4 MOBILITY

4.1 GOAL
To improve the mobility options for people within the Syracuse Metropolitan Planning Area (MPA).

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

4.2 TRENDS

4.2.1 VEHICLES
By far, the most common mode of transportation in Onondaga County is the passenger motor vehicle, and the popularity of this mode of travel continues to increase over time. Between 1960 and 2000, the percentage of the Onondaga County labor force driving to work increased from 71% to 90% (see Table 4-1). Far more workers in Onondaga County currently rely on passenger vehicles than in the state as a whole, where only 65.5% of workers used a car to access work in 2000 (US Census).
Table 4-1
Mode of Trip to Work, Onondaga County, 1960-2000

<table>
<thead>
<tr>
<th>Year</th>
<th>Private Vehicle/Carpool</th>
<th>Transit</th>
<th>Walk/Bicycle</th>
<th>Worked at Home</th>
</tr>
</thead>
<tbody>
<tr>
<td>1960</td>
<td>10%</td>
<td>20%</td>
<td>30%</td>
<td>40%</td>
</tr>
<tr>
<td>1970</td>
<td>10%</td>
<td>20%</td>
<td>30%</td>
<td>40%</td>
</tr>
<tr>
<td>1980</td>
<td>10%</td>
<td>30%</td>
<td>40%</td>
<td>50%</td>
</tr>
<tr>
<td>1990</td>
<td>10%</td>
<td>40%</td>
<td>50%</td>
<td>60%</td>
</tr>
<tr>
<td>2000</td>
<td>10%</td>
<td>50%</td>
<td>60%</td>
<td>70%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau

The number of licensed drivers in Onondaga County in 2009 was 322,876 and the total number of all types of vehicles registered in Onondaga County was 349,084. This means that for each licensed driver in Onondaga County in 2009, there were 1.08 vehicles. This rate is higher than that of the state as a whole, where there were 0.94 vehicles per licensed driver in 2009. The census indicated that 87.4% of households in Onondaga County had a vehicle in 2000. This represents a 3.6% increase from 1990.

Of those using vehicles to access work in the MPA, the vast majority are driving alone. According to the 2000 census, 89% of MPA workers who drove to work did so by driving alone.  11% drove in a car with more than one person. In 2000, commuting by driving alone was particularly prevalent in the northern suburbs and in the towns of Onondaga, Manlius, and Camillus, where over 86% of workers drove alone to work. In contrast, only 65.9% of workers from the City of Syracuse drove alone to work in 2000.

Travel Patterns
As with most metropolitan areas, many of the region’s major employers and a significant number of the region’s jobs are located within the City of Syracuse. The majority of the County’s population, in contrast, lives outside of the City of Syracuse in an expanding urbanized area. The result is the typical suburb-to-city commuting pattern. The 2000 Census shows that the highest numbers of people commuting to work in Onondaga County are traveling to the City of Syracuse (87,779).

There are also significant numbers of Onondaga County residents commuting to the Town of DeWitt (37,837) and the Town of Salina (17,337).²

Map 4-1 shows major commuter corridors in the MPA. As is typical, most of the primary commuting corridors connect growing suburbs with the interstate network and the City of Syracuse. Some routes providing inter-suburban connections, including Route 31 in northern Onondaga County and I-481 in the eastern suburbs, are also considered major commuter corridors.

Onondaga County is also where most of the jobs in the broader Central New York region are located. In 2000, only 5.9% of Onondaga County residents worked outside Onondaga County.³ According to the 2000 Census, more than 38,000 additional workers commuted to Onondaga County from the four adjacent counties.⁴

*Vehicle Miles Traveled*

In keeping with the increasing reliance on vehicular travel, coupled with increasingly dispersed land use patterns, Vehicle Miles Traveled (VMT) in the Syracuse metropolitan area are increasing. According to the Highway Performance Monitoring System (HPMS) provided by the NYSDOT, the number of Daily Vehicle Miles Traveled (DVMT) in the SMTC Federal Aid Urbanized Area in 2007 was 10,514,000. This represents a 12% increase over miles traveled in 2000, when the DVMT was 9,427,000.

In 2007, the average driver in the Syracuse metropolitan area drove nearly 7.5 more miles per day than that for the state as a whole. Based on data from the HPMS, the 2007 DVMT per capita for the urbanized area was 26.8 miles/day. Statewide, in contrast, the DVMT per capita was 19.4 miles/day.

