
5. PROJECTS FOR IMPLEMENTATION

INTRODUCTION

The purpose of this chapter is to list selected transportation related initiatives and projects for implementation. Where possible, the narratives will define the appropriate party(s) to implement the project or initiative. This plan tries to be capture the activities of all parties dealing with transportation in Tompkins County. Therefore, principal project responsibility may lie with municipalities, State agencies, other public/private agencies or a combination of these. When there is sufficient detail or previous experience in conducting such projects or initiatives, a dollar cost estimate will be included.

The initiatives and projects that are presented here are intended to provide the strategic plan necessary to achieve a portion of the community's vision as expressed in the Goals and Objectives.

This section of the Long Rang Transportation Plan, is organized around the functional headings of:

- *Trail Development Efforts,*
- *Planning Efforts,*
- *Mobility/Capacity Efforts,*
- *Infrastructure Efforts,*
- *Operations and Maintenance Efforts.*

While not every initiative fits neatly under one of these headings, they provide a useful organizational framework. The projects and initiatives listed in this chapter exist at different stages of implementation. Many are listed as desirable projects but have not been implemented. Others have been started and exist at some stage of implementation. The action item description will indicate if implementation is ongoing. Otherwise, the expected implementation time interval is indicated following the project title as short, intermediate, or long as represented below. It is understood that implementation for many of these projects will be continuous in nature, stretching over several years:

- Short = 1-5 years
- Intermediate = 5-10 years
- Long = 10-20 years

Priority Areas

Of the activities listed in this Chapter the ITCTC has selected the following to be priority areas to facilitate implementation:

- Trail Development Efforts
- Transportation System Management Projects
- Transit Enhancement Initiatives

These priority areas seek to enhance the efficiency of the current transportation system while providing for alternatives to automobile use. In an area like Tompkins County, with moderate growth rates and limited potential for additional road capacity, the main strategy for addressing congestion is founded on increased efficiency of use of the exiting infrastructure, coupled with the diversion of trips to alternative modes of transportation, primarily transit, walking and bicycling.

Trail Development Efforts

The ITCTC and other agencies and municipalities in Tompkins County have developed plans for a countywide network of multi-use trails. There is concern that prolonging the implementation of these plans will jeopardize the feasibility securing rights of way and constructing the trail facilities.

The development of an interconnected regional multi-use trail network would provide the infrastructure to facilitate the use of walking and bicycling for a variety of trip purposes: work based, recreation, etc.

Transportation System Management Projects

Evidence around the nation indicates that you cannot build yourself out of congestion. In other words, just providing for additional capacity will not solve congestion issues. The federal legislation since ISTEA in 1991 has been supportive of development of an intermodal transportation network that stresses efficiency of operations. Transportation System Management (TSM) is the concept of managing the existing transportation system for increased efficiency through the use of projects such as improved traffic signal systems, intersection channelization, etc.

Transit Enhancement Initiatives

The transit system in Tompkins County is already one of the most efficient in New York State. However, the system could be enhanced to provide increased mobility to residents and relief to existing and projected road congestion. Increased transit use is an important component of maintaining levels of service on the road network, particularly in the urbanized area of the County, where congestion levels are the highest and transit can offer the most service.

TRANSPORTATION INITIATIVES

A. TRAIL DEVELOPMENT EFFORTS

I. Assistance to Local Trail Development Efforts

1. Implementation of Trail Development Strategy

Implementation interval - Short

To be conducted by ITCTC staff, in coordination with the Tompkins County Planning Department, in support of trail development efforts.

On March 1996 the ITCTC completed the Transportation Trail/Corridor Study (see section on Completed Projects at the end of this chapter). The ITCTC has expressed its support and priority for the aggressive and effective implementation of the trail network described in the Trail/Corridor Study. When determining how to fund a trail development project, the ITCTC will consider, and will urge NYSDOT transportation planners and decision makers to consider, all eligible federal funding categories, not only Transportation Enhancements. Development of a comprehensive multi-use trails network in Tompkins County has the potential for a significant positive impact on the transportation system. In addition, multi-use trails serve as a regional asset, providing harder to quantify but no less important, benefits to the quality of life of residents of Tompkins County.

