

**APPENDIX B**

**INVENTORY OF TRANSPORTATION DOCUMENTS**

**2030 LONG RANGE TRANSPORTATION PLAN**  
**Ithaca-Tompkins County Transportation Council**

## INVENTORY OF TRANSPORTATION PLANNING DOCUMENTS

The list of documents included in this appendix is meant to serve as resource to readers. It includes a variety of reports, plans and studies that have an impact on transportation in Tompkins County. Although every effort was made to identify appropriate documents, this should not be considered an exhaustive list.

**Indicators of Success: Achieving the Policies of the Tompkins County Comprehensive Plan (2008)**, Tompkins County Planning Department, December 2009

The Tompkins County Comprehensive Plan, provides that the Planning Commissioner will report annually to the County Legislature on progress in implementing the Plan.

**DRAFT: 2009 Tompkins County Comprehensive Emergency Management Plan: Annex 17, Transportation**, November 2009

Purpose: To ensure effective utilization of all available transportation resources and systems during emergencies and disasters.

**Town of Ulysses Comprehensive Plan**, Town of Ulysses Comprehensive Plan Committee and Planning Board, April 1999. Revised September 2009.

This comprehensive plan includes a section on transportation. It recommends developing a diversified transportation system and an appropriate transportation network

**New York State Energy Plan**, New York State Energy Research and Development Authority (NYSERDA), June 2002. Revised *DRAFT* August 2009.

The *2002 State Energy Plan and Final Environmental Impact Statement* (Energy Plan) encompasses policies designed to keep New York at the forefront among the states in providing its citizens with fairly priced, clean, and efficient energy resources. This Energy Plan positions New York to take advantage of technological developments among the most advanced uses of energy, and to participate in emerging markets for valuing and trading environmental attributes associated with energy use. In addition, implementation of this plan will stimulate job growth associated with the development of new technologies for the efficient production and use of a variety of energy resources and the expanded use of indigenous sources of power.

The Energy Plan is a blueprint to inform energy decision making and help ensure that: customers have the ability to choose the energy products and services that best suit their needs; a secure and well-maintained energy infrastructure is provided; the State's transportation system becomes more energy-efficient; and, adequate energy supplies that are critical to the State's stability are available.

**Town of Ithaca Transportation Plan**, Town of Ithaca Planning Department, July 9, 2009

The overall mission of the Transportation Plan is to foster a transportation system that enhances the quality of life in the Town. The Plan envisions a multi-modal transportation system that is compatible with the Town's growth objectives as expressed in the Comprehensive Plan, sensitive to the built and natural environments, and accessible to all.

**Tompkins Consolidated Area Transit (TCAT) Transit Development Plan / Route Study**, Approved by the TCAT Board of Directors - May 5, 2009

The Transit Development Plan (TDP) considered four main areas:

- Simplification and clarification of the fixed transit route system
- Introduction of alternative transit services (for example, demand-responsive transit or Park-and-Rides)
- Improved use of technology
- Better use of existing financial, capital, and human resources and identification of opportunities to receive additional funding or other resources

**NYS Route 96 Corridor Management Study**, Tompkins County Planning Department, April 2009

The Route 96 Corridor Management Study evaluates traffic impacts associated with development along the corridor from the Village of Trumansburg to the junction of NYS Routes 96 and 13, and provides recommendations and mitigation strategies. The Study quantifies existing and projected traffic and levels of service and evaluate how a nodal development pattern with mixed uses, enhanced transit service, access management, and additional transportation system improvements, including bike and pedestrian facilities, could mitigate the impacts of this traffic. The Study examines the option of promoting development nodes in the vicinities of Cayuga Medical Center and the Hamlet of Jacksonville as well as considering the impacts of anticipated development in the City of Ithaca and Village of Trumansburg, as an alternative to a sprawling suburban and rural development pattern. The final product defines the extent of nodal development and identifying specific access and corridor management improvements that could be made to mitigate traffic impacts. Key considerations include identifying multi-modal options in the corridor and protecting livability of impacted areas. The Study recommends specific land use regulatory changes and transportation system improvements that would have the effect of reducing the traffic impacts of future development in the corridor.

**Tompkins County Comprehensive Plan 2008 Amendment – Energy and Greenhouse Gas Emissions Element**, Tompkins County Planning Department, Adopted by the Tompkins County Legislature - December, 2008

This amendment sets in motion a multi-faceted plan for the Tompkins County community to reduce energy demand, improve energy efficiency, make the transition to renewable sources of energy, and reduce greenhouse gas emissions. The overarching goal of the Energy and Greenhouse Gas Emissions Element is to reduce greenhouse gas emissions in Tompkins County by at least two percent annually for the next 40 years, achieving at least an 80 percent reduction from 2008 levels of greenhouse gas emissions by the year 2050. This goal is tied to the greenhouse gas emissions reductions target proposed by the United Nations Intergovernmental Panel on Climate Change, which asserts that this stated decrease in greenhouse gas emissions is necessary in order to mitigate human impact on climate and to avoid the worst effects of global climate change.

**NYS Route 13 / 366 Corridor Management Plan**, Tompkins County Planning Department, (Revised June 2008)

The Route 13 Corridor Management Plan will develop land use and access management recommendations that maintain the primary function of NYS Routes 13 and 366, Tompkins County's only principal arterial connecting Tompkins County with points north and east, and with Interstate 81. The study area is located in the Town of Dryden and extends along NYS Route 13 from the Cortland County border westward to the western intersection with NYS Route 366 and, following NYS Route 366, to the Town of Ithaca border. The project will explore the feasibility of promoting a nodal development pattern along this major highway corridor and implementing access management techniques in order to, among other goals, preserve the functions of these highways.

**Northside Waterfront Circulation Plan** Tompkins County Planning Department, Draft Document:  
March 2008

The Northside Waterfront Circulation Plan will take a close look at the entire traffic and transportation system serving the area, including automotive, transit, pedestrian, and bicycle traffic and parking. The study area is located in the City of Ithaca and is bounded by Route 13/Fulton Street on the east, Cayuga Inlet on the West, Dey Street on the north, and Buffalo Street on the south. The study will take into account a number of existing and proposed projects, such as expansion of the Ithaca Farmers' Market, construction of Phase II of the Cayuga Waterfront Trail, development of Carpenter Business Park, redevelopment of the NYSDOT Maintenance Facility site, and expansion of the Cornell University and Ithaca College boathouses.

