



New York State Route 31 Transit Corridor Assessment

CNY RPDB Board Meeting

June 24, 2026

Transit Corridor Study Involvement

Lead consultant:



Study Advisory Committee:

Centro

NYSDOT

Lysander

CNY RPDB

Clay

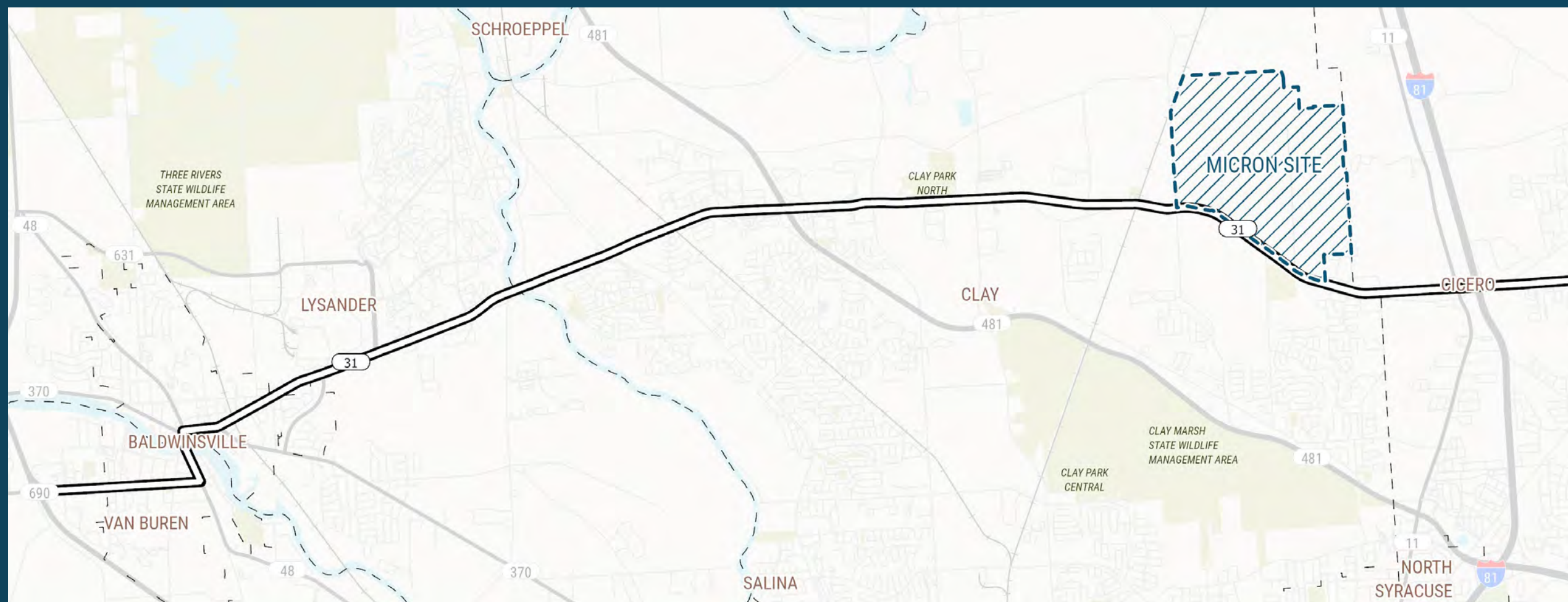
Van Buren

Onondaga
County

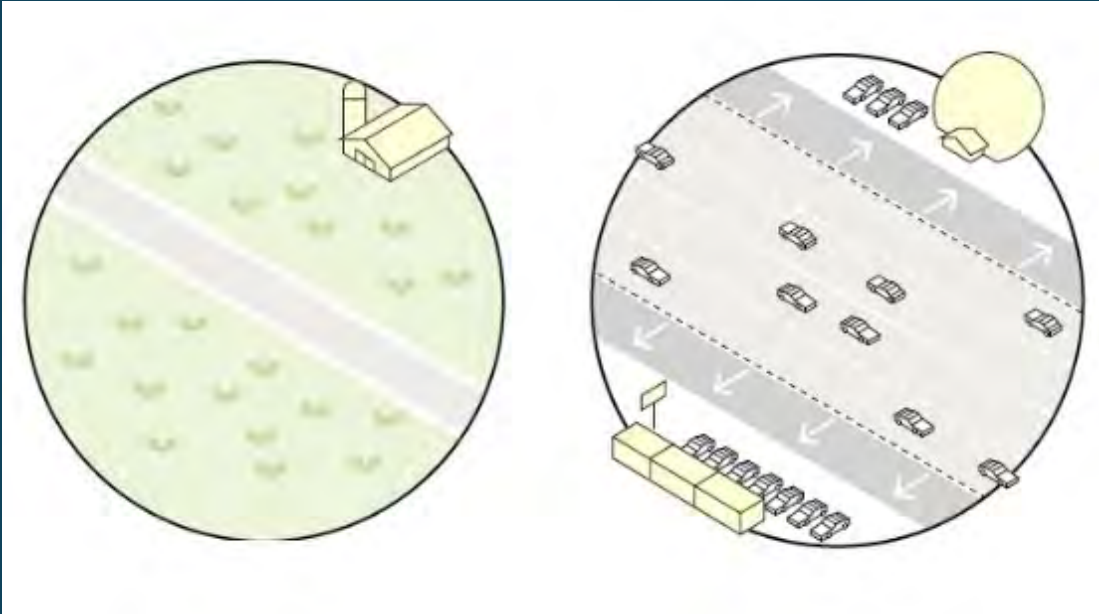
Cicero

Baldwinsville

Assessment Study Area

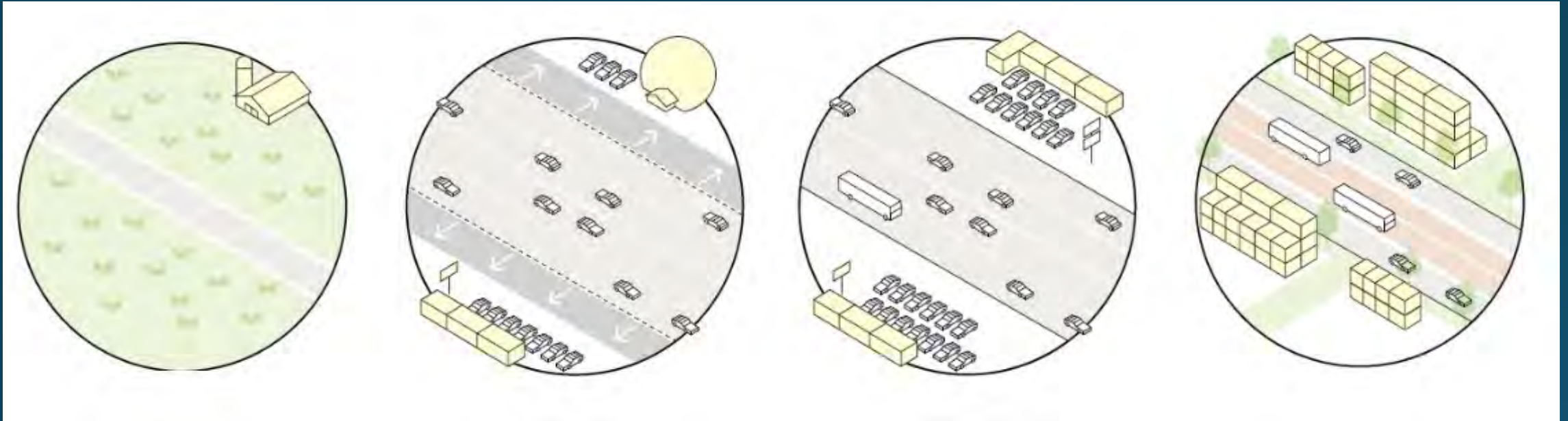


Community Planning – *where are we today?*

