



Syracuse Metropolitan Transportation Council (SMTC)  
and  
Syracuse-Onondaga County Planning Agency (SOCPA)  
**Community Planning & Transportation  
Resident Survey**

Report of Results  
October 2010



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# Executive Summary

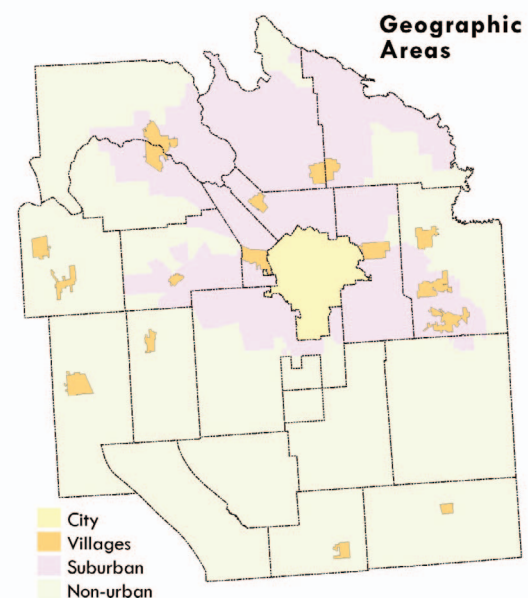
## Survey Background

The Syracuse-Onondaga County Planning Agency (SOCPA) is in the process of creating a new *Sustainable Development Plan* for Onondaga County that will focus on the sustainability of current and future land use patterns and development decisions. The plan will guide County policy and will serve as a decision-making tool for individuals and municipalities. The plan will be closely linked with another important planning effort, the update of the Syracuse Metropolitan Transportation Council's (SMTC) *Long Range Transportation Plan (LRTP)*. The *LRTP* examines major transportation planning issues, such as accessibility, the availability of alternative modes, the impact of land development on the transportation system, traffic congestion, and maintenance, and establishes a 20-year vision for transportation in the metropolitan planning area.

This statistically valid survey was jointly conducted by the SMTC and SOCPA in an effort to inform these planning projects. The survey, developed and administered by National Research Center, Inc. (NRC), examined the opinions of a representative sample of Onondaga County residents. The survey included questions intended to assess opinions about land development and design, transportation habits and preferences, and basic demographic information.

A set of 3,900 households was randomly selected from within the boundaries of Onondaga County to receive the *Community Planning & Transportation Resident Survey* by mail. These households were selected so that they represented each of four areas within the County equally: city (City of Syracuse), villages, suburban areas (town areas inside the Onondaga County Sanitary District boundary), and non-urban areas (all remaining areas). This allowed examination of survey results by area of residence with the greatest precision possible.

A total of 922 completed surveys were received, for a response rate of 25%. Survey results were weighted so that respondent age, gender, race/ethnicity, type of housing and place of residence were represented in the proportions reflective of all Onondaga County adults. The 95 percent confidence level for this survey is generally no greater than plus or minus 3.5 percentage points around any given percent reported for the entire sample.



## Survey Highlights

Survey results generally reflected strong support for the principles of “smart growth” and regional planning and a desire to explore more and different transportation options. Several survey questions explored respondents’ attitudes toward new development and the degree to which public funding should be spent to encourage growth in new areas:

- The types of development most desired by respondents over the next 30 years were small shops and businesses, farms, and manufacturing/warehouses. Fewer respondents favored new housing and large stores and office buildings.
- More than three-quarters of respondents thought new development should take place in already developed communities with available buildings or unused land.
- Similarly, a sizable percentage of respondents (37%) believed that infrastructure should not be expanded at all until the region experiences population growth, and very few (9%) thought local governments should expand infrastructure anytime as a way to support growth.
- A strong majority of respondents (77%) also felt that housing and buildings should be closely spaced, with sidewalks leading to nearby shop and parks, even if it means having smaller homes and less space for parking.
- A question designed to assess public support for various “smart growth” principles found strong support for all of the ideas tested. Among these principles, protecting environmental assets, protecting farms and scenic resources, and reducing energy usage were of highest importance to respondents. While still very favorable, ideas focused on mixing housing types, mixing housing and commercial development, and connecting neighborhoods garnered the least support of those listed.

A series of questions was also designed to assess residents’ attitudes toward existing transportation infrastructure, test opinions regarding future transportation needs, and identify travel habits:

- Respondents reported driving alone or with children for the great majority of all trips, regardless of purpose. This mode was particularly prevalent for commuting purposes, where 85% of respondents reported driving alone or with children. Respondents were more likely to report carpooling for social/recreational purposes and shopping trips than for other trip purposes. Walking was most prevalent for social/recreational trips as well.
- Those who live in the city were more likely to walk or bike (45%) compared with those in villages (30%), suburban areas (19%), and non-urban areas (12%). The most common reasons for not walking or bicycling more often included distance, weather, and lack of facilities.
- More than half (58%) of respondents rated how well the overall transportation system in Onondaga County meets their needs as ‘excellent’ or ‘good.’ Respondents were generally satisfied with their ability to access places they usually visit and the traffic flow on major streets.
- However, residents were less satisfied with the availability and condition of alternative modes in Onondaga County. A sizable majority of respondents rated the availability and condition of pedestrian and bicycle facilities as fair or poor. Respondents were also unsatisfied with the condition of roads and bridges.

- Only 16% of respondents thought that the best long-term solution for reducing traffic congestion in Onondaga County was to build new roads; instead, they supported improving transit options and creating denser communities.
- In testing acceptance of other potential changes to the transportation system, the survey found strong support for such transportation options as regional and local train, expanded and express bus service, carpooling, walking, and bicycling. Half of respondents indicated that they would drive less if other types of travel were more convenient and accessible.

Overall, survey results indicate strong support for planning that focuses on existing infrastructure and community assets, protection of natural and scenic areas, and focused growth in existing centers. The survey also illustrates a need for improvements to existing transportation assets and the exploration of alternative modes of transportation.





# Survey Background

## About the Survey

This survey was jointly conducted by the Syracuse Metropolitan Transportation Council (SMTC) and the Syracuse-Onondaga County Planning Agency (SOCPA) in an effort to gather public opinion about existing and future transportation and land use patterns in Onondaga County. Both agencies are working on regional plans and wanted to hear from a scientifically selected sample of their constituents. The survey was developed and administered by a consultant, National Research Center, Inc. (NRC), and included questions related to land development, urban design, public infrastructure, and transportation.

Onondaga County is in the process of creating a new *Sustainable Development Plan* with a focus on settlement patterns that will foster sustainability and opportunities for future generations. The plan will guide policy for County government and will serve as a decision-making tool for individuals, businesses, and municipalities. The plan will be closely linked with several other planning efforts related to the County's settlement patterns, including the update of the Syracuse Metropolitan Transportation Council's (SMTC) *Long Range Transportation Plan (LRTP)*. The SMTC's *LRTP* examines major transportation planning issues, such as accessibility, the availability of alternative modes, the impact of land development on the transportation system, traffic congestion, environmental quality, and maintenance, and establishes a 20-year vision for transportation in the metropolitan planning area.

## How the Survey Was Conducted

A set of 3,900 households was randomly selected from within the boundaries of Onondaga County to receive the *Community Planning & Transportation Resident Survey* by mail. These 3,900 households were selected so that they represented equally each of four areas within the County: city (City of Syracuse), suburban areas (town areas inside the County's Sanitary District boundary), villages, and non-urban areas (all other areas). This allows examination of survey results by area of residence with the greatest precision possible. A map of the geographic areas can be found in [Appendix D: Responses to Survey Questions by Geographic Area](#).

Each of the 3,900 selected households was contacted three times. First, a prenotification announcement, informing the household members that they had been selected to participate in the survey, was sent the week of February 22, 2010. Approximately one week after mailing the prenotification, each household was mailed a survey containing a cover letter signed by the director of the Syracuse Metropolitan Transportation Council, James D'Agostino and by Joanne M. Mahoney, the county executive of Onondaga County, enlisting participation. The packet also contained a postage paid return envelope in which the survey recipients could return the completed questionnaire to NRC. A reminder letter and survey, scheduled to arrive one to two weeks after the first survey, was the final contact. The second cover letter asked those who had not completed the survey to do so and those who had already done so to refrain from turning in another survey.

Of the 3,900 households selected, 3,674 were assumed to have received the mailings (226 postcards/packets were returned as undeliverable by the post office). A total of 922 completed surveys were received, for a response rate of 25%.

It is customary to describe the precision of estimates made from surveys by a “level of confidence” (or margin of error). The 95-percent confidence level for this survey is generally no greater than plus or minus 3.5 percentage points around any given percent reported for the entire sample (922). For comparisons among subgroups, the margin of error rises to approximately plus or minus 5% for sample sizes of 400 to plus or minus 10% for sample sizes of 100.

Survey results were weighted so that respondent age, gender, race/ethnicity, type of housing and place of residence were represented in the proportions reflective of all Onondaga County adults. More information about the survey methodology can be found in [Appendix G: Survey Methodology](#). A copy of the survey materials received by respondents can be found in [Appendix H: Survey Materials](#).

### How the Results Are Reported

For the most part, frequency distributions (the percent of respondents giving each possible response to a particular question) are presented in the body of the report. The demographic characteristics of those responding to the survey can be found in [Appendix A: Respondent Demographics](#), while a complete set of frequencies for each survey question is presented in [Appendix B: Responses to Survey Questions](#).

On several of the questions in the survey, respondents could give an answer of “not applicable.” The proportion of respondents giving this reply is shown in the full set of responses included in [Appendix B: Responses to Survey Questions](#) and is discussed in the body of this report if it is 20% or greater. However, these responses have been removed from the analyses presented in the body of the report, unless otherwise indicated. In other words, the majority of the tables and graphs in the body of the report display the responses from respondents who had an opinion about a specific item.

For some questions, respondents were permitted to select multiple responses. When the total exceeds 100% in a table for a multiple response question, it is because some respondents are counted in multiple categories. When a table for a question that only permitted a single response does not total to exactly 100%, it is due to the customary practice of rounding percentages to the nearest whole number.

On some questions, respondents could write in an “other” response in their own words. All respondents were invited to give any other comments they wanted. These verbatim responses can be found in [Appendix C: Verbatim Responses to Open-ended Survey Questions](#).

Breakdowns of survey results by respondent characteristics are presented where notable in the body of the report. Complete cross tabulations can be found in several of the appendices. [Appendix D: Responses to Survey Questions by Geographic Area](#) provides cross tabulations of survey results by geographic area, [Appendix E: Responses to Survey Questions by Age of Respondent](#) contains cross tabulations by age of respondent, and [Appendix F: Responses to Survey Questions by Annual Household Income](#) contains cross tabulations by household income.

# Survey Results

## Resident Opinions About Land Use

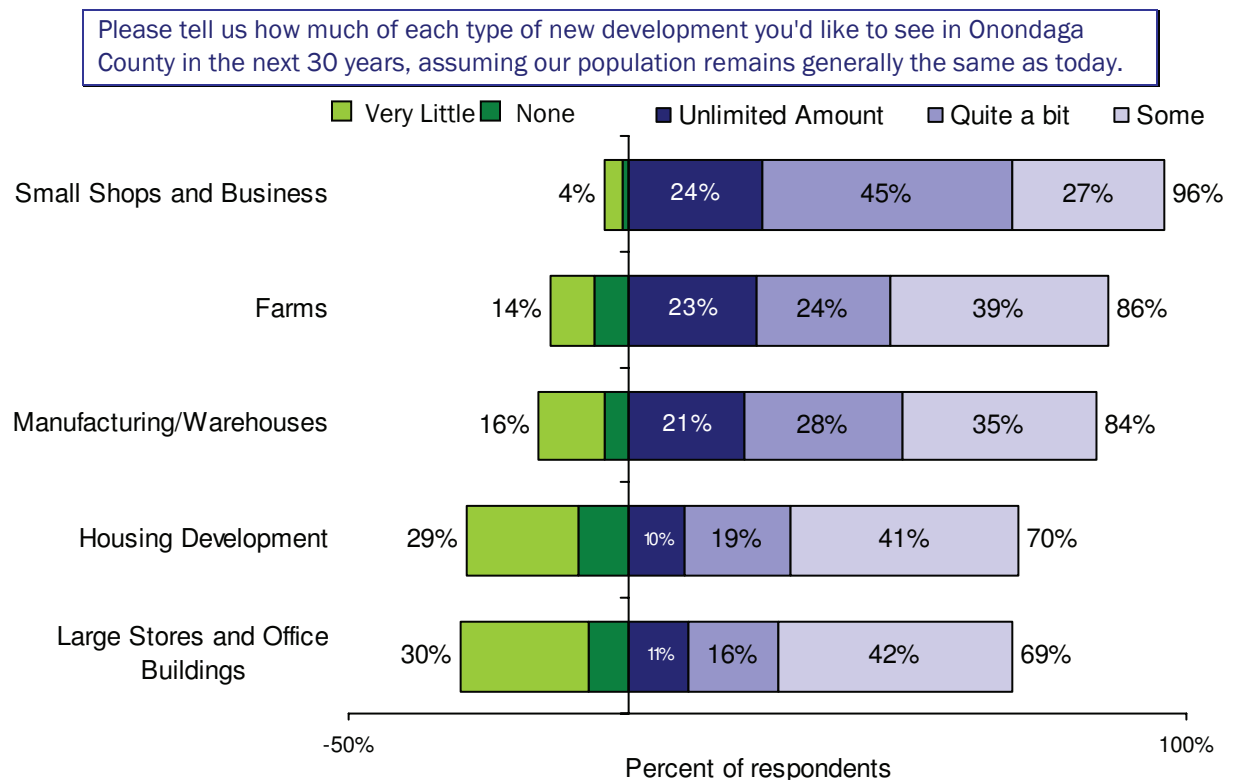
### Amount and Type of New Development Desired by Respondents

A set of survey questions invited recipients to give their opinion about new development in Onondaga County. One of these questions asked respondents to rate how much new development of various types they would like to see over the next 30 years, assuming that the population of the County would remain relatively stable.

The type of development most desired by respondents was small shops and businesses, with more than two-thirds desiring an “unlimited amount” or “quite a bit” (see Figure 1), and 96% wanting at least “some” of this type of development. About half of respondents wanted to see “quite a bit” or an “unlimited amount” of manufacturing or warehouse development. They also were interested in seeing farms over the next 30 years, with 47% wanting to see an “unlimited amount” or “quite a bit” of farm development in Onondaga County. While about 30% desired to see “quite a bit” of additional housing development or large stores and office buildings, another 30% wanted to see “very little” or “none” of these types of development.

These results seem to suggest that respondents were least likely to favor the type of development often associated with “urban sprawl” (housing developments and “big box” retail). The support for manufacturing and warehouse development may indicate that respondents are interested in seeing development that would spur job growth.

**Figure 1: Amount of Types of New Development Desired by Respondents**



### *Differences in Results by Geography*

Compared to those living in other areas, those who lived in the city were the most likely to want nearly all kinds of development, particularly housing development. Those who lived in non-urban areas were least likely to want new development, except for additional farms.

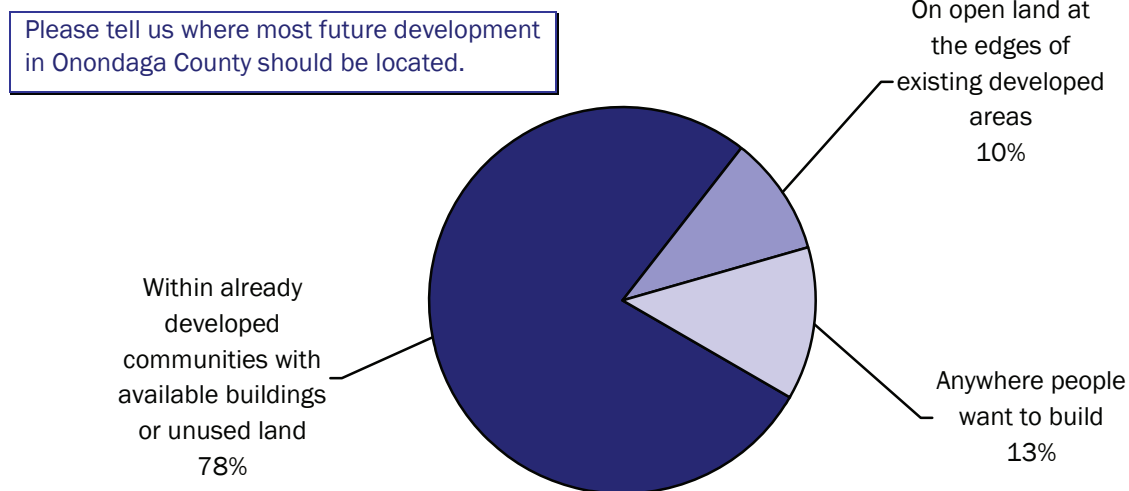
### *Differences in Results by Respondent Demographics*

Those in the lowest income bracket were more likely than those in higher income brackets to want to see housing development. They were least likely to want to see small shops and businesses. Those in the two lowest income brackets were most likely to want to see farms in the future.

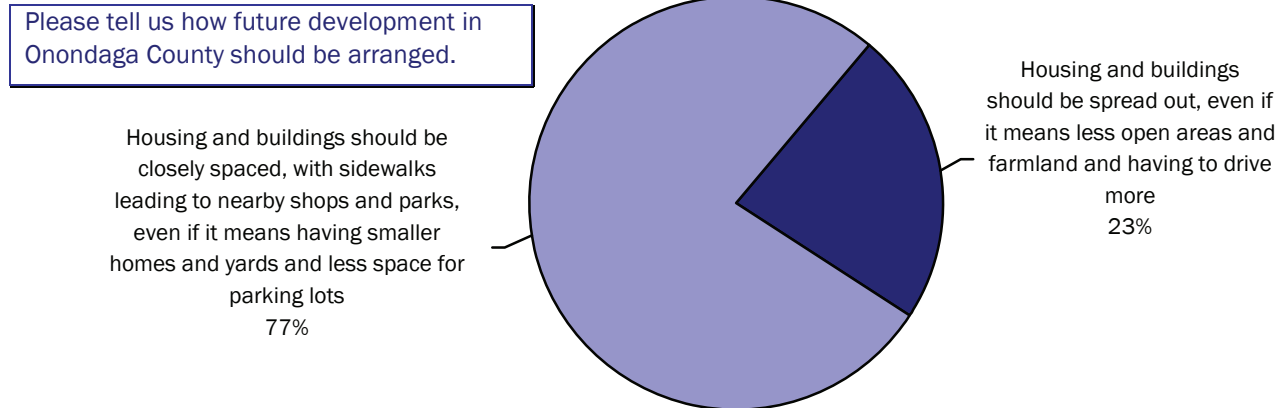
## **Desired Model for Future Development**

When asked where they wanted to see future development occur, more than three-quarters of respondents thought it should be located within already developed communities with available buildings or unused land (see Figure 2). In contrast, only 10% of respondents thought it should be located on open land at the edges of existing developed areas, while 13% thought it should be located anywhere people want to build.

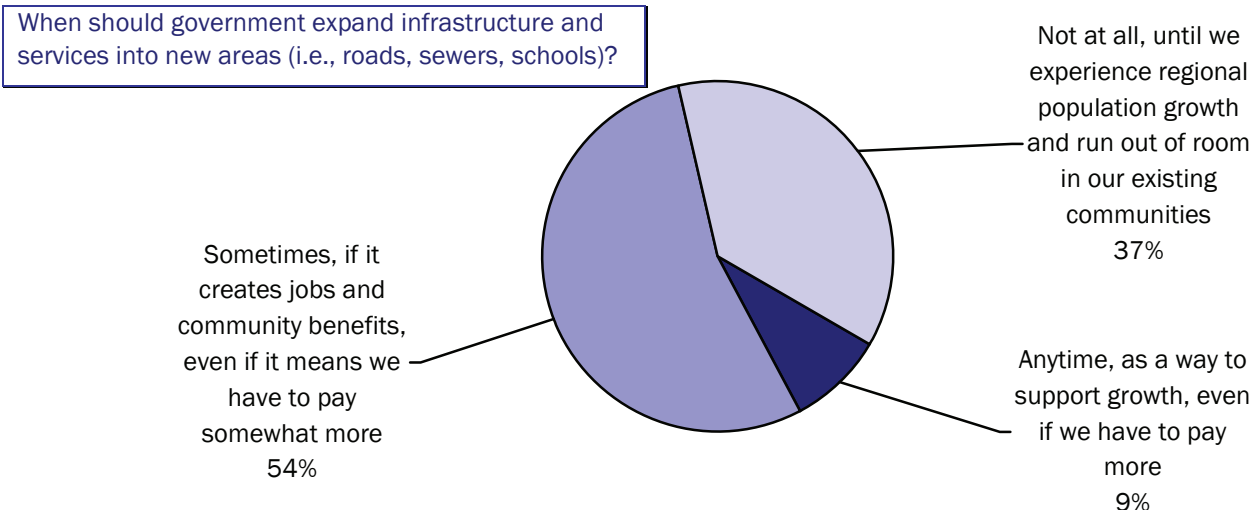
**Figure 2: Location of Future Development**



Two types of development patterns were described for survey participants, who were asked which they preferred for future development. About three-quarters of respondents favored closely spaced housing and buildings, with sidewalks leading to nearby shops and parks, even if that would mean having smaller homes and yards and less parking space (see Figure 3). Approximately one quarter of respondents favored the option of having housing and buildings spread out, even if meant less open areas and farmland and longer driving distances.

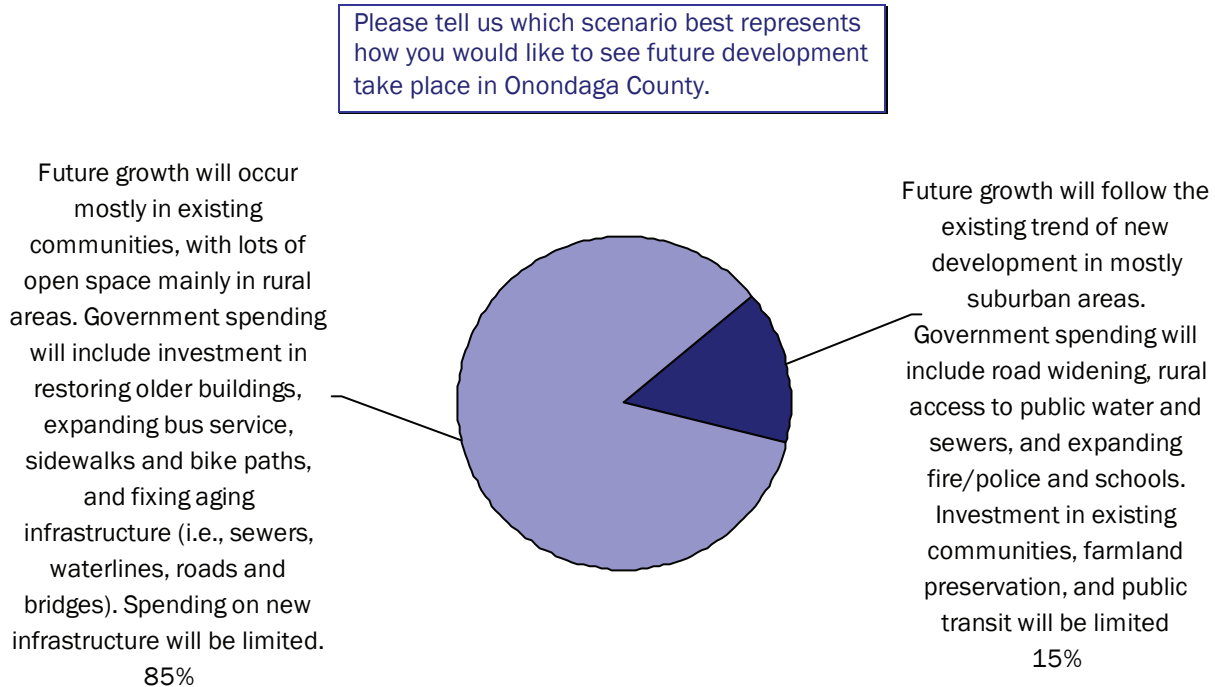
**Figure 3: Arrangement of Future Development**

Expansion of infrastructure, such as roads, sewers, and schools, by local governments is often necessary in order to support development in new areas. Those participating in the survey were asked their opinion about when such expansion should take place. Only one in 10 respondents thought local governments should expand infrastructure anytime as a way to support growth, even if that meant residents would have to pay more to support such expansion (see Figure 4). At the other end of the spectrum, about a third of respondents thought such expansion should not take place at all until the region's population grew and there was no additional capacity in existing communities. The majority of respondents chose a middle option, supporting the extension of infrastructure and services into new areas "sometimes," if it would help to create jobs and provide community benefits, even if it meant paying somewhat more.

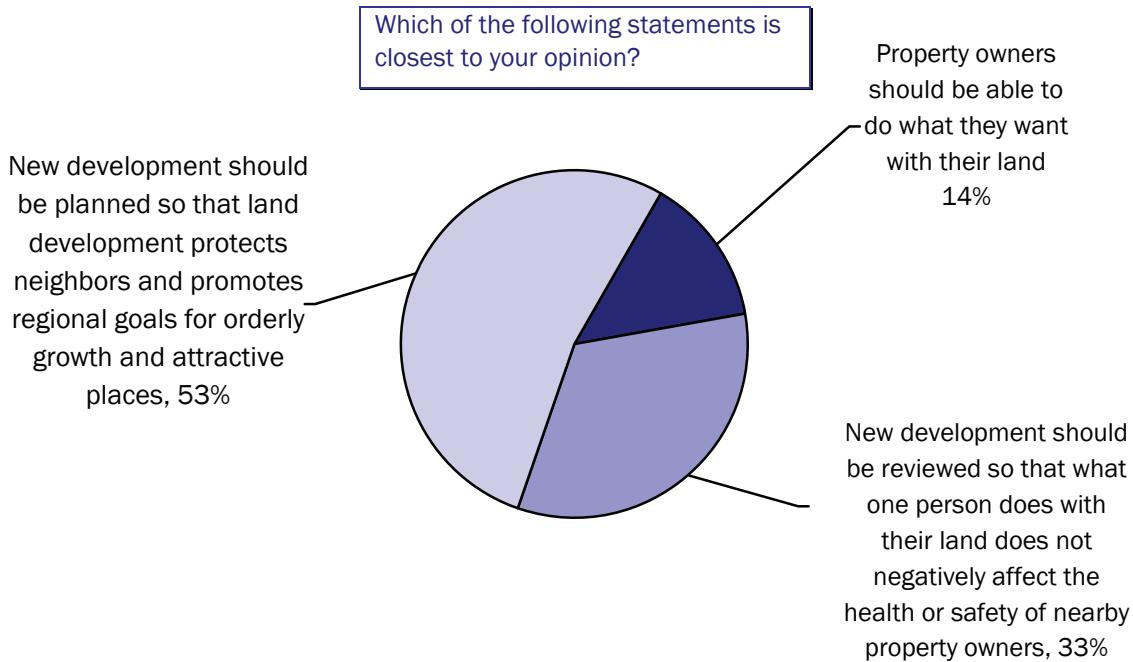
**Figure 4: Expansion of Infrastructure Services**

Two scenarios describing the location of future development in Onondaga County were presented through the survey. Those completing the questionnaire were asked which of these two scenarios best represented their ideal. Overwhelmingly, respondents preferred the scenario in which future growth takes place primarily in existing communities, with open space in rural areas and limited government spending on new infrastructure (see Figure 5). Only 15% of respondents preferred the scenario in which future growth follows the existing trend of suburban development with government investments in expanding infrastructure.

**Figure 5: Preferred Scenario for Future Development**



Those completing the survey were asked how they felt about local government planning efforts and the rights of property owners. Three statements were presented to survey recipients, who were asked to indicate which of the three best represented their own opinion. Fourteen percent believed that property owners should be able to do what they want with their land (see Figure 6). A third of respondents felt that new development should be reviewed so that what one person does with their land does not negatively affect the health or safety of other nearby property owners. The majority of respondents, slightly more than half, felt that new development should be planned so that land development protects neighbors and promotes regional goals. This indicates that those completing the survey favored some oversight of new development and a planning process that provides for the common good of the residents of Onondaga County.

**Figure 6: New Development and Property Owners**

#### *Differences in Results by Geography*

Compared to respondents from other areas, those who lived in villages were the most likely to say they thought property owners should be able to do what they want with their land.