The following graph (Table 4-2) shows actual HPMS DVMT values for 1981 through 2007 and forecasted travel miles for the years 2008 through 2033. The forecasted DMVT shown in this graph was prepared by the Global Insight, a forecasting consulting firm, for the NYSDOT in 2007.

---

Commuter Corridors
Long-Range Transportation Plan 2011 Update

Map 4-1

Legend

Commuter Corridor Level
- Primary
- Secondary
- Tertiary
- Local
- Syracuse
- Village
- Town
- Onondaga Nation

Note: SMTC staff produced Working Document for NYSDOT Corridor Initiative (2006)

Basemap Copyrighted by NYSDOT
Data Sources: SMTC, NYSDOT, 2010
Prepared by SMTC, 04/2011

This map is for presentation purposes only.
The SMTC does not guarantee the accuracy or completeness of this map.
Recent research by the Brookings Institution found that Syracuse ranked 88th of the 100 largest U.S. metropolitan areas in terms of VMT per capita.\(^5\) Syracuse per capita VMT was 4,810 in 2006, which represents a 4.6 percent change in per capita VMT from 2002. The Brookings Institution also found that nationally, VMT has plateaued or even declined during recent years.

Data from a 2001 New York National Regional Transportation Survey study (which has been verified to be reflective of current trends by the NYSDOT Planning and Strategy Group) shows that the Syracuse Metropolitan Planning Area (MPA) reported 26.85 daily VMT per driver. This number is lower than it was in 1995. That year, daily VMT per driver was 30.28. The daily VMT for Syracuse in 2001 was also slightly lower in comparison to Albany (at 28.22 daily VMT per driver), the closest other upstate New York MPA of similar population size. Albany’s daily VMT actually increased from 26.05 in 1995. As compared to other upstate MPA areas with less than 3 million people, Syracuse MPA’s daily VMT is about average.\(^6\)

---


Vehicle Occupancy
According to the census, 9.9% of the working age population in the MPA carpooled to work in 2000. Of these, the vast majority (86%) were in two-person carpools. Carpooling was most popular in Syracuse, where 13.7% of the working-age population carpooled, and West Monroe and Schroeppel, where 13.6% of the working-age population carpooled. It was least popular in Pompey (6.3%) and Manlius (6.5%).

Congestion
There are many issues relating to the high rate of single occupancy passenger vehicles in Onondaga County and the surrounding areas. Local traffic combined with interregional traffic (i.e., truck freight movement and commuters) can create heavier traffic flow, primarily during peak hours, especially on I-81.

Travel Time
According to the data published by the Census Bureau and the Bureau of Transportation Statistics, in addition to the passenger motor vehicle remaining the preferred mode of commuting, the travel time of the commute for the labor force has increased over the past decade. In 1990, the mean travel time to work in Onondaga County was 18.3 minutes, and in 2000 it increased to 19.3 minutes. This was lower than the statewide average of 31.7 minutes. Across the planning area, mean travel times vary by proximity to the center of the region. In 2000, the Town of Spafford had an average commute time of 33 minutes, while the average commute for the Town of DeWitt was 16.3 minutes.7

Freight
Central New York benefits from a location at the crossroad of two major interstate highways, interstate rail freight facilities, and from a regional interstate system that provides easy access to local markets. This makes the region desirable for long-distance trucking companies and enables the shipment of freight from origin to destination directly by truck. The region is home to many regional distribution centers serving the Northeast and eastern Canada, as well as major intermodal connectors to rail and freight networks.

4.2.2 BICYCLES AND PEDESTRIANS
According to the Census, 4%, or 8,906, of workers over the age of 16 in the Syracuse MPA walked or bicycled to work in 2000 (see Table 4-3). The region lags behind the rest of the state, where 6.2% of workers walked to work and 0.8% used other means in 2000. Of those who walked or bicycled to work in the MPA, 70.8% lived within the City of Syracuse. The next highest percentage, 4.2%, lived in Salina.

Within the City of Syracuse, most pedestrians and bicycles are found in the vicinity of University Hill. The 2006 University Hill Transportation Study estimated a daily total of 89,000 pedestrian trips and

---

7 Caliper Transportation Profile, Census 2000
12,848 bicycle trips in this area. Most of these were the product of students and employees, and many were discretionary, or non-commute, trips.

