2.1 FEDERAL REQUIREMENTS

MAP-21 identified eight planning factors to be used by metropolitan planning organizations like the SMTC to structure their policies and programs. In 2015, the FAST Act added two new planning factors to this list that address resiliency, mitigation of stormwater impacts, and travel and tourism. The ten planning factors require MPOs to provide projects and strategies that will:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.
The FAST Act continues to place emphasis on measuring and managing the surface transportation system’s performance. The FAST Act describes performance management as a way to achieve “the most efficient investment of Federal transportation funds by refocusing on national transportation goals.”

Federal legislation requires that the LRTP address ten ‘planning factors’ and seven National Goals for the transportation system. The national transportation goals continued through the FAST Act are:

1. **SAFETY**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **INFRASTRUCTURE CONDITION**—To maintain the highway infrastructure asset system in a state of good repair.
3. **CONGESTION REDUCTION**—To achieve a significant reduction in congestion on the National Highway System.
4. **SYSTEM RELIABILITY**—To improve the efficiency of the surface transportation system.
5. **FREIGHT MOVEMENT AND ECONOMIC VITALITY**—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **ENVIRONMENTAL SUSTAINABILITY**—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **REDUCED PROJECT DELIVERY DELAYS**—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

MAP-21 and the FAST Act require that states and MPOs demonstrate that they are making progress toward achieving these goals. Progress is to be tracked by using a set of performance measures. MAP-21 defined several categories of performance measures, which were carried through to the FAST Act, and the specific performance measures were defined through a series of performance management rulemakings.
issued by the FHWA and FTA. The rulemakings and the associated dates after which any newly-adopted or amended metropolitan transportation plan must include the specified performance targets are as follows:

- Highway Safety Improvement Program (HSIP) and Highway Safety - May 27, 2018
- Transit Asset Management - October 1, 2018
- Pavement and Bridge Condition - May 20, 2019
- System Performance/Freight/Congestion Mitigation & Air Quality Improvement Program - May 20, 2019

Since this update to the 2050 LRTP was adopted on [INSERT ADOPTION DATE], it includes performance targets for all the categories listed above except Transit Safety. MPOs must also include a system

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**Goals, Objectives, Performance Measures & Targets Demystified**

This plan is structured around four basic building blocks: goals, objectives, performance measures, and targets. They all sound somewhat similar, but each has a different role in the federal transportation planning process.

**Goals** are broad statements that describe the way things should be. For example, if you were to say “I want to get more exercise from walking,” this would be a general description of how you want to get more exercise in the future. You have not said how much more walking you want to do or when and where you would do it. The LRTP is built around seven goals that, similarly, provide a general overall direction for the region’s transportation system.

**Objectives** are specific, measurable steps to be taken to reach a goal. An example would be saying “I will walk during my lunch break.” This objective makes the abstract goal of “walking more” into something specific. Each of the LRTP’s seven goals has distinct, measurable objectives associated with it.

**Performance Measures** are the means by which progress will be gauged. Performance measures are quantifiable. In the case of walking during lunch, the performance measure could be the number of minutes you walk during a lunch break and/or the number of times a week you take a walk. Each objective in the LRTP has a performance measure associated with it.

**Targets** indicate where each performance measure should be. A target is the number that the performance measure needs to reach to achieve a given objective. Continuing the example above, you might determine that your target for walking during lunch will be taking a 15-minute walk three times a week. By consistently hitting this target, you will have achieved your goal of getting more exercise from walking. In the case of the transportation system, the SMTC will be tracking the targets identified in the LRTP for each performance measure. The outcomes will be documented in periodic System Performance Reports.
performance report in the LRTP that describes the condition and performance of the transportation system with respect to required performance targets and reports on progress achieved in meeting the targets in comparison to baseline data and previous system performance reports. The required system performance report is included in Chapter 4 of this document.

### 2.2 LOCAL PLANNING EFFORTS

The LRTP must address the Federal Planning Factors and National Goals described above, but input from local stakeholders should also be incorporated into the LRTP to achieve a plan that supports the unique goals of each region.

