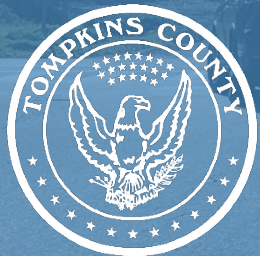


STATE ROUTE 13 CORRIDOR STUDY Public Meeting September 3, 2020

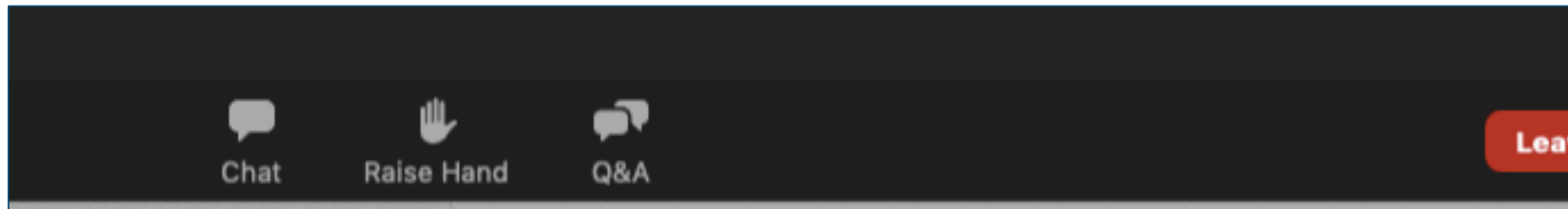


**Barton
& Loguidice**



ZOOM WEBINAR INSTRUCTIONS

- Click “Q&A” to type a question or make a comment
- Chat is also available if you want to type a comment
- Attendees are muted and have video disabled by default when they enter the webinar
- Polling questions will appear periodically throughout the presentation



PROJECT TEAM



- Keith Ewald, AICP, RLA, Managing Planner & Landscape Architect
- Katie Darcy, AICP, Community Planner



- Susan Charland, AICP, Planning Director / COO
- Christopher Dunne, Senior Planner



- Lorenzo Rotoli, P.E., Senior Project Manager - Transportation



- Fernando de Aragon, Director, Ithaca-Tompkins County Transportation Council



- Katie Borgella, Commissioner of Planning and Sustainability

STEERING COMMITTEE MEMBERS

Julie Baldwin	Region 3 Local Project Liaison	NYS DOT
Katie Borgella	Commissioner of Planning and Sustainability	Tompkins County Dept. of Planning and Sustainability
Ray Burger	Director of Planning	Town of Dryden
Deborah Dawson	County Legislator (Villages of Lansing & Cayuga Heights)	Tompkins County County Legislature
Fernando de Aragón	Ithaca-Tompkins County Transportation Council	Tompkins County
Mark Frechette	Project Director	NYS DOT
Reed Huegerich	Assistant Director of Transportation and Delivery Services	Cornell University
Mike Lane	County Legislator (Eastern Part of Dryden)	Tompkins County Legislature
Jason Leifer	Town Supervisor	Town of Dryden
David McKenna	County Legislator (Chair of Facilities & Infrastructure Committee)	Tompkins County Legislature
Glenn Morey	County Legislator (portions of the Towns of Dryden & Lansing)	Tompkins County Legislature
John Courtney	Superintendent of Public Works	Village of Lansing Department of Public Works
John Reichert	Region 3 Local Project Liaison	NYS DOT
Matt Yarrow	Assistant General Manager, Service Development and Planning	Tompkins Consolidated Area Transit, Inc (TCAT)



AGENDA

- Project Background
- Community Outreach
- Preliminary Improvement Strategies
 - Priority Intersection Improvements
 - Corridor-Wide Improvements
- Next Steps

OPPORTUNITIES TO PROVIDE FEEDBACK

During Meeting:

- Polling feature
- Q&A
- Chat

After Meeting:

- Project website (www.rt13project.com)
- Survey (online, provided after the meeting)
- Meeting recording

POLL

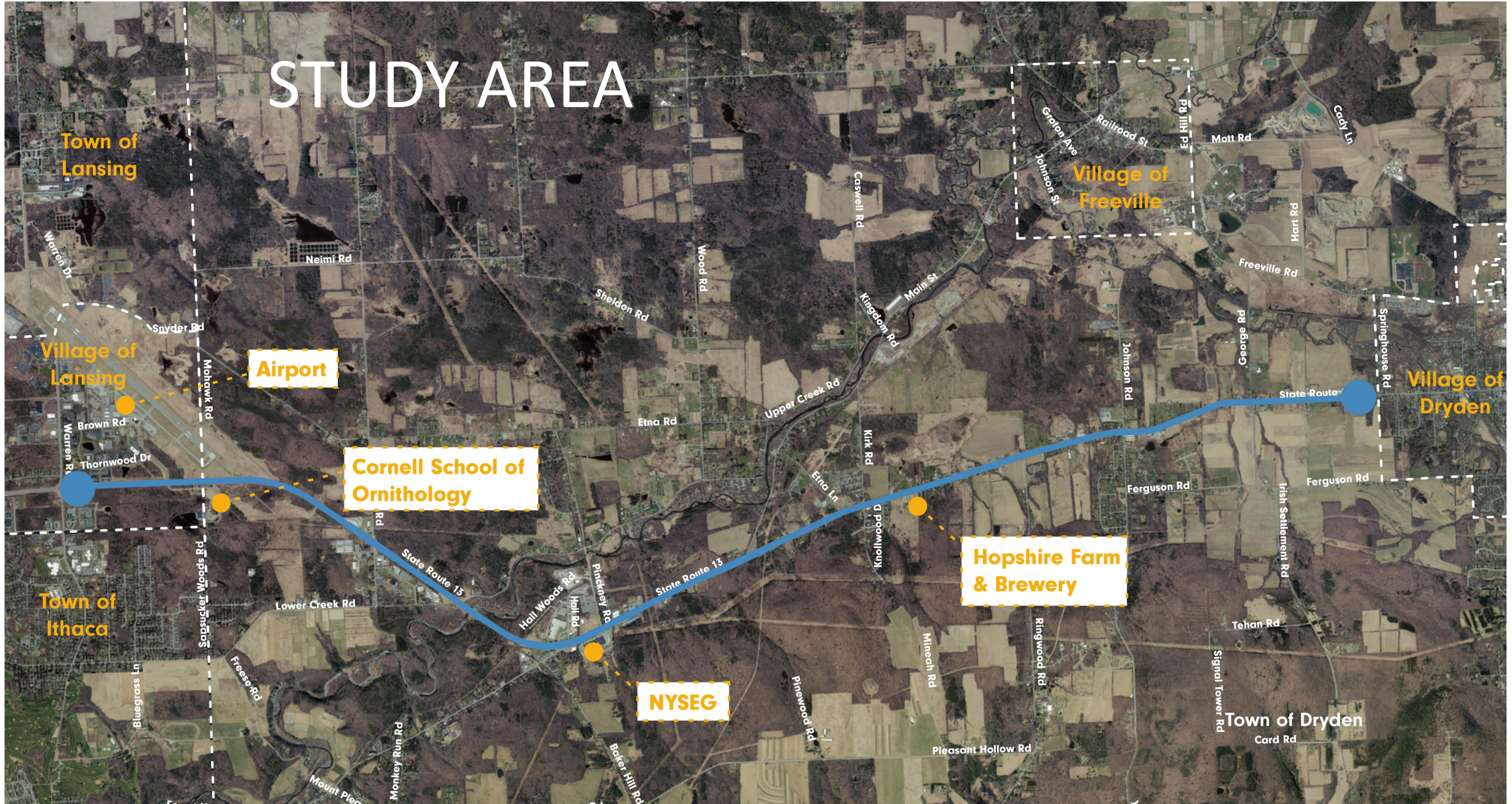
QUESTION:

Have you
attended a
zoom webinar
before?

PROJECT BACKGROUND



STUDY AREA



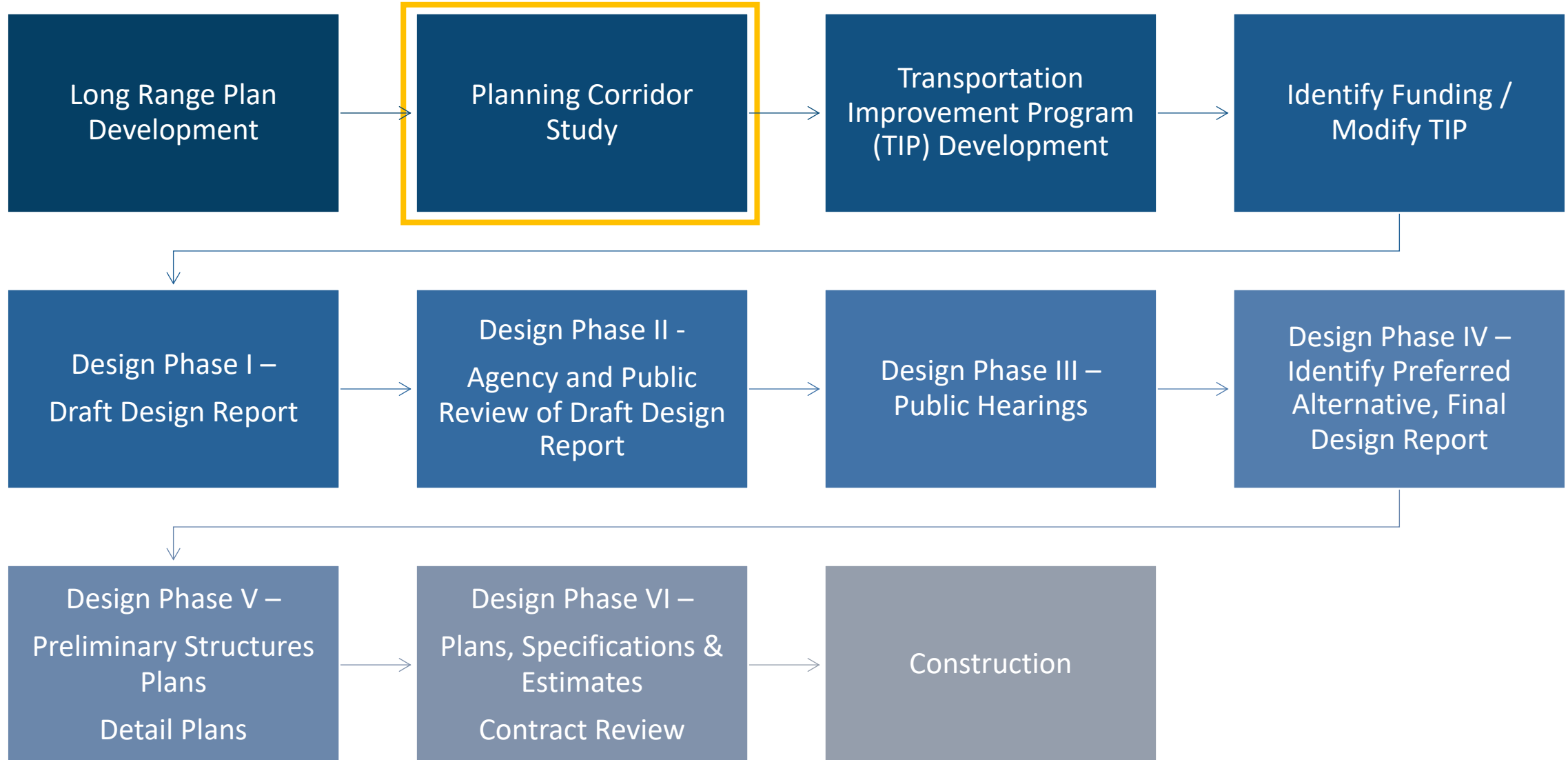
PROJECT BACKGROUND

- **Need and Purpose of the Study:**
 - Assess and document problem areas along the SR 13 corridor through traffic and safety analyses
 - Identify likely development scenarios and their potential impacts on the corridor
 - Develop preliminary alternative design strategies for further consideration and study by NYSDOT
- **Outcome:** Corridor Planning Study report with recommendations for improvements the County and State can consider once funding is in place

RAISE AWARENESS | HIGHLIGHT DESIGN SOLUTIONS | GATHER COMMUNITY CONSENSUS

NYSDOT PROJECT DEVELOPMENT PROCESS

WE ARE HERE!



