

Jeff Diver Fri 11/12/21 8:24PM

Ina Arthur:

I am responding to the application of Knickerbocker Co. for support from the Tompkins County IDA.

I have read Brian Campbell's article on this topic in the [Ithaca Voice](#) and thanks to the link therein have listened to the IDA's discussion of the matter this week and skimmed the application.

As a 35 year resident of the Town of Dryden until moving to the Village of Lansing in 2011, I am very familiar with the property being considered for the new plant and am writing to express my **enthusiastic support for any assistance IDA can provide.**

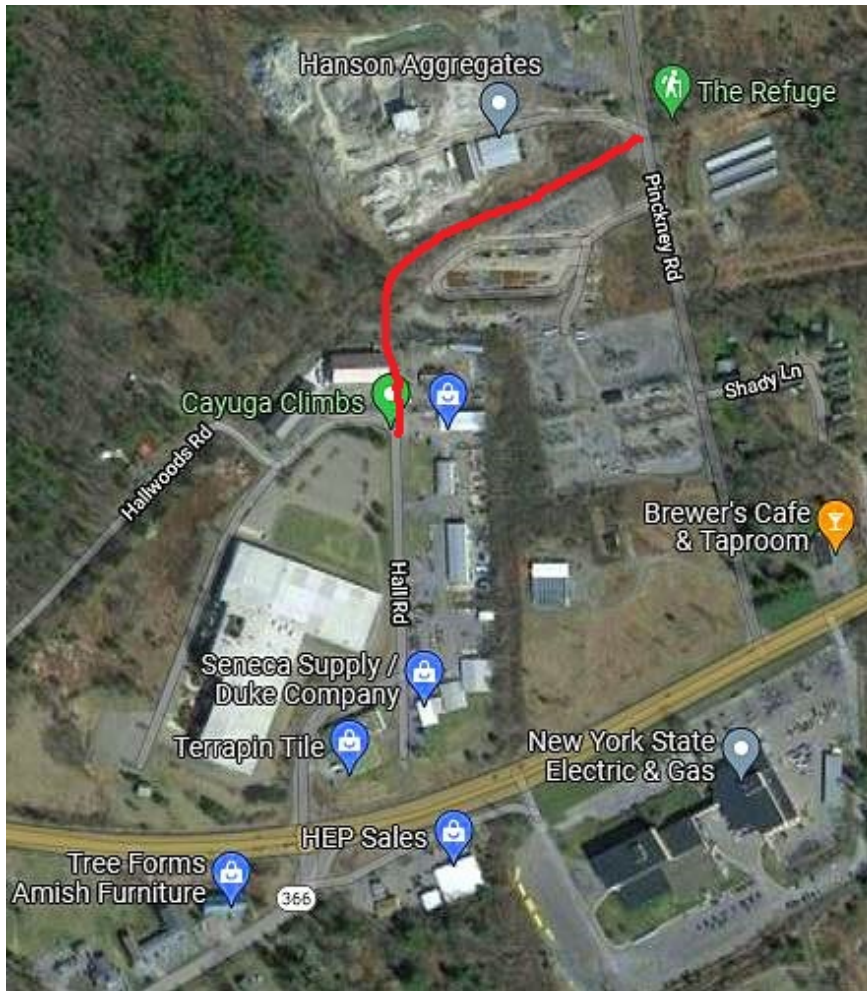
I am especially eager to have the IDA support with leasing, rent-to-own or whatever the purchase of **environmentally-friendly manufacturing equipment and** something Knickerbocker has not requested as far as I can see, **rooftop solar power for the plant.**

In addition, I hope the IDA will **encourage NY DOT to accelerate any improvements they have in mind for the intersection of Rt. 13 and Hall Rd.**

In conjunction with this project and as a commuter from Etna's Lower Creek Rd. to Cornell for decades, there is one more **transportation improvement to the Knickerbocker site** that I would urge the IDA, the Dryden Town Board, NYSEG and other interested parties to consider as follows:

The **nearest, least expensive "bedroom community" for Knickerbocker employees will be Etna.** The only (crossing my fingers) accident I had over my decades of commuting experience between Etna and Cornell was at the intersection of Pinckney and Rt.13, where I plowed into the back of a NYSEG truck whose driver changed his mind about entering the traffic stream during morning rush hour.

Having Knickerbocker's Etna employees attempt to enter the Rt. 13 traffic stream from Pinckney Rd. exposes them and Rt. 13 commuters to a **completely unnecessary hazard.** Instead, they should be encouraged to use a new road spur designed to route Knickerbocker employees safely to their destination as per my (ahem) very artistic sketch below:



Sharing the existing old railroad right-of way with the proposed bike path, the spur would run from Pinckney to Hall Rd. **Alternatively**, NYSEG might permit a shorter route through their substation property.

