Chapter II: Goals and Objectives

A. Introduction

The 2020 Long-Range Transportation Plan (LRTP) provides the policy framework for fulfilling transportation needs within the Metropolitan Planning Organization (MPO) area of responsibility. In January 1995, the adopted LRTP included six goals, 23 objectives and 46 recommended action plans. In the interval since 1995, these goals, objectives and actions have been reflected in the development of the annual Unified Planning Work Program (UPWP) adopted by the SMTC Policy Committee. The member agencies of the Syracuse Metropolitan Transportation Council (SMTC), representing state, regional, county, city and other organizations, cooperate in carrying out the action plans. The SMTC member agencies also participate in the allocation of funds in the annual Transportation Improvement Program (TIP), the SMTC instrument for programming capital improvement projects to complete the planning and implementation process.

B. Changing Program Focus

Since the publication of the 2020 LRTP in 1995, a shift in emphasis has occurred in order to place more emphasis on bicycle and pedestrian facilities planning, such as the Onondaga Lake Circumferential Canalway Trail, the Erie Canalway Trail, and the redevelopment of Clinton Square. The increase in facilities for non-motorized travel creates a stronger multimodal orientation to the work of the SMTC, which is not reflected in the original LRTP. Other issues that are currently receiving more attention, although not noted in the original Plan, include roadside maintenance and periodic clean-up in order to improve the visual attractiveness of the area, as well as enhancements that make transportation facilities accessible under the Americans with Disabilities Act of 1990 (ADA).

In the future, better measures of effectiveness will be needed for assessing the quality of non-motorized transportation facilities, as well as general quality of life issues that are becoming increasingly important in the MPO area. The SMTC currently anticipates that a growing amount of public attention will be given to non-motorized travel, as well as to the maintenance of the bridge and pavement infrastructure. For example, many of the Interstate bridges were built during the 1950s and are showing signs of aging. Therefore, the need is for infrastructure renewal, more so than the construction of new roads for the foreseeable future.

Other issues needing future attention are the roads originally designed for home to market use. These roads have been strip-developed and simultaneously serve as local streets, collectors and arterials, in the absence of a more fully developed hierarchical road network. There may be instances of improving regional links on the Interstate system to support area economic development. One example is the need for a stronger road network around Interstate 481/Kirkville Road in the Town of DeWitt that is built upon a clear understanding of the best use of the surrounding land and the infrastructure improvements needed to support that development. Another example is an area in the Town of Clay that is proposed for new industrial use. There is a need to coordinate local
land use and development planning with planning for a fully developed highway network ranging from local streets to a larger network. Many agencies and government entities will need to cooperate to make this process work.

C. Progress Achieved on UPWP Projects

Since the first LRTP Update (1998), the SMTC has achieved measurable progress on several major transportation planning projects. These projects address a variety of transportation and land use issues in specific geographic locations. The projects were originally selected for inclusion in the SMTC annual UPWP that establishes the activities and programs to be carried out. Examples of projects completed include, but are not limited to, the following: the South Side Transportation Study (October 1999); the Liverpool Area – Onondaga Lake Parkway Transportation Study (February 2000); the University Hill-Special Events Transportation Study (February 2000); the City of Syracuse Truck Route Study (May 2000); South Salina Street Corridor Study (February 2001); James Street Corridor Study (March 2001); DeWitt Comprehensive Plan Transportation Study (April 2001); Taft Road/Northern Boulevard Study (May 2001); Seneca Turnpike Corridor Study (March 2002); Soule Road Break-In-Access Study (June 2003); and annual projects such as the Safety Improvement Analysis, Bridge and Pavement Condition Management System (BPCMS), and the Congestion Management System (CMS). These projects, together with the implementation actions identified on the following pages, provide an overview of the wide-range of activities being carried out by the SMTC and its member agencies. On Maps 2 and 3, the locations of major transportation planning projects, carried out under the UPWP are shown. Map 2 shows specific project locations, while Map 3 shows general project areas and corridors.

D. Review of Action Plans Implemented

Part of the process for updating the 2020 LRTP during 2001 included the identification of action plans that had been implemented under each of the six goals since 1995. The six goals include (1) community safety, (2) community mobility, (3) community environment, (4) community economy, (5) community land use, and (6) community facilities. The 1998 Update did not address implementation actions associated with specific goals and objectives, while the 2001 Update did address action plans. This process was deemed useful and is continued for the 2004 Update. The identification of implemented action plans involved discussions with the member agencies responsible for their respective TIP projects. In the pages that follow, the implemented action plans are presented, together with their respective goals and objectives. The implemented action plans are summaries rather than complete descriptions. In many cases, an overlap exists because a particular action plan may apply to multiple goals. For example, a highway project can fulfill both a safety and a mobility goal.
Community Safety

Goal: To enhance the safety of the people using the transportation system.

