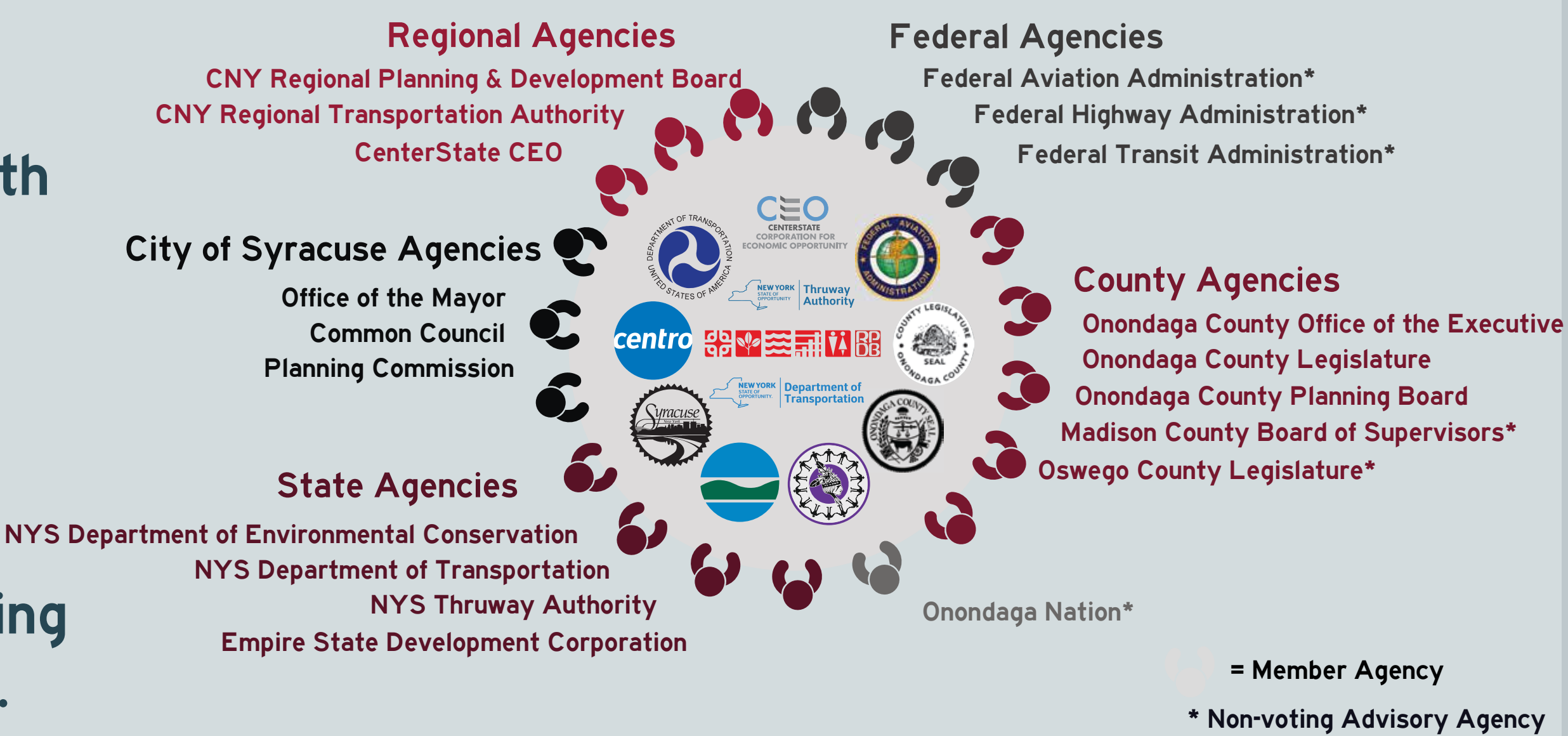


# What is the SMTC?

The SMTC is the Syracuse region’s Metropolitan Planning Organization (MPO). The MPO is a transportation policy-making and planning body made up of representatives of local, state, and federal government and transportation authorities.

The SMTC Member Agencies are a collection of federal, state, regional, county, and city representatives. Both elected officials and municipal staff serve on the various SMTC committees.

The Policy Committee is the designated MPO and includes 13 voting members and 6 non-voting members.



The SMTC does not own any transportation infrastructure, but instead makes recommendations to our member agencies who do.

More than just cars and roads, the SMTC is tasked with comprehensive transportation planning. That includes:

- Walking
- Bicycling
- Driving
- Transit
- Rail
- Freight

## Planning Area

### Onondaga County

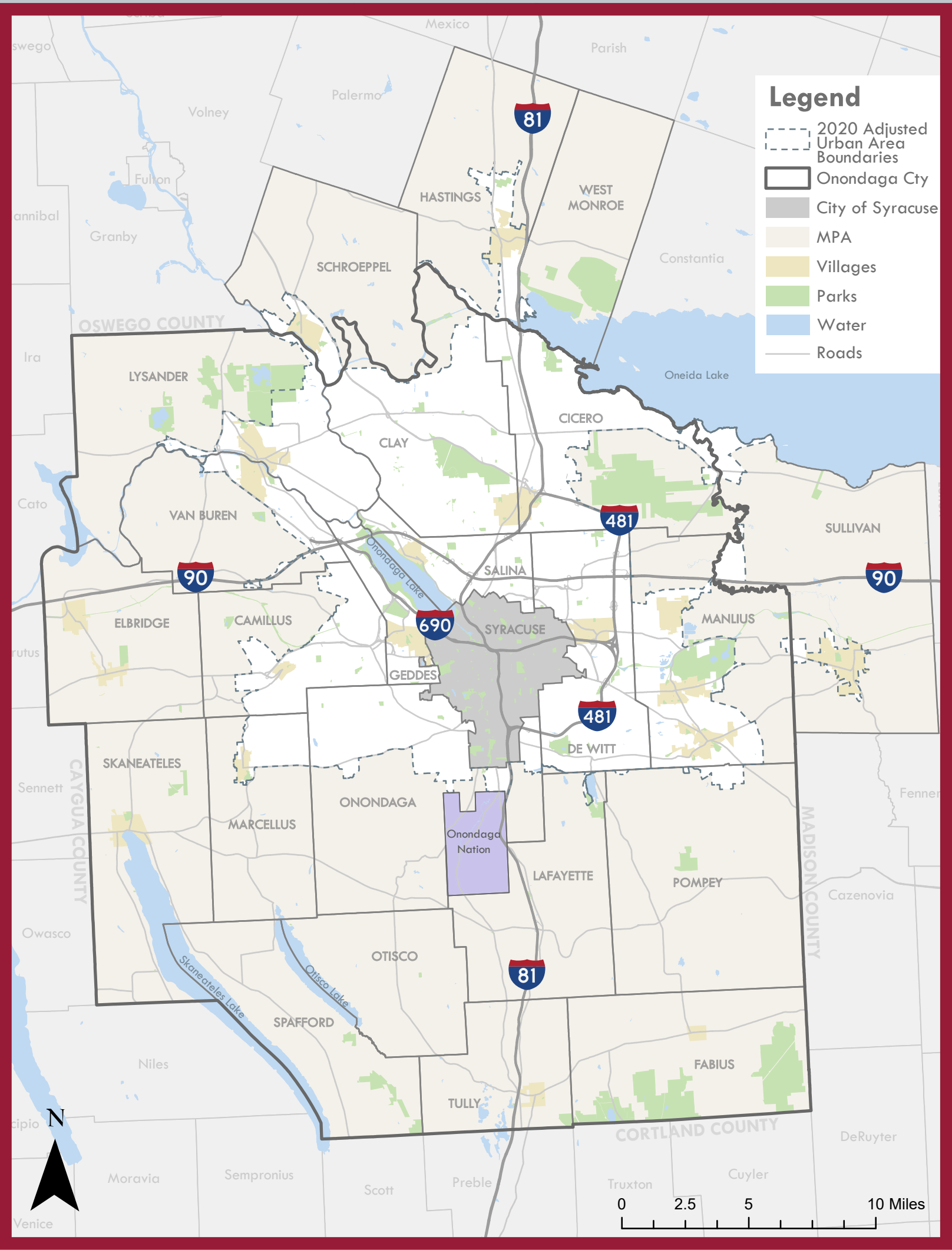
- All towns and villages
- City of Syracuse

### Madison County

- Town of Sullivan
- Village of Chittenango

### Oswego County

- Towns of Hastings, Schroepfel, West Monroe
- Villages of Phoenix and Central Square



### Metropolitan Transportation Plan

- Created via a Study Advisory Committee (SAC) and approved by the Policy Committee
- Provides a 20+ year blueprint to guide transportation development
- Contains a guiding vision, as well as transportation goals, objectives, and performance measures
- Updated every five years

long-term goals

### Unified Planning Work Program

- Identifies annual planning studies to be undertaken by the SMTC central staff
- Contains study requests generated from member agencies' current issues
- Adheres to the long-term goals of the MTP
- Updated annually

project-based recommendations

### Transportation Improvement Program

- Catalogs all capital transportation projects in the Metropolitan Planning Area
- Distributes funding for certain capital projects
- Created to be a fiscally constrained document
- Updated every four years and revised as needed



@SMTCMPO



Syracuse Metropolitan Transportation Council



@SMTCMPO



contactus@smtcmpo.org



smtcmpo.org/all-publications/newsletter/



# What is the MTP?

The Metropolitan Transportation Plan describes the current state of our surface transportation system, examines anticipated trends, and lays out a 20+ year vision for the future of our region’s transportation system.



The SMTC is required to update the MTP every 5 years, with our next MTP due in September 2025.

The purpose of the MTP is to guide the SMTC’s member agencies in making transportation investment decisions over the next 25 years.

There will be two primary influences on transportation planning in our region in the coming decades: the region will GROW and TECHNOLOGY will change.  
How will our transportation system adapt?

## 2050 MTP Goals

### ECONOMY

- Support efficient and reliable freight movement.
- Expand access to opportunities and services.
- Address new and rapidly changing technologies.

### COMMUNITY

- Provide and maintain a safe, secure, and reliable transportation network.
- Support targeted growth in urban, suburban, and rural communities.
- Enhance mobility and accessibility between all modes of travel.

### ENVIRONMENT

- Protect, enhance, and connect important ecosystems and ecologically significant areas.
- Ensure communities are well-equipped to mitigate/adapt to the effects of climate change and support resiliency of transportation facilities.

## Priority Funding Initiatives

### Complete the I-81 Community Grid

Including conversion of existing I-481 to I-81 and associated capacity projects, removal of downtown viaduct, completion of BL81 through the city of Syracuse, and new I-690 exit.

### Continue to expand the regional trail network

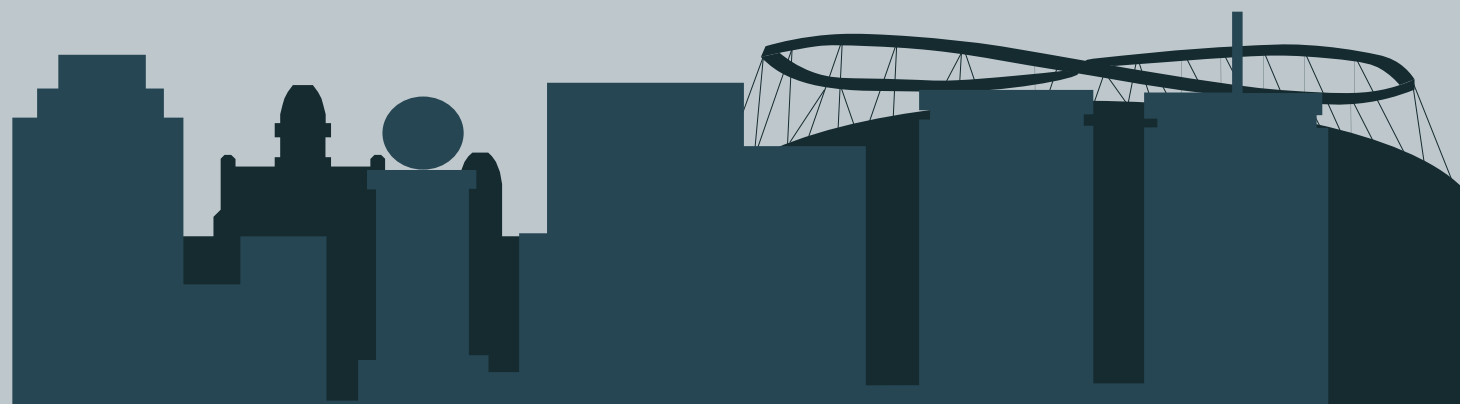
Focus on closing gaps and increasing connectivity to the primary corridors such as the Empire State Trail, Onondaga Creekwalk, and Loop the Lake Trail.

