CHAPTER 4

PROJECTS FOR IMPLEMENTATION

PROJECTS FOR IMPLEMENTATION

INTRODUCTION

This chapter lists selected transportation related initiatives and projects for implementation. Where possible, the narratives will define the appropriate party(ies) to implement the project or initiative. This plan aims to capture the activities of all groups and agencies 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 cost estimate will be included.

The initiatives and projects that are presented here are intended to help advance the community's vision as expressed in the plan goals and objectives.

This section of the Long-Range Transportation Plan is organized around the functional headings of:

PLANNING EFFORTS   **MOBILITY 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

For the activities listed in this chapter, the ITCTC has chosen to focus on the following priority areas to facilitate implementation:

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

- **Maintain and Improve Existing Transportation Infrastructure and Systems**

These priority areas seek to secure existing infrastructure investments while enhancing the efficiency of the current transportation system through technology and physical enhancements while also providing for services that reduce automobile dependency.

COMPLETED INITIATIVES FROM 2040 LRTP

The projects and initiatives listed below were implemented in the period between 2019 and 2024.

- **Back Up Ride Home Program -** Transportation Equity Needs Assessment (TENA) - A project of the Tompkins County Transportation Equity Coalition. The TENA project sought to better understand factors that affect access to safe, efficient transportation for Tompkins County residents, especially those from under-served communities. www.ccetompkins.org/community/way2go/transportation-equity-needsassessment

- **Bike Sharing** – Ithaca Bikeshare commenced operations November 2022, two years after Lime bike sharing left the community during the COVID pandemic. The service experienced a high rate of use right from the start. The number of bikes has grown but more work is needed to facilitate expansion to neighboring communities. This impactful program is likely play a key role in local transportation in coming years. www.ithacabikeshare.org

- **Finger Lakes Rideshare (ride-matching) Program** – The program provides computerized ride-matching services in support of carpooling for commuters and for one-time ride needs. This service is on-going and is housed and powered by NY511. https://511nyrideshare.org/web/finger-lakesrideshare

- **Transportation Demand Management program for the Ithaca Urbanized Area** - GoIthaca has been established as the TDM program for all commuters to and from the urbanized are of Ithaca. GoIthaca works with a coalition of interested agencies, businesses and the City of Ithaca to provide incentives, discounts and other benefits to developers, employer and individuals to help reduce single occupancy vehicle travel . The project is ongoing and evolving. www.goithaca.org

- **State Route 13 Corridor Study** - This corridor planning study between Warren Rd. and the Village of Dryden was completed in 2020. https://www.tompkinscountyny.gov/planning/transportation-choicesrt13corridor

- **Inter-City Station Location Evaluation** - the Downtown Ithaca Alliance sponsored an effort to evaluate potential locations for staging inter-city buses in the downtown area. Further evaluation will be needed when a final station location is identified.

- **Mobility as a Service** - Funded by FTA in 2018, this project will be finalized by the end of 2024. The resulting strategies for single point of transportation information will be utilized in the implementation of the Tompkins County Mobility Vision.

TRANSPORTATION INITIATIVES

PLANNING EFFORTS

TRANSPORTATION PLANNING INITIATIVES

Several important transportation planning initiatives are scheduled for 2025 to 2030. These efforts can play a significant role in advancing the implementation of LRTP goals and objectives. The ITCTC will participate and support these planning efforts. Currently anticipated and ongoing initiatives include:

- **Move Ithaca - 2024-2025**, Active Transportation Plan for the City of Ithaca with a goal to reshape the way that people of all ages and abilities, walk, bike, and roll around the city. https://www.moveithaca.com/

- **City of Ithaca Transportation Plan** – a focus area plan included in the City's Comprehensive Plan

- **Safe Streets/Roads Tompkins** - 2024-2025 – Multiple jurisdictions teamed together to implement a Safe Streets and Roads for All grant funded project. This effort will result in traffic safety action plans for participating jurisdictions. https://safestreetstompkins.com/

- **SMART Grant-Phase One** - City of Ithaca traffic signal priority. Ongoing project to design and implement a traffic signal priority system on 18 city intersections. The system will work with transit buses, fire department vehicles and school buses. Implementation is ongoing.

PROMOTIONAL AND EDUCATIONAL STRATEGIES

1. Safety Education		IMPLEMENTATION
To be jointly conducted by various participants	**$:** To be determined	1-5

General safety education has been identified as a priority. Education efforts may be directed towards a variety of audiences, which may range from elementary school programs to programs for seniors. Community partners can include health services providers, County Health Department, public transportation operators, Way2Go, School Success Transportation Coalition and active transportation advocacy groups.

2. Transit Promotions		IMPLEMENTATION
Ongoing project managed by TCAT Marketing Division	**$:** Varying, to be determined	1-5

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 data is available in various transit apps and schedule information can be found at bus stops and in widely distributed printed schedules and route maps. ITCTC will provide support and assistance in continuing and expanding the promotion of public transportation.

