3 FACILITIES

3.1 GOAL
To provide safe, clean, well maintained and efficient transportation infrastructure.

3.1.1 FACILITIES 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.

3.2 TRENDS
The following sections contain detail about the surface transportation system within the MPA, including detailed discussions on roadways and functional classification, bridge and pavement conditions, transit, bicycle and pedestrian facilities, air/water/rail facilities and other related topics.

3.2.1 ROADWAYS
The MPA’s surface transportation system includes a total of approximately 3,534.88 centerline miles of roads. The roads are owned and maintained by various jurisdictions including the New York State Department of Transportation (NYSDOT), the New York State Thruway Authority (NYSTA), the Onondaga County Department of Transportation (OCDOT), the City of Syracuse, and the towns and villages in Onondaga, Oswego, and Madison Counties.

The NYSDOT and the NYSTA own approximately 13.1% of the system (which equals about 462.27 centerline miles). The NYSDOT system contains the majority of the main commuter routes. Other key jurisdictional ownerships in the MPA are the OCDOT and City of Syracuse. The
OCDOT is responsible for 22.7% of the system (803.20 centerline miles) and the City of Syracuse is responsible for 11.9% of the system (420.71 centerline miles). In addition to those itemized above, other jurisdictions are responsible for the balance of the system. These jurisdictions include Oswego and Madison Counties, as well as numerous towns and villages in all three counties.

**Functional Classification**

The transportation system is organized by “functional classification.” Functional classification is the process by which roads are categorized into classes according to the type of service they are meant to provide.

Individual roads and streets do not serve travel independently but are part of a greater network. This network “channels” traffic in a logical, safe and efficient manner and helps to define the functional classification hierarchy. A simplified hierarchy of a functional classification (from lowest class to highest) consists of local roads, major and minor collector roads, minor arterial, and principal arterials.

Functional classification codes are given to all federal-aid eligible roads. The following codes are used in the SMTC study area: principal arterial, minor arterial, collector and minor collector. Arterials provide the highest level of mobility, at the highest speed, for long, uninterrupted travel. Arterials generally have higher design standards than other roads, often with multiple lanes and some degree of access control. Collectors provide a lower degree of mobility than arterials. They are designed for travel at lower speeds and for shorter distances. Collectors are typically two-lane roads that collect and distribute traffic from the arterial system. The minor collectors’ code applies to rural parts of the SMTC study area. Another functional classification code, local roads, consist of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

Table 3-1 provides the number of centerline miles by jurisdiction and functional classification for the SMTC MPA.

---

1 Definitions taken from the Federal Highway Administration’s Conditions and Performance Report, Chapter 2. For further information, visit the website: [http://www.fhwa.dot.gov/environment/flex/ch03.htm]
### Table 3-1

**Centerline Miles by Jurisdiction and Functional Classification**  
**SMTC MPA**

<table>
<thead>
<tr>
<th></th>
<th>Principal Arterial</th>
<th>Minor Arterial</th>
<th>Major/Urban Collector</th>
<th>Minor Collector</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>NYSDOT</td>
<td>185.98</td>
<td>105.67</td>
<td>110.01</td>
<td>24.34</td>
<td>4.84</td>
<td>430.83</td>
</tr>
<tr>
<td>NYSTA</td>
<td>31.44</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>31.44</td>
</tr>
<tr>
<td>ODOT</td>
<td>27.30</td>
<td>86.47</td>
<td>170.81</td>
<td>107.39</td>
<td>411.23</td>
<td>803.20</td>
</tr>
<tr>
<td>City of Syracuse</td>
<td>20.42</td>
<td>63.54</td>
<td>32.31</td>
<td>0.00</td>
<td>304.45</td>
<td>420.71</td>
</tr>
<tr>
<td>Towns/Villages</td>
<td>0.00</td>
<td>8.49</td>
<td>40.54</td>
<td>3.46</td>
<td>1,529.35</td>
<td>1,581.84</td>
</tr>
<tr>
<td>Private</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>243.97</td>
<td>243.97</td>
</tr>
<tr>
<td>Oswego County</td>
<td>0.00</td>
<td>2.37</td>
<td>7.24</td>
<td>0.02</td>
<td>2.52</td>
<td>12.15</td>
</tr>
<tr>
<td>Madison County</td>
<td>0.00</td>
<td>0.00</td>
<td>8.86</td>
<td>0.00</td>
<td>1.88</td>
<td>10.74</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>265.14</td>
<td>266.54</td>
<td>369.77</td>
<td>135.20</td>
<td>2,498.23</td>
<td>3,534.88</td>
</tr>
</tbody>
</table>

*Source: SMTC’s Geographic Information System*

The functional classification system was revised based on the 2000 Census and associated updated MPO boundaries. The SMTC Policy Committee approved these revisions on March 3, 2004 and subsequently submitted them to NYSDOT and FHWA. The revisions received federal approval from FHWA. See Map 3-1 for the Functional Classification system within the SMTC MPA.

### 3.2.2 Infrastructure Maintenance

The vast system of existing highways and bridges in the MPA area require a large amount of maintenance in order to ensure adequate operational characteristics. The majority of money spent on the Transportation Improvement Program (TIP) from Federal Highway Administration (FHWA) is used for maintaining the existing road network.

The 2011-2015 TIP was adopted by the SMTC Policy Committee on July 27, 2010. The multi-year program apportions $279,594,000 in Federal Highway funds (federal funds only) and $47,000,000 in Federal Transit funds (federal funds only). With the required “match” dollars, the Highway program equates to approximately $339,000,000; while the Transit program is approximately $63,000,000.
This map is for presentation purposes only.
The SMTC does not guarantee the accuracy or completeness of this map.

Legend
- Urban Boundary
- City of Syracuse
- Village
- Town
- Onondaga Nation

Functional Classification
Long-Range Transportation Plan 2011 Update
Map 3-1

Base map Copyrighted by NYSDOT.
Data Sources: SMTC, NYSDOT, 2010.
Functional Classifications were PFWA approved in 2008.
Prepared by SMTC, 04/2011.
From the Highway program of projects, approximately 4%, or $14,000,000 is programmed to transportation related enhancements such as trails and projects for bicycles and pedestrians. The vast majority of all funds under the Highway program, $290,573,000 (72%), are for maintenance of existing infrastructure.

TIP funding by category:
- $401,679,000 TIP dollars (combination of FHWA, FTA and local match dollars)
- $290,573,000/72% for Maintenance (bridges and highways)
- $29,871,000/7% for Air Quality
- $14,232,000/4% for new Bicycle/Pedestrian facilities
- $63,063,000/16% for new Transit
- $3,940,000/1% for new Other.

As depicted, it is clear that the majority of capital money for the surface transportation network in the MPA area is for maintenance (i.e., bridges and highway), leaving modest funds for system expansion. In past TIP documents, there were capacity improvement projects planned that utilized FHWA obligated funds (i.e., the Belgium Bridge on Route 31), but generally, there have been minimal new capacity projects and system additions in recent years.

Aging Infrastructure
The condition of bridges in the SMTC area has been a critical funding issue for a number of years. There are a large number of bridges in Onondaga County. The percentage of these bridges that are deficient along with the limited amount of money available for funding improvements has made this a key improvement area noted by the NYSDOT.

There are a large number of interstate bridges that also need repair within the same timeframe because many are of the same age. Specifically, there are 124 bridge spans on the I-81 viaduct alone.
that will need to be addressed within the next decade. While a significant effort has been made in the last decade to remedy this problem, many bridges still are in need of repair and compete for a limited amount of federal money.

The age of the MPA’s infrastructure is, in turn, causing maintenance costs to rise. Many of our roads and bridges, built during the 1950’s and 1960s, will reach the end of their life expectancy in the next twenty years. As this infrastructure reaches the end of its life cycle, expensive repairs must be undertaken more frequently until the entire roadway or structure must be removed and replaced or reconsidered.² It should also be noted that the region is significantly impacted by the freeze-thaw cycle which tends to prematurely age pavement conditions and increase the frequency of needed repairs. Large volumes of snow increase soft costs for plowing.

Most member agencies have programs for infrastructure maintenance, including pavement and bridges. The City, OCDOT, NYSDOT and NYSTA all have active PMS (pavement management systems) that include routine scoring of pavements and repaving a pre-determined number of centerline miles of roadway each year. The repaving program consists of in-house work (for routine pavement maintenance and minor repairs) and contractual work (for major overhauls and maintenance paving). By following a periodic treatment cycle (for example, every eight to ten years) for the pavement maintenance program, the initial pavement investment is preserved, with the possibility of avoiding a future total pavement overhaul for quite some time. Additionally, the SMTC includes the Bridge and Pavement Condition Management System (BPCMS) annually on its UPWP. The goal of this effort and corresponding report is to publish the conditions of the bridges and pavement in the MPO area for each member agency that is responsible for infrastructure maintenance. This tool is an additional aid that can be utilized by member agencies in setting their road maintenance priorities.

Privatization of Infrastructure
Municipalities are increasingly looking toward public-private partnerships as public budgets become constrained and maintenance costs escalate. Companies are being given multi-decade leases to manage or build roads for the municipalities. These partnerships can remove the construction and maintenance burden from municipalities, while providing incentives to the private company.³ These incentives are varied, though they usually involve roadway tolling or tax relief for the company.

Here in Central New York, privatization often manifests when private home builders construct elaborate road networks within sub-divisions. Though privately constructed, the municipality usually takes ownership and responsibility for the road maintenance, which becomes increasingly burdensome as the infrastructure ages.

