Chapter II: Goals and Objectives

A. Introduction

The original 1995 Long Range Transportation Plan (LRTP) provided 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, the redevelopment of Clinton Square, and the Syracuse University (SU) Connective Corridor Project (to connect SU with downtown Syracuse). 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.

A similar example that deals with economic development and interstate access is an area in the Town of Clay that is proposed for new industrial use. There was a need to coordinate local land use plans and policies with future development plans to ensure that any potential new development is proactively planned for in terms of transportation infrastructure and future land use. To that end, the SMTC is engaged in the Clay/Cicero Route 31 Corridor Study. This study comprehensively examines this potential new industrial site along with future land use plans for both towns in an attempt to plan for the transportation system with a corridor that will service the area well into the future. Interstate access and functionality are critical components of this project’s success.

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); Job Access and Reverse Commute Plan (2001); Seneca Turnpike Corridor Study (March 2002); Soule Road Break-In-Access Study (June 2003); Central New York Rail Corridor Inventory (2003); Title VI Reporting for Centro (2004); I-481 Industrial Corridor Transportation Study (December 2004); Bicycle and Pedestrian Plan (March 2005) the biennially completed Congestion Management System (CMS); and annual projects such as the Safety Improvement Analysis, Bridge and Pavement Condition Management System (BPCMS), and Environmental Justice Reports. 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. This 2007 Update will emulate the 2001 and 2004 LRTP Updates by addressing and updating the implementation actions associated with the Plan’s specific goals and objectives (the 1998 Update did not address implementation actions). 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.
General UPWP Project Locations
Long-Range Transportation Plan 2007 Update
Map 3

UPWP Project Corridors
UPWP Project Areas
Towns
Villages
City of Syracuse
Onondaga Nation
Water
Roads

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Prepared by SMTC, 03/2006

This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
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 develop accident countermeasures to reduce the number and severity of these crashes, including the following:

   - A project that will replace the Bartell Road bridge over I-81 (to be let 12/08) will include measures to reduce the skew angle of the I-81 northbound exit ramp for traffic turning right onto Bartell Road.
   - A project on Route 31 from Route 11 to Lakeshore Road in Cicero (to be let 9/09) will include measures to address left turn/head-on accidents at the I-81 interchange and left turn/head-on and right angle accidents at adjacent commercial driveways.
   - A project on I-81 between Church Street and South Bay Road in Cicero (to be let 6/08) will install continuous median barrier or guide railing.
   - A project on Route 11 at E. Circle Drive in Cicero (to be let 6/08) will include measures to reduce the skew angle of the westbound right turn ramp to Route 11.
   - A project on I-690 westbound at the Thruway Interchange (to be let 6/07) in Van Buren will install high-tech LED pavement markings.
   - A project on Bridge St. (Route 930P) at the I-690 interchange in East Syracuse will install a double left turn lane on Bridge St. for traffic turning left onto I-690 westbound, and will reduce the skew angle of the ramp for traffic turning right onto I-690 westbound.
   - A project in the Village of East Syracuse (to be let 2/07) will include measures to reduce the skew angles of the right turn ramps at the Bridge St. (Routes 290 and 930P) intersection with Manlius Center Road (Route 290).
• The Route 92 project from the Syracuse City Line to Erie Boulevard (currently underway) 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 (recently let) will include measures to reduce the merge/approach skew angles on the I-481 northbound exit to 5 and 92 eastbound and on the I-481 southbound exit to 5 and 92 westbound.

• The Route 173/175 Onondaga Hill Project (to be completed in 2006) realigned the Makyes Road and Velasko Road intersections into one signalized intersection, improved channelization and operations along the 173/175 overlap section, and provided a new driveway for Van Duyn Hospital.

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

• The Route 173 “Pen Hill” project in the Hamlet of Jamesville (recently completed) improved the horizontal alignment, roadside/clear zone and drainage system between the Route 91 intersection and the Onondaga County Correctional Facility.

