

Who we are, what we do,  
*and what we can  
do for you!*



# What is an MPO?

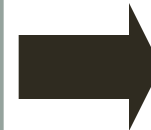
- A Metropolitan Planning Organization, or MPO, is a transportation **policy-making and planning body** made up of representatives of local, state, and federal government and transportation authorities.
- A federal requirement for urbanized areas with a population of 50,000 or more (based on most recent decennial Census)
- The MPO is charged with **comprehensive, cooperative, and continuous** transportation planning for a metropolitan area.



# Who is the MPO?

## **Policy Committee members:**

- CenterState Corporation for Economic Opportunity
- CNY Regional Planning & Development Board
- CNY Regional Transportation Authority (Centro)
- City of Syracuse
  - Office of the Mayor
  - Common Council
  - Planning Commission
- New York State:
  - Department of Environmental Conservation
  - Department of Transportation
  - Empire State Development
  - Thruway Authority
- Onondaga County
  - Office of the County Executive
  - Legislature
  - Planning Board



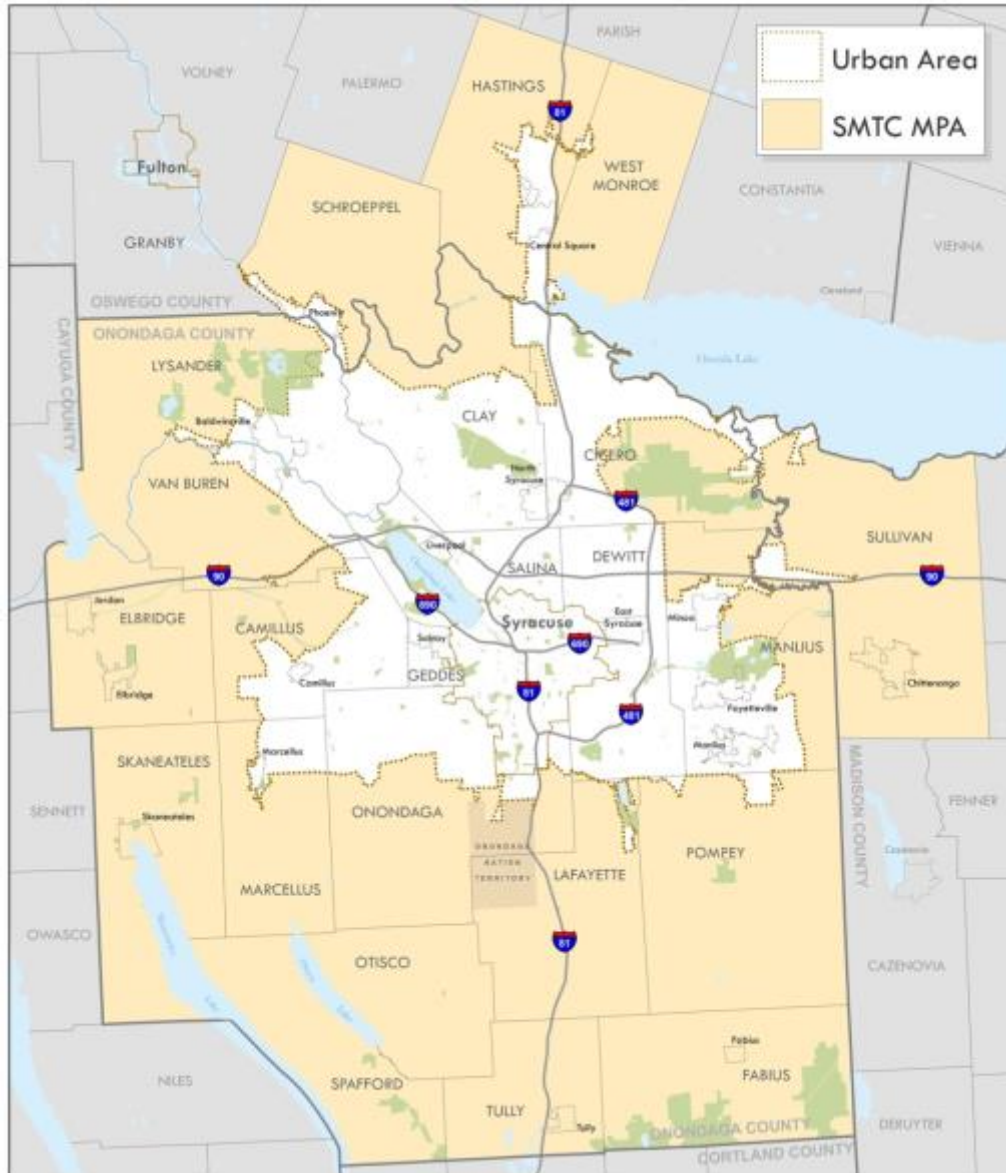
## **Staff:**

Director

Planners

Technical staff

# What is the SMTC's planning area?



- All of Onondaga County
- Town of Sullivan in Madison County
- Towns of West Monroe, Hastings, Schroepfel, and small portion of Town of Granby in Oswego County

# General statistics of planning area

- **1** City, **23** Towns, **18** Villages, **1** Tribal Nation
- Total population of entire planning area: **504,672**
  - Onondaga County: 467,026
    - City of Syracuse: 145,170
  - Remaining areas: 37,646
- Bridges: **554**
- Roadway mileage: **4,244**
- Miles of on-road bicycle facilities: **13.14**
- Annual transit ridership: **~10 million**
- **1** intermodal rail yard





# What does the SMTC do?



- ***Comprehensive*** transportation planning includes
  - Automobiles and the road network
  - Freight
  - Transit
  - Bicycling
  - Walking