Objectives:

• To annually identify the ten highest accident locations in the SMTC area and recommend remediation measures that, within five years, will reduce the accident rate at these locations by an average of 25%.

• To identify the five highest intermodal accident locations (vehicle/pedestrian, transit/pedestrian, rail/vehicle, bicycle/vehicle etc.) periodically, and to encourage remediation measures that will reduce intermodal conflict.

• To assist local planning officials and developers in accommodating travel between different areas when planning new developments.

Action Plans Implemented:

1. The New York State Department of Transportation (NYSDOT) has instituted an annual program to identify high accident locations and institute remedial design improvements, including the following:

   • The Carrier Circle safety capital project (1993) channelized Route 635, Thompson Road and Route 298 westbound approaches and upgraded traffic signs. The Route 298 3R project (let in 2001) will channelize and reduce the approach/merge skew angle of the Route 298 eastbound approach to Carrier Circle, and will also improve the left turn lane alignments at the two signalized intersections with Ridings Road and Deere Road.

   • The I-81/I-690 Interchange capital project (1999) replaced scuppers and downspouts on Almond Street viaduct, cleaned scuppers and downspouts on the Onondaga interchange, and cleaned the underground drainage system. A recent highway safety investigation (2000) recommended cleaning bridge drainage systems as part of the annual bridge cleaning project to address wet pavement and ponding-related accidents; the study also recommended consideration of transverse grooving under a future bridge repair project.

   • The I-690 at Route 635 (Thompson Road) capital project (1996) improved channelization and signs within the interchange, including creation of a two-lane exit along I-690 eastbound.

   • The Route 11 near Bailey Road capital project (1999) included channelization and lane reallocation improvements at I-81 northbound exit at Route 11 northbound/Northern Lights Plaza; Route 11 northbound and South Bay Road northbound split; Route 11 northbound at South Bay Road southbound; Route 11 southbound at South Bay Road southbound/Northern Concourse; Route 11 between Bailey Road and Elbow Road.
• The Route 31 and County Route 57 capital project (completed in 2000) created a five-lane section on Route 31 from Theodolite Lane to Soule Road.

• The Adams and Almond Streets capital project (completed in 2000) upgraded and coordinated downtown traffic signals; a 2000 maintenance by contract (MBC) project resurfaced the Adams Street Arterial.

• The Route 173 3R project from Fairmount to Onondaga Community College (OCC) will include widening at the Howlett Hill Road intersection to provide an exclusive left turn lane and a three-color traffic signal.

• Route 173 “Pen Hill” project on Jamesville Road (let 7/01), improved the horizontal alignment, roadside/clear zone and drainage system between the Route 91 intersection and the Onondaga County Correctional Facility.

• Route 173/175 Onondaga Hill project, scheduled for 12/03, will realign the Maykes Road and Velasko Road intersections into one, signalized intersection, improve channelization and operations along the 173/175 overlap section, and provide a new driveway for Van Duyn Hospital onto Broad Road. The existing Van Duyn driveway on Route 173 will be modified to prohibit left turns out of the driveway.

• The Route 92 project from Syracuse City Line to Erie Boulevard (letting 2004) will address driveway access issues between Jamesville Road and Erie Boulevard and will improve left turn capacity along this section.

• The Routes 5 and 92 project from Erie Boulevard to Edwards Drive (letting 2004) will include measures to reduce the merge/approach skew angles on the I-481 NB exit to 5 and 92 EB and in the I-481 SB exit to 5 and 92 WB.

• The Route 31/Mud Creek bridge project (let 2/2003) will widen Route 31 to a five-lane section from Great Northern Mall east driveway through Morgan Road.

• Route 31 Belgium Bridge project (let 10/02) will reconstruct the existing span and add an additional span across the Seneca River. The project will address safety and capacity issues at the River Road and Gaskin Road intersections.

2. Recent/upcoming NYSDOT improvements for the ten highest vehicular accident locations on State-owned roads include:

• Route 31, Crabtree Lane to I-481 – Currently exploring alternatives to reduce accidents and congestion along corridor.

• Route 11, E. Circle Drive to Hogan Drive – A protected-only left turn phase was recently installed for Route 11 southbound traffic turning onto E. Circle Drive.
• Route 290, Bridge St./BJ’s – The First Street and Bridge Street project (scheduled 2006 letting) will include measures to reduce the skew angles of the slip ramps to and from Bridge Street.

• Route I-81, Clinton Street to Spencer Street – Possible ramp metering/ITS measures.

• Route 298 between Court Street and Carrier Circle.

