

How we got here

Transportation often defined towns



Streetcars turned towns to cities



Mass transit led to large cities



And then...our love affair with the car



GROWTH OF CITIES AND TOWNS

- The American city emerged from changes in the economy and means of travel
- Transportation allows access to development opportunities
- Transportation defined the location – and form - of our cities and towns
- Transportation and land use were in balance

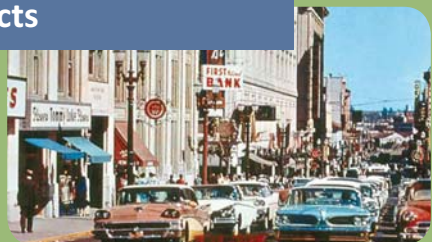
Unprecedented growth



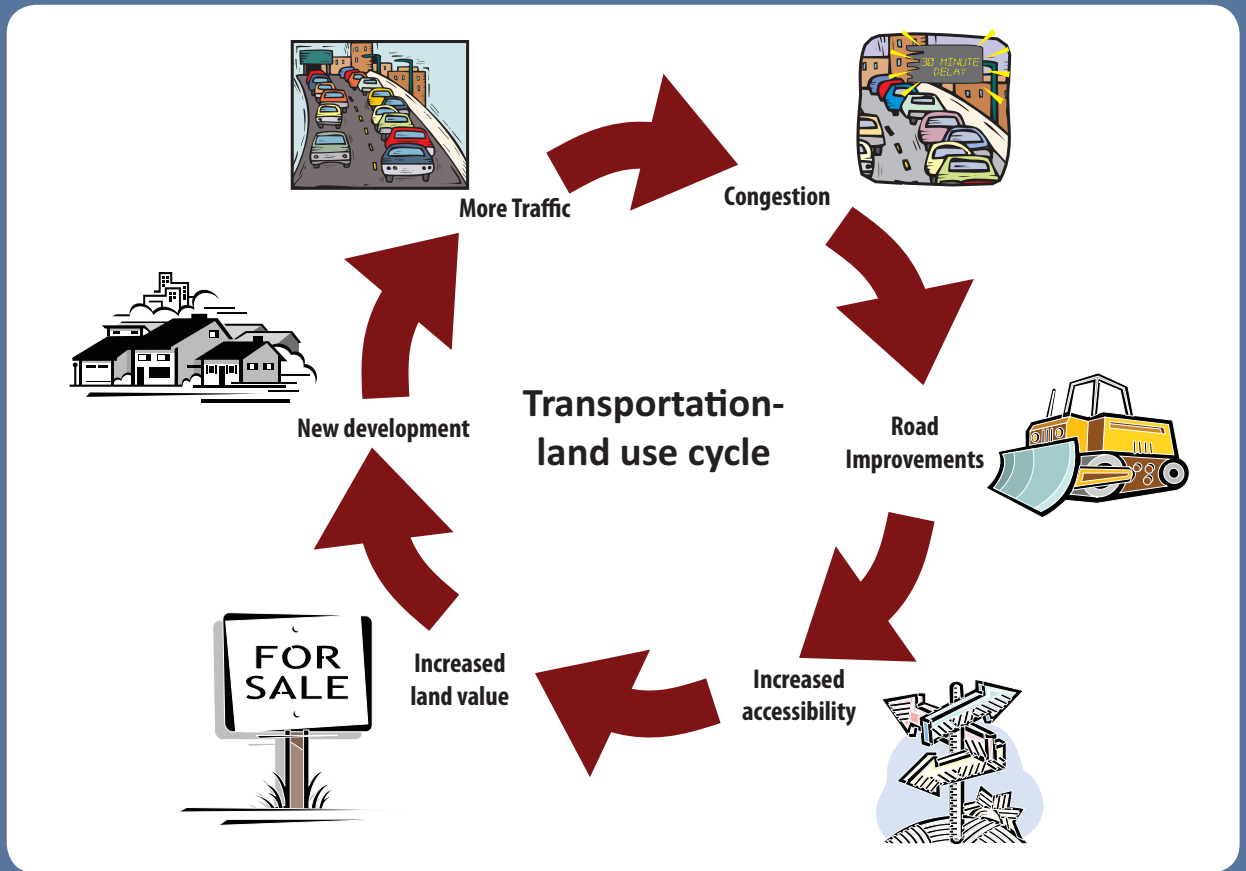
And the Eisenhower Interstate System led to...



Cities began to see the effects



The transportation-land use cycle



THE CYCLE RESULTS IN:

- Unanticipated Sprawl
- Decentralization
- Auto Dependency
- Overabundance of Parking
- Loss of green and farmland



RECENT CHANGES IN PERSPECTIVE:

- Re-balancing community and mobility needs
- Changing settlement patterns and travel modes
- Focusing on walkable, urban places

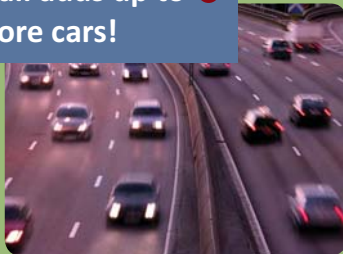


Regional trends

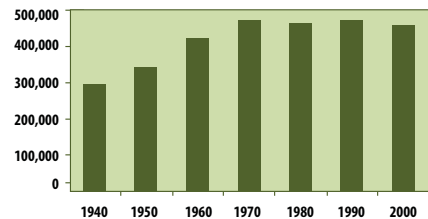
CHANGING DEMOGRAPHICS

- Steady population
- Fewer persons per household
- More households
- More vehicles per household
- Fewer transit and walking trips

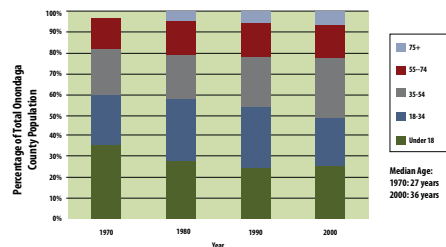
It all adds up to more cars!



Onondaga County Population 1940-2000



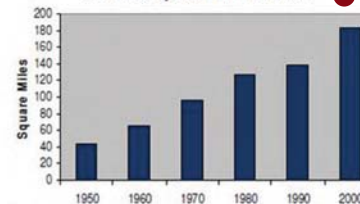
Age Breakdown of Onondaga County Population 1970-2000



EXPANDING URBANIZED AREA

- Urban land increased 92% since 1970
- 50 square miles added in the 90s alone
- City out-migration accelerated
- Rural towns began to suburbanize

US Census Syracuse Urbanized Area



Syracuse Urbanized Area 1990 & 2000



UPS AND DOWNS IN THE REGION

Towns 1970-2000

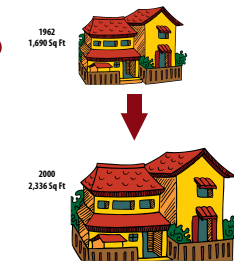
Population up 35,000
Households up 44,000
Housing Units up 47,000

City of Syracuse 1970-2000

Population down 50,000
Households down 8,000
Housing Units down 3,600

IMPACT ON TRANSPORTATION AND LAND USE

- Regionally, vehicle miles traveled are rising
- Average commute time has risen to 20 minutes
- Increased trend toward suburban growth
- Average rural lot size less than 8 units per acre
- Home size up 40%