EXISTING CONDITIONS

Traffic Data Analysis

- Traffic Counts @ Key Intersections
- Speed Data Analysis
- Turning Movement Counts
- Level of Service Analysis

Crash Data Analysis

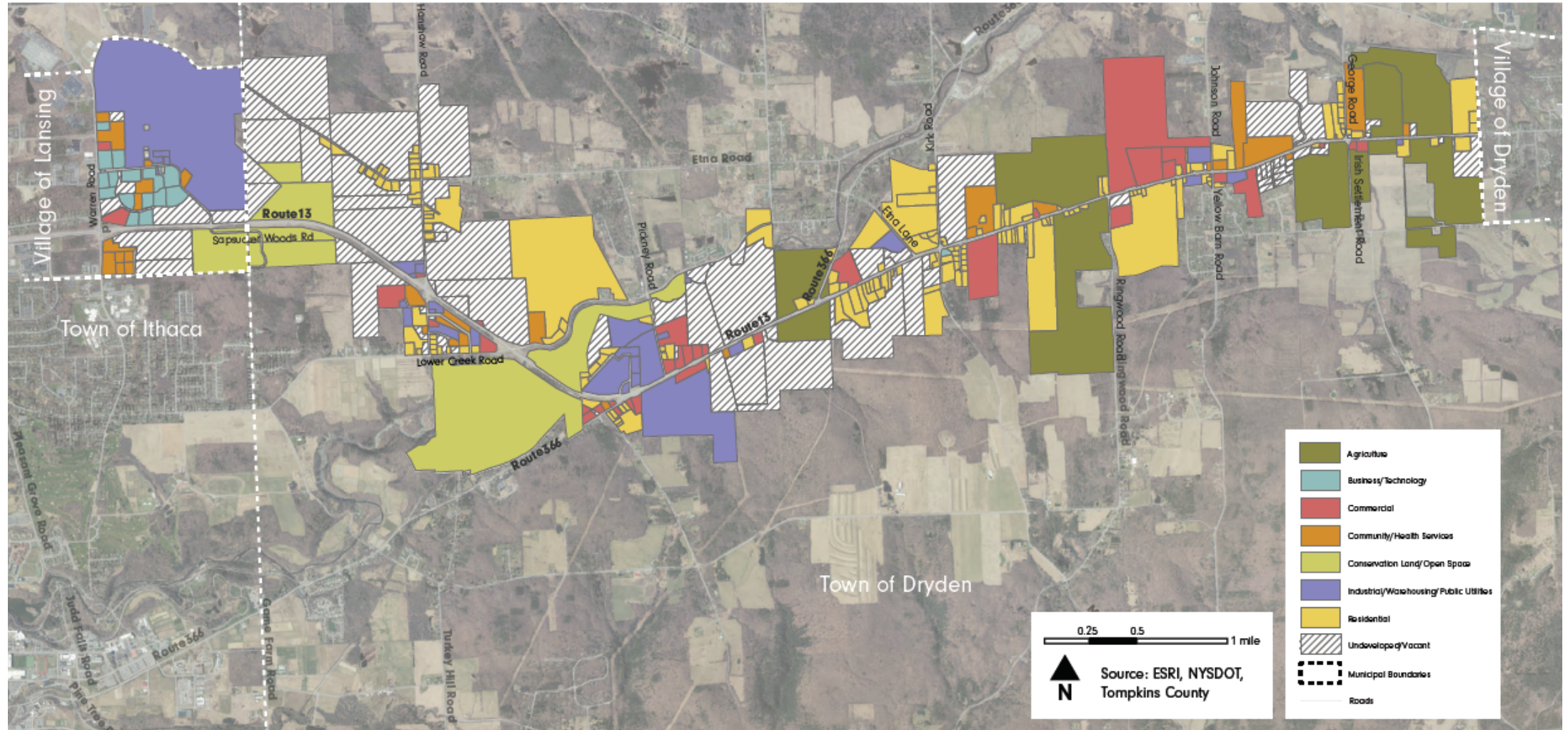
- 5 year period
- Over 500 accidents
- Number, type & severity (patterns)
- Compared to Statewide average rates
- Identify countermeasures

TABLE 3: PEAK HOUR VOLUMES (VEHICLES/HOUR)

Location #	AM Peak Hour	AM Volume	PM Peak Hour	PM Volume
1	7 AM - 8 AM	675	4 PM - 5 PM	477
2	8 AM - 9 AM	572	3 PM - 4 PM	469
3	7 AM - 8 AM	984	4 PM - 5 PM	852
4	7 AM - 8 AM	1,074	4 PM - 5 PM	1,101
5	7 AM - 8 AM	551	4 PM - 5 PM	497
6	8 AM - 9 AM	667	4 PM - 5 PM	724
7	7 AM - 8 AM	813	4 PM - 5 PM	817

EXISTING CONDITIONS

Existing Land Use & Zoning Analysis & Future Development Analysis



COMMUNITY OUTREACH




PREVIOUS OUTREACH CONDUCTED

- Interviews
- Survey
- Drop-in
- Door-to-Door
- Website
- Steering Committee Meetings




YOUR FEEDBACK IS IMPORTANT!