# What does the SMTC do?

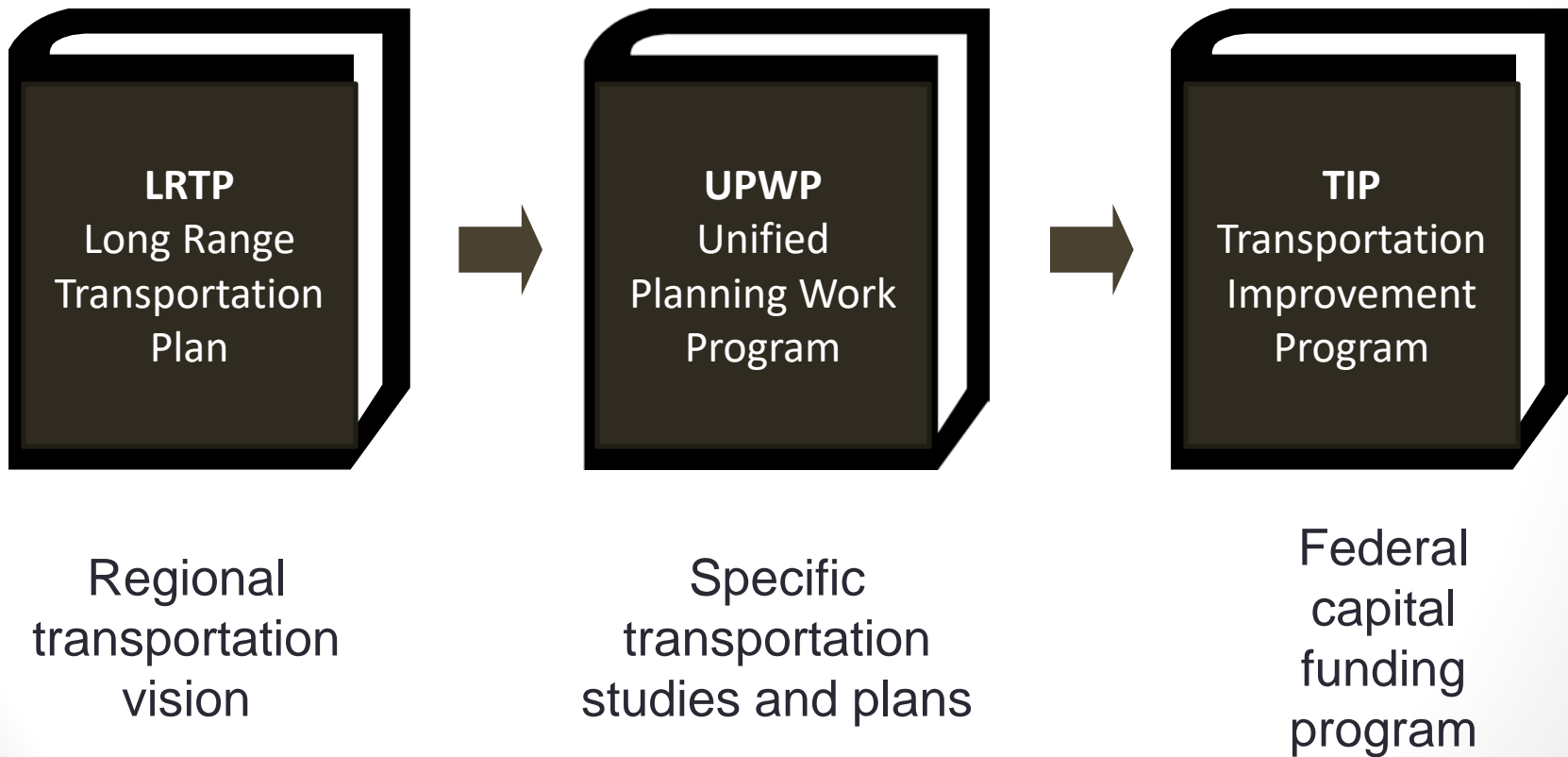


- **Cooperative** transportation planning
  - Coordinate between federal, state, and local agencies to develop transportation plans and programs
  - Provide an opportunity for citizens to participate in planning (not implementation)



# What does the SMTC do?

- *Continuous* transportation planning





# Why an MPO process?

The MPO provides a forum to:

- Collaborate between governments, interested parties, and the public
- Examine the region's future
- Plan to reflect the region's vision
- Prioritize transportation needs
- Balance needs versus limited funding
- Invest funds appropriately
- Express the consensus of the community through member agencies and elected officials

# CURRENT CONDITIONS AND TRENDS

# The 2050 LRTP

Adopted in September 2015, to guide the SMTTC's member agencies in making transportation investment decisions over the next 35 years that will:

- 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.

# System performance goals

- Freight movement
- Safety, security, and resiliency
- Multi-modal accessibility and mobility
- Energy conservation and protection of the natural environment
- Reliability
- System preservation
- Equity

*Based on National Goals and Planning Factors, and local input.*



# Demographic trends

- Anticipate moderate growth, mostly in northern suburbs, but with more growth in City than has been experienced in the past few decades.

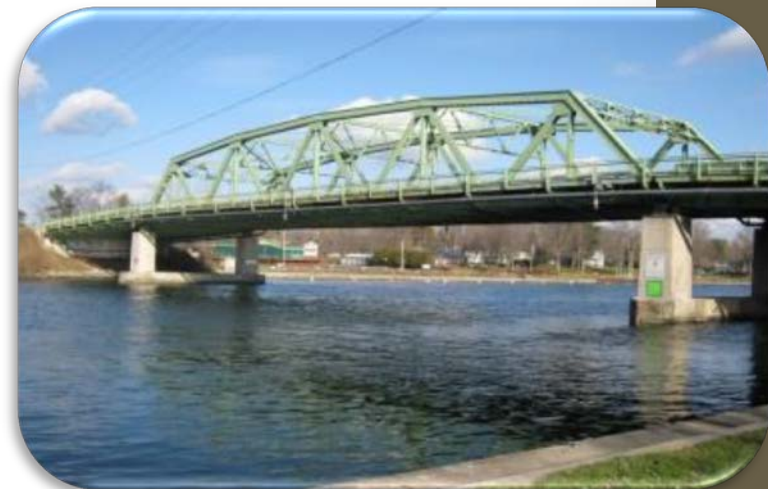
## Anticipated change, 2014-2050

	Households	Jobs
MPA	+7.2%	+13.0%
City	+3.1%	+13.9%

- Monitor trends in travel choices among Baby Boomers and Millennials

# Pavement and bridge trends

- Vast and aging infrastructure requires nearly yearly or cyclical maintenance
- Pavement condition ratings in the area were declining since 2009 (the 2015 average for federal-aid eligible roads was highest it's been since 2010 [6.8 out of 10])
- Nearly 50% of bridges are “deficient” (candidate for rehabilitation or replacement)





# Transportation system performance

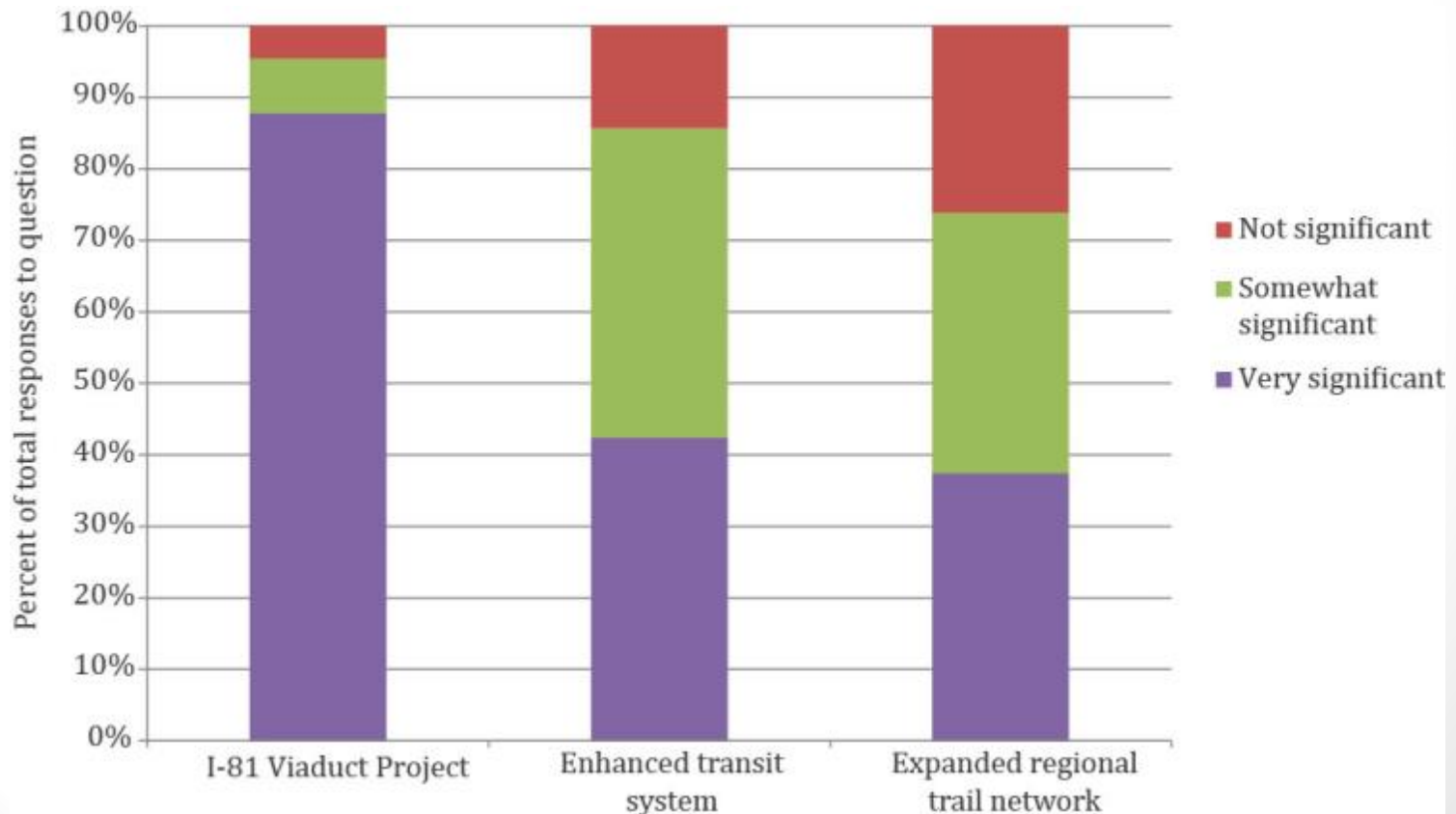
- Currently, system works very well for drivers
- Support for expanding transit and bicycle and pedestrian options
- Isolated areas of congestion; not much change expected in the future
- Maintaining good conditions and performance will support economic development.



