Daily Traffic Volumes Before and During One-Way Experiment 1986 - 87

Bruce Brittain July 4, 2026

In the fall of 1986 and spring of 1987, the Town of Ithaca conducted an experiment with a revised traffic pattern in Forest Home: Judd Falls Road was temporarily made one-way southbound from Forest Home Drive to the Jug Handle intersection with Arboretum Road. The resulting redistribution of traffic was obvious. As expected, there was a major decrease in the volume of traffic on Judd Falls Road and a notable increase elsewhere in the community, particularly in the area near the upstream bridge (as well as on Arboretum Road). What was less obvious was the effect on overall traffic volumes through the Forest Home community as a whole.

The Town of Ithaca took daily traffic volume counts at several locations both before and during the experiment. These counts are shown in Figure 1 and summarized in the Table below. Some road segments had counters for both the Before and During phases of the experiment, thereby allowing a direct comparison of the effects of the revised traffic flow. Unfortunately, other important road segments were not counted at all, or were counted only during either the Before phase or the During phase, but not both, thereby making comparisons difficult. Those segments that had no counter during one phase are indicated with "NC" on Figure 1 and in the Table below.

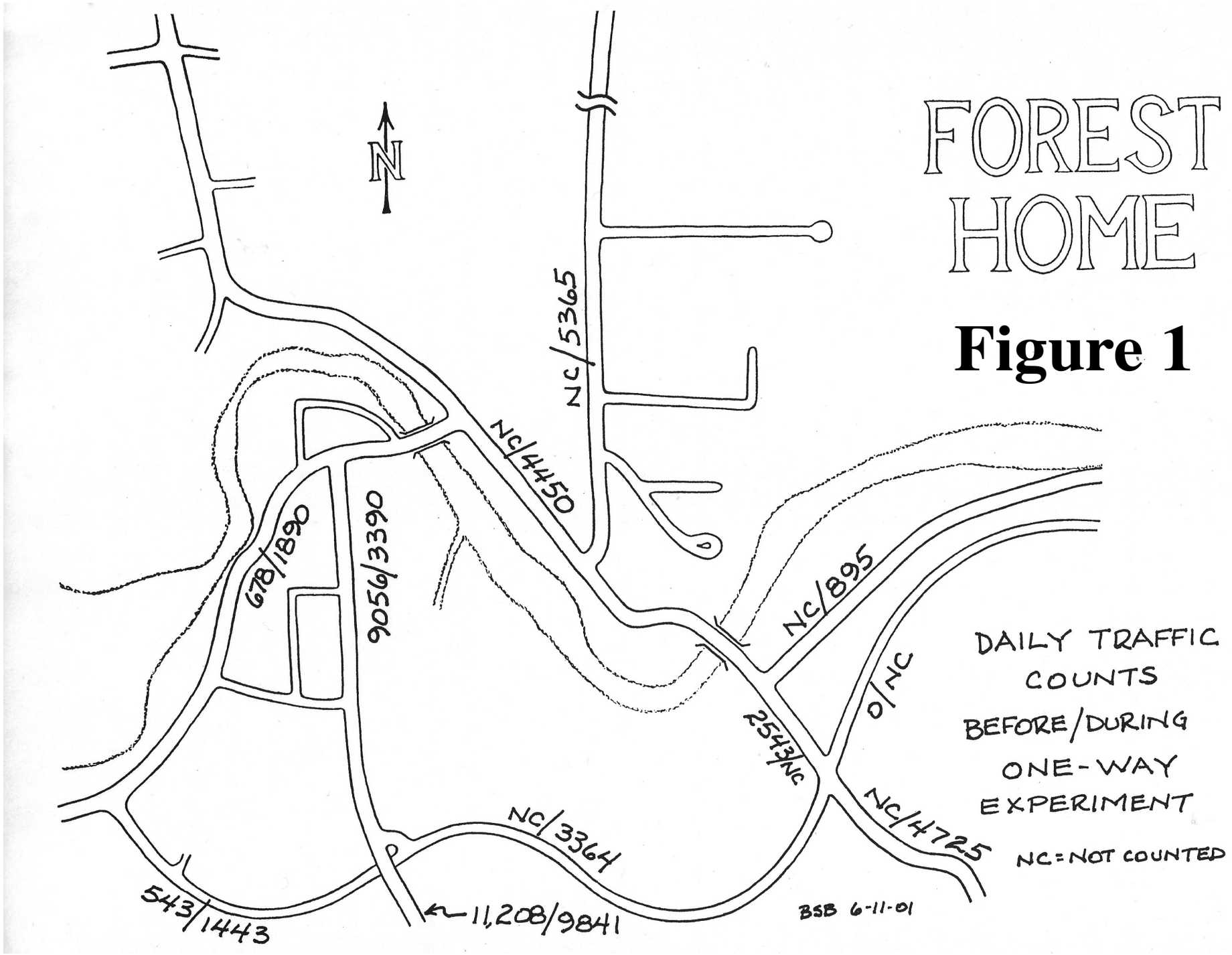
Daily Traffic Counts Before and During One-Way Experiment

