



# BPW Meeting

Board of Public Works

DATE: July 16, 2019  
TIME: 6:00 pm  
LOCATION: 3<sup>rd</sup> Floor,  
City Hall, Council Chambers  
108 E. Green St., Ithaca

## AGENDA ITEMS

Topic	Voting?	Presenter(s)	Time Allowed
1. Call to Order/Agenda Review	No	Mayor Myrick	
2. Mayor's Communications	No	Mayor Myrick	
3. Communications and Hearings from Persons Before the Board	No	Public	5 min.
4. Response to the Public	No	Commissioners	
5. Reports	No	Various	15 min.
A. Special Committees of the Board			
B. Council Liaison			
C. Board Liaisons			
D. Superintendent and Staff			
6. Administration & Communications			
A. 2020 SID Assessment Rolls, Budget and Work Schedule Public Hearing	No	Dir. of Eng. Logue	10 min.
7. Buildings, Properties, Refuse & Transit			
A. Street Permit Fees for Work Zones on the Commons	No	Chief of Staff Dan Cogan	15 min.
<i>Discussions have been held by staff about adjusting the fees charged for work sites on the Commons to more reflect the impact such work zones have on pedestrian access to amenities.</i>			
8. Highways, Streets & Sidewalks			
A. Six Corners Intersection Public Comment Summary	No	Dir. of Eng. Logue	15 min.
<i>A summary of the presentation and public comment event that took place in March 2019 is provided, along with a recommendation from C&amp;S Engineers.</i>			
B. Recommendation to Pursue a Climate Smart Communities Grant - Resolution	Yes	Dir. of Eng. Logue	10 min.
<i>The city has an opportunity to apply for grant funding to improve sidewalks on Giles Street.</i>			
9. Parking & Traffic			
A. Amendment to Vehicle and Traffic Schedule II: Speed Limits – Proposed Resolution	Yes	Dir. of Eng. Logue	10 min.
<i>Please see the memo explaining this request.</i>			
B. Amendment to Vehicle and Traffic Schedule I: Traffic Control Signals and Schedule VIII: Stop Control Intersections – Proposed Resolution	Yes	Dir. of Eng. Logue	10 min.
<i>A memo has been provided explaining this request.</i>			
10. Creeks, Bridges & Parks			
11. Water & Sewer			

*If you have a disability that will require special arrangements to be made in order for you to fully participate in the meeting, please contact the City Clerk at 607-274-6570 at least 48 hours before the meeting.*

The Board of Public Works meets on the second and fourth Mondays at 4:45 p.m. All meetings are voting meetings, opening with a public comment period. Meeting agendas are created from prior public input, Department operating, planning issues, and requests made to the Superintendent. The Board reserves the right to limit verbal comments to three minutes and to request written comments on lengthy or complex issues. This information may then be used to create committee agendas, with the speaker or author invited to attend.

**12. New Business**

No

**13. Adjournment**

Yes

Date: July 10, 2019

# MEMORANDUM

**TO:** Board of Public Works  
City of Ithaca  
108 East Green Street  
Ithaca, New York 14850

**CC:** Eric Hathaway, P.E.

**FROM:** Kelsey Wessel, P.E.

**DATE:** July 8, 2019

**SUBJECT:** Six Corners Intersection  
Public Comment Summary

**FILE:** 133.008.001

---

## BACKGROUND:

On March 21, 2019, Ithaca's Department of Public Works in conjunction with C&S Engineers, held a public information meeting for the Six Corners Intersection Project. The meeting began at 5:30 PM and went until approximately 8:00 PM, and was held at St. Luke Church, 109 Oak Avenue. The format of the meeting was a presentation interspersed with public comment/questions among the 34 attendees. The public presentation included the following topics:

- 1) Project Purpose and Objectives
- 2) Design Alternatives
- 3) Comparison of Design Alternatives
  - a. Safety
  - b. Operations
  - c. Pedestrian Accommodations
  - d. Fuel Consumption and Emissions
  - e. Construction Costs
  - f. Cost Benefit Analysis

Public information meeting materials were made available online. The Ithaca Voice also wrote an article summarizing the highlights of the public information meeting, and making the public aware that the City was soliciting input from citizens and neighbors. The public comment period began on the date of the meeting and continued through to May 1, 2019. The public could comment either in writing on a public comment form or by email. There were 69 responses, 67 were by email and 2 hand written. Each of the comments were read and analyzed by putting them into categories such as preferred design alternative, whether they identified themselves as

