

## **FINAL SCOPE**

Prepared by t-GEIS Project Team  
February 7, 2006

### **Key to Acronyms or Abbreviations Used in Draft Scope**

**GEIS** = Generic Environmental Impact Statement  
**INC** = Ithaca Neighborhoods Council  
**ITCTC** = Ithaca Tompkins County Transportation Council  
**NESTS** = Northeast Subarea Transportation Study  
**SEQR** = State Environmental Quality Review  
**SOV** = Single-occupancy vehicle  
**TCAT** = Tompkins Consolidated Area Transit  
**TDM** = Transportation Demand Management  
**t-GEIS** = Transportation-focused Generic Environmental Impact Statement  
**TIMS** = Ten-year Transportation Impact Mitigation Strategies  
**UNC** = University Neighborhoods Council

### **Introduction and Background**

#### **Purpose of the Transportation-focused Generic Environmental Impact Statement (t-GEIS)**

The purpose of the transportation-focused GEIS (t-GEIS) is to identify, examine and evaluate transportation-related impacts of hypothetical Cornell University population growth scenarios over the next decade on transportation systems and neighborhoods. The t-GEIS will address these impacts by evaluating and proposing mitigation measures to encourage alternatives to single-occupancy vehicle use by those traveling to and from Cornell. A major objective of the t-GEIS is to develop ways to reduce the number of trips by motor vehicles traveling through residential neighborhoods to and from Cornell. It will identify ways of getting people, not vehicles, to campus.

The GEIS is a tool available under the New York State Environmental Quality Review Act, commonly referred to as SEQR. Unlike a project-specific Environmental Impact Statement, a GEIS is flexible enough to explore hypothetical or alternative scenarios.

#### **Purpose of Scoping and the Scope**

Scoping is the process by which the Lead Agency, the Planning Board of the Town of Ithaca in this instance, identifies the significant issues related to the proposed action which are to be addressed in the draft t-GEIS. Where possible, the content and level of detail of the analysis, the range of alternatives, the mitigation measures needed to minimize or eliminate adverse impacts, and the identification of non-relevant issues are included in the Scope. (See 6 NYCRR Part 617.2 (af)) Scoping is not intended to be a forum for discussion of the merits of potential solutions.

The Scope is an outline of what will be addressed in the t-GEIS. The t-GEIS is organized such that existing conditions are described in Section III, impacts in Section IV, and mitigations in Section V. The contents of these sections generally parallel each other. SEQR regulations require that potential mitigation measures be identified in the Scope. The conditions and impacts studied in Sections III and IV were selected to provide the relevant information necessary to develop the mitigation measures in Section V.

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### **What the t-GEIS Will Not Address**

The t-GEIS will not analyze visual resources, storm water, wetlands, plants and animals, and utilities. Air quality will be analyzed in Sections 3.1.4.6, 4.2.4.5, and 5.2.2.4. A description of location of housing as it relates to land use and transportation will be discussed in Sections 3.1.2, 4.2.2 and 5.1. Historic and archaeological resources will not be analyzed except to the extent set forth in Section 3.2.1. The t-GEIS will not analyze specific future projects. Those impacts will be evaluated on a project-by-project basis as specific project proposals are brought forward and undergo site plan review and SEQR. To the extent that the completed t-GEIS addresses transportation-related impacts of future project proposals, it will be used as part of their individual environmental reviews, but project-specific information on transportation will still be supplied.

### **Further Information and Process for Public Input**

The following opportunities are provided for public input.

Web Site: The project web site will be updated regularly with information, public documents, and all public meeting dates, times, and locations. Questions and comments can be sent via the web site as well.

**<http://www.tgeisproject.org>**

Public Meetings and Hearings: All meetings of the Lead Agency, the Planning Board of the Town of Ithaca, are public meetings. The Lead Agency will also conduct public hearings to obtain comment during the scoping phase and at the draft GEIS phase. The Planning Board gives public notice of its meetings and hearings.

Public Comment: In addition to comments received at public hearings, written comments can be submitted to the Lead Agency during announced public review periods and will be recorded as part of the public comment.

