# AGENDA ITEMS

<table>
<thead>
<tr>
<th>Topic</th>
<th>Voting?</th>
<th>Presenter(s)</th>
<th>Time Allowed</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Call to Order/Agenda Review</td>
<td>No</td>
<td>Mayor Myrick</td>
<td></td>
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<tr>
<td>2. Mayor's Communications</td>
<td>No</td>
<td>Mayor Myrick</td>
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<td>3. Communications and Hearings from Persons Before the Board</td>
<td>No</td>
<td>Public</td>
<td>5 min.</td>
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<td>4. Response to the Public</td>
<td>No</td>
<td>Commissioners</td>
<td></td>
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<td>5. Reports</td>
<td>No</td>
<td>Various</td>
<td>15 min.</td>
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<tr>
<td>A. Special Committees of the Board</td>
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<td>B. Council Liaison</td>
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<td>C. Board Liaisons</td>
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<td>D. Superintendent and Staff</td>
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<td>6. Administration &amp; Communications</td>
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<td>7. Buildings, Properties, Refuse &amp; Transit</td>
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<td>A. Amendment to Vehicle and Traffic Schedule VIII:</td>
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<td>Stop Control Intersections – Resolution</td>
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<td>Transportation Engineer Eric Hathaway has provided a memo and report regarding the removal of the stop signs at the Spencer Road/Stone Quarry Road intersection.</td>
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<td>B. To select the 'Roundabout' design alternative for the Six Corners Intersection project – Resolution</td>
<td>Yes</td>
<td>Dir. of Eng. Logue</td>
<td>5 min.</td>
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<td>The enclosed resolution is the formalization of the Board's agreement that building a roundabout at the Six Corners intersection is the best option.</td>
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<td>9. Parking &amp; Traffic</td>
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<td>A. Donations and Memorials Policy from PRNC</td>
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<td>As a follow-up from the August meeting, this is a continuing discussion about the draft policy. Monica Roth has provided a memo explaining the policy and what the Commission would like from the Board.</td>
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<tr>
<td>B. Approval of Cass Park and Baker Park for the 2019 Sculpture Proposals – Resolution</td>
<td>Yes</td>
<td>Supt. Thorne</td>
<td>5 min.</td>
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<td>Additional information and a resolution authorizing the proposed locations in Baker and Cass Parks is enclosed for the Board's consideration.</td>
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<td>11. Water &amp; Sewer</td>
<td>No</td>
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<td>12. New Business</td>
<td>No</td>
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<td>13. Adjournment</td>
<td>Yes</td>
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Date Created: October 9, 2019

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.
8A. **Amendment to Vehicle and Traffic Schedule VIII: Stop Control Intersections – 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, considering the new design of the Stone Quarry Road and Spencer Road intersection, the City of Ithaca Transportation Engineer has determined that the traffic control operation at this intersection should be changed from 'stop control' to 'no traffic control' so that it functions as a thru street rather than as an intersection, and

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

**RESOLVED**, That Schedule VIII: Stop Control Intersections be amended as follows:

**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:

**Spencer Road and Stone Quarry Road**
TO: Board of Public Works  
FROM: Eric Hathaway P.E., Transportation Engineer  
RE: Resolution to Remove Stop Signs at the Spencer Rd. / Stone Quarry Rd. Intersection  
DATE: October 8, 2019

Over this past summer, the Spencer Rd. / Stone Quarry Rd. intersection was modified in accordance with the BPW’s direction based on feedback from residents and recommendations from staff. The resulting new intersection alignment has created a dead-end on Spencer Rd. south of the intersection so that the northern portion of Spencer Rd. continues in-line with Stone Quarry Rd., with just an intersection for bicyclists.

The originally approved plan called for the retainage of the stop signs at the intersection; however, staff observations and public feedback both suggest that this location would function better overall if the stop signs were removed. Local residents have noted that there is a very low compliance rate for drivers.