Regional challenges and opportunities

Challenges



A reduction in farmland

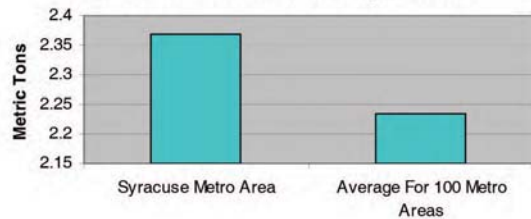


An inability to support mass transit



Demand for facilities and public services in new areas

Carbon Emissions Per Capita, 2005



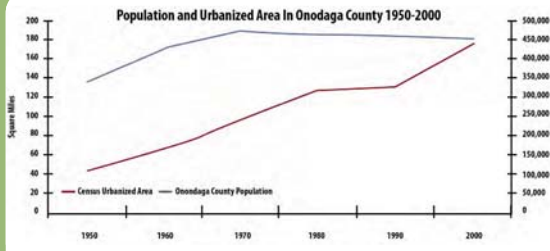
Increased driving and a larger carbon footprint



Abandoned neighborhoods and buildings



Concentrations of poverty

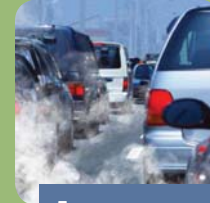


Spreading our tax dollars over a large area



Economic competitiveness

Opportunities



Focus on climate change and reducing pollution



Rising fuel cost = more interest in other modes/fuel efficiency



Connections between land use and public health



Government modernization and efficiency



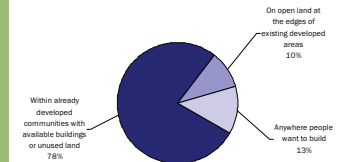
Smart growth



Protection of natural resources

Location of New Development

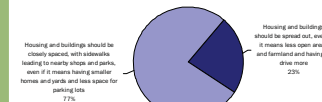
Please tell us where most future development in Onondaga County should be located.



Source: Community Planning and Transportation Public Survey, Nov 2010

Model of New Development

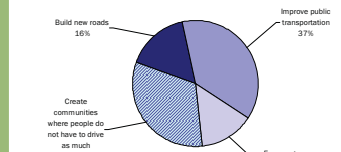
Please tell us how future development in Onondaga County should be arranged.



Source: Community Planning and Transportation Public Survey, Nov 2010

Solutions to Congestion

In your opinion, which of the following do you think is the best long-term solution to reducing traffic congestion in Onondaga County?



Source: Community Planning and Transportation Public Survey, Nov 2010

Smart growth

Smart growth is well-planned development that protects open space and farmland, revitalizes communities, keeps housing affordable and provides more transportation choices.



What smart growth “is” and “is not”:

- More transportation choices and less traffic ———▶ **Not** against cars and roads
- Vibrant cities, suburbs, and towns ———▶ **Not** anti-suburban
- Wider variety of housing choices ———▶ **Not** about telling people where or how to live
- Well-planned growth that improves quality of life ———▶ **Not** against growth

SMART GROWTH BENEFITS:

- Reduce Vehicle Miles Traveled (VMT) up to 30%
- Reduce Green House Gas (GHG) up to 10%
- Modest density shift and no new technology
- Broadened mobility choices
- Renewable energy sources
- New technologies
- Environmental restoration

RESIDENTS IN SMART GROWTH COMMUNITIES:

- Make 1.6 fewer auto trips per day
- Travel almost 15 fewer miles per day
- Make 1.8 fewer trips outside the neighborhood each day

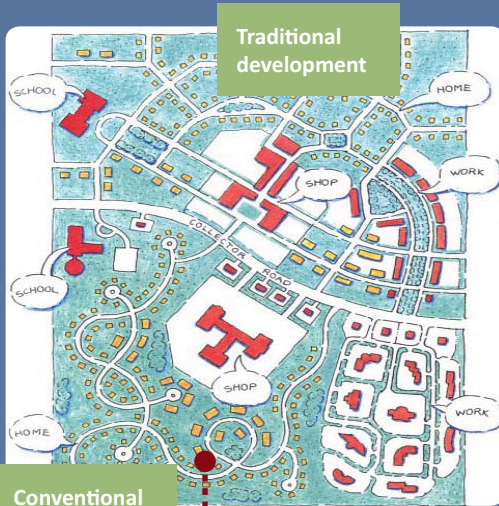
Regional residents say they...

- Strongly support Smart Growth concepts
- Support preservation of and investments in existing resources
- Support planning for future growth
- Strongly tend towards single occupant vehicles
- Are satisfied with overall transportation system
- Are dissatisfied with conditions and non-auto options
- Are interested in exploring transportation options

Source: Community Planning and Transportation Public Survey, Nov 2010



Neighborhood design



Conventional development

Traditional development

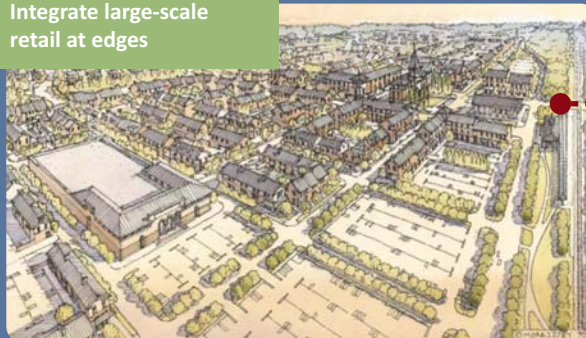
Traditional rural hamlet



Add mixed-use & single family housing



Integrate large-scale retail at edges



DEVELOPING IN A TRADITIONAL PATTERN

Here we see an example of a “crossroads” where two major roads intersect in a rural community. This community has already developed a public green and some surrounding mixed-use buildings.

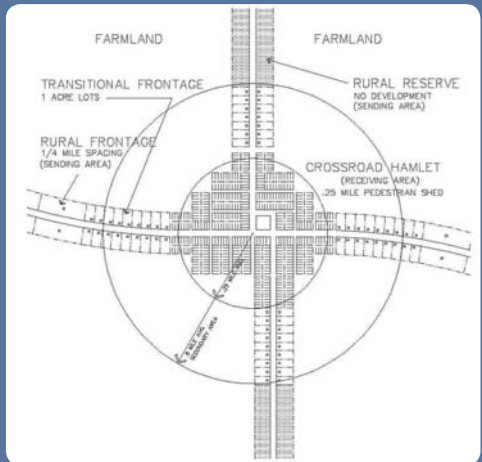
The next step is to develop additional mixed-use space as well as traditional single-family housing. In a village, the density of development increases from the edge to the center – all within a walkable distance.

This type of development can even incorporate large-scale retail, by integrating the big-box site at the edge of the village – accessible by both car and by the local network of sidewalks.

