

Regional Transportation Goals & Strategies: from planning to local implementation

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Syracuse Metropolitan
Transportation Council

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Metropolitan Planning Organization (MPO):

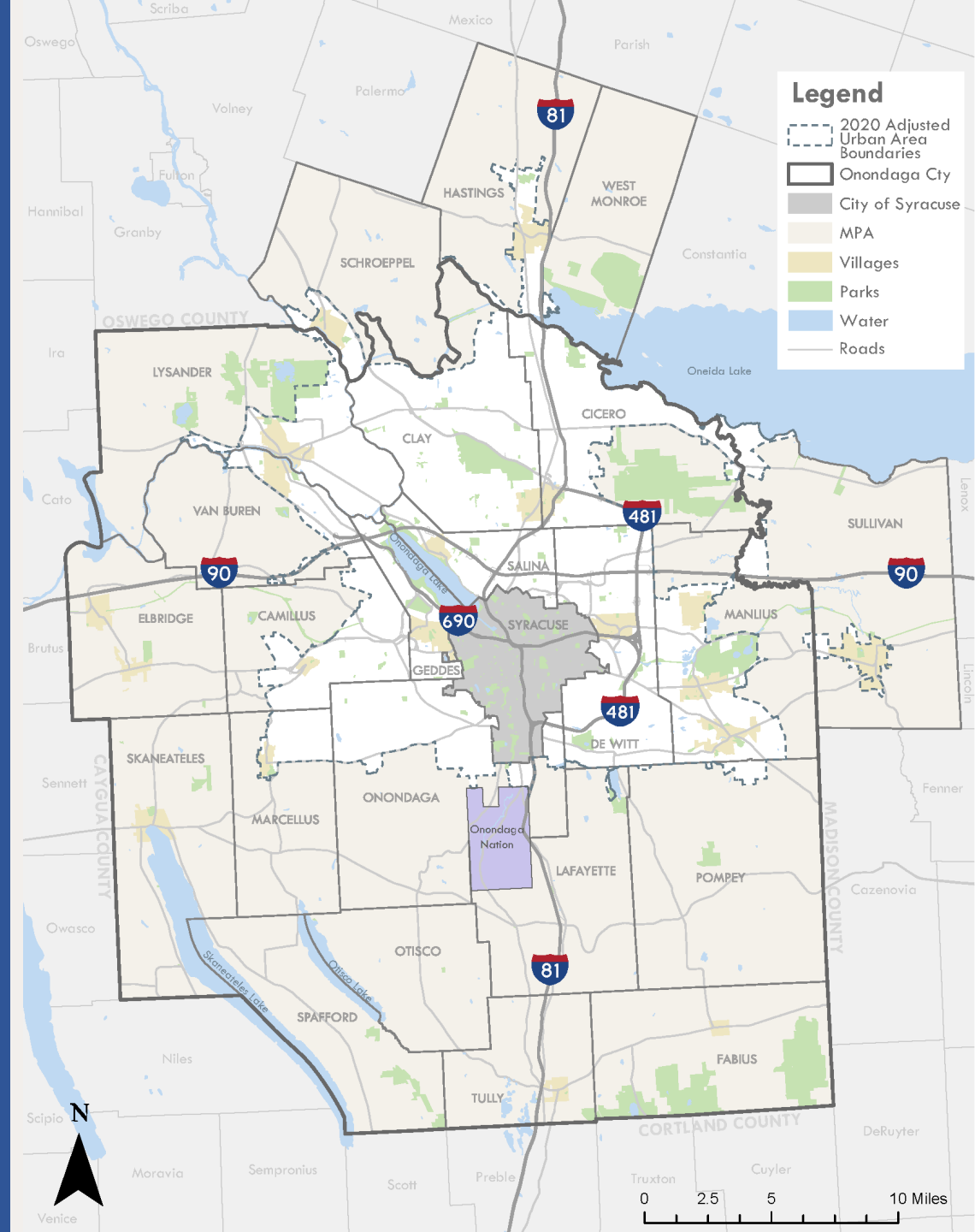
a transportation policy-making and planning body made up of representatives of local, state, and federal government and transportation authorities.

The MPO is charged with the **comprehensive, cooperative, and continuous** transportation planning process for a metropolitan area.



SMTC's Metropolitan Planning Area (MPA)

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



Central New York Regional Transportation Authority (Centro)

Central New York Regional Planning & Development Board

City of Syracuse:

Mayor Common Council Department of Public Works
Planning Commission Planning

CenterState Corporation for Economic Opportunity

New York State:

Department of Environmental Conservation Department of Transportation
Empire State Development Corporation Thruway Authority

Onondaga County:

County Executive Department of Transportation
County Legislature Department of Planning
Planning Board



Staff

Director Planners Analysts

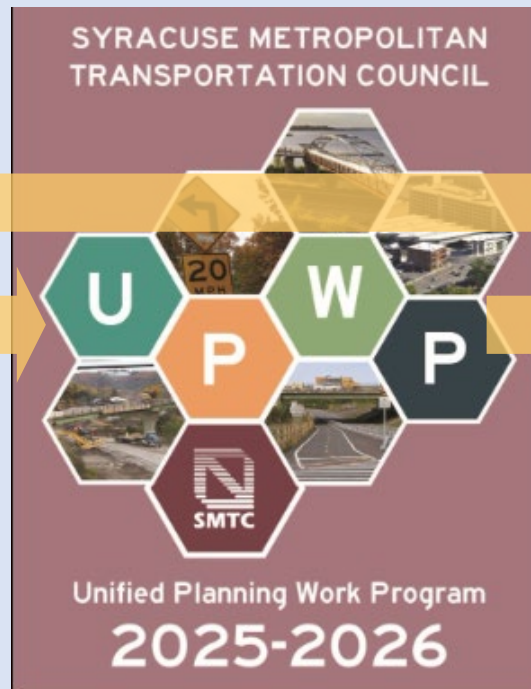
Member Agencies

The Policy Committee is the MPO.

SMTC planning and programming



Regional transportation vision



Specific transportation studies and plans



Federal funding program

The 2050 Metropolitan Transportation Plan (MTP)

20+ year vision for transportation system

Updated every 5 years (due to be adopted by end of September 2025)

Multi-modal

Fiscally-constrained



Planning Context

There will be two primary influences on transportation planning in our region over the next 25 years:



The region will GROW.

- Jobs and population will grow at a scale that CNY has not experienced in decades.
- A significant increase in housing supply will be necessary.
- Housing growth should be focused in mixed-use, walkable and bikeable 'strong centers' per Plan Onondaga.



TECHNOLOGY will change.

- The transition to electric vehicles will accelerate.
- We will need to implement current 'smart systems' technology, while also preparing for emerging technology over the next 25 years.

Context: **PLAN ONONDAGA**

Greenways & Blueways



Strong centers are walkable, people oriented places with a mix of jobs, housing, shopping, dining, culture, public spaces, entertainment, transportation, and services.

Vision: Onondaga County will strengthen the quality of life and economic stability of local communities through the development of amenity-rich, vibrant, and walkable centers.

Housing & Neighborhoods



Community Mobility is the ability of people to travel from place to place within Onondaga County. Community mobility strategies aim to provide for more choice in the transportation system and to improve safety for all users.”

Vision: Onondaga County will enhance mobility by improving the safety, accessibility, and diversity of options for moving people within and between communities.

Agriculture

“Priority funding initiatives”



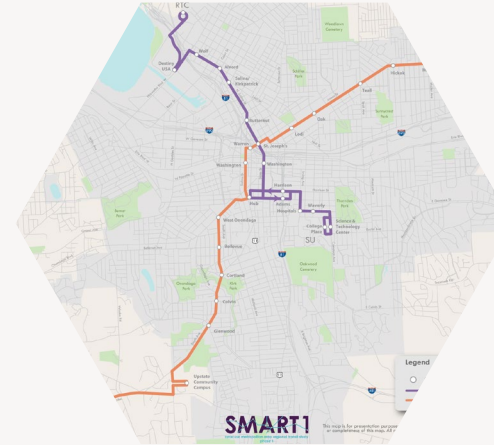
Complete the I-81 Community Grid

Including conversion of existing I-481 to I-81 and associated capacity projects, removal of downtown viaduct, completion of BL81 through City of Syracuse, new I-690 exit.



Continue to expand regional trail network

Focus on closing gaps and increasing connectivity to the primary corridors such as EST, Creekwalk, Loop the Lake.



Implement the BRT system

As identified in the SMART1 study, and continue to expand other transit options.



White Pine Business Park regional accessibility

Transportation projects necessary for build-out of Micron site and surrounding industrial areas.

Considerations for new Goals & Objectives



Major themes from local and regional plans reviewed



Mobility

- Improve accessibility for all users, with a focus on bicyclists and pedestrians



Economic Development

- Support small, local businesses
- Concentrate development near existing commercial centers



Community

- Provide a diverse range of housing options
- Preserve historic structures and existing character



Environmental

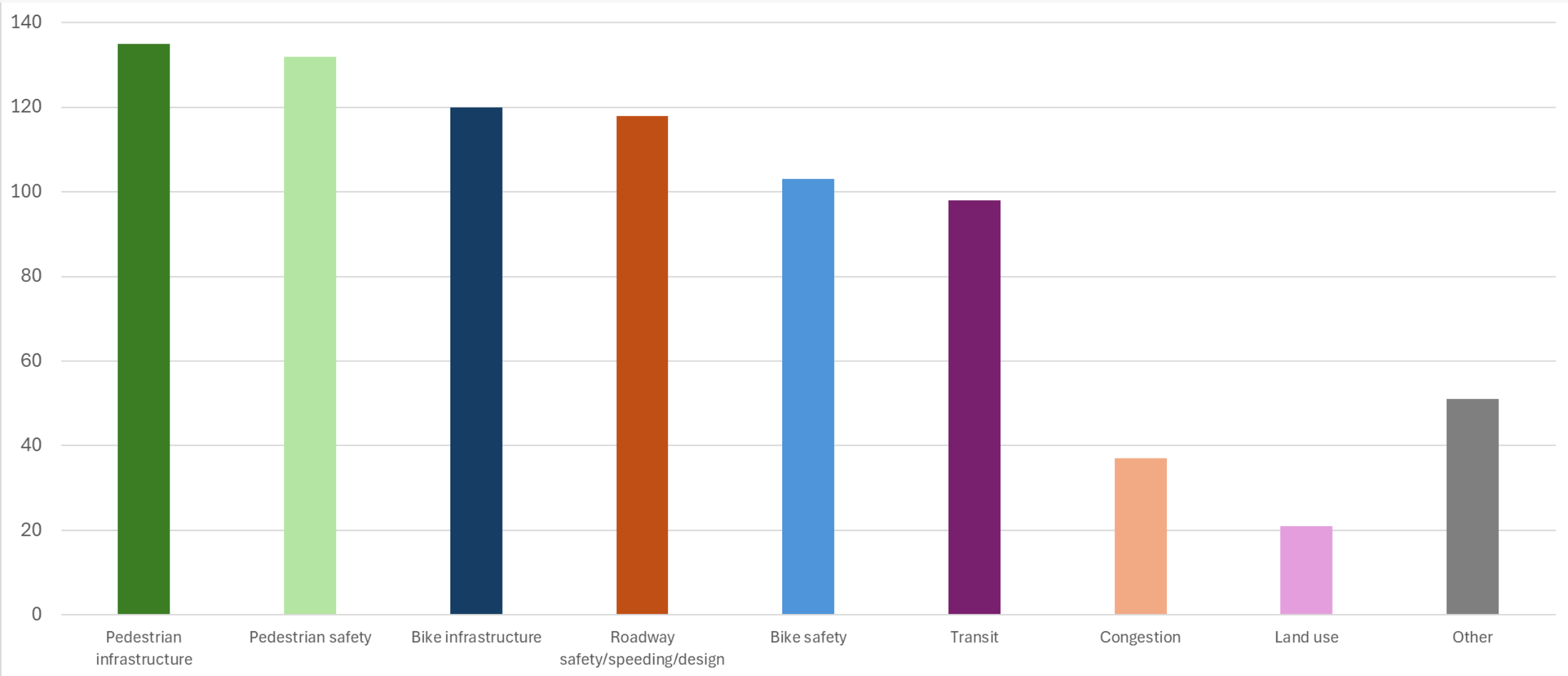
- Preserve and enhance natural amenities
- Preserve agricultural spaces



