Route 96 Corridor Management Study

TECHNICAL REPORT #1

Prepared By:

Bergmann Associates
and
SRF Associates

in conjunction with
The Route 96 Technical Review Committee

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Route 96 Corridor Management Study

1.0 INTRODUCTION

1.1. Project Purpose

The purpose of the Route 96 Corridor Management Study is to help the Town of Ulysses, Town of Ithaca, City of Ithaca, Tompkins County, the Ithaca-Tompkins County Transportation Council, and the Tompkins Consolidated Area Transit define an appropriate approach to manage anticipated growth along the Route 96 corridor from the southern boundary of the Village of Trumansburg to the intersection of Route 96 and Route 13 in the City of Ithaca. The Study is being guided by a Technical Review Committee consisting of representatives from each of the aforementioned communities and organizations.

The study seeks to serve as a guide to define a preferred development pattern for the corridor that is consistent with the goals and vision for each of the involved communities. The study will recommend strategies to reduce anticipated traffic-related impacts that may be caused by new development. The Town of Ulysses, Town of Ithaca and City of Ithaca are looking to update their comprehensive plans and have identified the need to analyze this corridor for housing and business opportunities as well as to mitigate potential associated increases in traffic.

The Route 96 Corridor Management Study looks at the impacts of nodal development patterns versus a sprawling development pattern with a focus on access management issues, improving transit services, incorporating transportation system improvements, and enhancing the overall aesthetic character of the corridor. The final product will recommend a pattern for future growth that protects livability within the study area through sound land use and transportation management practices.

The Corridor Management Study is being developed as a series of four written Technical Reports, as summarized below:

- Technical Report #1 focuses on Existing Conditions within the study area and lays the framework for later projections, analysis, and recommendations. Technical Report #1 provides a baseline of information relevant to the corridor from which to learn from, and build on.

- Technical Report #2 is the analysis and considerations component of the overall study and is sub-divided into three main components: traffic projections, traffic impact analysis, and opportunities and constraints analysis. Each of these sections helps to identify what opportunities, issues, and obstacles exist with regard to creating a more livable and desirable corridor.

- Technical Report #3 is predominantly the recommendations document associated with the Study. Technical Report #3 will present recommendations for the Corridor including

traffic, land use, quality of life, and other topics deemed important by local residents and Technical Review Committee members.

- Technical Report #4 will be an implementation-based document that defines specific actions and activities desired to achieve and meet the recommendations and goals set forth in Technical Report #3.

1.2. The Study Area

State Route 96 in Tompkins County begins at the Seneca and Tompkins County lines in the northwest corner of the County and travels southeast through the Village of Trumansburg, Hamlet of Jacksonville, Town of Ulysses, Town of Ithaca, and culminates in downtown City of Ithaca at the confluence of State Route 13 and the Cayuga Inlet. The Route 96 Corridor Management Study examines the 10-mile stretch of road, including all lands within a mile the Corridor, from the southern municipal boundary of the Village of Trumansburg traveling southeast to the intersection with State Route 13.

The Corridor is rural in nature in the northwestern reach in the Town of Ulysses, reflecting the importance of agriculture, both historically and today. Traveling southeast into the Town of Ithaca, residential and commercial development increases in intensity. Finally, the Corridor culminates in the City of Ithaca, which consists of dense housing and commercial businesses.

The West Hill area is one of the areas where increased housing development has occurred and where additional potential for development exists. Much of this area is served by NYS Route 96 as the primary commuting route. The Route 96 corridor is the location of most of the commercially-zoned property in the Town of Ulysses, and planned development in the corridor is seen as crucial to allowing economic growth. It is a concern that such increased development will worsen congestion in the City of Ithaca and impact traffic flow and livability along the entire corridor therefore, mitigating the anticipated traffic impacts related to growth is critical. .

1.3. The Planning Process

The Route 96 Corridor Management Study is a collaborative planning effort between Tompkins County, the City of Ithaca, the Town of Ithaca, the Town of Ulysses, the Ithaca-Tompkins County Transportation Council, and the Tompkins Consolidated Area Transit. Representatives from each of the organizations comprise the Corridor Management Study Technical Review Committee.

1.3.1. Work Completed To Date

The planning process completed to produce Technical Report #1 of the Route 96 Corridor Management Study included the following tasks:

Project Start-Up Meeting with Consultant Team

A project start-up meeting was held at the onset of the planning process which included members of the consultant team and the Technical Review Committee. The purpose of the meeting, held on January 25, 2008, was to review specific tasks associated with the scope of work, clarify responsibilities of team members, and identify action items.

Internal Committee Meetings

Following the project start-up meeting, the Technical Review Committee held a number of follow-up meetings to discuss the project internally, review committee responsibilities, identify action items, and to coordinate the delivery of background information and materials to the consultant team.

Community Survey

A community survey was distributed to all residential properties abutting the corridor during the last week of February 2008. Residents were asked to return completed surveys to Tompkins County Planning Department by March 12, 2008. The survey is summarized in Chapter 4 of this report.

Data Collection and Review

An abundance of data was provided to the consultant team by members of the Technical Review Committee, including completed plans and reports, data, assumptions regarding future development scenarios, and other narrative to be incorporated into Technical Report #1.

Existing planning reports, including the Tompkins County Comprehensive Plan, Town of Ithaca Transportation Plan, ITCTC Route 96 Journey to Work Report, Tompkins County Freight Transportation Study, Tompkins County Scenic Resources Survey, and

Tompkins County Bicycling Suitability Map were reviewed as part of the initial planning process to familiarize the project team with related planning efforts and relevant data and statistics.

Field Review and Analysis

Traffic counts were conducted for weekday AM and PM commuter peaks on the corridor due to the functional characteristic of the corridor as a primary commuter route for the City of Ithaca. The hours selected for analysis included Weekday AM (7:00 AM – 9:00 AM) and Weekday PM (4:00 PM – 6:00 PM). Traffic counts were collected by SRF on March 3rd through 5th at five study area intersections. All intersections identified were observed during peak intervals to assess existing traffic operating conditions. Signal timing was also collected to determine peak hour phasing plans and phase durations during each interval.

Travel time data (i.e. time to travel the length of the corridor including delays related to driveways and intersections) was collected for both the northbound and southbound directions along the length of the study corridor. The data collection, which occurred from 7:00 AM – 9:00 AM and from 4:00 PM – 6:00 PM on Wednesday, March 12, 2008 and Thursday, March 13, 2008, captured both the AM and PM peak commuter time periods.

Windshield Survey

A windshield survey of the corridor was completed on March 17, 2008. Images taken during the windshield survey, with relevant notes, are included in the Appendices of Technical Report #1. The windshield survey was intended to confirm existing condition data and identify any specific issues or opportunities along the corridor.

Technical Review Committee Meeting

A Technical Review Committee Meeting was held on April 1, 2008. The meeting included a presentation by the consultant team related to the existing conditions information included in Technical Report #1. Comments and questions were received by the Technical Review Committee and additional assumptions regarding future development build-out and travel volumes were discussed.

Public Information Meeting

The first Public Information Meeting took place on April 23, 2008 at 6:30 PM at the Paleontological Research Institution on Trumansburg Road. The meeting began with a presentation by the consultant team which included a brief overview of the project partners, purpose, and timeline, a review of the results of the community survey, a review of traffic data complied to date, and an introduction to the nodal development

scenario. At the close of the meeting attendees were given the opportunity to ask questions about the Plan, the process, and next steps that will be undertaken.

Focus Group Sessions

Two focus group sessions were held with commercial and institutional property owners along the Route 96 corridor. Over eighty commercial, institutional, and business property owners were sent invitations to participate in one of two focus group sessions which were held on April 1st and April 3rd, 2008 at two different locations along the corridor in the Town of Ithaca and in the Hamlet of Jacksonville in the Town of Ulysses. The purpose of the focus group sessions was to identify the opportunities, constraints, and issues associated with owning and maintaining a business on Route 96. A list of meeting participants and summaries of comments from the focus group sessions are included in Appendix 5 of this report.

Stakeholder Interviews

Two key stakeholders were identified by the Technical Review Committee as having a particular interest in the future development of Route 96; Cayuga Medical Center and Tompkins Consolidated Area Transit. One-on-one meetings were held between staff members from each of these organizations, the consultant team, and members of the Technical Review Committee. The meetings were intended to provide the opportunity for the organizations to discuss their specific concerns as they relate to traffic and land development along the corridor. Summaries of these discussions are included in Appendix 6 of this report.

1.3.2. Next Steps

Technical Report #2

The consultant team will continue to make progress towards the development of Technical Report #2. This report will focus on identifying future projections and conditions along the corridor based on nodal development scenario models. A Transportation Impact Analysis will be completed that includes trip demand estimates, Traffic Analysis models, impacts associated with defined livability benchmarks, and safety and travel impacts.

2.0 STATE OF ROUTE 96 CORRIDOR

2.1. Existing Land Use

Land uses along the Route 96 Corridor study area changes from mostly rural at the north end in the Town of Ulysses to low density residential and commercial in the Town of Ithaca to dense residential and commercial development in the City of Ithaca at the south end of the corridor. Map 2 highlights the existing land use of parcels adjacent to Route 96.

Overall, the corridor is largely undeveloped: 34% of the study area is Vegetative Cover, 30% is active agricultural land, and 17% is in residential use. Only 3% of the corridor is in commercial use, almost exclusively in the City of Ithaca limits.

From 1995-2007, the most significant changes in land use were: 9% growth in residential land development, 20% increase in the commercial use, and loss of actively farmed agricultural land, including a 12.5% increase in inactive agricultural land, and an overall loss of almost 5% of agricultural land.

TABLE 1 – CHANGE IN LAND USES
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca

LULC	1995 Acres	Percent	2007 Acres	Percent	Change (acres)	Pct Change
Agriculture	4691.64	30.13	4482.85	28.79	-208.80	-4.45
Barren or Disturbed	79.09	0.51	59.77	0.38	-19.32	-24.43
Commercial	378.85	2.43	454.03	2.92	75.18	19.85
Inactive or Former Agriculture	766.60	4.92	862.36	5.54	95.76	12.49
Industrial	161.25	1.04	161.32	1.04	0.07	0.04
Public/Institutional	305.58	1.96	306.17	1.97	0.58	0.19
Recreation	452.39	2.91	443.22	2.85	-9.17	-2.03
Residential	2441.26	15.68	2664.72	17.11	223.47	9.15
Transportation/Transmission	38.88	0.25	38.88	0.25	0.00	0.00
Vegetative Cover	5382.14	34.57	5226.71	33.57	-155.44	-2.89
Water and Wetlands	873.54	5.61	871.20	5.59	-2.34	-0.27

2.2. Zoning

Each of the municipalities along the corridor has an approved Zoning Ordinance, which is summarized below:

2.2.1. Town of Ulysses

The zoning districts in the Town of Ulysses include:

A1–Agricultural District
A2–Special Agricultural District
R1–Rural Residence District
R2–Moderate-Density Residence District
RM–Multiple-Residence District
MHP–Manufactured Home Park
H1–Hamlet District
B1–Business District
IL–Light Industrial District
PR–Park/Recreation District
DD–Development District

Please refer to Map 3 which identifies the zoning districts currently represented on the corridor. The purposes and permitted uses are included on the Town's website at *http://www.ulysses.ny.us/zoning-law_10-10-07.pdf.*

The zoning along the Route 96 Corridor in the Town of Ulysses portion of the study area begins at the Village of Trumansburg municipal boundary, bordered by park zoning on both sides of the road: Smith Woods, a Unique Natural Area stands on the east and the County Fairgrounds- zoned Special Agricultural District on the west. The Fairgrounds host many agricultural and cultural events, notably the annual Grassroots Festival that is becoming a regional summer event.

Just south of this area the corridor becomes a business zone, where both sides of the road host grocery, pharmacy, food services, and retail car shopping areas. The east side of the business zone abuts a light industry zone where an agriculture support business operates just south of this area Taughannock State Park, zoned for park use, spills across both sides the Route 96 corridor.

For the next two miles, agriculture and rural residential zoning predominate. Dotted on the western side of the corridor are three development districts zoned for special uses, including automobile repair, carpentry, and family entertainment. The hamlet of Jacksonville is located one quarter of the distance down the Corridor study area and is zoned for hamlet uses: primarily residential uses with allowance for offices, businesses,

and food establishments upon Town review and approval. Agricultural and rural residences surround the hamlet.

The Town of Ulysses has a growing commercial area zoned light industrial that is approximately one mile south of the hamlet of Jacksonville at the intersection of Krums Corners, Wilkins, and Trumansburg Roads (Rte 96). Parcels zoned for business abut both the north and south ends of this growing employment zone, and dense housing opportunities bound this industrial zone: including both mobile home park zoning and a moderate density residential zone allows for multi-unit housing.

2.2.2. Town of Ithaca

The Town of Ithaca has established seventeen zoning districts which are identified below:

Agricultural
Conservation
Lakefront Residential
Low Density Residential
Medium Density Residential
High Density Residential
Multiple Residence
Mobile Home Park
Commercial
Neighborhood Commercial
Community Commercial
Lakefront Commercial
Office Park Commercial
Planned Development Zone
Industrial
Light Industrial
Vehicle Fuel and Repair

Parcels with frontage along the Route 96 corridor are within the Agricultural, Low Density Residential, Medium Density Residential, Multiple Residence, Commercial, and Planned Development District zoning districts. Refer to Map 4 for zoning designations for specific parcels. The purpose and permitted uses for each of the zoning districts may be found in the Town of Ithaca Zoning Ordinance available at Town Hall or on-line at http://www.town.ithaca.ny.us/pdffiles/Chpt270.pdf.

In the Town of Ithaca, at the north end, the Route 96 corridor is agriculturally zoned on the west side and is home to an orchard and low-density housing. The east side is medium density residential where with subdivisions and cul-de-sac housing developments. Continuing south on Route 96 is the approach to the Cayuga Medical

Center, the County's sole hospital. Zoning at this site, as well as adjacent parcels (Paleontological Research Institution and Finger Lakes Massage School), is Office Park Commercial. Planned Development districts are sited on both the north and south extent of the hospital property. A newly instated conservation zone was established to the far east of the study area beyond the hospital, extending south to the City of Ithaca to protect cliff formations. On the west side of the corridor within the Town of Ithaca is a medium density residential zone extends to the City of Ithaca with a new housing development and nursing home. . Heading south from the hospital, medium density residential zoning extends on both sides of road into the City of Ithaca.

2.2.3. City of Ithaca

Dense housing (single/multi-family) predominates on the last steep mile down Route 96 entering the City of Ithaca. Crossing the Cayuga Inlet on Route 96 on the approach to the end of the study area, waterfront zoning and park zone for Robert Treman State Park are the two primary zones. Waterfront zoning permits many uses, including business, retail, and commercial.

2.3. Natural Resources

2.3.1. Topography

Slopes greater than 15 percent within the study area are located in the Town of Ulysses along Taughannock Park Road and Taughannock Creek and near Glenwood Creek. These slopes are also present in the Town of Ulysses along Indian Creek and in the Town and City of Ithaca along the lakeshore and inlet, as well as along brooks and streams flowing into these waterbodies (refer to Map 6).

2.3.2. Soils and Geology

The Study area is mostly comprised of good quality agricultural soils, with some areas of prime soil, many areas of fair, and some poor quality soil (refer to Map 7).

Locales within the study area have different surficial geology types: Lacutrine Sand predominates in the northesternmost portion of the study area just outside the Village of Trumansburg in Town of Ulysses to the Taughannock State Park. The longest stretch of the corridor is predominated by till in the central Town of Ulysses and Town of Ithaca. Bedrock exists on the easternmost extent of Town of Ithaca with cliff formations that are to be conserved near Cayuga Lake. The City of Ithaca has Lacutrine Silt and Clay as well as Recently Deposited Soil at the Cayuga Inlet mouth and surrounding areas.

2.3.3. Hydrology

Cayuga Lake abuts the study area to the east, in the Town of Ithaca. Cayuga Lake is the longest of the Finger Lakes and is the second largest Finger Lake as measured by surface area and volume. The length of the lake is 38.2 miles and it has a mean width of 1.75 miles and a maximum depth of 435 feet. The total shoreline along Cayuga Lake is 95.3 miles. The lake itself is 66.4 square miles and has 2.5 trillion gallons of water within it. Cayuga Lake's depth, steep east and west banks, and shallow north and south ends are typical of the glacially-formed Finger Lakes.

Tompkins County is a major contributor to the Cayuga Lake watershed, with about 80 percent of Tompkins County's water draining north into the Finger Lakes and eventually into Lake Ontario. The remaining 20 percent drains south to the Susquehanna River and eventually into the Chesapeake Bay (refer to Map 8).

The subwatersheds within the Study Area, from north to south, include: Taughannock Creek, which follows the bounds of Taughannock State park and extends southwest to the Enfield municipal boundary; West Cayuga Lakeshore South watershed which abuts the Taughannock watershed to the north and covers the rest of Town of Ulysses and all of Town of Ithaca into the City of Ithaca; and the Cayuga Inlet, Fall Creek, and Cascadilla Creek watersheds in the City of Ithaca.

A number of perennial and intermittent streams flow in the study area. Those worthy of note are Taughannock, Willow, and Glenwood Creeks in the Town of Ulysses and Indian Creek in the Town of Ithaca. All of these water bodies empty into Cayuga Lake.

Only the flat portion of the City of Ithaca, primarily in Robert Treman State Park, as well as the land surrounding Taughannock Creek lie within the 100 or 500 year floodplain.

2.4. Development Considerations

The following considerations are factored into municipal and/or County development review and are therefore, considered to be development considerations along the Corridor.

2.4.1. Agricultural District #2

Agricultural District #2 covers the western half of Tompkins County and includes lands in the Towns of Ulysses, Enfield, Newfield, and parts of Danby and Ithaca. The district encompasses 66,552 acres, which includes 33,492 acres of land that is owned and rented by farmers for farming purposes. Agricultural District #2 covers most of the study area in the Town of Ulysses with the exception of areas around Jacksonville Hamlet, a commercial hub at Krums Corners Road/Rte 96, and the western side of Route 96 in Town of Ithaca. Agricultural District #2 is currently going through an updating process which is expected to be complete in the Fall of 2008.

2.4.2. Agricultural Resource Focus Areas (ARFA's)

Six regions within the County were identified as ARFA's based on soil suitability for agriculture and the concentration of viable farms in the area. An ARFA is located on the west side of Route 96 in Towns of Ulysses and Ithaca, running parallel to the corridor along the edge of the study area and extending west to the County line. This ARFA's orientation almost exactly follows the pattern of good quality agricultural soil in the vicinity.

2.4.3. Natural Features Focus Areas (NFFA)

The County has identified fourteen Natural Features Focus Areas that are included in the Tompkins County Conservation Plan. The Plan provides detailed information about the unique characteristics of the area and outlines a tailored approach to implementation. Within the Study area there are two NFFA's:

- Taughannock Creek in the northwest portion of the County in the Town of Ulysses. Taughannock Falls State Park is the defining feature, with the falls, gorge, lakeshore and recreational amenities bringing thousands of visitors to this area every year. The surrounding landscape is largely agricultural grassland, with scattered pockets of forests and wetlands.

- Lakeshore, which encompasses the entire portion of the Study area in City of Ithaca and the east side of Town of Ithaca. This NFFA encompasses the entirety of Cayuga Lake in Tompkins County and its lakeshore, extending from the Town of Lansing on the east side of the Lake, south to the City and Town of Ithaca, and northwest through the Town of Ulysses.

2.4.4. Unique Natural Areas (UNA)

Unique Natural Areas are those areas determined to be a part of the landscape that has outstanding environmental qualities in Tompkins County. This broad designation may include special natural communities, or plants and animals that are rare or scarce elsewhere in the county or region. There are nearly 200 sites in the County determined to contain significant ecological, biological, geological, or aesthetic characteristics. The UNAs are not legislated areas, but the County and some local municipalities do reference these areas and give them due consideration in planning and development review. The Town of Ulysses has not adopted UNAs nor do they currently have guidelines for considering them as part of the site plan review or permit process.

The UNAs within proximity to Route 96 are:

- UNA-93: DEC Mapped Wetland that runs southwest from the Town of Ulysses, Town of Ithaca border, Town of Enfield border just east of Sheffield Road and South of Iradell Road.
- UNA-57: Smith Woods is a stand of woods that borders the Village of Trumansburg to the north, located on the east side of Route 96 just inside the Town of Ulysses
- UNA-97: Indian Creek Gorge and Lake Slopes skirts Cayuga Lake in the Town of Ithaca to the City of Ithaca municipal line.
- UNA-98: Located at the tip of Robert Treman Park, Hog Hole is a designated UNA that extends into Cayuga Lake at the northeast end of the City of Ithaca.
- UNA –137: Octopus Cliffs is the extent of cliffs that border Cayuga Lake and continue southwest, rising above Cayuga inlet in the City of Ithaca.