• Adams Street (Salina to Almond) with a double left turn from Townsend Street to Adams Street (1998).

• Route 11, from Sand Road to South Bay Road (see above).

• Route 31 to Route I-81 - currently exploring alternatives to reduce accidents and congestion along corridor.

• Erie Boulevard (Route 5) at Thompson Road. The highway safety investigation (1997) recommended review of set back loop operation, sign upgrade and consideration of signal interconnect; the loops were checked and lane use signs were upgraded or added.

• Route 11, Wally Road to Taft Road. The highway safety investigation (2000) recommended review of signal clearance intervals.

• Route 11 at South Bay Road (see above).

• Route 298, Court Street Road to GM Circle. The Route 298 3R project (2001 letting) will address various safety and operational deficiencies between Arterial Road and Carrier Circle.

• Route 11 at Bailey Road (see above).

• I-81 at 7th North Street Interchange. The highway safety investigation (1997) recommended upgrading chevrons on the exit loops with speed advisory panels.

3. The NYSDOT funds safety improvements through the capital program update process. Qualifying improvements, those which can achieve a benefit/cost ratio of 5.0 or higher, are added to the capital program every two years through the following methods:

• Safety Capital Projects, which are stand-alone projects, are programmed for the purpose of eliminating a safety deficiency and/or reducing accident frequency and severity.

• Safety Enhancements, which are safety improvement components, are added to a paving or infrastructure improvement project to reduce accidents and severity at high accident locations and cluster locations.

4. The NYSDOT is currently developing a Safety Information Management System (SIMS) that will provide accident record information on State and local highways and streets.
5. The NYSDOT is currently pursuing a program to produce a comprehensive statistical and Geographic Information Systems (GIS)-based report on pedestrian and bicycle crash data.

6. The NYSDOT has eliminated a rail grade crossing at Poolsbrook Road in the Town of Manlius.

7. The NYSDOT has developed a community outreach program presentation that is used during development of the capital program for obtaining local government and citizen input during the planning process. The outreach program is used to identify and address problems, as well as current and anticipated needs.

8. The NYSDOT is implementing the guidelines contained in the brochures Best Practices In Arterial Management and An Information Guide to the Highway Work Permit Process in order to enhance safety.

9. The Central New York Regional Transportation Authority (CNYRTA) has a System Safety Plan that is updated every 24 months covering internal and external operations.

10. The CNYRTA uses a system for tracking and categorizing transit accidents. During 2001, a new tracking process was being initiated using the NYS Public Transportation Safety Board process as a template.

11. The Onondaga County Department of Transportation (OCDOT) has implemented the following safety action plans:
   
   - The Kirkville Road / Fremont Road Intersection Project (1998 Completion) added dedicated turn lanes on all approaches, channelization improvements, signing improvements and upgraded signalization to improve an intersection with a accident rate well above the State Mean Accident Rate.
   
   - The Kirkville Road / Fly Road Intersection Project (2002 Completion) added dedicated turn lanes on all approaches, channelization improvements, signing improvements and upgraded signalization to improve an intersection with a accident rate well above the State Mean Accident Rate. Additional left turn lanes southbound and a right turn lane westbound were added to improve mobility through the intersection during New Venture Gear rush hours.
   
   - The Northern Blvd. / Taft Road Intersection Project (2003 Completion) added dedicated turn lanes on all approaches, channelization improvements, signing improvements and upgraded signalization to improve an intersection with a accident rate well above the State Mean Accident Rate. Slip Ramps from Northern Blvd southbound onto Taft Road westbound and Taft Road eastbound onto Northern Blvd southbound
were replaced with 90-degree turn lanes at the signal to eliminate an unusually high rear end accident problem.

- The Taft Road / Allen Road Intersection Project (2003 Completion) added a dedicated turn lane on the eastbound approach, channelization improvements, signing improvements and upgraded signalization to improve an intersection with a accident rate well above the State Mean Accident Rate.

- The Salt Springs Road / North Eagle Village Road Intersection Project (2003 Letting) will realign Salt Springs Road to intersect North Eagle Village Road at a desirable angle and signing improvements to improve an intersection with a accident rate well above the State Mean Accident Rate.

- The Intersections of Henry Clay Blvd. at Buckley Road and Wetzel Road (2003 letting) will add dedicated turn lanes on all approaches of both intersections, channelization improvements, signing improvements and upgraded signalization to improve a corridor with an accident rate well above the State Mean Accident Rate. Additional lanes between the intersections will be added to improve mobility through the area during peak hours.

12. The City of Syracuse has implemented the following safety action plans:

- Traffic Signal Light Emitting Diode (LED) Lighting Initiative – The City replaced all of their traffic signal lights with LED’s including yellow lights. This will increase pedestrian and vehicular safety. The LED’s emit a brighter light, have a longer life span, and save energy.