# Regionally-significant projects

- The I-81 Viaduct Project
- Enhanced transit system
- Expanded regional trail network
- Inland port

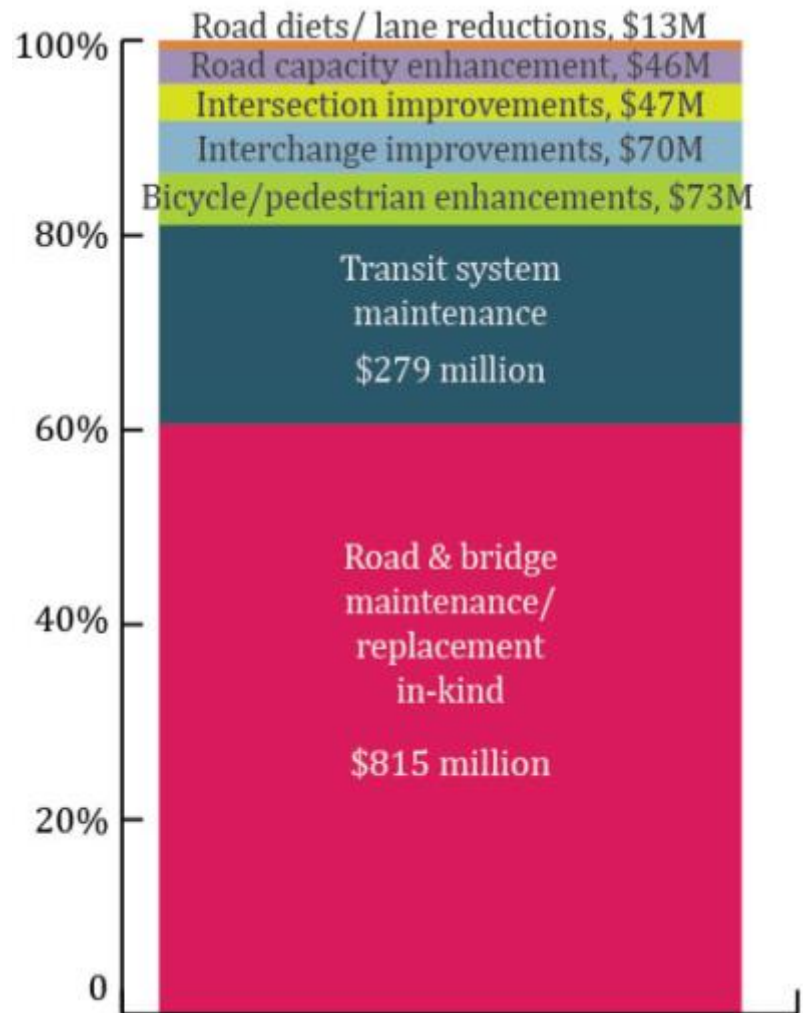
Public feedback on significance of major projects



# Fiscal outlook

- Deficits in federal aid funding (both highways and transit) projected during every timeframe of plan
- Closing the gap will require competitive funds, more local funds, or deferring some projects
- This does not include costs for I-81, enhanced transit, or increased maintenance work to bring most of the system into good condition.

## Short- and mid-term anticipated future project costs by category through 2030



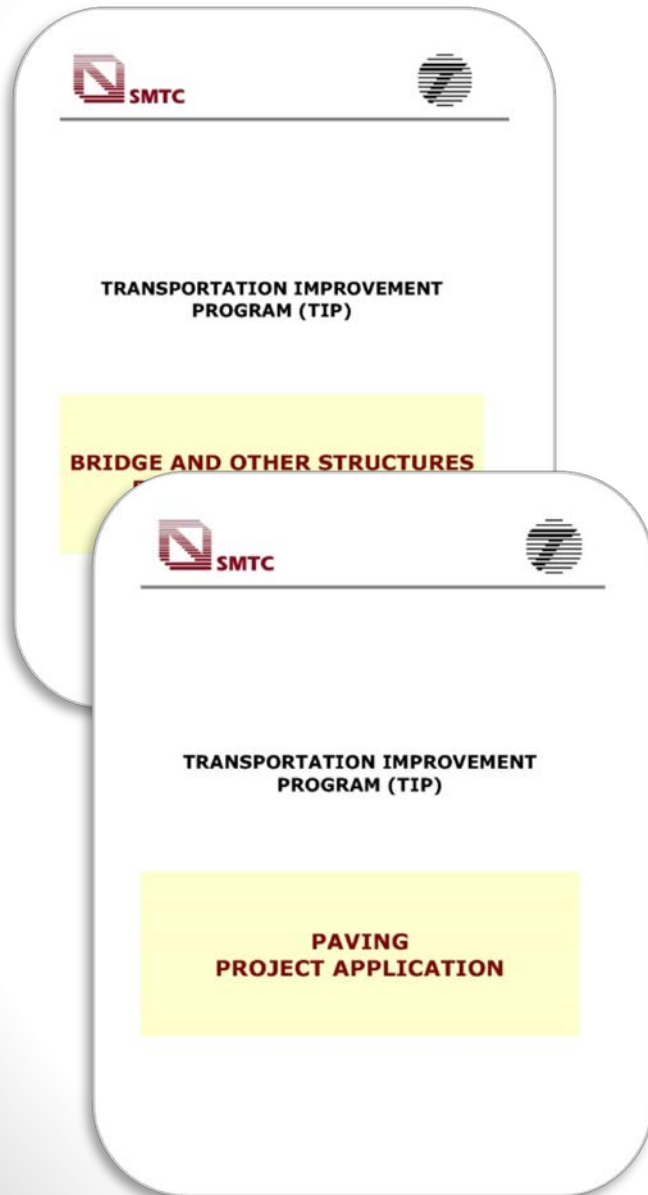
# CAPITAL PROJECTS (TRANSPORTATION IMPROVEMENT PROGRAM)

# What is the TIP?

- Listing of all projects programmed with Federal Highway or Federal Transit Administration funds.