Development of the 2050 LRTP began shortly after the completion of several other large-scale planning and visioning efforts centered in the Syracuse area, undertaken by local and regional planning bodies. Each of these plans discussed ongoing transportation issues and included goals and objectives for improving the surface transportation system, and included significant public outreach efforts. Rather than initiate a new planning and visioning process for this LRTP, the SMTC utilized key ideas from these recently-developed plans as the foundation for a new set of goals and objectives. The plans and documents used were:

- Syracuse-Onondaga County Planning Agency - 2010 Development Guide and Framework for Growth
- Central New York Regional Planning and Development Board - Vision CNY
- Central New York Regional Economic Development Council - CNY Rising - From the Ground Up
- New York State Department of Transportation (NYSDOT) with Syracuse Metropolitan Transportation Council - The I-81 Corridor Study.
- Syracuse-Onondaga County Planning Agency - Onondaga County Hazard Mitigation Plan.

Appendix A summarizes how each of these documents was used to develop the 2050 LRTP goals.
Onondaga County’s comprehensive plan update was last adopted in 1998, though multiple local and countywide planning efforts have occurred since that time. A new county plan is also now in development and is anticipated to be presented to the County Legislature for adoption in 2021.

The 2010 Development Guide presents a set of policies and practices for Onondaga County and its 35 municipalities that are based upon four identified countywide goals: economic growth, an attractive community, choice and diversity, and fiscal strength. The plan emphasizes the importance of preserving and improving quality of life, without increasing fiscal burdens on the community.

Relating to transportation and land use, a ‘fix-it-first’ approach to infrastructure investments is encouraged, as well as strategies for compact settlement patterns, reinvestment in existing communities, improving mobility, and fostering orderly new growth patterns. Specific to highways, maintenance is generally favored over premature reconstruction or expansion, and local street networks are favored over strip development.

**Emerging themes for a new County Plan**

The Syracuse-Onondaga County Planning Agency is currently embarking on a full update of the County’s comprehensive plan. Initial scoping and municipal outreach has produced the following thematic focus areas for the new plan, scheduled to be presented for adoption in 2021.

**Central Planning Goal:** Create an environment for economic growth and quality of life in Onondaga County through community investments in the form of placemaking, innovation, connectivity, and inclusion.

**Community Planning Themes:**
- *Community Based Planning:* planning from the ground up
- *Community Centers:* strong downtowns, villages, hamlets, and town centers
- *Transportation Corridors:* modern, transformative planning for mobility and development
- *Greenways and Greenbelts:* conserve, protect, connect, and restore targeted resources
- *Agriculture:* protection and promotion of the economy and landscape
- *Housing and Neighborhoods:* countywide strategy for modernization and promotion of new and existing complete neighborhoods
2.2.2 Central New York Regional Planning and Development Board - Vision CNY

The Central New York Regional Planning and Development Board (CNYRPDB) produced its Vision CNY: Central New York Regional Sustainability Plan in 2013. Like the SMTC, the CNYRPDB is a regional planning body; however, the CNYRPDB’s planning area extends across Cayuga, Cortland, Madison, Onondaga, and Oswego Counties - much larger than the SMTC’s planning area - and the CNYRPDB’s work touches on numerous aspects of community and regional planning. Vision CNY examines existing energy use, infrastructure, land use, environmental conditions, economic development, and waste management practices.