### Implement the BRT System

based on the initial plan from the SMART 1 study (Eastwood-OCC via James St/South Ave & SU-RTC), and continue to expand other enhanced transit options.

### White Pine Commerce Park regional accessibility

Transportation projects necessary for build-out of Micron site and surrounding industrial areas.



Learn more about the MTP process and read the full draft document:

[www.smtcmpo.org/mtp2050](http://www.smtcmpo.org/mtp2050)



# Planning context

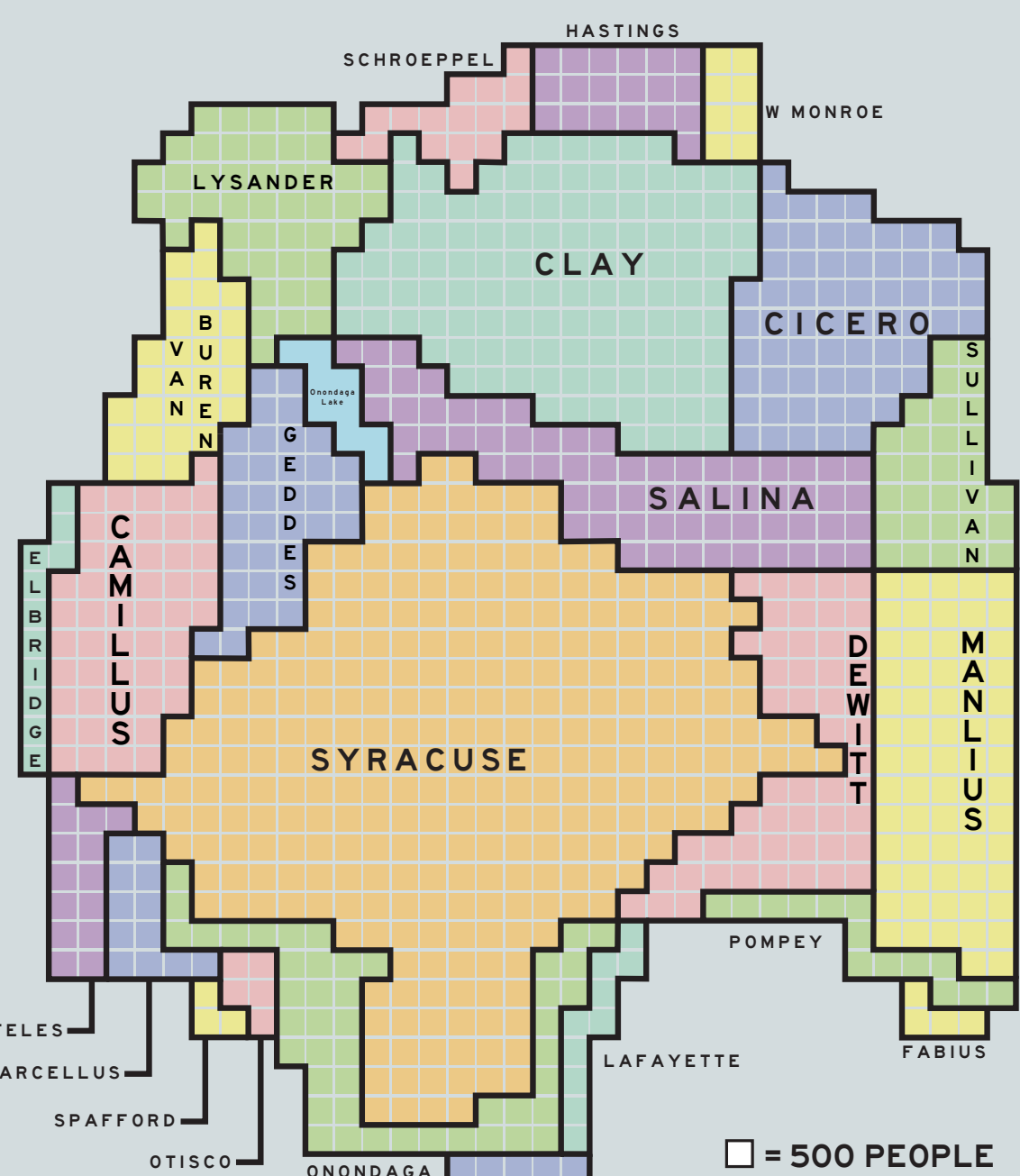
Onondaga County’s population has remained fairly flat since 1970, while the City of Syracuse’s population declined steadily until 2010.

- This resulted in a pattern of “sprawl without growth” as population redistributed to towns farther from the urban core.
- 2020 Census showed slight uptick in city’s population.

POPULATION OF CITY OF SYRACUSE AND ONONDAGA COUNTY, WITH SQUARE MILEAGE OF URBAN AREA, 1950 TO 2020



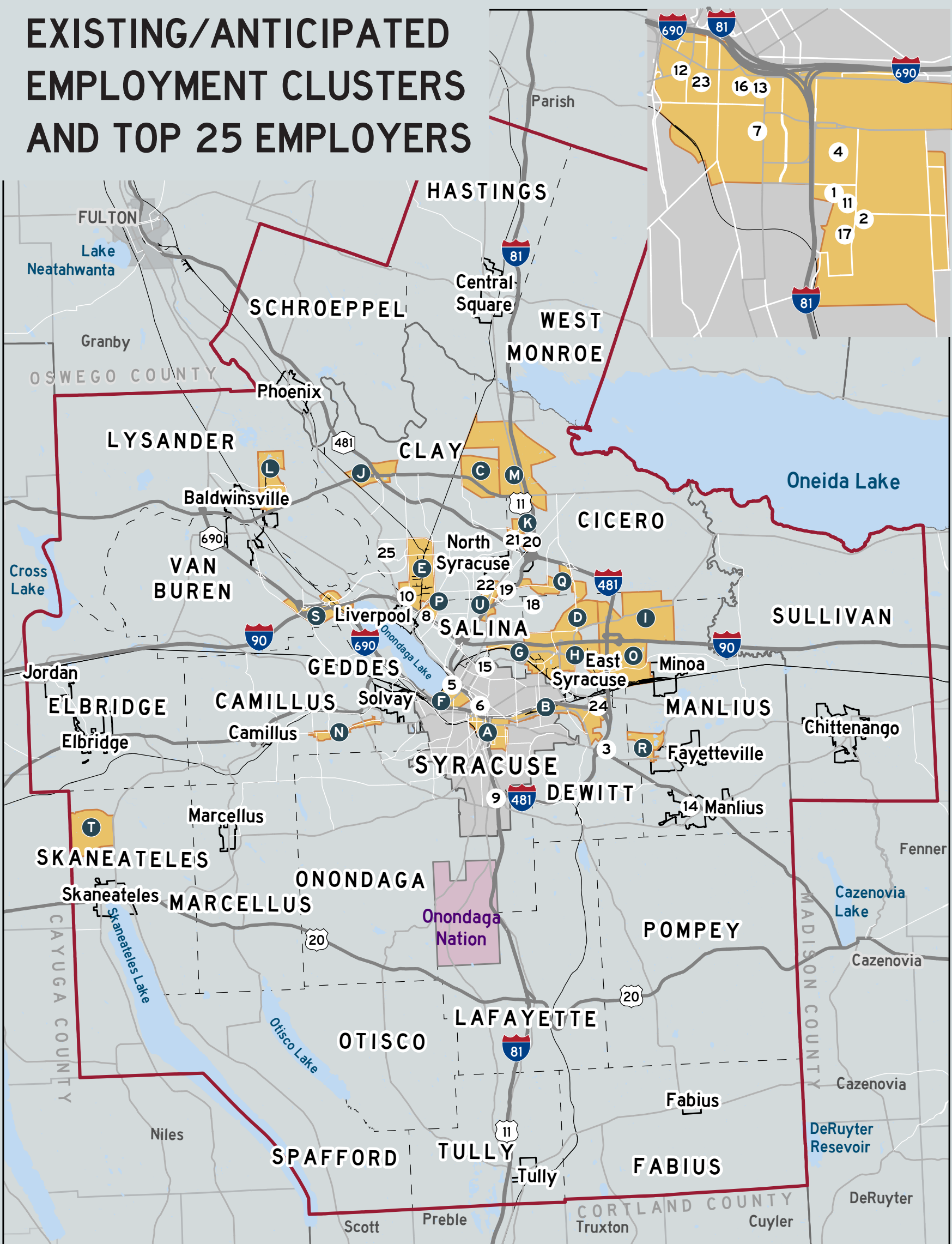
CITY AND TOWNS IN OUR PLANNING AREA, BY AREA AND POPULATION



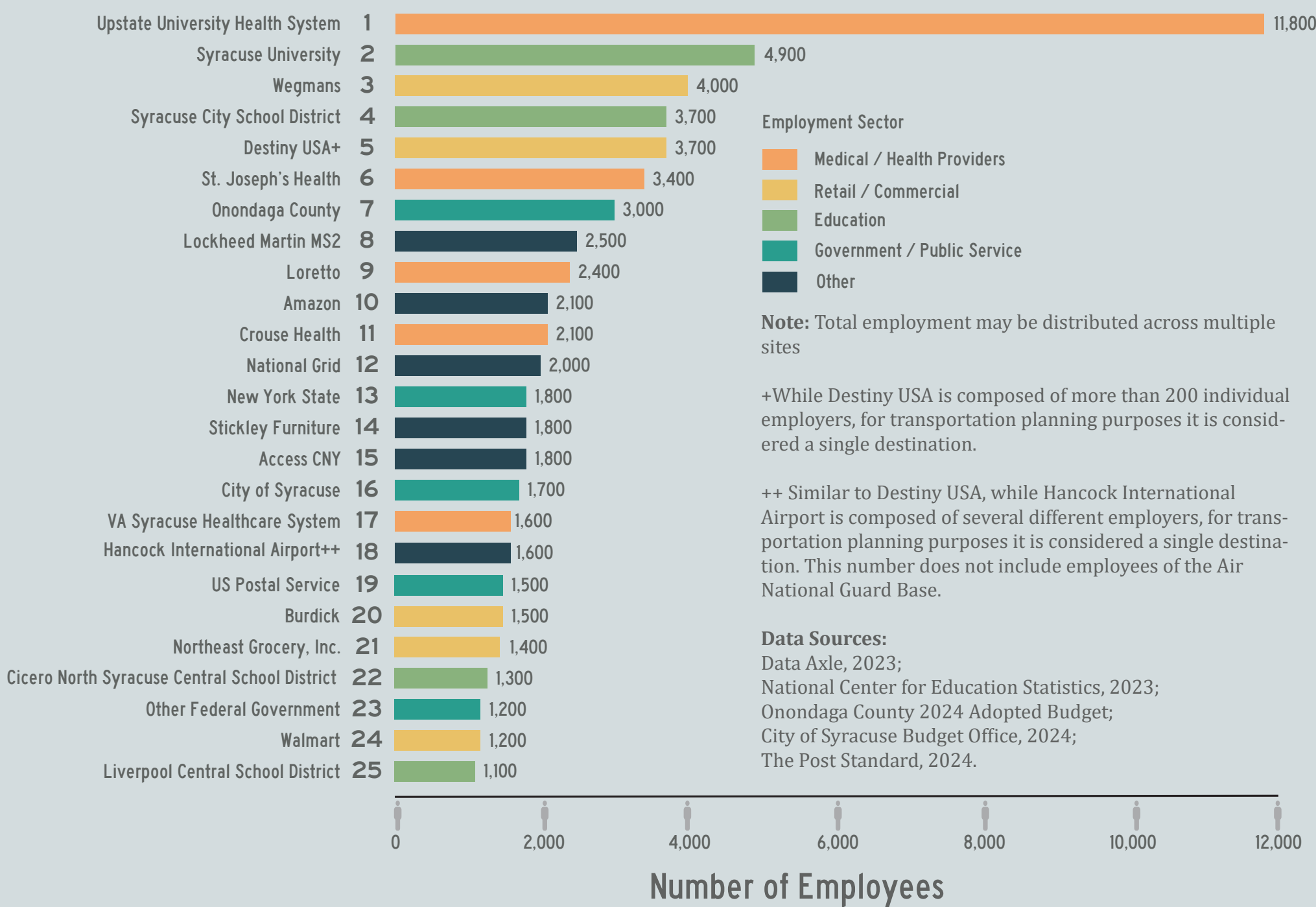
- The City of Syracuse accounts for about one-third of Onondaga County’s population.
- Clay, Salina, Manlius, and Cicero together account for about another one-third.

