

# No-Build: modeling results

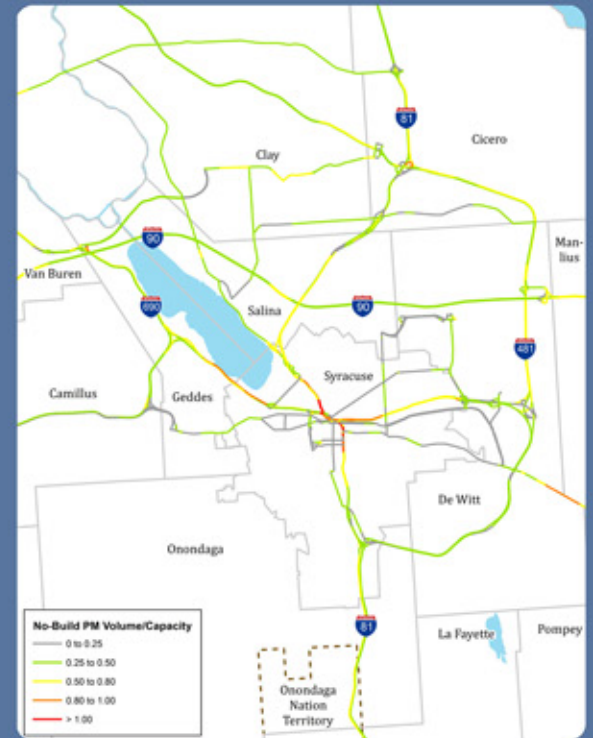
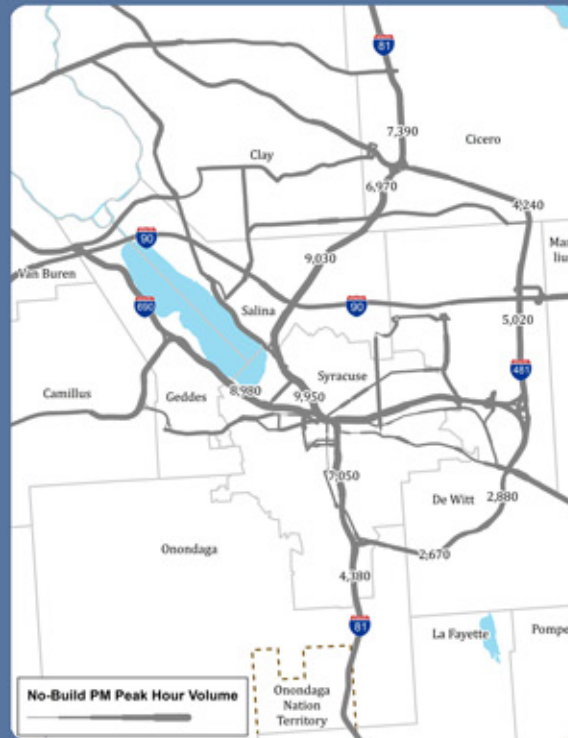
The results presented here are from the SMTC's Regional Travel Demand Model. This model is intended for planning-level analysis and was used to determine impacts to regional mobility, which was one component of the feasibility assessment for each strategy. More detailed analysis to develop location-specific mitigation measures will be necessary during the next phase of this process.

## ASSUMPTIONS

- No-Build strategy includes expected regional growth in population and jobs by 2040. Forecast is based on Census trends and input from municipal officials.
- No major changes to the highway network – normal maintenance and planned smaller local projects in the region continue.

## TRAFFIC CONDITIONS (PM PEAK PERIOD)

- Congestion at the I-690 and I-81 interchange, on I-690 and I-81 close to the interchange, and on I-690 along Onondaga Lake
- Some congestion south east of Syracuse (Rt. 92 to Manlius)
- Little congestion on other interstates (I-90, I-481 and I-81 and I-690 away from downtown Syracuse)
- North-south through traffic uses I-81 through downtown Syracuse, with little on I-481 – this contributes to low traffic on I-481 southeast of Syracuse



## TRAVEL TIMES (AM PEAK PERIOD)

- Maps show AM peak period travel times by car to downtown and University Hill in 2040
- Longest time to drive to either destination from within Onondaga County is 36 minutes