**Cornell Master Plan for the Ithaca Campus**, Cornell University, Approved by the Board of Trustees on  
March 7, 2008

A campus master plan is a living document that weaves together the functional relationships, environmental issues, landscaping, recreational space, vehicular and pedestrian traffic patterns, architectural character and future possibilities into a whole sufficiently capacious to realize the aspirations of the university.

**Village of Trumansburg Comprehensive Plan**, Adopted by the Trumansburg Village Board of Trustees -  
February 2008.

***20-Year Vision:***

In 2027, Trumansburg is a community that values safety, economic and cultural diversity, and local cultural history – residents actively plan to protect the Village's rural and friendly nature. Visitors feel a sense of community pride because of the welcoming entrances, and the well-maintained walkways and tree-lined streets. As a quiet, rural upstate New York village, with an accessible and attractive commercial center, Trumansburg is a place where people of all ages can freely engage in community life.

**Tompkins County Walkability: Final Report**, Tompkins County Planning Department, June 16, 2007

The intent of the project was to develop a methodology that could be used to help other interested communities evaluate and improve their walking conditions by outlining a method, or methods, for collecting information on existing walking conditions and for developing recommendations and implementation strategies for improving walkability.

The two communities selected for this project are the Village of Trumansburg and Northeast Ithaca, which consists of parts of both the Town of Ithaca and the Village of Cayuga Heights. Both communities are located within Tompkins County, New York.

**Transportation Focused Generic Environmental Impact Statement (TGEIS)**, Town of Ithaca - Cornell University, October 2006

Cornell University, in conjunction with the Town of Ithaca, prepared a transportation-focused Generic Environmental Impact Statement (t-GEIS) to identify and evaluate the transportation-related impacts, on transportation systems and neighborhoods, of hypothetical university population growth scenarios over the next decade, and identify potential mitigation strategies for those impacts. This will result in a set of strategies intended to improve transportation options for the entire Cornell community and reduce adverse transportation impacts on the community. The primary emphasis will be on identifying ways to reduce the number of trips by motor vehicles traveling through residential neighborhoods to and from Cornell. It will identify ways of getting people, not vehicles, to campus, and will include recommendations for transportation demand management, multi-modal transportation strategies including pedestrian, bicycle, transit and parking, safety, access and circulation modifications, such as traffic calming, zoning changes and other measures.

**Village of Dryden Comprehensive Plan**, Village of Dryden formally adopted its Comprehensive Plan - September 2006.

***Year 2025 Vision:***

The Village of Dryden, enriched by its past, will have a healthy “small town” atmosphere where attractive residences and vibrant businesses co-exist. The quality of life for our diverse and involved population is sustained by a sound infrastructure of roads, systems, and services. To achieve this quality of life, and to preserve and enhance our community, we will have reasonable and enforceable policies.

**Tompkins County Multi-Jurisdictional All-Hazard Mitigation Plan**, Tompkins County Planning Department, April 2006

In response to the requirements and deadlines of DMA 2000, Tompkins County and seven towns located in the county (Caroline, Danby, Enfield, Groton, Ithaca, Lansing, and Ulysses) have developed this Multi-Jurisdictional All Hazard Mitigation Plan (mitigation plan). The Disaster Mitigation Act of 2000 (DMA 2000) amends the Stafford Act and is the most recent legislation designed to improve planning for, response to, and recovery from disasters by requiring state and local entities to have all hazard mitigation plans in place by November 2004. The Federal Emergency Management Agency (FEMA) has issued guidelines for all hazard mitigation plans under DMA 2000 regulation. The New York State Emergency Management Office (SEMO) is also supporting local implementation of the plan.

**Tompkins County / Cornell Employee Commuter Survey: Phase 2 – Downtown Business Employees**, Ithaca-Tompkins County Transportation Council (ITCTC), February 2006

The main purpose of this survey was to understand more clearly how members of the Tompkins County/Cornell community get to work, why they choose one transportation mode over another, and what other options might be considered, if they were available.

**Tompkins County / Cornell Employee Commuter Survey: Phase 1 – Cornell Employees**, Ithaca-Tompkins County Transportation Council (ITCTC), June 2005

The main purpose of this survey was to understand more clearly how members of the Tompkins County/Cornell community get to work, why they choose one transportation mode over another, and what other options might be considered, if they were available.

**Tompkins County Comprehensive Plan**, Tompkins County Planning Department, Adopted by the Tompkins County Legislature - December 21, 2004.

This comprehensive plan includes a section on transportation choices recommending the following action items: (1) developing a bicycle suitability map, (2) developing a Route 13 corridor access management plan, (3) completing a traffic signal upgrade and intersection evaluation program, (4) developing a centralized and uniform accident reporting system, (5) conducting a transportation infrastructure needs assessment, (6) implementing Freight Transportation Study recommendations, and (7) developing a countywide comprehensive park and ride plan. Future growth and development to the year 2020 and beyond are discussed.

**Fewer Cars in Ithaca! Recommendations for Transportation Demand Management Strategies for Ithaca, NY**, a Professional Report to Cornell University by Gloria Lau, September 2004.

Discusses need for transportation demand management for City of Ithaca employees, ridesharing, park-n-ride lots, parking improvements, transit improvements, and education/marketing needs.

**Park and Ride for Tompkins County: White Paper**, Ithaca-Tompkins County Transportation Council (ITCTC), Tompkins County, September 2004.

This paper presents the concept of Park and Ride as a transportation system component and how it can be applied in the County.

**DRAFT Town of Dryden Comprehensive Plan**, Town of Dryden Planning Board, November, 2003.

This comprehensive plan includes a section on transportation. It recommends controlling traffic congestion along NYS Rte 13, limiting traffic volumes within the hamlets and villages, and providing alternatives to the automobile as a means of transportation. Future growth and development to the year 2020 and beyond are discussed.

