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## 6. 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 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 help 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:

- *Planning Efforts*
- *Mobility 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:

- Expand and Promote Multimodal Mobility Options and Integration
- Transportation System Management Projects

These priority areas seek to enhance the efficiency of the current transportation system through technology and physical enhancements while providing for alternatives to automobile use.

#### *Expand and Promote Multimodal Mobility Options and Integration*

Federal legislation since ISTEA in 1991 has been supportive of development of a multimodal transportation network that stresses efficiency of operations and diversion of automobile trips to other modes. The LRTP goals and objectives stress the need to enhance the level of service and facilitate the use of alternative modes of transportation. Reducing private automobile dependency will help reduce Greenhouse Gas emissions and fossil fuel consumption and dependency.

In Tompkins County the main strategy for improving mobility and adapting to a future of reduced fossil fuel availability is founded on reducing vehicle miles traveled through the diversion of trips to alternative modes of transportation, primarily transit, ridesharing, walking and bicycling. As an area with moderate growth rates and a relatively small population base there is the opportunity to develop and market effective programs that address the needs of different population groups.

As of 2009 non-automobile ground transportation options in the Tompkins County area include transit (TCAT), intercity bus service, taxi, car rental, and car sharing. The adequacy of walking and bicycling facilities varies across the county. Opportunities exist to implement vanpool and ridesharing programs. In addition, the provision of public transportation needs to be constantly evaluated to ensure that service is always optimized. Having robust alternatives to private automobile for transportation will make Tompkins County more resilient as we move to a future of reduced fossil fuel access.

#### *Transportation Systems Management Projects*

Even as we work towards a future of reduced car dependency it is understood that the transportation system is and will continue to be heavily dependent on car and trucks for the movement of people and goods. The road/bridge infrastructure in Tompkins County is a valuable existing asset that needs to be maintained for use by all modes of transportation. As we move to a transportation paradigm with increased complexity and expanded use this plan proposes the use of the Transportation System Management (TSM) concept to manage the transportation system for maximum efficiency across all modes. This includes implementation of projects such as traffic signal systems upgrades, intersection channelization, dedicated paths for different modes, etc. It is well understood that you cannot build yourself out of congestions. But through increased efficiency the capacity of the existing networks can be expanded and functionality maintained.

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### Completed Initiatives from 2025 LRTP

The projects and initiatives listed below were implemented in the period between 2005 and 2010.

- *SR-13/366 Corridor Management Plan* – implemented by Tompkins County Planning Dept (TCPD). Completed 2008.
- *SR-96 Corridor Management Plan* – implemented by TCPD. Completed 2009.
- *Enhanced Downtown Ithaca Transit Facilities* - As of late-2009 the Seneca Street stop has been completed and Green Street bus stop work is near completion.
- *Develop a Coordinated Annual Traffic Count Program* – implemented by ITCTC with cooperation from local partners and NYSDOT. Annual traffic count report in production since 2006.
- *Develop a Bicycle Suitability Map for Tompkins County* – implemented by the ITCTC. First map published in 2007. Map will continue to be updated.
- *Study Implementation of Car Sharing Program* – implemented by Ithaca Carshare in partnership with NYSDOT/NYSERDA, Cornell University, Ithaca College, ITCTC, City of Ithaca, EcoVillage and other local supporters. Ithaca Carshare program was launched in June 2008.
- *Accident Reporting System* – the ITCTC has access to information to the Accident Location Information System (ALIS), a statewide database of vehicular accident information. ALIS is managed by NYSDOT and came on-line in 2009.

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## **TRANSPORTATION INITIATIVES**

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### **A. PLANNING EFFORTS**

#### **I. Land Use Planning and Policies:**

##### **1. Review of Local Development Regulations**

*Implementation interval = Intermediate*

To be conducted by municipalities.

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.

*Local governments are encouraged to develop and maintain local comprehensive plans in coordination with neighboring municipalities and the Tompkins County Comprehensive Plan.*

##### **3. Corridor Management Plans**

*Implementation interval = intermediate*

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

Cost: To be determined.