2.4.5. Water and Sewer Infrastructure

The City of Ithaca parcels in the study area are all served by water/sewer. Almost all of the Town of Ithaca is also served by water/sewer, with the exception of land that cannot be developed. The Town of Ulysses is partially served by water, primarily along the Route 96 corridor, and there is currently no sewer service provided in any areas of the Town (refer to Map 9).

2.4.6. Other Considerations

The hamlet of Jacksonville has a specific land consideration for development. The parcels held by Exxon/Mobile (near intersection of Route 96 & Jacksonville Road) cannot be developed for housing due to previous contamination. Therefore, these parcels must serve an alternative community function, such as a commercial district, public park & ride, public open space, or other appropriate use as determined by the community. This includes seven land parcels in the hamlet.

2.5. Transportation Characteristics

2.5.1. Physical Description and Condition of the Road

Through the Towns of Ulysses and Ithaca Route 96 has considerable width and wide shoulders. The overall character of the roadway changes when entering the City of Ithaca as the roadway width narrows and there is minimal, if any, shoulder. Within the City limits the narrower roadway is partially offset by a designated pedestrian sidewalk system located on one side of the road.

Overall, the condition of Route 96 within the study area is good. There are no noteable areas along the corridor where the road is in failing condition and in need of any immediate measures or improvements.

2.5.2. Sidewalks, Bike Lanes, and Trails

The only existing sidewalks in the study area are located in the City of Ithaca, adjacent to Route 96. Adjacent to the study area, sidewalks exist in downtown Ithaca as well as the Village of Trumansburg. The Town of Ithaca has completed a study that calls for sidewalks to be extended on all residential and state highway streets within the Town. Bicyclists share road shoulders with cars for the entire length of the study area; there are no dedicated bike lanes.

The proposed Black Diamond Trail that would extend from Robert Treman Park in the City of Ithaca northwest to Trumansburg will run almost parallel to Route 96 on an abandoned rail bed for the length of the study area. In 2007, the New York State Office of Parks, Recreation, and Historic Preservation presented a Draft Master Plan and Environmental Impact Statement for the development of the trail (refer to Map 10).

2.5.3. Park and Ride Lots

There is one established park and ride lot in the Village of Trumansburg that is utilized heavily by TCAT commuters. It is a small lot with 20-30 spaces and is usually close to capacity. There are conflicts during the summer months with this lot as it also serves as the location for the Trumansburg Farmers Market.

An informal park and ride has existed on and off at the Hospital parking lot complex, though detailed information on use and availability is unknown. Hospital personnel have stated that all existing parking available at the hospital is needed for staff, patients, and guests and there is no additional parking available for park and ride users at this time.

A second informal park and ride has also been established at Jacksonville Methodist Church. Approximately 5-7 cars park here on a daily basis to pick up a bus for travel

into Ithaca. The Church has allowed the use of their parking lot for daily parking, though it does create parking conflicts on the occasions when the church hosts a weekday event which requires full use of their parking lot.

2.5.4. Transit

Two TCAT bus routes travel the corridor – Routes 19 and 21. Route 19 circulates from the City of Ithaca up to the Cayuga Medical Center. Route 21 circulates from Cornell to the Tompkins County/Seneca County line at the north edge of Trumansburg.

Ridership has increased on Route 19 between 2006 and 2007, from 10,621 riders to 11,726. Route 21 has seen a slight decline in its ridership over the same period with a change in ridership from 99,455 to 99,066. The following table shows transit ridership in 2008 during the Weekday AM Peak on Routes 19 and 21.

TABLE 2 – TRANSIT RIDERSHIP, WEEKDAY AM PEAK, FEBRUARY 2008
TCAT Bus Routes 19 and 21

Location	Riders / Day
Aubles Trailer Park	6.6
Juniper Manor	0.5
Trumansburg Central School	5.1
Jacksonville Post Office	2.1
Overlook Apts.	2.7
Cayuga Medical Center	1.5
State @ Fulton	2.0
Ithaca Bus Station	1.6
Green @ Commons	7.4
Seneca @ Commons	6.2
Sage Hall	0.4
Statler Hall	0.3
Vet School	1.3
Grand Total:	37.7

3.0 EXISTING TRAFFIC CONDITIONS

3.1. Peak Intervals for Analysis

Given the functional characteristics of the corridor (i.e. Route 96 is the primary commuter route from West Hill into the City of Ithaca) and the land uses that fall under the current zoning along the corridor (residential, retail/service, office), the peak hours selected for the analysis were the weekday AM and PM commuter peaks. These peak time periods provide the highest traffic volumes throughout the day as identified through NYSDOT machine count data.

3.2. Existing Traffic Volume Data

Weekday AM (7:00-9:00am) and PM (4:00-6:00pm) peak traffic counts were collected by SRF & Associates (SRF) on March 3 through March 5, 2008 at five study area intersections along Route 96 as follows:

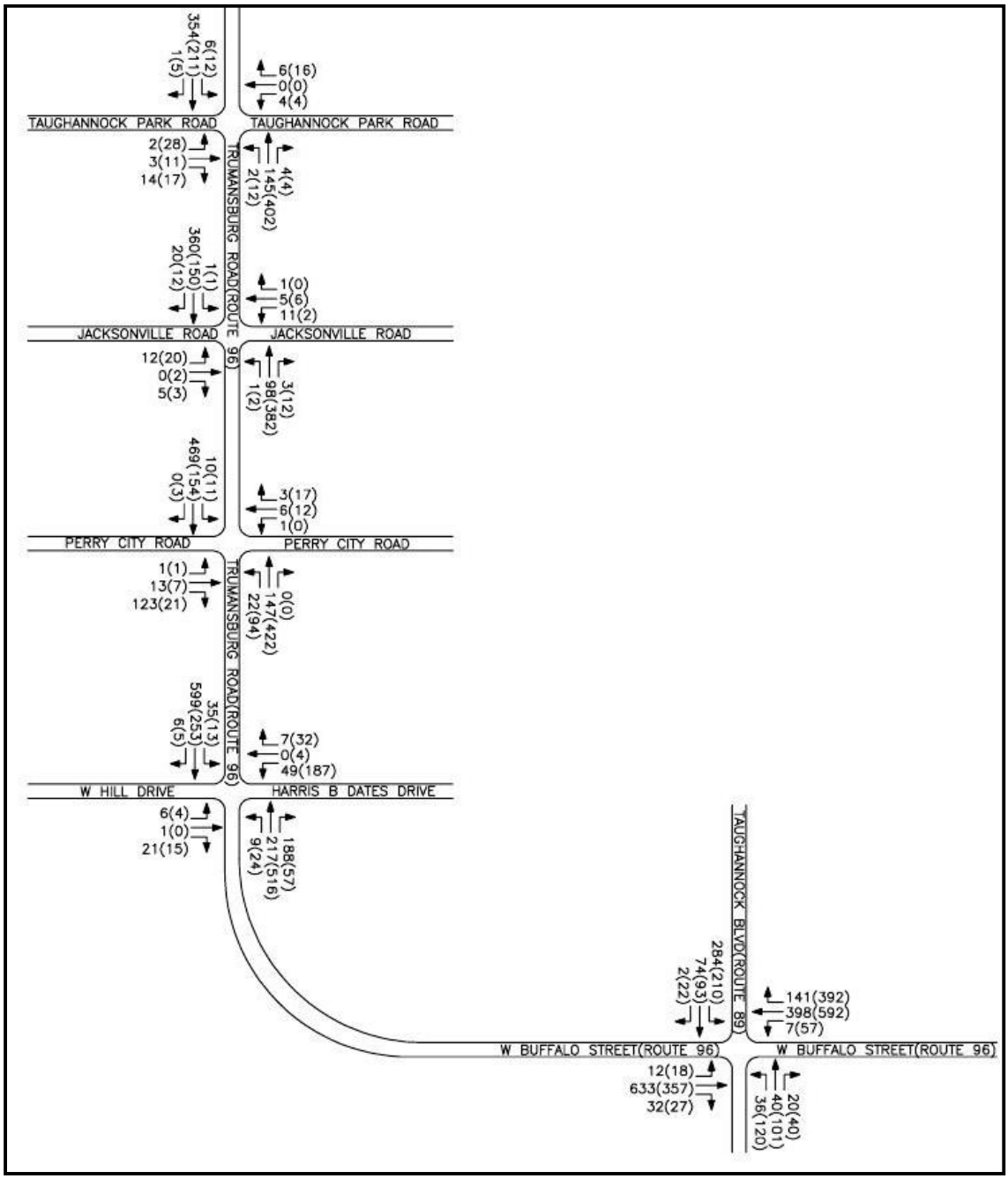
- Taughannock Park Road, *unsignalized*
- Perry City Road, *unsignalized*
- Jacksonville Road, *unsignalized*
- Cayuga Medical Center, *signalized*
- NYS Route 89 (Taughannock Boulevard), *signalized*

All traffic volumes were reviewed to confirm the accuracy and relative balance of the collective traffic counts. Relative balance refers to the relationship of traffic volumes between intersections. For example, if 500 cars leave an intersection and only 100 arrive at the next intersection, there is either an error in the counts that must be corrected or another explanation, such as a major intersection in between them.

All traffic volumes were found to balance within the network within reasonable and expected variations. The actual differences in traffic volumes can be attributed to activity related to intersections and driveways located in the segments between the intersections. The peak hour traffic periods generally occurred between 7:45 and 8:45 AM and 4:30 to 5:30 PM. The existing peak hour volumes are depicted in Figure 1.

Existing Average Daily Traffic (ADT) information was obtained from the NYSDOT *Traffic Volume Report* as well as the ITCTC Year 2006 Final Traffic Count Report. According to the most recent traffic volume data collected by the New York State Department of Transportation (NYSDOT) in 2006, the annual average daily traffic (AADT) along Route 96 between Route 89 overlap and Perry City Road is 8,847 vehicles per day (vpd).

FIGURE 1 – PEAK HOUR VOLUMES, EXISTING CONDITIONS
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca



3.3. Study Area Intersections

3.3.1. Field Observations

All intersections included in the project area were observed during peak intervals to assess existing traffic operating conditions at each intersection. Signal timing information was collected, at the previously identified signalized intersections, to

determine peak hour phasing plans and phase durations during each interval.(please define these briefly) This information was used to support and/or calibrate capacity analysis models described in detail later in Report #1.

3.3.2. Existing Operations

Capacity analysis is a technique used for determining a measure of effectiveness for a section of roadway and/or intersection based on the number of vehicles during a specific time period. The measure of effectiveness used for the capacity analysis is referred to as a Level of Service (LOS). Levels of Service are calculated to provide an indication of the amount of delay that a motorist experiences while traveling along a roadway or through an intersection. Both roadway section and intersection capacity analyses have been performed and described in this section of the report.

Six Levels of Service are defined for analysis purposes. They are assigned letter designations, from "A" to "F", with LOS "A" representing operating conditions with the least time delay. LOS “F” is the least desirable operating condition where longer delays are experienced by motorists.

The standard procedure for capacity analysis of signalized and unsignalized intersections is outlined in the 2000 Highway Capacity Manual (HCM 2000). Traffic analysis software, SYNCHRO (Build 614), which is based on procedures and methodologies contained in the HCM 2000, was used to analyze operating conditions at study area intersections. The procedure yields a Level of Service (LOS) based on the HCM 2000 as an indicator of how well intersections operate.

Existing operating conditions are documented in the field and modeled using traffic analysis software. The traffic analysis models are calibrated based on the actual field observations.

TABLE 3 – INTERSECTION CAPACITY ANALYSIS RESULTS
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca

INTERSECTION	AM	PM
Route 96/Taughannock Park Rd-Rabbit Run Rd		
Eastbound – Rabbit Run Road	B	C
Westbound – Taughannock Park Road	B	B
Northbound – Route 96	A	A
Southbound – Route 96	A	A
Route 96/Jacksonville Road		
Eastbound – Jacksonville Road	B	C
Westbound – Jacksonville Road	B	C
Northbound – Route 96	A	A
Southbound – Route 96	A	A
Route 96/Perry City Road		
Eastbound – Perry City Road	C	B
Westbound – Perry City Road	C	C
Northbound – Route 96	A	A
Southbound – Route 96	A	A
Route 96/Cayuga Medical Center-Overlook		
Eastbound - Overlook	B	A
Westbound – Cayuga Medical Center	C	C
Northbound – Route 96	A	A
Southbound – Route 96	A	A
Overall LOS/Delay in sec/veh	A (5.9)	B (11.8)
Route 96/Route 89		
Eastbound – Route 96	C	B
Westbound – Route 96	B	B
Northbound – Route 89	C	D
Southbound – Route 89	B	C
Overall LOS/Delay in sec/veh	C (20.2)	C (20.1)

A review of both AM and PM capacity analysis results indicates that all of the study intersections are currently operating at levels of service equal to or better than average capacity levels (LOS "C") with the exception of the Route 96/Route 89 intersection during the PM peak hour. This intersection is currently operating at LOS "D" on the northbound (Route 89) approach during the PM peak hour. It is noted that the level of service results for the AM peak hour are not reflective of actual operating conditions at this intersection. The travel time surveys and video indicate that the eastbound Route 96 approach is significantly delayed during the AM peak hour due to queuing from the Fulton Street intersection. This will be investigated in greater detail to calibrate the model to more accurately replicate actual conditions.

3.4. Access Density

Table 4 provides detailed information concerning access density and driveway spacing throughout the study area. Access density is defined as the number of driveways per mile and is calculated for each direction of travel and the corresponding side streets/driveways on the side of the highway to the driver's right. Generally, as driveway density increases and/or average driveway spacing decreases, the potential for collisions also increases. The average driveway spacing and driveways density are important considerations when planning for future development and driveway locations. This information may be used to evaluate the impacts of access density on travel time and operations under future development scenarios.

TABLE 4 – ACCESS DENSITY DATA
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca

SEGMENT	LENGTH OF SEGMENT	ADT - 1 DIRECTION)	NUMBER OF DRIVERS	ACCESS DENSITY	AVERAGE DRIVEWAY SPACING (FT)
NB – Fulton St to Route 89	475	8,675	2	22	1,164
NB – Route 89 to Cayuga Medical Center	12,479	6,100	60	25	556
NB – Cayuga Medical Center to Perry City Road	18,803	4,600	64	18	336
NB – Perry City Road to Jacksonville Road	6,839	3,670	21	16	288
NB – Jacksonville Rd to Taughannock Park Rd	10,071	3,350	18	9	203
NB – Taughannok Park Rd to South Village Line	3,628	3,700	3	4	110
SB – S. Village Line to Taughannock Park Rd	3,628	3,800	9	13	140
SB – Taughannock Park Rd to Jacksonville Rd	10,071	2,700	29	15	293
SB – Jacksonville Road Perry to City Road	6,839	2,800	17	13	291
SB – Perry City Road to Cayuga Medical Center	18,803	4,500	64	18	418
SB – Cayuga Medical Center to Route 89	12,479	6,700	42	18	324
SB – Route 89 to Fulton St	475	10,000	2	22	422

3.5. Travel Time Surveys

Travel time data (i.e. time to travel the length of the corridor including delays related to driveways and intersections) was collected for both the northbound and southbound directions along Route 96 and 89. The boundaries of the Route 96 corridor include the Village of Trumansburg south boundary limit to the north and North Fulton Street (NYS Route 13) to the

south and the Route 89 corridor include Gorge Road to the north and West Buffalo Street to the south.

The data collection occurred on Wednesday, March 12, 2008, and Thursday, March 13, 2008 on Route 96 and on Monday, April 21, 2008 and Tuesday, April 22, 2008 on Route 89, between 7:00am - 9:00am and 4:00pm - 6:00pm capturing both the AM and PM peak commuter time periods. Two vehicles were used each with a GPS device mounted on the front dash of the car in order to have an unobstructed sky view to obtain GPS satellite acquisition.

Bi-directional data were collected as the vehicles started their travel at opposite ends of the corridor and ran continuous loops throughout each 2-hour period. Each driver was instructed to either match the flow of traffic or follow the posted speed limit; passing of vehicles did not occur. The number of travel runs per direction is dependent upon the amount of delay incurred. Table 5 summarizes the total number of travel runs per direction for both corridors.

TABLE 5 – NUMBER OF TRAVEL TIME RUNS
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca

AM Peak		PM Peak	
NB	SB	NB	SB
11	9	8	6

3.5.1. Methodology

The GPS receiver used for this travel-time study is a custom-made Pocket Track Pro GPS receiver from Brickhouse Security. This unit has data logging capabilities that can store up to 100 hours of motion data. Each record stores time, latitude, longitude, and speed. The downloaded data from the Mini GPS Tracker can then be displayed over US Street Maps, Google Earth or using an excel format which can then be extracted to different formats allowing for compatibility with many mapping programs such as TransCAD or ArcGIS. The raw data files also contain information regarding acceleration and deceleration patterns, control delay, and stop delay.

3.5.2. Corridor Performance Profile Analysis

Time-distance diagrams were plotted in both directions for the AM and PM peak hours. These diagrams graphically show where and when a vehicle stops and starts and also depicts speed as indicated by the slope of the line between the start and stop points (e.g. a flat line (slope = 0) indicates no distance traveled, or a vehicle stopped in queue). Locating these critical points accurately is essential for computing various performance measures like traffic delay, stop delay, running speed, and average speed.

This study resulted in the compilation of 8 graphs (figures) (2 per direction, 2 per study period and 2 study corridors). Each graph displays runs made during the 2-hour period.

Some runs were intentionally omitted from the plot to avoid many overlapping lines. "Free-flow" time/speed is calculated based on the actual speed limit and the segment length. Free-flow time/speed is the baseline comparison for all the other runs depicted on the graph. The peak run is the run that took the longest, with two exceptions as noted on the graphs and in the text.

Table 6 summarizes the findings based on these corridor performance profiles.

TABLE 6 – SUMMARY OF TRAVEL TIME RESULTS
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca

	Route 96: segment length = 9.8 miles											
	Northbound						Southbound					
	AM (Fig 1)			PM (Fig 3)			AM (Fig 2)			PM (Fig 4)		
	Free-Flow	Peak	Diff.	Free-Flow	Peak	Diff.	Free-Flow	Peak	Diff.	Free-Flow	Peak	Diff.
Time of Day of Run		7:11	n/a		4:10	n/a		7:49	n/a		4:47	n/a
Travel Time† (min)	12.5	14.3	1.8	12.5	13.3	0.8	12.5	17.1	4.6	12.5	13.7	1.2
Travel Speed (mph)	47.0	41.1	-5.9	47.0	44.2	-2.8	47.0	34.3	-12.7	47.0	42.9	-4.1
	Route 89: segment length = 8.8 miles											
	Northbound						Southbound					
	AM (Fig 1)			PM (Fig 3)			AM (Fig 2)			PM (Fig 4)		
	Free-Flow	Peak	Diff.	Free-Flow	Peak	Diff.	Free-Flow	Peak	Diff.	Free-Flow	Peak	Diff.
Time of Day of Run		7:22	n/a		4:08	n/a		7:38	n/a		4:28	n/a
Travel Time† (min)	11.35	11.7	0.35	11.35	13.0	1.65	11.35	13.7	2.35	11.35	12.3	0.95
Travel Speed (mph)	46.6	45.2	-1.4	46.6	40.7	-5.9	46.6	38.6	-8.0	46.6	43.0	-3.6

† Travel time is the time it takes to traverse the corridor.

3.5.3. Summary of Travel Time Findings

Northbound on Route 96

Northbound on Route 96 is the peak flow direction during the PM commuter time period. However, the data shows very little congestion or delay during either AM or PM peak time periods.

During the AM peak time period, the data show a difference of approximately 1.8 minutes of delay between the free-flow travel time and the most congested run at 7:11 AM. This equates to a difference in average running speed of 5.9 mph (47 mph free-flow vs. 41.1 mph peak travel). The most significant area of congestion is located between Bundy Road and Route 89 based on review of the graph (Figure 1).

Route 96 northbound during the PM study time (4pm - 6pm) (Figure 3) experiences a difference of 0.8 min and 2.8 mph between free-flow and peak travel conditions. The shaded areas, or areas of congestion, appear to be mostly related to the Hospital/West Hill Drive intersection.