**Report of the Mayor's Task Force on the Selective Implementation of a 25 Mile-Per-Hour Speed Limit**, City of Ithaca, November 2003.

Recommends a "first round" list of eligible streets in the City of Ithaca that should be considered for reducing speed limits to 25 miles-per-hour. Speed reductions to 25 miles-per-hour would improve pedestrian safety and quality of life in the neighborhoods.

**Enhancing Pedestrian Access in Tompkins County: a Guidebook on Sidewalk Improvements**, a Professional Report to Cornell University by Brian J. Varricchione, May 2003.

This report analyzes the location and condition of sidewalks in the towns and villages of Tompkins County. It discusses the adequacy of existing pedestrian transportation networks and identifies potential areas for improvement. Implementation mechanisms are

discussed to improve the condition and number of sidewalks along with suggested sources of federal and state funding and grantmaking foundations.

**Town of Danby Comprehensive Plan**, Danby Town Board and Planning Board, September 2003

This comprehensive plan includes a section on transportation. It recommends developing a safe and adequate system of roads to minimize traffic impacts, developing a variety of transportation options, and performing road related construction that minimizes negative impacts on neighborhoods and natural resources.

**The Northeast Subarea Transportation Study (NESTS) Transit Planning Project**, Ithaca-Tompkins County Transportation Council, Northeast Subarea (City of Ithaca extending north and east), Tompkins County, February 2003.

**Summary Report of Market Research**: Results of fifteen-minute telephone survey in the study area. The questions were designed to survey both regular users and non-users of the transit system. A total of 500 households were contacted regarding questions about age, marital status, income, gender, journey-to-work mode, and advantages / drawbacks of using public transit.

**Final Report**: Determined feasibility of encouraging people who currently drive in the northeast subarea to use transit instead. Service coverage and the frequency of service were determined as the most important factors. Parking cost was also a significant factor. Three new transit routes, four with significant modifications, six with slight modifications, and one eliminated route were recommended.

**Technical Appendices to the Final Report**: Describes the methodology used to determine what it would take to shift 3%, 5%, or 10% of person-trips in automobiles onto the transit system. Also discusses potential technologies that Cornell could employ if it chose to move from its current annual parking permit program to a daily fee program.

**DRAFT FINAL REPORT: Parking Garage Feasibility Study**, City of Ithaca, January 2003.

Discusses parking garages located in Downtown Ithaca, Collegetown, and West End / Inlet Island. Includes repair recommendations, cost estimates, structural expansion studies, and parking management analysis. Discusses long-term parking, meter rates, parking fines, and alternative transportation choices.

**North Campus Circulation Study**, Cornell University, May 2002

The purpose of this study is to recommend circulation and site improvements for the Thurston Avenue Bridge and its north and south approaches in association with the City of Ithaca's Thurston Avenue Bridge Rehabilitation Project. The goals of the study are to:

- Improve pedestrian safety and capacity in and around the bridge.
- Accommodate bicycles on the bridge.
- Create a coherent unified image appropriate for the major northern gateway to the University.

**Ithaca College Master Plan Report**, Ithaca College, September, 2002.

This report discusses pedestrian / vehicular conflicts, the need to expand parking on the periphery and the need to remove some parking at core campus. Providing a more pedestrian-friendly, green environment is stressed.

**Tompkins County Freight Transportation Study**, Ithaca-Tompkins County Transportation Council (ITCTC), Tompkins County, April 2002.

Identified as needed by ITCTC's 2020 Long Range Plan and the Northeast Subarea Transportation Study, this study obtained new data on freight movements in and through the County, accessed existing travel routes, developed alternative routes, and assessed alternative route impacts. Recommendations were made regarding nine routes / areas throughout the County. These recommendations included new signage, meetings with major shippers / receivers, and functional classification changes.

**Evaluation of a Six Point Traffic Plan – Final Report**, City of Ithaca, October 2001

To estimate future traffic projections, Southwest Area Development generated trips were added to the Year 2001 trip tables in the Transportation Demand Model. Four alternative packages were developed in this study, each containing a combination of Six Point Plan Improvements. The future traffic resulting for alternative was generated including increased traffic counts and projected changes in road segment levels-of-service.

**City of Ithaca: Downtown Traffic Circulation Study**, City of Ithaca, July 2001.

Evaluates the following: restoration of two-way traffic on Aurora and Cayuga Streets; reduced travel width and angled parking on Green and Seneca Streets; relocation or addition of traffic signal on Green Street; and realignment of East State Street @ Aurora Street to create a pedestrian plaza.

**Collegetown Parking Study: Ithaca, NY**, a Professional Report to Cornell University by Jessica Greig, July 2000.

Provides parking space inventory, and includes residential survey, business survey, public parking survey, and license plate survey.

**Program Development and Pilot Project for the City of Ithaca Citywide Traffic Calming Program: Working Paper**, City of Ithaca, April 2000.

Discusses the traffic calming program, which is currently under development for the City of Ithaca. Includes overview of the entire process, tasks accomplished to-date, and planned future tasks.

**The Millenium Report: Status of Seniors in Tompkins County**, Office of the Aging, Tompkins County, October 1999.

The Tompkins County Office for the Aging convened a Steering Committee to assemble Task Forces in the categories of health care financing, health status, housing, income and employment, leisure and volunteerism, long term care, mental health and transportation. These Task Forces were charged with assessing the status of the County's seniors, identifying needs, issues and highlights, and recommending some action steps, which could realistically be tackled within the first few years of the New Millennium.

**The Northeast Subarea Transportation Study (NESTS) Transportation Plan**, Ithaca-Tompkins County Transportation Council, Tompkins County, Village of Cayuga Heights, Village and Town of

Lansing, Cornell University, Towns of Ithaca and Dryden, New York State Department of Transportation, July 1999.

Transportation plan resulting from a public participation planning process aimed at developing recommendations for improving the local transportation network in the northeast area of Tompkins County. The recommendations from this study address the future of vehicular, bicycle, pedestrian, and transit systems in the study subarea which includes the Town and Village of Lansing, the Village of Cayuga Heights, Cornell University and parts of the Towns of Ithaca and Dryden.