² Engineers See Dangers in Aging Infrastructure http://www.nytimes.com/2007/08/02/us/01cnd-engineer.html?ex=1343707200&en=48220e5524f0e9d&ei=5090&partner=rssuserland&emc=rss
³ “Leasing of Landmark Turnpike Puts State at Policy Crossroad” http://online.wsj.com/article/SB121971201641371425-email.html
Local governments across the country are often unable to maintain their existing infrastructure due to insufficient and an unsustainable tax base. As such, it is not uncommon for municipalities to promote development, especially residential development, in an effort to increase tax revenues. However, the cost of maintaining the additional infrastructure increases exponentially as it ages. This compounds the burden on local municipalities as the cumulative and long-term costs are not offset by the additional generated tax revenue.

3.2.3. Bridge Conditions

Onondaga County has 492 bridges on the various State, County and local roads, as well as on or over the New York State Thruway. The NYSDOT maintains a Bridge Management System (BMS) for all of these bridges. The State only inspects bridges with spans of 20 feet or greater for OCDOT. OCDOT maintains 255 drainage structures that are classified as bridges. The BMS rates the bridge deck, bearings and other structural elements on a weighted scoring system. State and local bridges are rated by the NYSDOT on a scale of 1.0 to 7.0. Bridges with a condition rating of less than 5.0 are deemed as being in a deficient condition. However, a deficient condition does not mean that the bridges are unsafe, but rather they are candidates for rehabilitation work, replacement or even perhaps closure (see Maps 3-2a and 3-2b for bridge conditions).

Critically deficient bridges are those that have one or more critical bridge elements rated less than 3.0. Critical bridge elements include the structural deck, bridge abutments and supporting columns. Critically deficient bridges are given a priority for funding over those that are deficient. Many bridges with overall condition ratings of less than 3.0 have to be closed to some or all traffic.

State and local bridges are inspected every two years, regardless of condition rating. All State and local bridges that have a structural active flag, an inactive red flag, or active yellow flag are inspected every year. The condition ratings for Onondaga County, Oswego County and Madison County as well as all State and Thruway Authority bridges in Onondaga County are presented in Table 3-2. According to the NYSDOT, future conditions are based on a tradeoff between an additional five years worth of further deterioration and programmed work on some of the bridges.
Bridge Ratings in the City of Syracuse
Long-Range Transportation Plan 2011 Update

Map 3-2b

This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
### Table 3-2
#### 2009 Bridge Conditions in MPA

<table>
<thead>
<tr>
<th>Bridge Jurisdiction</th>
<th>Total Number of Bridges</th>
<th>Non-Deficient</th>
<th>Deficient Bridges (Both &quot;Deficient&quot; and &quot;Critically Deficient&quot;)</th>
<th>Deficient Bridges by Type</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Number</td>
<td>Pct</td>
<td>Number</td>
</tr>
<tr>
<td>City of Syracuse</td>
<td>32</td>
<td>15</td>
<td>47%</td>
<td>17</td>
</tr>
<tr>
<td>Onondaga County DOT</td>
<td>95</td>
<td>68</td>
<td>72%</td>
<td>27</td>
</tr>
<tr>
<td>Oswego County</td>
<td>3</td>
<td>3</td>
<td>100%</td>
<td>0</td>
</tr>
<tr>
<td>Madison County</td>
<td>1</td>
<td>1</td>
<td>100%</td>
<td>0</td>
</tr>
<tr>
<td>New York State DOT</td>
<td>299</td>
<td>194</td>
<td>65%</td>
<td>105</td>
</tr>
<tr>
<td>New York State Thruway Authority</td>
<td>41</td>
<td>14</td>
<td>34%</td>
<td>27</td>
</tr>
<tr>
<td>Towns in the MPA</td>
<td>14</td>
<td>6</td>
<td>43%</td>
<td>8</td>
</tr>
<tr>
<td>Villages in the MPA</td>
<td>7</td>
<td>2</td>
<td>29%</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>492</strong></td>
<td><strong>303</strong></td>
<td><strong>62%</strong></td>
<td><strong>189</strong></td>
</tr>
</tbody>
</table>

Source: SMTC 2010 SMTC Bridge and Pavement Management System Report

Onondaga County DOT had 62 non-deficient bridges in 2005 (i.e., 65%), and 68 non-deficient bridges in 2010 (i.e., 72%). Oswego and Madison County bridges within the MPA remained unchanged and were 100% non-deficient during the same time period. Meanwhile, the number of non-deficient bridges maintained by the City of Syracuse, the New York State DOT, the New York State Thruway Authority, and the towns and villages in the MPA dropped during the same five years. Overall, the percent of non-deficient bridges within the MPA dropped from 65% in 2005 to...
As such, in 1997, forty-four (44) percent of all bridges within Onondaga County were considered to be deficient or priority deficient. The proportion of deficient bridges in the SMTC’s planning area decreased to approximately 38% in 2009.

### 3.2.4. Pavement Conditions

The NYSDOT uses a Pavement Management System (PMS) that attempts to maximize the effectiveness of the limited dollars spent on maintaining pavements. Pavements have a varying life cycle dependent on many conditions.

A PMS allows the NYSDOT and other highway departments to determine the pavement rating relative to all other pavements in a jurisdiction. It also allows year-to-year monitoring of pavements and, most importantly, it facilitates predictions of when to cost effectively overlay, rehabilitate or reconstruct a road. Knowing where a pavement is in its life cycle allows a determination of the most cost-effective treatment. See Maps 3-3a and 3-3b for pavement conditions. Please note that there is no definition for “Rated Roads” on the maps. For the purposes of this document, "Rated Roads" equates to all roads under the jurisdiction of the NYSDOT, NYSTA, OCDOT, City of Syracuse and local (town or village) federal aid-eligible roads.

---

4 In 2005, 53% of bridges were non-deficient in the City of Syracuse, 71% of state-owned bridges were non-deficient, 37% of Thruway-owned bridges were non-deficient, 50% of town-owned bridges were non-deficient, and 43% of village-owned bridges were non-deficient.
Assessing Pavement Conditions

The NYSDOT system uses a visual rating system with a scale of 1 to 10 for surface conditions, which are categorized as follows: below 5.0 is considered poor, 6.0 is fair, 7.0-8.0 are good, and 9.0-10.0 are excellent condition. Table 3-3 shows the average pavement rating of state roadways within Onondaga County and the percent of pavement that is considered in poor condition.

As reflected in Table 3-3, the average pavement conditions on the State highway system have slightly decreased, overall, since 2001 while the percent of poor pavement has consistently been below the 2020 goal of less than 11 percent having poor pavement conditions. In 2010, 31% of the pavement in the State highway system was rated fair. The goal for 2020 is to reduce this to 26%. Overall, the State roads are slightly below the goal of reaching an average condition rating of 7.0 for all medium and high volume roads by 2020.

The Onondaga County Department of Transportation (OCDOT) and the City of Syracuse also maintain pavement management systems. The City of Syracuse rates approximately half of the pavement each year in the City on a 1-10 scale, similar to the NYSDOT scale. In 2009, 45% of the City’s rated pavement was rated “good” or “excellent”, 27% was rated “fair” and 29% was rated “poor”. The overall rating for pavement on City streets was 6.4 (fair). The City performs annual preventive maintenance to maintain pavements in good condition and to slow the rate of deterioration on improved streets, thereby reducing the life-cycle costs.

The OCDOT system is not identical to the NYSDOT system, although the system is comparable since OCDOT also uses a 1-10 scale. In 2010, the overall rating for County pavement was 7.4 (good), with 79% of rated roads rated good or excellent, 11% rated fair and 11% rated poor.

The OCDOT has three different paving programs: a hot mix, a cold mix, and Surface Treatment Program. Onondaga County currently paves approximately 38 miles of roadway per year using hot mix, 15 miles per year using cold mix, and 55 miles per year with surface treatment. To adequately maintain system condition, the OCDOT anticipates that approximately 48 miles of highway per year need to be paved using hot mix, 19 miles per year using cold mix and 75 miles per year using the Surface Treatment Program.

Table 3-3

<table>
<thead>
<tr>
<th>Year</th>
<th>Average Condition</th>
<th>Percent Poor</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>7.02 (Good)</td>
<td>5.1%</td>
</tr>
<tr>
<td>2002</td>
<td>7.03 (Good)</td>
<td>4.2%</td>
</tr>
<tr>
<td>2003</td>
<td>6.74 (Fair)</td>
<td>3.4%</td>
</tr>
<tr>
<td>2004</td>
<td>6.81 (Fair)</td>
<td>2.5%</td>
</tr>
<tr>
<td>2005</td>
<td>6.90 (Fair)</td>
<td>2.4%</td>
</tr>
<tr>
<td>2006</td>
<td>6.88 (Fair)</td>
<td>3.4%</td>
</tr>
<tr>
<td>2007</td>
<td>6.8 (Fair)</td>
<td>5%</td>
</tr>
<tr>
<td>2008</td>
<td>7.2 (Good)</td>
<td>1%</td>
</tr>
<tr>
<td>2009</td>
<td>6.8 (Fair)</td>
<td>7%</td>
</tr>
</tbody>
</table>

Source: NYSDOT, Pavement Condition of New York’s Highways
The aforementioned information, including bridge and pavement data illustrates the necessity for infrastructure maintenance and safety concerns in the MPO area. These critical issues emphasize the need for maintenance funding to be allocated to the MPO on an annual basis.