Vision CNY goals

- Improve the region’s energy management by increasing the efficiency of residential and commercial buildings, curtailing energy demand, increasing the use of local clean energy sources in place of fossil fuels, and accelerating the development of advanced energy technologies.
- Provide infrastructure that reduces greenhouse gas emissions, revitalizes existing communities, improves the quality of life, strengthens targeted industry concentrations, and improves the region’s competitiveness.
- Manage the region’s economic and physical development through the efficient and equitable use of land to conserve its natural and cultural resources and revitalize its urban cores, main streets and existing neighborhoods.
- Conserve and protect the quality of the region’s water, air, land and wildlife resources without compromising the ability to meet current and future resource dependent needs.
- Support the growth of a diverse economic base that will provide employment opportunities for a broad cross section of citizens across the five-county region.
- Improve the environmental performance and the economic development and job creation potential of the region’s material management systems by reducing the production of waste and increasing materials reuse, recycling, and energy recovery.
- Adapt successfully to a changing climate and improve the resilience of the region’s communities, infrastructure, and natural systems.
across the five-county region. The plan proposes sustainability goals, targets, and strategies for the region, and describes the benefits that can accrue to residents and municipalities by implementing these strategies. In the area of transportation, Vision CNY emphasizes the importance of bus rapid transit, transit-oriented development, and building complete streets.

### 2.2.3 Central New York Regional Economic Development Council - CNY Rising-From the Ground Up

The Central New York Regional Economic Development Council (CNYREDC) is one of ten councils established by New York State in 2011 to develop long-term plans for economic growth at the regional level. The CNYREDC’s area is made up of Cayuga, Cortland, Madison, Onondaga, and Oswego Counties. As a result of the CNYREDC’s 2015 plan *CNY Rising - From the Ground Up*, the State awarded the region $500 million for a wide variety of economic development activities.

Among other major initiatives, CNY Rising proposes the development of a Global Manufacturing and Logistics Hub, which is expected to reduce shipping costs for regional manufacturers by 40 percent. It also proposes an Opportunity Investment Fund that is intended to attract jobs to the region’s distressed communities.

### 2.2.4 The I-81 Corridor Study Goals and Objectives

Between 2009 and 2013, the NYSDOT conducted the I-81 Corridor Study. This study initiated a community-wide planning process to address the needs of approximately 12 miles of I-81 through Syracuse. The SMTC undertook a public participation effort, known as *The I-81 Challenge*, in support of this corridor study. The public participation effort included three large public meetings and more than 20 focus group meetings. Total attendance at the three large public meetings (held in 2011, 2012, and 2013) was on the order of 1,880 people, with an additional 784 people reviewing meeting materials by way of “virtual” public meetings. This process provided an unprecedented opportunity for SMTC staff to discuss the region’s transportation issues with a wide variety of stakeholders, from citizens’ groups to emergency service providers to some of the region’s largest employers.

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**CNY Rising key pillars of economic growth**
- Invest in key growth drivers, such as precision sensing, data analytics, and agriculture;
- Build an inclusive economy; and
- Support and develop enablers of prosperity, such as veterans, entrepreneurship, global manufacturing, and world-class communities.

**Goals from The I-81 Corridor Study**
- Improve public safety
- Enhance the transportation network
- Enhance region-wide mobility
- Maintain or improve economic opportunities
- Preserve or enhance environmental health
- Support community quality of life
- Exercise fiscal responsibility
- Share burdens and benefits.
This public interaction included asking people to identify their goals and objectives for I-81; in many cases, these ideas are as applicable to the region’s transportation system as a whole as they are to the I-81 corridor. Participants emphasized the importance of the highway system’s safety and reliability, as well as the importance of ensuring that highway investments complement other community assets, such as environmental quality and overall quality of life.

Additional I-81 documents released by the NYSDOT since 2015 were also reviewed for this LRTP Update; this includes the Project Scoping Report and the Preliminary Draft Design Report/Draft Environmental Impact Statement. These documents continue to emphasize the need to consider livability, economic vitality, and multi-modal travel options while also addressing safety and structural and geometric deficiencies of the current structure.

2.2.5 Onondaga County Hazard Mitigation Plan

In 2019, the SMTC worked with Onondaga County and its towns and villages to develop the County Hazard Mitigation Plan. This plan responds to the requirements of the Disaster Mitigation Act of 2000 by involving all of the local governments in the county in identifying and evaluating natural hazards in their respective jurisdictions, as well as in planning for how to mitigate those hazards.

The County Hazard Mitigation Plan ranks potential hazards based on their probability to occur, the number of people that would likely be exposed to the hazard, the threat the hazard poses to existing structures and economic vitality, the region’s capacity to deal with the hazard, and the degree to which climate change is likely to exacerbate the hazard. In our region, drought, severe storms, and severe winter storms get the highest overall rankings.

