

North Triphammer Road Corridor Reconstruction Committee
Final Meeting Minutes
for
June 27, 1996

Bolded items indicate action required

The meeting of the Village of Lansing North Triphammer Road Corridor Reconstruction Committee (NTRCRC) was called to order by Chairman Fresinski at 7:35pm. Committee members Buck, Jacobs, Hickey, Kiefer, Perry (filling in for Tull), Reis and Sciarabba.

The minutes from the last meeting were approved and will be posted on line. Fresinski reviewed the action items on the agenda, which had been accumulated from the past several meetings:

Ithaca Journal article. Fresinski had prepared a draft article for the *Journal* but Jacobs was concerned that it is premature at this point to include a great deal of detail in the article. She felt very good about the Village's involvement, and the effort to get different factions involved and inter-municipal activity going. That's been very positive and will bode well if this does go to the MPO IPP proposal. However, having dealt with these kinds of issues before, she was afraid that if a newspaper article is released without having anything definitive to really show people, that it may be detrimental to the project. **She recommended that the Committee not release anything at this point, but wait until something is ready to actually be present to the Village Board.** When the Village Board approves a preliminary proposal and it is put on record at the Village Office, that's the time to release the article and have informational meetings, and really start promoting it.

Fresinski said that the Committee has now backed off on almost everything - the public informational meeting, the kiosk in the mall, or posting anything around the Village. From previous discussions, he understood that an article for the *Ithaca Journal* was to simply let people know that this issue is under consideration so that they have an opportunity to make any kind of a statement they want. One of the groups that is not adequately represented on this Committee is residents. Most of the Committee members are residents anyway, but it would have been preferable to have somebody that is not involved in the politics at all. The article was to acknowledge the fact that three entities are getting together- that's the thing that we were trying to make people aware of. Jacobs was concerned that if people do comment at this point, and ask how this will affect them, the Committee has no way to respond because they have no plan and no budget established. Sciarabba felt that it was important to put the word out that this Committee is working on this issue so that everyone is aware that they have an opportunity to stay abreast of the work and to offer input. **He suggested that much of the detail in the current draft could be omitted.** It might suffice to put in only a general introductory paragraph for now. Fresinski agreed that most of the detail in the draft article can be withdrawn and left to people who are interested to follow up by coming to the office or communicating on-line. It is possible that the *Journal* might gather more information on-line themselves and expand from there. Jacobs said she was still of a mind that if they do get feedback they would want to respond and won't be able to. **She suggested releasing just the first and last paragraph, and not give details about how they hope to get funding.** She suggested changes to those two paragraphs ("how it could be improved" instead of "how it should be constructed;" take out part about the surrounding communities because although this Committee is encouraging that other

communities be involved, they have no jurisdiction there; replace "in the village with the joint communities" with "toward a joint community") . Fresinski said that the Committee's specific charge involves the Village with the hopes that adjoining municipalities will participate. That will leverage the Committee's ability to get funding.

Sciarabba said that there are some major conflicts in interest here and it's going to be difficult to get a cohesive, unified approach to this. He thought Cayuga Heights would be the most sensitive to what the Committee is doing and he would like to see some representative from their Boards and elected officials (other than Brent Cross). He said that although the Town of Lansing is a "neighbor," the center of the community is 5 miles down the road, and they don't perceive this as having any impact on them at this point. Jacobs thought that once the Committee gets a little further down the line they might then see a little more interest. **Fresinski will redraft the article according to the suggestions made.**

Guideline booklet for IPP. Brent Cross was going to bring a guideline booklet. That is still outstanding.

Traffic light coordination. David Boyd had mentioned that an IPP could be submitted to coordinate the lights that go across the bridge with the lights on Triphammer by the malls. Jacobs said they are drafting the IPP now. They have some supporting information from Dennis Reinhart but they hope also that Boyd's model will help. They will ask him what he thinks specifically could really help and then request the Village to obtain the information from Reinhart if he has time to do a traffic count.

Mall survey. Perry supplied the Committee with the survey of license plates which the mall conducts once a year to tell them where the shoppers are coming from. They found that the statistics are a little bit skewed in the spring, so they conduct the survey in the fall. Jacobs said this information is very helpful and will be a nice reporting summary of the fact that this area is a draw for the whole County for use in the IPP.