# Application & Selection



- Application:
  - Project Proposal form submitted by sponsoring municipality or facility owner.
  - Private organizations may suggest or recommend projects, but the proposal must be sponsored by appropriate entity.
- Project selection:
  - Eligibility screening
  - Detailed project evaluation
    - Consistency with LRTP goals, objectives, and performance measures.



# Project Types (Federal Highway \$s)



Bike/Ped



Bridge



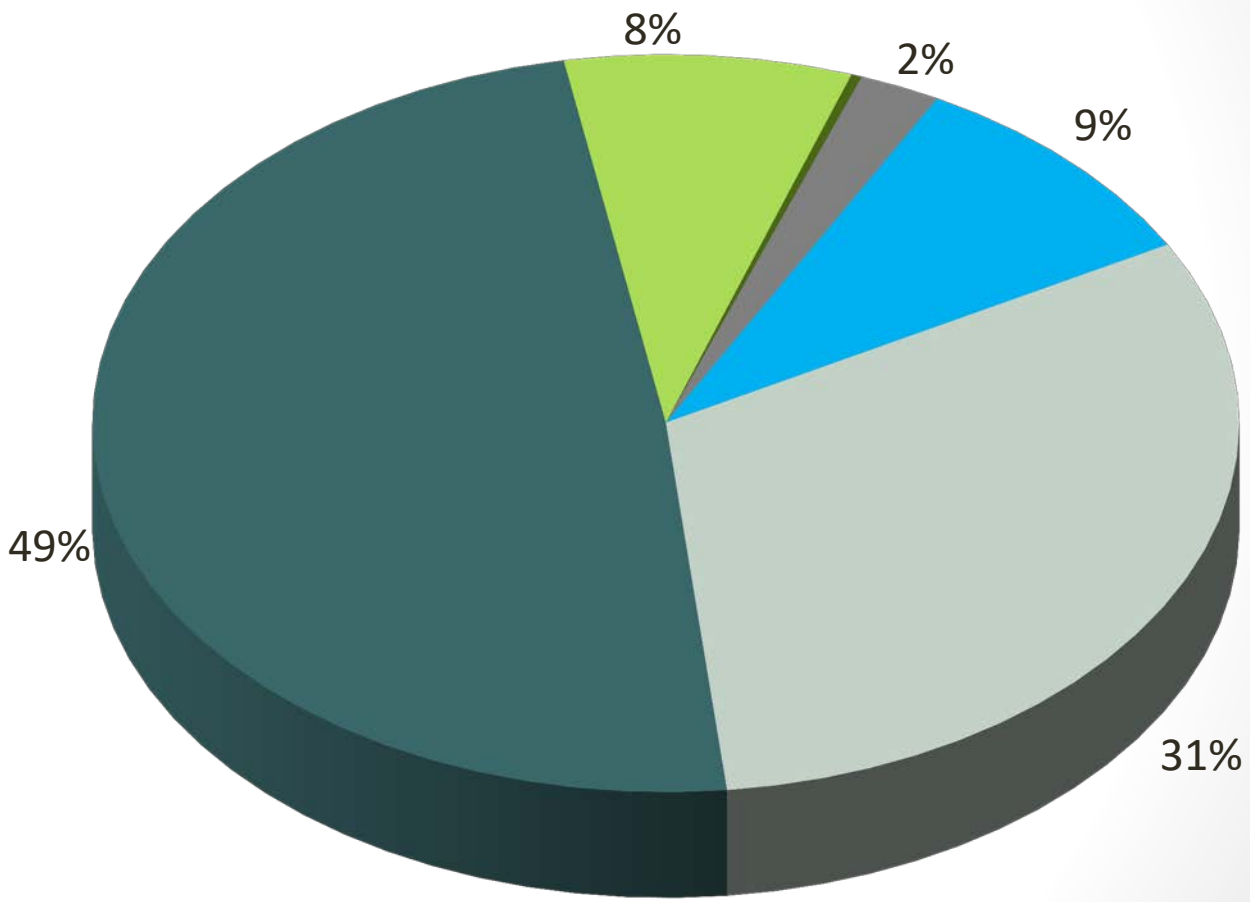
Paving



Special



Transit



# PLANNING ASSISTANCE FOR MUNICIPALITIES

# Assistance we can provide

	Scope and Public involvement	Budget	Time to complete
General planning assistance	<i>limited</i>	<i>Small (&lt;\$10K)</i>	<i>Short ( &lt;6 mos)</i>
Local Comprehensive Plan Assistance			
Unified Planning Work Program (UPWP) study	<i>significant</i>	<i>Large (&gt;\$40K)</i>	<i>Long (&gt;1 yr.)</i>

# General planning assistance

- Short-term, narrow focus.
- Can be completed under existing UPWP tasks, such as “regional planning assistance” or “general bicycle/pedestrian planning.”
- No formal application procedure. First-come, first-served depending on availability of staff at time of request.
- No public involvement, minimal “stakeholder” or “working group” meetings.
- Results in brief technical memorandum summarizing findings.

# General planning assistance: example

## **Tully Route 80 Bicycle and Pedestrian Connector Assessment**

- Evaluated the potential for a sidewalk and/or off-road pathway along a half-mile segment of Route 80 near Tully High School.
- Completed task with SMTC's general bicycle and pedestrian planning.
- Conducted field assessment with NYSDOT staff, obtained right-of-way information, developed cost estimates, and identified next steps for implementation.
- Held two working group meetings with Town of Tully, Village of Tully, Tully Central School District, NYSDOT, SUNY ESF. No public meetings.
- Submitted findings memo to working group in June 2016.



# Comprehensive Plan Assistance Overview

- Standing UPWP task, sponsored by SOCPA.
- Provide assistance to municipalities that are updating their comprehensive plans.
- Anticipate providing assistance to up to 3 municipalities within one program year.
- Municipalities to be chosen by SOCPA.
- Specific tasks to be defined once a municipality is chosen. Will be documented in a memo to SOCPA and municipality.
- SMTC staff will attend municipal meetings, may present findings at public meetings hosted by municipality.



# Comprehensive Plan

## Assistance: Potential tasks

- Educational outreach on transportation and land use planning
- Desktop inventory of transportation facilities
- Traffic counts (new counts, or compilation of existing data)
- Accident analysis
- Existing operations assessment (from travel demand model and/or capacity analysis)
- Future scenario assessment (travel demand model)
- Pedestrian demand assessment
- Conceptual plans/illustrations

# Comprehensive Plan

## Assistance:

## Deliverables and schedule

- Work and findings to be documented in a series of technical memorandums. Municipality may use any of this material directly in the Comprehensive Plan.
- Schedule will vary based on complexity, but likely 6 to 24 months

# Comprehensive Plan Assistance: Examples

## Jamesville Hamlet Transportation Assessment

- Current project for the Town of DeWitt and the CNY Regional Planning and Development Board
- RPDB creating a “hamlet master plan” and requested assistance with transportation elements
- Existing conditions inventory: pavement condition, road ownership, traffic volumes, accident analysis, some new traffic counts, existing intersection operations analysis
- Analyzed future traffic operations with potential redevelopment of former cement plant
- Developing concepts (graphics) for incorporating bike lanes, on-street parking, and access management
- Work will be summarized in 3 tech memos
- Public outreach being conducted by RPDB as part of their process