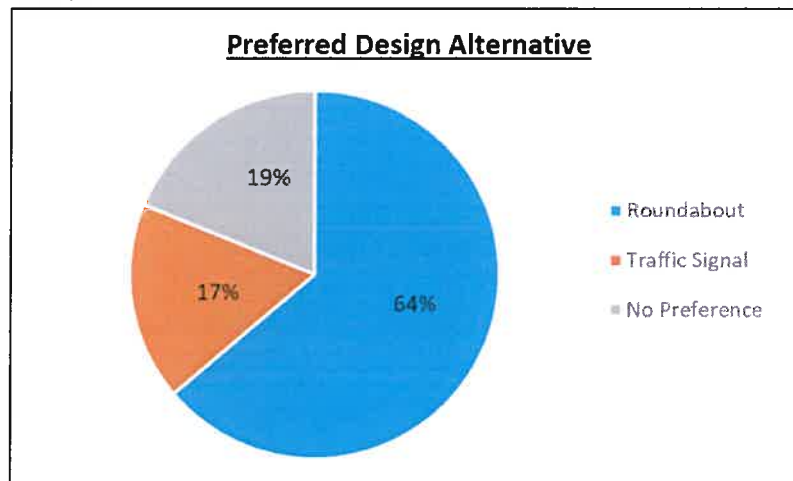
a walker, biker, or motorist, and any other specific comments they had. The results of the public comment are identified and detailed in the following paragraphs.

**PUBLIC COMMENT RESULTS:**

*Roundabout versus Traffic Signal*

The major comment was understandably which design option the respondent was in support of. Out of 69 respondents, 44 preferred the roundabout, 12 preferred the traffic signal, and 13 were impartial. All of those who identified themselves as attending the public information meeting were in favor of the roundabout. Those who were against the roundabout/in favor of a traffic signal, many times stated that their reservation with the roundabout is that vehicles will not yield to pedestrians as they are supposed to in a roundabout. Chart 1 displays the percentage of commenters and their preferred design option.

**Chart 1**



*Types of Roadway Users*

There were 32 commenters that identified themselves as a motorist, bicyclist, pedestrian, or any combination of. The type of roadway user and their design alternative preference was charted to identify whether the majority of certain roadway users had corresponding traffic control preferences. Out of the 32 specified roadway users, 78% prefer the roundabout, 16% prefer the traffic signal, and 6% had no preference. Twenty-four respondents identified themselves as a motorist, and 19 of them preferred the roundabout. Eleven respondents identified themselves as a bicyclist, and 10 of them preferred the roundabout. Fifteen respondents identified themselves as a pedestrian, and 10 of them preferred the roundabout. The conclusion here is that all types of roadway users prefer the roundabout over the traffic signal option. Chart 2 summarizes the results of types of roadway users and their design alternative preference.

**Chart 2 – Roadway User Design Preference**

	<i>Roundabout</i>	<i>Traffic Signal</i>	<i>No Preference</i>
<i>Motorist</i>	8	2	
<i>Bicyclist</i>	3		
<i>Pedestrian</i>	3	2	
<i>Motorist/Pedestrian</i>	4		2
<i>Motorist/Bicyclist/Pedestrian</i>	7	1	
<b>Total</b>	<b>25</b>	<b>5</b>	<b>2</b>

*Pedestrian Safety*

Pedestrian safety was a reoccurring theme at the public information meeting and through public comment. This is the biggest reservation constituents have with the roundabout alternative. Safety, including pedestrian safety, was a topic at the public information meeting and had the most engagement of the attendees. Through public comment, 14 respondents made comments in regards to pedestrian safety. There is a conception that vehicles will not stop for pedestrians, and if they do, they will create an accident by being rear-ended from tailing vehicles. Three comments were made in regards to requesting the installation of Rectangular Rapid Flash Beacons (RRFBs) at the crosswalks of the roundabout to make motorists more aware of pedestrians crossing. Out of a total of 14 responses in regards to pedestrian safety, 9 (64%) of those preferred the traffic signal option.

*Lighting*

Another topic frequented through public comment was in regards to lighting. Six respondents requested that the design of the roundabout incorporate good lighting. All of these respondents were in favor of the roundabout as the design alternative.

*Additional Comments*

Some additional comments made included:

- 1) Requests a “pedestrian scramble,” which stops traffic in all directions to let pedestrians cut across the intersection.
- 2) The intersection control should be a 5-way stop.
- 3) A 360 camera should be installed for monitoring the roundabout.
- 4) Concerns about construction.

**CONCLUSION:**

All modes of transportation (motorists, bicyclists, and pedestrians) prefer the roundabout alternative. The majority of reservations towards the roundabout alternative have to do with pedestrian safety. There is a perceived notion among commenters that did not attend the public meeting that vehicles will not stop for pedestrians. Additional reoccurring comments include the need for good lighting and RRFBs, which are both connected to pedestrian safety concerns. The majority (64%) of the 69 respondents were in favor of the roundabout design alternative.