#### *Differences in Results by Respondent Demographics*

When compared to older respondents, a greater proportion of younger respondents felt future development should be within already developed areas. A greater proportion of older respondents (especially those past age 74) were likely to think that development should occur anywhere people want to build (25%). However, older respondents were also more likely to think that new development should be planned so that land development protects neighbors and promotes regional goals.

Those in the highest income bracket were more likely than those in the lower income brackets to think that future development should be located anywhere people want to build. However, two-thirds or more of respondents in all age brackets thought future development should be located within already developed communities. Those in this highest income bracket were also more likely to feel that government should expand infrastructure “anytime” as a way to support growth. However, approximately half or more of respondents in each income bracket felt this was appropriate only “sometimes.”

### **The Future of Onondaga County**

A series of statements of ideas or values that people could hold about the future of Onondaga County were included in the questionnaire. Survey participants were asked how important they felt each of these were in order to make Onondaga County a great place to live now and in the future. They were told to make their rating on a scale from 1, “extremely important” to 5, “not at



all important.” Responses are shown in Figure 7. No item on the list was rated as “not at all important” by more than 6% of respondents, nor was any item given a rating less than “somewhat important” by more than 20% of respondents.

Residents of Onondaga County placed great value on natural environment. More than three-quarters of respondents felt it was “extremely important” to protect the air and water quality. Greater than 60% deemed it extremely important to keep the scenic beauty of Onondaga County and to preserve natural areas, habitats, and open land. A little more than half of those completing the survey felt it was “extremely important” to reduce the energy usage in the County.

Forty percent or more of respondents felt it was extremely important to preserve farmland, make communities more walkable, help improve struggling communities, and enhance public spaces, parks, and trails.

Thirty percent or more respondents felt it was extremely important to reduce traffic congestion, preserve historic homes and buildings, improve public transportation, and preserve ‘small town’ character.

While more than 75% of respondents still felt they were at least ‘somewhat important,’ the four items given the lowest importance ratings included: lessening dependence on automobiles; including a mix of housing types for all ages and income levels in every community; encouraging a mix of housing, shopping, and offices in the same area; and connecting neighborhoods to each other and to nearby destinations.

#### *Differences in Results by Geography*

Those who lived in non-urban areas were least likely to rate improving walkability, improving public transportation, encouraging multi-use development, connecting neighborhoods, and lessening automobile dependence as important factors, compared to those in other areas; however, they rated preserving farmland as more important than those living in other areas. Those living in the city rated improving public transportation, encouraging multi-use development, connecting neighborhoods, and helping improve struggling communities as more important compared to those living in other areas. Among the four geographic areas, those living in the city rated preserving small town character least important, while those in villages were most likely to rate this as important.

#### *Differences in Results by Respondent Demographics*

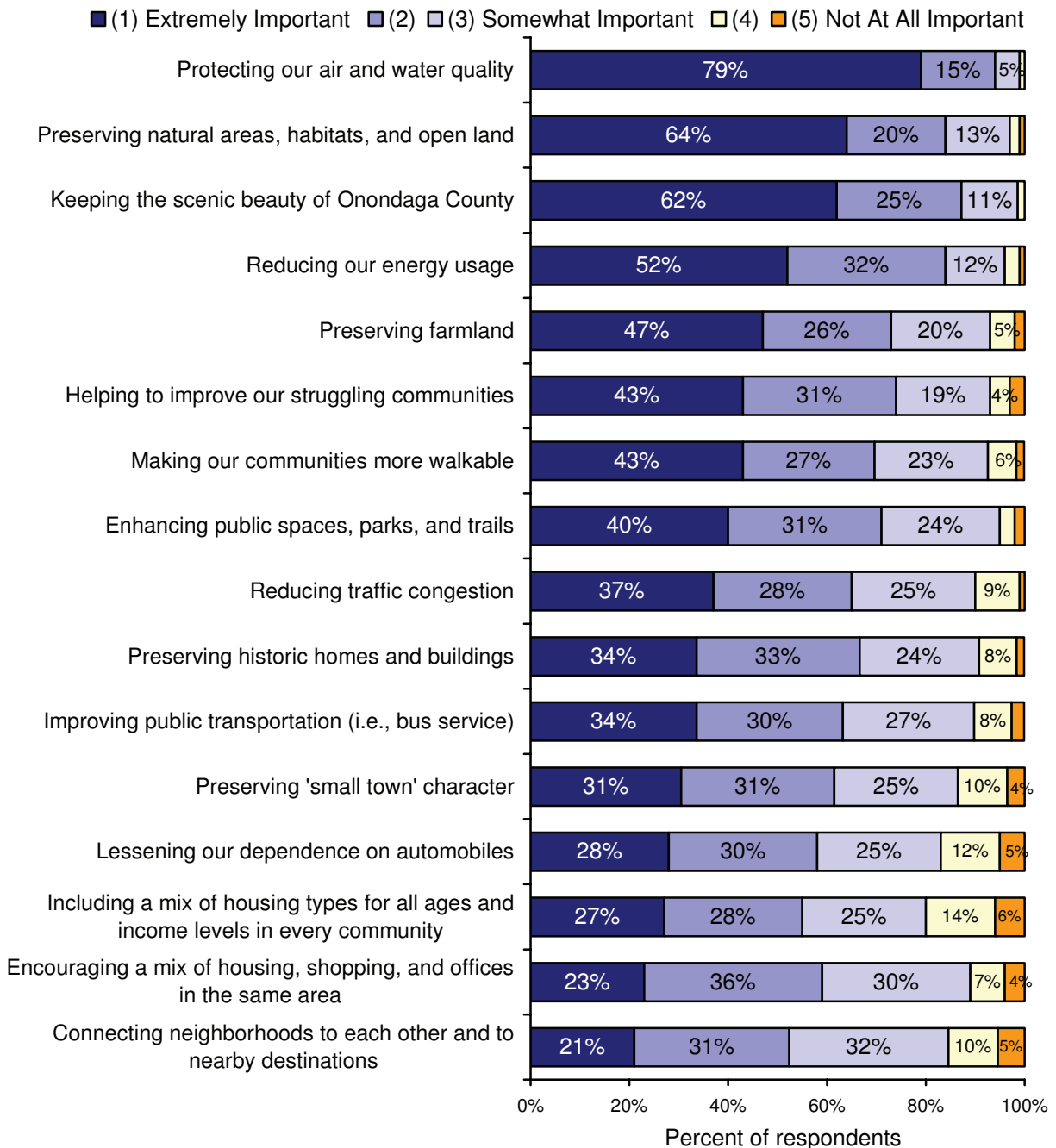
Younger respondents placed more importance on making communities more walkable and connecting neighborhoods than did older respondents. Meanwhile, older respondents placed more importance on improving public transportation and preserving farmland than did younger respondents

Including a mix of housing types, improving public transportation, connecting neighborhoods, lessening automobile dependence, reducing energy usage, reducing traffic congestion and helping to improve struggling communities were deemed more important by those in lower income brackets than by those in higher income brackets.



**Figure 7: What Would Make Onondaga County a Great Place to Live**

Using the following scale from 1 ('Extremely Important') to 5 ('Not At All Important'), please rank how important each of the following ideas are to help make Onondaga County a great place to live for you and future generations.\*



Note: Some respondents gave other ideas for making Onondaga County great. These included: improving roads/building roads, revitalize downtown/blighted areas, lower taxes, more efficient/smaller government, improve safety/reduce crime, use/restore existing empty buildings, be green, more transit/connect communities, improve schools/education, more sidewalks/paths/trails, , get rid of abandoned buildings, remove Rte 81 (or pieces of it), attract businesses/jobs, and avoid overdevelopment. The responses given by respondent in their own words can be found in [Appendix C: Verbatim Responses to Open-ended Survey Questions](#), while a tabulation of the responses can be found in [Appendix B: Responses to Survey Questions](#) on page 34. \* Where less than 4% of respondents gave a particular rating, no value label is shown, as the bar length was too small.

### **Resident Perspectives on Land Use in Onondaga County**

In general, the pattern of responses given by respondents in the previous sections indicates that they support a vision for smart growth and sustainable development. Three-quarters of respondents chose a model for future development in which housing and buildings are closely spaced rather than a model where housing and buildings are spread out. Three-quarters of respondents wanted to see new development happen within already developed communities. The values on which the majority of respondents placed the most emphasis were those relating to protecting the natural environment and beauty of Onondaga County. They also felt it was important to preserve farmland; enhance public spaces, parks, and trails; and make Onondaga County more walkable. They were supportive of helping to improve struggling communities in the County. However, slightly less emphasis was placed by respondents on reducing traffic congestion, improving public transportation, lessening dependence on the automobile, mixed-use development and neighborhood connectivity.

The majority of respondents were willing to see growth occur if it would support job growth and provide other community benefits. In terms of planning for this growth, respondents generally favored some oversight of new development and a planning process which provides for the common good of county residents. A slight majority of respondents (53%) supported the concept of planning for new development in a way that promotes regional goals for orderly growth and attractive places. In contrast, only 14% felt that property owners should be able to do what they want with their land.

## Resident Opinions About Transportation

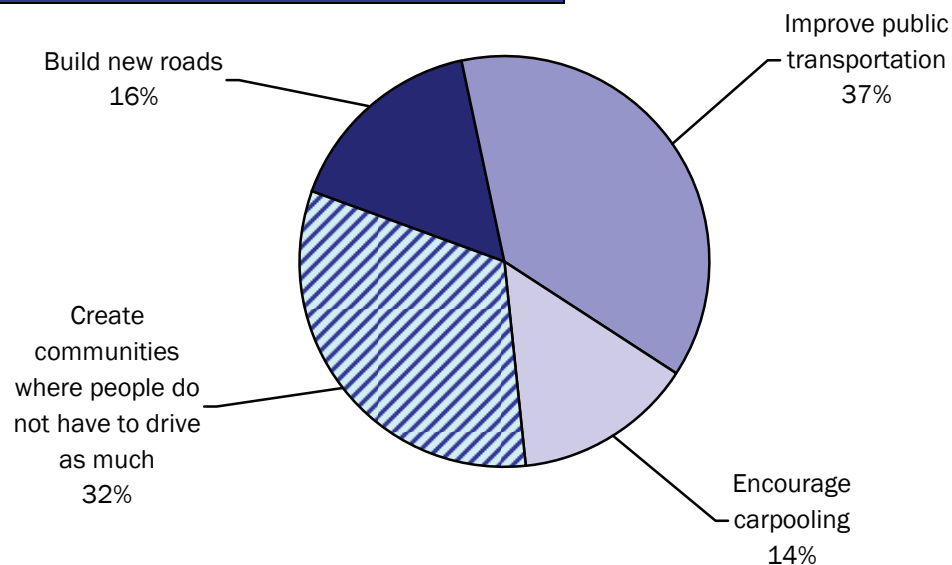
A significant portion of the survey was devoted to asking residents their opinions about transportation in Onondaga County and about their own travel behaviors.

### Long-term Solution for Traffic Congestion

Those completing the survey were asked to choose the best long-term solution for reducing traffic congestion from among four options. The most popular response was to improve public transportation, selected by more than a third of respondents (37%, see Figure 8). The next most popular option, selected by 32% of respondents, was to create communities where people do not have to drive as much. About 15% of respondents each chose the options of building new roads or encouraging carpooling.

Figure 8: Solution to Traffic Congestion

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



### *Differences in Results by Geography*

Those who lived in the city were most likely to choose creating communities where people do not have to drive as much as their top choice for the best long-term solution to reducing traffic congestion. Those living in non-urban areas, the suburbs, and villages were most likely to choose improving public transportation. Those living in villages were least likely to choose building new roads.

## Ratings of Transportation in Onondaga County

Survey respondents were asked to rate the quality of a wide variety of aspects of transportation in Onondaga County. Ratings given by respondents are displayed in Figure 9. Some respondents chose a “not applicable” option for some items; the responses discussed are for those who had an opinion. The figure marks those items where a significant proportion of respondents chose the “not applicable” option. The percent choosing this option can be seen in [Appendix B: Responses to Survey Questions](#).

About two-thirds (62%) of residents filling out the questionnaire rated the ease of getting to places they usually have to visit as “excellent” or “good.” Greater than half (58%) rated how well the transportation system meets their needs as “excellent” or “good.” Traffic flow on major streets was deemed “excellent” or “good” by the majority (58%) of respondents.

The availability and condition of local trails was viewed quite positively, with 62% of respondents rating this as “excellent” or “good.” However, other aspects of walking in Onondaga County were regarded with less favor. The amount of sidewalks and crosswalks and the availability of paths and walking trails were rated as “excellent” or “good” by only 32% of respondents with an opinion, meaning the other 68% rated these items as “fair” or “poor.” Likewise, only 30% of respondents rated safety while walking as “excellent” or “good.” The condition of sidewalks and crosswalks were given “excellent” or “good” ratings by only 24% of respondents.

Respondents also viewed bicycling facilities negatively. The amount of bicycle paths and lanes or bike-friendly streets was considered “excellent” or “good” by less than 15% of respondents with an opinion. Safety while bicycling and the condition of bicycle paths and lanes were rated as “excellent” or “good” by fewer than 20% of respondents.

The reliability and safety of bus service was deemed “excellent” or “good” by the majority of respondents. However, the bus service itself was viewed a bit less positively, with about a third of respondents rating the frequency and schedule of the bus service as “excellent” or “good.” The condition of bus stops was considered “excellent” or “good” by about a third of respondents, although nearly half (47%) viewed the location of bus stops favorably.

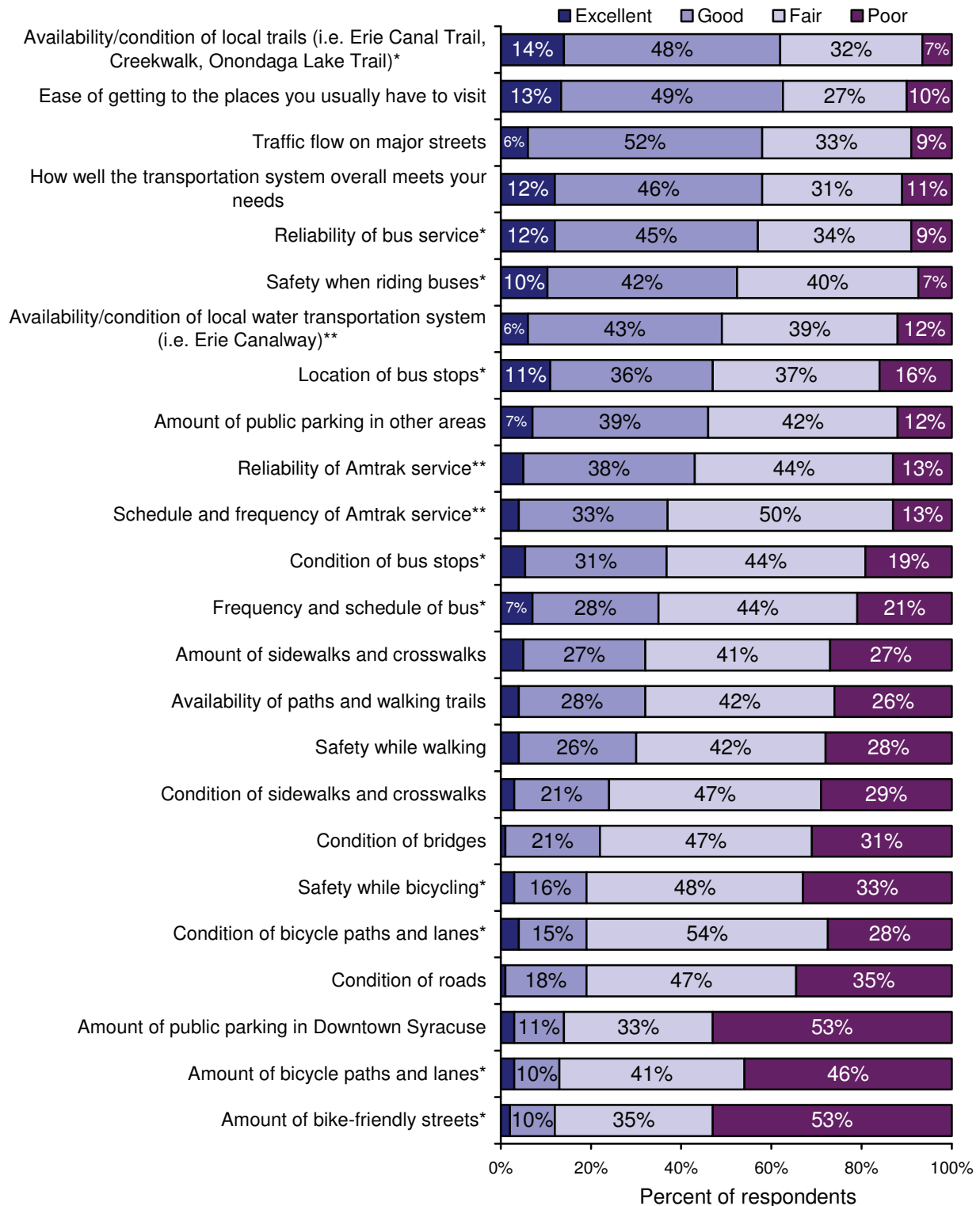
The schedule and frequency of Amtrak service was rated as “good” or “excellent” by 37% of respondents; the reliability of Amtrak service was considered “good” or “excellent” by 43% of respondents who had an opinion about Amtrak.

The availability and condition of the local water transportation system was rated as “excellent” or “good” by about half of respondents with an opinion.

The amount of public parking in downtown Syracuse was considered “good” or “excellent” by only 14% of respondents. However, the amount of public parking in other areas was rated as “good” or “excellent” by 46% of respondents.

The condition of roads was considered “excellent” or “good” by only 19% of respondents. The condition of bridges was rated as “excellent” or “good” by 22% of respondents.

Figure 9: Ratings of Transportation

Please rate each of the following aspects of transportation in your community.<sup>†</sup>

\* 20% or more of respondents answered this question "Not Applicable." \*\* 40% or more of respondents answered this question "Not applicable"

<sup>†</sup> Where less than 6% of respondents gave a particular rating, no value label is shown, as the bar length was too small.

### *Differences in Results by Geography*

Ease of getting to places was rated lower by those living in the city than by those living in other areas. The condition of roads was also given less positive ratings by those living in the city than by those living in other areas. Safety while walking was rated somewhat more positively by those living in villages and non-urban areas than by those living in the city or in suburban areas. Location of bus stops received more negative ratings by those living in non-urban areas than from those living in other areas. Amtrak was given more positive ratings by those living in the city and in villages than by those living in non-urban and suburban areas.

### *Differences in Results by Respondent Demographics*

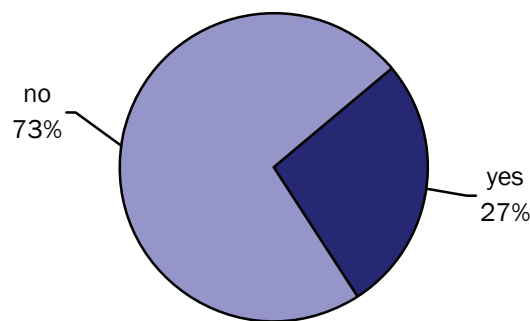
Generally, those with higher household incomes rated the overall transportation system and the ease of getting around more positively than those of lower incomes. Higher income respondents gave somewhat more positive (although still fairly low) ratings to public parking in downtown Syracuse. Safety while walking was rated somewhat more positively by those of higher income than by those of lower income.

## **Transportation Modes Used**

Those completing the survey were asked several questions about their use of different modes of transportation. A little more than one-fourth of respondents (27%) said that they currently walk or bike as a means of transportation (see Figure 10).

**Figure 10: Use of Walking or Bicycling As A Means of Transportation**

Do you currently walk or bike as a means of transportation?



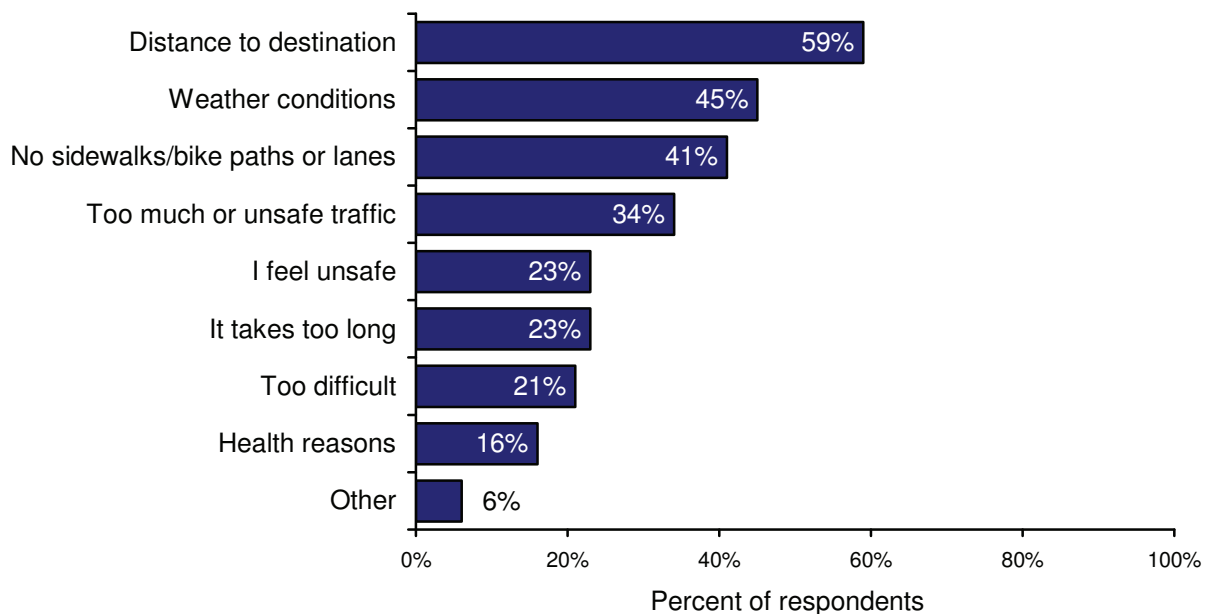
### *Differences in Results by Geography*

Those living in the city were more likely to say they walk or bike (45%) compared to those in villages (30%), suburban areas (19%) and non-urban areas (12%).

All respondents were asked what kept them from walking or biking more often than they do. The most common barrier was the distance to the destination, indicated by 59% of respondents (see Figure 11). Weather conditions, the lack of paths and lanes, and traffic were other frequently cited impediments.

**Figure 11: Reasons for Not Walking or Bicycling**

What keeps you from walking or biking more? (Check all that apply.)\*



\* Percents add to more than 100% as respondents could give more than one answer.

Respondents were presented a grid in which they were requested to write in the number of days in a typical week they travel using each various transportation options for several different trip purposes. The average proportion of days respondents reported that trips were made using each transportation mode is shown in Figure 12.

About 76% of respondents reported they made a school or work commute at least one day a week in the typical week. The average work commute distance among employed respondents was 17.3 miles, while the average school commute distance among enrolled respondents was 6.1 miles. Nearly all (85%) of trips made for the work or school commute were made by driving alone or driving with children (see Figure 12). About 5% of commute trips, on average, were made by walking, and 5% by bus.

Greater than 80% of respondents reported making trips for appointments on one or more days in a typical week. An average of eighty-one percent of trips made for appointments were made by driving alone or driving with children.

More than 90% of respondents reported making shopping trips one or more days in a typical week. An average of 76% of these trips were made by driving alone or driving with children.

Trips to socialize or for recreation were made by more than 90% of respondents one or more days in a typical week. An average of 66% of these trips were made by driving alone or with children. Eighteen percent were made by carpooling with other adults, and nearly 10% by walking.

Most of the non-work commute trips made by modes other than driving alone were made by driving with other adults; likely, many of these were trips made with a spouse or other adult family member.

The type of trip with the highest proportion of walking was social/recreation. However, these may be trips without a specific destination, such as a trip made to “take a walk.”

*Differences in Results by Geography*

In general, those who lived in the city made a somewhat smaller proportion of trips by driving alone and a somewhat greater proportion of trips by walking or by bus compared to those living in other areas. Those living in villages made a greater proportion of trips by driving alone than those in the city, but less than those living in non-urban and suburban areas. Likewise, those living in villages made fewer trips by walking or by bus than those in the city, but more than those living in non-urban and suburban areas.

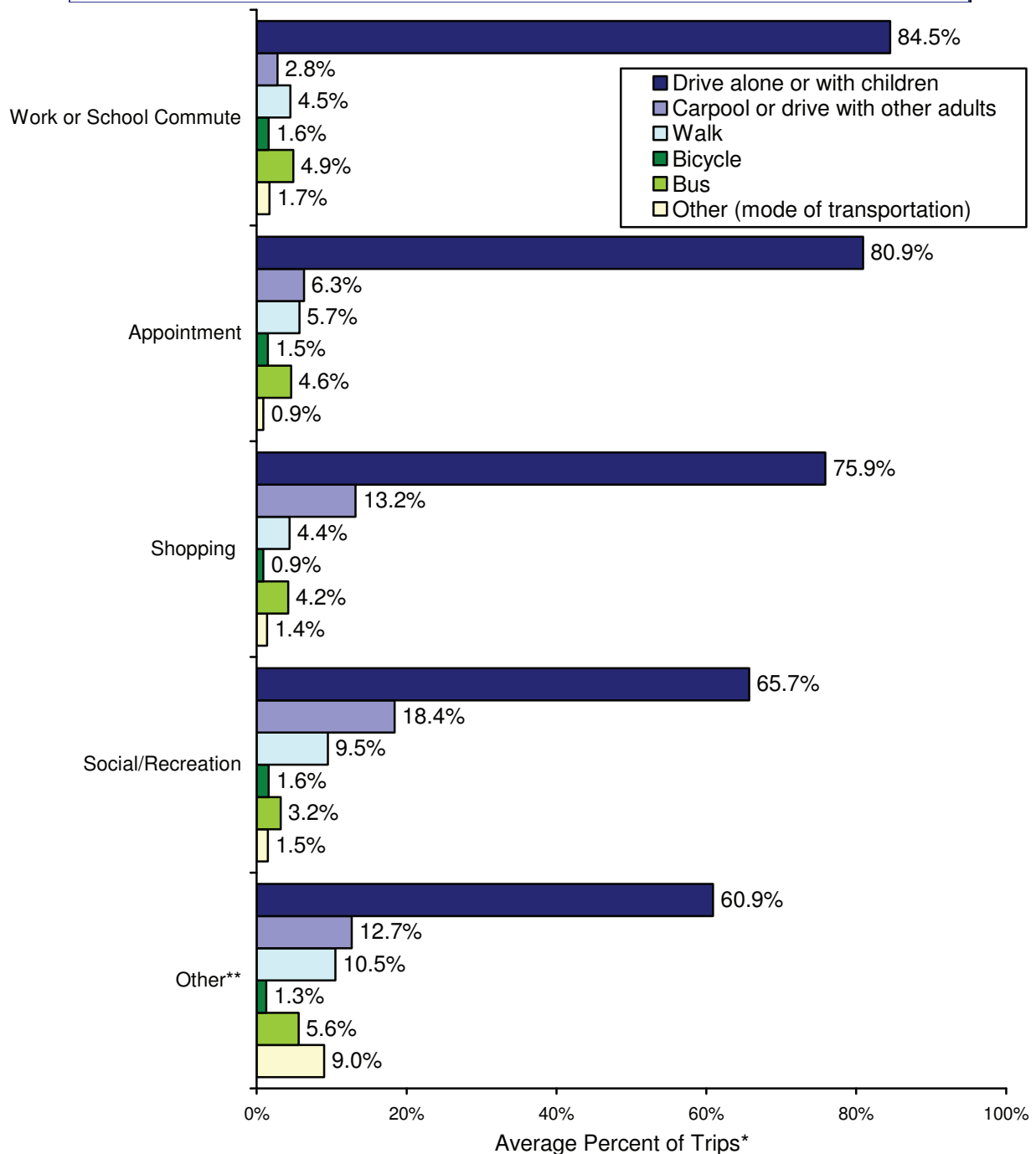
*Differences in Results by Respondent Demographics*

Those of lower income made a greater proportion of trips by alternative modes than did those of higher income. Almost all of the bus trips made for trips other than the work commute were made by those in the lowest income brackets.



**Figure 12: Modal Share for Various Types of Trips**

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes?