Despite the prevalence of pedestrian and bicycle activity in some key locations in the community, Onondaga County has seen a downward trend in terms of pedestrian commuting over the last several decades. In 1960, 9.9% of the county population walked to work. By 2000, the percentage of walking commuters had decreased to 3.8%. Since the census began tracking bike commuters in 1990, the percentage of bike commuters in Onondaga County has remained stable at 0.2%.

### Table 4-3

<table>
<thead>
<tr>
<th>Onondaga County Journey To Work Statistics, 1990-2000</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Workers (Ages 16 and Over)</strong></td>
</tr>
<tr>
<td>1990 Census</td>
</tr>
<tr>
<td>Workers</td>
</tr>
<tr>
<td>Drove alone</td>
</tr>
<tr>
<td>Carpooled</td>
</tr>
<tr>
<td>Public Transportation</td>
</tr>
<tr>
<td>Walked</td>
</tr>
<tr>
<td>Bicycled</td>
</tr>
<tr>
<td>Worked at Home</td>
</tr>
<tr>
<td>Motorcycled or Other</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau 2000, SF3 Table P30, CTPP 2000

Although the percentage of those bicycling to work has shown an increase of nearly 25%, upon further examination of the census numbers for bicycle commuting, the increase may not be statistically significant, as the number of bicycle commuters increased by only 97 people since 1990. Another important factor in bicycle and pedestrian planning (as well as transit planning) is access to vehicles.

Remaining relatively steady since 1990, the latest 2000 Census indicates that 12.6% of all households in Onondaga County do not have a vehicle, a 3.6% decrease from 1990. It is important that the Metropolitan Planning Organization (MPO) recognizes the needs of those without personal motor vehicle transportation. In addition, there are various citizens’ groups that are interested in using non-motorized modes of transportation to travel to work.

### 4.2.3 Public Transit

According to the census, 2.5%, or 5,589, of workers over the age of 16 in the MPA used public transit to access work in 2000. Of those who used transit to access work in the MPA, 74.2% lived in the City of Syracuse. The next highest percentages (4.3%) were found in Salina and Clay.
However, considerably more people are using the transit system in the MPA for non-work reasons. Central New York Regional Transportation Authority (CNYRTA), the transit operator in the MPA, transported an average of 33,000 passengers per day in FY 2007-08, the last year for which data is available. The 2009 data based on farebox totals indicates that Centro’s most popular route is the James Street/Lamson Street bus, with the South Salina/Brighton Avenue route following closely behind. The Syracuse University/Downtown bus, the South Avenue bus, and the Court Street/Park Street bus also have high ridership.

As shown in Table 4-4, annual ridership at the CNYRTA, the broader transit authority that houses Centro, has grown consistently over the past decade, by 34.2% between 2002 and 2008. Centro’s ridership over the same period grew by 22.3%.

Table 4-4

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Total Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>2002</td>
<td>CNYRTA</td>
</tr>
<tr>
<td>2003</td>
<td>Centro</td>
</tr>
<tr>
<td>2004</td>
<td></td>
</tr>
<tr>
<td>2005</td>
<td></td>
</tr>
<tr>
<td>2006</td>
<td></td>
</tr>
<tr>
<td>2007</td>
<td></td>
</tr>
<tr>
<td>2008</td>
<td></td>
</tr>
</tbody>
</table>

Source: CNYRTA
Ridership in Onondaga County fluctuates throughout the year due to school calendars and gas prices. The average ridership numbers based on September 2010 data was 43,417 riders per day on more than 100 transit routes. See Maps 3-5a and 3-5b for transit routes in the MPO area as of June 2010. 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.

The CNYRTA has reviewed the factors affecting mode choice in the SMTC urbanized area in its continuing efforts to increase transit ridership. Several factors continue to impact the agency’s ability to increase ridership including a low density regional development pattern that minimizes opportunities for creating the type of critical mass needed to support transit service; low levels of congestion at peak hours compared to other large urban areas; city and suburban parking policies that result in providing the public with large areas of inexpensive automobile parking space; time and cost differentials that often favor single occupancy commuting; generally improving air quality; and a high capacity roadway network. Service reductions and fare increases were implemented in May 2010 and May 2011. Additional service reductions were implemented in September 2010 and January 2011 largely targeting routes serving suburban and exurban areas where ridership is poor. Locations such as regional shopping centers, the William F. Walsh Regional Transportation Center, and other outlying centers of activity will continue to serve as convergence points for transit routes.