Major individual employers and employment clusters are concentrated in Downtown Syracuse, University Hill, and the northern half of Onondaga County.

EXISTING/ANTICIPATED EMPLOYMENT CLUSTERS AND TOP 25 EMPLOYERS



TOP 25 EMPLOYERS IN OUR PLANNING AREA



+While Destiny USA is composed of more than 200 individual employers, for transportation planning purposes it is considered a single destination.

++ Similar to Destiny USA, while Hancock International Airport is composed of several different employers, for transportation planning purposes it is considered a single destination. This number does not include employees of the Air National Guard Base.

Data Sources:  
Data Axle, 2023;  
National Center for Education Statistics, 2023;  
Onondaga County 2024 Adopted Budget;  
City of Syracuse Budget Office, 2024;  
The Post Standard, 2024.

EMPLOYMENT CLUSTERS CURRENT AND FUTURE EMPLOYEES

	Employment Clusters	Estimated Number of Employees	
		2020 Estimate	2050 Estimate
A	Downtown Syracuse / University Hill	51,800	64,000
B	Erie Blvd E	12,300	15,300
C	White Pine Commerce Park	100	13,000
D	E Molloy Rd	7,600	9,800
E	Woodard Industrial Park	8,400	9,400
F	Destiny USA / Inner Harbor	5,000	6,800
G	Rt 298 West	5,100	5,800
H	Thompson Rd East	4,800	5,600
I	I-481 / Rt 298	2,800	5,200
J	Rt 31 at Rt 481	3,900	5,100
K	Rt 11 - Cicero South	4,200	4,400

	Employment Clusters	Estimated Number of Employees	
		2020 Estimate	2050 Estimate
L	Radisson Corporate Park	2,800	4,300
M	Rt 11 - Cicero North	2,000	4,200
N	W Genesee St	3,800	4,100
O	Kirkville Rd / Railyard	2,800	3,800
P	Electronics Parkway	2,800	3,300
Q	E Taft Rd	2,500	2,900
R	Fayetteville Towne Center	2,600	2,900
S	NYS Thruway / Rt 690	2,200	2,600
T	Skaneateles Falls	1,900	2,300
U	Rt 11 - Mattydale	1,800	2,200

Data Source: SMTC Travel Demand Model

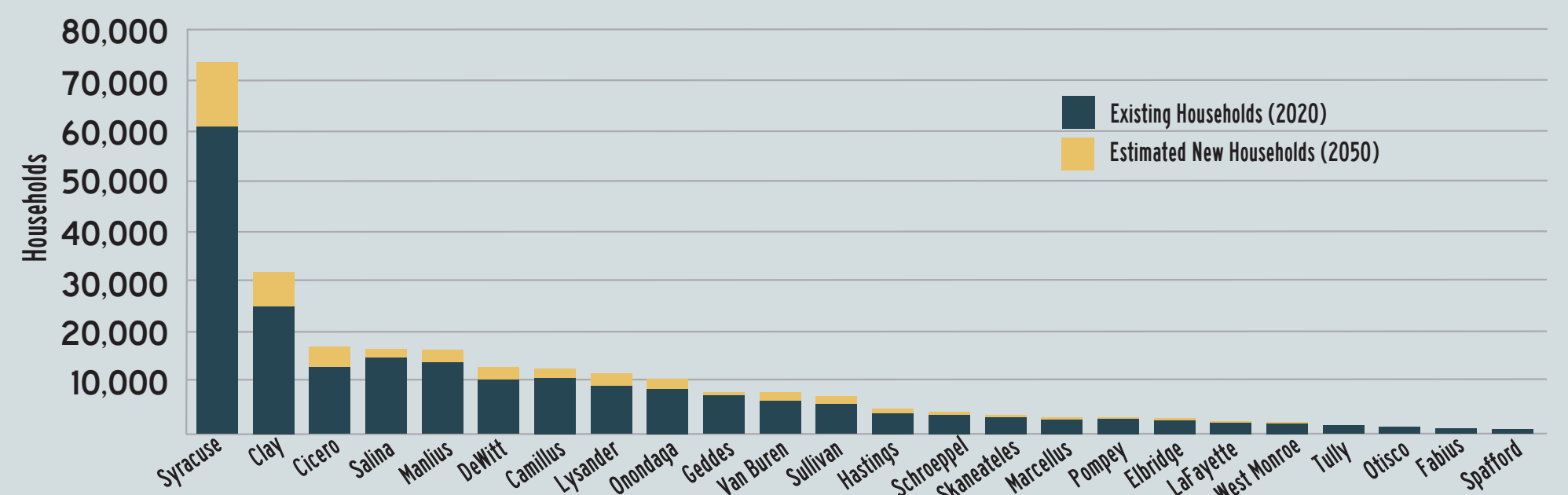


# Planning context

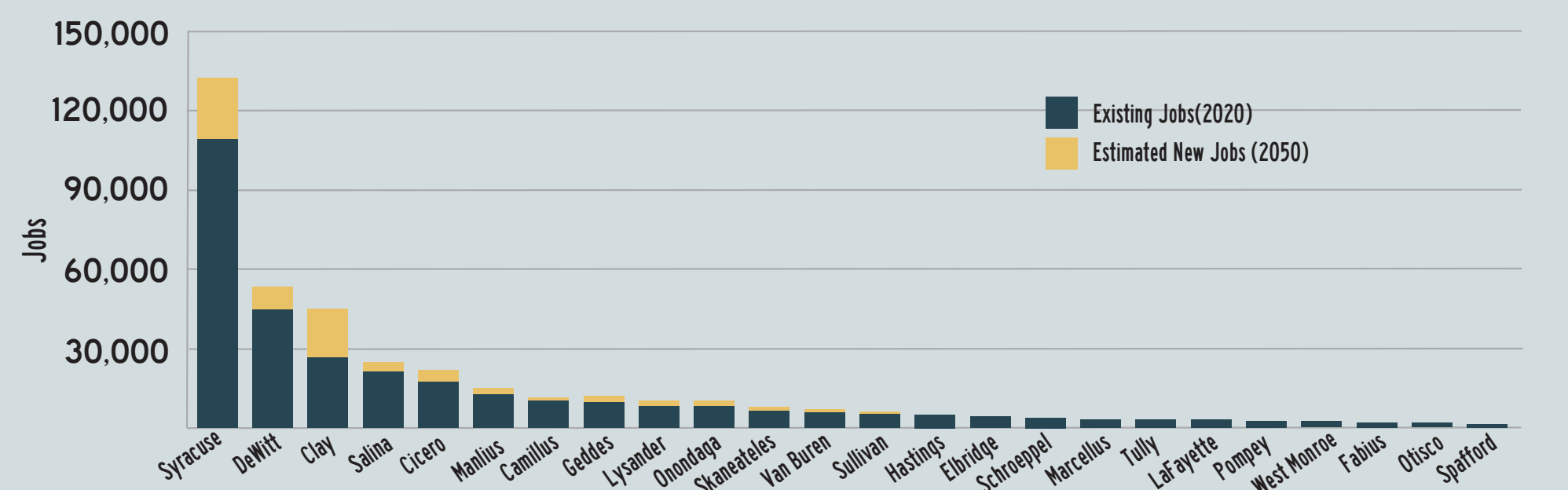
The investment by Micron Technology, Inc. in a semiconductor manufacturing facility in the Town of Clay in northern Onondaga County is expected to result in unprecedented growth in jobs and population.

- 44,000 new jobs and 76,000 new residents over 30 years in the 5-county Central New York region (Onondaga, Oswego, Madison, Cortland, and Cayuga counties).