• The Route 31/Mud Creek bridge project (recently completed) widened Route 31 to a five-lane section from the Great Northern Mall east driveway through Morgan Road.

• The Route 31 Belgium Bridge project (recently completed) reconstructed the existing span and added an additional span across the Seneca River, and included measures to address safety 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 11, Sand Rd. to South Bay Rd. - A project (completed in 1999) included channelization and lane reallocation improvements at the I-81 northbound exit at Route 11 northbound/Northern Lights Plaza; Route 11 northbound and South Bay Rd. northbound split; Route 11 northbound at South Bay Rd. southbound; Route 11 southbound at South Bay Rd. southbound and Northern Concourse.

• Route 298 at Carrier Circle - The Route 298 3R project (recently completed) channelized and reduced the approach/merge skew angle of the Route 298 eastbound approach to Carrier Circle.

• Route 11, Northern Concourse to Bailey Rd. - In addition to the measures previously mentioned, the 1999 project also included lane reallocation
measures on Route 11 between Bailey Rd. and Elbow Rd.

- I-81, Liverpool Interchange - The I-81 1R project (to be let 4/07) will address pavement, sign, guide rail and roadside/clear zone issues along I-81 from the I-690 interchange to the Mattydale interchange.

- Route 11, E. Circle Dr. to Hogan Dr. - A protected-only left turn phase was recently installed for Route 11 southbound traffic turning onto E. Circle Dr. A project on Route 11 at E. Circle Drive in Cicero (to be let 6/08) will include measures to reduce the skew angle of the westbound right turn ramp to Route 11.

- Route 31, Crabtree Dr. to Lakeshore Rd. - A project on Route 31 from Route 11 to Lakeshore Road in Cicero (to be let 9/09) will include measures to address left turn/head-on accidents at the I-81 interchange and left turn/head-on and right angle accidents at adjacent commercial driveways. Comprehensive, long-term alternatives to reduce accidents and heavy congestion along the corridor are also being explored.

- I-81, from I-690 to Pearl St. - See above I-81 1R project.

- Route 31, Lakeshore Rd. to Cicero/North Syracuse High School - A recent Highway Safety Investigation recommended a review of the left turn phasing at the intersection with New Country Drive.

- I-81, Harrison St. to I-690 - The I-81/I-690 Interchange project (1999) replaced scuppers and downspouts on the Almond St. viaduct, cleaned scuppers and downspouts on the Onondaga Interchange, and cleaned the underground drainage system. A 2000 Highway Safety Investigation 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.

- Route 635 (Thompson Rd.), Carrier Corp. to Carrier Circle - The Route 635 3R project (completed in 1999) widened Route 635 to a five-lane section for left turning capability at the Carrier Corp. driveways and constructed a raised median south of Carrier Circle to address right angle accidents at a commercial establishment.

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 has developed a Safety Information Management System (SIMS) that provides 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 accident problems, as well as current and anticipated safety 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 NYSDOT, through the Highway Work Permit process, requires developers of major commercial and residential developments to include any necessary mitigating measures, such as turning lanes and traffic signals to the state highway system, to maintain safe operating conditions.

10. The NYSDOT, in conjunction with the New York State Police, establishes locations on the state highway system to be used in the annual Targeted Enforcement campaign. The campaign is aimed at addressing the problem of aggressive motorist behavior.

11. The NYSDOT conducts annual Safety Appurtenance (SAFETAP) review of sections of state highways scheduled for preventative maintenance paving projects. The program consists of roadside safety audits that identify and will ultimately address roadside clear zone issues.

12. The NYSDOT continues to stress safety in highway work zones. This is accomplished through the Department’s ongoing Work Zone Safety Initiative, by advocating Work Zone Legislation, and through the use of driver information and enforcement techniques.
13. The NYSDOT upgrades safety appurtenances through the capital program. Signing improvements, pavement marking modifications, guide rail upgrades, and signal system improvements are undertaken annually to meet the safety needs of drivers, pedestrians, and bicyclists.

