

MOBILITY

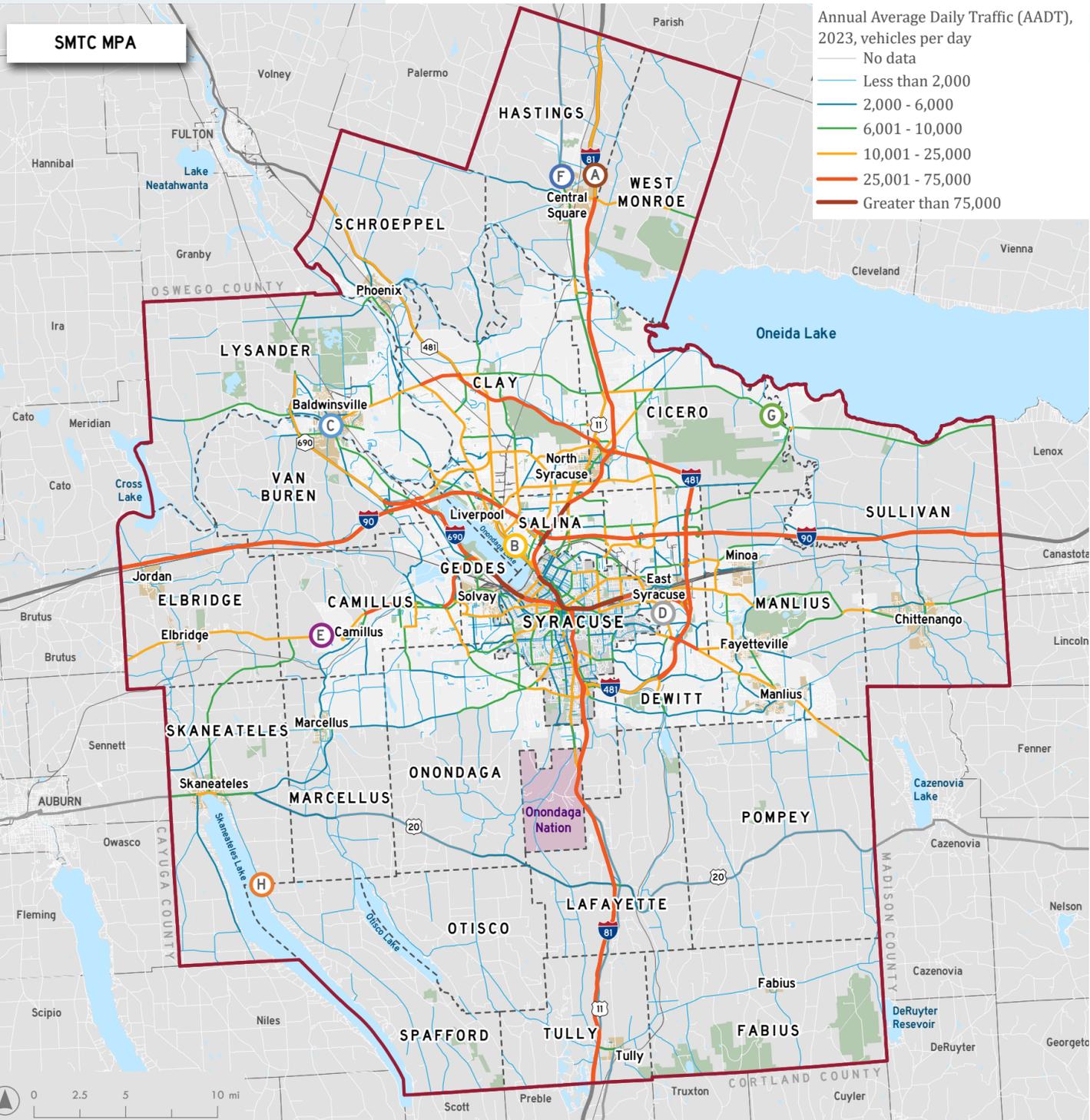
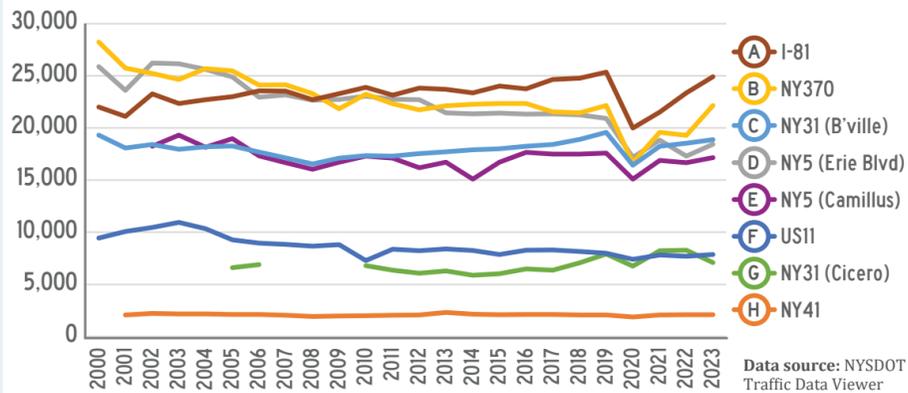
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Annual average daily traffic, or AADT, represents the typical daily volume of traffic on a road segment.

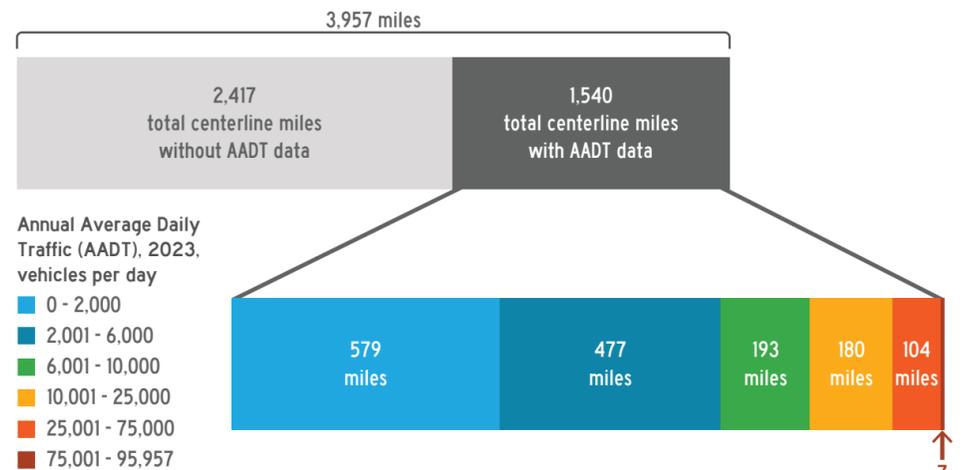
The highest volume roads in our region, I-690 and I-81, in and around downtown Syracuse have AADT between 70,000 and 100,000 vehicles.

Most of the roads in the MPA for which traffic volumes are available have fewer than 6,000 vehicles a day.