### 3.2.5. Bicycle & Pedestrian Facilities

Over the past several years, federal legislation and funding for transportation has given increasing consideration to bicycle and pedestrian travel and related infrastructure. Starting with the 1991 Intermodal Transportation Efficiency Act (ISTEA), new national attention was placed on bicycle and pedestrian provisions and MPOs were mandated to consider bicycling and walking as transportation plans were prepared. The Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) continued to expand both legislative requirements as well as funding opportunities for pedestrian and bicycle facilities to be used for transportation purposes.

One reason that these non-motorized modes of travel are gaining in stature and importance is their positive effects on air quality. The federal Congestion Mitigation and Air Quality (CMAQ) program and the Transportation Enhancements Program (TEP) administered by the Federal Highway Administration are principal funding avenues for bicycle/pedestrian projects across the country, as a way of encouraging alternatives to private automobile usage for transportation. Successful as many of these projects have been, both of these funding sources have been limited compared to other transportation funding mechanisms and are highly competitive in nature. For example, four percent (4%) of the 2011-2015 TIP funding is programmed for bicycle and pedestrian projects.

In addition, the SMTC’s *Bicycle and Pedestrian Plan for Onondaga County and the City of Syracuse* was completed in 2005. The primary goals of this Plan are to preserve and enhance the bicycling and pedestrian network; and to improve the safety, attractiveness, and overall viability of cycling and walking as legitimate transportation alternatives to the transportation system in the Greater Syracuse area. This study includes the following major sections: (1) evaluating and summarizing existing bicycle and pedestrian plans; (2) data compilation and summary; (3) gathering of existing conditions/creation of a suitability map; (4) identifying known and perceived bicycle and pedestrian issues; and (5) developing recommendations and action items that seek to improve the community’s bicycle and pedestrian environment.

Both Onondaga County and the City of Syracuse have bicycle and pedestrian plans and projects underway, several of which are funded through the TIP:

- **Onondaga Lake Trail**, also known as the “Loop the Lake Trail” – The Onondaga County Department of Parks and Recreation and OCDOT continue to work on completing the planned bicycle/pedestrian trail around Onondaga Lake, which will provide a non-motorized transportation link between Liverpool.
and Solvay. In 2002, the West Shore Trail was completed, representing another leg of the trail planned to encircle the entirety of Onondaga Lake. Two miles of paved, Class 1 trail on the West Shore of Onondaga Lake from the present trail end (at Nine Mile Creek) to the State Fair parking lots near I-690 Exit 7 will be constructed in the near future and are anticipated to be open for operation by 2012. The County continues to work with the U.S. Army Corps of Engineers on the design of a proposed trail opportunity along the eastern shoreline of the lake. The trail may be in the form of a causeway or boardwalk constructed well into the lake itself, creating a trail extension that avoids dangerous roadways and railroad corridors, and also providing for the creation of an expanded wetland habitat for plants and animals. The southwest shore trail segment continues to present obstacles due to environmental conditions, proximity of railroad facilities to the shoreline, and litigation over cleanup responsibilities. See Map 3-4 for the Onondaga Lake Trail, as well as other major existing and proposed trail routes in Onondaga County.

**Syracuse Creekwalk** – A short section of this bicycle and pedestrian trail has been in existence since the early 1990s, with the first completed portions opened in the Franklin Square and Inner Harbor in Syracuse’s Lakefront Area. In 2010 and 2011, the City of Syracuse extended the trail north from the Inner Harbor to the mouth of Onondaga Lake and south from Franklin Square to Armory Square in Downtown. This has allowed the Creekwalk to become a continuous 2.2 mile trail with a nominal width of 13 feet, stretching from Onondaga Lake to Armory Square. Construction is scheduled to be completed by December 2011. Green infrastructure improvements were incorporated into the trail.

A feasibility study for the next section (Phase II) of the Creekwalk, from Armory Square south to Kirk Park, was completed in February 2008. Phase II has not yet received funding for design. Phase III, which is a concept only at this time, would extend the Creekwalk from Kirk Park to the southern border of the City at Dorwin Avenue.

- **New York State Erie Canalway Trail** – Portions of this planned 350+ mile trail have been completed within Onondaga County that link to the end-to-end statewide Erie Canalway Trail along the Erie Canal Corridor from Buffalo to Albany. This project is ongoing. The Syracuse segment of this trail is considered to be one of the most difficult gaps to complete, primarily due to the fact that the 15-mile segment that will connect Camillus in the west and DeWitt in the east, traverses land that is

![Camillus Erie Canal Park - Nine Mile Creek Aqueduct Restoration Project](www.ericanalcamillus.com/aqueduct.htm)
Major Existing and Proposed Trail Routes
Onondaga County and the City of Syracuse
Long-Range Transportation Plan 2011 Update
Map 3-4

This map is for presentation purposes only.
The SMTC does not guarantee the accuracy or completeness of this map.
the most urbanized along the entire state route.

The proposed off-road route exhibits widely differing characteristics and features, as it passes over some public streets, moderately maintained utility roads, seasonal access roads, multi-use trails, and a waste settling bed. In March 2006, the SMTC met with New York State Canal Corporation representatives to discuss alternatives for the routing of the Canalway Trail from Camillus to DeWitt. Because the proposed route may take years to implement due to running through various properties with various property owners, the Canal Corporation wanted to develop a route that could be utilized almost immediately. The Canal Corporation utilized city streets to bring the trail through the City of Syracuse. Although this on-road route is not presently signed, this route is used during the Cycling the Erie Canal Bike Tour held each July along the Erie Canal across New York State.

Through its 2011-2012 UPWP, the SMTC has recently begun work on the Erie Canalway Trail project on behalf of the City of Syracuse to re-establish a working group of interested agencies to continue discussions on how and where to located the Erie Canal Trail through the City of Syracuse. A series of working group meetings to discuss routing of the trail and a document plan for how to achieve implementation through the City of Syracuse are expected to take place over two program years.

In addition, the “Grand Celebration” for the opening of the only navigable, restored aqueduct in New York State on the Erie Canal was held in Camillus on May 22, 2010. The restoration of the Camillus aqueduct, built in 1844, marks a major milestone in the redevelopment of the Erie Canalway trail. Of the 32 original aqueducts on the First Enlargement, only about seven remain intact.

**Connective Corridor** – The Connective Corridor initiative was kicked-off by Syracuse University in an effort to create a symbolic and functional means of linking Syracuse University to the City of Syracuse. The project consists of developing a vibrant pathway with distinctive landscaping, lighting, and benches to accommodate and enhance pedestrian and bicycle traffic. A public shuttle bus route is currently offered along the corridor and anticipated road and parking improvements to reduce vehicle congestion and provide effective transportation options are planned. Other elements, such as informational kiosks and signage will be installed to assist travelers by providing important information regarding cultural venues, businesses and other destinations.

- **F.O.C.U.S. CNY Pathways** – During the past year, a group of citizens convened by F.O.C.U.S. Greater Syracuse created a “Citizens Strategic Action Plan” on “CNY Pathways: Connecting Healthy Communities”. The plan is a work in progress and provides a road map for action that will continue to be refined by CNY residents. The Plan makes recommendations, identifies strategies for implementation and who to
contact. The study includes a vision, mission, challenges and strategies for improving the quality of life for the people who live in and visit CNY.

A key recommendation is for a dedicated web site with trail maps, bicycling paths, and urban walking trails to be made available to the general public. The F.O.C.U.S. Work Group asked the SMTC to consider hosting this web site, and the SMTC agreed. F.O.C.U.S. offered to convene the Work Group to share their expertise with the SMTC on building a web site. Many maps and other materials are already available at F.O.C.U.S. The SMTC recently purchased the domain name for the web site: www.walkbikecny.org.

Bike lanes provide a safe facility for bicyclists to utilize when traveling between common origins and destinations. The City of Syracuse continues to examine possible locations for implementing bicycle related facilities:

- **University Hill Bike Network Project** – In late 2007, the City of Syracuse requested the SMTC’s assistance in developing a plan for a dedicated bicycle network in the heavily traveled and populated University Hill area (the Hill). The *University Hill Transportation Study* recommended the examination of a bicycle network for this area, and the city had created bike lanes and share-the-road corridors on streets leading to the Hill. The city was looking to extend these improvements onto

Bicycle Facilities

Bicycle facilities within the MPA are primarily found within the City of Syracuse in the form of bike lanes, and in various towns in the form of shared roads and wide shoulders.

Through various SMTC studies, the SMTC has been made aware of bicycle issues that exist within the MPA. One of the most often relayed comments to the SMTC by the public is the lack of dedicated bicycle lanes and routes with appropriate signage within the MPA. In the last few years, the City of Syracuse has added bicycle lanes/facilities to the City’s road network. The following bike lanes currently exist in the City of Syracuse:

- **STREET (Blocks)**
  - Meadowbrook Drive (all)
  - Colvin Street (I-81 onramp to Nottingham Road)
  - Water Street (Beech Street to Almond Street)
  - Salina Street (Dorwin Avenue to Seneca Turnpike)
  - Comstock Avenue (Euclid Avenue to Colvin Street)
  - Euclid Avenue (Comstock Avenue to Meadowbrook Drive)
  - East Genesee Street (from east City line to Salt Springs Road)

Bicycle facilities within the MPA are primarily found within the City of Syracuse in the form of bike lanes, and in various towns in the form of shared roads and wide shoulders.