**Town of Ithaca Park, Recreation and Open Space Plan**, Town of Ithaca Planning Department, December 1997.

Provides the Town of Ithaca with a blueprint by which it can develop a comprehensive park system for all residents. Also provides a means by which the Town can protect its unique ecological, agricultural and scenic resources for future generations.

**City of Ithaca Bicycle Plan**, Ithaca Bicycle Advisory Council, March 1997

This Plan, created by a citizen advisory committee appointed in 1990, presents a proposed framework for making the City of Ithaca a "bicycle friendly" community. Of particular interest are the maps of existing and proposed bikeways. In 1995, it served as the basis for a successful project application under the *ISTEA* Enhancement program. The final plan identifies a Phase One Bikeway Route Network – north-south and east-west routes through the town of Ithaca and routes up East Hill, South Hill, and West Hill. Its Long Term Bikeway Route Network would build on Phase One and increase bicycle lane numbers on commercial / arterial streets and propose traffic calming on residential streets.

**Tompkins County Waterfront Plan**, Tompkins County Planning Department, City of Ithaca Department of Planning and Development, Town of Ithaca Planning Department, Tompkins County Chamber of Commerce, and Cornell University, January 1997

This Waterfront Plan was developed to increase public access, improve waterfront parks, improve boating facilities and operations, encourage appropriate economic development, including tourism, and improve linkages between waterfront destinations, existing residential neighborhoods and business districts. Five goals were adopted to help achieve the vision of the waterfront expressed at the public workshops. They were to increase public access and improve waterfront parks; improve boating facilities and operations; encourage appropriate tourism, improve linkages between waterfront destination, existing residential neighborhoods and business districts; and conserve and interpret natural and cultural resources.

**East Ithaca Recreation Way - a Local Commuter Linkage**, A Schematic Proposal. Town of Ithaca.

Abandoned railroad rights-of-way are increasingly being recognized as a valuable community resource. The town of Ithaca proposes to upgrade the existing abandoned Lehigh Valley Railroad right-of-way, which stretches for approximately one-half mile between Honess Lane and Maple Avenue in the eastern portion of the Town. This report is a schematic proposal, which illustrates the location, potential linkages, and specifications of the plan.

**Request for Proposal to Operate the Ithaca-Dryden Corridor Transit System**

This document contains three sections: 1) Solicitation, Offer and Award/Contractual Provisions, 2) Technical Specifications, and 3) Federal Section 18 Legal Requirements. The document is intended to be used as a service agreement for operation of the Ithaca-Dryden Corridor Transit System.

**Building Greenways for Tompkins County**, Tompkins County Greenway Coalition, July 1995

The Greenways Coalition identified the recreational needs of county residents and addressed local conservation concerns. This report encourages municipal planners and community organizations to build greenways. By highlighting local resources and presenting ideas for a flexible countywide greenway plan.

**Town of Lansing Comprehensive Plan**, Town Planning Board, December 1994.

The comprehensive plan includes sections on future road and intersection improvements, off-street parking, and public transit, bicycle and foot paths. It discusses Lansing 15 to 20 years in the future.

**Mass Transit Development in Tompkins County**, Submitted by Cornell University, Prepared for the U.S.DOT Office of University Research.

This proposal is concerned with improving and expanding the public transit system in Tompkins County. The primary objective is to generate the basis for implementing a balanced transportation system in the Ithaca area. In order to accomplish this the report indicates a need for a transit system which offers service to a much larger proportion of the county population, and which provides an attractive level of service to people who have an automobile available. The document discusses objectives and a research plan.

**The National Bicycling and Walking Study: Transportation Choices for a Changing America**, Federal Highway Administration, *final draft* 1994; *interim report* November 1991; *case studies* 1994

This report provides a national "plan of action to promote bicycling and walking as viable transportation options for more Americans". The report provides national goals, background data and information, and recommendations for actions at the state and local levels. The case study series provides substantial technical information on a wide variety of bicycling and walking issues.

**Finger Lakes Canal Planning Region - Tompkins County**, Tompkins County Planning Dept, July 1994.

This is an issue paper prepared by the Tompkins County Planning Department as part of the County's participation in the Canal Recreationway Plan. The document specifies a number of goals that relate to the use and preservation of Cayuga Lake and its immediate surrounds.

**Tompkins County Public Transportation Needs Assessment**, Susan Muckle and Jennifer Strazza, June 1994.

This analysis of the "traditionally underserved" populations in Tompkins County, as defined by the Intermodal Surface Transportation Efficiency Act, was conducted on behalf of the *Ithaca-Tompkins County Transportation Council*. The report uses 1990 Census data to analyze and identify locations where underserved populations may be located (i.e.,

households below the poverty level and elderly persons). The report identifies frequency of urban service, rural connectivity, inadequate schedule information, and the need for enhanced interagency communication/cooperation as significant problems that may limit the ability of certain populations to utilize existing transit services.

**Final Report - Task Force on Traffic Issues**, City of Ithaca, April 1994.

The report of this ad hoc committee includes an analysis of traffic flow through specific neighborhoods, enforcement issues, and discussions of bicycle, pedestrian, and transit needs. The report provides recommendations to mitigate the impacts of existing traffic (through a variety of capital and other means) and calls for more detailed studies of traffic patterns.

**The Road to 2012: Looking Toward the Next Two Decades**, John L. Peterson, 1993.

This book was produced for the U.S. Department of Transportation (Coast Guard Strategic Planning Staff) in order to provide a conceptual framework by which the reader can begin to formulate thoughts and a vision of the future. The book provides a "scan" of emerging technologies, economics, politics, health and more.

**Village of Lansing Land Use Impact Analysis**, Tompkins County Planning Department, December 1993.

The purpose of this study was to assess the impacts of regional development on the Village of Lansing's transportation network. The analysis looks at land use, potential growth, and local traffic circulation.

**Crossing Tompkins County's Borders: Trip Patterns and Inter-County Transit Alternatives**, Matthew McDonald, December 1993.

This analysis, conducted at the request of the *Ithaca-Tompkins County Transportation Council*, utilizes 1990 Census data and the National Personal Transportation Survey to synthesize trip data (by trip type) and mode choice. This information is then used to analyze inter-county transportation services. A cost analysis of potential rail service reveals a minimal annual loss of \$769,190 (not including initial line rehabilitation costs).