\* Average percent of trips among those who typically make the trip at least one day a week.

\*\* Other types of trips included: church, personal business (appointments, etc.), vacations/visits/out of state, fitness center/exercise, transport children, volunteer, take a walk, recreational driving, trips for work other than commute, and sports. The responses given by respondent in their own words can be found in [Appendix C: Verbatim Responses to Open-ended Survey Questions](#), while a tabulation of the responses can be found in [Appendix B: Responses to Survey Questions](#) on page 41.

### Potential Impact of Various Transportation Options

In addition to being asked about their current travel behavior, residents participating in the survey were asked to report the impact that various transportation options might have on them. The results are shown in Figure 13. Some respondents chose a “not applicable” option for some items; the responses discussed are for those who had an opinion. The figure marks those items where a significant proportion of respondents chose the “not applicable” option. The percent choosing this option can be seen in [Appendix B: Responses to Survey Questions](#).

Nearly all (92%) of respondents “agreed” or “strongly agreed” that they would use the Syracuse Hancock Airport more often if flights were cheaper; 83% thought they would use the airport more often if the flights were more convenient.

Few people (12% of those with an opinion) felt that freight movement negatively affects their quality of life.

About 90% of those who commute from the suburbs to the city of Syracuse said they would use express train or bus if the service had convenient stops and schedules. Almost two-thirds of respondents reported they would drive less if their home and work was close to public transportation. To improve air quality, 83% said they would consider carpooling, taking the bus, walking/biking or buying a vehicle with better gas mileage. Note that it is very common for individuals to overestimate how likely they would be to use modes of transportation other than driving alone. When it comes to making a behavior change, the ease of using a personal vehicle often is preferred to the barriers and inconvenience, even if perceived, of using other modes. And, in fact, about half of respondents admitted that they would continue to drive even if other types of travel were made more convenient and accessible.

Most respondents, about two-thirds, reported no experience with delays in their daily travels. As reported previously, most trips made by residents of Onondaga County are made in a personal vehicle. With little difficulties experienced, the incentives are high to continue driving alone.

#### *Differences in Results by Geography*

Those who lived in suburban areas were less likely than those who lived in other areas to say that they would drive less if their home or work was close to public transportation. Those who lived in the city were most likely to say they would consider carpooling, taking the bus, walking/biking or buying a vehicle with better gas mileage to improve air quality (90%), while those who lived in non-urban areas were least likely to say they would consider doing so (76%).

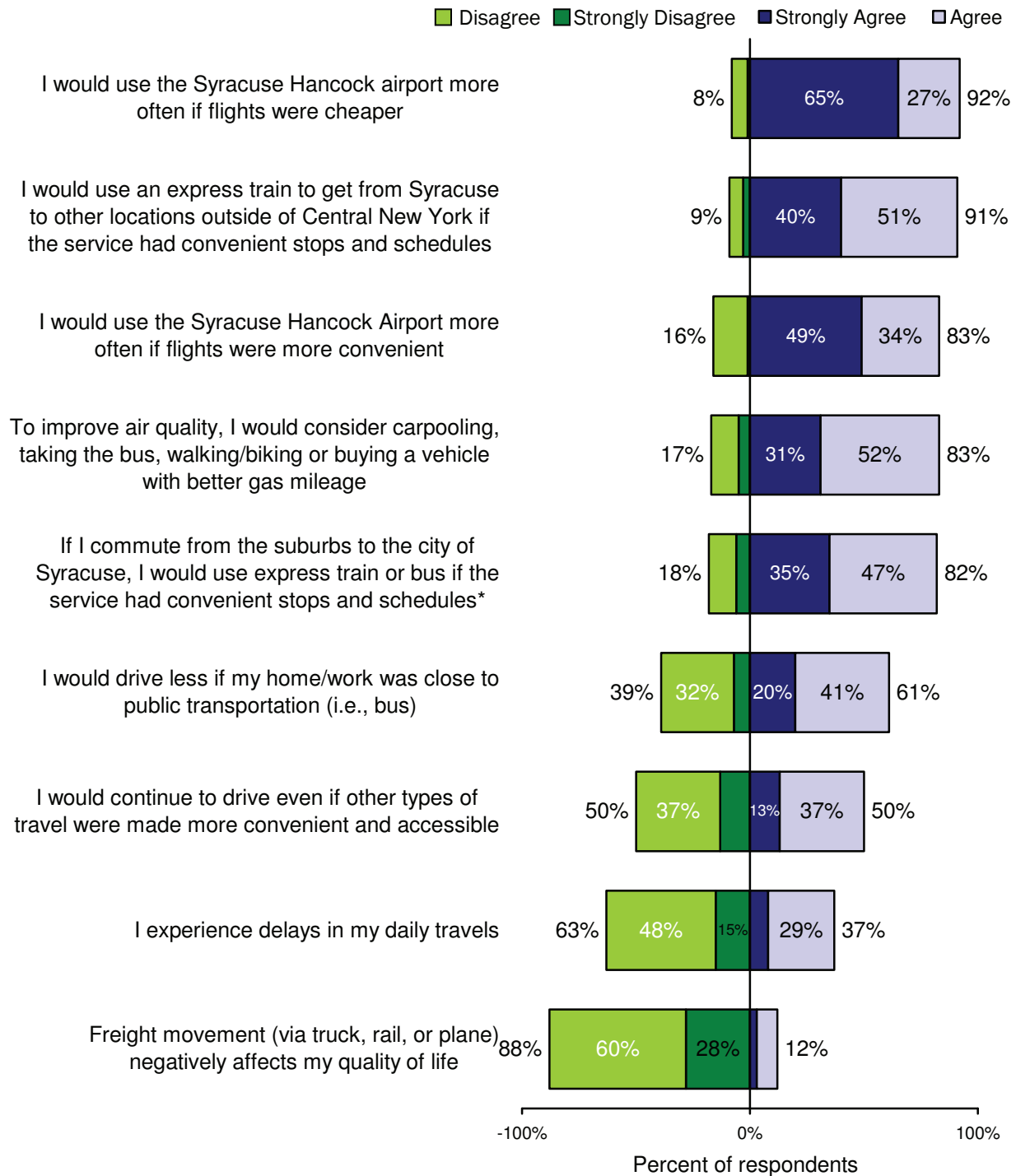
#### *Differences in Results by Respondent Demographics*

Older respondents were more likely than younger respondents to say they would continue to drive even if other types of travel were made more convenient and accessible. Younger respondents were more likely to say they experience delays in their daily travels, although less than half of all respondents agreed with this statement.

Those of lower income were more likely than those of higher income to say they would use train or bus to commute from the suburbs to Syracuse if the service was convenient. Those of lower income were also more likely to agree that they experience delays in their daily travels.

**Figure 13: Residents' Opinions about Transportation Options in Onondaga County**

Please indicate to what extent you agree or disagree with each of these statements.\*\*



\* 20% or more of respondents answered this question "Not Applicable."

\*\* Where less than 15% of respondents gave a particular rating, no value label is shown, as the bar length was too small.

### **Resident Perspectives on Transportation in Onondaga County**

The majority of trips made by Onondaga County residents were made by driving alone. Only one-quarter of respondents said they use walking or bicycling as a means of transportation. This is reflected in the ratings given by respondents to the transportation system in Onondaga County. Most respondents gave quite favorable ratings to the overall transportation system and ease of getting to places they want to visit. Traffic flow was deemed acceptable by 58% of respondents, and reducing traffic congestion or automobile dependence was not considered of high importance by most respondents.

Pedestrian and bicycle facilities used for destination travel were given negative ratings, with two-thirds or more of respondents rating these aspects of the transportation system as “poor” or “fair.” After distance and weather, the most common reasons given by respondents for not walking or biking more was that the facilities did not exist, or that they felt unsafe in traffic to use these modes.

Some social/recreation trips were made by walking, but likely these are trips where the walk is the purpose. The availability and condition of local trails were rated positively by respondents.

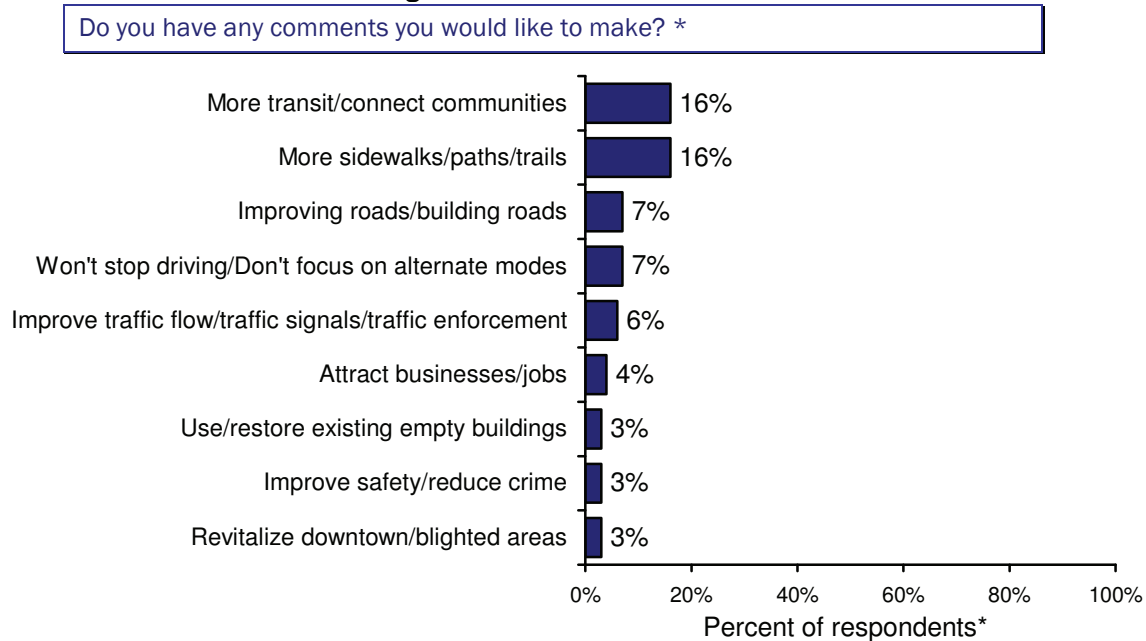
Bus and train facilities were given slightly more positive ratings than pedestrian and bicycle facilities, but public transportation was rarely used by residents; most non-work bus trips were made by those with lower incomes.

Respondents did indicate that they might be willing to consider using other modes of transportation, but often people will overestimate how likely they would be to use modes of transportation other than driving alone. Half of respondents acknowledged that they would be unlikely to stop driving even if other changes were made to increase the convenience and accessibility of using other modes.

## Other Comments

Those completing the questionnaire were asked if they had any other comments they wanted to make. Of the 922 respondents who participated in the survey, 314 (34%) made a comment. The comments can be found in [Appendix C: Verbatim Responses to Open-ended Survey Questions](#). The comments were classified into categories; the percent of those making a comment in each category can be found on page 42 in [Appendix B: Responses to Survey Questions](#). Comments covered a wide range of topics, the most common types of responses are shown in Figure 14 below. The top responses included a desire for more transit or connections between communities, and a desire for additional pedestrian and bicycle facilities.

**Figure 14: Other Comments Given**



\* Percents add to more than 100% as respondents could give more than one answer

## In Conclusion

Onondaga County residents want to preserve the character of their county and support the promotion of alternative modes of transportation to keep their air clean and roads functioning. While about 15% of residents favor unrestricted growth, development without review, and expansion of city services to new areas to meet new development needs, most residents want a more cautious approach to development that values the natural environment and preserves their small town feel.

To keep or enhance this community atmosphere while allowing for growth, residents would generally like to see development follow an infill model. They would prefer higher density development within already established neighborhoods. Most respondents feel that government spending to accommodate future growth should focus on improving current infrastructure to better meet residents' needs. This would include fixing aging infrastructure as well as expanding access to alternate transportation modes by improving transit services and sidewalk, bike lane, and trail connectivity.

Residents were not satisfied with current bicycling facilities and would like to see more bike paths and lanes. While they thought bike facilities and sidewalks should be improved, only about 40% of those who were not walking or biking said the lack of sidewalks and lanes prevented them from doing so. Most often the distance of the commute or a concern about the weather kept them from walking or biking. They were most likely to choose an alternate transportation mode (carpool, transit, walk or bike) for trips that were social in nature or for shopping. Residents were also concerned about the current condition of roads.

Not all residents are willing to give up their car for the commute to work, but about half stated that they would if transit were more convenient, and most support creating walkable neighborhoods with higher housing density and growth through the creation of small shops and businesses.

## Appendix A: Respondent Demographics

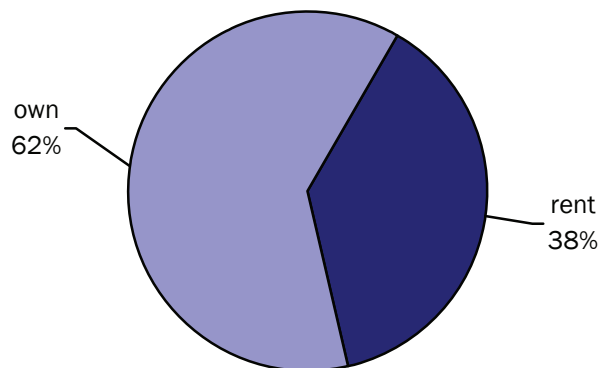
Characteristics of the survey respondents are displayed in the tables and charts on the following pages of this appendix. (These tables and figures, as all of those in the body of the report, are based on the weighted dataset. To see a comparison of the demographic profile of the respondents before weighting and after weighting, see the table displaying the weighting results on page 119 in [Appendix G: Survey Methodology](#).)

**Figure 15: Type of Housing Unit in Which Respondent Lives**

What type of dwelling do you live in?	Percent of Respondents
Single family house	60%
Duplex or townhouse	9%
Apartment	29%
Other	1%
Total	100%

**Figure 16: Tenure Status (Rent Or Own Home)**

Do you rent or own your dwelling?



**Figure 17: Persons per Household**

How many people, including yourself, are in your household?	Average
Age 18 or older	1.92
Under 18	0.55
Total Persons in Household	2.47

Figure 18: Presence of Children in Household

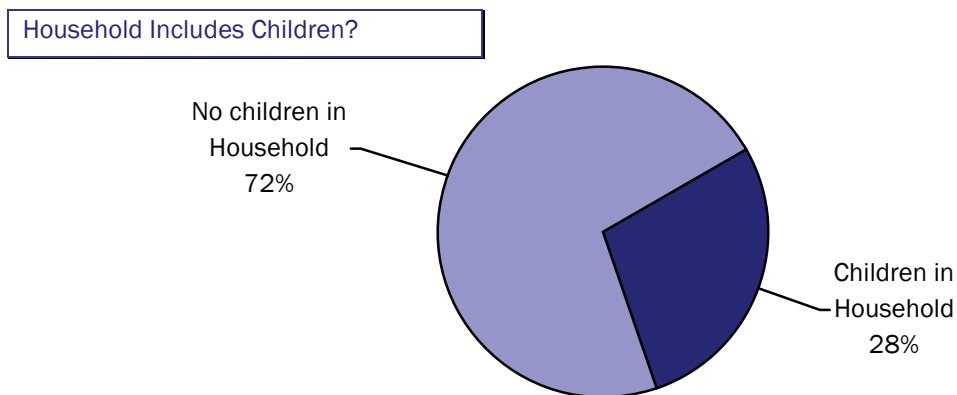


Figure 19: Age of Respondent

Which category contains your age?	Percent of Respondents
Under 18	0%
18-24	4%
25-34	24%
35-44	13%
45-54	24%
55-64	15%
65-74	10%
75-84	7%
85+	3%
Total	100%

Figure 20: Gender of Respondent

What is your gender?	Percent of Respondents
Female	53%
Male	47%
Total	100%

Figure 21: Race of Respondent

What is your race? (Mark one or more.)	Percent of Respondents*
American Indian, Eskimo, or Aleut	2%
Asian or Pacific Islander	1%
Black or African American	8%
White/European American/Caucasian	87%
Other	4%

\* Percents may add to more than 100% as respondents could give more than one answer.



Figure 22: Ethnicity of Respondent

Are you Hispanic/Latino?	Percent of Respondents
Yes	2%
No	98%
Total	100%

Figure 23: Annual Household Income

How much do you anticipate your household's total income before taxes will be for the current year?	Percent of Respondents
Less than \$24,999	23%
\$25,000 to \$49,999	24%
\$50,000 to \$99,999	37%
\$100,000 to \$149,999	13%
\$150,000 or more	3%
Total	100%



## Appendix B: Responses to Survey Questions

The following pages contain a complete set of responses to each question on the survey. For questions that included a “not applicable” option as part of the response scale, two tables are presented: one that includes the not applicable responses, and one in which they are removed. The 95% confidence interval (or “margin of error”) is  $\pm 3.2$  percentage points

### Question #1

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today.	Unlimited Amount	Quite a bit	Some	Very Little	None	Total
Housing Development	10%	19%	41%	20%	9%	100%
Small Shops and Business	24%	45%	27%	3%	1%	100%
Large Stores and Office Buildings	11%	16%	42%	23%	7%	100%
Manufacturing/Warehouses	21%	28%	35%	12%	4%	100%
Farms	23%	24%	39%	8%	6%	100%

### Question #2

Please tell us where most future development in Onondaga County should be located. (Check only one.)	Percent of Respondents
Within already developed communities with available buildings or unused land	78%
On open land at the edges of existing developed areas	10%
Anywhere people want to build	13%
Total	100%

### Question #3

Please tell us how future development in Onondaga County should be arranged. (Check only one.)	Percent of Respondents
Housing and buildings should be spread out, even if it means less open areas and farmland and having to drive more	23%
Housing and buildings should be closely spaced, with sidewalks leading to nearby shops and parks, even if it means having smaller homes and yards and less space for parking lots	77%
Total	100%

**Question #4**

<b>Which of the following statements is closest to your opinion?</b>	<b>Percent of Respondents</b>
Property owners should be able to do what they want with their land	14%
New development should be reviewed so that what one person does with their land does not negatively affect the health or safety of nearby property owners	33%
New development should be planned so that land development protects neighbors and promotes regional goals for orderly growth and attractive places	53%
Total	100%

**Question #5**

<b>When should government expand infrastructure and services into new areas (i.e., roads, sewers, schools)?</b>	<b>Percent of Respondents</b>
Anytime, as a way to support growth, even if we have to pay more	9%
Sometimes, if it creates jobs and community benefits, even if it means we have to pay somewhat more	54%
Not at all, until we experience regional population growth and run out of room in our existing communities	37%
Total	100%

**Question #6**

<b>Please tell us which scenario best represents how you would like to see future development take place in Onondaga County.</b>	<b>Percent of Respondents</b>
Future growth will follow the existing trend of new development in mostly suburban areas. Government spending will include road widening, rural access to public water and sewers, and expanding fire/police and schools. Investment in existing communities, farmland preservation, and public transit will be limited.	15%
Future growth will occur mostly in existing communities, with lots of open space mainly in rural areas. Government spending will include investment in restoring older buildings, expanding bus service, sidewalks and bike paths, and fixing aging infrastructure (i.e., sewers, waterlines, roads and bridges). Spending on new infrastructure will be limited.	85%
Total	100%

## Question #7

Using the following scale from 1 ('Extremely Important') to 5 ('Not At All Important'), please rank how important each of the following ideas are to help make Onondaga County a great place to live for you and future generations.	Extremely Important (1)	(2)	Somewhat Important (3)	(4)	Not At All Important (5)	Total
Preserving natural areas, habitats, and open land	64%	20%	13%	2%	1%	100%
Making our communities more walkable	43%	27%	23%	6%	2%	100%
Including a mix of housing types for all ages and income levels in every community	27%	28%	25%	14%	6%	100%
Keeping the scenic beauty of Onondaga County	62%	25%	11%	1%	0%	100%
Preserving historic homes and buildings	34%	33%	24%	8%	2%	100%
Improving public transportation (i.e., bus service)	34%	30%	27%	8%	3%	100%
Encouraging a mix of housing, shopping, and offices in the same area	23%	36%	30%	7%	4%	100%
Connecting neighborhoods to each other and to nearby destinations	21%	31%	32%	10%	5%	100%
Protecting our air and water quality	79%	15%	5%	1%	0%	100%
Lessening our dependence on automobiles	28%	30%	25%	12%	5%	100%
Preserving farmland	47%	26%	20%	5%	2%	100%
Reducing our energy usage	52%	32%	12%	3%	1%	100%
Preserving 'small town' character	31%	31%	25%	10%	4%	100%
Reducing traffic congestion	37%	28%	25%	9%	1%	100%
Helping to improve our struggling communities	43%	31%	19%	4%	3%	100%
Enhancing public spaces, parks, and trails	40%	31%	24%	3%	2%	100%
Other	84%	6%	3%	0%	7%	100%

## Question #7 Other

Other ideas to help make Onondaga County a great place to live for you and future generations.	Percent of Respondents Giving an "Other" Response*
Improving roads/building roads	10%
Revitalize downtown/blighted areas	8%
Lower taxes	8%
More efficient/smaller government	7%
Improve safety/reduce crime	7%
Use/restore existing empty buildings	5%
Be green	4%
More transit/connect communities	4%
Improve schools/education	4%
More sidewalks/paths/trails	3%
Get rid of abandoned buildings	3%
Remove I-81 (or pieces of it)	3%
Attract businesses/jobs	3%
Avoid overdevelopment	3%
Keep costs/taxes low	2%
Better planning	2%
Improve traffic flow/traffic signals/traffic enforcement	2%
Code enforcement (animal control, weeds, etc.)	2%
Expand water/sewer	2%
Senior housing	1%
Improve handicap accessibility	1%
Save parks/keep parks open/emphasize outdoor recreation	1%
Support local agriculture	1%
Affordable housing	1%
Other	16%

\* Percents add to more than 100% as respondents could give more than one answer.

## Question #8 (with “not applicable” responses)

Please rate each of the following aspects of transportation in your community. Circle your answer.	Excellent	Good	Fair	Poor	Not Applicable	Total
How well the transportation system overall meets your needs	9%	37%	25%	9%	19%	100%
Ease of getting to the places you usually have to visit	12%	45%	25%	9%	9%	100%
Traffic flow on major streets	6%	50%	32%	9%	3%	100%
Amount of public parking in Downtown Syracuse	3%	10%	31%	49%	7%	100%
Amount of public parking in other areas	7%	37%	40%	11%	6%	100%
Condition of roads	1%	17%	46%	34%	2%	100%
Condition of bridges	1%	20%	45%	30%	3%	100%
Availability of paths and walking trails	4%	27%	39%	24%	6%	100%
Amount of sidewalks and crosswalks	4%	26%	39%	26%	5%	100%
Condition of sidewalks and crosswalks	2%	20%	44%	28%	7%	100%
Safety while walking	4%	25%	41%	27%	3%	100%
Amount of bicycle paths and lanes	2%	8%	30%	34%	26%	100%
Condition of bicycle paths and lanes	2%	10%	36%	19%	32%	100%
Safety while bicycling	2%	12%	35%	24%	27%	100%
Amount of bike-friendly streets	2%	8%	26%	40%	25%	100%
Location of bus stops	8%	25%	26%	11%	30%	100%
Condition of bus stops	4%	21%	30%	13%	32%	100%
Frequency and schedule of bus	5%	18%	28%	14%	36%	100%
Safety when riding buses	6%	27%	26%	5%	36%	100%
Reliability of bus service	8%	29%	22%	6%	36%	100%
Schedule and frequency of Amtrak service	2%	16%	25%	6%	51%	100%
Reliability of Amtrak service	2%	19%	21%	6%	51%	100%
Availability/condition of local trails (i.e. Erie Canal Trail, Creekwalk, Onondaga Lake Trail)	10%	34%	23%	5%	29%	100%
Availability/condition of local water transportation system (i.e. Erie Canalway)	4%	25%	22%	7%	43%	100%

## Question #8 (without “not applicable” responses)

Please rate each of the following aspects of transportation in your community. Circle your answer.	Excellent	Good	Fair	Poor	Total
How well the transportation system overall meets your needs	12%	46%	31%	11%	100%
Ease of getting to the places you usually have to visit	13%	49%	27%	10%	100%
Traffic flow on major streets	6%	52%	33%	9%	100%
Amount of public parking in Downtown Syracuse	3%	11%	33%	53%	100%
Amount of public parking in other areas	7%	39%	42%	12%	100%
Condition of roads	1%	18%	47%	35%	100%
Condition of bridges	1%	21%	47%	31%	100%
Availability of paths and walking trails	4%	28%	42%	26%	100%
Amount of sidewalks and crosswalks	5%	27%	41%	27%	100%
Condition of sidewalks and crosswalks	3%	21%	47%	29%	100%
Safety while walking	4%	26%	42%	28%	100%
Amount of bicycle paths and lanes	3%	10%	41%	46%	100%
Condition of bicycle paths and lanes	4%	15%	54%	28%	100%
Safety while bicycling	3%	16%	48%	33%	100%
Amount of bike-friendly streets	2%	10%	35%	53%	100%
Location of bus stops	11%	36%	37%	16%	100%
Condition of bus stops	5%	31%	44%	19%	100%
Frequency and schedule of bus	7%	28%	44%	21%	100%
Safety when riding buses	10%	42%	40%	7%	100%
Reliability of bus service	12%	45%	34%	9%	100%
Schedule and frequency of Amtrak service	4%	33%	50%	13%	100%
Reliability of Amtrak service	5%	38%	44%	13%	100%
Availability/condition of local trails (i.e. Erie Canal Trail, Creekwalk, Onondaga Lake Trail)	14%	48%	32%	7%	100%
Availability/condition of local water transportation system (i.e. Erie Canalway)	6%	43%	39%	12%	100%



## Question #9 (with “not applicable” responses)

Please indicate to what extent you agree or disagree with each of these statements.	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Applicable	Total
I would use an express train to get from Syracuse to other locations outside of Central New York if the service had convenient stops and schedules	36%	45%	5%	3%	11%	100%
If I commute from the suburbs to the city of Syracuse, I would use express train or bus if the service had convenient stops and schedules	27%	37%	10%	5%	21%	100%
I would continue to drive even if other types of travel were made more convenient and accessible	12%	35%	34%	12%	7%	100%
To improve air quality, I would consider carpooling, taking the bus, walking/biking or buying a vehicle with better gas mileage	28%	47%	11%	4%	9%	100%
I would drive less if my home/work was close to public transportation (i.e., bus)	17%	36%	28%	6%	14%	100%
I would use the Syracuse Hancock airport more often if flights were cheaper	59%	24%	7%	1%	9%	100%
I would use the Syracuse Hancock Airport more often if flights were more convenient	44%	31%	14%	1%	10%	100%
Freight movement (via truck, rail, or plane) negatively affects my quality of life	2%	7%	49%	23%	18%	100%
I experience delays in my daily travels	7%	26%	43%	13%	10%	100%

## Question #9 (without "not applicable" responses)

Please indicate to what extent you agree or disagree with each of these statements.	Strongly Agree	Agree	Disagree	Strongly Disagree	Total
I would use an express train to get from Syracuse to other locations outside of Central New York if the service had convenient stops and schedules	40%	51%	6%	3%	100%
If I commute from the suburbs to the city of Syracuse, I would use express train or bus if the service had convenient stops and schedules	35%	47%	12%	6%	100%
I would continue to drive even if other types of travel were made more convenient and accessible	13%	37%	37%	13%	100%
To improve air quality, I would consider carpooling, taking the bus, walking/biking or buying a vehicle with better gas mileage	31%	52%	12%	5%	100%
I would drive less if my home/work was close to public transportation (i.e., bus)	20%	41%	32%	7%	100%
I would use the Syracuse Hancock airport more often if flights were cheaper	65%	27%	7%	1%	100%
I would use the Syracuse Hancock Airport more often if flights were more convenient	49%	34%	15%	1%	100%
Freight movement (via truck, rail, or plane) negatively affects my quality of life	3%	9%	60%	28%	100%
I experience delays in my daily travels	8%	29%	48%	15%	100%

## Question #10

In your opinion, which of the following do you think is the best long-term solution to reducing traffic congestion in Onondaga County? (Please check one only.)	Percent of Respondents
Build new roads	16%
Improve public transportation	37%
Encourage carpooling	14%
Create communities where people do not have to drive as much	32%
Total	100%

## Question #11

Do you currently walk or bike as a means of transportation?	Percent of Respondents
Yes	27%
No	73%
Total	100%

## Question #12

What keeps you from walking or biking more? (Check all that apply.)	Percent of Respondents*
Too much or unsafe traffic	34%
No sidewalks/bike paths or lanes	41%
It takes too long	23%
Too difficult (i.e., hills, condition of sidewalks or roads)	21%
I feel unsafe	23%
I don't enjoy walking/biking	3%
Health reasons	16%
Distance to destination	59%
Weather conditions	45%
Other	6%

\* Percents may add to more than 100% as respondents could give more than one answer.