3. Bicycle Promotions

To be jointly conducted by various participants	$: To be determined

IMPLEMENTATION
1-5

Efforts, such as the organization of Streets Alive! and Bike to Work and School day events, communicate a positive message for bicycling. These efforts need to be continued and enhanced. The ITCTC will provide support for local government and civic groups promoting the expansion of bicycling in Tompkins County. All programs should ensure that bicycling safety is addressed.

4. Pedestrian Promotions

To be jointly conducted by various participants	$: To be determined

IMPLEMENTATION
1-5

The ITCTC will provide support to local government and civic groups which promote walking as transportation. This effort should be linked to other education programs to ensure that pedestrian safety is addressed.

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.

The ongoing Move Ithaca project, funded with carbon reduction program funds, will result in bicycle and pedestrian infrastructure recommendations for the City of Ithaca.

1. Bicycling Facilities Planning and Improvements

To be completed by various participants in conjunction with the ITCTC	$: To be determined

IMPLEMENTATION
5-10

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

2. Pedestrian Facilities Planning and Improvements

To be completed by various participants in cooperation with the ITCTC	$: To be determined

IMPLEMENTATION
5-10

The ITCTC will assist with efforts to enhance the provision of pedestrian infrastructure such as: sidewalks, multi-use and hiking trails. The ITCTC will assist local governments interested in facilitating planning for their pedestrian facilities and will help identify funding sources.

3. Transit Infrastructure and Capital Needs

To be completed by TCAT in cooperation with Tompkins County and the ITCTC	$: To be determined

IMPLEMENTATION
5-10

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.

4. Passenger Facilities Improvements

To be conducted by TCAT	$: Up to $2.5 Million over 5 years to complete planning and installation of facility improvements

IMPLEMENTATION
5-10

TCAT has assessed 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, etc. The ITCTC will work to meet identified needs with TCAT and other relevant agencies, such as NYSDOT, the County Highway Department, and other municipalities.

5. Complete Streets Network

To be completed by highway project sponsors in cooperation with the ITCTC	$: To be determined

IMPLEMENTATION
10-20

A 'Complete Street' is a street designed and operated to enable safe access for all users regardless of their mode of transportation, so that pedestrians, bicyclists, motorists or public transportation users of all ages and abilities can move safely along and across the street. The ITCTC has identified a coordinated network of roads to form a Complete Streets Network for the urbanized area of Tompkins County. The ITCTC will work with local project sponsors to facilitate the incorporation of Complete Streets features in the roads identified in the network.

6. Electric Vehicle Charging Infrastructure

Tompkins County, NYSDOT, municipal partners with support from the ITCTC.

$: To be determined

Develop and implement initiatives that will expand the availability of publicly accessible electric vehicle charging infrastructure across Tompkins County. This initiative is likely to encompass multiple projects.

7. Cayuga Waterfront Revitalization (BUILD)

City of Ithaca and NYSDOT with support from the ITCTC

$: To be determined

Support implementation of projects included in the Cayuga Waterfront Revitalization design study of State Route 13 from Meadow/Fulton Streets to Dey St. This effort was funded with a federal Better Utilizing Investments to Leverage Development (BUILD) grant.

8. East Hill Transportation Initiatives

City of Ithaca, Town of Ithaca, Cornell University and other municipal partners with support from the ITCTC

$: To be determined

Support collaborative planning by Cornell University, neighboring municipalities, and other involved parties to identify and implement high-priority transportation projects and programs.

MOBILITY EFFORTS

Transportation Demand Management Programs

1. Employer and Employee Commute Education Program

Lead agency Way2Go. To be conducted with participation from the ITCTC, TCAT and other interested civic groups, with the cooperation of local employers

$: To be determined

Initiatives to reach out to employers and human resources managers with transportation information and education that benefits employers and their employees. This project may be implemented in coordination or as part of a Transportation Demand Management (GoIthaca) program.

Transit Programs

1. Rural Public Transportation Services

To be conducted by TCAT in association with Gadabout and other interested parties

$: up to $1.2 Million depending on service provided

TCAT sees provision of rural commuter transportation service as a key need and growth opportunity over the next ten years. The components of TCAT's rural transportation strategy include: coordination of TCAT's fixed-route services with service in neighboring counties, and exploring the feasibility of implementing alternative service delivery models in rural areas such as an expanded park-and-ride system and/or use of demand-response feeder service.

2. Bikes to Buses

ITCTC, in collaboration with TCAT, Bike Walk Tompkins, municipalities.

$: To be determined

Study the feasibility and potential of a program that incentivizes and facilitates first mile/last mile bicycle use, particularly in rural and suburban areas, to connect to fixed route buses. Consider impact of use of e-bikes.

