

APPENDIX A

SUMMARY OF COMMENTS AND RESPONSES

**2025 LONG RANGE TRANSPORTATION PLAN
Ithaca-Tompkins County Transportation Council**

ITCTC staff received comments throughout the Long Range Transportation Plan update process. The ITCTC collected public comments during three widely advertised public meetings held on September 24, 2003, May 5, 2004 and September 9, 2004. In addition, members of the public were encouraged to telephone, mail and email comments to the ITCTC office. A web site for the LRTP update was established early in the update process and was maintained with the latest drafts of the evolving plan (see www.tompkins-co.org/itctc).

The public comments received by the ITCTC are listed below along with a response. The comments are listed alphabetically by the LRTP topic area addressed in the comment. Comments that were similar in content were combined and received a single response. In those cases individual comments are identified. Some comments were not legible or not applicable to the LRTP. Those comments were not included below. In general the comments are presented in their original form. Some minor editing was made by ITCTC staff to improve readability. All comments are available for review at the ITCTC office – 121 E. Court St., Ithaca, NY (607-274-5570).

1 *Topic* Background and Overview

Comment Detailed comments directed at demographic information: Employment Characteristics and Travel Trends Characteristics. Pages 1.11, 1.12, 1.13, and 1.15, 2025 Long Range Transportation Plan update, 8/31/04 draft. Background And Overview.

Response Comments were incorporated into the Background And Overview chapter including corrections to tables and text.

2 *Topic* Bicycle

Comment What do you think about setting as a goal the hiring of a bicycle/ped coordinator at the MPO and/or encouraging such position within the County and City governments? At the MPO level such a person could work with TIP and other transportation projects, do training, education, and outreach to local municipalities. At the County and City levels, such a person could be more intimately involved with specific projects (speaking for myself at the City, there are plenty of projects that slip through my fingers because I don't have the time and the direct responsibility for bike/ped issues). Also, at either level, this person could begin to work on some of the bigger policy issues of travel demand management, employer incentive programs, Curb Your Car events, etc.

Response The hiring of a bicycle/pedestrian coordinator is not addressed as a separate goal or objective in the Vision Statements. However, nothing in the goals and objectives in the LRTP preclude such an action. The text in Chapter 3 acknowledges the importance of a bicycle/pedestrian coordinator and expresses support for developing such a position.

3 *Topic* Bicycle

Comment "Shoulders are always claimed by cars, no matter how they're striped. Pedestrian & bike facilities should be next to road but not on the shoulders."

Response Providing separate bicycle/pedestrian facilities is not always feasible, often due to cost. In many rural areas road shoulders serve to provide space for these modes. The ITCTC favors the provision of road shoulders in rural areas. In urbanized areas with higher traffic volumes and more complex road networks it is particularly important, but much more difficult, to provide separate facilities for bicyclists. The ITCTC supports the expansion of the existing sidewalk network to served the whole urbanized area. The ITCTC supports efforts to include bicycle facilities as part of road projects and also supports the implementation of local plans, such as the City of Ithaca Bicycle Plan.

In addition, the ITCTC is working with local jurisdictions to build a countywide network of multiuse trails. These trails will not provide serve to every corner of Tompkins County, but once in place they will provide off-road bicycling and walking options to many of the more densely populated areas.

- # 4** **Topic** Bicycle
- Comment** We need to make climbing bike lanes on hills. This can double as pedestrian space as well, for instance on Giles St. & and on Hector St.
- Response** Related Goals and Objectives: Bicycle Issues-Goal I, Goal III, Obj., A, B, C, D, E.
The strategy recommended by the commenter has been proposed for a number of roadways in the Ithaca urban area. Local project sponsors are encouraged to consider the use of climbing lanes where appropriate.
- # 5** **Topic** Bicycle
- Comment** Bike racks on - If bike is used, reduce bus fare
- Response** The ITCTC does not participate in the development of TCAT's fare structure. This comment was relayed to TCAT for their consideration.
- # 6** **Topic** Bicycle
- Comment** "Speeding! Is a big issue for bicyclist. Bike rack at stores especially the new development. We need user friendly bike racks, not just a token one overhead protection for bike racks."
- Response** Relate Goals and Objectives: Bicycle Issues-Goal I; Goal II, Obj. A,F; Goal V Obj. B
- The goals and objectives express support for the provision of bicycle facilities, including parking/storage. Changes to local speed limits need to be initiated at the local level and approved by the State of New York. The ITCTC will support local initiatives that seek speed limit reductions in order to increase safety and provide a more favorable environment for alternative modes of transportation to the automobile.
- # 7** **Topic** Bicycle
- Comment** "Concern with paved shoulder on rural road. Not a safe space for bicycle. Need more separation between modes. Rumble stripes between lane & bike lane."
- Response** The LRTP gives high priority to the provision of improved bicycle and pedestrian facilities. The ITCTC works with local sponsors to advance projects as quickly as possible. The ITCTC will continue to prioritize this type of activity in order to strengthen access to safe, multimodal transportation options for residents in Tompkins County.
- # 8** **Topic** Bicycle
- Comment** Under Bicycle Issues, Goal 3, (related to Objective E) why not include a statement that bicycle facilities should be included in all transportation projects unless exceptional circumstances exist? I know that the MPO is not in charge of each TIP or transportation project, but it seems that it should be included as a vision statement for what we would like to see. This statement doesn't determine what type of facility and leaves an out if circumstances would prohibit it.
- Response** Related Goals and Objectives: "Bicycle Issues-Goal III Objective E and F", "Mobility Issues-Goal II, Objective C & F" and Pedestrian Issues-Goal I, Obj A,B,C and Goal II Obj. A-D.
- Based on related goals and objectives found in 'Chapter 2:Vision Statements' it is the expectation of the ITCTC that bicycle and pedestrian facilities will be considered and implemented whenever feasible.
- # 9** **Topic** Bicycle
- Comment** "I want to use my bicycle in combination with public bus. I live in rural Tompkins County. How I wish the bus ran more frequently. How I wish the road I live on were safer. (Just this past weekend, a man on a bike was hit by a car on the road in front of my home.)"
- Response** Related Goals and Objectives: Bicycle Issues-Goal I Obj. B & Goal II. The ITCTC supports the expansion of bicycle facilities and transit in its efforts to encourage multimodal transportation. In addition, a substantial level of funding and resources is directed at safety improvements in the transportation system. The ITCTC will continue to work with TCAT and local jurisdictions to make sure bicycle needs considered in the planning stages of transportation projects.