Southbound on Route 96

The southbound direction peak flow occurs during the morning commuter peak travel period (Figure 2). The data show the majority of the congestion and delay occurring at the Route 96/Route 89 intersection. There is a difference of approximately 4.6 minutes of delay between the free flow travel time and the run that depicts the most congested conditions at 7:49 AM. This equates to a difference in average running speed of 12.7 mph (47 mph off-peak vs. 34.3 mph peak travel). The difference in corridor travel time between the shortest and longest runs is a combination of delay and congestion at Route 89 as well as minor delays at the Hospital/West Hill Drive intersection. The final graph in Appendix 7 is a close up view of the southbound AM condition in the vicinity of Route 89 and Fulton Street. This graph shows the delay incurred at this location during the morning commuter period.

Route 96 southbound during the PM study time (Figure 4) demonstrates a difference between off-peak and peak travel conditions of 1.2 min and 4.1 mph. The most significant area of delay is between the Hospital/West Hill and Route 89 intersections. There is very little delay on Route 96 as one travels southbound during the PM peak.

Northbound on Route 89

Northbound on Route 89 is the peak flow direction during the PM commuter time period. However, the data shows very little congestion or delay during either AM or PM peak time periods.

During the AM peak time period, the data show a difference of approximately 0.35 minutes of delay between the free-flow travel time and the most congested run at 7:22 AM. This equates to a difference in average running speed of 1.4 mph (46.6 mph free-flow vs. 45.2 mph peak travel) (Appendix 8).

Route 89 northbound during the PM study time (4pm - 6pm) experiences a difference of 1.65 min and 5.9 mph between free-flow and peak travel conditions.

Southbound on Route 89

The southbound direction peak flow occurs during the morning commuter peak travel period (Appendix 8). The data show the majority of the congestion and delay occurring at the Route 96/Route 89 intersection. There is a difference of approximately 2.35 minutes of delay between the free flow travel time and the run that depicts the most congested conditions at 7:38 AM. This equates to a difference in average running speed of 8 mph (46.6 mph off-peak vs. 38.6 mph peak travel).

Route 89 southbound during the PM study time (Appendix 8) demonstrates a difference between off-peak and peak travel conditions of 0.95 min and 3.6 mph. There is very little delay on Route 89 as one travels southbound during the PM peak.

4.0 RESIDENTIAL COMMUNITY SURVEY ANALYSIS

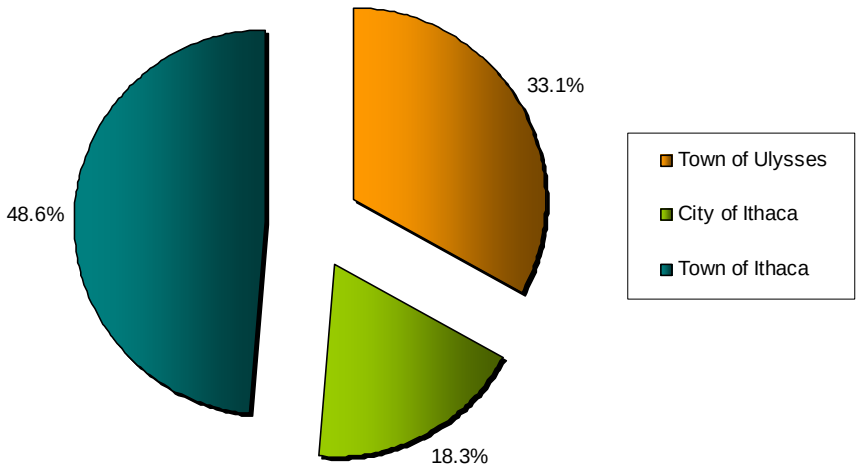
4.1. Introduction

During February and March 2008, the Tompkins County Planning Department conducted a community survey to identify what makes the Route 96 corridor a desirable place to live, what makes it less than ideal, and what concerns residents have about future growth and development. This survey is one part of the Route 96 Corridor Management Study planning process and will assist in defining a preferred development pattern for the corridor.

The survey was divided into four main categories that addressed general livability issues, destinations and access, public transportation, and safety and traffic. The survey also afforded respondents with an opportunity to provide general comments regarding the Route 96 corridor and submit demographic information. .

Of the 592 surveys distributed to corridor residents, approximately 174 surveys were completed and returned to the Tompkins County Planning Department by the deadline date and 34 were returned with no known address or because of vacancy. Removing the latter 34 surveys from consideration, 558 actually reached corridor residents, resulting in a return rate of approximately 31 percent. Of the returned surveys, 33 percent were from residents of the Town of Ulysses, 49 percent were from residents of the Town of Ithaca, and 18 percent were from residents of the City of Ithaca.

FIGURE 2 – BREAKDOWN OF SURVEY REPSONDERS FROM EACH COMMUNITY
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca



When reviewing the summary of the survey findings, it is important to keep in mind that, while a majority of the surveys returned were completed in full, several were only partially completed. As such, the number of responses may vary for some questions. A copy of the original survey can be found in Appendix 2.

4.2. General Questions

The questions in this section of the survey addressed the general benefits of living along the Route 96 corridor, as well as residents' perceptions of issues associated with residing along the corridor.

QUESTION A:
WHAT DO YOU LIKE MOST ABOUT LIVING ALONG THE ROUTE 96 CORRIDOR?

Respondents were asked to identify those characteristics of the Route 96 corridor that make it an enjoyable place to live based on the following options:

- Convenience to area destinations;
- Living on a state highway;
- Rural character of West Hill;
- Scenic views;
- Neighbors;
- Access to businesses on Route 96; and
- Other.

Based on the results of the survey, the majority of respondents indicated that convenience to area destinations (74.1 percent), scenic views (58.0 percent), and the rural character of West Hill (46.0 percent) as the characteristics that make the Route 96 corridor an enjoyable place to live. The response rates for all options is indicated in the chart below:

FIGURE 3 – HIGHEST RATED ATTRIBUTES
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca

Corridor Characteristics	Percent of Respondents
Convenience to area destinations	74.1%
Living on a state highway	10.9%
Scenic views	58.0%
Rural character of West Hill	46.0%
Neighbors	24.7%
Access to businesses on Route 96	13.2%
Other	17.8%

While convenience to area destinations was ranked highest by each of the three communities, ranking of the remaining characteristics varied by location. Respondents from the Town of Ithaca, for example, more frequently indicated that scenic views make the corridor an enjoyable

place to live (68.2 percent) versus residents of the Town of Ulysses who rated scenic views at 43.1 percent.

QUESTION B:
HOW IMPORTANT ARE THE FOLLOWING ISSUES ON ROUTE 96?

Respondents were asked to rank the following issues as very important, somewhat important, somewhat unimportant, not important, or not an issue:

- Too much traffic when commuting into the City of Ithaca;
- Too much traffic when commuting out of the City of Ithaca;
- Difficult to access the corridor from driveways;
- Difficult to access the corridor from non-signalized intersections;
- Vehicles making left-hand turns off Route 96 cause delays and/or safety hazards;
- Parking along Route 96;
- No designated lanes for bicycles;
- No sidewalks for pedestrians;
- Difficult for pedestrians to cross the road;
- Air pollution;
- Speeding;
- Truck traffic;
- Train crossing in the City of Ithaca; and
- Other.

FIGURE 4 – RATING OF ISSUES ALONG CORRIDOR
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca

Corridor Issues	Very Important	Somewhat Important	Somewhat Unimportant	Not Important	Not an Issue	Don't Know
Too much traffic when commuting into the City of Ithaca	53.4%	25.3%	5.7%	3.4%	7.5%	0.6%
Too much traffic when commuting out of the City of Ithaca	40.8%	29.9%	6.9%	4.6%	12.6%	0.6%
Difficult to access the corridor from driveways	43.7%	19.5%	5.7%	4.0%	16.1%	3.4%
Difficult to access the corridor from non-signalized intersections	32.8%	27.0%	10.9%	3.4%	11.5%	4.0%
Vehicles making left hand turns off Route 96 cause delays and/or safety hazard	40.2%	23.0%	13.2%	5.7%	7.5%	1.7%
Parking along Route 96	15.5%	14.4%	14.4%	12.6%	23.6%	8.0%
No designated lanes for bicycles	28.2%	26.4%	7.5%	6.9%	16.1%	4.0%
No sidewalks for pedestrians	29.9%	32.2%	7.5%	5.7%	13.8%	2.3%
Difficult for pedestrians to cross the road	35.6%	30.5%	8.6%	3.4%	10.3%	3.4%
Air pollution	20.1%	25.3%	13.8%	3.4%	17.2%	8.6%
Speeding	54.0%	21.3%	6.3%	5.2%	6.9%	2.9%
Truck traffic	52.9%	25.3%	9.2%	1.1%	4.0%	1.7%
Train crossing	33.9%	23.6%	12.1%	6.3%	14.9%	1.7%
Noise	39.1%	27.6%	9.2%	1.7%	8.0%	2.3%

Based on the results of the survey, the five most important issues along the Route 96 corridor are listed below (the combined percentage for each issue is noted and is derived from the number of respondents who identified the issue as very important or somewhat important).

The five most critical issues along the corridor, as rated by survey responders, are:

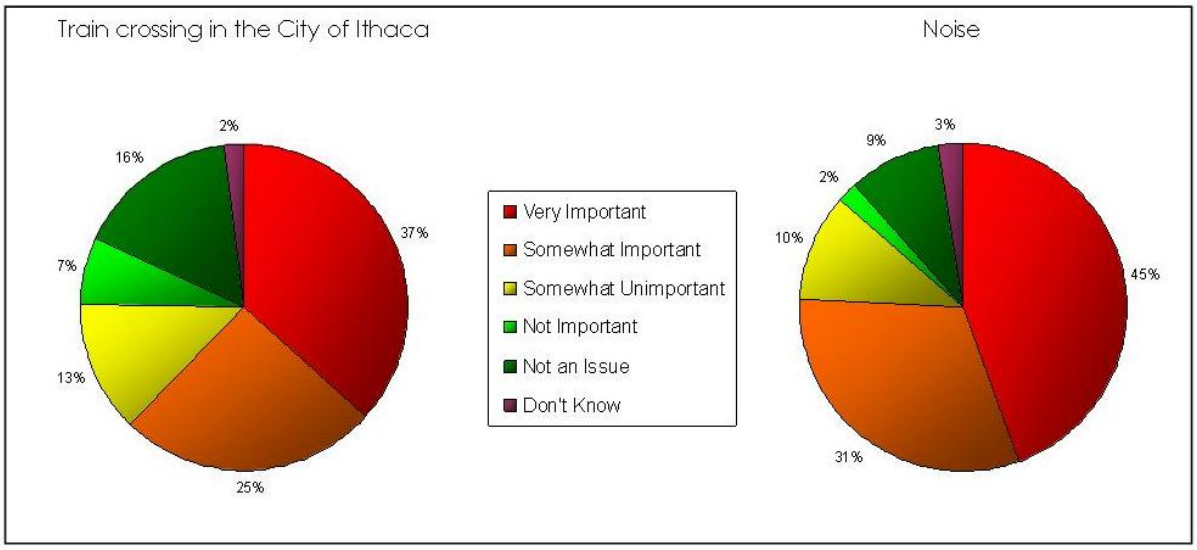
1. Too much traffic when commuting into the City of Ithaca (78.7 percent)
2. Truck traffic (78.2 percent)
3. Speeding (75.3 percent)
4. Too much traffic when commuting out of the City of Ithaca (70.7 percent)
5. Noise (66.7 percent)

Four of the top five issues also received the fewest responses as being not important or not an issue – too much traffic when commuting into the City of Ithaca (10.9 percent), truck traffic (5.2 percent), speeding (12.1 percent), and noise (9.8 percent).

The issue of parking along Route 96 received the lowest ranking in the very important or somewhat important categories (29.9 percent), as well as the highest ranking in the somewhat unimportant, not important, and not an issue categories (50.6 percent).

A breakdown of responses for each of these 14 issues can be found in the charts below and on the following pages.

FIGURE 5 – BREAKDOWN OF ALL RESPONSES
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca



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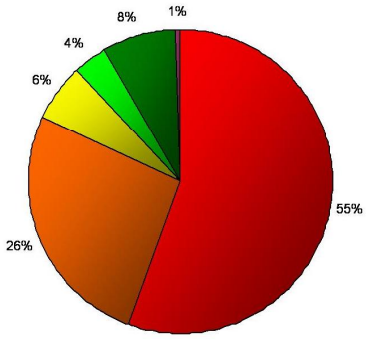
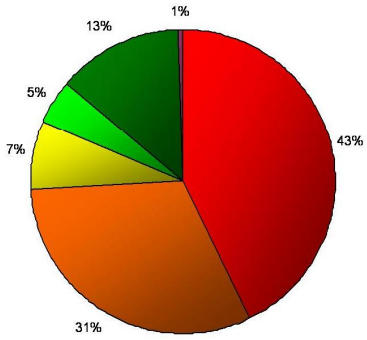
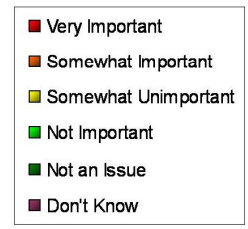
Too much traffic when commuting into the City of Ithaca

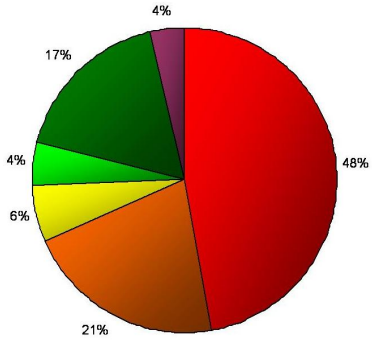


Too much traffic when commuting out of the City of Ithaca

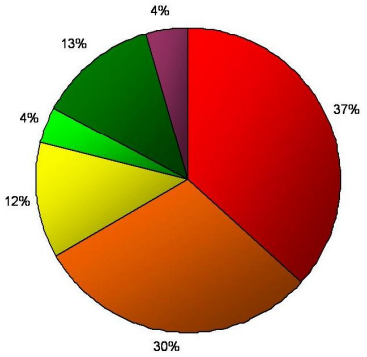


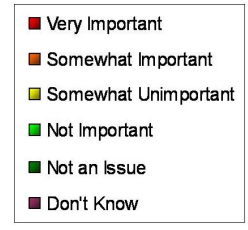


Difficult to access the corridor from drive-ways

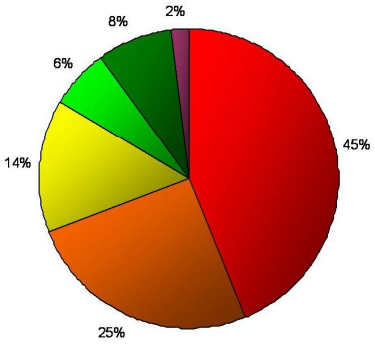


Difficult to access the corridor from non-signalized intersections

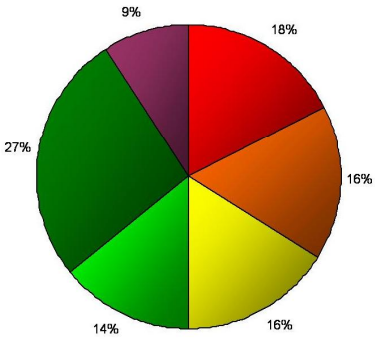


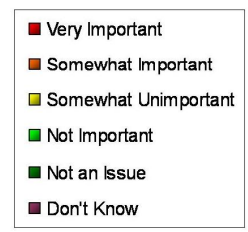


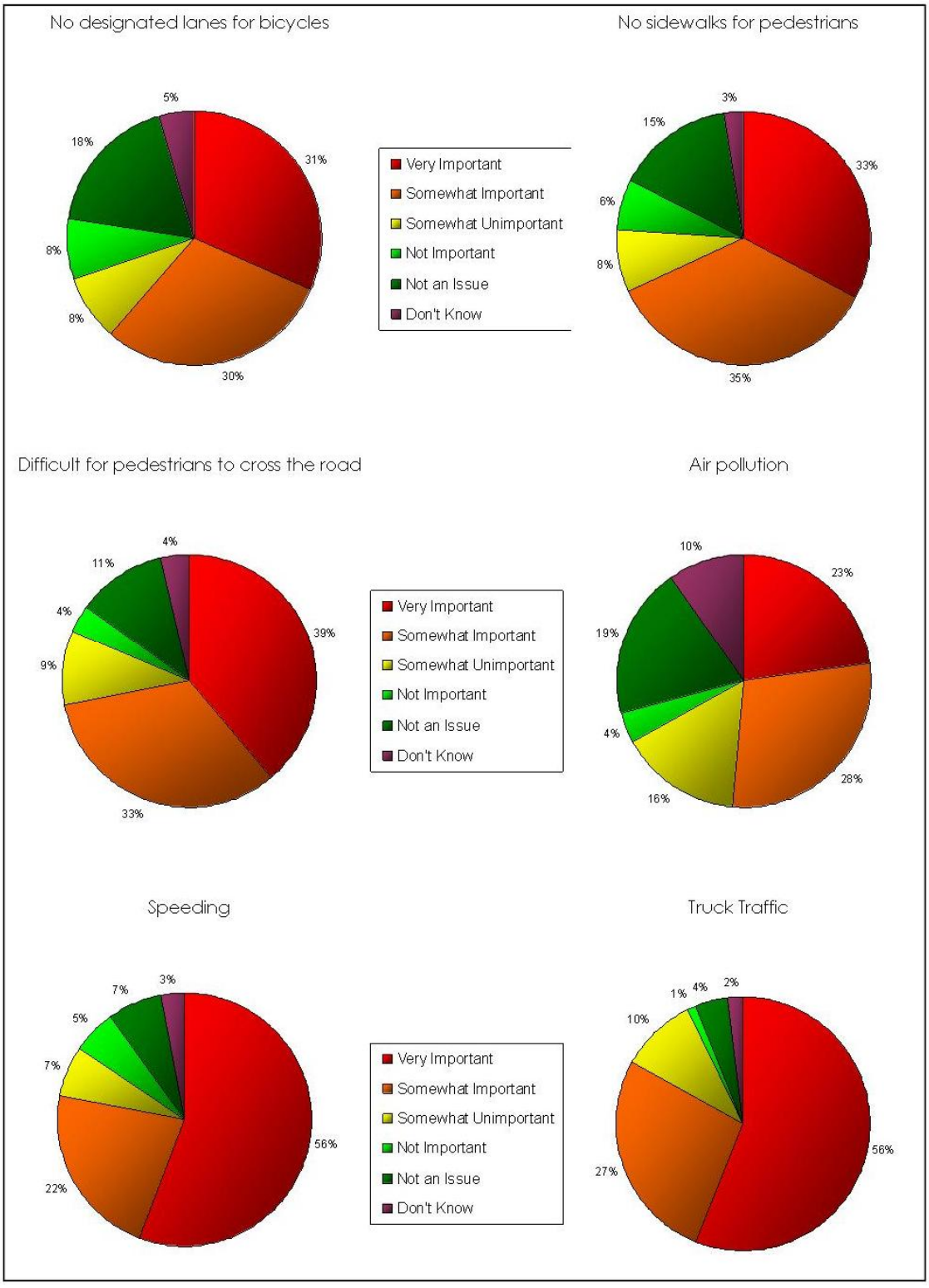
Vehicles making left turns off Route 96 cause delays and/or safety hazard



Parking along Route 96






No designated lanes for bicycles
5%
18%
31%
8%
8%
30%
Very Important
Somewhat Important
Somewhat Unimportant
Not Important
Not an Issue
Don't Know
No sidewalks for pedestrians
3%
15%
33%
6%
8%
35%
Difficult for pedestrians to cross the road
4%
11%
39%
4%
9%
33%
Air pollution
10%
23%
19%
4%
28%
16%
Speeding
3%
7%
5%
7%
56%
22%
Truck Traffic
1%
4%
2%
10%
56%
27%

Several differences were noted for specific issues when comparing responses from each of the three communities within the study area. Respondents from the Town of Ithaca indicated with much higher frequency that the lack of sidewalks (71.8 percent) and the difficulty for pedestrians crossing the road (71.8 percent) is a very important or somewhat important issue when compared with all respondents, as well as those from the Town of Ulysses and the City of Ithaca.

Respondents from the City of Ithaca, however, indicated much less concern for vehicles making left-hand turns off Route 96 – only 45.2 percent thought that this is a very important or somewhat important problem, compared with 63.2 percent of all respondents. Additionally, City of Ithaca respondents were more concerned with air pollution (67.7 percent) than were respondents from the Town of Ulysses (44.8 percent) or the Town of Ithaca (37.6 percent).