NEIGHBORHOOD DESIGN MATTERS

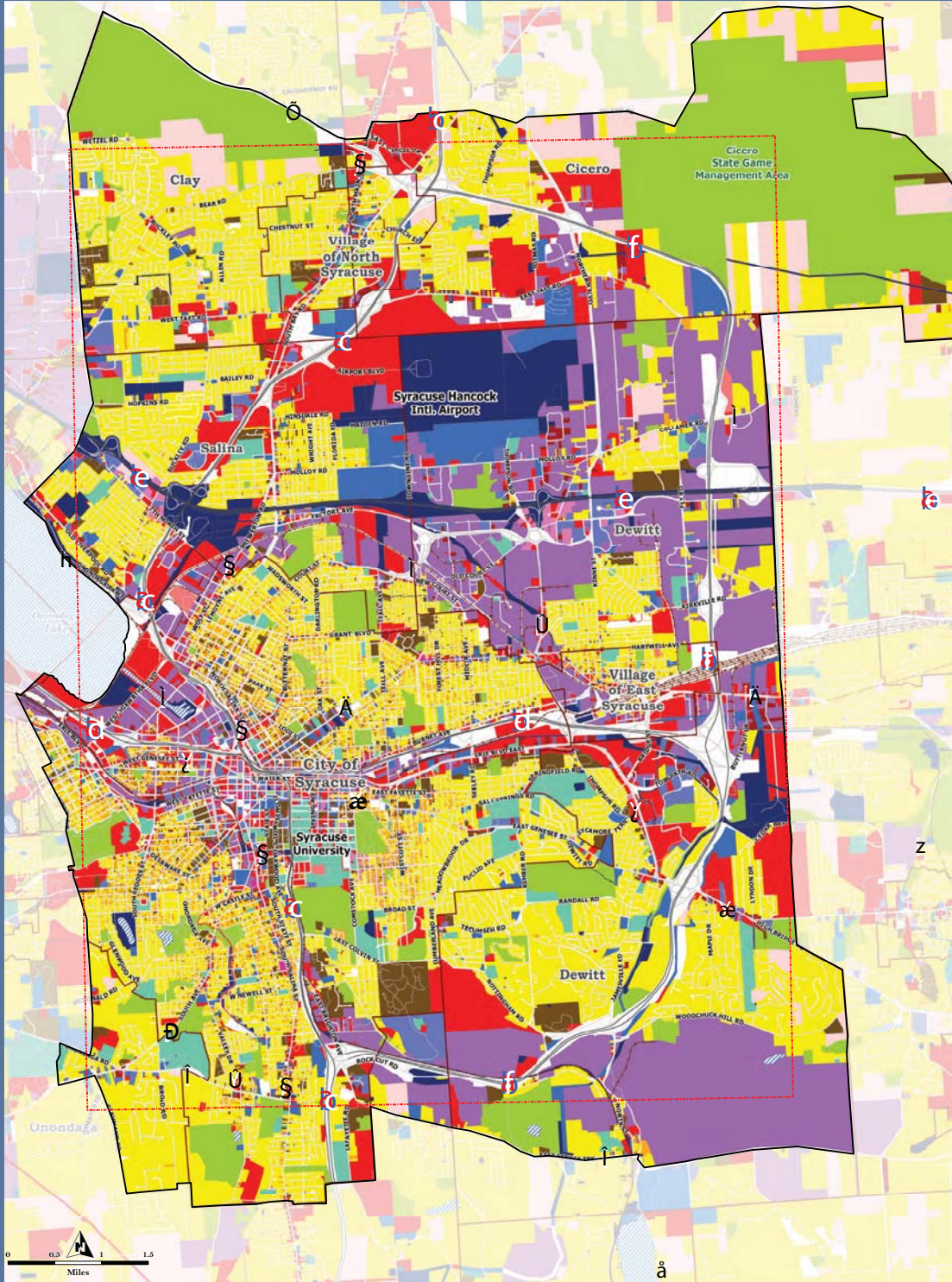
In traditional development patterns, uses are mixed within walkable distances. This denser type of development:

- Preserves open space
- Allows for a variety of housing types
- Minimizes infrastructure costs
- Allows short trips to be made without a car



Current land use

EXISTING LAND USE IN THE STUDY AREA



Legend

- | | | |
|------------------------------|---|---|
| Residential (Low Density) | Tourist Commercial | Office |
| Residential (Medium Density) | Large Scale Entertainment | Recreation / Open Space |
| Residential (High Density) | Industrial | Water Body |
| Downtown Commercial | Institutional Transportation, Communication & Utilities | Social, Economic and Environmental Study Area |
| Commercial | Medical & Educational | Municipal Boundary |
| Neighborhood Commercial | Agricultural | Limits of Demographics and Population |
| | | Railroads |

