

**Village of Lansing's**  
**North Triphammer Road Project**  
**Email Messages**

Email messages received:

To: BUCKNYL@aol.com, DLH@LNS62.LNS.CORNELL.EDU,  
gmk7@cornell.edu (George McTurnan Kahin),  
Caren@clarityconnect.com (John Caren),  
lf10@cornell.edu (Larry Fresinski)  
From: vlansing@clarityconnect.com (Village of Lansing)  
Date: Fri, 31 Oct 1997 10:01:34 -0500

To: vlansing@clarityconnect.com  
From: "Robert E. Marra" <rem3@cornell.edu>

I would like to add my comments to the current issue regarding bike lanes slated for the Village of Lansing. As a year-round commuter bicyclist who cycles in and around Lansing regularly, I think it is crucial that you carry through on these plans. The future of our communities depends, in part at least, on people such as myself who have decided that fuel consumption/air pollution aren't the only way for a community to thrive. Therefore, cyclists need to be treated not as an oddball special interest group but rather as a forward-looking and important component of the community that should be cherished.

Sincerely,  
Robert E. Marra

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\* Bob Marra \*  
\* 316 Turkey Hill Road \*  
\* Ithaca, NY 14850 \*  
\* 607-273-0680 \*

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To: gmk7@cornell.edu (George McTurnan Kahin), BUCKNYL@aol.com,  
DLH@LNS62.LNS.CORNELL.EDU, Caren@clarityconnect.com (John Caren),  
lf10@cornell.edu (Larry Fresinski)  
From: vlansing@clarityconnect.com (Village of Lansing)  
Subject: N Trip  
Date: Fri, 31 Oct 1997 12:29:56 -0500

>X-Sender: ezhl@postoffice.mail.cornell.edu  
>Date: Fri, 31 Oct 1997 12:51:35 -0400  
>To: vlansing@clarityconnect.com  
>From: Ellen Harrison <ezhl@cornell.edu>  
>Subject: N Trip

>  
>Hi,  
> I just want to state my strong support for provisions which Lansing is  
>proposing for bike lanes as N. Triphammer is rebuilt. As a bicyclist who  
>uses that road and route to get to the Mall, I am so pleased that the  
>Village is committed to making it safer. The more of us who use our bikes,  
>the fewer cars on the road! I have also been working to get Cayuga Heights  
>Village to include provisions for bikes as they rebuild their section of N.  
>Triphammer and I am delighted that they too plan to provide bike lanes.  
> Yours truly - Ellen Z. Harrison, 115 E. Upland Rd, Ithaca 14850

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To: gmk7@cornell.edu (George McTurnan Kahin), BUCKNYL@aol.com,  
DLH@LNS62.LNS.CORNELL.EDU, Caren@clarityconnect.com (John Caren),  
lf10@cornell.edu (Larry Fresinski)  
From: vlansing@clarityconnect.com (Village of Lansing)  
Subject: bike lanes  
Date: Sun, 2 Nov 1997 15:58:16 -0500

>From: kwb6@cornell.edu  
>Date: Fri, 31 Oct 1997 21:00:49 -0500 (EST)  
>X-Sender: kwb6@travelers.mail.cornell.edu  
>To: vlansing@clarityconnect.com  
>cc: 104607.365@compuserve.com  
>Subject: bike lanes

>  
>Dear Lansing village:  
>I'm writing to thank you for the bike lanes you have provided for bike  
>safety and ask for your continued support of bike lanes. My husband  
>bikes to work in Lansing every morning and has told me that the only  
>place he feels safe is on 34B. My daughter has biked to the doctor's  
>near Pyramid Mall so I feel it is important that there be good bike lanes  
>near that area. Thank you for your attention and your work.  
>Sincerely, Margot Brinn, 602 Hector St, Ithaca, NY 272-3037

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To: gmk7@cornell.edu (George McTurnan Kahin), DLH@LNS62.LNS.CORNELL.EDU,  
BUCKNYL@aol.com, Caren@clarityconnect.com (John Caren),  
lf10@cornell.edu (Larry Fresinski)  
From: vlansing@clarityconnect.com (Village of Lansing)  
Subject: bike lanes  
Date: Sun, 16 Nov 1997 14:40:55 -0500