- # 10** **Topic** Bicycle
- Comment** Lower speed limit in Ithaca - neighborhoods, for bicycles to 25 mph - inexpensive step - Enforcement - colleges should tell students the rules
- Response** Related Goals and Objectives: Bicycle Issues-Goal V Obj. A & B Changes to local speed limits need to be initiated at the local level and approved by the State of New York. The ITCTC will support local initiatives that seek speed limit reductions in order to increase safety and provide a more favorable environment for alternative modes of transportation to the automobile.
- # 11** **Topic** Bicycle
- Comment** On page 3.14, in the first paragraph on bicycles, there is no mention of the City's Bicycle Plan. It states that the map is a compilation of various planning efforts and includes the City's Bicycle/Pedestrian Advisory Council. The italicized sentence seems to imply that there is no plan approved by a local municipality, whereas the City's plan was adopted by Council. In looking at the proposed bikeways on the map, it looks a lot like the long-range bicycle plan. I would be happy to update you on where we are with implementation and about the challenges we are facing Second on that page, under pedestrians, it states that you completed a survey of pedestrian facilities countywide (Figure 13), but there is no map or discussion of ped facilities in the City. Why not? It may be useful to include this for a few reasons, not the least of which is the added support for sidewalk grant proposals.
- Response** These comments have been incorporated into Chapter 3 of the 2025 Long Range Transportation Plan.
- # 12** **Topic** Bicycle
- Comment** The city has had an APPROVED bike plan since 1998. GET IT DONE!
- Response** Related Goals and Objectives: Bicycle Issues: Goal III, Obj.,D.
- The City of Ithaca's Bicycle Pedestrian Advisory Committee is reactivated and reenergized and the ITCTC stands ready to support City sponsored initiatives in this area. The City's Bicycle Plan is complete and has been adopted by the Common Council. It was amended to the City's Comprehensive Plan. The plan has had a number of fits and starts in implementation as different routes were explored and as different issues have come up. The issue of parking (and the potential removal of such in neighborhoods) has been one of the biggest issues that implementation has run up against. A number of years ago, Common Council created a special committee to come up with a route that would have minimal impact on parking. That committee recommended connecting the Commons and Cass Park using 1) a direct route of primarily state routes (Green and Seneca streets and Taughannock Blvd) and 2) an indirect route with less traffic that heads towards the S. Plain Street bridge over Six Mile Creek, then towards Wegmans, along Cecil A. Malone Dr, Brindley and Taber Streets, over the Flood Control Channel on StateStreet and then on the Cayuga Waterfront Trail. The City has contracted with Dewberry Engineering to produce plans and to gain approval from the NYS Dept of Transportation. The City is currently working with the state to find an acceptable design solution on Routes 79 and 89. It is possible that construction (mostly lane paint and signs) could happen in the near future. It is also possible that we will not be able to reach an agreement with the state and that the project will not go forward in its current form. All of this work is funded under an old ISTEA enhancement grant. The estimate total project cost of the grant is \$100,000.
- # 13** **Topic** Bicycle
- Comment** In the past ITCTC long range plans there have been good things said about walking and biking encouragement, facilities and safety education, but except for recreational trail (which is nice) practically nothing has been done. *
- Response** The ITCTC works closely with member agencies and local jurisdictions to incorporate bicycle and pedestrian components into their plans, regulations and projects. There has been substantial interest and progress in developing the multiuse trail network in the county. Currently there is funding for four projects (Cayuga Waterfront Trail Phase 2 and Phase 3, Gateway Trails, Pew Memorial Trail). These will significantly impact the interconnectivity of trails and reach out to many population centers. Work also continues on other trail efforts The City of Ithaca's Bicycle Pedestrian Advisory Committee is reactivated and reenergized and the ITCTC stands ready to support City sponsored initiatives. The City has prepared guidelines for development in the Southwest part of the City that include Bike/Ped provisions. Additionally, improvements have been made to the traffic signalization infrastructure that will allow safer crossing for pedestrians. The ITCTC will continue to provide a voice of support for bicycle/pedestrian issues as stated in the vision statements of the LRTP and in support of creating an effective and diverse transportation system for Tompkins County.

14 **Topic** Bicycle

Comment "Pass local law to let bicycles ride on side walks (at pedestrian speeds, with peds given the right of way)"

Response Bicycle Issues: Goal V Obj.A. The ITCTC has no power to address this concern. The Transportation Council and all local jurisdictions work within the framework of the NYS Vehicle and Traffic Law.

15 **Topic** Bicycle

Comment We need to make bike lanes on existing busy roads in Ithaca, as well as all new roads, and bike-able paved shoulders on roads outside the city

Response Related Goals and Objectives: Bicycle Issues-Goal I, Goal III, Obj. A, B, C, D, E. The ITCTC supports the expansion of bicycle facilities in its efforts to encourage multimodal transportation.

16 **Topic** Bicycle

Comment Good evening.

My name is Mark Eisner. I am 65 years old, live in Cayuga Heights, and for the past five years I have been a bicycle commuter ten months of the year. In December and January I ride the bus, which doubles my commute time. I require no parking spot on the Cornell campus. I am delighted to see the high priority given to bicycle safety and other bicycle issues in the 2025 draft goals and objectives. The 2020 plan had many of the same lofty statements. However I am here this evening to tell you that I am reconsidering whether it is wise for me to continue as a bicycle commuter.

Last Saturday, a beautiful day like today, I was on a recreational ride on Etna Road, between Hanshaw and Lower Creek Road. Like most of the roads in the county and in Ithaca, this road has no paved shoulder, so I was sharing the right of way with a very light flow of traffic, heading east on the edge of the road, going away from the sun. Suddenly I found myself in the air, and woke up to find someone asking if I was all right. A station wagon going in the same direction had just struck me, knocking me off my bike. I apparently had suffered a concussion but fortunately had no broken bones and required no stitches at the emergency room in Cayuga Medical Center, where I was admitted and spent the night. I learned today that there is research showing that had the passenger window been open, rather than breaking it with my elbow and bouncing off to the shoulder I might have been partially sucked towards the car, with more damaging results. Now I have to ask myself, if that kind of accident can happen on a clear day, on a straight, level two-lane country road, am I taking an acceptable risk commuting to work on Triphammer Road, Wait Avenue, Thurston Avenue and East Avenue every day. Drivers on these roads are more numerous and often more impatient, and there really is no place to ride. Where there are bike lanes, they sometimes peter out and leave the rider stranded in heavy car traffic with no recourse, for example on the north side of East Avenue approaching Triphammer Bridge. Where there are alternative pedestrian paths, such as the bridge across the gorge behind Noyes Lodge, bikes are banned even when there are no pedestrians, forcing us to compete with cars, trucks and buses on Triphammer Bridge.

A long-range plan for more bicycle trails by 2025 is great, but at my age I really want to see something done sooner than that. With some relatively small exceptions such as the TCAT bike carriers, ours is not a bicycle friendly county or city. Yet many older people commute by bike – in my department 25-30% of the faculty regularly bikes to work. If we all chose not too, our load on the roadways and parking would increase by more than a third.

I am not advocating a large expenditure. There is room for paved shoulders on many roads in the area, for example parts of Triphammer Road. Often the land adjacent to the road is owned by Cornell. Would the University prefer to spend money adding decks to the parking garage or donate two or three feet of right of way to permit shoulder paving, which does not require the thickness of asphalt that cars and buses need, nor do bikes impose anything like the maintenance burden that cars do. Existing bikeways need to be connected in a way that encourages bicycle commuting. For example it is possible to get from Game Farm Road to Maple Avenue on a lovely bikeway, but it ends in an extremely steep hill rather than continuing on the original railroad right-of-way to Dryden Road and connections on campus. Many more pathways on campus need to be opened to bikes on a dedicated or shared basis- while it is theoretically possible to cross campus on a bike the routes are tortuous and almost always involve excessive dismounting.

In the past two years the embankment on East Avenue adjacent to the vanishing bike lane mentioned earlier has been torn up and replaced twice for some sort of pipe maintenance, ignoring the opportunity for enhancing the bike lane. A wall at the corner of Wait and Triphammer was moved back about a foot to widen the sidewalk, without widening the pavement where buses must make a sharp turn and cars queue impatiently behind me on my way home. Had these projects been forced to undergo a bicycle committee review these opportunities to increase bicycle safety might not have passed unnoticed.

If highly urbanized places like Cambridge Massachusetts can afford a designed bike line on their most busy and central street, Massachusetts Avenue, it should be possible to find a way for Ithaca to give greater priority to bicycle traffic, hence greater safety.

We need a comprehensive and detailed plan that takes the existing and potential bicycle commuter's point of view into account in determining routes and setting priorities. No road or sidewalk project in the county or city should proceed without reviewing and exploiting all opportunities to increase bicycle safety. Motorists need to be reminded that their patience when behind a bike increases the likelihood that they will find a parking space at the end of their journey. Without improved bicycle safety, bicycle commuters like me may well put a higher priority on their own safety and increase the burden on road and parking facilities throughout the county by becoming car commuters. I would hate to have to do that, but after my close

call last weekend I am really scared. Let's not wait until 2025 to do something about the problem that you clearly recognize.

