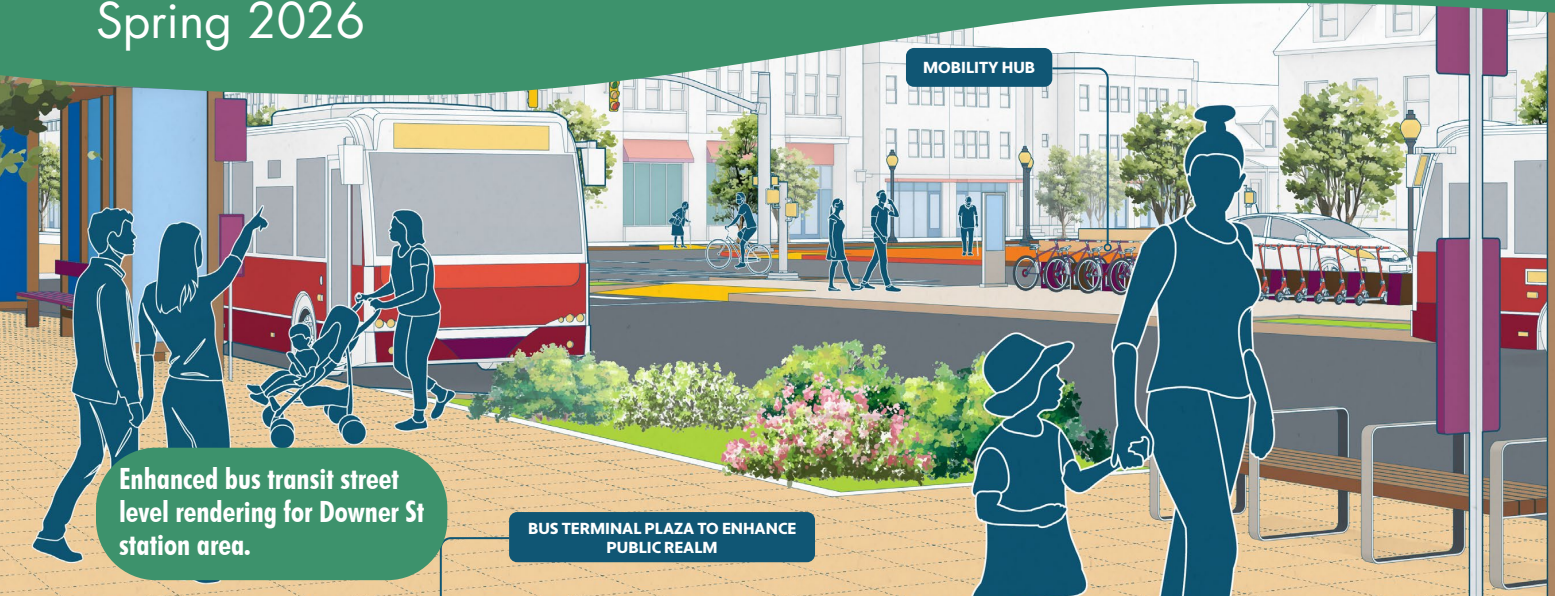


DIRECTIONS

THE NEWSLETTER OF THE SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL
Spring 2026



New York State Route 31 Transit Corridor Assessment acknowledged as complete

New York State Route 31 (NYS 31) is a critical east-west corridor in northern Onondaga County that provides connections between several existing activity centers and future growth areas, including Baldwinsville and the towns of Van Buren, Lysander, Clay, and Cicero. The corridor operates in a variety of land use areas and configurations, ranging from a two-lane roadway in rural environments and in traditional village areas like Baldwinsville, to a multi-lane arterial in areas with suburban-style retail centers in Cicero and Clay. The corridor is about to undergo a significant transformation spurred by the Micron semiconductor chip manufacturing facility that will lead to substantial economic growth opportunities. This will lead to increased demand for commercial, industrial, and residential development along and near the corridor.

Working with SMTC member agencies (Centro, CNY Regional Planning & Development Board, Onondaga County, New York State Department of Transportation) and officials from Baldwinsville, Cicero, Clay, Lysander,

and Van Buren, the New York State Route 31 Transit Corridor Assessment was created. The purpose of the transit corridor assessment was to develop a plan for the NYS 31 corridor that outlines the feasibility and required conditions for future enhanced public transportation services that support existing and anticipated centers identified in Onondaga County's comprehensive plan, Plan Onondaga. While the study looked at the NYS 31 corridor between Baldwinsville and Cicero and contains many conceptual visualizations of transit infrastructure and development at four example station areas, this is not a transit plan or development master plan, nor are the renderings developed for the report design/construction plans. Rather, this assessment is a visioning exercise to understand what transit could potentially look like along NYS 31 to support planned growth.