Good Governance

- Improve collaboration with other government agencies
- Improve transparency

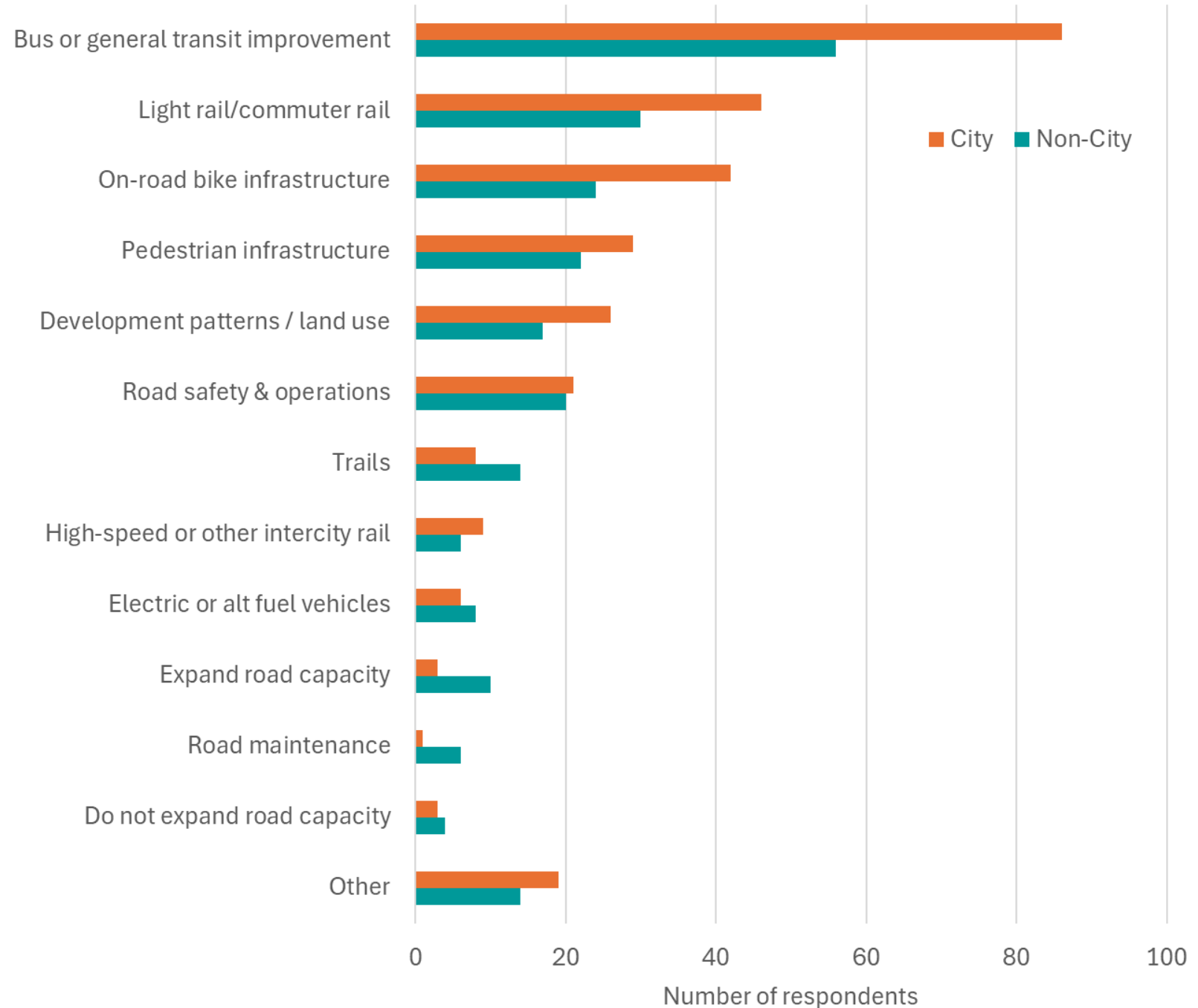
Where do you routinely experience issues or see opportunities while moving around your community? Think of moments when you are driving, walking, biking, or taking transit.



Average suggested funding allocation by home ZIP code location:
City of Syracuse vs. outside City of Syracuse (inc. no ZIP indicated)



With regional growth on the horizon, what transportation investments should we make today that future generations will thank us for tomorrow?

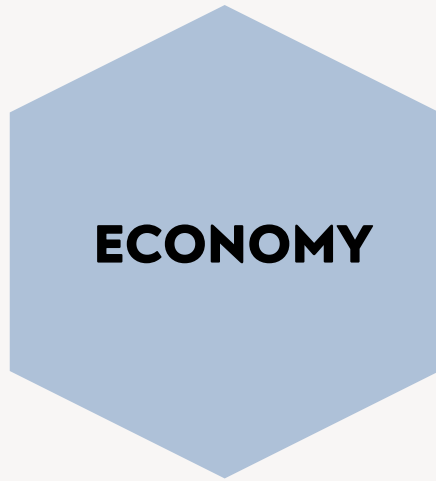


Overall MTP survey take- aways



- More frequent, reliable transit service, especially in the urban core / inner suburbs
- Walkable / bikeable communities – facilities to walk/bike safely, but also places to go (i.e. non-recreational trips)
 - Focus on protected bike facilities (on-road or road-adjacent)
 - Safe pedestrian crossings, complete the network
- Relatively few complaints about the existing road system, just wanting it to “work better” for all users – roundabouts, signal timing, complete streets, traffic calming.

MTP goal areas



MTP goals & objectives: ECONOMY

Goal	Objective
Support efficient and reliable freight movement.	Maintain a high degree of reliability in our freight network and on our National Highway System (NHS).
Expand access to opportunities and services.	Eliminate barriers to the transportation network through improved usability and accessible design.
	Improve access to major employment and training centers via all modes of transportation.
	Expand transit service options for off-peak and non-commuting trips.
Address new and rapidly changing technologies.	Strategically plan for publicly available electric vehicle charging stations.
	Incorporate smart city technologies like signal prioritization or autonomous vehicle infrastructure across the region.



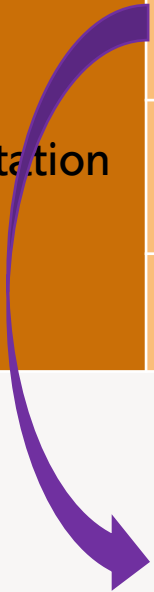
Accessible curb ramps

Transit-supportive site plans

Charging stations

MTP goals & objectives: COMMUNITY

Goal	Objective
Provide and maintain a safe, secure, and reliable transportation network.	Reduce serious injuries and fatalities from vehicle crashes and from crashes involving people walking and biking.
	Preserve and maintain existing transportation facilities including pavement, bridges, and bicycle/pedestrian facilities.
	Maintain a high degree of reliability on our highway system.



Vision Zero Plan, speed control measures

MTP goals & objectives: COMMUNITY

Goal	Objective
Support targeted growth in urban, suburban, and rural communities.	Focus transportation investments in existing and emerging centers as well as along planned transit corridors.
	Prioritize investments for disadvantaged communities.
Enhance mobility and accessibility between all modes of travel.	Create a cohesive and connected network of bicycle and pedestrian facilities across the region.
	Improve frequency and reliability of fixed-route transit service in the urban core and to regional employment centers.
	Expand micromobility options, such as bike and scooter-shares, outside the City of Syracuse.

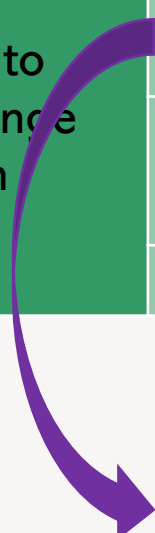


Land use and zoning, site plan review

Vision, Comprehensive Plan, Complete Streets policy

MTP goals & objectives: ENVIRONMENT

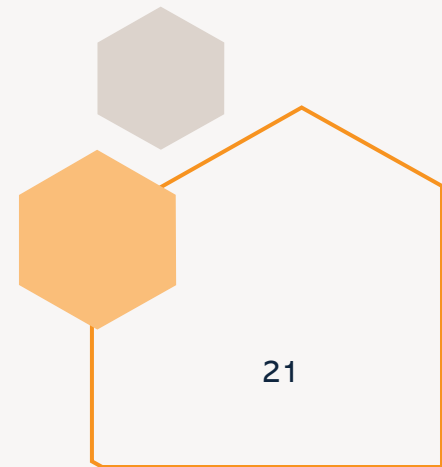
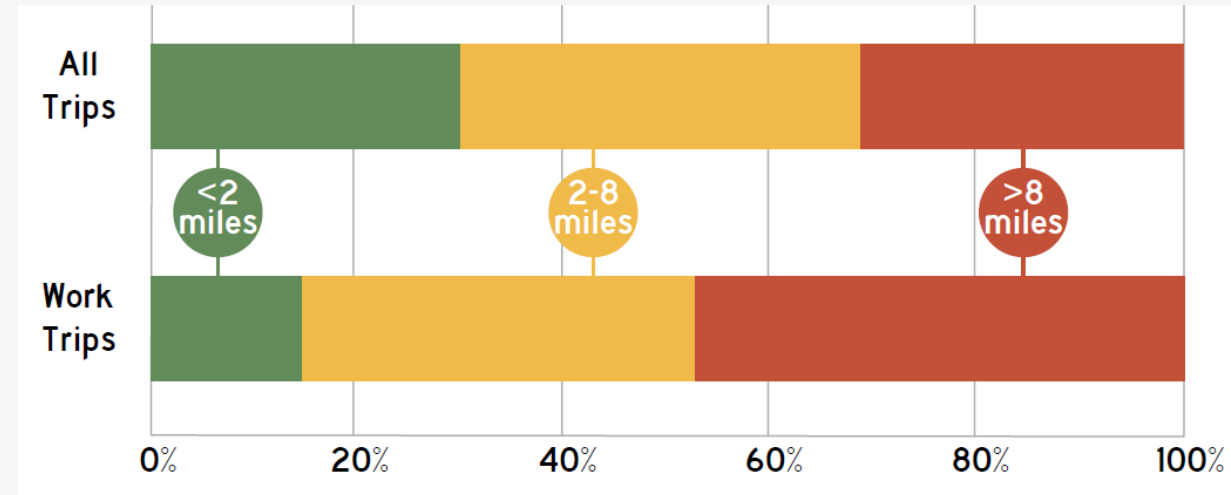
Goal	Objective
Protect, enhance, and connect important ecosystems and ecologically significant areas	Utilize greenways and blueways to connect our communities and natural resources.
	Reduce the quantity and improve quality of stormwater runoff from transportation facilities.
Ensure communities are well-equipped to mitigate/adapt to effects of climate change and support resiliency of transportation facilities.	Incorporate bioswales, street canopies, and other green infrastructure elements.
	Reduce greenhouse gas emissions.
	Reduce vehicle miles traveled (VMT).



Land use and zoning, site plan review

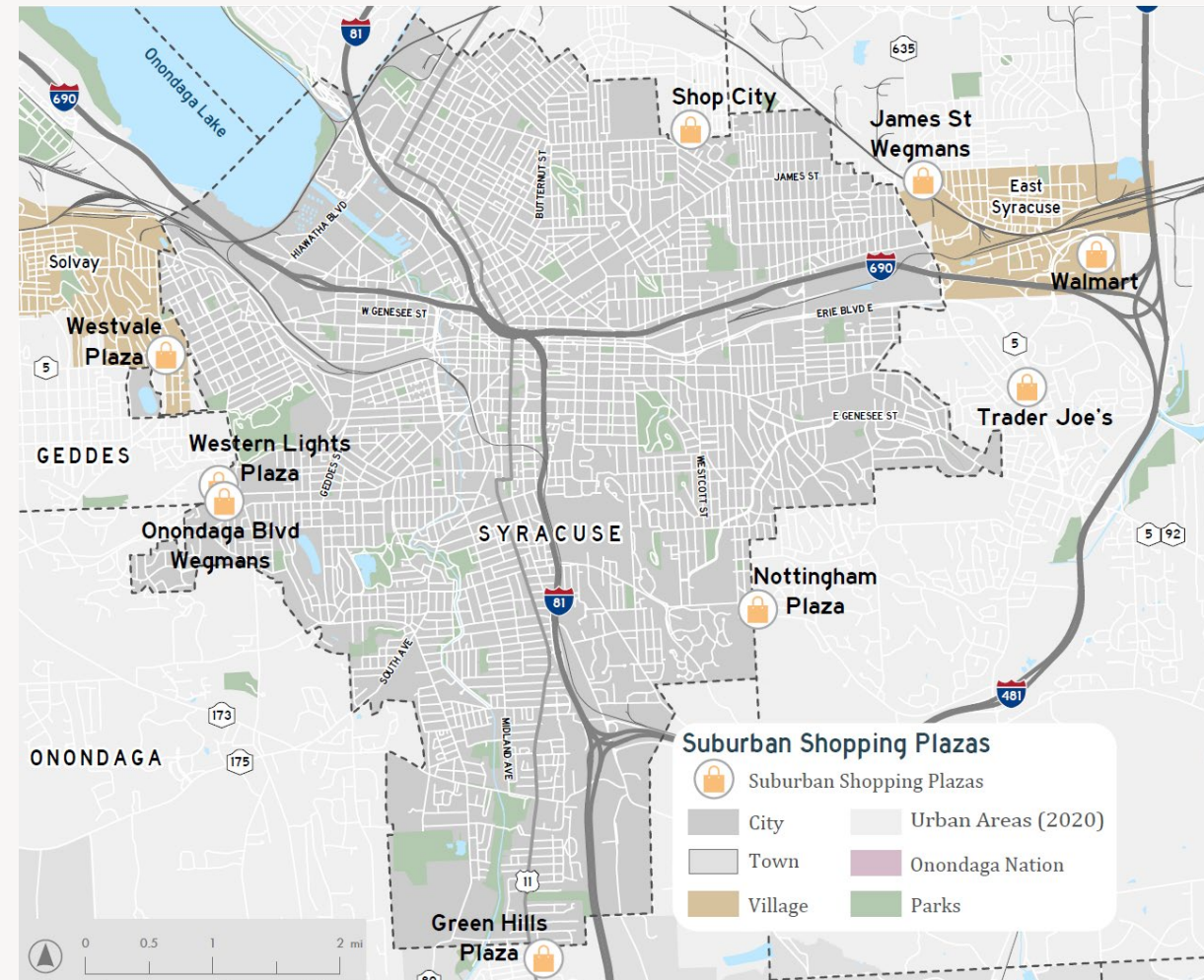
MTP needs assessment

- A New Framework
 - Consider ALL types of trips – how people meet all their daily needs
 - Recognize that most of the trips in the region are relatively short
- What We Heard
 - Pedestrian access at municipal boundaries
 - Opportunity to match trip mode to trip length
 - Local connections to regional trails
 - Safety and operations
- Future Growth and Mobility Options
 - Transit requires density!
 - Support centers and corridors with high activity unit density