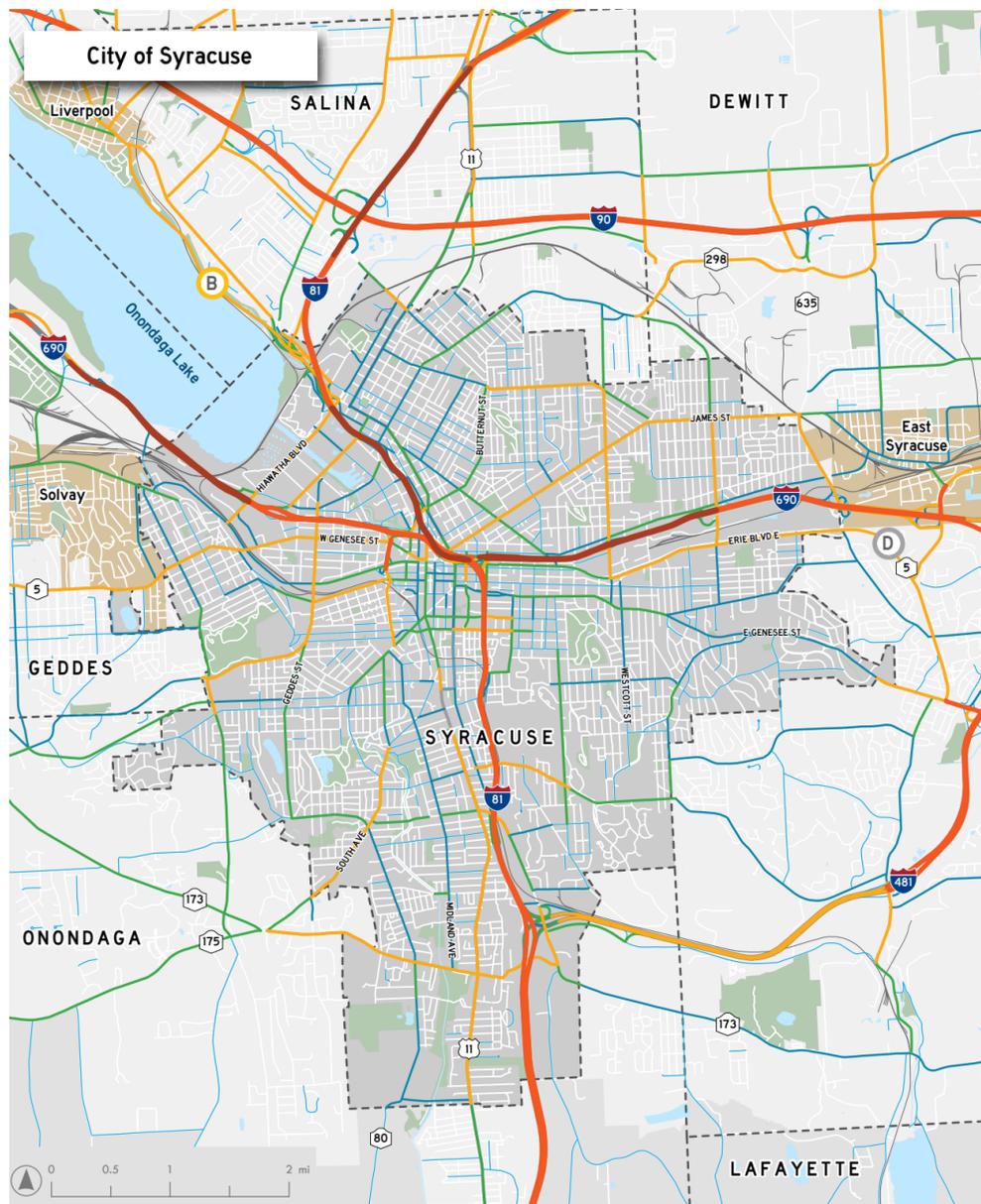
AADT at Continuous Count Stations in MPA, 2000 - 2023



Total Centerline Mileage of Roads in the MPA by Annual Average Daily Traffic Volumes



Note: Mileage shown is centerline mileage, which is the length of a road measured along its center, regardless of the number of lanes. For example, one mile of a 2-lane road and one mile of a 4-lane road each have a centerline distance of one mile.
Data Source: NYSDOT Roadway Inventory System



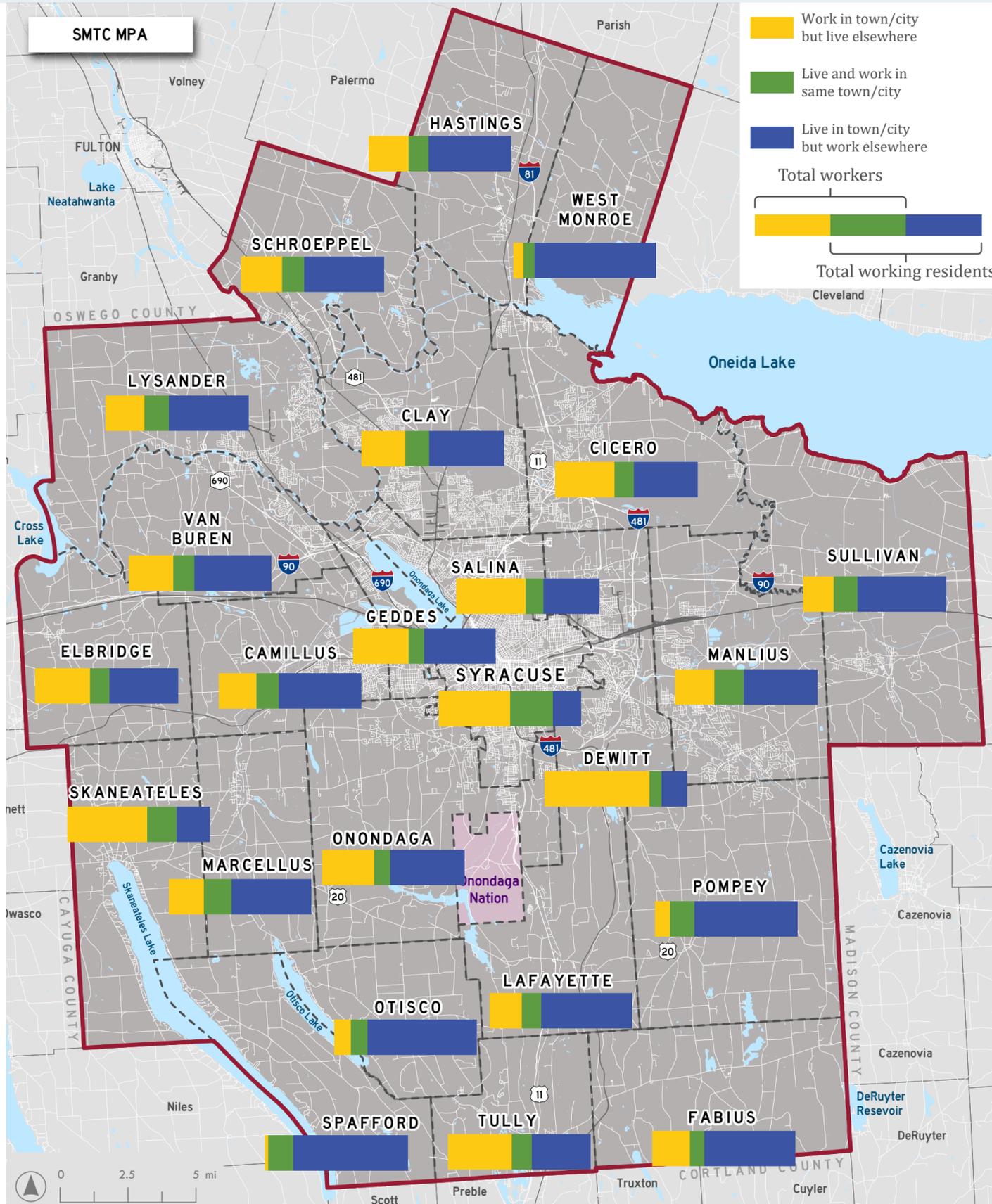
Annual average daily traffic, or AADT, is a value frequently referenced by traffic engineers and planners. AADT is the total daily traffic averaged over a full year and is expressed in vehicles per day. AADT is typically estimated for a road segment on a sample count taken over a few days (during the work week). This short count data is seasonally factored based on trends observed at continuous count stations in order to calculate an annual average day. The roads with the highest traffic volumes in our area are I-690 and I-81, which reach peak volumes (96,000 and 89,000 vehicles per day, respectively) near their junction in downtown Syracuse. I-481 in DeWitt sees its peak volume (46,000 vehicles per day) in the segment between East Genesee Street and I-690, though State Route 481 between I-81 and Route 11 in North Syracuse is busier at 51,000 vehicles per day. The busiest segment of surface street in the region, East Genesee Street (Route 5) between I-481 and Lyndon Road (50,000 vehicles per day), is busy, in part, because it provides access to the I-481 interchange in DeWitt.