Town of Ulysses respondents were more likely to indicate that the following issues are somewhat unimportant, not important, or not an issue than were respondents from the other two communities:

- Difficult to access the corridor from driveways (37.9 percent);
- Difficult to access the corridor from non-signalized intersections ((37.9 percent);
- No sidewalks for pedestrians (37.9 percent);
- Difficult for pedestrians to cross the road (34.5 percent); and
- Air pollution (44.8 percent).

4.3. Destinations and Access

The questions in this section of the survey focused on existing and future travel patterns along the Route 96 corridor.

QUESTION C:
WHAT ARE THE THREE MOST COMMON DESTINATIONS ON ROUTE 96 AND HOW DO YOU TYPICALLY TRAVEL TO THESE DESTINATIONS?

Corridor residents were asked to select their three most common destinations from the following list:

- Village of Trumansburg;
- Hamlet of Jacksonville;
- Cayuga Medical Center;
- Downtown Ithaca;
- Grocery/convenience store along corridor;
- Taughannock Falls Park;
- Non-grocery business along corridor; or
- Other.

In addition to providing destination information, the survey also requested that the preferred mode of transportation be identified for each of the destinations.

FIGURE 6 – COMMON DESTINATIONS / CURRENT MODE OF TRANSPORTATION
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca

Destination	Bike	Walk	TCAT Bus	Carpool	Drive
Village of Trumansburg	0.6%	0.0%	3.4%	1.1%	48.3%
Hamlet of Jacksonville	0.6%	2.3%	0.6%	0.6%	23.0%
Cayuga Medical Center	0.6%	4.6%	3.4%	0.6%	46.0%
Downtown Ithaca	1.7%	3.4%	10.3%	1.1%	80.5%
Grocery/convenience store along corridor	0.6%	2.3%	1.1%	0.6%	40.8%
Taughannock Falls State Park	1.7%	0.6%	0.6%	2.3%	29.3%
Non-grocery business along corridor	0.6%	1.7%	0.6%	0.6%	17.8%
Other:	0.6%	2.3%	2.3%	2.3%	23.0%

The single most common destination for all respondents was downtown Ithaca (97.1 percent), with the Cayuga Medical Center (55.2 percent) and the Village of Trumansburg (53.4 percent) also being identified as common destinations.

Of the six modal choices provided in the survey, the respondents overwhelmingly selected driving as the preferred choice. It should be noted that many respondents provided more than the three most common travel destinations and an associated mode of transportation. Most of these additional responses indicated that driving was the preferred mode for all destinations.

QUESTION D:
IF CONDITIONS WERE IDEAL, HOW WOULD YOU MOST LIKE TO TRAVEL TO ANY OF THESE DESTINATIONS ON ROUTE 96?

Question D is very similar to Question C, except that respondents were allowed to select any number of destinations and were not limited to only three. The questions were intended to see if residents would change their travel patterns from what they currently are, in an ideal situation.

FIGURE 7 – COMMON DESTINATIONS / PREFERRED MODE OF TRANSPORTATION
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca

Destination	Bike	Walk	TCAT Bus	Carpool	Drive
Village of Trumansburg	6.3%	3.4%	12.1%	2.3%	46.0%
Hamlet of Jacksonville	5.2%	6.3%	6.9%	0.6%	34.5%
Cayuga Medical Center	3.4%	14.4%	12.1%	1.7%	47.1%
Downtown Ithaca	12.1%	6.9%	27.0%	2.3%	55.7%
Grocery/convenience store along corridor	4.0%	12.6%	9.2%	1.1%	47.1%
Taughannock Falls State Park	11.5%	2.9%	10.3%	1.1%	46.6%
Non-grocery business along corridor	4.0%	6.9%	9.2%	1.1%	33.9%
Other:	2.9%	2.3%	5.2%	0.6%	16.1%

The change in responses from Question C is notable. One key figure is that the number of respondents selecting bike as a preferred mode of transportation increased by more than 600 percent, the number of respondents selecting walk as a preferred mode increased by more than 200 percent, and the number of respondents selecting TCAT as a preferred mode increased by more than 300 percent.

While the number of respondents selecting TCAT as a preferred mode increased for the entire corridor, the rate of increase varied by community. The highest rate of increase occurred for the City of Ithaca (from 1 to 30 responses), followed by the Town of Ulysses (from 7 to 38 responses), and the Town of Ithaca (from 31 to 92 responses).

4.4. Public Transportation

The purpose of this section of the survey was to ascertain the level of public transportation use along the Route 96 corridor, as well as to solicit information regarding the perception of Tompkins Consolidated Area Transit (TCAT) bus service along the corridor.

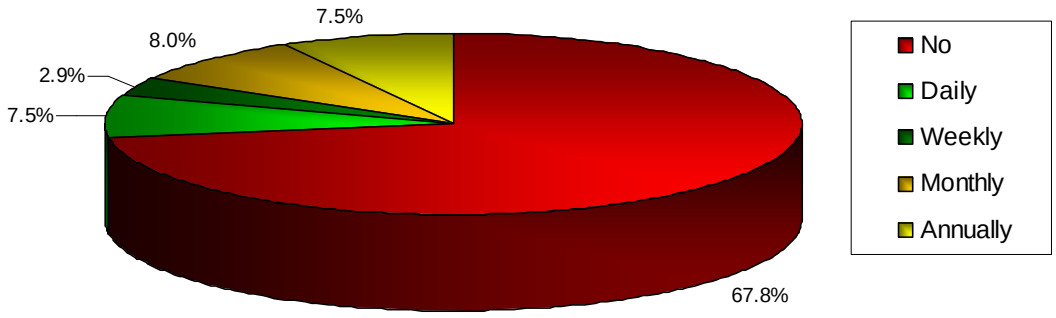
QUESTION E:
DO YOU CURRENTLY UTILIZE TCAT BUS SERVICE ALONG THE ROUTE 96 CORRIDOR? IF SO, HOW FREQUENTLY?

Residents were asked to identify whether they currently use TCAT bus service and, if so, whether they use the service daily, weekly, monthly, or annually.

Based on the results of the survey, approximately 68 percent of respondents indicated that they do not currently use TCAT bus service (this rate jumps to 78 percent when looking only at responses from residents of the Town of Ulysses). Approximately 7.5 percent of respondents are daily users of the bus service, 2.9 percent are weekly users, 8.0 percent are monthly users, and 7.5 percent use the bus at least once annually.

Specific to each community, the respondents from the Town of Ithaca indicated the highest rate of TCAT usage (34.1 percent), followed by respondents from the City of Ithaca (32.3 percent) and the Town of Ulysses (20.7 percent).

FIGURE 8 – BUS SERVICE USAGE
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca



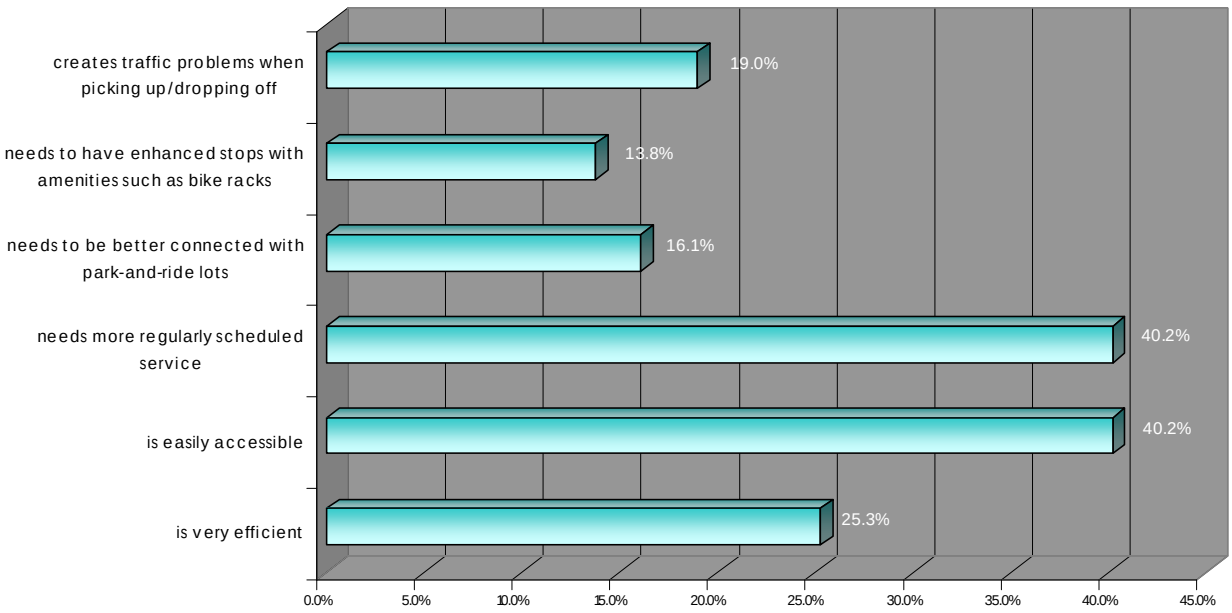
QUESTION F:
WHAT DO YOU THINK OF TCAT BUS SERVICE ALONG THE ROUTE 96 CORRIDOR?

Respondents were asked to identify which of the following characteristics applied to TCAT bus service along the Route 96 corridor:

- Is very efficient;
- Is easily accessible;
- Needs more regularly scheduled service
- Needs to be better connected with park-and-ride lots;
- Needs to have enhanced stops with amenities such as bike racks; and
- Creates traffic problems when picking up/dropping off.

The two characteristics receiving the most (and same) number of responses were that bus services needs more regularly scheduled service (40.2 percent) and that bus service is easily accessible (40.2 percent). That the existing bus service is very efficient received the next highest number of responses (25.3 percent). It must be noted, however, that many of those respondents indicating that TCAT bus service is easily accessible or very efficient also indicated that they do not use this service. This indicates non-users have the perception that bus service is efficient, while those riding the bus have less of an inclination to make that statement.

FIGURE 9 – RATING OF TCAT BUS SERVICE
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca



Reviewing results by the location of residence for each respondent revealed several interesting trends. First, respondents from the City of Ithaca indicated at a much lower rate that TCAT service creates traffic problems (9.7 percent) than did respondents from either the Town of Ulysses (20.7 percent) or the Town of Ithaca (21.2 percent).

Regarding accessibility and efficiency, only 29.0 percent of City of Ithaca respondents thought that TCAT service is easily accessible, compared to 51.7 percent and 36.5 percent of Town of Ulysses and Town of Ithaca respondents, respectively. Similarly, City of Ithaca respondents indicated at a much lower rate that TCAT service is very efficient (12.9 percent) when compared with respondents from the Town of Ulysses (37.9 percent) and the Town of Ithaca (21.2 percent).

4.5. Safety and Traffic

The questions in this section of the survey focused on traffic safety and congestion along the Route 96 corridor.

QUESTION G:
INDICATE WHETHER YOU PERCEIVE SAFETY PROBLEMS ALONG THE CORRIDOR?

Corridor residents were asked to rate the following safety issues as being a serious problem, moderate problem, minor problem, or not a problem:

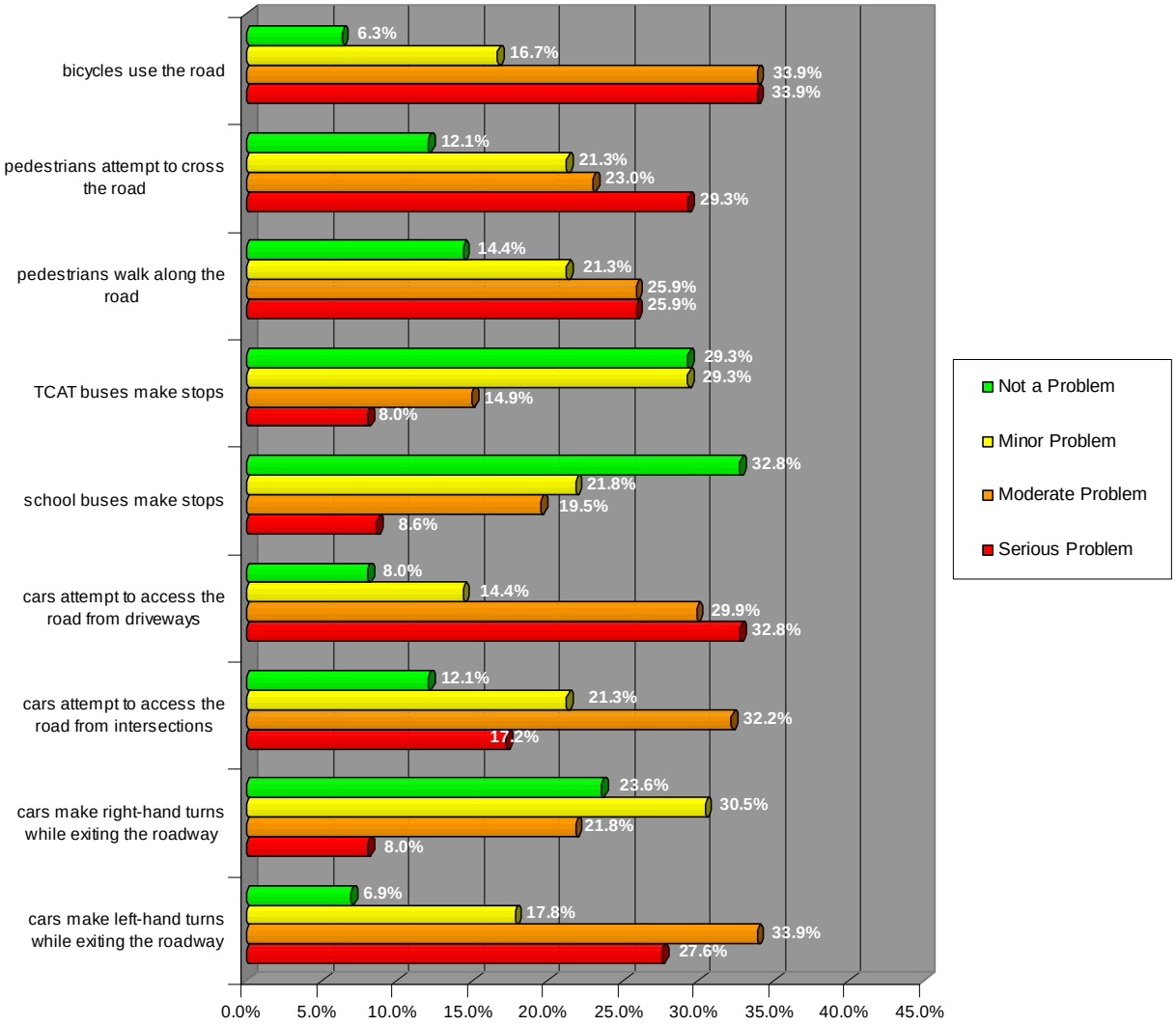
- Bicycles use the road;
- Pedestrians attempt to cross the road;
- Pedestrians walk along the road;
- TCAT buses make stops;
- School buses make stops;
- Cars attempt to access the road from driveways;
- Cars attempt to access the road from intersections
- Cars make right-hand turns while exiting the roadway; and
- Cars make left-hand turns while exiting the roadway.

Based on the results of the survey, the three most important safety and traffic problems along the Route 96 corridor are listed below (the combined percentage for each issue is noted after each issue and is derived from the number of respondents who identified the issue as a serious problem or a moderate problem).

1. Bicycles use the road (67.8 percent);
2. Cars attempt to access the road from driveways (62.6 percent); and
3. Cars make left hand turns while exiting the roadway (61.5 percent).

Figure 10 on the following page shows how each potential safety issue was rated by all respondents.

FIGURE 10 – SAFETY ISSUES ALONG THE CORRIDOR
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca



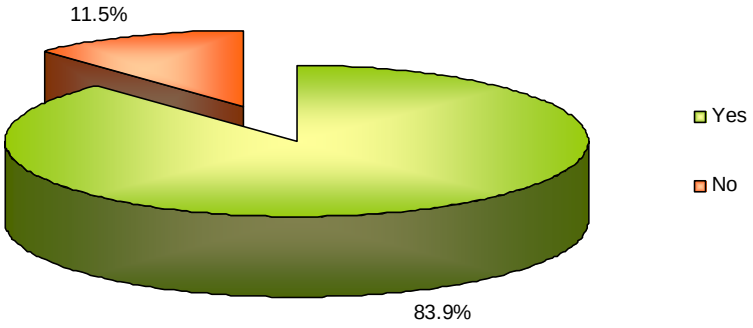
The problem of TCAT buses making stops received the lowest ranking in the serious problem or moderate problem categories (23.0 percent), as well as the highest ranking in the somewhat unimportant, not important, and not an issue categories (58.6 percent). School buses making stops along the corridor received the next lowest number of serious problem or moderate problem responses (28.2 percent)

Although "cars attempting to access the road from driveways" was rated the second most important issue when considering all respondents (62.6 percent), only 51.6 percent of City of Ithaca respondents and 51.7 percent of Town of Ulysses respondents considered this a serious or moderate problem. Additionally, only 45.2 percent of City of Ithaca respondents consider cars making left-hand turns while exiting the roadway to be a serious or moderate problem, compared with 61.5 percent of all respondents.

QUESTION H:
ARE THERE VEHICLE CONGESTION PROBLEMS ALONG THE CORRIDOR? IF YES, PLEASE IDENTIFY WHERE YOU ENCOUNTER CONGESTION AND WHAT TIME OF DAY.

Almost 84 percent of all respondents indicated that vehicle congestion problems exist along the Route 96 corridor. This rate did not vary considerably across the three communities.

FIGURE 11 – VEHICLE CONGESTION PROBLEMS
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca



Corridor residents were also provided the opportunity to identify where along Route 96 they encounter congestion, as well as during what time of day (i.e., AM rush hour, PM rush hour, both AM and PM rush hours, and off-peak time). Figure 12 on the following page graphically identifies the results of that question.

Respondents indicated that congestion is most often encountered in the City of Ithaca during both the AM and PM rush hours (53.4 percent). Additionally, congestion during both the AM and PM rush hours in the Town of Ithaca and all along Route 96 is encountered by respondents (34.5 percent and 24.1 percent, respectively).

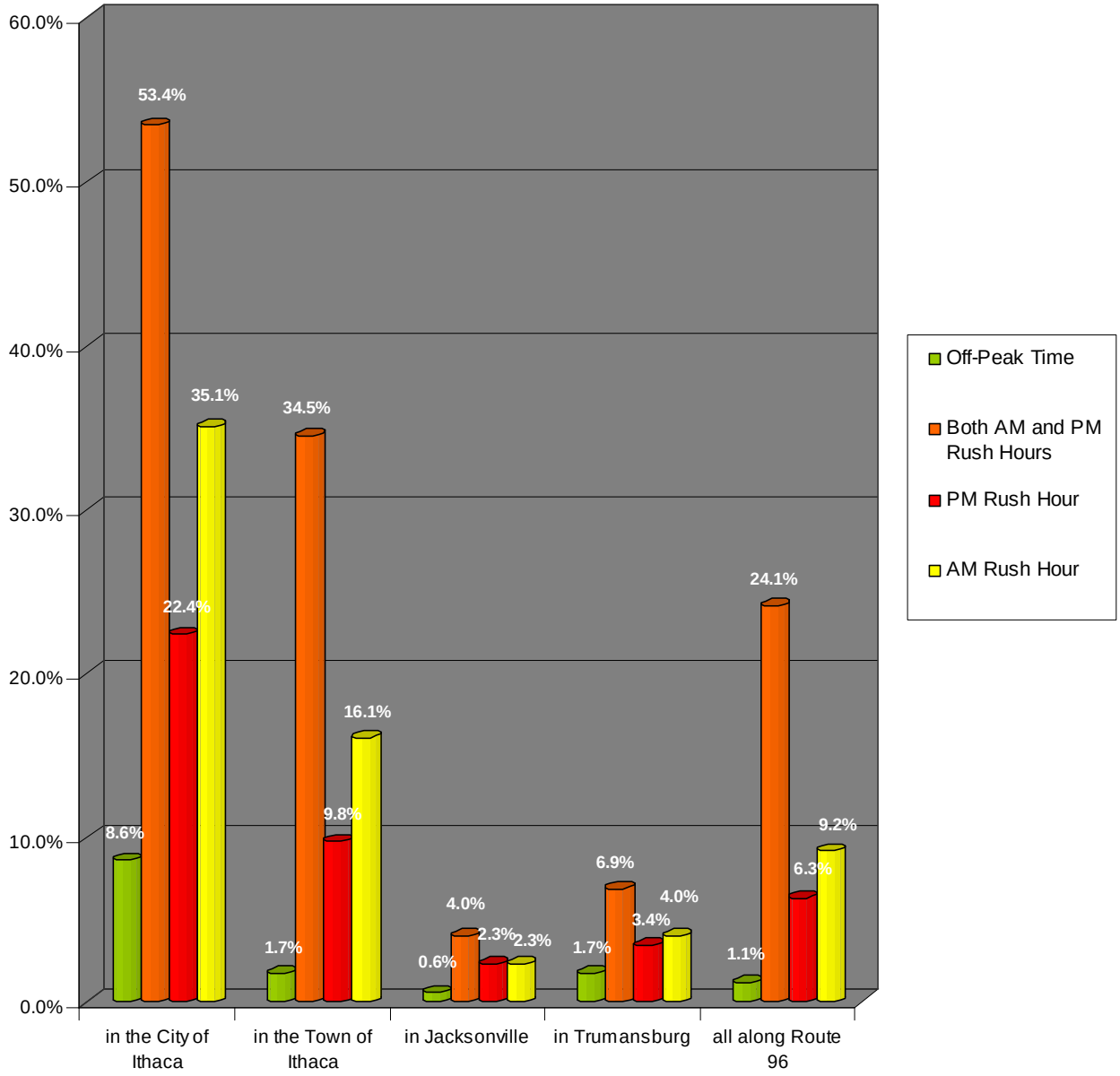
Both Jacksonville and Trumansburg received the fewest responses concerning whether congestion was encountered.