# Comprehensive Plan Assistance: Examples

## Route 57 build-out impact analysis

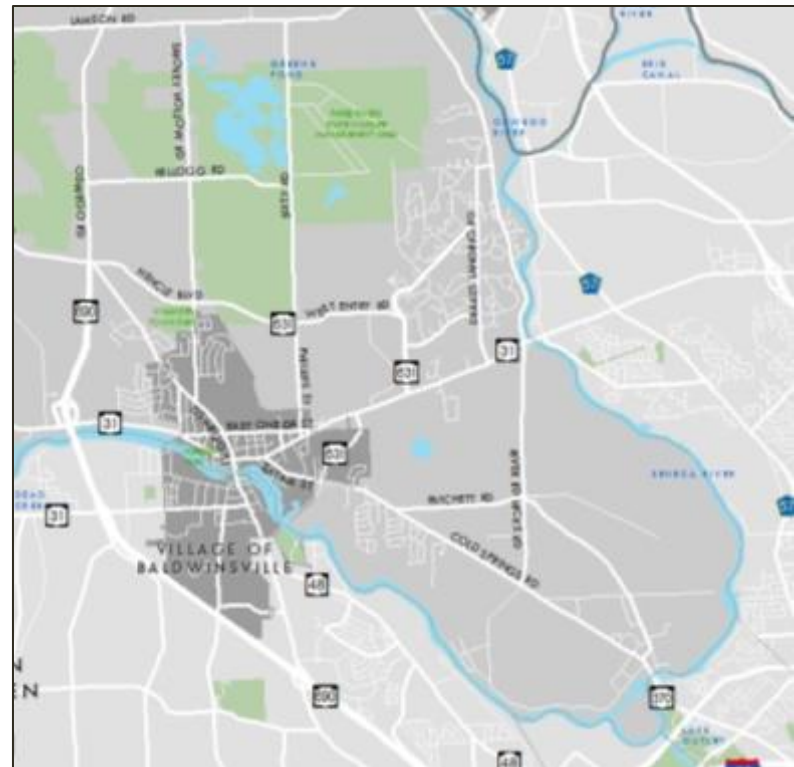
- Requested by SOCPA and OCDOT to identify transportation impacts of proposed and likely future land use changes along Route 57 between the Thruway ramps and John Glenn Boulevard.
- Working group to consist of SOCPA, OCDOT, Town of Clay, Town of Salina.
- No public involvement.
- Will use Synchro and SMTC's travel demand model to assess impacts of development.
- Identify future scenario, including land use and access modifications, that maintains acceptable levels of service on Route 57.
- Work to be summarized in two tech memos, 6-9 month timeframe.



# Comprehensive Plan Assistance: Examples

## Town of Lysander Comprehensive Plan Update Assistance

- Completed in 2015
- Town formed committee to update their Comprehensive Land Use Plan.
- Interest in understanding how much additional development could be supported in a particular area of the town and how this might impact the transportation system
- Technical analysis; no SMTC public involvement component.
- SMTC created 4 Tech Memos summarizing existing traffic data for the study area, accident analysis, existing intersection capacity, and future conditions analysis
- Future analysis used SMTC's travel demand model to assess impact of new housing and jobs in the town
- Portions of the findings were incorporated directly into the updated Comprehensive Plan



# UPWP project

- Stand-alone UPWP project specific to a municipality(ies).
- Formal application process and specific timeline
- Larger scope and budget, 1-2 year timeframe for completion
- Includes Study Advisory Committee and public involvement

# UPWP process: Timeline

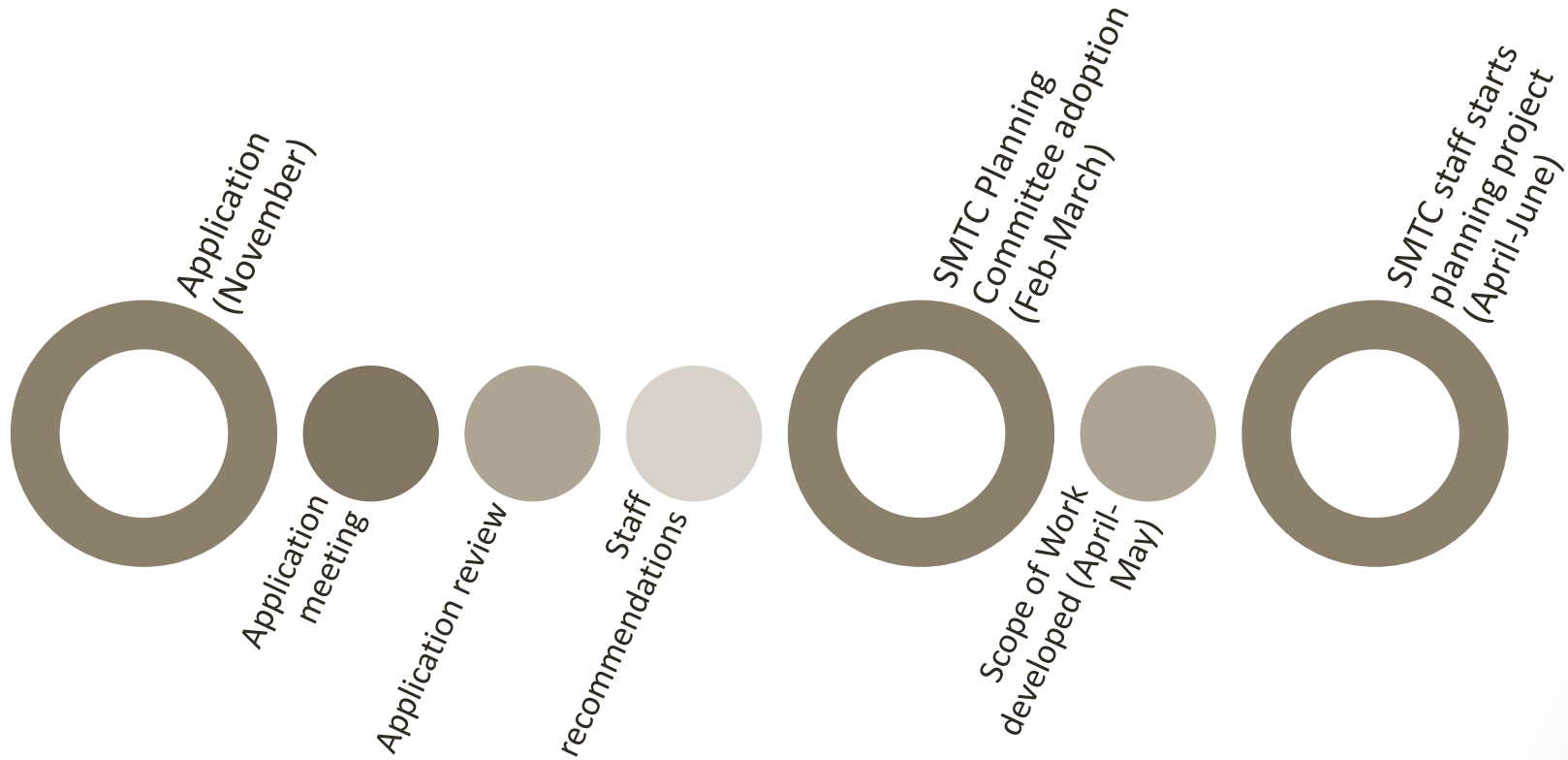
- Call letter sent to all SMTC member agencies and municipalities (mayors and supervisors)
- Generally, 30-day timeline provided to submit application(s).
- New applicants required to meet with SMTC prior to submitting application.
- Staff evaluates applications and makes recommendation to SMTC Planning Committee based on evaluations, available planning funds and skills required to complete projects.
- SMTC Planning Committee adopts annual work program.