## ANTICIPATED HOUSEHOLD GROWTH BY MUNICIPALITY

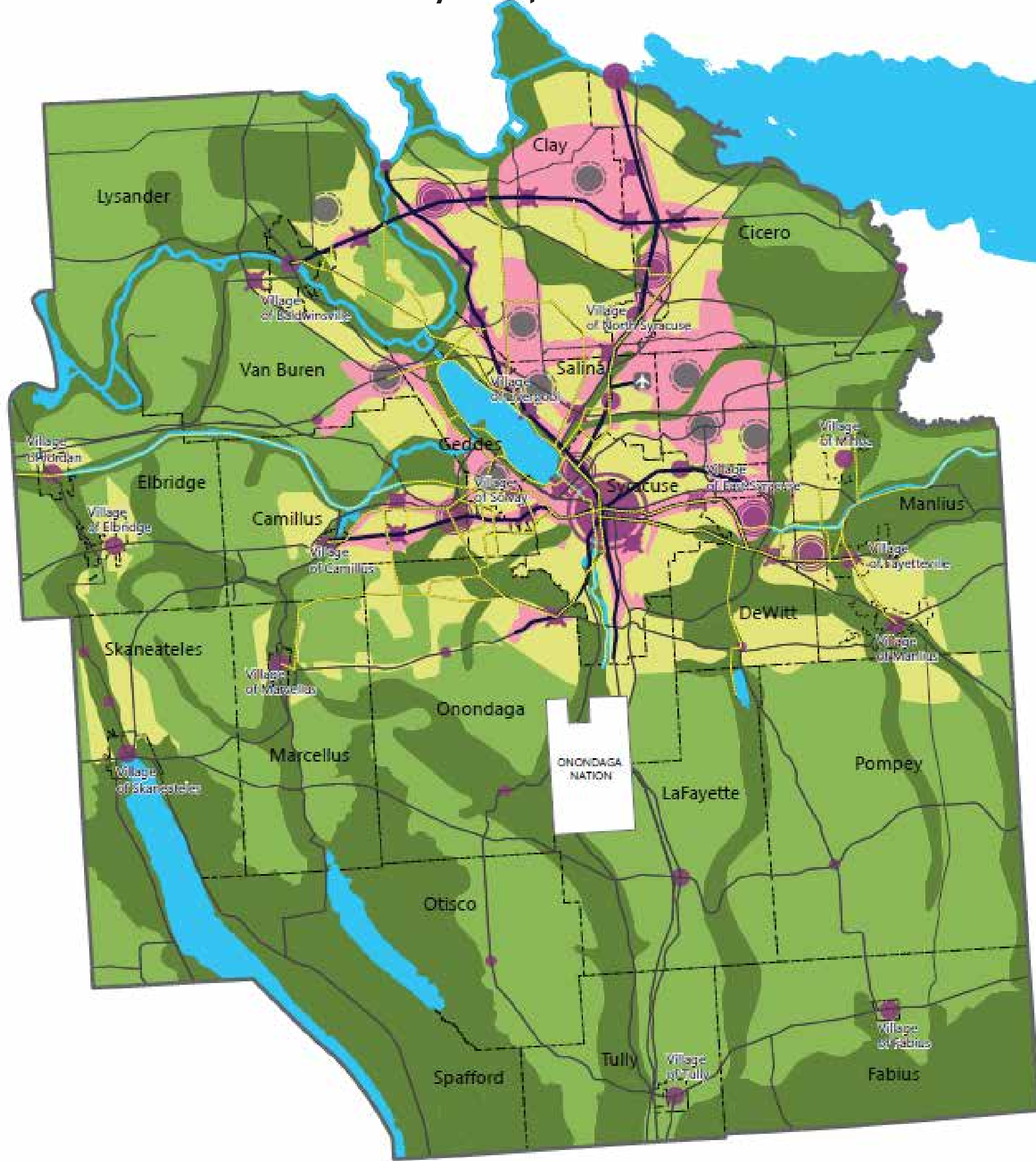


## ANTICIPATED JOB GROWTH BY MUNICIPALITY



## FUTURE LAND USE MAP

from PLAN ONONDAGA County Comprehensive Plan , 2023

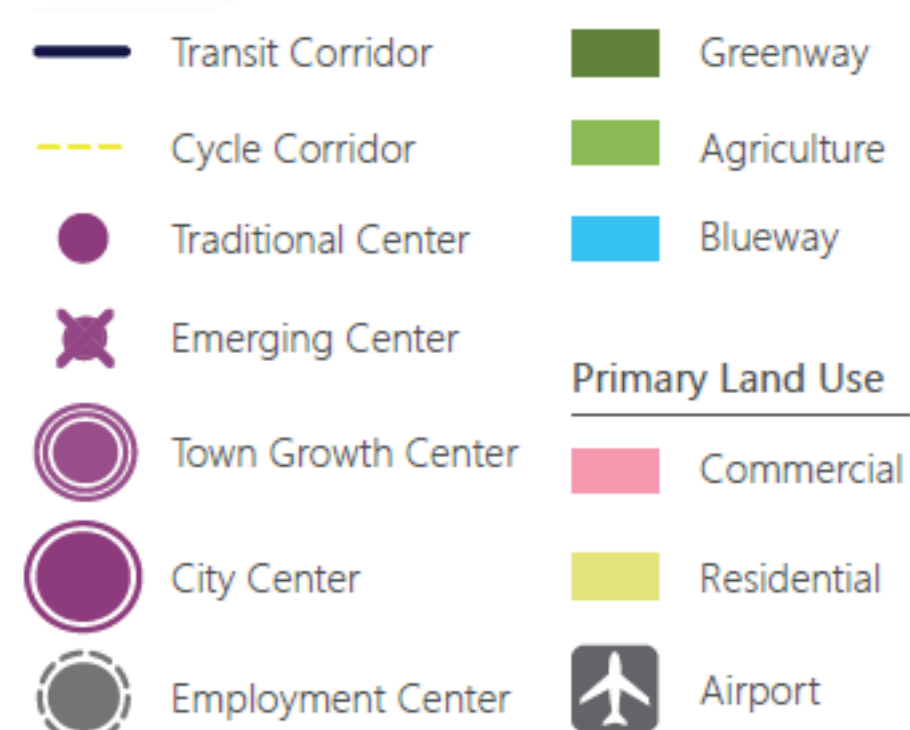


A substantial investment in housing will be necessary, and the community will have to make choices about the form that growth will take.

- PLAN ONONDAGA focuses on creating Strong Centers: walkable, people-oriented places, that can be connected by new mobility options.

### LEGEND

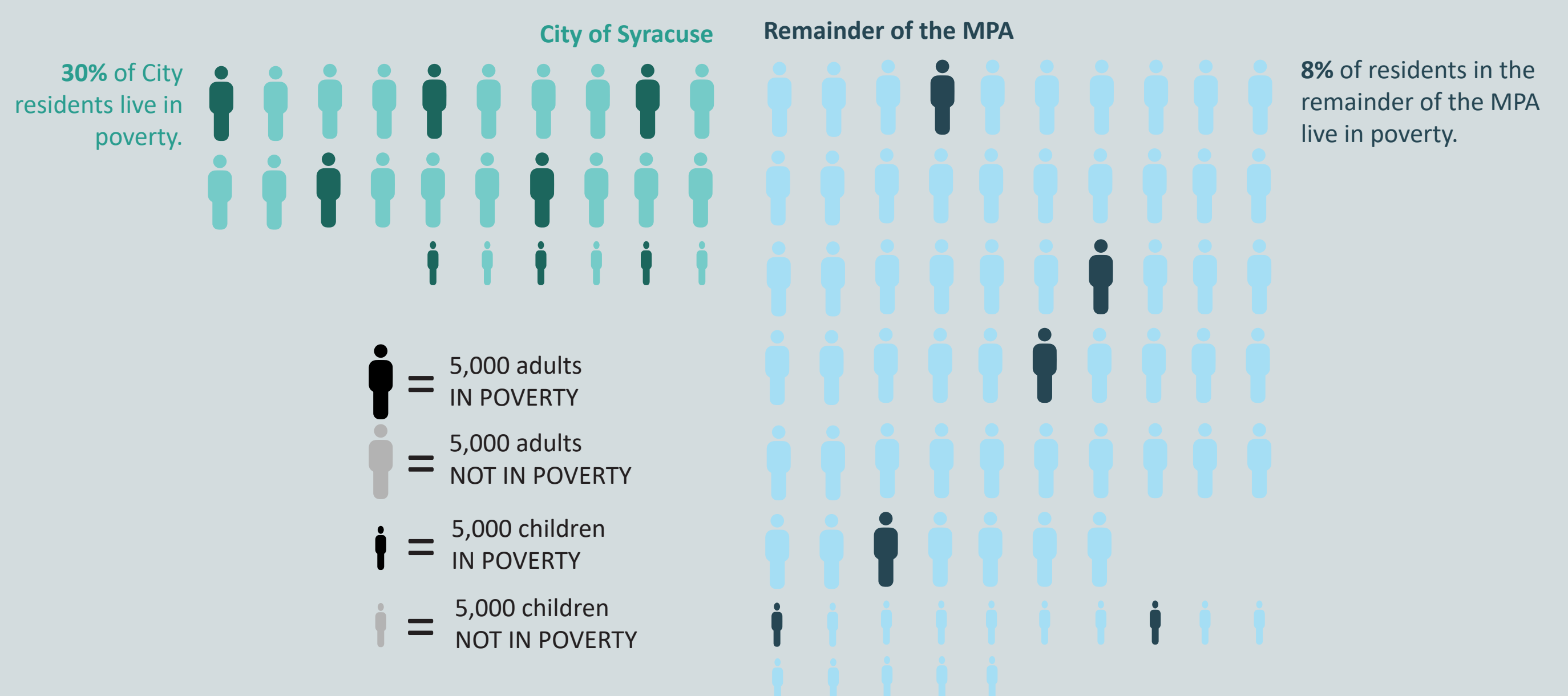
#### Planning Elements



Poverty and the uneven access to opportunity pose challenges to our regional prosperity.

- As we move into a new era of growth in CNY, we need to ensure that the benefits - and the burdens - of that growth are shared across every community and that all residents of our region can access quality transportation, housing, jobs, and educational opportunities.

## MPA POPULATION LIVING IN POVERTY



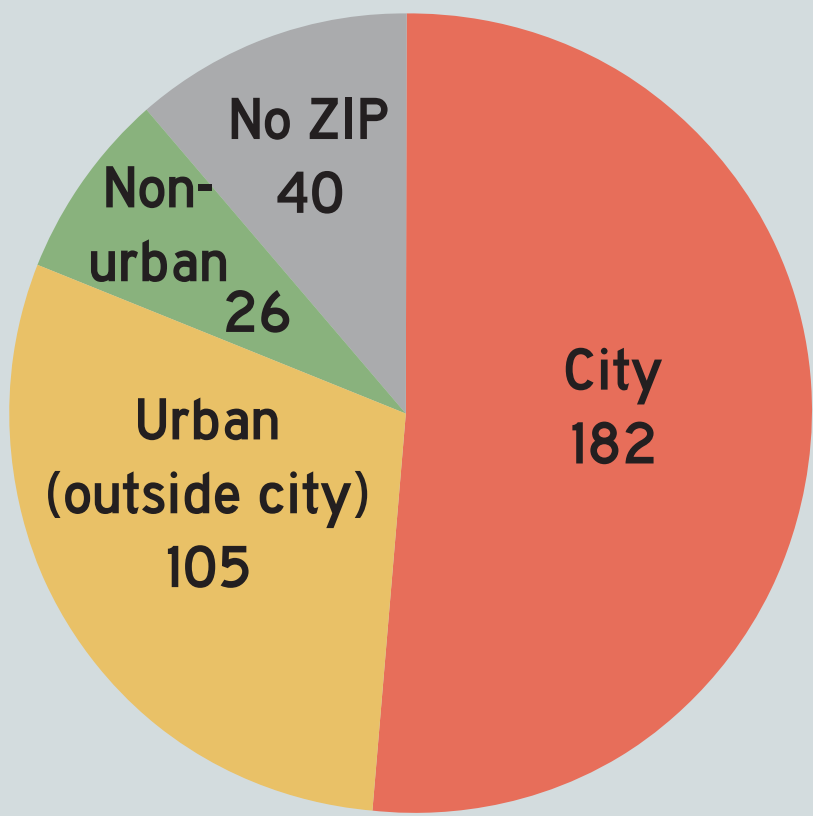


# What we've heard

## 353 total surveys submitted Open March - September 2024

- Through an open-ended map-based question, over 800 specific transportation issues or opportunities were identified.
- Although there are slight differences in priorities based on where respondents live within our MPA, some common themes can be found.
- Respondents value investments that will improve transit service quality, expand bicycle and pedestrian infrastructure, and improve how our current road system functions.

Survey respondents by ZIP code area type



- 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

“How many of the following locations can you safely WALK or DRIVE to within 15 minutes of your home?”

Of the 14 destinations listed:

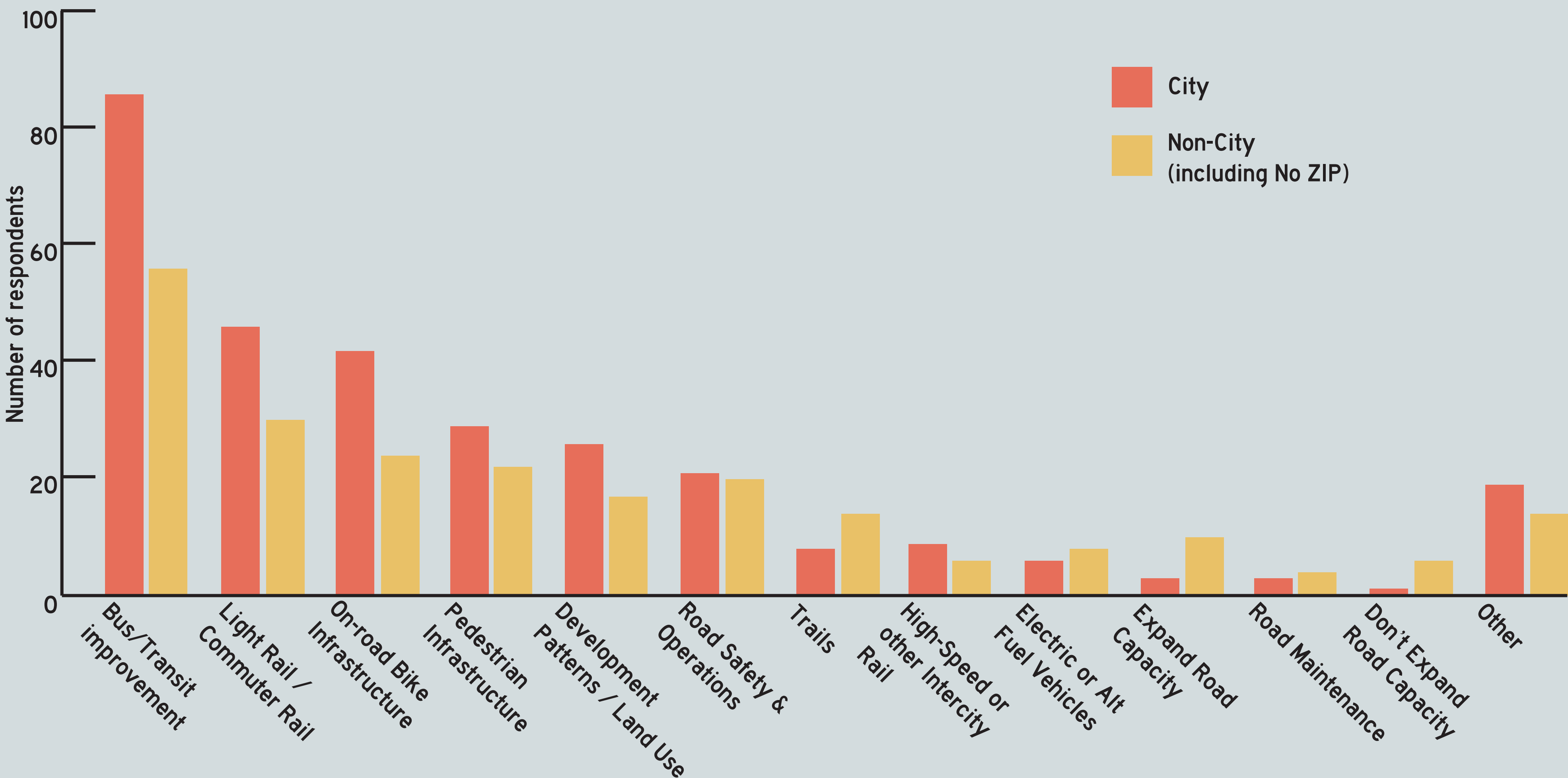
	WALK	DRIVE
MPA average	5.2	11.4
City average	6.2	11.9