The SMTC contributed data on the existing transportation system – particularly highways and roads. The resiliency of these facilities in the face of natural disasters is critical to emergency responders and to resuming commercial activity in the aftermath of a major event, such as a blizzard or flood. The County Hazard Mitigation Plan identifies freeways (I-81, I-90, I-690, I-695, and I-481) and several major arterials as possible evacuation routes, although the plan notes that evacuation routes would be set up on a case-by-case basis.
2.2.6 Municipal plans

In preparing the original 2050 LRTP, the SMTC also reviewed town and village plans, as well as the City of Syracuse’s Land Use and Development Plan, Bicycle Plan, and Sustainability Plan. For the current Update, the SMTC reviewed planning documents that became available following the LRTP’s approval in 2015. This included Syracuse University’s Campus Framework, the Syracuse Surge, the Syracuse Housing Authority’s East Adams Street Neighborhood Transformation Plan, the City of Syracuse’s ReZone Zoning Ordinance Update (March 2018 draft), Centerstate CEO’s Export Initiative, and the Central New York Regional Recreation & Heritage Plan.

Plans developed for a municipality, agency, or institution tend to focus on a specific set of issues and goals in a relatively confined geographic area. Major themes identified in these plans include:

- Economic development and the need for jobs, job training, and investment
- Safety for all transportation system users, including bicyclists and pedestrians
- The need / opportunity for waterfront redevelopment
- Community character, especially mixed-use, higher density land uses that support pedestrian-friendly environments
- Farmland, habitat, open space, and watershed protection
- The need to both prevent and prepare for global climate change
- The need to increase suburban transit service.
- Policy changes and capital investments that encourage biking, walking, and transit use.
- The importance of considering smart/connected technology in future transportation investments.
- Opportunities for growing responsible tourism and sustainable, recreation-based economic development.

Several suburban towns anticipate that they will see continued residential and commercial development in coming decades.
2.3 PUBLIC INPUT ON GOALS AND OBJECTIVES

In December 2014, SMTC conducted an online survey to get feedback from the general public on the LRTP’s proposed planning themes, goals, and objectives for the 2050 LRTP.

The survey was available online between December 15, 2014 and January 26, 2015. The public was notified of the survey by way of e-mails sent to the SMTC’s electronic distribution lists. This included about 360 recipients of the electronic version of the SMTC’s Directions newsletter and the members of the SMTC’s Bicycle/Pedestrian Community Interest Group. Information on the survey was also forwarded to e-mail lists maintained by community groups and was posted on the SMTC’s Facebook page.

A total of 380 responses were received. The results of the survey are incorporated into the remaining sections of this chapter, and a full summary report can be found in Appendix B. Based on a review of the survey results and feedback from the LRTP SAC, the final list of goals and objectives remained nearly identical to the list proposed in the survey, with some minor rewording of objectives for clarity. The goals and objectives were also reviewed at the April 2015 public meetings, which are summarized in Appendix C.

The goals and objectives were reviewed with the LRTP Study Advisory Committee (SAC) during the update process in 2019. The LRTP SAC is composed of representatives of the SMTC’s member agencies, including the region’s land use planning, transportation, transit, and economic development organizations; see page 11 for a complete list of members. Based on consultation with the SAC members, along with feedback obtained through numerous SMTC planning studies since the 2050 LRTP was originally adopted in 2015 (see page 14), the goals and objectives were retained, with minor modifications to some wording to better align with the new Federally-required performance measures. These were intended to be long-term goals and objectives, as originally formulated in 2015, and the SAC felt that they were still valid in 2019/2020. The goals and objectives were listed on the LRTP Update page of the SMTC website for public review (and this was noted in the
2050 LRTP Update Newsletter distributed by physical mail and email in May 2020). No comments were received specifically pertaining to the LRTP goals and objectives in 2020.