There are many miles of roads - primarily local roads and residential streets - for which no traffic volume data is available. Traffic volume data is available for only about a third of the total road mileage (by centerline) in the region, and most of these roads are relatively low-volume roads that carry fewer than 6,000 vehicles per day. These are the local streets that provide access to individual driveways, and funnel traffic to the higher-volume collector and arterial roads. The highest volume roads - those carrying over 25,000 vehicles per day - make up a very small fraction of our total regional road mileage. However, these high-volume roads are the conduits for thousands of trips every day in and through the region. In between these two extremes are a few hundred miles of roads that carry moderate volumes of between 6,000 and 25,000 vehicles per day and provide connections between the local streets and major highways.

Commuting Patterns

In most suburban towns, relatively few workers commute into, or stay within, that town to work. The Town of DeWitt is an exception outside of the City, drawing a large number of workers from outside the town.

Thirty-seven percent of people who work in the City also live in the City. The remaining workers commute in from suburban towns, with the towns north and east of the City contributing the greatest number of workers.



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The map at left shows the relative proportions of different types of commuting patterns by town. Each town has workers that commute into that town (yellow), commute to a job within that same town (green), or commute to a job in another town (blue). The bars on the map at left are all the same length, and so are not representative of the actual number of employees or residents, but the segments within each bar show the relative

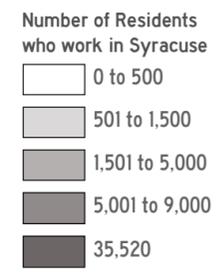
proportion of the types of commuters in each town.

Most towns in our region tend towards being "bedroom communities," where most town residents commute elsewhere for work. These towns have relatively long blue segments on the map at left. The rural towns in southern Onondaga County and in Oswego and Madison counties have the greatest proportion of residents that work

elsewhere.

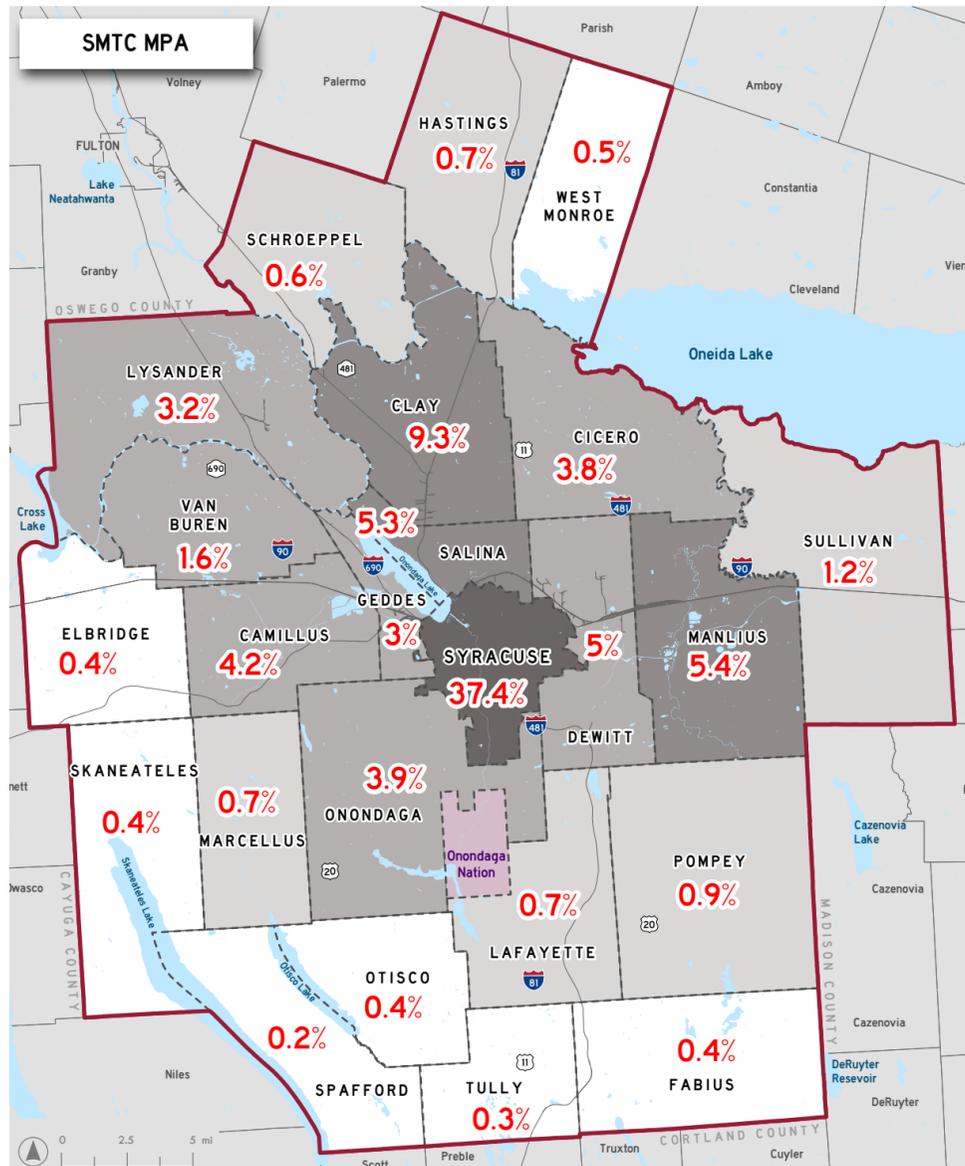
The Town of DeWitt attracts more workers from outside of the town, relative to the town's total workers, than any other community in our region, with 90 percent of DeWitt's workers commuting in from out of town. Other inner-ring suburbs (Salina, Geddes, and Onondaga) as well as some rural towns (Tully and Skaneateles) also attract relatively high proportions of workers from outside their communities.