>Return-Path: <dwh2@cornell.edu>  
>X-Sender: dwh2@postoffice2.mail.cornell.edu  
>Date: Sun, 16 Nov 1997 12:02:37 -0500  
>To: vlansing@clarityconnect.com  
>From: David Henderson <dwh2@cornell.edu>  
>Subject: bike lanes

>  
>I applaud your proposal to include bike lanes from Community Corners to  
>past the malls. I often ride in that area and the lanes will make my  
>travel much safer.  
>  
>David Henderson  
>Department of Mathematics  
>Cornell University

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To: lf10@cornell.edu (Larry Fresinski), Caren@clarityconnect.com (John Caren),  
gmk7@cornell.edu (George McTurnan Kahin), BUCKNYL@aol.com,  
DLH@LNS62.LNS.CORNELL.EDU  
From: vlansing@clarityconnect.com (Village of Lansing)  
Subject: bike lanes past malls  
Date: Sun, 16 Nov 1997 14:42:11 -0500

>Return-Path: <hours@lightlink.com>  
>X-Sender: hours@pop.lightlink.com  
>Date: Sun, 16 Nov 1997 10:24:18 +0800  
>To: vlansing@clarityconnect.com  
>From: hours@lightlink.com (ithaca hours)

>Subject: bike lanes past malls  
>  
> Thank you for installing bike lanes in the Town.  
>  
>Please continue this good planning by installing them along North Triphammer.  
>  
>Yours,  
>  
> Paul Glover \* Ithaca HOURS  
>  
> (607) 272-4330  
>  
> <http://www.publiccom.com/web/ithacahour/>  
>  
> Box 6578, Ithaca, NY 14851  
>  
> Ithaca Health Fund: <http://www.lightlink.com/healthfund>  
>  
> \* Making a Community While Making a Living \*

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From: vlansing@clarityconnect.com (Village of Lansing)  
Subject: Bike Lanes  
Date: Mon, 17 Nov 1997 12:52:24 -0500

>Return-Path: <ruina@cornell.edu>  
>X-Sender: ruina@pop.hut.fi  
>Date: Mon, 17 Nov 1997 09:41:05 +0300  
>To: vlansing@clarityconnect.com  
>From: Andy Ruina <ruina@cornell.edu>  
>Subject: Bike Lanes  
>  
>Village of Lansing  
>2405 North Triphammer Road  
>  
>RE: Bike Lanes  
>  
>Dear Village of Lansing: 11/17/97  
>  
>I am have been an Ithaca area resident for 18 years. I am now in Finland  
>for a year. I used to bicycle frequently to near Lansing at the ICCC day  
>care, and occassionally to the mall area.  
>  
>Here in Finland there is a vast and complete network of bike lanes  
>and paths, despite the fact that the weather here provides for an even  
>shorter season of fair-weather cycling.  
>  
>With this network, going to the area malls (for example) on bikes is easy, safe  
>and fun. Actually, we can go from our apartment to the bike racks in front  
>of the stores only interacting with cars at well marked intersections.  
> We, like lots of people, do most of our shopping with bikes and  
>are not seen as bike fanatics for doing so.  
>  
>The general difficulty of getting to the big shopping areas in Ithaca on  
>bikes is SO contrasted with the setup here. On the one hand it makes  
>me love this aspect of Finland. On the other hand it makes me wish  
>that the Ithaca area could take some steps in this direction.  
>  
>The Warren, Jessup, and Triphammer road areas would all be nice  
>places for people to be able to ride safely. I am hoping that Lansing