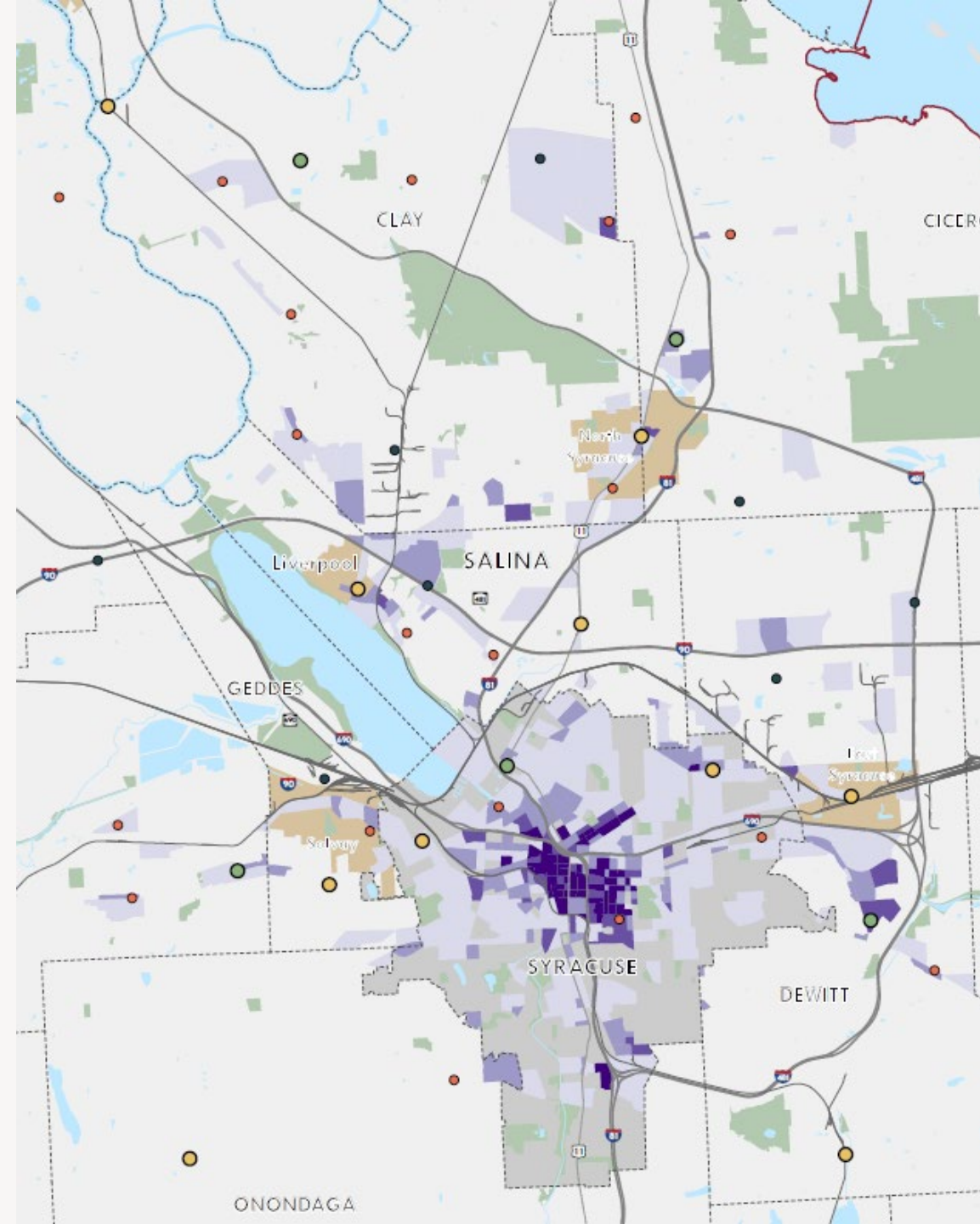
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Potential funding sources

Local

- Sidewalk district (example: [Town of Manlius Neighborhood Sidewalk Program](#))
 - GEIS + mitigation fees
-

MPO

- UPWP: planning assistance
 - TIP: capital projects
-

State

- Variety of programs through the REDC / CFA process may allow transportation elements as part of a larger planning effort and/or capital project; each program has different eligibility guidelines
 - regionalcouncils.ny.gov for list of resources available, guidebook, and application (2025 not announced yet but can review 2024 materials)
 - Periodic solicitations for use of additional Federal capital funds, for example, BRIDGE NY
-

Federal

- Mostly through MPO TIP process
- Some additional competitive grant programs; future competitive grant opportunities will depend on the next transportation bill (current IIJA/BIL expires in September 2026)

smtcupo.org/financinglocalmobility

Home » Studies/Plans » Financing Local Mobility

Financing Local Mobility

Our community is shifting gears for the first time in six decades as we prepare for what is expected to be a new phase of growth and development in Central New York. As a new generation of local leaders face the challenge of preparing their communities for this expansion, we need to plan for multimodal transportation networks to accommodate this growth. Planning our multimodal transportation systems becomes a critical step in preparing our community for what is to come, as well as the hurdle of financing these planned improvements.

The goal of this resource is to educate localities about the value of quality multi-modal facility networks, ways to plan for multi-modal facilities, and how to close funding gaps.

Check out our presentation as we dig deep into the tools available to plan and finance these networks and highlight some regional and national case studies. You can also find links to further resources on these financing tools, case studies, and reference manuals below.



smtcmpo.org/financinglocalmobility

Through the research for this project, the SMTC organized many attributes of various Value Capture techniques to help local leaders identify which might be most useful for them. Check out our [Value Capture Strategy Summary Table](#) to learn more about innovative financing tools available here in Central New York.

In addition, the FHWA created a [self-assessment tool for local municipalities and public agencies](#) to gauge their preparedness for implementing Value Capture techniques. SMTC encourages municipalities to use this tool to start internal conversations about what can be done locally to begin closing funding gaps in planning and funding transportation improvements.

+ Value Capture Fact Sheets

+ Case Studies

+ Reference Manuals

+ Webinars

+ SEQR Resources

How to plan for a new road/road network

Step 1 – Create a vision

Identify the type of development you want, how much development you want, where you want it to go, and how you want it arranged.

Step 2 – Identify road / road network needs

Determine the type of road you need, general design, and layout. Quantify traffic growth, if needed.

If conducting a GEIS,

Step 3 - Calculate mitigation costs & a mitigation fee formula

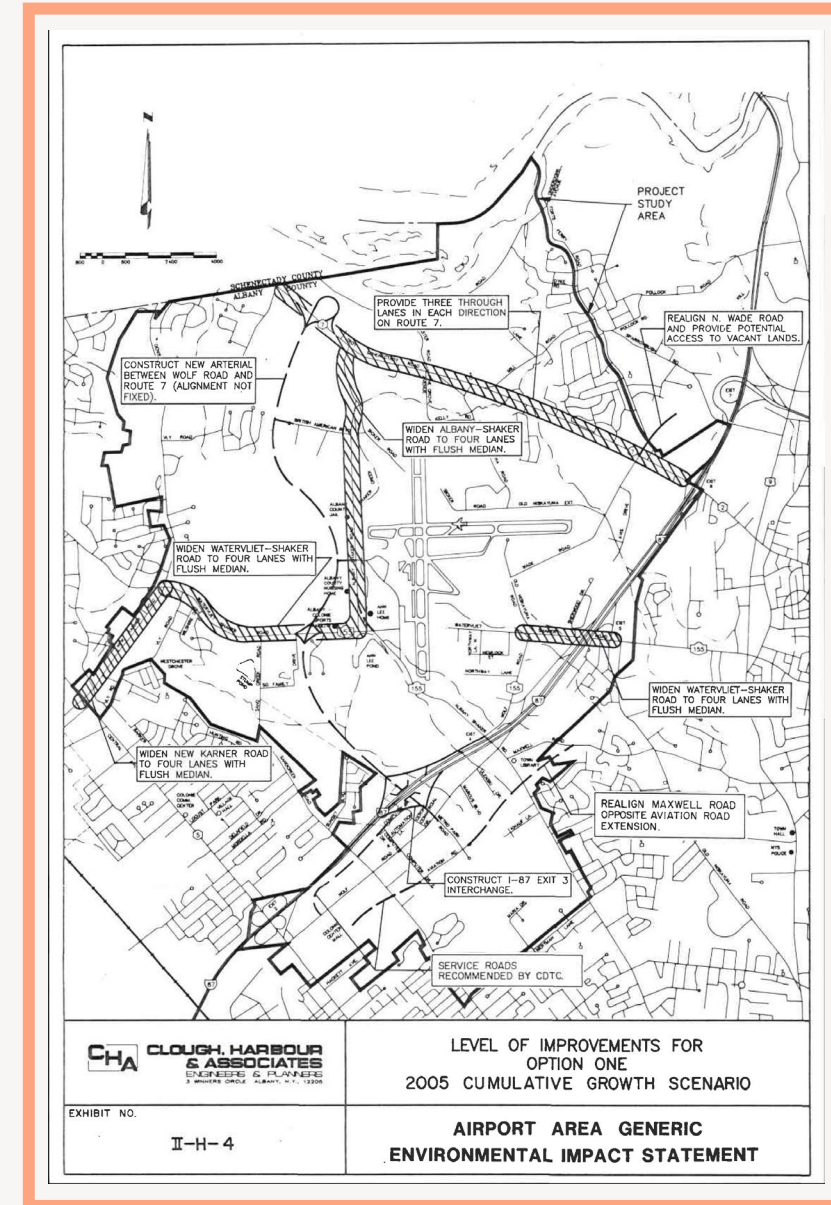
Step 1 - Create a vision

- Form a study committee with key stakeholders
- Meet throughout the entire process
- Identify the type of development you want, how much development you want, where you want it to go, and how you want it arranged.
- Identify concerns, challenges, and ways to overcome them

Step 2 - Identify road/road network needs

- Determine how much development can reasonably fit
- Calculate anticipated traffic growth
- Determine the type of road(s) you need, general design, and layout.

Think about the road network and the level of access each road should provide. Do you have a hierarchy of roads, including collectors that provide access to smaller, residential or “side” streets? For commercial or mixed-use areas, is there a “spine” that provides efficient internal traffic movement (while minimizing driveways on the “main” road)?