Where Syracuse Workers Live



XX% = Percent of Syracuse workers who live in the town/city

Note: Percentages shown on map total less than 100% because 11% of the people who work in Syracuse reside outside of the SMTC's MPA.



Of all municipalities in the MPA, Syracuse has the highest percentage of working residents who both live and work within that municipality at 60 percent.

With about 37 percent of the total jobs in the MPA, the City of Syracuse accounts for more jobs than any other individual municipality in the region. Therefore, the commuting patterns of workers that work in the City of Syracuse heavily influence the overall travel patterns in the region, and it is useful to understand where these workers reside.

The shading in the map at left represents the number of people from each town that work within the City of Syracuse. In total, about 95,000 people work in the City of Syracuse. The percentages on the map at left indicate the portion of these 95,000 workers that live in each individual town throughout the MPA, as well as those that live in the City of Syracuse. Of the total people who work in the City, 37 percent also live in the City, 52 percent live in other towns throughout the MPA, and 11 percent live outside of the MPA. This amounts to approximately 36,000 people commuting within the City of Syracuse and approximately 59,000 people commuting into the City of Syracuse from outside the City on a typical workday. The more-populous towns just north and east of the City, such as Clay, Salina, and Manlius, are home to the largest percentages of City workers outside of the City, with 5.3 percent (Salina) to 9.3 percent (Clay) of the total City of Syracuse workers residing in each of these towns.

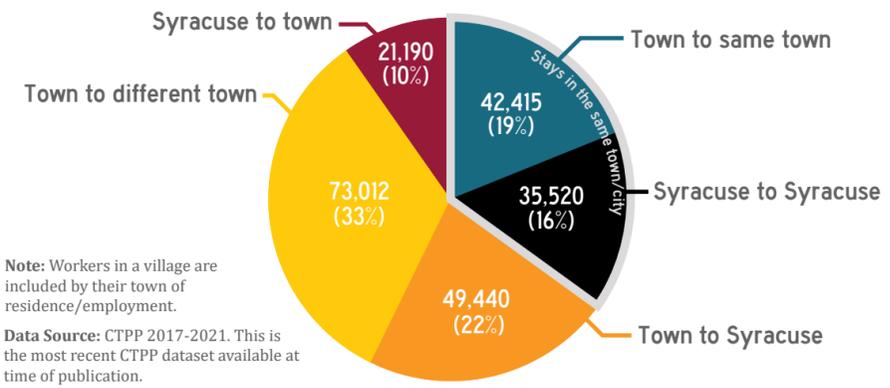
Commuter Flows

The largest single flow of commuters is within the City of Syracuse itself.

Many people commute from the northern suburbs into the City.

Significant flows involving suburban origins and destinations also exist.

Commuter Flows for workers who live and work in the MPA



Top workplace locations for Syracuse residents:

Location	No. of workers
Syracuse	35,520
DeWitt	7,145
Salina	2,785
Clay	2,260
Onondaga	1,530

Top residences for people who work in Syracuse*:

Location	No. of workers
Clay	8,790
Manlius	5,130
Salina	5,080
DeWitt	4,765
Camillus	4,005

*In addition to the City of Syracuse

Towns with the greatest number of residents that also work in that town*:

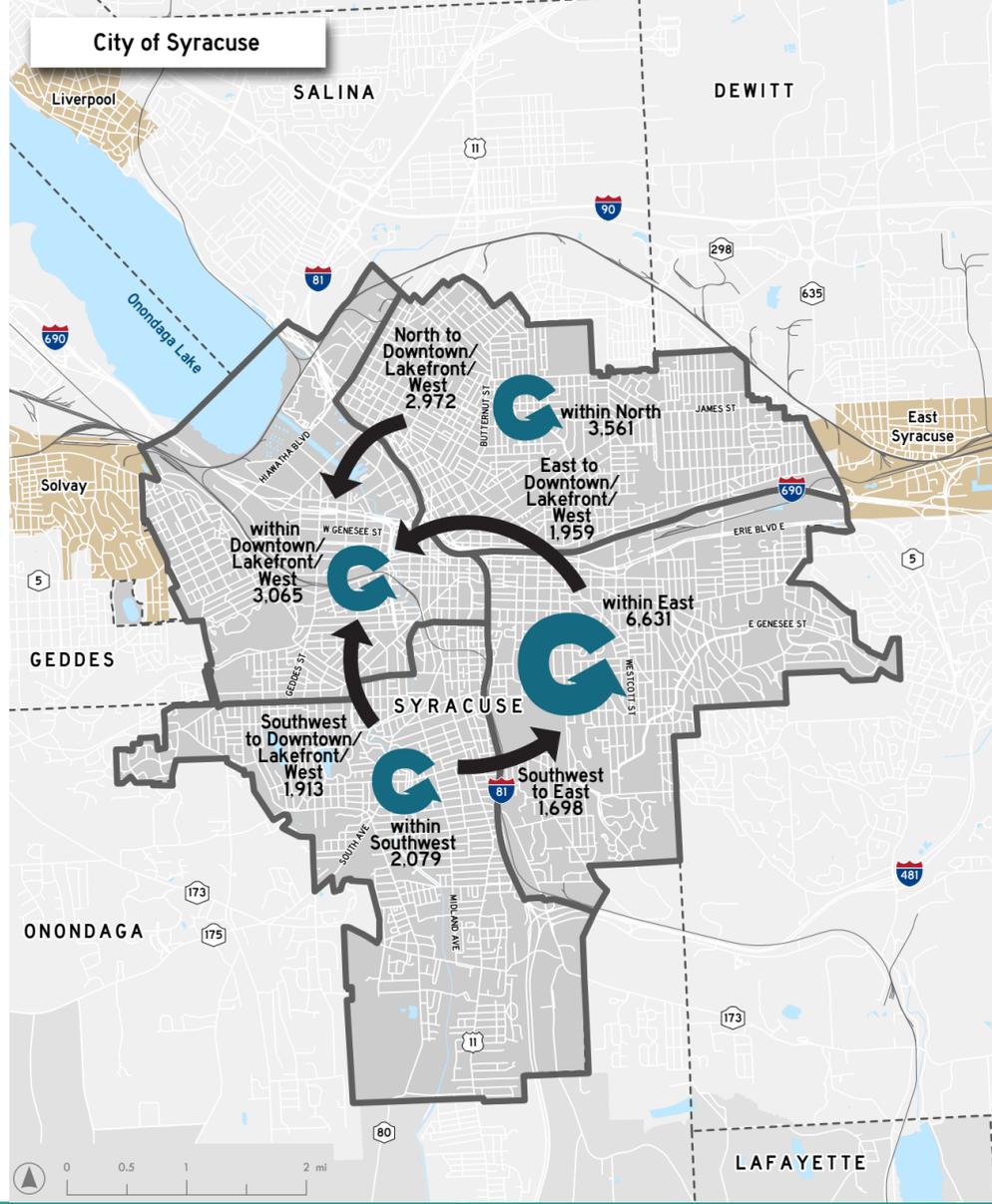
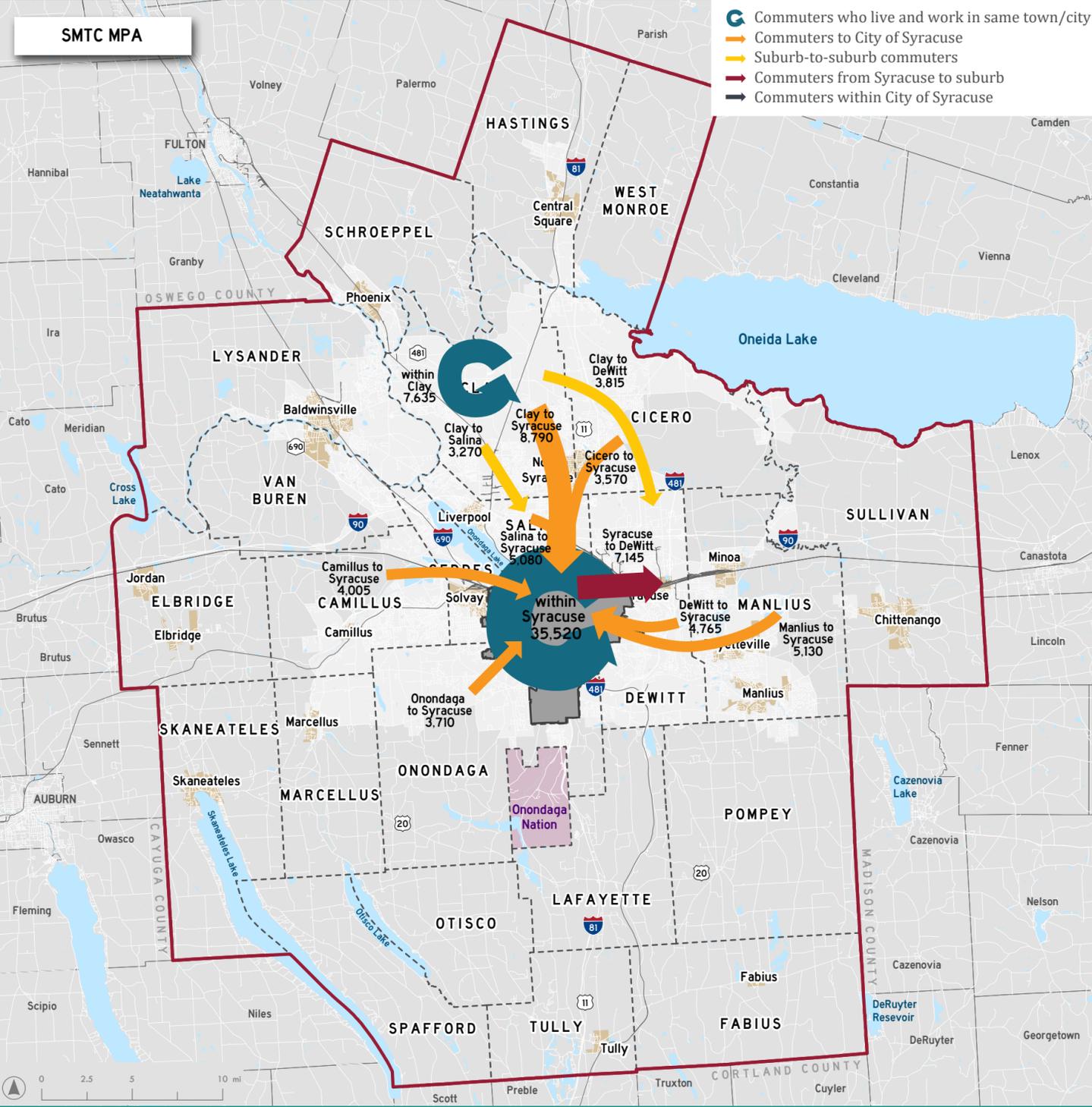
Town	No. of workers
Clay	7,635
Manlius	4,900
Salina	3,985
DeWitt	3,875
Cicero	3,715

*Excluding the City of Syracuse

Top suburb-to-suburb commuter flows:

Residence - Workplace	No. of workers
Clay - DeWitt	3,815
Clay - Salina	3,270
Manlius - DeWitt	3,150
Clay - Cicero	2,705
Cicero - DeWitt	2,605

Data Source: CTPP 2017-2021. This is the most recent CTPP dataset available at time of publication.



People travel across our planning area for a variety of reasons on any given day. While not the sole reason for travel, a worker's daily commute from their home to their place of employment is one of the most regular trips one can make and has effects on our transportation network. There are many different data sources that either estimate or model commuter flows; the data here is based on the Census Transportation Planning Products, a special tabulation of American Community Survey data. The data provides the number of workers and their origins and destinations at the town or city level; additional sub-geographies are available within the City of Syracuse. Because there are over 20 towns plus the City of Syracuse within our MPA, there are over 400 different possible origin-destination pairs.

By far, the largest single flow of commuters is within the City of Syracuse itself, with over 35,000 people who live and work inside the City. The total volume of commuters from the northern suburban towns of Clay, Cicero, and Salina into the City of Syracuse is about 17,500 people, making this the second-most substantial concentration of commuters in the region. Although the City dominates as the single-most significant commuting destination, some notable suburb-to-suburb, "reverse commute," and single-town flows also occur in our region. The Towns of Clay and DeWitt are often on either side of these suburban flows, as they are the towns with the second-largest population (Clay) and second-largest number of jobs (DeWitt) after the City in our MPA.

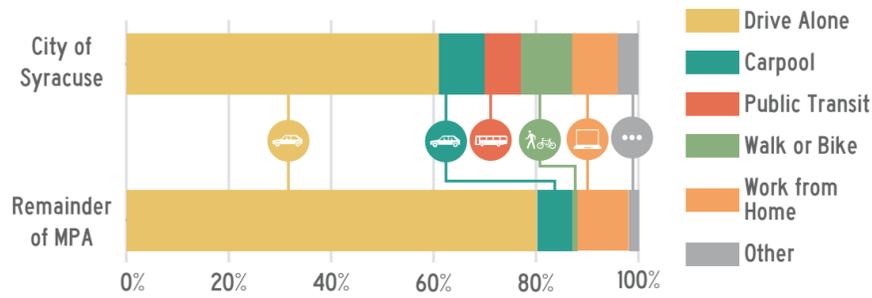
Within the City of Syracuse, a large number of people commute within the eastern portion of the City, likely reflecting the number of people who work at Syracuse University and hospitals and live within the immediate surrounding neighborhoods. There are also substantial flows from throughout the City to the Downtown / Lakefront area, likely due to the number of jobs concentrated in Downtown and Destiny USA.

Most workers in the MPA, as well as in the City of Syracuse, drive alone to work.