I have evaluated this location from an engineering perspective including sight distances, lane widths, and whether curve warning signs would be warranted if the stop signs were removed. My conclusion is that the stop signs should be removed. The attached article discusses the safety concerns associated with stop signs at intersections with unbalanced traffic levels along the main street and side street, such as this one. A resolution has been included for your consideration.

I believe that speed feedback signs are a better tool for reducing speeds and maximizing safety along this corridor. We have purchased two speed feedback signs and have created a work order for their installation.
To Get Safer Streets, Traffic Lights and Stop Signs Aren’t the Answer

- By Noah Kazis
- Apr 26, 2011
- 27

The addition of pedestrian refuge islands and bike lanes narrowed Brooklyn's Vanderbilt Avenue, slowing down speeding traffic and improving safety through changes to street geometry.

When faced with the question of how to fix a dangerous street, the first instinct of many New Yorkers is to call for the most familiar symbols of regulating cars: the stop sign and the traffic light. Nothing, they think, could more effectively force dangerous drivers to stop speeding through their neighborhood than these familiar red symbols. Just this month a community group in Manhattan Beach, Brooklyn asked the city to remove a bike lane and zebra stripes from Oriental Boulevard — measures that have a real traffic-calming effect — and add a new traffic signal where the road intersects with Falmouth Street. But stop signs and traffic signals are usually ineffective, even counterproductive, if the goal is to make streets safer.

Sometimes, the demand for traffic control devices is driven by good intentions, as when City Council Member Karen Koslowitz urged the city last year to stop treating Queens Boulevard "like it's a highway" and instead make it a "pedestrian-crossing street." Koslowitz was calling for a new traffic light at the intersection of Queens Boulevard and 80th Road.
Residents of Manhattan Beach know they have a speeding problem, but some mistakenly think that replacing this bike lane with new traffic signals will solve it. Photo: ##http://www.qaptainqwerty.com/2010/03/manhattan-beach-re-visited.html##Qaptain Qwerty##

Other times, it’s part of an attack on more effective traffic calming measures. During Dov Hikind’s epic tirade against NYC DOT at a Brooklyn Community Board 12 hearing last December, the assembly member contrasted the construction of pedestrian refuges on Fort Hamilton Parkway with his long campaign to get a traffic light installed elsewhere in his district. “You know, because you live there, you know how dangerous that corner is. I had a situation on East 4th and M, where people died, and the Department of Transportation turned down the traffic device four times,” said Hikind. Eventually he prevailed and a traffic light was installed at the location.

These fights — which local politicians apparently relish — can last years. Together, Peter Vallone Sr. and Jr. fought for a traffic signal at 21st Street and 30th Drive in Astoria for 41 years before a light was installed in 2008. Requests for stop signs or traffic lights are so common that the City Council recently passed a law requiring DOT to explain to community boards and Council members why it rejects them.

Each case is different, but in the aggregate, the reason traffic control devices aren’t installed more frequently is quite simple: They tend to make streets less safe, not more.

Reid Ewing, a professor at the University of Utah, literally wrote the book on traffic calming — the Institute of Transportation Engineers’ Traffic Calming: State of the Practice. “They’re good for traffic control,” said Ewing of stop signs and traffic lights. “They’re not so good for traffic calming.” In other words, they help make traffic flow in a more orderly fashion, but not necessarily in a safer one.

“We kind of panned stop signs as a traffic calming measure,” continued Ewing. “They don’t do a lot for speeding, because there’s a tendency for drivers to make up for the lost time.” That can lead to increased speeds midblock. Ewing did say that with enough stop signs, drivers will avoid a street altogether, reducing the number of cars but not the danger of each one.
This Queens Boulevard intersection, circa 2001, has plenty of traffic signals, but that doesn't mean it was safe. Signal retiming helped some, but a major change to the street geometry would do more. Photo: 
##http://www.angelfire.com/ny4/expwy/qb/phqbgrand.htm##Jeff Saltzman##

Sam Schwartz, the former New York City Traffic Commissioner, explained another problem with using stop signs as traffic calming devices. Schwartz said that if a stop sign doesn’t seem to belong in a location, some drivers will ignore it. “It may result in people crossing thinking they’re fully protected, when some driver thinks a stop sign doesn’t belong there and drives right through,” he said. “Putting the wrong traffic control device in can be a mistake, sometimes a fatal mistake.”

