

MEETING SUMMARY

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| Project Title | State Route 13 Corridor Study |
| Meeting Date | September 3, 2020, 6:00 pm |
| Location | Video Conference |
| Topic | Preliminary Recommendations |
| Attendees | 89 |
| Team Members | <ul style="list-style-type: none">• Fernando de Aragón, Director, Ithaca-Tompkins County Transportation Council• Katie Borgella, Commissioner of Planning and Sustainability, Tompkins County• Katie Darcy, AICP, Community Planner, Barton & Loguidice• Keith Ewald, AICP, RLA, Managing Planner & Landscape Architect, Barton & Loguidice• Lorenzo Rotoli, P.E., Senior Project Manager – Transportation, LaBella Associates• Susan Charland, Planning Director/COO, Highland Planning• Christopher Dunne, Senior Planner, Highland Planning |

OVERVIEW & BACKGROUND

On Thursday, September 3, 2020, a virtual public meeting was held for the State Route 13 Corridor Study from 6:00 to 7:30pm about the preliminary recommendations for improving the corridor. The meeting was held using Zoom Webinar with live polling, Q&A and chat and had a peak of 89 attendees.

A link to the presentation is available in Appendix A: Presentation, a link to a recording of the meeting is available in Appendix B: Meeting Recording, a summary of poll questions and results is available in Appendix C: Poll Questions and Results, a copy of questions and comments typed by attendees into the Q&A feature is available in Appendix D: Questions and Comments in Q&A Feature, a copy of questions and comments typed into the chat feature is available in Appendix E: Questions and Comments in Chat Feature, and a copy of comments sent by email after the meeting is included in Appendix F: Emailed Comments and Questions. The personal information of respondents has been removed for the purposes of this summary.

Promotion

The meeting was promoted through e-blasts to the project contact list, a press release, the project Steering Committee and use of a variable message sign on State Route 13 provided by the Tompkins County Highway Department. An initial invite was emailed to 592 contacts on Friday, August 21, 2020. A reminder email was sent on Tuesday, September 1, 2020. The variable message sign advertising the meeting was placed on State Route 13 beside the southbound travel lane across from the NYSEG property and remained up from Friday, August 28 through the time of the meeting. There were 133 registrants for the meeting.

Agenda

The meeting agenda included the following:

- Introductions
- Project Background
- Summary of community engagement efforts
- Preliminary improvement strategies.
- Next steps and future opportunities for input

Attendees were invited to participate via the “chat” feature, typing questions into the Q&A feature, and responding to interactive polls.

PRESENTATION & DISCUSSION

Overview

The team presented information about the project background, public engagement, and preliminary strategies for the SR-13 corridor. A copy of the presentation can be found in Appendix A: Presentation.

Attendees asked questions and made comments by using the chat and Q&A features of the Zoom Webinar as well as emailing the project team. There were 107 unique messages submitted through the Q&A feature, 30 messages submitted through the chat feature (excluding poll responses and three emails for a total of 140 questions or comments). Following the meeting, questions and comments were categorized and sorted by themes which are discussed below.

Comments

Intersection improvements other than roundabouts were the most commonly mentioned issue in the Q&A feature with 48 comments (34%) on this topic. Roundabouts, a specific type of intersection improvement, were the subject of 24 comments or questions (17%). In total, including roundabouts, over half of the questions and comments were on the subject of intersection improvements. There were also 21 questions or comments (15%) on the multimodal aspects of the corridor including bus stops and bicyclist and pedestrian amenities.

The intersections that received the most comments were Brown and Sapsucker Woods Roads with 10 comments (21% of intersection questions and comments) and the intersection of State Route 366 and Main Street with nine comments (19%). Comments on intersections focused on the safety of the intersections, inconvenience for and caused by turning vehicles as well as the challenges posed by weather and topography at specific intersections. Some also commented on the improvement strategies recommended for further study or noted additional potential improvements. There were 15 comments (32%) that applied to intersections not designated for analysis at the outset of the study or that applied to multiple intersections. These intersections included Yellow Barn, George, Spring House and Kirk Roads.

Comments on roundabouts showed some support for the concept at certain intersections but also some opposition to their use in the corridor. Comments on the multimodal aspects of the corridor mentioned mode shift for commuters to Ithaca/Cornell from cars to transit, better bus shelters, bicycle facilities and pedestrian sidewalks and crossings, and the Dryden Rail Trail among other issues. A summary of comments by theme is included in Table 1 and a copy of all comments submitted during and after the meeting is included in Appendix D: Questions and Comments in Q&A Feature, Appendix E: Questions and Comments in Chat Feature and Appendix F: Emailed Comments and Questions.