14. The NYSDOT has developed a Strategic Highway Safety Plan (SHSP) to identify the State’s key safety needs and guide investment decisions to achieve significant reductions in highway fatalities and serious injuries on all public roads. This statewide document was developed in a cooperative process and includes input from public and private safety stakeholders.

15. The Region 3 Traffic Management Center (TMC) began its second year of operation in October 2005. The TMC is open 24/7, 365 days a year and is a central resource for traffic operation needs for NYSDOT Region 3. Intelligent Transportation Systems (ITS) such as the Freeway Incident Management System projects continue to be designed and constructed on the interstate systems within the Syracuse urban area. These projects consist of roadside cameras, dynamic message signs, and vehicle speed detectors, and allow the real time operation of the interstate system from the TMC. Currently, 19 cameras, 12 permanent dynamic message signs and 14 vehicle detector stations are installed or under construction along I-81 and I-690. Additionally, design is underway to implement similar equipment on I-481, enhancing the overall ability to manage traffic and incidents.

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

17. The CNYRTA uses a system for tracking and categorizing transit accidents using the NYS Public Transportation Safety Board process as a template.

18. The CNYRTA has an extensive training program for all new transit operators and periodically does refresher training for existing personnel. In addition, CNYRTA is in the process of acquiring a computerized training simulator, which is expected to significantly enhance the Authority’s training program.

19. The CNYRTA is endeavoring to move Common Center permanently to and alternate weather-protected location where buses can load and transfers may be made out of the general traffic flow. Discussions are ongoing and a new site has been identified. Planning for a new Common Center, capital acquisition, land acquisition, design and construction may take up to five years to accomplish.

20. 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 an 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 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 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 an 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 an accident rate well above the State Mean Accident Rate.

- The Salt Springs Road / North Eagle Village Road Intersection Project (2004 Completion) realigned Salt Springs Road to intersect North Eagle Village Road at a desirable angle and signing improvements to improve an intersection with an accident rate well above the State Mean Accident Rate.

- The Intersections of Henry Clay Blvd. at Buckley Road and Wetzel Road (2005 Completion) added 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 were added to improve mobility through the area during peak hours.

- The Soule Road / North Pinegate Road Intersection Project (2006 Construction) will add a new actuated three color traffic signal, dedicated left turn lanes on Soule Road and signing improvements to improve an intersection with an accident rate well above the State Mean Accident Rate.
• The Grand Avenue (Fay Road) Phase I Reconstruction Project (2005 completion) reconfigured the Fay Road/Onondaga Boulevard/Terry Road Intersection. Dedicated left turn lanes were added on Fay Road and additional turn lanes were added on Onondaga Boulevard to improve safety and capacity.

• The Grand Avenue (Fay Road) Phase II Reconstruction Project (2006 letting) will reconfigure the Fay Road/Grand Avenue Intersection. Fay Road will be realigned to meet Sheraton Road. Left turn lanes will be added both on Fay Road and Grand Avenue to improve safety and capacity.

• Taft Settlement Road Part II (East Taft Road), South Bay Road to Northern Boulevard Project (2007 Letting) will address a deteriorating pavement and an accident rate which exceeds the statewide average for this type of facility. The preliminary scope of the project includes a two-course asphalt overlay through the entire project area and the addition of a two-way left turn lane from South Bay Road to the Church Road Intersection. A new actuated three color traffic signal, dedicated left turn lanes on East Taft Road and signing improvements will be installed to improve an intersection with an accident rate well above the State Mean Accident Rate.

• The Velasko Road project (2007 Letting) was initiated to address a deteriorating pavement and an accident rate which exceeds the statewide average for this type of facility. The preliminary scope of the project includes a two-course asphalt overlay through the entire project area and the enclosure of existing deep open ditches. Further studies will be done to determine the need to propose possible improvements at the McDonald Road intersection.