Similar problems arise if you install a traffic light where it doesn’t belong. “You’ll find the side street speeds actually increase,” said Schwartz. “When cars see the green light, they may floor it.”

Schwartz recalled a study he worked on while at DOT. A number of traffic signals that did not meet federal guidelines had been installed when local residents demanded them. “Statistically, crashes went up when traffic signals were introduced as a result of political pressure rather than the warrant,” said Schwartz. According to that report’s executive summary, crashes rose by 65 percent where unwarranted signals were installed.

In limited situations, however, retiming the signals at existing traffic lights can improve traffic safety. “Traffic signals can be timed in those few cases where you have the right spacing for a slow progression,” explained Ewing, who cautioned that “you have to have very special conditions where the signals are spaced just right.”

Schwartz pointed to Queens Boulevard, where he said signal retiming has helped pedestrians make it across the so-called Boulevard of Death. “It can work,” he said. Even on Queens Boulevard, though, Schwartz said a change to the design to the street’s geometry would have been preferable. Signal retiming also carries drawbacks like potentially increased traffic congestion and more rear-end crashes, said Schwartz.
Neckdowns, like this jumbo-sized one at the corner of Smith and Bergen, narrow pedestrian crossing distances, force drivers to turn more carefully, and send visual cues to slow down, providing real traffic calming and safety benefits. Photo: http://www.streetsblog.org/2009/08/28/now-thats-what-i-call-a-neckdown/

NYC DOT posts similar reasoning on the FAQ section of its website. “In some areas where speeding is a problem, residents believe that a traffic signal is needed to address the speeding problem. In fact, traffic signals sometimes result in greater speeds as drivers accelerate to try to get through the signal before it turns red.” With regards to stop signs, DOT writes, “Studies made in many parts of the country show that there is a high incidence of intentional violations where stop signs are installed as ‘nuisances’ or ‘speed breakers.’ While speed is reduced in the immediate vicinity of the ‘nuisance’ stop signs, speeds are actually higher between intersections than they would have been if those signs had not been installed.”

Instead of stop signs and traffic signals, street safety advocates suggest physically altering the street to slow down traffic. “Because traffic signals and stop signs are not self-enforcing — they don’t come with a physical component that requires drivers to slow down — they can easily be ignored by drivers, especially if there isn’t visible enforcement by the police,” said Transportation Alternatives safety campaign director Lindsey Ganson. “Traffic can be calmed and pedestrian safety improved with other treatments, like speed humps or curb extensions, that are physically self-enforcing, treatments that force drivers to regulate their traveling speed.”

Acknowledging that many concerned citizens will nevertheless request stop signs or traffic signals, Ganson said that “when communities request safety improvements from the DOT it is most important to emphasize the problem and the overall need for safety improvements rather than request a specific solution.”
8B. **To select the ‘Roundabout’ design alternative for the Six Corners Intersection project – Resolution**

WHEREAS, C&S Engineers provided a summary of public feedback and engineering analysis regarding the two design alternatives (a new traffic signal OR a new roundabout) being considered for the Six Corners Intersection project in their memorandum to the Board of Public Works dated July 8, 2019, and

WHEREAS, the memorandum describes a preference by both the public and the involved engineers for the ‘roundabout’ design alternative, now therefore be it

**RESOLVED,** That the Board of Public Works hereby selects the ‘roundabout’ design alternative.
TO: Board of Public Works
FROM: Eric Hathaway P.E., Transportation Engineer
RE: Resolution to select roundabout design alternative for Six Corners project
DATE: September 27, 2019

At the July 16, 2019 Board of Public Works meeting, C&S Engineers provided a summary of public feedback and engineering analysis regarding the two design alternatives (a new traffic signal OR a new roundabout) being considered for the Six Corners Intersection project in their memorandum to the Board of Public Works dated July 8, 2019. As described in this memorandum, both the public and the involved engineers preferred the roundabout design alternative over the traffic signal design alternative.