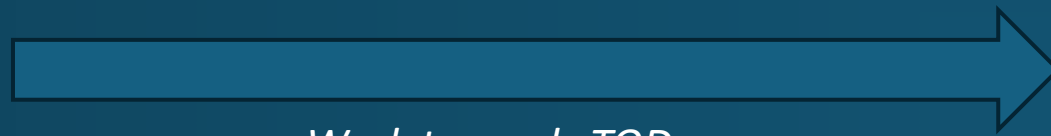


Route 31 TODAY

Community Planning – *where are we going?*



Route 31 TODAY

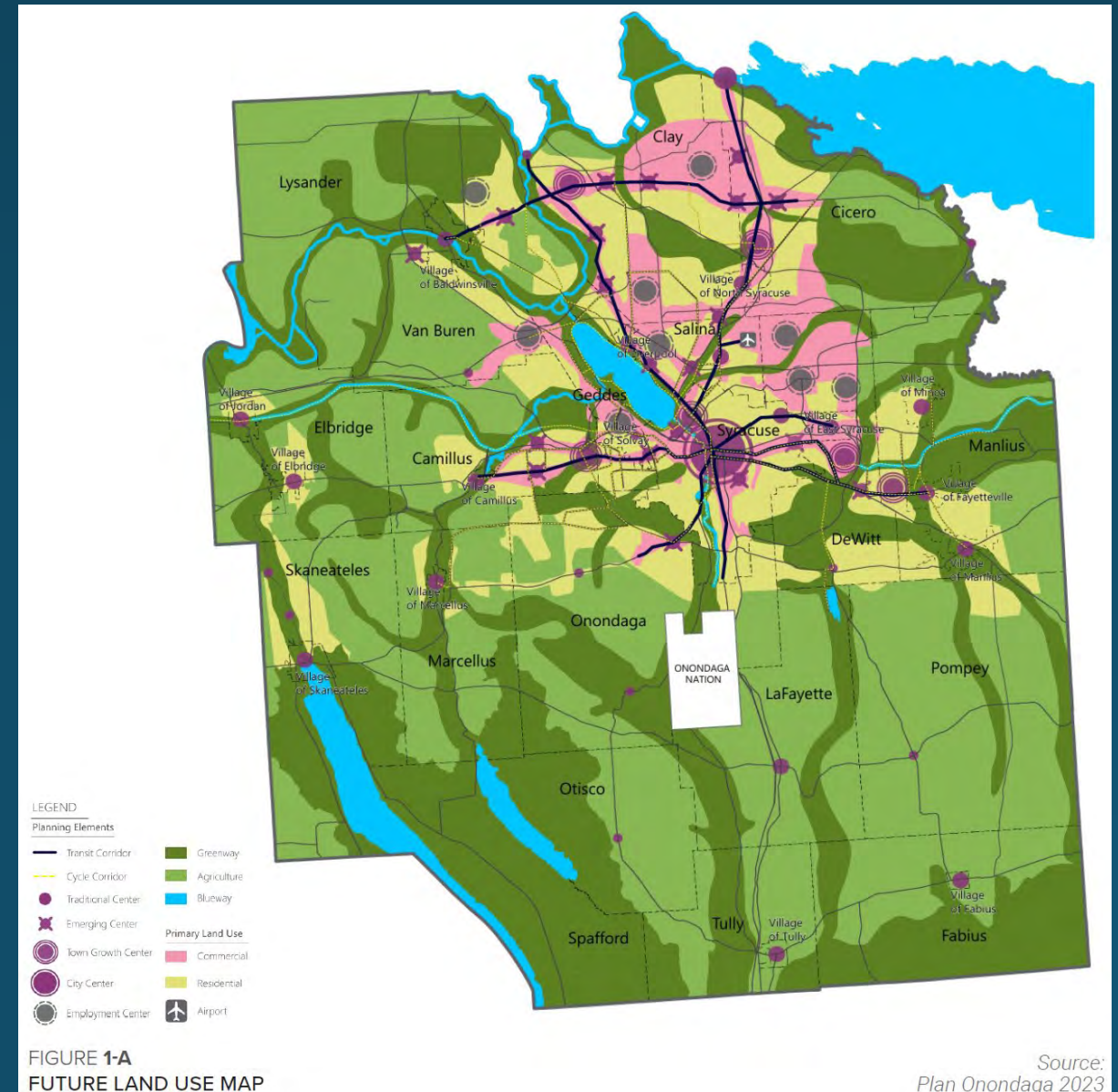


Work towards TOD

Route 31 TOMORROW

Transit Planning Study Purpose

Develop a plan that outlines the feasibility of, and required conditions for, future enhanced public transportation services that support existing and anticipated centers identified in Onondaga County's comprehensive plan (Plan Onondaga).