• Factory Avenue, C.R. No. 93 at Salina - Dewitt Townline Road, C.R. No. 70 (Townline Road) This intersection project replaced the existing slip ramp from Factory Avenue to Southbound Townline Road with a dedicated right turn lane to improve signal efficiency and to improve an intersection with an accident rate well above the State Mean Accident Rate.

21. 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.

- 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 by the end of 2007. All unwarranted signals will be deactivated after the study is completed and signal upgrades will be initiated.

22. The SMTC participated in the National Highway Institute Safety Conscious Planning Course, as well as in a statewide Shared Cost Initiative that will include the development of a standardized safety audit priority list, and development of statewide accident rates for non-state highways.

23. In support of the new SAFETEA-LU security planning factor, please see Chapter 4, Section B5.
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 Congestion Management System (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. 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. In November 2002, the CNYRTA implemented a complete restructuring of its regular route system in Onondaga County. This action resulted in significant improvements in mobility for its passengers and has been reflected in a 35% increase in ridership (October 2002 vs. October 2005).
4. 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; and a high capacity road network.

5. 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.

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

7. The CNYRTA has implemented an Automated Vehicle Locator (AVL) system and Automated Passenger Counters (APC) on many of its buses in conformity with the regional Intelligent Transportation System Strategic Plan. The enhanced communications system provides real time information on bus locations at CNYRTA passenger stops and the APCs have proven to be a valuable tool in monitoring the performance of the transit system.

8. The CNYRTA is working with employers to provide employee transit subsidies. There are currently 40 businesses participating in this 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.

9. The CNYRTA has completed a project to install bicycle racks on its buses. A majority of the fleet is now equipped with bike racks.

10. The CNYRTA has implemented a Mobility Management Center (MMC) with Federal Job Access/Reverse Commute and New York State Community Solutions Through Transportation (CST) 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.

11. The CNYRTA is endeavoring to move Common Center permanently to and alternate weather-protected location where buses can load and transfers may be made out of the general traffic flow. Discussions are ongoing and a new site has
been identified. Planning for a new Common Center, capital acquisition, land acquisition, design and construction may take up to five years to accomplish.

12. The new funding from Section 5317 establishes a “New Freedom Program to encourage services and facility improvements to address the transportation needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act”. This program provided a new formula grant program for associated capital and operating costs and required that projects be included in a locally developed Human Service Transportation Coordination Plan to begin in FY 2007. JARC (Section 5316) and Elderly/Disabled (Section 5310) funding will also be allocated to various projects though the competitive selection process established with the Coordinated Plan.

The SMTC recently adopted a resolution (2007-3) that states in the interim, the Regional Mobility Action Plan (ReMAP) and JARC studies as previously adopted by the Policy Committee as the local the Coordinated Public Transit Human Services Transportation Plan will be used. In the future, the SMTC will work with FTA, NYSDOT, various SAC members and transit providers to develop a more inclusive Coordinated Plan. According to established guidance as put forth by the FTA, they “will consider plans developed before the insurance of final program circulars to be an acceptable basis for project selection for FY 2007 if they meet the minimum criteria”.

13. 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.

14. 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.

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

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

17. Under the jurisdiction of the OCDOT, the intersections of Henry Clay Blvd. at Buckley Road and Wetzel Road (2005 completion) added 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 were added to improve mobility through the area during peak hours.

18. The OCDOT also coordinated (2005 completion) 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.

19. OCDOT manages several high volume corridors within their system using time based or closed loop systems to maintain efficient traffic flows. The OCDOT and the NYSDOT work together on timings for signals on County highways that are included in State controlled interconnect systems such as the Route 11/Taft Road/South Bay Road location.

20. 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.

- The City 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.

- The City has initiated the Syracuse Auto Row Improvements project which includes improving the roadway clearances underneath the railroad bridges at West Genesee Street near Erie Blvd and also the railroad bridge on Erie Blvd West just west of Geddes Street. Both of these structures have low clearances and are frequently hit by trucks.