Traffic volume information (existing) from Reinhart. Fresinski said that the traffic data was to be used as another tool and support for the need to improve the road. Jacobs said that they took existing traffic volume information and determined such things as peak hours during the weekends and weekdays at the intersections from which the traffic counts were drawn. She thought these in some way will come into play more as it relates to design - for example, if a third lane is used, or if some use or non-use of traffic lights on the Graham Road or Craft Road intersections are considered. Comparing some statistics from 1992 and 1995, Jacobs said it was interesting that the highest increases of changes were people using Oak Crest and Cayuga Heights Road more over the last 3 years. The biggest decrease in traffic was on Uptown Road and some secondaries. The increased traffic on Oak Crest and Cayuga Heights is probably coming from the north down to the south. Sciarabba thought that instead of going up Triphammer from Peruville Road, people are going up East Shore Drive to pick up Oakcrest. Jacobs would assume more of the increases are northbound. It may be people coming from the mall going out to Lansing or something of that nature.

The volume of traffic on portions of Triphammer actually decreased between 1992 and 1995 by a few percent. Hickey thought that the improvements on Warren Road and the Warren Road intersection were responsible for that decrease. People who are headed for Cornell and aren't interested in stopping in the Village are going to make that bypass.

Vetter and Moynihan. Fresinski had mentioned earlier that Mr. Moynihan and Steve Vetter could come to a future meeting. He has had some exchanges with them, and Mr. Moynihan has decided that Vetter should be

the collector of bits that we gather at each of our meetings. That is how they'll be monitoring the meetings so if they have any comments or suggestions they can just drop Fresinski a note.

Lubin. Rebecca Lubin, the Circuit Rider for the County, does want to participate in the meetings. However, she was ill and unable to attend this meeting.

Survey. Fresinski said that another thing they discussed was creating a survey for future public informational meetings. He didn't know if it was necessary to start from scratch in creation of a survey or if they can use a survey that the Mall or the Village had done in the past. The survey was going to be used for a couple of reasons. It could go to the Lansing Business Association so that the Committee could get some input from the local business community about changes for this Corridor. A survey may also be used during informational meetings for the public. The Committee also talked about how businesses in the area or various malls and hotels in the area might hand out a survey to people who visit to see what they might say about traffic in the area. Fresinski said that a survey needs to be worded the right way and in the right order, so it's not something that can be done in an ad hoc way. He asked for suggestions as to how to develop a survey. Fresinski said they often use Cornell. Fresinski said that CISER, a social science research group at Cornell, could create a quality tool for them. **Fresinski will look into CISER to see if they would charge or not and what they might come up with.**

Kiefer was concerned that residents were not being targeted for input. Not all residents are customers in the local businesses. Jacobs said that the Committee planned to have a public information meeting and surveys could be handed out then. A survey could also be mailed to Village residents in a newsletter. A Village newsletter will be going out in August. Jacobs said the best response to a survey that she has seen is in the public information meetings where they hand it out at the beginning and ask people to hand them in at the end of the meeting.

Sciarabba volunteered to prepare a draft. The Committee spent some time thinking about what should be included in the survey. The focus of the survey essentially should deal with traffic congestion and efficiency, and accessibility to malls. Fresinski suggested that they expand on the elements of the Committee's mission in the form of questions to extract people's feelings and thoughts about traffic throughout the Village. He asked if they should include questions about how this ties in with the Town of Lansing and the Village of Cayuga Heights. Hickey said he would assume that there would be very few people other than Village residents who would come to a public meeting. However, business people would certainly have comments and they may or may not come to a public meeting. It would perhaps be more rewarding to focus on Village residents and business people. Sciarabba added that the Town hasn't shown any interest at this point. Brent Cross, a Committee member, is the Village engineer for both the Villages of Lansing and Cayuga Heights. (Jacobs explained that her firm is the engineer of record for the Village, but Cross works with the Village Planning Board.) Hickey said they would want to survey people for recommendations for the design - 3 lane, 4 lane, etc. Fresinski was also interested in feedback on what people felt about sidewalks. **Hickey suggested that questions should represent either the characteristics of a hamlet or village kind of main street or a thoroughfare which would provide transit through without providing opportunities to stop.** From that the Committee can extract the information that might help along the design lines.