Through various SMTC studies, the SMTC has been made aware of bicycle issues that exist within the MPA. One of the most often relayed comments to the SMTC by the public is the lack of dedicated bicycle lanes and routes with appropriate signage within the MPA. In the last few years, the City of Syracuse has added bicycle lanes/facilities to the City’s road network. The following bike lanes currently exist in the City of Syracuse:

- **STREET (Blocks)**
  - Meadowbrook Drive (all)
  - Colvin Street (I-81 onramp to Nottingham Road)
  - Water Street (Beech Street to Almond Street)
  - Salina Street (Dorwin Avenue to Seneca Turnpike)
  - Comstock Avenue (Euclid Avenue to Colvin Street)
  - Euclid Avenue (Comstock Avenue to Meadowbrook Drive)
  - East Genesee Street (from east City line to Salt Springs Road)
and throughout University Hill. The University Hill Bike Network Project is the result. The project established a plan for a bike network, including segregated lanes and traffic calming measures that blanketed University Hill. The network is designed to link to the community’s greater bike lane and trail system (including the Onondaga Creekwalk and Erie Canalway Trail), improve bicyclist safety, elevate the priority of bicyclists over cars, and encourage alternative modes of transportation.

In addition, the University Hill Bike Network Project laid the groundwork for the expansion of this network into neighborhoods across the city. The project establishes a tool for evaluating city streets for inclusion in the bike network. Further, it offers a menu of treatments for the city to use during design and construction. The City of Syracuse is currently working on its Bike Lane Plan, an expansion of the University Hill Bike Network with ultimate plans for bike treatments to traverse the entire City of Syracuse.

Other on-going bicycle-related projects and programs within the MPA include:

- **Centro Bicycle Racks** – Beginning in 1997, the Central New York Regional Transportation Authority (CNYRTA or Centro) began retrofitting all of its Centro passenger buses with bicycle racks, in an effort to encourage increased Centro usage combined with bicycling. Today, the vast majority of Centro’s fleet is equipped with bike racks attached to the front of their buses, and the SMTC has included an informational panel on its Bicycle Suitability Map to educate bicyclists in proper usage of the racks.

- **Road Diets** – Another initiative underway at the time of the writing of this update includes the James Street Road Diet Project. “Road Diets” are becoming more common around the United States. Essentially, a road diet reduces and/or reconfigures lanes in an effort to incorporate bike lanes and instill traffic calming measures. The James Street Road Diet study is being conducted by the SMTC at the request of the City of Syracuse. The study will investigate the feasibility of reducing the number of travel lanes from two in each direction...
down to one in each direction with a center turn lane. The purpose of the study is to calm traffic and increase the use and efficiency of corridor for all users including bicyclists, pedestrians, and transit riders. East Genesee Street within the City of Syracuse underwent a road diet between East Avenue and the eastern City line. The number of travel lanes was reduced from two in each direction to one in each direction with a center turn lane, and bicycle lanes were added. The City of Syracuse has implemented road diets in other locations (West Fayette Street and South Salina Street) and is currently reviewing the ability to adopt road diets in many other suitable corridors.

- **Bicycle Suitability Maps** – The 2011 bike suitability map is an updated version of the SMTC’s 2003 Greater Syracuse Metropolitan Area Bike Map. Two maps were created; one larger fold out map similar to the original 2003 map, and a smaller weatherproof pocket-sized map primarily showing the City of Syracuse, as part of the SMTC’s 2008-2010 Unified Planning Work Program Bicycle and Pedestrian Planning Task. Twenty-thousand (20,000) large maps were printed and 10,000 smaller weatherproof maps were printed and delivered to the SMTC in July 2011 for distribution to MPO-wide locations, including bike shops, libraries, malls, colleges and universities to name a few.

  The ratings (ranging from excellent to poor) on the bike suitability maps may be used as a guide for selecting routes to travel between different points. The streets have been color-coded to represent how suitable the conditions for bicycling are on a particular stretch of roadway for a typical commuter bicyclist. The Greater Syracuse Metropolitan Area Bike Maps were designed by SMTC staff, study advisory committee representatives of the SMTC’s Policy and Planning Committees, and bicycle commuters with volunteer assistance from local bike clubs BikeCNY! and the Onondaga Cycling Club.

The SMTC has been working to improve bicycle facilities through the addition of amenities such as bike racks at key locations. The SMTC continues to disseminate copies of the Bicycle Suitability Map to the public. In addition, the SMTC also makes ample reference to its bicycle and pedestrian plan to ensure the adequate provision of bicycle facilities when it conducts its various studies.

**Pedestrian Facilities**

Pedestrian facilities within the MPA are primarily limited to sidewalks located in the City of Syracuse, and within villages in the SMTC planning area.

The SMTC is aware of several pedestrian issues such as poor sidewalk conditions, inadequate clearing and maintenance of sidewalks and non-compliance with the Americans with Disabilities Act (ADA) in some cases. The majority of pedestrian issues relayed to the SMTC consist of a lack of continuity in pedestrian facilities as well as safe places to walk.

Improvements continue to be made throughout the SMTC planning area. Such improvements include the upkeep of sidewalks and roads, the building of pedestrian facilities, and the continued inclusion of
pedestrian planning in all aspects of SMTC’s work. As stated above, the SMTC has completed the comprehensive, policy-based Bicycle and Pedestrian Plan. This plan provides the SMTC with a policy tool that can be utilized by any entity in the MPA to further the cause of bicycle and pedestrian planning activities.

**Sidewalk Maintenance**

Each municipality in the MPO area has a set of ordinances, law, rules, and/or regulations that property owners must adhere to regarding sidewalk maintenance. It is the responsibility of the residents of Onondaga, Oswego, and Madison Counties to know such regulations in the municipality that they reside in. For example, City of Syracuse property owners are responsible for adhering to the following ordinance:

> “Steps, sidewalks and similar areas must be kept in good repair and maintenance to assure safe travel under normal use and weather conditions. The owner, occupant or agent of any property, with a sidewalk parallel to any public street shall clear and keep cleared any snow or ice which has accumulated on the surface. This clearing of the snow and ice shall be completed by 6:00pm on the day following the accumulation. In addition, no person shall shovel, sweep, throw, plow, or otherwise deposit snow or ice into the street, sidewalk, or park located within the City.”

City residents can report violations or obtain more information using the City’s hotline at 448-CITY (448-2489). When a violation of the sidewalk ordinance is reported, City hotline employees will determine which department to forward the violation to (whether it is to the Department of Public Works, to Code Enforcement, etc.). That City department will then determine how to respond to the violation. Employees of the City’s hotline track the number of phone calls and/or complaints by the City Department that the complaint pertains to, however, they do not track the number of phone calls received by specific complaint, such as the lack of snow removal from sidewalks.

This is just one example of a municipal ordinance relative to sidewalks. Ordinances in all other municipalities are similar in nature and have similar requirements.

**ADA Compliance**

The Americans with Disabilities Act (ADA), a wide-ranging civil rights law that prohibits discrimination based on disability, was signed into law on July 26, 1990. The ADA Act of 1990 “guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, State and local government services, and telecommunications.”

The ADA requires that new and altered public sidewalks and street crossings be accessible so that people with disabilities can use the pedestrian routes that connect buildings, facilities, and

---

5 "Damaged/Snow Covered Sidewalks: Section 27-72D", What Every City of Syracuse Resident Should Know..., City of Syracuse Office of Community Services/Print Services, City of Syracuse, Spring 2001.

transportation modes. Title II of the ADA covers new sidewalks and streets constructed by or on behalf of a State or local government. Enforced by the Department of Justice (DOJ), Title II regulation specifically requires that curb ramps be provided when sidewalks or streets are newly constructed or altered. Curb ramps should be designed to minimize the grade, cross-slope, and changes in level experienced by users. The transition between the ramp and the street surface should be flush, as any height transition can create difficulties for individuals with disabilities.

The Legislation also addresses existing pedestrian facilities. Within the Legislation, the DOJ recognizes the unique and significant capital expenses involved in the installation of curb ramps where existing pedestrian routes cross curbs. Instead of requiring immediate retrofit of facilities, the Legislation has allowed for a phased approach that takes fiscal restraints of communities into consideration.

Each Town and Village within the MPO should have its own schedule or implementation plan for replacing non-ADA compliant sidewalks and curb ramps.

### 3.2.6. Transit Facilities

Centro operates the public transportation system in Onondaga, Oswego, Oneida and Cayuga Counties. Centro operates fixed-route public transit systems and demand-responsive paratransit service with a total fleet of 254 buses.

In 2005, Centro expanded their transit services into the Cities of Utica and Rome. Therefore, Centro’s services now include locations outside of the jurisdiction of the SMTC and into the Herkimer-Oneida County Transportation Study area. Centro operates connecting routes between the cities of Syracuse, Oswego, Fulton and Auburn, as well as city transit services within each of these cities. Within Onondaga County, service frequencies in the rush hours are such that all Common Center bus stops are in continuous and heavy use. In the midday and evening periods and on weekends, up to 18 Centro routes converge simultaneously and “line-up” at Common Center every 35 minutes; four at each nearside corner of the intersection. Suburban routes operate with a seventy-minute level of service (headway) during these time periods.

The CNYRTA has committed to acquire low emission buses as part of the region's effort to comply with the provisions of the Clean Air Act. The majority of CNYRTA’s fleet is powered by compressed natural gas. In addition, a limited number of hybrid-electric vehicles have been acquired. No further hybrid-electric vehicles will be purchased as their additional costs, in a severely constrained fiscal environment, has been found to exceed their minor environmental benefit. Where diesel fueled vehicles are employed, a bio-fuels mix is utilized. There are currently 121 compressed natural gas (CNG) buses in Centro’s Onondaga County fleet. CNY Centro (the Onondaga County fleet) has a total fleet of 188 buses (25 of which are paratransit vehicles). Smaller,

---

paratransit vehicles will continue to be diesel fueled and Centro will have clean diesel technology for these vehicles, as well.