**Town of Groton Comprehensive Plan**, Tompkins County Planning Department, November 1993.

Update to the 1972 General Development Plan. Includes basic inventories and analyses. Recommends amendments to zoning regulations, development of a capital improvement program, and the development of a joint economic development plan with the Village of Groton.

**The Climate Change Action Plan**, William J. Clinton, Albert Gore, Jr., October 1993.

President Clinton's plan to meet the challenges of responding to the threat of global warming and strengthening the nation's economy. This document includes specific administrative directives of the President and narratives describing specific actions that reduce "greenhouse gases" through efficient energy use, transportation actions, energy supply actions, methane reduction and recovery actions, forestry actions, and reductions in HFC/PFC and Nitrous Oxide levels. Transportation actions include: reforming the Federal tax subsidy for employer-provided parking ("cash-out" options), transportation system

efficiency strategy (i.e., reduce growth in VMT), increased use of telecommuting, and development of a fuel-economy labeling system for tires.

**Town of Ithaca Comprehensive Plan**, Town Planning Board, September 1993.

The comprehensive plan includes sections on transportation inventories as well as transportation goals, objectives, strategies, and actions.

**Economic Adjustment Strategy for the Southern Tier Region of New York State**, Economic Research Associates, August 1993.

Prepared for the New York State Department of Economic Development, this report covers the nine-county Southern Tier Region. This report provides a comprehensive assessment of the region's economic characteristics and offers several strategies to address current weaknesses. A separate volume addresses Tompkins County. This volume contains useful information on local employment and economic development efforts. With regard to transportation the report states "*Tompkins County's transportation linkages are poor; many residents like it that way*".

**Potential Consolidation Options for the Public Transportation System in Ithaca, New York**,

Francesca Forestieri, May 1993.

This report examines the history of the current transit services in the Ithaca metropolitan area and considers various options available to achieve the consolidation of transit services.

**Village of Lansing Greenway Plan**, Village of Lansing Greenway Committee, May 1993 *draft*.

This report was prepared for the Village of Lansing with the intention of creating a "walking village". Various surveys are used to assist in the development of short- and long range strategies to develop and maintain greenway trails and associated park/recreation space.

**Ithaca-Tompkins County Bike Network**, Tompkins Coalition for Bicycle Transportation, February 1993.

A proposal for the development and maintenance of a countywide, radial bike route network within Tompkins County. This report was completed by a coalition of local cycling advocates and planning professionals in order to identify low cost improvements that will facilitate and enhance bicycle travel in the County.

**New York State Scenic Byways Program**, New York State, 1992

This nomination handbook provides a process that is intended to coordinate the efforts of private citizens and business owners, local and county governments, not-for-profit organizations and state agencies. Scenic Byways additionally provides numerous benefits such as economic development and resource management. Therefore, the legislation encouraged communities to make nominations to the Scenic Byways Advisory Board for additional designations.

**New York State Air Quality Report Ambient Air Monitoring System**, NYS Department of Environmental Conservation, 1992 Annual Report

This document provides the 1992 data summaries and analysis of the NYS ambient air monitoring program. The document includes extensive information on air pollutant

characteristics, sources, and health effects, as well as collection and evaluation methodologies.

**Downtown Design Plan**, City of Ithaca, September 1992.

This report, prepared by Roger Trancik, FASLA, contains an inventory and analysis of existing conditions, vehicular and pedestrian circulation, and the general physical form of the downtown area. The report provides significant detail and recommendations on general design and aesthetics, pedestrian circulation, and land use.

**Biking Up East Hill: the Cornell-Downtown Connection**, Dave Nutter, 1992

A brief booklet describing several suggested bicycling routes for commuters, shoppers, and recreational cyclists riding in the City of Ithaca-Cornell University areas.

**Living in Tompkins County: Housing Market Study Data**, Tompkins County Planning Department, June 1992.

Includes Census data and narrative analyses of demographic and housing stock information for Villages and Towns in Tompkins County. Provides some comparative analyses with adjacent counties.

**Tompkins County Water Quality Strategy Plan**, Tompkins County, June 1992.

This plan provides a description of the various agencies involved in efforts to protect and improve the quality of surface and ground water in Tompkins County. Goals and objectives address the areas of public information, water quality monitoring and assessment, technical assistance, and watershed specific and countywide issues.

**Tompkins County Economic Development Strategy - Phase I: Database and Comparisons**, Xavier Morales, March 1992

Prepared for Tompkins County Area Development, Incorporated and the Tompkins County Planning Department. This report provides an extensive analysis of the demographic and economic characteristics of Tompkins County, based primarily on historic Census data (1940-1990). Comparisons are then made to adjacent counties, the national and state patterns, and to seven similar "university-oriented" counties.

**West Hill Master Plan**, City of Ithaca, March 1992.

This document provides a general guide for the development of West Hill. The document includes analysis of natural features, open space/recreation areas, land use, and infrastructure. The plan makes specific recommendations for the development of local circulator roads and sidewalk system improvements.

**Cornell Cycles: A New Call for Transportation Alternatives**, Cornell University Office of Transportation Services, March 1992.

A comprehensive study of bicycling needs and facilities for the Cornell campus. The planning process included an extensive survey, analysis of current conditions, and offers specific recommendations for system-wide improvements.

**Report of the Inlet Island Land Use Committee**, City of Ithaca, February 1992.

This report provides an interesting and useful history of the development and land use patterns of the Inlet Island area of the City. The report discusses the history and future of transportation in the area from the impacts of the NYS Barge Canal activity to the current Route 96 "Octopus" project. The report includes a proposed land use plan for the area.

**Downtown Vision Task Force**, City of Ithaca, February 1991.

The final report of the Downtown Vision Task Force, created in July of 1990. The document provides background data, analysis, and recommends actions intended to maintain a vital downtown as "the center of the county's economic, social, and cultural life". Includes recommendations on parking and public transit.

**Moving America: New Directions, New Opportunities**, U.S. Department of Transportation, February 1990.

This document provides a statement of national transportation policy and strategies for action (Samuel Skinner, Secretary, USDOT).