Comparing responses across the three communities yielded interesting results, specifically for the "both AM and PM rush hours" selection.

- Respondents from the City of Ithaca indicated that congestion occurs in the City of Ithaca at a higher rate (61.3 percent) than respondents from either the Town of Ulysses (46.6 percent) or from the Town of Ithaca (55.3 percent).
- Respondents from the Town of Ithaca indicated that congestion occurs in the Town of Ithaca at a higher rate (42.4 percent) than respondents from either the Town of Ulysses (29.3 percent) or from the City of Ithaca (22.6 percent).

- Respondents from the Town of Ulysses indicated that congestion occurs in the Town of Ulysses (i.e., Trumansburg and Jacksonville) at a higher rate (29.3 percent) than respondents from either the Town of Ithaca (2.4 percent) or from the City of Ithaca (0.0 percent).

FIGURE 12 – VEHICLE CONGESTION PROBLEMS
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca

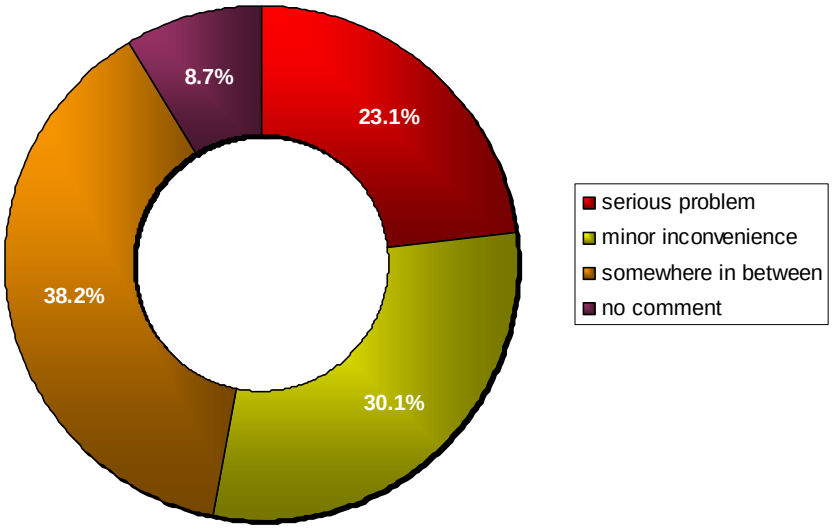


QUESTION I:
IF YOU DO EXPERIENCE CONGESTION TRAVELING ON ROUTE 96, HOW WOULD YOU RATE THIS PROBLEM?

In addition to identifying the time and location of congestion along the corridor, respondents were also asked to rate the level of congestion as a serious problem, minor inconvenience, or somewhere in between. Only 23 percent of the respondents identified congestion a serious problem, with 30 percent citing it as a minor convenience. The majority of responders (38.2%) stated traffic congestion was not a serious problem, nor a minor inconvenience, but somewhere in between.

The responses did not vary much by community, although respondents from the Town of Ulysses indicated that congestion is not a serious problem at a higher rate (77.6 percent) than did respondents from either the Town of Ithaca (63.1 percent) or the City of Ithaca (64.5 percent).

FIGURE 13 – LEVEL OF CONGESTION PROBLEMS
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca

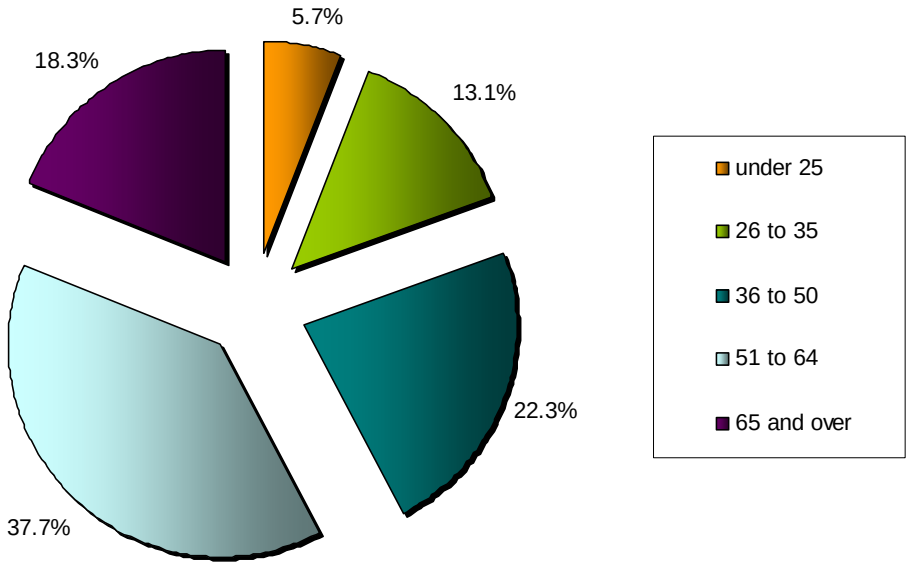


4.6. Respondent Information

The purpose of the questions in this section was to provide insight into the demographics of respondents; this information is useful when evaluating and considering the survey responses. More specifically, the survey asked residents to provide their location of residence (by municipality), length of residence, and age. A summary of the demographic profile of survey respondents is provided below.

The majority of respondents indicated that they were between the ages of 36 and 64 (60.0 percent), with those under the age of 36 comprising 18.6 percent of respondents and those over the age of 64 comprising 18.3 percent.

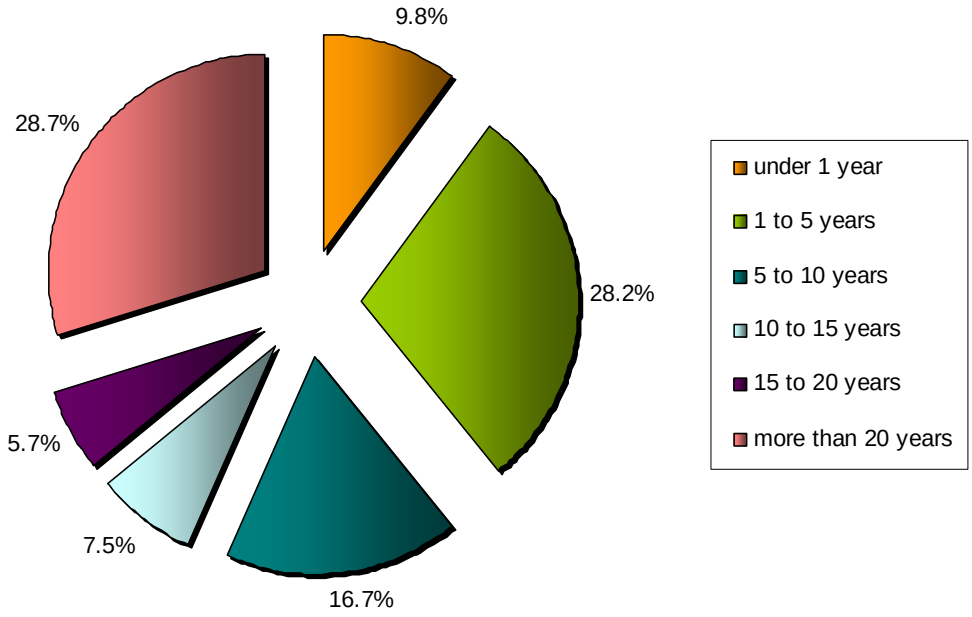
FIGURE 14 – AGE BREAKDOWN OF SURVEY REPSONDERS
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca



The City of Ithaca realized the largest number of respondents over the age of 65 at 27.3 percent, compared to 17.5 percent for the Town of Ulysses and 15.3 percent for the Town of Ithaca. Of additional note is the 26 to 35 age bracket – 18.8 percent of respondents from the Town of Ithaca comprise this bracket, whereas only 5.3 percent of Town of Ulysses respondents are between the age of 26 and 35. Approximately 12 percent of respondents from the City of Ithaca indicated that they are between the age of 26 and 35.

Respondents were also asked how long they have resided on the corridor. Figure 15 on the following page shows the breakdown of the results, with more than one quarter of the residents living on the corridor for over twenty years.

FIGURE 15 – LENGTH OF RESIDENCY
Route 96 Corridor: Town of Ulysses, Town of Ithaca, City of Ithaca



Interestingly, 38.0 percent of respondents have lived along the corridor for five years or less, while approximately one-third (34.4 percent) of all respondents indicated that they have lived on the corridor for more than 15 years. The significance of newcomers responding so strongly may represent the fact that the issues facing Route 96 traffic and growth are keenly felt even by those who have only resided for a short while on the Corridor. The large number of respondents who are long-term corridor residents give voice to the changes that have occurred over the past two decades.

Several differences arise when comparing community-specific responses. A large number of respondents (17.6%) from the Town of Ithaca have lived on the corridor less than 1 year, compared to 1.7 percent of Town of Ulysses residents and 3.2 percent of City of Ithaca respondents. Additionally, while approximately one-third of all respondents have resided along the corridor for more than 15 years, nearly half (46.5 percent) of respondent from the Town of Ulysses indicated a length of residency greater than 15 years, suggesting a stable population in this Town.

5.0 APPENDICES

The following Appendices are included in Technical Report #1:

Appendix 1 - Community Survey Write-In Responses
Appendix 2 - Community Survey Questionnaire
Appendix 3 - Windshield Survey Images
Appendix 4 - Focus Group Invitation
Appendix 5 – Focus Group Summaries
Appendix 6 – Stakeholder Interview Summaries
Appendix 7 - Corridor Performance Profiles, Route 96
Appendix 8 - Corridor Performance Profiles, Route 89
Appendix 9 - Traffic Analysis Zones

APPENDIX 1 – COMMUNITY SURVEY WRITE-IN RESPONSES

The following responses were provided by survey respondents in Question J of the Residential Community Survey.

What would make the Route 96 corridor a better place to live?

City of Ithaca Write-In Responses

- Limit further development.
- Not allow reduction along bridge for walking trail.
- Increase width of Cliff Street.
- Less truck traffic.
- Less speeding by all vehicles in general.
- Fewer large trucks.
- Sidewalks.
- Slower speeds in residential areas.
- Retail opportunities near Cayuga Medical Center.
- It is very difficult to take TCAT going towards Ithaca because on the west side of Cliff Street there are no regular stops and no bus shelters.
- It is increasingly difficult to exit my driveway safely. Maybe put in a few lights so there are breaks in traffic flow.
- Enforce speed limit regularly and truck noise limits. Stop big trucks from using shortcuts to avoid 81 and Thruway.
- Bike lanes.
- Cars driving slower.
- Crosswalks and perhaps speed bumps.
- Roadside gardens.
- Buffalo Street interesting – noise, traffic, train noise, fire trucks, ambulances.
- Manholes not level with street.
- City bus should have a stop sign to let people cross the street when they get off the bus.
- More sign posts saying “school crossing” or “slow down” or “hidden driveways” could be posted.
- Traffic seems to be increasing.
- Quit building housing developments.
- Lower property taxes.
- Cliff Street has been rehabilitated so that portion of Route 96 is a better place to live.
- It is imperative to no longer allow truck traffic on 96.
- Some homes have mailboxes across the street from their homes and have to cross the road to get their mail. It is unsafe and speed limits must be strictly enforced on 96 for all traffic.
- Trucks should be restricted to local deliveries only.
- Speed bumps needed upon entering the City to slow people down.
- Since sidewalk is only on one side of the street there needs to be pedestrian right of way signs and crosswalk areas so traffic stops.

- New railroad lights going east and west.
- An overpass would keep emergency vehicles and people needing help united at all times.
- If present booms cannot hold railroad lights we need to have stronger booms that can for the safety of all people.
- More police presence / remote radar detectors / speed traps.
- People speeding on bridge out of Ithaca is very serious.
- Speed control for cars and trucks.
- Highway is way over traveled – traffic needs to be diverted.
- More police issuing speeding tickets on Route 96 in City.
- Re-route trucks around Ithaca completely.
- Recognize that West Hill is a neighborhood, not a mass of formless sprawl.
- Park and ride lots are not a traffic solution for people living in the City.
- The busses are efficient. Run more of them.
- Don't suggest a one size fits all solution. The lack of alternatives is the enemy, not personal cars.
- Road would be nicer if homes were better cared for and litter was picked up.
- 18-wheeler should use alternative routes. Trucks damage the roads.
- No huge tractor trailers – they make our windows rattle. Bigger trucks also knock over mailboxes.
- Speed limit from the octopus to the hospital is rarely enforced.
- Need to do something about the huge increase in truck traffic. It has hurt the quality of life and value of homes.
- West Hill is viewed by the City as the other side of the tracks. All low income developments are going here. Thousands new residents and cars are going through once quiet neighborhoods. Does Ithaca need new housing with all the unoccupied housing it already has? It is really discouraging.
- TCAT busses are overscheduled and underused.
- Why not use smaller busses like GADABOUTS?
- Closing a lane on bridge for Phase II of the trail would be a disaster and impacts properties along the inlet. Redesign the trail or drop it entirely.
- The construction this fall was inconvenient but made getting in and out of home much easier.
- Anything to reduce the volume of traffic is helpful but that just makes it someone else's problem.

What would make the Route 96 corridor a better place to live?

Town of Ithaca Write-In Responses

- Fewer trucks.
- Slower speeds.
- Drivers following the rules of the road.
- Another bridge accessing West Hill and hospital.
- Trains go by other than at rush hour.
- Less traffic though I know there is not much that can be done about that.
- A sidewalk from hospital to downtown. It is now dangerous to walk along the road.
- Fewer large trucks. Increased traffic has caused cracks in our ceilings and walls.
- Widen the road if possible to make turning off corridor easier. Also have green arrow at lighted intersections.
- Two lanes past Trumansburg in some of those outskirt towns. Many people travel way less than 55 MPH.
- Do not allow trains to pass through town during rush hours. Traffic backs up in both directions.
- Create two outbound and inbound lanes over bridge at inlet. Turning lane into Cass Park is not necessary.
- Traffic light at Meadow and Clinton should be green longer.
- Add sidewalks to walk to town and being able to ride bike on walks instead of shoulder (which is dangerous).
- I see a lot of bikers riding down Route 96 and it would be great if a sidewalk was added.
- More TCAT drivers coming up to Trumansburg later at night.
- Grocery store – nothing between downtown and Trumansburg. There are at least 100 people without vehicles and it is hard to transport items on TCAT.
- People need to be nicer to each other, get up earlier, and leave plenty of time for travel.
- Install more traffic lights?
- Proper sidewalks.
- Street lights at areas that are dark where people are walking.
- Areas to pull over when there are emergency vehicles that need to pass.
- Bike lane.
- Town speed limit should be lowered to 40 MPH to make transition to City (30 MPH) easier.
- Say no to those mega-housing projects being planned for in Ithaca.
- Two lanes each way at least to Cayuga Medical Center.
- 24-hour TCAT service.
- Pedestrian and bicycle lanes from Ithaca to Trumansburg.
- Retail from Ithaca to hospital.
- Divert landfill trucking.
- End the siren blowing when ambulances exit hospital.
- Permanently fix the pothole problems.
- Buy properties on Cliff Street and widen road with turn lanes.
- More lanes coming down into Ithaca.

- One lane coming up the hill.
- Traffic is horrible at Taughannock intersection.
- Widen the road for bicycles and pedestrians.
- Congestion sometimes adds 15 minutes to my 10 minute commute.
- Less noise.
- Decreased traffic on 96!
- Better and more access to downtown.
- Eliminate truck traffic.
- Bike lanes and sidewalks.
- Improved TCAT service.
- Reduced speed limits.
- More frequent bus service. I need to be able to get my medicine and to get to the supermarket.
- Expanded roadways – there is already congestion in City and more development is proposed.
- I enjoy the rural character of West Hill and proximity to City.
- Right angle intersection at Hayts and Route 96 / Dubois and 96 – traffic lights needed.
- Preserving more of the open spaces.
- Lower speed limits or better enforcement especially below hospital.
- Provide adequate turn lanes, etc. where development has already occurred.
- Better, longer-running bus service.
- Control increasing light pollution.
- Dangerous to enter and exit driveways due to people passing on the shoulder near my house.
- Slower speeds in Town of Ithaca.
- Advocate for easier access from 96 to both 79 and 89.
- Bike/pedestrian lanes to make non-vehicular commuting safer.
- Park and ride lots to encourage bus and TCAT commuting.
- A few more intersections with lights/crosswalks to increase safety.
- Actively discourage increase in number of cars and speed by increasing low carbon emission alternatives.
- Less traffic.
- Less truck traffic.
- Lower speed limit from hospital into Town.
- In the spring, cleaning the road so its safe for other modes of traveling.
- Less empty busses – we do not need more public transportation on this road.
- Big walls to really keep the noise down.
- Channel people from Rochester onto 96, not 89.
- Limit residential expansion in favor of agricultural uses.
- Sidewalks.
- Heavily enforced speed limits.
- No trucks.
- No bicycles.
- No tailgating – ticket these people.

- Mailboxes on both sides of the road.
- Truck traffic rerouted. Especially large garbage trucks.
- Turning lanes for left turns onto side roads.
- Enforcement of speed limits and no passing zones.
- A shared path from museum down to Cass Park / Black Diamond Trail.
- Route 96/89 intersection needs to be analyzed.
- Bottom of Cliff heading out of town.
- Less traffic and people following the speed limit.
- More traffic enforcement.
- Speeding is a major problem near the hospital.
- Sidewalks would be nice but its too far to walk to anywhere we would go on a regular basis.
- Sidewalk.
- More regular bus service and stops.
- Regular access to TCAT bus with hours to accommodate more people. I work at Cornell and would love this option is more was available in the evening.
- Bike paths.
- People adhering to the speed limit.
- More and better enforcement of speed limits.
- Bicycle lane.
- Lower speed limit.
- Four lanes in City.
- Improved intersection at Buffalo and Taughannock Boulevard. Left turn only in both directions.
- Left turn only at Pete's.
- Left turn at Bundy Road.
- Left turn only lanes at Cayuga Medical Center.
- Left turn only at Perry City Road in both directions.
- More polite drivers.
- Old time residents think we have a traffic problem – not compared to other cities.
- In favor of road proposed between 96 and 89.
- Like University Avenue, there is no way to make 96 better.
- No more housing complexes.
- Strict enforcement of speeders.
- Eliminate jake braking.
- Rid area of Seneca Meadows garbage.
- Coordinate trains so they avoid rush hour traffic.
- Expand Cliff Street bridge over flood control channel.
- Traffic light at 96/Bundy or left lane added.
- Reduce speeds in residential sections.
- No passing zones in residential sections.
- Enforce speed limits.
- Enforce noise limits.
- Sidewalks connection Cliff Street to Cayuga Medical Center.
- Slow cars approaching the City of Ithaca.