Title VI
As the primary public transportation provider in the Greater Syracuse Metropolitan Area and Oneida County, the Central New York Regional Transportation Authority’s transit service area covers four counties in central New York; Cayuga, Oneida, Onondaga and Oswego. According to the 2000 Census, upwards of 900,000 people reside within the four county area. The Federal Transit Administration (FTA) requires that all recipients of Federal Transit funding submit a compliance report to the respective FTA regional office every three years following a variety of processes and requirements outlined in the Federal Transit’s May 2007 Circular 4702.1A (Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients). Additionally, this circular contains other requirements for those transit agencies that provide service within urbanized areas with over 200,000 in population, such as the Syracuse area. The 2010 Title VI report completed by the SMTC on behalf of CNYRTA adheres to the prescriptive Federal processes and requirements for the development of a Title VI Compliance report.
The 2010 Title VI Compliance Report shows that the Central New York Regional Transportation Authority has an excellent distribution of transit services for the various populations in its service area; it serves a wide range of geographic disparity, as evidenced through the numerous Census Tracts served, including those with higher populations of minorities, elderly, LEP, and low-income populations to ensure that no particular group in the service area be excluded from transit services. This service equity is critical as the Authority is funded in part by the FTA.

Coordinated Public Transit – Human Services Transportation Plan
The requirement of the Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) originated with the 2005 passage of the current federal transportation legislation: SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). This legislation requires that all Metropolitan Planning Organizations (MPO) seek to “identify the transportation needs of individuals with disabilities, older adults, and people with low income, provide strategies for meeting those local needs, and prioritizes transportation services for funding and implementation.” As the designated MPO for the Syracuse Metropolitan Area, the SMTC undertook the lead effort of developing such a document for the planning area.

The purpose of the Coordinated Plan is to improve services for underserved populations through (1) identifying gaps and overlaps in service and (2) providing prioritized recommendations for service improvements. Underserved populations, for the purpose of this plan, are defined as people with disabilities, low to moderate income citizens, and the elderly community. The Coordinated Plan can be viewed in its entirety on the SMTC web site at www.smtcmpo.org.

4.2.4 WATER TRANSPORTATION
The New York State Canal Corporation is responsible for the overall operation, maintenance, and rehabilitation of the New York State Canal System. Lock E-23 in Brewerton is historically the busiest lock in the entire New York State Canal System. Lock E-24 in Baldwinsville is generally the second or third busiest in the state. Most of the boats passing through these locks are recreational vessels. Data on the number of lockings at Onondaga County’s two locks is reflected in Table 4-5.
Table 4-5

Lock Traffic, NYS Canal System

<table>
<thead>
<tr>
<th>Year</th>
<th>1995</th>
<th>1997</th>
<th>1999</th>
<th>2001</th>
<th>2003</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pleasure Craft Passing Through Locks</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>1,000</td>
<td>2,000</td>
<td>3,000</td>
<td>4,000</td>
<td>5,000</td>
<td>6,000</td>
<td>7,000</td>
<td>8,000</td>
<td>9,000</td>
<td>10,000</td>
</tr>
<tr>
<td>8,924</td>
<td>7,553</td>
<td>8,072</td>
<td>7,115</td>
<td>6,114</td>
<td>5,384</td>
<td>4,087</td>
<td>4,088</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>


Canal Traffic
Traffic on the Canal System is measured in “vessel lockings” – the number of times vessels use one of the system’s 57 locks to move from one elevation to another. In 2010, traffic on the New York State Barge Canal increased to 121,000 lockings, a nearly two percent increase over 2009 and a more than five percent increase over 2008, when a rainy summer and the national economic downturn reduced recreational traffic.

As stated previously, the two busiest locks on the Canal System are located within the MPA: Lock E-23, near Brewerton and Lock E-24, in Baldwinsville. Lock 23 had nearly 7,500 vessel lockings in 2002, and Lock 24 had 4,700. Together, these two locks made up more than ten percent of all vessel lockings on the Erie Canal portion of the Canal System. The MPA also includes Lock O-1 in Phoenix, the busiest lock on the Oswego Canal, with 3,200 vessel lockings in 2002.
Commercial traffic on the canal has decreased steadily since 1951, when freight shipments totaled 3.67 million tons. In recent years, total freight shipments have been on the order of 15,000 tons.