*There are a number of regional arterial roadways that are vulnerable to level of service deterioration because of the demand to develop land adjacent to the highway corridors. Corridor Management Plans analyze technical data and public input to recommend specific strategies, land use related and operational, which will protect the functional operation of the highway.*

*State Route 13 remains the most important travel corridor in Tompkins County and its sole principal arterial. 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 Tompkins County continues to grow, there will undoubtedly be additional pressure to develop commercial parcels and major residential subdivisions adjacent to the SR-13 corridor.

A corridor study of SR-13/366 through the Town of Dryden was completed by the Tompkins County Planning Department in 2008. A second corridor management study was completed in 2009 for SR-96 (Trumansburg Rd.) from the City of Ithaca, north to the Village of Trumansburg. It is recommended that a similar study be completed to the south of the City of Ithaca and be considered a priority project.

4. Develop a Countywide Scenic Roads Plan

*Implementation interval = Long*

To be conducted by the ITCTC and affected municipalities.

Cost: \$80,000 (estimated)

*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 and utilizing existing resources such as the Tompkins County Scenic Resources Inventory.*

**II. Transportation Data Collection Activities**

1. Conduct a household travel survey for Tompkins County

*Implementation interval = Intermediate*

To be conducted by the ITCTC.

Cost: \$100,000 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.*

2. Conduct Travel Time Assessments Selected High Traffic Volume Routes

*Implementation interval = Intermediate*

To be conducted by the ITCTC.

Cost: to be determined.

*Travel Time Assessments gather trip time data that can be used for enhancements to the ITCTC travel demand model and as measures of congestion along certain routes.*

**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

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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 SAFETEA-LU Safe Routes to School program helped focus attention on pedestrian issues and the benefits increasing pedestrian activities. This effort should be linked to previously discussed education programs to ensure that pedestrian safety is addressed.*

### 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/Per Request*

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. Bicycling Facilities Improvements

*Implementation interval = Intermediate*

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

Cost: To be determined.

*The ITCTC will assist with efforts to enhance the provision of bicycling infrastructure such as: bike lanes, bike lifts, bicycle boulevards, bicycle parking facilities, etc. The ITCTC will also support efforts to produce bicycle plans at the local and regional levels.*

#### 4. Pedestrian Facilities Planning

*Implementation interval = ongoing*

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

Cost: To be determined.

*Pedestrian planning continues to be a by-product of other transportation project implementation. The ITCTC inventoried pedestrian facilities countywide in 2003. An inter-jurisdictional planning effort, including the municipalities, Tompkins County and NYS DOT can help identify additional work that is needed to address specific priorities for pedestrian facilities countywide. This effort needs to be coordinated with TCAT to enhance pedestrian access to bus stops and shelters. In a study completed in 2007, the Tompkins County Planning Department developed and tested a community based Walkability Assessment Survey. This survey is available as a tool to help communities inventory and evaluate their pedestrian facilities.*

*The ITCTC will assist local governments interested in facilitating planning for their pedestrian facilities and will help identify funding sources.*

#### 5. Transit Infrastructure

*Implementation interval = Intermediate*

To be completed by TCAT in cooperation with Tompkins County and the ITCTC.

Cost: To be determined.

*TCAT has 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 and Tompkins County to ensure that its facilities and equipment needs are met in order to provide the highest quality public transportation system for the residents of Tompkins County.*

#### 6. Complete Streets Network Plan

*Implementation interval = Intermediate*

To be completed by the ITCTC in cooperation with Tompkins County and local municipalities.

Cost: To be determined.

*A 'Complete Street' is a street designed and operated to enable safe access for all users – pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to move safely along and across a complete street. This project will develop criteria to describe what make a street or road a good candidate for development as a 'Complete Street'. Roadways in Tompkins*

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County will then be analyzed to identify a well-coordinated network of roads to form a Complete Streets Network Plan. The ITCTC will work with local project sponsors to facilitate the incorporation of Complete Streets features in the roads identified in the plan.