Take the online survey at:
www.surveymonkey.com/r/Y76FQXD



To get involved, please contact
Susan Charland, Highland Planning
+1 (585) 287 2755
susan@highland-planning.com



STATE ROUTE 13
CORRIDOR STUDY
2019 - 2020

Visit www.tompkinscountyny.gov/planning/transportation-choices/rt13corridor for more details.

ONLINE SURVEY

- Online survey, open between January 28 to February 29, 2020
- 1,500+ responses



ONLINE SURVEY - RESULTS

Most important issues:

- Vehicle Safety
- Bike and pedestrian safety
- Traffic congestion

Most often mentioned improvements

- Intersections
- Corridor expansion
- Reduce congestion
- Access & safety

ONLINE SURVEY - RESULTS

Places for TCAT buses to pull over."

"The intersection at Lower Creek Road is dangerous."

"More turning lanes."

Widen the road.

"Install a traffic signal at _____" (various intersections)

PRELIMINARY IMPROVEMENT STRATEGIES



OVERVIEW

Two Distinct Corridor Sections:

- Warren Road To SR 366 (Main Street)
- SR 366 (Main Street) To Spring House Road

6 Key Intersections:

- SR 13 & Warren Road
- SR 13 & Brown Road / Sapsucker Road
- SR 13 & Hanshaw Road
- SR 13 & Lower Creek Road
- SR 13 & SR 366 (Dryden Road)
- SR 13 & SR 366 (Main Street)

Corridor-Wide Improvements:

- Transit Improvements
- Bicycle / Pedestrian Accommodations
- Access Management Strategies
- Zoning Recommendations

THREE TYPES OF STRATEGIES:

1: Short-Term Strategies

- Pedestrian Crossings
- Intersection Lighting
- Signal Backplates (for visibility)
- Vehicle Detection System
- Re-timing Signal Program
- Signage
- Etc.

2: Intersection Configurations

- Turning Lanes
- Geometric Reconfigurations
- Signalization
- Roundabout Installations
- Etc.