Response The LRTP gives high priority to the provision of improved bicycle and pedestrian facilities. The ITCTC works with local sponsors to advance projects as quickly as possible. The ITCTC will continue to prioritize this type of activity in order to strengthen access to safe, multimodal transportation options for residents in Tompkins County.

17 **Topic** Bicycle

Comment Bike racks on school buses. Bikes for rent at schools. *

Response The Ithaca City School District is responsible for the implementation of student transportation services. This comment was forwarded to the ICSD for their consideration.

18 **Topic** Community

Comment Emphasize that a weak/poor publ. transportation system creates more congestion; less green; more highways more construction & wider road constr. projects.

Response The LRTP emphasizes the need for a strong transit component in the regional transportation system as a critical factor in combating congestion and addressing capacity issues.

19 **Topic** Community

Comment Public transportation should be thought of in a "sexier" way ---- make it fun ---- make it something people want to do (e., g., golf carts; trolleys; etc. etc.) think way outside the box. Brainstorm advertisement pads. Drive it by sex appeal

Response The ITCTC is fully supportive of TCAT and the transit service the agency provides. The LRTP expresses support and acknowledges the importance of a strong marketing effort on behalf of transit. However, specific publicity strategy decisions are made by TCAT management and the TCAT board. This comment was forwarded to TCAT for their consideration.

20 **Topic** Community

Comment Comment 1] "Improve park & ride system to improve access [to] the public transp. system".

Comment 2] Extent of Park & Ride in the Plan?

Response Related Goals and Objectives: Public Transportation - Goal I, Obj. D; Goal V Obj. A. The ITCTC created a Park and Ride subcommittee in 2004 that is working with different ITCTC members to study the feasibility of expanded park and ride service in Tompkins County. A white paper on the subject is available from the ITCTC. The subcommittee will continue to work on this subject through 2005.

21 **Topic** Community

Comment Comment 1"Cost incentives to use public transportation."

Response TCAT offers a variety of ways to cut costs for the use of transit. Single day, multiple day, monthly and annual passes offer significant discounts to riders. Riders with Medicare, Senior Citizens Council Membership, ADA Paratransit Eligibility, or a Disability Eligibility card, can show their card to the driver and pay half the cash fare. The Disability Eligibility Card is available to those persons receiving SSI, SSD, or Disabled Veteran's Benefits (resulting from a service-connected disability). Children five years old and under ride free and must be accompanied by a responsible adult (up to three children). For additional updated information on TCAT's fare structure it is best to visit their web site at "www.tcatbus.com".

22 **Topic** Community

Comment Involve outlying area to cluster development - this would (encourage dense growth) to increase likely hood of rider ship of public transportation.

Response Chapter 4 presents the analysis of different future development scenarios and identifies the scenario proposing higher densities following historical development patterns as having countywide benefits. The Tompkins County Comprehensive Plan offers additional information about the sample future development scenarios and the impacts from different settlement

patterns. The ITCTC recognizes the importance of land use development patterns in defining the trip patterns of residents. In general, the LRTP indicates support for higher density, mixed use developments that promote multimodal transportation and interconnected road networks. Resident of higher density, mixed use neighborhoods and villages have a higher opportunity and probability of walking, bicycling or using transit to reach employment, recreation, shopping, schools, and other destinations. The resulting reductions in automobile dependency and use would have immediate positive effects to the community as a whole.

23 **Topic** Community

Comment Discourage sprawl into agricultural areas

Response The LRTP highlights the importance of land development patterns in addressing transportation issues. Chapter 4 presents the analysis of different future development scenarios and identifies the scenario proposing higher densities following historical development patterns as having countywide benefits. The ITCTC recognizes the importance of land use development patterns in defining the trip patterns of residents. The LRTP provides for support for higher density, mixed use developments that promote multimodal transportation and interconnected road networks. Readers interested in regional land use issues are also referred to the Tompkins County Comprehensive Plan for additional information (<http://www.tompkins-co.org/planning/>).

24 **Topic** Community

Comment I would like to comment on planning public transportation. I live on one of the busiest streets in Ithaca. I have 2 ideas. 1. Have the busses go where people are going. Simply: if 30,000 cars go up and down rt. 13 each day, then there should be many busses going on frequent schedules on the same route to try to displace the cars. 30 people in a bus may take the place of 20 individual cars. More precisely: if 3000 people travel from Cornell campus area to Wegmans each day, then there should be enough buses to at short intervals going that way each day to displace the cars. Finally, only go where the masses go. It might be nice to go out of the way to pick up an old person at a retirement home and take them to TOPS, but if that is not replacing the bulk of the traffic, then don't do it. 2. My second point is accountability. Somehow, the people driving SUV's 20 miles each way to work at Cornell or in the City of Ithaca are using most of the infrastructure (city taxpayers' dollars) and creating pollution and not using public transportation (creating traffic). As opposed to the city dweller that walks to work and pays city taxes to support the city streets - infrastructure. How can these expenses be spread fairly - city street tollbooths?

Response TCAT is responsible for designing the transit network in Tompkins County. In their consideration they consider the location of population, educational and employment centers, potential demand for service, costs, etc. TCAT, with the GADABOUT service, also addresses the legal requirement to provide service to special populations. TCAT continually reevaluates its routes and to provide the most efficient service possible. This comment was forwarded to TCAT for their consideration.2. Urban living is generally considered to be more efficient in its use of resources. As stated in the comment a city resident has a higher opportunity to walk to employment, recreation, schools, etc. This results in reduced traffic and lower impact on the transportation infrastructure. The discussion of how to best capture the true costs of commuters is outside the scope of this plan. However, Chapter 4 presents the analysis of different future development scenarios and identifies the scenario proposing higher densities following historical development patterns as having countywide benefits. The ITCTC recognizes the importance of land use development patterns in defining the trip patterns of residents. The LRTP indicates support for higher density, mixed use developments that promote multimodal transportation and interconnected road networks.

25 **Topic** Community

Comment No connection to affordable housing issue (i.e., people need to get where they're going). People who can only afford to live in outlying towns need publ. Trans. More than people who live "in"

Response Public Transportation: Goal V, Objectives A and B address the need to take into account the needs of residents in rural areas and recognizes the impact of housing costs on location decisions and transit. Transit service providers work to provide service to the largest number of people across the largest geographic area possible. These efforts to provide enhanced service are balanced against financial and logistical constraints.

- # 26** **Topic** General
- Comment** Ithaca & TC should be creative about these issues - 'SUV's', encouraging smaller vehicles in town - golf carts, tricycles, free bicycles, or new ideas. Don't reject things as outlandish. Tourism destination - people who come through would see the highly livable quality & how we protect what we appreciate
- Response** Goal II, Obj. A .in the Mobility Issues section of the Goals and Objectives (LRTP Chapter 2) calls for implementation of 'feasible transportation alternatives.' The ITCTC recognizes that there is no single solution to the complex transportation challenges of a modern society. It is prudent, particularly given the fast pace of technological advancements, to maintain an open approach to new ideas and concepts that could help address those challenges.
- # 27** **Topic** Community
- Comment** Reduce traffic noise impacts (for) Natural areas & neighborhoods Reduce car - wildlife - deer collisions
- Response** Related Goals and Objectives: Community Issues-Goal I Obj. F. The ITCTC recognizes that cars and trucks can be noisy and create a number of negative environmental impacts. The LRTP seeks to promote a transportation system that supports alternatives to the automobile through transportation oriented land use development, and enhancements to transit service and bicycle and pedestrian facilities.
- # 28** **Topic** Community
- Comment** Zoning: Encourage higher densities in existing population centers (nodes)
- Response** The 'Community Issues and Transportation' section of the LRTP goals and objectives includes language that supports stronger coordination between land use and transportation chapter 4 presents the analysis of different future development scenarios and identifies the scenario proposing higher densities following historical development patterns as having countywide benefits. The ITCTC recognizes the importance of land use development patterns in defining the trip patterns of residents. The LRTP indicates support for higher density, mixed use developments that promote multimodal transportation and interconnected road networks.
- # 29** **Topic** Community
- Comment** Goal of reducing travel time, reduce congestion may conflict w/environmental goals...
- Response** As with most aspect of transportation planning there is a need to balance goals and objectives against the impacts of our actions. With regards to air quality we know that bottled up, stop-and-go traffic generates more emissions than traffic that is moving steadily As a result there are air quality gains from reducing congestion. However, at a certain speed (35-55 miles per hour depending on the type of vehicle and other variables) emissions begin to increase again. Congestion reduction measures also need to be balanced with community livability and safety goals that are intricately connected with vehicular speeds.
- # 30** **Topic** Community
- Comment** Comment 1] Narrower roads can preserve envir. "0" growth in blacktop.
- Comment 2] Enact zoning which encourages higher density near existing population areas. Comment 2] Encourage higher density in the urban core - people in Cayuga Hts. Have more land & not willing to pay the price
- Response** Related Goal and Objective: Community Issues - Goal I, Obj. G.
- The ITCTC is supportive of the application of Context Sensitive Solutions in the design of transportation projects. Every project funded through the ITCTC Transportation Improvement Program includes a scoping phase to collect local input on the needs of the affected parties and the local community. A roads' cross section, including lane width, provision of road shoulders, sidewalks, etc., is determined on a project by project basis depending on the needs of the area and the input obtained in the scoping phase of the project.