2.4 GOALS FOR THE 2050 LRTP

Taking into consideration the federal requirements outlined in the transportation legislation, the local planning efforts described above, and feedback from the LRTP SAC and the public, the SMTC identified three sets of goals for transportation investments in the Syracuse region over the next 30 years. These goals can be summarized in the statement of purpose for the 2050 LRTP.

The purpose of the 2050 LRTP is to guide the SMTC’s member agencies in making transportation investment decisions over the next 30 years that achieve the following:

- Support the planning goals of the region and local communities.
- Contribute to the achievement of system performance goals, including both the National Goals and locally-defined goals.
- Advance regionally significant public infrastructure projects that have already been the subject of substantial community discussion.

2.4.1 COMMUNITY PLANNING GOALS

After reviewing the local planning efforts, a list of specific community planning goals emerged. Although not measurable over time, the intent is that transportation projects should be considered at least qualitatively in light of these goals.

- Contribute positively to the local community character and support locally adopted plans.
- Support Smart Growth development patterns, particularly the strengthening of existing mixed-use centers.
- Retain rural land and preserve open space.
- Support economic development, particularly in:
  - Downtown Syracuse;
  - Syracuse Lakefront;
  - Existing or planned commercial and industrial nodes throughout the MPA.

The community planning goals indicated in bold were identified by 60 percent or more of the survey respondents as “most important.”
Goals & Objectives

- Incorporate Complete Streets principles and limit capacity increases for single-occupancy vehicles.
- Incorporate green infrastructure and use greener materials wherever feasible.
- Incorporate responsive technology wherever feasible.
- Minimize impacts to sensitive environmental areas.
- **Respect historic resources and local community landmarks.**
- Improve public access to appropriate waterfront areas.
- **Provide convenient connections to intercity transportation facilities, including the Syracuse Hancock International Airport and the William F. Walsh Regional Transportation Center.**
- Improve road access to intermodal freight facilities and major freight generators.
- Increase resiliency to natural and man-made hazards.

Additionally, projects should result from a decision making process that is open and transparent, includes robust public involvement opportunities, and promotes multi-jurisdictional planning.

### 2.4.2 Transportation system performance goals and objectives

The transportation system performance goals and objectives were developed to encompass both the federal requirements (see Section 2.1) and the relevant transportation-related goals from the local planning efforts discussed in Section 2.2. These goals also address the eight planning factors for MPOs identified in previous transportation legislation, as well as the two additional factors identified in the FAST Act. To make progress towards achieving these goals over time, these transportation system performance goals and objectives are used to evaluate capital project proposals for the SMTC’s TIP. More information about future projects and the capital project selection process can be found in Chapter 6; more information about existing conditions relating to each goal can be found in Chapter 4 of this document (specific sections are noted in Table 2.1).

Public feedback strongly supported the objectives addressing infrastructure condition, with over 80 percent of respondents indicating that “preserve and maintain bridges” was “most important.”

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**Suggestions for additional objectives**

Many survey respondents provided comments and ideas for additional objectives. A few themes emerged from these comments.

- **Transit improvements are needed,** including: better connections between the City of Syracuse and suburban communities, addition of light rail or streetcar service, more comfortable vehicles, and more dependable and efficient transit.
- **Ensure we continue to have a “20-minute city”,** with a smooth flow of traffic along main travel routes and minimal congestion in areas of signalized intersections.
- **Separate freight and passenger vehicles as much as possible,** particularly freight rail and passenger rail.
- **Safety improvements are needed for cyclists and pedestrians.**
- **Solve the problem of snow-covered sidewalks.**

