



SYRACUSE METROPOLITAN  
TRANSPORTATION COUNCIL

# Transportation Atlas

June 2015



SYRACUSE METROPOLITAN  
TRANSPORTATION COUNCIL

# Transportation Atlas

June 2015



This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the New York State Department of Transportation. The Syracuse Metropolitan Transportation Council is solely responsible for its contents.

---

For further information contact:

Meghan Vitale, Project Manager  
James D'Agostino, Director  
Syracuse Metropolitan Transportation Council  
126 N. Salina St., 100 Clinton Square, Suite 100, Syracuse, NY 13202  
PHONE: (315) 422-5716 FAX: (315) 422-7753  
[www.smtcmpo.org](http://www.smtcmpo.org)  
[contactus@smtcmpo.org](mailto:contactus@smtcmpo.org)

## To the reader

The Syracuse Metropolitan Transportation Council (SMTC) created this Transportation Atlas in 2015 as a component of our 2050 Long-Range Transportation Plan. (For a detailed description of the SMTC, see page 7.) This Atlas compiles various existing conditions data for our planning area and is intended to serve as a reference document for planners, policy makers, and any interested citizens in Central New York.

The Atlas starts with an overview of our regional planning context and the specific planning area for the SMTC. The next section includes a selection of demographic information that is commonly used by transportation planners, including population density and change over time, household characteristics, age, poverty, race, language, income, and employment. Current land use and an overview of our water resources are included in the next section. The Infrastructure section inventories the various types of transportation facilities that exist in our region: roads, bridges, rail, transit, trails, and bicycle facilities. In the Mobility section you will find maps and other data describing how people and freight move around, including commuting patterns, commuting times, and choice of travel mode. The final section of the Atlas includes information on vehicular, bicycle, and pedestrian accidents. Each topic is generally covered in a two-page spread that includes maps along with other relevant data in charts or graphics, and text that describes the data for that topic. Key points from each topic are listed at the top of the left-hand page.

This is not a comprehensive atlas for Central New York, as it is focused on the information that is crucial to the SMTC's transportation planning work. The intent is for this Atlas to answer many of the questions that the SMTC staff commonly receive about the current state of the transportation system in our region and for this document to form the basis for the development of our 2050 Long-Range Transportation Plan. We anticipate that the Transportation Atlas will be updated once new decennial Census data is available (following the 2020 Census). We hope you will find this document useful. If you have questions about the content or would like additional information, please contact the SMTC staff at (315) 422-5716 or [contactus@smtcempo.org](mailto:contactus@smtcempo.org).



## About the data

The maps in this document generally contain some combination of standard base map elements - parks, water, roads, etc. - all of which are displayed in the legend of the introductory maps in the first section. These elements are not listed on subsequent map legends because of space limitations; rather, the data that is highlighted on each particular layout is displayed in each legend.

A variety of data sources were used to create the maps; each data source is listed on the bottom right of one or both of the maps on each layout. For maps with Census, American Community Survey (ACS), or Census Transportation Planning Products (CTPP) data, the geography is also specified (block, block group, tract, or Transportation Analysis Zone [TAZ]). Generally, the smallest available geography was used, with certain exceptions. ACS data are shown at the tract level because the margins of error are too high at smaller geographies and maps showing a change between the 2000 and 2010 Census also use tracts because the boundaries of the smaller geographies (blocks or block groups) may not be comparable between decennial censuses. Other maps, such as several in the Mobility section, use data at the town/city because this seemed to be the most visually understandable geography for the topic. Note that in dot density maps, dots are placed randomly within each Census geography and do not represent specific locations of data.

For maps and analysis with decennial Census data, data from 2010 was used, as well as 2000 decennial data to calculate population and household change maps. The ACS and CTPP data in this document is from 2006-2010, which is based on sample data across those five years.

Data other than Census, ACS, or CTPP is not aggregated based on any Census geography. For example, data points on accident maps represent actual locations of accidents and are not summarized within a particular geography/polygon. Therefore, there are relatively few choropleth maps (maps that display a coverage of polygons with a range of colors) in sections other than Mobility and Demographics, and maps are generally made up of points, polygons, and/or lines that represent actual locations of data.

In addition to maps, a chart or graphic has been included in most layouts. Unless otherwise sourced, data for these graphics is the same as the map on that layout.