3: Corridor Expansion

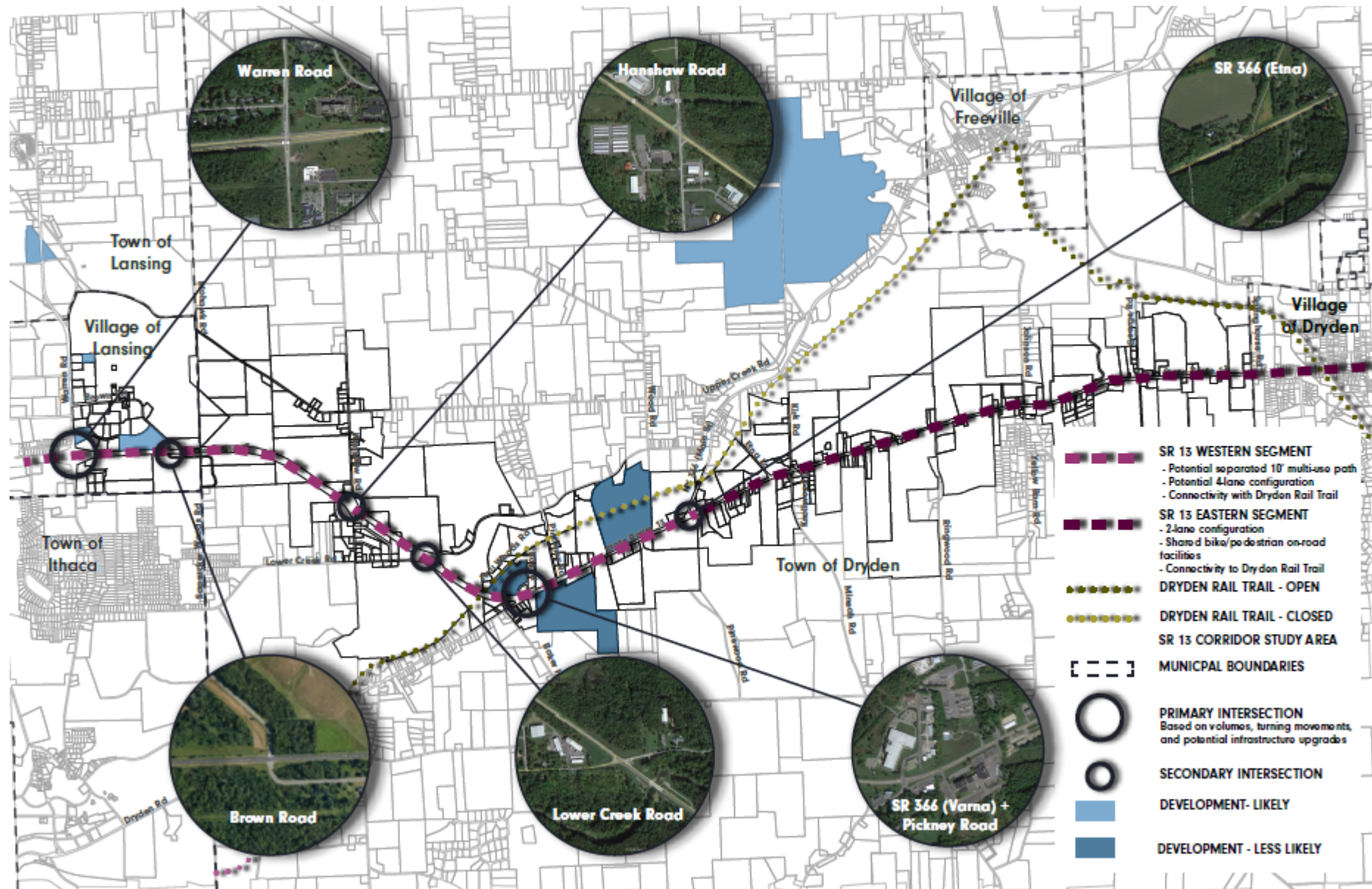


Shorter
Term,
Lower
Cost



Longer
Term,
Higher
Cost

OVERVIEW – SCHEMATIC PLAN

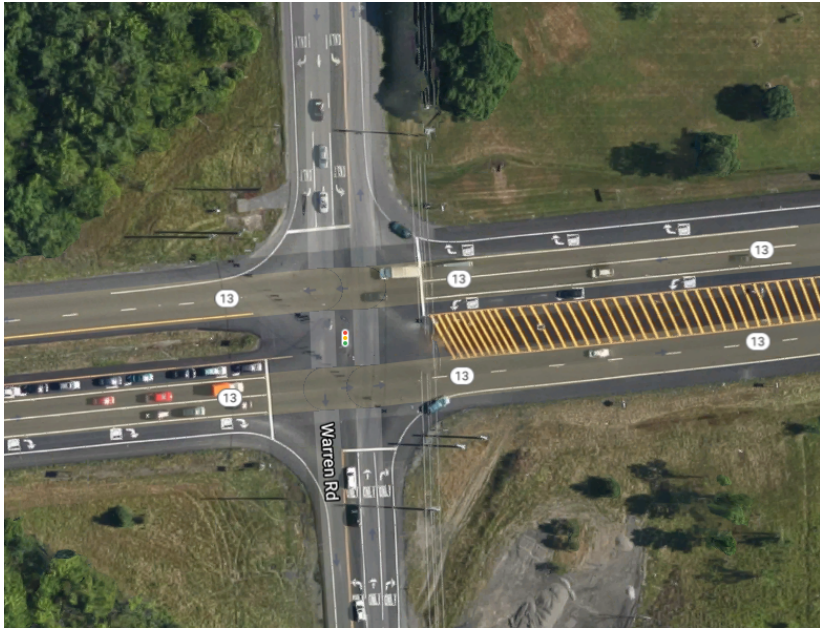


PRIORITY INTERSECTION IMPROVEMENTS:

- #1: SR 13 & Warren Road
- #2: SR 13 & Brown Road / Sapsucker Road
- #3: SR 13 & Hanshaw Road
- #4: SR 13 & Lower Creek Road
- #5: SR 13 & SR 366 (Dryden Road) / Hall Road / Pinckney Road / NYSEG Driveway
- #6: SR 13 & SR 366 (Main Street)



INTERSECTION #1: WARREN ROAD



Issues:

- Highest crash rate along the corridor (5x higher than statewide average)
- Delays / Congestion (particularly for left turns onto Warren Rd during AM Peak)
- Lack of dedicated crossing for pedestrians & bicyclists

Goal:

- Increase safety
- Reduce wait times for vehicles turning onto Warren Rd from SR 13 NB
- Reduce wait times for vehicles turning onto SR 13 SB from Warren Rd

Short-Term Strategies:

- Install intersection lighting
- Install additional warning signage
- Install pedestrian crossings
- Re-time signal program
- Install new vehicle detection system



Potential Intersection Configuration Strategies:

- Install additional turn lanes (on Warren Rd NB & SR 13 NB)
- Widen Warren Road
- Implement bi-directional bike path on the shoulder of Warren Road
- Install planted medians

LEGEND

- 1 Additional Left Turn Lanes**
Two additional left turn lanes, one approaching the intersection on SR13 from the west, and another approaching the intersection on Warren Road from the south.
- 2 Enhanced Crosswalks**
Eastern and western leg crosswalks to be 2-stage crossings with refuge island for safety. All crosswalks would provide safe passage for pedestrians and bicyclists and connectivity to potential future multi-use pathway along SR 13.
- 3 Cycle Track**
Potential 10' wide two-way cycle track to provide direct connectivity to SR 13 for bicyclists.
- 4 Multi-Use Pathway**
Provide multi-use separated 10' path to provide safe connectivity to Dryden Rail Trail and adjacent development.
- 5 Tree Plantings**
Greenspace and street tree integration to provide for visual and vertical separation between eastbound and westbound travel lanes, and to provide safe separation between roadway and potential multi-use path along the western segment of the SR 13 corridor.



QUESTION:

Which of these strategies that can be implemented in the short-term would you like prioritized at this intersection for further study?



INTERSECTION #2: BROWN / SAPSUCKER ROAD



Issues:

- Congestion / long delays
- Dangerous movements / vehicles passing on shoulder
- Crash rate twice as high as similar facilities statewide
- Lack of dedicated crossing for pedestrians & bicyclists

Goal:

- Increase safety
- Reduce wait times for vehicles turning onto SR 13 from Brown
- Reduce conflicts between through traffic and turning movements

Short-Term Strategies:

- Install intersection lighting
- Install bicycle warning signage
- Install pedestrian crossings