Bicycle racks can be found on the front of most Centro buses and all future bus purchases will include bike racks and will be clean fuel-technology vehicles.

Centro’s routing system in Onondaga County has undergone a series of changes since the economic decline that began in 2007 in response to dwindling State and local operating assistance. Despite significant service reductions since 2007 Centro has been able to retain its core market of urban and suburban riders. Moreover, Centro has proven adept at reacting to large spikes in ridership experienced during periods of high fuel prices. Despite a series of service reductions and fare increases, the Centro routing system continues to provide good service to suburban markets, as many “one-seat” rides as possible for significant origin and destination pairings.

The majority of Centro’s routes meet at the central point of the regional hub-and-spoke system at the intersection of Fayette and Salina Streets in the City of Syracuse. It is at this Common Center that nearly two thirds (65%) of the Syracuse metropolitan region’s bus riders transfer to other routes. Centro has undertaken a major capital investment that involves the development of a new Common Center located at the intersection of South Salina Street and Adams Street, the location of the former American Red Cross building. The new Common Center will consist of an enclosed seating area for passengers as well as a covered bus loading and unloading area where transfers may be made out of the general flow of traffic. The new Common Center project will be completed in winter 2011/2012.

Centro bus stops, bus shelters, park-and-ride and rideshare locations can be found throughout the MPO area (see Maps 3-5a and 3-5b). Fares to ride Centro vary by type and the multi-zone structure used by the transit authority. For example, a single ride cash fare in the City of Syracuse and zone 1 is $2.00. Senior citizens and persons with disabilities are charged $1.00. Riders have the option of purchasing multi-ride passes at a reduced discount. Centro bus service operates primarily between 5:00 am and 12:00 am, seven days a week. Children under the age of 6 that are accompanied by an adult are free. The fare for children between the age of six and nine is $1.00.

Centro also operates Call-A-Bus service to provide transportation options to the elderly and disabled who meet the criteria of the ADA. Call-A-Bus uses a fleet of 22 smaller transit vehicles to serve the geographic area and span the hours and days mandated by the ADA. Call-A-Bus service will travel up to three-quarters of a mile to either side of every Centro regular bus route. Fares to ride Call-A-Bus are $2.50 under six miles from destination and $3.00 six miles and over from destination within zone 1.

In 1998, the CNYRTA opened the William F. Walsh Regional Transportation Center in the City of Syracuse, located adjacent to Interstate Route 81, the Central New York Regional Market, Alliance Bank Stadium, and Carousel Center. For the first time in the Central New York community, this
Transit Service (MPA)
Long-Range Transportation Plan 2011 Update
Map 3-5a

This map is for presentation purposes only.
The SMTC does not guarantee the accuracy or completeness of this map.
Transit Service (City)
Long-Range Transportation Plan 2011 Update
Map 3-5b

This map is for presentation purposes only.
The SMTC does not guarantee the accuracy or completeness of this map.
intermodal facility brings together intercity rail, intercity bus lines, local and regional buses and taxi service.

The CNYRTA subsequently restructured a number of its bus routes to maximize direct service to the William F. Walsh Regional Transportation Center from points throughout the region, furthering the ease of intermodal passenger travel. From the William F. Walsh Regional Transportation Center, travelers can access Greyhound and Trailways intercity coach service, shuttle bus service to Hancock International Airport, as well as Amtrak intercity passenger rail along the Empire Corridor and ground transportation services. The Empire Corridor serves all the major upstate New York cities such as Albany, Syracuse, Rochester and Buffalo as well as destinations along the Hudson Valley.

Centro will continue to pursue alternative service concepts. Studies that have been completed regarding transit initiatives (such as the Regional Mobility Action Plan [ReMap] and Job Access Reverse Commute [JARC]) recommended alternative transit options and services. Centro is currently in a period of declining operating revenues. In response, Centro has discontinued service over the past three consecutive years and has been forced to increase fares. The current funding environment precludes implementation of any new services for the foreseeable future. However, Centro is pursuing efforts to improve service on its existing routes. One example is its collaboration with Syracuse University on its Connective Corridor project. This project, if successful, will result in an improved computer aided dispatch system and automated vehicle locator system for Centro. Real-time “next bus” information will be available for customers as well as automated stop announcements on buses, electronic destination signs and other features intended to improve customer service.

### 3.2.7. AIR/WATER/RAIL FACILITIES

**Air Facilities**

Hancock International Airport is the only airport providing commercial air passenger service in the SMTC area and the four-county Syracuse Metropolitan Statistical Area (MSA). Hancock International Airport is owned and operated by the City of Syracuse. In June 2011, the New York State Assembly approved legislation to create a regional airport authority for the Syracuse Hancock International Airport (the Federal Aviation Administration must approve the plan for the authority).

The airport facilities are modern with space available to expand to meet new opportunities. In addition to commercial passenger service, Hancock provides an extensive air cargo operation, including U.S. Customs inspection service, as well as general aviation services for private pilots and military operations. Syracuse Hancock International Airport has 27 passenger boarding gates and is served by the following carriers: Air Canada, American Eagle, Continental, Delta, JetBlue, United Express, and USAirways. Other airlines that operate at the Airport include Comair (a Delta affiliate), CommutAir (a Continental affiliate), Allegheny, Mesa, Trans States, Colgan Air, Piedmont, Chautauqua, and shuttle America (affiliates of USAirways). Details on enplanements are found in Chapter 4: Mobility.
Hancock Airport, its designate relievers and several other general aviation airports constitute the Central New York portion of the Federal Aviation Administration’s *National Plan of Integrated Airport Systems*. The general aviation airports provide alternative sites for privately owned aircraft whose pilots prefer a smaller airport setting. General aviation airports are particularly important to air transportation because of their role in providing private business decision makers and representatives with access to a geographically disbursed array of airfield choices, closer access to destinations and use of private aircraft operating according to the private firm’s schedule rather than an airline schedule. There are currently no air freight services available at general aviation airports within the SMTC area or the larger Syracuse MSA. Some of the general aviation airports in Central New York do have the capability in terms of land and runway capacity to provide these services, should a firm be interested in such an opportunity.

As illustrated in Map 3-6, the MPA also contains four local airports: Skaneateles Aerodrome, located in Skaneateles; Michaels Field, located in Cicero; Marcellus Airport, located in Marcellus; and Camillus Airport located in Camillus. All airports are privately owned and are open to the public, except for the Marcellus Airport which is not opened to the public. The number, condition, and type of runways vary by airport.
Water Facilities
The New York State Canal Corporation is responsible for the overall operation, maintenance and rehabilitation of the 524-mile New York State Canal System. The statewide Canal System is made up of four canals: the Erie Canal, the Champlain Canal, the Oswego Canal and the Cayuga-Seneca Canal. In the Metropolitan Planning Area, the Canal System includes Oneida Lake, the Oneida River, Onondaga Lake, the Oswego River, the Seneca River and Cross Lake (see Map 3-7).

Individual towns, villages and the City of Syracuse are responsible for land use decisions adjacent to the water, in many cases using New York State’s Local Waterfront Revitalization Program (LWRP) to plan for these areas. Municipalities also develop and maintain waterfront parks and frequently partner with the Canal Corporation to make improvements to these facilities. Additionally, Onondaga County and the New York State Department of Environmental Conservation (DEC) maintain several parks and public access points, including Onondaga Lake Park Marina and Oneida Shores Park (owned and maintained by the County) and numerous boat launches and fishing sites operated by the DEC.

The statewide Canal Recreationway Plan and the Central New York Canal Plan, both of which were prepared in the early 1990s, outline a program of planned improvements to address gaps in services along the system. The Canal Recreationway Plan includes recommendations for the preservation and restoration of historic sites with the overarching goal of creating an interconnected recreational trail along the Canal. The CNY Canal Plan, prepared by the Central New York Regional Planning and Development Board (CNYRPDB) identifies four Canal Ports in the MPA: Brewerton, Syracuse / Liverpool, Phoenix / Three Rivers and Baldwinsville. Canal Ports are areas with an existing supply of services and attractions accessible to boaters, such as marinas, restaurants and shops. The CNY Canal Plan recommends that “development along the canals should be focused in identified Canal Ports” in order to “preserve and enhance the natural environment and to stimulate economic activity in cities and villages along the Canal System”8. Grants from the Canal Corporation have primarily been targeted to these Canal Port communities.

Since 2006, the Canal Corporation has distributed over $8 million to local governments through its Greenway Grant Program. Projects completed in the MPA include:

- Improvements at Henley Park and North and Lock Islands funded by a $45,000 grant from the Erie Canal Greenway Grant Program. This project improved the North Island boat launch, developed a canoe/kayak launch at Henley Park, and included trail improvements and shoreline stabilization on Lock Island.

---

The Village of Baldwinsville secured $47,880 in Greenway Grant Program funds to install water and power hookups to the dock on the seawall at Lock 24 on the South Shore West Trail.

In Liverpool, a $225,000 grant was used to add docks and electrical hookups to Onondaga Lake Park Marina.

In the Town of Camillus, a $225,000 grant funded the restoration of the historic Nine Mile Creek Aqueduct, which carries the Erie Canal over Nine Mile Creek.

*Marketing*

The SMTC’s *Map of Waterway Destinations & Services in the Greater Syracuse Area* will be published in July 2011. This map and brochure is an update to the SMTC’s “Public Canal Services and Facilities in Onondaga County”, originally published in 2001. The Waterways map identifies the locations of access points and services, such as marinas and restaurants, on the Canal System, as well as on Skaneateles and Otisco Lakes. Additionally, this map provides information specific to non-motorized boating, such as canoe/kayak launch sites and suggestions for paddle trips on waterways in the county. This publication is intended to encourage both residents and visitors to explore the area’s lakes, rivers, canals and creeks.