**Joint Maintenance Facility Conceptual Plan**, City of Ithaca, Cornell University, Tompkins County, and GADABOUT Transportation Services, Inc., January 1990.

This plan indicates the need for the City of Ithaca, Cornell University, Tompkins County, and GADABOUT Transportation Services, Inc. to have a joint maintenance facility plan. Existing shops are duplicative, small, and inadequate for the existing and future transit fleet. Benefits, plans, management structures, and cost estimates for the maintenance facility are discussed.

**Parking Study Final Report**, for the City of Ithaca by Rich and Associates URS Consultants, August 1989.

The purpose of this report was to; determine current parking demand and parking characteristics, quantify demand for future parking, assess the operation of the City's parking system, determine location of potential new parking areas, and review traffic flow within the study area.

**Water Quality Report for PIN 3047.04 Relocated Route 96 Ithaca - Trumansburg Tompkins County**, for NYSDOT prepared by Robert E. Smith, Consulting Engineer, Rochester, NY, August 1998.

This is a technical report which supplements the Design Report/Draft Environmental Impact Statement, and Section 4 (f) Evaluation for the Route 96 Improvement to Meadow Street. The report reviews existing water quality, build alternatives, and water quality concerns.

**Air Quality Report for PIN 3047.04 Relocated Route 96 Ithaca - Trumansburg Tompkins County**, for NYSDOT, prepared by Robert E. Smith consulting engineer, Rochester, NY, August, 1988.

This is a technical report which supplements the Design Report/Draft Environmental Impact Statement, and Section 4 (f) Evaluation for the Route 96 Improvement to Meadow Street. The report explains general methodology for three different levels of analysis which include Hot Spot Verification and the IMM Model. The report summarizes air quality results for these analyses.

**Strategic Housing and Neighborhoods Plan**, City of Ithaca, December 1987.

This plan details strategic public body actions to address specific problems facing Ithaca's neighborhoods. The report primarily focuses on the availability of affordable housing, neighborhood conflict resolution, building and grounds maintenance, community input, and traffic and parking.

**Site Traffic Analysis Sun Down Farms Mixed Use Development Lansing, NY, DRAFT**, Barton-Aschman Associates, Inc., October 1987.

A site traffic impact analysis was conducted due to the proposal of the Sun Down Farms mixed-use development. This is a report compiled by Barton-Aschman Associates Inc., and includes the following surveys and analyses: data collection, directional distribution analysis, traffic generation analysis, traffic assignment, testing and evaluation, and, recommendations. The site is located in the area bounded by North Triphammer Road to the east, Cayuga Heights Road to the west, Burdick Hill Road to the north, and Oakcrest Road to the south.

**Update of Airport 1974 Master Plan**, Calocerinos & Spina, September 1987.

The plan assesses demand/capacity and facility requirements, runway length, airport noise analysis, and presents a phased airport development plan, approach and obstruction plan, and evaluates costs.

**Proposal for a Transportation Management Information System**, Anthony Richardson and Arnim Meyburg, May 1987.

Proposal addressed to the Ad Hoc East Ithaca Land Use/Transportation Study Committee to survey travel patterns through use of a household survey and development of the MacTrans Modeling Package.

**An Analysis and Evaluation of Octopus/Route 96 Alternative Plans**, Planning/Environmental Research Consultants, Ithaca, NY, May 1987.

Report examines select concerns of the City of Ithaca, Town of Ithaca and Tompkins County of proposed NYSDOT planning alternatives. Impact of null alternative, land use impacts on West Hill, adequacy of West Hill Circulation, project impacts on Cass Park & the Island, one way pair of Meadow and Fulton Streets, traffic impacts east of Meadow Street, impact on CONRAIL trains, aesthetic/visual impacts, and assessing the mitigation potential of highway alternatives. The report is confined to analysis, no recommendations are made.

**Recommendations of the Technical Advisory Committee: A Report to the Planning Board and Common Council in Support of the City of Ithaca's Strategic Housing and Neighborhoods Plan**, City of Ithaca, April 1987.

This report contains informational reports on the activities of the Technical Advisory Committee (TAC). The TAC consisted of various community, neighborhood, and business leaders. The purpose of the TAC was to identify the strategic issues facing Ithaca's neighborhoods. A survey of TAC members resulted in identifying "Neighborhood parking and traffic issues" as the top problem. The TAC focused on the development of strategic objectives and actions to implement the objectives. "Affordability of Housing",

Availability of Housing", Traffic and Parking", "Neighborhood Conflicts", "Building and Grounds Maintenance", and "Input by Neighborhood Residents" were all examined.

**Final Report to the ARC**, TOMTRAN: Tompkins County Transportation Services Project, January 1986.

This is the final report in the TOMTRAN Project to the ARC. The principal purpose of this document is to report on the implementation of the TOMTRAN Project during the period of September 30, 1981 to September 30, 1985. The report contains an overview, program budget, the progress made towards implementing programs, presents evaluations of the project components, and provides information on the future development of TOMTRAN.

**Design Report, Town of Newfield, Route 13 Bridge Replacement Projects**, NYSDOT PIN 3314.16.121, BIN 1023270, 1985.

Project: Replacement of one bridge over the CONRAIL track and Cayuga Inlet in the Town of Newfield. Conclusion: replace existing bridge on a new alignment slightly west of existing is the only reasonable solution.

**Design Report, Town of Newfield, Route 13 Bridge Replacement Projects**, NYSDOT PIN 3314.15, BIN 1023240, BIN 1023250, BIN 1023260, 1985.

Project: Replacement of three bridges along routes 34/96 in the Town of Newfield. Conclusion: the replacement of existing structures on existing alignments is the only reasonable solution to correct problems of structure deficiencies and deterioration.

**Suburban Transit Program: East Ithaca Transit System, 1981 Annual Report and 1982 Program and Budget**

This report includes an assessment of East Ithaca Transit operations for 1981 and proposes a program and budget for 1982. Ridership, expenditures, revenues, service expansion, relationship to TOMTRAN, and status for Cornell as East Ithaca Transit operator are detailed in the document. The 1982 Program and Budget calls for an increase in the number of service hours, projects ridership to 60,000, and reports a ten percent increase in hourly contract cost. The program also proposes several capital improvements. Recommendations are made regarding the adoption of the 1982 East Ithaca Transit Program and Budget by the East Ithaca Transit Study Committee.