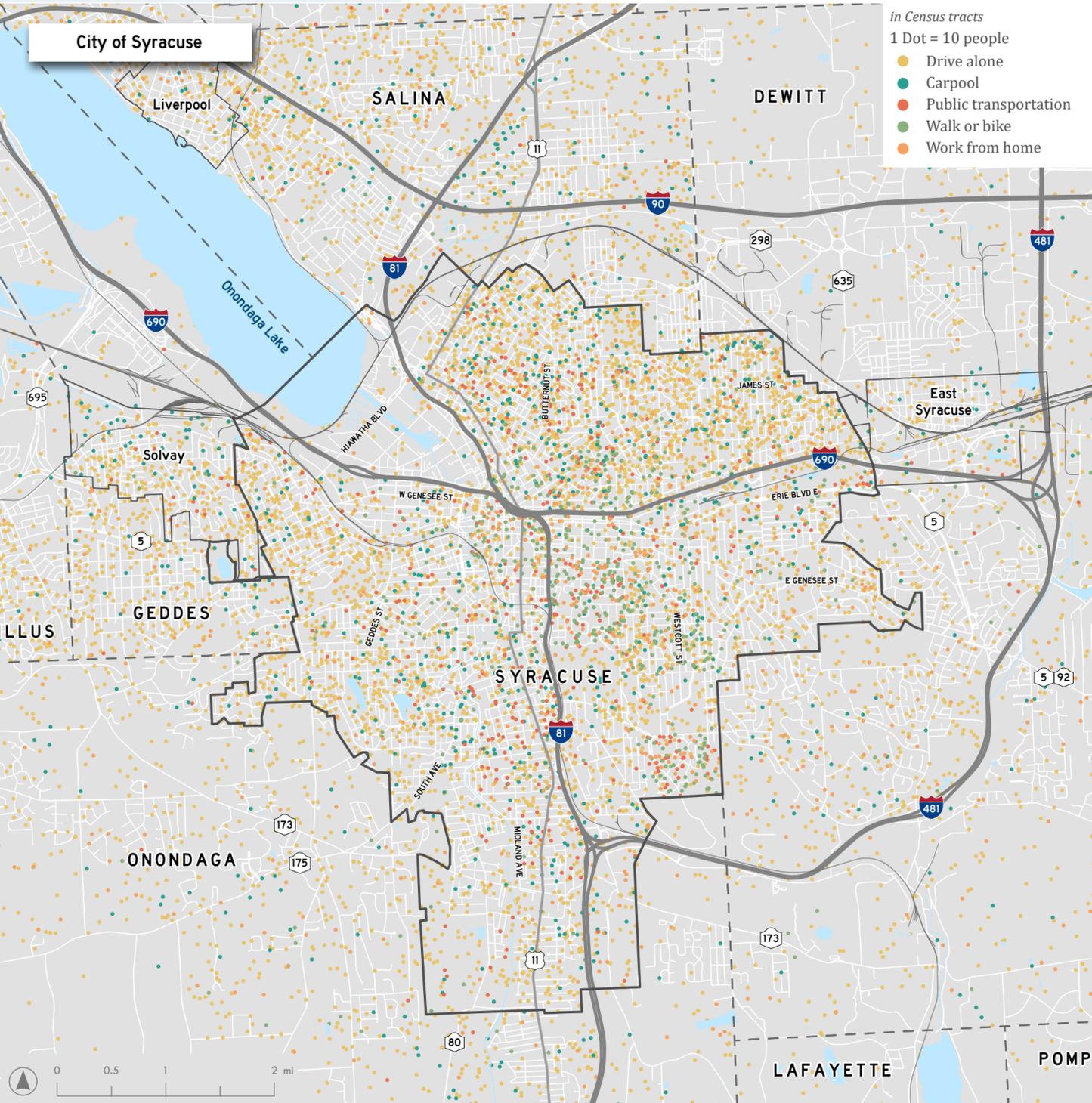
About 40% of workers residing in Syracuse do not drive alone to work.

In some areas of the City, more than half of commuters walk or bike to work.

Means of Transportation to Work



Data Source: American Community Survey 2018-2022



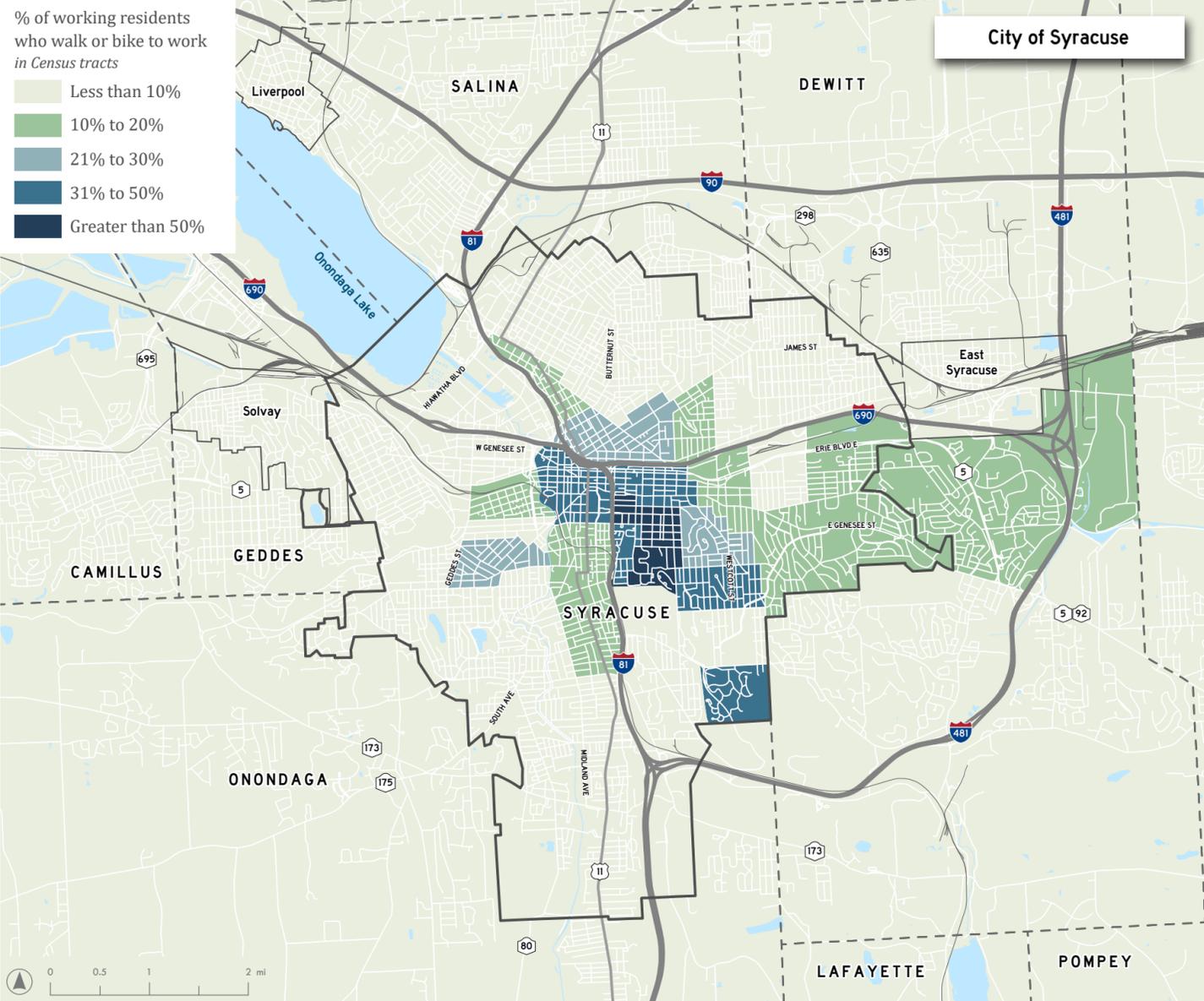
Driving alone is the most common method of traveling to work in our MPA. Nearly eight out of every ten suburban and rural residents drive alone to work. Public transit, walking, or biking to work are uncommon in suburban and rural areas. Only three percent of residents commute by these means. Eight percent of MPA residents outside of the City of Syracuse carpool to work, and nine percent work from home.