The Canal Corporation conducts an extensive and ongoing marketing campaign to increase awareness of the Canal System’s potential for recreation. In 2011, the Canal Corporation, in partnership with Parks and Trails New York, the Environmental Facilities Corporation and numerous community groups, organized the sixth annual Canal Clean Sweep, a three-day clean up event.

Recognizing the many different forms of recreation available on or along the Canal, the Canal Corporation also hosts the annual “Canal Splash!” event: a coordinated series of locally organized events and activities, including nature and history walks, museum and gallery exhibits, rowing regattas, kayak and canoe outings, musical performances, boat tours and more.

The Canal Corporation, in conjunction with Parks and Trails New York and the Erie Canalway National Heritage Corridor, also sponsors an annual Cycling the Erie Canal Bike Tour, an eight day, 400-mile bike trek along the Canal from Buffalo to Albany. About 500 cyclists participated in this event in 2010.

The Canal Corporation encourages local efforts to promote tourism on the Canal System through a bi-annual Tourism Matching Grants Program. In 2010, the Canal Corporation made $30,000 available through this program, which offered grants of up to $2,500.

*Planned Improvements*

The Canal Corporation’s 2005 – 2011 Capital Program calls for the following improvements in the MPA:
• Phoenix: Lock O-1 Southwest Approach Wall – Rehabilitation
• Lysander: Section 5 Office and Shop - Roof and Insulation Repairs
• Jordan to Port Byron: Canalway Trail
  o Completion Date: 10/30/2007
  o Construction Amount: $1,349,078.38.

Several communities in the MPA have undertaken efforts to improve their waterfront areas. The information presented here reflects what was publicly available at the time of writing. They include:

• Town of Clay – LWRP: currently awaiting approval from New York State, this plan proposes redevelopment at Three Rivers, remediation of former industrial sites along Maider Road and development of shoreline access points on land owned by the DEC near the Bayberry subdivision.
• Town of Cicero – Brewerton Revitalization Project: expansion of Riverfront Park in Brewerton.
• City of Syracuse – Inner Harbor Project / Onondaga Creekwalk: The City’s long-term plan for the Inner Harbor includes redevelopment of existing historic structures as well as the addition of urban housing, office space and shops. Additionally, the extension of the Onondaga Creekwalk from Onondaga Lake to Armory Square will be complete by December 2011.
• Several municipalities within the MPA, including the Towns of Elbridge, Lysander, Van Buren, Geddes and Salina, Onondaga County and the Villages of Baldwinsville, Liverpool and Solvay are connected by the Seneca River Water Trail, a 46-mile long system of facilities oriented around non-motorized boats (kayaks and canoes) extending from Onondaga Lake to Mud Lock on Cayuga Lake. Proposed improvements include developing more publicly-owned access points to the Seneca River, particularly in the area between Baldwinsville and Cross Lake, expanding parking at access points and improving connections between water-based and land-based recreation.

Data and details on canal traffic can be found in Chapter 4: Mobility.

**Rail Facilities - Passenger**

There are approximately 285 miles of active rail lines within the MPA with 230 miles categorized as Class 1 lines\(^9\), 31 miles classified as Class 2, 22 miles as Class 3 lines, and about a mile of terminal lines. These lengths include all sidings and railyard tracks and were calculated using GIS software. While this data is 10 years old, it represents the best data available.

According to the NYSDOT bridge inventory, there are approximately 35 railroad bridges (these bridges are not included in the 492 bridges inventoried in the SMTC bridge and pavement report).

\(^9\) Classifications essentially relate to revenue. Larger rail operators, like CSX are Class 1. They carry the most volume and highest service frequencies.
Additionally, there are approximately 110 at-grade crossings within the MPA. Railroad stations, rail yards, and other rail facilities are inventoried and categorized by facility owner in the following sections.

**Amtrak**
Rail passenger service in the SMTC area is provided through the National Railroad Passenger Corporation (Amtrak), which provides intercity rail passenger service on three different routes (Lake Shore Limited, Empire Service, and Maple Leaf) in the Central New York region. The passenger rail system in Onondaga County is shown in Map 3-6.

The William F. Walsh Regional Transportation Center (RTC) opened in 1998, and provides improved interconnectivity between bus and rail transportation modes, as well as a greater presence for Amtrak in the Syracuse Metropolitan Area. The RTC has an enclosed seating area, one boarding platform, a small food court area, and is home to bus services provided by Greyhound and Trailways.

**Finger Lakes Railway**
Primarily a freight railroad, the Finger Lakes Railway has offered passenger services along the Finger Lakes Railway since 2000 in the form of special excursions sponsored by local organizations. In 2008, over 12,000 passengers boarded the train for a total of 62 days of excursions. The railway can be boarded in a handful of locations within the SMTC MPA.

**OnTrack**
OnTrack was a regional rail line that operated pedestrian shuttles in Syracuse, New York from 1994 to 2007. Service has since been discontinued, but the infrastructure is still in place.

**High Speed Rail (HSR)**
A number of initiatives being considered have the potential for improving passenger rail service in Central New York. The State of New York is currently assessing the feasibility of high-speed rail service across Upstate. If this service is implemented, changes will be required in the configuration of the William F. Walsh Regional Transportation Center to accommodate high-speed trains and the resulting increase in the number of rail passengers. The New York State Empire Corridor connects all of New York’s largest cities. The vision for the corridor is to increase speeds to 110mph and add daily round trips, with one of the largest investments being the construction of a third track between Albany and Buffalo.

---

10 Information referenced from the Centro Website: [http://www.centro.org/Regional.aspx](http://www.centro.org/Regional.aspx).
Rail Facilities - Freight
In the Central New York region, there is one major (Class 1) carrier, CSX Transportation; one regional carrier, New York, Susquehanna & Western Railway; and one shortline railroad, Finger Lakes Railway.

CSX Transportation
Nationally, CSX operates on more than 21,000 miles of track in 23 states, and has access to 70 ports and nationwide transloading and distribution services\textsuperscript{14}. In New York State, CSX operates nearly 1,300 miles of railroad, maintaining more than 1,750 public and private grade crossings in the state\textsuperscript{15}.

CSX operates the Chicago Main line that links Central New York with New York City, New England and the Midwest. The company also operates the Baldwinsville, Fulton, and St. Lawrence Subdivision lines to the north of Syracuse, with the St. Lawrence Subdivision being the gateway to Montreal and Canada. Another significant segment of CSX business is the rail/truck intermodal freight terminal located in the DeWitt rail yard. The DeWitt yard is a major intermodal facility serving the Northeast and is the only terminal of its type between New York City and Buffalo.

New York, Susquehanna & Western Railway (NYS&W) - The NYS&W is a regional railroad company operating on over 400 miles of track in New York, New Jersey, and Pennsylvania and is 286,000 pound gross weight capable on all lines\textsuperscript{16}. In the Central New York Region, the railroad operates two lines: the Syracuse to Binghamton, and the Utica to Binghamton. In Syracuse, the NYS&W interchanges with CSX and in Binghamton with the Norfolk Southern Railway and the Canadian Pacific Railway. The Utica traffic is interchanged at Syracuse via Binghamton. The NYS&W has expanded its traffic base in Cortland County and in the Southern Tier. Much of the traffic base is in New Jersey on the railroad’s southern branches. The NYS&W serves the Ainsley Superior Warehouse, a 175,000 square foot warehouse/distribution facility located on East Brighton Avenue in Syracuse\textsuperscript{17}. Because of its location, the warehouse facility offers easy access to I-81, I-481 and the NYS Thruway.

Finger Lakes Railway - The Finger Lakes Railway, a privately owned Class III railroad, operates the shortline between Solvay and Geneva, and has produced significant results since taking ownership of the former Conrail Geneva Cluster (including the Auburn Branch)\textsuperscript{18}. The Finger Lakes Railway has been able to stop the decline of rail traffic in its service area. The Finger Lakes Railway customers see benefits due to the interchange rights with two Class 1 railroads (CSX and Norfolk Southern [NS]) instead of one. Interchange with CSX occurs in Solvay and Lyons, while interchange with the NS occurs in Geneva.

\textsuperscript{14} Information from the CSX website: http://www.csx.com/.
\textsuperscript{17} New York Susquehanna & Western Railway, Syracuse NY, Ainsley Superior Warehouse, www.nysw.com.
Freight data and details can be found in Chapter 4: Mobility.

### 3.2.8. Asset Management

As defined by the Federal Highway Administration (FHWA), asset management is a “systematic process of maintaining, upgrading, and operating physical assets cost effectively. It combines engineering principles with sound business practices and economic theory, and it provides tools to facilitate a more organized, logical approach to decision-making. In the broadest sense, transportation asset management is a strategic approach to managing physical transportation infrastructure. Key functions of a transportation agency’s resource allocation and utilization include: policy development, planning and programming, program delivery, operations, and use of information and analytic tools.”

**Congestion Management Process**

One tool that the member agencies have to assist them in addressing asset management is the SMTC’s Congestion Management Process (CMP). The CMP is a process for managing congestion that provides information on the performance of the existing transportation system. The CMP is currently designed to identify and monitor congestion at selected locations throughout the MPO area and is required by federal legislation. This process aids in identifying those locations that may require various improvements to relieve congestion. As of the passing of the SAFETEA-LU legislation in August 2005, Congress removed the requirement for “congestion management system that provides for effective management” and replaced it with a requirement for a “congestion management process (CMP) that provides for effective management and operation”.[1]

Prior to the passing of SAFETEA-LU, previous versions of the SMTC’s CMP are known as Congestion Management Systems (CMS).