However the potential for increased use of the canal system exists, particularly given the relatively low cost fuel costs associated with shipping by barge. A 2008 New York Times article noted a small uptick in freight shipped on the canal, possibly the result of diesel fuel costs reaching the $4 per gallon mark. According to this article, a gallon of gas moves a ton of freight 59 miles by truck, 202 miles by train and 514 miles by barge.

The Canal System links the Port of New York, which handles approximately a third of all East Coast cargo, with ports in Albany, Oswego, Rochester and Buffalo.

**Freight**

Many are unaware that goods are still shipped using the New York State Canal System, with seasonal cargo movement across the state, linking the Port of New York, Port of Albany, Port of Oswego, Port of Rochester, and Port of Buffalo, and connecting throughout the Great Lakes and beyond. Clearly, the tonnage shipped is not at levels rivaling tonnage levels of past decades and most cargo activity has been replaced by recreational boating as well as commercial passenger service.

While the readily available published data is not complete, it appears that the tonnage carried between 1995 and 1999 varied greatly, between 14,000 and 39,000 tons annually. The tonnage carried on the entire canal system has decreased significantly in recent years. The most recent data available shows that in 2007 the total tonnage was 13,195.

### 4.2.5 AIR TRANSPORTATION

The number of enplaned passengers through an airport typically fluctuates in response to changes in the economy and other local, national, and international conditions. In recent decades, the full use of Hancock International Airport has also been adversely affected by high airfares. This has caused some passenger diversion to other airports and other modes of transportation. The City of Syracuse has continued an attempt to bring lower cost airlines with competitive airfares to the airport.

Over the past decade, enplanements at Hancock Airport have mirrored national trends, dipping in 2001 and generally increasing in the years thereafter. As illustrated in Table 4-6, air traffic forecasts show an increase in passengers. The airport’s Master Plan Update, completed in September 2006, predicts an increase of over 50% by 2022. Enplanements, Table 4-7, in Syracuse have generally been stable around 1 million annually since 2004.

---

Table 4-6

Forecasts of Enplaned Passengers at Hancock International Airport
~Proposed Preferred Enplanement Forecasts~

<table>
<thead>
<tr>
<th>Year</th>
<th>2007</th>
<th>2012</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,070,004</td>
<td>1,242,667</td>
<td>1,691,456</td>
</tr>
</tbody>
</table>

Source: City of Syracuse, Department of Aviation; Table 5 data from the draft Airport Master Plan Update, prepared by C&S Engineers, Inc., based on the Proposed Preferred Airport Forecast.

Table 4-7

Enplanements, Syracuse Hancock International Airport


Hancock International Airport, like all airports, continues to be in the midst of changing conditions. From one perspective, the events of September 11, 2001 and the ensuing economic downturn have had an adverse impact on the number of airline passengers. Nationwide, major airlines are faced with significant financial problems and possible restructuring as a consequence of these conditions. As the current national economic situation improves, a positive stimulus is being provided for growth in passenger activity at the airport.
From another perspective, the addition of lower-cost carriers entering the Syracuse market is helping to address a long-standing issue of high airfares at Hancock that have caused much complaint locally and a diversion of some travelers to other airports and modes of travel. The new lower airfares have had a positive impact on the ability to attract passengers and the City of Syracuse continues to support the addition of other low-cost carriers.

Syracuse Hancock International Airport 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). Affiliate airlines operating at the Airport may change on a monthly basis.

Air Cargo
Hancock International Airport is owned and operated by the City of Syracuse and is the only commercial service airport in the SMTC planning area and Central New York region. Hancock has extensive air cargo operations including U.S. Customs inspection service. The airport in recent years has undergone a substantial expansion in the capacity to handle air cargo. A highly successful effort has been made by the private sector and the City of Syracuse to expand and modernize air cargo facilities and services.

Air Cargo companies that operate at Syracuse Hancock International Airport include Airborne Express, Air Now, Federal Express, United Parcel Service, the United States Postal Service, and Wiggins Airways.