Stakeholder Input: A comprehensive list of stakeholder groups is being identified by Cornell. Stakeholder groups will be contacted to contribute to relevant aspects of the study. For example, Cornell or the project consultants could ask stakeholder groups to participate in surveys and focus groups.

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### **I. Executive Summary**

#### **1.1 Summary of Impacts and Mitigations Matrix**

### **II. Description of the Proposed Action**

This transportation-focused Generic Environmental Impact Statement (t-GEIS) is being written pursuant to the New York State and Town of Ithaca Environmental Quality Review laws to study Ten-year Transportation Impact Mitigation Strategies (TIMS). The t-GEIS will identify, examine and evaluate transportation-related impacts of hypothetical Cornell University population growth scenarios over the next decade on transportation systems and neighborhoods, and identify potential mitigation strategies for those impacts. TIMS will grow out of the mitigations section (Section V) of the t-GEIS, and will outline ways to reduce adverse transportation impacts of potential Cornell University population growth. The primary emphasis will be on identifying strategies that reduce single-occupancy vehicle (SOV) trips, including those through residential areas. A major objective of the t-GEIS is to develop ways to reduce the number of trips by motor vehicles traveling through residential neighborhoods to and from Cornell. It will identify ways of getting people, not vehicles, to campus. TIMS will include recommendations for transportation demand management, multi-modal transportation strategies including pedestrian, bicycle, transit and parking, safety, access and circulation modifications, such as traffic calming, zoning changes and other measures. TIMS will be updated in five-year cycles.

For purposes of this project, the term Cornell population is not limited to people who reside on the Cornell campus. It is largely the people who live off campus and travel to and from Cornell (primarily staff, faculty, and graduate students) who affect transportation in the community surrounding the campus. Travel will be analyzed as if all population growth will commute to and from the main campus in order to understand the worst case transportation impacts on the community. Population growth numbers include faculty, staff and students working or studying at Cornell. Members of their households will be included in background traffic growth numbers. The main campus for the purposes of this study is illustrated in *Figure 1: Area of Hypothetical Population Growth for t-GEIS*.

During the preparation of the t-GEIS the public and municipal agencies will have full opportunity to review the draft t-GEIS and provide comments about the transportation impacts of a range of hypothetical Cornell population growth scenarios, their potential mitigations, and alternatives. The t-GEIS will provide a context for a comprehensive evaluation of the transportation impacts of potential Cornell population growth over the next decade. The mitigations sections of the t-GEIS, in particular, will inform and shape TIMS.

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The t-GEIS will also assist the lead and involved agencies in environmental reviews of the transportation-related impacts of individual Cornell projects in the future.

### **2.1 Project Purpose, Need and Benefits**

- 2.1.1 Background and History
- 2.1.2 Cornell and Public Need for the Proposed Action
- 2.1.3 Objectives
- 2.1.4 Benefits

### **III. Existing Transportation Systems and Known/Planned Transportation Initiatives**

As the population that travels to and from Cornell increases, existing transportation systems and residential areas will be affected. This section will include a description of the existing transportation systems used for accessing the campus and a description of the livability and character of nearby neighborhoods. In Section IV potentially significant traffic impacts will be analyzed for three hypothetical Cornell population growth scenarios, plus the no-growth in population scenario. Feasible mitigation measures that can be used to avoid or minimize some or all of these potential impacts will be identified and discussed in Section V. Connectivity to alternative modes of transportation including pedestrian, bicycle, and transit will be analyzed. The goal will be to identify strategies to encourage those traveling to and from Cornell to increase use of these alternative modes and decrease use of SOVs.

