

Problem Statement

“Over the past decade, the Downer Street corridor has experienced significant commercial and residential development, which has led to concerns regarding the corridor’s accessibility, safety, and sense of place. In light of continued expected development, the community recognizes the need for a corridor-wide plan to address the land use and transportation issues which contribute to these concerns.”

Drafted by the Steering committee in the Fall of 2007



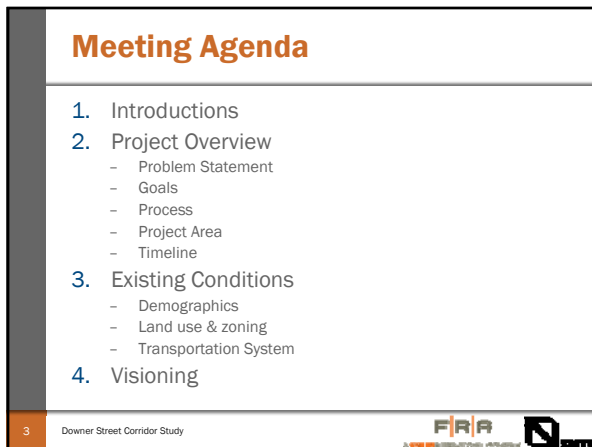
 
A TRULIN INTERNATIONAL COMPANY

Downer Street Corridor Study

Public Meeting #1
April 2, 2008





Agenda Meeting



Meeting Agenda



1. Introductions
2. Project Overview
 - Problem Statement
 - Goals
 - Process
 - Project Area
 - Timeline
3. Existing Conditions
 - Demographics
 - Land use & zoning
 - Transportation System
4. Visioning

3 Downer Street Corridor Study  


Team Introductions

Introductions

- FRA
- SMTC
- Study Advisory Committee

5 Downer Street Corridor Study  

What is the Syracuse Metropolitan Transportation Council?



The transportation planning process is:
Cooperative

- Facilitate interaction between federal, state, and local agencies to develop **TRANSPORTATION PLANS & PROGRAMS**
- Provide opportunities for citizen participation in **PLANNING**
- No actual **IMPLEMENTATION**

SMTC Member Agencies

Central New York Regional Transportation Authority
Central New York Regional Planning & Development Board

City of Syracuse:

Mayor	Common Council
Department of Public Works	Planning Commission
Community Development	

Metropolitan Development Association

New York State:

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

Onondaga County:

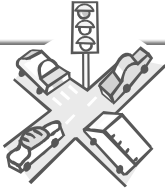
County Executive	Department of Transportation
County Legislature	Planning Board

Syracuse-Onondaga County Planning Agency



Study Goals

- Improve roadway accessibility, safety, and mobility;
- Improve pedestrian, bike, and transit options (including ADA accessibility);
- Improve the visual character of the corridor; and
- Coordinate land use and transportation planning in order to promote sustainable growth.



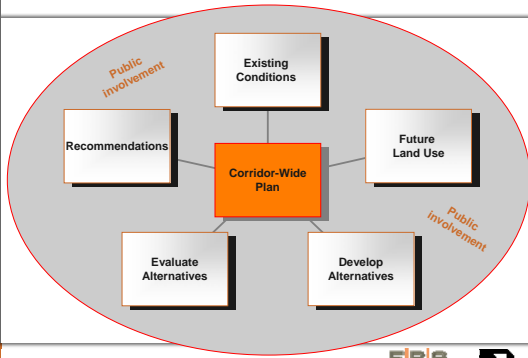
13

Downer Street Corridor Study

FIRIA



Study Process



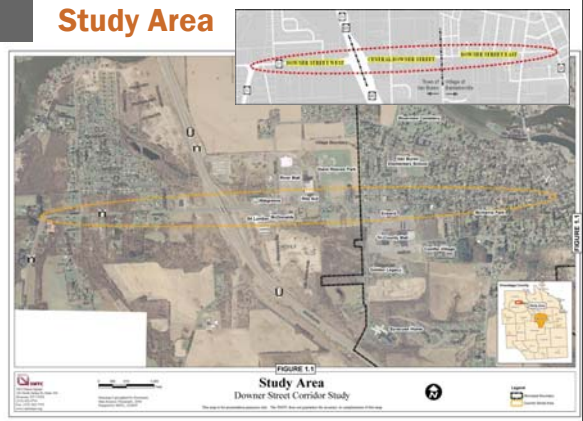
14

Downer Street Corridor Study

FIRIA



Study Area



Demographics

- Dominance of private vehicle use as means to work
- ~5% of people within Village walk to work
- Small percentage use public transportation