Sciarabba added that from his perspective as a business person, he would have a major objection to a densely tree lined street because it would obscure the business signs. This is something that needs to be discussed. Buck asked if there was any consensus among the businessmen about what they want in a design. Sciarabba

said that the Lansing Business Association which was formed a number of years ago, has not had the kind of overall involvement by enough businesses to form a consensus. They have representation from Pyramid Mall, Lansing Village Place, a couple of other small businesses, and the Town of Lansing, but he did not feel they were really representative of the business community. Sciarabba felt that the issue is that there is a four lane going to a two lane. While he felt four lanes is not necessary going all the way down Triphammer, it is important to allow easy access into the businesses. If the businesses are healthy and accessible, it helps keep the property values up and increase the strength of the economy in the area. He added that there are zoning rules and regulations in the Village. He has landscaping in his plaza, and Pyramid Mall has have made a major effort to try to soften the front of their parking lots. He asked Perry how Pyramid Mall felt about that. Perry said he is not speaking for the company as a whole, but certainly they know that their impact is Pyramid Drive and if you go beyond that you can't easily get into the Mall. Graham Road is busy, but it's busy from the other direction. He agreed that the problem is the four lane to two lane and a very ineffective flow of two lane traffic as you continue down the road. He felt a third lane was necessary. He added that in Texas and Oklahoma they put the road in before anything else goes in, and they make sure that the road is able to handle the next 25 years of development.

Buck asked if there are any groups out there that want a four lane road going through the Village. Fresinski said that only time that it's come up in our conversation has been as a negative. There may be some out there that are very interested in four lanes, but frankly he didn't even know that there would be enough space.

Buck said that he would like to get moving toward something concrete along the lines of a three lane road. Four lanes breaking down into two lanes is not working, and nobody is really interested in having four lanes. Kiefer said that she doesn't experience the problem they are discussing. She didn't have a problem going from four to two lanes except for the busiest time when it's hard to turn into the mall. She is not sure that she understands why three is better than two at a certain point. Hickey said that the existing situation at Village Office Campus, which is Commercial Low Traffic, demonstrates the fact that even at busy times when you have to go from four lanes down to two lanes you have a dangerous situation, especially when people don't read the signs. The road is well marked, but a lot of people don't read the signs. They get in an outside lane going north and they don't want to turn down Catherwood Drive so they whip over to the right hand lane so they can go straight ahead or they just keep going straight ahead from the wrong lane. A third lane would be a middle turning lane. We don't know if that would make it more efficient or not. A turning lane might run all the way up from Catherwood Road to Oak Crest.

Sciarabba said he thought there was going to be significant development on Triphammer even if the Village doesn't rezone. Fresinski said that what they are talking about now is a plan that has to work for years to come. It actually might be quite suitable today for most of the traffic to go from four to two lanes. Hickey said that if Walmart comes to the Village of Lansing, there will be a significant increase of new traffic that Pyramid Mall does not necessarily attract right now.

Kiefer said she would like to know from the engineers whether the concept of a third turning lane is being used less now. And, she wondered whether it would be worthwhile to consider something like access roads. (Access roads would parallel Triphammer and would provide access to businesses so there would be no curb cuts on Triphammer.) Hickey said we have some partial access roads now. There is a kind of access road that provides access to the YMCA and to the Hollywood Restaurant. Jacobs said the practicality of creating access roads is questionable in some areas. She questioned whether it could be done effectively because there are a lot of residential and commercial sites existing together and we should recognize the positive or negative

impact on the adjacent residents. Jacobs pointed out that if we chose not to increase or improve the traffic pattern on N. Triphammer, we will need to recognize traffic impact into the residential areas (Oak Crest, Burdick Hill, Graham or Dart). Jacobs questioned whether that is desirable. Jacobs said there probably isn't any space to have a separate road, and the finances of constructing a parallel road would be astronomical. If the vacant land that is just north of the Hollywood, or if the land between Hollywood and Oak Crest were to be developed, Hickey felt sure the Planning Board would insist on using that road as the main access to those stores. We're limited in space and that's the main difficulty that we're having right now. You still have to deal with how to get to Route 13 to Triphammer to the access road.

Sciarabba said that Elmira Road - a four lane road with a turning lane - works beautifully. You have a fast thoroughfare but the third lane gives you enough room to wait for the traffic and make your turn. Fresinski added that Boyd called them suicide lanes - particularly on Rt. 13 where you've got high speed traffic coming in both directions. Perry felt that a lot of it comes down to an education process for drivers because a lot of drivers think the third lane is an access ramp for getting into one of those two lanes and it's not supposed to be used for that. Jacobs said that the one benefit you have in this area is that the traffic is moving much slower than Route 13 South with a lot of stops.

County information. Hickey will get this information to Jacobs.