- Adams Street/Comstock Avenue Signal Improvements – Signals were added at Adams/Comstock and at Adams/Walnut. These signals are interconnected so that a vehicle starting up the hill will make it through the intersection on the hill without having to stop on the hill. The traffic signal at Adams/Comstock replaces stop signs on Comstock, making the intersection safer.

- Solar/Kirkpatrick Street Improvements - This project consists of the realignment of Kirkpatrick Street between Solar Street and the Court Street/ Clinton Street intersection and the reconstruction of Solar Street from Spencer Street to Bear Street. Signals will be added at Solar Street and Kirkpatrick Street and Solar Street and Spencer Street. All approaches will have left hand turn lanes.

- Upgraded Signal Indication Study – the City is completing a study of all signal indications to determine what signals are warranted. Signals that are not warranted will be eliminated. If signals are warranted, the signals will be upgraded to dual indication. The study should be completed in summer 2004. All unwarranted signals will be deactivated after the study is completed and signal upgrades will be initiated.
Community Mobility

**Goal:** To improve the mobility options for people within the Syracuse Metropolitan Planning Area (MPA).

**Objectives:**

- To provide efficient, effective, fixed-route or demand-responsive transit service to areas with urban population densities (approximately 1,000 or greater per square mile) and to major activity centers. This service should accommodate both work trip and non-work travel (shopping, medical, etc.) for both able-bodied and mobility impaired citizens.
- To improve the level-of-service (LOS) of at least half of the ten most congested sections and intersections between 1990 and 2020.
- To reverse the decline in the share of trips made by modes other than the single occupant vehicle by 2000 and to increase the share of trips made by high occupancy vehicles (including fixed and demand-responsive transit), bicycle and walking by 25% collectively, by the year 2020.
- Transportation facilities should be accessible to all people. All improvements to the transportation system should comply with the ADA.
- To encourage greater utilization of electronic communication with the workplace and to conduct personal business (shopping, etc.).

**Action Plans Implemented:**

1. The SMTC has implemented the CMS Model, which is updated on a biennial basis. The NYSDOT provides updated traffic counts each year and the SMTC staff runs the model and issues a project report that identifies the congestion concerns in Onondaga County.

2. The CMS model has identified mobility hot spots, resulting in projects being placed on the TIP and implemented to address high priority mobility concerns at locations such as Routes 5 and 92 and the Baldwinsville Bypass. During 2002, the CNYRTA went through a complete route restructuring process. The impact of these improvements has been to enhance service for both work and non-work trips. During 1999-2000, the CNYRTA began two small bus services in suburban/rural areas that provide feeders to the main Centro network as intracommunity circulators. These services were established in the eastern and western portions of the service area as experimental routes. In 2003, one of these routes was discontinued due to lack of ridership.

3. The CNYRTA has reviewed the factors affecting mode choice in the SMTC area in its continuing efforts to increase transit ridership. Several factors adversely impact the agency’s ability to increase ridership. These include: a low density regional development pattern that minimizes opportunities for creating the type of
critical mass needed for supporting transit service; low levels of commuter congestion at peak hours compared to other large urban areas; city and suburban parking policies that result in providing the public with large areas of inexpensive automobile parking space; time and cost differentials that often favor single occupancy commuting; generally improved air quality; a high capacity road network; and a limited level of interest in ride-sharing.

4. The CNYRTA, together with the NYSDOT and others, has developed plans and instituted transit service improvements and multi-hub based service under the Regional Mobility Action Plan (ReMAP) Project to improve connectivity. The ReMAP study resulted in a plan to serve reverse commuters through a reworking of the existing fixed routes and adding job-site specific small buses for non-traditional commuter times.

5. The CNYRTA has fulfilled its policy to have all transportation facilities comply with the ADA.

6. The CNYRTA has developed an outreach program to discuss the potential for expanding transit service ridership. These efforts include customer focus groups, meetings with municipalities as a part of the previously mentioned ReMAP project, plus numerous individual one-on-one discussions. These outreach efforts are being repeated every two years. Another initiative being undertaken by CNYRTA is an Automatic Vehicle Locator (AVL) system that, when operating may result in communications units being installed that provide real time information on bus locations at key CNYRTA passenger stops.

7. The CNYRTA is working with area employees to promote ride sharing, and with employers to provide employee transit subsidies. The ride sharing efforts have proven difficult. However, there are currently 40 businesses participating in a transit pass program where the employer pays part of the transit fee and receives a tax credit. The Employer Fare Deal also avoids employees having to pay an income tax on the employer contribution.