Table 1 Themes of Comments and Questions

| Theme | Description | Number of Questions and Comments |
|---------------------------|--|----------------------------------|
| Corridor Expansion | Includes comments and questions on lane additions and bypasses | 7 |
| Development | Includes comments and questions on zoning, housing, businesses and impacts from development | 5 |
| Intersection Improvements | Includes comments and questions on improvements to intersections other than roundabouts | 50 |
| Meeting Format | Includes comments and questions on the meeting format and polling options | 9 |
| Miscellaneous | Includes comments and questions on issues associated with weather conditions, topography | 9 |
| Multimodal | Includes comments and questions on improvements for transit users, bicyclists and pedestrians | 21 |
| Narrowing Point | Includes comments and questions on the portion of State Route 13 where the road transitions from two lanes to one lane | 3 |
| Roundabouts | Includes comments and questions on safety, user-friendliness and environmental benefits of roundabouts | 24 |
| Technical Analysis | Includes comments and questions on findings and data from the technical analysis | 10 |
| Technology | Includes comments and questions on specific technology such as sensors and speed cameras | 5 |

APPENDICES

Appendix A: Presentation

A copy of the meeting presentation is available at the project webpage, www.RT13project.com

Appendix B: Meeting Recording

A video recording of the meeting is available [here](#).

Appendix C: Poll Questions and Results

Results of the live polling held during the meeting are included below. Attendees were polled throughout the presentation after slides on intersection or corridor-wide improvements were presented in order to obtain an initial sense of community priorities. Figure 1 shows that a large plurality of attendees (49%) want intersection improvements prioritized for further study over corridor expansion, access improvements and integration with other modes of transportation. Polling also showed that attendees felt there was no “one size fits all” for long-term and more costly improvements across intersections: a small plurality of poll respondents opted for a roundabout at the Brown and Sapsucker Woods intersection (45%) as shown in Figure 3, but prioritized adding turn lanes over installation of roundabout at the Lower Creek Road intersection (Figure 5) and the State Route 366 (Dryden Road) / Hall Road / Pickney Road /NYSEG Driveways intersection (Figure 7).