Much traffic would be **routed to the improved Rt 13 intersection with a traffic signal, roundabout or whatever, in the same manner as Hall Rd. was rerouted years ago.**

From: [SR 13 Corridor Study 111720 compressed.pdf \(tompkinscountyny.gov\)](#) p.22:



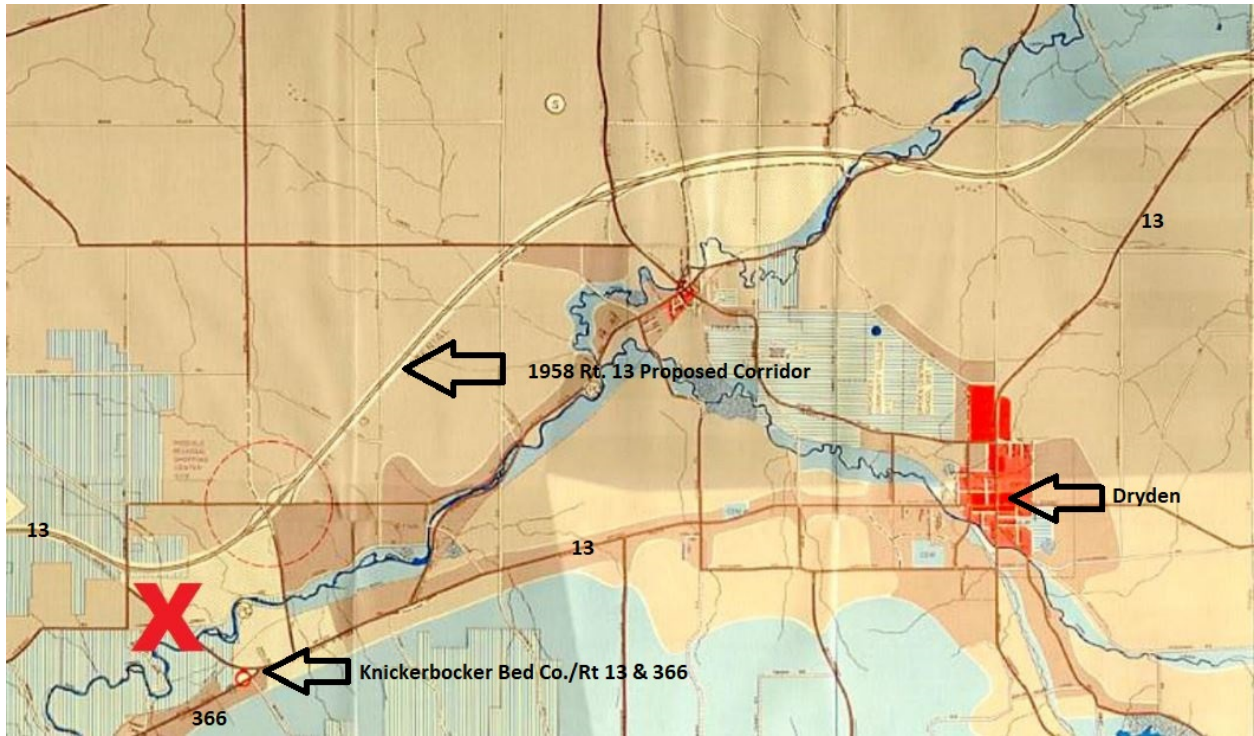
### SR 366 (DRYDEN ROAD) @ SR 13:

As shown in Table 2.11 below, the NY-366/Dryden Road intersection performs well during the noon peak, but exhibits signs of stress during both the am and pm peaks. With a heavy directional volume inbound in the morning (and outbound in the evening) turning movement LOS fails. More specifically, the westbound left turn (towards Cornell) receives a LOS "F" during the morning peak, and right turning movements from SR 366 onto SR 13 NB receives the same in the afternoon. This intersection could benefit from signal timing optimization in the short-term, and should warrant considerations for long-term reconfiguration.

From SR Corridor Study p.99:



These are not solutions with which I agree, as roundabouts slow traffic. If you read the entire Corridor Study you will see more than one proposed. Roundabouts will increase travel time between Ithaca & the Cortland/I88 corridor. When these measures are implemented and **slow traffic**, pressure to complete a divided highway in a new corridor between Lansing and Cortland will increase. (Meanwhile, we natives will use roads less travelled.)



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