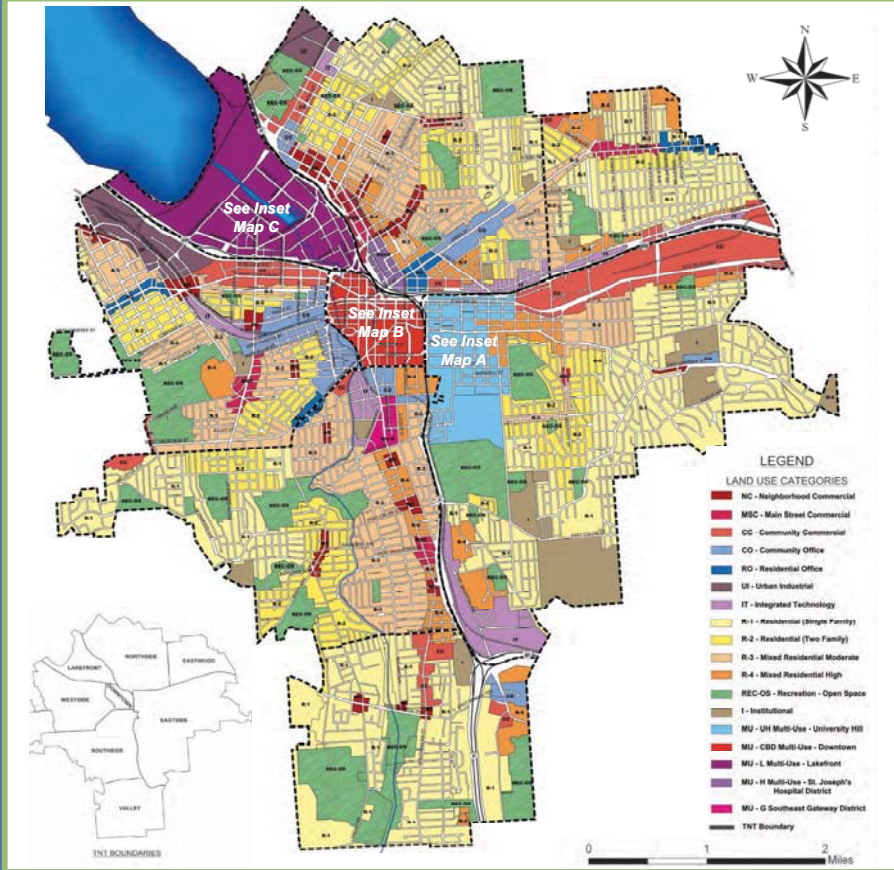
New York State DOT
I-81 Corridor Study

Study Area Boundary and
Existing Land Use Map

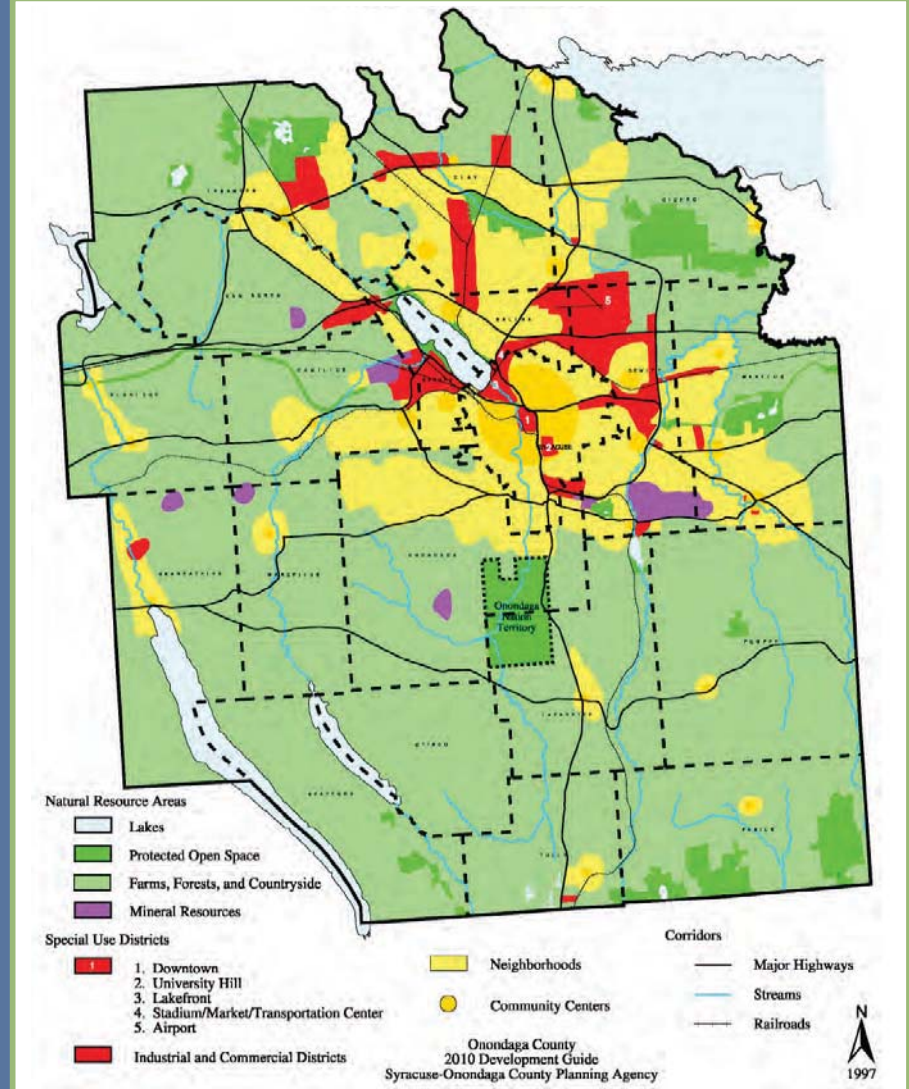


Future land use

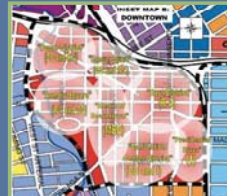
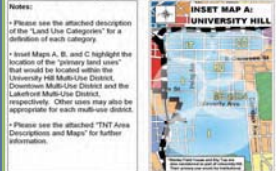
CITY OF SYRACUSE LAND USE PLAN



LAND USE VISION



Inset Maps: Multi-Use Districts



Population & employment

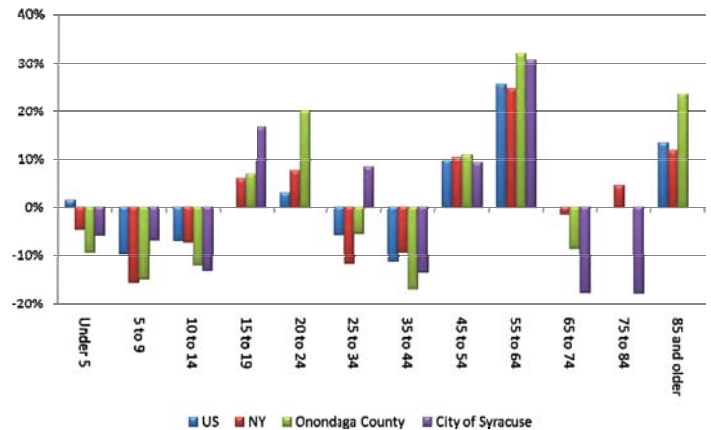
POPULATION

- The overall City of Syracuse and Onondaga County population has declined steadily since 1990
- Between 1980 and 2000, upstate New York lost roughly 20% of people aged 20 to 34
- The largest increase in population for City of Syracuse is among 55 to 64 year olds, up 30.8% since 2000, reflecting the large baby boom population entering this age bracket
- 30% of City of Syracuse's population is under 19 years old

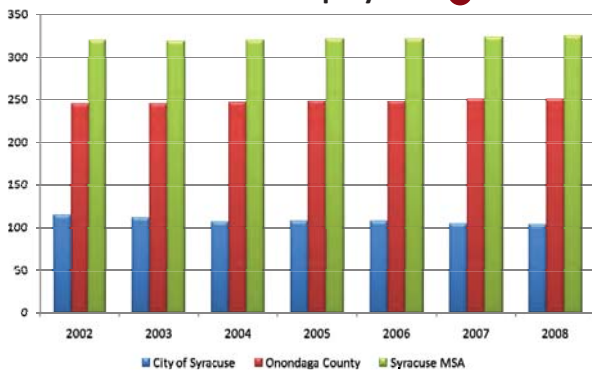
Population

	1990	2000	2008	% Growth from 1990 to 2008
United States	248,709,873	281,421,906	304,374,846	22.4%
New York State	17,990,455	18,976,457	19,541,453	8.6%
Onondaga County	468,973	458,336	452,633	-3.5%
City of Syracuse	163,860	147,306	138,068	-15.7%

Population Change by Age



Total Employees



TOTAL EMPLOYEES

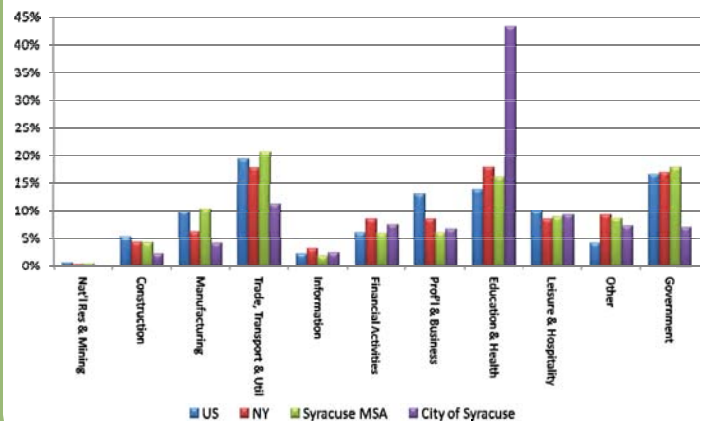
- Total employment in the City of Syracuse has decreased 9.6% between 2002 and 2008, from 114,134 to 103,227
- More than 94% of Onondaga County's working residents also work in the county