## Question #13

If you currently commute to work, how far do you live from your job?	Average	25th Percentile	Median (50th Percentile)	75th Percentile
Distance in Miles	17.3	5	9	15

## Question #14

If you currently commute to school, how far do you live from school?	Average	25th Percentile	Median (50th Percentile)	75th Percentile
Distance in Miles	6.1	0	2	10

## Question #15 (percent of respondents making trips)

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Please write a number as appropriate on each line. Percent of respondents making trips	Made no trips or did not answer	Did make this type of trip	Total
Work or school commute trips	24%	76%	100%
Appointment trips	13%	87%	100%
Shopping trips	6%	94%	100%
Socializing or other recreation trips	9%	91%	100%
Other types of trips	88%	12%	100%

## Question #15a

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for work or school commute trips	Drive alone or with children	Carpool or drive with other adults	Walk	Bicycle	Bus	Other (mode of transportation)
Average Percent of Work or School Commute Trips	84.5%	2.8%	4.5%	1.6%	4.9%	1.7%
Average Number of Days for Work or School Commute Trips	4.40	0.14	0.27	0.09	0.31	0.06

## Question #15b

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for appointment trips	Drive alone or with children	Carpool or drive with other adults	Walk	Bicycle	Bus	Other (mode of transportation)
Average Percent of Appointment Trips	80.9%	6.3%	5.7%	1.5%	4.6%	.9%
Average Number of Days for Appointment Trips	2.21	0.19	0.20	0.05	0.20	0.04

## Question #15c

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for shopping trips	Drive alone or with children	Carpool or drive with other adults	Walk	Bicycle	Bus	Other (mode of transportation)
Average Percent of Shopping Trips	75.9%	13.2%	4.4%	.9%	4.2%	1.4%
Average Number of Days for Shopping Trips	2.30	0.42	0.16	0.03	0.17	0.06

## Question #15d

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for socializing or other recreation trips	Drive alone or with children	Carpool or drive with other adults	Walk	Bicycle	Bus	Other (mode of transportation)
Average Percent of Social/Recreation Trips	65.7%	18.4%	9.5%	1.6%	3.2%	1.5%
Average Number of Days for Social/Recreation Trips	2.03	0.61	0.37	0.06	0.16	0.07

## Question #15e

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for other types of trips	Drive alone or with children	Carpool or drive with other adults	Walk	Bicycle	Bus	Other (mode of transportation)
Average Percent of Other Trips	60.9%	12.7%	10.5%	1.3%	5.6%	9.0%
Average Number of Days for Other Trips	1.93	0.39	0.50	0.08	0.12	0.36

## Question #15 Other

Other placed traveled.	Percent of Respondents Giving an "Other" Response*
Church	38%
Personal business (appointments, etc.)	16%
Vacations/Visits/Out of State	13%
Fitness center/exercise	9%
Transport children	8%
Volunteer	5%
Take a walk	5%
Recreational driving	3%
Trips for work other than commute	1%
Sports	1%
Other	1%

\* Percents add to more than 100% as respondents could give more than one answer.

Question #16	
Do you have any comments you would like to make?	Percent of Respondents Making a Comment*
More transit/connect communities	16%
More sidewalks/paths/trails	16%
No comment	8%
Improving roads/building roads	7%
Won't stop driving/County shouldn't focus on alternate modes	7%
Improve traffic flow/traffic signals/traffic enforcement	6%
Attract businesses/jobs	4%
Use/restore existing empty buildings	3%
Improve safety/reduce crime	3%
Revitalize downtown/blighted areas	3%
Negative comments about survey	3%
More efficient/smaller government	2%
Lower taxes	2%
Support local agriculture	2%
Remove Rte 81 (or pieces of it)	2%
Affordable housing	2%
Need more parking/lack of parking	2%
More activities/events/entertainment	2%
Save parks/keep parks open/emphasize outdoor recreation	2%
Avoid overdevelopment	2%
Positive comments about survey	2%
No longer can drive/will soon no longer be able to drive	2%
Taxes too high	2%
Walk/Bike when able to/combine trips	2%
Happy/doing a good job	2%
Better planning	1%
Be green	1%
Keep costs/taxes low	1%
Improve handicap accessibility	1%
Get rid of abandoned buildings	1%
Code enforcement (animal control, weeds, etc.)	1%
Improve schools/education	1%
Senior housing	1%
Improve Airport	1%
Plow roads/sidewalks	1%
Other	7%

\* Percents may add to more than 100% as respondents could give more than one answer.

## Question #17

What type of dwelling do you live in?	Percent of Respondents
Single family house	60%
Duplex or townhouse	9%
Apartment	29%
Other	1%
Total	100%

## Question #18

Do you rent or own your dwelling?	Percent of Respondents
Rent	38%
Own	62%
Total	100%

## Question #19

How many people, including yourself, are in your household?	Average
Age 18 or older	1.92
Under 18	0.55
Total Persons in Household	2.47

## Question #19

Household Includes Children?	Percent of Respondents
No children in Household	72%
Children in Household	28%
Total	100%

## Question #20

Which category contains your age?	Percent of Respondents
Under 18	0%
18-24	4%
25-34	24%
35-44	13%
45-54	24%
55-64	15%
65-74	10%
75-84	7%
85+	3%
Total	100%

## Question #21

What is your gender?	Percent of Respondents
Female	53%
Male	47%
Total	100%

## Question #22

What is your race? (Mark one or more.)	Percent of Respondents*
American Indian, Eskimo, or Aleut	2%
Asian or Pacific Islander	1%
Black or African American	8%
White/European American/Caucasian	87%
Other	4%

\* Percents may add to more than 100% as respondents could give more than one answer.

## Question #23

Are you Hispanic/Latino?	Percent of Respondents
Yes	2%
No	98%
Total	100%

## Question #24

How much do you anticipate your household's total income before taxes will be for the current year?	Percent of Respondents
Less than \$24,999	23%
\$25,000 to \$49,999	24%
\$50,000 to \$99,999	37%
\$100,000 to \$149,999	13%
\$150,000 or more	3%
Total	100%

## Geographic Area in Onondaga County

Geographic Area	Percent of Respondents
City	30%
Non-urban	10%
Suburban	47%
Villages	12%
Total	100%



## Appendix C: Verbatim Responses to Open-ended Survey Questions

Following are verbatim responses to open-ended questions on the survey. Within each question the responses are in alphabetical order within the first category to which the comment was coded.

**Question #7: Using the following scale from 1 ('Extremely Important') to 5 ('Not At All Important'), please rank how important each of the following ideas are to help make Onondaga County a great place to live for you and future generations; Other responses**

### Attract businesses/jobs

- Attracting business.
- Attracting new business with real jobs. "The biggest mall in America" is a joke since it will only create part time retail jobs.
- Bringing in business in to our community: manufacturing technology.
- Job growth.
- Jobs.
- Need more good paying jobs.
- New Jobs.
- No longer looking for a job - why bother!
- Reduce taxes to bring back business.

### More efficient/smaller government

- Budget & control expenses.
- Combine Town/village Governments & Services!
- Create Onondaga County fire service - not - so - many little departments.
- Cut spending-combine service & Governments.
- Decrease bureaucracy at all levels.
- Efficient honest Gov't performance.
- Eliminate waste in public spending.
- Keep Onondaga waste out of our town.
- Less government restrictions/regulators lower taxes.
- Less Government, Consolidate services.
- Less Government.
- No more government controls.
- Reduce spending.
- Stop corruption within city's government.
- Stop wasting taxes.
- Tax dollars - spend wisely.
- Trying to spend even less in the budget.

**Better planning**

- Better planning for all of above.
- Better planning in all areas mentioned in this survey and honesty in the deliberations.

**Be green**

- Be as green as possible & keep costs low.
- Greener Automobiles.
- Increasing use of green / clean energy.
- Let home owners in Syracuse put up wind mills for energy!
- More public parking (city).
- Preserve ground water quality.
- Preserving trees, water supply.
- Reduce air pollution etc.
- Solar power.

**More transit/connect communities**

- Build better public transportation like Boston's T Hub and spoke style.
- Commuter rail.
- Connecting cities upstate.
- Connecting suburban towns w/rail and/or bus service.
- Improve bus services like more buses and how often they run.
- Improving mass transit.
- Mass Transit (Rail).
- More public transit options.
- Rail service.
- Rapid transit/light rail.

**Improve handicap accessibility**

- Disabled access.
- Making more churches, etc. handicap accessible!

**Get rid of abandoned buildings**

- Clearing out all abandoned houses, and/or buildings that are no longer livable.
- Getting rid of eye sore property.
- Renovating downtown Syracuse including knocking down old building no one can afford to maintain or heat
- Tear down abandoned homes.
- Tear down all abandoned houses in the city, make double lots in some cases & encourage people to build new homes.
- Tear down destiny eyesore.
- Tearing down old homes / buildings.

**Use/restore existing empty buildings**

- Make it extremely viable to restores old structures-back off excessive charges for handicap apt other onerous codes.
- Promote use of vacant/old buildings and areas.
- Reducing the amount of unused buildings.
- Renovate when practical.
- Repair Boarded up homes in the city.
- Reusing everything vacant stores with some tax incentives w/ penalties & over seeing the projects.
- Re-using old Industrial Properties.
- Start using empty buildings.
- Supporting redevelopment of blighted Industrial Properties.
- Using and restoring available buildings before building new.
- Using mall space.
- Utilize closed bldgs around county for community services - such as medical center west open these space for business development by providing incentives to business owners.
- We need to stop developing and utilize existing foot print.

**Lower taxes**

- Keeping property taxes lower.
- Less government / lower taxes.
- Lower my taxes before I can't afford to live here.
- Lower my taxes.
- Lower Taxes
- Lower taxes.
- Lower taxes; if you don't work reduce handouts.
- Lowering property taxes for home owners.
- Lowering taxes
- Reduce all state, county, town taxes.

**Improve safety/reduce crime**

- Keeping neighborhoods safe & property values.
- More police for bike and walking trails.
- Reducing crime.
- Safe Neighborhoods.
- Safety, crime lighting cameras.
- Supporting local agriculture local food preservation & processing.

**Support local agriculture**

- Supporting local farms.
- Bike paths, pedestrian zones, keep chain stores out of downtown; add transport (public) to downtown areas.

**More sidewalks/paths/trails**

- More bike paths.
- More recycling.
- More sidewalks
- Trail around Onondaga lake.
- Wireless capability/availability throughout downtown area/bike (safe!) paths from suburbs to downtown.

**Remove I-81 (or pieces of it)**

- Remove I81 viaduct.
- Remove Rt 81.
- Reroute 81 - take down overpasses.
- Take down Rt 81 into city.

**Improving roads/building roads**

- Building roads/Doing things correctly there first time quit ripping up 690 and wasting tax dollars make the road thicker. Works in Europe.
- Improving roads/streets in neighborhoods not patchwork filling pot holes only!
- Infrastructure Improvements.
- Upgrading infrastructure in city proper (Roads, Sidewalks, etc.)

**Code enforcement (animal control, weeds, etc.)**

- Cleaning up the litter.
- Dog & Cat control.
- Enforcing existing codes & Laws to keep sidewalks clear of ice & snow!!! And grass & weeds!!
- Helping lower income owners restore / upkeep their properties. Enforcing codes for slumlords.
- Keeping communities clean from trash, etc.
- Keeping highways cities, villages streets free from trash litter, get community involved young & old.

**Affordable housing**

- Cheaper rent.
- Incentives for low-income home ownership.

**Expand water/sewer**

- Expanding water sewer to rural areas.
- Getting water and sewage to rural areas.
- More affordable apts. in city.

**Improve schools/education**

- Churches & Schools.
- Education improvement and new tech schools.
- Encourage investment in arts & education.

- Enhancing school properties (athletic facilities, recreation & playgrounds).
- Improve schools, reduce crime, reduce taxes.
- Improving education.
- School (quality)

**More parking**

- More parking downtown (Syracuse).

**More activities/events/entertainment**

- Activities & Events.
- Family friendly recreational and entertainment profile as a community.
- More entertainment & social events geared toward families - something like in Boston - Faneuil Hall market area - shops, outside cafe's & entertainment for all

**Revitalize downtown/blighted areas**

- Developing downtown Shops and Restaurants.
- Do something with town.
- Focus on eye sores - North side south side of down town Syracuse.
- Incentive for re build or remodel existing homes & businesses.
- Keeping unsafe communities from spreading.
- Paint bridges & spruce up entry points to area on the highways.
- Promote community restoration.
- Rejuvenating downtown area.
- Revitalizing neighborhoods w/ boarded up housing (e.g. W. Onondaga) with low/mod housing & small businesses. Improving public school quality.

**Senior housing**

- Housing for seniors 65+ only no matter what the circumstances.
- Senior communities housing close to shopping, medical facilities, etc- walking distance - but - affordable.
- Senior housing.

**Save parks/keep parks open/emphasize outdoor recreation**

- Encourage & motivate the population to utilize the outdoors.
- Expand state snowmobile trails
- Keeping our parks open!! I don't want my money back! I want to go camping at beautiful canoe point!
- Save area state parks.

**Improve traffic flow/traffic signals/traffic enforcement**

- Enforcement of existing traffic laws.
- Improve traffic patterns on city streets (timed lights, thought full one ways etc).
- Regulate traffic lights to improve flow.
- Traffic signals.

**Avoid overdevelopment**

- Halting destruction of few remaining "Natural" areas in suburbia in order to build gigantic houses.
- I came to Marcellus 47 years ago because I like the beautiful countryside. It would be a travesty to destroy it's beauty with mass transportation & industry!
- Limiting "Superstores" i.e. Wal-Mart and limiting housing developments.
- Prevent overdevelopment i.e. mixing residential with businesses.
- Restricting large over priced housing developments in farm lands & wild life areas.
- While development is important so is keeping open land and water ways, they need to blend together.

**Other**

- Be realistic & raise taxes both state and local to restore any to its previous important stature.
- Bring back the pen can mall.
- Clean up Onondaga lake.
- Creating spaces for public art.
- Decrease number of people on public assistance & subsidized housing.
- Fast access to all hospitals.
- Finish ""Loop the Lake"" project
- Help long-term property owners (i.e. family farms) to keep their property.
- Holding parents responsible for our youth.
- Honest politicians
- Increase citizen involvement and input on decision making.
- Keep road plowed even if no school so we can get towards safely some people work weekends also.
- Keeping communities viable & livable.
- Keeping farmland.
- Keeping fisheries open.
- Leadership.
- Make the native Americans pay their fair share.
- Making sure all suburban neighborhoods are not so cookie-cutter.
- More cabs or transportation on Friday and Saturday nights from downtown.
- No more sports stadium.
- No natural gas drilling.
- Open parks & trails to horses.
- Planned community w/ shopping theatres, groceries, similar to suburban D.C. and Vieira FLA.
- Provide no charges trash, disposal residential D.I.Y.
- Public outreach for food & mental health for seniors.

- Repairing water supplies in all areas so there is less waste and better water pressure & service.
- Water Fronts

**Question #15. In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Other responses**

**Recreational driving**

- Car trips around area.
- Recreational driving "Cruising"

**Personal business (appointments, etc.)**

- Appt. Dr.
- Car serviced
- Care giver.
- Doctors
- Doctor's office.
- Doctors.
- Drive store.
- Dr's
- Firehouse
- Fun Times.
- Hardware store.
- Hobbies
- Library
- Library
- MD'S.
- Meetings
- Meetings.

**Church**

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- Church.

**Transport children**

- Childrens Practices.
- Children's sports.
- Granddaughter to ballet
- Hockey rinks.
- Kids activities.
- Take grand children to work & pick up.



**Volunteer**

- Charity function.
- Comm. Service, Caria.
- Meals on wheels delivered.
- Volunteer church
- Volunteer effects
- Volunteering.
- Volunteering.
- Volunteers.

**Trips for work other than commute**

- Work sites
- Work travel outside of area.

**Vacations/Visits/Out of State**

- Airport.
- Out of town.
- Skiing
- Skiing.
- To the NY state fair! buses do a great job!
- Transfer station (i.e. "the dump")
- Vacations.
- Visit family out of state.
- Visit family.

**Take a walk**

- Just walking.
- Neighborhood walk.
- Neighborhood Walks for exercise.
- Neighborhood.
- Parkway to walk.

**Fitness center/exercise**

- Exercise
- Exercise.
- Exercise.
- Fitness centers.
- Gym
- Gym

**Sports**

- Sports
- SU sports.

**Other**

- Have to depend on ride no bus to & from doctor. Opportunity everyday if need.
- Thankfullest lobe

**Question #16: Do you have any comments you would like to make?**

**Attract businesses/jobs**

- I love our community, I love that we can get around easily and that we have so many wonderful places to go. We desperately need to bring & encourage business growth. This area is worth saving.
- I think the focus should be on creating more/new jobs.
- I think we need lots of economic development to reserve the population decline.
- More good paying jobs in area.
- We need more manufacturing jobs, less stores & food services.

**More efficient/smaller government**

- Again, much wasted financial resources could be recouped if there were many less town/village Governments & Services. And, our taxes are double what they were in areas with only city or county Govt's like FL & MD.
- Consolidate Government reduce Pork Barrel spending.
- Consolidate services - when appropriate e.g. - study fire consolidation - (Although where I live - it may not be appropriate)
- Consolidation of towns & villages & police & fire depts. I'm glad to be asked my opinion.
- First get rid of our president & senator's & rep's then maybe this country could change for the better & cities & towns could improve.
- No new program until budget is under control!
- Onon. county has too many fire departments villages, local police, post offices & poor teachers & administrators.
- We need to invest in what we have. Taxes have seen all manufacturing business out of NY or out of USA - Wake up!
- When you call the sheriff's office, they are very slow to respond. There should be more bus service to the Onondaga Hill area.

**Better planning**

- All levels of Government planning are dysfunctional. Throw money out without clear plans.
- The city needs planned development & revitalization. Completion of stalled projects. Positive promotion of our city's positive aspects. Infrastructure upgrade and repair of sidewalks & streets to preserve our neighborhoods and halt their deterioration.

**Be green**

- Educate the public on alternate life styles re development/bldg. & transport use European examples & "green" American cities as examples. Link economic incentives/progress to environmental improvements!

**Keep costs/taxes low**

- Difficult to make a good living atmosphere- (lack of hi tech) Taxes- limit projects to get the most for every \$ spent. Schools- we are paying too much on sport & facilities.
- Yes, lower fares on Amtrak. Make it more affordable for more people.

**More transit/connect communities**

- As a driver for Centro I would see more advertising to promote riding a bus. This in turn would ease traffic conditions hold property owners responsible for their upkeep/repair or demolition if need be! Not city or states problem. Case in point State st bldg.
- Baldwinsville needs an expanded bus route and park-n-ride at the plaza at Smokey hollow rd.
- Bus service @ 8am on 2ndary roads out to and on route 20 - it is a mystery to all of us on slate hill rd. We are leaving NY because of taxes already purchased a newer home with same acreage for 1200/yr tax vs. 6000 - here NC doesn't charge twice for school taxes : can't wait to leave NY!
- Bus service more convenient for seniors who live in suburbs.
- Buses need to run from suburb to suburb. The city is not important to me
- Centro buses are too large too empty not cost effective smaller buses needed.
- Dependable bus runs to suburban malls. I would drive less if I could ride to Carousel mall or Dewitt & Fayetteville malls using a convenient & regular schedule. Also helps to get medical visits at downtown hospitals & medical offices.
- Enhanced public transportation is an absolute necessity to reduce fuel dependency & to ensure access to all of our citizens to our resources.
- For 23 yrs I had to drive from F'ville to L'pool to arrive at 7:15 am it was impossible (also spending the nite in Sqr) I would have take the bus (30-45 min trip) every day.
- Frequent buses going back and forth would be good at the OCC South ave area. It is always packed with people due to work rush & college students.
- I live in "Outer" Onondaga Co. and would like to see same sort of public transportation go through my area. Currently I would have to drive at least 10 miles to take a Centro bus.
- I live in clay and work in E. Syracuse. I don't need transportation to only Syracuse but from one community to another. I would see our doctors downtown by public transportation if avail. I have to have a car to go to work but my job doesn't pay enough to buy a new or 'green' car
- I think availability of bus services will determine the degree of ridership from outside to inside city. (scheduled trips).
- I think Onondaga County is a great place to live. I have lived all over the US and chose here for family & friendly people. It's easy to get to most places, if you drive. When I can no longer drive I will need the bus we need better public transportations.
- I would love a clean, safe fast track train for traveling to outside cities.
- I would love to see a rail system like central connect all the communities within the Onondaga county / Syracuse area. Easy access to the stations and safe reliable service would benefit everyone and be in the long run less expensive.

- I would take the bus to work most days but the only bus leaves around 7:00 a.m. From Elbridge to Syracuse - was too early. I have called Centro several yrs ago - won't change schedule.
- I would utilize public transportation daily to reduce cost of commute, contribute to improved air quality and decrease parking congestion in Syracuse.
- I'm from N.Y.C. where public transportation runs 24 hour daily. I understand that Syracuse evening ends early. But buses stop at 10:00 pm. That a bit early.
- Local bus operator starts a new route-doesn't tell anyone-no one rides-take route out of service-no public accountability-public hearings with no notice.
- Make park & ride avail in Camillus - Surrounded by parks that only cater to walkers - make multi use since we all pay taxes.
- More buses should be available to take you shopping for groceries.
- Need bus from Elbridge at 6 am & 3:30 pm. that goes to & from Hiawatha & Pulaski streets. Need more places that have cheaper rent that includes heat, hot water & small pads.
- Need more mass transit.
- One important thought re: public transportation. Currently I always have my teens take a bus to the mall because it is direct but not home because they have to go downtown for a 5 min trip from the mall.
- Provide better busing to children that live in the city but go to school outside the city. (e.g. CBA, Bishop Grimes, Bishop Ludden)
- Public transportation : Greener environment.
- Public transportation stops over a mile away from me and sidewalks end at my block. I would use public transportation more if it were easier to get to.
- Road should be installed properly first time / better time audits on DOT - greater transit networks needed.
- The bus stop near my home only has service into town very early in the a.m. (1 bus) and back (1 bus) in the every that's not convenient! makes a car essential.
- There should be better bus shelters & benches to keep riders safe from rain, snow, heat, or other.
- Traffic congestion is not an issue in Syracuse or in Onondaga county. Bike transit in the city & County is poor to marginal I would like to see improved in bike transit trail and limitation or suburban development.
- We can not take bus on RT-31 Clay because there is none.
- We need better public transportation - bus stops are too close together, bus trips too long from my place to another we need more side walks.
- We need improved bus service weekdays. an Eastbound Bus for E. Syracuse (Bennett Manor) area between noon-1:00 pm would be helpful.
- We need more convenient connections from one suburb to the next. I can get downtown on the bus, but then it takes too long to get everywhere else.
- Why can't people in rural communities have bus that can pick them up like the city, some people can't drive.

**Improve handicap accessibility**

- I use a wheelchair call-a-bus does not meet my needs because of restrictions they impose. Too bad for me!
- I would like the village of E. Syracuse to repair sidewalks. I have a motorized wheelchair it is very difficult to stay on the sidewalks.

**Get rid of abandoned buildings**

- Depressing to see Syracuse buildings deteriorating - see Lodi st. Etc. It will look like Detroit very soon.
- Tear down scratch houses & allow for neighborhood small farms, & new homes built.
- They need to tear down old building & elect officials That know what they are doing & will be willing to do things that will make us prosper and better citizens.
- We could greatly improve our county by removing decapacitated buildings in Syracuse and adjoining towns and rehabilitating our historic buildings to preserve our heritage.

**Use/restore existing empty buildings**

- As we drive around we see so many new buildings sitting empty. Why can't some of these new companies convert them to their needs & make use of existing, good buildings?
- Existing shut down buildings should be either occupied or demolished according to its conditions owners responsibility
- I feel we build too many building for businesses when we have lots of unused buildings thank you.
- I have a suggestion for improving the quality of order homes that are used as rentals-create grants/incentives for landlords to do improvements such as blown-in insulation where there is None!
- I think we need to restore all the place we have currently before we add any more structures!
- I would like to see older buildings in downtown Syracuse area being renovated and used for housing, shops, etc. I would like to see suburban sprawl be limited.
- Make it easier to redevelop old buildings on Main St. Move bus transfer area a must Ticket people walking front by green light near Sather St. More traffic type police.
- Take more of the unused buildings in Syracuse & Onondaga County use them for housing, new business etc - & get them back on the tax rolls & not an eyesore - limit the empire zone deals - If they want to be part of the community - pay like the rest of us! If tax rate lowers business wanting to do business here, lower the tax rate for all of us.
- The reused buildings & houses either need to be fixed and used on remove then for new structure (but don't use new areas to develop. Develop what we already have)
- Their are way too many old, hunderon, abandon, houses on the west side, this creates long havens & Not! any neighborhood watches!

**Lower taxes**

- Let's say if you cut NYS taxes more industry would try us (Syracuse) I see more bus scheduling being cut. Expanding to the suburbs is not good for industry nor growth of public transportation the truth to revitalize downtown and industry close by.
- Lower Taxes.
- Reduce taxes, reduce gov'n't controls, leave people & private property alone and you will see area growth.
- Stop wasting money and reduce taxes. Make cuts or changes to public assistance pay outs, make people work or do something for their free money
- The county needs to reduce property taxes, reduce wasteful speeding, be fiscal responsible it is re peoples money enforce the rules and laws already on the books, stop making new laws that are already covered by old laws.
- Try cutting taxes!
- Way too much money (tax payers) on sports options when a large percentage of people don't use them.
- We must cut taxes and spending everywhere. We need to stop being an entitlement society and government.
- Would like lower taxes & lower gas rates.

**Improve safety/reduce crime**

- I wouldn't trade the safety & space of the suburbs to allow mixed income levels to degrade the community as it has in many areas of Syracuse.
- If we are to develop "communities", we must vastly improve the safety of our neighborhoods with law enforcement that concentrates on making streets safe; not on chasing expired meters, inspection stickers, and people not using seat belts. (Although these are important, they're not as critical.)
- Living in the valley I don't feel safe walking. Too many teens loiter at stores. Feel unsafe walking dog - she has been attacked twice by loose pit bulls.
- More controls/Curfews for teenagers after dark.
- Please encourage livable, safe, walk able downtown Syracuse development - encourage grocery, other services in downtown - do not encourage increased suburban sprawl while our area is not growing in population.

**Support local agriculture**

- I do not like neighborhoods where all the houses look the same. I grew up in a rural area and would be devastated to see the farmland sold to housing developers. It also saddens me to see beautiful old houses/buildings decaying in bad neighborhoods.
- I hate that it seems like every piece of existing farmland is being purchased to build new housing developments that end up so un-appealing. The houses all look the same and all you see is taupe & grey homes! We have enough developments & strip malls! keep the land as is or use it as open park / green space. Family friendly areas.
- Preserve our farmlands, we need them.
- We need to preserve our farm land & our woods & our parks. People need to be able to enjoy our country.

- Why cant we do both -- allow farms to grow and space to be kept, but utilize what we have and just upgrade.

