUsageFraction
- SourceTypeAgeDistribution

These runs use the remaining NYSDOT-supplied inputs and the TDM VMT forecasts. These scenarios were developed primarily for two reasons:

- As a basis of comparison with the MOVES forecasts that use the NYSDOT/NYSDEC inputs.
- NYSDOT did not explicitly provide any unique files for 2050.

MOVES Forecasts

Table 5 presents the emissions inventory forecasts using the NYSDOT/NYSDEC inputs. MOVES estimates a significant decrease in most emissions due to increased fuel efficiency and shifts in vehicle technologies, even though VMT is higher in the 2050 scenarios (Table 4). However, the Non-Methane Hydrocarbons and Volatile Organic Compounds emissions show moderate growth from the 2020 to 2050 forecast years. The 2050 Alternative Development scenario shows slightly lower emissions than the other 2050 scenarios.

TABLE 5: MOVES EMISSIONS INVENTORY RESULTS USING NYSDOT INPUTS

POLLUTANT	BY20	FY50NB	FY50BLD	FY50ALT
Total Gaseous Hydrocarbons	4.222E+05	4.013E+05	4.012E+05	4.003E+05
Carbon Monoxide (CO)	8.339E+06	4.671E+06	4.668E+06	4.652E+06
Oxides of Nitrogen (NOx)	1.294E+06	3.520E+05	3.519E+05	3.509E+05
Non-Methane Hydrocarbons	3.332E+05	3.404E+05	3.403E+05	3.396E+05
Volatile Organic Compounds	3.474E+05	3.534E+05	3.534E+05	3.527E+05
Atmospheric CO ₂	2.096E+09	1.264E+09	1.264E+09	1.259E+09
Total Energy Consumption	2.881E+13	2.049E+13	2.048E+13	2.041E+13
CO ₂ Equivalent	2.116E+09	1.287E+09	1.287E+09	1.282E+09

Units are in Kilograms, except for energy consumption in Kilojoules

Table 6 presents the emissions inventory results using more MOVES default assumptions, as discussed in the preceding section. The 2020 Base scenario in Table 6 shows comparable forecasts for atmospheric CO₂, total energy consumption, and CO₂ equivalents as the 2020 Base scenario in Table 5. However, the 2020 Base scenario in Table 6 has moderately higher forecasts for the other emissions. The 2050 forecasts in Table 6 show a notable decrease for all types of emissions. Compared with Table 5, Table 6 shows a similar relative decrease, from 2020 to 2050, in atmospheric CO₂, total energy consumption, and CO₂ equivalents, but it shows a larger relative decrease for other emissions types. The Alternative Development scenario again shows slightly lower emissions than the other 2050 scenarios.

TABLE 6: MOVES EMISSIONS INVENTORY RESULTS USING MORE MOVES DEFAULTS

POLLUTANT	BY20	FY50NB	FY50BLD	FY50ALT
Total Gaseous Hydrocarbons	6.341E+05	4.806E+05	4.812E+05	4.804E+05
Carbon Monoxide (CO)	1.087E+07	5.328E+06	5.280E+06	5.267E+06
Oxides of Nitrogen (NOx)	1.882E+06	4.048E+05	4.046E+05	4.036E+05
Non-Methane Hydrocarbons	5.296E+05	4.167E+05	4.172E+05	4.166E+05
Volatile Organic Compounds	5.531E+05	4.352E+05	4.357E+05	4.350E+05
Atmospheric CO ₂	2.172E+09	1.302E+09	1.301E+09	1.296E+09
Total Energy Consumption	2.985E+13	2.094E+13	2.093E+13	2.086E+13
CO ₂ Equivalent	2.192E+09	1.325E+09	1.324E+09	1.319E+09

Units are in Kilograms, except for energy consumption in Kilojoules

A decorative vertical column of hexagons on the left side of the page. The hexagons are arranged in a staggered pattern and come in five colors: yellow, teal, dark blue, light green, and orange-red.

APPENDIX

G

- Agency Consultation Contact List

List of Agencies (34)

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

List of Additional Organizations (81)

1. ABF Freight Systems, Inc
2. Adapt CNY
3. Ainsley Superior Warehouse
4. Altius Aviation LLC
5. Amalgamated Transit Union
6. Americold Logistics
7. Anheuser-Busch, Inc
8. ARISE
9. Barrett Paving Materials, Inc
10. Byrne Dairy, Inc
11. C.H. Robinson Worldwide
12. Clintons Ditch Co-op, Inc
13. CN Railway
14. Coca-Cola Bottling Company
15. COR Development Company, LLC
16. Crucible Materials, Inc
17. Delta Airlines
18. Destiny USA
19. Dot Foods, Inc
20. Eagles Comtronics, Inc
21. Eaton's Crouse-Hinds
22. FedEx Ground
23. Frazer & Jones
24. G. C. Hanford Mfg. Co
25. Greyhound
26. Gypsum Express, LTD
27. Hanson Aggregates
28. Hill-Rom Holdings, Inc
29. Ince Motor Freight
30. INFICON, Inc
31. JB Hunt Transport, Inc
32. Kilian Manufacturing
33. L & G Stickley, Inc
34. Lan-Co Development Corp
35. Laser Transit Ltd
36. Madison County Tourism, Inc
37. McLane Northeast
38. Mercer Milling Company
39. Mobil Oil Corporation
40. Mohawk Global Logistics
41. Moving People Transportation Coalition
42. National Tractor School
43. New England Motor Freight
44. New Penn Motor Express
45. New York, Susquehanna & Western Railway
46. Onondaga Beverage Corp
47. Packaging Corporation of America
48. Page Transportation, Inc
49. Paul deLima Co, Inc
50. Penske Truck Leasing
51. Pioneer Warehousing & Dist., LLC
52. Port of Oswego Authority
53. Pyramid Companies
54. RAK Express
55. Raymour & Flanigan Furniture, Co
56. Riccelli Enterprises
57. Rotondo Warehouse
58. Ryder Systems, Inc
59. Seneca Beverage Corporation
60. Shane Trucking, LLC
61. Singer Transport, Inc
62. Speedway
63. Spirit & Sanzone Distributors Co, Inc
64. Stroehmann Bakeries, Inc
65. Sunoco Incorporated
66. Swift Transportation Co, Inc
67. Sysco Food Services of Syracuse, LLC
68. Terpening Truck Company
69. Tessy Plastics Corporation
70. TJ Sheehan Distributing, Inc
71. TNT
72. TTM Technologies
73. Uber Technologies, Inc
74. United Airlines
75. UPS Customer Center
76. Visit Syracuse, Inc
77. Westrock, Camillus Box Plant
78. Westrock, Solvay Mill
79. Whitacre Engineering Co, Inc
80. XPO Logistics
81. YRC Freight