

1. ROUTE 96 AND JACKSONVILLE ROAD

HAMLET OF JACKSONVILLE



EXISTING



PRELIMINARY CONCEPT

Background

This location serves as the main intersection within the Hamlet of Jacksonville. The existing intersection is skewed resulting in an excessive expanse of pavement. The curbing surrounding the intersection is deteriorating. There are centerline, edgeline, and stop bar markings on Jacksonville Road. Route 96 has centerline markings only. The intersection is currently controlled by stop signs on the Jacksonville Road approaches to Route 96.

Concerns

- Excessively wide intersection geometry and pedestrian crossing paths
- Lack of delineation of wide travel lanes on Route 96 (in excess of 21 feet)
- No transition into “hamlet” environment of the node after leaving the City to the south
- High travel speeds on Route 96
- Pedestrian/bicyclist safety
- Preservation of mobility
- Potential pedestrian-vehicular conflicts
- Lack of pedestrian amenities
- Lack of bicycle amenities

Recommended Tools

- Enhanced ladder or piano key type crosswalks; potential for future traffic signal
- New sidewalk treatments on Route 96, provide connectivity throughout the node
- Install Bicycle and Share the Road signs on Route 96
- Street amenities, e.g. benches, bike racks
- New curbing
- Delineate and/or recess on-street parking



City of Ithaca, Town of Ithaca, and
Town of Ulysses, New York
Route 96 Corridor Management Study

September 2008

2. ROUTE 96 AND HARRIS B DATES DRIVE-WEST HILL DRIVE CAYUGA MEDICAL CENTER NODE



EXISTING



PRELIMINARY CONCEPT

Background

The intersection of Route 96 and Harris B Dates Drive-West Hill Drive currently provides access to the Cayuga Medical Center and the Overlook at West Hill residential development. The speed limit in this area is 45 mph. The intersection is signalized and provides pedestrian actuation for crossings on the north and east sides of the intersection.

Concerns

- Overall conflict between right-turns and crossing pedestrians;
- Travel speeds on Route 96
- Pedestrian/bicyclist safety
- Preservation of mobility
- Lack of bicycle amenities

Recommended Tools

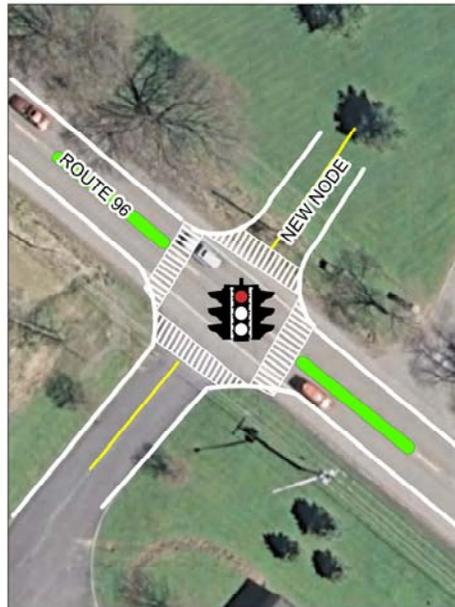
- Enhanced ladder/piano key type crosswalk treatment
- Landscaping: bulb-out, buffer areas, planters
- New sidewalk treatments on Route 96, provide connectivity throughout the node
- Street amenities, e.g. benches, bike racks
- Install Bicycle and Share the Road signs on Route 96
- New curbing

3. ROUTE 96 AND NEW CAYUGA MEDICAL CENTER NODE DRIVEWAY

CAYUGA MEDICAL CENTER NODE



EXISTING



PRELIMINARY CONCEPT
TRAFFIC SIGNAL



PRELIMINARY CONCEPT
ROUNDAABOUT

Background

This location serves the southern gateway to the new Cayuga Medical Center node. Route 96 is not curbed in this area and does not have any bicycle or pedestrian facilities aside from the wide paved shoulders. The speed limit in this area is currently posted at 45 mph.