Step 3 – Calculate mitigation cost & fee formula

- For complex plans
- Potential environmental impacts, if implemented
- Professional assistance required
- Identify mitigation costs & fee formula
- Municipality must administer fee program

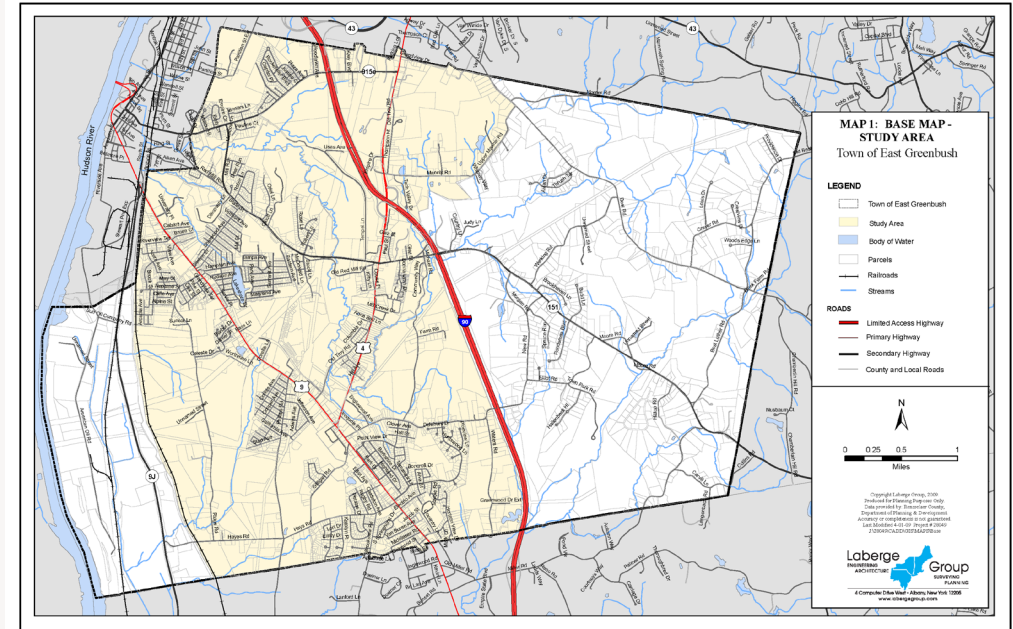


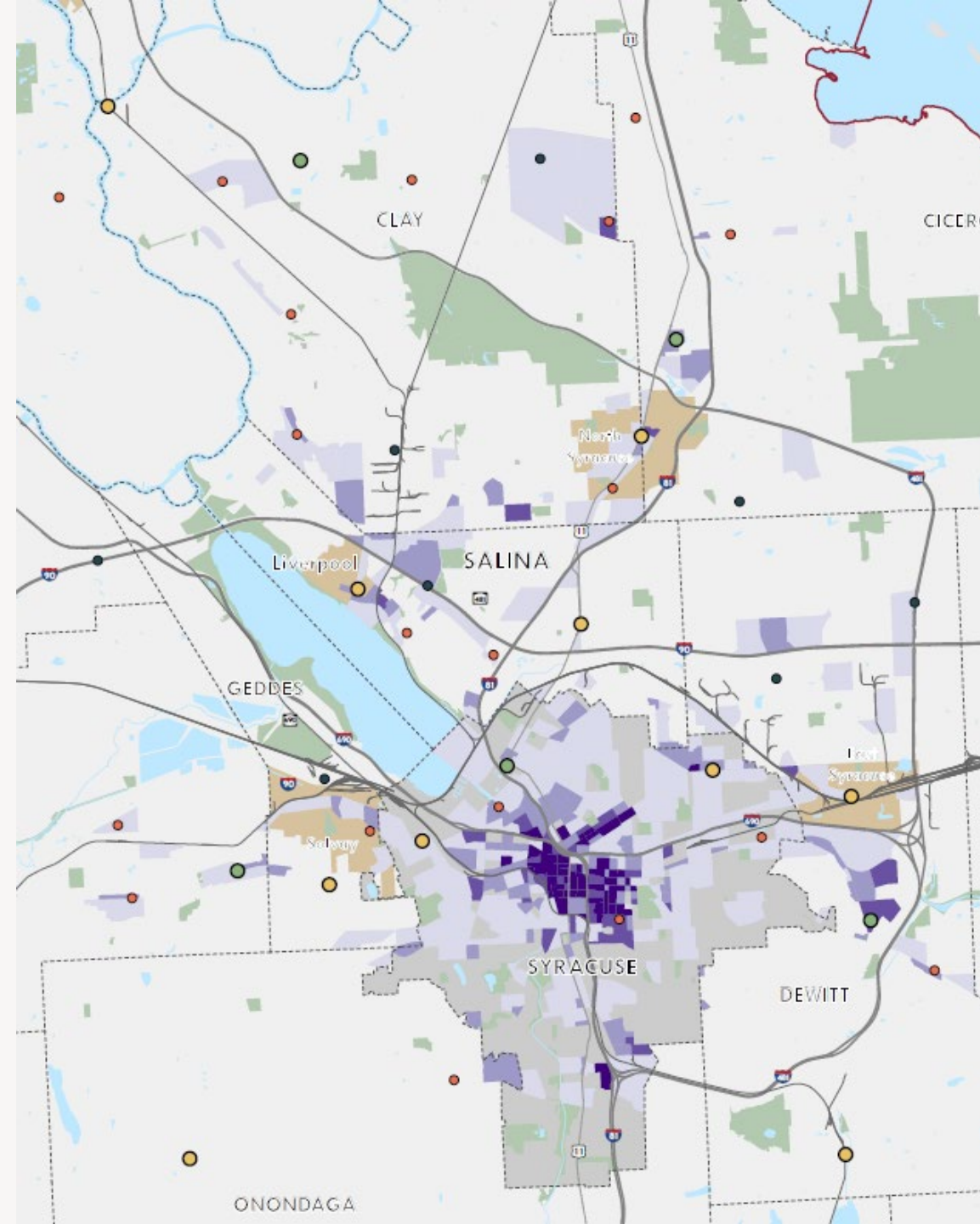
Table 44: Mitigation Fee Summary

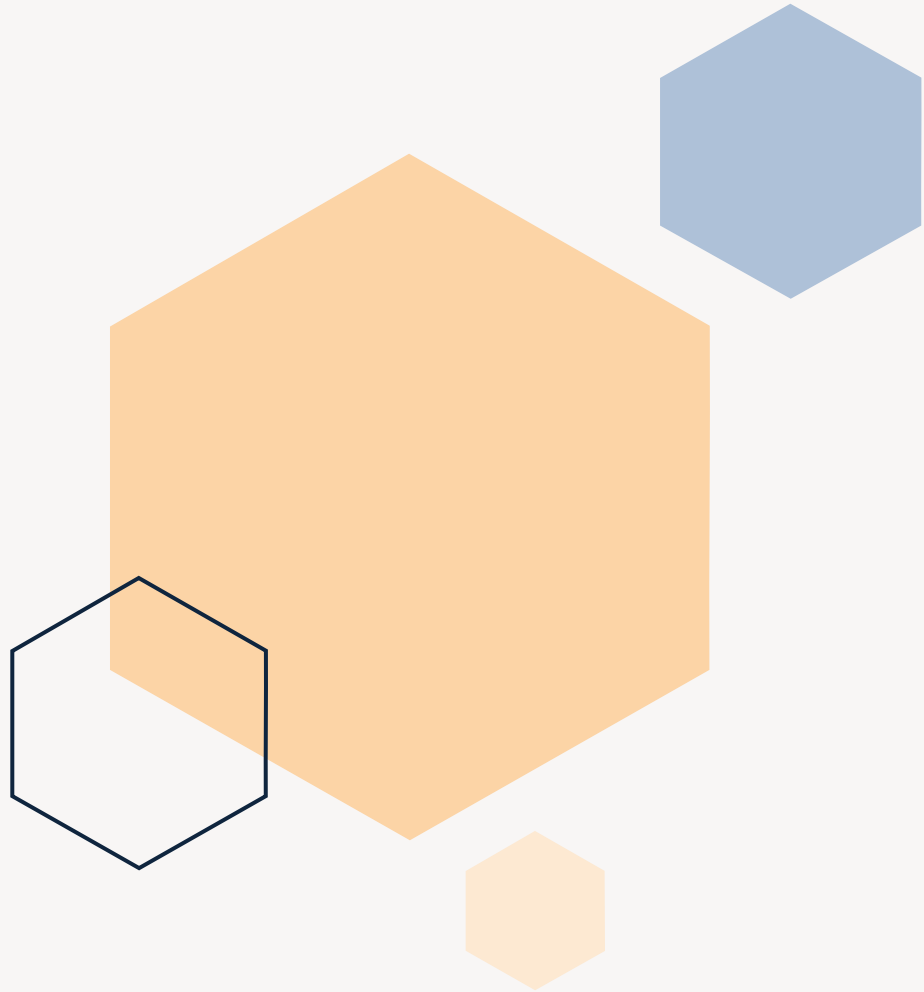
Mitigation Fee Summary					
	GEIS	Land Use/GIS	Water/Sewer	Recreation	Traffic
Total Cost	\$195,190	\$60,240	\$11,550,000	\$9,094,259	\$24,460,000
Private Share	100% \$195,190	90% \$54,216	100% \$11,550,000	10% \$1,364,139	\$20% 4,890,000
Unit of Measure	Trip	Trip	EDU	Commercial Square Foot	Trip
Cost Per Unit	\$52.29	\$14.52	\$5,100	\$0.98	\$1,310

Source: Town of East Greenbush GEIS, 2009

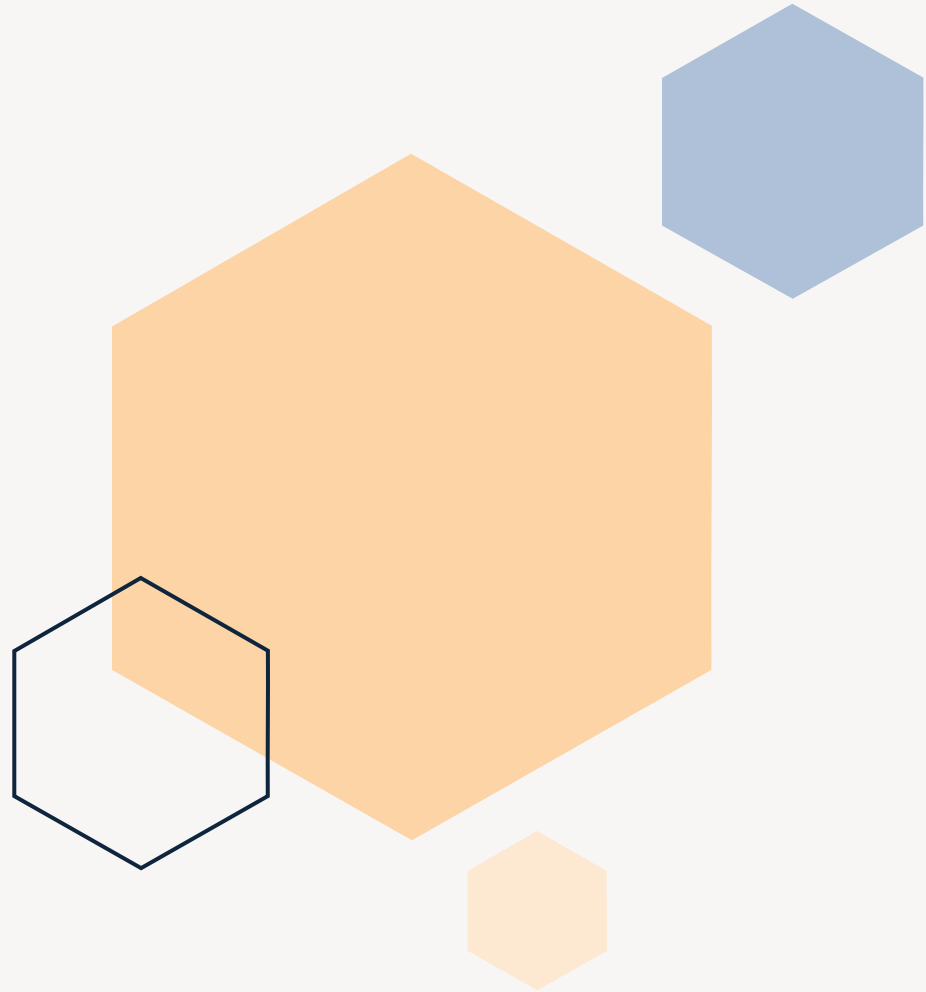
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 - Recognize that most of the trips in the region are relatively short
- What We Heard
 - Pedestrian access at municipal boundaries
 - Opportunity to match trip mode to trip length
 - **Local connections to regional trails**
 - Safety and operations
- Future Growth and Mobility Options
 - Transit requires density!
 - Support centers and corridors with high activity unit density





How can we look to build out local connections to regional trails – based on what we heard as a part of our MTP outreach?



Onondaga County Empire State Trail Local Economic Opportunities Plan

History of the Plan



- Empire State Trail expansion/improvements occurring in Onondaga County in 2019-2020
- County Planning interested in helping trail-proximate communities capture the economic impact
- Joint effort of the CNYRPDB, OCDOP, and SMTC
- Plan includes feedback from municipal surveys, mapping, potential bicycle and pedestrian improvements, and generalized cost estimates

Plan Goals



- Connect the new Empire State Trail to existing trails, especially the Loop the Lake Trail and Onondaga Creekwalk
- Enliven Onondaga County's businesses with new regional and statewide trail and waterway users
- Increase community visitation and local spending
- Capitalize on and strengthen the tourism potential of the historic canal heritage
- Improve quality of life, public health, and transportation options

MTP goals & objectives: ECONOMY

And the OC EST LEOP

Goal	Objective
Support efficient and reliable freight movement.	Maintain a high degree of reliability in our freight network and on our National Highway System (NHS).
Expand access to opportunities and services.	Eliminate barriers to the transportation network through improved usability and accessible design.
	Improve access to major employment and training centers via all modes of transportation.
	Expand transit service options for off-peak and non-commuting trips.
Address new and rapidly changing technologies.	Strategically plan for publicly available electric vehicle charging stations.
	Incorporate smart city technologies like signal prioritization or autonomous vehicle infrastructure across the region.