The ITCTC recognizes that the time for trail development is now, since additional land use development over the years will only complicate the acquisition of corridors.

Trail Development Strategy

Implementation procedures for trail development need to be long range in scope and multifaceted. The following implementation actions comprise an informal outline of proposed trail development activities for Tompkins County. Items 2 through 5 are numbered for reference purposes; their implementation is expected to be concurrent.

1) Sponsor seminars on trail development. These educational efforts may be repeated periodically. Seminars will provide a venue to discuss local experiences in trail development and report on available resources for trail development in Tompkins County. Seminars may include site visits to existing trails.

2) ITCTC together with the Tompkins County Planning Department (TCPD) can provide trail development technical assistance, i.e. mapping, grant applications,

to interested municipalities and other government agencies (see below for more details). Interested participants should make an official request for assistance through their mayor or supervisor in the form of a letter directed to the ITCTC and the TCPD.

3) ITCTC, together with local/agency officials, will help to identify ready to build trails and will work to advance their development.

4) ITCTC/TCPD and interested local officials work to develop a countywide trails map that will serve to identify the needed rights of way. This activity can be accomplished after municipalities/agencies have completed work identifying trails.

*5) ITCTC provides information on available State and Federal funding for trail development.
Timeline: continuous effort.*

ITCTC provides information on available State and Federal funding for trail development.

Trails Development Technical Assistance

ITCTC Staff offers the following technical assistance to interested local governments, agencies and others interested in developing multi-use trails.

Technical Assistance to Develop Individual Trails

1) Will help to get timely information on trails and funding sources .

2) Will help research specific trail development and design questions .

3) Will help fund trail projects through the TIP and other sources of federal & state funding.

4) Will help write grants.

5) Will develop maps to assist in individual trail development (e.g., identify tax parcels and land owners, soils, slopes, wetlands, along the trail route, etc.)

Technical Assistance for Municipal Trails Planning

1) Will help a municipality or interested party develop a trails plan and vision for trail development

o Will facilitate public meetings to develop consensus on the plan

o Will develop maps to identify existing and future trail routes.

2) *Will help coordinate multi-jurisdictional issues in trail planning:*

- o Will identify and help coordinate trails that cross municipal borders.*
- o Will assist in exploring inter-municipal agreements for trail development and in developing joint grant applications for trails that cross municipal borders.*
- o Will assist in exploring inter-municipal agreements for trail maintenance, not unlike existing road maintenance agreements.*

B. PLANNING EFFORTS

I. Land Use Plan and Policies:

1. Review of Local Development Regulations

Implementation interval = Intermediate

To be conducted by municipalities in conjunction with the ITCTC. Cost: To be determined.

Local development regulations should contribute to the solution of transportation issues and not unnecessarily degrade the performance of the transportation system. For example, the number of parking spaces required by zoning regulations should not be excessive; site design requirements should adequately address pedestrian and bicycle access and amenities; new developments should be "transit-oriented" in order to encourage and accommodate transit use; commercial access to arterial facilities must be carefully reviewed and controlled; and on-site circulation should be adequately studied and addressed. Further, local regulations should be considered on a regional scale and work to support the Principles and Policies included in the Tompkins County Comprehensive Plan.

2. Develop Traditional/Physical Land Use Plans

Implementation interval = Long

To be conducted by municipalities.

Cost: To be determined.

The lack of current physical land use plans (i.e., graphic maps showing where future land uses should be generally located), including a thoroughfare plan element (i.e., local street systems) is a major impediment to rational transportation infrastructure investment decisions. Local governments are encouraged to develop such plans for a common horizon year. Development within a common GIS database would be highly desirable.

3. Develop a Countywide SR-13 Corridor Plan

Implementation interval = Intermediate

To be conducted jointly by the affected local jurisdictions and the ITCTC.

Cost: To be determined.