**RECOMMENDATION:**

Based on public feedback and further analyses, our recommendation is to replace the Six Corners Intersection with a single lane roundabout. The single lane roundabout meets all of the project objectives which are:

- Increasing safety for all modes of transportation
- Maintain/increase capacity and efficiency of the intersection
- Provide a gateway to the Belle Sherman neighborhood

A design alternative comparison was given during the public presentation, weighing the advantages of the design alternatives against each other. The advantages of each alternative are given below.

<u>Traffic Signal</u>	<u>Roundabout</u>
1) Lower construction cost	1) More efficient operations
2) Less right-of-way acquisition	2) Minimal pedestrian delays
3) More intuitive for visually impaired pedestrians	3) Reduces vehicle speeds
	4) Lower long term maintenance costs
	5) Increases safety
	6) More sustainable
	7) Gateway/Aesthetics
	8) Reconstructs the road (longer life cycle)

As stated previously in this memo, public input shows some reluctance towards the roundabout due to the misconception of it not being safe for pedestrians. However, there are studies that provide data concluding that roundabouts are safer for pedestrians compared to conventional signalized intersections. The latest design guidance for roundabouts, the NCHRP 672<sup>1</sup>, shows that the pedestrian crash rate in pedestrian crashes per million trips for a modern roundabout is 0.33, while the pedestrian crash rate for a signalized intersection is 0.67. A roundabout design forcing lower speeds is a substantial safety benefit for all modes of transportation.

Therefore, a roundabout is recommended because it is the favored alternative by the public, it meets all of the project objectives, it improves safety for all modes of transportation, and has more advantages compared to a traffic signal.

---

<sup>1</sup> NCHRP Report 672, Roundabouts: An Informational Guide, Second Edition. National Cooperative Highway Research Program. Washington, D.C. 2010.

**9B. Recommendation to Pursue a Climate Smart Communities Grant - RESOLUTION**

WHEREAS, the NYS DEC is offering a Climate Smart Communities Grant Program funding opportunity with a due date of July 26 and past grant recipients of this program have funded sidewalk projects; and

WHEREAS, the City's Engineering Division have documented the need for new sidewalk construction along 500-1000 Giles St., and past Sidewalk Improvement District (SID) work plans have funded design studies along this corridor; and

WHEREAS, new sidewalk along this corridor would promote safer pedestrian access to the Mulholland Wildflower Preserve, reduce vehicle miles traveled, and increase access to the downtown commercial and public centers; and

WHEREAS, if the City was awarded this funding, the grant is a 50% match, then the SID #2 budget in 2020 would pay for the City's share of the project, and appropriate environmental reviews would be needed by the Board of Public Works before final approvals, now therefore, be it

**RESOLVED**, That the Board recommends, subject to amendment and approval by the Common Council, the City's attorney's office and Engineering Division be granted permission to pursue this grant as best fits the needs and interests of the City, and be it further

**RESOLVED**, That the Superintendent of Public Works be and hereby is authorized to execute these contracts and to administer the same.

**10A. Amendment to Vehicle and Traffic Schedule II: Speed Limits – Proposed Resolution**

WHEREAS, the Board of Public Works is authorized by Section 346-4 of the City Code to adopt and to amend a system of Schedules in order to administer the Vehicle and Traffic Law, and

WHEREAS, the City of Ithaca Transportation Engineer has determined that the speed limit along the entirety of Stone Quarry Rd. and along the 300 block of Spencer Rd. should be lowered from 30 miles per hour to 25 miles per hour, and

WHEREAS, the Board concurs with this determination, now therefore be it

**RESOLVED**, That Schedule II: Speed Limits be amended to read:

**§ 346-52. Schedule II: Speed Limits.**

A.

In accordance with the provisions of § 346-6, speed limits other than 30 miles per hour (and not associated with school speed limits) are hereby established as indicated upon the following described streets or parts thereof:

<b>Name of Street</b>	<b>Speed Limit (mph)</b>	<b>Location</b>
<u>Stone Quarry Rd.</u>	<u>25</u>	<u>Entire length</u>
<u>Spencer Rd.</u>	<u>25</u>	<u>300 block</u>





## CITY OF ITHACA

108 East Green Street Ithaca, New York 14850-5690

OFFICE OF THE CITY ENGINEER

Telephone: 607/274-6530 Fax: 607/274-6587

TO: Board of Public Works  
FROM: Kent Johnson, Assistant Transportation Engineer *KWJ*  
Eric Hathaway P.E., Transportation Engineer  
RE: Stone Quarry Rd. and Spencer Rd. Amendment to Vehicle and Traffic Schedule  
II: Speed Limits  
DATE: July 8, 2019

In accordance with the City of Ithaca's Traffic Calming Program request process, a resident from the 300 block of Spencer Rd. submitted such a request along with support from 17 nearby residents in August 2017. The request expressed the residents' concerns that traffic conditions may worsen in the 300 block of Spencer Rd. after the project to dead-end the 400 block of Spencer Rd. was completed. The main concerns expressed were: (1) the deteriorated pavement conditions may worsen, (2) traffic levels may increase. Though the residents supported the project to dead-end the 400 block, they hoped that the impacts of additional traffic could be mitigated via roadway repairs and the installation of traffic calming measures.