Add new multi-modal options for non-motorized use

Connect local job centers to the EST

MTP goals & objectives: COMMUNITY

And the OC EST LEOP

Goal	Objective
Support targeted growth in urban, suburban, and rural communities.	Focus transportation investments in existing and emerging centers as well as along planned transit corridors.
	Prioritize investments for disadvantaged communities.
Enhance mobility and accessibility between all modes of travel.	Create a cohesive and connected network of bicycle and pedestrian facilities across the region.
	Improve frequency and reliability of fixed-route transit service in the urban core and to regional employment centers.
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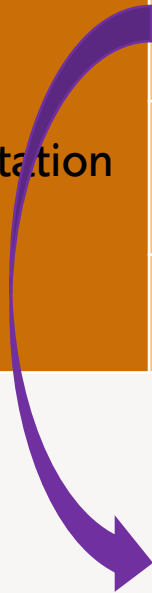
Strengthen our existing centers with connections

Continue to build out our robust bike network with EST and LTL

MTP goals & objectives: COMMUNITY

And the OC EST LEOP

Goal	Objective
Provide and maintain a safe, secure, and reliable transportation network.	Reduce serious injuries and fatalities from vehicle crashes and from crashes involving people walking and biking.
	Preserve and maintain existing transportation facilities including pavement, bridges, and bicycle/pedestrian facilities.
	Maintain a high degree of reliability on our highway system.



Add protected infrastructure where possible

MTP goals & objectives: ENVIRONMENT

And the OC EST LEOP

Goal	Objective
Protect, enhance, and connect important ecosystems and ecologically significant areas	Utilize greenways and blueways to connect our communities and natural resources.
	Reduce the quantity and improve quality of stormwater runoff from transportation facilities.
Ensure communities are well-equipped to mitigate/adapt to effects of climate change and support resiliency of transportation facilities.	Incorporate bioswales, street canopies, and other green infrastructure elements.
	Reduce greenhouse gas emissions.
	Reduce vehicle miles traveled (VMT).

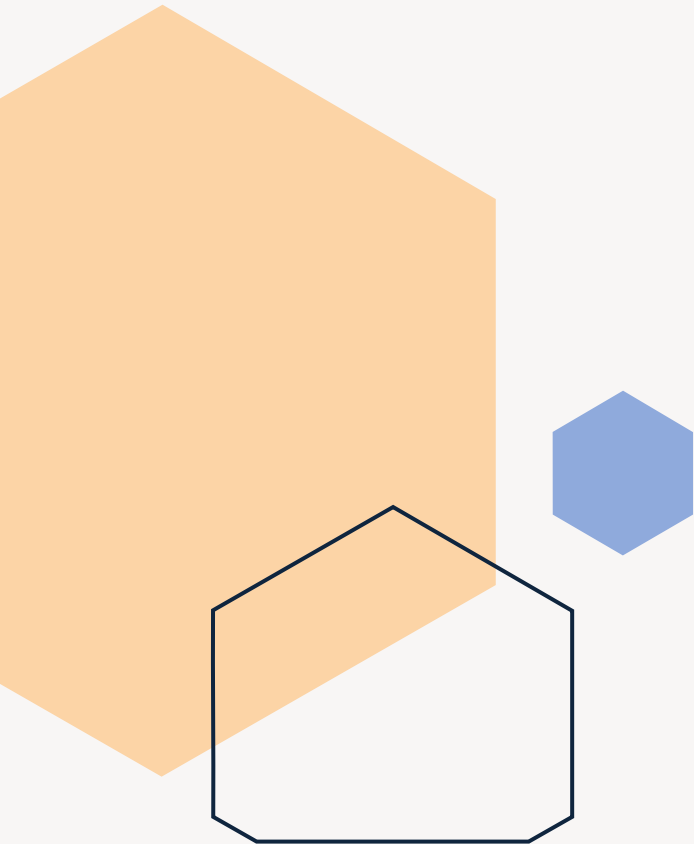
Buildout of this system allows multimodal connections to nature

Give people additional options besides motorized travel

Opportunity Areas

- Municipal surveys identified 18 nodes for optimal trail connections
- Four-mile buffer (+/- 20 min bike ride) on either side of EST reviewed – reasonable distance by bicycle for food, shopping, etc.
- Mapping of existing resources and potential future improvements
- Documented existing studies and plans for each opportunity area

Village of Jordan	Village of Elbridge	Hamlet of Jack's Reef
Village of Camillus	Town of Camillus	Village of Solvay
Town of Geddes	Town of Salina	Syracuse Lakefront and Inner Harbor
Tipperary Hill	Downtown Syracuse	Syracuse Southside
University Hill	Eastwood and Erie Boulevard	Village of East Syracuse and Town of DeWitt
Hamlet of Jamesville	Village of Minoa	Villages of Fayetteville and Manlius



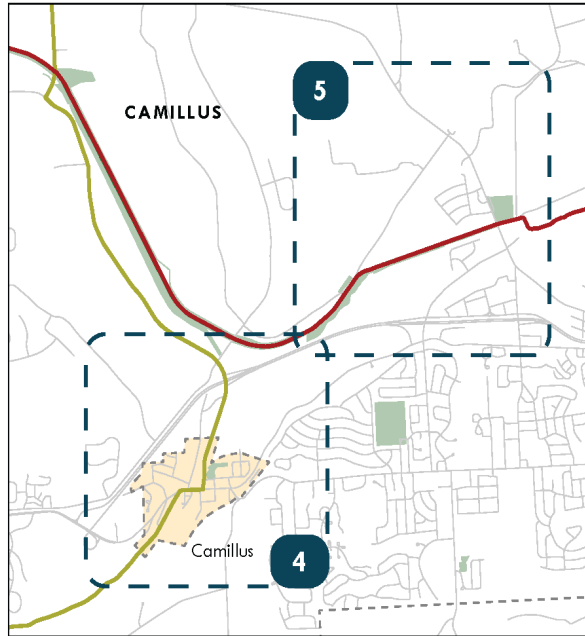
Example: Village and Town of Camillus

- Two economic activity clusters within easy reach of EST:
 - Village of Camillus
 - Township 5
- Improve signage and wayfinding
- Add bicycle racks and a repair station
- Roadway improvements and creative ROW usage to add protected infrastructure



4 5

Village of Camillus Town of Camillus



Facilities Recommended for Improvements

- Devoe Road - 0.2 Miles (OCDOT)
- Newport Road - 0.8 Miles (OCDOT)
- Genesee Street - 0.4 Miles (Local)
- Munro Road (Local) - 0.1 Miles
- Milton Avenue - 0.2 Miles (OCDOT)
- Warners Road - 0.3 Miles (OCDOT)
- National Grid ROW - 0.2 Miles (National Grid)

Existing Resources and Visions

Two economic activity clusters in Camillus are within easy reach of EST travelers: the Village of Camillus and the Township 5 area just south of Reed Webster Park.

At present, there are no existing bike services in the Village of Camillus. However, the Village features eateries, coffee shops, and other small shops in a traditional compact and walkable rural village. A development project across from the Village Hall at the former Camillus Cutlery will begin Phase II to establish a four-story mixed-use structure with underground parking, once grant funding is secured. The mixed-use nature of this large warehouse development potentially offers space for EST user-related businesses an addition to opportunities for expanding Village overnight stays and business growth, through establishment of new B&Bs or a boutique hotel geared towards the needs of cyclists. Publications like Visit Syracuse could feature smaller Villages and Hamlets, like Camillus, set in the scenic areas surrounding the City.

Township 5 offers a collection of potential cyclist services including eateries, a hotel, and an assortment of retail services.

Potential Recommendations

A Martisco Railroad right-of-way trail connection south to the Village of Marcellus is a further opportunity for off-road connection for non-motorized recreation, like cross country skiing and bicycling. An off-road trail along the east side of Devoe



A potential bike lane on Newport Road just outside the Village.



Added bike parking and wayfinding at the Camillus Cutlery building.

Road and Newport Road could link the EST at the Sim's Store to the Village of Camillus by way of the north entrance to the Camillus Cutlery development.

At Reed Webster Park in the Town of Camillus, a bicycle repair station could be added. From the park, a short link to the Township 5 development along Warners Road could be established with dedicated bike lanes on each side of the roadway linking to a pedestrian crossing. This link could continue on a bike path along the National Grid right-of-way that runs along the north edge of the Township 5 property.

Recommendations



Infrastructure



Signage



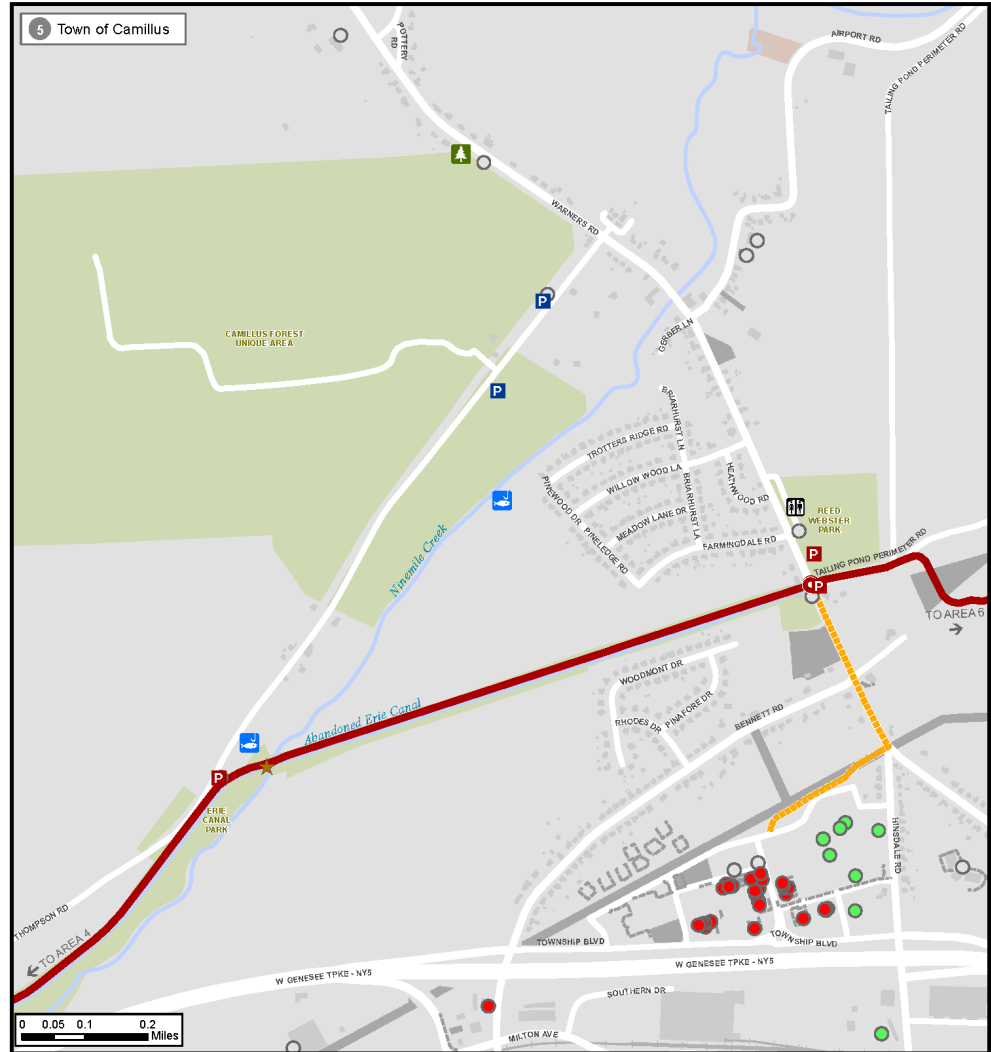
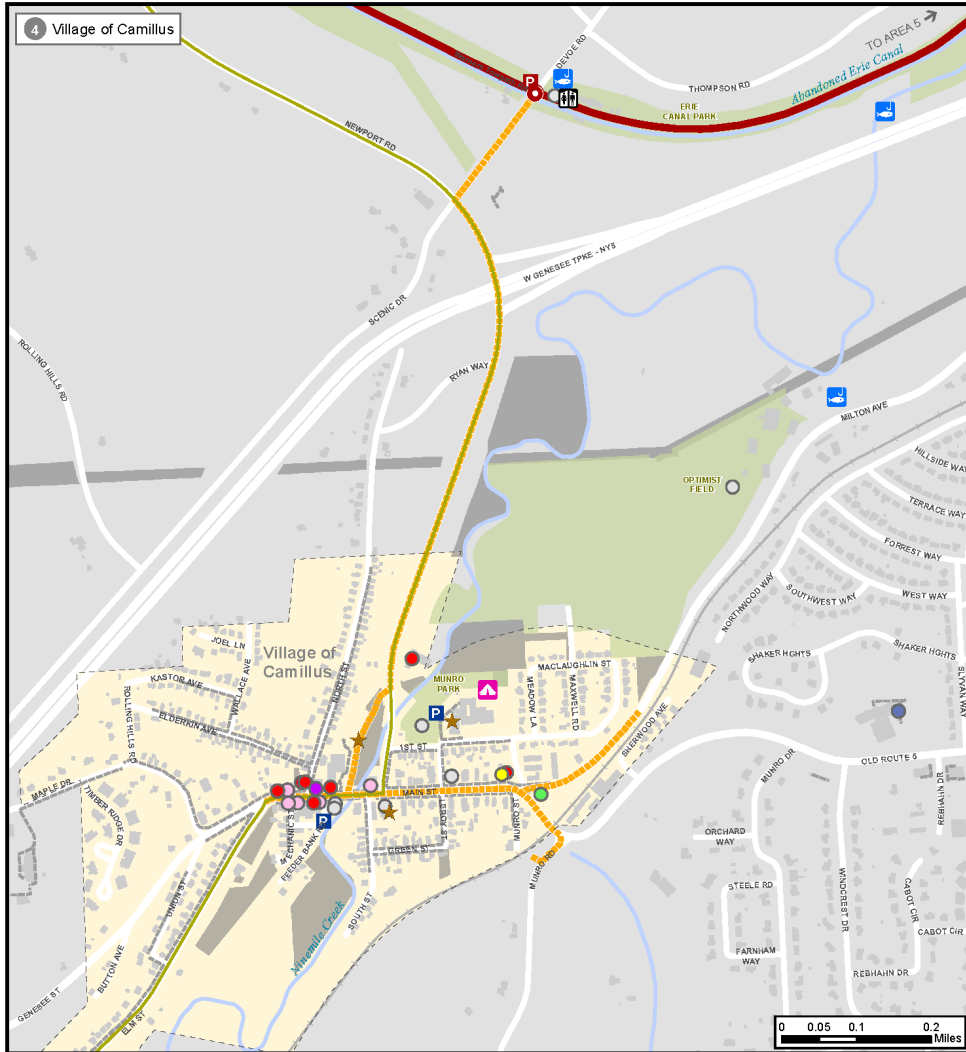
Racks