8. The CNYRTA is nearing the completion of a project to install bicycle racks on all of its buses. A majority of the fleet is now equipped with bike racks.

9. The CNYRTA has implemented a Mobility Management Center (MMC) with Federal Job Access/Reverse Commute and State Temporary Assistance to Needy Families grants. As a transportation broker, the MMC provides mobility services for low-income residents and public assistance clients. Centro’s goal is to expand the MMC to other client agencies with special transportation needs.

10. The NYSDOT is evaluating alternative funding sources for a new Seneca River bridge crossing in Baldwinsville (Baldwinsville Bypass Project). The Baldwinsville Bypass Project, Phase II, is on the TIP for ROW and design but construction funds are not yet identified.
11. The NYSDOT is exploring the applicability of non-traditional modes for the Routes 5/290 corridor. Project scoping for the Routes 5/92 Demonstration Project was concluded with a Final Expanded Project Proposal in 1999. A variety of traditional and non-traditional alternatives were evaluated and five were recommended for further consideration. A Park & Ride lot is being reviewed by the CNYRTA, a signal interconnect project and a Routes 5/92 Transportation Control Measures (TCM) project are on the Region 3 program and the I-481 interchange modification is on the Long-Range program. The fifth project, at Lyndon Corners, was deferred.

12. The NYSDOT has developed a program to enhance pedestrian and bicycling opportunities through roadway design, as set forth in a rewritten chapter of their Highway Design Manual for accommodating bicyclists and pedestrians. The new Chapter 18 is intended to be used as guidance on how the NYSDOT should take into account the needs of bicyclists and pedestrians into highway design plans.

13. The NYSDOT requires that all pedestrian facilities built with federal or state funds comply with the provisions of the ADA.

14. The NYSDOT requires that all repair/retrofit of existing pedestrian facilities to comply with the provisions of the ADA.

15. Under the jurisdiction of the OCDOT, the intersections of Henry Clay Blvd. at Buckley Road and Wetzel Road (2003 letting) will add dedicated turn lanes on all approaches of both intersections, channelization improvements, signing improvements and upgraded signalization to improve a corridor with an accident rate well above the State Mean Accident Rate. Improved signalization and added capacity at these intersections will improve level of service ratings from over saturated to passable. Additional lanes between the intersections will be added to improve mobility through the area during peak hours.

16. The OCDOT also will coordinate the Old Route 57 Closed Loop Project with existing traffic signals from Exit 37 from the NYS Thruway to the Gaskin Road Intersection. This improvement will increase mobility through the corridor as well as alleviate accidents at intersections.

17. The City of Syracuse has implemented the following mobility action plans:
   - City Owned Sidewalk Improvements – The City requires all repair/retrofit of existing pedestrian facilities to comply with the provisions of the ADA. The City has also programmed $350,000/year for City owned sidewalk improvements that includes corners in their capital plan. This sidewalk program will include pedestrian improvements and all sidewalks constructed will meet current ADA standards.
   - Solar/Kirkpatrick Street Improvements – The reconstruction of Solar Street between Spencer Street and Bear Street will include left hand turn lanes at all approaches.
• The City of Syracuse is expanding the Traffic Interconnect System by adding the Geddes Street and Genesee Street corridors and the Lodi Street and North Salina Street corridors to the existing Interconnect system.
Community Environment

Goal: To provide a clean and environmentally sound transportation system for current and future residents.

Objectives:
- To implement programs that lead to improvement in the region’s air and environmental quality.
- To reduce the total daily carbon monoxide (CO) emissions from mobile sources by at least 60% from 1991-2003.
- To reduce the overall use of road salt through more efficient application on roadways by 2020.

Action Plans Implemented:
1. The CNYRTA now has 114 of the 132 buses (86%) in operation in the urbanized area during its “peak of the peak” period (i.e., the morning rush hour) powered by compressed natural gas (CNG). This replacement effort is continuing in Onondaga County, as new diesel buses are required. The Clean Communities of CNY (part of the national Clean Cities Program) has a program that encourages other fleets to pursue alternative fuel electric or natural gas vehicles, including the State, Onondaga County, City of Syracuse, school districts, municipal governments and the local business community. The NYSDOT has begun converting its motor pool fleet to CNG.

2. The Clean Communities of CNY is supporting Niagara Mohawk’s (a National Grid Company) Electric Car Joint Venture project to manufacture and promote electric car use in Syracuse and New York State.

3. The SMTC is promoting strategies in the Clean Communities of CNY Plan through the participation of its member agencies.

4. As indicated previously, the SMTC and its member agencies are promoting multimodalism in their transportation projects by planning and implementing enhanced transit, carpooling, bicycling and walking opportunities.