## **B. MOBILITY EFFORTS**

### **I. Transportation Demand Management Programs**

1. Support Way2Go Community Wide Program for Transportation Information

*Implementation interval = Short*

Way2Go-Cornell Cooperative Extension with participation from the ITCTC, NYSDOT, TCAT, taxi companies, Ithaca Carshare and other transportation providers in Tompkins County.

Cost: To be determined.

*The Way2Go program is designed to be a strategic, user-friendly point of contact for transportation information in Tompkins County. The program will also serve the critical role of collecting transportation related information and comments from the public. The ITCTC will continue its support of the Way2Go program as a key partner in the provision and collection of transportation related information for members of the public.*

2. Voluntary Employee Commute Options (ECO) Program

*Implementation interval = Long*

Lead agency to be determined. To be conducted with participation from the ITCTC, Way2Go, TCAT and NYSDOT with the cooperation of local employers.

Cost: To be determined.

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

3. Rideshare (Ride-Matching) Program

*Implementation interval = Short*

To be conducted jointly by Way2Go, Tompkins County, Cornell University, Ithaca College, Tompkins Cortland Community College and the ITCTC.

Cost: \$9,000-\$18,000 per year (estimated)

*Community wide program to provide computerized ride-matching services in support of carpooling for commuters, but also for one-time ride needs.*

4. Voluntary Variable Work Hours Program

*Implementation interval = Long*

Lead agency to be determined. To be conducted with participation from the ITCTC, Way2Go, TCAT and NYSDOT with the cooperation of local employers.

*This could be a sub-component of that larger effort See I.1 (above).*

4. Guaranteed Ride Home Program

*Implementation interval = Intermediate*

Lead agency to be determined.

*Develop a Guaranteed Ride Home program in support of other TDM initiatives.*

### **II. Community Based Projects**

1. Study of the Parking Management 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. This project will study parking management strategies, determine how they further the goals and objectives of the LRTP and City plans, and propose alternatives for improvements.*

2. Cornell Daily-Fee Parking System Study

*Implementation interval = Long*

To be conducted by the ITCTC in association with Cornell University, the City of Ithaca, Town of Ithaca and Village of Cayuga Heights.

Cost: \$60,000 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.*

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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 transportation 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. In addition, TCAT hopes to implement “next bus” and real-time passenger information at key bus stops, including Green at Commons and Seneca at Commons.*

2. 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. In addition, TCAT would like to explore passenger facility luxuries, such as wireless internet access at key stops and on vehicles, energy-efficient lighting and heating, and other luxuries. Finally, TCAT will work toward improved coordination with relevant agencies, such as NYSDOT, County Highway Department, and other municipalities.*

3. Transit Infrastructure & Capital Needs

*Implementation interval = Intermediate*

To be completed by TCAT in cooperation with Tompkins County and the ITCTC.

Cost: To be determined.

*TCAT has 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 and Tompkins County to ensure that its facilities and equipment needs are met in order to provide the highest quality public transportation system for the residents of Tompkins County. Finally, TCAT hopes to achieve a sustainable and realistic bus replacement schedule.*

4. Unified Fare System

*Implementation interval = Short*

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

Cost: \$60,000 estimated

*The purpose of this project is to facilitate the implementation of a ‘seamless’ transportation system in Tompkins County through customer use of single fare cards to pay for all transportation options including public transit, car share and taxi. Additional transportation providers can be added as needed. TCAT is implementing a digital magnetic stripe/ RFID-based pass system that can be expanded to include car share, taxi, employee incentive programs, and other transportation options. This project will include expansion (Phase II) of the pilot program already in place with Cornell University (Phase I, completed August 2007).*

5. Rural Transportation Services

*Implementation interval = Intermediate*

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

Cost: to be determined

*TCAT sees provision of rural commuter transportation service as a key need and growth opportunity over the next ten years. There are four components of TCAT’s rural transportation strategy. First, TCAT anticipates expansion of fixed-route services to neighboring counties, similar to TCAT’s Tioga and Schuyler County services. Second, TCAT is implementing a vanpool program targeted toward very long-distance commuters who, because of their distance from Ithaca, are difficult to serve with traditional fixed-route transit. Third, TCAT hopes to eventually implement an express park-and-ride system in which additional commuters can park closer to home and take the bus to their place of employment. Finally, TCAT continues to support*

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programs to channel riders into rural transit services, such as van feeder services.