Pre-existing traffic counts will be used where possible. The study will examine:

#### **3.1 Existing Transportation Systems**

##### **3.1.1 Relationship to Other Current Long-Range Transportation Planning Efforts**

###### **A. Adopted Plans**

1. Local municipalities' plans
  - Town of Dryden
  - Town of Ithaca
  - Town of Lansing
  - Village of Lansing
  - City of Ithaca Comprehensive Plan and Amendments (Area Studies)
2. Tompkins County Comprehensive Plan
3. Cayuga Lake Waterfront Plan (LWRP)
4. ITCTC 2025 Long Range Transportation Plan
5. ITCTC 2005 – 2010 Transportation Improvement Program
6. Town of Ithaca Transportation Plan (pending)
7. TCAT Strategic Plan
8. Cornell University Capital Plan

###### **B. Planning Studies**

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1. North Campus Gateway
2. ITCTC Northeast Subarea Transportation Study (NESTS)
3. ITCTC NESTS Transit Planning Project (NTPP)
4. ITCTC Freight Transportation Study (FTS)
5. ITCTC Transportation Trail/Corridor Study
6. TCAT Service and Fare Consolidation Study
7. Forest Home Traffic Calming Plan (if available)
8. Forest Home Truck Study
9. ITCTC Commuter Survey, Phase I and II
10. Cornell University North Campus Circulation Study
11. Cornell University West Campus Residential Initiative Parking Alternatives Summary
12. Cornell Commuting Solutions
13. Cornell Cycles – A New Call for Transportation Alternatives

### **3.1.2 Relationship Between Land Use and Transportation**

General description of how growth has affected transportation systems, and the relationship between transportation and land use development, such as housing location, commercial centers and recreational facilities. Much of the discussion will be based on the Town of Ithaca Transportation Plan that is in preparation, the Tompkins County Comprehensive Plan, and other available data.

### **3.1.3 Alternatives to Single-Occupancy Vehicle Travel**

#### **3.1.3.1 Pedestrians**

- a. Description of existing and known/planned improvements to pedestrian safety and access to and from campus. Identified pedestrian routes will be evaluated for suitability, including presence of sidewalks, handicap access, safe street crossings, etc.

The methodology for gathering information about pedestrians will include meeting with pedestrian stakeholders to identify issues and opportunities. A web-based survey also will be conducted to collect information about pedestrian issues.

#### **3.1.3.2 Bicycles**

- a. Description of existing and known/planned improvements to bicycle safety and access to and from campus. Identified bicycle routes will be evaluated for suitability, including presence of bicycle lanes, vehicular traffic conditions, signage, safe road crossings, bicycle parking and storage on campus, etc.
- b. Description of existing bicycle education programs

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The methodology for gathering information about bicycling will include meeting with bicycle stakeholders to identify issues and opportunities. A web-based survey also will be conducted to collect information about bicycle issues.

### **3.1.3.3 Transit Service**

- a. Description of existing bus system
- b. Description of existing park-and-ride programs and locations of existing park-and-ride lots
- c. Review park-and-ride and commuter data to assess:
  - Interest in park-and-ride and transit
  - Reasons for not using transit
  - Factors that would motivate transit use
  - Preferred locations for park-and-ride lots
- d. Overlay existing transit routes (TCAT and other), existing park-and-ride lots, and park-and-ride lot locations proposed in the park-and-ride study on a map with geocoded employee and commuting student home addresses to:
  - Confirm and quantify percent (%) employees now driving for each approach route to campus as determined from commuter survey
  - Determine percent (%) of employees now driving, and all commuting students, within walking distance of a transit route or stop
  - Identify areas currently not served that have concentrations of commuters which may make service feasible
- e. Description of existing transit services for persons with disabilities, (e.g., Gadabout and CU Lift)

### **3.1.3.4 Transportation Demand Management (TDM) Programs**

- a. Description of existing TDM programs at Cornell University, such as:
  1. Zone 1 Transit Privileges
  2. OmniRide
  3. Occasional Parker
  4. RideShare
  5. Guaranteed Ride Home

### **3.1.4 Vehicular Travel**

The t-GEIS will analyze weekday, worst-case traffic (typically P.M. peak hour) and will not study weekend or weekday, non-peak-hour traffic. Intersection analysis will be done for P.M. peak-hour trips only, which typically yield the highest volume (worst-case) traffic, although in certain instances analyzing A.M. peak-hour traffic also will be appropriate. Intersections will be sorted by corridor

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to see if any would yield substantially redundant information within the same corridor.