Figure 1 Poll results for Warren Road short-term improvements

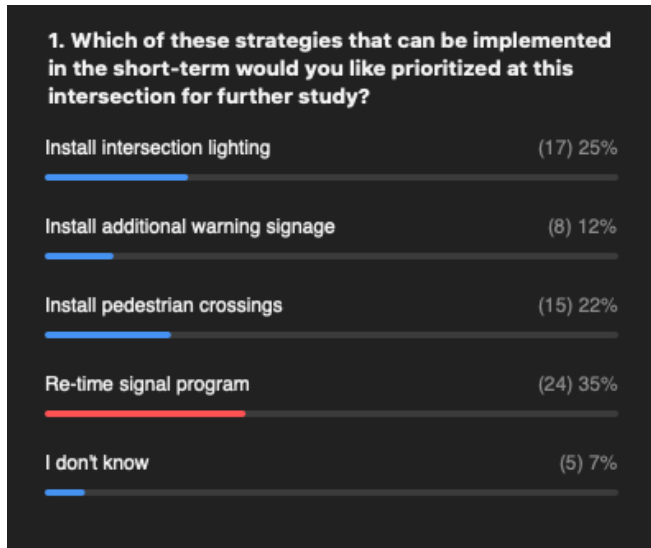


Figure 2 Poll results for Brown/Sapsucker Woods Road short-term improvements

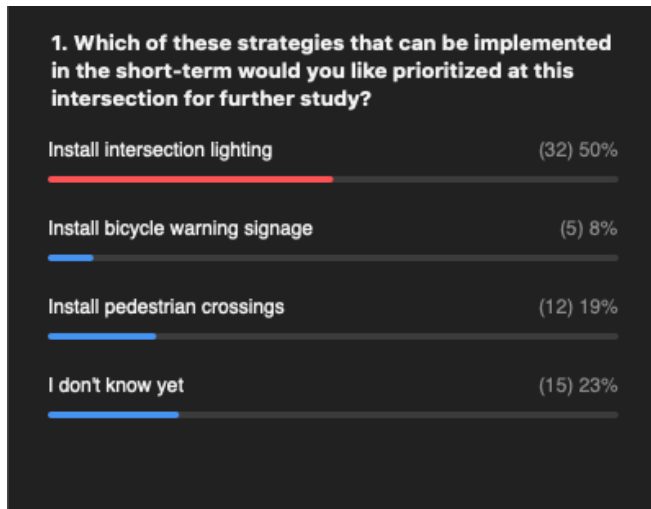


Figure 3 Poll results for Brown/Sapsucker Woods Road long-term improvements

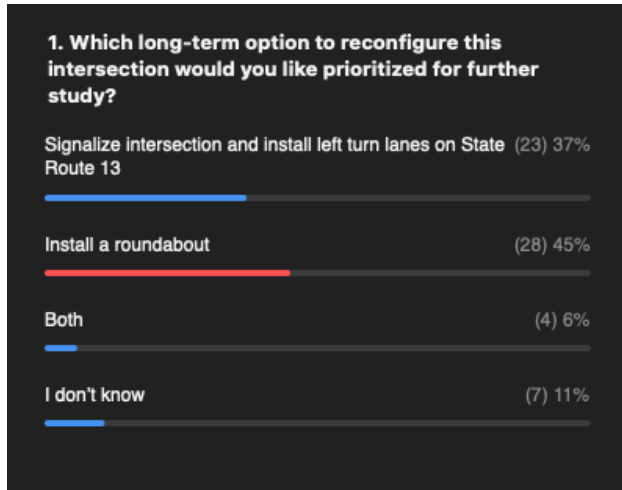


Figure 4 Poll results for Hanshaw Road short-term improvements

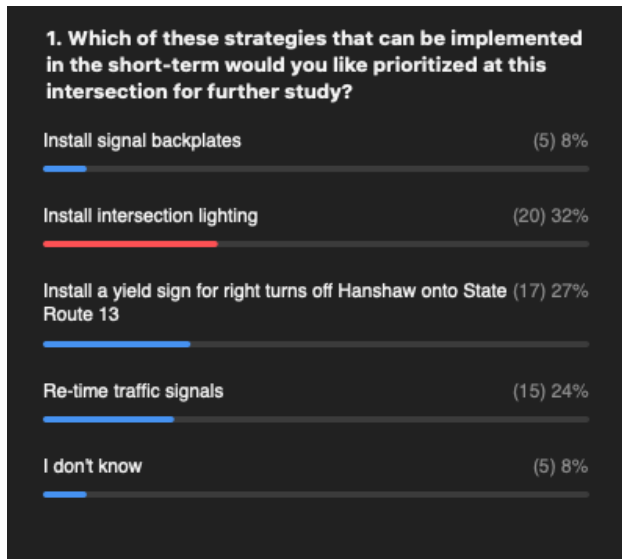


Figure 5 Poll results for Lower Creek Road long-term improvements

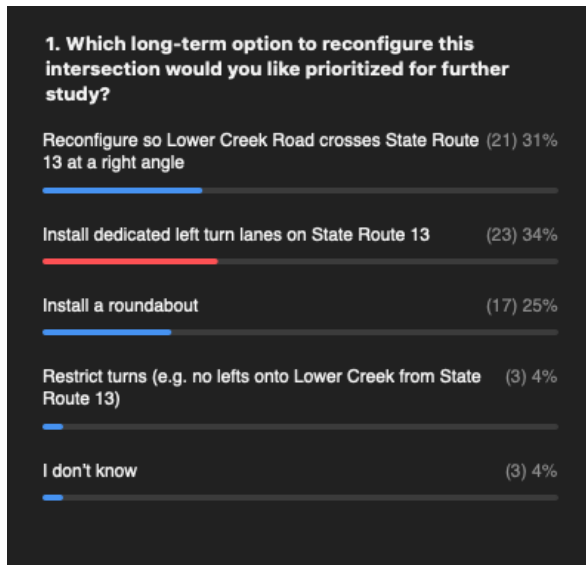


Figure 6 Poll results for State Route 366 (Dryden Road) / Hall Road / Pickney Road /NYSEG Driveways improvements

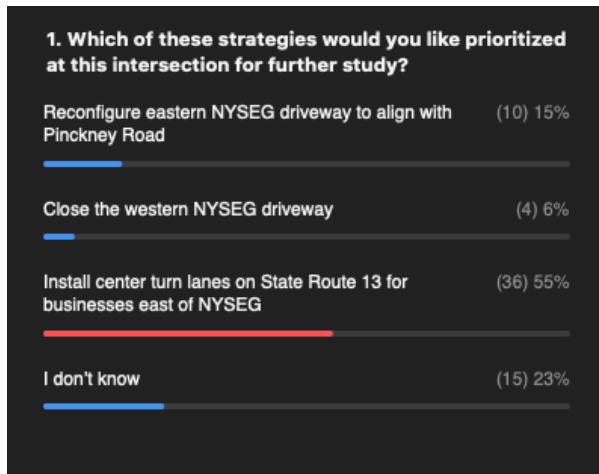


Figure 7 Poll results for State Route 366 (Dryden Road) / Hall Road / Pickney Road /NYSEG Driveways improvements