The BPW is responsible for determining which design alternative is selected and a resolution has been provided presuming BPW’s agreement with C&S’s recommendations.
MEMO to City of Ithaca Board of Public Works

From: City of Ithaca Parks, Recreation and Natural Resources Commission

RE: Recommendation to establish a Memorials Policy

The City of Ithaca currently has no official policy for acceptance of donations or establishment of memorials in City parks (including the City Cemetery) or Natural Areas and the Board of Public Works has previously requested that such a policy be prepared for consideration, and whereas, the Parks, Recreation and Natural Resources Commission was given the charge when established by Council to research approaches to memorials, and for that purpose formed a subcommittee with commissioners Monika Roth (chair), Hannah George, Tyler Moeller and Mickie Sanders-Jauquet, along with City Forester, Jeanne Grace, that has drafted a policy for consideration by the Board of Public Works.

In drafting a policy, our approach has been to be comprehensive addressing the mechanisms by which donations intended for the City parks and natural areas or cemetery would be accepted. We have drafted a policy for consideration along with supporting materials - application form, process for reviewing and approving applications, tracking form, draft acceptance and thank you letters, and we have considered a timeline that would fit best with City staff ability to install memorials. In addition, we have created categories of donations to include: unrestricted donations for general improvements, memorial trees, memorial benches, and other durable items such as picnic tables, water fountains, trash receptacles, signage or other such items that staff identify as being needed in particular sites. Based on the City of Ithaca Parks & Recreation plan, we have also extracted information included in a wishlist by location. In doing research and discussing the costs with staff, we have set donation amounts at a level that would cover maintenance costs. And we are also recommending that donations have a 10-year life span, after which a donor may wish to renew for continued maintenance.

By developing a comprehensive package, we feel that we have addressed the key concerns that have been raised in the past regarding memorials.

The PRNR Commission is willing to play an active role in reviewing donor applications and making recommendations for BPW approval. We are asking BPW for input on the proposed policy and process. And further we are asking if BPW is willing to hear recommendations from PRNR and give final approval to memorial requests brought forth for review annually in October. (Note: based on input from staff, we anticipate this number of donor applications will not be huge...maybe 5-10 per year). Another question is, does this have to go to Council for approval.

We have also been informed by Steve Thayer, City Controller, that a dedicated fund for donations can be created and used by DPW staff for purposes in the memorial policy.

Respectfully submitted by: Monika Roth, PRNR Commission Chair
And Memorials Subcommittee members – Ty Moeller, Hannah George, Mickie Sanders-Jauquet
City Staff – Jeanne Grace and Jim D’Alterio
10/9/2019
Enclosed: DRAFT Policy, Application form, Process timeline
DONATION & MEMORIAL POLICY FOR CITY OF ITHACA PARKS AND NATURAL AREAS

A. Summary: This policy establishes the mechanisms by which donations intended for City of Ithaca parks and natural areas shall be accepted by the City. This policy encompasses donations for the installation and maintenance of structures, amenities, plants, and other features including, in particular, the establishment of memorial benches and trees, in City parks, natural areas, and cemeteries.

B. Establishment of Policy: In accordance with New York State General City Law § 20(3) and the existing City of Ithaca Solicitation and Gifting Policy, the City is prohibited from soliciting donations but may choose to accept donations. The Parks, Recreation and Natural Resources Commission (PRNR) provides advice and public input to the Board of Public Works and the City on matters pertaining to parks and open spaces and their access and use by the public. This policy was prepared and recommended for approval by the PRNR Commission.

Cass Park is managed by the Ithaca Youth Bureau. All other City parks, natural areas, and cemeteries are managed by the Parks and Forestry Division of the Department of Public Works Policies. Policies and procedures for these areas are established and overseen by the Board of Public Works, subject to Common Council Review. In order to establish a donation policy for these areas the Board of Public Works therefore approved this policy on Month, Day, Year and furthermore delegates responsibility for acceptance of donations to the PRNR, to be approved by Department of Public Works staff.