- # 31 **Topic** General
- Comment** Does the (travel demand) model consider the youth population
- Response** The travel demand model does not isolate the youth population as part of its analysis.
- # 32 **Topic** Community
- Comment** Transportation funding for work access programs (TANF) have been cut by 70% countrywide for 2004. Local cuts: 2003 Ithaca = \$75,000, 2004 Ithaca = \$0; 2003 Tompkins County = \$300,000, 2004 Tompkins County = \$75,000
- Response** The ITCTC is committed to working with TCAT to secure funding for work access programs, as well as other transit incentive programs. ITCTC and TCAT staff work to identify potential Federal and state funding sources and will apply for funds under all appropriate programs.
- # 33 **Topic** Community
- Comment** "Goal II: To protect and enhance economic vitality Suggest 3 additional objectives: 1. Identify transportation systems that are specific & unique to academic institutions, 2. ID transp. System needs--- specific to business & industry, 3. ID trans. System needs--specific to tourism"
- Response** The areas of academic institutions, tourism and business and industry are captured within Community Issues and Transportation-Goal II Objectives A and B; and Mobility Issues-Goal IV. It was considered preferable not to identify every sector of the economy for a separate objective.
- # 34 **Topic** Community
- Comment** Community Issues and Transportation - Goal II, Obj. B: Econ. Dev. is not something to support. Giving \$ to business will not improve our transportation.
- Response** The intent of "Community Issues and Transportation - Goal II, Obj. B" is not to give funding to businesses. This objective seeks to recognize the important role of transportation in the implementation of different economic development initiatives.
- # 35 **Topic** Community
- Comment** "Traditional safety improvements necessary. Stop the killing & injury."
- Response** Safety for all users of the transportation system is an overarching and primary concern of the ITCTC and is incorporated throughout the LRPT.
- # 36 **Topic** Community
- Comment** "The plan should address air transportation as part of public transportation. An integrated transportation plan must address intercity transportation. Otherwise the county dies a slow death".
- Response** Air transportation planning is not within the mandate or scope for the LRTP. However, the LRTP makes clear the commitment to work with the appropriate agencies and jurisdictions to assist in maintaining the economic vitality of the County, including retention of air passenger service at the Ithaca-Tompkins Regional Airport and maintaining and improving intermodal linkages to air service and freight.

37 **Topic** General

Comment "Goal # II Obj. A, What is sustainable? Examples"

Response The description of 'sustainable economic activity' seeks to describe economic development initiatives that offer a high level of benefit locally, enriching rather than exploiting local labor and resources, while, at the same time, generating sufficient revenues to maintain the related businesses viable, if not thriving. Sustainability is a topic that has received substantial review and study. References are readily available through the internet and library resources.

38 **Topic** Community

Comment Although I came to the meeting with concern about bicycle safety, I came away quite distressed at the limited attention paid to transportation to and from the county from other locations. It is laudable that Goal II Objective A, "Encourage transportation initiatives that support and fast economic activity in Tompkins County" can be read as encompassing this need, but this objective is much less specific than many others and really should be broken into several objectives, including improved highway access and sustained or improved access to air transportation. These objectives need to relate to the large number of inexperienced drivers that go to and from Cornell and Ithaca College over hilly, winding and sometimes icy road every year; employment recruiters and other business people whose decision to come to Cornell and Ithaca College to meet with students and faculty can be negatively influenced by our treasured inaccessibility; companies that might locate to here or relocate from here based on whether or not their customers, raw materials or finished goods can be readily transported to and from other markets; prospective employees who are unwilling to locate to Ithaca because of the limited job market within easy commuting range for a spouse even though the distance to other job markets such as Binghamton, Elmira and Syracuse is well within accepted commuting range in areas better equipped with limited access roads .I am aware that expanding road and air access are controversial issues for those who want to Keep Ithaca Slightly Small, and that public meetings such as the one last night do not attract advocates for development. (I am surprised that Mike Stamm did not attend). But if these objectives are not spelled out and aired, funding to meet them will never occur and eventually the tax base will shrink to a point where all of the other objectives become unaffordable. Once development-related objectives are established, the action steps are similarly controversial. Closing Ithaca-Tompkins Airport would be a blow to the county's pride and an inconvenience unless the alternative – a consolidated facility for Elmira, Binghamton and Ithaca and even Rochester and Syracuse - is easily reachable by public transportation and private automobile. Building a connector to route 81 might not be initially popular either, but might be less controversial if the routing were carefully chosen -- as I mentioned, bypassing Dryden to the South and following the valley more or less as route 212 does from Harford to Marathon could provide much safer access to I-81 north and south than do McLean Road (scene of a horrendous fatality involving a truck bypassing route 13) and route 79, with steep hills east of Richford and on State Street that are far less safe than the route 13 hill. As controversial as the action steps might be, these issues must be tackled. Otherwise the county faces a slow death starting within the planning horizon of the long range transportation plan, as airport use spirals downward and the facility closes, as industrial location consultants increasingly concentrate on sites that have good Interstate access, and as parents discover that Cornell is the only one of the top 100 universities in the country that is not served by a limited access highway. Please don't hesitate to respond. I wish you success in shepherding the 2025 plan to completion.

Response The LRTP currently does not provide for construction of a limited access highway connecting Ithaca to I-81. Instead the plan calls for preserving the operational capacity of the existing road network and specifically of the SR-13 corridor, which serves as the major regional highway link for Tompkins County. In addition, the LRTP through its goals and objectives and projects for implementation proposes to work with the appropriate agencies and jurisdictions to support in maintaining the economic vitality of the County, including retention of air passenger service at the Ithaca-Tompkins Regional Airport.

39 **Topic** Community

Comment Comment 1] 1.Goals I & II: What is the bias of the committee (pro - devel? / pro – neighborhood 2. How will committee address their bias? Emphasize: objectives "E" & "F" Important! Has implications for all other areas of comment-Size of buses smaller so roads don't have to be wider Cleanness of buses (air quality) Trolley Road size - don't accommodate larger & larger vehicles or more traffic due to incoming commuters at expense of urban homes

Comment 2] Rider ship is connected intrinsically to bus fare; fares have to make system an attractive alternative ---- ditto for schedules.

Response The ITCTC has no stated pro-development or pro-neighborhood bias. The LRTP was crafted under the premise that Tompkins County can have a sustainable level of economic growth/activity without sacrificing its quality of life. In fact, the plan seeks to work within a cooperative framework with member agencies to improve the quality of life in Tompkins County by encouraging development of a supportive transportation system.