- 3.1.4.1 Description of major access routes to and from the Cornell campus, including road classification, number of lanes, general presence of turn lanes, on-street parking, signal spacing, and comparison of daily traffic (from existing data) to the typical daily capacity for the type of roadway (which will provide a volume-to-capacity ratio).
- 3.1.4.2 Description of existing traffic conditions at intersections that meet the following criteria:
  - a. the intersection is on a major approach roadway providing vehicular access to the campus, and
  - b. the intersection is signalized or has STOP sign control along the major roadway in the direction of approach and/or departure from campus, and
  - c. the intersection is generally within one mile of the main campus boundary, and
  - d. Cornell population growth is estimated to increase the future-year volume of traffic on any approach of an intersection meeting the above criteria by:
    - 1. 15% or more, or
    - 2. 10% or more for any intersection a local government, county government, NYSDOT, ITCTC, or other member of the Resource Committee has demonstrated is at existing Level of Service (LOS) C or D, or
    - 3. 5% or more for any intersection a local government, county government, NYSDOT, ITCTC, or other member of the Resource Committee has demonstrated is at existing Level of Service (LOS) E or worse.

List of intersections to be evaluated according to the above criteria is shown in *Table 1: List of Intersections to Be Evaluated According to Criteria*.

Locations of intersections listed in Table 1 are shown relative to the area of hypothetical population growth for the t-GEIS in *Figure 2: Intersections to be Evaluated According to Criteria* and *Figure 3: Intersections to be Evaluated According to Criteria, Enlargement*.

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- 3.1.4.3 Summary of available crash data for last five (5) years for the corridors and intersections identified above, and identification of high crash rate locations
  - 3.1.4.4 Description of existing service and delivery vehicle traffic (including coal deliveries), and routes and policies for construction traffic
  - 3.1.4.5 Description of existing traffic conditions and current management plans for special events, such as sporting events, move-in and graduation
  - 3.1.4.6 Description of existing air quality and noise  
This will be a general, qualitative characterization of traffic-generated emissions and noise, including trucks (such as coal delivery trucks) and buses. Where traffic-related air quality and/or noise issues affect a neighborhood in a specific way, these items and their effects will be identified as they related to that neighborhood.
  - 3.1.4.7 Description of visitor and “other” traffic generated by facilities and/or programs on the Cornell campus
- 3.1.5 Parking**
- 3.1.5.1 Description of parking for students, faculty, staff, and visitors
    - a. On-campus (managed by the Cornell Department of Transportation and Mail Services)
      - 1. Existing parking
      - 2. Known/planned parking (gains and losses)
    - b. Off-campus
      - 1. On-street and off-street parking
      - 2. Residential parking permit programs, meters and other regulations
    - c. Municipal Collegetown parking garages
      - 1. Existing garages
      - 2. Known/planned garages

## **3.2 Neighborhoods**

This section will identify the existing transportation systems and issues described in Sections 3.1.1 – 3.1.5 as they relate to residential areas and specific neighborhoods, and will include issues identified by residents. Neighborhood livability, character and participation will be addressed as described below. The purpose of this section is to lay

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the foundation for discussion and evaluation of impacts (Section IV) and mitigations (Section V) affecting neighborhoods.

### **3.2.1 Neighborhood Livability and Character**

For each residential area identified below (Section 3.2.2) general neighborhood livability and character along major access routes to and from campus will be qualitatively described and will include, where applicable: abutting land uses and density; street widths; building setbacks; streetscape aesthetics; historic and archaeological resources known to the public, where relevant; problematic sections of road; roadway shoulders; sidewalks and bicycle routes and facilities; vehicular travel including automobiles, trucks and buses, and noise and air quality (as described in Section 3.1.4); parking (as described in Section 3.1.5); vehicular speed (as described in existing available data); safety; bus routes and facilities; and service, delivery and construction routes. The purpose is not to duplicate existing livability studies or to provide an exhaustive catalog of characteristics, but rather to consider existing livability and neighborhood information in enough detail to determine impacts and identify mitigation strategies (where impacts are significant) on a neighborhood-by-neighborhood basis.