C. Establishment of a Dedicated Account for City Parks, Natural Areas, and Cemeteries
In order to ensure that memorial donations are used solely for the benefit and improvement of City parks, natural areas, and cemeteries, a dedicated account will be created where all such memorial donations will be directed, and used as needed by the Department of Public Works for the installation and maintenance of memorials, as well as general maintenance and improvement of the parks, natural areas, and cemeteries.

D. Donation Guidelines
I. Unrestricted Donations: The City of Ithaca accepts unrestricted memorial donations of $20 and greater. Donations will be used by the Department of Public Works for the purpose of improving and maintaining City parks, natural areas, and cemeteries. Each year all donor contributions will be publicly recognized.

II.a. Memorial Tree Donation: The establishment of a memorial with a new or existing tree in a City park, natural area, or cemetery will be created with a $2000 donation for a new tree or $500 for existing tree. The tree will be maintained for ten years. Should the tree perish within the ten year period, the tree will be replaced no more than once. Donor may request the tree’s location but the City retains final discretion over the specific location of memorial tree and may deny or propose an alternative location. The memorial will be publicly acknowledged throughout the
10-year period by way of an online register. No physical plaque will be placed on or near memorial trees.

II.b. Memorial Bench Donation: The establishment of a memorial with new or existing bench and plaque in a City park or natural area will be created with a $5000 donation for new bench with plaque or $2500 for existing bench with plaque. Bench and plaque will be actively maintained for ten years. Donor may request the location but the City retains final discretion over the specific location of memorial bench and may deny or propose an alternative location.

III. Other Donations: Donations of $500 and greater will be accepted for specific items and amenities, and projects, excluding memorial trees and benches described above, pursuant to their necessity and suitability as indicated by the Department of Public Works.

E. Donation Procedure. An application form must be completed for all donations. Donor will specify donation request and, if necessary, wording on plaque. Submitted application forms will then be reviewed by PRNR at its next monthly meeting in consultation with the Department of Public Works or the Ithaca Youth Bureau, as appropriate. Approval will be dependent on feasibility and current needs of the City. The City retains final discretion to deny requests that are found to be unsuitable, such as memorial plaque inscriptions deemed inappropriate.

Installation of trees, benches, and other items will take place annually in early spring. Application forms must be received by September 1st for installation in the upcoming spring. Applications will be reviewed at the October PRNR meeting. For applications that are approved, donation to the City must be received by December 1st. Donors will be acknowledged via public announcement and thank you card.
CITY OF ITHACA DONATIONS & MEMORIALS APPLICATION FORM

APPLICANT INFORMATION

Name: __________________________ Date: __________________________

Phone: __________________________ Email: __________________________

Home Address: __________________________

City: __________________________ State: __________ Zip: ______

City of Ithaca Resident: □ Yes □ No

DONATION TYPE

□ General Unrestricted for City parks, natural areas, and cemeteries ($20 or greater)
  Donation Amount: ______________

□ Memorial Tree (new tree $2000 or greater, existing tree $500 or greater)
  Donation Amount: ______________

□ Memorial Bench (new bench $5000 or greater, existing bench $2500 or greater)
  Donation Amount: ______________

□ Other Memorial ($500 or greater)
  Memorial Type ______________
  Donation Amount: ______________

FOR MEMORIAL DONATIONS ONLY

Preferred Memorial Location

Please refer to Locations described in the Park Wishlist, and ensure that your preferred locations have a need for the type of memorial you have selected. Memorials will only be accepted in locations with existing need, though the City retains final discretion.

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<th>First Choice Location</th>
<th>Second Choice Location</th>
<th>Third Choice Location</th>
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Memorial Text:

Those donating a memorial bench, etc. may elect to have a memorial plaque engraved with text of their choosing, subject to approval. The text is limited to 3 lines, and 40 characters (including spaces) per line due to the size of the plaque.