- As part of its annual street reconstruction program, the City is improving all handicapped accessible ramps to meet current ADA standards on each street included in the program.
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 120 of the 134 buses (90%) in operation in the urbanized area during its “peak of the peak” period (i.e., the morning rush hour) powered by low-emission compressed natural gas (CNG). CNYRTA will acquire 133 hybrid diesel-electric replacement buses by 2010. When these buses operate in diesel mode they will run on ultra low sulfur fuel and will meet all future EPA environmental goals. 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 CNYTRA is endeavoring to move Common Center permanently to and alternate weather-protected location where buses can load and transfers may be made out of the general traffic flow. Discussions are ongoing and a new site has been identified. Planning for a new Common Center, capital acquisition, land acquisition, design and construction may take up to five years to accomplish.

3. The Clean Communities of CNY is supporting National Grid’s Electric Car Joint Venture project to manufacture and promote electric car use in Syracuse and New York State.

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

5. 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.

6. 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 Carrier Dome events at Syracuse University.

7. Between 1990 and 2005, the total daily carbon monoxide (CO) emissions from mobile sources have been reduced by 54% (Source: April 2004 Conformity Emissions Analysis).

8. 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 effect snow conditions.

9. 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.

10. The NYSDOT is putting greater emphasis on the calibration of its salt spreading equipment to ensure better control of the rate at which the material is applied. In addition, the field supervisors have temperature sensors in their vehicles to measure road surface temperature. These actions provide for a more efficient application and reduce the overall amount of road salt and sand used on the roadways.

11. NYSDOT Region 3’s “Regional Strategy – October 2006” outlines ongoing and future efforts relating to environmental practices and policies that Region 3 is involved in.

Environmental Mitigation Activities

Environmental mitigation is the process of consistency of transportation planning with applicable federal, state and local energy conservation programs, environmental goals, and objectives. Environmental mitigation is incorporated into the current LRTP’s goals for establishing project priorities. As required through SAFETEA-LU, the LRTP should include a discussion about environmental mitigation as follows:

“The metropolitan transportation plan shall... include 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 plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The discussion shall be developed in consultation with Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation.”

The SMTC’s LRTP is essentially a policy level document that does not specifically contain many significant projects in the out-years for which potential mitigation activities would be appropriate. Specific mitigation measures will be examined at the project phase via the SEQR/NEPA process and are therefore beyond the scope of this document. However, environmental mitigation is a major consideration in local major investment studies, planning studies and other planning efforts.
The SMTC member agencies are already engaged in environmental mitigation activities at the planning and project level through the implementation of (a) National Environmental Policy Act (NEPA) and State Environmental Quality Review Act (SEQRA) regulations and (b) Context Sensitive Solutions (CSS) which ensure that projects are in harmony with the community, and that they preserve environmental, scenic, aesthetic, historic, and natural resource values of the area in which they are located.

In addition, the SMTC works with various agencies in regards to air quality and conformity. Air quality, as it pertains to the operations of the SMTC and its member agencies includes the state and federal requirements for transportation conformity\(^1\), project level analysis for Congestion Mitigation/Air Quality (CMAQ) funding, and requirements for the State Energy Plan (SEP) and Greenhouse Gas analysis. The Interagency Consulting Group (ICG) is federally mandated to exist as part of the conformity rule. The ICG operates on a consensus basis and is required to approve the SMTC’s conformity analysis. This group consists of the following agencies: the SMTC, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the New York State Department of Transportation Environmental Analysis Bureau (NYSDOT EAB), the New York State Department of Environmental Conservation (NYSDEC) and the Environmental Protection Agency (EPA). The SMTC is in constant communication with the ICG to ensure that conformity is met. Also, the NYSDOT EAB is responsible for making sure that the SMTC adheres to the State Energy Plan and related Greenhouse Gas analysis requirements, as these are State mandated activities. The SMTC through consultation with its various member agencies and the previously outlined consortium of interested parties actively solicits input into this policy level plan. Detailed mitigation efforts are beyond the scope of this plan as no project details exist.