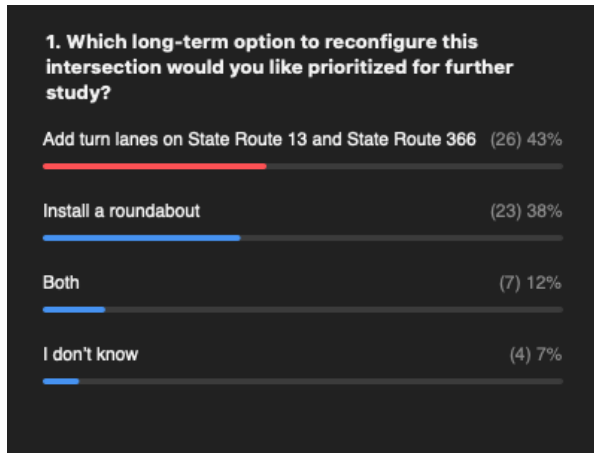


Figure 8 Poll results for prioritization of intersection for improvement

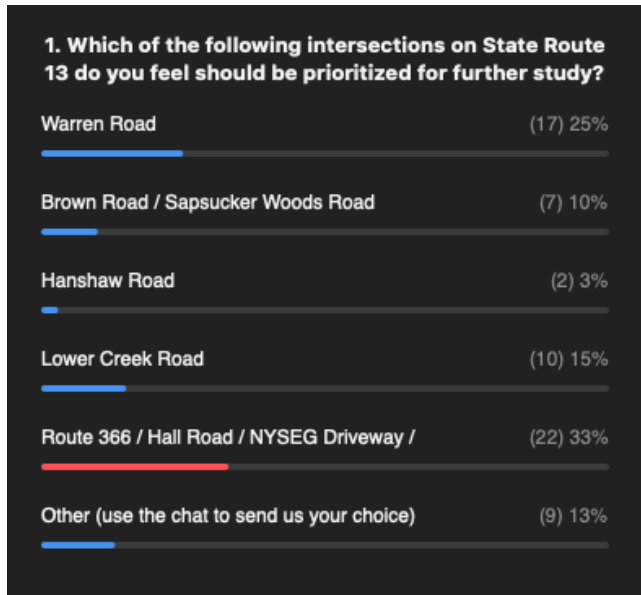


Figure 9 "Other" intersection selections in response to poll on intersections

From [redacted] to All panelists: 7:19 PM
Priority - 366 Main Street/13

From [redacted] to All panelists: 7:19 PM
(It wasn't a poll choice)

From [redacted] to All panelists: 7:19 PM
366 and rte 13

From [redacted] to All panelists: 7:20 PM
yellow barn road

From [redacted] to All panelists: 7:20 PM
East intersection of Rte 13 and 366 (towards Freeville).

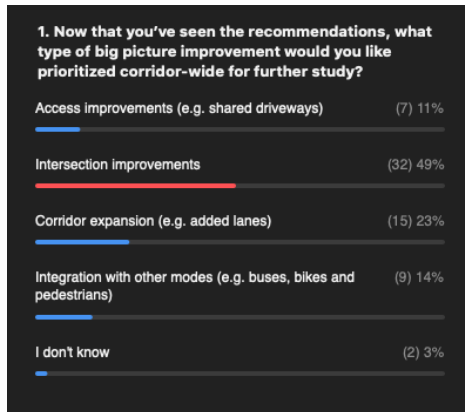
From [redacted] to All panelists: 7:20 PM
Yellow barn road

From [redacted] to All panelists: 7:20 PM
and Yellow Barn

From [redacted] to All panelists: 7:20 PM
366/13 at etna

From [redacted] to All panelists: 7:20 PM
dangerous by Nyseg

Figure 10 Poll results for big picture question



Appendix D: Questions and Comments in Q&A Feature

| # | Question/Comment |
|----|---|
| 1 | I frequently don't trigger the green light at Warren Road, going north when on my bicycle. There is no button on the south side of Warren road on the right hand side |
| 2 | Will traffic circles/rotaries be added to prevent new or to replace existing traffic lights as rotaries are much safer and efficient for intersections as well as being better for the environment? |
| 3 | I'd like to see more T-Cat bus pull offs, and 2 lanes coming up out of Dryden towards Cortland. |
| 4 | Will lanes be added from the warren rd intersection going east to Dryden till at least after nyseg? |
| 5 | What are the problems, if any, with the current road that have prompted this review? |
| 6 | Will more turning lanes be added to make it safer and to allow traffic flow around turning vehicles to prevent traffic stoppages? NY state law says it's technically illegal to drive/pass on the shoulder. |
| 7 | Hi! Thanks for this. You say we are a big crowd - how big? Thanks. |
| 8 | Can the route 366 connection (s) to route 13 have merge on/merge off lanes? |
| 9 | I'm wondering if a part of this project will be to add more safe ways to cross the street (especially in the Village of Dryden) |
| 10 | Regarding crash data, I would be interested to know how many are due to deer vehicle collisions, and how that compares to the state wide average. |
| 11 | Please: No roundabouts on this high volume, vital highway. They are confusing and dangerous. |
| 12 | 366 to freeville and route 13 many delays will this be addressed. |
| 13 | Roundabouts are proven to be safer and more efficient over traffic lights. Driver education is needed for awareness of traffic circles as they are newer to America. |
| 14 | 13 and Warren Rd northbound lane reduction promotes road rage . Can it be corrected? |
| 15 | How about using speed cameras at traffic intersections? Automatic tickets would motivate people to slow down and generate income to fund projects. |
| 16 | At 13 and Warren rd fog is occasionally very thick- there is flash on lights when this does occur however.. Randy sterling |
| 17 | Why are we repeating mistakes made at the Triphammer Rd/13 years ago at the Warren Rd./13 intersection? Where is the overpass? Let's stop all these expensive little changes and make the change that will solve the problem! |