- # 40 **Topic** General
- Comment** Planning decisions causing congestion- Fulton St., big box stores on S. of R13
- Response** The ITCTC will continue to work with the City of Ithaca to monitor the impacts of new development on the State Route 13 Corridor. The LRTP, proposes development of a SR-13 Corridor plan countywide to help protect the functionality of this important regional route (see Chapter 5, Projects for Implementation).
- # 41 **Topic** Community
- Comment** Please recognize the huge impact that traffic has on the quality of life in residential neighborhoods. Reduce traffic volumes, try traffic calming, etc.
- Response** Related Goals and Objectives: Infrastructure Issues - Goal I, Obj., A,B,C,H; Community Issues - Goal I, Obj., F,I.
- The ITCTC is sensitive to the impact of traffic on residential neighborhoods. The LRTP offers a series of goals, objectives and projects for implementation that will help mitigate these impacts.
- # 42 **Topic** Community
- Comment** Will committee prioritize Goals and Objectives according to the wishes of people of Tompkins County? *
- Response** The ITCTC has decided to not prioritize its goals and objectives. Taken together they serve as guidance and provide a vision for implementation of the LRTP. However, the ITCTC is committed, and required, to have an open transportation planning process that actively seeks out participation from the general public. All meetings of the ITCTC are open to the public, agendas (which include meeting summaries) are available in the ITCTC web site - www.tompkins-co.org - or by contacting the ITCTC office. The web site also includes downloadable versions of all reports and studies and other documents produced by the ITCTC including the agency's "Public Involvement Procedures".
- # 43 **Topic** Community
- Comment** Should discussion include discussion of access to air travel? (Access to airports--- we should make it easier to get people & stuff to Tompkins. Co.).
- Response** Planning for the airport and air travel services are outside the scope of this plan. However, the LRTP does address the need to have strong intermodal links. The ITCTC has worked in the past with TCAT and NYSDOT to ensure that the Ithaca-Tompkins Regional Airport is served with transit and is linked to the functionally classified highway network. The ITCTC will continue to support efforts to better integrate air service into the county's transportation network. Reference Goal and Objectives - Mobility Issues: Goal I, Obj. B. Goal II, Obj C, E.
- # 44 **Topic** Community
- Comment** "Goal I Objective C: Why is the City Of Ithaca bonding for huge sums to improve access to the development in and off the state highway 13? Shouldn't this be an essential element of investment & land use?"
- Response** This comment addresses the economic development strategy and policies of the City of Ithaca and is outside the scope of this plan. This comment was forwarded to the City of Ithaca Department of Planning and Development for their consideration.

- # 45** **Topic** Community
- Comment** Comment 1] Page 3.20, top of right column. I don't have any counts or schedules to confirm, but in living on West Hill, it sure seems that there are nearly two trains per day running through the West End. In rereading it, maybe what you have is correct, but it sounds understated somehow. Maybe, what there needs to be is mention of the effects of the trains running through the City during congested periods. When a train comes through in the morning, it can set Rt 96 traffic back an hour. Better coordination between the railroad, the City, and emergency response providers might be able to lessen the impact of poor timing.
- Comment 2] Railroad impacts safety vehicles travel during emergencies.
- Response** These comments have been incorporated to updated draft of Chapter 3 of the 2025 Long Range Plan.
- # 46** **Topic** Environmental
- Comment** Encourage taxis and other high use vehicles and fleets to use low pollution and high MPG vehicles.
- Response** Related Goal and Objectives: Environmental Issues-Goal I, Obj. A, Goal II, Obj. A, Obj. D The ITCTC supports the statement in the comment. Whenever possible the agency will work to encourage and facilitate the use of "cleaner" vehicles in vehicle fleets and transit.
- # 47** **Topic** Environmental
- Comment** "Is it possible for Ithaca to pass a law or get the state to advocate on limiting certain emissions reduced from cars. Like SUV's for example"
- Response** Stronger regulation of automobile based emissions is possible at the state level, California is the most prominent example of this type of action. Consideration of such action is outside the scope of the LRTP.
- # 48** **Topic** Environmental
- Comment** Page 3.23, last paragraph under energy efficiency: What local legislation could we support to promote increased fuel efficiency? That statement is too vague.
- Response** Comment revised to read as citizens' support for general legislation not just local legislation
- # 49** **Topic** Environmental
- Comment** Goal I - See objective A, last sentence) (end) with the goal of improving air quality. Delete, at least----
- Response** Environmental Issues-Goal I Obj. A was modified to delete the final section of the objective.
- # 50** **Topic** Freight
- Comment** "I'm concerned about the impact of the objectives listed under goal IV (movement of freight). It seems to me that the top priority should be keeping large trucks on major highways as much as possible, and as little as possible on local streets and roads. Heavy truck traffic is noisy, polluting, and dangerous, and truckers should not be allowed to believe that they have a right to the shortest or most convenient route through Ithaca."
- Response** Related Goals and Objectives: Mobility Issues-Goal IV, Obj. A-D.
- The ITCTC recognizes that freight traffic, particularly truck traffic, has negative impacts. The ITCTC funded a freight transportation study with one of its stated objective to minimize the negative impacts of truck traffic. Mobility Issues-Goal IV, Obj. A specifically mentions "minimizing the negative impacts of freight traffic". Other objectives seek to establish preferred truck routes, which, as stated in the freight study, will be designed to reduce impacts on residential areas. As with other areas in transportation planning, freight movement requires a balancing of the need for transport and delivery of goods with protection of our neighborhoods and other quality of life issues.

- # 51 **Topic** General
- Comment** Demographic map of property in Tompkins County over-laid with the property value; Compare property value to income levels and how they relate to infrastructure or transportation patterns. Sales tax generation - where does this occur (another layer). Look at these various layers together.
- Response** Demographic information needs to be developed and analyzed for effective land use and transportation planning. This type of data can be developed cooperatively as specific planning initiatives are undertaken, other data is available from local, state or federal (Census) sources. The ITCTC performs this type of demographic analysis on a continuous basis as the data sets become available. ITCTC staff will consider implementing the analysis recommended in the comment.
- # 52 **Topic** General
- Comment** How do Goals and Objectives relate to each other? How can you weight them to reflect desired impact? *
- Response** The goals and objectives are established to serve as a general guideline for the overall transportation planning process; they relate to each other by identifying the tasks that should be considered to achieve the broader vision of the goal. The goals and objectives are listed alphabetically and are not ranked by priority; the intent is to identify the issues that can be addressed to improve the transportation system as the resources become available.
- # 53 **Topic** General
- Comment** Is the focus on vehicular traffic? What is the final product you want, how does financial spending reflect that? *
- Response** The 2025 LRTP is designed to address various modes of transportation including bicycle, pedestrian, and transit within specific fiscal parameters. A fundamental goal of the financial analysis in the LRTP is to maintain the existing infrastructure while providing for enhancement across all modes. See Chapter 3, Financial section.
- # 54 **Topic** General
- Comment** "In" Commuters - survey them to find out what it would take to discourage the use of car, has this been done? *
- Response** The NESTS Transit Planning Project, Summary Report of Market Research (available on line), presents the results of a telephone survey of residents of the northeast sub-area of Tompkins County; see page 10 for findings on what it would take for potential riders to become regular riders. The 2025 LRTP includes related proposed project as follows: Ch. 5 Projects For Implementation, B. Planning Efforts, II. Transportation Data Collection, 2. Proposal to Conduct a Household Travel Survey for Tompkins County. Household travel surveys are used to gather trip-related data such as mode of transportation, and duration, distance and purpose of trips. It also gathers demographic, geographic, and economic data for analysis purposes. The data can be used to gauge the extent and patterns of travel, to plan new investments, and to better understand the implications for the region's transportation infrastructure. The data is also valuable to calibrate the trip type and trip rate tables used in the ITCTC travel demand model.
- # 55 **Topic** General
- Comment** Geo-Coded employment locations. Look at where jobs are or where they are expected to be. Look at location of employee by zip code (not done in TC since 1980, smaller sample in '90s) Do this with large employers. *
- Response** A Geographic Information Systems, Arc View, Shape File containing updated (2003) data on employer locations has been developed. The data for employees and zip codes will be developed on a project-by-project basis. For details contact ITCTC.
- # 56 **Topic** General
- Comment** What are the major differences between the 2020 plan and the 2025 plan? *
- Response** The 2025 LRTP has not departed radically from the previous plan. The overall format is generally the same. The 2025 LRTP has additional Objectives in the "Vision Statements", the "Projects For Implementation" has been updated and a Scenario Analysis chapter has been added in cooperation with the Tompkins County Comprehensive Plan development effort. In additions, there have been statistical updates to reflect the 2000 census data. The document has been re-edited to correct any inconsistencies that have occurred with regard to the intent of meaning and that may have been ambiguous.