# UPWP process: Application

- What's needed for an application
  - Appropriate point of contact
  - Basic project information (project description, affected agencies)
  - Project justification (key issues, alignment with SMTC's 2050 LRTP)
  - Preliminary tasks to undertake
  - Anticipated budget and schedule
  - In-kind services
  - Letters of support
- **Remember: it's not a grant, but rather transportation planning assistance completed by the SMTC staff.**



# UPWP timeline



# Examples of UPWP projects

- Bicycle and Pedestrian Assessments for Central DeWitt and Camillus
- Village of Fayetteville Route 5 Transportation and Land Use Analysis
- Erie Boulevard East Pedestrian Study

# Bicycle and Pedestrian Assessments

- Several roads in Camillus and DeWitt under review
- Examine demographics, land use, right-of-way, roadway geometrics, accident patterns, issues and constraints
- Identify opportunities for adding/improving bicycle and pedestrian infrastructure



*Limited pavement width;  
no shoulder space.*

# Fayetteville Rt. 5 Transportation & Land Use Analysis

- Evaluate and model traffic patterns in the village
- Identify potential solutions to mitigate morning and evening rush hour traffic
- Travel time runs completed along Routes 5 and 290 for comparison purposes



# Erie Blvd East Pedestrian Study

- Improve the pedestrian experience in the near-term along Erie Blvd between Beech St in the City of Syracuse to E Genesee St in DeWitt.
- Examine issues & concerns regarding pedestrian travel.
- First public meeting March 8<sup>th</sup> at H.W. Smith Pre-K – 8 School



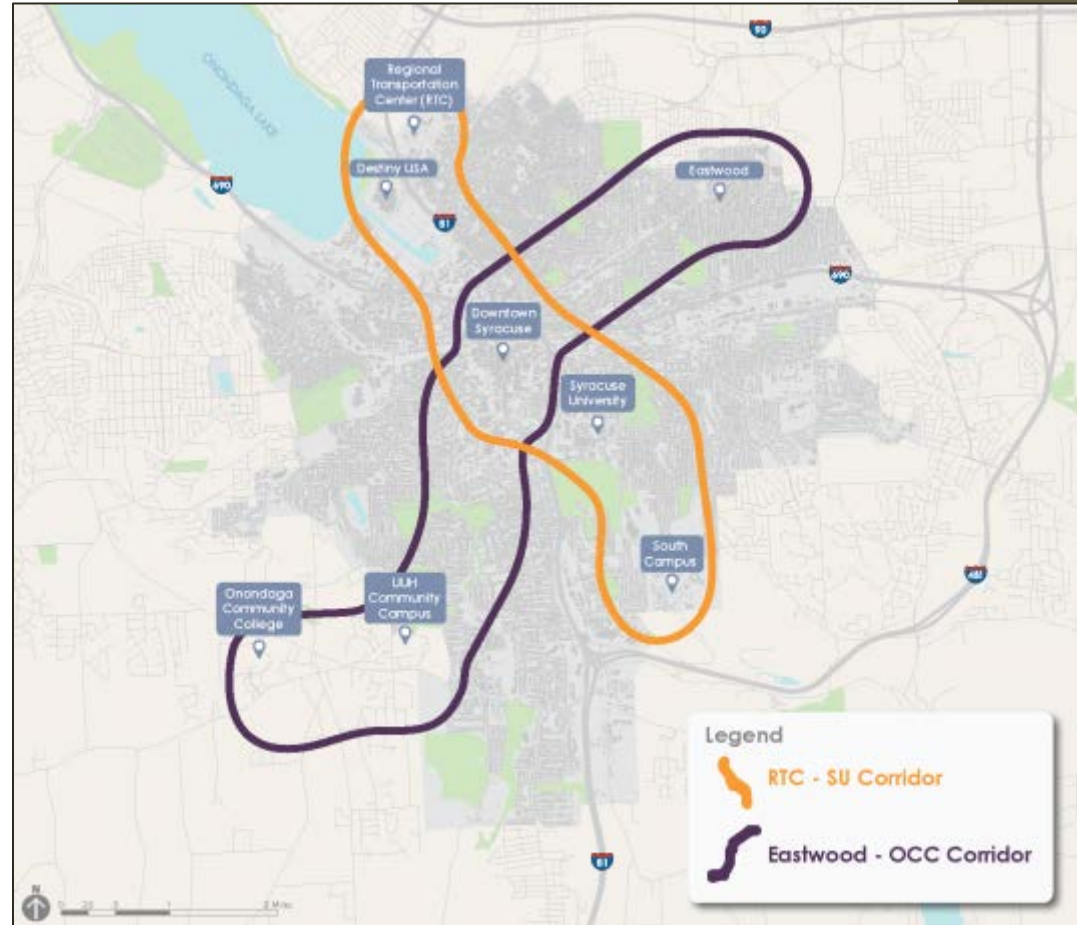
# Other current/recent studies

- Syracuse Metropolitan Area Regional Transit Study Phase 1 (SMART 1)
- Work Link
- Erie Canalway Trail
- Sustainable Streets
- Roundabout Feasibility Analysis
- Centro surveys (riders, non-riders, employers)
- Traffic count program