The SMTC’s 2004-2005 CMS analyzed approximately 200 road segments and 30 intersections throughout the SMTC region. The locations were chosen by the CMS Study Advisory Committee (SAC). For the existing CMS report, new traffic counts are collected every year for one third of all the locations, as the NYSDOT conducts these counts for the SMTC and this schedule corresponds with their traffic counting program.

Through the CMS, the SMTC offers assistance to its member agencies to establish strategies for addressing congestion at the identified locations. These strategies could be included in various municipal capital programs, the SMTC’s TIP or the UPWP. The limited amount of capital resources and the need to maintain the existing infrastructure are major factors to consider when programming projects to relieve congestion.

During the writing of the 2004-2005 CMS report, the SAC agreed that the CMS should be improved so that it functions as a more useful tool for the SMTC and its member agencies. The SMTC also noted that other New York State Metropolitan Planning Organizations (NYSMPOs) were looking to improve upon their CMS reports as well.

To that end, in the fall of 2005, the SMTC hosted a collaborative effort with all of the NYSMPOs to work with a consultant to complete an examination of CMSs/CMPs. For the smaller and medium-sized MPOs, such as the SMTC, the CMS/CMP had not developed a close fit with existing planning practices. Where congestion is a marginal or absent issue, the CMS/CMP appeared to offer limited benefits while consuming staff and member agency time and resources. In addition, a lack of federal guidance on this subject furthered the burden of satisfying the CMS/CMP requirement. Because the NYSMPOs and their member agencies were interested in making the CMS/CMP requirement more useful as a planning tool, the NYSMPOs determined that undertaking a Shared Cost Initiative (SCI) relative to CMS/CMP best practices and products would be beneficial. The purpose of the SCI was to seek out examples from around the country of innovative approaches to satisfying the CMS/CMP requirement in which auxiliary benefits of the tasks and products associated with the CMS/CMP could be capitalized on. This study was contracted, administered, and managed by the SMTC but served the interests of all the NYSMPOs. This effort resulted in the writing of the Congestion Management Process (CMP) Innovation: A Menu of Options, which was completed on February 24, 2006.

This Menu provides information on innovative approaches to CMP activities that are relevant for complying with Federal requirements and for increasing the value of CMP activities within the transportation planning process, including support for regional transportation goals that go beyond addressing congestion.

In April 2007, the SMTC and the CMP SAC developed a new approach to the CMP. All of the count information gathered through the CMS/CMP processes would be incorporated into the SMTC’s update of its travel demand model. As the model becomes more complete, the SMTC will work towards a model-based CMP to more accurately and completely identify and/or analyze congested locations. Through the completion of the model-based CMP, the SMTC anticipates that the CMP will become a better product and that it will be utilized more by SMTC member agencies.

A few representative samples regarding asset management for SMTC member agencies are included below.

- The SMTC completes a Bridge and Pavement Condition Management System (BPCMS) annually and a CMP as necessary, both of which support the principals and practices of asset management. In addition, the NYSDOT, partnering with the SMTC, completed an Intelligent Transportation System Strategic Plan for Onondaga County. All of these reports are being utilized by member agencies as tools in an effort to address asset management. Detailed below is a description of the role that the CMP report plays in the SMTC’s work program.
The City uses the SMTC CMP and BPCMS when developing their Capital Improvement Program. The City develops, ranks, and schedules the capital improvement projects based on these system reports and funding availability. Also, in order to produce the most cost effective project, the City looks at the project area as a whole and incorporates needed improvements. For example, on a bridge deck replacement, they look at sidewalk improvements adjacent to the bridge and pavement improvements and incorporate the improvements into the project based on budget availability. Similarly, on the interconnect projects on the TIP, any warranted intersection improvements will be incorporated into the design of the project.

Another use for the CMP report is allowing Centro to incorporate congestion data to fine-tune bus system running times to adjust service as necessary.

Additionally, NYSDOT uses the SMTC’s BPCMS to determine road pavement and bridge repair priorities.

The OCDOT uses the CMP and BPCMS to develop their Long Range transportation improvement program. In addition, the CMP and BPCMS are used in the development of the SMTC TIP. Information gathered by SMTC during these operations aides Onondaga County in resolving citizen requests for such services as new traffic signals, paving operations and bridge replacements.

Traffic Count Program
The SMTC’s Traffic Count Monitoring Program provides traffic counts for studies conducted by the SMTC and its member agencies. This includes both conducting manual counts of vehicles’ turning movements at intersections and using automatic traffic recorders (ATR or ‘tube’ counters) to determine the average annual daily traffic on a segment of roadway. Counts are collected by the SMTC staff (turning movement counts only) and by consultants with an expertise in traffic data collection (both turning movement counts and ATR counts). In 2010, 56 peak-period turning movement counts were collected: 27 by a consulting firm and 29 by SMTC staff. An additional 14 ATR counts were collected by our consultant. These counts contributed to a number of SMTC’s other activities, including Travel Demand Modeling, Air Quality Conformity and Signal Optimization. Counts are also conducted at the request of member agencies such as the OCDOT and the City of Syracuse Department of Public Works.

In addition to collecting data, the SMTC utilizes databases and GIS mapping to track and store traffic data received from member agencies.

Bridge and Pavement Report
The SMTC Bridge and Pavement Condition Management System Report (discussed in greater detail above) is updated annually. At the time of this writing, the SMTC completed and referenced its
2010 report. A bridge management system is a method for tracking and addressing bridge conditions. Similarly, a pavement management system is a systematic method of tracking and addressing pavement conditions. A bridge management system exists for New York State, individual pavement management systems currently exist in the City of Syracuse (City), Onondaga County (County), and New York State. The goal of the SMTC report is to combine all of the data from the various jurisdictions into one management system that is linked into a Geographical Information System (GIS). By combining all of the condition ratings into a GIS format, data can be mapped, analyzed, presented and accessed in an efficient manner.

3.3 PLANNING EFFORTS

3.3.1 THE I-81 CHALLENGE

I-81 was built in Onondaga County during the 1950s and 1960s. Now that the road is almost 50 years old, portions are nearing the end of their lifespan. This is particularly true of the 1.4 mile elevated section of I-81 in downtown Syracuse, known as the viaduct. Over the next decade, these portions of the road will need to be replaced, reconstructed, removed, or otherwise changed. The official decision-making process designed to find a solution for the future of I-81 is called The I-81 Challenge.

The I-81 Challenge is being led by two entities, the SMTC and the NYSDOT, and is composed of three separate but integrated efforts:

1. The I-81 Corridor Study – The Corridor Study, being led by NYSDOT, includes a review of the highway’s existing conditions, identification of existing and future issues, and an analysis of potential options (including those suggested by the public) for the future of the corridor.

2. The I-81 Public Participation Program – The I-81 public involvement effort, being led by the SMTC, is designed to give residents of the City of Syracuse and Onondaga County a place to learn about I-81 and voice their ideas about future options.

3. Travel Demand Modeling Effort – The I-81 travel demand modeling, being led by the STMC, is a technical project in which the SMTC will use computer simulation to see how future options affect the transportation network.

Over the next several years, The I-81 Challenge will advance the community discussion that has already started about the future of I-81. Information about the existing conditions of the highway and the regional transportation system has been collected. This information has been shared with the public, and the NYSDOT and the SMTC have involved the public in developing a set of values, goals, and ideas for the future of I-81. All of this information will be used to generate a wide range of options for the future of the highway and a set of criteria for evaluating them. The broad range of options will be narrowed down to a small number of viable alternatives through a combination of technical analysis and continued public involvement. Later, the viable alternatives will be refined and
analyzed in further detail and a formal environmental review process, including official hearings, will begin. That process will ultimately lead to a decision, and to a project or projects that can be implemented.

3.3.2. **MEMBER AGENCY ACTION PLANS RELATED TO FACILITIES**

The SMTC and its member agencies continue to work towards the achievement of the LRTP’s facility goals and objectives. As such, the following action plans have either been implemented or are being implemented by member agencies:

**Action Plans Implemented:**

1. On-going pedestrian-related projects and programs within the MPA include several projects:

   - **Almond Street Corridor Pedestrian Study** – The SMTC completed this project on behalf of the City of Syracuse in an effort to examine potential pedestrian improvements along this corridor. It is anticipated that the institutions in the University Hill area will continue to expand in physical size and number of employees. As a result, the frequency and magnitude of pedestrians crossing Almond Street between East Genesee Street and Adams Street (under I-81) will also increase. At the same time, the Almond Street serves as a gateway to the City of Syracuse. As a result, there is a strong desire to improve the pedestrian infrastructure along Almond Street from Adams Street to East Genesee Street.

   Three different potential design scenarios were developed for the Almond Street corridor, each of them emphasizing either safety, mobility, or streetscape. The design scenarios were also designed to build upon each other and be implemented at different timeframes. A fourth scenario was developed that is a combination of the three scenarios. Details on the scenarios, as well as the final document can be found on the SMTC web site at [www.smtcmpo.org](http://www.smtcmpo.org).

   - **East Genesee Street Sidewalk Study** – the SMTC has agreed to complete the East Genesee Street Sidewalk Study on behalf of the City of Syracuse. This project examines the feasibility and necessity of installing sidewalks along East Genesee Street from East Avenue toward the eastern City line, and along Meadowbrook Drive between Hurlburt Road and Kimber Road in the City of Syracuse. The project will also establish gross order of magnitude cost estimates of said facilities. This project is slated for completion in July/August 2011.