The SMTC also currently works with several regulatory agencies through the SMTC Committee Structure, including the Central New York Regional Planning and Development Board and New York State Department of Environmental Conservation (both of which are voting members represented through this committee structure). In addition, the SMTC has continually sought participation from the Onondaga Nation. Also, as indicated in Chapter 1 of this LRTP 2007 Update, SAFETEA-LU includes an additional consultation section requiring the MPO to consult “with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate: (1) Comparison of

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\(^1\) Transportation conformity ("conformity") is a way to ensure that Federal funding and approval is applied to those transportation activities that are consistent with air quality goals. Conformity applies to transportation plans (such as the SMTC Long Range Transportation Plan [LRTP]), Transportation Improvement Programs [TIPs], and projects funded or approved by the Federal Highway Administration [FHWA] or the Federal Transit Administration [FTA] in areas that do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide. These areas are known as "non-attainment areas" or "maintenance areas," respectively. Transportation projects must demonstrate conformity in order to be funded.
transportation plans with State conservation plans or maps, if available; or (2) Comparison of transportation plans to inventories of natural or historic resources, if available.” This effectively requires involvement of these agencies in the long range planning process for the same reasons they are involved in project development (EIS) work. As part of the public outreach for the LRTP 2007 Update, the SMTC has also completed outreach to the agencies noted in Chapter 1 and Appendix B to appropriately address this consultation requirement. Outreach efforts included a letter sent to all agencies soliciting written comments, as well as meeting at the SMTC to address any concerns relevant to the mitigation efforts as outlined in SAFETEA-LU.

The LRTP takes into account potential environmental impacts when adopting the Plan. If impacts are found, then consideration is given to how such impacts might be mitigated. The SMTC's plans identify as best as possible the impact of proposed transportation projects on environmental factors such as wetlands, watercourses, historic districts, etc. Most environmental mitigation is detailed in the project design phase, and the SMTC member agencies encourage and support this activity. Air and noise analysis are issues evaluated both that the regional planning level and at the projects design stage.

Consultation as necessary will be undertaken with environmental protection agencies (including the NYSDEC), wildlife management authorities, land management and historic preservation interests. The SMTC maintains a GIS that supports its transportation planning by having readily available data layers including watersheds, wetlands, aquifers and rare and endangered species.

Mitigation is normally evaluated during the design of a project and the selection of project alternatives. However, mitigation actions can also be stand-alone projects intended to offset or replace a certain environmental function(s) that was lost as a result of construction of the transportation project. Examples include storm water management facilities, wetland replacement projects, stream restoration projects, reforestation projects, construction of sound walls, replacement of parklands and wildlife crossing structures. A typical highway runoff mitigation situation occurs when the runoff from a section of roadway is causing erosion and sedimentation problems that are impacting a wetland and/or a lake. Possible mitigation would be to rebuild and/or repair drainage ditches. If it is discovered that the time of year of a roadway’s construction may impact some endangered species, the project’s construction schedule is adjusted to minimize its impact on the nesting habits of the species. Archeologists are called in during the construction phase of a project in the event that a potential historic site, previously unknown, is uncovered.

SMTC also recognizes that, in order for the environmental mitigation projects to continue to provide the long term functionality that was intended when they were first constructed, they must be properly maintained, and when necessary rehabilitated or reconstructed. Some examples of NYSDOT projects that included environmental mitigation are the Baldwinsville Bypass Project- Phase I (completed), I-690 over CXS Railroad (in planning stages), Rt. 370 Parkway Project (in planning stages), Rt. 31 Widening Project/Mud Creek Bridge (completed), I-81 Bridge over Oneida River/Fishing Access (completed). These environmental mitigation efforts are considered to be assets, just as more traditional highway elements such as pavements, bridges and drainage structures
are considered assets, and as such their maintenance and long term preservation lend themselves to an asset management approach.