Other Mobility Initiatives

1. 2024-2027 Tompkins County Mobility Vision

Tompkins County in coordination with public/ private/nonprofit transportation providers, planners and educators, social service agencies, interested employers.	**$:** Will vary depending on what projects are implemented

IMPLEMENTATION

1-5

The Mobility Vision seeks to implement strategies to break down transportation barriers by identifying and addressing transportation needs and demands of Tompkins County residents, with a focus on low income and other underserved community members.

One Call-One Click Transportation Information Center

The One Call-One Click Transportation Information Center would aim to simplify access to transportation for Tompkins County residents. By making a single phone call or using a website or app, residents would obtain information about all the transportation services available in the community. The system would allow users to schedule rides, receive confirmations, and pay for their trips. A key component of this proposal is the inclusion of a volunteer driving program.

The center would also be responsible for developing and implementing the volunteer driver program, if approved. This program would connect volunteer drivers and passengers to get them access to employment, food sources, medical services, education, recreation facilities, and support programs.

Tompkins County currently has a small volunteer driver program called Friends in Service Helping (FISH) that transports residents to medical appointments. This new system, if implemented, would expand these services to encompass a wider range of needs.

Mobility Management Program

Develop and implement a program to provide transportation information, particularly in rural low income and undeserved communities. This program would also assist with creating and implementing solutions that break down transportation barriers and improve access to employment, food sources, medical services, education, and recreation (all considered social determinants of health).

- Providing training for seniors, people with disabilities, and residents in undeserved and low income areas of Tompkins County to help them navigate public transportation more effectively.

- Scheduling and coordinating outreach events to inform the community about available transportation options and resources.

- Coordinating with area agencies, businesses, and other stakeholders to identify barriers that existing public transportation programs don't readily address.

- Partnering with the One Call-One Click Transportation Information Center to find solutions or transportation barriers in the county.

First Mile/ Last Mile

This initiative would provide connections to and from bus stops, as well as car- share and bike- share locations, for trips that start or end more than a mile away. The service would be aiming to increase ridership, especially in rural areas with limited public transportation options.

Rides to Recovery

This program would connect individuals in active recovery with essential services like employment, food sources, medical care, education, and recreation, addressing key social determinants of health.

This access would enable individuals to meet their basic needs, engage in meaningful social interactions, and maintain overall health and well-being. The primary focus of the program would be employment-based transportation, including access to educational resources for long-term career advancement. Additionally, the program would provide transportation for healthy food access and medical needs, such as prescription pickup and social services appointments.

By offering consistent access to these essential services, Rides to Recovery would aim to promote equal opportunities for good health, professional growth, and social engagement throughout our community.

School Buses

Look at piloting programs with School buses. They serve every portion of the county, and the districts have their own transportation operations. The buses might be able to serve the general public and use the schools as transportation hubs for connections to other transportation systems.

Transportation Systems Management

1. Traffic Signal Upgrade Program for Downtown City of Ithaca

IMPLEMENTATION

5-10

To be conducted by the City of Ithaca in cooperation with NYSDOT	**$:** Up to $6 Million depending on scope of work and technologies implemented

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. Developing a linked, interconnected system using sensors to actuate signals in the presence of vehicles, bicycles, and pedestrians and to allow real time adjustments would help maximize operational efficiency, reduce congestion, reduce emissions and improve safety. Effort to be coordinated with ongoing transit traffic signal priority system project. Additional resources are needed to address the continuing deployment of the advanced traffic signal system.

2. State Route 13 Signal Management Program

IMPLEMENTATION

1-5

To be conducted by the NYSDOT in cooperation with the City of Ithaca	**$:** To be determined

Periodic review and evaluation of the signal system operations in the West End area of the City of Ithaca. This project needs to be repeated periodically to respond to changing traffic conditions.

Assistance To Local Trail Development Efforts

1. Implementation of Trail Development Strategy

IMPLEMENTATION

10-20

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

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, economic and quality of life benefits to residents of Tompkins County.

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.

In 2013, a trails coalition representing municipalities, Tompkins County, the ITCTC, numerous community organizations and interested private individuals, prepared a plan called the Tompkins Priority Trails Strategy: a vision for networked trails in Tompkins County (see Appendices). This plan was updated in 2023. It identifies a network of trails, the Tompkins County Priority Trails and Urban Connectors, and specifies steps needed to reach trail development. The ITCTC will continue to work and support the work of the trails coalition, including working towards implementation of the Tompkins Priority Trails Strategy.

The ITCTC will provide trail development technical assistance, i.e. mapping, data, grant applications, funding information, to interested municipalities and other government and civic agencies advancing development of the Tompkins County Priority Trails and Urban Connectors network.

2. Coddingtong Valley Trail

IMPLEMENTATION

1-5

To be implemented by the Town of Caroline, in collaboration with the Towns of Ithaca, Danby and Dryden, and with support of the ITCTC.	**$:** Approx. $250,000

Scoping and preliminary design of a mult-iuse trail extending from Burns Rd. to White Church Rd, near the Tompkins/Tioga county line. This project will advance if federal ATIIP grant funding is secured.