Repair Station



Trails



This map is for presentation purposes only. The SMTC and CNY RPDB do not guarantee the accuracy or completeness of this map. Data sources include SMTC, CNY RPDB, SOCPA, and others. Date: 4/20/22



- | | | | |
|---|---|---|--|
| <p>Empire State Trail</p> <ul style="list-style-type: none"> Existing Proposed Connections Access Point Access Point w/ Parking Parking <p>Other Trails</p> <ul style="list-style-type: none"> Existing On-Road Existing Off-Road Proposed On-Road Proposed Off-Road | <p>Accommodations and Services</p> <ul style="list-style-type: none"> Eat/Drink Establishments Hotel/Motel/B&B/Campground Grocery/Convenience/Pharmacy/Gas Sporting Goods Stores Health Facilities Banks/Credit Unions Retail/Shopping Centers Other Resources & Services Parking Lots/Garages Bike Racks Transit Hub | <ul style="list-style-type: none"> Public Restrooms NY SHPO National Register of Historic Places Agritourism Boat Launch Festival, Event, or Farmers Market Fishing Access Heritage Resource or Museum Natural Area | <ul style="list-style-type: none"> Vacant Commercial & Industrial w/Minor Improvements Vacant Commercial/Industrial/Utility Lands Parks Building Footprints Sidewalks Railroads Abandoned railroads |
|---|---|---|--|

Opportunity Areas

- | | | |
|-------------------------|---------------------------|-------------------------------|
| 1 Village of Jordan | 7 Town of Geddes | 13 University Hill |
| 2 Hamlet of Jack's Reef | 8 Town of Salina | 14 Eastwood & Erie Blvd |
| 3 Village of Elbridge | 9 Tipperary Hill | 15 T DeWitt & V E Syracuse |
| 4 Village of Camillus | 10 Lakefront/Inner Harbor | 16 Hamlet of Jamesville |
| 5 Town of Camillus | 11 Downtown Syracuse | 17 Village of Minoa |
| 6 Village of Solway | 12 Syracuse Southside | 18 V Fayetteville & V Manlius |

**Empire State Trail
Town & Village of Camillus
Resources & Services**

Areas 4&5
See Map for Scale

Map 6

Example: Villages of Jordan and Elbridge, Hamlet of Jack's Reef

- Two villages near the Empire State Trail, with opportunities to connect
 - Village of Jordan – EST runs through
 - Village of Elbridge – less than 3 miles away
- Improve signage and wayfinding
- Existing roadways could have bike infrastructure added
- Opportunities exist within abandoned ROW

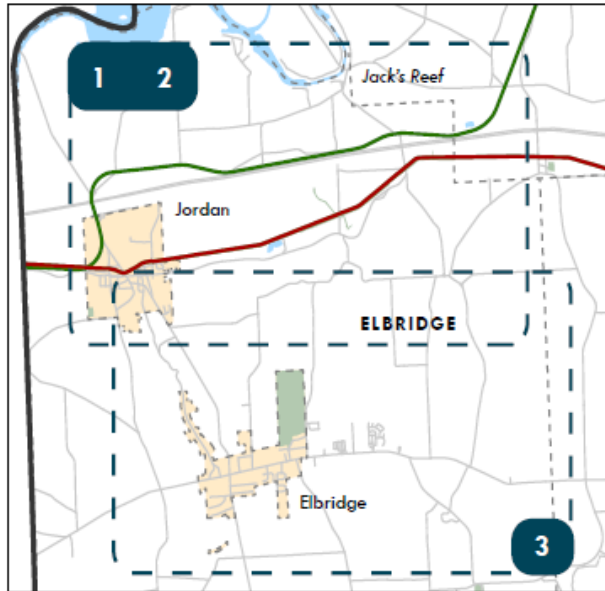




Village of Jordan

Hamlet of Jack's Reef

Village of Elbridge



Facilities Recommended for Improvements

- Laird Road - 1.3 Miles (OCDOT)
- Old Route 31 - 0.2 Miles (OCDOT)
- Main Street - 0.1 Miles (NYSDOT)
- Elbridge Street - 0.1 Miles (NYSDOT)
- Vale Street - 0.1 Miles (Local)
- Valley Drive / Mill Street - 2.3 Miles (Local)
- Main Street (NYS Route 5) - 1.2 Miles (NYSDOT)

Existing Resources and Visions

There is an opportunity to promote Jordan as “The Gateway to Onondaga County” to EST travelers from the west. Jordan is currently working on planning to develop a “Comfort Station” with public showers, restrooms, and tent camping in the Village. The Lock Tender’s House for Lock 51 exists across the middle school driveway at Water Street and needs an improved, more defined setting. Lock 51 is the only double lock on the Erie Canal and needs to be revealed and maintained. The Village of Jordan has Kegs Canalside (a venue featuring live country music performances), Towpath Pizza, an electric vehicle charging station, Jordan Pool, Jordan Library and Museum, and an annual fall festival that attracts thousands of visitors, but it has no restaurants or coffee houses. In the northwest sector of the Village, Beaver Street and Railroad Street are both dead ends. Connecting these two streets would allow a full loop bike ride around the Village of Jordan.

The Hamlet of Jack’s Reef on the Erie Canal portion of the Seneca River, five miles to the northeast of the Village of Jordan, is a location of interest to travelers. “The Reef” is a



A shoulder on Main Street in Jordan where additional bike signage could be added.

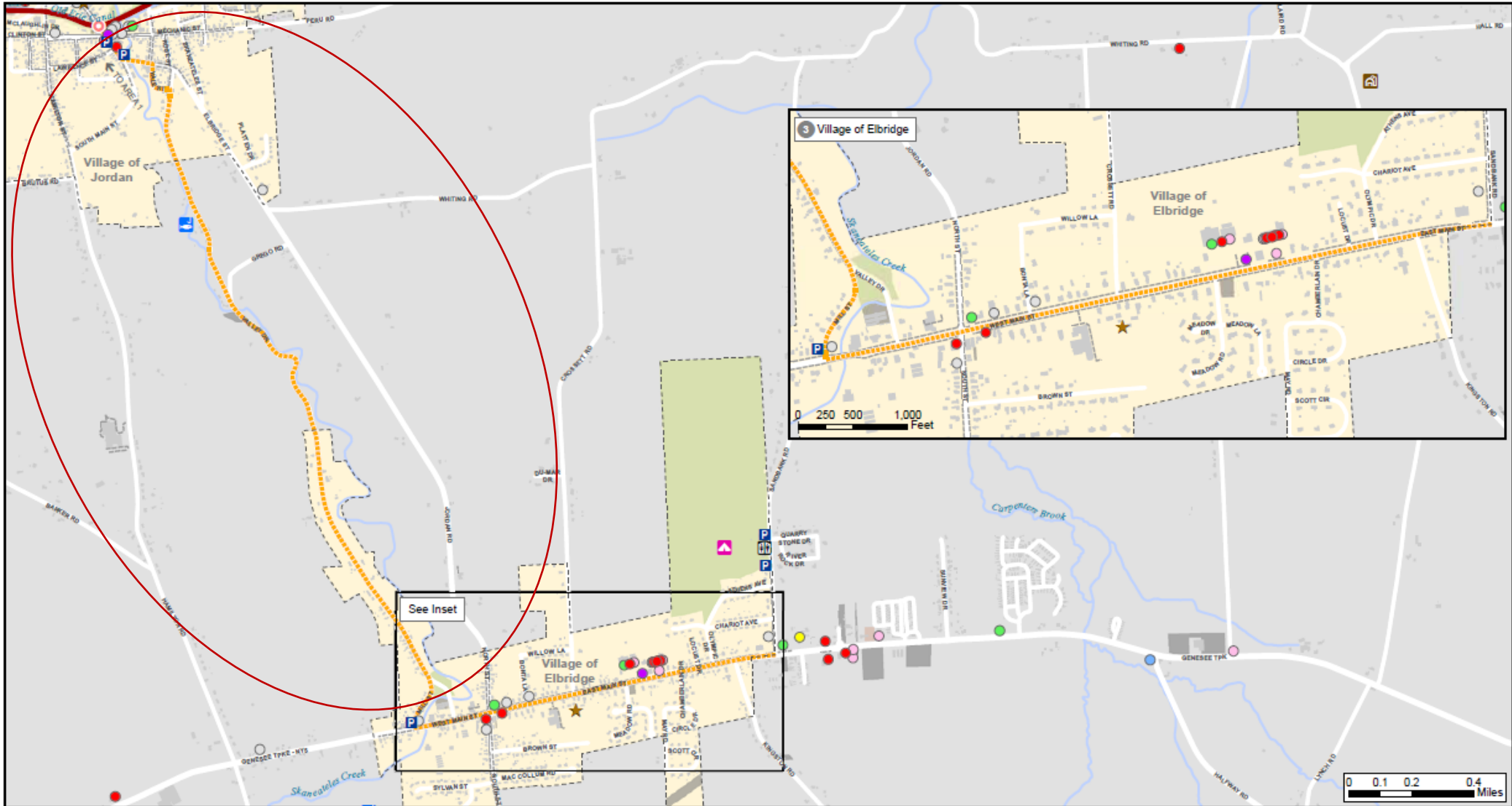
redeveloped canalside restaurant and the location of a historic eating establishment dating to the early nineteenth century. With public access to the canal for fishing and car top boaters, Jack’s Reef could be a key link between the EST and Erie Canal recreation.

The Village of Elbridge is less than three miles from the Village of Jordan via the partially unpaved and scenic Valley Drive, which winds gently along Skaneateles Creek, dropping 100 feet in elevation along its course. A portion of the creek in springtime could potentially become a small race for recreational boaters. Trail corridor access points are located on McDonald Road, Route 31, and Laird Road. Elbridge village resources include Seymour Lofft Park, the Elbridge Motel, and Tres Primos Mexican restaurant.

The Bailiwick Market and Cafe is outside of the Village on Route 5 in the Town of Elbridge, as are employers, including Tessa Plastics (900 employees), Acrolite, Allred, and Northeast Electronics. The Kester Homestead, located on Kester Road in the Town of Van Buren, is a gathering place for weddings, farm to table suppers, retreats, and overnight stays in a historic farmhouse three miles from the EST. Annual Memorial Day events are held in both villages, and both have Centro public transportation links.

Potential Recommendations

Existing historic commercial block buildings on Main Street and side streets in Jordan offer opportunities for economic development initiatives to attract visitors to local shopping, activities, food and accommodations, and other bike/hike goods and services. Potential development sites abound in Jordan with opportunities for businesses like a bike shop or restaurant in one of many historic buildings in the Village, or bike camping which could be developed at the Jordan festival grounds. Rehabilitation of the large historic warehouse on Water Street (currently apartments) could potentially be redeveloped as a mixed-use building with a trail-related cultural center, such as the Jordan Museum of Local Canal History. Additionally, an EST access point to the east of Jordan on Laird Road could link the resources of the Hamlet of Jack’s Reef.