### **3.2.2 Neighborhood Participation**

The following residential areas were identified during the scoping process: Belle Sherman, Bryant Park, Cayuga Heights, Collegetown (including East Hill), Cornell Heights, Downtown Ithaca, Eastern Heights, East Ithaca, Ellis Hollow, Forest Home, University Hill, Varna, and West Hill. Honness Lane, Pine Tree Road, Snyder Hill Road, State Street/Slaterville Road (between Pine Tree Road and Ellis Hollow Road), Warren Road (between Forest Home Drive and NYS Route 13) and Hanshaw Road (between Community Corners and Freese Road) were identified as residential areas along corridors that should also be included. These will be evaluated in the corridor analysis in Sections 3.1.4.1, 4.2.4.1 and 5.2.2.1, with attention to neighborhood character where relevant.

This listing is not intended to exclude any other residential areas from participation. Residents of the areas listed above and others will be invited to provide input using the following methodology.

The Ithaca Neighborhoods Council (INC) and the University Neighborhoods Council (UNC) are umbrella groups that have existing liaisons to many neighborhoods. As such the INC and UNC have been asked to sponsor meetings for Cornell and its consultants to gather input from residents and identify issues and opportunities. Cornell and its consultants will be asking residents to actively participate in this process. Residents of neighborhoods that do not have formal

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neighborhood associations will be encouraged to attend the meetings through the project web site, mailings to stakeholder groups and public media announcements.

#### **IV. Population Growth Scenarios and Transportation Impacts (Note: The impact analysis will include short-term, long-term and cumulative impacts.)**

For the impact analysis, hypothetical Cornell population growth scenarios will be added to background growth. Background growth includes non-Cornell traffic and non-commuter trips of Cornell students' and employees' households.

##### **4.1 Hypothetical Cornell Population Growth Scenarios Over the Next Decade.**

Hypothetical Cornell population growth scenarios will be studied for the main campus. All projects in the current Cornell Capital Plan (not all of which may be built) were examined, and their collective population growth as currently estimated was midway between Scenarios 2 and 3 listed below. These include projects such as: Life Sciences Technology Building, Milstein Hall, Johnson Art Museum Expansion, Martha Van Rensselaer North Replacement, Bailey Hall Renovation, East Campus Research Facility, Lynah Rink Expansion, Plantations Headquarters Addition, The Physical Sciences Project, The Combined Heat and Power Project, and Gates Hall which all are currently in a five-year +/- planning horizon.

**4.1.1** Scenario 1: no growth; Cornell population remains the same as it currently is

**4.1.2** Scenario 2: population increase of 0.1% per year  
(approximately 300 persons over the next 10 years; based on historical Cornell population growth from 1990-1999)

**4.1.3** Scenario 3: population increase of 0.5% per year  
(approximately 1,500 persons over the next 10 years; based on 30-year historical Cornell population growth from 1975-2005)

**4.1.4** Scenario 4: population increase of 1.0% per year  
(approximately 3,000 persons over the next 10 years; based on historical Cornell population growth from 1980-1989)

##### **4.2 Transportation Systems**

###### **4.2.1 Relationship of Each Hypothetical Cornell Population Growth Scenario to Other Current Long-Range Transportation Planning Efforts**

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### **4.2.2 Hypothetical Cornell Population Growth Scenarios and Relationship Between Transportation and Land Use**

General description of impacts of hypothetical population growth on the relationship between transportation and land use development (such as housing location, commercial centers and recreational facilities).

