

Frequently Asked Questions

Q: What is the SMTC?

A: The Syracuse Metropolitan Transportation Council (SMTC) is the Metropolitan Planning Organization (MPO) for the Syracuse region. The SMTC's role is to foster continuous, cooperative, and comprehensive transportation planning in the region. For more information, see our website: <https://smtcmpo.org/>

Q: How are you funded and where does that money come from?

A: The SMTC's annual planning budget is approximately \$1.2 million. Funds are provided by both the Federal Highway (FHWA) and Federal Transit Administrations (FTA). This funding is used strictly for metropolitan transportation planning activities and is not used for capital expenses.

Q: What area do you cover?

A: The area that the SMTC covers is called its Metropolitan Planning Area (MPA). The MPA includes all of Onondaga County, the Town of Sullivan in Madison County and the Towns of Hastings, Schroepfel and West Monroe, plus a small area of the Town of Granby, in Oswego County.

Q: What is the Mattydale US 11 Corridor Study?

A: The SMTC initiated this 2-year study in July 2020 at the request of the Town of Salina and the Syracuse-Onondaga County Planning Agency. Its purpose is to help Salina identify 'big picture' ideas to enhance the US 11 corridor consistent with their 'town center' vision. The study area is US 11 between Elbow Road and Factory Ave. In addition to improving accommodations for drivers, Salina seeks to improve accommodations for those who walk, bike, or ride a bus along the corridor. This study is not a proposal to build anything. SMTC anticipates completing a final report by the summer of 2022. Public feedback will be summarized in the report.

Q: How is this study being funded?

A: This study is being funded through the SMTC's annual planning budget. Funding is used strictly for metropolitan and/or statewide transportation planning activities and is not used for capital expenses. There is no direct cost to the Town of Salina.

Q: What agencies are on the Study Advisory Committee (SAC)?

A: SMTC staff have been working with a Study Advisory Committee (SAC) that includes representatives from: Town of Salina (Salina), the Syracuse-Onondaga County Planning Agency (SOCPA), the New York State Department of Transportation (NYSDOT), the Onondaga County Department of Transportation (OC DOT), and the Central New York Regional Transportation Authority (Centro).

Q: What are you proposing?

A: This study is not a proposal to build or construct anything. Salina has a long-term vision for a 'town center' with road enhancements that accommodate drivers, walkers, bicyclists, and bus riders. The study used a Travel Demand Model to assess future (2050) traffic levels to determine whether that vision is reasonable to consider. 'Big picture' ideas that passed this initial 'fatal flaw' assessment are illustrated for four areas. (Mattydale Shopping Center, former skating rink, US 11 near LeMoyné Ave, and Northern Lights Plaza.) The 'big picture' ideas reflect a long-term vision only. We seek your feedback and would like to know what you think about them.

Q: What did the Travel Demand Model assessment show?

A: The Travel Demand Model (Model) assessed the maximum development of the four areas based on a hypothetical zone change. Two road options were considered: "No road changes" and "Repurpose some lane space for other enhancements." When considering the additional traffic generated, the Model suggests that US 11 will continue to have excess capacity in the future (2050) under both road options. This suggests that maximizing development is not dependent on keeping the same number of lanes. This is a high-level, corridor-wide 'fatal flaw' assessment. Additional study at an engineering-level is required to address specific details. However, the Model's results suggest currently that it is not unreasonable to consider either road option.

Q: What will the final report include?

A: The SMTC anticipates completing the final report by the summer of 2022. The report will include an overview of existing conditions, the road network, any existing plans, envisioned development assumptions, a Travel Demand Model assessment, 'big picture' conceptual options, and community feedback. The report will not propose developing or constructing anything. Nor will it make official recommendations.

Q: Who owns and controls the roads within the study area?

A: US 11 is owned and maintained by the NYSDOT. Any changes to US 11 would need to be implemented by NYSDOT. LeMoyne Avenue is a road of interest. The OCDOT owns and maintains LeMoyne Ave as well as a few other roads in the study area. Most of the neighborhood roads are owned and maintained by the Town of Salina. If interested, the community and Town could use the information presented in this study as the basis for discussion with NYSDOT and/or OCDOT about the possibility of including some of these ideas in future projects.

Q: How many cars use US 11 in the Town of Salina daily?

A: According to data from the NYSDOT, about 21,000 vehicles use US 11 (between LeMoyne Ave & the I-81 junction) on an average day.

Q: Is this a plan of action to change any private properties?

A: No. This is a study to help the community brainstorm ideas for a long-term vision, illustrate what the vision could look like, and test the vision for any fatal flaws. As mentioned, it is not a proposal for development. The conceptual examples are provided to aid discussion and get community feedback. They illustrate what some areas could look like based on a hypothetical zone change. Good access management and mobility planning principles are shown. Repurposing public road space for public enhancements (presumably within the right-of-way) is also illustrated. Formal site surveys (beyond the scope of this assessment) would be required to make a conclusive determination of what could fit within the right-of-way.