57 **Topic** General

Comment Dialog with school districts long-term to look at transportation and other issues with youth.

Response School administrators as well as school students are encouraged to participate in the transportation planning process in Tompkins County. The ITCTC is available to work with the school districts and TCAT in addressing the transportation needs of youth in the county.

58 **Topic** General

Comment Learning Web survey of youth without permanent housing -- transportation need is higher than housing. Other youth also have difficulty with transportation needs. Gad About for kids? It could pay for itself.

Response A new objective in the Public Transportation Issues section specifically mentions 'youth' as a group with special mobility needs.

59 **Topic** General

Comment I am concentrating on the LRP this week. After really reading it again, I understand its format and content better. I've sent you an excel file on public transportation ridership and revenue miles data for 1990 to 2003. I realize the LRP needs to show the actual history in ridership and revenue miles since the creation of the ITCTC. Chapter 1, under General Travel Trends p. 11 "In contrast to the Bicycle category, Public Transportation figures went from being higher than the national average to below national average. However, this is one area where there has been substantial change and service improvements locally since the data was collected. The 2000 Journey to Work data presented in the following sections indicates that Tompkins County public transportation levels are even with national levels. Nevertheless, the data shows that bicycling and walking were partly responsible for a continuous reduction in private vehicle use even while public transportation use saw a decline." I argue that public transit use (ridership) saw growth during the 1990's and continues to this day. There is no decline in use. I've attached a revised description of public transportation for Chapter 1, p. 17. This is it so far.

Response The recommended changes have been incorporated. The paragraph below was added in the General Travel Trends section, also added was a note on the limitations of the transit data on table 10. In contrast to the Bicycle category, Public Transportation figures went from being higher than the national average to below national average in the 1990 to 1995 comparison. However, this is one area where there have been substantial transit change and service improvements since that data was collected. TCAT figures indicate that total annual transit rider ship has been increasing steadily from a low of 2.04 million in 1992 to 2.83 million in 2003, a 28% increase. The period since the TCAT reorganization in 1999 to 2003 has seen a rider ship increase of 16%. Unfortunately these changes are not reflected in the 2000 Census either because the transit service changes were not implemented at the time the census was executed.

60 **Topic** General

Comment Page 5.8: There is an extra line stuck in the Road Shoulder Condition Survey for Bicycle Program paragraph, "Implementation interval = Intermediate."

Response The correction was made in the LRTP.

61 **Topic** General

Comment Communities should come up with ideas for different development pattern with focus on land use , then transportation follows. *

Response The ITCTC recognizes the importance of land use decision on transportation. Municipalities are being encouraged to "to develop...plans for a common horizon year." See: 2025 LRTP, Ch. 5. Projects For Implementation, Sect. B.I. In addition Ch. 2, Vision Statements, 'Community Issues and Transportation' include language addressing the land use/transportation interrelationship.

- # 62 **Topic** Infrastructure
- Comment** "Goal III, OBJ A: NYSDOT "Functional Class" is nonsense. Instead roads should be developed in of their setting: residential should be narrow and quiet. Empty roads can handle more traffic. An efficient road would be narrow for the majority of traffic it carries. Wide roads are inefficient."
- Response** The use of a Functional Classification System for the road network is a requirement within the federal transportation planning process. Policy changes over the last ten years have given transportation planners and engineers greater flexibility to address the needs of areas neighboring transportation projects. Residents and other interested parties are encouraged to become active participants in the scoping and design phases that are part of all federally funded transportation projects. Community participation during a project's design phase is critical to ensure that the community's goals are met and it's the best time to present specific design recommendations.
- # 63 **Topic** Infrastructure
- Comment** Build a bridge across the lake
- Response** Comment noted.
- # 64 **Topic** Infrastructure
- Comment** Build a bypass
- Response** The idea of building bypasses around the Ithaca urban area has been proposed in the past. Over the last 30 years a number of schemes have been considered, the last effort being the Northeast Subarea Transportation Study completed July 1999 (<http://www.tompkins-co.org/itctc/projects/index.html>). In general, land use impacts (concerns that a bypass would induce sprawl), right-of-way acquisition issues (cost, impact to neighborhoods) and projected extreme high cost (mostly due to the need to cross hilly topography) have served to slow further consideration of these proposals.
- # 65 **Topic** Infrastructure
- Comment** State Parks has had about a million dollars of federal money for a decade to build the Black Diamond Trail, Which it agreed to do in 1983! GET IT DONE!
- Response** ITCTC will continue to provide assistance for local trail Development In addition, the ITCTC is working with local jurisdictions to build a countywide network of multiuse trails. These trails will not provide service to every corner of Tompkins County, but once in place they will provide off-road bicycling and walking options to many of the more densely populated areas The LRTP gives high priority to the provision of improved bicycle and pedestrian facilities. The ITCTC works with local sponsors to advance projects as quickly as possible. The ITCTC will continue to prioritize this type of activity in order to strengthen access to safe, multimodal transportation options for residents in Tompkins County.
- # 66 **Topic** Infrastructure
- Comment** We need more housing in the flats of downtown such as Southwest, where it easier to walk and bike. We need to make sure that all new roads in the SW have sidewalks and bike lanes (per SW development guidelines). We need more LONG LASTING crosswalks. We need to develop a cutline of respecting pedestrians and bike riders.
- Response** The LRTP highlights the importance of land development patterns in addressing transportation issues. Chapter 4 presents the analysis of different future development scenarios and identifies the scenario proposing higher densities following historical development patterns as having countywide benefits. The ITCTC recognizes the importance of land use development patterns in defining the trip patterns of residents. The LRTP provides for support for higher density, mixed use developments that promote multimodal transportation and interconnected road networks Readers interested in regional land use issues are also referred to the Tompkins County Comprehensive Plan for additional information (<http://www.tompkins-co.org/planning/>).

