

From: Dave Nutter  
To: bpac@icycle.org  
23 Jan 2010 08:27:13 -0800  
Subject: Re: [BPAC] Bike Plan Next Steps

Kent,  
Please tell us the cost estimate to just add bike lanes  
(but NOT change center lines) in just the portions of  
projects where this can be done:

\* Hector Street from Fall View Terrace to the City Line.

\* Lake St both sides from the City Line to Lincoln St;  
one side from Lincoln to curve above Gun Hill Apts;  
University Ave one side from Lake St to West Ave.

\* Mitchell St from State St to Ithaca Rd one side;  
Ithaca Rd from Mitchell St to Dryden Rd one side  
(if the center line allows this).

I think these may be very good options.

--Dave Nutter

On Friday, January 22, 2010, at 07:25PM, "Dave Nutter" wrote:

>Again, I'm with Andrejs. We should accomplish as much discussion  
>and information-sharing as possible on the listserv between meetings.  
>That way we'll be able to come to conclusions more quickly at meetings and  
>cover more topics. It already seems to me like we missed a year of  
>potential projects here. When I first saw this list I thought it was aimed  
>at 2010.  
>  
>Here's some basic info. On NYS 89 it's a mile from the end of NYSDOT's  
>good pavement coming off the north end of the bridge to where the speed limit  
>goes up to 45mph and the road starts to climb. The southern half mile is in  
>terrible shape, especially the shoulders. This ends just includes the driveways  
>for Cass Rink. The north half is in better shape, and the shoulders are about  
>as good as the rest of the road. Perhaps the southern half could be done this  
>year, including its shoulders, and the northern half next year, including its shoulders.  
>Adding shoulders after repaving the center lanes would likely crack quickly and  
>badly along the seam and not provide the benefit of longer lifespan for the road,  
>so whatever gets done should include shoulders.  
>  
>Here's my general thought about the list Kent sent. I am for continuing to

>install bike lanes. To me bike lanes are far more valuable and a better value for  
>limited resources compared to boulevards, shuttles, and lockers ("other" list  
>at the end). As far as improved advocacy, outreach & education, Ithaca certainly  
>needs this. I still think the best conduit for info to riders would be through a  
>registration program (preferably mandatory, but voluntary would be helpful if it  
>can be made to work), and the feedback from riders would best be through some  
>multimedia combination - phone, electronic, paper - that would be easy for  
>riders to make suggestions/requests/complaints. They should get an immediate  
>response as well as an update when their issue is addressed, and BPAC should  
>participate along with staff.

>

>I also support the items which are marked as funded: the Clinton/Prospect bridge  
>replacement, sidewalk completion, intersection tidying (technical term, sorry)  
>& climbing bike lane; and installation and upgrading of bike racks. I assume they  
>will happen at their own pace and don't need to be part of this prioritization.

>

>Back to the general list.

>Let me explain better the last bike lane item, "Lake St" which I believe is included  
>because of my suggestion at last night's meeting. What I intend (per the bike plan)  
>is to connect East Shore Drive, which has paved shoulders to the City Line, to  
>Cornell University past Ithaca High School, noting that Boynton Middle School,  
>the Youth Bureau, the Tompkins County Chamber of Commerce and Visitor Center,  
>Stewart Park, and phase 3 of the Cayuga Waterfront Trail would also be better  
>connected to the City by this project. Thus this project should be more than "uphill  
>direction only." It should have bike lanes on both sides from the City Line past the  
>High School, Ithaca Falls, and Falls Street all the way to Lincoln Street, where the  
>hill begins in earnest. From Lincoln Street up the hill it certainly should be just the  
>climbing lane. This would go up, around the first bend and past Gun Hill apartments.  
>Everything to this point I believe can be done without moving centerlines, because  
>Lake St south of Lincoln is 28' wide with the line in the middle. The southbound 14'  
>can be divided 10' and 4'. Above the bend above Gun Hill until the 4-way stop at  
>Willard / Lake / University / University there is the issue of on-street parking not  
>allowing enough room for a bike lane. That could either be changed or kept at least  
>for the time being or until the road needs resurfacing. In the next 2 blocks, going up  
>University past Stewart Avenue to West Avenue there is no parking and I believe a  
>4' or 5' bike lane could be installed immediately. Those blocks are 28' or 30' wide.  
>When repaving next happens, the center line can be shifted and the bike lane widened.  
>It would be good to do this the same year that phase 3 of the Cayuga Waterfront Trail  
>is done. This project serves both the flats and a hill.

>

>I like complete projects, but I'm also cheap, plus I want at least some of the benefits  
>happening sooner rather than later. If we need to use money and don't have  
>enough to complete projects, let's get the easy parts done - all the striping that doesn't  
>require grinding - if there can be an understanding that the rest will be completed when  
>the pavement is resurfaced.

>

>If Mitchell St & Ithaca Rd are to be part of a more complex traffic-calming plan, how  
>would it be funded? Can we ensure that the elements will be bike-friendly? When  
>would it happen? This has the benefit of being the obvious next step after last year's  
>bike lane up to Mitchell.

>

>Doing any two of the 4 bike lane projects (Hector, Mitchell/Ithaca, Old Elmira, Lake/  
University)

>in 2010 would demonstrate a commitment and continuation of the bike plan implementation.

>

>--Dave Nutter

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>On Friday, January 22, 2010, at 01:27PM, "Andrejs Ozolins" wrote:

>>Kent Johnson wrote:

>>> Please feel free to respond to this email, but, because of the  
>>> complexity of these topics, questions/comments would probably be  
>>> easier to address at the next BPAC meeting.

>>I strongly disagree with this. The complexity of the topics prevents  
>>them being fully addressed at any meeting, whereupon an entire month  
>>transpires before the next fragmentary discussion.

>>

>>On the other hand, this email list enables participants to engage in  
>>lengthy, detailed examination of any issue. Accompanied by exhibits on a  
>>website, this is a far more powerful venue than the meetings.

>>

>>Andrejs

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