Over 50% of all respondents can WALK to these destinations

Over 80% of all respondents can DRIVE to these destinations

- Park or recreation facility
- Convenience store
- School (K-12) or college
- Restaurant/coffee shop/cafe
- Grocery store
- Pharmacy
- Library
- Bank
- Local, small-scale retail
- Shopping center/plaza/big box retail
- Gym/community center
- Healthcare facility

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

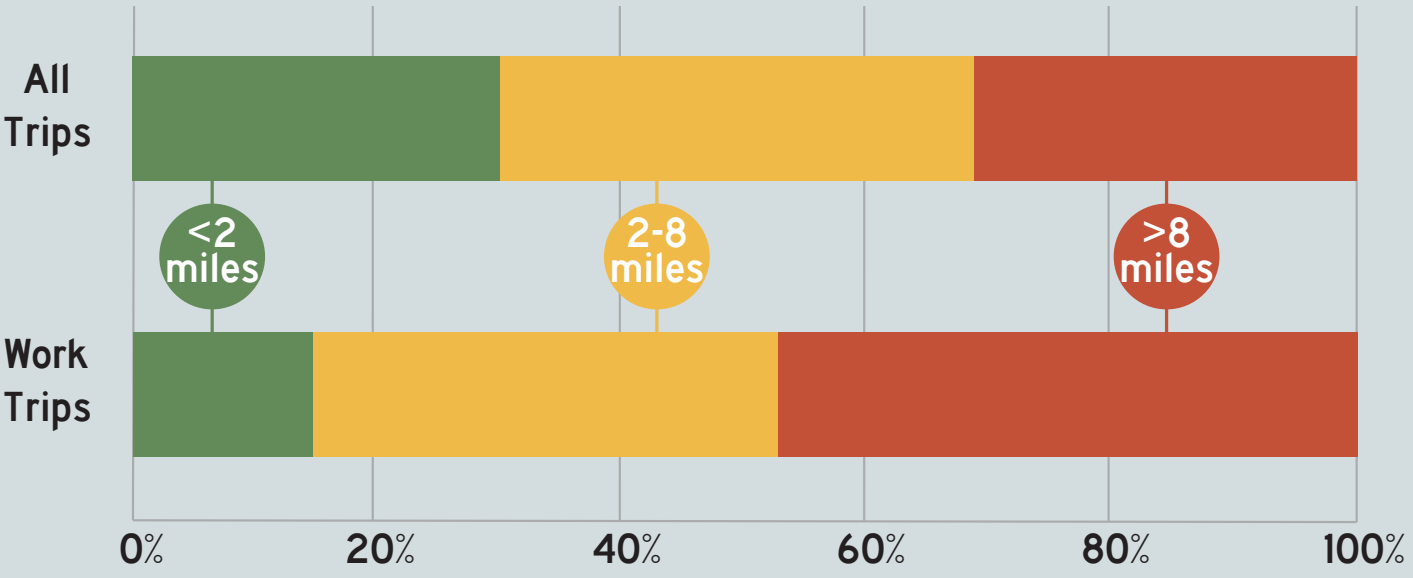




# What we've heard

Our transportation network should provide mobility choices that reflect the purpose of a trip, its length, and geographic context.

TRIP DISTANCES IN OUR PLANNING AREA



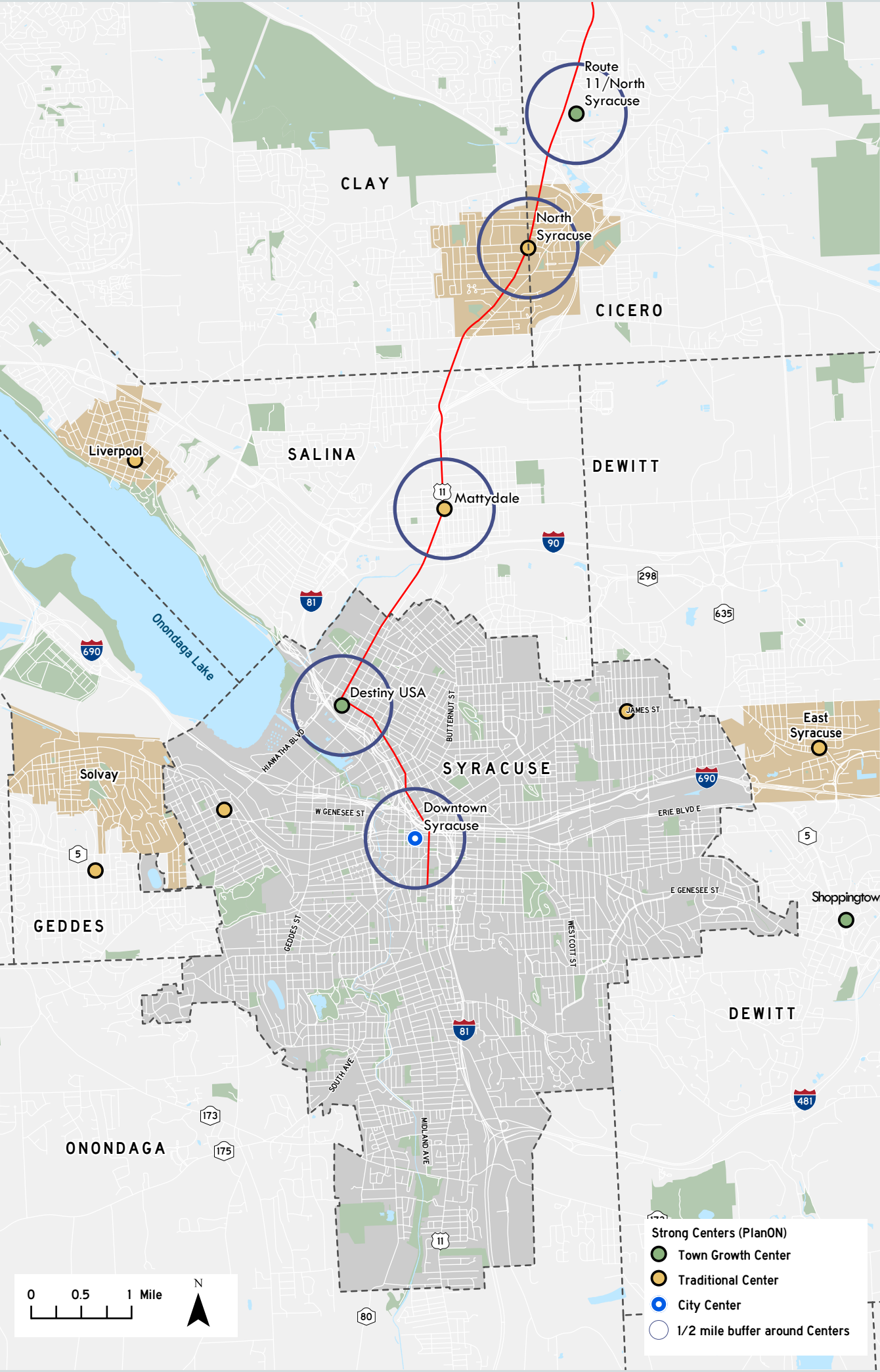
Sidewalk networks should connect municipalities.

- Provide access to retail plazas just outside the city.

Local bicycle networks should improve access to neighborhood anchors, providing increased connectivity for shorter trips.

- Focus on local networks and connections between neighborhoods and regional trail system.

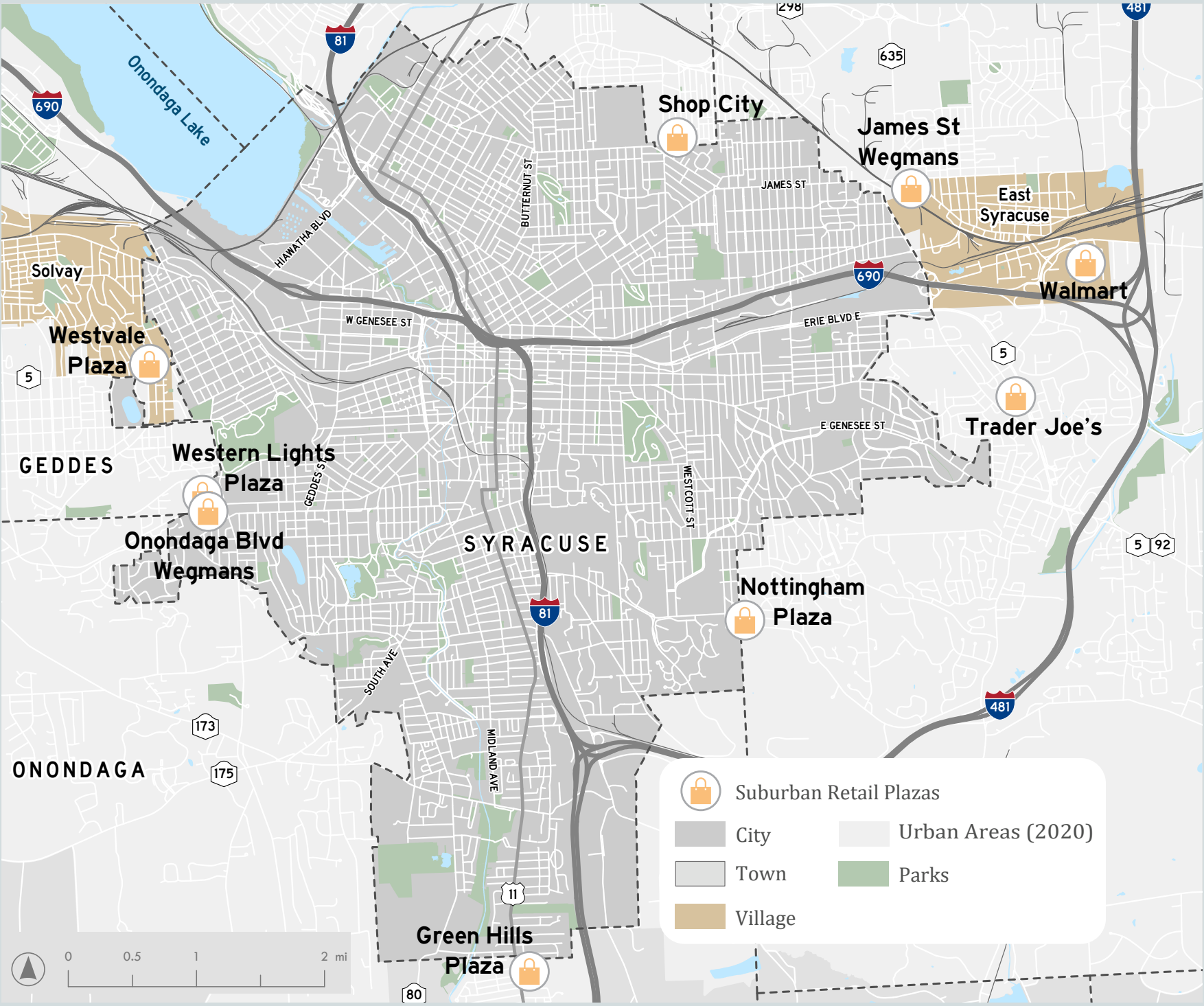
TOWN GROWTH AND TRADITIONAL CENTERS ALONG ROUTE 11



The road network may only require small changes to improve operations.