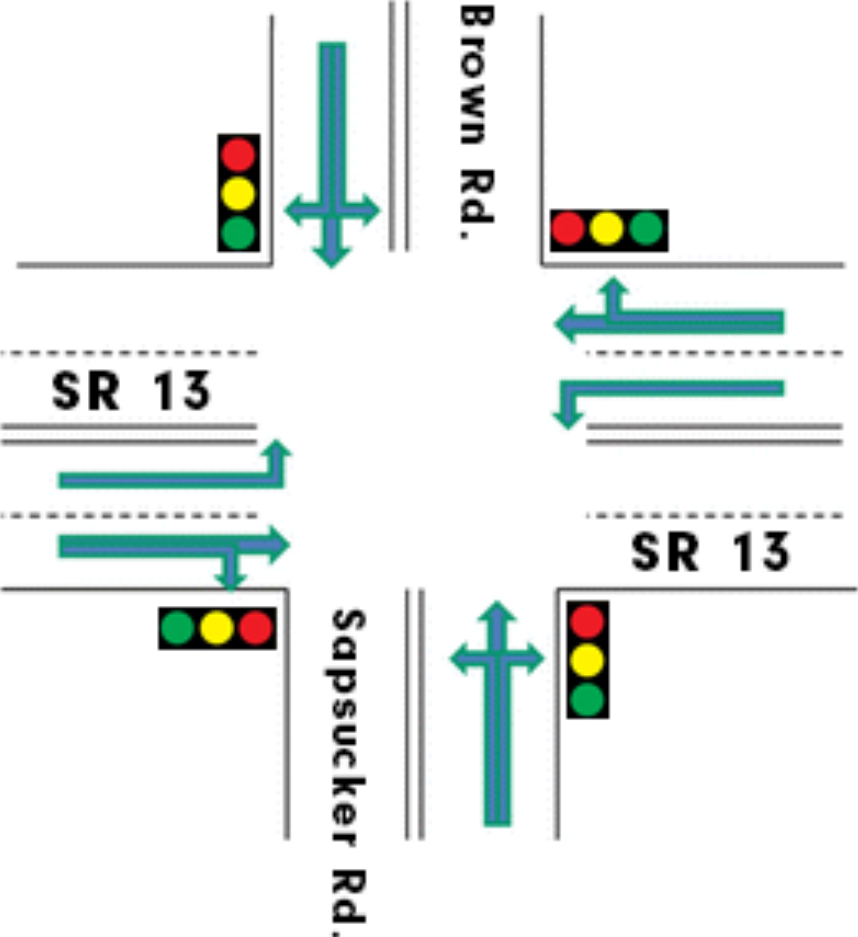


Potential Intersection Configuration Strategies:

- Signalize intersection & install left turn lanes on SR 13
- Consider installation of roundabout

BROWN / SAPSUCKER ROAD: Potential Strategies

Signalize Intersection & Install Left Turn Lanes on SR 13



Install Roundabout

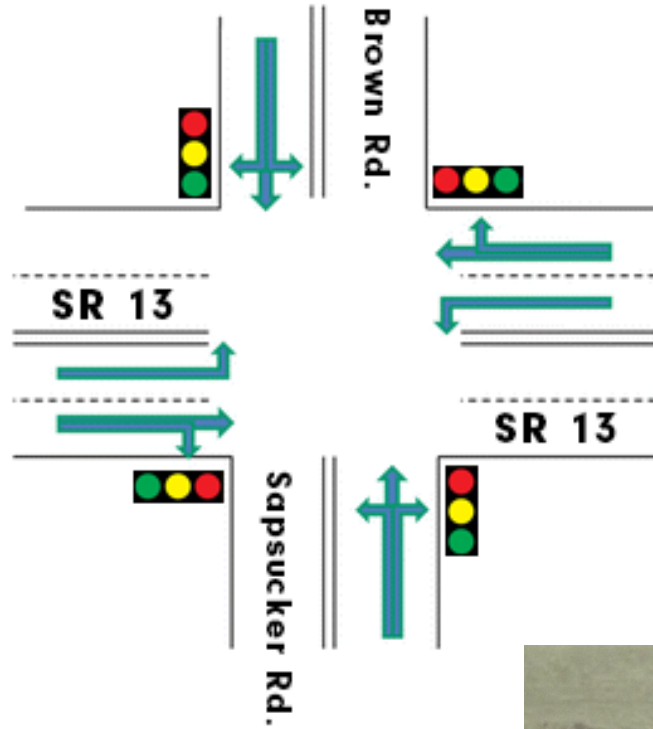


QUESTION:

Which of these strategies that can be implemented in the short-term would you like prioritized at this intersection for further study?



QUESTION:
Which long-term
option to
reconfigure this
intersection
would you like
prioritized for
further study?



INTERSECTION #3: HANSHAW ROAD



Issues:

- Second highest crash rate for Study corridor (2x statewide average)
- Difficulty making turning movements onto SR 13 from Hanshaw Road
- Difficulty turning left from SR 13 onto Hanshaw

Goal:

- Increase safety
- Reduce delays for turning movements

Short-Term Strategies:

- Install signal backplates for visibility
- Install intersection lighting.
- Consider installing a yield sign for right turn lanes on Hanshaw Road
- Consider re-timing signal program.

Potential Intersection Configuration Strategies:

- Consider signaling right turn lanes on Hanshaw Road.

QUESTION:

Which of these strategies that can be implemented in the short-term would you like prioritized at this intersection for further study?



INTERSECTION #4: LOWER CREEK ROAD



Issues:

- Third highest crash rate for Study corridor (3x statewide average)
- Difficulty turning left onto Lower Creek Road from SR 13

Goal:

- Increase safety
- Reduce conflicts between through traffic and turning movements

Short-Term Strategies:

- Install pedestrian crossings
- Install intersection lighting

Potential Intersection Configuration Strategies:

- Geometric redesign to 90 degree signalized intersection
- Install dedicated left turn lanes on SR 13
- Consider installation of roundabout
- Consider restricting turning movements (e.g. left turns onto Lower Creek Road from SR 13)

LOWER CREEK ROAD: Potential Geometric redesign to 90 degree signalized intersection



QUESTION:
Which long-term
option to
reconfigure this
intersection would
you like prioritized
for further study?



INTERSECTION #5: SR 366 (DRYDEN ROAD) / HALL ROAD / PINCKNEY ROAD / NYSEG DRIVEWAY



Issues:

- Congestion during peak hours
- Crash rate twice as high as similar facilities statewide
- Confusion on SR 13 SB regarding NYSEG Driveway left turn lane and SR 366 left turn lane
- Lack of dedicated crossing for pedestrians & bicyclists

Goal:

- Reduce wait times for vehicles turning left onto SR 366 or SR 13
- Increase safety for motorists and non-motorists
- Reduce conflicts between through traffic and turning movements



Potential Intersection Configuration Strategies:

- Add additional turn lanes on SR 13 & SR 366
- Install roundabout

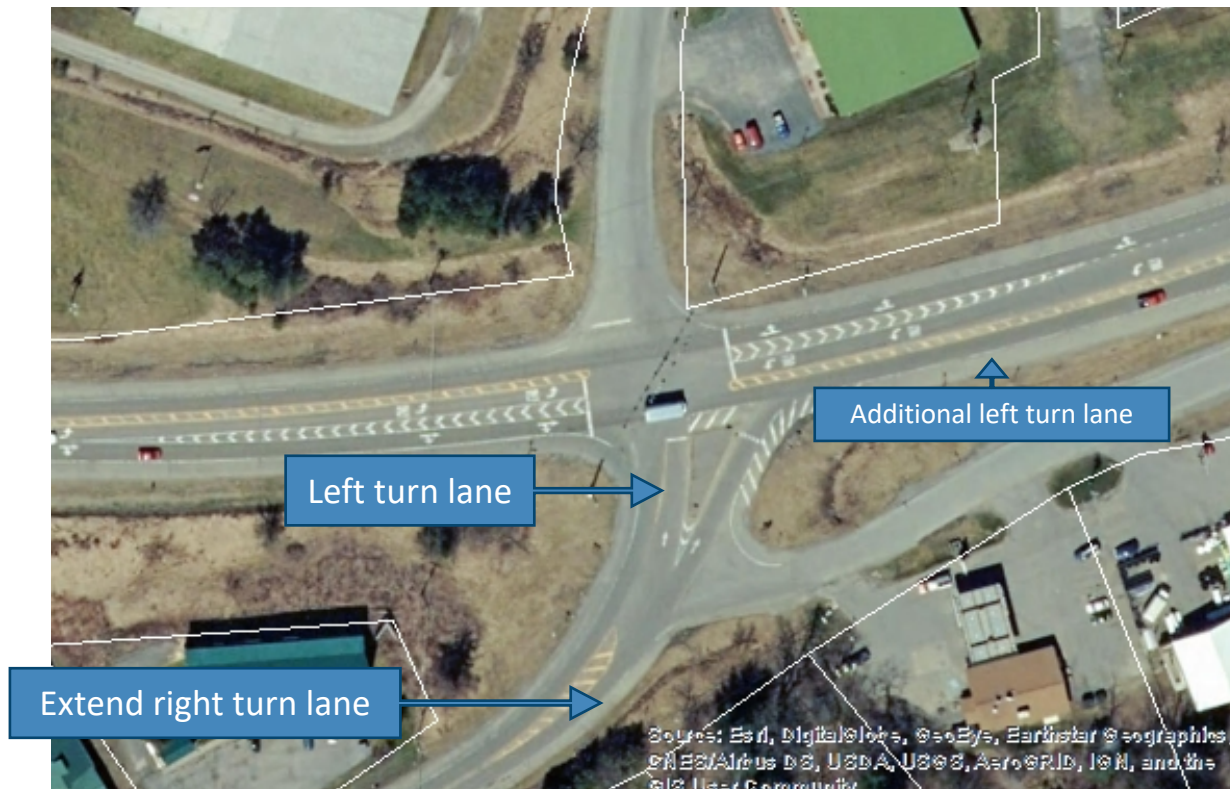
Additional Potential Treatments:

- Consider reconfiguring eastern NYSEG driveway to align with Pinckney Road
- Consider closing western NYSEG driveway
- Consider installing center turn lanes on SR 13 for businesses east of NYSEG

SR 366 (DRYDEN ROAD) / HALL ROAD / PINCKNEY ROAD / NYSEG DRIVEWAY: Potential Strategies

Additional Turn Lanes

- Extend right turn lane from SR 366 onto SR 13 NB
- Install additional left turn lane on SR 13 SB
- Install left turn lane on SR 366



Roundabout

- Install roundabout at SR 13 / SR 366 intersection

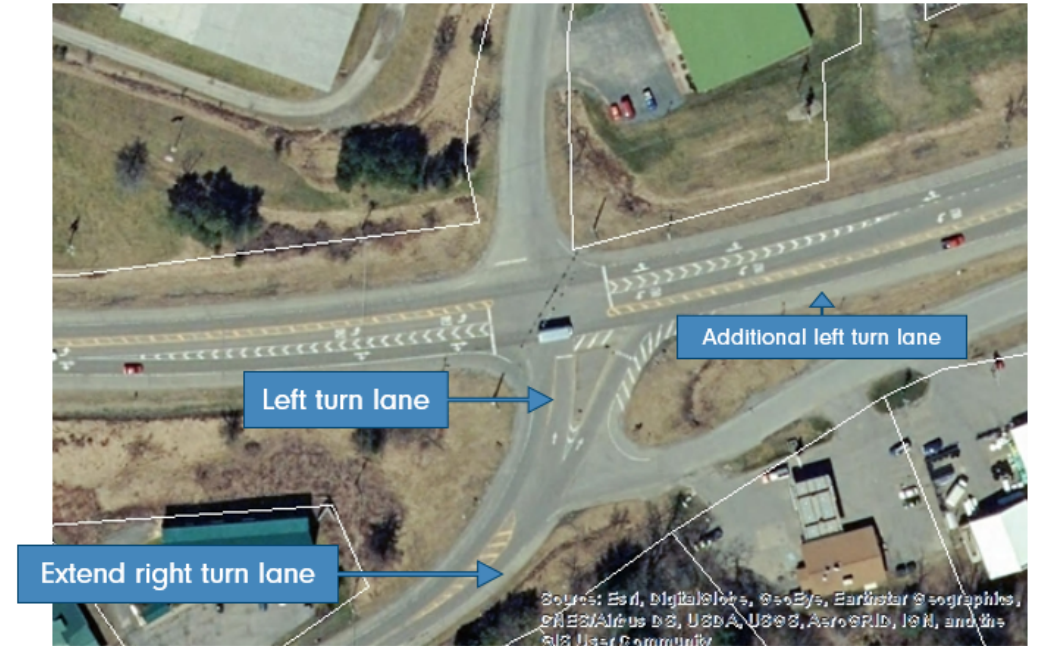


QUESTION:

Which of these strategies that can be implemented in the short-term would you like prioritized at this intersection for further study?



QUESTION:
Which long-term
option to
reconfigure this
intersection would
you like prioritized
for further study?