- Incorporate Complete Streets principles and limit capacity increases for single-occupancy vehicles.
- Incorporate green infrastructure and use greener materials wherever feasible.
- Incorporate responsive technology wherever feasible.
- Minimize impacts to sensitive environmental areas.
- **Respect historic resources and local community landmarks.**
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<table>
<thead>
<tr>
<th>Goal</th>
<th>Objective</th>
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<tbody>
<tr>
<td>Support efficient freight movement within our region.</td>
<td>Maintain a high degree of reliability for truck travel.</td>
</tr>
<tr>
<td><em>(See Section 4.2)</em></td>
<td>Maintain adequate infrastructure conditions on primary freight corridors.</td>
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<td></td>
<td>Reduce congestion on the CMP Freight Network.</td>
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<tr>
<td>Increase the safety, security, and resiliency of the transportation system.</td>
<td>Reduce serious injuries and fatalities from vehicle crashes.</td>
</tr>
<tr>
<td><em>(See Section 4.3)</em></td>
<td>Reduce the number of fatalities and serious injuries from crashes involving a pedestrian or bicyclist.</td>
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<td></td>
<td>Reduce the number of height- and weight-restricted bridges, especially along primary freight and commuter corridors.</td>
</tr>
<tr>
<td>Provide a high degree of multi-modal accessibility and mobility for individuals. This should include better integration and connectivity between modes of travel. <em>(See Section 4.4)</em></td>
<td>Reduce congestion in on primary commuter corridors as appropriate based on the character of the adjacent development.</td>
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<tr>
<td></td>
<td>Provide essential transit service to urban and suburban areas.</td>
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<td></td>
<td>Provide higher-quality transit service to transit oriented development (TOD) nodes throughout the community.</td>
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<td></td>
<td>Provide more on-road bicycle facilities throughout the community.</td>
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<tr>
<td></td>
<td>Provide more trails to connect destinations throughout the community, including the completion of existing regional and local trail systems.</td>
</tr>
<tr>
<td></td>
<td>Provide more pedestrian facilities to connect destinations throughout the community.</td>
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<tr>
<td>Protect and enhance the natural environment and support energy conservation and management. <em>(See Section 4.5)</em></td>
<td>Reduce vehicle miles traveled (VMT) in the region.</td>
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<td></td>
<td>Reduce on-road mobile source emissions.</td>
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<td></td>
<td>Increase the percentage of non-single occupant vehicle (non-SOV) commute trips.</td>
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<tr>
<td></td>
<td>Increase availability of alternative fueling and electric charging stations.</td>
</tr>
<tr>
<td>Improve the reliability of the transportation system and promote efficient system management and operations. <em>(See Section 4.6)</em></td>
<td>Maintain a high degree of reliability on Interstate, non-Interstate NHS, and other primary commuter corridors.</td>
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<td></td>
<td>Improve transit on-time performance.</td>
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<td>Improve utilization of transit vehicles.</td>
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<td></td>
<td>Increase the use of park-and-ride lots.</td>
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<td></td>
<td>Implement transportation demand management (TDM) strategies, with a focus on strategies for downtown and University Hill that have been recommended through previous SMTC studies.</td>
</tr>
<tr>
<td>Strategically preserve our existing infrastructure and focus future investment in areas that are already served by significant public infrastructure investments. <em>(See Section 4.7)</em></td>
<td>Preserve and maintain pavement.</td>
</tr>
<tr>
<td></td>
<td>Preserve and maintain bridges.</td>
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<td></td>
<td>Preserve and maintain ancillary transportation structures (culverts, etc.).</td>
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<tr>
<td></td>
<td>Preserve and maintain pedestrian facilities.</td>
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<td></td>
<td>Assist communities in our planning area in creating, maintaining, and utilizing asset management systems.</td>
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<td></td>
<td>Maintain transit assets (rolling stock, equipment, and facilities) in a State of Good Repair.</td>
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<tr>
<td>Ensure that transportation system performance improvements are distributed equitably. <em>(See Section 4.8)</em></td>
<td>Improve transit service between employment centers and priority target areas (as identified in SMTC’s Environmental Justice Analysis).</td>
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<tr>
<td></td>
<td>Improve transportation options for off-peak commuters without cars.</td>
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<tr>
<td></td>
<td>Ensure that pavement conditions within priority target areas are at or above MPA-wide averages.</td>
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<tr>
<td></td>
<td>Provide accessible sidewalks and curb ramps, in accordance with ADA requirements.</td>
</tr>
</tbody>
</table>

Note: Objectives shown in **bold** were identified by at least 70 percent of the LRTP Goals and Objectives survey respondents as “most important.”
Other objectives that were identified by at least 70 percent of survey respondents as “most important” are shown in bold in Table 2.1.