### **More sidewalks/paths/trails**

- Because there is no trail system to speak of residents are forced to use their own cars to get places. I dislike having to be so dependent on my car as the main mode of transportation.
- Bike path from Skaneateles to Camillus would be very fruitful!!
- Bike paths in villages could be nice.
- Erie blvd. Is especially poorly designed & dangerous for cycling & walking.
- I don't think CNY will ever have robust mass transit usage like in other metro areas (NYC, Boston, London, etc.) because of its social stigma - it's dirty, for the poor etc. But better walk/bike paths could work in this area as there is a very active culture (local triathlons & races sell out every time) who could be encouraged to NOT drive.
- I like bike racks on the buses. I would bike more if shoulders were wider. I would commute w/electric car if there were plug in stations.
- I live in a suburban area that has no sidewalks. I think it would be helpful if future housing developments should be required to include sidewalks.
- I live on Rte. 321 - but only 1/2 mi outside village limit 1/2 mi to school/park/comm ctr - I have a son in a wheelchair would love to walk to park/comm ctr-no sidewalks.
- I would bike to work if it was more conducive bike storage. Bike lanes are needed very unsafe riding now.
- I would love to ride my bike, except I have to go through an unsafe area, through the Westside. I only live 4 miles from work.
- In good weather we walk to library, hairdresser, post office, Byrne dairy. Biking is not an option due to lack of bike lanes not safe for myself or children.
- More bike lanes on roadways desperately needed.
- More bike lanes or wider shoulders are needed. Many people I know would bike to work but feel unsafe because of unsafe roads.
- Need more sidewalks & bike lanes. Example: Intersection of John Glen & Rt:57 is unsafe. Years ago the shoulders were converted to right turn lanes. Also, the sidewalks end on Rt.370 @ the village of L'pool Line. Who wants to walk or bike with all the pedestrian dead ends that exist. Provide a safe place to walk after work or dinner in the fall, winter and spring. Street lights could be added to the existing utility lines at Onondaga lake park. Keep it open until 9 pm or so. There are lots of small projects like this that can make the area a better place to live.
- Our county would benefit from additional bike paths and roadways with bike lanes.
- Our family would most like to see Onondaga county become so biker & walker friendly over the next 30 years that when you drive into the county you feel the need to get out of the car and walk or hop on a bike.
- Side walks are not showed in the winter making, walking, impossible! Low tree branches over sidewalks - also stop signs blocked by tree breaches. What can be done about welfare fraud? Please keep working on those contracts!



- Sidewalks in my neighborhood do not connect to the street therefore difficulty for wheel chairs and staying out of the way of traffic.
- Sidewalks, please!!
- Syracuse suburbs need more side walks and safe ones. Should not have to beg for them from ignorant local Government!! (Fayetteville)
- Tully needs a sidewalk from the high school area to the businesses @ Tully Center including safe street crossing.
- We need more walkways along more major roads. I work at Hancock airport and watch the people walk on the grass, all the way to Taft road because there is no sidewalks there needs to be one; not everyone leaves the airport by vehicle. Some are on foot.
- We would love biking areas in East Syracuse.

### **I- 81**

- 1.) Pull down Rt.81 (the elevated section) make a broad beautiful parkway Rd., 2.) Parking downtown is ok now, but several of the open lots have been (or will be) eliminated due to building construction. Free parking for 3 hrs should be made available in the structures & they should be staffed and well-lighted. In other cities people come downtown if parking is safe, easy and inexpensive. Maybe merchants could validate for free parking of 3 hours and that would help their businesses (stores and restaurants).
- Concerned about the effects of taking down I-81 through the city and increasing connection times.
- I would love to see 690 connected to 81 north and also 81 south connected to 690!
- I-81 needs to be removed from Downtown Syracuse in next 10 years ugly, unsafe & soon to be a financial burden emerging inconvenience.
- Right at this time I think the situation with the closure of 81 north because of the building falling down is being handled all wrong. Why should all who use 81 north have to suffer because of one man. Just tear it down and do what ever it takes to bill the owner even if it means taking everything he owns.

### **Improving roads/building roads**

- Do not tear down route 81, it just moves the traffic to the secondary roads. City needs to have more areas rehabilitated like armory square. We need any type of development that will bring jobs. Property taxes have to stabilize or come down.
- I find very little traffic congestion in this county. The one area in need of some improvement is in the highways and road around downtown, hospitals and so.
- Improve condition of all roads in city side streets included.
- Improve highway system between Syr & Cornell Univ. Maybe make water st. one way & Erie blvd one way to improve driving & enhance real estate.
- In my perfect world, heavy transportation trucks would have their own roads, our town has unending gravel trucks resulting in dirty conditions, i.e. dust, noise and unsafe conditions for children in area (also used by some tractor trailers).
- Need to improve roads, Add bike lanes, nothing worse than having a bicyclist riding in the middle of the road. Also improve or retime traffic lights, some of them are too long.



- Pot holes are a major concern. I travel on Teal Ave daily from 690 to Lyncart. The quality of the road from 690 to shop city is awful! please tear it up & start over!
- Pot holes in our streets are not only an eye-sore, they also pose a risk for unnecessary damage to our cars. To leave these grow bigger is pure neglect on our city's part. They should be repaired ASAP daily!
- Questions #3 #6 I feel needs to be between both answers. We need to fix our roads, bridges infer & redevelop aging areas but not limit growth in the subs. completely. Each project judged on its merits. Is there a plan for long term growth inc, mfg, area, sm. bus & commercial: res, areas etc like Toronto or Las Vegas?
- Repair existing roads & bridges.
- Road conditions on surface streets are terrible. Paid parking at regional transportation center is ridiculous. Sidewalks throughout city are in poor condition.
- Roads need it we plowed and take care of so people can get to and from work safely I also work weekends taking care of the elderly.
- Roads, in neighborhoods need to be repaired drastically. Not just refilling pot holes that will become a pot hole again 2 weeks later. Street lights need to be in working order.
- The quality of road repairs is Horrendous! Very little quality goes into planning/fit/finish! Where's the quality control???
- The roads are in poor conditions, the safety of the community should be everyone's first priority, and emergency response.
- Would like to see existing roads upgraded but not increased in size; definitely would like to see more bike paths; worked on village of Liverpool 25 year master plan and would like to see traffic portions implemented.

#### **Code enforcement (animal control, weeds, etc.)**

- Enforce the laws we have. Reward truth and caring. Age 62 - no property taxes for schools.
- Zoning laws need be enforced, when new buildings or revitalized buildings up. We need a more cohesive, attractive, landscape. It seems too Hedge pledge. Look at other areas of the country before impending change. We want to be seen as a progressive community.

#### **Affordable housing**

- Making more housing available for everyone even if they don't qualify would help, even homeless people, having more jobs that are hiring anyone.

#### **Expand water/sewer**

- I would like to see sewers in the Kirkville area.
- Put new sewers in where the old ones are nearly 100 yrs. Old.

#### **Improve schools/education**

- Education, education, education, holding parents responsible for student achievement. Smaller class sizes, keeping young professionals in region. Improvement of city streets (i.e. clean up, restoration of honest streets) Become a leader in green building.

- Would like to see schools stop closing to be used for other things. Liverpool schools are very congested, should be more equal in number of students in each school and students should be attending closest school.

**Need more parking/lack of parking**

- Better parking downtown and cheaper.
- Hard to find enough parking for events or business in downtown area. So I don't choose to.
- I absolutely think Rt 81 is the worst designed highway in all of Central N.Y. also lack of parking & businesses downtown keep people away & in the suburbs.
- I live on Tappan hill and the parking is out of control. All the one way streets with people parking on the wrong side really slows down the traffic flow.
- Parking at mandatory places. Doctors & hospital - short supply & expensive (i.e. Usually more than the dr services).

**More activities/events/entertainment**

- Entertainment venues isolated, i.e. Everson Museum, Civic Center etc. Should have restaurants, pro gathering place within walking distance.
- I would like to see a nice grocery store in D.T. and Rail and Bus service expanded in central N.Y. And destiny built.
- I would love to see downtown offer more in terms of Shops and Restaurants. I would also like sidewalks better maintained. Most side walks in my community (Lemoyne Area) are cracked or non existent.
- If the baseball stadium were downtown, I would walk to it from work!
- Need more stores and free parking in the city not apartments.
- Syracuse needs to become a more "modern" city. There is little entertainment provided for families. An area like Faneuil Hall market place in Boston would be ideal. Outside cafe's, entertainments unique shops & street vendors, & street entertainers would be a fun place where people of all
- This community has few services. There is no grocery store within 15 miles which is one of the main reasons for our travel.

**Revitalize downtown/blighted areas**

- County and city need to do much more to incentivize redevelopment.
- I think serious consideration should be given to upgrading our city, especially our downtown. We need to provide free parking, re-route I-81 and tear down unusable old buildings our rural & suburban areas are free.
- I would bike to work almost every day, May - Oct (N) unless weather was very adverse (heavy rain). We should improve/build neighborhoods near & in downtown area rather than make it easier to drive in. Traffic jams in Syracuse last only 15 minutes! That's the extent of the rush hour!
- The downtown is not user friendly. Few stores, less parking, start over, stop vehicle traffic downtown. Build raised rail people movers. Make the streets park settings with pretty brick walkways and twinkling lights in trees to encourage shopping. Mounted police, perimeter upscale housing.

**Senior housing**

- Both are retired live in rural area.
- Develop new gated community senior citizen houses housing (55+) with side walls and small green gathering area forming small and safe neighborhood (25 to 100 homes) with transportation to downtown restaurants and shows.
- I would like to see development of "senior housing" e.g. Condominiums/patio homes on the east side of the city of Syracuse. Or E. Syracuse, Fairmount, etc. I choose not to move to the suburbs.
- It looks like we are going to need more senior housing in no. Syracuse / Cicero area - Tear down abandoned housing - Hancock field.

**Save parks/keep parks open/emphasize outdoor recreation**

- A community that would encourage people to go outside more - for business, recreation, socializing etc.
- As I've grown up in this area, it has been a heartbreak watching all the green spaces turn into housing developments. Where I live now (in Camillus), we have no way of walking or biking to the nearby village or any where else because no sidewalks/paths. The village is dying.
- Exercise - Bicycle, Walk, Hike in Onondaga County is excellent in parks & trails.
- I live close to Erie canal paths/parks where I walk to for recreation.
- I see improvement in the county. Somewhat disheartened some parks and rec are limited in access due to funds i.e. Pratt's falls. Improvement housing, side-walks, smaller business downtown a plus. Saddened industry seems not attracted to Syracuse as in past.
- I think it would be wonderful if more people could. Walk to work. We're too spread out now.
- Support upkeep for local parks & recreation areas & improve them for staycation! Complete trails around Onondaga lake & restore to 1900 community activities.

**Improve traffic flow/traffic signals/traffic enforcement**

- Generally, car travel in Onondaga County is safe and congestion free. High traffic areas of Rts. 31, 57 and 92 during morning/evening rush hours could probably benefit from additional lanes being added.
- I am in favor of maintaining the I-81 transportation corridor through the city of Syracuse unless a southwest connector between I 690 w and I 81 s can be established.
- I do not think that taking down 81 thru the city will help anything. I work up in the university area and it would make getting to work a nightmare.
- It seems to me that construction on our highways 81-481-690 has been on going forever, are we not getting longer life from these repairs, and would this not help congestion!?
- Road construction should be done @ night not to interfere w/daily commute & safety of all.
- Something should be done with traffic on R & 5 between R & 5 by pass & city of Auburn. At least left hand turn lanes.

- Stop doing construction on every main road into / out of the city at the same time pls. Last year I81+481+690 were all being worked on simultaneously why? Its very frustrating w/o alternate routes available.
- Stop unnecessary construction on 690/81. If you must, finish the job quickly.
- Synchronization of lights ex: N. Townsend St, Lt @690 exit ramp and light @ Burnet are 150' apart and never can you make both!!
- The signal lights in this county are pathetic! I can leave work in the city, and it takes me 10 minutes to go through 4-5 intersections. Coordinate the signals! Signals in the county make you stop for no reason! More coordination is necessary to allow traffic to move smoothly. Doesn't anyone watch congested areas to consider change?
- What is the status of the 81 corridor to make a park like setting near upstate?

#### **Avoid overdevelopment**

- Do not overdevelop country areas - running out of land clean up city areas- south & west side are a disgrace.
- Don't need to build everyone is leaving taxes in New York state are out of sight.
- Established communities end up overdeveloping, for example Route 31/Clay, Fairmount/Camillus, Route 57/Liverpool far to many businesses in too smaller area- looks ugly, traffic headaches, lowers property values because people don't want to live near it.
- Need to support local independent business by reducing # of large chains that came into area and encourage people to by locally.
- Question #1 - If the population "generally remains the same" for 30 years - We don't need any new development including inside the city of Syracuse & in downtown Syracuse.
- Stop building in suburbs improve city housing & make work / recreation a hear by activity.

#### **Negative comments about survey**

- 1) I believe this survey is too long time some cases poorly designed. 2) Note that I drive a car, I will probably stop driving is then 2-3 yrs. This will affect many of my responses to such questions as these.
- 3 & #6 I will not answer. I don't agree not like the questions or the answers.
- All the unemployed people in Onondaga County, you send jobs to Belle Mead, NJ. Get decision?
- I do not answer personal questions on any survey.
- I don't like your survey. It is a bit of a "push poll", and does not get into the reasons why a person answers the way he or she does.
- I received 2 of these in the mail – 1 yellow 1 green - waste of money I only needed one.
- It insults me to complete this survey devoted entirely to transportation and development, but have to answer a question (#23) about Hispanic dissent. I would like an explanation for that.
- Question 11 should be more specific to work or anywhere?

- Second mailing of this survey instrument is redundant and wasteful!! We are in state of economic crisis, and are all also trying to reduce our print waste.
- Survey's like this cost the tax payers too much money.
- This is a poorly worded Questionnaire with slanted questions and poorly defined terms.
- This is so important or Syracuse will continue to lose population.
- This survey appears to be biased to a predetermined conclusion.
- This survey is a waste of time & money.
- This surveys needs improving the portion directly above this is not written well. What is the goal? how many times I go out of my house? define travel? miles, yards, feet.
- You should have asked if we ever go to downtown Syracuse.

#### **Positive comments about survey**

- I am glad this survey is being done. It should help improve living conditions in this area for future generations.
- Taking this Survey made me feel Confident that city officials are concerned with the residents opinion's and thoughts. And we need to restore existing building before we build new ones outside the city.

#### **No longer can drive/ will soon no longer be able to drive**

- As I have physical problems. I am limited in my traveling anywhere.
- I am 86 and don't expect to be driving much longer, and will need transportation to appointments, shopping, etc. I hope the call-a-bus we have now will continue so that people like me will be able to get around. Buses just can't do the job.
- I am 88 years old - stopped driving my car 12/13/09 & depend on any children to drive me to appointments once do my grocery shopping for me. Also, pickup prescriptions.
- I am retired so do not go to work when I worked which was in a downtown area. I drive (about 5 miles) to on bus stop in commuters then took an express bus to within 2 blocks of my workplace worked out well and was cheaper.
- It is tough enough getting old. There is not enough options for people who have trouble walking and getting around to doctor's and other appointments.
- Most of these question do not apply to me now a day as I am 88 yrs old and unable to walk without help.
- As a retired senior, most of the survey doesn't apply.
- Being self employed carpool, & public transportation are not options.
- I'm sorry to not fill this survey since none of it pertains to my life style or where i am located. I haven't used public transportation since the street cars in Syracuse.
- My wife & I are retired senior citizen who have little to no exposure to most of the areas covered us this survey. I doubt our opinions are helpful!

#### **No comment**

- No
- No
- No
- No

- No
- No
- No
- No
- No
- No comments.
- No.
- No.
- No.
- No.
- No.
- No.
- None
- None
- None.
- None.

**Taxes too high**

- Any new plans should be within a budget that we can actually afford. Onondaga county & Nys put a tremendous burden of taxes on its residents.
- Do nothing that raises taxes-fund by cutting other "Services"
- New York has great potential yet it is not utilized because people leave due to the absurd tax burden place on the population of this state we export our educated to other states due to this fact.
- No matter what planning you do, please keep in mind the enormous tax burden that Onondaga county residents bear and try not to add to it.
- Reduce non - essential expanses to reduce tax burden. Develop programs to encourage business growth Put public assistance people to work on community improvement projects.

**Won't stop driving/County shouldn't focus on alternate modes**

- Bus is 2 1/2 miles away & to many transfers would take place to get where I'd need to go. So it would take 2 or 3 times as long together instead of driving.
- Can't use public bus (unsafe) & call a bus seems to be in state of confusion, (can't drive in winter - have 2 taxi) plus Taxi & Bus drivers are not going 2 help you.
- County residents will never give up their personal vehicles. Bus service in county is a waste of money for the amount of riders using it. Walking and biking as a means of transportation is a waste of time and money in this region (distance/weather).
- Drive short distance < 5 miles each way, use car for work out of the office.
- I am a self employed contractor and travel all over central N.Y. moving equipment and going to work. Public transportation is of no use to me.
- I choose to live in rural setting even though it is not environmentally friendly due to driving needs. I believe there are too many people on earth and it would cost nothing to



reduce/encourage population (control) and solve multiple problems facing the earth & its inhabitants.

- I don't use public transportation.
- I drive 10 miles to park and ride the Centro bus daily for work and back. I live in a very rural area of Safford. I don't expect public transportation to my home. This current arrangement is satisfactory.
- I drive for necessary life fulfill my obligations.
- I drive to where I need to go - P. O. - Bank - Church - P&C put the time 8 day - lees traffic.
- I live in a rural area where public transportation is not available. My commute to work is ~ 25 miles, which makes a long transport, so I drive. I love living in the country and would not want that to change - nor do i wish to have more development around me. I have 27 acres of land, so no one can build next to me.
- I live in a very rural area, public transportation is not available. Travel by bicycle would not be practical.
- I live in Skaneateles, work in Syracuse often walk/bike to local stores/apt. etc. have ridden bike to work but very poor roads for biking. Public transportation would take me many hours to get to work so it is not an option. Thanks.
- I live in the Country. No public transportation.
- I prefer to drive where ever I go - trust my driving and to not be dependent on a bus or other means of transportation.
- I work 2 jobs so I am unable to utilize the current public transportation. Improving & enhancing the current public transportation in addition to adding other alternatives such as now service would benefit this region in several positives work.
- I would take the Centro bus more often, but I work some evenings and there is not a convenient pick up. & I have to transfer downtown. I am afraid of being stranded at night.
- If I did not have to travel between work sites, I would use public transport or carpool.
- My husband commutes 20 minutes to Syracuse & I commute 20 minutes to Cortland - I do wish we could car pool but that is unlikely.
- My job is travel related so public transportation would not likely apply to my daily travel needs.
- My job requires the use of a car - otherwise travel requirements would be different. However, even though there are times when traffic is heavy, I think the infrastructure is good as it is.
- My son & I share a car I work odd hours & my & any son's stores & doctors, etc. are too far to walk one of the problems is what I need to carry from shopping etc. And even to work.
- Public transportation is available (bus), but we live in semi-rural area where even getting to bus would not be in walking distance. Traffic is not a problem. Trains are actually out of area & not needed. It takes about 20 min. to drive to work. It would take that long, or more, to take bus.

- Public transportation is too far away from where I live and therefore inconvenient. Also I feel unsafe using public transportation in the city where I work.
- To get to downtown Syr. From my apt. Complex in Minoa, I have to catch a 6:21 am bus and change buses @ WAL-MART in east Syr to get down there just in time for 8:00 am no thank-you!
- Typically would need vehicle for transport to work because I plan around on route to from & need to carry packages etc. I always try to plan route accordingly to some gas.
- Unless you us mild our community completely we cannot take public transportation to our jobs or stores.
- We live in a very rural part of the co. & they would never living public transportation here. We can't even get cable T.V.
- Weather is a big deterrent for walking traffic (unsafe) & hills are big deterrent for biking I'll walk to work when warmer & if I do need car for business.
- While I was agreeable with "green principles" most if not all of America's "urban layouts" are difficult to navigate w/o a car.
- With a car being a necessary, It's hard to rationalize riding the bus when it takes more time to reach my destination and it costs more.

#### **Walk/Bike when able to/combine trips**

- Can only bicycle to work from spring until fall due to the weather.
- I try to combine Apt/Shopping/work to minimize mileage/pollution.
- I try to combine my trips from work with errands to minimize distance traveled.
- I use call-a-bus for Dr's appointments, I use bus once in a while.
- Live in a rural area- bicycle to work 2 or 3 days/week in spring/summer/fall depending on weather and darkness.
- When the weather is nicer we walk to the library, post office, haircuts more. Typically I grocery shop, etc on my way to or from work or children's activities.

#### **Improve Airport**

- City shouldn't be running airport, Hancock airport (inc. poor parking situation) needs to be improved. It is an embarrassing sight to visitors, flights schedules are poor and tickets are overpriced. Construction work any high way needs to be better scheduled and staggered.
- Hancock airport cannot efficiently handle flights at the Continental or Delta airlines terminals. There are too few security lines.
- Hancock airport shouldn't be owned by the city of Syracuse. That makes flying out of there more expensive cheaper to fly out of Buffalo Rochester & Albany.
- I only fly out of Hancock airport as a last resort due to high high high prices. I drive to Rochester, Buffalo or even NYC for much better airfare.
- Reduce the greedy Syracuse landing fees to encourage more flights & boost local business reduce taxes to bring back large business & to create a better tax base & boost employment



**Plow roads/sidewalks**

- 1. A sidewalk snow removal program by the city of Syracuse should be considered to make areas more walk friendly. 2. Bus transportation routes need to be increased to go where the jobs are and to provide better access for those with disabilities 3. We should fix our crumbling waters, sewers, etc.
- More attention to snow on sidewalks which are used by school children and people walking dogs. The city should come up with a solution, using people who need a just, may be temporary!
- My road never gets plowed. I live on a dead end street & I have missed work because of it. Conditions of roads (pot holes) in this city is horrible. My house was broken into & law enforcement told me too much crime in area to give my case more attention. Bottom line: I am leaving the City of Syracuse as soon as possible. I am an upper middle class citizen who feels this city is not desirable for my class.
- We would walk more often during winter if the side walks were shoveled.

**Happy/doing a good job**

- All services are adequate that I use.
- Appointments actually average one day every other week.
- Glad Centro has bike carriers. wish downtown Syracuse had a grocery store. wish the county could create a rails to trails public use trail.
- I am a regular commuter on Centro, and I love it! wish we could convince more people to commute to Syracuse by bus.
- I like living in city because there isn't heavy traffic and congestion to speak of except for leaving a special event or maybe a 10 min wait at rush hour. But that is nothing compared to other areas.
- I live five miles from any bus service. - Syracuse area is excellent,-
- I'm glad Centro is getting a new location. It is long overdo. Restrooms will be welcomed.
- Thanks for getting input.

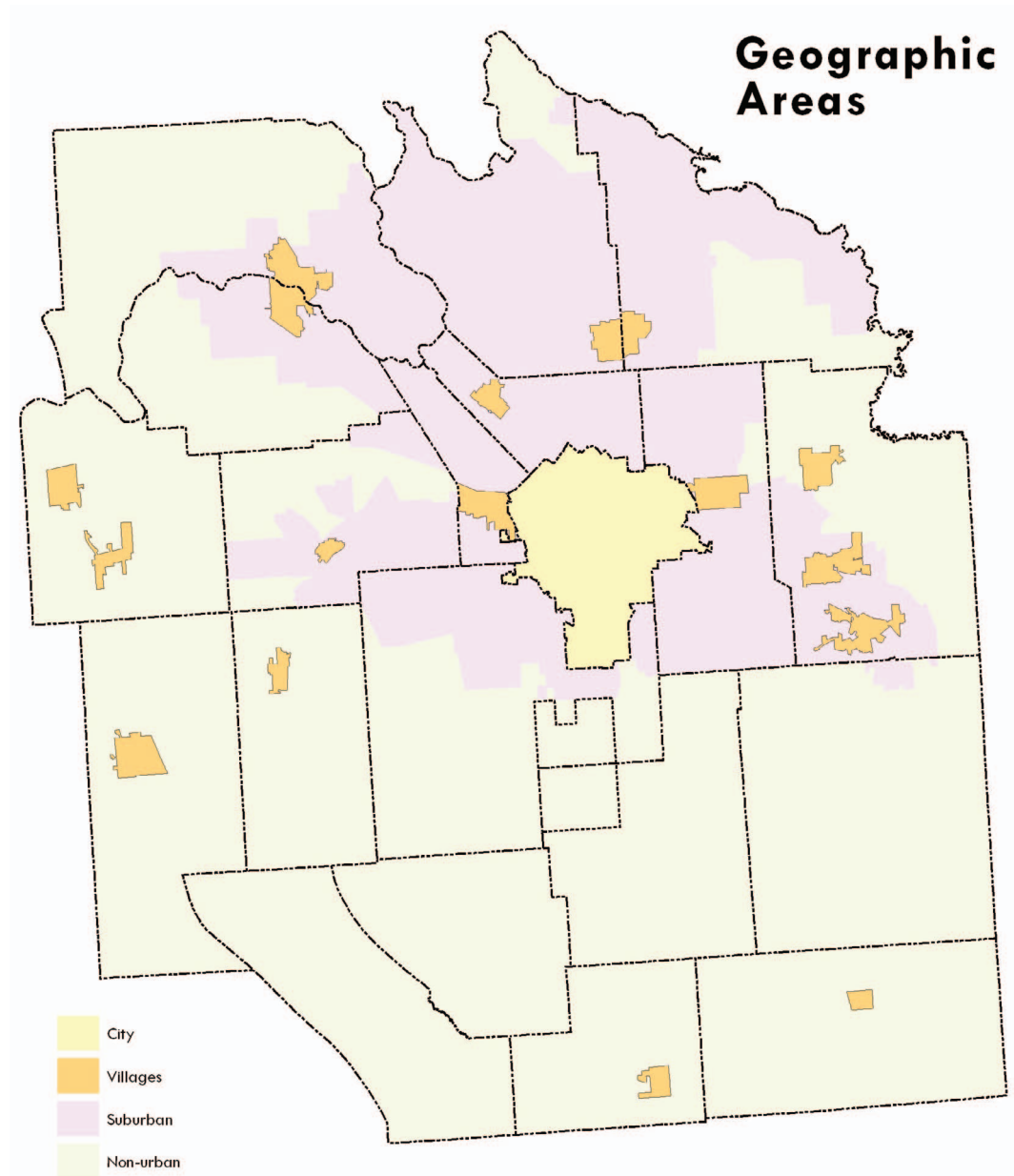
**Other**

- About public transportation - I see Centro bases all over with maybe 2-3 people on it. This cannot be cost effective.
- Assistance to improve struggling communities be contingent upon their taking responsibility to work toward and maintain this goal.
- Contact Cayuga County about their Christmas trees "Trade a Tree" program - take in used tree, receiving a tree seedling. See how much it costs start a program in Onondaga Co. For same deal, maybe for needy families who decide whether to buy a tree or groceries / pay bills. Thanks
- Having moved here from England, we find the poverty in the center Syracuse city incongruent with the affluence of the suburban area that surround the Inner city.
- I hope this improves something.

- I know it's not a county issue but the senior citizens are being taken advantage of. No raises for 2 year. The \$250 pkg the president wanted to give use was voted down. How are we to live??
- I would like to see electric outlets for charging electric cars added to public parking lots and store lots, also hydrogen fueling stations like they have in CA.
- Leave the NYS snowmobile fund alone!
- Lived in other cities with rail transportation. It is cheap convenient and effective.
- Make welfare, workfare, and U & K sacks dollars to make improvements.
- More education on by cyclists right to the road is needed.
- Promote alternative work schedules, telecommuting, etc.
- Retired 27 years ago.
- Someone taken me to any above 3-4 times month.
- Stop trying to "diversify" our suburbs. They become what they are because people like them that way. Don't try to lower prices to attract lower income families.
- The auto & oil industries have structured a society around roads & individual transportation.
- We are two retires living in an adult community.
- We would live to see Syracuse return to the way it was in the 1950s & 1960s, a booming economy!
- Weather in Central NY is a major factor.
- With group housing & local service providers we would use less driver trips bus living & working on a busy highway
- Yes I feel that most people here do not know how to drive in traffic, compared to driving in N.Y. City.

## Appendix D: Responses to Survey Questions by Geographic Area

The following pages contain breakdowns of the survey results by type of geographic area within Onondaga County. The map below shows Onondaga County classified into four area types 1) City (City of Syracuse), 2) Villages, 3) Suburban (areas inside the County's Sanitary District boundary), and 4) Non-urban (all other areas). The margin of error around results ranges from  $\pm 6.0\%$  in non-urban areas to  $7.8\%$  in the city. Where differences between geographic areas are statistically significantly different (meaning that the probability that a difference observed is due to chance alone is less than 5%, noted as  $p < 0.05$ ), they are shaded grey.