(continued on page 6)



2026-2027 Unified Planning Work Program (UPWP) adopted

On February 13, 2026, the Syracuse Metropolitan Transportation Council’s (SMTC) Policy Committee adopted the 2026-2027 Unified Planning Work Program (UPWP). As the Metropolitan Planning Organization (MPO) designated by the New York State Governor, the SMTC is responsible for carrying out the continuous, comprehensive, and cooperative transportation planning process for the Syracuse Metropolitan Area. The UPWP incorporates into one document all transportation planning activities, conducted from April 1, 2026 through March 31, 2027, within the Syracuse Metropolitan Area.

The SMTC issued a call letter for project proposals in the fall of 2025. Eleven new projects were selected for inclusion in the 2026-2027 UPWP. Additionally, 10 major projects from the previous program year will be carried over for completion. The UPWP also lists numerous recurring activities performed by SMTC staff such as data collection, travel demand modeling, and long-range planning. Summary details of each new study is below:

Lafayette Road Corridor Study (Syracuse)

Evaluate potential changes to improve safety and non-motorized mode share in light of the pending development of the vacant golf course into a mixed-residential development.

Meadowbrook Drive Corridor Study (Syracuse)

Consider interventions aimed at improving safety and consistency along the important neighborhood route that has limited controlled crossing points for pedestrians.

Center City Parking and Mobility Study (Syracuse)

Understand shifting parking demand patterns, curb usage, and commuter behavior, including both local and regional influences driven by major institutions such as Upstate Hospital and Syracuse University.

Town of Caly Hamlet/Village Concept Refinement and Multimodal Access (Clay)

Proactively address transportation, land use, and multimodal access challenges associated with the continued development of the White Pine Commerce Park, the Micron chip fab facility, and anticipated supply chain growth.

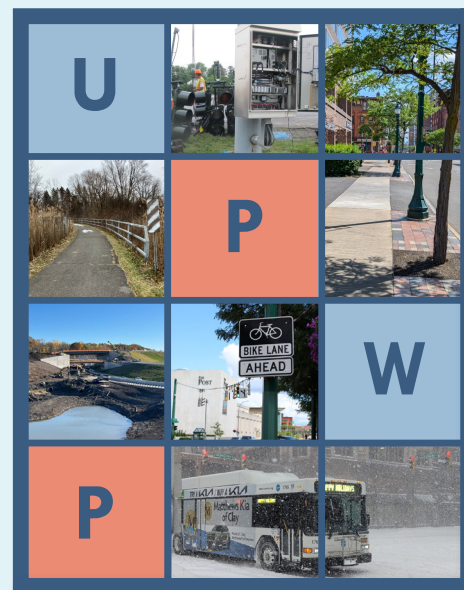
Martisco to Otisco Lake Trail Evaluation (Onondaga County)

Utilize identified greenways to connect communities and natural resources with a network of bicycle and pedestrian enhancements.

NYS Route 31 Corridor Planning – Next Steps (Onondaga County)

Further engage with municipalities, road owners, and public transit provider to discuss and explore issues and opportunities for land use and transportation network growth.

SYRACUSE METROPOLITAN TRANSPORTATION COUNCIL



Unified Planning Work Program 2026-2027

Greater Baldwinsville Pedestrian/Bike Connective Corridor (Lysander, Van Buren, Baldwinsville)

Study a Complete Streets corridor for bicyclists and pedestrians to circumnavigate the Towns of Lysander and Van Buren and the Village of Baldwinsville to provide connectivity between various parks and other local amenities.

Baldwinsville Bypass – Phase II: Technical Modeling Analysis (Lysander, Van Buren, Baldwinsville)

Revisit the next phase of the Baldwinsville Bypass (i.e., Phase II) given the increase in traffic over the last 20 years and the possible significant increase in traffic associated with presumed growth in northern Onondaga County.

SOCRIS (Southern Oswego County Regional Interceptor Sewer Corridor Study (Oswego County))

Develop an approach for strategic infill development in nodal development areas identified through the transportation planning process that supports housing options and multi-modal connectivity.

Shop City Mobility Study (Onondaga County)

Identify ways the Shop City Plaza and surrounding neighborhoods can take advantage of the upcoming Bus Rapid Transit system and promote ridership.