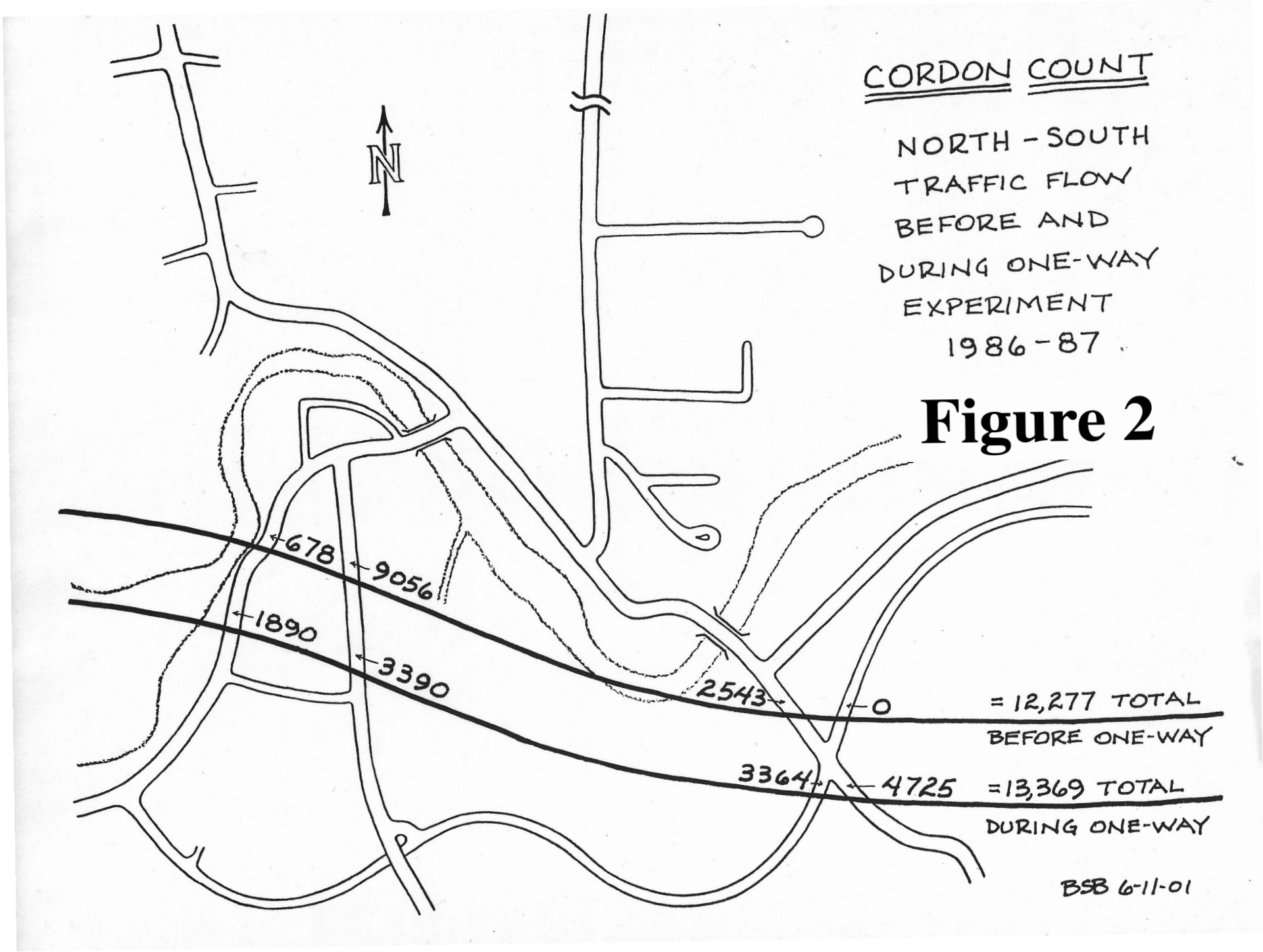
Road Segment	Before (vpd)	During (vpd)	Change (vpd)	Change (%)
Forest Home Drive				
McIntyre Pl to Judd Falls Rd	678	1890	+ 1,212	179% inc
Pleasant Grove Rd to Warren Rd	NC	4450	----	----
Caldwell Rd to East	NC	895	----	----
Judd Falls Road				
Tower Rd to Jug Handle	11,208	9841	- 1,367	12% dec
McIntyre Pl to Forest Home Dr	9056	3390	- 5,666	63% dec
Arboretum Road				
Forest Home Dr to Jug Handle	543	1443	+ 900	166% inc
Jug Handle to Caldwell Rd	NC	3364	----	???% inc
Caldwell Rd to East	0	NC	----	----
Warren Road				
Forest Home Dr to Fairway Dr	NC	5365	----	----