6. Integrated Information Technology Services

Implementation interval = Intermediate

To be conducted by TCAT

Cost: to be determined

TCAT sees a need for several new internal and external technology systems. Internal systems include, but are not limited to, maintenance tracking and inventory control, scheduling and run cutting, payroll and dispatching, bus stop inventory and route GIS, and others. External systems include, but are not limited to, bus headway signs, bus stop summary schedules, route schedules, next bus indicators, and others. This project will study TCAT's existing technology implementation, identify needs, and make recommendations regarding new technologies needed and integration of technologies.

7. Regional Transportation Initiative

Implementation interval = Intermediate

To be conducted by the Regional Transportation Coalition composed of representatives from government, higher education and private agencies in Tompkins, Schuyler, Cortland, Tioga and Chemung and Cayuga Counties.

Cost: \$100,000

The Coalition is proposing a feasibility study for a broad spectrum of integrated regional public transportation services in the region. The feasibility study would consider the potential for expansion of bus operations, a regional network of park & ride facilities, ridesharing, vanpooling, and ancillary services to support long distance commuters. At a minimum, the study should include an analysis of the potential service area for expanding regional commuter bus services, ridesharing (car and van-pooling), and the infrastructure to support commuter services. The study would identify service gaps to meet changing labor demand and commuter markets.

**IV. Transportation Systems Management**

1. Traffic Signal Upgrade Program for Downtown City of Ithaca

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 in the central business district. The initial phase of this project has been funded through the ITCTC's TIP. Additional resources are needed to address the continuing phases of this effort.

2. State Route 13 Signal Management Program

Implementation interval = Short Term

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

Cost: To be determined.

Develop a program to review and revise signal system operations in the West End area of the City of Ithaca. This projects needs to be repeated periodically based to respond to changing traffic conditions.

**V. Assistance to Local Trail Development Efforts**

1. Implementation of Trail Development Strategy

Implementation interval - ongoing

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

On March 1996 the ITCTC completed the Transportation Trail/Corridor Study. The ITCTC has expressed its support and priority for the aggressive and effective implementation of the trail network described in the Trail/Corridor Study (see Chapter 4, Figures 25-27). 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.

ITCTC can provide trail development technical assistance, i.e. mapping, data, grant applications, funding information to interested municipalities and other government agencies. Interested participants should make an official request for assistance through their mayor or supervisor in the form of a letter/email directed to the ITCTC.

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## **C. OPERATIONS AND MAINTENANCE EFFORTS**

### **I. Local Resource Sharing**

#### **1. Personnel Resources**

*Implementation interval = Intermediate*

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

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 local and State Police agencies, emergency responders and the ITCTC.

Cost: To be determined.

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

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*specify how police would clear traffic obstacles, particularly in high congestion areas, as part of a coordinated incident response system.*

*It is recognized that implementation of recommendations from the Freight 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 parties.

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. Improve Coordination Between Law Enforcement, Public Works And Planning Efforts

*Implementation interval = short/ongoing*

To be conducted by the ITCTC in cooperation with the local law enforcement, public works and planning participants, and other affected parties.

Cost: To be determined.

*This project calls for law enforcement, public safety, transportation engineering and planning professionals to coordinate their efforts to report traffic accidents, dangerous infrastructure conditions and ideas for improvements in order to increase the safety of the transportation system. Currently, these public service providers don't have a well structured system to share data and information.*

### **III. Freight Movement**

1. Freight Transportation Study – Implementation of Study Recommendations

*Implementation interval = Intermediate/Long*

To be conducted by the ITCTC in cooperation with local governments, NYSDOT, and law enforcement agencies.

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.*