ITS Strategic Plan Update: Review and Scope for new Plan (SMTc staff)

Create a path forward to update the area’s ITS Strategic Plan/Architecture.

More info about the UPWP at:
smtcmpo.org/upwp



Two studies will evaluate mobility concerns surrounding the Village of Baldwinsville.



Help Improve Safety on the NYS Thruway: The New York State Thruway Authority is developing a Comprehensive Safety Action Plan and is seeking input from people who use and interact with the Thruway. Community, employee, customer, and member perspectives are critical — especially from audiences that may not typically participate in planning efforts. Share safety concerns, near misses, or locations of concern by dropping a pin on the interactive map and adding a brief comment: <https://www.thruwaysafety.org/share-your-thoughts-1-1>





Route 57 Complete Streets Study acknowledged as complete

The SMTC, in collaboration with Onondaga County, conducted a comprehensive evaluation of Route 57 (CR 91/Oswego Road) from the northern municipal boundary of the Village of Liverpool to NYS Route 31. This 5.6-mile suburban commercial corridor, classified as an urban principal arterial, is located within the Towns of Clay and Salina and serves as a vital link for both regional mobility and local access.

The Route 57 Complete Streets Study identifies opportunities to enhance safety and accessibility for all roadway users, with a strong emphasis on bicycle, pedestrian, and public transit improvements through complete streets design principles. The corridor is bordered by a mix of residential neighborhoods - including the historic Bayberry Community - while its road frontage is comprised of a mix of commercial, office, and fast-food destinations. Route 57 serves as a major route for motorists accessing retail, service, and employment centers, as well as a connector to the broader regional highway network linking Onondaga and Oswego Counties. While vehicular capacity along the corridor currently appears sufficient - even during peak periods - enhancing safety for non-motorized users remains critical to ensuring the roadway continues to function effectively, equitably, and sustainably.

With anticipated growth and transformative development, including proposed semiconductor facilities in Clay, the need for a forward-looking approach to multi-mobility is more important than ever. This study provides Onondaga County with a data-driven, context-sensitive framework to guide infrastructure investments and policy decisions that prioritize both safety and long-term functionality.

Bicycle and pedestrian infrastructure improvements, as well as transit improvements for consideration along Route 57 are envisioned for implementation over the next 5 – 10 years. For the purposes of the study, the corridor was organized into four focus areas. Each focus area includes a sidewalk alternative and a shared-path alternative for consideration. The graphics included here show potential treatments for the area between John Glenn Blvd and Wetzel Rd (Focus Area C).

Planning-level cost estimates, potential funding opportunities, an implementation plan and prioritization of complete streets treatments are included in the Final Report, which can be found on the SMTC website.

