

CHAPTER 4

PROJECTS FOR IMPLEMENTATION

PROJECTS FOR IMPLEMENTATION

INTRODUCTION

This chapter lists selected transportation related initiatives and projects for implementation. Where possible, the narratives will define the appropriate party(ies) to implement the project or initiative. This plan aims to capture the activities of all groups and agencies dealing with transportation in Tompkins County. Therefore, principal project responsibility may lie with municipalities, state agencies, other public/private agencies or a combination of these. When there is sufficient detail or previous experience in conducting such projects or initiatives, a cost estimate will be included.

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

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

PLANNING EFFORTS

MOBILITY EFFORTS

While not every initiative fits neatly under one of these headings, they provide a useful organizational framework. The projects and initiatives listed in this chapter exist at different stages of implementation. Many are listed as desirable projects but have not been implemented. Others have been started and exist at some stage of implementation. The action item description will indicate if implementation is ongoing. Otherwise, the expected implementation time interval is indicated following the project title as short, intermediate, or long as represented below. It is understood that implementation for many of these projects will be continuous in nature, stretching over several years:



**SHORT =
1-5
YEARS**



**INTERMEDIATE =
5-10
YEARS**



**LONG =
10-20
YEARS**

PRIORITY AREAS

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

- **Expand and Promote Multimodal Mobility Options and Integration**
- **Maintain Existing Transportation Infrastructure and Systems**

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



COMPLETED INITIATIVES FROM 2035 LRTP

The projects and initiatives listed below were implemented in the period between 2014 and 2019.

- Back Up Ride Home Program** - The Center for Community Transportation (CCT) offers a program Backup Ride Home program that provides peace of mind for commuters who travel to work without a personal vehicle. Local Ithaca Carshare on-call staff facilitates alternate transportation home if something unexpectedly happens in the middle of a work day that makes original travel plans unfeasible. The cost of trips is covered by the Backup Ride Home Program. www.ithacacarshare.org/backup-ride-home/
- Bike Sharing** – Lime bike sharing began service in the City of Ithaca on April 2018. Since then the service has grown significantly and spread to other neighboring communities – Trumansburg, Watkins Glen, Cortland. Bike sharing is a rapidly changing program. How it is implemented locally is likely to change.
- Finger Lakes Rideshare (ride-matching) Program** – Rideshare Coalition established – includes the ITCTC, Cornell Univ., Ithaca College, TC3, TCAT, Tompkins County DSS, TST-Boces, Wells College, Binghamton University and Way2Go. Evolved from a previous project that used a NYSERDA grant to establish a web-based rideshare system – Zimride Tompkins. The system provides computerized ride-matching services in support of carpooling for commuters and for one-time ride needs. This service is on-going and currently being reevaluated. www.fingerlakesrideshare.org
- Travel Demand Management program for the Ithaca Urbanized Area** - The Downtown Ithaca Alliance (DIA) received a NYSERDA loan to implement a downtown TDM program. The DIA works with a coalition of interested agencies, businesses and the City of Ithaca. The project is ongoing and evolving. www.goithaca.org
- Study of Electric Vehicle Technology Adoption**– The ITCTC led a project to create an Electric Vehicle Infrastructure Plan for Tompkins County. Other participating partners included Cornell Univ., City and Town of Ithaca, Tompkins County and Cooperative Extension. This project was completed in 2017. It included four reports and development of a site evaluation spreadsheet - www.tompkinscountyny.gov/itctc/projects#EV. A follow-up project led by Energetics, Inc. and completed in December 2018, resulted in the installation of 11 charging stations and a year-long EV promotional effort. (Facebook: Tompkins Electric Vehicle Network)
- Transit Operational Improvements & Customer Information Services** - TCAT completed an information technology needs assessment and has implemented numerous components from the resulting plan. A variety of technology improvements for transit operations (e.g. automated scheduling, payroll, bus fleet management, etc.) and customer service (e.g. multi-format real-time access to next bus information, schedules, etc.) have been implemented or are under active development. The ITCTC will continue to work with TCAT and other community partners to facilitate the timely implementation and use of these technology improvements.