The goals and objectives were reviewed by the 2050 LRTP Update SAC in April 2019. The SAC felt that no changes or additions to the original 2050 LRTP goals were warranted. As noted in Section 2.3, the group discussed minor modifications to a few objectives to better align with new Federal performance measures. These modifications are reflected in Table 2.1 and include the following:

- Maintain a high degree of reliability for truck travel (previously “on primary freight corridors”).
- Reduce the number of fatalities and serious injuries from crashes involving a pedestrian or bicyclist (previously “pedestrian and bicycle crashes”).
- Increase the percentage of non-single occupant vehicle (non-SOV) commute trips (previously “commute trips make by bicycling or walking” and “commute trips made by transit”).
- Maintain a high degree of reliability on Interstate, non-Interstate NHS, and other primary commuter corridors (previously “primary commuter routes” only).

Also, the objective “improve transportation options for off-peak commuters without cars” was added under the equity goal as a result of the SMTC’s recent Work Link study (described in Section 4.4.3).

### 2.4.3 Regionally significant projects

During the development of the original 2050 LRTP, four transportation projects were recognized as being major, regionally significant projects. In April 2019, the 2050 LRTP Update SAC determined that these projects continue to hold the same relevancy in the community. Each project has seen progress since the printing of the original 2050 LRTP.

- **The I-81 Viaduct Project:** advance a solution that addresses the transportation needs within the priority area identified in the I-81 Corridor Study (July 2013), and further examined in the Draft Environmental Impact Statement, that supports the goals of the LRTP outlined above.
• **Enhanced transit system**: progress the locally-preferred alternative (Bus Rapid Transit in mixed traffic) from the Syracuse Metropolitan Area Regional Transit Study Phase 1, completed in 2018.

• **Expanded regional trail network**: continue to progress projects identified in existing plans, such as the Onondaga Lake Trail and Onondaga Creekwalk (Phase II currently under construction). Significant progress has been made on the Erie Canalway Trail, with construction to close the local gap (between Camillus and DeWitt) beginning summer 2019.

• **Inland port facility**: support improvements to the DeWitt Rail Yard (shown on Figure 1.2), which will expand freight movement capacity at this location. This is expected to be complete by the end of 2020. (See Section 3.2.4 for more information.)

There has been substantial public debate and discussion around the first three of these regionally-significant projects and the original 2050 LRTP recognized that there is broad public support for advancement of these projects. The first three projects were included in the 2050 LRTP Goals and Objectives survey, and Figure 2.1 shows the results.

**FIGURE 2.1: SIGNIFICANCE OF MAJOR PROJECTS BASED ON SURVEY RESULTS**

Note: The LRTP Goals and Objectives Survey asked “How significant do you feel each project is to the Syracuse Region?” Respondents could indicate whether they felt each project listed above was “very significant,” “somewhat significant,” or “not significant.”
The concept of “enhanced transit” for the Syracuse region was initially studied in the Syracuse Transit System Analysis (STSA), which was completed by NYSDOT in coordination with the SMTC and Centro in January 2014. The STSA reviewed the entire Centro system and outlined various strategies for enhancing transit in the region. Ultimately, the STSA identified two corridors as most likely to support higher-intensity transit service: Syracuse University to Destiny USA/Regional Transportation Center and James Street/South Avenue from the Eastwood neighborhood to Onondaga Community College. The SMTC and Centro then followed up with a study focused on these two corridors, which became known as the Syracuse Metropolitan Area Regional Transit Study (SMART). The SMART study – completed in 2018 – evaluated Bus Rapid Transit (BRT) and Light Rail Transit (LRT) as options for “enhanced transit” in these two corridors. Ridership potential, service plans, costs, economic development and land use implications, engineering feasibility, and environmental factors associated with BRT and LRT route alternatives and station locations were analyzed. The SMART study determined that Bus Rapid Transit operating in mixed traffic (i.e. on city streets, in general-use travel lanes) is the most feasible alternative for these two corridors. Two routes for a new BRT system were identified, including the likely station locations and typical station designs. As the Syracuse region seeks to add transit service that goes beyond Centro’s traditional bus service, BRT on the two routes identified in the SMART study is our best option.
The I-81 Viaduct Project is not only the most significant project of the three, it was identified as “very significant” by more than twice the number of people who identified either of the other two projects as “very significant.” Fifty-eight survey respondents (out of 380 total respondents) provided additional thoughts on “regionally significant projects,” with many making general comments about transit, bicycle/pedestrian infrastructure, general highway improvements, and comments on which option the NYSDOT should consider for the I-81 Viaduct Project.