- Focus on safety and operations, not capacity expansion.

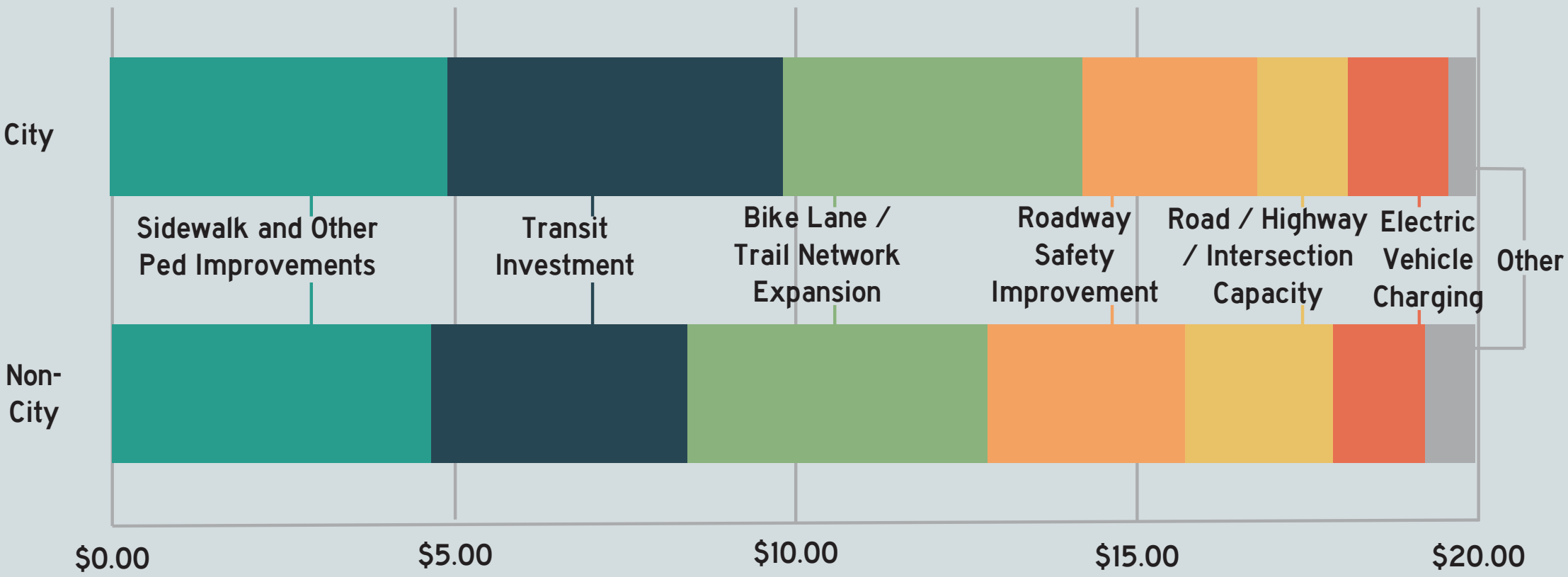
SUBURBAN RETAIL PLAZAS NEAR CITY BOUNDARY



Community members desire frequent, reliable transit service.

- Encouraging the majority of anticipated growth in the PLAN ONONDAGA traditional and town growth centers presents the best opportunity to create the density to support the enhanced transit options that the community wants.
- Higher frequency, reliable, enhanced bus service can be successful in our community by focusing on changes to zoning regulations in a few corridors that link existing centers.

AVERAGE SUGGESTED FUNDING ALLOCATION FROM MTP SURVEY, CITY AND NON-CITY RESIDENTS

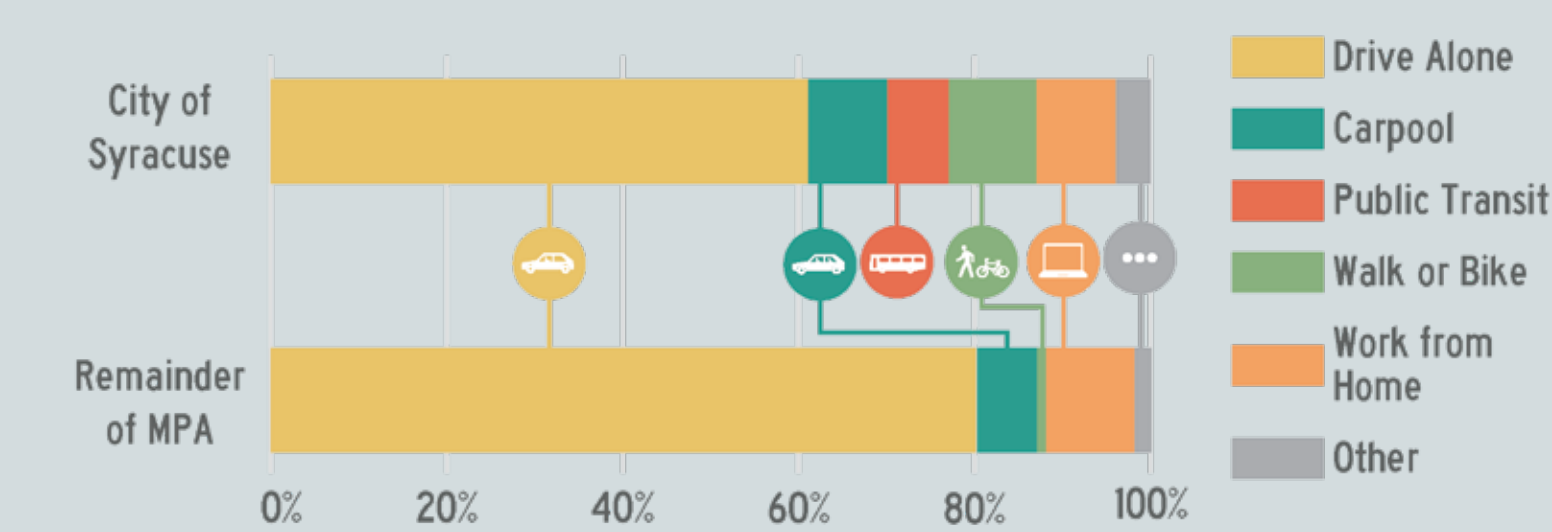




# Transportation system

Commuting times by car in the Syracuse region are low and congestion in minimal.

## MEANS OF TRANSPORTATION TO WORK



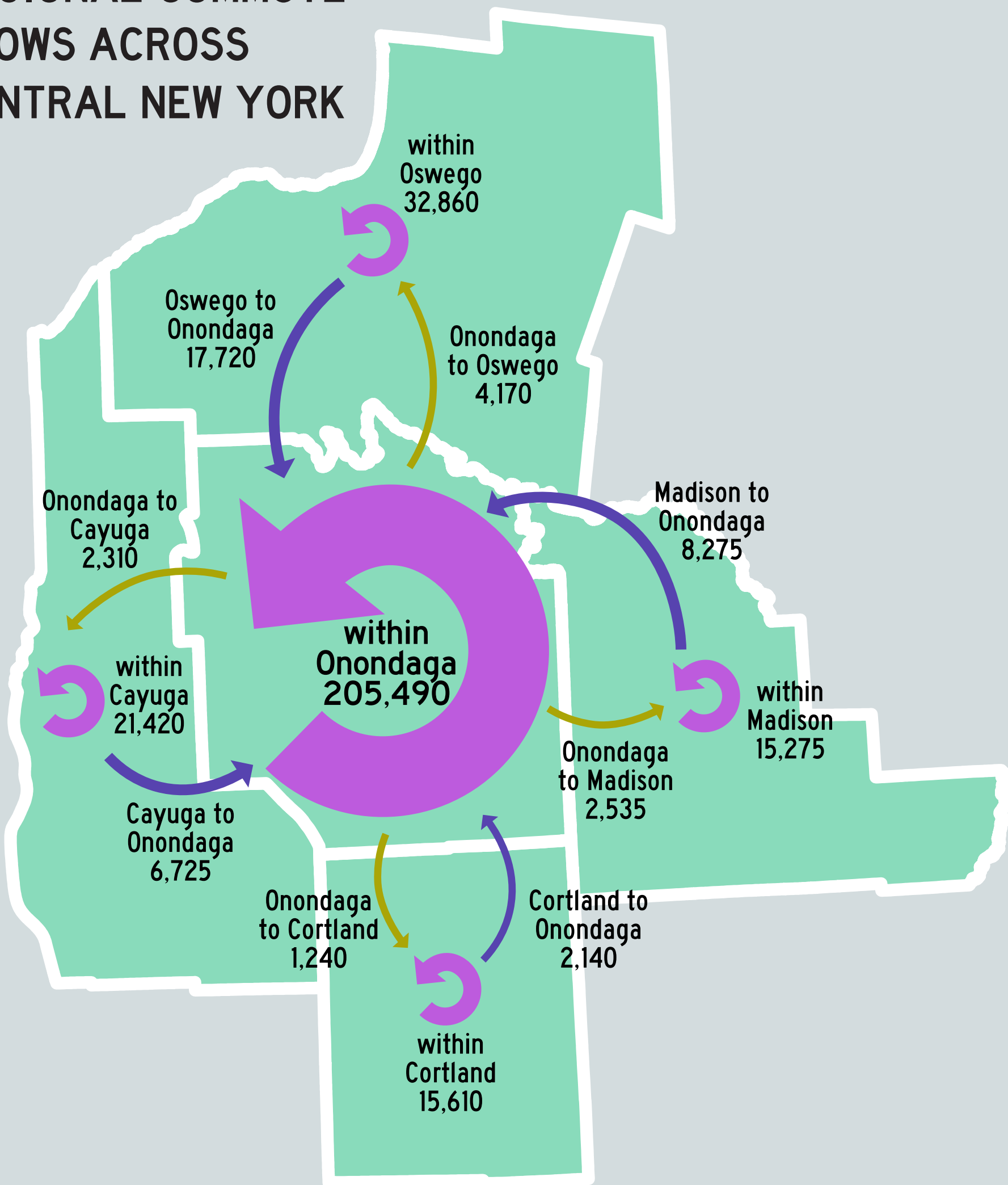
## COMMUTE TIME BY NUMBER OF WORKING RESIDENTS



## AVERAGE COMMUTE TIME

- City of Syracuse - 17.6 minutes
- Onondaga County - 20.1 minutes
- New York State - 33.2 minutes
- United States - 26.7 minutes

## REGIONAL COMMUTE FLOWS ACROSS CENTRAL NEW YORK



- In each of the surrounding counties, most of the people who live in that county also work within that county.
- The largest county-to-county flow is from Oswego to Onondaga county, at about 18,000 workers, and that figure is only about one-twelfth of the number of workers who both live and work in Onondaga County.