INTERSECTION #6: SR 366 (MAIN STREET)



Issues:

- Difficulty turning right onto SR 13 (failing Level of Service (LOS F))
- Safety concerns (crash rate 3x higher than statewide average)

Goal:

- Increase safety
- Reduce conflicts between through traffic and turning movements

Short-Term Strategies:

- Install pedestrian crossings
- Install intersection lighting

Potential Intersection Configuration Strategies:

- Signalize intersection
- Install a right turn lane on SR 366.

QUESTION:

Which of the following intersections on State Route 13 do you feel should be prioritized for further study?



CORRIDOR-WIDE IMPROVEMENTS



MULTI-MODAL IMPROVEMENTS

Transit Improvements

- Accessibility / Ease of Use
- Safety / Comfort
- Bus Turn-Outs
- Bus Lighting
- Signage Improvements

Bicycle & Pedestrian Accommodations

- Shared-Use Path (Warren Road to SR 366 (Dryden Road.)).
- Bicyclist Signage (SR 366 (Dryden Road) to Spring House Road.



LEGEND

1 Additional Left Turn Lanes

Additional left turn lane approaching the intersection on State Route 13 from the west, and additional turn lane approaching the intersection on Warren Road from the south.

2 Multi-Use Connectivity

Provide bicycle access along the cycle track to the east side of Warren Road, and provide enhanced, multi-use crosswalks approaching each side of the intersection.

3 Multi-Use Pathway

Provide multi-use separated 10' path to provide safe connectivity to Dryden Rail Trail and adjacent development.

4 Tree Plantings

Lawn or paver with street trees to provide visual and vertical separation between travel lanes and pathway, as well as between northbound and southbound travel lanes.



Existing Conditions



Proposed Conditions

QUESTION:

Which improvement for transit users, bicycles and pedestrians on State Route 13 would you like prioritized for further study?

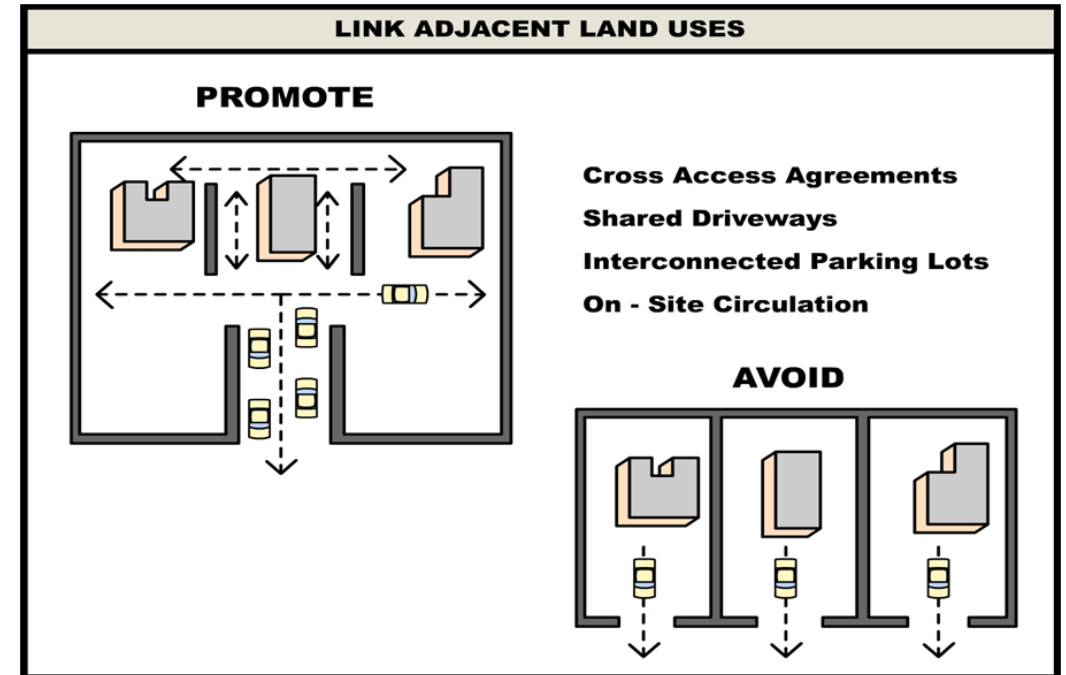


ACCESS MANAGEMENT STRATEGIES

- Shared Driveways
- Placement & Number of Driveways
- Driveway Spacing
- Non-Transversable Medians
- Alignment of Access Points

ZONING RECOMMENDATIONS

- Add additional access management restrictions in Site Plan Review and Subdivision processes.
- Add off-street parking setback requirements to the Town of Dryden's Zoning Code.
- Develop a corridor overlay district.
- Require additional pedestrian / bicyclist accommodations in the Village of Lansing's Zoning Code.



Source: Wisconsin DOT

ADDITIONAL ALTERNATIVES CONSIDERED

- Corridor Expansion

- Very costly capital improvements
- Multi-year construction process
- Extensive impacts to environmental resources and private property
- Not a catch-all strategy – needs a regional plan at the local/state/federal levels
- Focus on localized (lower hanging fruit) concerns at specific problem areas along the corridor

- Frontage Road (shared commercial access drives)

- Would require significant private property/ROW acquisition
- Current developments do not exhibit the requisite setbacks to retrofit access
- Focus this strategy where it can be programmed into future development

QUESTION:

Now that you've seen the recommendations, what type of big picture improvement would you like prioritized corridor-wide for further study?





NEXT STEPS

- Meeting recording and summary will be posted to website (that will include a copy of the “chat” comments and Q&A)
- Survey will be circulated to participants via email and posted to the county’s project website after Labor Day
- Draft report will be posted online in October
- Final report published based on public / stakeholder feedback in November

QUESTIONS / COMMENTS? REACH OUT!

Susan Charland – Highland Planning: susan@highland-planning.com

Project Website: www.rt13project.com