- # 67 **Topic** Infrastructure
- Comment** We desperately need a Route 13 bypass around Ithaca. It is almost impossible to drive on Meadow Street now on a Saturday or Sunday; mixing local and through traffic is a very bad idea."
- Response** The idea of building bypasses around the Ithaca urban area has been proposed in the past. The Northeast Subarea Transportation Study completed July 1999 (<http://www.tompkins-co.org/itctc/projects/index.html>) discusses a proposed link between Lansing and SR-79. In general, land use impacts (concerns that a bypass would induce sprawl), right-of-way acquisition issues (cost, impact to neighborhoods) and projected extreme high cost (mostly due to the need to cross hilly topography) have served to slow further consideration of this proposal.
- # 68 **Topic** Infrastructure
- Comment** "Build a (pedestrian) bridge-way over Route 13 to Farmers Market"
- Response** The LRTP does not make a specific recommendation for the SR-13 and Third St. intersection. However, the ITCTC, the City of Ithaca and NYSDOT are aware of the need to address the pedestrian and bicycle traffic at this crossing. At-grade improvements to the intersection are currently being discussed which should result in significant safety improvements.
- # 69 **Topic** Infrastructure
- Comment** In the city of Ithaca we need to complete the gaps in the sidewalks system, especially Elmira Road. We need to make street crossings safer by prohibiting turning on red lights and by stopping all traffic including green turning arrows, when a pedestrian pushes a button to ask for help crossing.
- Response** Comment noted. The LRTP is supportive of efforts to improve the pedestrian experience as it seeks to create a transportation system that is less car dependent. Improvement in sidewalk network connectivity and intersection safety enhancements are clearly two of the most important components to achieving this end. The LRTP includes specific goals and objectives in Chapter 2 to address pedestrian issues. Chapter 5, Projects for Implementation, includes a Pedestrian Facilities Planning project that is designed to address issues related to gaps on the pedestrian facilities network.
- # 70 **Topic** Infrastructure
- Comment** A series of comments directed towards Rt. 13 expressed concern over a variety of issues that are connected to the use of this Principal Arterial.
- Response** The LRP proposes a study to "analyze and recommend specific strategies, land use as well as operational that will protect the functional operation of the highway" See: Draft Long Range Transportation Plan, Chapter 5, Projects for Implementation, Efforts, B. Planning Efforts, 3. Develop a Countywide SR-13 Corridor Plan
- # 71 **Topic** Infrastructure
- Comment** "Goal II, Obj. E: It's not up to the county to install larger bridges for farmers who foolishly bought equipment that's too wide."
- Response** Related Goal and Objective: Infrastructure-Goal II, Obj. E Within the context of providing an infrastructure that meets the demands of modern equipment and needs this goal seeks to provide support to an important sector of the County's economy.
- # 72 **Topic** Infrastructure
- Comment** "Goal IV: Why is moving freight good? Business should locate new facilities."
- Response** The economy locally and nationally is dependent on the efficient movement of goods. The issue of truck movements through a community is always an extremely sensitive one - there is never one right answer. Restriction of trucks from certain roads merely relocates the impacts to other roads, with other residents. It is also important to note that restricting trucks from routes is not always the best solution, as doing so risks losing federal aid eligibility for those roads. Construction of new roads to accommodate trucks is often infeasible due to high costs, and a lack of right-of-way. Even if they are built, trucks still need to use local roads to get to their ultimate destinations. Currently and into the planning horizon of this plan trucks can be expected to continue their role as necessary to the economic health of the area.

- # 73** **Topic** Infrastructure
- Comment** "I am disappointed that the plan goals and objectives do not recognize the high volume of car traffic coming to and from Ithaca from I-81 -students, parents, employers - over narrow 2 lane roads we need an Interstate come in [Dryden Marathon for example]."
- Response** The idea of building a connection to I-81 has been proposed in the past. In general, land use impacts, right-of-way acquisition issues (cost, impact to communities) and projected extreme high cost have served to slow further consideration of this proposal.
- # 74** **Topic** Infrastructure
- Comment** "I see no mention in the goals of cross walks & pedestrian bridges. I know that in general, these are not included in various inventories: for example, the Ithaca GIS sidewalks map. Safe cross walks and pedestrian bridges should be included in the inventory of pedestrian facilities 2. Be part of future recommendations 3. Be considered in all future projects"
- Response** Related Goals and Objectives: Pedestrian Issues-Goal I, Obj. A-E
- The LRTP strongly supports the idea that pedestrian facilities be considered as part of all transportation projects. The LRTP seeks to encourage development of a transportation system that maximizes walking. Having a safe, attractive pedestrian environment is critical to making the most of this mode of transportation. ITCTC staff will consider the inclusion of cross walk characteristics in the development of pedestrian facilities inventories.
- # 75** **Topic** Infrastructure
- Comment** We need traffic calming on Cliff St., Hector St., Fulton St., Meadow St., Elmira Road.
- Response** Related Goals and Objectives: Infrastructure Issues-Goal I, Obj. H; Community Issues and Transportation-Goal I, Obj. D,F,G,K.
- The City of Ithaca has been active in implementing traffic calming strategies in various neighborhoods. This plan does not propose specific projects for the City to implement. However, the LRTP supports the use of traffic calming techniques as part of an overall strategy to address the needs of all users (auto, bicyclists, pedestrians) of the transportation system.
- # 76** **Topic** Infrastructure
- Comment** Rt. 13 development is left as a burden to the city & not part of this plan City did not do enough to get Rt 13 roads paid for by state
- Response** This issue is under the jurisdiction of the City of Ithaca This comment has been forwarded to the City of Ithaca.
- # 77** **Topic** Infrastructure
- Comment** We need to recognize that roads are destroyed by high volume, high speed, overweight vehicles. These travelers should be charged accordingly and encouraged to change. We need to encourage small cars pools, bikes and foot traffic for this reason as well. Less Volvos
- Response** The LRTP offers strong support for alternatives to single occupancy vehicles. Most of the 'overweight' vehicles referred to in the comment are trucks. These are regulated by weight and may pay taxes and fees accordingly. The Tompkins County Freight Transportation Study (www.tompkins-co.org/itctc/projects/index.html) offers a number of strategies dealing with truck movements in Tompkins County, some of which address the issue of overweight vehicles.

- # 78 *Topic*** Infrastructure
- Comment*** Comment 1] Suggestions re: Parking Lots - Encourage porous surfaces on parking lots rather than asphalt. Also, trees in parking lots would make them much less objectionable.
- Comment 2] "Please minimize cut and fill. Roads should follow terrain."
- Response*** Comment noted. The LRTP cannot specify this type of detail for projects. However, the plan is supportive of design techniques that will minimize the negative impacts of transportation projects on the environment and neighboring areas. Community participation during a project's design phase is critical to ensure that the community's goals are met and it's the best time to present specific design recommendations.
- # 79 *Topic*** Infrastructure
- Comment*** we need a way to get from Lansing to Rte. 79 (and in the process get to Cornell from the east). Right now the only way to get from Lansing to 79 is to drive first through the residential neighborhoods in old Cayuga Heights and then through the Cornell campus. This is stupid and dangerous (how many students will need to be killed before it changes?). As long as Lansing is going to allow uncontrolled growth, there will need to be a way to move those people south and east. Making Warren connect to 79 and using it as a through road makes the most sense."
- Response*** The idea of building bypasses around the Ithaca urban area has been proposed in the past. The Northeast Sub-area Transportation Study completed July 1999 (<http://www.tompkins-co.org/itctc/projects/index.html>) discusses a proposed link between Lansing and SR-79. In general, land use impacts (concerns that a bypass would induce sprawl), right-of-way acquisition issues (cost, impact to neighborhoods) and projected extreme high cost (mostly due to the need to cross hilly topography) have served to slow further consideration of this proposal.
- # 80 *Topic*** Infrastructure
- Comment*** Synchronization of traffic lights through traffic need to get through the city, not at lights
- Response*** Synchronization of traffic lights is one of the most effective actions that can be taken to help alleviate congestion and reduce auto emissions. The bulk of traffic lights in Tompkins County and the single candidate system for such a project is in the City of Ithaca. The City has designed a three-phase project to modernize and coordinate their signals. The City is involved in phase one, replacing antiquated signals. Phases two and three will finalized equipment replacement and interconnect the traffic lights. The LRTP includes support of this project.
- # 81 *Topic*** Infrastructure
- Comment*** Objective E: All roads should be scenic not always straight work; Objective B: Safety & community standards, aesthetics
- Response*** Related Goals and Objectives: Infrastructure-Goal I, Obj. D, E, H. The LRTP promotes protection of the scenic components of our roadway network. In particular it call for development of a countywide scenic roads program in addition to supporting the State designated Cayuga Lake Scenic Byway.
- # 82 *Topic*** Infrastructure
- Comment*** What are ITCTC's plans on lessening the vehicle load on Route 96? The problem is escalating at a rate that is problematic. A couple of years ago the number of vehicles using Route 96 was at the 20,000 per day mark. I am sure the numbers have increased as the simple task of entering Route 96 has me and my neighbors waiting minutes before we can pull out of our homes. There has been no talk of how this problem is going to be solved and it is an important issue Thank you for your attention. Steven Hyde
- Response*** Route 96 from Cayuga Medical Center south to the City of Ithaca is recognized as one of the most congested corridors in Tompkins County. The ITCTC will assist the City and Town of Ithaca and the Town of Ulysses in helping to address the needs of this area. The LRTP recognizes that a detailed corridor plan may be needed to help identify effective transportation strategies that provide congestion relief.