## Question #1 by Geography

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today. Percent rating as "Unlimited Amount" or "Quite a Bit"	Non-urban	Suburban	Villages	City	Overall
Housing Development	14%	22%	27%	49%	30%
Small Shops and Business	61%	66%	69%	76%	69%
Large Stores and Office Buildings	15%	29%	20%	33%	28%
Manufacturing/Warehouses	44%	45%	43%	57%	48%
Farms	65%	42%	42%	51%	47%

## Question #1a by Geography

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today. Housing Development	Non-urban	Suburban	Villages	City	Overall
Unlimited Amount	4%	7%	14%	17%	10%
Quite a bit	10%	15%	13%	32%	19%
Some	46%	49%	44%	26%	41%
Very Little	28%	18%	24%	17%	20%
None	12%	11%	5%	7%	9%
Total	100%	100%	100%	100%	100%

## Question #1b by Geography

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today. Small Shops and Businesses	Non-urban	Suburban	Villages	City	Overall
Unlimited Amount	15%	20%	23%	34%	24%
Quite a bit	46%	47%	46%	42%	45%
Some	34%	28%	28%	23%	27%
Very Little	3%	3%	3%	2%	3%
None	2%	3%	0%	0%	1%
Total	100%	100%	100%	100%	100%

## Question #1c by Geography

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today. Large Stores and Office Buildings	Non-urban	Suburban	Villages	City	Overall
Unlimited Amount	5%	10%	9%	16%	11%
Quite a bit	10%	19%	11%	17%	16%
Some	45%	40%	44%	44%	42%
Very Little	26%	24%	29%	18%	23%
None	15%	7%	8%	5%	7%
Total	100%	100%	100%	100%	100%

## Question #1d by Geography

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today. Manufacturing/Warehouses	Non-urban	Suburban	Villages	City	Overall
Unlimited Amount	19%	17%	17%	30%	21%
Quite a bit	25%	29%	26%	27%	28%
Some	36%	36%	37%	32%	35%
Very Little	12%	14%	11%	10%	12%
None	8%	4%	8%	1%	4%
Total	100%	100%	100%	100%	100%

## Question #1e by Geography

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today. Farms	Non-urban	Suburban	Villages	City	Overall
Unlimited Amount	34%	20%	21%	25%	23%
Quite a bit	31%	22%	21%	26%	24%
Some	29%	44%	39%	34%	39%
Very Little	4%	7%	11%	10%	8%
None	2%	7%	7%	5%	6%
Total	100%	100%	100%	100%	100%

## Question #2 by Geography

Please tell us where most future development in Onondaga County should be located. (Check only one.)	Non-urban	Suburban	Villages	City	Overall
Within already developed communities with available buildings or unused land	76%	76%	80%	81%	78%
On open land at the edges of existing developed areas	11%	10%	12%	6%	10%
Anywhere people want to build	13%	14%	8%	13%	13%
Total	100%	100%	100%	100%	100%

## Question #3 by Geography

Please tell us how future development in Onondaga County should be arranged. (Check only one.)	Non-urban	Suburban	Villages	City	Overall
Housing and buildings should be spread out, even if it means less open areas and farmland and having to drive more	23%	24%	19%	25%	23%
Housing and buildings should be closely spaced, with sidewalks leading to nearby shops and parks, even if it means having smaller homes and yards and less space for parking lots	77%	76%	81%	75%	77%
Total	100%	100%	100%	100%	100%

## Question #4 by Geography

Which of the following statements is closest to your opinion?	Non-urban	Suburban	Villages	City	Overall
Property owners should be able to do what they want with their land	15%	15%	21%	10%	14%
New development should be reviewed so that what one person does with their land does not negatively affect the health or safety of nearby property owners	41%	30%	27%	38%	33%
New development should be planned so that land development protects neighbors and promotes regional goals for orderly growth and attractive places	43%	55%	52%	52%	53%
Total	100%	100%	100%	100%	100%

## Question #5 by Geography

When should government expand infrastructure and services into new areas (i.e., roads, sewers, schools)?	Non-urban	Suburban	Villages	City	Overall
Anytime, as a way to support growth, even if we have to pay more	4%	11%	13%	5%	9%
Sometimes, if it creates jobs and community benefits, even if it means we have to pay somewhat more	49%	50%	54%	63%	54%
Not at all, until we experience regional population growth and run out of room in our existing communities	47%	40%	33%	32%	37%
Total	100%	100%	100%	100%	100%

## Question #6 by Geography

Please tell us which scenario best represents how you would like to see future development take place in Onondaga County.	Non-urban	Suburban	Villages	City	Overall
Future growth will follow the existing trend of new development in mostly suburban areas. Government spending will include road widening, rural access to public water and sewers, and expanding fire/police and schools. Investment in existing communities, farmland preservation, and public transit will be limited.	18%	16%	14%	13%	15%
Future growth will occur mostly in existing communities, with lots of open space mainly in rural areas. Government spending will include investment in restoring older buildings, expanding bus service, sidewalks and bike paths, and fixing aging infrastructure (i.e., sewers, waterlines, roads and bridges). Spending on new infrastructure will be limited.	82%	84%	86%	87%	85%
Total	100%	100%	100%	100%	100%

## Question #7 by Geography

Using the following scale from 1 ('Extremely Important') to 5 ('Not At All Important'), please rank how important each of the following ideas are to help make Onondaga County a great place to live for you and future generations. Percent rating as "Extremely Important (1)" or "(2)"	Non-urban	Suburban	Villages	City	Overall
Preserving natural areas, habitats, and open land	90%	83%	86%	81%	84%
Making our communities more walkable	52%	64%	78%	79%	69%
Including a mix of housing types for all ages and income levels in every community	48%	48%	66%	61%	54%
Keeping the scenic beauty of Onondaga County	88%	87%	87%	87%	87%
Preserving historic homes and buildings	69%	63%	71%	70%	66%
Improving public transportation (i.e., bus service)	46%	58%	66%	76%	63%
Encouraging a mix of housing, shopping, and offices in the same area	44%	57%	56%	68%	59%
Connecting neighborhoods to each other and to nearby destinations	33%	51%	53%	60%	52%
Protecting our air and water quality	89%	94%	94%	96%	94%
Lessening our dependence on automobiles	44%	55%	64%	64%	57%
Preserving farmland	86%	68%	80%	71%	72%
Reducing our energy usage	81%	82%	86%	87%	84%
Preserving 'small town' character	74%	62%	80%	50%	62%
Reducing traffic congestion	62%	65%	69%	64%	65%
Helping to improve our struggling communities	67%	69%	77%	85%	74%
Enhancing public spaces, parks, and trails	64%	71%	80%	72%	72%



## Question #8 by Geography

Please rate each of the following aspects of transportation in your community. Circle your answer. Percent rating as "Excellent" or "Good"	Non-urban	Suburban	Villages	City	Overall
How well the transportation system overall meets your needs	55%	61%	56%	53%	57%
Ease of getting to the places you usually have to visit	72%	66%	63%	55%	63%
Traffic flow on major streets	61%	61%	52%	53%	58%
Amount of public parking in Downtown Syracuse	16%	11%	12%	18%	14%
Amount of public parking in other areas	46%	47%	43%	47%	46%
Condition of roads	28%	21%	19%	13%	19%
Condition of bridges	24%	23%	21%	21%	22%
Availability of paths and walking trails	32%	29%	40%	35%	33%
Amount of sidewalks and crosswalks	34%	22%	42%	43%	32%
Condition of sidewalks and crosswalks	24%	23%	30%	22%	24%
Safety while walking	35%	28%	42%	26%	30%
Amount of bicycle paths and lanes	12%	15%	10%	9%	13%
Condition of bicycle paths and lanes	22%	19%	21%	14%	19%
Safety while bicycling	18%	17%	28%	17%	19%
Amount of bike-friendly streets	16%	11%	18%	12%	13%
Location of bus stops	28%	44%	46%	54%	47%
Condition of bus stops	33%	31%	44%	41%	37%
Frequency and schedule of bus	24%	38%	33%	33%	35%
Safety when riding buses	41%	51%	58%	54%	53%
Reliability of bus service	50%	60%	61%	54%	57%
Schedule and frequency of Amtrak service	33%	25%	41%	58%	37%
Reliability of Amtrak service	43%	34%	46%	58%	43%
Availability/condition of local trails (i.e. Erie Canal Trail, Creekwalk, Onondaga Lake Trail)	63%	59%	67%	63%	61%
Availability/condition of local water transportation system (i.e. Erie Canalway)	47%	47%	56%	52%	49%

## Question #9 by Geography

Please indicate to what extent you agree or disagree with each of these statements. Percent rating as "Strongly Agree" or "Agree"	Non-urban	Suburban	Villages	City	Overall
I would use an express train to get from Syracuse to other locations outside of Central New York if the service had convenient stops and schedules	85%	90%	92%	94%	91%
If I commute from the suburbs to the city of Syracuse, I would use express train or bus if the service had convenient stops and schedules	71%	80%	80%	90%	82%
I would continue to drive even if other types of travel were made more convenient and accessible	58%	52%	50%	46%	50%
To improve air quality, I would consider carpooling, taking the bus, walking/biking or buying a vehicle with better gas mileage	76%	80%	84%	90%	83%
I would drive less if my home/work was close to public transportation (i.e., bus)	68%	53%	68%	70%	61%
I would use the Syracuse Hancock airport more often if flights were cheaper	89%	93%	93%	90%	92%
I would use the Syracuse Hancock Airport more often if flights were more convenient	77%	84%	88%	83%	84%
Freight movement (via truck, rail, or plane) negatively affects my quality of life	17%	10%	16%	12%	12%
I experience delays in my daily travels	35%	35%	29%	43%	37%

## Question #10 by Geography

In your opinion, which of the following do you think is the best long-term solution to reducing traffic congestion in Onondaga County? (Please check one only.)	Non-urban	Suburban	Villages	City	Overall
Build new roads	15%	19%	9%	15%	16%
Improve public transportation	38%	39%	41%	31%	37%
Encourage carpooling	17%	15%	13%	13%	14%
Create communities where people do not have to drive as much	29%	26%	37%	41%	32%
Total	100%	100%	100%	100%	100%

## Question #11 by Geography

Do you currently walk or bike as a means of transportation?	Non-urban	Suburban	Villages	City	Overall
Yes	12%	19%	30%	45%	27%
No	88%	81%	70%	55%	73%
Total	100%	100%	100%	100%	100%

## Question #12 by Geography

What keeps you from walking or biking more? (Check all that apply.)*	City	Non-urban	Suburban	Villages	Overall
Too much or unsafe traffic	32%	30%	34%	39%	34%
No sidewalks/bike paths or lanes	33%	40%	47%	43%	41%
It takes too long	18%	24%	26%	20%	23%
Too difficult (i.e., hills, condition of sidewalks or roads)	29%	22%	16%	18%	21%
I feel unsafe	34%	16%	20%	15%	23%
I don't enjoy walking/biking	0%	3%	4%	5%	3%
Health reasons	21%	11%	14%	21%	16%
Distance to destination	56%	75%	60%	50%	59%
Weather conditions	46%	40%	44%	49%	45%
Other	4%	4%	8%	3%	6%

\* Percents may add to more than 100% as respondents could give more than one answer. Note: No tests of statistical significance can be performed on this type of question

## Question #13 and #14 by Geography

Average Distance in Miles	Non-urban	Suburban	Villages	City	Overall
If you currently commute to work, how far do you live from your job	16.6	25.1	11.7	7.3	17.3
If you currently commute to school, how far do you live from school	11.1	4.9	4.8	6.4	6.1

## Question #15a (percent of respondents making trips) by Geography

Percent of respondents making any work/school commute trips	Non-urban	Suburban	Villages	City	Overall
Made no trips or did not answer	21%	25%	30%	20%	24%
Did make this type of trip	79%	75%	70%	80%	76%
Total	100%	100%	100%	100%	100%

## Question #15a Work/School Commute by Geography

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for work or school commute trips (by those making these types of trips)	Non-urban	Suburban	Villages	City	Overall
Drive alone or with children	91.8%	93.4%	81.2%	70.1%	84.5%
Carpool or drive with other adults	2.5%	1.6%	5.4%	3.6%	2.8%
Walk	1.7%	0.0%	4.4%	12.1%	4.5%
Bicycle	0.3%	1.8%	0.2%	2.1%	1.6%
Bus	3.6%	0.2%	7.5%	11.4%	4.9%
Other (mode of transportation)	0.0%	2.9%	1.3%	0.7%	1.7%

## Question #15a Work School Commute by Geography

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average number of days for work or school commute trips (by those making these types of trips)	Non-urban	Suburban	Villages	City	Overall
Drive alone or with children	4.81	4.82	4.24	3.71	4.40
Carpool or drive with other adults	0.14	0.09	0.27	0.16	0.14
Walk	0.11	0.00	0.22	0.74	0.27
Bicycle	0.02	0.11	0.01	0.12	0.09
Bus	0.19	0.02	0.44	0.74	0.31
Other (mode of transportation)	0.00	0.12	0.05	0.01	0.06

## Question #15b (percent of respondents making trips) by Geography

Percent of respondents making any appointment trips	Non-urban	Suburban	Villages	City	Overall
Made no trips or did not answer	13%	12%	16%	12%	13%
Did make this type of trip	87%	88%	84%	88%	87%
Total	100%	100%	100%	100%	100%

## Question #15b Appointment Trips by Geography

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for appointment trips (by those making these types of trips)	Non-urban	Suburban	Villages	City	Overall
Drive alone or with children	89.1%	91.1%	74.5%	64.7%	80.9%
Carpool or drive with other adults	8.6%	5.3%	10.5%	5.5%	6.3%
Walk	1.3%	1.6%	9.4%	12.3%	5.7%
Bicycle	0.4%	0.8%	0.4%	3.5%	1.5%
Bus	0.7%	0.6%	0.9%	13.5%	4.6%
Other (mode of transportation)	0.0%	0.5%	4.4%	0.5%	0.9%

## Question #15b Appointment Trips by Geography

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average number of days used for appointment trips (by those making these types of trips)	Non-urban	Suburban	Villages	City	Overall
Drive alone or with children	2.55	2.31	2.01	2.00	2.21
Carpool or drive with other adults	0.26	0.16	0.29	0.18	0.19
Walk	0.03	0.10	0.27	0.40	0.20
Bicycle	0.01	0.05	0.01	0.08	0.05
Bus	0.03	0.03	0.03	0.59	0.20
Other (mode of transportation)	0.00	0.03	0.15	0.01	0.04

## Question #15c (percent of respondents making trips) by Geography

Percent of respondents making any shopping trips	Non-urban	Suburban	Villages	City	Overall
Made no trips or did not answer	6%	6%	6%	7%	6%
Did make this type of trip	94%	94%	94%	93%	94%
Total	100%	100%	100%	100%	100%

## Question #15c Shopping Trips by Geography

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for shopping trips (by those making these types of trips)	Non-urban	Suburban	Villages	City	Overall
Drive alone or with children	83.5%	84.2%	67.9%	63.4%	75.9%
Carpool or drive with other adults	15.2%	13.4%	18.8%	9.9%	13.2%
Walk	0.5%	1.1%	6.4%	10.1%	4.4%
Bicycle	0.4%	0.0%	0.2%	2.7%	0.9%
Bus	0.2%	0.4%	3.0%	12.3%	4.2%
Other (mode of transportation)	0.1%	1.0%	3.7%	1.7%	1.4%

## Question #15c Shopping Trips by Geography

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average number of days used for shopping trips (by those making these types of trips)	Non-urban	Suburban	Villages	City	Overall
Drive alone or with children	2.34	2.49	1.98	2.13	2.30
Carpool or drive with other adults	0.50	0.43	0.50	0.34	0.42
Walk	0.02	0.06	0.19	0.37	0.16
Bicycle	0.01	0.00	0.01	0.09	0.03
Bus	0.01	0.01	0.12	0.51	0.17
Other (mode of transportation)	0.00	0.03	0.14	0.10	0.06

## Question #15d (percent of respondents making trips) by Geography

Percent of respondents making any social/recreation trips	Non-urban	Suburban	Villages	City	Overall
Made no trips or did not answer	11%	7%	11%	11%	9%
Did make this type of trip	89%	93%	89%	89%	91%
Total	100%	100%	100%	100%	100%

## Question #15d Social/Recreation Trips by Geography

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for socializing or other recreation trips (by those making these types of trips)	Non-urban	Suburban	Villages	City	Overall
Drive alone or with children	72.2%	74.0%	57.9%	53.2%	65.7%
Carpool or drive with other adults	20.9%	17.1%	23.5%	17.8%	18.4%
Walk	4.6%	5.4%	12.2%	16.9%	9.5%
Bicycle	1.5%	2.2%	0.7%	1.1%	1.6%
Bus	0.0%	0.4%	1.8%	9.6%	3.2%
Other (mode of transportation)	0.8%	1.0%	3.8%	1.4%	1.5%

## Question #15d Social/Recreation Trips by Geography

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average number of days used for socializing or other recreation trips (by those making these types of trips)	Non-urban	Suburban	Villages	City	Overall
Drive alone or with children	2.31	2.07	2.15	1.81	2.03
Carpool or drive with other adults	0.70	0.56	0.70	0.62	0.61
Walk	0.17	0.24	0.53	0.60	0.37
Bicycle	0.06	0.09	0.03	0.03	0.06
Bus	0.00	0.01	0.08	0.50	0.16
Other (mode of transportation)	0.05	0.03	0.17	0.10	0.07

## Question #17 by Geography

What type of dwelling do you live in?	Non-urban	Suburban	Villages	City	Overall
Single family house	98%	67%	50%	42%	60%
Duplex or townhouse	0%	8%	12%	14%	9%
Apartment	1%	25%	36%	42%	29%
Other	1%	0%	2%	3%	1%
Total	100%	100%	100%	100%	100%

## Question #18 by Geography

Do you rent or own your dwelling?	Non-urban	Suburban	Villages	City	Overall
rent	8%	33%	43%	56%	38%
own	92%	67%	57%	44%	62%
Total	100%	100%	100%	100%	100%

## Question #19 by Geography

Household Includes Children?	Non-urban	Suburban	Villages	City	Overall
NO children in Household	72%	66%	75%	81%	72%
Children in Household	28%	34%	25%	19%	28%
Total	100%	100%	100%	100%	100%

Question #20 by Geography

Which category contains your age?	Non-urban	Suburban	Villages	City	Overall
Under 18	0%	0%	0%	0%	0%
18-24	1%	1%	6%	7%	4%
25-34	15%	23%	15%	34%	24%
35-44	12%	13%	14%	14%	13%
45-54	36%	26%	25%	16%	24%
55-64	17%	16%	15%	15%	15%
65-74	9%	10%	12%	9%	10%
75-84	7%	9%	11%	1%	7%
85+	2%	3%	3%	4%	3%
Total	100%	100%	100%	100%	100%

Question #21 by Geography

What is your gender?	Non-urban	Suburban	Villages	City	Overall
Female	52%	52%	58%	54%	53%
Male	48%	48%	42%	46%	47%
Total	100%	100%	100%	100%	100%

Question #22 by Geography

What is your race? (Mark one or more.)	Non-urban	Suburban	Villages	City	Overall
American Indian, Eskimo, or Aleut	2%	1%	1%	4%	2%
Asian or Pacific Islander	0%	0%	0%	3%	1%
Black or African American	0%	2%	3%	21%	8%
White/European American/Caucasian	98%	94%	96%	71%	87%
Other	0%	4%	0%	8%	4%

\* Percents may add to more than 100% as respondents could give more than one answer. Tests of statistical significance cannot be performed.

Question #23 by Geography

Are you Hispanic/Latino?	Non-urban	Suburban	Villages	City	Overall
yes	0%	0%	1%	7%	2%
no	100%	100%	99%	93%	98%
Total	100%	100%	100%	100%	100%



## Question #24 by Geography

How much do you anticipate your household's total income before taxes will be for the current year?	Non-urban	Suburban	Villages	City	Overall
Less than \$24,999	10%	17%	33%	33%	23%
\$25,000 to \$49,999	30%	20%	29%	27%	24%
\$50,000 to \$99,999	36%	43%	26%	31%	37%
\$100,000 to \$149,999	17%	15%	10%	9%	13%
\$150,000 or more	6%	5%	3%	0%	3%
Total	100%	100%	100%	100%	100%



## Appendix E: Responses to Survey Questions by Age of Respondent

The following pages contain breakdowns of the survey results by the age of respondent. The margin of error around results ranges from  $\pm 6.2\%$  to  $\pm 10.7\%$ . Where differences between age groups are statistically significantly different (meaning that the probability that a difference observed is due to chance alone is less than 5%, noted as  $p < 0.05$ ), they are shaded grey.

**Question #1 by Age of Respondent**

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today. Percent rating as "Unlimited Amount" or "Quite a Bit"	18-34	35-44	45-54	55-64	65-74	75+	Overall
Housing Development	36%	20%	25%	33%	36%	25%	30%
Small Shops and Business	75%	68%	74%	67%	65%	48%	69%
Large Stores and Office Buildings	28%	20%	32%	26%	39%	16%	28%
Manufacturing/Warehouses	35%	41%	55%	60%	61%	46%	48%
Farms	42%	39%	45%	54%	48%	56%	47%

**Question #1a by Age of Respondent**

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today. Housing Development	18-34	35-44	45-54	55-64	65-74	75+	Overall
Unlimited Amount	10%	13%	9%	15%	15%	2%	10%
Quite a bit	26%	7%	16%	18%	20%	23%	19%
Some	32%	38%	49%	48%	43%	48%	41%
Very Little	19%	29%	18%	15%	16%	22%	20%
None	13%	14%	9%	5%	6%	4%	9%
Total	100%	100%	100%	100%	100%	100%	100%

## Question #1b by Age of Respondent

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today.							
Small Shops and Businesses	18-34	35-44	45-54	55-64	65-74	75+	Overall
Unlimited Amount	36%	15%	23%	24%	18%	7%	24%
Quite a bit	39%	53%	50%	43%	47%	41%	45%
Some	23%	27%	21%	29%	26%	48%	27%
Very Little	0%	2%	3%	2%	7%	4%	3%
None	1%	3%	2%	2%	1%	0%	1%
Total	100%	100%	100%	100%	100%	100%	100%

## Question #1c by Age of Respondent

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today.							
Large Stores and Office Buildings	18-34	35-44	45-54	55-64	65-74	75+	Overall
Unlimited Amount	19%	8%	8%	8%	13%	6%	11%
Quite a bit	9%	13%	24%	18%	26%	11%	16%
Some	43%	44%	40%	48%	33%	45%	42%
Very Little	24%	21%	21%	20%	22%	34%	23%
None	5%	15%	7%	6%	6%	4%	7%
Total	100%	100%	100%	100%	100%	100%	100%

## Question #1d by Age of Respondent

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today.							
Manufacturing/Warehouses	18-34	35-44	45-54	55-64	65-74	75+	Overall
Unlimited Amount	19%	15%	23%	26%	30%	13%	21%
Quite a bit	17%	26%	32%	34%	31%	33%	28%
Some	38%	39%	38%	30%	21%	32%	35%
Very Little	23%	12%	4%	6%	12%	17%	12%
None	4%	7%	3%	3%	5%	5%	4%
Total	100%	100%	100%	100%	100%	100%	100%

## Question #1e by Age of Respondent

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today.							
Farms	18-34	35-44	45-54	55-64	65-74	75+	Overall
Unlimited Amount	23%	15%	25%	24%	27%	18%	23%
Quite a bit	19%	24%	20%	31%	21%	38%	24%
Some	38%	46%	40%	38%	38%	32%	39%
Very Little	11%	7%	8%	6%	8%	8%	8%
None	8%	8%	6%	2%	6%	4%	6%
Total	100%	100%	100%	100%	100%	100%	100%

## Question #2 by Age of Respondent

Please tell us where most future development in Onondaga County should be located. (Check only one.)	18-34	35-44	45-54	55-64	65-74	75+	Overall
Within already developed communities with available buildings or unused land	90%	73%	75%	77%	71%	62%	78%
On open land at the edges of existing developed areas	2%	13%	10%	9%	20%	14%	10%
Anywhere people want to build	8%	14%	14%	14%	10%	25%	13%
Total	100%	100%	100%	100%	100%	100%	100%

## Question #3 by Age of Respondent

Please tell us how future development in Onondaga County should be arranged. (Check only one.)	18-34	35-44	45-54	55-64	65-74	75+	Overall
Housing and buildings should be spread out, even if it means less open areas and farmland and having to drive more	22%	23%	25%	27%	29%	18%	23%
Housing and buildings should be closely spaced, with sidewalks leading to nearby shops and parks, even if it means having smaller homes and yards and less space for parking lots	78%	77%	75%	73%	71%	82%	77%
Total	100%	100%	100%	100%	100%	100%	100%

## Question #4 by Age of Respondent

Which of the following statements is closest to your opinion?	18-34	35-44	45-54	55-64	65-74	75+	Overall
Property owners should be able to do what they want with their land	24%	14%	9%	9%	11%	8%	14%
New development should be reviewed so that what one person does with their land does not negatively affect the health or safety of nearby property owners	32%	38%	39%	32%	24%	22%	33%
New development should be planned so that land development protects neighbors and promotes regional goals for orderly growth and attractive places	44%	49%	52%	59%	65%	70%	53%
Total	100%	100%	100%	100%	100%	100%	100%

## Question #5 by Age of Respondent

When should government expand infrastructure and services into new areas (i.e., roads, sewers, schools)?	18-34	35-44	45-54	55-64	65-74	75+	Overall
Anytime, as a way to support growth, even if we have to pay more	12%	7%	7%	8%	8%	8%	9%
Sometimes, if it creates jobs and community benefits, even if it means we have to pay somewhat more	54%	49%	60%	53%	54%	54%	54%
Not at all, until we experience regional population growth and run out of room in our existing communities	34%	44%	34%	38%	38%	38%	37%
Total	100%	100%	100%	100%	100%	100%	100%

## Question #6 by Age of Respondent

Please tell us which scenario best represents how you would like to see future development take place in Onondaga County.	18-34	35-44	45-54	55-64	65-74	75+	Overall
Future growth will follow the existing trend of new development in mostly suburban areas. Government spending will include road widening, rural access to public water and sewers, and expanding fire/police and schools. Investment in existing communities, farmland preservation, and public transit will be limited.	14%	20%	13%	14%	16%	18%	15%
Future growth will occur mostly in existing communities, with lots of open space mainly in rural areas. Government spending will include investment in restoring older buildings, expanding bus service, sidewalks and bike paths, and fixing aging infrastructure (i.e., sewers, waterlines, roads and bridges). Spending on new infrastructure will be limited.	86%	80%	87%	86%	84%	82%	85%
Total	100%	100%	100%	100%	100%	100%	100%

## Question #7 by Age of Respondent

Using the following scale from 1 ('Extremely Important') to 5 ('Not At All Important'), please rank how important each of the following ideas are to help make Onondaga County a great place to live for you and future generations. Percent rating as "Extremely Important (1)" or "(2)"	18-34	35-44	45-54	55-64	65-74	75+	Overall
Preserving natural areas, habitats, and open land	88%	76%	83%	83%	85%	86%	84%
Making our communities more walkable	78%	69%	67%	69%	64%	57%	69%
Including a mix of housing types for all ages and income levels in every community	47%	51%	55%	69%	56%	57%	54%
Keeping the scenic beauty of Onondaga County	91%	77%	90%	90%	86%	83%	87%
Preserving historic homes and buildings	71%	63%	60%	67%	70%	73%	66%
Improving public transportation (i.e., bus service)	59%	55%	59%	72%	66%	80%	63%
Encouraging a mix of housing, shopping, and offices in the same area	60%	50%	60%	71%	57%	51%	59%
Connecting neighborhoods to each other and to nearby destinations	64%	42%	45%	60%	53%	42%	52%
Protecting our air and water quality	92%	94%	97%	94%	95%	94%	94%
Lessening our dependence on automobiles	59%	57%	59%	57%	57%	57%	57%
Preserving farmland	63%	68%	75%	79%	83%	75%	72%
Reducing our energy usage	87%	83%	84%	87%	85%	75%	84%
Preserving 'small town' character	52%	59%	67%	68%	62%	65%	62%
Reducing traffic congestion	58%	57%	62%	73%	81%	73%	65%
Helping to improve our struggling communities	70%	81%	73%	73%	85%	75%	74%
Enhancing public spaces, parks, and trails	71%	74%	73%	73%	71%	70%	72%