Map of Pyramid Mall by Utica. Perry provided an aerial view map of the road design around the Pyramid Mall in Utica. The Thruway is going by but there is no access off the Thruway. Fresinski said that Tull thought that the situation there was similar to here and that we might be able to get ramps off of Rt 13 to take away some of the traffic to Triphammer. Perry said it is certainly typical of new mall construction around the highways that they are allowing on and off ramps, depending on the shape of the situation to be built. A southbound Rt. 13 ramp could empty into the mall and also empty out of the mall back onto southbound Rt. 13. Jacobs said that from a design perspective she liked the idea. However she questioned how much of the problem that would alleviate because the southbound traffic has a traffic light or a turning lane so it's already one of the easier flow areas.

Boyd's travel demand model. Jacobs will speak to David Boyd about his travel demand model. She said that she now has the information in a form that Boyd can better utilize and **they will see what they can do with the model, or if there is any information already available that might be useful.**

Town study. Perry said that the Town has no information concerning the study. However, **he has more contacts to make and will continue to do that.**

Given the list of desirables and undesirables, Fresinski suggested that the rest of the meeting be spent discussing what the engineers might now focus on. Jacobs spoke first about the time frame for this Committee. The engineers thought of this group as being two phased. The first phase is what they are doing now, which is basically drawing up a criteria list of what we would like to actually see in a preliminary design. The second phase would be the engineers taking that list and seeing what is realistic or not. **Some research has to be done on the property because they will need to acquire right-of-way.** The Village has a 50 foot right-of-way. The design that Hunt did had an 80 foot right-of-way. Jacobs felt that 30 feet is a lot of right-of-way to acquire. They think that some of that is not realistic in certain areas so they are going to really need to start focusing on massaging the list and working with it as best they can. That is what they see happening in the second phase. During the third phase they see this group taking the preliminary design, looking at it, modifying

it as necessary, and finalizing it as a preliminary to present to the Board. The engineers saw perhaps having one more meeting to try to wind up this criteria list, and then breaking for a few month period. During that time the engineers will start doing a preliminary design and prepare some kind of small IPP just in case Boyd's group needs something for MPO documentation. Through August and October they plan get a design together with preliminary cost estimates then bring it back to this group and have this group go through it for the month of November. Once the Village Board accepts it as a preliminary design and there is something tangible to look at, that's when it would be appropriate to have public informational meetings and to start encouraging wider community-based input. The two important things that they hope will come out of Phase I is a list of criteria but also some kind of summary of what happened (the Village getting this an ad hoc committee together, the type of people represented here, and what types of things the group came up with) as supporting documentation for the IPP.

Fresinski said that the time frame doesn't seem to move as fast as he thought they had to. Jacobs said that Boyd has not received authorization yet to solicit IPPs. When the time comes at any point that Boyd receives authorization, they want to have as much documentation as possible prepared. The IPP is the initial project proposal that the MPO needs to have for funding. This supporting documentation is more conceptual and that will be good for the IPP. The other thing that the IPP has to have is a cost estimate. You can't estimate costs until you've actually done a design. That's why they would like to see this first phase wrapped up at the next meeting so they can start that preliminary design.

What they envisioned was pulling this group together because it represented a lot of different perspectives - the business, the environment, the economy. Jacobs said it is important right now to get enough information from the Committee.

Kiefer asked about the lack of representation from residents. Fresinski said he had gotten no feedback from the residents that he asked to participate. **Hickey suggested that once a preliminary design is ready, some residents should be asked to attend one meeting to brainstorm on the design and give the Committee some feedback. This should be done prior to and in addition to the public informational meetings.**

Jacobs said that the design that Hunt did is pretty nice conceptually and has a lot of the elements that we talked about (a sidewalk on one side, a bike lane). The biggest concern with this and the biggest time constraint is whether we are going to be able to acquire that type of right-of-way - another 30 feet. She felt that may be unrealistic.

Kiefer asked if the engineers could design alternatives, rather than just one design. Jacobs said that they want to use the criteria list for the design, but if there were a few things that were really strong that countered one another then they could look at it both ways. She suggested because of the time limitations that they first come up with a desirable design so they can get a cost estimate in case David Boyd's group needs that information to submit to the State. Then, if they see where there is strong influence to try something else, they can work up alternatives as time permits.

Jacobs said that for the purposes of funding, the proposal has to be fairly detailed. You have to be able to support your cost. Unless you have a good design, you can't estimate the cost, and you can't support it. If the State looks at your design, and if they are in agreement, they will cost it out or else they will come up with a design and cost that.