# Table of Contents

- **INTRODUCTION**
  - Regional Context — 4
  - SMTC Metropolitan Planning Area — 6

- **DEMOGRAPHICS**
  - Population Density — 10
  - Population Change — 12
  - Households — 14
  - Change in Number of Households — 16
  - Age of the Population — 18
  - Poverty — 20
  - Race — 22
  - Limited English Proficiency (LEP) — 24
  - Household Income — 26
  - Employment — 28

- **LAND USE AND ENVIRONMENT**
  - Land Use — 32
  - Water Resources — 34

## INFRASTRUCTURE

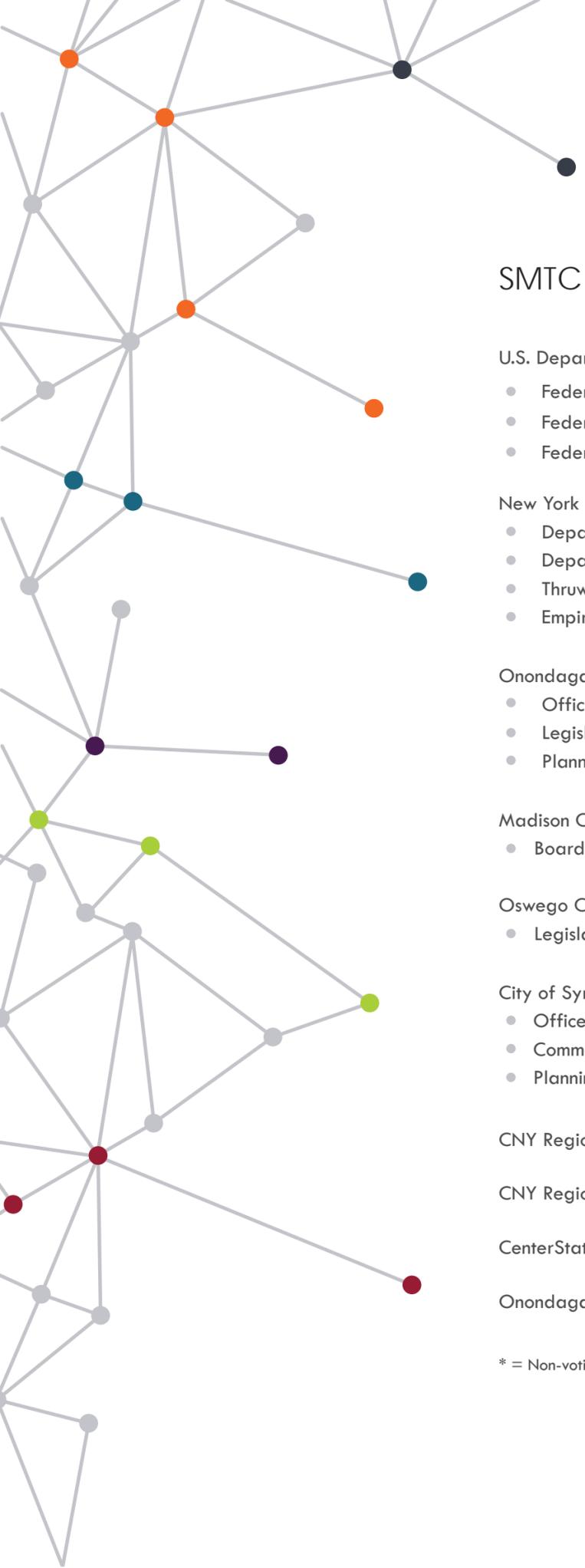
- Interstates and National Highway System — 38
- Functional Class — 40
- Pavement — 42
- Bridges — 44
- Rail Facilities — 46
- Freight — 48
- Air Travel — 50
- Transit — 52
- Trails and Bicycle Facilities — 56

## MOBILITY

- Traffic — 60
- Commuting Patterns — 62
- Commuter Flows — 64
- Commuting Times — 66
- How We Get to Work — 68
- Households and Vehicle Availability — 70

## SAFETY

- Accidents — 74
- Bicycle and Pedestrian Accidents — 76



## SMTC Policy Committee Members

### U.S. Department of Transportation

- Federal Aviation Administration\*
- Federal Highway Administration\*
- Federal Transit Administration\*

### New York State

- Department of Environmental Conservation
- Department of Transportation
- Thruway Authority
- Empire State Development

### Onondaga County

- Office of the County Executive
- Legislature
- Planning Board

### Madison County

- Board of Supervisors\*

### Oswego County

- Legislature\*

### City of Syracuse

- Office of the Mayor
- Common Council
- Planning Commission

### CNY Regional Transportation Authority (Centro)

### CNY Regional Planning & Development Board

### CenterState Corporation for Economic Opportunity

### Onondaga Nation\*

\* = Non-voting advisory agency