A wider, safer highway for motorists can create a problem for native animals. Temporary and permanent fencing is employed where appropriate to divert animals to safer areas away from construction and from the roadway itself. Wildlife crossings are also designed into the new highways to provide alternatives for animals wanting to cross the roadway. In addition to the mitigation measures associated with fauna, mitigation can also apply to the protection of flora, such as the preservation of the unique landscape. If such a situation is encountered, the mitigation will be considered during the design of the highway project.

Environmental mitigation measures can be funded with federal, state and local monies. From the federal standpoint, such activities can be a part of the actual construction activity (normal federal-aid monies) or can be with FHWA transportation enhancement (TE) funding for stand-alone projects. In both causes, the types of actions eligible for funding are generally the same, although TE projects have more latitude in eligibility as long as the site can relate to a transportation facility.

Congress included the language on TE projects as a means of stimulating additional efforts to create an improved transportation environment and system, while making a contribution to the surrounding community. This is done through implementation of the specific activities listed in the legislation. Enhancement measures in the activities listed, which go beyond what is customarily provided as environmental mitigation, are considered as transportation enhancements.

The types of projects that could be considered as environmental mitigation projects include eligible activities that can be funded under the transportation enhancement program [23 U.S.C. 101(a)(35)] such as:

- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- Landscaping and other scenic beautification.
- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
- Archaeological planning and research.
- Establishment of transportation museums
- Environmental mitigation
  i. to address water pollution due to highway runoff; or
  ii. reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
All of the environmental mitigation considerations can philosophically fit into our environmental justice concerns, since we are an integral part of the environment and the condition of the environment impacts us. Specific measures dealing with the mitigation of the transportation system impacts on the human environment are noise abatement, air quality, using alternative power systems (solar) for providing on-going electricity for transportation infrastructure.

In addition, as part of the LRTP 2007 Update, the SMTC has identified areas within the MPO boundary that may be environmentally sensitive. State and Federal Wetland areas within the SMTC MPO boundary are shown on Map 4. Map 5 shows Flood Zones and Other Environmentally Sensitive Areas, including historic sites, recreation areas, schools, and cemeteries.

Maps 2 and 3 in Section C (Progress Achieved on UPWP Projects) of this Chapter show the locations of major transportation planning projects carried out under the SMTC’s UPWP. Map 2 shows specific project locations and Map 3 highlights general project areas and corridors. The environmentally sensitive areas shown on Maps 4 and 5 can be compared to the locations of the major transportation planning project maps (Maps 2 and 3). The SMTC is aware of these areas and will take special precautions if and when projects are taking place in these locations.

One of the most significant local environmental project at this time is the cleanup of Onondaga Lake. Many pollution abatement and cleanup efforts are focused on this lake to enhance its role as an important aesthetic and recreation source for Central New York.² The Onondaga Lake Improvement Project is engaged in a series of projects to improve water quality. Project details can be found at http://www.lake.onondaga.ny.us.

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Flood Zones and Other Environmentally Sensitive Areas
Long-Range Transportation Plan 2007 Update
Map 5

Q3 Flood Data Specifications

- A: Area Inundated by 100 Year Flood (without Base Flood Elevation (BFEs))
- AE: Area Inundated by 100 Year Flood (Determined BFEs)
- AH: Area Inundated by 100 Year Flood with Ponding of 1 to 3 Feet (Determined BFEs)
- AO: Area Inundated by 100 Year Flood with Sheet Flow on Sloping Terrain and Flood Depths of 1 to 3 Feet
- X500: Area Inundated by 100 Year Flood and 500 Year Flood

* A digital FIRM product developed and distributed by FEMA. Q3 Flood Data are developed by scanning and reconfiguring the existing hardcopy FIRM to create a vector product suitable for viewing or printing, as well as a thematic vector overlay of flood risks. Q3 Flood Data are all FIRM data in the raster file, but vectorize only certain locations.