In the City of Syracuse, around 60 percent of residents drive alone to work, and the percentages of City residents who take public transit (7 percent) or who walk or bike to work (10 percent) are notably higher than in the remainder of the MPA. However, as shown in the map at left, the residents who choose alternative modes of transportation are clustered in specific areas throughout the City. The University

Hill neighborhoods are home to colleges, hospitals, students, and families. Given the mixture of uses, walking, biking, and public transportation use are much more common here than in other areas of the City. Concentrations of residents who carpool or use public transit are also evident in the Northside, Southside, and Near Westside areas. Similar to the rest of the MPA, about nine percent of City residents work from home.

The map on the previous page highlights concentrations of City residents who bike or walk to work. The map on this page further emphasizes this point by showing the percentage of all working residents who bike or walk to work for specific areas of the City. As shown here, in some areas of the City, over half of all working residents bike or walk to work. The areas producing the highest percentages of walkers and bikers are in the greater University Hill

area near the main campus of Syracuse University, SUNY ESF, and the adjacent hospitals. These destinations support jobs and are located close to housing, which makes biking and walking a convenient commuting option. Neighborhoods within and near downtown such as Armory Square, Hawley Green, and Prospect Hill also offer convenient access to jobs located within walking and biking distance. Other neighborhoods, such as the Near Westside, portions of the Valley and the Southside, and areas south of University Hill, also generate relatively high percentages of residents who bike or walk to work. Two Census tracts outside of the urban core are estimated to have more than 10% of working residents walk/bike to work. These are Tract 167, southern Town of Skaneateles, and Tract 209.04, northern Schroepfel.



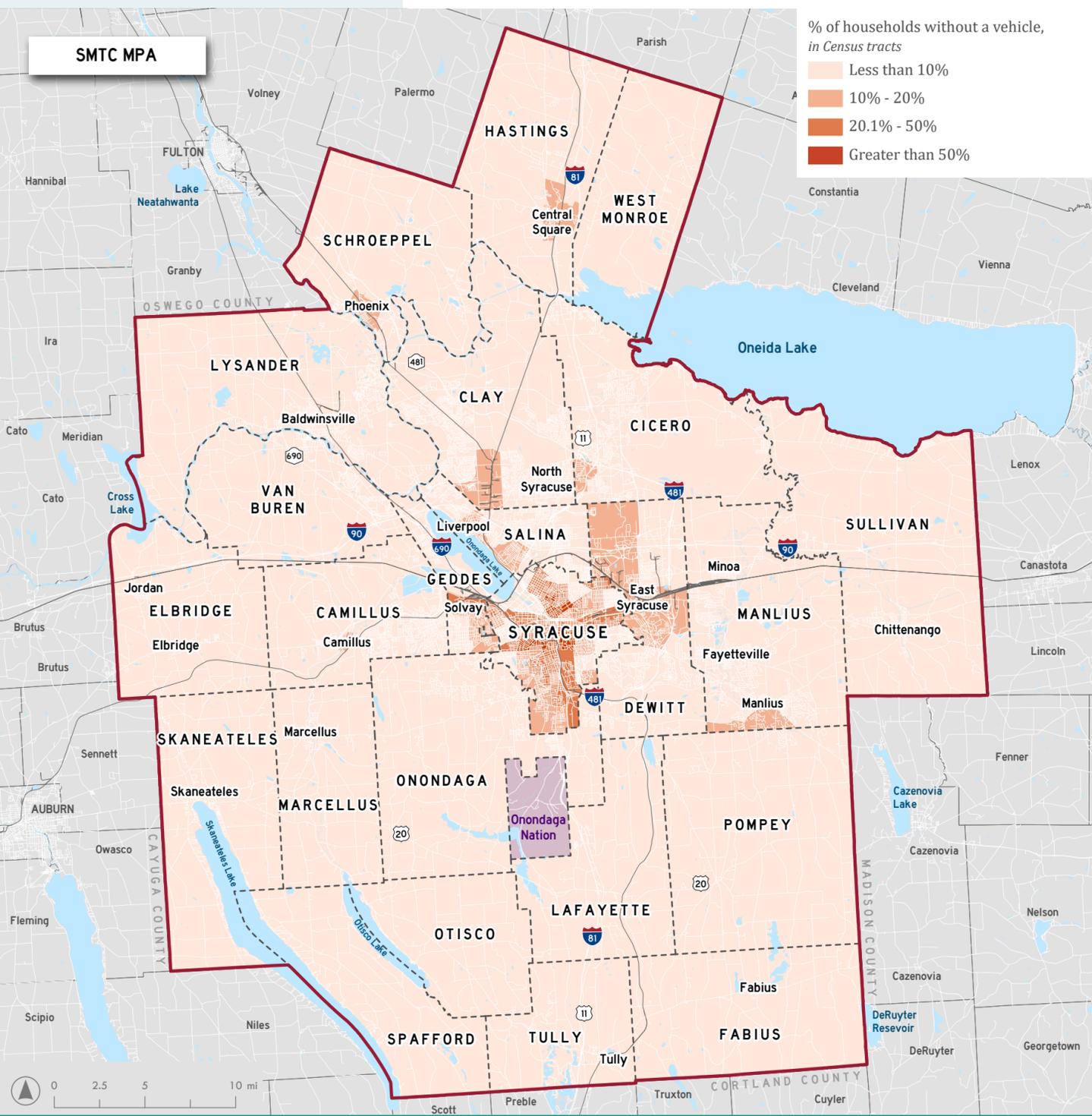
The lack of vehicle availability is most pronounced in the City of Syracuse, where approximately one in four households do not have a vehicle.

Households without vehicles tend to be concentrated in areas with large populations of students, seniors, and low-income residents.