Goals



Assessment



Operations



What's Next



**Transit Service
Options**



**Transit
Supportive
Density**



**Station Area
Visuals**

Transit Planning Study Goals



*Establish a
Multimodal Corridor
Framework*



*Prepare Route 31 for
Transit-Oriented
Communities*



*Foster Regional
Growth to Support
Communities*



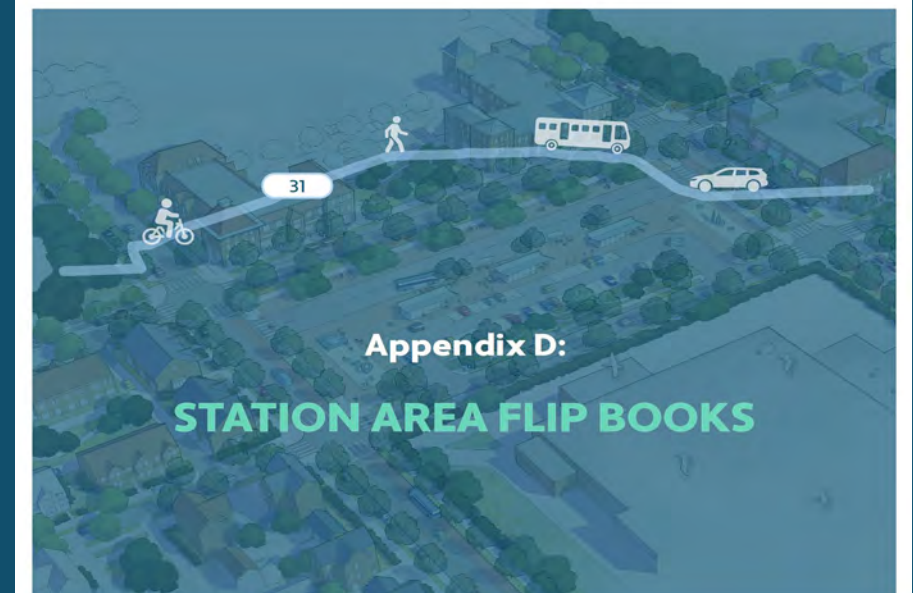
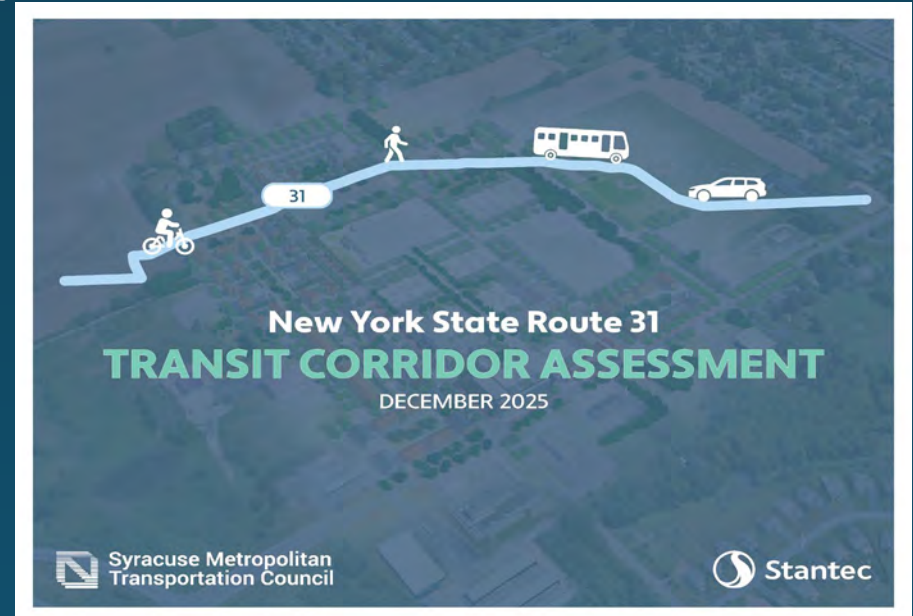
*Identify Strategies for
Long-Term Corridor
Success*



*Support
Implementation*

What does the Study include?

- Transit Corridor Assessment report
 - Inclusive of implementation strategies
- Appendices with expanded analysis & documentation
 - Existing conditions, transit assessment, housing typology matrix, etc.
- Four station area “flip books”



Transit Service Options



On-Demand Bus



*Enhanced
Fixed-Route
Bus*



*Bus Rapid
Transit (BRT)*



Streetcar



*Light-Rail
Transit (LRT)*

On-Demand Bus Service

Bus service designed to pick-up riders from a specified location, at an agreed upon time.



On-Demand
frequency

Service span varies



Low Capacity



Enhanced Fixed-Route Bus

High-ridership, high-frequency bus service complemented by features like mid-to-large shelters with multimodal connections, high-capacity buses, and transit priority (TSP, bus lanes, queue jumps)



**10–30-minute
frequency**

Service span varies



Mid-Capacity

25-39 passengers per hour



**~¼ mile
between stops**



**Capital Cost
Per Mile:
\$5 – 10 million**

**Average Operating
Cost Per Trip:
\$10**



Bus Rapid Transit

Bus transit service that shares features like level-platform boarding, off-board fare collection, and separated right-of-way with rapid transit services



10 minute or better frequency
All day service, including early AM and late PM

High-Capacity

~ $\frac{1}{4}$ - $\frac{1}{2}$ mile between stops

Capital Cost Per Mile:
\$20 – 50 million
Average Operating Cost Per Trip:
\$7



Streetcar Transit

High-capacity transit service running on a laid track in the street; obey streetlights and crossings