Question #8 by Age of Respondent

Please rate each of the following aspects of transportation in your community. Circle your answer. Percent rating as "Excellent" or "Good"	18-34	35-44	45-54	55-64	65-74	75+	Overall
How well the transportation system overall meets your needs	60%	58%	56%	60%	55%	48%	57%
Ease of getting to the places you usually have to visit	66%	57%	65%	66%	58%	51%	63%
Traffic flow on major streets	57%	56%	61%	57%	59%	60%	58%
Amount of public parking in Downtown Syracuse	15%	13%	15%	15%	12%	10%	14%
Amount of public parking in other areas	46%	45%	48%	49%	45%	39%	46%
Condition of roads	13%	11%	23%	28%	22%	22%	19%
Condition of bridges	22%	19%	25%	20%	26%	22%	22%
Availability of paths and walking trails	30%	38%	27%	34%	35%	40%	33%
Amount of sidewalks and crosswalks	27%	37%	32%	36%	32%	34%	32%
Condition of sidewalks and crosswalks	25%	29%	22%	19%	26%	21%	24%
Safety while walking	32%	26%	28%	32%	29%	30%	30%
Amount of bicycle paths and lanes	9%	14%	13%	15%	13%	15%	13%
Condition of bicycle paths and lanes	12%	23%	19%	24%	21%	17%	19%
Safety while bicycling	16%	21%	19%	24%	14%	11%	19%
Amount of bike-friendly streets	11%	17%	13%	15%	11%	9%	13%
Location of bus stops	51%	46%	42%	48%	46%	51%	47%
Condition of bus stops	25%	61%	34%	35%	43%	49%	37%
Frequency and schedule of bus	40%	45%	30%	33%	27%	36%	35%
Safety when riding buses	52%	62%	47%	57%	57%	55%	53%
Reliability of bus service	51%	67%	63%	61%	59%	55%	57%
Schedule and frequency of Amtrak service	42%	32%	36%	35%	39%	31%	37%
Reliability of Amtrak service	52%	48%	39%	35%	47%	33%	43%
Availability/condition of local trails (i.e. Erie Canal Trail, Creekwalk, Onondaga Lake Trail)	61%	54%	65%	63%	67%	58%	61%
Availability/condition of local water transportation system (i.e. Erie Canalway)	58%	39%	55%	43%	45%	44%	49%



## Question #9 by Age of Respondent

Please indicate to what extent you agree or disagree with each of these statements. Percent rating as "Strongly Agree" or "Agree"	18-34	35-44	45-54	55-64	65-74	75+	Overall
I would use an express train to get from Syracuse to other locations outside of Central New York if the service had convenient stops and schedules	97%	92%	89%	86%	90%	81%	91%
If I commute from the suburbs to the city of Syracuse, I would use express train or bus if the service had convenient stops and schedules	84%	85%	77%	78%	79%	88%	82%
I would continue to drive even if other types of travel were made more convenient and accessible	41%	57%	48%	57%	56%	65%	50%
To improve air quality, I would consider carpooling, taking the bus, walking/biking or buying a vehicle with better gas mileage	89%	84%	82%	81%	83%	82%	83%
I would drive less if my home/work was close to public transportation (i.e., bus)	63%	53%	63%	63%	60%	63%	61%
I would use the Syracuse Hancock airport more often if flights were cheaper	95%	94%	92%	92%	82%	88%	92%
I would use the Syracuse Hancock Airport more often if flights were more convenient	84%	87%	85%	83%	78%	85%	84%
Freight movement (via truck, rail, or plane) negatively affects my quality of life	8%	20%	8%	17%	11%	12%	12%
I experience delays in my daily travels	46%	35%	31%	34%	31%	29%	37%

## Question #10 by Age of Respondent

In your opinion, which of the following do you think is the best long-term solution to reducing traffic congestion in Onondaga County? (Please check one only.)	18-34	35-44	45-54	55-64	65-74	75+	Overall
Build new roads	25%	12%	12%	9%	17%	12%	16%
Improve public transportation	27%	29%	43%	36%	53%	46%	37%
Encourage carpooling	13%	25%	15%	13%	11%	10%	14%
Create communities where people do not have to drive as much	35%	33%	30%	41%	19%	32%	32%
Total	100%	100%	100%	100%	100%	100%	100%

Question #11 by Age of Respondent

Do you currently walk or bike as a means of transportation?	18-34	35-44	45-54	55-64	65-74	75+	Overall
yes	29%	24%	32%	31%	24%	16%	27%
no	71%	76%	68%	69%	76%	84%	73%
Total	100%	100%	100%	100%	100%	100%	100%

Question #12 by Age of Respondent

What keeps you from walking or biking more? (Check all that apply.)*	18-34	35-44	45-54	55-64	65-74	75+	Overall
Too much or unsafe traffic	35%	37%	38%	34%	32%	17%	34%
No sidewalks/bike paths or lanes	53%	39%	41%	40%	36%	25%	41%
It takes too long	24%	28%	24%	23%	16%	13%	23%
Too difficult (i.e., hills, condition of sidewalks or roads)	15%	22%	18%	23%	26%	26%	21%
I feel unsafe	31%	20%	20%	24%	24%	14%	23%
I don't enjoy walking/biking	0%	1%	3%	3%	8%	6%	3%
Health reasons	3%	11%	6%	19%	32%	60%	16%
Distance to destination	75%	66%	54%	53%	46%	47%	59%
Weather conditions	35%	49%	48%	50%	51%	44%	45%
Other	2%	9%	7%	5%	10%	11%	6%

\* Percents may add to more than 100% as respondents could give more than one answer. Note: No tests of statistical significance can be performed on this type of question

Question #13 and #14 by Age of Respondent

Average Distance in Miles	18-34	35-44	45-54	55-64	65-74	75+	Overall
If you currently commute to work, how far do you live from your job	29.1	10.0	12.2	10.2	8.6	7.4	17.3
If you currently commute to school, how far do you live from school	6.8	8.0	4.4	3.8	2.2	.8	6.1

Question #15a (percent of respondents making trips) by Age of Respondent

Percent of respondents making any work/school commute trips	18-34	35-44	45-54	55-64	65-74	75+	Overall
Made no trips or did not answer	0%	12%	10%	33%	61%	79%	24%
Did make this type of trip	100%	88%	90%	67%	39%	21%	76%
Total	100%	100%	100%	100%	100%	100%	100%

## Question #15a Work/School Commute by Age of Respondent

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for work or school commute trips	18-34	35-44	45-54	55-64	65-74	75+	Overall
Drive alone or with children	81.1%	89.1%	86.9%	84.0%	87.2%	81.5%	84.5%
Carpool or drive with other adults	2.1%	2.0%	1.8%	7.5%	2.7%	4.5%	2.8%
Walk	5.0%	2.7%	4.1%	4.2%	8.8%	5.1%	4.5%
Bicycle	2.3%	.9%	2.2%	.2%	.0%	.0%	1.6%
Bus	7.3%	5.3%	2.9%	2.5%	.5%	5.1%	4.9%
Other (mode of transportation)	2.3%	.0%	2.1%	1.7%	.8%	3.7%	1.7%

## Question #15a Work School Commute by Age of Respondent

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average number of days for work or school commute trips	18-34	35-44	45-54	55-64	65-74	75+	Overall
Drive alone or with children	4.23	4.44	4.65	4.50	4.35	3.43	4.40
Carpool or drive with other adults	.12	.10	.10	.28	.17	.23	.14
Walk	.31	.12	.24	.24	.55	.36	.27
Bicycle	.13	.06	.13	.02	.00	.00	.09
Bus	.47	.31	.17	.15	.03	.36	.31
Other (mode of transportation)	.05	.00	.15	.02	.05	.07	.06

## Question #15b (percent of respondents making trips) by Age of Respondent

Percent of respondents making any appointment trips	18-34	35-44	45-54	55-64	65-74	75+	Overall
Made no trips or did not answer	6%	10%	17%	12%	8%	27%	13%
Did make this type of trip	94%	90%	83%	88%	92%	73%	87%
Total	100%	100%	100%	100%	100%	100%	100%

## Question #15b Appointment Trips by Age of Respondent

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for appointment trips	18-34	35-44	45-54	55-64	65-74	75+	Overall
Drive alone or with children	84.1%	83.3%	81.8%	76.1%	77.4%	82.1%	80.9%
Carpool or drive with other adults	3.8%	5.9%	4.4%	10.5%	9.1%	10.5%	6.3%
Walk	4.5%	5.3%	6.1%	10.8%	5.4%	.7%	5.7%
Bicycle	3.3%	1.0%	2.0%	.2%	.0%	.0%	1.5%
Bus	4.4%	4.5%	5.4%	1.0%	6.1%	2.7%	4.6%
Other (mode of transportation)	.0%	.0%	.4%	1.4%	2.0%	4.0%	.9%

## Question #15b Appointment Trips by Age of Respondent

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average number of days used for appointment trips	18-34	35-44	45-54	55-64	65-74	75+	Overall
Drive alone or with children	1.99	1.99	2.08	2.40	2.36	2.93	2.21
Carpool or drive with other adults	.09	.13	.15	.33	.30	.36	.19
Walk	.17	.14	.21	.41	.18	.01	.20
Bicycle	.07	.06	.11	.01	.00	.00	.05
Bus	.26	.23	.14	.03	.10	.12	.20
Other (mode of transportation)	.00	.00	.01	.07	.11	.13	.04

## Question #15c (percent of respondents making trips) by Age of Respondent

Percent of respondents making any shopping trips	18-34	35-44	45-54	55-64	65-74	75+	Overall
Made no trips or did not answer	1%	4%	8%	6%	3%	18%	6%
Did make this type of trip	99%	96%	92%	94%	97%	82%	94%
Total	100%	100%	100%	100%	100%	100%	100%

## Question #15c Shopping Trips by Age of Respondent

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for shopping trips	18-34	35-44	45-54	55-64	65-74	75+	Overall
Drive alone or with children	73.2%	81.3%	82.5%	72.5%	72.1%	73.7%	75.9%
Carpool or drive with other adults	19.1%	7.9%	6.3%	16.7%	16.3%	13.0%	13.2%
Walk	1.7%	8.3%	4.6%	5.1%	3.2%	4.2%	4.4%
Bicycle	2.1%	.7%	.8%	.0%	.1%	.0%	.9%
Bus	4.0%	1.7%	5.6%	3.8%	6.5%	1.3%	4.2%
Other (mode of transportation)	.0%	.0%	.2%	1.8%	1.9%	7.8%	1.4%

## Question #15c Shopping Trips by Age of Respondent

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average number of days used for shopping trips	18-34	35-44	45-54	55-64	65-74	75+	Overall
Drive alone or with children	2.08	2.15	2.33	2.45	2.40	2.79	2.30
Carpool or drive with other adults	.54	.22	.17	.63	.54	.47	.42
Walk	.04	.33	.16	.16	.13	.29	.16
Bicycle	.08	.01	.01	.00	.00	.00	.03
Bus	.28	.06	.19	.05	.12	.03	.17
Other (mode of transportation)	.00	.00	.01	.10	.11	.22	.06

## Question #15d (percent of respondents making trips) by Age of Respondent

Percent of respondents making any social/recreation trips	18-34	35-44	45-54	55-64	65-74	75+	Overall
Made no trips or did not answer	0%	6%	14%	11%	9%	20%	9%
Did make this type of trip	100%	94%	86%	89%	91%	80%	91%
Total	100%	100%	100%	100%	100%	100%	100%

## Question #15d Social/Recreation Trips by Age of Respondent

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for socializing or other recreation trips	18-34	35-44	45-54	55-64	65-74	75+	Overall
Drive alone or with children	63.5%	74.1%	70.1%	61.6%	63.2%	62.6%	65.7%
Carpool or drive with other adults	20.5%	13.2%	14.2%	20.3%	24.0%	21.0%	18.4%
Walk	9.8%	8.2%	9.4%	14.6%	5.2%	6.9%	9.5%
Bicycle	1.6%	1.1%	3.1%	1.7%	.9%	.0%	1.6%
Bus	4.6%	3.4%	2.9%	.7%	3.9%	.0%	3.2%
Other (mode of transportation)	.0%	.0%	.4%	1.0%	2.8%	9.4%	1.5%

## Question #15d Social/Recreation Trips by Age of Respondent

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average number of days used for socializing or other recreation trips	18-34	35-44	45-54	55-64	65-74	75+	Overall
Drive alone or with children	1.89	2.10	1.98	2.11	2.20	2.08	2.03
Carpool or drive with other adults	.64	.37	.52	.57	.69	.96	.61
Walk	.33	.33	.38	.65	.10	.38	.37
Bicycle	.06	.06	.13	.04	.01	.00	.06
Bus	.26	.16	.14	.04	.09	.00	.16
Other (mode of transportation)	.00	.00	.01	.05	.17	.37	.07

## Question #17 by Age of Respondent

What type of dwelling do you live in?	18-34	35-44	45-54	55-64	65-74	75+	Overall
Single family house	45%	67%	76%	59%	60%	55%	60%
Duplex or townhouse	13%	18%	5%	4%	8%	12%	9%
Apartment	43%	14%	17%	35%	28%	33%	29%
Other	0%	0%	3%	3%	3%	0%	1%
Total	100%	100%	100%	100%	100%	100%	100%

## Question #18 by Age of Respondent

Do you rent or own your dwelling?	18-34	35-44	45-54	55-64	65-74	75+	Overall
rent	57%	41%	24%	36%	32%	35%	38%
own	43%	59%	76%	64%	68%	65%	62%
Total	100%	100%	100%	100%	100%	100%	100%

Question #19 by Age of Respondent

Household Includes Children?	18-34	35-44	45-54	55-64	65-74	75+	Overall
NO children in Household	63%	41%	66%	95%	95%	100%	72%
Children in Household	37%	59%	34%	5%	5%	0%	28%
Total	100%	100%	100%	100%	100%	100%	100%

Question #20 by Age of Respondent

Which category contains your age?	18-34	35-44	45-54	55-64	65-74	75+	Overall
18-24	0%	0%	0%	0%	0%	0%	4%
25-34	13%	0%	0%	0%	0%	0%	24%
35-44	87%	100%	0%	0%	0%	0%	13%
45-54	0%	0%	100%	0%	0%	0%	24%
55-64	0%	0%	0%	100%	0%	0%	15%
65-74	0%	0%	0%	0%	100%	0%	10%
75-84	0%	0%	0%	0%	0%	68%	7%
85+	0%	0%	0%	0%	0%	32%	3%
Total	0%	100%	100%	100%	100%	100%	100%

Question #21 by Age of Respondent

What is your gender?	18-34	35-44	45-54	55-64	65-74	75+	Overall
Female	51%	53%	51%	53%	54%	64%	53%
Male	49%	47%	49%	47%	46%	36%	47%
Total	100%	100%	100%	100%	100%	100%	100%

Question #22 by Age of Respondent

What is your race? (Mark one or more.)	18-34	35-44	45-54	55-64	65-74	75+	Overall
American Indian, Eskimo, or Aleut	3%	4%	0%	3%	1%	0%	2%
Asian or Pacific Islander	3%	0%	0%	0%	1%	0%	1%
Black or African American	6%	16%	10%	2%	6%	4%	8%
White/European American/Caucasian	81%	85%	90%	96%	87%	96%	87%
Other	12%	2%	0%	1%	5%	0%	4%

\* Percents may add to more than 100% as respondents could give more than one answer. Tests of statistical significance cannot be performed.

Question #23 by Age of Respondent

Are you Hispanic/Latino?	18-34	35-44	45-54	55-64	65-74	75+	Overall
yes	6%	1%	2%	0%	0%	0%	2%
no	94%	99%	98%	100%	100%	100%	98%
Total	100%	100%	100%	100%	100%	100%	100%

Question #24 by Age of Respondent

How much do you anticipate your household's total income before taxes will be for the current year?	18-34	35-44	45-54	55-64	65-74	75+	Overall
Less than \$24,999	19%	22%	16%	23%	31%	42%	23%
\$25,000 to \$49,999	25%	16%	19%	25%	35%	36%	24%
\$50,000 to \$99,999	44%	41%	37%	35%	27%	21%	37%
\$100,000 to \$149,999	11%	18%	19%	13%	6%	1%	13%
\$150,000 or more	0%	4%	9%	4%	1%	0%	3%
Total	100%	100%	100%	100%	100%	100%	100%

Geographic Area by Age of Respondent

Type of Geographic Area	18-34	35-44	45-54	55-64	65-74	75+	Overall
Non-urban	6%	9%	15%	11%	9%	10%	10%
Suburban	41%	47%	53%	48%	49%	58%	47%
Villages	9%	13%	12%	12%	14%	17%	12%
City	44%	31%	20%	29%	28%	15%	30%
Total	100%	100%	100%	100%	100%	100%	100%



## Appendix F: Responses to Survey Questions by Annual Household Income

The following pages contain breakdowns of the survey results by the annual household income of the respondent. The margin of error around results ranges from  $\pm 5.6\%$  to  $\pm 19.0\%$ . Where differences between income groups are statistically significantly different (meaning that the probability that a difference observed is due to chance alone is less than 5%, noted as  $p < 0.05$ ), they are shaded grey.

**Question #1 by Annual Household Income**

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today. Percent rating as "Unlimited Amount" or "Quite a Bit"	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Housing Development	52%	27%	22%	17%	23%	30%
Small Shops and Business	59%	70%	72%	77%	74%	69%
Large Stores and Office Buildings	26%	25%	28%	33%	30%	28%
Manufacturing/Warehouses	47%	47%	45%	50%	64%	48%
Farms	53%	51%	42%	39%	29%	47%

**Question #1a by Annual Household Income**

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today. Housing Development	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Unlimited Amount	26%	7%	4%	8%	10%	10%
Quite a bit	26%	20%	19%	8%	14%	19%
Some	25%	45%	47%	50%	35%	41%
Very Little	17%	20%	20%	21%	33%	20%
None	7%	8%	10%	12%	8%	9%
Total	100%	100%	100%	100%	100%	100%

## Question #1b by Annual Household Income

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today. Small Shops and Businesses	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Unlimited Amount	18%	22%	30%	24%	23%	24%
Quite a bit	41%	48%	42%	53%	51%	45%
Some	41%	25%	24%	18%	21%	27%
Very Little	0%	2%	3%	2%	5%	3%
None	0%	3%	1%	3%	0%	1%
Total	100%	100%	100%	100%	100%	100%

## Question #1c by Annual Household Income

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today. Large Stores and Office Buildings	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Unlimited Amount	12%	6%	15%	9%	12%	11%
Quite a bit	13%	18%	13%	24%	17%	16%
Some	42%	36%	49%	36%	49%	42%
Very Little	23%	30%	18%	26%	16%	23%
None	10%	10%	6%	6%	5%	7%
Total	100%	100%	100%	100%	100%	100%

## Question #1d by Annual Household Income

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today. Manufacturing/Warehouses	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Unlimited Amount	23%	22%	18%	26%	14%	21%
Quite a bit	24%	25%	27%	24%	50%	28%
Some	32%	31%	40%	41%	19%	35%
Very Little	17%	17%	11%	5%	14%	12%
None	4%	6%	3%	4%	3%	4%
Total	100%	100%	100%	100%	100%	100%

## Question #1e by Annual Household Income

Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today.	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
<b>Farms</b>						
Unlimited Amount	30%	26%	18%	24%	15%	23%
Quite a bit	23%	25%	24%	15%	15%	24%
Some	36%	27%	49%	49%	40%	39%
Very Little	8%	8%	6%	12%	18%	8%
None	4%	14%	3%	0%	13%	6%
Total	100%	100%	100%	100%	100%	100%

## Question #2 by Annual Household Income

Please tell us where most future development in Onondaga County should be located. (Check only one.)	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Within already developed communities with available buildings or unused land	75%	77%	85%	81%	65%	78%
On open land at the edges of existing developed areas	13%	10%	4%	11%	9%	10%
Anywhere people want to build	11%	13%	11%	8%	26%	13%
Total	100%	100%	100%	100%	100%	100%

## Question #3 by Annual Household Income

Please tell us how future development in Onondaga County should be arranged. (Check only one.)	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Housing and buildings should be spread out, even if it means less open areas and farmland and having to drive more	19%	23%	21%	24%	31%	23%
Housing and buildings should be closely spaced, with sidewalks leading to nearby shops and parks, even if it means having smaller homes and yards and less space for parking lots	81%	77%	79%	76%	69%	77%
Total	100%	100%	100%	100%	100%	100%

## Question #4 by Annual Household Income

Which of the following statements is closest to your opinion?	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Property owners should be able to do what they want with their land	14%	19%	14%	7%	6%	14%
New development should be reviewed so that what one person does with their land does not negatively affect the health or safety of nearby property owners	38%	32%	30%	31%	27%	33%
New development should be planned so that land development protects neighbors and promotes regional goals for orderly growth and attractive places	47%	49%	55%	62%	66%	53%
Total	100%	100%	100%	100%	100%	100%

## Question #5 by Annual Household Income

When should government expand infrastructure and services into new areas (i.e., roads, sewers, schools)?	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Anytime, as a way to support growth, even if we have to pay more	6%	10%	9%	6%	23%	9%
Sometimes, if it creates jobs and community benefits, even if it means we have to pay somewhat more	59%	57%	49%	56%	54%	54%
Not at all, until we experience regional population growth and run out of room in our existing communities	35%	32%	42%	38%	23%	37%
Total	100%	100%	100%	100%	100%	100%

## Question #6 by Annual Household Income

Please tell us which scenario best represents how you would like to see future development take place in Onondaga County.	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Future growth will follow the existing trend of new development in mostly suburban areas. Government spending will include road widening, rural access to public water and sewers, and expanding fire/police and schools. Investment in existing communities, farmland preservation, and public transit will be limited.	17%	11%	14%	15%	19%	15%
Future growth will occur mostly in existing communities, with lots of open space mainly in rural areas. Government spending will include investment in restoring older buildings, expanding bus service, sidewalks and bike paths, and fixing aging infrastructure (i.e., sewers, waterlines, roads and bridges). Spending on new infrastructure will be limited.	83%	89%	86%	85%	81%	85%
Total	100%	100%	100%	100%	100%	100%

## Question #7 by Annual Household Income

Using the following scale from 1 ('Extremely Important') to 5 ('Not At All Important'), please rank how important each of the following ideas are to help make Onondaga County a great place to live for you and future generations. Percent rating as "Extremely Important (1)" or "(2)"	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Preserving natural areas, habitats, and open land	77%	83%	88%	85%	81%	84%
Making our communities more walkable	75%	72%	67%	68%	72%	69%
Including a mix of housing types for all ages and income levels in every community	67%	62%	46%	50%	59%	54%
Keeping the scenic beauty of Onondaga County	91%	85%	88%	85%	84%	87%
Preserving historic homes and buildings	68%	65%	68%	70%	45%	66%
Improving public transportation (i.e., bus service)	88%	68%	52%	44%	43%	63%
Encouraging a mix of housing, shopping, and offices in the same area	64%	60%	59%	56%	49%	59%
Connecting neighborhoods to each other and to nearby destinations	62%	57%	53%	44%	38%	52%
Protecting our air and water quality	98%	94%	93%	93%	97%	94%
Lessening our dependence on automobiles	64%	68%	52%	57%	53%	57%
Preserving farmland	76%	76%	70%	67%	59%	72%
Reducing our energy usage	88%	81%	84%	88%	68%	84%
Preserving 'small town' character	68%	58%	62%	61%	43%	62%
Reducing traffic congestion	76%	73%	54%	62%	46%	65%
Helping to improve our struggling communities	87%	79%	67%	72%	62%	74%
Enhancing public spaces, parks, and trails	71%	70%	76%	71%	63%	72%
Other	95%	90%	89%	100%	100%	90%

## Question #8 by Annual Household Income

Please rate each of the following aspects of transportation in your community. Circle your answer. Percent rating as "Excellent" or "Good"	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
How well the transportation system overall meets your needs	43%	51%	66%	73%	63%	57%
Ease of getting to the places you usually have to visit	43%	59%	68%	84%	83%	63%
Traffic flow on major streets	46%	52%	63%	73%	58%	58%
Amount of public parking in Downtown Syracuse	12%	13%	11%	26%	35%	14%
Amount of public parking in other areas	39%	36%	52%	65%	63%	46%
Condition of roads	20%	17%	15%	32%	29%	19%
Condition of bridges	25%	21%	20%	27%	43%	22%
Availability of paths and walking trails	34%	32%	28%	36%	37%	33%
Amount of sidewalks and crosswalks	38%	37%	24%	38%	19%	32%
Condition of sidewalks and crosswalks	24%	21%	23%	27%	39%	24%
Safety while walking	31%	27%	26%	42%	38%	30%
Amount of bicycle paths and lanes	16%	13%	10%	15%	10%	13%
Condition of bicycle paths and lanes	20%	19%	15%	22%	30%	19%
Safety while bicycling	21%	26%	16%	14%	12%	19%
Amount of bike-friendly streets	14%	15%	10%	13%	10%	13%
Location of bus stops	43%	50%	51%	43%	32%	47%
Condition of bus stops	36%	34%	38%	42%	9%	37%
Frequency and schedule of bus	22%	36%	45%	40%	12%	35%
Safety when riding buses	50%	55%	56%	57%	48%	53%
Reliability of bus service	45%	61%	68%	62%	61%	57%
Schedule and frequency of Amtrak service	37%	45%	32%	34%	28%	37%
Reliability of Amtrak service	40%	59%	37%	38%	27%	43%
Availability/condition of local trails (i.e. Erie Canal Trail, Creekwalk, Onondaga Lake Trail)	53%	68%	60%	64%	59%	61%
Availability/condition of local water transportation system (i.e. Erie Canalway)	31%	60%	52%	50%	40%	49%

## Question #9 by Annual Household Income

Please indicate to what extent you agree or disagree with each of these statements. Percent rating as "Strongly Agree" or "Agree"	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
I would use an express train to get from Syracuse to other locations outside of Central New York if the service had convenient stops and schedules	93%	93%	92%	87%	81%	91%
If I commute from the suburbs to the city of Syracuse, I would use express train or bus if the service had convenient stops and schedules	88%	84%	80%	69%	69%	82%
I would continue to drive even if other types of travel were made more convenient and accessible	57%	41%	52%	47%	44%	50%
To improve air quality, I would consider carpooling, taking the bus, walking/biking or buying a vehicle with better gas mileage	95%	88%	81%	79%	73%	83%
I would drive less if my home/work was close to public transportation (i.e., bus)	81%	64%	54%	56%	71%	61%
I would use the Syracuse Hancock airport more often if flights were cheaper	86%	95%	94%	88%	92%	92%
I would use the Syracuse Hancock Airport more often if flights were more convenient	84%	83%	85%	82%	75%	84%
Freight movement (via truck, rail, or plane) negatively affects my quality of life	12%	18%	11%	5%	10%	12%
I experience delays in my daily travels	58%	42%	28%	22%	19%	37%

## Question #10 by Annual Household Income

In your opinion, which of the following do you think is the best long-term solution to reducing traffic congestion in Onondaga County? (Please check one only.)	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Build new roads	9%	17%	20%	15%	17%	16%
Improve public transportation	42%	41%	32%	36%	37%	37%
Encourage carpooling	12%	11%	19%	9%	13%	14%
Create communities where people do not have to drive as much	37%	31%	28%	40%	34%	32%
Total	100%	100%	100%	100%	100%	100%



## Question #11 by Annual Household Income

Do you currently walk or bike as a means of transportation?	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
yes	47%	24%	23%	26%	16%	27%
no	53%	76%	77%	74%	84%	73%
Total	100%	100%	100%	100%	100%	100%

## Question #12 by Annual Household Income

What keeps you from walking or biking more? (Check all that apply.)*	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Too much or unsafe traffic	36%	34%	30%	42%	19%	34%
No sidewalks/bike paths or lanes	36%	42%	43%	46%	45%	41%
It takes too long	21%	15%	28%	26%	39%	23%
Too difficult (i.e., hills, condition of sidewalks or roads)	31%	19%	16%	14%	7%	21%
I feel unsafe	34%	20%	20%	22%	10%	23%
I don't enjoy walking/biking	2%	2%	2%	5%	3%	3%
Health reasons	36%	14%	8%	5%	2%	16%
Distance to destination	60%	57%	65%	60%	53%	59%
Weather conditions	50%	36%	48%	44%	56%	45%
Other	9%	9%	2%	5%	7%	6%

\* Percents may add to more than 100% as respondents could give more than one answer. Note: No tests of statistical significance can be performed on this type of question

## Question #13 and #14 by Annual Household Income

Average Distance in Miles	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
If you currently commute to work, how far do you live from your job	8.7	9.4	28.2	11.8	13.5	17.3
If you currently commute to school, how far do you live from school	5.0	9.1	1.9	37.7	3.0	6.1