State Route 13 is the sole principal arterial in the Tompkins County. One of its primary functions is to carry traffic with longer trip lengths (i.e., through-traffic). However, it has become a principal commercial corridor, particularly through the City of Ithaca. Current and proposed commercial expansion in the southwest retail area of the City, has resulted in an increase in trip generating activities, with additional increases projected for the future along the adjacent portion of SR-13.

As the economic vitality of Tompkins County increases, there will undoubtedly be additional pressure to develop commercial parcels and major residential subdivisions adjacent to the SR-13 corridor. It is recommended that local governments crossed by SR-13 engage in a study to analyze and recommend specific strategies, land use related and operational, that will protect the functional operation of the highway. [Note: There may be other corridors (e.g., Warren Road, N. Triphammer Road and SR-96) that merit this type of special planning attention.]

4. Develop a Countywide Scenic Roads Plan

Implementation interval = Intermediate

To be conducted by the ITCTC and affected municipalities.

Cost: \$20,000 (approximately).

The objective is to incorporate roads of scenic, historic, or cultural significance into a logical comprehensive system that encourages community investment, tourism, and preservation activities. The effort will include a review of current NYS Scenic Byways or other "models". The project will result in a Countywide Scenic Roads Plan including specific proposals for applications to NYS Scenic Byways Program and Transportation Enhancement Program for funding. All activities under this effort need to be done in cooperation and coordination with the on going development of the currently designated Cayuga Lake Scenic Byway.

II. Transportation Data Collection Activities

1. Develop a Coordinated Annual Traffic Count Program

Implementation interval = Short

To be conducted by the ITCTC in coordination with NYSDOT, Tompkins County, City of Ithaca, Town of

Ithaca and other interested municipalities in Tompkins County.

Cost: to be determined.

Traffic counts are the most commonly requested transportation related data. Traffic counts are important for the calibration of the ITCTC travel demand model and to study the pattern of vehicular movement on the road network. Such information can be used to develop facilities maintenance plans and transportation policy. This project is meant to create a coordinated annual traffic counts program, which could be used over the years to monitor traffic movements and for the applications indicated above. Several agencies are already collecting traffic counts on a regular basis. These efforts can be enhanced and coordinated to achieve a level of uniformity that would maximize the use of the data being collected.

2. Conduct a household travel survey for Tompkins County

Implementation interval = Intermediate

To be conducted by the ITCTC.

Cost: \$60,000 estimated.

Household travel surveys are used to gather trip-related data such as mode of transportation, and duration, distance and purpose of trips. It also gathers demographic, geographic, and economic data for analysis purposes. The data can be used to gauge the extent and patterns of travel, to plan new investments, and to better understand the implications for the region's transportation infrastructure. The data is also valuable to calibrate the trip type and trip rate tables used in the ITCTC travel demand model.

III. Promotional and Educational Strategies

1. Safety Education

Implementation interval = Short

To be jointly conducted by various participants.

Cost: To be determined.

General safety education has been identified as a priority. Education efforts may be low-cost to implement and can be directed towards a number of audiences. Audiences may range from elementary school programs to college-level continuing education. The recommendation is for the ITCTC to establish a subcommittee on safety. This subcommittee would be charged with reviewing current efforts in the area, determining additional "target audiences", and investigating implementation mechanisms.

2. Transit Promotions

Ongoing project managed TCAT Marketing Division.

Cost: Varying, to be determined

TCAT follows a marketing strategy with comprehensive public outreach. In addition to advertising, TCAT operates a website (www.tcatbus.com) that includes an automated trip planner and on-line bus pass sales. In addition, TCAT updates schedule information at bus stops and distributes printed schedules and route maps. Recommendations for future actions include real-time bus location information and two-way communication at key transfer stops, enhanced promotion of TCAT employer subsidy of transit passes and expansion of the emergency trip home program for pass users. The cost of these recommendations is to be determined.

3. Bicycle Promotions

To be jointly conducted by various participants.

Implementation interval = Short

Cost: To be determined.

Recent efforts have been piecemeal, and need improved coordination. Full support of local governments, ranging from declarations of "Bike to Work Week" to providing staff support to organize events, would be beneficial. This effort should be linked to previously discussed education programs to ensure that bicycling safety is addressed.