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| 18 | Were a lot of the accidents occurring at the point where traffic heading east, east of the intersection, reduces from 2 lanes to 1 lane? |
| 19 | Isn't it time for an overpass of Warren Road over Route 13. Will you study that solution? |
| 20 | Speed cameras an red light cameras do not increase safety contrary to general beliefs. Traffic efficient devices tend to more effective. |
| 21 | Will there be a few traffic lights installed between the Town of Dryden and NYSEG? To break up the traffic flow. Sometimes I can wait over 5 minutes to turn left off of Yellow Barn Road to go to Ithaca every morning |
| 22 | Left turn light at southbound Rt 13 left turn lane onto Warren Road south must be changed. The light is incandescent and during late afternoon or early evenings on clear skies, the turn arrow (red and green) disappears entirely. My mother-in-law died as a result of an accident at this intersection because of poor turn signal visibility. Consider larger and brighter LED left turn signal at this intersection. |
| 23 | Is there any consideration for an overhead roadway at warren road |
| 24 | pedestrian and bicycle crossing |
| 25 | Suggestion for brown and 13 put names of roads before intersection. People not familiar brake suddenly when approaching road for turn. Randy Sterling |
| 26 | Can tunnels or overpasses be used for pedestrian and bicycle traffic to avoid traffic delays and to avoid vehicle collisions with pedestrians and bicyclists? |
| 27 | Left turning from Route 13 southbound onto Sapsucker Woods Road, and left turning from Route 13 northbound onto Brown Road is extremely dangerous. A central turn lane would be beneficial. Perhaps a signal at this intersection. Visibility is a key factor. |
| 28 | Given that there is a safe way to enter Brown Road off Warren Rd, instead of spending ton of money, why not make it so you can't turn left off Brown Rd onto 13? And can't turn left off 13 onto Brown Rd here? |
| 29 | Roundabouts just are NOT good. I don't care what others say....MOST people seem confused by them. If you use them every day that's one thing, but if you do not, they can be a real problem. |
| 30 | is it unreasonable to close this intersection to cars since they are generally used as "short cuts"? |
| 31 | NY seems to use very small radius traffic circles, for example those on 13 south of Ithaca. What determines the "size" of the traffic circle? |
| 32 | Will you study right turn only from Brown and Sapsucker onto Route 13 so cars are not crossing against heavy traffic? |
| 33 | Will these roundabouts be configured correctly to allow for 18 wheelers to go through them efficiently? |
| 34 | Roundabouts also really slow traffic and increase frustration and rage. I've heard the one in Newfield has not helped at all, only made it harder to get around. |
| 35 | How about merge on or off lanes for intersections? |

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| 36 | What are the Route 13 and Sapsucker Woods Rd / Brown Road accident numbers and type of impact? |
| 37 | since i can't say none of the above in the poll, i said not sure. But actually I would prefer other short term choices |
| 38 | How come adding left turn lanes on all four legs was not included in the long term solutions? |
| 39 | Rt. 13 and Sapsucker Woods Rd / Brown Road accident numbers are probably high. Locals don't refer to it as the "high-speed intersection of death" for nothing. And when I've been trying to turn left onto Sapsucker Woods Road, you can not only feel the strong wind from cars going around you at high speed...but if you dare look in the rear view mirror you can see people swerve (sometimes at the last minute) to go around you. Terrifying. |
| 40 | I love roundabouts! The Newfield intersection is much better with one. |
| 41 | How come roundabouts in NY state are being built when other states such as NJ are eliminating them due them being proven as not being safe? |
| 42 | In 1968 an alternative corridor for a limited-access Rt 13 was laid out. Why are we still talking about piecemeal changes rather than simply abandoning the current corridor in favor of the one proposed in 1968? |
| 43 | additional turn lanes off of Rt. 13 would be my recommendation, and then pedestrian crossings |
| 44 | Remove the 'Stop' on the ramp and make it a 'Yield'. I can't tell you how many times I have almost been rear-ended there. |
| 45 | Have traffic light sensors been considered to allow for more efficient traffic flow so cars don't wait at red lights while there are no vehicles at the other lights of the intersection? |
| 46 | Please clarify definition of "install intersection lighting" for intersections that already have signals? |
| 47 | Roundabouts are WONDERFUL. They slow traffic down! |
| 48 | Hi Susan, yes, my question was regarding Brown Rd |
| 49 | Hanshaw Rd. intersection seems like the best place for a round a bout. Why is this not a choice? |
| 50 | Why are we considering expensive improvements to intersections which should not exist? Why not dead-end Lower Creek Rd. and Brown Rd.? |
| 51 | Roundabouts control speed also.. |
| 52 | Left turns- neck does not swivel to see fully on coming traffic. |
| 53 | Aren't roundabouts one of the best solutions for asymmetric intersections? why not have that for the Hanshaw intersection as an option and Lower Creek? |
| 54 | what considerations are being made as to types of vehicles. In this area there is Hanson concrete, Belesario excavating, NYSEG, Alnye etc. There is a lot of heavy commercial traffic that cannot stop on a dime and is the backbone of the city commerce. |