Line 1: __________________________

Line 2: __________________________

Line 3: __________________________

Those donating a memorial tree may elect to contribute a photograph and short paragraph (no longer than 200 words) about the person being remembered and/or celebrated to a memorial tree website.
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<tr>
<th>Inquiry &amp; Application</th>
<th>Fall Review</th>
<th>Notify Donor &amp; Receive Funds</th>
<th>Install Memorial</th>
<th>Acknowledge Donor</th>
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<tr>
<td>Inquiries are received and directed to the website, which contains the policy, wishlist, and application form. Further questions are addressed by Jeanne, Jim, or PRNR Commissioners.</td>
<td>Applications are due by September 1. PRNR sub-committee and Jeanne review applications and make preliminary recommendations. The applications are presented to the full PRNR Commission in October, and PRNR makes a recommendation to City Staff (DPW, Jeanne, Jim) whether to approve memorials or not. Decisions are finalized by City Staff.</td>
<td>Applicants are notified of approval by the end of October. Payment is due to the City of Ithaca by December 1, and is deposited in a dedicated fund account for City parks, natural areas, and cemeteries.</td>
<td>Product is ordered by City Staff following payment, and installed in early spring by City Staff or contractors.</td>
<td>All donors are sent thank you letters and acknowledged publicly on a new memorial website.</td>
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To: Board of Public Works
From: Alex Phillips, Planner
Date: October 9, 2019
RE: 2019 Sculpture Proposals – Site Approvals

The Community Life Commission is considering a recommendation for two unrelated sculpture proposals located in the two of City’s public parks, Baker Park and Cass Park. The proposed sculptures are available for review at the Department of Planning, Building, Zoning & Economic Development in City Hall, 108 E. Green Street, Third floor, or on the City’s Public Art website at https://www.cityofithaca.org/631/Public-Art.

The "Anthropocene" sculpture proposal by artist Monica Franciscus would be located at the edge of Baker Park. The proposal's final product would serve as an educational device for students from kindergärtners through undergraduates. The proposal hopes to inspire and organize thinking on the present state of the world (economically and ecologically), and to imagine future possibilities about what can and should be. The proposed sculpture "Anthropocene" is a large hollow circle, 12’ high, comprised of industrial relics, reused car parts, crushed, smoothed and welded to an interior frame. The colors of the parts illustrate climate temperature zones. Solar-powered lights are affixed within the crushed parts, illuminating down upon the structure at night, mimicking earth's solar halo on its dark side, and symbolizing sustainability.

"Gromely" is a proposal from the Tompkins Giant Project led by CAP, the Community Arts Partnership. The project adapts the myth of the Taughannock Giant to celebrate creativity in this place where all things are possible. The sculpture stands 20’ tall and designed with an armature of steel tubing that will be bolted together on site. Recycled steel tubing ranging in sizes from 1-, 2-, and 4- inches square would be welded together to make to the outer layer of the sculpture. This outer layer will also feature a patina that will be sprayed in a clear finish to ensure a lasting protective coat.

The Community Life Commission will determine a recommendation for both sculpture proposals at its upcoming meeting pending site approval from the Board of Public Works. As of its September 17, 2019 meeting the Community Life Commission recommended both proposals to the Board of Public Works for site approval. The Community Life Commission is requesting BPW approval of these site locations for the potential sculpture projects. Attached are project renders, documents, and summaries, for the proposals. If you have any questions or comments, please contact Alexander Phillips, planner at (607) 274-6556 or aphillips@cityofithaca.org.
ANTHROPOCENE: ART, SOCIAL SCIENCE AND SOCIAL VISION

In the perceptual rendering of human experience and thought, art both reflects social existence, and asserts the possibility for transforming social existence. Art’s capacity for transformative perception holds potential for enriching social science, given society’s inability to resolve its twin existential dilemmas, namely growing economic inequality and escalating climate change. Any practical solution to either of these dilemmas depends upon social transformation. This, in turn, depends upon people’s capacity to envision transformation and its rationale, as well as the final result. Positive social transformation is possible to the extent that leaders, along with a significant number of people, hold fast to a clear vision of what needs to change and how a new society can come about.