- I catch bus at Bundy and it is very unpleasant to stand there and wait. It feels dangerous and on rainy days bus-waiters get soaked from passing cars. Why I only take the bus occasionally.
- Traffic has exploded in last couple of years. A negative in terms on quality of life.
- More lights- difficult to see people at night.
- Sidewalks.
- Places for busses to pull over when picking up and dropping off.
- More frequent bus service.
- Buffalo Street needs repairs desperately.
- Sidewalks, bike path, and street lights.
- Better way to get from driveways and side streets.
- Quieter – fewer sirens and less truck traffic.
- Access from Route 96 from Candlewyck Apartments is dangerous in winter.
- No more construction please.
- Busses until 9 PM.
- Wider lanes, especially through downtown.
- Parking for commuters.
- Light at Bundy Road.
- Safe biking / walking lanes.
- A crackdown on aggressive driving especially people on Buffalo.
- Less traffic.
- No trucks.
- Left turn only land at the Long View and at Bundy Road.
- Less truck traffic.
- No air brake zone.
- Enforcement of speed zones.
- Enforcement of noise regulations.
- Possibly more stop lights to slow traffic.
- Bus stops with pull out lanes and weather shelter for riders.
- Truck traffic is largest problem.
- Bike lanes.
- More lights.
- No passing zone.
- Perfectly happy but hope the assessments don't keep going up and up so we can continue to afford to live here.

What would make the Route 96 corridor a better place to live?

Town of Ulysses Write-In Responses

- Places for people to walk.
- Turning lanes at the hospital and housing intersection and professional building and Lakeside Nursing Home.
- I find living on 96 very convenient in every way. Because of traffic road is always clear in the winter snow. Maybe speeds could be lowered from 55 to 50.
- Turning lane at hospital for new homes across Route 96.
- No truck traffic.
- No urban sprawl with businesses being built along the road.
- Divert or reduce truck traffic.
- A sign is needed to identify Agard Road intersection.
- Well planned development that is concentrated is preferred over sprawl.
- Better, more frequent, bus service. Especially evenings for teen who work at night on second shift.
- If TCAT could connect to TFSP summer concerts and Hangar Theatre.
- More aggressive enforcement of dangerous behavior.
- Remove the trash trucks.
- Sharply curtail commercial development and sprawl. Meadow Street in Ithaca – problems galore.
- Perry City Road intersection is very dangerous. Some sort of light should be installed.
- Garbage trucks litter my lawn with debris.
- Ridiculous stop for pedestrian cones in middle of state highway. People think they can just walk out in traffic because of the little cone. One of the dumbest things NYS has ever done.
- More bicycle friendly.
- Fewer trucks.
- Limit truck traffic – high level of noise.
- Lower speed limits from Jacksonville to Trumansburg.
- Have 18-wheelers use the Thruway.
- Re-route garbage trucks which damage the road.
- Reduce traffic noise, it has increased every year.
- Less use of salt, greater use of alternatives like sand. Salt is damaging plants and trees.
- Sidewalks and bike lanes.
- Bike route.
- Slower speed limit to Trumansburg.
- More TCAT busses.
- Walk lanes in Jacksonville.
- No parking along 96 in the hamlet.
- Garbage trucks come from out of County.
- Take trash trucks off route.
- Trucks impact B&B; affect customers comfort.
- If truck traffic is not addressed we will be looking to sell within a year.

- Lower speed limit.
- Do not widen.
- Less or no trucks.
- Current train schedule is ridiculous. Always the wrong times.
- Traffic lights not synchronized. Constant stop and go and delays.
- Need better access in and out of Cayuga Medical Center, Hayts Road, West Hill Apartments and Professional Building.
- Impound all cars speeding through Jacksonville.
- Lower speed limit in Jacksonville.
- Safer turn offs for Kinney and Shur-Save.
- Better signage.
- Reduce speed.
- Eliminate truck traffic.
- Stop light at 4-way intersections.
- Less noise from big trucks.
- Smell from garbage trucks.
- Speeding in Jacksonville.
- People cause most of the problems along Route 96.
- Widen parking area along Route 96. from city limits to Perry City Road.
- Speed limit should be 45 to Jacksonville.
- Difficult to turn in driveways with so much traffic.
- More police presence to prevent speeding and illegal vehicle traffic (off-road).
- Better handling of traffic in downtown Ithaca at 96 and 89 light. Especially bad at Buffalo Street and 13 North.
- There needs to be more police vehicles patrolling Route 96 for speeding vehicles. Very difficult to cross the road when getting on or off TCAT bus.
- Ban bicycles.
- Teach pedestrians how to walk.
- Widen the roadway.
- The highway department should clean the ditches, cut grass – it is always a mess.
- Bigger convenience store with more food needed in Jacksonville.
- Bike paths.
- Sections of sidewalk, especially from hospital to City.
- Better monitoring of speeders.
- Better lighting from City up to just past hospital.
- Maybe lights at some places (intersection).
- Better lighting.
- Wider shoulders for bikes/people.
- Lower speeds, more cops.
- More farmland for serenity and beauty.
- Slower traffic.
- Less traffic.
- Lower TCAT fares. Variable fares depending on distance traveled.
- Limit tractor trailers to local delivery only.

- Heavy truck traffic is breaking up the roads.
- Cleaner ditches.
- Better quality in development – materials and architecture.
- Better property maintenance.
- Maintain rural appearance along highway with higher density development set off the highway along local roads.
- Much less heavy truck traffic and pedestrian-friendly roadway.
- Lets be realistic; 96 is a major highway. If one choose to live on it, then one needs to accept the pitfalls. Travel is, for the most part, easy.
- Newer and nicer properties further away from Route 96 but with convenient access.
- Slower speed limit – 45 MPH.
- More vegetation.
- No more signs.
- Less truck traffic.
- Wider shoulders in spots for pedestrians and bikes.
- Ticket loud motorcycles.
- Cut down fast food and garbage bag dumping.
- Got a breather when the road was closed for improvement last fall.
- People who have mailboxes across the road have to sometimes wait 10 minutes to cross and get mail.
- Should be no more than 45 MPH all the way to Jacksonville.
- Difficult to turn in drives with so much traffic.
- Reroute 89 from Jacksonville.
- I'm not sure the road is the problem but it is the way people use it in the past couple years. They do not want to stop for anything or anyone. Cell phone distractions. Frequent speeding. Passing across double lines.
- Drivers are always in a rush.
- Better monitoring of speed limits.
- Traffic noise from trucks and loud car stereos.
- Plant more trees.
- Better dead animal pick-up.
- Left turn lanes at high traffic areas.
- Pull off areas for TCAT.
- Traffic management by T-burg schools at start and end times.

APPENDIX 2 – COMMUNITY SURVEY QUESTIONNAIRE

The following pages include a copy of the Residential Community Survey that was sent to all residences along the corridor.

APPENDIX 3 – WINDSHIELD SURVEY IMAGES

A windshield survey of the corridor was conducted on Monday, March 17, 2008. The following images and notes were taken during the windshield survey.

APPENDIX 4 – FOCUS GROUP MEETING INVITATION

The focus group invitation was sent to all commercial, business, and institutional property owners along the corridor. Focus groups are scheduled for April 1st and 3rd and summaries of discussions from these meetings will be provided to the committee at the next regularly scheduled committee meeting.

Dear Route 96 Business Owner,

You are cordially invited to attend a Focus Group meeting of business, institution, and commercial property owners along Route 96 in the Town of Ulysses and Town and City of Ithaca. The focus group meeting is being held in order to obtain feedback regarding the current state of Route 96 within these communities. Tompkins County, the City of Ithaca, the Town of Ithaca, the Town of Ulysses, the Ithaca-Tompkins County Transportation Council, and the Tompkins Consolidated Area Transit have teamed together to develop the Route 96 Corridor Management Study.

Route 96 Corridor Management Study:

The Study will help to define an appropriate approach to anticipated growth along the Route 96 corridor within the Town of Ulysses and the Town and City of Ithaca. The Study will specifically look at a nodal versus sprawling development pattern, access management, enhanced transit services, the incorporation of transportation system improvements, and aesthetic roadway enhancements. The final product will focus on protecting livability along the corridor with specific recommendations for land use changes and transportation enhancements that will serve to reduce the impacts of traffic within the study area. For additional information on the Study please visit the Tompkins County Planning Department website at http://www.tompkins-co.org/planning/ or call 607-274-5560

Focus Group Details:

Two identical focus group sessions are being offered at different times and locations in order to provide an option for business owners who may be unable to attend one of the sessions. You may attend either session.

	Focus Group Session #1	**Focus Group Session #2**
When:	Tuesday, April 1, 2008	Thursday, April 3, 2008
Where :	Tompkins County Health Building Biggs B, Rice Conference Room 401 Dates Drive (access via hospital)	Jacksonville Methodist Church 1871 Trumansburg Road
Time:	8:30 – 9:30 AM	9:00 – 10:00 AM

Focus Group Purpose:

The purpose of the focus group session is to identify the opportunities, constraints, and issues associated with owning and maintaining a business on Route 96. Your input will help us to better understand the specific concerns related to conducting a business on the corridor.

Other Public Outreach Opportunities:

In addition to the focus group meeting, other opportunities will be provided for public input and feedback. A Public Informational Meeting has been scheduled for April 23rd, 2008 at 6:30 PM at the Paleontological Research Institution (PRI) at 1259 Trumansburg Road. At this meeting attendees will have the opportunity to learn more about the planning process, preliminary findings including responses to the residential survey, and will be able to provide comments and ask questions of the consultant team.

Your participation in this process is important to ensure that the direction of the Study reflects the needs and concerns of area business owners and operators.

Please RSVP for either session by March 28, 2008 to
Leslie Schill, Senior Planner, Tompkins County Planning Dept. at 607-274-5560

APPENDIX 5 – FOCUS GROUP MEETING SUMMARIES

FOCUS GROUP MEETING #1

The first of two stakeholder meetings with business and institutional representatives on the corridor took place on the Cayuga Medical Center campus on April 1, 2008. Approximately six community and business representatives attended and offered the following information and feedback related to owning or working for a business or institution along the corridor. Approximately 80 invitations, an example of which is included in Appendix 4, were distributed prior to the stakeholder meetings.

Meeting Attendees:

1. Leslie Schill, Tompkins County Planning
2. Kimberly Baptiste, Bergmann Associates
3. Beth Tetreault, Finger Lakes School of Massage
4. Kirby Allen, Subway
5. Cynthia Yahn, Aeon Development
6. Charles Schlough, The CaLanCo, LLC
7. Stan Beames, Namaste Montessori School
8. Tim Maguire, Maguire Automotive

Summary of Comments:

STRENGTHS / BENEFITS OF LOCATION ON ROUTE 96

- Volume of traffic
- Easy to give directions
- Access
- Visibility
- Only national franchise between Waterloo and Ithaca (Subway)
- Country setting, quiet and also close to downtown
- Close to Trumansburg where rents are cheaper
- Location, location, location
- South of Trumansburg there is a great amount of traffic generated

WEAKNESSES / ISSUES OF LOCATION OF ROUTE 96

- Volume of traffic
- Speed of traffic
- Number of accidents
- Too many access drives
- Hard to get in and out of driveways
- Irregular speed limits

- No land use planning in place
- No inter-municipal planning (historically)
- Inconsistent zoning
- Ithaca has shortage of leasable space so people move onto Route 96
- Geography
- Very little housing available
- Concerned study will seek to eliminate businesses on Route 96

OPPORTUNITIES / WHAT CAN BE DONE TO MAKE THINGS BETTER

- Nodal Development
- Better planning
- Need for inter-municipal cooperation
- Reduced speed limits
- Widen roads for turn lanes
- Improve zoning
- More turn lanes near high use areas
- Build bypass to get people in and out of City more efficiently (City does not do long-term planning)
- Understanding traffic impacts quality-of-life
- Rebuild shoulders
- Public transportation – Transportation hub
- Public transportation needs to be coordinated with new development
- More public transportation options outside of City
- More park and rides

FOCUS GROUP MEETING #2

A second business and institutional stakeholder meeting was held on April 3, 2008 at the Jacksonville Methodist Church. Approximately fourteen community and business representatives attended and offered the following information and feedback related to owning or working for a business or institution along the corridor.

Meeting Attendees:

1. Leslie Schill, Tompkins County Planning
2. Kimberly Baptiste, Bergmann Associates
3. Dick Coogan, Technical Review Committee, Route 96 Study
4. Dana Stafford, Regional Access
5. Gary VanHouten, Natural Beginning
6. Mike Cirri, Trumansburg Mini Golf
7. Jerry Reynolds, Trumansburg Fair
8. Cosimo Tangorra, Trumansburg Central School District
9. Fran Maguire, Maguire Chevrolet
10. Chaw Chang, Stick & Stone Farm
11. Michelle Vogtman, Williams Insurance
12. Richard Berggren
13. Jim Seafuse, Shur Save
14. Roger McOmber, Jacksonville Church
15. Carl Butterfield, Jacksonville Church
16. Lorna Close, Close Hall

Summary of Comments:

STRENGTHS / BENEFITS OF LOCATION ON ROUTE 96

- Lots of traffic
- Location, location, location
- Access to Ithaca and areas north
- Concentration of uses
- Water and gas
- Access
- Route 96 is well known
- Tourist traffic
- Links to wine trail
- Visibility
- Taughannock Falls State Park
- Provides foot traffic via vehicles
- TCAT
- Less accidents on north end because speed limits have finally been reduced to 45

WEAKNESSES / ISSUES OF LOCATION OF ROUTE 96

- Traffic flow (AM and PM peaks)
- Visibility
- High speeds
- People travel to destinations at either end, don't want to stop in between
- Driveway locations – DOT mandated
- No access on 96 for some businesses
- Road not leveled at some intersections
- Accidents
- No water
- Lack of commercially zoned land
- Commercial land is scattered
- Truck traffic
- Conflicts between road shoulders – vehicular and pedestrian use
- Bike lanes – particularly on Cliff Street
- No connection between 96 and 89
- 79 should not be ignored

OPPORTUNITIES / WHAT CAN BE DONE TO MAKE THINGS BETTER

- Reconfigure Krums Corner intersection
- Turn lanes
- More park and rides
- Expand water to promote more business development
- Nodal development
- Street lighting
- Re-evaluate historic situations – such as, road striping
- More stops in nodes
- Enforcement of speed limits
- Nodal development will be good for school district, and for the community as a whole
- Families want stronger sense of community within walking distance
- School feels facilities are over-used and would like other facilities/parks to be utilized more – nodal development could further that
- Access to Trumansburg must remain convenient
- Make enough commercial zoning available
- Better signage
- Keep Krums Corner Light Industrial
- Ithaca Bridge should be two lanes going south instead of having a turn lane

THREATS

- Development pressure on ag land

- Affordability
- People are afraid of uncontrolled growth, as well as over-regulation
- Lack of community education
- High taxes in County
- Regulations in Town of Ulysses

APPENDIX 6 – STAKEHOLDER MEETING SUMMARIES

TCAT STAKEHOLDER MEETING

On April 3, 2008 Bergmann Associates participated in a stakeholder meeting with TCAT in an effort to learn more about their current operations along the corridor, as well as any proposed changes that may be planned for the future. Below is a summary of the discussion undertaken at this meeting.

Meeting Attendees:

1. Kimberly Baptiste, Bergmann Associates
2. Nicole Tedesco, TCAT, Service and Operations Analyst
3. Mike McLellan, TCAT, Passenger Amenities
4. Nancy Oltz, TCAT, Manager of Operations and Maintenance

Summary of Comments:

GENERAL

- Exciting time for TCAT – evolving from small to dynamic organization
- Have added specialty staff, including an analyst and others with targeted roles, TCAT has not been historically organized this way – this will help them improve service and delivery

FLEET

- Fleet currently consists of 44 diesel busses and 6 hybrids (hybrids do not create a cost savings for TCAT at this time due to the additional up-front costs for purchasing them…this may change as gas continues to increase)

SERVICE

- Lack of shoulders from City line to hospital makes it hard to discharge people
- Service is flag and demand everywhere outside downtown
- Ditches in front of some uses, such as Candlewyck Apartments, makes it uncomfortable for people waiting for a bus
- 4' shoulders in northern study area are adequate for pulling over and picking up / dropping off
- There have been very few accidents involving TCAT busses
- TCAT has not been able to establish a justification for increasing service to Trumansburg, whether more trips or later trips
- They try to establish need and interest through on-bus surveys (my note: on-bus surveys only may not reach the audience that would use TCAT is additional service was provided – this form of surveying seems inadequate)

- TCAT will not be pursuing any service changes on Routes 19 and 21 in the immediate future
- Currently does not offer any express service – new busses would need to be acquired
- Looking hard at offering express routes – trials would be done to determine locations for where these would be used – possibility of express service on West End, to hospital, though to Trumansburg not likely

RIDERSHIP

- Ridership has declined slightly on Routes 19 and 21
- Heavily used in AM and PM peaks by commuters from Trumansburg
- Nodal development would help to justify increases to current schedule

PARK AND RIDE

- Trumansburg Park and Ride is inadequate and taken over during the summer by Trumansburg Farmers Market on some days
- Town wants to relocate Park and Ride next to DPW – this is not acceptable to users who have contacted TCAT with complaints
- Town and Village currently working on an alternative solution
- Have discussed a park and ride at hospital but never in Jacksonville

ISSUES

- Overall do not run into any traffic or intersection problems or issues along the corridor – they have no complaints about traffic flow
- Schedules consistently disrupted by "octopus" area in City – this is a serious problem for TCAT – they have difficulty maintaining schedules – especially from 3:30 to 4:00 when school busses are out
- Universal access is a concern given the lack of bus stops and less than perfect "pick up" conditions along portions of road

IMPROVEMENTS

- Would like to have more safe places for people to wait and discharge (particularly elderly)
- Currently working on Transit Development Plan – no major impacts to these routes – relied heavily on on-board bus surveys

CAYUGA MEDICAL CENTER STAKEHOLDER MEETING

On April 21, 2008 Bergmann Associates, joined by members of the Technical Review Committee, participated in a stakeholder meeting with representatives from Cayuga Medical Center. The goal of the meeting was to establish a working relationship with the Medical Center and engage them in the overall planning process. The purpose of the meeting was to learn more about employment at the hospital, operations, planned projects that may impact the corridor, to gather their feedback on nodal development opportunities, and for the Medical Center to identify specific issues and areas of concern related to the corridor, specific to access, traffic, and hospital operations. The following is a summary of the meeting.

Meeting Attendees:

1. Kimberly Baptiste, Bergmann Associates
2. Leslie Schill, Tompkins County Planning Department
3. Jon Kanter, Town of Ithaca Planning Department
4. John Rudd, CFO and Senior Vice President, Cayuga Medical Center
5. Lou LoVecchio, Assistant VP and Facilities Manager, Cayuga Medical Center
6. Lauren Johnson, Strategic Planning Analyst, Cayuga Medical Center

Questions / Discussion Areas

EMPLOYMENT

- Of the current 1,000 employees, approximately 900 are on the main campus on Route 96
- Assume growth of about 200 employees in next 10+ years (may not all be at main campus)
- Employee growth will be directly related to the growth of the County as a whole

SCHEDULING

- Primary shifts are 7 AM – 3 PM / 3 PM – 11 PM / 11 PM – 7 AM
- Admin shifts are 8 AM – 4 PM
- Clinical shifts are 7 AM – 7 PM

OPERATIONS

- Goal is to become a more regional hospital
- Affiliated with Roswell Park and Rochester Heart Institute / Cleveland Clinic
- Seeking to strengthen cardiology program, which would help strengthen their role as a regional hospital
- High-profile affiliations do not tend to be major volume drivers
- Primary service area is Tompkins County and some adjacent areas, as well
- Secondary service areas include Geneva, Cortland, and Watkins Glen

PARKING

- Bergmann to obtain map from Lou that shows current number of spaces
- Informal park and ride was an issue – hospital discourages park and ride users
- Do not have excess parking capacity
- Hospital would have some concern about dedicating their land to a park and ride
- Hospital would be supportive of a park and ride in the node

CAPITAL PROJECTS

- Operating room expansion, renovation, and construction – 2009/2010
- Internal renovations planned for next 3 years
- No significant projects currently planned beyond 2010
- Biggs A property – took down former hospital building due to mold and asbestos, expanded parking
- Biggs B –Hospital would be interested in that property when County moves out.