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| 55 | What I dislike about roundabouts is that for people that are not familiar with any one particular roundabout don't seem to know where their exit is. And so it causes them to quickly cut in front of you to get off the roundabout. For me, it seems like just another way to cause accidents. If you are not a confident driver and not used to roundabouts, they are really not a very good solution. Respectfully submitted. |
| 56 | It seems like Route 13 might become a series of roundabouts in the near future. They are being considered at every intersection! |
| 57 | Is the fuel usage, noise, and pollution comparison between a roundabout or a signal considered? |
| 58 | Please do not degrade Lower Creek road any further via "reconfiguration" - this is a traditional countryside road. It and FALL CREEK are threatened along much of its length by the noise and lights from Route 13. Please do not degrade it further. |
| 59 | Why are there rarely left turn lanes along with right turn lanes at the same intersections? Cars turning right slow traffic as it is illegal to drive/turn on the shoulder in NY state which prevents the right turning vehicle from getting over far enough for cars to go around them while they're turning. |
| 60 | Your polling questions should have an "other" option rather than a "I don't know" option. The way you ask them limits the useful information to just what you want to hear. |
| 61 | No it is flat at Hanshaw, but there is also an a traffic imbalance issue at Brown/Sapsucker. so that response is not consistent for why you did not evaluate a roundabout at the Hanshaw intersection at here. |
| 62 | How will the rail trail pedestrian bridge (to be built) impact the plans if widening lanes are added in the area of Lower Creek Rd and NYSEG? |
| 63 | Has a middle lane (turn lane/emergency lane) been considered for this section of Rt13 or parts of it? |
| 64 | There is a lot of traffic during peak hours but a good amount of it is people traveling from Cortland through Dryden to Cornell. I would love to see Cornell taking some responsibility for this congestion (encouraging employees to carpool or take a bus) |
| 65 | OK it REALLY seems like the roundabout idea is being pushed here! |
| 66 | Have you studied expanding the Rt 13 section where it is congruous with Rt. 366 to four lanes to expand capacity? If not, why not? |
| 67 | Cornell does encourage carpools and bus taking. But there are limited seats on busses from Cortland. And people carpool when they are able, but some need access to their vehicles during the day. |
| 68 | Turn NYSEG into a commuter lot for Cornell/Ithaca |
| 69 | How about adding left and right turning lanes for Yellow Barn Road and George Road? |
| 70 | 366/13 Main Street - the rolling stop is very common. |
| 71 | Isn't it counterproductive to add a lot of traffic lights? It impedes traffic and increases frustration/road rage? |
| 72 | There should be an acceleration lane for trucks turning eastbound from 366 onto Route 13. |

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| 73 | Can we have a question |
| 74 | Regarding the 366 intersection: my suggestion is to add a merge lane on 13 heading west from 366/Main St (you would need to shift Rt 13 south to protect the houses on north side.) |
| 75 | 366 and 13 no poll?! |
| 76 | 366(Main Street)-13 Severely needs help. Please find the poll. |
| 77 | A traffic light that is triggered by traffic |
| 78 | in lieu of a poll, i vote for extra turn and on-ramp lanes for rt. 13/363 not a signal there. |
| 79 | There are other challenging intersections East of 366/13 before the village of Dryden - when will these be addressed? |
| 80 | Love that idea! It is too dangerous right now to travel on bike/foot so people can't do it currently. |
| 81 | why are time lights so frequently used in Tompkins county. There is no need to sit at a light with no cross traffic. Why not use more sensor lights? |
| 82 | Kirk road as well |
| 83 | You went over warren and 13 intersection, but did not where roads narrows |
| 84 | it would be nice to rank the choices and not just say the top 1 |
| 85 | One danger point: Route 13 Eastbound just east of Warren where traffic narrows from two lanes to one. Has thought been given to lengthening the merging distance to improve safety? |
| 86 | I would recommend adding bus shelters at Mineah/Kirk Rd to promote the use of the bus and help the many residents in that area. Currently it is very unpleasant and dangerous to wait for the bus. |
| 87 | Please make sure you are considering the safety of bicyclists in roundabouts! |
| 88 | Please keep in mind that Fall Creek needs to be better protected from highway and development pressure along its entire length in this project. Thanks. |
| 89 | Bus pull-outs are good. But once a rider gets off a bus, they become a pedestrian and need a path, crosswalk, etc. |
| 90 | A frontage road?? uh oh.... highway idea to hell |
| 91 | GEORGE RD. IN DRYDEN SHOULD HAVE A LEFT TURN LANE...SHOULD BE CONSIDERED. |
| 92 | Could we remove the Sunoco? |
| 93 | A 4-LANE ROAD SHOULD NOT EVEN BE CONSIDERED FOR RT. 13. A BYPASS ROAD AROUND DRYDEN SHOULD BE CONSIDERED. |