5. The SMTC member agencies are implementing measures contained in the New York State Implementation Plan Resignation Request for Onondaga County as an Attainment area for Carbon Monoxide. The City of Syracuse continues to strengthen the operation of the coordinated signal system through additional staffing and personnel training to operate the system. Improved management of special events traffic has improved traffic flow and safety, especially for Dome events at Syracuse University.

6. New Intelligent Transportation Systems (ITS) technologies for snow and ice conditions have been implemented, such as the NYSDOT project installing variable message signs for travel weather conditions monitoring. There are now
two such signs in Onondaga County on I-81 Northbound in northern Onondaga County that advise motorists of lake affect snow conditions.

7. The City of Syracuse and Onondaga County have instituted improved inter-municipal coordination and cooperation for snow and ice removal on arterial highways within the City of Syracuse.
Community Economy

Goal: To enhance the area’s economic competitiveness, thereby increasing opportunities for employment.

Objectives:
- To place particular emphasis in allocating funding resources and supporting access to economic development projects, which will encourage job creation/retention including the utilization of an industrial access program.
- To place particular emphasis on maintaining an adequate condition and operation standard (maximizing predictability and reliability) on principal arterials, the facilities most heavily used by both freight and passenger vehicles.
- To increase the amount of employer-centered coordination of employee travel by 50%, including coordination of car/vanpooling, employer coordinated linkages to transit, employer transit subsidy and guaranteed ride home.

Action Plans Implemented:

1. The transportation needs of the local and regional business community, and the improvement of intermodal transportation and connectivity continued to be discussed in a number of venues by the SMTC and its member agencies. This includes participation in the Intermodal Roundtable discussions sponsored by the SMTC, which are open to all members of the business community. The focus of the Intermodal Roundtable has been on the movement of freight and on the limitations and restrictions of the transportation network. The input provided at these forums and the results of a survey, which polled a portion of the business community, have proven valuable in identifying transportation needs from the businesses’ perspective.

2. Potential TIP projects must meet the criteria contained in the NYSDOT Region 3 Goal Oriented Programming Criteria. Under the capacity/mobility section of the guidelines, a project that displays characteristics beneficial to the community may be ranked higher, based on its potential to improve the quality of life for the community. These projects may demonstrate characteristics such as industrial corridor access or improvements, and strategic or planned economic development.

3. The NYSDOT has expended significant resources on economic development-related projects through the Industrial Access Program (IAP). Funding received through the IAP for $950,000 plus $300,000 in multimodal funds allowed for the construction of improved truck access to the Anheuser-Busch Brewery in Baldwinsville. The project supported the Brewery’s $100 million upgrade that secured over 1,000 jobs for Central New York. The construction project, coupled with the designation of Willet Parkway, West Entry Road and Hencle Boulevard as State Touring Route 631, has virtually removed truck traffic from the center of the Village of Baldwinsville. Additionally, several new parcels were opened in the Radisson Corporate Park and have since been developed (i.e. Ainsley Warehouse, Nathan Spec-250 Warehouse). Several other economic development projects were recently completed, which had a related transportation element. The
Whitacre Engineering Company of Liverpool invested $1.5 million and added 37 jobs after the NYSDOT awarded a $200,000 grant/loan to construct a rail siding into their facility on Wetzel Road. Similar projects were completed at Solvay Paperboard, Climax Corp, and Roth Steel.

4. The SMTC undertook a City of Syracuse Truck Route Study and published a plan for truck routes and freight movement. SMTC member agencies participated in the study, which was presented to the City of Syracuse transportation officials to implement recommended improvements.

5. The SMTC has adopted TIP selection criteria that give appropriate weight to intermodal connectivity for freight. Regional capacity and mobility shall also be improved by increased transit, bicycle and pedestrian travel and enhanced by promoting the connectivity of the National Highway System routes to the non-highway transportation modes. These criteria must be met in order for a potential federal aid candidate project to become an SMTC TIP project.

6. The CNYRTA efforts previously mentioned, such as the Employer Fare Deal, ReMAP Project and other employment based initiatives such as the Welfare to Work Transportation Program, being addressed through its Mobility Management Center, contribute to making the area economically competitive. In addition, businesses served by transit are able to recruit employees from a wider range of socio-economic groups and the disabled population than those not served. This is a considerable, publicly funded benefit. Moreover, these population groups are able to be income productive, in part due to the mobility afforded them by the Centro transit system.

6. The OCDOT is overseeing the Kirkville Road / Fly Road Intersection Project (2002 Completion) that added dedicated turn lanes on all approaches, channelization improvements, signing improvements and upgraded signalization to improve an intersection with an accident rate well above the State Mean Accident Rate. Additional left turn lanes southbound and a right turn lane westbound were added to improve mobility through the intersection during New Venture Gear rush hours. The project was initiated due to requests from New Venture Gear on behalf of their employees.
Community Land Use

**Goal:** To promote the development of an efficient urban area and a sense of community through transportation planning.