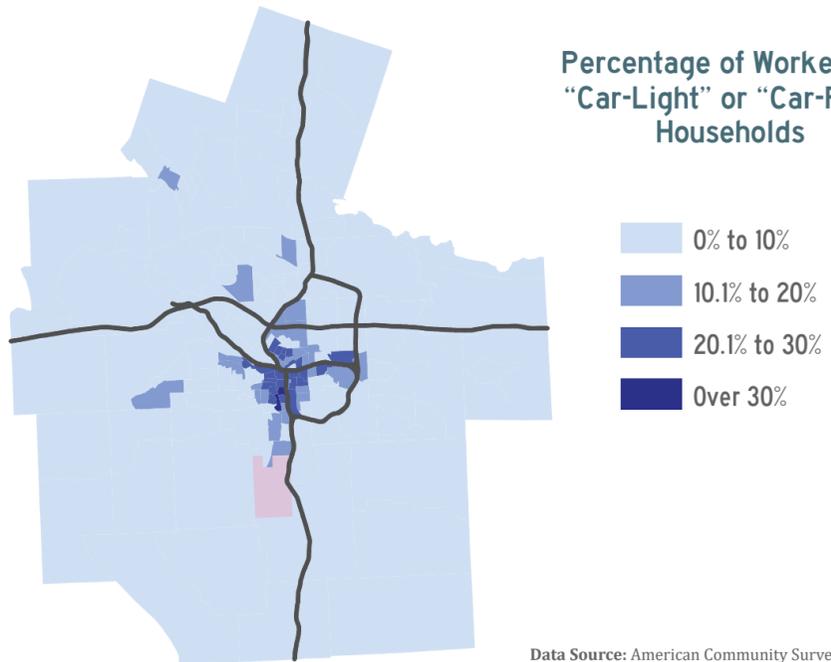
Households in the MPA by Number of Workers and Number of Vehicles Available

Vehicles Available	Workers in Household			
	0	1	2	3+
0	15,039	7,381	1,550	347
1	29,862	38,660	6,704	850
2	13,854	23,012	37,392	2,608
3	2,143	5,157	9,423	5,028
4+	566	1,667	2,561	3,182

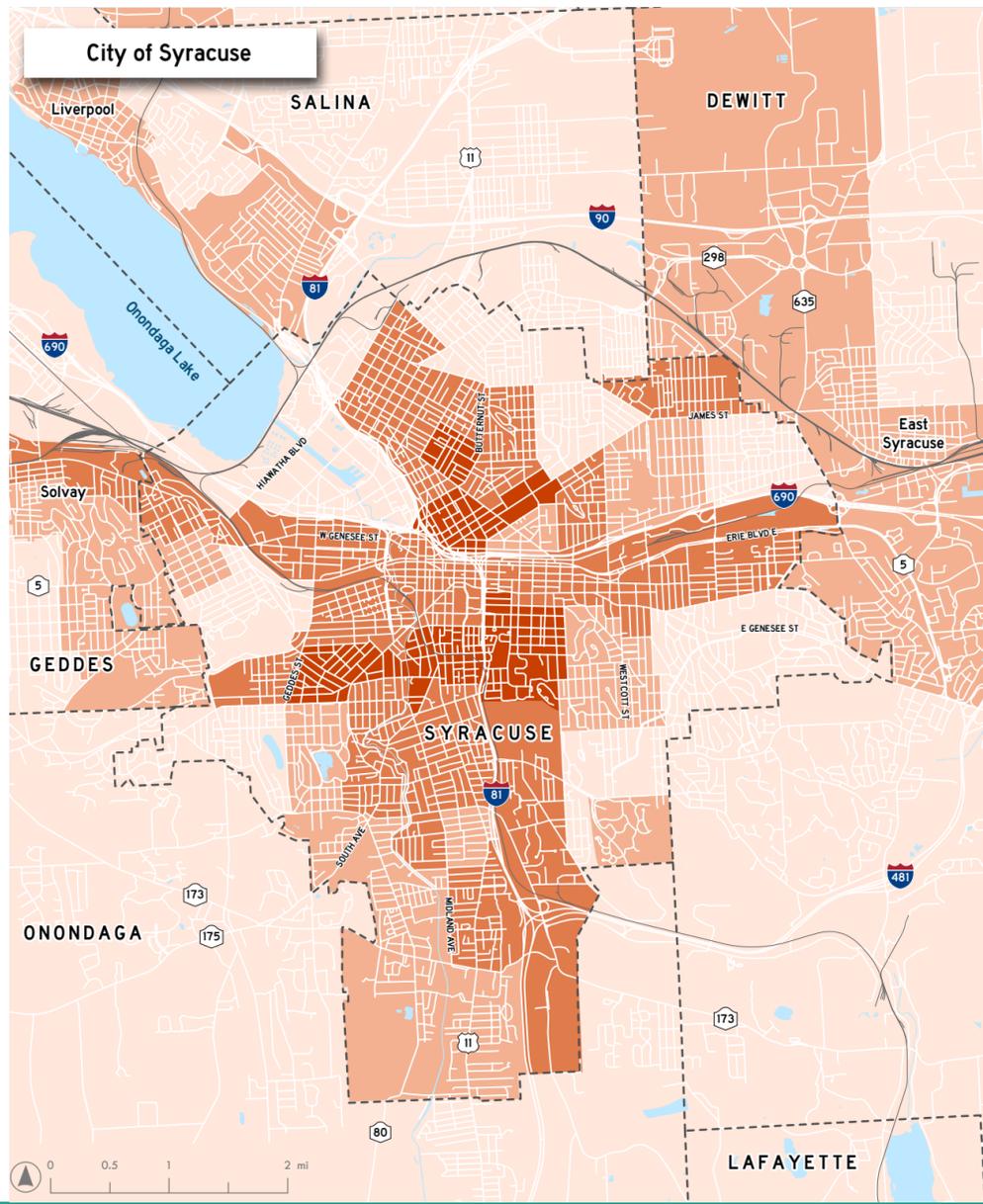
Note: The orange boxes represent the number of "car-free" households, which are defined as households without any cars.
Note: The green boxes represent the number of "car-light" households, which are defined as households in which the number of workers exceeds the number of cars.



Percentage of Workers in "Car-Light" or "Car-Free" Households



Data Source: American Community Survey 2018-2022



Approximately 26 percent of households in the City of Syracuse do not have a vehicle. Across the City, however, vehicle access varies. There are seven Census tracts in the City where more than half of households do not have a vehicle. The two tracts with the greatest percent of households without a vehicle are Tract 43.01, which includes Syracuse University student housing, senior housing, and low-income housing, at 67% car-free households, and Tract 42, immediately south of Downtown, at 63% car-free households. Five additional tracts have more than half of households without vehicle access. At the other extreme, several other tracts throughout the City have fewer than 10% of households without a vehicle.

In the MPA, far fewer tracts have significant percentages of households with no vehicle. Fourteen tracts in the MPA outside of the City have more than 10% of households without a vehicle, and only five have more than 15%. These tracts tend to be concentrated in denser portions of the MPA, either in inner-ring suburbs, village centers, or areas with a concentration of apartments. Outside of the City, the tract with the highest percent of car-free households is Tract 129, the northern half of Solvay, at an estimated 22%.

In addition to households with zero vehicles, households with fewer vehicles than workers, often called 'car light', are of interest to transportation planning. At least one of the workers in these households may use some other means of transportation to get to work, such as transit, carpooling, walking, biking, or working from home. In car-light households with at least one vehicle, most are either two-worker households with a single vehicle, or 3+ worker households with two vehicles. Their distribution is similar to car-free households: mostly concentrated in the City, with additional pockets in the immediate suburbs.