**6-to-20-minute
frequency**

*All day service,
including early AM and late PM*



High-Capacity



**~ ¾ - 1 mile
between stops**



**Capital Cost
Per Mile:
\$30 – 70 million**

**Average Operating
Cost Per Trip:
\$13**



Light Rail Transit

Rail transit service using tram vehicles typically operating at-grade



**5-to-30-minute
frequency**

*All day service,
including early AM and late PM*



**Highest-
Capacity**



**~3/4 - 1 mile
between stops**



**Capital Cost
Per Mile:
\$150 – 350 million**

**Average Operating
Cost Per Trip:
\$13**



Transit Assessment and Recommendations



*Enhanced
Fixed-Route
Bus*



*Bus Rapid
Transit (BRT)*



*Light-Rail
Transit (LRT)*

Transit Supportive Density



Enhanced Bus



5-15 dwelling units per acre



20 jobs per acre



Transit Supportive Density



Bus Rapid Transit



20-30 dwelling units per acre



40-60 jobs per acre



Transit Supportive Density



Light Rail Transit



40 dwelling units per acre



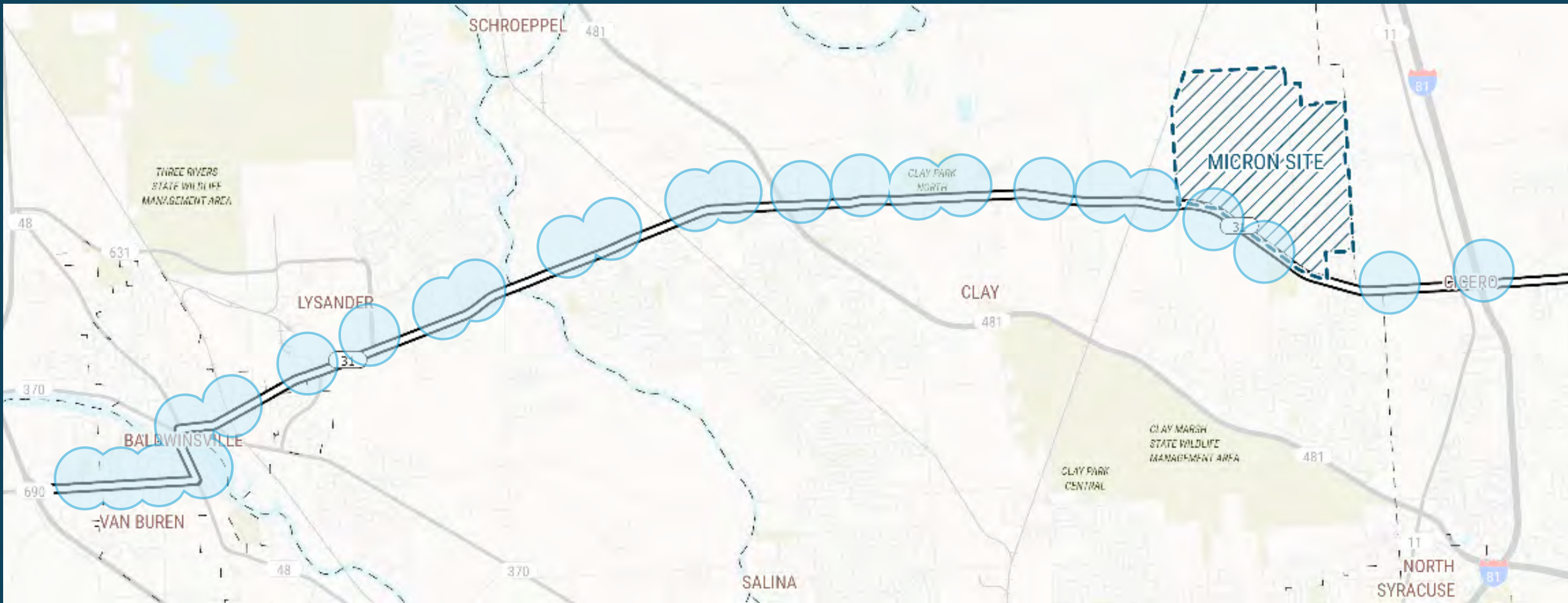
70-80 jobs per acre



Operations Summary

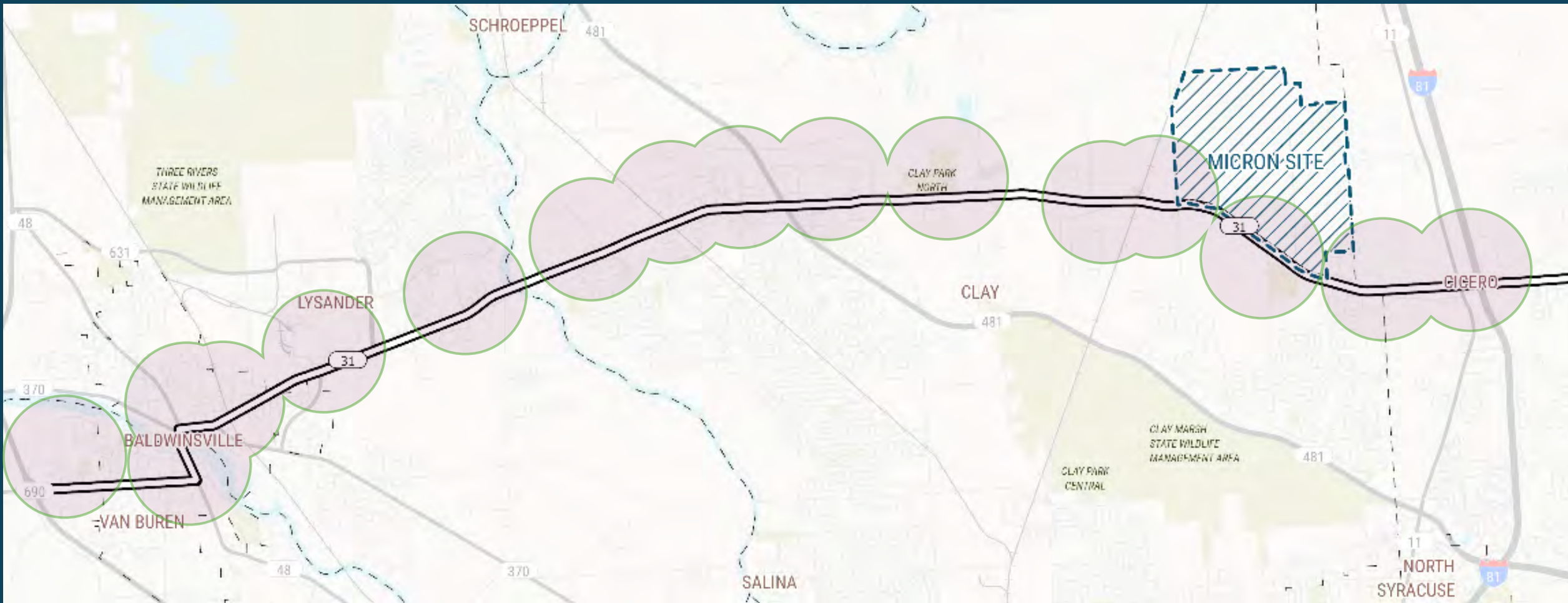
	 Enhanced Fixed-Route Bus	 Bus Rapid Transit	 Light-Rail Transit
CAPITAL COST	\$20 million	\$600 million	\$1,600 million
ANNUAL OPERATING COST	\$1.5 million	\$9.5 million	\$40 million
DAILY RIDERSHIP FORECAST	1,000 – 1,500	3,500 – 4,500	7,000 – 8,000
ANNUAL OPERATING COST PER RIDER	\$3.30 – \$4.60	\$7.10 - \$8.60	\$16.50 – \$18.90