Final report available at:
smtcmpto.org/all-publications/

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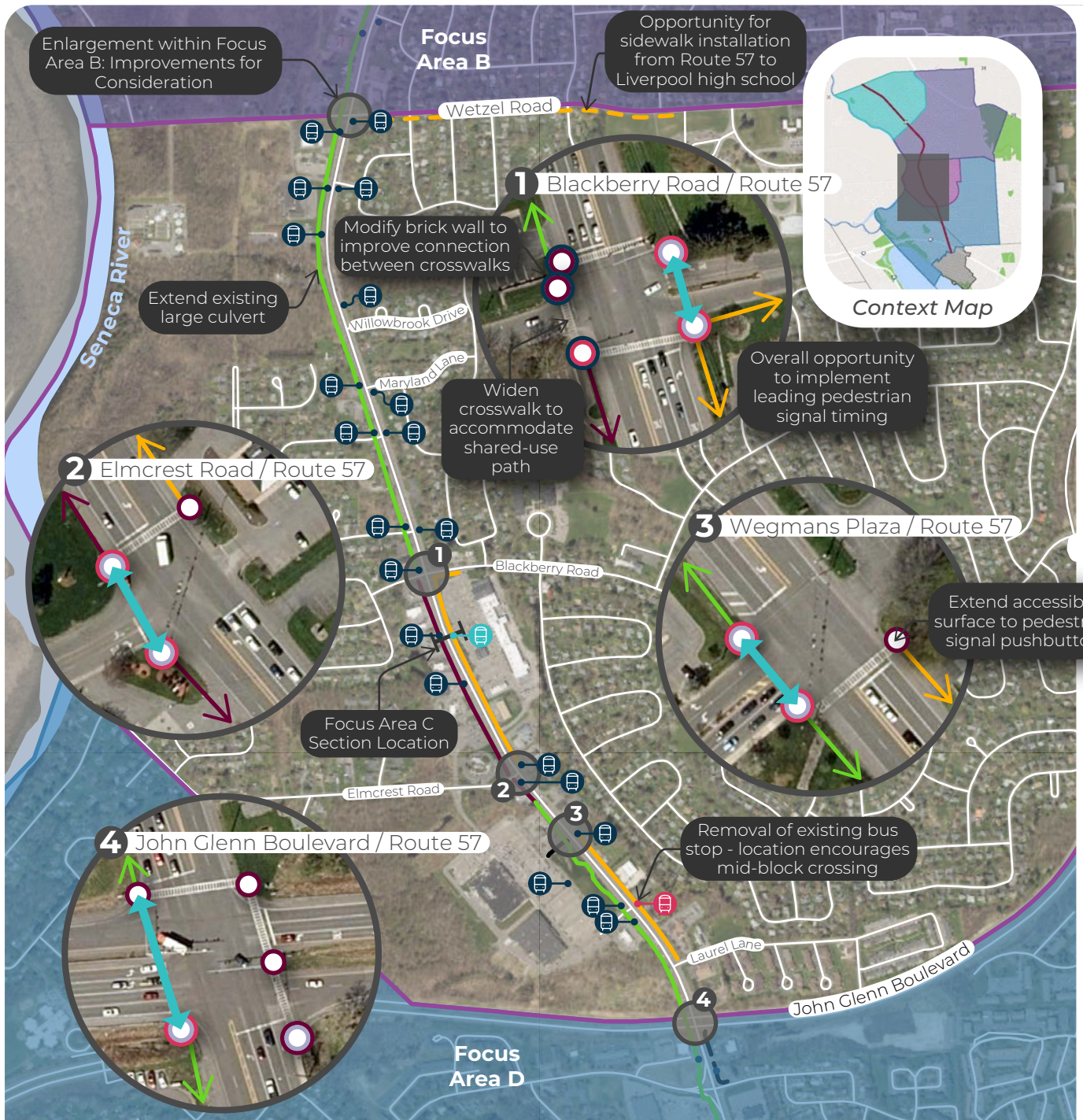


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Directions is a publication of the Syracuse Metropolitan Transportation Council (SMTC). Formed in 1966 as a result of the Federal Aid Highway Act of 1962, and the Urban Mass Transportation Act of 1964, the SMTC serves as the metropolitan planning organization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



FOCUS AREA C: Improvements for Consideration, Shared-Use Path Alternative

Legend

- Existing Sidewalk
- Proposed Asphalt Shared-Use Path
10' Wide Pedestrian/Bicyclist Path
- Proposed Concrete Shared-Use Path
10' Wide Pedestrian/Bicyclist Path
- Proposed Sidewalk
Primary Priority
- Proposed Sidewalk
Secondary Priority
- Proposed Crosswalk
- Existing Pedestrian Signal
- Proposed Pedestrian Signal
- Proposed Detectable Warning
- Proposed Curb Ramp Reconstruction
To Accommodate Shared-Use Path
- Existing Centro Bus Stop
Routes 46 & 246
- Proposed Bus Stop Improvements
Includes Bus Shelter and/or Seating
- Proposed Bus Stop Removal



STATION AREA (EXISTING)



STATION AREA RENDERING (CONCEPT)



Concepts demonstrating development densities needed to support enhanced bus service along Downer St in Baldwinsville.