# SMART 1

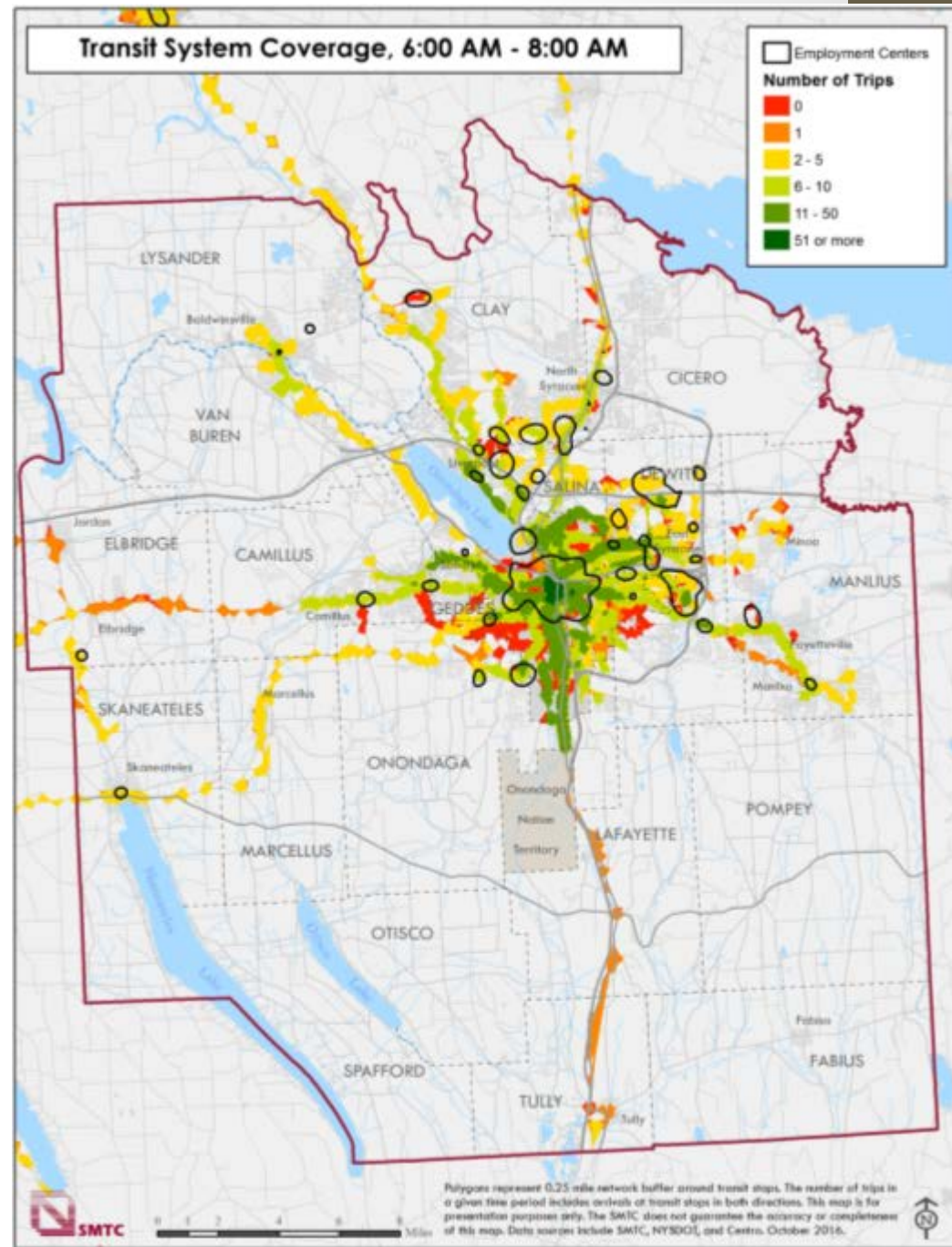
- Feasibility of Bus Rapid Transit or Light Rail Transit along 2 corridors:
  - Regional Transportation Center - Syracuse University
  - Eastwood – Onondaga Community College
- Bus Rapid Transit recommended for further analysis and implementation
- Final public meeting in Fall 2017





# Work Link

- Look at options for getting low-income, transit-dependent workers to job opportunities in various employment “clusters”
  - City-to-suburb commute
  - 2<sup>nd</sup> and 3<sup>rd</sup> shift job openings when transit service is limited
  - Work with public and private partners to gauge feasibility
- Technical analysis to be completed in 2017



# Erie Canalway Trail

- Documented plan for implementation of Erie Canalway Trail through Syracuse with connections to DeWitt & Camillus.
- Phase I developed suggested on-road signed route options
- Phase II developed suggested off-road route options to the extent possible/desired