Example Station Areas



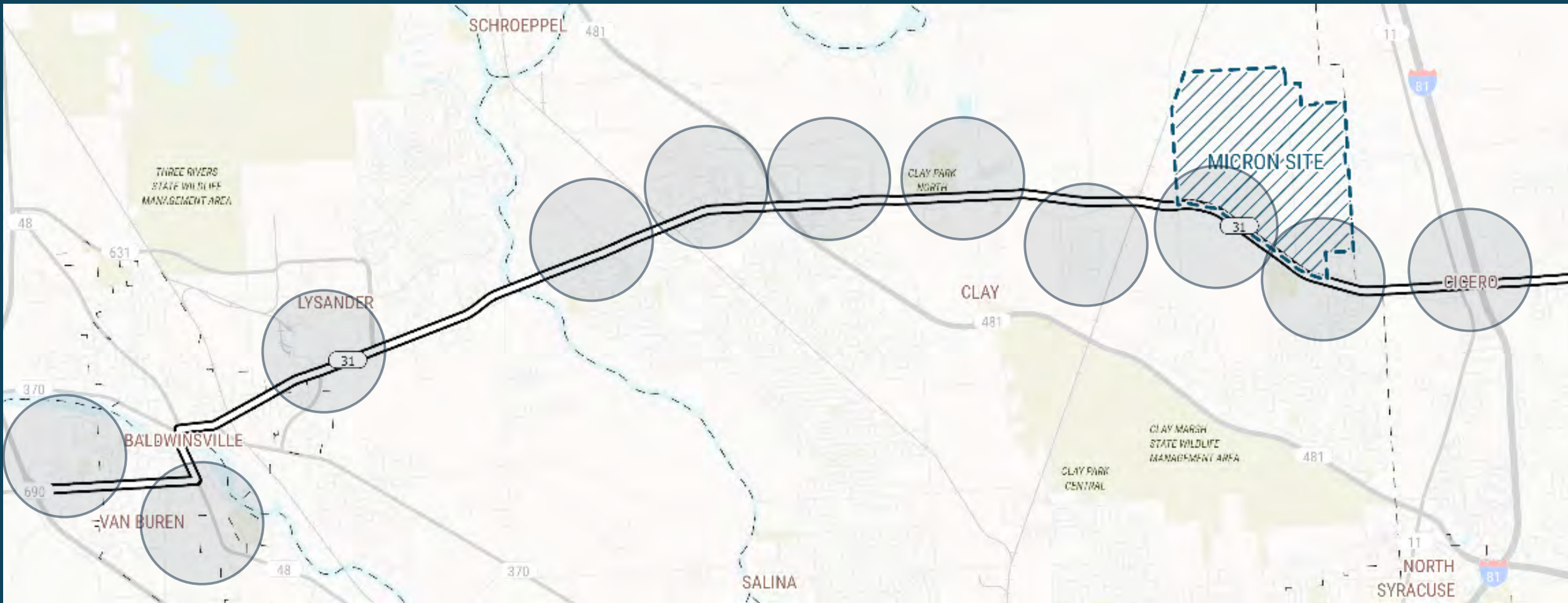
-  LRT Station Area Neighborhoods ($1\frac{1}{2}$ mile radii; 10-minute walk)
-  BRT Station Area Neighborhoods ($1\frac{1}{2}$ mile radii; 10-minute walk)
-  Fixed route Station Area Neighborhoods ($1\frac{1}{4}$ mile radii; 5-minute walk)

Example Station Areas



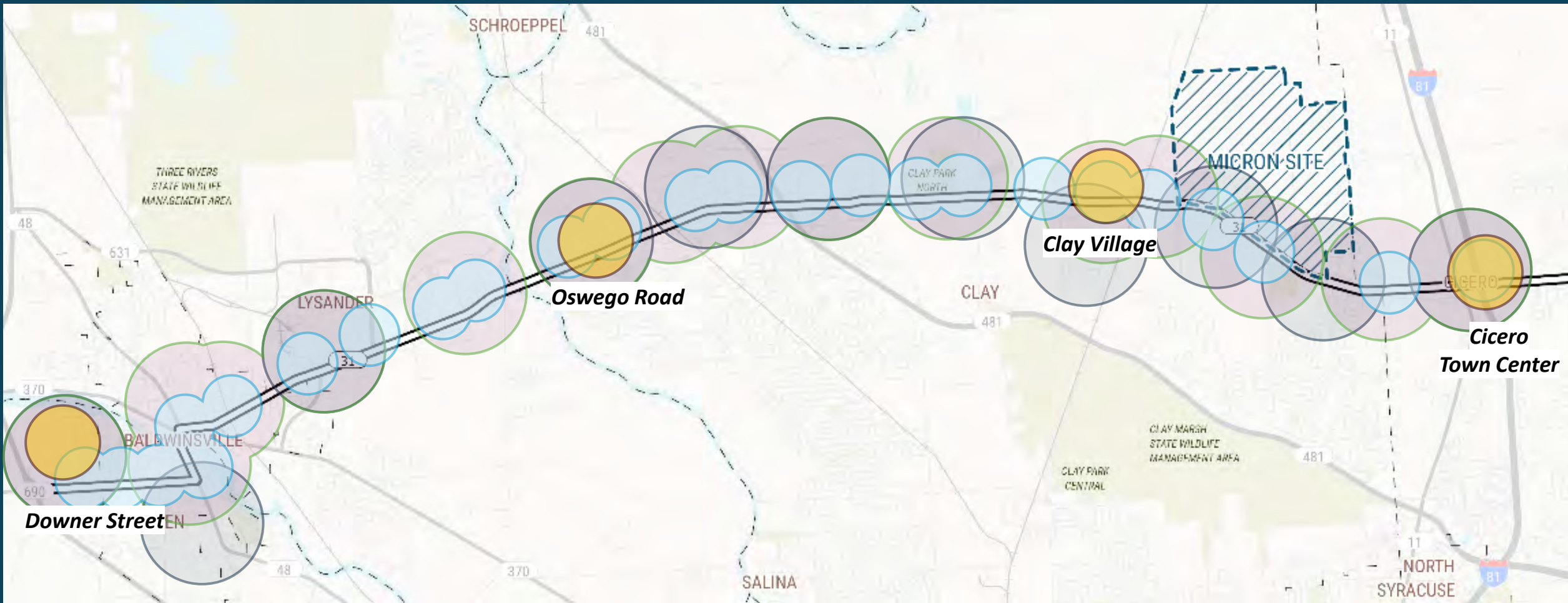
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Example Station Areas