4. Pedestrian Promotions

Implementation interval = Short

To be jointly conducted by various participants.

Cost: To be determined.

In general, pedestrian groups are not well organized or are extremely low-profile. The recently formed Curb-Your-Car Coalition has sponsored a series of events including the week-long "Community Conversation on Transportation", which provided a much needed focus on pedestrians and walking as a valid and viable form of transportation for many trips. Other events with strong pedestrian elements (e.g., walks for charity, etc.) need a stronger relationship to pedestrian transportation issues. This effort should be linked to previously discussed education programs to ensure that pedestrian safety is addressed.

5. Develop Bicycle Suitability Map for Tompkins County.

Implementation interval = Short

To be conducted by the ITCTC in conjunction with the local participants.

Cost: To be determined.

In the year 2000 the ITCTC conducted a countywide road shoulders condition inventory. This effort can serve as the basis for a more detailed

survey of shoulder conditions designed to facilitate safe bicycling. Such an effort requires the participation of local bicyclists to assist in the inventory and evaluation process. A uniform rating procedure is also needed. The results will be used to develop a bicycling suitability map and a prioritized list of shoulder improvement projects that would be useful in the development of bicycle plans and programs.

IV. Transportation Infrastructure

Work with municipalities and other local partners to assess transportation infrastructure needs, including roadways, transit, bicycles and pedestrians, to support local planning efforts.

1. Roadway Needs Assessment

Implementation interval = Ongoing

To be conducted by the ITCTC and participating local governments.

Cost: Varying, to be determined

Utilizing the travel demand model, the ITCTC will work with local governments to assist in analyzing the roadway network impact of future land use plans and anticipated development.

2. Bicycle Needs Assessment

Implementation interval = Intermediate

To be completed by various participants in conjunction with the ITCTC.

Cost: To be determined.

Current bicycle planning efforts are weak in the areas of cost analysis and future use projections. Efforts to produce more technically oriented bicycle plans, at the local and regional levels, should be undertaken.

3. Local Design Standards for Bicycle Facilities

Implementation interval = Intermediate

To be conducted by the ITCTC in conjunction with the local participants, NYSDOT, and Cornell University.

Cost: To be determined.

Uniform facility standards throughout the region are desirable in order to enhance safety and facilitate bicycle network expansion. Design standards can be expected to vary depending on the surrounding land use patterns (urban, suburban, rural).

4. Pedestrian Facilities Planning

Implementation interval = Intermediate

To be completed by various participants in cooperation with the ITCTC.

Cost: To be determined.

Pedestrian planning has to date been only a side effect of project implementation. The

ITCTC has inventoried pedestrian facilities countywide. Additional work is needed to identify specific priorities and costs for the completion and maintenance of the pedestrian facilities network countywide. This effort will be coordinated with TCAT to enhance pedestrian access to bus stops and shelters.

As part of this effort ITCTC staff will work with Tompkins County Planning Department staff to develop and implement a Community Based Walkability Survey. This TCPD initiative is funded under a TEA-21 TCSP grant.

5. Transit Infrastructure

Implementation interval = Intermediate

To be completed by TCAT in cooperation with the ITCTC.

Cost: To be determined.

TCAT has developed a detailed capital needs plan that addresses the acquisition/replacement of vehicles, communications equipment, transit facility equipment, safety and security equipment, and bus stops and shelters. The ITCTC will work in coordination with TCAT to ensure that its facilities and equipment needs are met in order to ensure the highest quality public transportation system for the residents of Tompkins County.

C. MOBILITY/CAPACITY EFFORTS

I. Transportation Demand Management Programs

1. Voluntary Employee Commute Options (ECO) Program

Implementation interval = Long

To be conducted by the ITCTC in conjunction with TCAT and NYSDOT with the cooperation of local employers.

Cost: To be determined.

The ITCTC should undertake a program designed to assist selected major employers in establishing an Employee Commute Options (ECO) program similar to those that are mandated in the downstate non-attainment regions. This effort would focus on assisting willing employers in establishing a program "coordinator" position, providing model programs, and establishing employee awareness and education programs.