TRANSPORTATION INITIATIVES

PLANNING EFFORTS

TRANSPORTATION PLANNING INITIATIVES

Several important transportation planning initiatives are scheduled for 2019 to 2023. All these efforts can play a significant role in advancing the implementation of LRTP goals and objectives. The ITCTC will participate and support these planning efforts. Currently anticipated and ongoing initiatives include:

- Bike Blueprint - 2019-2020**, a vision and strategic plan for enhancing bicycling in Tompkins County as an impactful mode of transportation
- City of Ithaca Parking Study** – 2020-2021
- City of Ithaca Transportation Plan** – 2020-2021, a focus area plan included in the City's Comprehensive Plan
- Transit Development Plan** – TCAT – 2019-2020
- Downtown Ithaca Alliance** – 2030 Downtown Plan – 2019-2020

PROMOTIONAL AND EDUCATIONAL STRATEGIES

1. Safety Education

IMPLEMENTATION

To be jointly conducted by various participants

\$: To be determined



1-5

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

2. Transit Promotions

IMPLEMENTATION

Ongoing project managed by TCAT Marketing Division

\$: Varying, to be determined



1-5

TCAT follows a marketing strategy with comprehensive public outreach. In addition to advertising, TCAT operates a website (www.tcatbus.com) that includes an automated trip planner and on-line bus pass sales. In addition, TCAT data is available in various transit apps and schedule information can be found at bus stops and in widely distributed printed schedules and route maps. ITCTC will provide support and assistance in continuing and expanding the promotion of public transportation.

3. Bicycle Promotions

IMPLEMENTATION

To be jointly conducted by various participants

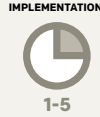
\$: To be determined



1-5

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

4. Pedestrian Promotions



To be jointly conducted by various participants | **\$:** To be determined

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

Transportation Infrastructure

Work with municipalities and other local partners to assess transportation infrastructure needs, including roadways, transit, bicycles and pedestrians, to support local planning efforts.

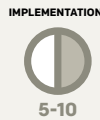
1. Bicycling Facilities Planning and Improvements



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

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

2. Pedestrian Facilities Planning and Improvements



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

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

3. Transit Infrastructure and Capital Needs



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

TCAT has a detailed capital needs plan that addresses the acquisition/replacement of vehicles, communications equipment, transit facility equipment, safety and security equipment, and bus stops and shelters. The ITCTC will work in coordination with TCAT and Tompkins County to ensure that its facilities and equipment needs are met in order to provide the highest quality public transportation system for the residents of Tompkins County.

4. Passenger Facilities Improvements



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

TCAT has assessed needs at passenger stops and shelters for signage, ADA and pedestrian access, lighting, safety, communications, bike storage and physical and design integration with surroundings, including the need for bus pull-offs and road shoulder improvements. These efforts will be coordinated with planned pedestrian facility improvements. In addition, TCAT would like to explore passenger facility luxuries, such as wireless internet access at key stops and on vehicles, energy-efficient lighting and heating, etc. TCAT will work to meet identified needs in with the ITCTC and other relevant agencies, such as NYSDOT, the County Highway Department, and other municipalities.

5. Complete Streets Network



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

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

6. State Route 13 Corridor Study



To be completed by Tompkins County in cooperation with the ITCTC, NYSDOT, Town of Dryden and Village of Lansing | **\$:** Approximately \$200,000

Implement a corridor planning study that will identify issues that affect the effective and safe operation of SR-13 between Warren Rd. and the Village of Dryden. The study will make road design, access management and land use policy recommendations that together will protect the functionality of this important travel corridor. Project implementation is on-going.

7. Inter-City Bus Station Location Evaluation



To be completed by the City of Ithaca in cooperation with the ITCTC, NYSDOT, TCAT, inter-city bus operators and other interested parties | **\$:** To be determined

The long-time location of the inter-city bus terminal in Ithaca closed in 2018. The City of Ithaca is accommodating inter-city buses on an interim basis offering curbside service on the 100 block of E. Green Street. Further evaluation is needed to identify potential locations for a permanent facility for inter-city buses.