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Example Station Areas



 LRT Station Area Neighborhoods ($1\frac{1}{2}$ mile radii; 10-minute walk)

 Example Station Area

 BRT Station Area Neighborhoods ($1\frac{1}{2}$ mile radii; 10-minute walk)

 Fixed route Station Area Neighborhoods ($1\frac{1}{4}$ mile radii; 5-minute walk)

An aerial, isometric illustration of a city street scene. The scene shows a grid of streets with various buildings, including multi-story commercial structures and smaller residential-style houses. There are numerous green trees scattered throughout the landscape. A blue bus is visible on one of the streets. The entire illustration is overlaid with a semi-transparent blue filter. Centered over the illustration is the title 'Illustrative Station Area Visualization Walkthrough' in white text, followed by a bulleted list of four locations in green text.

Illustrative Station Area Visualization Walkthrough

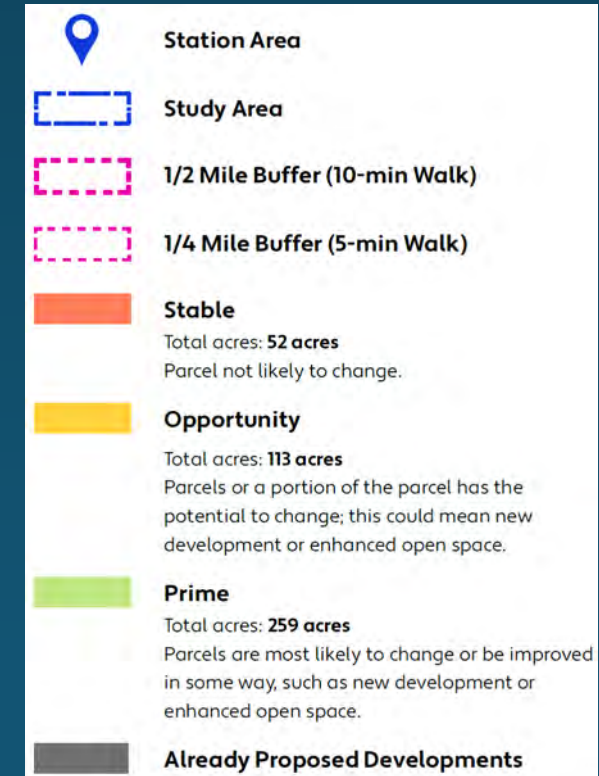
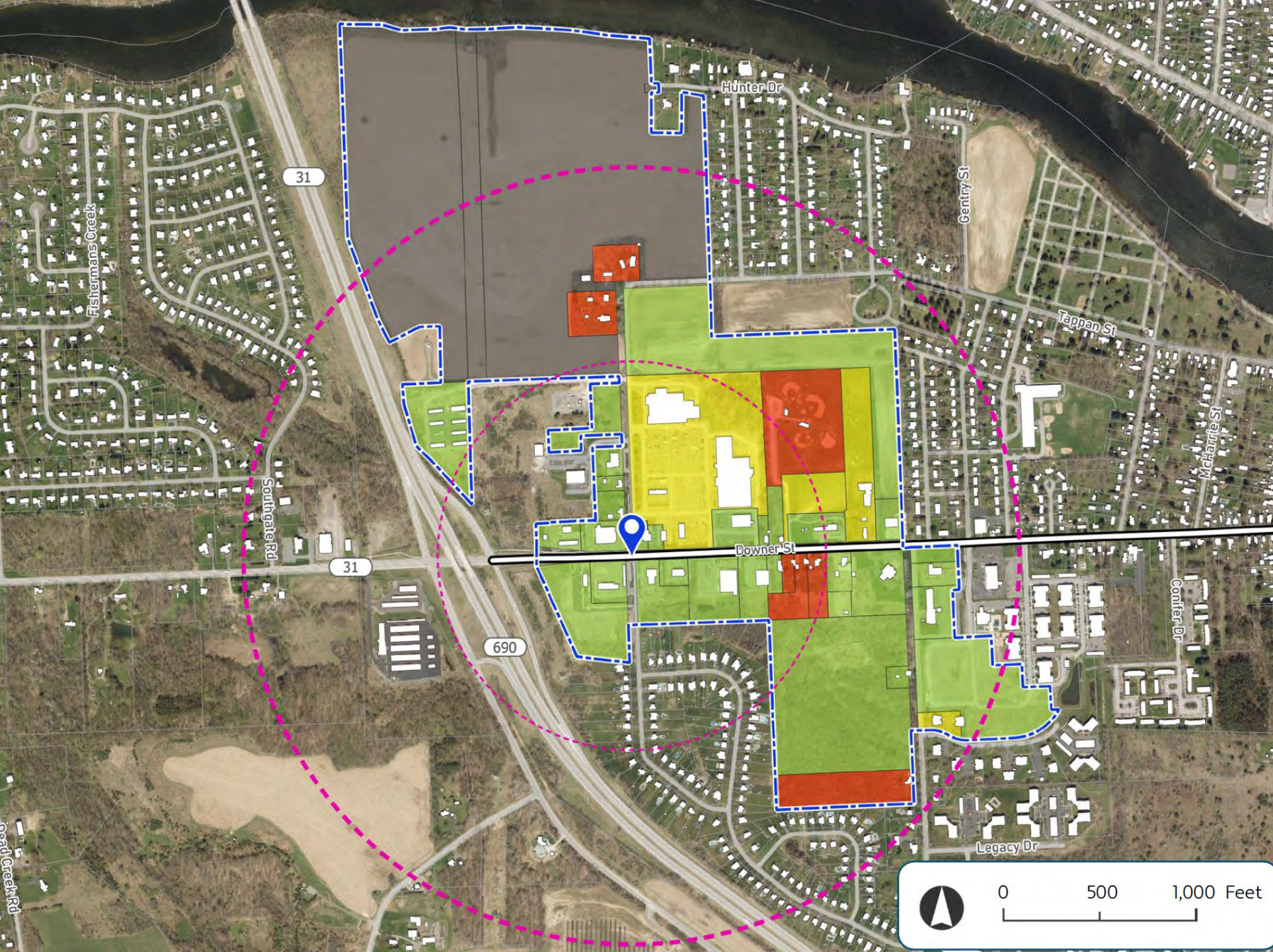
- Downer St – Baldwinsville (full set)
- Cicero Town Center
- Oswego Road
- Historic Clay Village