**Land Use Objectives**

- To protect/enhance the visual and functional condition of streets and highways by encouraging well-planned residential, and industrial development.
- To educate and encourage municipalities to develop land use, zoning regulations and circulation plans which are supportive of transportation planning objectives including mobility protection.
- To ensure that funding decisions, particularly projects that improve street capacity for highway improvements, are related to municipal land use regulations that are supportive of mobility protection.
- To support development patterns, densities and design options that are conducive to transit service, pedestrian and bicycle travel.

**Action Plans Implemented:**

1. Onondaga County has prepared transportation plans, land use/site design recommendations and/or development suggestions, for the villages, towns and the City of Syracuse. The plans encourage municipalities to utilize techniques and concepts that are supportive of the SMTC 2020 LRTP and Onondaga County’s 2010 Plan.
2. The Onondaga County Settlement Plan exists as a development guideline for local municipalities.
3. Onondaga County has prepared model zoning, subdivision and highway access control ordinances and regulations.
4. The SMTC is implementing the guidelines contained in the brochure, *Best Practices In Arterial Management*, prepared by the NYSDOT in cooperation with the New York State Association of Metropolitan Planning Organizations (NYSAMPO) and others.
5. Lakefront Zoning plan was adopted in January 2004.
6. City of Syracuse Comprehensive Land Use Plan and other local municipal plans are being completed.
7. The City of Syracuse has implemented the following community land use action plans:
• City of Syracuse Comprehensive Plan 2025 – The City is currently working on a Comprehensive Plan that will be completed this year. This plan includes an analysis of the physical place which includes transportation networks; public spaces; parks; schools; libraries; historic preservation; urban design; natural and cultural resources; land use; and neighborhood plans.

• Lakefront Area Planning Study – The Lakefront Area Planning Study was undertaken to focus on all modes of transportation to determine the overall needs of the greater Syracuse area over a 20-year planning horizon. All modes of transportation including highway and local roadways, rail freight (CSX, New York Susquehanna & Western, and Finger Lakes Railway), transit (OnTrack, Amtrak, bus traffic, Centro), pedestrian, bicycle, water transportation (the Canal and Onondaga Lake/Creek corridor), airport access and truck freight, needed to be evaluated on a local and regional basis. A Task Force was established consisting of many agencies within the region and Phase I of the study has been completed. Phase I on this project evaluated the transportation system, identified regional deficiencies, and a selected and prioritized list of desired projects.
Community Facilities

Goal: To provide safe, clean, well maintained and efficient transportation infrastructure.

Objectives:

To increase the percentage of bridges with condition ratings of better than 5.0 to 80 percent and to increase the percentage of bridges with deck area condition ratings of greater than 5.0 to 83 percent of the total number of bridges by 2020.

- To stabilize pavement conditions at or above the following levels for all medium and high volume roads (greater than 2,500 Annual Average Daily Traffic [AADT]): 11% poor; 26% fair and average condition rating of 7.0 for all medium and high volume roads by 2020.

- To maintain and/or rebuild sidewalks and other pedestrian or bicycle facilities most used by pedestrians and cyclists.

- To maintain transit system facilities, providing safe and reliable service through 2020.

- To ensure connections between transportation modes for passenger travel and goods movement, through facility location and design.

Action Plans Implemented:

1. The NYSDOT allocates TIP funds annually to address bridge maintenance needs in the most cost-effective way. Life cycle costs are a factor in bridge programs. The percentage of State-owned bridges in Onondaga County, in terms of the total number of bridges that are non-deficient, is 71.0%. The percentage of State-owned bridges, based on deck area of bridges that are non-deficient, is 70.5%. Since 1995, funds have been allocated through the TIP to achieve the 2020 goal of 80% non-deficient by number and 83% by deck area. The percentage of deficient bridges in Onondaga County is lower than that of the entire six-county NYSDOT Region 3 area for State-owned bridges. The current condition for all local bridges in Onondaga County is 56.0% non-deficient.

2. The NYSDOT allocates TIP funds annually to address pavement conditions in the most cost-effective way, emphasizing preventive maintenance on the basis of high volumes and functional class. From 1995 to 2000, the percentage of poor condition pavement for medium and high volume State roads has decreased from 6.9% to 2.8% in Onondaga County. This exceeds the 2020 goal of reaching not more than 11% poor condition. During the same time frame, the percentage of fair condition pavement for medium and high volume State roads has decreased from 47.6% to 24.2% in Onondaga County. This exceeds the 2020 goal of reaching not more than 26% fair condition. The average pavement condition rating from 1995 to 2000 has increased from 6.56 to 7.27 for medium and high volume roads in Onondaga County. This compares favorably with the 2020 goal of reaching an average condition rating of 7.0. Since 1995, funds have been
allocated through the TIP to address pavement conditions with emphasis on preventive maintenance on high volume roads with higher-level functional classifications.