- Empire State Trail**
- Existing
 - Proposed Connections
 - Access Point
 - Access Point w/ Parking
 - Parking
- Other Trails**
- Existing On-Road
 - Existing Off-Road
 - Proposed On-Road
 - Proposed Off-Road

- Accommodations and Services**
- Food/Drink Establishments
 - Hotel/Motel/BSB/Campground
 - Grocery/Convenience/Pharmacy/Gas
 - Sporting Goods Stores
 - Health Facilities
 - Bank/Credit Unions
 - Retail/Shopping Centers
 - Other Resources & Services
 - Parking Lots/Garages
 - Bike Racks
 - Tram/Hub

- Public Restrooms**
- NY SHPO National Register of Historic Places
 - Agriculture
 - Boat Launch
 - Festival, Event, or Farmers Market
 - Fishing Access
 - Heritage Resource or Museum
 - Natural Area

- Vacant Commercial & Industrial w/Minor Improvements**
- Vacant Commercial/Industrial/Utility Lands
 - Parks
 - Building Footprints
 - Sidewalks
 - Railroads
 - Abandoned railroads
- Opportunity Areas**
- 1 Village of Jordan
 - 2 Hamlet of Jack's Reef
 - 3 Village of Elbridge
 - 4 Village of Camillus
 - 5 Town of Camillus
 - 6 Village of Solvay
 - 7 Town of Geddes
 - 8 Town of Salina
 - 9 Tipperary Hill
 - 10 Lakeland/Inner Harbor
 - 11 Downtown Syracuse
 - 12 Syracuse Southside
 - 13 University Hill
 - 14 Eastwood & Erie Blvd
 - 15 T. DeWitt & V. E. Syracuse
 - 16 Hamlet of Jamesville
 - 17 Village of Minoa
 - 18 V. Fayetteville & V. Mantua

**Empire State Trail
Village of Elbridge
Resources & Services**

Area 3
See Map for Scale

Map 5

Example: Villages of Fayetteville, Minoa, and Manlius

- Recent SMTC study looks at bike/pedestrian connections between the three villages
- Opportunities to connect several existing trails
- Additional protected infrastructure to supplement local bicycle facilities

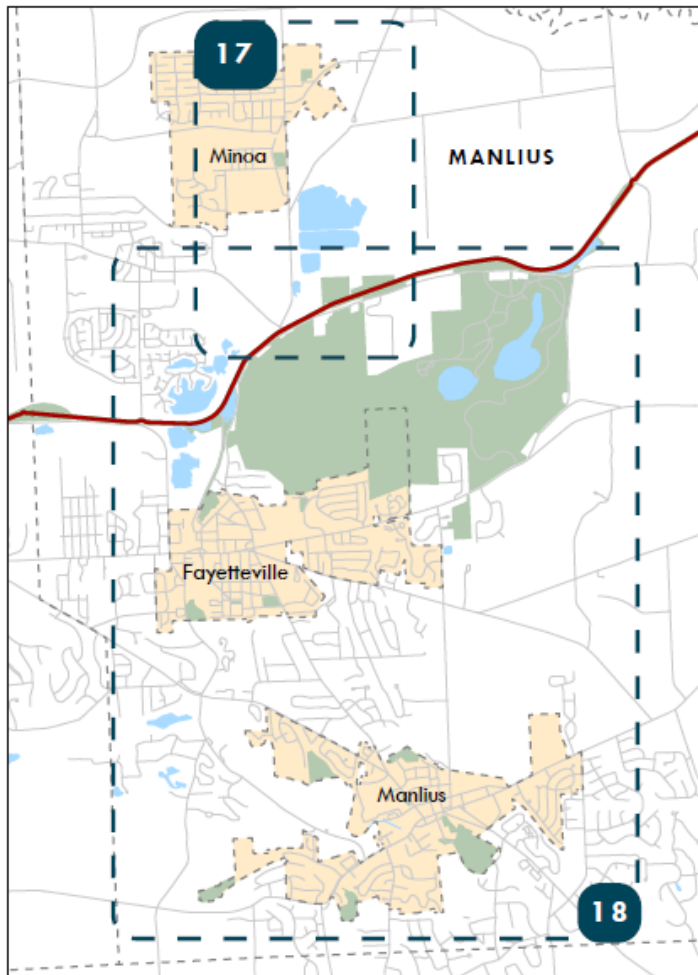


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18

Village of Minoa

Village of Fayetteville and Village of Manlius



Existing Resources and Visions

Minoa is in many ways a classic Upstate New York rural village: walkable, self-contained, surrounded by woodlands, and bisected by a major section of the CSX and Amtrak Railroad. The Green Bridge in the Village spans high above and over the rail lines and offers pedestrians a safe crossing and a unique perspective on rail activities. Lewis Park in the Village offers public restrooms and a large pole barn with a commercial kitchen where community events are held. The development of a B&B or two would increase the amount of visitor accommodations in the Village and could help capture a larger market share of EST visitors' spending potential while staying true to the authenticity of Minoa.

The Village of Fayetteville is within easy reach of the EST from both the Old Erie Canal State Park and the Limestone Creek Aqueduct. Travelers on the EST can take the Feeder Canal Trail which links directly to Canal Landing Park, with public restrooms, parking, fitness stations, a playground, and a center of community activity at Limestone Plaza. Several other resources are located in the Village, from historic sites, to parks, eateries, and retail options.

The Village of Manlius offers recreational resources that could be of interest to cyclists traveling the EST. The 40 acre Mill Run

Facilities Recommended for Improvements

- Minoa Road - 1.7 Miles (OCDOT)
- North Burdick Street - 1.1 Miles (OCDOT)
- East Genesee Street (NYS Route 5) - 0.1 Miles (NYSDOT)
- Limestone Plaza - 0.1 Miles (Local)
- Pratt Lane - 0.1 Miles (Local)
- Green Lakes Park Roads - 3.2 Miles (NYS Parks)
- Redfield Avenue - 0.5 Miles (Local)
- Sheffield Lane - 0.4 Miles (Local)
- Fayetteville-Manlius Road (NYS Route 257) - 1.4 Miles (NYSDOT)
- Fayette Street (NYS Route 92) - 0.4 Miles (NYSDOT)



Possible side path on NYS Route 5 in the Village of Fayetteville.

Park offers two sets of public restrooms. The Village-owned park could be an ideal, shovel-ready location for a bike camp for long-distance cyclists.

Potential Recommendations

The Village of Minoa easily connects to the EST off of Manlius Center Road via Minoa Road. The Village is only a two mile, ten minute ride. However, bicycle facilities would need to be added to Minoa Road in order to provide a safe pathway for cyclists desiring to visit the Village's many unique events and resources.

Connecting to the center of the Village of Fayetteville is already easy and safe via Feeder Canal Trail. Additional bicycle facilities could be added to North Burdick Street to provide an additional entrance to the village.

The most direct route to the Village of Manlius from the EST is through the Village of Fayetteville, with an alternate route through Green Lakes State Park. To reach Manlius, however, both routes must use New York State Route 257, which currently has no bicycle facilities. Adding additional infrastructure will enhance the safety of bicyclists and enhance the connectivity between these two villages.

Recommendations



Infrastructure



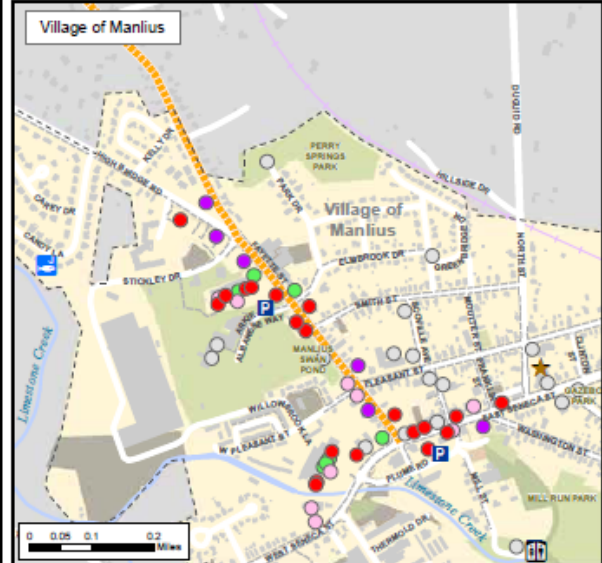
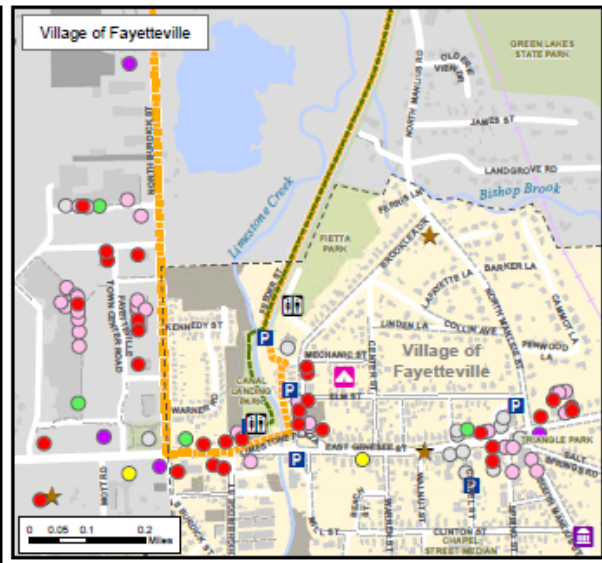
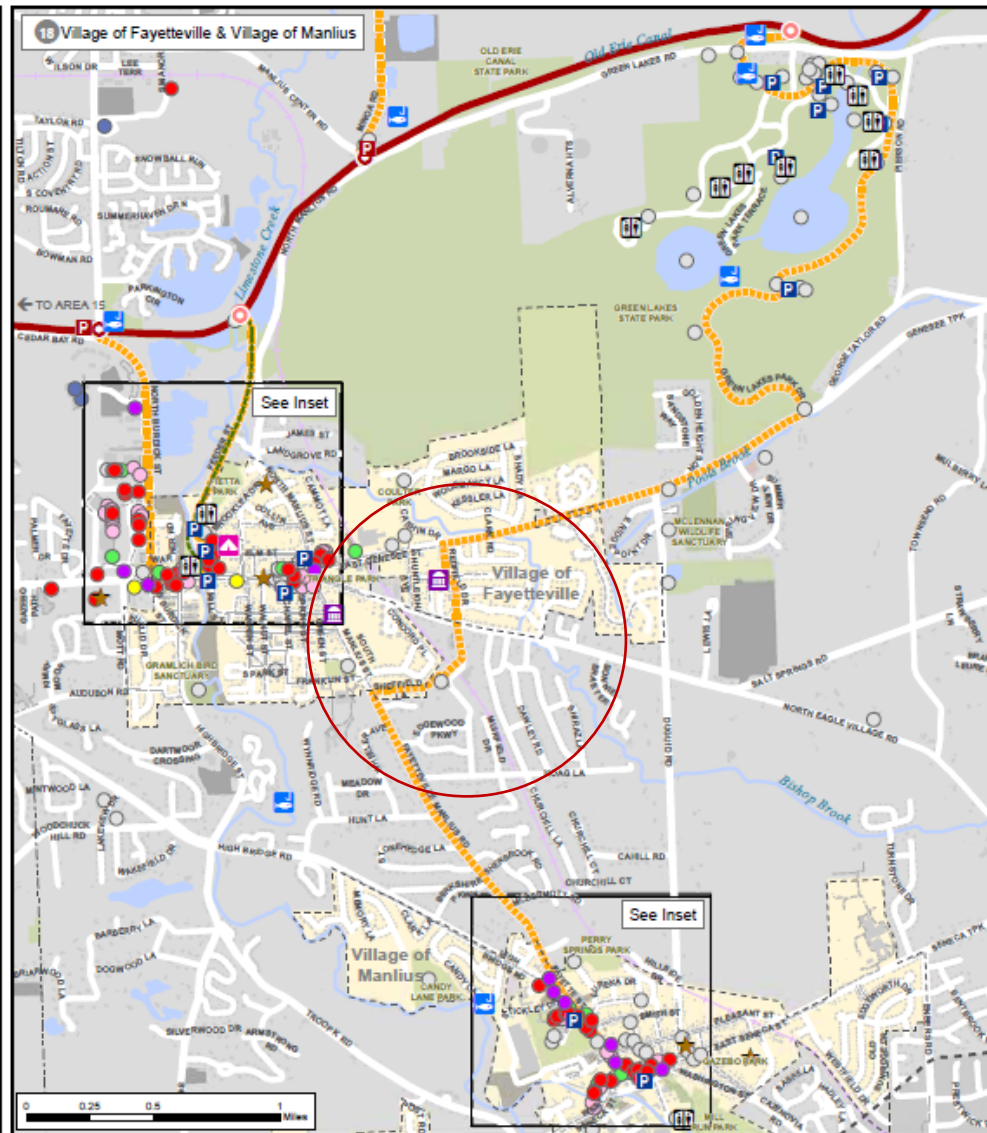
Signage



Racks



Tent Sites



This map is for presentation purposes only. The SMTC and CNY RPDB do not guarantee the accuracy or completeness of this map. Data sources include SMTC, CNY RPDB, SOCPA, and others. Date: 4/20/22

Central New York Regional Planning & Development Board

<p>Empire State Trail</p> <ul style="list-style-type: none"> Existing Proposed Connections Access Point Access Point w/ Parking Parking <p>Other Trails</p> <ul style="list-style-type: none"> Existing On-Road Existing Off-Road Proposed On-Road Proposed Off-Road 	<p>Accommodations and Services</p> <ul style="list-style-type: none"> Bar/Drink Establishments Hotel/Motel/B&B/Campground Grocery/Convenience/Pharmacy/Gas Sporting Goods Stores Health Facilities Bank/Credit Union Retail/Shopping Centers Other Resources or Services Parking Lots/Garages Bike Racks Trail Hub 	<ul style="list-style-type: none"> Public Restrooms NY SHPO National Register of Historic Places Agriculture Boat Launch Festival, Event, or Farmers Market Fishing Access Heritage Resource or Museum Natural Area 	<ul style="list-style-type: none"> Vacant Commercial & Industrial w/Minor Improvements Vacant Commercial/Industrial/Utility Lands Parks Building Footprints Sidewalk Railroad Abandoned railroads 	<p>Opportunity Areas</p> <ol style="list-style-type: none"> Village of Jordan Hamlet of Jack's Reef Village of Elbridge Village of Camillus Town of Camillus Village of Solvay Town of Geddes Town of Salina Tipperary Hill Laketront/Inner Harbor Downtown Syracuse Syracuse Southside University Hill Eastwood & Erie Blvd. T. DeWitt & V. E. Syracuse Hamlet of Jamesville Village of Minoa V. Fayetteville & V. Manlius
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Empire State Trail
Village of Minoa
Village of Fayetteville & Village of Manlius
Resources & Services