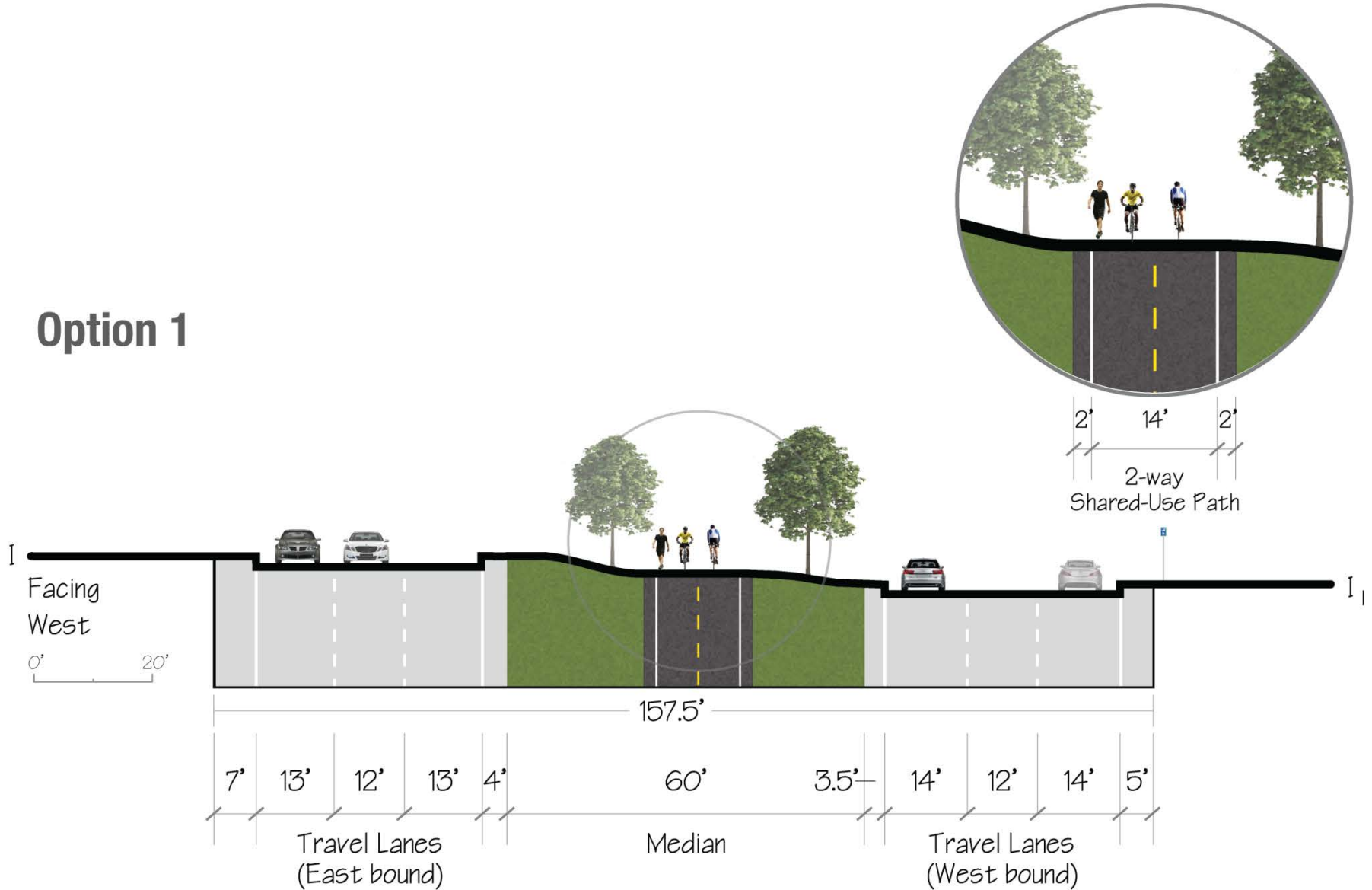


**Project Complete**

# Example Section Drawing

## Erie Blvd East Green Median (between Smith St & Thompson Rd)

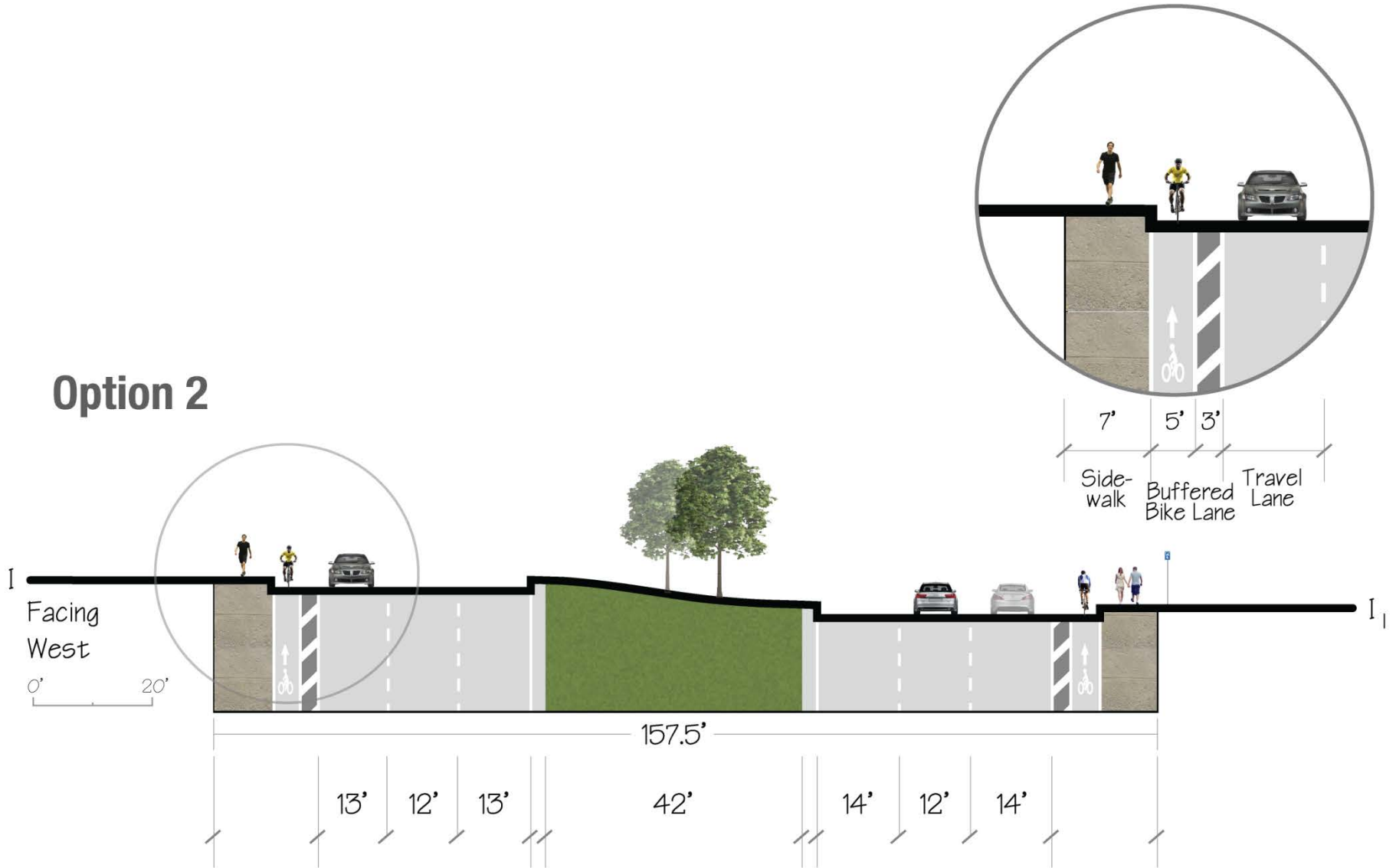
Option 1



# Example Section Drawing

## Erie Blvd East Green Median (between Smith St & Thompson Rd)

**Option 2**





# Sustainable Streets

- Created a set of tools for sidewalk planning, including:
  - A GIS model that identified 30 “Priority Zones” where the mix of population characteristics and destinations combine to create places that are or should be very walkable, given the right infrastructure.
  - An inventory of sidewalks for the suburbs and the first complete inventory of sidewalks for the City of Syracuse.
  - An exhaustive Reference Document, including hyperlinks to a wealth of information available online, as well as summaries on topics such as legal issues, financing, and maintenance.



**Project Complete**

# Roundabout Feasibility Analysis

- Analyzed the feasibility, costs and benefits of replacing three existing intersections with roundabouts:
  - Leavenworth Circle (Delaware St., Tallman St., West Onondaga St., Onondaga Ave.)
  - East Colvin St. & Comstock Ave.
  - Springfield Rd. & Thompson Rd.



**Project Complete**

# Centro surveys

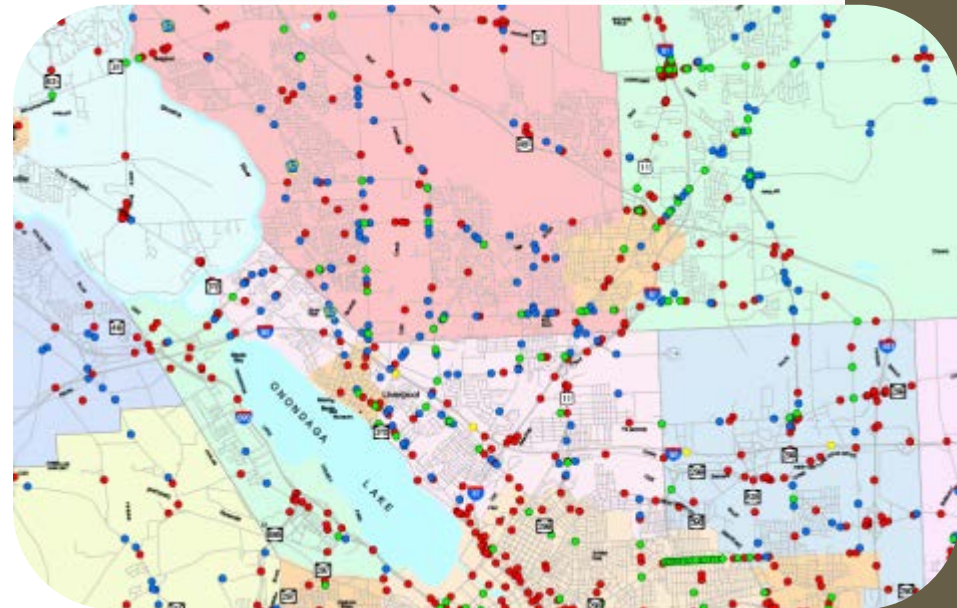
- Three surveys:
  - Riders (will be distributed on-board buses)
  - Non-riders (will be distributed by mail)
  - Employers (distributed to over 500 businesses in Onondaga County)





# Traffic Count Program

- Establish traffic count program to supplement State DOT data for:
  - Onondaga County owned roadways
  - City of Syracuse federal-aid eligible roadways
- Counts gathered by consultant and SMTC staff
- Data essential to numerous SMTC, municipal and private efforts
- Funded by SMTC's annual budget



# Resources available from SMTC

- Traffic counts – intersections and road segments
- Publications – available for download or request a hard-copy
  - Transportation Atlas
  - Bike Suitability Map
  - Canal Services Map
  - Introduction to SMTC brochure
  - Transportation Planning Glossary
  - Newsletters
- Online interactive maps
  - Pedestrian Demand Model
  - Bike Map
  - Hiking and biking in Central New York
  - Planning Area

# Get involved, stay informed!

Syracuse Metropolitan Transportation Council

126 N. Salina Street, Suite 100

Syracuse, NY 13202

315-422-5716

Visit us on the web: [www.smtcmpo.org](http://www.smtcmpo.org)



Syracuse Metropolitan Transportation Council

Email us: [contactus@smtcmpo.org](mailto:contactus@smtcmpo.org)