Households without a vehicle

- ~1.5% west of 690
- ~27% from 690 to village
- ~7% in village

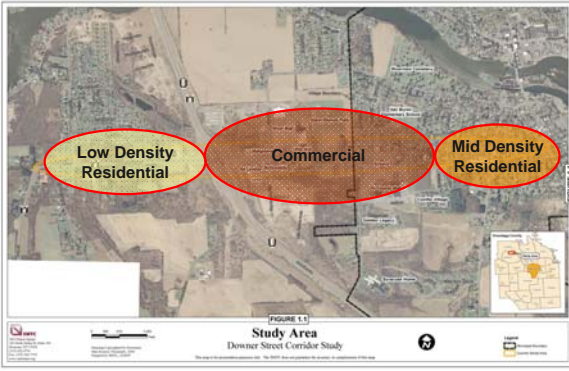


19

Downer Street Corridor Study



Generalized Land Use



Zoning





21

Downer Street Corridor Study



Transportation Network



- Mostly unsignalized intersections 
- Signals at
 - Crego Rd/Sun Meadows Way
 - Frawley Dr 
 - Route 48
- One travel lane in each direction except near 690 interchange
- Turning lane(s) in commercial area
- 55mph 690 to west limit; 40mph 690 to Village; 30 within village

22 Downer Street Corridor Study



Transportation Network



- NYS Bike Route 5 along entire corridor – condition varies
- Park & Ride at Tri-County Mall
- 12 bus stop locations within corridor 
- Sidewalks within Village portion of corridor
- Pedestrian crosswalk at Seneca Street; pedestrian signal head at Route 48 

23 Downer Street Corridor Study



Existing Traffic Operations

- All (3) signalized intersections operate well
- Of the 6 unsignalized intersections, turning movements at 690 have sub-par operations



24 Downer Street Corridor Study



Future Expected Conditions

Demographic Changes

General trends:

- > Limited population growth
- > Increasing number of households
- > Aging population with different housing needs
- > Increasing number of residents living below poverty line

Future Land Use



- Residential development in areas already served by community services
- Commercial in the entire area west of the village line and east of 690, except for a small neighborhood conservation area north of Tappan Street.

Viewing Visioning

Visioning

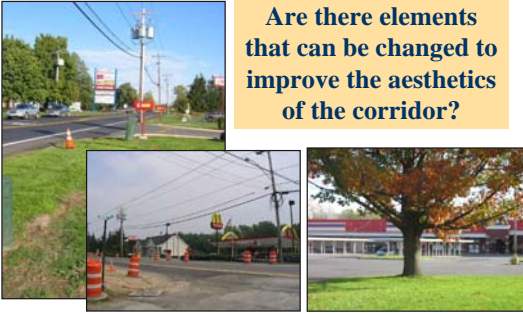


What is most visually appealing about the Downer Street corridor?

29 Downer Street Corridor Study




Visioning



Are there elements that can be changed to improve the aesthetics of the corridor?

30 Downer Street Corridor Study



Visioning



How safe do you feel driving, biking or walking the corridor?

31 Downer Street Corridor Study



Visioning



Are bicycle and/or pedestrian enhancements needed?

32 Downer Street Corridor Study



Visioning



Are there areas where safety, visibility, or access are an issue?

33 Downer Street Corridor Study



Visioning



Is there adequate directional signage along the corridor?



34 Downer Street Corridor Study



Visioning



Are business signs attractive and easy to locate and read?

35 Downer Street Corridor Study



Visioning



Is there adequate parking in the vicinity of the places you go to?



36 Downer Street Corridor Study



Visioning



Do you utilize public transit?
Can it be improved upon?

37 Downer Street Corridor Study



Visioning



Is there good access control throughout the corridor?



38 Downer Street Corridor Study



Next
Steps