### **4.2.3 Potential Significant Impacts of Each Hypothetical Cornell Population Growth Scenario on Alternatives to Existing Single-Occupancy Vehicle Travel**

#### 4.2.3.1 Pedestrians

- a. Description of the transportation-related impacts on pedestrian safety and access to and from campus

#### 4.2.3.2 Bicycles

- a. Description of the transportation-related impacts on bicycle safety and access to and from campus, including bicycle parking and storage on campus.
- b. Description of the transportation-related impacts on existing bicycle education programs

#### 4.2.3.3 Transit Service

- a. Description of the transportation-related impacts on the existing bus system
- b. Description of the transportation-related impacts on existing park-and-ride programs
- c. Description of the transportation-related impacts on existing transit services for persons with disabilities

#### 4.2.3.4 Transportation Demand Management (TDM) Programs

- a. Description of the transportation-related impacts on existing TDM programs at Cornell University
  1. Zone 1 Privileges
  2. OmniRide
  3. Occasional Parker
  4. RideShare
  5. Guaranteed Ride Home

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### **4.2.4 Potential Significant Impacts of Each Hypothetical Cornell Population Growth Scenario on Existing Vehicular Travel**

- 4.2.4.1. Description of increase in vehicular traffic on corridors serving the Cornell campus under the various growth scenarios, and the effect on the volume-capacity ratio
- 4.2.4.2. Description of impacts on traffic conditions for intersections meeting criteria in 3.1.4.2. Intersection analysis will be done for weekday P.M. peak-hour trips for the hypothetical population growth scenarios. In certain instances analyzing A.M. peak-hour traffic also will be appropriate. Intersections will be sorted by corridor to see if any would yield substantially redundant information within the same corridor.
- 4.2.4.3. Description of impacts on service, delivery and construction vehicle traffic
- 4.2.4.4. Description of impacts on traffic conditions and current management plans for special events
- 4.2.4.5. Description of impacts on air quality and noise
- 4.2.4.6. Description of impacts on visitor and “other” traffic accessing the Cornell campus

### **4.2.5 Potential Significant Impact of Each Hypothetical Cornell Population Growth Scenario on Parking for Students, Faculty, Staff and Visitors**

- 4.2.5.1. Description of impacts on parking for students, faculty, staff and visitors
  - a. On-campus (managed by the Cornell Department of Transportation and Mail Services)
    - 1. Existing parking
    - 2. Known/planned parking (gains and losses)
  - b. Off-campus
    - 1. On-street and off-street parking
    - 2. Residential parking permit programs, meters and other regulations
  - c. Municipal Collegetown garages
    - 1. Existing garages
    - 2. Known/planned garages

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### **4.3 Potential Significant Impact of Each Hypothetical Cornell Population Growth Scenario on Neighborhoods**

This section will identify residential areas that could experience significant adverse impacts from an increase in traffic (eg., cars, transit busses, construction, service and delivery vehicles) as a result of population growth at Cornell. Potential impacts will be evaluated in enough detail to determine effects on neighborhood character and livability using the characteristics described in Section 3.2.1. and on the systems described in 3.1.1 – 3.1.5. Additional livability issues will be considered where appropriate, such as identifiable safety hazards, suitability for bus routes, and potential for speeding.

## **V. Mitigation Strategies**

### **5.1 Relationship Between Land Use and Transportation**

General description of mitigation strategies relative to the relationship between transportation and land use development, such as housing location, commercial centers and recreational facilities.

### **5.2 Transportation Systems**

#### **5.2.1 Mitigation Strategies for Impacts to Single-Occupancy Vehicle Travel**

##### **5.2.1.1 Pedestrians**

- a. Description of potential improvements to pedestrian safety and access to and from campus

Recommendations will be made for potential improvements, programs, and policies, and, where appropriate, an agency, institution and/or organization will be identified as the responsible body.

##### **5.2.1.2 Bicycles**

- a. Description of potential improvements to bicycle safety and access to and from campus (including improvements to uphill movement and bicycle parking and storage on campus).
- b. Description of potential improvements to bicycle education programs

Recommendations will be made for potential improvements, programs, and policies, and, where appropriate, an agency, institution and/or organization will be identified as the responsible body.

##### **5.2.1.3 Transit Service**

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- a. Description of potential improvements to the bus system
- b. Description of potential improvements for park-and-ride programs
- c. Description of potential improvements for transit services for persons with disabilities

Recommendations will be made for potential improvements such as:

- Park-and-ride lot locations and sizes
- Service requirements (frequency by time of day, express versus local service, length of service, after hours service, etc.) for park-and-ride
- Route changes and service improvements for users riding directly from home to campus

Based on an analysis of the ITCTC Commuter Survey data, the (order-of-magnitude) shift from driving alone to park-and-ride/transit will be estimated, assuming certain improvements and policies.