3. The NYSDOT has implemented the Pavement and Bridge Management Systems.

4. During the period 1995 through 2000, TIP funds have been programmed to enhance maintenance and construction of pedestrian and bicycle facilities where potential use increases exist.

5. The NYSDOT Headquarters (Albany, NY) is currently engaged in developing an Intermodal Management System. When available, this tool will be used to display all grade crossings on a GIS platform and, pending further development, will display other features.

6. The CNYRTA has completed construction of the William F. Walsh Regional Transportation Center. This facility links transit, rail and air transportation systems and has experienced a 15 percent growth in passengers served in its first two years. Intercity ridership, however, has declined since September 11, 2001. Additional improvements for expanding the existing parking facilities were completed during 2001 to accommodate subsequent passenger growth.

7. The CNYRTA has begun a study of options for a new Common Center in the City of Syracuse, which will ultimately act as the new nexus of the transit system where Centro routes will meet in a safe, off street, weather protected environment affording patrons a higher quality of service than currently exists. In addition, the CNYRTA has a program item in the TIP to construct bus waiting shelters.

8. The OCDOT annually dedicates funds, Local and Federal, to the community’s bridge program in order to maintain an overall rating of 75%.

9. The OCDOT annually dedicates local funds toward a Pavement Management System. The system allows OCDOT to maintain the highway system in the most cost-effective way.

10. Onondaga County annually dedicates local funds toward a Bicycle and Pedestrian System and encourages construction of new facilities to enhance the community as well as to improve mobility and air quality through non-motorized transportation means.

11. The City of Syracuse has implemented the following community facilities action plans:

   - City Owned Sidewalk Improvements – The City requires that all repair/retrofit of existing pedestrian facilities comply with the provisions of the ADA. The City has also programmed $350,000/year for City owned sidewalk improvements that includes corners in their capital plan.
This sidewalk program will include pedestrian improvements and all sidewalks constructed will meet current ADA standards.

- City Street Reconstruction Program – The City has increased its Street Reconstruction Program to $5.5 million/year starting in the City’s 2002/03 fiscal year in order to stabilize pavement conditions.

- The City of Syracuse does consider multimodal needs during all capital improvements where warranted and where right-of-way is available. The City recently added a bike lane to Comstock Ave. from Stratford Street to Colvin Street and they are considering extending the bike lane on Colvin Street up to Sky Top.

- The City of Syracuse annually dedicates funds (Local and Federal) to the community’s bridge program in order to improve/maintain the City’s bridge ratings. The Walton Street Bridge Replacement project is going to be constructed this summer and the City is currently initiating design on four other bridge rehabilitation/replacement projects.
Miscellaneous

On April 27, 2001, the NYSDOT Commissioner and the New York Department of Environmental Conservation (NYS DEC) Commissioner joined with State officials and the Oneida Lake Association to open a new fishing access site in Brewerton, on the south shore of Oneida Lake in Onondaga County (Town of Cicero), and a new fishing access site on the north shore of Oneida Lake in Oswego County (Towns of Hastings and West Monroe).

The NYSDOT developed this $500,000 project, which includes two fishing sites in two counties and three towns along Interstate 81, to create new opportunities for people to enjoy New York’s vast natural resources. Both sites are accessible to people with disabilities and provide safe parking for anyone who visits either site. While creating the new fishing access sites, the NYSDOT addressed a safety concern caused by anglers who parked along the Interstate and then climbed the banks and walked along the shoulders (next to high-speed Interstate traffic) to access the deep-water fishing sites.

The Brewerton fishing access includes a 40-car parking lot with a bus passenger shelter, a paved trail system that leads to the south shore of the lake, a concrete walkway under the I-81 bridge, and a pedestrian bridge that allows people access to the human-made island and deep water fishing sites on the south shore. The West Monroe-Hastings site has a 17-car parking lot, an asphalt trail system that leads to the north shore, and a 20’ x 25’ fishing platform that provides deep-water fishing access for handicapped individuals. Because of the NYSDOT’s cooperation with NYS DEC and the Federal Highway Administration (FHWA), anglers now have safe parking and improved access to one of Central New York’s premier fishing sites. ¹

¹ Oneida Lake, an important Walleye fishery, is home of NYSDEC’s Constantia Fish Hatchery