**TOMTRAN I and II Project Revision**, TOMTRAN: Tompkins County Transportation services Report, August 1982.

TOMTRAN I is a comprehensive, multi-modal, rural transportation project including operating and capital components. TOMTRAN II is a request for \$156,800 ARC Capital Grant to expand and improve the level of transit service initiated by the TOMTRAN I Ithaca-Dryden Corridor Transit Program. The present scope of services of the transit program requires a total of 5 transit buses. The report explains the need for revision. The report details TOMTRAN budgets, operating programs, and project management.

**Truck Traffic and Vehicular Noise**, Tompkins County Planning Department, June 1981.

The report evaluated the noise impacts of truck traffic on Route 79, east State Street and through Ithaca. The Bryant Park Civic Association petitioned the NYSDOT, City, and County to implement a truck ban on East State Street in the City. The report evaluates the

legal problems and concludes that truck exclusion is not feasible. NYSDOT evaluated accidents and concluded that the accident rate was within state averages and did not warrant special regulation.

**The East Ithaca Transit Rider Survey**, David Arbeit, Tompkins County Planning Department, June 17, 1981.

The East Ithaca Transit (EIT) Rider Survey was designed to be simply administered and evaluated while providing information about the characteristics of the riders, their use of the EIT, and their satisfaction with the new service. The survey indicates that EIT provides a service that both satisfies previously unmet travel needs and adds convenience to residents of Tompkins County. The report indicated that the results of the survey should be interpreted in conjunction with a more extensive analysis of ridership data and operating costs in order to provide a thorough evaluation of the EIT demonstration period.

**East Ithaca Connector, East Ithaca Circulation Study**, O'Brien Taube Associates, May 1981.

A committee from the County, Town of Ithaca and Cornell University began working in 1980 on creating a proposal for a new East Ithaca Connector. The arterial was broken into phases. Phase I considered a new corridor connecting Pine Tree Road by East Hill Plaza in the south to Route 366 in the north. Phase I spanned Cascadilla Creek, traversed the Orchards and provided a new gateway to the Cornell campus. Judd Falls Road would be replaced as an arterial by Phase I. Phase II connected Route 366 in the south to Freese Road in the north by spanning Fall Creek with a new bridge. Further north, a new arterial would link Hanshaw Road with Route 13 east of Sapsucker Woods Road. An environmental assessment form for the project is included in the report.

**Interim Countywide Public Transportation Service Plan**, Tompkins County, March 1980, revised May 1980, and Revised February 1981.

This plan was prepared to help guide efforts within Tompkins County which aid in the improvement of transportation services. The plan reviews demographic characteristics as they influence transportation needs, provides an inventory of existing transportation services, evaluates unmet transportation needs, describes local coordination activities, and includes proposals to improve transportation services within Tompkins County.

**Environmental Impact of East Ithaca Connector and Low Impact Plan**, Ecology Action Plan, 1980's.

Plan evaluates environmental impacts of the complete connector proposal and recommends this alternative to re-align Pine Tree Road to Judd Falls Road as an alternative.

**Report on the Development of the Cornell Research Park Utilities**, Edward Rosic, Carol Majdalany, and Stephen Dove, 1980.

The report discusses the utilities in general as they apply to the park and then addresses each type of system individually. An inventory of the utility systems is provided as well as an estimation of the costs that may be encountered in their extension into the park. The authors make recommendations for utility development which attempt to increase the marketability of the park land to benefit the surrounding community.

**Warren Road Industrial Park Access Road Project, NYSDOT PIN 3750.44, May 1980.**

This road project realigned Warren Road to permit future runway expansion of the Tompkins County Airport. The project report describes the design and evaluation in support of the project. The Warren Road project was the only highway project constructing new alignment in the 1980's.

**Cornell Research Park Road Systems Group: The Route 13/Warren Road Intersection Analysis,**

Lynn R. Adamson, Darlene A. Lachman, and Paul V. Sheridan, April 25, 1980.

A comprehensive study of alternative interchange designs for the intersection of Warren Road and Route 13. The goal of the study was to propose a most desirable interchange configuration while keeping costs down, reducing the impact on the surrounding land, and enhancing the potential value of development land in the Cornell University Research Park. The methodology for analyzing the intersection contains five sections: Selection of Alternative Designs, Calculation of the Geometric Configurations of the Interchanges, Level of Service Calculations for Each Alternative Design, Other Considerations, and Conclusions. The authors conclude that the half-cloverleaf configuration is clearly superior in satisfying the broad requirements of this study.

**Ridesharing Manual for Employees,** Tompkins County Ridesharing Program, October 1979.

This manual outlines an approach recommended to middle and large sized employers for encouraging ridesharing among their employees. It outlines the benefits of ridesharing and the elements of a coordinated ride-matching system. A survey instrument with instructions, data about potential savings, guidelines for carpoolers, and other useful material are included in appendices.

**Proposals for Route 96 Improvements,** Report to the County Board of Representatives, TCDP VII 280.70, Tompkins County Planning Department, June 1978.

Report is Phase VII of the transportation component of the Comprehensive Planning Program (701). The report suggests community transportation objectives, assesses traffic flows and studies problems in the West End of the City of Ithaca. Highway solutions are proposed to the community and state.

**Ithaca Street Railway Study,** Ithaca Street Railway Ad Hoc Committee, 1976

Citizen study group to plan development of a light rail (trolley) system connecting downtown Ithaca, Collegetown, and the Cornell Campus.

**Mass Transit Development for Small Urban Areas: Tompkins County, NY,** UMTA, DOT-OST-40003, Arnim Meyberg, et. al., November 1976.

Second year study results. Concentrates on obstacles to coordination, marketing and evaluation program for public transportation. The report presents a comprehensive discussion of service management issues.

**Framework for Development**, Tompkins County Comprehensive Plan Studies, August, 1975.

This study briefly describes present trends and patterns of development and some of the problems created by sprawl. Three alternative patterns for future development are presented.