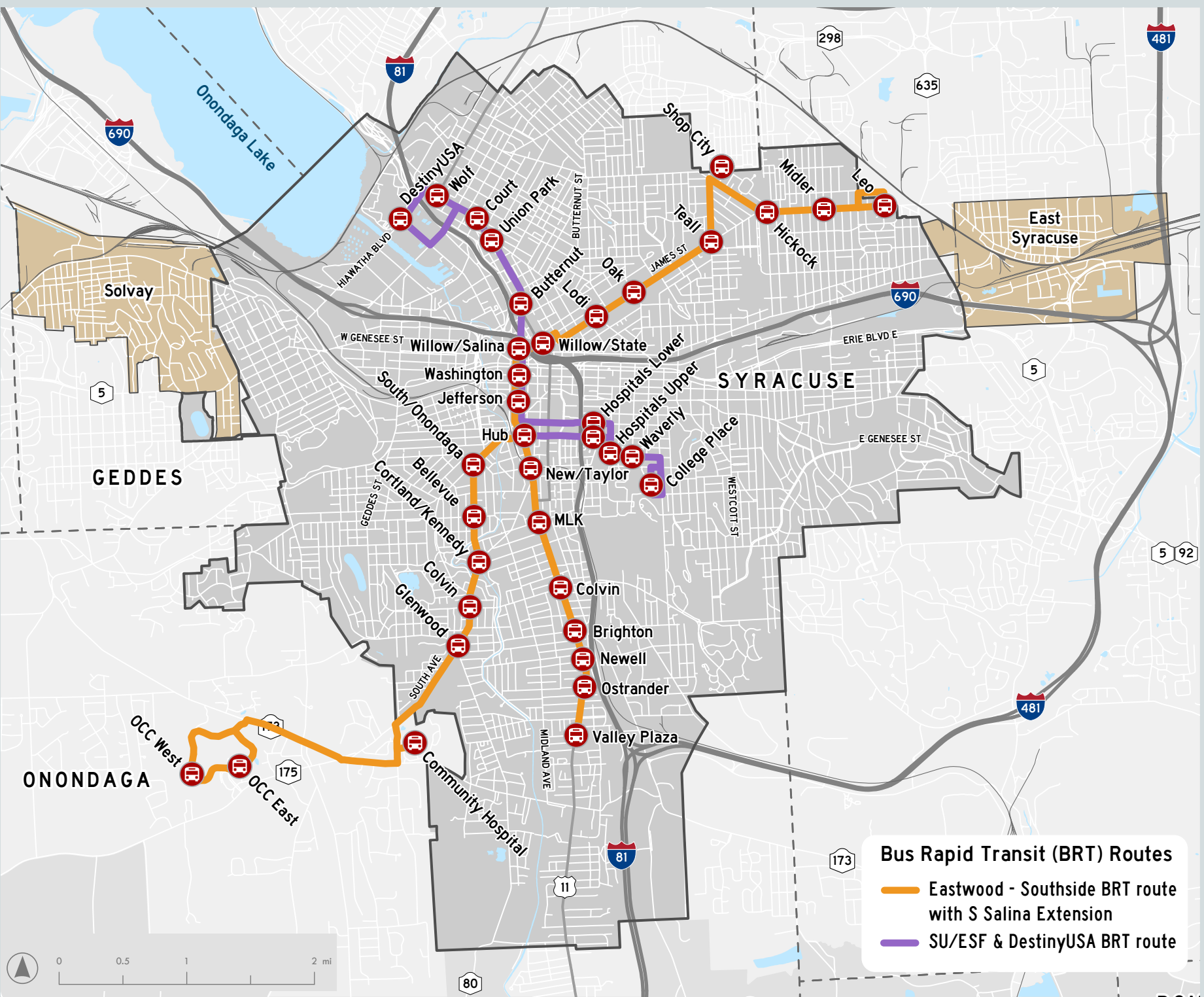
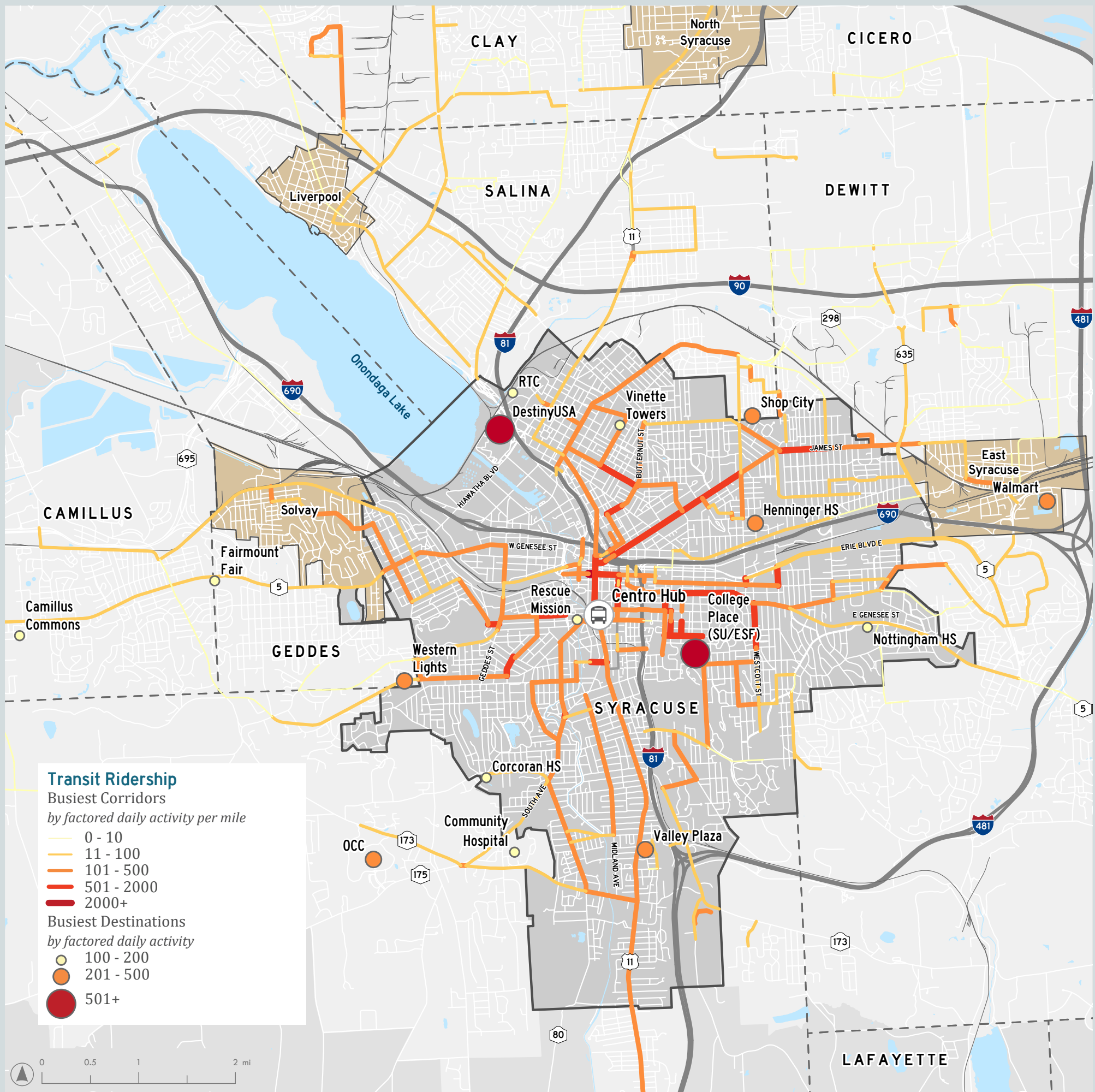
For those who cannot or chose not to drive or own a vehicle, accessing jobs and other daily needs in our region is challenging.

- Some bus routes in the urban core operate every 10-15 minutes during peak times, but the time between buses can reach to over an hour for longer routes into some suburban areas.

Increased frequency is key to enhancing transit service and attracting new riders.

- When asked to prioritize potential future transit system improvements, both riders and non-riders who responded to the Exploring Tomorrow's Transit survey overwhelmingly asked for increased service frequency.

Investment in new options like Bus Rapid Transit (BRT) and on-demand service will provide more efficient, higher-quality service to our region.





# Goals + Objectives

	Goal	Objective	Desired Performance
Economy	Support efficient and reliable freight movement.	Maintain a high degree of reliability in our freight network and on our National Highway System (NHS).	Per adopted targets* for Truck Travel Time Reliability (TTTR).
	Expand access to opportunities and services.	Eliminate barriers to the transportation network through improved usability and accessible design.	Increase the number of ADA compliant facilities.
		Improve access to major employment and training centers via all modes of transportation.	Maintain existing commute times for personal vehicles while decreasing commute times for alternative modes of transportation.
		Expand transit service options for off-peak and non-commuting trips.	Increase off-peak access to fixed-route and on-demand transit service.
	Address new and rapidly changing technologies.	Strategically plan for publicly available electric vehicle charging stations.	Increase the number of EV charging stations along NEVI corridors and within the community.
		Incorporate smart city technologies like signal prioritization or autonomous vehicle infrastructure across the region.	Increase the number of “smart city” assets in our transportation network.
Community	Provide and maintain a safe, secure, and reliable transportation network.	Reduce serious injuries and fatalities from vehicle crashes and from crashes involving people walking and biking.	Per adopted targets* for fatalities (# and rate), and non-motorized fatalities + serious injuries (#).
		Preserve and maintain existing transportation facilities including pavement, bridges, and bicycle/pedestrian facilities.	Per adopted targets* for % of Interstate and non-Interstate NHS pavements in good and poor conditions; % NHS bridges good and poor condition.
		Maintain a high degree of reliability on our highway system.	Per adopted targets* for percent of person-miles on interstate and non-interstate NHS that are reliable.
	Support targeted growth in urban, suburban, and rural communities.	Focus transportation investments in existing and emerging centers, as well as along planned transit corridors.	Concentrate transportation investment where we have existing infrastructure.
			Encourage job growth around “Main Streets,” Downtown Syracuse, and industrial areas through placemaking investments.
	Enhance mobility and accessibility between all modes of travel.	Prioritize investments for disadvantaged communities.	Increase the number of projects funded in disadvantaged communities.
		Create a cohesive and connected network of bicycle and pedestrian facilities across the region.	Increase mileage of protected bicycle and pedestrian facilities across the region with an emphasis on filling gaps in the system.
		Improve frequency and reliability of fixed-route transit service in the urban core and to regional employment centers.	Increase the number of bus routes with headways of 15 minutes or less for most of the day.
		Expand micro-mobility options, such as bike- and scooter-shares, outside the City of Syracuse.	Increase the coverage of micro-mobility options.
Environment	Protect, enhance, and connect important ecosystems and ecologically significant areas.	Utilize greenways and blueways to connect our communities and natural resources.	Increase the mileage of designated greenway and blueway trails.
		Reduce the quantity and improve quality of stormwater runoff from transportation facilities.	Limit expansion of impermeable surfaces from transportation facilities.
	Ensure communities are well-equipped to mitigate/adapt to the effects of climate change and support resiliency of transportation facilities.	Incorporate bioswales, street canopies, and other green infrastructure elements.	Increase the percent of street tree canopy coverage.
			Increase investments in green infrastructure.
		Reduce greenhouse gas emissions per capita.	Reduce greenhouse gas emissions per capita.
		Reduce vehicle miles traveled (VMT) per capita.	Decrease vehicle miles traveled per capita.

\* Federally-required performance measure. See Appendix B (System Performance Report).



# Our strategies

## Community

★ Related to a Priority Funding Initiative

- Sprawl without growth has been the dominant development pattern within Central New York for the last 50 years. New residential and commercial development has occurred farther from many of our traditional centers, shifting the demographic and economic landscape as a result. Housing affordability has become a key issue both in the urban core and surrounding suburbs as quality affordable housing has become scarce. Employment opportunities, while still concentrated within employment clusters, can be difficult to reach for residents without access to a personal vehicle. As the region transitions into an era of growth, focusing that growth in targeted areas and in ways that both complement the existing context and are accessible to everyone will be key to ensuring our success.

### GOAL: Provide and maintain a safe, secure, and reliable transportation network.

- Safety is a priority for our transportation network. Our region cannot grow and prosper without the safe movement of people and goods throughout our street network. By reducing crashes and conflict points, our transportation network can reliably provide access to opportunities and services for all residents.

Maintain Existing Roads and Bridges	Vision Zero
Onondaga Lake Parkway Safety Improvements	Safe Streets and Roads for All
Intersection Pedestrian Improvements	



### GOAL: Support targeted growth in urban, suburban, and rural communities.

- Concentrating incoming growth into specific centers, including reuse and infill development in existing centers, and investing in existing infrastructure within those centers will improve access to needed resources for all residents.
- Focusing investment within communities experiencing financial distress and transportation insecurity is essential to overcoming entrenched poverty and bridging economic divides within our community.

★ Reconnecting Communities	Collector Roads in Strong Centers
Complete Street Grids in City Neighborhoods	★ Centro System Redesign



### GOAL: Enhance mobility and accessibility between all modes of travel.

- Our new framework emphasizes providing safe, reliable mobility options that fit the purpose and distance of each unique trip. Broadening the mobility options available to residents will also require enhancing the connections between modes.