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| 94 | You're trying to draw people here, which increases traffic on the roads. Adding lanes is a long-term solution. These others are Band-Aids. In the 15 years I've lived in the Village of Dryden, the amount of traffic heading to Ithaca has increased greatly. I don't see this doing anything but growing. |
| 95 | No a 4 lane road is not needed or wanted |
| 96 | I agree, in Horseheads they had to do the four lane roads as well. Our population and communities have grown |
| 97 | Warren Road intersection should have the merger of four to two lanes extended at least a half a mile east. Too many drivers race and jockey for position in too short a distance. |
| 98 | Yellow barn needs a light even if it blinks during the day |
| 99 | Thank you. |
| 100 | Why are you stopping study at rt 13 and 366 to etna? There are many other concerns east to dryden village. |
| 101 | We have large housing complexes going up all over this area, we should improve the roads accordingly. |
| 102 | A Middle/center lane Specific to between Nyseg and Dryden |
| 103 | Thanks presenters! |
| 104 | THERE SHOULD BE A NO COMMERCIAL TRAFFIC SIGN ON RT 13 REGARDING SPRINGHOUSE RD. THIS HAS BECOME A MAJOR PROBLEM REGARDING TRACTOR-TRAILER TRAFFIC ON SPRINGHOUSE RD. |
| 105 | Very annoyed that Yellow Barn is being lumped in with all the other intersections. It's not the same, it's much worse, I'm used them all. |
| 106 | 100% agree. Very frustrating. |
| 107 | Hopefully the report will detail how changes will be expected to correct the corridor deficiencies. This presentation didn't get to that. |

Appendix E: Questions and Comments in Chat Feature

| # | Comment |
|---|---|
| 1 | I did not see a draft preliminary report on the website, so I assume there wasn't one to look at prior to this meeting. |
| 2 | There is no entity called, "Cornell School of Ornithology." It is the "Laboratory of Ornithology". |
| 3 | Dryden Rail Trail |
| 4 | issue from brown road 1 mile section airport becomes very icy will this be addressed |

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| 5 | I second the thoughts on round about being confusion. I understand they are statistically better but I feel that is the case for areas with primarily local traffic. Given they nature of Ithaca as a college town, there is a higher than average amount of out of town visitors that would be unfamiliar with roundabouts. |
| 6 | Sapsucker Woods Road |
| 7 | sapsucker rd could really use a turning lane on 13NB |
| 8 | It is also very hard to turn left from sapsucker to 13SB because all the NB traffic has just consolidated from the warren rd intersection |
| 9 | I want to weigh in that the roundabout model seems much more disruptive and dangerous than installing a turning lane. |
| 10 | I drive from Ithaca to Elmira all the time and I love the roundabouts. |
| 11 | A and b for lower creek |
| 12 | I think adding a roundabout with realignment of the intersection |
| 13 | Sometimes people going south on 13 turn into NYSEG to go by the gas station and beat the light to bypass backed up traffic in the turning lane to 366. |
| 14 | There is a similar road in Keene, NH where Route 9 and Route 101 go through the City. I suggest examining those multi-lane traffic circles and how they have improved traffic there. There are also turning lanes divided off from those traffic circles that could help to address the extra side roads at the Rt. 13, 366 NYSEG intersection. |
| 15 | Consistent treatment of all considered intersections would pose less confusion to motorists. |
| 16 | The intersection with Lower Creek Rd had a top result of a turning lane. What consideration would be given to the fact that when heading east on Rt. 13 there is a significant downhill slope. In the winter time or in periods of heavy rain, there would be a significant risk of cars going into the turn lane and then sliding past into the oncoming traffic. Should this be installed, it should be considered having an area past the intersection for cars to slide into as an added safety feature. |
| 17 | The problem here (366/Main Street and Route 13) is not left-turning vehicles. It is the long wait for people trying to turn right onto Route 13 during the morning commute. A light could be beneficial, perhaps only for Southbound Route 13 traffic at this intersection. |
| 18 | I live in Etna and it takes a lot of time to turn left onto Rt 13. |
| 19 | Please highlight and emphasize the Dryden Rail Trail as a mode of future bicycle traffic. |
| 20 | Bicycles |
| 21 | dedicated bike ped corridors |
| 22 | on commuting on this route, the lack of bus turn offs poses a huge threat. |
| 23 | for pedestrians- I would love to see a designated lane (different color, etc.) that is differentiated from a shoulder |
| 24 | I think you asked for feedback here on the intersection at 366/Main Street. I don't think it should have a signal. Turning lanes and a lane to allow traffic turning right on 13 time to speed up would help. People do that already--especially trucks that can't accelerate on a hill right after turning. |
| 25 | YELLOW BARN ROAD. |