HOUSING / NODAL DEVLOPMENT

- Contact Alan to find out number of employees who live at the Overlook
- CMC has no plans to get in the housing business
- Affordable housing is an issue – employees travel from 50+ different municipalities to get to the hospital
- Hospital sees benefits to have more housing and services nearby
- Holochuck Homes would fill another need for employee housing (different types of homes than Overlook, not low-mod income)
- Would be willing to promote pedestrian and bicycle connections to surrounding developments
- Additional services in this area would be a positive
- Would like to see connections to Black Diamond Trail promoted (

ISSUES

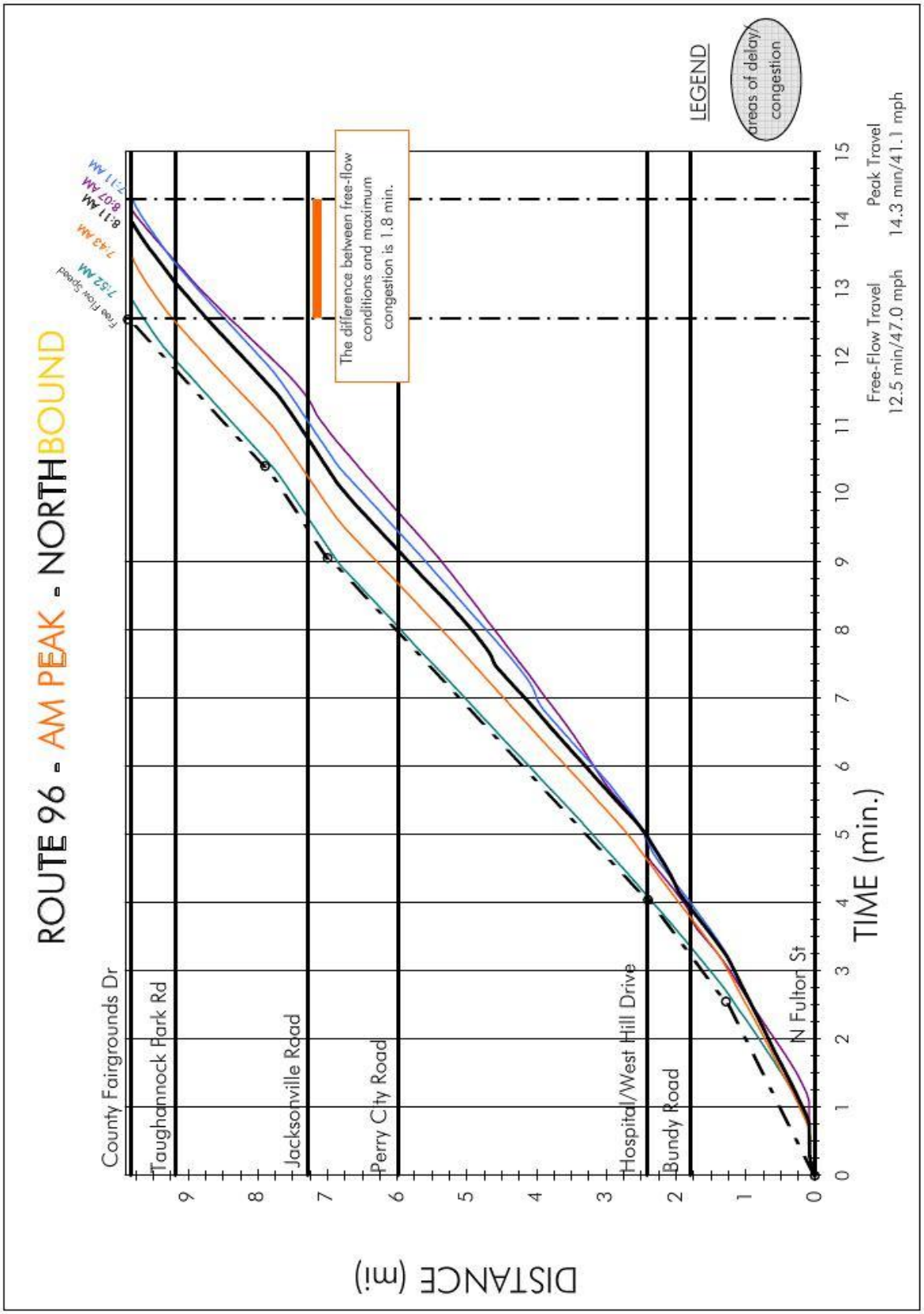
- There is no good roadway to get to the hospital!
- Something needs to be done to the south end of Route 96 – quality deteriorates quickly south of the hospital - need to serve population to the south and need a good road to do so
- Railroad tracks are an obvious issue
- TCAT service does not seem to be an issue for employees – there is good service to the hospital

MISCELLANEOUS

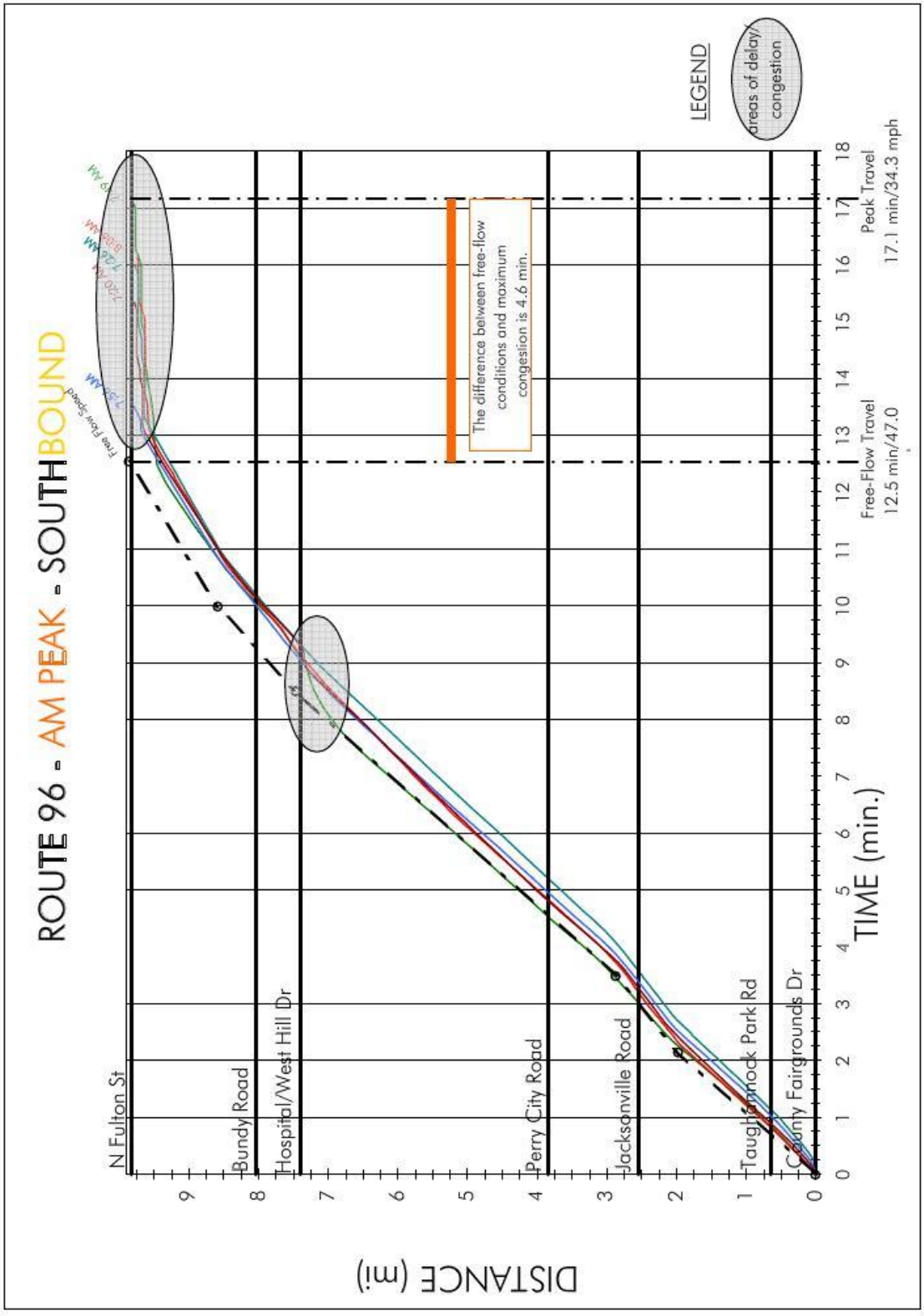
- Mack Travis – Owner of Cayuga Professional Center
- Contact Bangs Ambulance for emergency responder issues

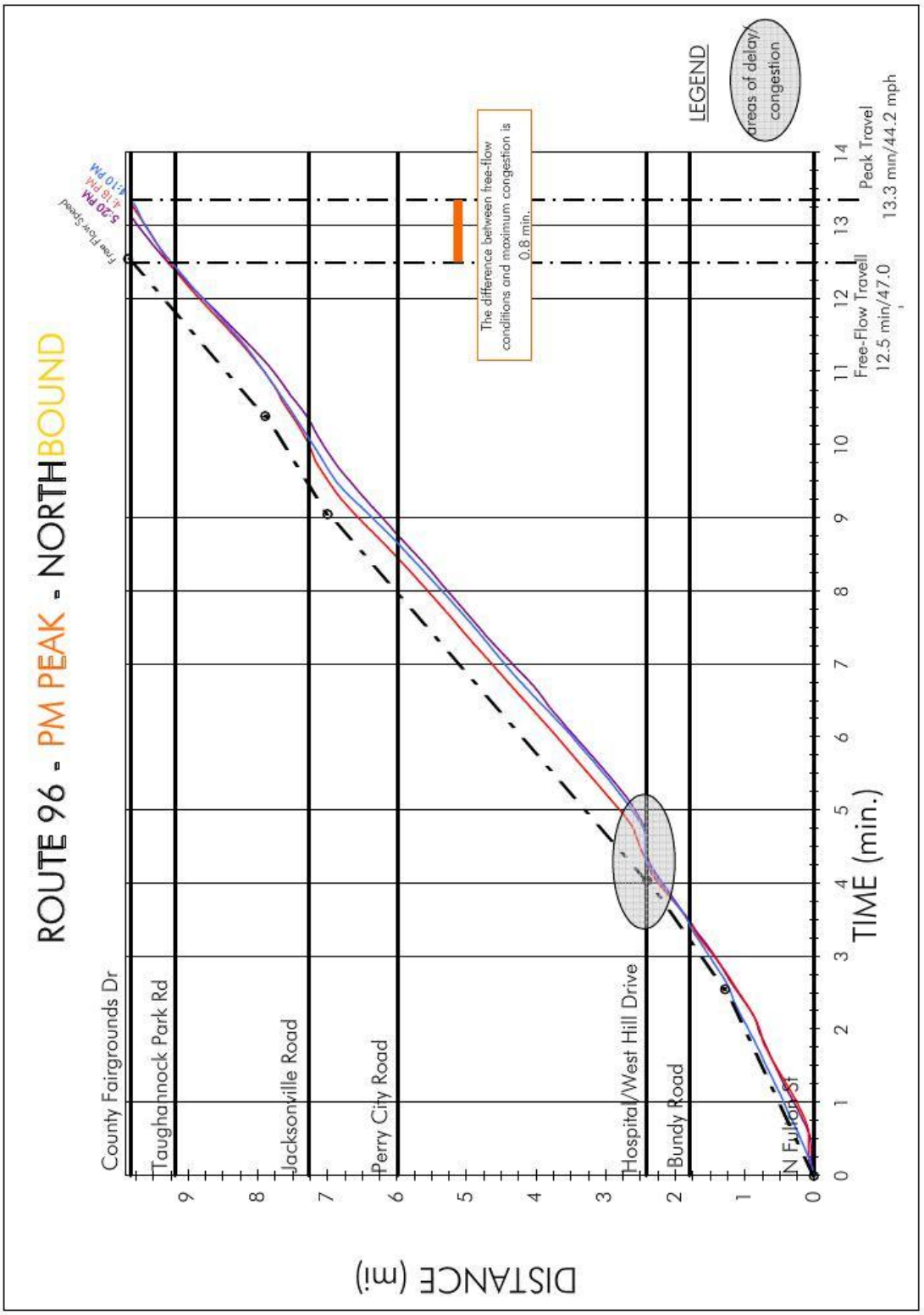
APPENDIX 7 - CORRIDOR PERFORMANCE PROFILES, ROUTE 96

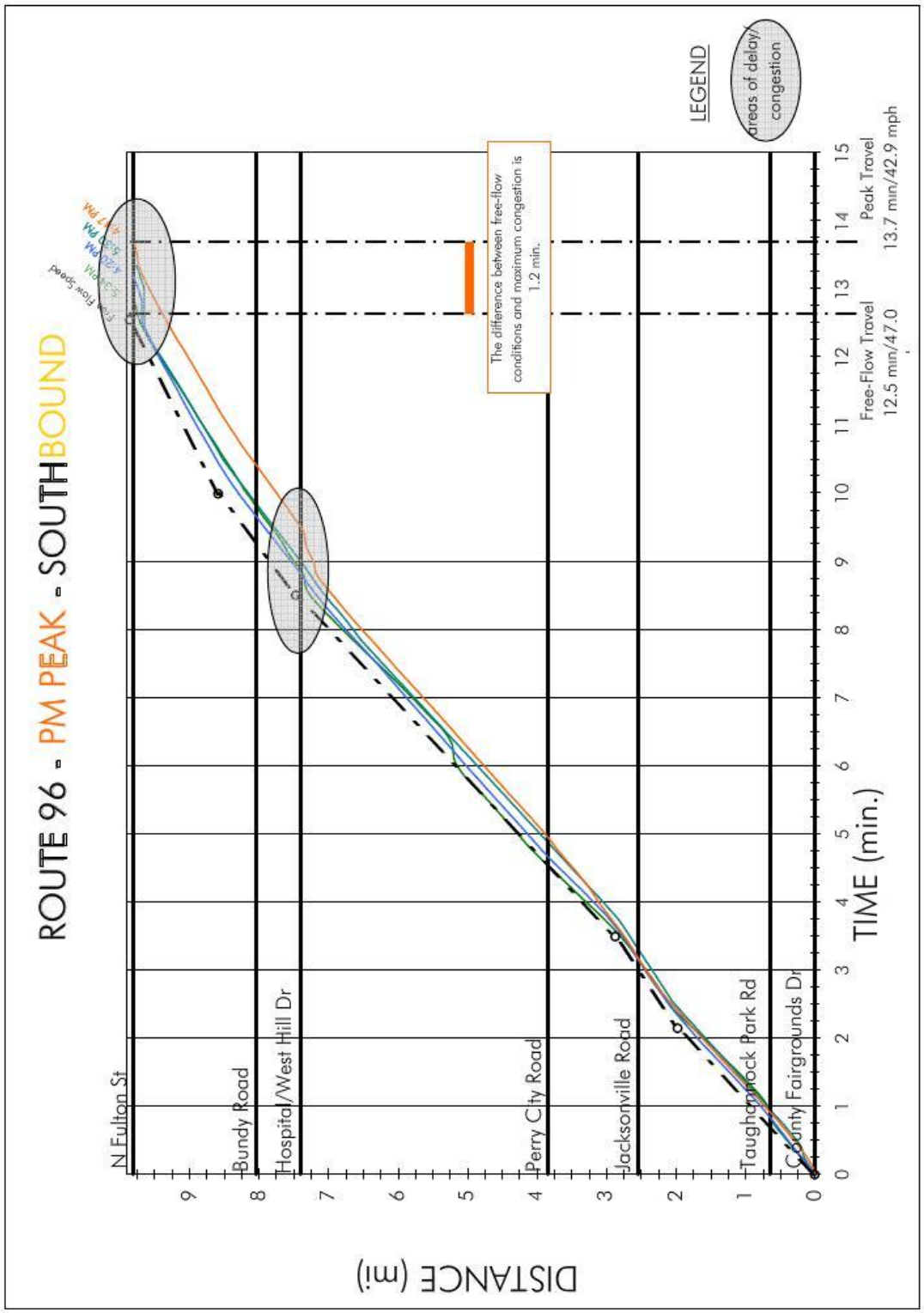
The following charts correspond and display travel time data for the corridor as referenced in Chapter 3 of this report.



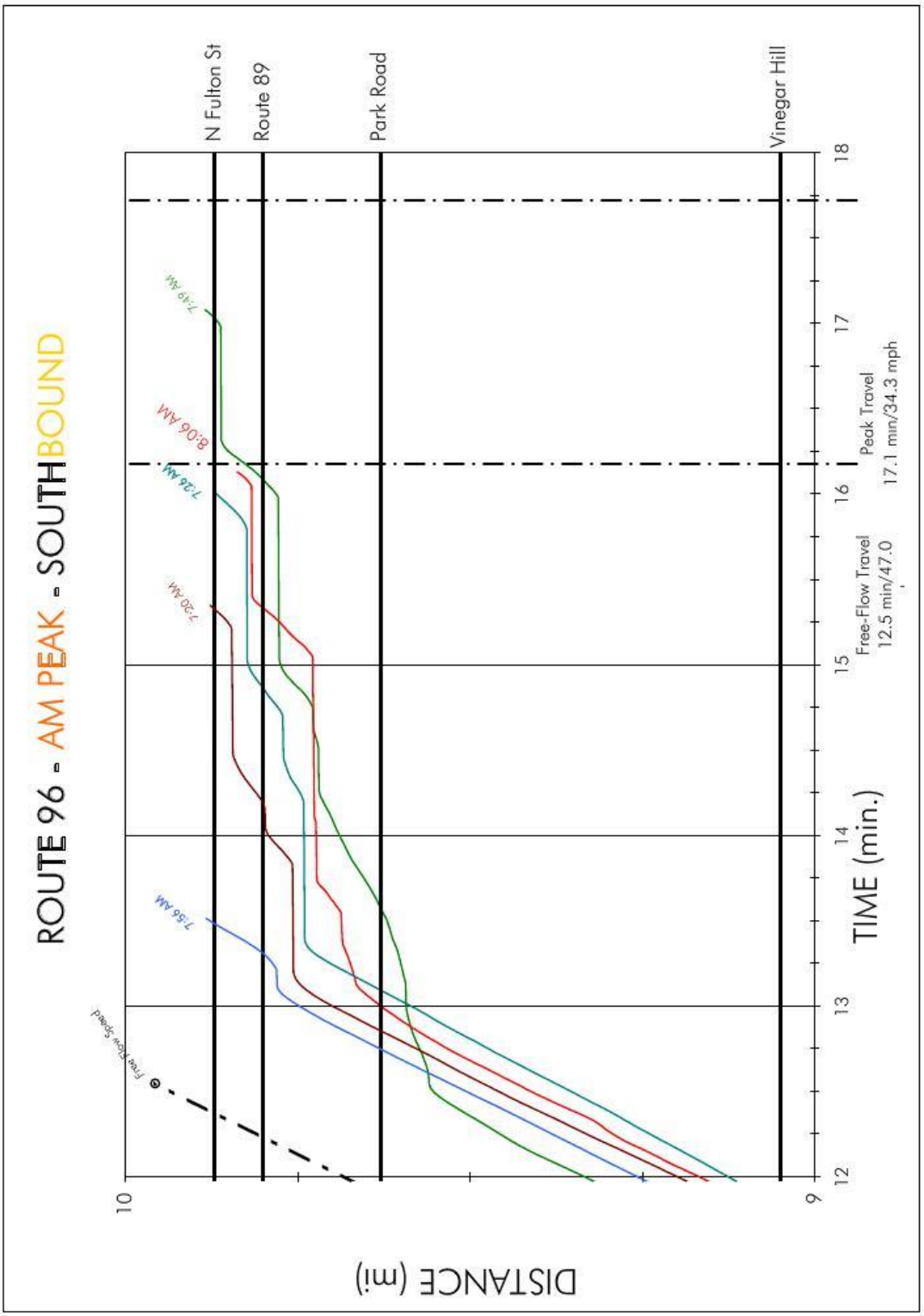
CORRIDOR PERFORMANCE PROFILE


ROUTE 96 - AM PEAK - SOUTHBOUND
LEGEND
areas of delay/ congestion
The difference between free-flow conditions and maximum congestion is 4.6 min.
Free Flow Speed
Peak Travel
17.1 min/34.3 mph
Free-Flow Travel
12.5 min/47.0
TIME (min.)
DISTANCE (mi)
N Fulton St
Bundy Road
Hospital/West Hill Dr
Perry City Road
Jacksonville Road
Taughannock Park Rd
County Fairgrounds Dr
CORRIDOR PERFORMANCE PROFILE
SRF ASSOCIATES


ROUTE 96 - PM PEAK - NORTHBOUND
DISTANCE (mi)
TIME (min.)
County Fairgrounds Dr
Taughannock Park Rd
Jacksonville Road
Perry City Road
Hospital/West Hill Drive
Bundy Road
N Fulton St
LEGEND
Areas of delay/ congestion
The difference between free-flow conditions and maximum congestion is 0.8 min.
Free-Flow Travell 12.5 min/47.0
Peak Travel 13.3 min/44.2 mph
Free Flow Speed
5:20 PM
4:18 PM
4:10 PM
CORRIDOR PERFORMANCE PROFILE