>can do a great job with encouraging safe cycling (encouraging cycling and  
>helping make it safe).  
>  
>Let me know if there is anything I can do from afar to help you with your  
>efforts at incorporating bicycle traffic in your mall area plans.  
>  
>Thanks.  
>  
>-Andy Ruina, email (US and FINLAND): ruina@cornell.edu  
> mail address: Automation Technology Laboratory (May 97-Aug 98)  
> PB 3000, 02015 TKK, Otakaari 5 A, Espoo, FINLAND  
> work phone: 358 9 451 3303, home phone: 358 9 452 4765  
> work FAX: 358 9 451 3308, (precede all with 011 from US)  
> more info: <http://tam.cornell.edu/faculty/ruina/ruina.html>

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To: gmk7@cornell.edu (George McTurnan Kahin), BUCKNYL@aol.com,  
DLH@LNS62.LNS.CORNELLE.EDU, Caren@clarityconnect.com (John Caren),  
lfl0@cornell.edu (Larry Fresinski)  
From: vlansing@clarityconnect.com (Village of Lansing)  
Subject: bikes  
Date: Mon, 17 Nov 1997 12:53:04 -0500

>Return-Path: <kwb6@cornell.edu>  
>From: kwb6@cornell.edu  
>Date: Sun, 16 Nov 1997 19:29:23 -0500 (EST)  
>X-Sender: kwb6@travelers.mail.cornell.edu  
>To: vlansing@clarityconnect.com  
>Subject: bikes

>  
>Dear Lansing: I want to support your plans to have bike lanes past the  
>malls on North Triphammer. As the mother of a family of bikers, I am  
>always worried about the dangerous conditions on unmarked roads. The  
>bike lanes increases safety for our young (and old) people. Thank you  
>for your efforts. Sincerely, Margot Brinn, 272-3037

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Jim, I'm doing well thank you. I've been at the Johnson School for a little over a year. Actually, that's where I was when I spoke at your IthacaNet conference last year.

Thanks for taking the time to write. Our purpose for pursuing an enhancement to N. Trip. is because of several factors. It all started with the fact that the road was falling apart and it was going to cost our little Village a fortune even though the result would benefit the entire County and surrounding areas. Taxes don't do the job for this kind of maintenance. This financial lever caused us to think more broadly and we were determined to find a way to publicly finance this critical thoroughfare. We worked hard with area residents and businesses, as well as County and State officials to find the answer that makes it financially viable while we significantly enhance the area and keep it safe with a multi-modal plan. We are very pleased and are anxious to hear others' thoughts.

Regards,  
Larry

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>Larry,  
>How are you doing? I was just reading in the Journal about the N.  
>Triphammer Corridor project, and I logged on and found your name as chair.  
>Big undertaking! I haven't read through all of the meeting minutes yet,  
>but I wanted to put my 2 cents in as another voice from the crowd,  
>especially since I don't think I can make the meeting on Wednesday night.  
>The things which I, as a Town of Lansing resident and frequent user of  
>Triphammer Road, think are important are as follows:  
>

>1. It's a commercial corridor--don't make the same mistake as Ithaca  
>  
>Triphammer must be recognized as a commercial corridor--THE commercial  
>corridor for Lansing, and one of the few major ones in Tompkins County.  
>Besides the obvious tax revenues that such a zone has, it is vital to  
>upgrade the infrastructure to support not just existing levels of commerce,  
>but a greatly expanded level in the future.  
>  
>Don't make the mistake of Ithaca and ascribe a small-town persona to  
>something that isn't. There are lots of neighborhoods in Lansing, and to  
>keep those as strictly residential and low-traffic is great, but everyone  
>in Tompkins County needs a good place to shop. By doing everything now to  
>upgrade Triphammer to exceed even the most generous forecasts of business  
>growth, you will be able to insure that the infrastructure is in place to  
>support any and all expansions "down the road."  
>  
>Tompkins County residents are desperate for an area to shop in which a  
>level of retail space equal to the shopping available in Syracuse,  
>Binghamton, and even, now, in Elmira (around the Arnot Mall).  
>Concentrations of large retail chain stores such as Walmart, Dicks, Barnes  
>& Noble, Lowes, Chase-Pitkin, Toys R' Us, Bed, Bath & Beyond, and others  
>draw a large number of Ithaca residents and their dollars away from  
>Tompkins County. The Village of Lansing has the space and the anchor malls  
>to draw these businesses into Tompkins County. However, one of the things  
>that these large stores always look at is the infrastructure needed to  
>support the number of people which will be drawn to their stores. This is  
>where corridor expansion becomes so important. Build it, and they may very  
>well come. Don't build it, and they will definitely stay away.