PERCENT OF EMPLOYMENT BY INDUSTRY

- Education and health sector represents 43.2% of total employment in Syracuse, or 44,590 employees
- Syracuse University and the State University of New York (SUNY) Upstate Medical University, employ more than 12,300 people

Percent of Employment by Industry 2008



A closer look at population

POPULATION DENSITY BY TOWN

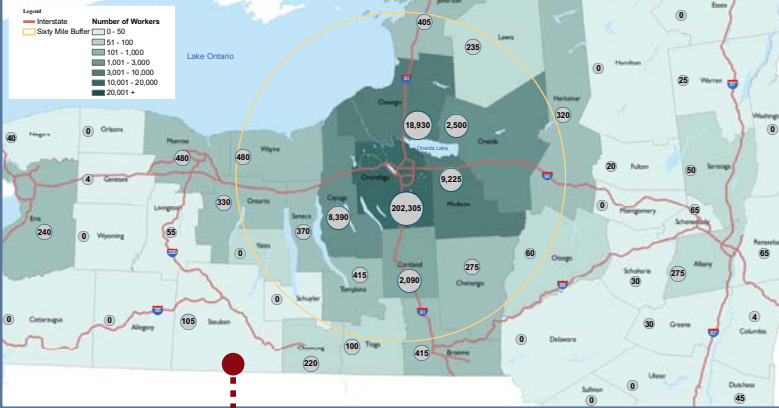


MEDIAN HOUSEHOLD INCOME BY TOWN

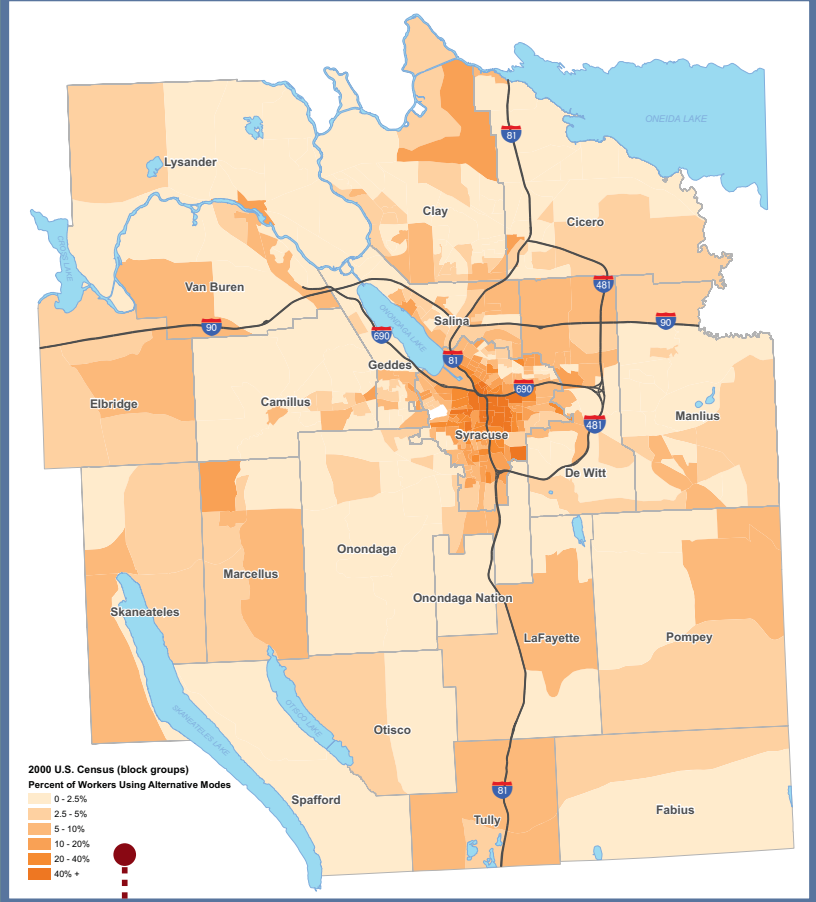


Regional commuting patterns

WORKERS COMMUTING TO ONONDAGA COUNTY



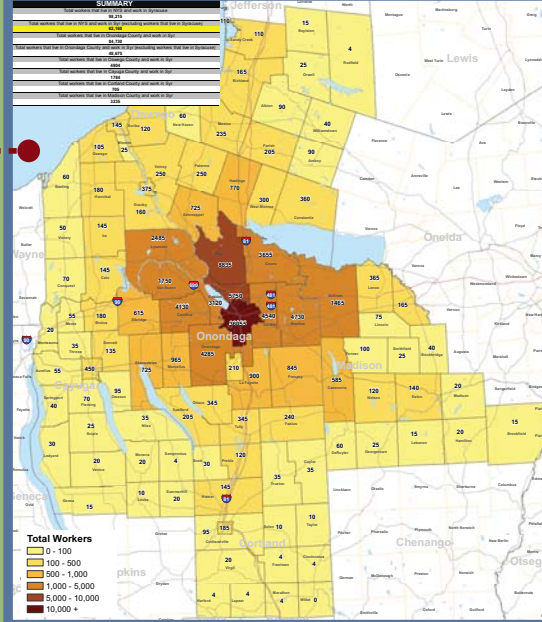
PERCENT COMMUTING BY ALTERNATIVE MODES



COMMUTE PATTERNS

Onondaga County is a regional employment hub, and many of Onondaga County's jobs are located in the City of Syracuse.

WORKERS COMMUTING TO SYRACUSE

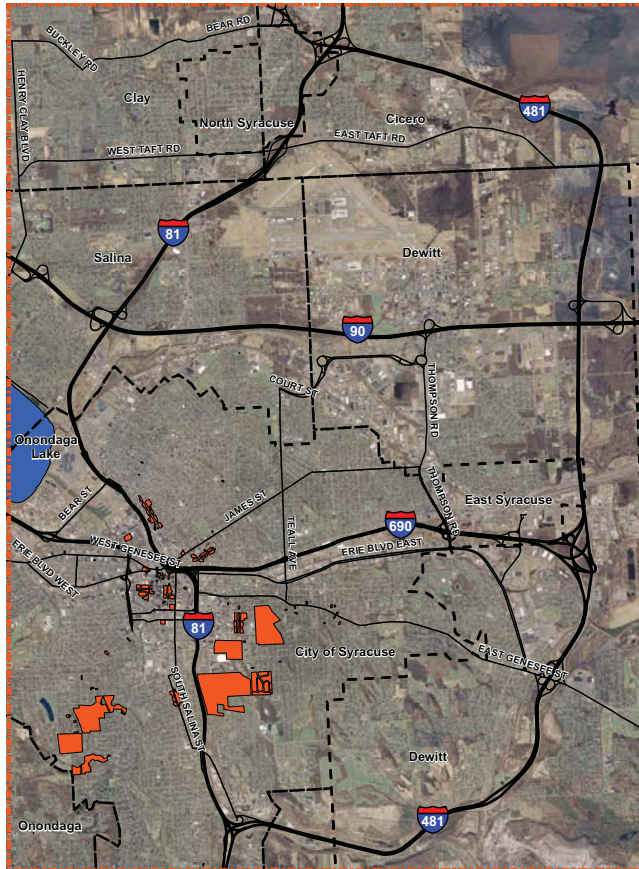


USE OF ALTERNATIVE MODES

In 2000, the highest percentages of commuters using alternative modes (i.e., biking, walking, riding a motorcycle, or taking transit) were found in the City of Syracuse.

