

**Stantec**

To: Darcy Binns
President, Forest Home
Improvement Association

From: Steve Abendschein
Stantec Consulting

File: PN# 190710232
Cornell Master Plan/Forest
Home Traffic Calming Study

Date: July 13, 2007

Reference: Forest Home Traffic Calming Plan

The following comments are being submitted following your request for our professional input on the Forest Home Traffic Calming Plan. The following memorandum summarizes Stantec Consulting's comments regarding the Forest Home Traffic Calming Plan. Our comments and recommendations are based solely on the draft executive summary of the Forest Home Traffic Calming Plan and do not include a review of any of the detailed plans the report references, which were not attached.

The Forest Home Traffic Calming Plan seeks to complete and enhance the existing pedestrian and bicycle networks throughout the Forest Home community. In addition, the Plan calls for the installation of pedestrian-scale lighting along all pathways. We believe these improvements would benefit the safety of pedestrians and bicyclists traveling through Forest Home and increase the walkability of the area. Furthermore, as part of Cornell University's Comprehensive Master Plan (CMP), we are investigating the concept of connecting pedestrian and bicycle networks with Forest Home to provide complete pedestrian and bicycle systems throughout the area.

The redesign of "T" intersections to a "Y" configuration may actually increase vehicle speeds as the desired paths of vehicles are straightened from a 90 degree turn to a straighter movement. For other turns, the tighter turn may force vehicles to turn into opposing lanes. Neither of these impacts is desirable. The current "T" design effectively slows traffic which must take the 90 degree turns at slower speeds.

Lastly, but most importantly, we are concerned about the roadway narrowing proposed. The Plan intends to slow vehicles traveling through Forest Home by narrowing all roadways from existing 10-11' lanes to 9' lanes with 1-1.5' cobbled bands on both sides of the roadway. This narrowing could cause problems for larger vehicles, including TCAT buses and emergency vehicles. Also, since Ithaca receives a significant amount of snow each year, the excess snow may cause

Reference: Forest Home Traffic Calming Plan

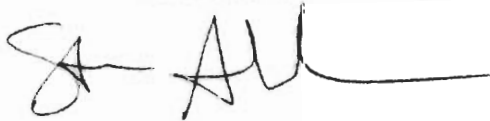
these travel lanes to function at an effective width even narrower than 9'. It is our recommendation that, in general, no roadway narrowing should be undertaken. If the desire is to slow traffic, other measures should be considered for implementation.

The Plan addresses the needs for pedestrian and bicycle safety improvements admirably. To calm traffic, we believe other solutions suggested, such as speed tables or high visibility crosswalks, should be implemented instead of roadway narrowing and intersection redesign.

It should be noted that the CMP will also be addressing traffic circulation to calm traffic as well as discourage travel through Forest Home. For example, the CMP is looking at the feasibility of reconfiguring the intersection of Credit Farm Drive at Pleasant Grove Road to direct vehicles onto Cornell's campus as opposed to through Forest Home.

We hope our review and comments will be helpful to you and the Forest Home community in refining the plan. Please contact us if you have further questions.

STANTEC CONSULTING SERVICES INC.



Steven Abendschein
Transportation Engineer
Steven.Abendschein@stantec.com

Attachment:

cc. Tom Harknett, Cyndi Rottenberg-Walker, Tim Smith, Mina Amundsen