Enhanced Fixed-Route Bus

Downer St – Baldwinsville
Station Area

Redevelopment Potential



Potential Site Plan



Downer St - Baldwinsville (Existing)



Downer St - Baldwinsville (Concept)

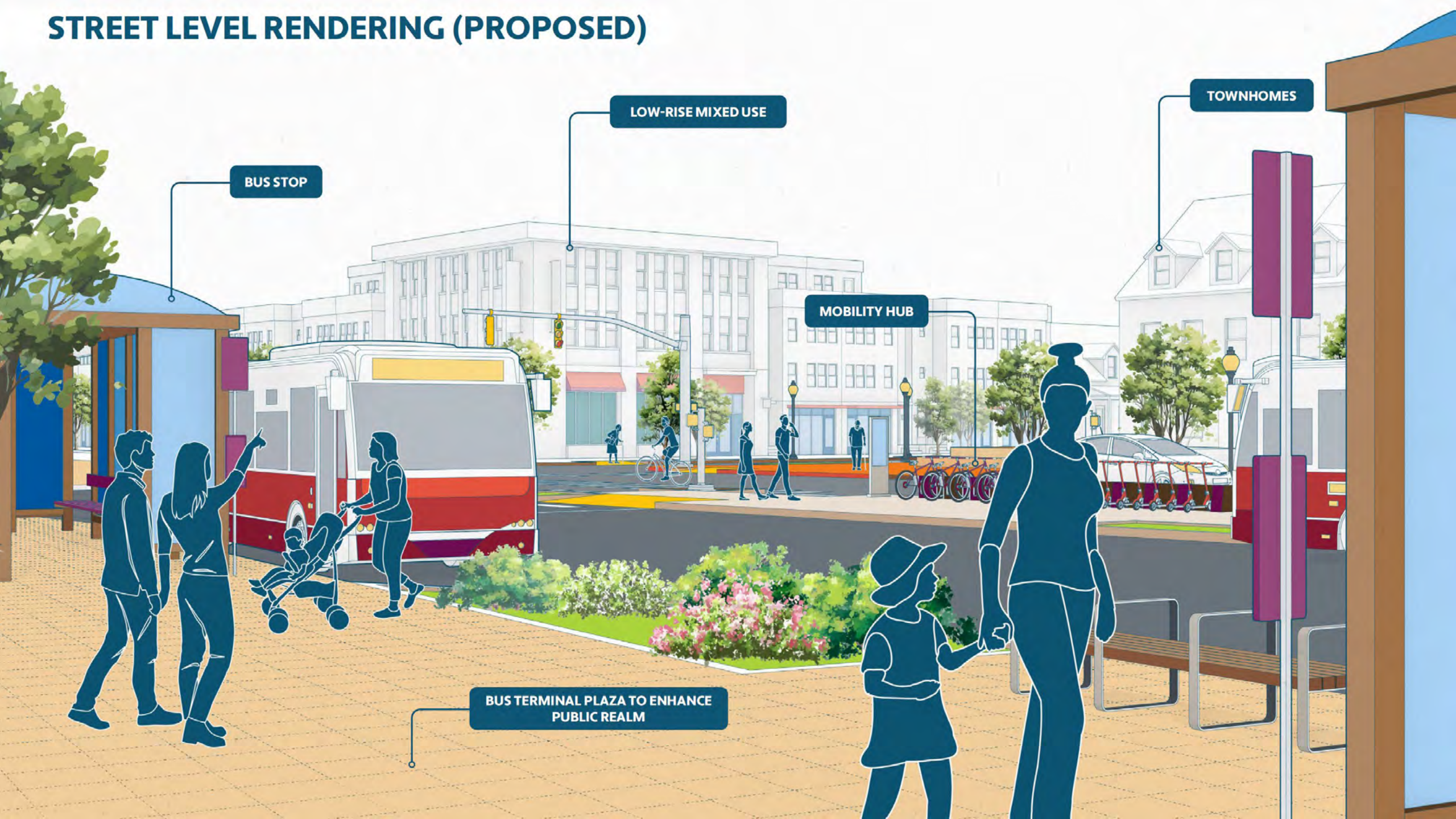




Street Level View



STREET LEVEL RENDERING (PROPOSED)



BUS STOP

LOW-RISE MIXED USE

MOBILITY HUB

TOWNHOMES

BUS TERMINAL PLAZA TO ENHANCE
PUBLIC REALM



Bus Rapid Transit

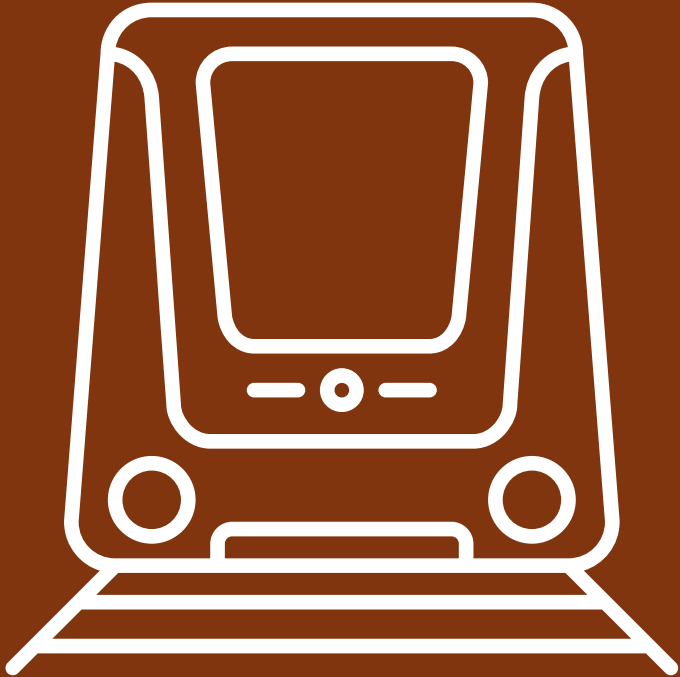
Cicero Town Center
Station Area

STATION AREA (EXISTING)