Social transformation is presently underway due to innovations in science and technology, giving humanity the opportunity to consciously shape its own future. This proposition is evident when examining rates of change over the past 50 years (Ford 2014; Green 2019; Kaku 1998). Since their invention in the 1960s, microprocessors have grown in processing power exponentially, as has scientific knowledge. This suggests that future economic, social and political structures will be organized around qualitatively different logic, and that the character of this difference will be determined by what people do.

Our proposed multidisciplinary collaboration is between an artist and a social scientist. It deploys a sculpture to inspire and organize thinking on the present state of the world (economically and ecologically), and to imagine future possibilities about what can and should be. The proposed sculpture "Anthropocene” will be placed on Cornell campus and is a large hollow circle, 12’ high, comprised of industrial relics, trashed car parts, crushed and welded to an interior frame. The colors of the parts illustrate climate temperature zone; chrome bumpers at the top and bottom represent the Arctic/Antarctic, the adjacent level made from green and yellow parts corresponding to bodies of water and plant life, and the equator region is red and orange corresponding to the warmer equatorial region. Solar lights are affixed within the crushed parts, illuminating the structure at night, mimicking earth’s solar halo on its dark side, and symbolizing ‘sustainability.’

The round form illustrates unity and our shared space on earth; cause and effect. The meaning is: what goes around comes around. Industrial fossil fuels are the largest source of greenhouse gasses, and automobiles symbolize the destructive use of industrial era technology for private profit. At earlier stages of development, the auto industry provided mass industrial employment. Cars were a symbol of social status and seeming efficiency. Humanity now has the technological capacity to build electric cars, and more broadly, to establish new sets of relationships that address the public purpose for planetary balance benefitting from the ever-evolving tools of science.

Description of activity/project

The sculpture is designed by artist Monica Franciscus (2019) and built in collaboration with a team of welders and contractors. Taitem Engineering (2019) has provided stamped structural drawings

Viewers may interact directly with the Anthropocene sculpture by walking through it; it is slightly sunk into the ground. There will be a plaque nearby with a website address where the public can partake in a questionnaire, and offer commentary. The website will feature the project rationale, and a blog.
Several separate audiences will engage with the sculpture. First, Cornell scientists, among the architects of the ongoing scientific revolution, will be interviewed for their take on the present global economic and ecological crises and possible solutions. Second, the sculpture will engage local residents whose feedback is particularly interesting given that Ithaca is within the “rust belt region” which has been deindustrializing since the 1970s. The proposal is integrated with a large undergraduate class (DSoc 1101; taught by the principal investigator) to experiment with the sculpture as a component of the curriculum. The students will conduct interviews (a Human Subjects IRB application is currently under review). The artist will approach elementary, middle and high schools to conduct workshops about the sculpture, to discuss art and society and how materials in the sculpture convey social concepts.

Visitors will be encouraged to leave comments on the website, and a set of self-selected DSoc 1101 students will analyze these comments and the questionnaire, and respond to a set of four structured questions, and the responses posted to a research blog. These students will have substituted their final examination for work on the sculpture research, namely interviewing scientists, analyzing the survey data and posting findings to a class sponsored research blog.

The artist will respond to the students’ posts, and the principal investigator will utilize these interactions to facilitate a two-way dialogue between social science concepts and art. The boundaries of each discipline will be explored, and forms of fruitful interaction identified.

This project aims to:
1) illustrate and conceptualize the frontier between art and social science, and possibilities for stimulating and inspiring awareness and efforts toward social transformation; 2) determine the extent that citizens’ and scientists’ conceptualization fit real possibilities for sustainable and equitable development under the options presented by current technological means and scientific trends; 3) estimate how scientists and citizens define and understand the conceptual interrelationships between sustainability, inequality, science and technology, and the extent that the sculpture assists in furthering this understanding.