Concerns

- No transition into “hamlet” environment of the node after leaving the City to the south
- Travel speeds on Route 96
- Pedestrian/bicyclist safety
- Preservation of mobility
- Potential pedestrian-vehicular conflicts
- Lack of pedestrian amenities
- Lack of bicycle amenities

Recommended Tools

- Option 1: Enhanced ladder or piano key type crosswalks; median gateway treatment; potential for future traffic signal
- Option 2: Modern single-lane roundabout; median gateway treatment
- Landscaping: gateways, bulb-outs, buffer areas, planters; landscaped roadside sign
- New sidewalk treatments on Route 96, provide connectivity throughout the node
- Street amenities, e.g. benches, bike racks
- Install Bicycle and Share the Road signs on Route 96
- New curbing



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4. TAUGHANNOCK BOULEVARD

ROUTE 96 & TAUGHANNOCK BOULEVARD



EXISTING



PRELIMINARY CONCEPT

Background

The intersection of Route 96 and Taughannock Boulevard (Route 89) is a major entry point to downtown Ithaca. Cliff Street (NYS Route 96) and Taughannock Boulevard (NYS Route 89) are also two arterial state travel routes that service local and inter-community traffic. In this role, the intersection experiences significant and competing vehicular and pedestrian traffic. Traffic volumes on all approaches are relatively heavy, ranging from over 8,400 vehicles per day (vpd) on Route 96 to approximately 5,200 vpd on Route 89.

Concerns

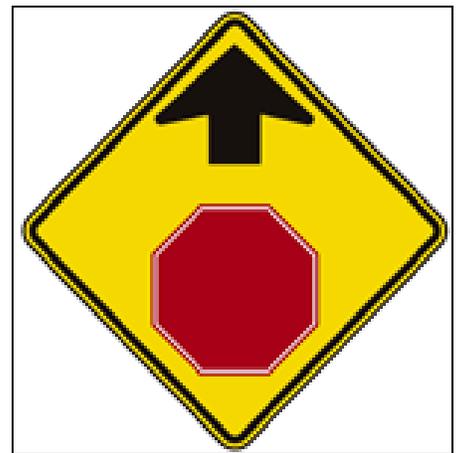
- Overall conflict between right-turns and crossing pedestrians; No Turn On Red restrictions on all approaches compound the vehicular/pedestrian conflict
- Heavy left turn traffic from southbound Route 89 to eastbound Route 96
- Competing traffic volumes on Route 89 and Route 96 result in significant eastbound and westbound queuing during the AM and PM commuter peaks

Recommended Tools

- Enhanced ladder/piano key type crosswalk treatment
- New bridge connection from Route 89 directly to Fulton Street (Route 13 southbound) aligned with Court Street

5. KRUM'S CORNERS

ROUTE 96 & KRUM'S CORNERS ROAD



Background

Krum's Corners Road is a relatively low volume roadway that intersects Route 96 south of Perry City Road. The topography Krum's Corners Road limits the view of Route 96 for eastbound motorists. The Town of Ulysses has had several residents of this area complain about a "blind" intersection, and during the focus group meetings with business owners this intersection was again mentioned as "dangerous". The Town of Ulysses Comprehensive Plan indicates the Krum's Corners area as a node for dense growth.

Concerns

- Eastbound visibility of the stop sign at Route 96 is limited by vertical curvature of Krum's Corners Road
- The existing "STOP AHEAD" sign on the eastbound approach to Route 96 is small and uses the "old style" sign
- The "STOP SIGN" on the westbound approach to Route 96 is obscured by vegetation

Recommended Tools

- Replace the existing "STOP AHEAD" sign on the eastbound approach to Route 96 with the new style "STOP AHEAD" sign (W3-1) size 48"x48"
- Remove vegetation obstructing the view of the westbound "STOP SIGN"