Cultural resources

HISTORIC RESOURCES IN THE I-81 CORRIDOR



Interstate 81
Corridor Assessment
Historic Resources

Legend

- SEE Study Area
 - Historic Resources*
 - Municipal Boundary
- * Historic Buildings, Structures, and Districts listed in the National Register of Historic Places

ARCHAEOLOGICAL RESOURCES

In total, 54 archaeological sites have been reported within the I-81 study area, including prehistoric (Native American), and historic period sites. The I-81 viaduct is located in what is considered an archaeological sensitive area, and may require further investigation to identify additional archeological resources.



HISTORIC BUILDINGS, STRUCTURES, AND DISTRICTS

The City of Syracuse is home to several historic buildings, structures, and districts that reflect elements of major architectural movements spanning a period of over 100 years. Many of these significant resources were constructed during the heyday of the Erie Canal, and they reflect the city's important role as a center of commerce and capital during the mid-to-late 1800s and early 1900s.

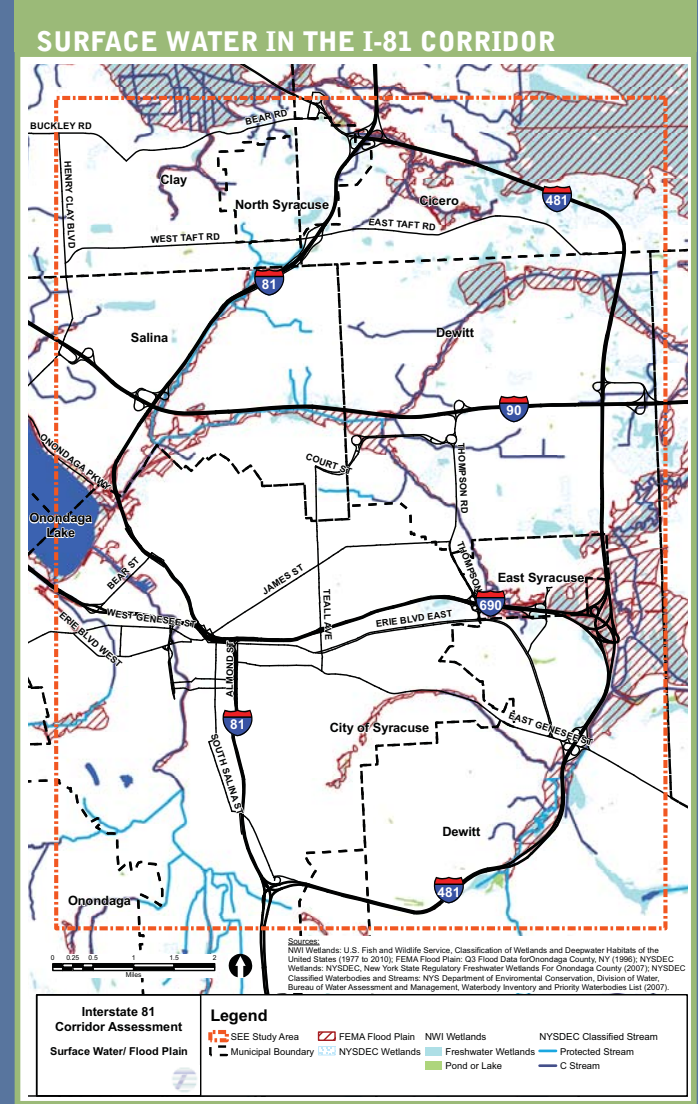
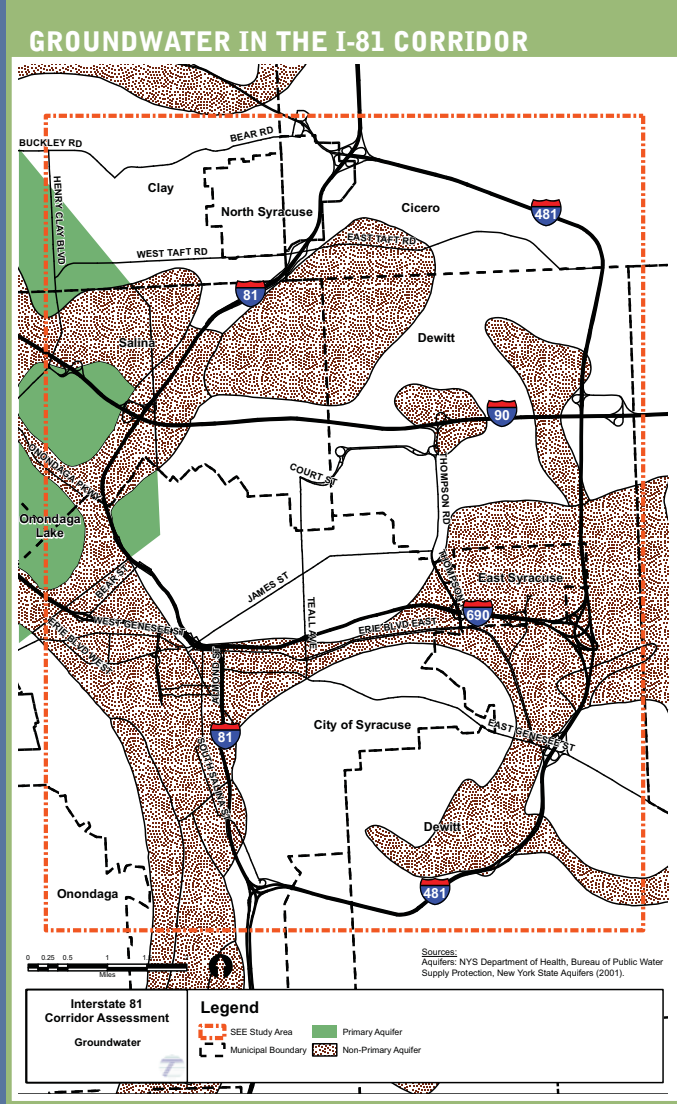
At a local level, the City of Syracuse has designated several Local Preservation Districts and Protected Sites (individually listed properties) that include historic buildings and structures.