According to the Syracuse Hancock International Airport’s web site, the Air Cargo Operations are located on 22.5 acres of land. Carriers have ample office, parking, and loading dock space, as well as aircraft apron areas. Air cargo activity includes the handling of air cargo and express and regular mail. The existing air cargo facility is located southwest of the terminal complex. A 100,000 square foot cargo building with a parking apron allows direct aircraft access for quick and efficient cargo handling.

Hancock Airport has the land area capability for substantially expanding ground facilities that will accommodate the growth of air cargo operations to meet future needs. Other New York State airports are reportedly constrained in this respect. In addition, the capability for expanding runway and taxiway facilities serves not only air passenger growth but air cargo carriers as well, offering greater capacity and flexibility to meet changing circumstances.

Table 3-4 summarizes the amount of enplaned freight and mail by year from 2000 to 2010.
### Table 3-4

**Summary of Cargo, Hancock International Airport**

<table>
<thead>
<tr>
<th>Year</th>
<th>Enplaned Freight</th>
<th>Enplaned Mail</th>
<th>Total tons</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>18,142</td>
<td>0</td>
<td>18,143</td>
</tr>
<tr>
<td>2001</td>
<td>21,300</td>
<td>1,325</td>
<td>22,625</td>
</tr>
<tr>
<td>2002</td>
<td>19,505</td>
<td>1,262</td>
<td>20,767</td>
</tr>
<tr>
<td>2003</td>
<td>19,186</td>
<td>697</td>
<td>19,883</td>
</tr>
<tr>
<td>2004</td>
<td>20,380</td>
<td>355</td>
<td>20,735</td>
</tr>
<tr>
<td>2005</td>
<td>20,958</td>
<td>176</td>
<td>21,134</td>
</tr>
<tr>
<td>2006</td>
<td>20,974</td>
<td>197</td>
<td>21,171</td>
</tr>
<tr>
<td>2007</td>
<td>24,928</td>
<td>44</td>
<td>24,972</td>
</tr>
<tr>
<td>2008</td>
<td>22,774</td>
<td>0</td>
<td>22,774</td>
</tr>
<tr>
<td>2009</td>
<td>18,142</td>
<td>0</td>
<td>18,142</td>
</tr>
<tr>
<td>2010</td>
<td>19,290</td>
<td>0</td>
<td>19,290</td>
</tr>
</tbody>
</table>

*Source: Hancock International Airport, 2011*

### 4.2.6 Passenger Rail Service

Rail passenger service in the SMTC area is provided through the National Railroad Passenger Corporation (Amtrak), offering intercity rail passenger service in the Central New York region. The passenger rail system in Onondaga County is shown in Map 4-2, below.

**Map 4-2**
Syracuse rail passenger traffic on Amtrak is substantial, traditionally ranking third behind New York City and Albany in ridership. The number of passengers initially increased with enhanced accessibility provided by the opening of the William F. Walsh Regional Transportation Center in 1998 (see Table 4-8). The William F. Walsh Regional Transportation Center provides improved interconnectivity between bus and rail transportation modes, as well as a greater presence for Amtrak in the Syracuse Metropolitan Area.

<table>
<thead>
<tr>
<th>Table 4-8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Arriving and Departing Rail Passengers, William F. Walsh Regional Transportation Center: 1980-2010</td>
</tr>
<tr>
<td>1980</td>
</tr>
<tr>
<td>120,547</td>
</tr>
</tbody>
</table>

Source: Amtrak

Changing Needs and Impacts
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.

4.2.7 Freight Movement (Air, Highway, Rail, and Water)
Among the attractions to doing business in Onondaga County and the Central New York region is the crossroads location of the County for air, highway, rail, and water transportation and the variety of freight movement services available. Air cargo service is available at Syracuse Hancock International Airport, which is directly linked to Interstate 81. U.S. Customs inspection services are also available at Hancock Field. Two interstate highways intersect at Syracuse, the New York State Thruway (Interstate 90) and Interstate 81, providing excellent truck access to the SMTC planning area. Rail freight services in Onondaga County are available from three providers. Water transportation is available on the New York State Canal System. Each mode is discussed in greater detail below and the major freight movement modes/routes are shown on Map 4-3 (Air, Water, and Rail Freight Movement Facilities).