2. Ride-Matching Program

Implementation interval = Intermediate

To be conducted by TCAT in cooperation with the ITCTC and NYSDOT. Cost: To be determined.

A computerized ride-matching program should be established.

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4. Voluntary Variable Work Hours Program
Implementation interval = Long
To be conducted by the ITCTC in conjunction with local municipalities and TCAT with the cooperation of local employers.
This could be a sub-component of that larger effort See I.1 (above).

II. Community Based Projects

1. Study of the Parking System in the City of Ithaca
Implementation interval = Intermediate
To be conducted by the City of Ithaca in cooperation with the ITCTC, Cornell University and other affected parties.
Cost: To be determined.
The City of Ithaca has a varied system of parking and parking regulations. These have evolved to address the demands from different sectors of the community: local businesses, permanent and temporary (rental housing) residents, commuting employees, etc. The proposed study will analyze the current demands on the parking systems and propose strategies and policies that will maximize the use of the City's existing infrastructure, and make recommendations for potential enhancements.
2. Study Implementation of Car Sharing Program in Tompkins County
Implementation interval = Short
To be conducted by the ITCTC in coordination with community partners.
Cost: \$15,000-\$20,000 estimated
Car sharing is a well established strategy for reducing automobile dependency. Programs are in place throughout Europe and in many cities across the United States. According to research at the California Center for Innovative Transportation, as of mid-2003 there were 15 car sharing organizations in the US with 25,727 members and 784 vehicles. The proposed study is meant to address the feasibility of car sharing for Tompkins County including: costs and revenue estimates, identification of potential markets, analysis of most feasible organizational structure (not-for-profit, for-profit, partnership, etc.) for the local market and recommendations for an implementation strategy.
3. Cornell Daily-Fee Parking System Study
Implementation interval = Intermediate
To be conducted by the ITCTC in association with Cornell University, the City of Ithaca, Town of Ithaca and Village of Cayuga Heights.
Cost: \$40,000 estimated
The NESTS Transit Planning Project (NTPP) recommended a study on moving from the current

permit-based parking system at Cornell University to a daily-fee system employing smart card technology. The switch to a daily parking fee would alter the incentives for parking since drivers would face a charge for each day they parked and would save the fee if they used transit or another mode instead. The NTPP report includes a technical memorandum discussing in detail a series of technology options available to Cornell that would make the daily-fee system convenient and easy to use. This Daily-Fee Parking System Study should be designed to recommend an implementation strategy of a new parking system at Cornell, determine the overall cost of implementation, provide financing strategies and estimate the potential impacts on parking demand in the short and long range periods.

4. Northeast Subarea Transportation Study Follow-Up
Implementation interval = Intermediate
To be conducted by the ITCTC in association with participating agencies and municipalities.
Cost: To be determined.
The Northeast Subarea Transportation Study (NESTS) was completed in 1999. The study resulted in a number of recommendations, which exist at different levels of implementation. The ITCTC will continue to address implementation of these recommendations. In particular, close attention will be paid to the impacts on traffic circulation based on current and expected development patterns and the monitoring of local improvements identified during the study.
5. Study of Mobility Impaired Population
Implementation interval = Intermediate
To be conducted by the ITCTC in association with interested agencies.
Cost: To be determined.
Mobility impaired persons are generally those persons who, for one reason or another, do not have personal access to the use of an automobile. In general, these persons are elderly, disabled, youths, or economically disadvantaged. This project is to study the mobility impaired population of Tompkins County to determine the nature and extent of resources and needs of persons in the area.

III. Transit Programs

1. Passenger Information Services
Implementation interval = Short
To be conducted by TCAT.
Cost: To be determined.
With the goal of providing individual customer information accessible 24-hours/day, TCAT will evaluate and implement

a comprehensive passenger information program. The information services range from simple to complex. TCAT is implementing a broad-based bus stop sign project with summary schedules. TCAT seeks to improve customer information access by telephone and internet and other evolving technologies.

2. Enhanced Downtown Ithaca Transit Facilities (City Center Project)

Implementation interval = Ongoing

To be conducted by TCAT.