NATIONAL AND STATE HERITAGE AREAS

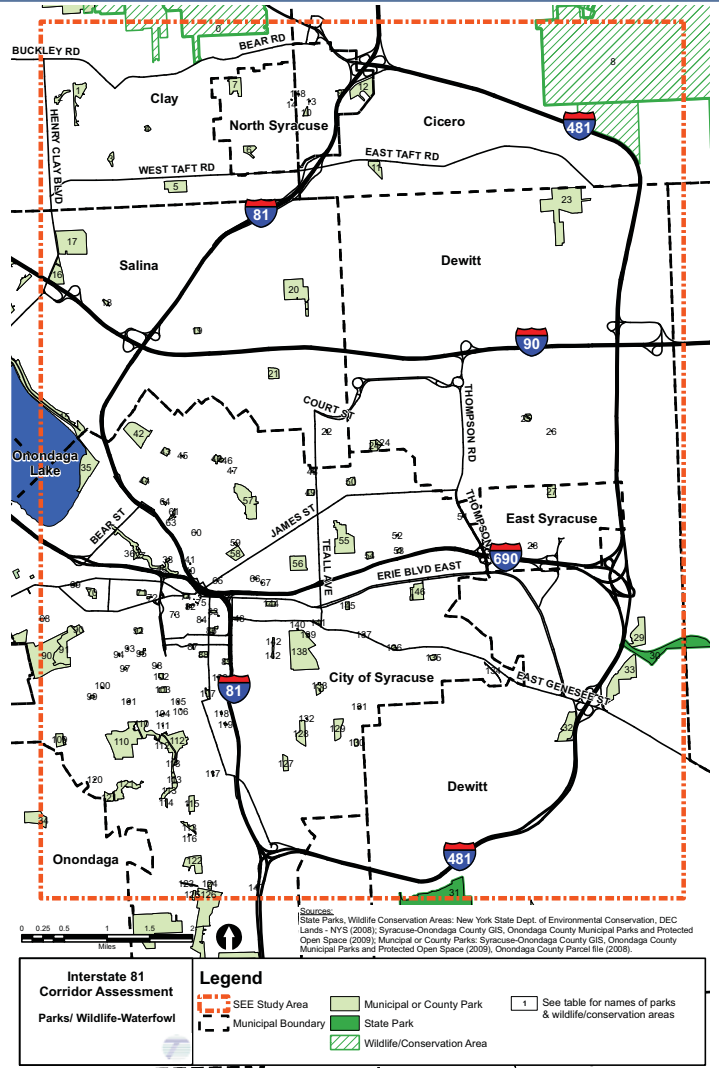
The Erie Canalway National Heritage area encompasses the I-81 study area and includes all 234 municipalities adjoining the 524 miles of navigable waterway that comprise the New York State Canal System. The state-designated Syracuse Heritage Area focuses on the original trade and banking centers in present-day downtown Syracuse and highlights the unique historical and cultural features of downtown Syracuse.

Water resources



Parks & wildlife

I-81 CORRIDOR PARKS AND WILDLIFE ASSESSMENT

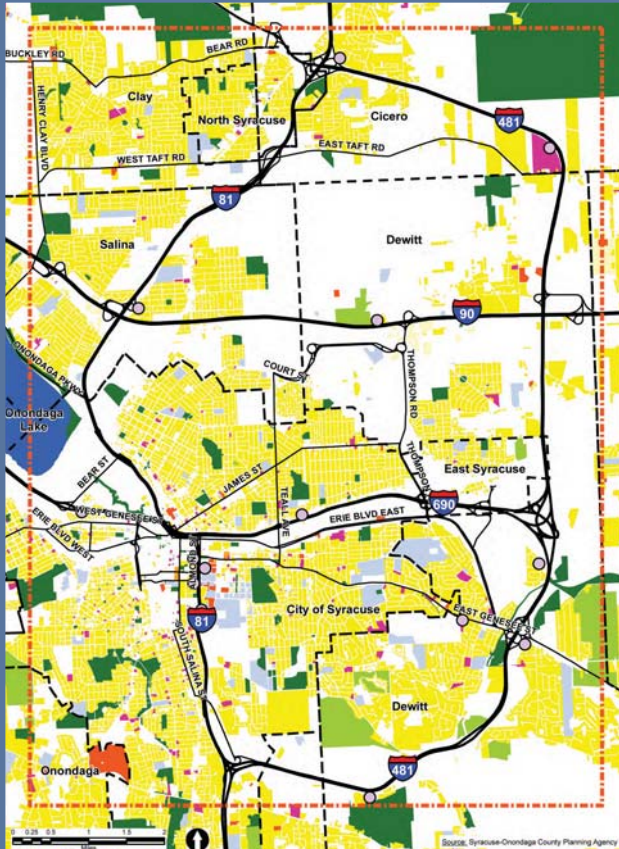


PARK REFERENCE NUMBER KEY

0	CLAY MARSH STATE WILDLIFE MANAGEMENT AREA	50	CUMMINGS FIELD	100	ELLIOTT PARK
1	CLEARVIEW PARK	51	GLENCOVE PARK	101	MERRY WIDOW PARK
2	CLAIRMONT PARK	52	EASTWOOD SENIOR CENTER	102	JUBILEE PARK
3	MERRILL FARMS PARK	53	SHERIDAN PLAYGROUND	103	SOUTHWEST COMMUNITY CENTER
4	BRIARWOOD PARK	54	HUNTINGTON PARK	104	ONONDAGA CREEK PARK
5	CLAY PARK SOUTH	55	SUNNYCREST PARK	105	BLAINE PLAYLOT
6	LONERGAN PARK	56	LINCOLN PARK	106	FURMAN PARK
7	HERITAGE PARK	57	SCHILLER PARK	107	CASTLE & STATE PARK
8	CICERO SWAMP STATE WILDLIFE MANAGEMENT AREA	58	ROSE HILL	108	CENTRAL VILLAGE YOUTH CENTER
9	KENNEDY PARK	59	HIGHLAND PARK	109	WADSWORTH PARK
10	CENTERVILLE PARK	60	AMOS PARK	110	ONONDAGA PARK
11	SKYWAY PARK	61	DEMONG PARK	111	CITY PARK
12	SLEETH PARK	62	UPPER UNION PARK	112	KIRK PARK
13	MEMORIAL PARK	63	UNION PARK	113	ONONDAGA CREEK BLVD. PARK
14	GOETTEL PARK	64	GROSSO PARK	114	ONONDAGA CREEK PARK
15	ONONDAGA LAKE PARK	65	BAGG PLACE PARK	115	MCKINLEY PARK
16	ELECTRONICS PARKWAY PARK	66	CLINTON PLAYGROUND	116	ABBOTT PARK
17	HOPKINS ROAD PARK	67	FINNEGAN PARK	117	CANNON STREET PARK
18	PRIMROSE PARK	68	TIPPERARY HILL PARK	118	DANFORTH PARK
19	RICHFIELD PARK	69	PULASKI & KOSCIUSKO PARK	119	BAKER PLAYGROUND
20	BURNHAM PARK	70	FRAZER PARK	120	GLENWOOD PARK
21	SEHR PARK	71	LEAVENWORTH PARK	121	ELMWOOD PARK
22	SCHAFFER PARK	72	BARKER SQUARE	122	VAN DUYN FIELD
23	MAXWELL PARK	73	ARMORY SQUARE PARK	123	ONONDAGA VILLAGE GREEN
24	NORWOOD PARK	74	CLINTON SQUARE	124	BOB CECILE SR. CENTER
25	FRANKLIN PARK	75	CITY PLACE	125	AND PLAYGROUND
26	DUNROVIN PARK	76	BRUCE PARK	126	ACADEMY GREEN PARK
27	ELLIS PARK	77	VANDERBILT SQUARE	127	MEACHEM FIELD
28	BAGG STREET PARK	78	PERSEVERANCE PARK	128	COMFORT TYLER PARK
29	RYDER PARK	79	LINCOLN PLAZA	129	MORNINGSIDE HEIGHTS PARK
30	CEDAR BAY PARK	80	PITTS PARK	130	BARRY PARK
31	CLARK RESERVATION STATE PARK	81	HANOVER SQUARE	130	SHERMAN FIELD
32	RICHARDS PARK	82	IDA BENDERSON SENIOR CENTER	131	CUMBERLAND PARK
33	BUTTERNUT CREEK NATURE AREA	83	FAYETTE FIREFIGHTERS MEMORIAL PARK	132	BERKELEY PARK
34	SANTARO PARK	84	COLUMBUS CIRCLE	133	WESTMINSTER PARK
35	ONONDAGA LAKE PARK	85	GENESEE TOWNSEND PLAZA	134	DEWITT PARK
36	WHITE OAKS PARK	86	COMMUNITY PLAZA	135	NOTTINGHAM COURTS
37	CREEKWALK AREA	87	BILLINGS PARK	136	EDGEHILL PARK
38	FRANKLIN SQUARE PARK	88	ROESLER PARK	137	SALT SPRINGS PARK
39	PLUM ST. CIRCLE	89	WILSON PARK	138	THORN DEN PARK
40	ASHLAND PARK	90	BURNET PARK	139	LODI CEMETERY
41	SCHLOSSER PARK	91	ROSAMOND GIFFORD ZOO	140	FORBES PARK
42	ALLIANCE BANK STADIUM	92	SKIDDY PARK	141	COLUMBUS PARK
43	FIRST WARD CEMETERY	93	SEYMOUR PLAYGROUND	142	COMSTOCK PARK
44	WASHINGTON SQUARE PARK	94	SHONNARD PLAYScape	143	FORMAN PARK
45	ALVORD PARK	95	WARD BAKERY PARK	144	SPENCER PARK
46	MCCHESENEY PARK	96	SHONNARD STREET CENTER	145	WESTMORELAND PARK
47	DUGUID PARK	97	GRACE PLAYScape	146	HOMER WHEATON PARK
48	FEIGEL PARK	98	TRINITY PARK	147	ARSENAL PARK
49	GRAY AVENUE PARK	99	ONONDAGA-GEDDES PLAYGROUND	148	VETERANS MEMORIAL PARK