Rail Freight
A substantial change over the last several years has benefited the area and strengthened the rail transportation industry. Mergers have created rail mega-carriers (such as Union Pacific/Southern Pacific and Burlington Northern/Santa Fe). There has also been a growth of the regional and shortline railroads as links and feeders to the larger carriers, making the railroad business in the United States a growing industry. 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 - CSX Transportation (CSX) replaced Conrail as the major rail freight service provider in 1999 and 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. CSX has experienced an increase in local traffic annually over the last several years. Another significant segment of CSX business is the rail/truck intermodal freight terminal located in the DeWitt rail yard. CSX handles approximately 50,000 containers annually at the DeWitt facility and this number has grown significantly as former Conrail routes are integrated into the CSX Service Lanes. 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 serving New York and New Jersey. 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.

Finger Lakes Railway (FGLK) - The Finger Lakes Railway transported 15,000 carloads in 2009, and over 18,000 in 2008. In addition to freight hauling services, Finger Lakes Railway has 100s of rail cars parked on our lines for storage. Currently operating on 154 miles, FGLK has a customer base of 54 customers. Within the MPA, the rail line runs east to west starting at Solvay, NY through Auburn to Geneva and continuing west to Victor and Canandaigua.

**Freight Corridors**

The NYSDOT requested in the summer of 2006 that all of the MPOs in New York State construct mapping and analysis of Trade and Commuter Corridors as part of a statewide effort for corridor planning and management. This was accomplished involving the staff from both the NYSDOT and SMTC and resulted in a draft Corridor mapping of both commuter and freight corridors. This was accomplished through a process of evaluating facilities, functional classification of the road network, population centers, work centers, and related information. Map 4-1 (Commuter Corridors) and Map 4-4 (Regional Freight Corridors) show the resulting output from this effort.

Map 4-4 shows the major freight facilities (along with a detailed key) as well as the major freight rail lines and primary freight corridors, or roadways. The map shows that in terms of roadways, the primary freight corridors are the principal arterials combined with the lesser roadways that service the facilities more directly. In terms of rail lines, it shows that virtually all rail lines in the SMTC area are used for freight movement.
Map 4-4
Regional Freight Corridors
Long-Range Transportation Plan 2011 Update

This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.

Legend
- Freight Facilities
- Primary Freight Corridors
- Freight Rail Lines
- Interstates
- Onondaga Nation
- Village
- Syracuse
- Town

Legend
- Freight Facilities
- Primary Freight Corridors
- Freight Rail Lines
- Interstates
- Onondaga Nation
- Village
- Syracuse
- Town
Map 4-4 details, with the exception of the Route 20 and Route 31 Corridors, that the rail freight movement generally parallels the road freight movement. This is consistent with the interconnectivity between our region and external regions as well as the location of freight facilities. Also, it is worth noting that the bulk of freight movement occurs in the northern portion of the SMTC area. This is due to both the topographic constraints in the south as well as the location of the existing infrastructure and facilities in the northern portion of the SMTC area.

Identifying the freight corridor is helpful in understanding the dispersion of freight facilities and their related transportation infrastructure. It should be reiterated that this map is a working document at this time and its sole purpose is to aid the NYSDOT in its efforts at understanding statewide corridors.

Changing Needs and Impacts on Freight Movement
The changing economy has affected all modes of transportation. The impact is not confined to the transportation sector but all modes are sensitive to maintenance issues when a shortfall in public funding occurs for routine maintenance and major repairs. Postponed maintenance generally makes infrastructure maintenance more costly over the long run. Beyond maintenance and repairs, all modes in the Central New York region are in need of funds for infrastructure modernization to improve the intermodal movement of goods and to capture new opportunities for growth.

4.3 PLANNING EFFORTS

4.3.1 MEMBER AGENCY ACTION PLANS RELATED TO MOBILITY
Part of the process for updating the 2020 LRTP during 2001 included the identification of action plans that had been implemented under each of the six goals since 1995, including community economy. This 2011 Update will emulate the 2001, 2004, and 2007 LRTP Updates by addressing and updating the implementation actions associated with the Plan’s specific goals and objectives (the 1998 Update did not address implementation actions). The identification of implemented action plans involved discussions with the member agencies responsible for their respective TIP projects. In the section that follows, the implemented community mobility related action plans are presented. The implemented action plans are summaries rather than complete descriptions. In many cases, overlap exists because a particular action plan may apply to multiple goals.