**Socio-Economic Impact Analysis for Cayuga Station**, Reimann-Buechner Partnership, June 1975

Prepared for Tompkins County and the Town of Lansing as a requirement under Article VIII of the New York Public Service Law, based on the proposed construction of an 850MW generating plant in the Town of Lansing by NYSEG Corporation. An assessment of impacts on Transportation, Land Use, Recreation, Social & Economic, and Aesthetics of the area.

**Ithaca's Bikeway**, Landscape Architecture Graduate Program of Cornell University, Spring 1975.

A summary of the Ithaca Area Bikeway Study. Report includes a description of the planning process and how to get it done.

**Airport General Master Plan**, Arnold Thompson Associates, December 1974.

Includes: inventory, air travel forecasts (demand), airfield planning, terminal area planning, development alternatives, airport plans including facility layouts, cost estimates and environmental impact assessment. Scope of planning covers 1975-1995.

**Ithaca-Cortland Economic Growth Center Study**, Tompkins County Planning Department, November 1974.

Prepared for the New York State Department of Transportation, this is an analysis of the potential economic impacts associated with improvements to the "existing" Route 13 or with a "Dryden By-Pass".

**Mass Transit Development for Small Urban Areas: Tompkins County, NY**, UMTA, DOT-TST-75-48, Arnim Meyburg, et. al., October 1974.

First year results to develop a transportation planning methodology for small urban areas. The report uses Tompkins County as its case study. A plan for the expansion of public transportation is presented.

**Feasibility Study, Cross Town Road**, John S. MacNeil Jr., August 1974.

Report to the County Planning and Public Works Committee to identify the most feasible route to construct a new arterial linking Route 13 south of the City to Route 13 in the vicinity of the airport. Report includes a conceptual plan, an evaluation of alternative corridors and their environmental impacts, an evaluation of the impact on traffic, cost estimates and recommendations for a new corridor. The report envisions NYSDOT to build the project.

**Project Location Report: Conclusions and Recommendations - Route 13, Ithaca to Cortland**, NYSDOT PIN 3057.08, 1973.

NYSDOT's conclusion and recommendations for a new Route 13 between Ithaca and Cortland. Documents economic and social factors supporting their recommendation. Documents agency and public comments on the project.

**Final Environmental Impact Statement, Route 13/96 Combined Corridor Project**, NYSDOT PIN 3047.04, 1973.

Presents the final EIS accepted by NYSDOT and the Federal Highway Administration.

**Project Location Report, Conclusion and Recommendations, Route 13/96 Combined Corridor Project**, NYSDOT PIN 3057.13 & 3047.04, 1973.

Presents NYSDOT's conclusions for 15 mile portion of Routes 13 and 96 between Newfield Hill and Trumansburg. Planning began in 1957 with alignments developed in 1965 and 1967. Documents public/agency/municipal/ comments and public participation regarding the project.

**Prospectus for a Comprehensive Transportation Study in the Ithaca Area**, Planning and Research Bureau NYSDOT, January 1971.

Proposal for a transportation study for the Ithaca urban area. The study would include an inventory of the road network, travel demand analysis, a cordon survey, and present recommendations for improvements.

**Transportation Systems in Tompkins County**, Mayor's Citizen Advisory Committee of Ithaca, NY, and Graduate School of Business, and Public Administration Cornell University, December 1970.

This committee identified four broad committees which addressed the following topics: traffic flow in the Ithaca business district, the community transit system, the expansion of state highway Route 13, and air transportation facilities in Tompkins County. The traffic flow sub-committee concluded that the business district of downtown Ithaca has a serious problem of traffic congestion, and proposes several recommendations: the creation of a mall shopping area for downtown Ithaca, additional parking restrictions, designation of several one-way street segments, left turn limitations, and the conduction of a thorough traffic study of the City of Ithaca. The community transit committee recommends: the expansion of weekend\evening service, alteration of several existing routes, and providing the public with better information about routes and schedules. The Route 13 expansion committee concluded that an improved highway would lead to substantially more tourism, which would be economically attractive. The committee recommends selecting one of the three alternatives proposed by the state highway planners and then fully exploit the development opportunities. The airport committee found that the slow growth of the Tompkins County Airport can be attributed to the increased ease of obtaining the high priority factors at nearby airports. Recommendations include: increasing non-stop flights, providing a greater frequency of departures, and improving same day round trip service to major cities.

**Project Information Report II, Ithaca to Cortland**, NYSDOT PIN 3057.08, September 1970.

Report summarizes results of social, economic and environmental studies for project alternatives. Documents comments.

**Project Information Report I, Ithaca to Cortland**, NYSDOT PIN 3057.08, September 1970.

Project narrative on NYSDOT proposal, need for project, criteria for selecting alignments, and presented alternative corridors. Report was to serve as a "starting point" for planning by NYSDOT, Tompkins and Cortland Counties, and various federal, state and local agencies and the public.

**Project Information Report II Route 13/96 Combined Corridor Project**, NYSDOT PIN 3057.13 & 3047.04, June 1970.

Introduces project alternatives, identifies social, economic and environmental objectives, evaluates traffic volumes, presents engineering and cost data for alternatives for: do nothing, reconstructing on existing ROW, and changing transportation modes. Conventional NYSDOT impact study.

**Project Information Report I: Route 13/96 Combined Corridor**, NYSDOT PIN 3275, March 1970.

Project narrative on NYSDOT proposal for bypass alignments from Newfield to Ithaca to Trumansburg. Emphasis is placed on high speed rural highways and intercity travel.

**Airport Master Plan Tompkins County Airport Terminal Area Complex**, Teetor-Dobbins, June 1969.

Plan evaluates passenger handling facilities at airport, and recommends building a new terminal. Evaluates travel demand and financial feasibility for a new terminal.

**Scenic Roads in Tompkins County, NY**, Tompkins County Scenic Roads Committee, 1969.

Report recommends five sites along state highways as the most scenic locations in Tompkins County. Sites were officially designated by Tompkins County Board of Supervisors on June 23, 1969. Recommends to the NYS Natural Beauty Commission sites for scenic views, rest areas, etc.