

This letter was delivered to the Village of Lansing's Board of Trustees at their August 5 meeting where they endorsed the plan.

August 5, 1996

Mayor Donald Hartill
and Board of Trustees
Village of Lansing
2405 North Triphammer Road
Ithaca, New York 14850

Re: North Triphammer Road Corridor Reconstruction Project

Dear Mayor Hartill and Trustees,

North Triphammer Road is one of the County's major north-south arterial roads, extending from south Lansing in the Town through both the Village of Lansing and the Village of Cayuga Heights. Portions of North Triphammer Road within the Village of Lansing have deteriorated and are in need of repair. Further, and perhaps of a more critical nature, is the marginal safety record and traffic capacity/congestion problem in the vicinity of the Village's commercial district. Due to the immediacy of these concerns, the Village Board created an ad hoc Committee, the North Triphammer Road Corridor Reconstruction Committee (NTRCRC), to address these issues and recommend transit improvements to the roadway in the Village's business district and adjacent areas.

Through the Village's involvement with the MPO (Metropolitan Planning Organization) over the past year, the benefit in addressing transit projects comprehensively has been more fully recognized. The Village recognizes that any improvements (or lack thereof) to the North Triphammer corridor within the Village has a direct impact on the Town section to the north and the Village of Cayuga Heights section to the south. In addition to the Village's concerns regarding North Triphammer Road, the MPO forum provided an opportunity for the Village to discern that other entities are also grappling with North Triphammer Road transit issues. The Village of Cayuga Heights is in the process of designing improvements to the stretch of the corridor in the vicinity of Community Corners and the Kendal Retirement Complex. Also, the NYSDOT has cited a need to replace and widen the deck of the Triphammer Road bridge over Route 13 and provide additional left turn capacity onto Triphammer Road. The Malls in the Village's commercial district naturally attract much of their business from Ithaca but also enjoy business from many areas in Tompkins County and adjacent counties. The significant local, County and regional role of North Triphammer Road encouraged the Village to include multi-municipal and County representation on the NTRCRC.

Although there is significant attention of the NTRCRC to address the safety, congestion, and deterioration concerns in the Village's commercial district, the multi-municipal and County representation has allowed for a comprehensive review of the Corridor which has and will continue to impact the Committee's recommendations. The specific individuals on the Committee were selected with the intent of assembling a fairly representative sample of the general public such that various perspectives could be introduced into this

preliminary planning forum. The Committee affords a diverse background including planning, business, environmental, and engineering which has greatly enhanced the planning process. Efforts to provide Committee information to the public have been made through the Village Office, the Village's WEB site; the Village Newsletter, and local and regional newspapers. As the process continues and the Committee's preliminary concepts are developed into a preliminary engineering design, additional input from the public at large will be sought via informational meetings, surveys, and kiosks at local businesses.

The Committee has been meeting regularly over the past several months and has developed a preliminary list of design criteria for improvements to North Triphammer Road in the Village's portion of the Corridor. It is the Committee's request that the Board approve the preliminary list and authorize the Village Engineers to develop a preliminary design (Alternate A) incorporating the concepts and criteria herein outlined.

Preliminary Design Criteria

Safety issues: The preliminary design should include appropriate turning lanes; traffic signals at the Graham Road and Craft Road intersections; alignment of intersections where ever possible; green space between the road and sidewalk; striped crosswalks; traffic information signs for pedestrians; and vehicle directional signs.

Transit Alternatives: The preliminary design should seek to accommodate various modes of transportation (including vehicles, bicycles, walking, and mass transportation) and promote connectivity among the types of transit. Specifically, the design should include a pedestrian walkway preferably on the westerly side of the road and bike lanes adjacent to the driving lanes.

Congestion Mitigation: The preliminary design should seek to reduce roadway congestion and delay which will improve the efficiency of the corridor and discourage non-residential traffic through adjacent residential areas. Specifically, the design should include a third lane and minimize or improve curb cuts to the extent practical. Furthermore, synchronization, optimization, and coordination of traffic control devices should be explored. Specifically, the lights on the overpass at the entrance ramp should be coordinated with the entrance lights at the malls.

Aesthetics: The preliminary design should include planned tree and vegetation plantings, buried utilities, lighting, and accents such as split rail fences, etc. to the extent practical.

Supporting Actions

Encourage local businesses and commercial establishments along the Corridor to promote the use of alternate modes of transportation for their employees and customers. Specifically, pursue park-n-ride potential and a commercial shuttle between the Village's malls and Cayuga Heights Community Corners area.

Coordinate with DOT for the State's improvements to reconstruct the overpass. Encourage DOT to consider the following improvements: provide additional left turn capacity onto Triphammer Road; coordinate traffic signals; bike lanes adjacent to the driving lanes; and striped crosswalks.

Coordinate with the Village of Cayuga Heights for anticipated improvements in the Community Corners area.

The Committee's charge was to make a recommendation to the Board as to how North Triphammer Road could be reconstructed to improve traffic flow while satisfying the needs and desires of both the residential and commercial property owners in the Village and with respect toward current and future improvements of the corridor within the adjacent municipalities. It is the Committee's feeling that this objective has been met. The Committee will therefore temporarily disband until the preliminary design incorporating the concepts and criteria herein outlined has been generated by the Engineers. Once the preliminary design has been submitted to the Village Board, the Committee will reconvene to review the design and seek public input through various forums.

Respectfully submitted,

Larry Fresinski, Chair
North Triphammer Road Corridor Reconstruction Committee

Attachment: [Time Frame and Critical Steps](#)