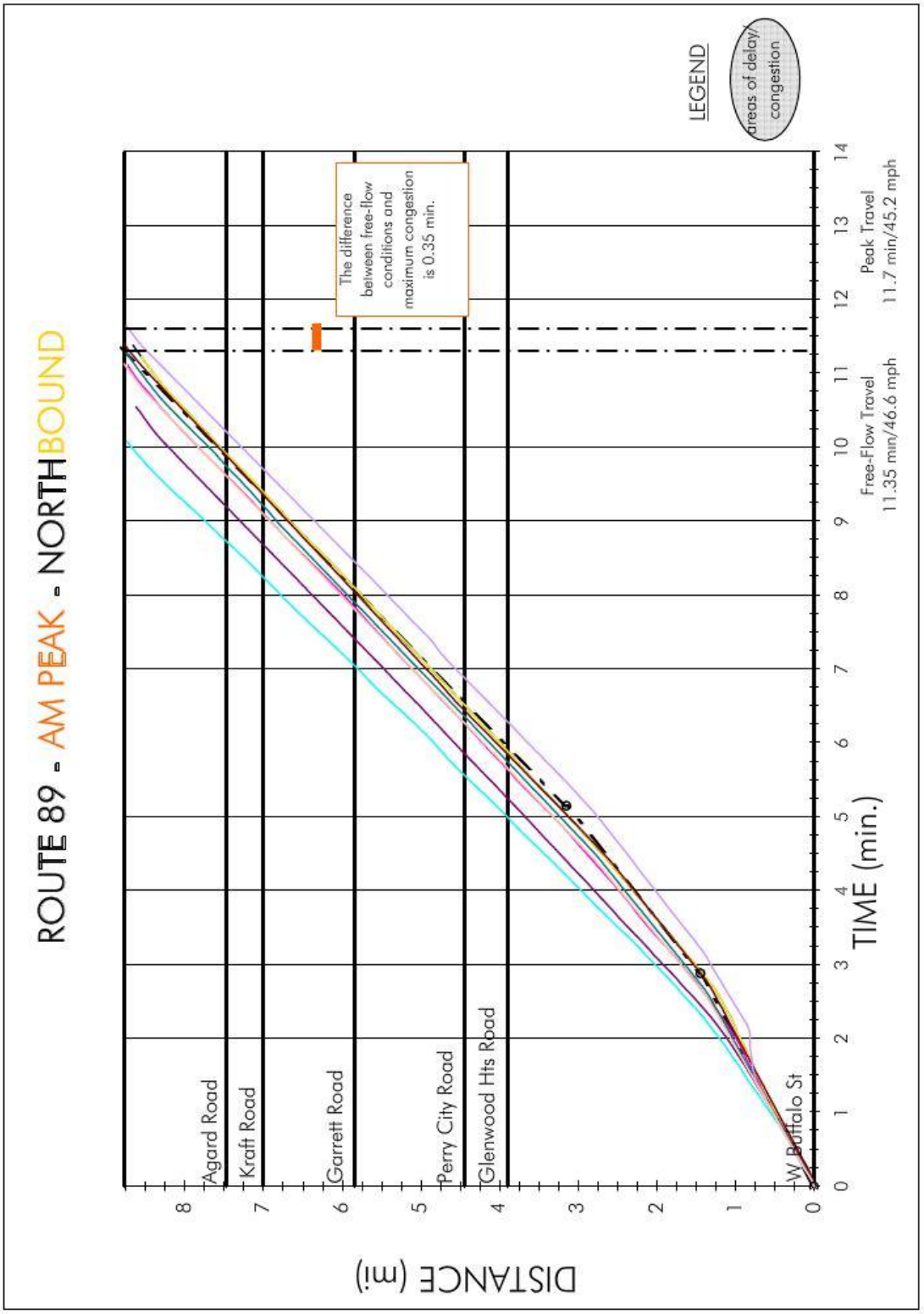


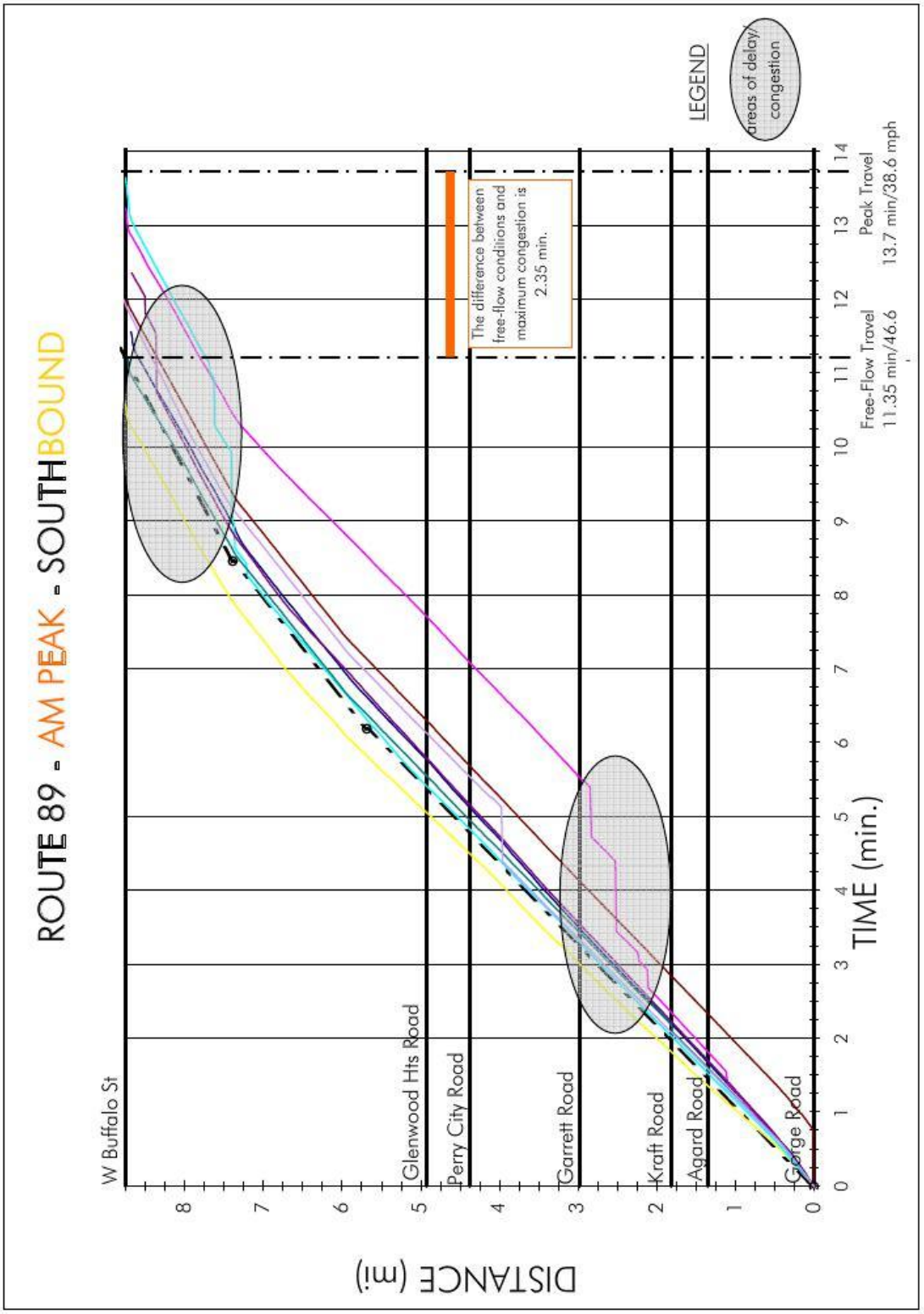
CORRIDOR PERFORMANCE PROFILE

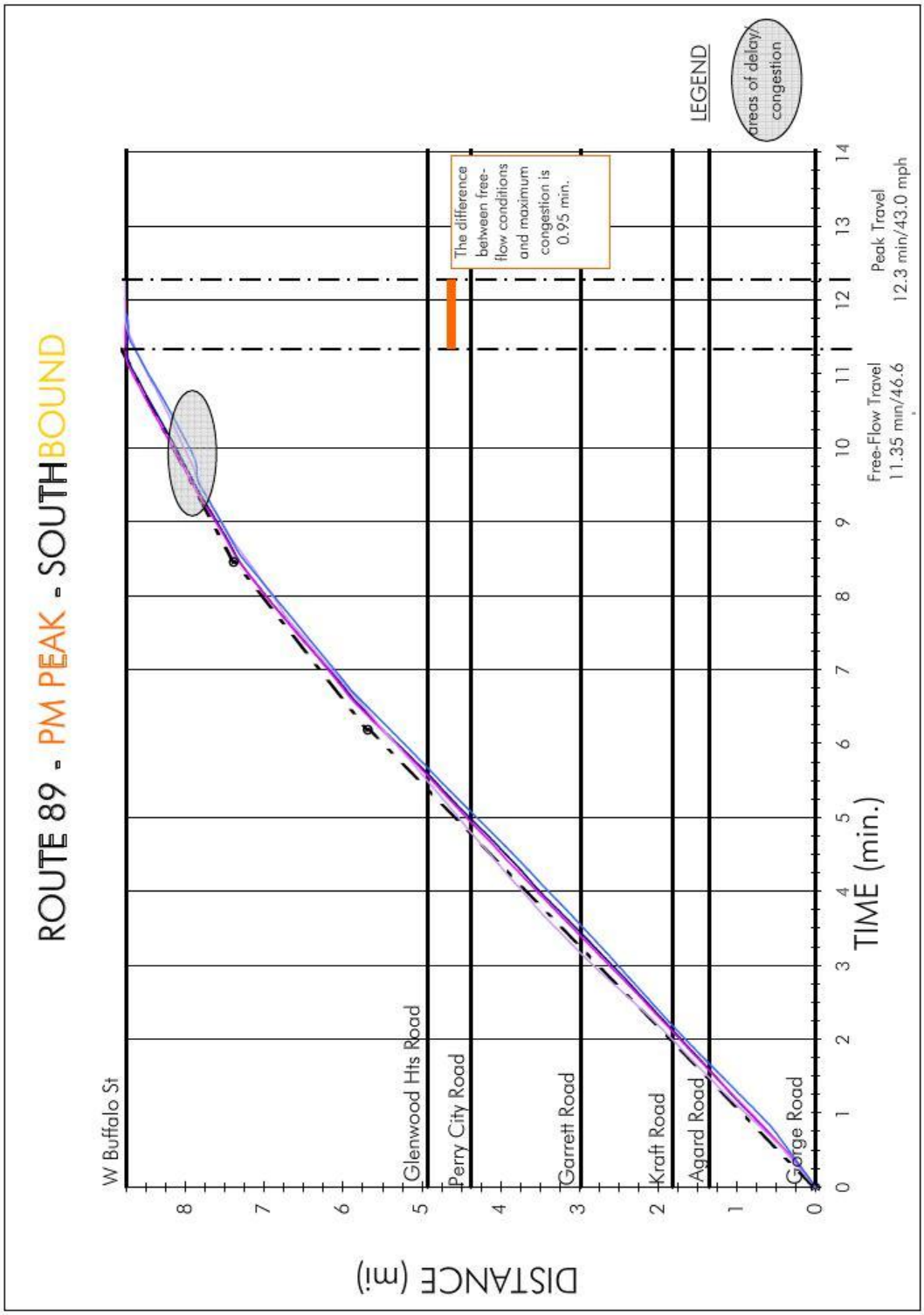

ROUTE 96 - AM PEAK - SOUTHBOUND
N Fulton St
Route 89
Park Road
Vinegar Hill
7:49 AM
8:06 AM
7:36 AM
7:20 AM
7:56 AM
Free-Flow Speed
Free-Flow Travel
12.5 min/47.0
Peak Travel
17.1 min/34.3 mph
TIME (min.)
DISTANCE (mi)
CORRIDOR PERFORMANCE PROFILE

APPENDIX 8 - CORRIDOR PERFORMANCE PROFILES, ROUTE 89

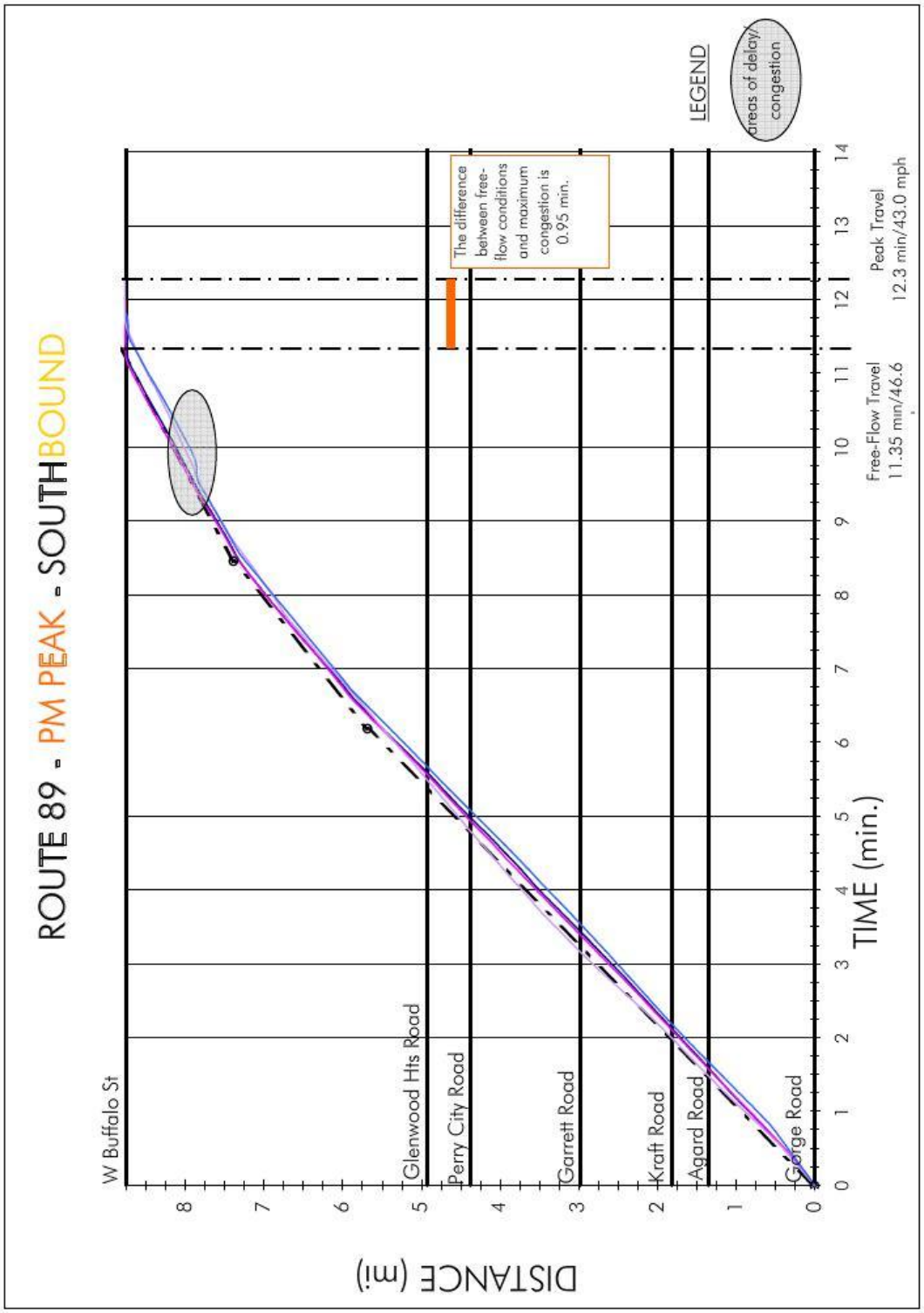
The following charts correspond and display travel time data for the corridor as referenced in Chapter 3 of this report.


ROUTE 89 - AM PEAK - NORTHBOUND
DISTANCE (mi)
TIME (min.)
Agard Road
Kraft Road
Garrett Road
Perry City Road
Glenwood Hts Road
W Buffalo St
The difference between free-flow conditions and maximum congestion is 0.35 min.
LEGEND
areas of delay/ congestion
Free-Flow Travel
11.35 min/46.6 mph
Peak Travel
11.7 min/45.2 mph
CORRIDOR PERFORMANCE PROFILE
SRF


ROUTE 89 - AM PEAK - SOUTHBOUND
DISTANCE (mi)
TIME (min.)
W Buffalo St
Glenwood Hts Road
Perry City Road
Garrett Road
Kraft Road
Agard Road
George Road
LEGEND
areas of delay/ congestion
The difference between free-flow conditions and maximum congestion is 2.35 min.
Free-Flow Travel 11.35 min/46.6
Peak Travel 13.7 min/38.6 mph
CORRIDOR PERFORMANCE PROFILE
SRF ASSOCIATES



CORRIDOR PERFORMANCE PROFILE



CORRIDOR PERFORMANCE PROFILE

APPENDIX 9 – TRAFFIC ANALYSIS ZONES

The following table identifies Traffic Analysis Zones that fall within the Route 96 Study Area boundaries, according to 2000 Census data.

TAZ	2000 Population	Location
156	227	Aubles TP
171	72	Trumansburg
172	265	Trumansburg
173	37	Trumansburg
174	194	Trumansburg
175	124	Trumansburg
176	257	Trumansburg
177	197	Trumansburg
178	100	Trumansburg
179	335	Trumansburg
164	340	Route 227
163	89	Rabbit Run
162	260	Cold Springs Rd
161	292	Jacksonville
168	425	Jacksonville
165	243	Swamp College Rd
167	217	McKeel Rd
169	297	Perry City Rd
170	253	DuBois Rd
147	332	N Van Dorn Rd
235	449	W of Hospital
180	141	Hospital
192	473	Museum of the Earth
200	171	Bundy to Route 79
201	382	WH-Route 79 to Elm St Ext
215	119	WH-Coy Glen
289	876	WH-Floral Ave
288	0	WH-ACS
286	189	WH-Warren Pl
285	172	WH-Hector St
261	192	Linderman Creek
262	0	CI-Treman Park
264	1	CI-Stewart Park
284	0	CI-Inlet Island
290	3	CI-Inlet Island
291	31	CI-Inlet Island
327	5	CI-Cherry St
362	155	CI-Nate's Floral Est
361	109	CI-Agway
360	316	CI-Ithaca Plaza

TAZ	2000 Population	Location
354	82	CI-Spencer Rd
223	391	CI-South Hill
348	268	CI-South Hill
349	213	CI-South Hill
357	217	CI-Titus Flats
359	270	CI-Titus Flats
358	316	CI-Southside
328	105	CI-Northside
329	172	CI-Southside
330	332	CI-Southside
356	424	CI-Central Business District
355	206	CI-South Hill
353	281	CI-South Hill
350	379	CI-South Hill
347	319	CI-South Hill
346	199	CI-South Hill
345	65	CI-Central Business District
334	553	CI-Lower Collegetown
333	92	CI-Central Business District
332	287	CI-Central Business District
331	77	CI-Central Business District
321	349	CI-Central Business District
326	112	CI-Lower Northside
325	250	CI-Lower Northside
324	104	CI-Lower Northside
323	319	CI-Lower Northside
322	275	CI-Lower Northside
320	73	CI-Lower Northside
319	47	CI-Lower Northside
318	69	CI-Lower Northside
317	269	CI-Lower Northside
315	60	CI-Lower Northside
316	127	CI-Lower East Hill
314	141	CI-Lower East Hill
313	422	CI-Lower East Hill
312	419	CI-Collegetown
311	125	CI-Collegetown
307	280	CI-Cornell University
299	340	CI-University Hill
273	846	CI-University Hill
298	351	CI-Fall Creek
279	373	CI-Fall Creek
297	178	CI-Fall Creek
296	134	CI-Fall Creek
295	291	CI-Northside
292	170	CI-Northside

TAZ	2000 Population	Location
294	318	CI-Northside
293	47	CI-Northside
284	0	CI-Northside
283	2	CI-Northside
282	74	CI-Northside
281	140	CI-Fall Creek
276	99	CI-Fall Creek
275	98	CI-Fall Creek
277	158	CI-Fall Creek
280	235	CI-Fall Creek
278	352	CI-Fall Creek
273	840	CI-University Hill
263	0	CI-Stewart Park