The lack of complete Before and During counts makes it less straightforward to determine the effect of the revised traffic pattern on overall traffic volume. However, a transect drawn across the community from the north-west to the south-east captures all of the north-south traffic flow (the major flow through the community) as well as the east-west traffic flow. Two transects were drawn, one for the Before phase and one for the During phase, in order to cut across road segments with measured traffic volumes. These transects and the resulting cordon counts are shown in Figure 2.

Results indicate that daily traffic flow through the community was somewhat higher during the one-way experiment (13,369 vpd) when compared to counts taken before the experiment began (12,277 vpd). This represents an increase of 1092 vehicles per day, or an approximately 9% higher overall traffic volume with the experimental one-way circulation system.

Note: This information was shared with and discussed by the Forest Home Traffic Calming Committee in 2001. However, this information was intentionally NOT shared with the consultants from Glatting Jackson, since the Committee did not want to influence their independent evaluation of a possible one-way circulation system. Glatting Jackson's conclusions, and their clear recommendation to maintain two-way traffic flow on all roads in Forest Home, are the results of their own thinking and analysis, and are detailed in Appendix VII of the 2007 *Forest Home Traffic Calming Plan Final Report* and discussed on pp. 5 - 6 of the main text of that Report.


FOREST HOME
Figure 1
N
NC/5365
NC/4450
678/1890
9056/3390
NC/895
2543/NC
0/NC
NC/3364
NC/4725
543/1443
11,208/9841
DAILY TRAFFIC COUNTS BEFORE/DURING ONE-WAY EXPERIMENT
NC=NOT COUNTED
BSB 6-11-01


CORDON COUNT
NORTH - SOUTH
TRAFFIC FLOW
BEFORE AND
DURING ONE-WAY
EXPERIMENT
1986 - 87
Figure 2
N
678
9056
1890
3390
2543
0
= 12,277 TOTAL
BEFORE ONE-WAY
3364
4725
= 13,369 TOTAL
DURING ONE-WAY
BSB 6-11-01