When it's time to submit an IPP the design process does not necessarily have to stop. Once the IPP is submitted there will be quite a time delay when we can continue to work on it before we'll know if they are going to support it or not. Changes in the design are acceptable as long as they're receptive to the changes and the changes make sense. However, dramatic changes, for example going from a three lane to a four lane, might jeopardize the proposal. Minor changes like the width of lanes, putting in a bike path, things like that, wouldn't have a big impact.

Hickey said he would hope that they would get some feeling from the residents and the business community about whatever proposal they present. It may be at that time that we'll know whether or not whatever we're recommending is what the people want. If there was an outcry against a three-lane proposal and we go to a two lane scenario, it might be less desirable to the MPO, and the Village may decide to proceed with the plan independent of the funding. We've already said that if the MPO doesn't accept the plan we would go ahead with it anyway. Hickey agrees with the philosophy of preparing for the MPO but he didn't think that they should be overly concerned about getting the funding. Fixing the road is the main thing. Jacobs added that even if they do accept it, it may go up against a couple of others that per capita are more acceptable to the MPO.

The Committee looked at the Hunt design with respect to the desirable criteria that has been established. This design has an 80 foot right-of-way all the way through. Jacobs said that near Catherwood the right-of-way is 60 feet, and it goes from 60 to 105 feet at the NYS Route 13 overpass. On a 50 foot right-of-way, generally it is measured from the center line so you've got 25 feet on either side of the center line.

Fresinski said it sounds like the engineers' approach is to use the Hunt design as a base. Jacobs said yes, if there is consensus on the first go around to consider the turning lane, then it would save a lot of work for the Village to modify and build on the Hunt design. The Hunt design conceptually shows the existing lanes and a third turning lane. Fresinski asked if they went along with a design that had three lanes if they could change how the lanes were used without affecting our funding. Jacobs said yes, absolutely they could do that. Fresinski said that if they're going to spend a lot of time reducing the number of curb cuts, having a turning lane the whole way doesn't make a lot of sense. Sciarabba said it would help to establish green spaces and little islands that would help the character. Hickey said he would still like to see some parking along the sides.

Service Road

Hickey felt that the real critical thing that they need to look at is to do something with the service road for the Cayuga Mall. It's also an exit road for the Marine Midland drive-through teller. The Village has worked with them but they're just not receptive. It's a private road that New Plan Realty owns. The bank has some kind of a lease arrangement that guarantees them the use of the road, and the road is in constant disrepair. It's an accessibility issue, but it would be desirable to bring a road in there that would serve the bank and the gas station. Mobil wasn't interested in cooperating. Hickey also said that he is pushing the Village Office Campus to open their emergency exit up and allow people to exit from there into the mall and come out into the intersection where the light is. The people who own and rent in there are already complaining that they can't get in and out at peak hours. It would be desirable if some realignment could take place.

Hickey and Sciarabba suggested that the Committee look into a service entry for trucks coming off of Route 13 south into the Cayuga mall. This would eliminate the difficult maneuvering that trucks have coming into the mall via the N. Triphammer entrance and lower the heavy traffic on the road as well.

McDonald's

The Committee discussed the possibility of McDonald's moving across the street. Their lease is up in two years, and the owners feel that that McDonald's is not fulfilling its potential in this area so they would like a new site across the street. It would require a zoning change, which is extremely difficult to do. So even though it's a win-win situation, that doesn't mean it's going to be approved. The property in terms of zoning will revert to low traffic commercial, but as far as restoring the building, Hickey wasn't sure what the Village was going to require. It would have to be something that would conform to low traffic commercial - something like an office or a small restaurant.

Right-of-way

Jacobs said that the biggest issue for the engineers is what do we have realistically to work with. Hickey asked how the right-of-way worked past Oak Crest? Jacobs said the whole stretch is 50 feet, but you would have to transition into that. You're going to have to decide where a realistic place is to do a transition - most likely somewhere after Oak Crest. Mrs. Kim's house has no front yard set back and is about 3 feet from the ditch. A sidewalk won't go by that house.

Walkway/Bikeway

Another desirable feature in the Hunt design is the walkway. Five feet is a common size for a walkway, but if it is to be used for a bikeway as well, that would be something that needs to be discussed. Safety-wise it is better to move a walkway or a bikeway away from the road and have a green space in-between. However, it's less desirable from a maintenance point of view. Sciarabba pointed out that there are already green areas and lawns on the road. Hickey said they were talking about green areas for the sake of safety to buffer the pedestrians and the walkways from the cars. The pedestrian side is on the east side, but if necessary it could be moved to the west side.