The creation of an inland port was recognized by the 2050 LRTP Study Advisory Committee as an additional project of regional significance in 2015. At that time, several inland port concepts were being discussed for the Syracuse area. As a separate project, funding was allocated through NYSDOT in 2019, as described in the NYS Freight Plan, for upgrades to the CSX DeWitt Rail Yard. Additional freight and warehousing projects have been proposed - by private developers - near the rail yard. Section 3.2.4 of the LRTP Update provides additional information about these additional projects.

What is an inland port?
An inland port relocates the point at which ocean cargo containers are loaded onto tractor trailers away from the dockside, to sites that may be far from any major body of water. An inland port has the same functions as a maritime port, including a customs check point, on-site logistics services, and container storage. Inland ports can spur the development of warehousing and distribution facilities nearby.
**Suggestions for additional projects**

A few respondents to the LRTP Goals and Objectives survey, as well as some of the people who provided comments on the draft LRTP, noted some specific projects they believed to be worth considering within this plan, including:

- Rapid transit between Buffalo and Albany and continuing to New York City and/or Boston.
- Making the Erie Canalway Trail a continuous, dedicated multi-use trail across the state.
- Including the Oswego Canal Trail as part of expansion of a Regional Trail Network Project.
- Adding bike lanes to Erie Boulevard and other roads.
- A dedicated transit route between Armory Square and University Hill.
- Organized transportation to/from and around Destiny USA.
- Safe bicycle routes to allow access between Downtown Syracuse and neighborhoods / communities to the north, south, east and west (for example, Liverpool/Northside, Fayetteville, DeWitt, and the Southside).
- A shuttle system between Downtown Syracuse and the Regional Transportation Center and the airport.
- Increase the capacity of I-90 (adding a third lane through the Syracuse area).
- Urge Downtown employers to “time shift” work days to minimize commuter congestion.
- Daily bus service during very late night/early morning hours from employment centers such as Destiny USA and the Erie Boulevard East area to city residential areas.
- A public beta-testing program for bicycle and pedestrian infrastructure.
- Reduction of surface parking in downtown.
- Bus rapid transit providing direct service from designated suburban “stations” (with parking) to primary employment locations such as University Hill, downtown, and Destiny USA as well as the Regional Transportation Center.
- Extend I-690 farther east, beyond I-481.
- Increase the capacity of Route 5 east of Syracuse.
- Create a new Thruway interchange near Chittenango.
- Revive OnTrack service.

Since the writing of the original 2050 LRTP, many bike lanes have been added to Syracuse streets, including Euclid Avenue in the University Hill neighborhood. A bike share system has also been launched, with 200 e-bikes and 35 hubs in the City of Syracuse. In addition, in 2017 New York State allocated significant funding to complete the Erie Canalway Trail, now dubbed the Empire State Trail (EST), across the state. The gap in the trail between Camillus and DeWitt is under construction, with completion anticipated in 2020. As a result of this project, a multi-use trail will be added to the median of Erie Boulevard East between Teall Avenue and Bridge Street and sidewalks will be constructed from Water Street to Bridge Street along both sides of Erie Boulevard East (read more about this project in Chapter 7). The SMART study was completed, with a locally-preferred alternative for Bus Rapid Transit identified.