Cost: \$1.5 million (estimated)

This is an ongoing project. TCAT is reassessing and enhancing their network of transit stops around downtown Ithaca.

3. Passenger Facilities Improvements

Implementation interval = Short

To be conducted by TCAT

Cost: To be determined.

The project will assess needs at passenger stops and shelters for signage, ADA and pedestrian access, lighting, safety, communications, bike storage and physical and design integration with surroundings, including the need for bus pull-offs and road shoulder improvements. These efforts will be coordinated with planned pedestrian facility improvements.

4. NESTS Transit Planning Project (NTPP) – Implementation of Study Recommendations

Implementation interval = Intermediate/Long

To be conducted by the TCAT in association with the ITCTC and affected parties.

Cost: To be determined

The Northeast Subarea Transportation Study was completed on February 2003. This study includes a series of recommendations for improving transit service between the Northeast subarea, downtown Ithaca, Cornell University and access from the SR-79 corridor. The recommendations address existing and expanded transit service as well as need for new facilities. Implementation of some of the project's recommendation is ongoing. However, it is recognized that implementation of some NTPP recommendations will take place over an extended period of time due to service capacity limitations and funding constraints.

5. Linking Collegetown and Downtown Ithaca - Feasibility Study

Implementation interval = Short

To be conducted by the City of Ithaca in association with the Ithaca Downtown Partnership, the ITCTC and other interested parties.

Cost: \$20,000 estimated

A persistent planning and economic development challenge in the City of Ithaca has been how to better link Collegetown and the Cornell University student population to downtown Ithaca. Connecting these activity centers promises to generate a more dynamic urban center with enhanced economic activity and better "town-gown" interaction. The proposed project will study alternatives to enhance the physical connections between Collegetown and Downtown and result in a feasibility analysis addressing technical and fiscal issues related to the various alternatives.

IV. Transportation Systems Management

1. Traffic Signal Upgrade Program

Implementation interval = Intermediate

To be conducted by the City of Ithaca in cooperation with NYSDOT.

Cost: To be determined.

The upgrade of the traffic signal system in the core urban area of the City of Ithaca is one of the most important capital projects facing the area. The current system causes substantial delay and congestion despite constant efforts to keep the system in synchronization. Use of sensors to actuate signals in the presence of vehicles, bicycles, and pedestrians should be explored. In addition, it is recommended that the use of emergency vehicle and transit priority systems be studied and considered for implementation where appropriate. The initial phase of this project has been funded through the ITCTC's TIP and, at the time of this plan update, is in the implementation stages. Additional resources are needed to address the continuing phases of this effort.

2. Intersection Studies

Implementation interval = Intermediate

To be conducted by the ITCTC in conjunction with NYSDOT, the affected local participants, and Cornell University.

Cost: To be determined.

A comprehensive evaluation of local intersections for capacity, delay, safety, and pedestrian/bicycle amenities is recommended. Recommendations should include innovative, low-impact solutions with an emphasis on cost-effectiveness. One implementation option is to work with the Cornell University Civil Engineering program, which does "case studies" every semester, to coordinate the research/reporting efforts.

D. OPERATIONS AND MAINTENANCE EFFORTS

I. Local Resource Sharing

1. Personnel Resources

Implementation interval = Intermediate

To be conducted by the local participants in cooperation with the ITCTC and NYSDOT. Cost: To be determined.

It has been recommended that local participants examine their needs and resources and consider new models for consolidating services. For example, the County may have design staff that could assist a village with designing a project (instead of hiring a consultant).

2. Equipment

Implementation interval = Intermediate

To be conducted by the local participants in cooperation with the ITCTC and NYSDOT.

Cost: To be determined.

This current practice should be continued, formalized, and expanded in order to save public expense in the replacement of expensive heavy equipment.

3. Materials Purchasing & Storage

Implementation interval = Intermediate

To be conducted by the local participants in cooperation with the ITCTC and NYSDOT.

Cost: To be determined.