Areas 17&18
 See Map for Scale

Map 13

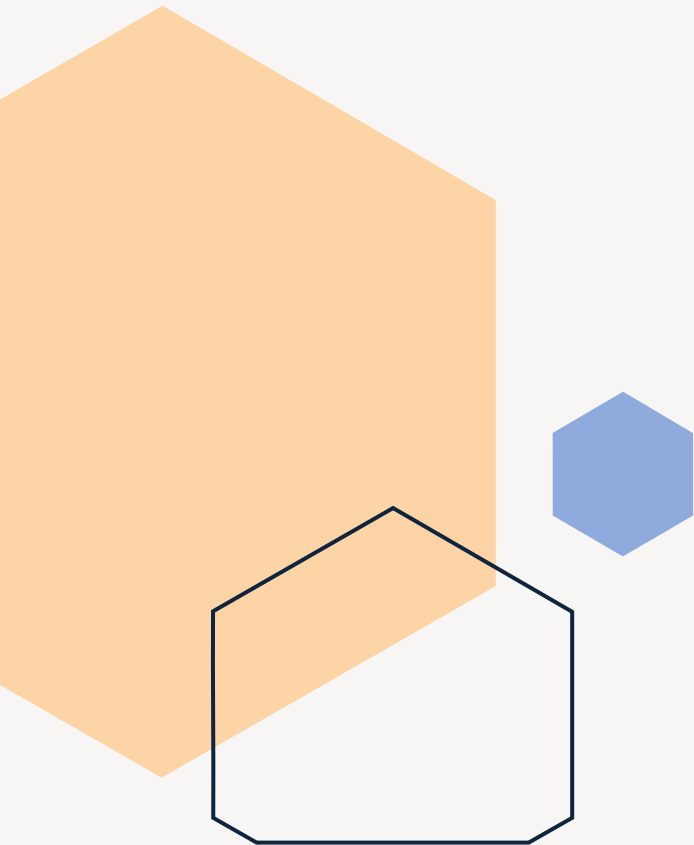
Next Steps

Now...

- This document is available to local municipalities on SMTC's website
 - You can also request a hard copy from us
- Encourage communities to review and pursue additional study of these corridors (internally or by SMTC)

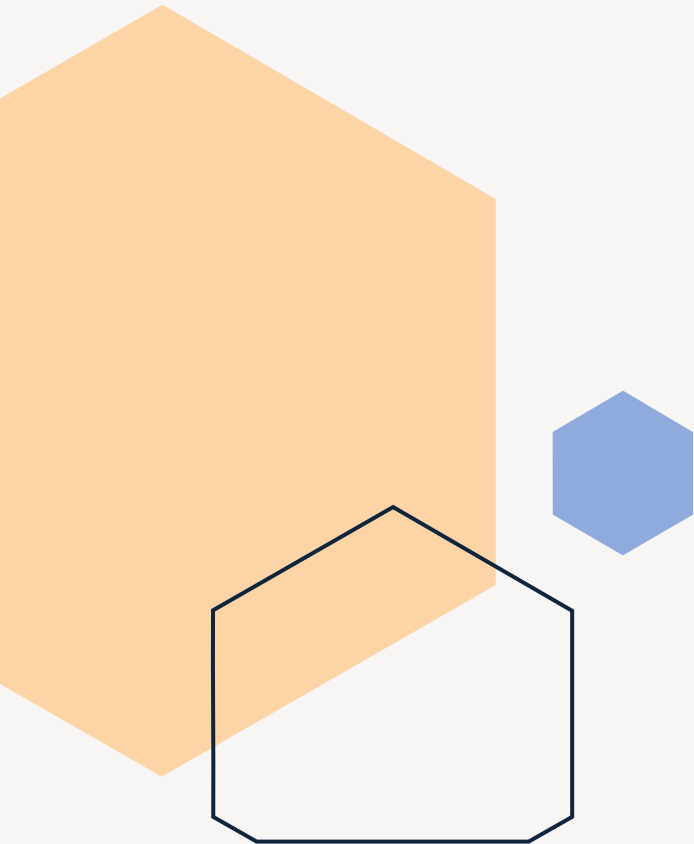
Later...

- Pursue funding / grants (from existing or new sources)
- Design and build out those connections!

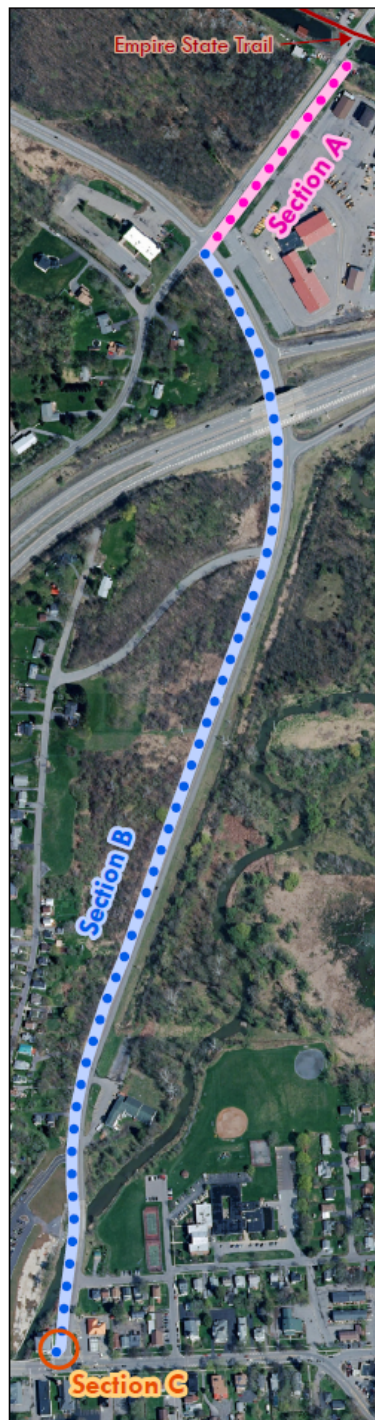


EST Local Economic Opportunities Plan – Phase II

- New project on SMTC's UPWP this year
- Looking for municipal partners to further study potential trails from Phase I
- SMTC can provide:
 - Planning-level cost estimates
 - Implementation strategies and timelines
 - Visualization of options



Cost Estimate Examples - OCDOT



Village of Camillus Connector

Section A: Shared-use Path (off-road) – 0.15 Mile

Details

- Through NYSDOT Maintenance Facility
 - Parallel with Devoe Road between the EST trailhead and Newport Road
 - Asphalt path, ten feet wide
 - Includes crossing at the intersection of Devoe and Newport with RRFBs (Rectangular Rapid Flashing Beacons)
- Section Cost Subtotal (see accompanying sheet for details): \$180,000

Section B: Protected Sidepath - 0.81 Mile

Details

- Within existing pavement width along Newport Road
 - Cost includes 2R mill/pave
 - Separated with flexible delineators and two-foot hatched buffer zone
- Section Cost Subtotal (see accompanying sheet for details): \$1,150,000

Section C: Bike Landing at Newport / Genesee Intersection

Details

- Remove right turn only lane and extend sidewalk into area
 - Add wayfinding signage and bike racks
- Section Cost Subtotal (see accompanying sheet for details): \$150,000

Approximate Total Project Cost: \$1,480,000

Cost Estimate Examples - OCDOT



Burdick Street Bikeway

Section A: Intersection improvements at N. Burdick St/ Cedar Bay Road

Details

- Within existing pavement width
- Sidewalk along east side of intersection
- Bicycle and pedestrian signals, bike box, crosswalk

Section Cost Subtotal (see accompanying sheet for details): \$280,000

Section B: Sidewalk - 0.73 Miles

Details

- Within existing ROW on east side of N. Burdick Street
- Includes cost of curbing for sidewalk
- Pedestrian push buttons, crosswalks

Section Cost Subtotal (see accompanying sheet for details): \$1,700,000

Section C: Protected Sidepath – 1.0 Miles

Details

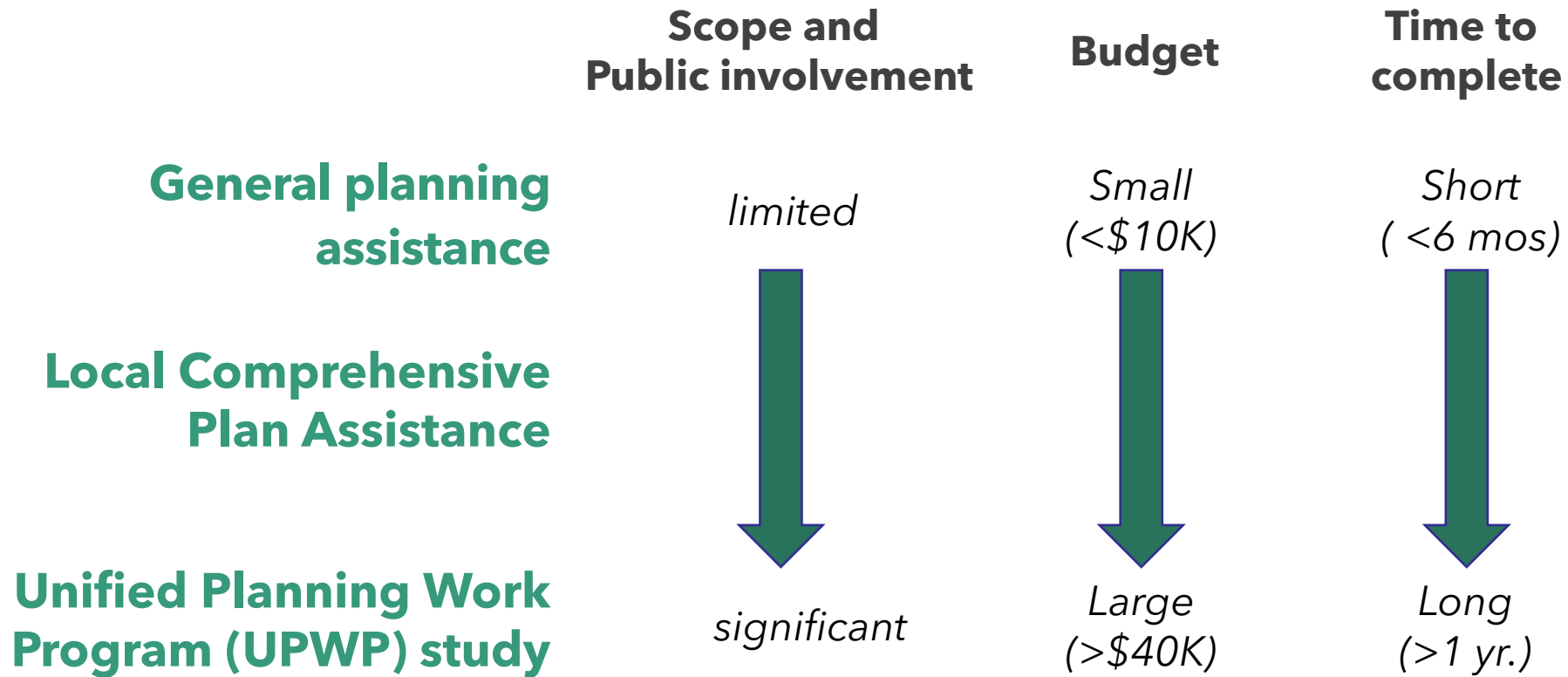
- Within existing pavement width on west side of N. Burdick Street
- Cost includes 2R mill/pave
- Separated with flexible delineators and two-foot hatched buffer zone

NOTE: If not built within existing pavement, will likely need ROW acquisition and drainage work, which would add significant cost.

Section Cost Subtotal (see accompanying sheet for details): \$1,860,000

Approximate Total Project Cost: \$3,840,000

Planning assistance SMTC can provide



Other 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
 - Newsletters
 - Various UPWP study reports
- Online interactive maps
 - Pedestrian Demand Model
 - Bike Map
 - Planning Area

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The Metropolitan Planning Organization for the Greater Syracuse area.

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SMTC
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smtcmpo.org
contactus@smtcmpo.org

LRTP Long Range Transportation Plan
UPWP Unified Planning Work Program
TIP Transportation Improvement Program

TRANSPORTATION ATLAS | WORK PRODUCTS PORTFOLIO | TRAFFIC COUNT DATA | MEETING CALENDARS | INTERACTIVE MAPS