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| 26 | also pot-hole mitigation is needed throughout! |
| 27 | It seems to me that the corridor needs to be rezoned so as to limit commercial/residential driveways to create a more limited access road |
| 28 | Thank you so much for the work you are doing and the opportunity to hear what you've learned and are considering, as well as to weigh in. I know it is a lengthy process, not easy, and one where you will not be able to please everyone. |
| 29 | Yellow Barn, like Irish Settlement, is directly related to drivers trying to avoid the left turn in downtown Dryden. |
| 30 | thank you to the team for taking the time to reach out to the locals. I appreciate that it's frustrating |

Appendix F: Emailed Comments and Questions

Subject: Route 13 Study
Date: September 4, 2020 at 9:13:42 AM EDT
To: "susan@highland-planning.com" <susan@highland-planning.com>

Susan,

I appreciated the Zoom presentation that you and your team put on last evening and thought it was well done. I was commuting for much of it so I was able to listen but not input comments or questions. As far as the intersections you discussed in the presentation yesterday, my personal opinion is that the intersection with Lower Creek Road is the most haphazard and could be improved quite easily. The angle of intersection has caused them to create a wide pavement area for drivers to “do their own thing” and without turn lanes for left turns, “going around” is nearly constant. Of all the intersections I drive through daily, that one gives me the most concern.

That said, from my perspective a little further east on the corner of Mineah Road, I think accommodations for T-CAT are critically needed. We have a designated bus stop in front of our office that gets a lot of use from residents in the apartments on Mineah Road and the trailer court on Kirk Road. This is a particularly risky spot for riders waiting to catch a westbound bus into Ithaca. They wait on the shoulder of the road, sitting on the guardrail with their feet only a short distance off the white line. They wait there with kids in strollers, infant seats sitting on the shoulder, and focused on their cell phones with no eye to traffic. Some even sit on the shoulder with their back to oncoming traffic. There have been numerous accidents at this intersection over the years and a number of fatalities. Most of the accidents are rear-end collisions when someone is waiting to turn left and the squealing of tires from near-misses is a regular occurrence. The possibility of one of those collisions taking out some waiting T-CAT passengers seems like a question of “when”, not “if”. It appears that T-CAT wanted to locate their stop before the cross road intersection rather than after it. I’m not sure the logic in that, but if they simply moved the westbound stop to the other side of Kirk Road, there would be plenty of space to build a shelter and a safe place to wait.

1 I don’t know how much impact my comments might make, but they represent a viewpoint shared by many of our employees so I decided to send them to you.

Subject: Additional Question Regarding State Route 13 Corridor Study
Date: September 3, 2020 at 7:46:06 PM EDT
To: Susan Charland <susan@highland-planning.com>

Hi Susan,

At the virtual meeting, the Poll was never located regarding Intersection #6 at 366 Main St Etna. I live in Etna and sometimes I sit for 10 minutes trying to make a left from 366 onto Rt 13 North because the traffic is so heavy on 13. It's hard to see as there is a hill coming Northbound before 13 gets to 366. So sometimes you just have to pray and pull out onto 13. Will the Poll questions regarding Intersection #6 be added to the Survey since it wasn't addressed at the meeting?

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Best regards,

Date: Wed, September 02, 2020 6:55 pm
To: admin@highland-planning.com

Hello planning team,

I am a Dryden, NY area resident with concerns regarding safety on the heavily traveled corridor between Dryden & Ithaca.

Here are my questions:

1) Are bus parking areas being added so that T-Cat (public transit) can pull off the highway to add & drop off passengers?
(I have witnessed many near accidents/ chain reaction collisions due to buses stopping short on this stretch of highway!)

2) Are wide shoulders being added &/ or maintained so that motorists have 'somewhere to go' when traffic is stopped short due to an accident, tail-gating or inclement weather?
In my commuting experience, often some white-out, bus stoppage or motorist error causes a rapid slow-down of the fast paced flow of traffic. This seems like a dangerous stretch of highway where wide shoulders are valuable safety provisions.

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Thank you!