Action Plans Implemented:
1. The SMTC has implemented the Congestion Management Process (CMP) Model. The NYSDOT and SMTC’s consultant provides updated traffic counts each year and the SMTC staff runs the model and issues a project report that identifies the congestion concerns in Onondaga County.

2. The CNYRTA has acquired land and is in the design process to move its Common Center in the City of Syracuse to an alternate weather-protected location where buses
can load and transfers may be made out of the general traffic flow. This project will be completed in winter 2011/2012.

3. In May 2009 CNYRTA implemented service changes and a fare increase in response to a budgetary shortfall. In January and April 2011 further major service reductions were implemented in response to ongoing reductions in State aid and shortfalls in Mortgage Recordings Tax fees. These changes are imperative to ensure that the Authority remain fiscally solvent. Federal capital funding support and state and local operating aid change considerably from year to year. Operating aid in particular is highly variable as it is linked to the strength of the state and local economies. In times of economic decline, when the transit-dependent population is most in need of more mobility options, transit authorities must often reduce service and increase fares.

4. The CNYRTA has reviewed the factors affecting mode choice in the SMTC urbanized area in its continuing efforts to increase transit ridership. Several factors continue to impact the agency’s ability to increase ridership including a low density regional development pattern that minimizes opportunities for creating the type of critical mass needed to support transit service; low levels of congestion at peak hours compared to other large urban areas; city and suburban parking policies that result in providing the public with large areas of inexpensive automobile parking space; time and cost differentials that often favor single occupancy commuting; generally improving air quality; and a high capacity roadway network. The service reductions scheduled from January and April 2011 largely target routes serving suburban and exurban areas where ridership is poor.

5. In 2009, the CNYRTA initiated a study to determine the potential benefits, costs, and feasibility of implementing a new system of park-and-ride lots in suburban Syracuse transit corridors. This study was completed in January 2011.

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

7. The CNYRTA policy will continue to promote bicycle use through purchase of buses equipped with bicycle racks.

8. The CNYRTA has used and continues to use Federal Job Access/Reverse Commute and New Freedom funds and State resources to broker and provide enhanced mobility services for low income, elderly, and disabled citizens.

9. 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 cost, in a severely constrained fiscal environment, has been found to exceed their minor environmental benefit.

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

11. The NYSDOT is exploring the applicability of non-traditional modes for the Routes 5/290 corridor. Project scoping for the Routes 5/92 Demonstration Project was concluded with a Final Expanded Project Proposal in 1999. A variety of traditional and non-traditional alternatives were evaluated and five were recommended for further consideration. A signal interconnect project and a Routes 5/92 Transportation Control Measures (TCM) project are on the Region 3 program and the I-481 interchange modification is on the Long Range program. The fifth project, at Lyndon Corners, was deferred.

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

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

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

15. The NYSDOT’s $2 million I-81 ITS project included the installation of cameras and variable message signs to establish a freeway incident management system on I-81 in Syracuse. This project was completed in September 2007.

16. The Route 173 & 175 Reconstruction Onondaga Hill project was a $10+ million project completed by the NYSDOT 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.
17. In June 2007, the NYSDOT completed its $2.2 million ITS Phase 2 on I-690 project which included the installation of cameras and higher tech features such as dynamic message signs and highway advisory radios (HAR) at key locations.

18. The NYSDOT’s $6 million project on Route 92 from the City line to Erie Boulevard included improvements to drainage, pedestrian and multi-modal systems, and access management principles. This project was completed in February 2009.

19. In December 2008, the NYSDOT completed the $4.9 million NY 174 Reconstruction in Marcellus project which reconstructed Route 174 from the central business district to the north village line, including bridge deck replacement, the addition of new sidewalks, improved drainage, and guiderail installation.

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

21. The City of Syracuse has implemented the following mobility action plans:

   • City Owned Sidewalk Improvements – The City requires all repair/retrofit of existing pedestrian facilities to comply with the provisions of the ADA. The City has also programmed sidewalk improvements that include corners in their capital plan. This sidewalk program will include pedestrian improvements and all sidewalks constructed will meet current ADA standards.

   • The City is expanding the Traffic Interconnect System.

   • As part of its annual street reconstruction program, the City is improving all handicapped accessible ramps to meet current ADA standards on each street included in the program.