STATION AREA RENDERING (PROPOSED)





Light Rail Transit

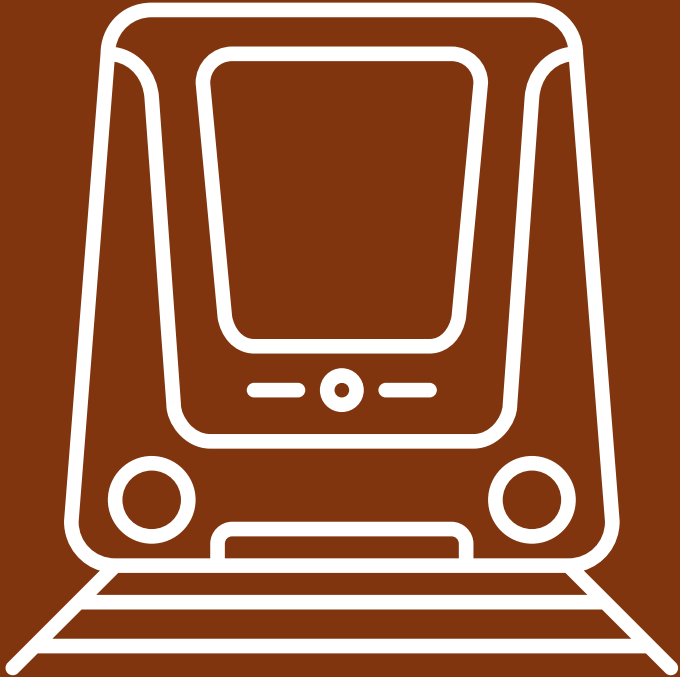
Oswego Road
Station Area

STATION AREA (EXISTING)



STATION AREA RENDERING (PROPOSED)





Light Rail Transit

Historic Clay Village
Station Area

STATION AREA (EXISTING)



STATION AREA RENDERING (PROPOSED)





What's next, other suggestions?



*Enhanced
Fixed-Route Bus*



*Bus Rapid
Transit (BRT)*



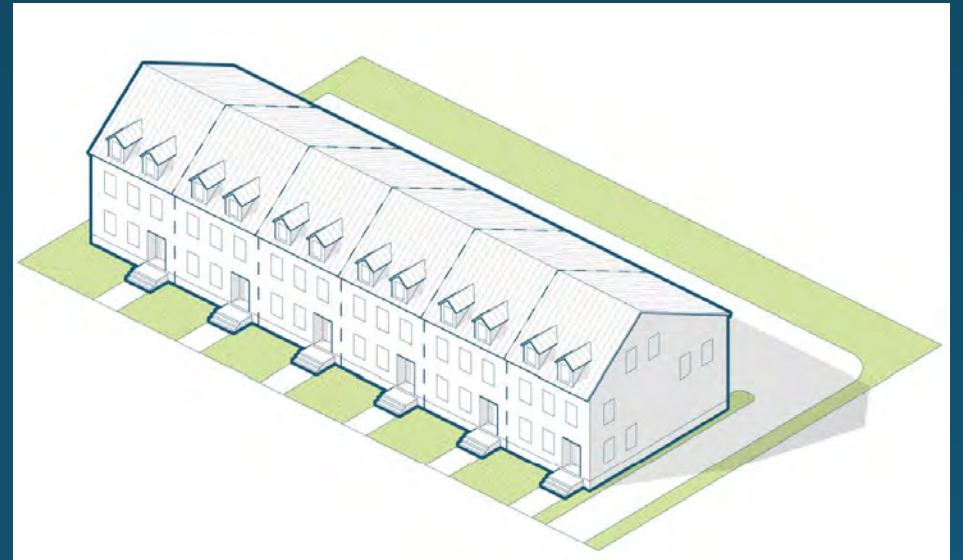
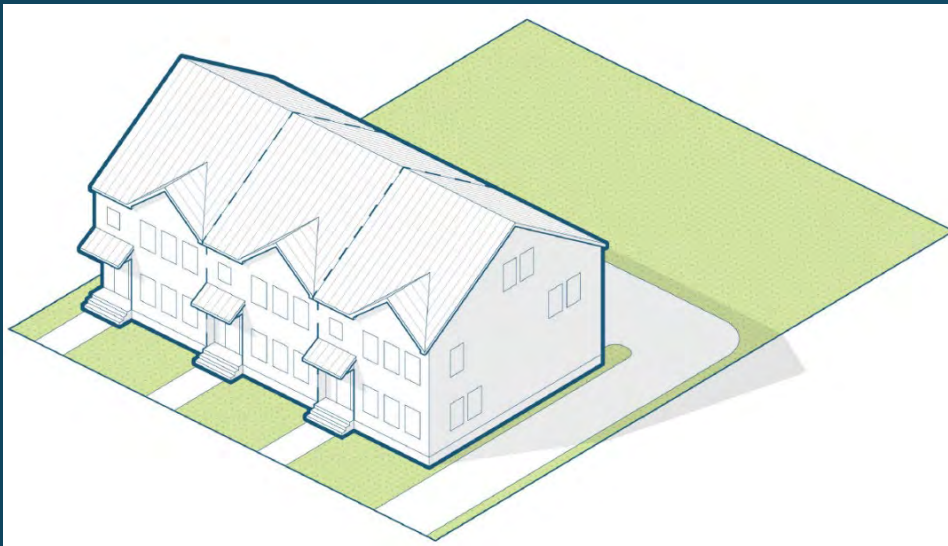
- Utilize transit, pedestrian, and bicycle infrastructure to provide modal options that can be a catalyst to support higher development densities.





What's next, other suggestions?

- Encourage the development of “missing middle” housing types such as condos, townhouses, cottages, duplexes, and triplexes.



- Additional/related planning assistance included in SMTC's work program.



Thank you.

Mario Colone

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