   - **Route 257/F-M Road Pedestrian Accommodation Study** – The purpose of this project was to determine the feasibility of installing a pedestrian facility or accommodation along Fayetteville-Manlius Road/Route 257 between the Villages of Fayetteville and Manlius. The project also established cost estimates
of said facilities and gauged the local public sentiment on its appropriateness for this corridor. The study area for this project ran along Fayetteville-Manlius Road (Route 257) between the Village line of Fayetteville in the north, and the Village line of Manlius in the south.

The seven alternatives were developed that included:

- **Alternative 0**: No new installation of pedestrian facilities. Keep current conditions.
- **Alternative 1**: Sidewalks on both sides of the road along entire length of study area.
- **Alternative 2A**: Sidewalk on the west side of the road along entire length of study area with increased shoulder space on the east side.
- **Alternative 2B**: Sidewalk on the east side of the road along entire length of study area with increased shoulder space on the west side.
- **Alternative 3**: Shared use path on both or one side of Route 257 along entire length of corridor.
- **Alternative 4**: Stone dust path on both or one side of Route 257 along entire length of corridor.
- **Alternative 5**: Increased shoulder space on both sides of Route 257.

Of the seven alternatives identified, three were recommended to the Town of Manlius for further consideration (1, 2A, and 4 both sides/west side). Although all alternatives are feasible and should remain considerations, a sidewalk on the west side of the roadway (Alternative 2A) represents the preferred recommendation. There is ample space to support the walkway, it provides a necessary transportation option for area residents, and it would be less expensive and have less of an impact on existing objects than a sidewalk on the east side. Also, increased shoulder width on the side opposite the sidewalk is not recommended. More details on this project can be found on the SMTC web site at [www.smtcomo.org](http://www.smtcomo.org).

2. The city entered into a contract with C&S Companies to begin design of Passenger Terminal Security and Access Improvement Project in March 2009. C&S completed a schematic design study and initiated environmental approvals for the project. The project will take approximately one year to design and two years to construct, with completion estimated for the summer of 2012.

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

4. 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.
5. Facilities projects completed by NYSDOT within the MPA since the 2007 LRTP Update include:

- The Route 173 & 175 Reconstruction Onondaga Hill project was a $10+ million project completed in January of 2007 which reconstructed Route 173 from East of Onondaga Community College to Broad Road and Route 175 from City View Terrace to the City of Syracuse line.

- Completed in January 2007, the I-81 over Route 173 Bridge replacement project was a $5.7 million project that replaced the northbound I-81 bridge over Route 173 and rehabilitated the southbound I-81 bridge.

- This $1.3 million project rehabilitated 3 bridges: 1) Route 370 over the railroad near Baldwinsville, 2) I-690 over Hiawatha Boulevard, and 3) I-690 westbound off ramp to VanVleck Road over the railroad. I-690. The project was completed in August 2007.

- The Route 5 & Route 695 Resurfacing Project was a $4.8 million project completed in May 2007 that resurfaced Route 695 from Route 5 to Route 695 and Route 5 (Camillus bypass) from Route 695 to West Genesee Street. Also included was minor drainage repair.

- The Route 11 & Route 49 MBC Village of Central Square project was a $1 million project that included minor drainage repair and roadside appurtenance work in addition to resurfacing the intersection. The project was completed in November 2007.

- A $0.700 million Bridge Rehabilitation project on 3 bridges included: 1) I-690 over Geddes Street, 2) I-481 northbound over Jamesville Road, and 3) I-481 southbound over Jamesville Road. The project was completed in November 2007.

- A $20+ million project was completed December 2008 that replaced the eastbound and westbound bridges over the CSX mainline just east of the New York State Fairgrounds. Also included were profile improvements to I-690.

- I-81 from the Park Street viaduct to Route 11 in Mattydale was resurfaced in July 2008 for $5.3 million.

- I-690 from Hiawatha Boulevard to the Beech Street Viaduct was resurfaced in December 2008 for $7.8 million.

- Rehabilitation of 34 bridges in Downtown Syracuse was completed in December 2008. This $24+ million project included substructure rehabilitation work to piers and columns on bridges on I-81 & I-690.

- In May 2008, the NYSDOT completed a $2.6 million project that reconstructed Route 80 in the Village of Tully. The limits for Route 11 were from Lake Road to Route 281, and for Route 80 from Route 11 to the West Village Line.

- The Routes 290 & 635 over CSX Bridge Rehabilitation project was completed in July 2008 for $1.5 million. The project rehabilitated the bridge locally referred to as the
intersection of James Street and Thompson Road near the Town of Dewitt/City of Syracuse line.

- A $15 million project reconstructed Route 370 from the Cayuga County Line to NY 690, just west of the Village of Baldwinsville. Also included were changes to the horizontal and vertical alignment of the highway. This project was completed December 2008.

- Route 174 in Marcellus, from the central business district to the northern village line, was reconstructed in December 2008 and included bridge deck replacement, new sidewalks, improved drainage, and guiderail installation for $4.9 million.

- Completed in April 2009, a $1.35 million project combined paving operations on NY 290 in the Village of East Syracuse, paving on Route 930W (Genesee Street) in Camillus, and sight distance improvements on Route 11 at Circle Drive.

- The bridge deck on the Route 370 bridge over I-90 was replaced for $3.1 million in March 2010.

- A project that replaced the Bartell Road bridge over I-81 in Brewerton was completed in March 2010. This $6.7 million project included measures to reduce the skew angle of the I-81 northbound exit ramp for traffic turning right onto Bartell Road. Replacement of the bridge increased safety and capacity.

- A $16.75 million project replaced or rehabilitated the Butternut Street, Spencer Street, and Court Street bridges over I-81 in the City of Syracuse. The project was completed in March 2010.

- The Fineview Place bridge over Renwick Avenue in the City of Syracuse was rehabilitated for $1.2m in November 2008.

- The Dorwin Avenue bridge over Onondaga Creek in the City of Syracuse was rehabilitated in December 2010 for $1.85 million.

- A $3.687 million project replaced the Jamesville Road bridge over Butternut Creek in the Town of DeWitt in July 2008.

- The Plainville Road Bridge over the Seneca River in the Town of Lysander was replaced in December 2008 for $1.637 million.

- A $2.256 million project rehabilitated the Warners Road (Route 173) bridge over the Fingerlakes Railroad near the intersection of Milton Avenue in the Town of Camillus in April 2010.

6. The CNYRTA recently completed a Park-and-Ride Study to determine the potential benefits, costs and feasibility of implementing a new system of park-and-ride lots in suburban Syracuse transit corridors.

7. The CNYRTA has fulfilled its policy to have all transportation facilities comply with the ADA.
8. Centro has secured capital funding to construct a stand-alone transit hub facility where bus operations can be conducted off-street and out of general traffic patterns. The facility will offer a convenient, safe, weather-protected environment for patrons to make transit connections. Centro anticipates opening the new facility in winter 2011/2012.

9. In 2009 CNYRTA completed an expansion of its garage and administrative headquarters in the City of Syracuse. The expansion allows the Authority to house an additional 60 to 70 buses in a weather-protected, enclosed facility.

10. The OCDOT annually dedicates funds, Local and Federal, to the community’s bridge program in order to maintain a state of good repair.

11. 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.

12. 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.

13. 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 continues to add bike lanes to city streets.
   - The City of Syracuse has implemented road diets in several locations (West Fayette Street, South Salina Street, East Genesee Street) and is currently reviewing the ability to adopt road diets in many other suitable corridors.
addition, the SMTC is currently working a UPWP project to evaluated James Street for a potential road diet.

- The City annually dedicates funds (Local and Federal) to the community’s bridge program in order to improve/maintain the City’s bridge ratings. Between 2004 and 2010 the City has completed the following rehabilitation or replacement bridge projects: Walton Street, Temple Street, Fineview over Renwick and Route 173 (Seneca Turnpike). The City is starting design on Midland Avenue, Dickerson Street and West Washington Street bridges over Onondaga Creek and currently initiating design on two other bridge rehabilitation/replacement projects.

- The City is currently constructing the Creekwalk Phase I project which will be complete late summer 2011 connecting the downtown/Armory Square area to Onondaga Lake. This facility will be fully handicapped accessible.

- The City completed a Creekwalk Phase II Feasibility Study which encompasses evaluating the most feasible location of a Creekwalk between Armory Square and Kirk Park.

- The City completed street improvement projects along the 800 and 900 blocks of North Salina Street completing the Little Italy area and is starting the design of street improvements to Hiawatha Boulevard between State Fair Boulevard and Park Street (excluding the area between the Onondaga Creek and I-81 bridges). The City is initiating streetscape design for the South Salina-Valley Plaza Corridor, and the Seneca Turnpike Corridor Improvement - Phase I, Hopper Road to South Salina Street projects. 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, a paver section from curb to sidewalk, new and reset curbing, trees, and handicap ramp corners.

- The City is in design for the East Genesee Street Connective Corridor Project. Phase I will be in construction in 2011 and be completed in 2012 – this section covers University Avenue from Waverly Avenue to East Genesee Street and East Genesee Street from University Avenue to Forman Place. This is a unique streetscape project incorporating a dedicated bicycle lane, pedestrian facilities, green infrastructure and street furnishings and markings. The aim of this project is to create a safe ADA compliant connective pedestrian corridor and transit corridor between downtown and Syracuse University.