Recommendations will be made for improvements, programs and policies, and, where appropriate, an agency, institution and/or organization will be identified as the responsible body.

### 5.2.1.4 Transportation Demand Management (TDM) Programs

- a. Description of potential improvements or additions to TDM programs at Cornell University such as:
  1. Free bus passes for students who agree not to bring cars
  2. Zone 1 Transit Privileges
  3. OmniRide
  4. Occasional Parker
  5. RideShare / Van-pooling
  6. Guaranteed Ride Home
  7. Telecommuting
  8. Flex-time
  9. Parking Cash-out
  10. Pricing
  11. Other – i.e., Car Sharing, Parking Restrictions, etc.

### **5.2.2 Mitigation Strategies for Impacts to Vehicular Travel**

This section will describe potential mitigation strategies for safety, access and traffic reduction. Measures may include traffic calming, motorist education and location of traffic generating activities.

5.2.2.1. For roadways and intersections

5.2.2.2. For service, delivery and construction vehicle traffic

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- 5.2.2.3. For special events
- 5.2.2.4 For air quality and noise
- 5.2.2.5 For visitor and “other” traffic accessing the Cornell campus

### **5.2.3 Mitigation Strategies for Impacts to Parking**

- 5.2.3.1. Description of potential mitigation strategies for parking for students, faculty, staff and visitors:
  - a. On-campus (managed by the Cornell Department of Transportation and Mail Services)
    - 1. Existing parking
    - 2. Known/planned parking (gains and losses)
  - b. Off-campus
    - 1. On-street and off-street parking
    - 2. Residential parking permit programs, meters and other regulations
  - c. Municipal Collegetown garages
    - 1. Existing garages
    - 2. Known/planned garages

### **5.3 Mitigation Strategies Relative to Neighborhoods**

- 5.3.1. Description of how mitigation strategies described in Sections 5.2.1 – 5.2.3 will affect residential areas. Additional potential mitigation strategies will be identified for specific residential areas in which impacts in Section IV were not mitigated by the strategies identified in 5.2.1 – 5.2.3. These could include items such as traffic calming measures and safety improvements.

The Ithaca Neighborhoods Council and the University Neighborhoods Council have been asked to sponsor meetings for Cornell and its consultants to gain input on both overall mitigation strategies and those relative to residential areas, including specific strategies for enhancing pedestrian, bicycle and transit use to and from residential areas. The methodology for reaching out to residents whether or not they are members of a neighborhood association will be the same as set forth in Section 3.2.1.2.

Where appropriate, an agency, institution and/or organization will be identified as the responsible body.

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### **VI. Unavoidable Adverse Impacts**

Adverse environmental effects in Section III that can be expected to occur regardless of the mitigation measures considered will be identified.

### **VII. Alternatives to the Action**

7.1 **No Action** – Continue to evaluate transportation impacts on a case-by-case basis.

### **VIII. Irreversible and Irretrievable Commitment of Resources**

Those resources listed in Section III that will be consumed, converted, or made unavailable for future use will be identified.

### **IX. Growth Inducing Aspects of the Proposed Action (Transportation Issues Only)**

### **X. Impacts of the Proposed Action on Use and Conservation of Energy (Transportation Issues Only)**

### **XI. Appendix**

Where desirable, summary tables and figures will be included in the t-GEIS. However, lengthy tabulations, technical reports and other information will be included in the Appendix to the t-GEIS as appropriate.

### **XII. Those prominent issues that were raised during scoping and determined to be not relevant or not environmentally significant or that have been adequately addressed in a prior environmental review.**

- Plants and animals
- Historic and archaeological resources, except known resources included as a component of neighborhood character
- Visual resources
- Traffic counts for the last 30 years
- Hypothetical growth in building gross square footage on the Cornell campus
- Weekend / non-peak hour traffic

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- 3% per year hypothetical population growth scenario at Cornell
- 5% per year hypothetical population growth scenario at Cornell