Noise & air quality

NOISE SENSITIVE RECEPTORS



Interstate 81 Corridor Assessment

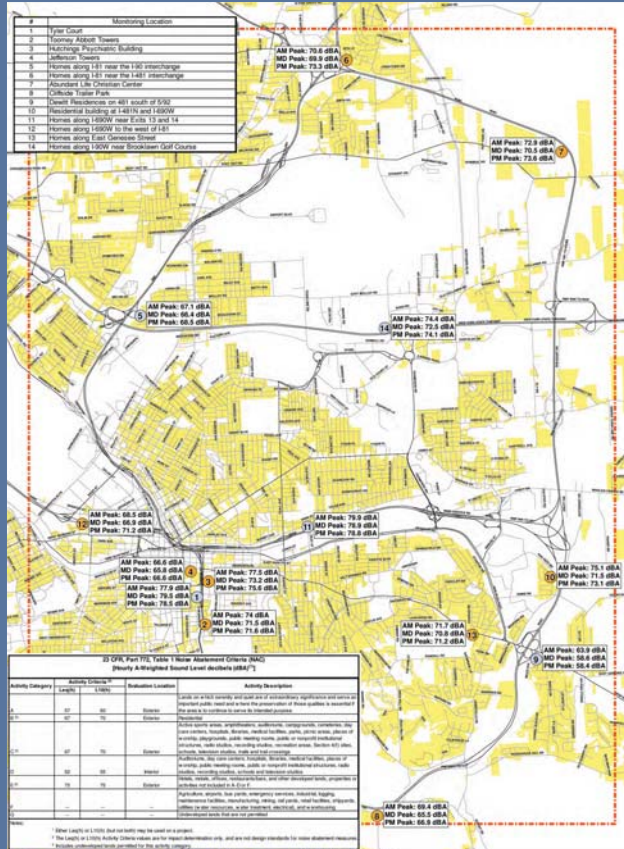
Noise - Sensitive Receptors

Legend

- SEE Study Area
- Municipal Boundary
- Noise Monitoring Locations
- Residential
- Residential - Transient
- Educational Facilities
- Healthcare Facilities
- Religious Facilities
- Indoor Entertainment/Congregation
- Active Outdoor Sports Areas
- Parks

Source: Syracuse-Onondaga County Planning Agency

EXISTING NOISE MEASUREMENTS



Interstate 81 Corridor Assessment

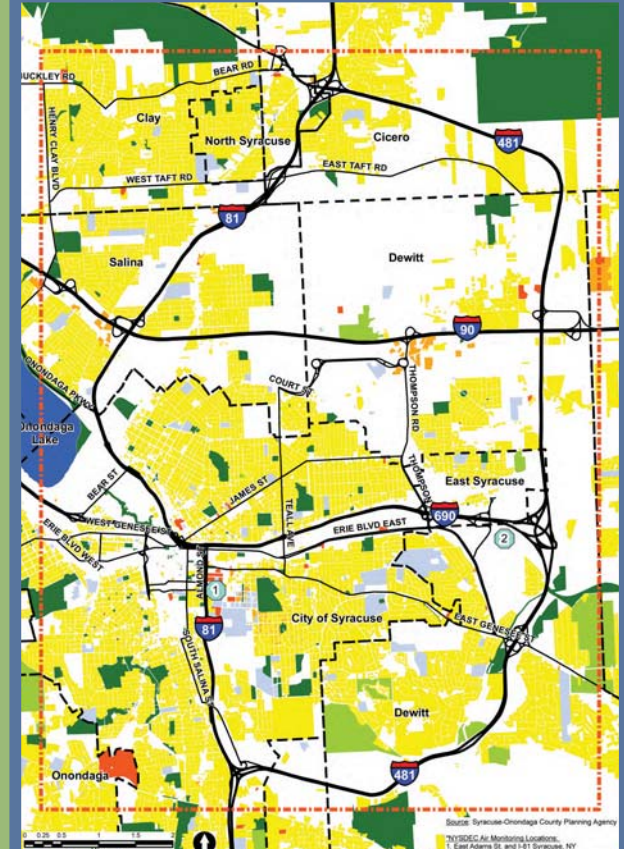
Existing Noise Measurements

Legend

- Study Area
- Residential Land Use
- Long Term Noise Monitoring Locations (24-hr.)
- Short Term Noise Monitoring Locations (20-min.)

Source: Syracuse-Onondaga County Planning Agency

AIR QUALITY SENSITIVE RECEPTORS



Interstate 81 Corridor Assessment

Air Quality - Sensitive Receptors

Legend

- SEE Study Area
- Municipal Boundary
- NYSDEC Air Monitoring Locations
- Residential
- Residential - Transient
- Educational Facilities
- Healthcare Facilities
- Active Outdoor Sports Areas
- Parks

Source: Syracuse-Onondaga County Planning Agency

NYSDEC Air Monitoring Locations:
 1. East Adams St. and I-190, Syracuse, NY
 2. SBS Enterprise Parkway, Syracuse, NY