## Question #15a (percent of respondents making trips) by Annual Household Income

Percent of respondents making any work/school commute trips	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Made no trips or did not answer	41%	28%	12%	6%	1%	24%
Did make this type of trip	59%	72%	88%	94%	99%	76%
Total	100%	100%	100%	100%	100%	100%

## Question #15a Work/School Commute by Annual Household Income

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for work or school commute trips	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Drive alone or with children	55.2%	84.0%	92.2%	93.9%	87.8%	84.5%
Carpool or drive with other adults	2.1%	5.9%	1.8%	.9%	6.1%	2.8%
Walk	22.7%	.8%	1.1%	.0%	.3%	4.5%
Bicycle	.9%	.3%	1.7%	3.6%	4.5%	1.6%
Bus	17.2%	6.5%	1.0%	1.5%	.0%	4.9%
Other (mode of transportation)	1.9%	2.5%	2.2%	.0%	1.3%	1.7%

## Question #15a Work School Commute by Annual Household Income

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average number of days for work or school commute trips	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Drive alone or with children	2.96	4.46	4.67	4.92	4.54	4.40
Carpool or drive with other adults	.12	.26	.10	.04	.34	.14
Walk	1.38	.05	.06	.00	.02	.27
Bicycle	.06	.02	.09	.25	.23	.09
Bus	1.13	.37	.06	.09	.00	.31
Other (mode of transportation)	.03	.18	.05	.00	.09	.06

## Question #15b (percent of respondents making trips) by Annual Household Income

Percent of respondents making any appointment trips	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Made no trips or did not answer	14%	12%	10%	8%	4%	13%
Did make this type of trip	86%	88%	90%	92%	96%	87%
Total	100%	100%	100%	100%	100%	100%

## Question #15b Appointment Trips by Annual Household Income

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for appointment trips	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Drive alone or with children	53.4%	84.5%	89.8%	93.7%	85.5%	80.9%
Carpool or drive with other adults	11.8%	4.0%	4.2%	2.4%	8.7%	6.3%
Walk	14.5%	5.5%	2.7%	3.3%	.8%	5.7%
Bicycle	2.1%	.1%	2.8%	.0%	3.7%	1.5%
Bus	15.1%	5.5%	.0%	.6%	.0%	4.6%
Other (mode of transportation)	3.0%	.4%	.5%	.0%	1.3%	.9%

## Question #15b Appointment Trips by Annual Household Income

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average number of days used for appointment trips	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Drive alone or with children	1.54	2.52	2.31	2.15	2.72	2.21
Carpool or drive with other adults	.30	.11	.15	.08	.22	.19
Walk	.58	.20	.08	.06	.02	.20
Bicycle	.14	.00	.06	.00	.07	.05
Bus	.66	.20	.00	.03	.00	.20
Other (mode of transportation)	.11	.03	.02	.00	.01	.04

## Question #15c (percent of respondents making trips) by Annual Household Income

Percent of respondents making any shopping trips	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Made no trips or did not answer	8%	5%	4%	4%	1%	6%
Did make this type of trip	92%	95%	96%	96%	99%	94%
Total	100%	100%	100%	100%	100%	100%

**Question #15c Shopping Trips by Annual Household Income**

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for shopping trips	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Drive alone or with children	52.5%	75.4%	85.4%	83.0%	87.0%	75.9%
Carpool or drive with other adults	17.1%	16.3%	9.4%	13.7%	9.3%	13.2%
Walk	8.9%	3.9%	2.9%	1.8%	1.6%	4.4%
Bicycle	.4%	.1%	1.7%	1.3%	.7%	.9%
Bus	14.9%	4.3%	.1%	.2%	.0%	4.2%
Other (mode of transportation)	6.1%	.0%	.5%	.0%	1.3%	1.4%

**Question #15c Shopping Trips by Annual Household Income**

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average number of days used for shopping trips	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Drive alone or with children	1.49	2.43	2.53	2.40	2.84	2.30
Carpool or drive with other adults	.58	.62	.24	.32	.21	.42
Walk	.27	.15	.15	.05	.05	.16
Bicycle	.01	.00	.07	.01	.04	.03
Bus	.59	.17	.00	.01	.00	.17
Other (mode of transportation)	.26	.00	.02	.00	.04	.06

**Question #15d (percent of respondents making trips) by Annual Household Income**

Percent of respondents making any social/recreation trips	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Made no trips or did not answer	15%	10%	5%	2%	3%	9%
Did make this type of trip	85%	90%	95%	98%	97%	91%
Total	100%	100%	100%	100%	100%	100%

## Question #15d Social/Recreation Trips by Annual Household Income

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average percent of days used for socializing or other recreation trips	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Drive alone or with children	48.5%	61.8%	74.3%	70.7%	66.0%	65.7%
Carpool or drive with other adults	14.1%	25.9%	15.5%	20.4%	21.5%	18.4%
Walk	17.0%	8.9%	8.1%	4.7%	10.1%	9.5%
Bicycle	1.4%	.6%	1.6%	4.2%	1.0%	1.6%
Bus	12.4%	2.9%	.1%	.0%	.0%	3.2%
Other (mode of transportation)	6.5%	.0%	.5%	.0%	1.3%	1.5%

## Question #15d Social/Recreation Trips by Annual Household Income

In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Average number of days used for socializing or other recreation trips	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Drive alone or with children	1.42	2.15	2.11	2.35	1.74	2.03
Carpool or drive with other adults	.50	.80	.52	.66	.69	.61
Walk	.59	.39	.35	.13	.33	.37
Bicycle	.08	.02	.05	.16	.03	.06
Bus	.58	.15	.00	.00	.00	.16
Other (mode of transportation)	.32	.00	.02	.00	.03	.07

## Question #17 by Annual Household Income

What type of dwelling do you live in?	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Single family house	28%	57%	70%	88%	100%	60%
Duplex or townhouse	6%	10%	12%	10%	0%	9%
Apartment	64%	31%	18%	2%	0%	29%
Other	2%	2%	0%	0%	0%	1%
Total	100%	100%	100%	100%	100%	100%

## Question #18 by Annual Household Income

Do you rent or own your dwelling?	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
rent	79%	46%	26%	2%	0%	38%
own	21%	54%	74%	98%	100%	62%
Total	100%	100%	100%	100%	100%	100%

## Question #19 by Annual Household Income

Household Includes Children?	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
NO children in Household	73%	82%	72%	55%	36%	72%
Children in Household	27%	18%	28%	45%	64%	28%
Total	100%	100%	100%	100%	100%	100%

## Question #20 by Annual Household Income

Which category contains your age?	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Under 18	0%	0%	0%	0%	0%	0%
18-24	7%	4%	3%	0%	0%	4%
25-34	19%	28%	33%	27%	2%	24%
35-44	13%	9%	15%	18%	15%	13%
45-54	18%	19%	24%	36%	64%	24%
55-64	15%	15%	14%	14%	16%	15%
65-74	12%	13%	7%	4%	3%	10%
75-84	8%	11%	3%	1%	0%	7%
85+	7%	1%	1%	0%	0%	3%
Total	100%	100%	100%	100%	100%	100%

## Question #21 by Annual Household Income

What is your gender?	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Female	62%	65%	40%	52%	55%	53%
Male	38%	35%	60%	48%	45%	47%
Total	100%	100%	100%	100%	100%	100%

## Question #22 by Annual Household Income

What is your race? (Mark one or more.)	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
American Indian, Eskimo, or Aleut	2%	2%	3%	1%	4%	2%
Asian or Pacific Islander	4%	0%	0%	0%	1%	1%
Black or African American	15%	8%	5%	3%	1%	8%
White/European American/Caucasian	73%	84%	95%	96%	94%	87%
Other	10%	7%	1%	0%	0%	4%

\* Percents may add to more than 100% as respondents could give more than one answer. Tests of statistical significance could not be performed.

## Question #23 by Annual Household Income

Are you Hispanic/Latino?	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
yes	1%	8%	0%	0%	0%	2%
no	99%	92%	100%	100%	100%	98%
Total	100%	100%	100%	100%	100%	100%

## Geographic Area by Annual Household Income

Type of Geographic Area	Less than \$24,999	\$25,000 to \$49,999	\$50,000 to \$99,999	\$100,000 to \$149,999	\$150,000 or more	Overall
Non-urban	4%	13%	10%	14%	21%	10%
Suburban	35%	39%	56%	56%	69%	47%
Villages	18%	15%	9%	10%	10%	12%
City	43%	34%	25%	21%	0%	30%
Total	100%	100%	100%	100%	100%	100%





## Appendix G: Survey Methodology

### Developing the Questionnaire

Development of the questionnaire for the SMTC and SOCPA Community Planning and Transportation Resident Survey was undertaken by staff of the two agencies, with input from National Research Center, Inc. (NRC). The questionnaire included questions related to land development, urban design, zoning, and transportation planning topics.

### Selecting Survey Recipients

“Sampling” refers to the method by which survey recipients are chosen. The “sample” refers to all those who were given a chance to participate in the survey. All households located in the boundaries of Onondaga County were eligible for the survey. Because local governments generally do not have inclusive lists of all the residences in the jurisdiction (tax assessor and utility billing databases often omit rental units), lists from the United States Postal Service (USPS), updated every three months, usually provide the best representation of all households in a specific geographic location. NRC used the USPS data to select the sample of households.

A larger list than needed was sampled, so that a process referred to as “geocoding” could be used to eliminate addresses from the list that were outside the study boundaries. Geocoding is a computerized process in which addresses are compared to electronically mapped boundaries and coded as inside or outside these boundaries. All addresses determined to be outside the study boundaries were eliminated from the sample. In addition, the addresses were geocoded to identify the city, town, and/or village in which the address was located, as well as whether the address fell within the following four geographic areas: 1) City (of Syracuse), 2) Non-urban area, 3) Suburban areas, and 4) Villages. A random selection was made within these four areas such that 975 addresses from each of the four areas comprised the survey mailing list.

Attached units were over sampled as residents of this type of housing typically respond at lower rates to surveys than do those in detached housing units.

### Survey Administration and Response

For the mailed survey, each selected household was contacted three times. First, a prenotification announcement, informing the household members that they had been selected to participate in the survey was sent. Approximately one week after mailing the prenotification, each household was mailed a survey containing a cover letter signed by the director of the Syracuse Metropolitan Transportation Council, James D'Agostino, and by Joanne M. Mahoney, the county executive of Onondaga County, enlisting participation. The packet also contained a postage-paid return envelope in which the survey recipients could return the completed questionnaire to NRC. A reminder letter and survey, scheduled to arrive one to two weeks after the first survey was the final contact. The second cover letter asked those who had not completed the survey to do so and those who had already done so to refrain from turning in another survey.

The prenotification postcard was sent the week of February 22, 2010; the first wave survey was sent the week of March 1, 2010; and the second wave survey was sent the week of March 8, 2010.

The final number of completed surveys received was 922. About 6% of the 3,900 surveys mailed were returned because the housing unit was vacant or the postal service was unable to deliver the survey as addressed. Of the 3,674 households presumed to have received a survey, 25% completed the questionnaire. This is on the low end of a normal response rate for a survey of this type; typical response rates for mailed resident surveys range from 20% to 40%.

### **95% Confidence Intervals**

The 95% confidence interval (or “margin of error”) quantifies the “sampling error” or precision of the estimates made from the survey results. A 95% confidence interval can be calculated for any sample size, and indicates that in 95 of 100 surveys conducted like this one, for a particular item, a result would be found that is within  $\pm 3.2$  percentage points of the result that would be found if everyone in the population of interest was surveyed. The practical difficulties of conducting any resident survey may introduce other sources of error in addition to sampling error. Despite our best efforts to boost participation and ensure potential inclusion of all households, some selected households will decline participation in the survey (referred to as non-response error) and some eligible households may be unintentionally excluded from the listed sources for the sample (referred to as coverage error).

### **Survey Processing (Data Entry)**

Mailed surveys were returned to NRC directly via postage-paid business reply envelopes. Once received, staff assigned a unique identification number to each questionnaire. Additionally, each survey was reviewed and “cleaned” as necessary. For example, a question may have asked a respondent to pick two items out of a list of five, but the respondent checked three; NRC staff would choose randomly two of the three selected items to be coded in the dataset.

Once all surveys were assigned a unique identification number, they were entered into an electronic dataset. This dataset was subject to a data entry protocol of “key and verify,” in which survey data were entered twice into an electronic dataset and then compared. Discrepancies were evaluated against the original survey form and corrected. Range checks, as well as other forms of quality control, were also performed.

### **Survey Analysis**

#### **Weighting the Data**

The demographic characteristics of the survey sample were compared to those found in the 2006 American Community Survey conducted by the US Census Bureau. Survey results were weighted using the population norms to reflect the appropriate percent of adult residents in Onondaga County. Other discrepancies between the whole population and the sample were also aided by the weighting due to the intercorrelation of many socioeconomic characteristics.

The variables used for weighting were respondent gender, age, race/ethnicity, housing unit type, and area of residence within Onondaga County. This decision was based on:

- ◆ The disparity between the survey respondent characteristics and the population norms for these variables
- ◆ The saliency of these variables in differences of opinion among subgroups
- ◆ The historical profile created and the desirability of consistently representing different groups over the years

The primary objective of weighting survey data is to make the survey sample reflective of the larger population of the community. This is done by: 1) reviewing the sample demographics and comparing them to the population norms from the most recent Census or other sources and 2) comparing the responses to different questions for demographic subgroups. The demographic characteristics that are least similar to the Census and yield the most different results are the best candidates for data weighting. A third criterion sometimes used is the importance that the community places on a specific variable. For example, if a jurisdiction feels that accurate race representation is key to staff and public acceptance of the study results, additional consideration will be given in the weighting process to adjusting the race variable.

The results of the weighting scheme are presented in the table below.

<b>Onondaga County Citizen Survey Weighting Table: Entire County</b>			
<b>Characteristic</b>	<b>Population Norm<sup>1</sup></b>	<b>Unweighted Data</b>	<b>Weighted Data</b>
<b>Housing</b>			
Rent home	34%	17%	38%
Own home	66%	83%	62%
Detached unit	66%	83%	60%
Attached unit	34%	17%	40%
<b>Race and Ethnicity</b>			
White alone, not Hispanic	85%	91%	84%
Hispanic and/or other race	15%	9%	16%
<b>Sex and Age</b>			
Female	53%	54%	53%
Male	47%	46%	47%
18-34 years of age	30%	9%	28%
35-54 years of age	38%	36%	37%
55+ years of age	32%	55%	35%
Females 18-34	15%	6%	15%
Females 35-54	20%	21%	20%
Females 55+	18%	27%	19%
Males 18-34	15%	3%	14%
Males 35-54	19%	16%	18%
Males 55+	14%	27%	15%
<b>Place of Residence</b>			
Syracuse	30%	17%	30%
Non-Urban		29%	10%
Suburban	70%	29%	47%
Villages		25%	12%

<sup>1</sup> Source: 2006 American Community Survey

### Analyzing the Data

The electronic dataset was analyzed by National Research Center, Inc. staff using the Statistical Package for the Social Sciences (SPSS). For the most part, frequency distributions and mean ratings are presented in the body of the report. A complete set of frequencies for each survey question is presented in *Appendix B: Responses to Survey Questions*.

Also included are results by geographic area in which the respondent resides (*Appendix D: Responses to Survey Questions by Geographic Area*) and other respondent characteristics (*Appendix E: Responses to Survey Questions by Age of Respondent* and *Appendix F: Responses to Survey Questions by Annual Household Income*). Chi-square or ANOVA tests of significance were applied to these breakdowns of selected survey questions. A “p-value” of 0.05 or less indicates that there is less than a 5% probability that differences observed between groups are due to chance; or in other words, a greater than 95% probability that the differences observed in the selected categories of the sample represent “real” differences among those populations. Where differences between subgroups are statistically significant, they have been marked with grey shading in the appendices.

## Appendix H: Survey Materials

The following pages contain a copy of the questionnaire that survey participants were asked to complete, as well as the first wave and second wave cover letters.





*Syracuse Metropolitan Transportation Council  
100 Clinton Square  
126 North Salina Street  
Suite 100  
Syracuse, New York 13202*

*Onondaga County  
Office of the County Executive  
John H. Mulroy Civic Center  
421 Montgomery Street  
Syracuse, New York 13202*



February 2010

Dear Onondaga County Resident,

The Syracuse Metropolitan Transportation Council (SMTTC) and the Syracuse-Onondaga County Planning Agency (SOCPA) are working on regional transportation and land use plans, and would like to hear your thoughts about our community and its future. A small number of households in Onondaga County have been randomly chosen to receive this survey. While your participation is voluntary, your opinions are important and will help shape the plans and future of Onondaga County.

This survey asks comprehensive questions about important issues so that the SMTTC and SOCPA can better understand our community's needs and opinions as they relate to land development, urban design, zoning and transportation planning topics. Your answers to these questions will be anonymously compiled with other responses and used to gauge public sentiment, which will impact projects and policies in our agencies.

Please return the completed survey in the enclosed postage-paid envelope to National Research Center, Inc., the independent organization hired by the SMTTC to compile the results. This survey is funded by the SMTTC and is being administered jointly with SOCPA. Remember that your participation in this survey is very important, as only a sample of households is being asked to participate.

For more information on project partners please visit our web sites or contact us at:

**Syracuse Metropolitan Transportation Council**

Contact: Jen Deshaies, Senior Transportation Planner  
Phone: (315)422-5716  
E-mail: [jdeshaies@smtcmpo.org](mailto:jdeshaies@smtcmpo.org)  
Agency Web Site: [www.smtcmpo.org](http://www.smtcmpo.org)  
Project Web Page: [www.smtcmpo.org/LRTPUpdate](http://www.smtcmpo.org/LRTPUpdate)

**Syracuse-Onondaga County Planning Agency**

Contact: Megan Costa, Planning Services Manager  
Phone: (315)435-2611  
E-mail: [megancosta@ongov.net](mailto:megancosta@ongov.net)  
Agency Web Site: [www.ongov.net/planning](http://www.ongov.net/planning)  
Project Web Page: [www.ongov.net/planning/plan.html](http://www.ongov.net/planning/plan.html)

Thank you for your time and thoughtful participation.

Sincerely,

A handwritten signature in black ink, reading "James D'Agostino".

James D'Agostino, Director  
Syracuse Metropolitan Transportation Council

A handwritten signature in black ink, reading "Joanne M. Mahoney".

Joanne M. Mahoney, County Executive  
Onondaga County

# Community Planning & Transportation Resident Survey

## Syracuse Metropolitan Transportation Council & Onondaga County

*Your answers are anonymous. We thank you for helping to shape the way Onondaga County grows in the future!*

1. Please tell us how much of each type of new development you'd like to see in Onondaga County in the next 30 years, assuming our population remains generally the same as today.

	Unlimited Amount	Quite a Bit	Some	Very Little	None
Housing Development.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Small Shops and Businesses.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Large Stores and Office Buildings .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Manufacturing/Warehouses .....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Farms.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

2. Please tell us where most future development in Onondaga County should be located. (Check only one.)

- ☐ Within already developed communities with available buildings or unused land
- ☐ On open land at the edges of existing developed areas
- ☐ Anywhere people want to build

3. Please tell us how future development in Onondaga County should be arranged. (Check only one.)

- ☐ Housing and buildings should be spread out, even if it means less open areas and farmland and having to drive more
- ☐ Housing and buildings should be closely spaced, with sidewalks leading to nearby shops and parks, even if it means having smaller homes and yards and less space for parking lots

4. Which of the following statements is closest to your opinion?

- ☐ Property owners should be able to do what they want with their land
- ☐ New development should be reviewed so that what one person does with their land does not negatively affect the health or safety of nearby property owners
- ☐ New development should be planned so that land development protects neighbors and promotes regional goals for orderly growth and attractive places

5. When should government expand infrastructure and services into new areas (i.e., roads, sewers, schools)?

- ☐ Anytime, as a way to support growth, even if we have to pay more
- ☐ Sometimes, if it creates jobs and community benefits, even if it means we have to pay somewhat more
- ☐ Not at all, until we experience regional population growth and run out of room in our existing communities

6. Please tell us which scenario best represents how you would like to see future development take place in Onondaga County.

- ☐ Future growth will follow the existing trend of new development in mostly suburban areas. Government spending will include road widening, rural access to public water and sewers, and expanding fire/police and schools. Investment in existing communities, farmland preservation, and public transit will be limited.
- ☐ Future growth will occur mostly in existing communities, with lots of open space mainly in rural areas. Government spending will include investment in restoring older buildings, expanding bus service, sidewalks and bike paths, and fixing aging infrastructure (i.e., sewers, waterlines, roads and bridges). Spending on new infrastructure will be limited.



7. Using the following scale from 1 ('Extremely Important') to 5 ('Not At All Important'), please rank how important each of the following ideas are to help make Onondaga County a great place to live for you and future generations.

	<u>Extremely Important</u>		<u>Somewhat Important</u>		<u>Not At All Important</u>
	1	2	3	4	5
Preserving natural areas, habitats, and open land .....	1	2	3	4	5
Making our communities more walkable .....	1	2	3	4	5
Including a mix of housing types for all ages and income levels in every community .....	1	2	3	4	5
Keeping the scenic beauty of Onondaga County .....	1	2	3	4	5
Preserving historic homes and buildings.....	1	2	3	4	5
Improving public transportation (i.e., bus service).....	1	2	3	4	5
Encouraging a mix of housing, shopping, and offices in the same area .....	1	2	3	4	5
Connecting neighborhoods to each other and to nearby destinations .....	1	2	3	4	5
Protecting our air and water quality .....	1	2	3	4	5
Lessening our dependence on automobiles.....	1	2	3	4	5
Preserving farmland .....	1	2	3	4	5
Reducing our energy usage.....	1	2	3	4	5
Preserving 'small town' character .....	1	2	3	4	5
Reducing traffic congestion .....	1	2	3	4	5
Helping to improve our struggling communities.....	1	2	3	4	5
Enhancing public spaces, parks, and trails.....	1	2	3	4	5
Other: _____ .....	1	2	3	4	5

8. Please rate each of the following aspects of transportation in your community. Circle your answer.

	<u>Excellent</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Not Applicable</u>
<b><u>General</u></b>					
How well the transportation system overall meets your needs .....	1	2	3	4	N/A
Ease of getting to the places you usually have to visit .....	1	2	3	4	N/A
<b><u>Driving</u></b>					
Traffic flow on major streets .....	1	2	3	4	N/A
Amount of public parking in Downtown Syracuse .....	1	2	3	4	N/A
Amount of public parking in other areas .....	1	2	3	4	N/A
Condition of roads .....	1	2	3	4	N/A
Condition of bridges .....	1	2	3	4	N/A
<b><u>Walking</u></b>					
Availability of paths and walking trails .....	1	2	3	4	N/A
Amount of sidewalks and crosswalks .....	1	2	3	4	N/A
Condition of sidewalks and crosswalks .....	1	2	3	4	N/A
Safety while walking .....	1	2	3	4	N/A
<b><u>Biking</u></b>					
Amount of bicycle paths and lanes .....	1	2	3	4	N/A
Condition of bicycle paths and lanes .....	1	2	3	4	N/A
Safety while bicycling .....	1	2	3	4	N/A
Amount of bike-friendly streets .....	1	2	3	4	N/A
<b><u>Buses</u></b>					
Location of bus stops .....	1	2	3	4	N/A
Condition of bus stops .....	1	2	3	4	N/A
Frequency and schedule of bus .....	1	2	3	4	N/A
Safety when riding buses .....	1	2	3	4	N/A
Reliability of bus service .....	1	2	3	4	N/A
<b><u>Other</u></b>					
Schedule and frequency of Amtrak service .....	1	2	3	4	N/A
Reliability of Amtrak service .....	1	2	3	4	N/A
Availability/condition of local trails (i.e. Erie Canal Trail, Creekwalk, Onondaga Lake Trail) .....	1	2	3	4	N/A
Availability/condition of local water transportation system (i.e. Erie Canalway) .....	1	2	3	4	N/A

9. Please indicate to what extent you agree or disagree with each of these statements.

	<u>Strongly Agree</u>	<u>Agree</u>	<u>Disagree</u>	<u>Strongly Disagree</u>	<u>Not Applicable</u>
I would use an express train to get from Syracuse to other locations outside of Central New York if the service had convenient stops and schedules. ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If I commute from the suburbs to the city of Syracuse, I would use express train or bus if the service had convenient stops and schedules. ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would continue to drive even if other types of travel were made more convenient and accessible. ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To improve air quality, I would consider carpooling, taking the bus, walking/biking or buying a vehicle with better gas mileage. ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would drive less if my home/work was close to public transportation (i.e., bus). ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would use the Syracuse Hancock airport more often if flights were cheaper. ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I would use the Syracuse Hancock Airport more often if flights were more convenient. ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Freight movement (via truck, rail, or plane) negatively affects my quality of life. ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
I experience delays in my daily travels. ....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

10. In your opinion, which of the following do you think is the best long-term solution to reducing traffic congestion in Onondaga County? (Please check one only.)

- ☐ Build new roads
- ☐ Improve public transportation
- ☐ Encourage carpooling
- ☐ Create communities where people do not have to drive as much

11. Do you currently walk or bike as a means of transportation?

- ☐ Yes
- ☐ No

12. What keeps you from walking or biking more? (Check all that apply.)

- |   |   |
|---|---|
| <input type="checkbox"/> Too much or unsafe traffic       | <input type="checkbox"/> I feel unsafe                |
| <input type="checkbox"/> No sidewalks/bike paths or lanes | <input type="checkbox"/> I don't enjoy walking/biking |
| <input type="checkbox"/> It takes too long                | <input type="checkbox"/> Health reasons               |
| <input type="checkbox"/> Too difficult                    | <input type="checkbox"/> Distance to destination      |
| (i.e., hills, condition of sidewalks or roads)            | <input type="checkbox"/> Weather conditions           |
|   | <input type="checkbox"/> Other                        |

13. If you currently commute to work, how far do you live from your job? ..... \_\_\_\_\_ miles

14. If you currently commute to school, how far do you live from school? ..... \_\_\_\_\_ miles

15. In a typical week, about how many days per week, if ever, do you travel using each of the following transportation options for each of the travel purposes? Please write a number as appropriate on each line.

<u>Travel Purpose</u>	<u>Days per Week</u>						<u>Not Applicable</u>
	<u>Drive alone or with children</u>	<u>Carpool or drive with other adults</u>	<u>Walk</u>	<u>Bicycle</u>	<u>Bus</u>	<u>Other</u>	
Work or school	_____	_____	_____	_____	_____	_____	_____
An appointment or service provider (i.e., bank, post office, dentist)	_____	_____	_____	_____	_____	_____	_____
Shopping (i.e., grocery store, drug store, mall)	_____	_____	_____	_____	_____	_____	_____
Socializing or recreation (i.e., park, visit friends or family, restaurant)	_____	_____	_____	_____	_____	_____	_____
Other places (specify _____)	_____	_____	_____	_____	_____	_____	_____

16. Do you have any comments you would like to make?

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### About You and Your Household

17. What type of dwelling do you live in?

- ☐ Single family house  
☐ Duplex or townhouse  
☐ Apartment  
☐ Other

18. Do you rent or own your dwelling?

- ☐ Rent
 ☐ Own

19. How many people, including yourself, are in your household?

Age 18 or older..... \_\_\_\_\_

Under 18..... \_\_\_\_\_

20. Which category contains your age?

- ☐ under 18    ☐ 35-44    ☐ 65-74  
☐ 18-24    ☐ 45-54    ☐ 75-84  
☐ 25-34    ☐ 55-64    ☐ 85+

21. What is your gender?

- ☐ Female
 ☐ Male

22. What is your race? (Mark one or more.)

- ☐ American Indian, Eskimo, or Aleut  
☐ Asian or Pacific Islander  
☐ Black or African American  
☐ White/European American/Caucasian  
☐ Other

23. Are you Hispanic/Latino?

- ☐ Yes  
☐ No

24. How much do you anticipate your household's total income before taxes will be for the current year?

- ☐ Less than \$24,999  
☐ \$25,000 to \$49,999  
☐ \$50,000 to \$99,999  
☐ \$100,000 to \$149,999  
☐ \$150,000 or more

**Thank you! Please return the survey in the enclosed prepaid business reply envelope to the independent organization analyzing the results at: National Research Center, Inc. PO Box 549, Belle Mead, NJ 08502**