Joint purchasing may provide the benefit of reduced cost (by "buying in bulk" and in saving time and hauling costs from distributed instead of centralized stock piles). In addition, shared storage facilities could provide savings of valuable property. This may become a more crucial issue if proposed regulations materialize requiring salt storage in a contained, covered building.

4. Review of Highway Jurisdiction

Implementation interval = Short

To be conducted by the local participants with cooperation from the ITCTC.

Cost: To be determined.

Roadways come under the jurisdiction and control of city, village, town, county and state governments. Over time the functionality and operation of roadways may change along with changes in preferred commuting routes, land use patterns, location of population and employment centers, etc. In some cases roadways are owned by multiple jurisdictions, creating inefficiencies. As a result of the above there are times when changing ownership of a roadway may lead to increased efficiencies and lower costs of maintenance. This project proposes to review the highway jurisdiction

patterns in Tompkins County to identify instances where a change in ownership can result in benefits to the parties involved.

5. Snow Plowing Priority Plan

Implementation interval = Intermediate

To be conducted by local participants in conjunction with the ITCTC.

Cost: To be determined.

A simple plan, illustrated in map form, showing snow plow priority routes would be of benefit to the public, private sector transportation providers (e.g. truckers, delivery services, personal care workers, etc.), and public safety agencies.

II. Enforcement Actions

1. Priority Enforcement Plan

Implementation interval = Intermediate

To be conducted by the local participants in cooperation with the ITCTC, local and State Police agencies.

Cost: To be determined.

Local traffic enforcement should be increased; however, it is recognized that police budgets are limited. For that reason, it has been suggested that efforts to enforce traffic laws could be coordinated with transportation professionals. Local transportation professionals routinely collect information such as traffic volume, vehicle mix, and traffic speeds. This information could assist local police agencies in focusing their efforts in order to maximize the impact of enforcement actions.

2. Study the Use of Remote Enforcement Options

Implementation interval = Intermediate

To be conducted by the local participants in cooperation with the ITCTC.

Cost: To be determined.

"High tech" solutions utilizing remote sensing technologies have been employed in several Cities in the U.S. and Europe. For example, a commonly used technology that has been studied in some depth uses sensors to detect 'red-light runners'. This technology would assist local police agencies address their personnel and budget shortage -issues.

3. Traffic Clearing Plan

Implementation interval = Intermediate

To be conducted by the local participants in cooperation with the ITCTC, local and state police agencies.

Cost: To be determined.

A policy of traffic clearing procedures should be reviewed/established. Such a policy would

specify how police would clear traffic obstacles, particularly in high congestion areas. These policies may range from when to use the vehicle-mounted "push bumpers" to establishing a towing franchise (i.e., which operator to call).

Transportation Study will take place over an extended period of time.

4. Hazardous Materials Routing

Implementation interval = Intermediate

To be conducted by the ITCTC in cooperation with the local participants, NYSDOT, and other affected enterprises.

Cost: To be determined.

Public safety personnel, transportation professionals, and the trucking and transportation industry should be included in a process to plan hazardous material routes. In addition, specific haz-mat responses should be formalized. The topography of the area (i.e., major hills leading into the City) and the nearly singular access to the hospital make this an important issue.

5. Accident Reporting System

Implementation interval = Short

To be conducted by the ITCTC in cooperation with law enforcement, fire and rescue and emergency management staff.

Cost: To be determined.

Having a centralized, uniform accident reporting system would allow transportation planners to map the location of accidents. These data would be used to identify high accident intersections and road links. Once identified these locations can be analyzed and dangerous conditions can be addressed.

III. Freight Movement

1. Freight Transportation Study – Implementation of Study Recommendations

Implementation interval = Intermediate/Long

To be conducted by the ITCTC in cooperation with law enforcement, fire and rescue and emergency management staff.

Cost: To be determined.

The Tompkins County Freight Transportation Study was completed on April 2002. This study includes a series of recommendations for improving freight movement through the county. The principal goals of the study were to minimize the negative impacts of freight transportation, mostly truck hauling, while increasing safety of residents, truck drivers and other road users. The study recommends truck routes, increased enforcement actions and an education program for shippers and the public. It is recognized that implementation of recommendations from the Freight