NYS Route 31 *(continued from page 1)*

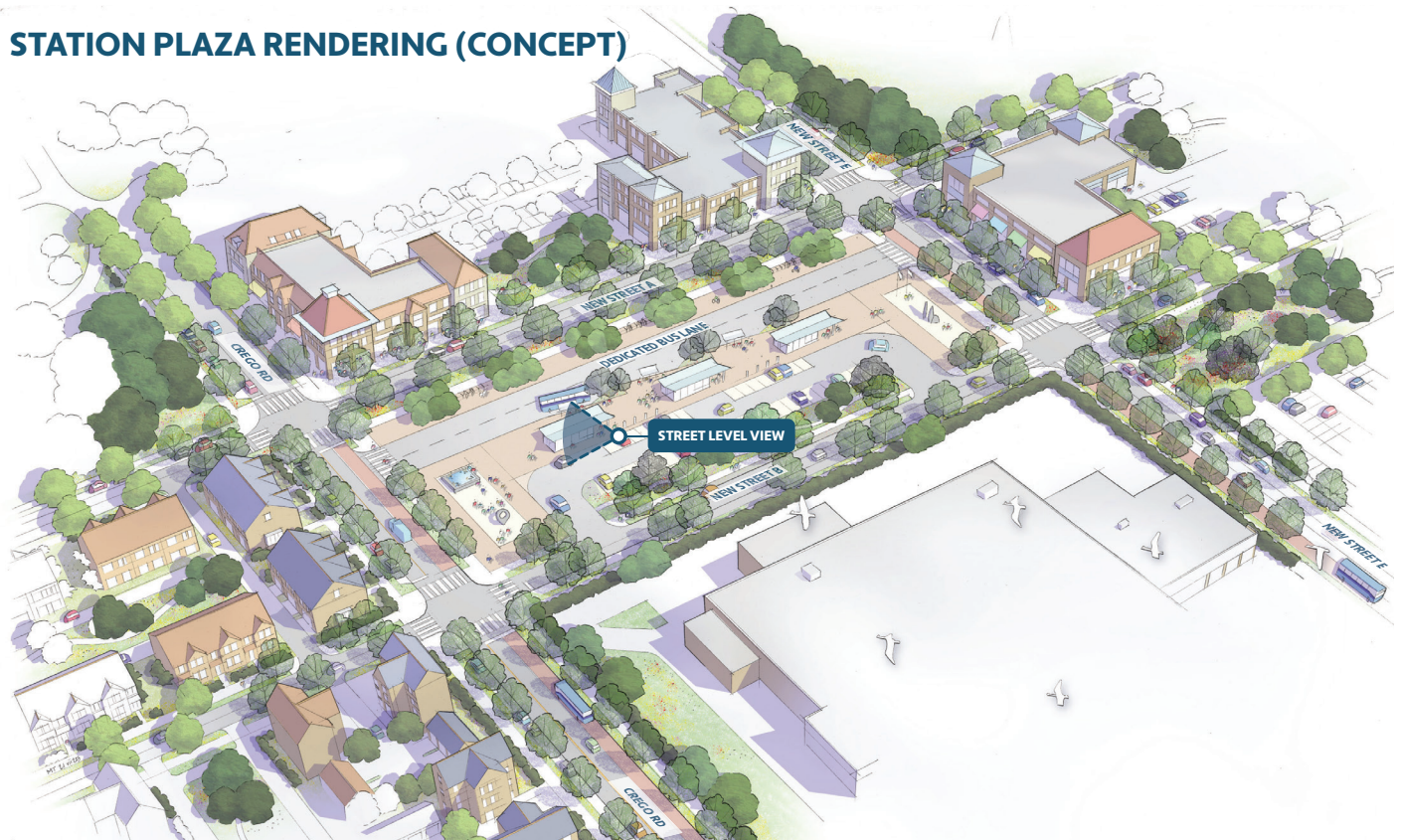
The transit corridor assessment recommends enhanced bus as a short-term recommendation with Bus Rapid Transit as a longer-term recommendation if growth associated with Micron and supportive development reaches anticipated numbers. Although enhanced bus is recommended as the preferred alternative, existing employment and residential densities along the study corridor would not support the immediate implementation of enhanced bus. To achieve enhanced bus-supportive densities there are several factors outside the transit service itself that need to be considered to provide the necessary infrastructure, policies, and services that could support the densities. Any multimodal solutions to reduce

vehicle demand and associated roadway improvements should be scalable with public transit solutions that can support demand, as well as incorporate improved walking and biking connections.

Though the transit planning effort focused on NYS 31, the broader visioning concepts could also be used as a case study to outline what higher levels of transit could look like elsewhere in the Syracuse metropolitan area. The report, appendices and four station area “flip books” are available on the SMTCC website.

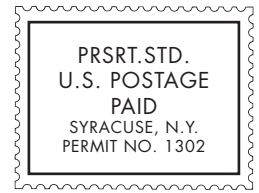
Final memos available at:
smtccpo.org/all-publications/

STATION PLAZA RENDERING (CONCEPT)



Station area concept design for Downer St in Baldwinsville. Street level view shown on front page.

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Nottingham Road Multimodal Improvement Study

PUBLIC SURVEY



Help SMTC staff identify issues and opportunities for traveling along Nottingham Road based on your daily experiences!

Through the survey:

- Provide insight into how you currently use the corridor.
- Let us know what could help improve it for all travel modes.

The survey will remain open through April 17, 2026.

- Review the project website to learn about the corridor.
- Take the survey to help identify issues and opportunities.

Visit the project website:

smtcmpo.org/nottinghamstudy