In mid-May of 2018 shortly before construction work in the 400 block of Spencer Rd. began, a traffic count was conducted in the 300 block of Spencer Rd. to gather baseline traffic condition data. A follow-up traffic count was conducted in the same location in mid-May 2019 to see how traffic conditions had changed. (Data was not collected for Stone Quarry Rd. traffic.) A summary of the results is listed below.

May 2018 'before' data:

85th percentile speed: 29 mph (southbound), 28 mph (northbound)  
Percent of vehicles over 30 mph: 14.6% (southbound), 8.6% (northbound)  
Average daily traffic: 2,560

May 2019 'after' data:

85th percentile speed: 35 mph (southbound), 33 mph (northbound)  
Percent of vehicles over 30 mph: 54.7% (southbound), 38.6% (northbound)  
Average daily traffic: 4,600

Other factors to consider:

- Spencer Rd. is a primary emergency response route for IFD - so speed humps would probably not be allowed.

- This street segment (300 block of Spencer Rd. and Stone Quarry Rd.) is classified as an Urban Collector - for this type of roadway, we would typically have a target speed range of 25-30 mph and a target volume range of around 2,000-8,000 vehicles per day.
- The City is looking into options for installing a new sidewalk along Spencer Rd. - which might address some of the residents' concerns.

**Evaluation:**

The evaluation of the feasibility and appropriateness of traffic calming measures for the 300 block of Spencer Rd. has not yet been completed – this analysis will occur along with the other traffic calming requests being evaluated in 2019 and recommendations will be submitted to the BPW for consideration in early 2020.

**Recommendation:**

Even though the evaluation has not yet been completed, Eric and I have confidence at this point that it would be appropriate to lower the speed limit along the entirety of Stone Quarry Rd. and along the 300 block of Spencer Rd. from 30 miles per hour to 25 miles per hour (which is the lowest allowable speed limit). The cost of this work can be adequately absorbed in the 2019 Traffic Calming Program budget so it does not necessarily need to follow the typical processing timeframe. The proposed 25 mph speed limit will more logically align with the existing 25 mph speed limit posted in the Town of Ithaca along Stone Quarry Rd. and is a more appropriate speed limit considering that pedestrians are required to walk in the travel lanes along this relatively narrow roadway. A resolution detailing the recommended amendments to the City Code has been provided for your consideration.

**10B. Amendment to Vehicle and Traffic Schedule I: Traffic Control Signals and Schedule VIII: Stop Control Intersections – Proposed Resolution**

WHEREAS, the Board of Public Works is authorized by Section 346-4 of the City Code to adopt and to amend a system of Schedules in order to administer the Vehicle and Traffic Law, and

WHEREAS, the City of Ithaca Transportation Engineer has determined that the traffic control operation at the Court Street and Plain Street intersection should be changed from signalized control to all-way stop control, and

WHEREAS, the Board concurs with this determination, now therefore be it

**RESOLVED**, That Schedule I: Traffic Control Signals and Schedule VIII: Stop Control Intersections be amended as follows:

**Schedule I: Traffic Control Signals.**

The following intersecting streets or locations are hereby designated for control by a traffic signal:

~~20. — Court Street and Plain Street~~

**Schedule VIII: Stop Control Intersections.**

In accordance with the provisions of §346-12, the following described intersections are hereby designated for control by an all-way stop as follows:

Court Street and Plain Street



## CITY OF ITHACA

108 East Green Street Ithaca, New York 14850-5690

---

OFFICE OF THE CITY ENGINEER

Telephone: 607/274-6530 Fax: 607/274-6587

TO: Board of Public Works  
FROM: Kent Johnson, Assistant Transportation Engineer *KWJ*  
RE: Amendment to Vehicle and Traffic Schedule I: Traffic Control Signals and  
Schedule VIII: Stop Control Intersections  
DATE: July 8, 2019

The City of Ithaca Transportation Engineer, Eric Hathaway P.E., has determined that the traffic control operation at the Court Street and Plain Street intersection should be changed from signalized control to all-way stop control. A resolution detailing the recommended amendments to the City Code has been provided for your consideration.