>2. Must be bicycle (& pedestrian) friendly

>Despite my busy schedule, I still like the opportunity to leave my car at  
>home and bicycle around East Hill when I can find the time. I have gone on  
>Triphammer Road, and have found that it is currently one of the most  
>dangerous roads around this area for bicycles. I am greatly in favor of  
>doing everything possible to improve bicyclists access to this area. Bike  
>lanes should be included out as far north as possible, to Cherry Road, at  
>least, and 34B if possible. If nothing else, just a wide breakdown lane  
>like on Warren Road (around the airport), would go a long way towards  
>making bicycle travel safer.

>It is only 6 miles from my house to Cornell, which I can make easily on my  
>bike, so I know that Cornell students, as well as Lansing residents, might  
>also increase their visits to the malls by bike if there was a relatively  
>safe and efficient way of negotiating the Triphammer area (and locking  
>their bikes once they got to the malls, but that is a different matter).

>It is interesting that one of the best, and safest roads to bike, run and  
>walk on in this area is the parallel Warren Road, because of the wide  
>shoulders put in there when it was rebuilt. Many businesses are moving to  
>there because, in part, of the infrastructure in place.

>In addition, my in-laws, who recently moved up from New York City, are used  
>to walking everywhere. If pedestrian access was improved they would start  
>walking around the mall area more often, too. Improved pedestrian access  
>would certainly help a lot of the people who live at Kendall, as well.

>3. Must handle future traffic loads

>  
>There is nothing more wasteful than when one does a complete restructuring  
>of corridors like this one halfway. Ten years, or even less--long before  
>the road has had a chance to degrade to the point of needing  
>replacement--it then needs to be torn up and redone again to cover the  
>growth that people refused to believe might take place.

>  
>One of the reasons Lansing has done so well as a "suburb" of Ithaca is that  
>the Octopus was the choke on development on West Hill all these years.  
>That might not have happened if it wasn't for the number of obstructionists  
>trying to keep Ithaca from expanding by keeping the Octopus. What happened  
>was the Ithaca area expanded anyway, and West Hill just suffered by not  
>being able to take advantage of it.

>  
>There are two lessons to be learned from this. The first is to build the  
>infrastructure to be able to handle a great deal more commerce and industry  
>than you have now. Don't skimp. It is far better to build more road than  
>you need than constantly going through these long, involved planning  
>processes all of the time to get still another patch approved after the  
>development has occurred and the traffic jams have reappeared.

>  
>The second thing to learn from this is that now with the Octopus detangled,  
>Lansing needs to take the next leap in infrastructure development to keep  
>ahead of the space available on West Hill which is already being eyed by  
>developers.

>  
>  
>4. Improvements must go all the way as far as the village line, and  
>coordinate with the Town to upgrade the rest of Triphammer.

>  
>A large commercial development eats up space--for not only the building,  
>but parking as well. You must think big when trying to guess the area  
>which might come into commercial development over the lifetime of this road  
>upgrade. To develop this corridor properly, then, you should be looking to  
>expand Triphammer Road right up to the Village line on the north end. In  
>addition, there should be a cooperative agreement with the Town of Lansing  
>to continue that expansion all the way up Triphammer to it's terminus.  
>There is great need and utility in expanding everything, especially  
>including the bike paths, up that far.

>  
>  
>Hope this is of use to you and your committee.

>Sincerely,  
>Jim Harper

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>  
>  
>-----<<<<>>>-----  
>Jim Harper Designs                    jimh@jhdesigns.com  
>89a Farrell Road                    Phone/fax: 257-3002  
>Ithaca, NY 14850                    http://www.jhdesigns.com/  
>-----<<<<>>>-----