This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
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. Handheld products in the Town of Skaneateles received $750,000 IAP for construction of 3,500 feet of new roadway to provide truck and employee access to their office and manufacturing facilities. The IAP commitment triggered $10.5 million investment and the creation/retention of 400 jobs in the community.

Currently under construction in the Town of DeWitt is the $14 million Sensis Corporation facility at Collamer Business Park, with the promise of 200 jobs, the industrial access program has delivered $1 million for construction of 4,200 feet of interior roadways and will require intersection improvements at State Route 298.

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 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 CNYRTA transit system.

7. The CNYRTA is in the process of replacing its primary transit hub (Common Center) in downtown Syracuse with an off-street terminal where customers will be able to safely transfer between vehicles in the comfort of a weather protected facility. Much of the funding for the planned facility is in place. CNYRTA is currently exploring joint development options which may enhance the downtown Syracuse economy.

8. The OCDOT oversaw 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. The Lakefront Zoning plan was adopted in January 2004.
6. The 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 – This plan, completed in January 2005, 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 69.5%. The percentage of State-owned bridges, based on deck area of bridges that are non-deficient, is 62.8%. 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 61.4% 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 decreased from 6.9% to 2.8% in Onondaga County. In 2005, this percentage increased slightly to 3.3%. 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 decreased from 47.6% to 24.2% in Onondaga County. In 2005, the percentage was 39.8%. 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. It dropped slightly to 6.88 in 2005. 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. These numbers show a relatively high quality of pavement condition for the SMTC area (NYSDOT-owned roads) and show that we are making steady improvements and progress towards meeting our stated pavement condition goals.

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) has recently completed a GIS platform that incorporates all public grade crossings. Additionally, private grade crossings are put in NYSDOT’s GIS database as there locations are identified by NYSDOT Regions and transmitted to the Main Office.

6. The CNYRTA has completed construction of the William F. Walsh Regional Transportation Center. This facility links transit, rail and air transportation systems. 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. CNYRTA will be seeking public input in the near future and is considering design and site options.

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. The system is used to prioritize the County’s highways to best use the annually dedicated funds, Local and Federal, in paving operations of both primary and secondary highways.

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. For example, OCDOT continues to work on completing the planned bicycle/pedestrian trail around Onondaga Lake. In 2002, the West Shore Trail was opened to the public, and multiple areas of paved trails are currently in design phase.

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 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 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 Avenue from Stratford Street to Colvin Street, and they are considering extending the bike lane on Colvin Street to Sky Top.

The City 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 was completed in 2004 and the City is currently initiating design on six other bridge rehabilitation/replacement projects.

The City is completing final design plans for the Creekwalk Phase I project which will complete the Creekwalk between Armory Square and Onondaga Lake and plans to complete construction of this Creekwalk by 2009. This facility will be fully handicapped accessible.

The City is also completing a Creekwalk Phase II Feasibility Study which encompasses evaluating the most feasible location of a Creekwalk between Armory Square and Kirk Park. This study should be completed by the end of 2007.

The City is initiating street improvement projects along the 800 and 900 blocks of North Salina Street and Hiawatha Boulevard between State Fair Boulevard and Park Street (excludes area between Onondaga Creek bridge and I-81 bridge). The City has completed street improvements on the 400-700 block of North Salina Street. All of these improvements are focused on improving the pedestrian facilities.

The City completed pedestrian facility improvements on Butternut Street from Park Street to Lodi Street, and on James Street from Hickok Avenue to Collingwood Avenue. All work included new sidewalks, paver section from curb to sidewalk, new and reset curbing, trees, and handicap ramp corners.

The City has initiated a East Genesee Street Corridor Improvements, with the intent to create a safe ADA compliant connective pedestrian corridor and transit corridor between downtown and Syracuse University. The City
is currently negotiating scope and fee with the consultant on this project and plans to start construction in 2008.
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.3

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