★ Westside Trail	Regional Market Mobility Improvements
“Road Diets” and Multi-Modal Improvements	★ Local Connections to the Empire State Trail





# Our strategies

## Economy

★ Related to a Priority Funding Initiative

- Syracuse, along with many other cities across Upstate New York and within the wider Rust Belt region, has experienced periods of economic stagnation and decline over the last 50 years due to deindustrialization, transitioning towards a service economy, specifically in the medical and education sectors (the “Eds and Meds”). Over the last decade, new private sector investments have begun to stabilize and grow our economy, including in new industries such as unmanned aerial systems (UAS) and agricultural technologies. Still, our current economic environment has not provided broad prosperity throughout our region and has left a significant divide between the City of Syracuse and the remainder of the MPA. As the economic landscape changes due to incoming industrial investments and spin-off job growth, the challenge facing the Syracuse Metropolitan Area today is ensuring all residents have access to new opportunities.

### GOAL: Support efficient and reliable freight movement.

- Investments focused on reliability and efficiency identify pinch points within our transportation network. This includes larger scale investments providing improved access to the interstate system as well as smaller investments at key intersections.

★ Business Loop 81

★ White Pine Commerce Park  
Regional Accessibility



### GOAL: Expand access to opportunities and services.

- Ensuring residents, regardless of income, have access to jobs, services, and other opportunities requires broadening the view of the transportation system to emphasize safe, reliable movements for public transit and active transportation options.

★ Bus Rapid Transit

Centro Maintenance and Operations

★ Bicycle Commuter  
Corridors



### GOAL: Address new and rapidly changing technologies.

- Widescale adoption of electric vehicles, the expansion of shared micromobility options and on-demand transportation, and the integration of smart technologies into our traffic signals and streetlights are already impacting our transportation network with other significant changes on the way.
- To ensure these technologies are utilized safely, we must plan for how they are integrated into our transportation system, including where they will be allowed to operate and how they must interact with other road users.

New Traffic Management Center

Transportation Systems Management  
and Operations (TSMO)

EV Charging Station Expansion





# Our strategies

## Environment

★ Related to a Priority Funding Initiative

- Protecting and preserving our region’s natural ecosystems and ecologically significant areas is prominently written within nearly every local comprehensive plan around Central New York. Additionally, the preservation of rural communities and agricultural lands are key priorities for Onondaga County and many smaller communities throughout the region. Yet, suburban sprawl has crept in on many of the environments our planning efforts have stated they wish to protect. Balancing the need for new development and protecting these important areas will only become more difficult as the region experiences significant population growth for the first time in 50 years.

### GOAL: Protect, enhance, and connect important ecosystems and ecologically significant areas.

- Our transportation network must balance the needs of providing access to natural environments for residents and visitors with protecting those important ecosystems from the damages caused by the expansion of impervious surfaces, such as roadways, and the polluted runoff that results from them.

★ Onondaga Creekwalk Phase III

★ Loop the Lake Trail



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

- Expanding the urban tree canopy and incorporating green infrastructure, such as bioswales, into our urban environments will help reduce some of the negative impacts of road infrastructure, including runoff and the urban heat island effect, while also creating more pleasant environments in which to walk or ride a bike.

Improve Drainage Systems



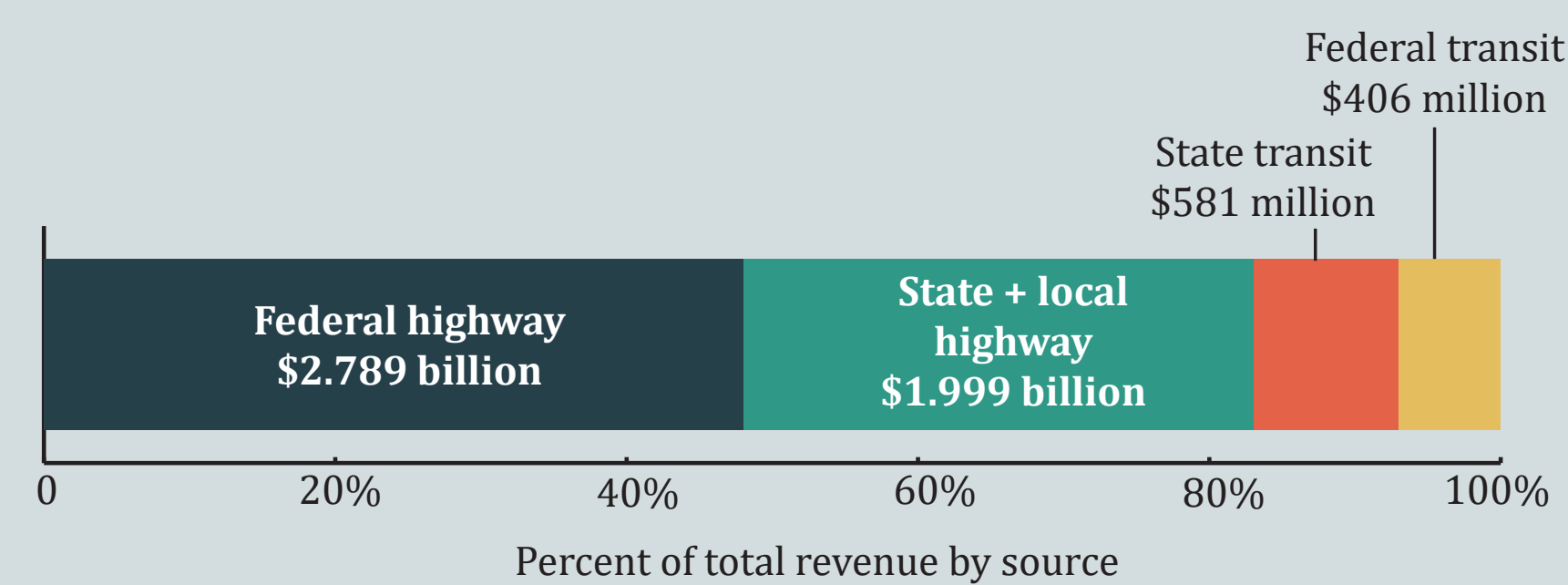


# Funding future projects

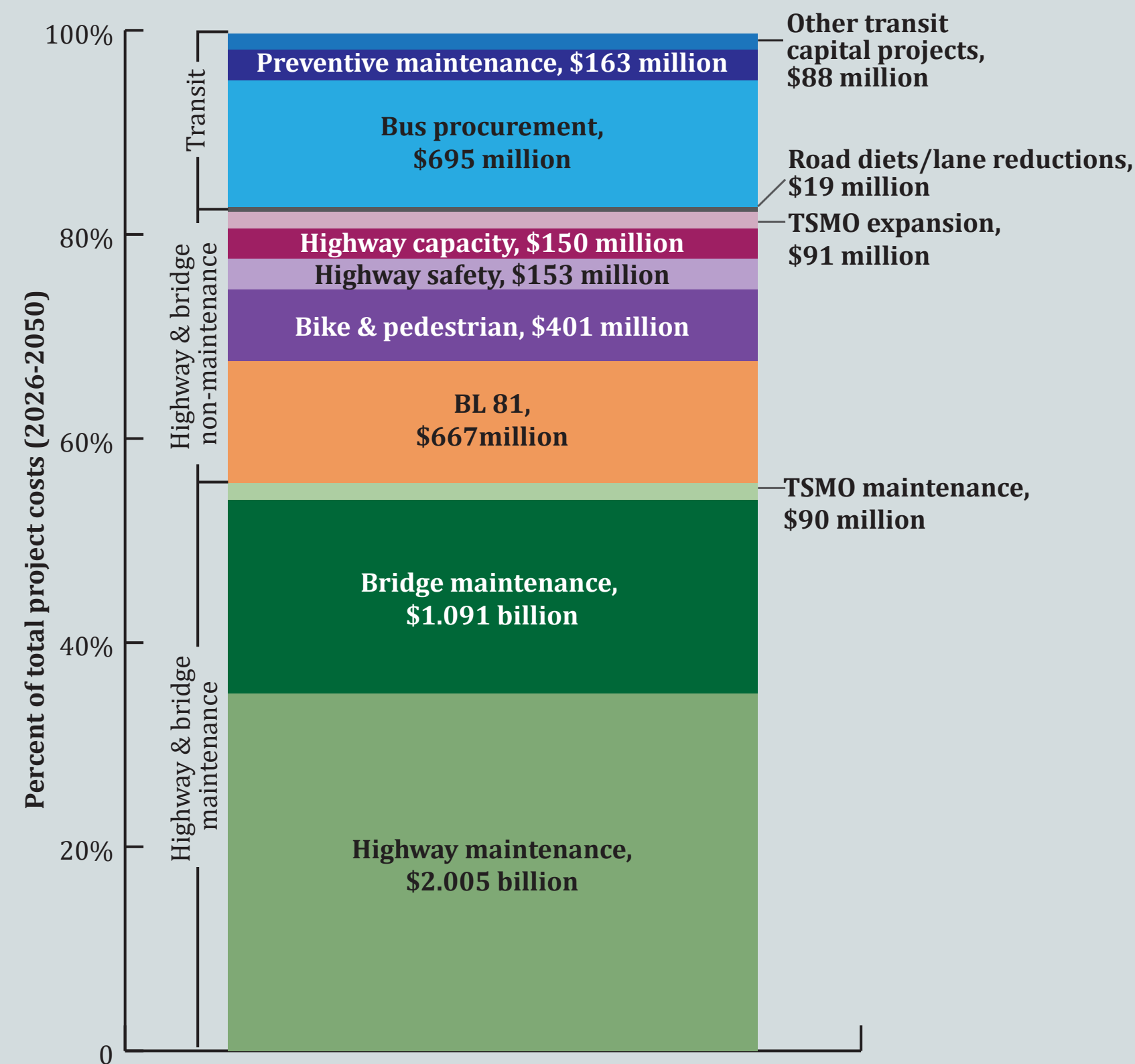
This MTP includes \$5.776 billion in revenue over 25 years, to complete projects totaling \$5.612 billion.

- The MTP is “fiscally constrained,” meaning that it shows enough anticipated revenue to fully-fund all the anticipated projects over the 25 years of the plan.
- Numerous individual projects may comprise a future “strategy.” For example, there are many paving and bridge projects in the plan that will contribute to overall system maintenance.

## ANTICIPATED FUTURE REVENUE BY SOURCE



## ANTICIPATED FUTURE PROJECT COSTS BY CATEGORY



## Priority Funding Initiatives

- Multiple projects support these initiatives, which are likely to reshape mobility across our region over the next 25 years.

I-81 Community Grid



The centerpiece of the I-81 Project is the 1.4-mile stretch of elevated highway that cuts through the middle of Downtown Syracuse. The community grid alternative will replace the viaduct with an at-grade boulevard that disperses traffic throughout the city grid. Construction is anticipated to take six years and cost \$2.25 billion.

Regional Trail Network



In 2017, New York State launched the Empire State Trail to promote outdoor recreation, encourage healthy lifestyles, support community vitality, and bolster tourism-related economic development. The 750-mile trail showcases New York’s special places, diverse history, and iconic landscapes.

Bus Rapid Transit System



Centro’s initial Bus Rapid Transit (BRT) routes will feature enhanced bus stop amenities and more frequent, predictable headways. SMTC’s Exploring Tomorrow’s Transit study, completed in 2023, identified frequency and coverage as Centro riders’ top priorities through an online and in-person survey that garnered over 1,000 responses.

White Pine Commerce Park



Located along Route 31 in the Town of Clay, the White Pine Commerce Park is a 1,400-acre site with nearby connections to Interstate 81, CSX Rail, the Port of Oswego, and Syracuse Hancock International Airport. Micron’s \$100 billion investment in the site will bring an estimated 9,000 jobs and 40,000 spinoff community jobs to the Central New York region over the coming decades.

As we pursue specific capital projects in the future, we will look to our MTP goals in the areas of Community, Economy, and Environment to guide our choices, while continuing to advance our four priority funding initiatives.

- Inclusion in the MTP financial plan does not guarantee that a project will be funded in the future.
- Each project must still compete for federal funding through future Transportation Improvement Program (TIP) updates.
- Prior to the next TIP update in 2029, the SMTC will review the MTP goals and objectives to identify new TIP selection criteria that reflect the needs of the region.