Jacobs asked what people thought about the concept of a walkway and bikeway together. From a maintenance and size perspective, it is a plus. Reis said that supposedly the bike is a vehicle that belongs in the road riding with traffic. Hickey agreed that he would rather see bicycles in the road. Jacobs said that if a bike path were put on the road, the size of the walkway would definitely have to be decreased from 10 feet (in the Hunt design) to probably 5 feet. Hickey said they have no more than 5 foot walkways now, but 6 feet would be better. Six feet would be more than adequate as long as it's curbed and there can be some sort of green barrier.

Hickey said he would like to hear from the bicycle committee on how they feel about riding in the road vs. next to pedestrians. Reis said that it seems like the more experienced bikers use the road; and the younger and less experienced bikers tend to use the sidewalk. Hickey said there are a lot of joggers, and he would not want to see a bikers and joggers in the same lane. **Kiefer suggested the Committee ask the Bike Coalition whether they would prefer a road design that encouraged road use or a walkway/bikeway combination.**

Jacobs said that it is important for MPO support to encourage multi-modal use. Fresinski said that he thought a lot of what they are doing is for the future. If we design a multi-modal arena, people would tend to use it. A measure of pedestrians today would likely be low because it's not safe and convenient. If that's the culture that we want to have, we're going to have to build it.

Bridge modifications

Hickey asked if the IPP will include any modifications to the Triphammer bridge. Jacobs said no, because the bridge is the State's. Hickey suggested a turning lane with a yield sign coming off of the northbound exit going to Cayuga Heights. There is enough room for two turning lanes for traffic to either go straight ahead or left. It would be a double turning lane, and it would get rid of a big stacking problem on that side. **Jacobs said that in the conceptual aspect of the project they can certainly make recommendations to that effect.**

Bus stops

Hickey said that he felt there had to be designated bus stops and there should be bus shelters. As it is now, if somebody wants to get off, the bus stops, and that creates traffic problems. Another option is no bus stops on Triphammer but designated stops in the mall.

Jacobs said the Committee might expect to see a preliminary design when she heard from the group that they are satisfied with their initial list of criteria and the engineers receive authorization from the Village Board to go ahead. From an engineering perspective, a choice has to be made between two or three lanes. Basically a two lane would involve only minor modifications to the existing road. The problem with that, however, is that it does not remedy the traffic flow problem. Kiefer wasn't convinced that two lanes does not work. Hickey said when they first started talking about this they talked about efficiency and accessibility to the malls. There are two general scenarios to consider. One is improvement to the existing road, and we've got some ideas - putting in traffic signals, sidewalks, etc. But what does that do for the concept of accessibility and efficiency? Another scenario is to look at three lanes and what that does for the concept of safety, accessibility and efficiency? The cost involved with the two scenarios can then be compared and we can see how much we're gaining for the cost of, for example, three lanes instead of two. Or, we might decide that if we spend so much money, it's not going to work any better than it does now with two lanes so we've got to do something different.

Sciarabba said that they started with the premise that there is going to be significant additional development in the Village of Lansing even with the existing zoning. Right now it's a very inefficient and haphazard way of taking traffic from four to two lanes. We've got to realize that staying with a two lane there will lead to more problems as development increases and curb cuts are added.

Hickey suggested that they get a traffic analysis of the level of service on Triphammer Road. The State has criteria on how well the road is working and how efficient it is. If it's rated D or E, that means it's serviceable right now but may fail in the future. If it's F right now you've got to work on it, because it's failing. If it's A, B, or C it means that the road is generally serviceable for the next few years.

Jacobs said that the pattern that we have so far seen from traffic counts is that people are finding it more desirable to use an east-west cut across. That probably is an indication that people are not pleased with the flow because they are choosing to cut off. If you chose not to upgrade the road you're going to encourage that pattern to continue where people are increasingly going to use the cross roads and that will impact the residents in those areas. If the consensus wants that, you have to realize that the traffic has to go somewhere and if it's not conducive to use Triphammer, then they're going to go on the side roads such as Cherry, Graham, Warren Hills, Cayuga Heights and Burdick Hill.

Crosswalks

Kiefer asked about crosswalks and putting up signs regarding the State law. Jacobs said that it may not be necessary to put signs up. People are not recognizing that if the cross walk is striped and a pedestrian is in it, a

car legally has to stop. **Lansing has to decide on a Village wide basis whether to stripe the crosswalks.**

The meeting adjourned at 9:40pm.

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Last modified: 7/19/96

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