MOBILITY EFFORTS

Transportation Demand Management Programs

1. Implement a Coordinated Travel Demand Management Program (TDM) for the Ithaca Urbanized Area



Lead agency-Downtown Ithaca Alliance (DIA). Collaborative effort to be implemented with participation from the ITCTC, TCAT, Way2Go, CCT and other interested civic groups, with the cooperation of local municipalities and in close coordination with area employers

The DIA is in the middle stages of implementing a TDM program for the City of Ithaca downtown business district. The ITCTC will continue to support this project with the aim of creating a TDM program structure that is effective and generates multiple benefits for the community.

2. Employer and Employee Commute Education Program



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

💰: To be determined

Initiatives to reach out to employers and human resources managers with transportation information and education that benefits employers and their employees. This project may be implemented in coordination or as part of the Transportation Demand Management program under I.1 above.

Other Mobility Initiatives

1. Finger Lakes Rideshare (Ride-Matching) Program



To be conducted jointly by the ITCTC, Way2Go, Tompkins County, Cortland County, Cornell University, Ithaca College, Tompkins Cortland Community College, Wells College and Binghamton University

💰: To be determined

Although the community has an ongoing community wide program to provide computerized ride-matching services, Finger Lakes Rideshare, this program is not secure for the long term. The ITCTC and other partners in the Tompkins County Rideshare Coalition need to continue their work to monitor rapidly evolving service options and secure a sustainable automated rideshare program for Tompkins County and the surrounding area.

2. Mobility as a Service

IMPLEMENTATION



To be conducted collaboratively by Tompkins County, TCAT, CCT (Ithaca Carshare), Mobility as a Service (MaaS), and other transportation providers in association with the ITCTC and other interested parties

💰: To be determined

The purpose of this project is to facilitate the implementation of a 'seamless' transportation system in Tompkins County through customer focused access to transportation information and the coordination of service provision and payment options. Tompkins County was selected by the FTA for a technical assistance grant for MaaS, an effort that is ongoing.

Transit Programs

1. Rural Transportation Services

IMPLEMENTATION



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

💰: up to \$1.2 Million depending on service provided

TCAT sees provision of rural commuter transportation service as a key need and growth opportunity over the next ten years. The components of TCAT's rural transportation strategy include: First, coordination of TCAT's fixed-route services with service in neighboring counties. Second, TCAT will explore the feasibility of implementing alternative service delivery models in rural areas such as the expanded park-and-ride system and the demand-response feeder service. TCAT and Gadabout are engaged in designing a First Mile/Last Mile Pilot project that integrates paratransit and fixed route services to allow passengers to make connections to/from a main bus stop to their home or other destination address.

Transportation Systems Management

1. Traffic Signal Upgrade Program for Downtown City of Ithaca

IMPLEMENTATION



To be conducted by the City of Ithaca in cooperation with NYSDOT

💰: Up to \$2 Million depending on scope of work and technologies implemented

The upgrade of the traffic signal system in the core urban area of the City of Ithaca is one of the most important capital projects facing the area. Developing a linked, interconnected system using sensors to actuate signals in the presence of vehicles, bicycles, and pedestrians and to allow real time adjustments would help maximize operational efficiency, reduce congestion, reduce emissions and improve safety. In addition, it is recommended that the use of emergency vehicle and transit traffic signal priority systems be studied and considered for implementation. Additional resources are needed to address the continuing deployment of the advanced traffic signal system.

2. State Route 13 Signal Management Program

IMPLEMENTATION



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

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

Assistance To Local Trail Development Efforts

1. Implementation of Trail Development Strategy

IMPLEMENTATION



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

Development of a comprehensive multi-use trails network in Tompkins County has the potential for a significant positive impact on the transportation system. In addition, multi-use trails serve as a regional asset, providing harder to quantify but no less important, economic and quality of life benefits to residents of Tompkins County.

On March 1996 the ITCTC completed the Transportation Trail/Corridor Study. The ITCTC has expressed its support and priority for the aggressive and effective implementation of the trail network described in the Trail/Corridor Study.

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

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