References
FOOTING MAT PLAN
SCALE: 3/8"=1'-0"

BASE PLATE DETAIL
SCALE: 3/4"=1'-0"

STEEL FRAME ELEVATION & FOOTING MAT SECTION
SCALE: 3/8"=1'-0"

NOTES:
1. ALL STEEL SHALL BE 58 KSI YIELD STRENGTH, EXCEPT STRUCTURAL TUBE SHALL BE 48 KSI.
2. ALL STEEL SHALL BE SHOP PRIMED WITH A RUST-PROOF PRIMER & FIELD PAINTED W/1 COAT OF EPOXY PAINT.
3. CONCRETE STRENGTH SHALL BE 4,000 PSI W/ W/C = 0.40 AND AIR-ENTRAPMENT ADmix.
4. CONTRACTOR SHALL SUBMIT CONCRETE MIX DESIGN, SHOP DRAWINGS AND STEEL SHOP DRAWINGS FOR APPROVAL PRIOR TO ORDERING AND/OR FABRICATION.
5. MAXIMUM WEIGHT OF SCULPTURE CAP PARTS SHALL NOT EXCEED 2,200 LBS.
6. DESIGN PARAMETERS:
   A) ASSUMED ALLOWABLE BEARING = 2,000 PSF
   B) SOIL DENSITY = 100 PSF
   C) WIND SPEED Hu = 175 MPH, EXPOSURE C
The Tompkins Giant Project

Sculpture title: Gromely
Artist: Jarod Charzewski
Contact info: Jarodcharzewski@hotmail.com
Cell: 612-701-4883

The Tompkins Giant Project has inspired me to create something grand in scale and visually fantastic. Something that will be a landmark for the town of Ithaca NY that will inspire its residence as well as its visitors for years to come. Gromely is the name of the figure I have designed. It encapsulates aspects of the original story of the Tompkins Giant as well it fosters a sense of fantasy and wonder.

Drawings
The towering sculpture stands a full 20 feet tall. The piece is designed with an armature or skeleton of steel tubing that will be bolted together on site. In keeping with the conceptual thread of my portfolio the outer layer would be made mostly of recycled steel tubing with sizes ranging from 1, 2 and 4-inch square and welded together. This material was chosen for its durability in the natural elements. This will provide a maintenance free public sculpture long into the future. Each piece of the outer layer would have a patina that would create a spectrum of natural colors to blend with fall colors of the region. The entire piece will be sprayed in a clear finish to ensure a lasting protective coat.
The Outer Shell

The sculpture will have a multi colored patinaed surface then clearcoated for long lasting protection.

Like all my public work consultation with a structural engineer would take place. This would provide a credible method of construction of the steel tubes as well as the foundation. The piece would be built entirely in my studio space at the College of Charleston. There I have ample space and equipment to build the piece as well as plenty of assistance to help stay on schedule. I would transport the sculpture to Ithaca in pieces and assemble it in place. The piece would require a reinforced concrete slab be poured in place. There would be nothing unique about the slab and can be poured by any local contractor.
The piece will be constructed on a 4" square x 1/4" steel tube armature frame. The piece will be made in pieces, transported and bolted together on site.
The armature would be anchored to the slab using ASTM F1554 10"x 5/8" hot dipped galvanized threaded rod. The rods would be fastened to the slab with a Hilti HY- Hit 200A injectable adhesive or as prescribed by my structural engineer. I have used this system for much heavier loads in the past and always had great success.
Budget

Fabrication expenses $1200.00
New steel tubing for armature $2100.00
Recycled steel tubing for outer layer $1800.00
Patina $250.00
Clear coat sealer $420.00
Installation expenses $450.00
Fabrication assistance $2700.00

Shipping $3300.00
Personal Travel $350.00
Accommodations on site for 5 nights $400.00

Artist fee $5030.00

Total $18000.00

Site preparation

The piece would require a minimum 16'x14'x6" reinforced concrete slab. This would need to be poured 7 days before my arrival. The cost of the slab would be between $3500.00 and $4000.00. I would need two able volunteers to help assemble the piece. I would require a JLG Telescopic Boom Lift rented for duration of the install. On site assembly would take between 2 and 4 days.

Time frame

Late June - consult with my structural engineer
July 1st - begin fabrication
Mid-September - complete fabrication

Late September – ship to Ithaca NY
Early October – 4 days to install - project complete