- # 83 **Topic** Infrastructure
- Comment** The carrying capacity of the road network is limited by the intersections. Therefore the roads themselves can be smaller and prettier without reducing the capacity of the network. (Most people's impression of the County is based on what they see while driving let's improve the streetscapes)
- Response** Comment noted. The objectives in Community Issues and Transportation Goal 1 provide support for addressing the needs of the communities served by roadways. Community participation during a project's design phase will ensure that the community's goals are met.
- # 84 **Topic** Infrastructure
- Comment** We need to recognize that stripe for bike lanes are cheap & easy. We need to recognize that paved shoulders (for bikes & walkers) also help the road last longer. We need to recognize that while paved trails, while expensive, if built well will far out last roads because bikes and feet do not damage them.
- Response** The comments are noted. The LRTP provides strong support for the development of bicycle and pedestrian facilities in an effort to move increased number of trips to these modes.
- # 85 **Topic** Mobility
- Comment** Promoting off-road bicycle and pedestrian trails as part of a long-term transportation plan is not realistic. Such trails are unlikely to be used by the public as a way to reduce traffic congestion. They are primarily recreational. Although the idea is appealing in the abstract, few people are actually going to bicycle or walk to work using trails. Unless they have unusually casual jobs, they're not going to be dressed for bicycling or lengthy walking. And they will typically be too rushed to allow for the extra time these forms of commuting would take. Cold weather for much of the year, not to mention snow, also works against trails as a viable alternative to vehicles in Tompkins County. Bicyclists have often said at public meetings and on local list-serves that they would rather use highways than off-road trails because the snow is kept cleared. Short days for many months of the year likewise make it hard for trails to be used as a serious mode of commuting. Errands are also unlikely to be done using off-road trails. Carrying packages a long distance by hand or in a small bicycle basket or saddlebag isn't feasible. The two major existing trails in the Ithaca area are correctly named: recreational trails. They are not used to any serious extent for commuting or errands. In fact, at least one public trail, the East Hill Recreation Way, generates a lot of extra car traffic from visitors. People drive to get there. That is opposite to the outcome the 2025 Long-Range Transportation Plan presumably hopes to achieve. Moreover, rural trails are often proposed in areas that should be rightfully set aside as biological corridors. Putting municipal trails on sensitive land whose animal and plant species should be protected is not the right direction for the county to go. A better approach to encouraging non-vehicular transportation is to reduce the speed limits on rural roads. Cities have sidewalks for pedestrians, and they also have slower traffic than rural roads do. As a result, cities offer a better environment for pedestrians and bicyclists. The NYS Department of Transportation should be lobbied by the county, possibly as a statewide effort with other counties in the state, to allow communities to set their own speed limits on rural roads. Although having safer roads or non-vehicle traffic still would not ease commuter traffic congestion (for many of the reasons stated earlier about trails), it would allow people to walk or bicycle with greater safety at other times. Expanded bus service could be offered to outlying areas to reduce traffic congestion. One way to make this option more appealing is to have smaller buses and to run them on alternative fuels, such as solar-powered batteries or vegetable oil, as some cars now do. Not only would this eliminate diesel fumes, but there would also be a sense of community adventure and the satisfaction of avoiding the use of a dwindling fossil fuel. Adding seat belts to the buses would also make traveling by bus more attractive.
- Response** The ITCTC interest in promoting development of multiuse trail is affected by many factors. 1. Tompkins County has a wealth of abandoned rail rights-of-way that are excellent candidate routes for multiuse trails. The 1996 Trail/Corridor Study seeks to exploit these routes. Every recommendation for a major trail in that study uses abandoned rail rights-of-way. It only deviates in short sections that provide connections between main trails that are not linked otherwise. In no instance are wetlands or other biologically important areas being proposed for multiuse trails.2. It is not expected that the provision of trails will solve congestion problems in the county. However, offering viable options to the automobile, such as a trail network connecting different origins and destinations, is expected to contribute to a mode shift away from the automobile and will provide opportunities that are not presently available. Having well developed trail network with a high degree of interconnections, serving residential and employment areas, will reduce the need to drive-to-bike as described by the commenter. 3. In addition to the potential transportation benefits, the trail network will serve as an extraordinary quality of life enhancement to residents in Tompkins County, offering recreational and tourism opportunities.4. Supporting trail development is only one aspect of having a well-balanced transportation system. The ITCTC will continue to work with local and State partners to maintain and enhance our current road and bridge network, improve transit, and apply innovative solutions to the transportation problems facing our community.

- # 86 **Topic** Mobility
- Comment** "Integrated Trail System including transportation alternatives (bicycles etc.) for access to Cornell, etc.
- Response** The ITCTC and the LRTP support development of a countywide network of multiuse trails. The trail system is described in the 1996 study titled 'Transportation Trail/Corridor Study' (www.tompkins-co.org/itctc/projects/index.html). This system, together with the proposed Black Diamond Trail and the Cayuga Waterfront Trail, will provide linkages to a substantial part of the County's population and connect to many employment destinations including Cornell University.
- # 87 **Topic** Mobility
- Comment** Consider research done outside of the USA that has bold approaches to transportation. *
- Response** Related Goals and Objectives: Mobility Issues-Goal II, Obj., A, B.
- The LRTP provides for consideration of innovative approaches to solving transportation problems.
- # 88 **Topic** Mobility
- Comment** "How do we increase the ease of mobility in the County?"
- Response** Related Goals and Objectives: Mobility-Goal II, Obj. C, D, E.
- There is no single solution. The LRTP proposes a series of goals, objectives and projects for implementation that seek to address mobility issues from different angles simultaneously. The plan supports pedestrian, bicycle and transit enhancements while stressing the need to maintain our important road and bridge infrastructure. Also important is to work with local communities and Tompkins County to ensure that planning efforts lead to land use development patterns that support more efficient transportation options.
- # 89 **Topic** Mobility
- Comment** Let's get rid of cars
- Response** Comment noted.
- # 90 **Topic** Mobility
- Comment** No focus on the specifics for the physically impaired
- Response** Related Goals and Objectives: Mobility-Goal I, Obj. A; Pedestrian Issues-Goal I, Obj. A,E,F; Public Transportation-Goal I, Obj. A,G.
- The listed goals and objectives specifically address the needs of the disabled community. All federally funded transportation projects processed through the ITCTC need to meet ADA requirements.
- # 91 **Topic** Mobility
- Comment** "Intermodal enhancement- better coordination w/ bus airline arrivals/departures (including earlier/later runs to bus station / airport."
- Response** The LRTP supports enhancements to intermodal linkages in Tompkins County. This comment was referred to TCAT for their consideration in planning service to the Ithaca-Tompkins Regional Airport.
- # 92 **Topic** Mobility
- Comment** Comment 1] Have the municipalities looked at the special problems of the elderly in terms of mobility?
- Comment 2] Summary of some points made at the National Conference on Aging and Mobility held in 2002 'System is not ready for surge in older drivers and older pedestrians There is already a surge in the number of older drivers due to increased longevity. In twenty years (2025), the leading edge of the baby boomer cohort (will be 79) years old and we need

to be ready for them - (us). One in five will then be over 60 and in the years to that follow, that will become one in four. Some of the solutions -safer cars, improved competency of older drivers, are issues for federal and state policy makers...But some are very much issues for planning at the local level. Safer infrastructure: enhanced traffic control devices, better signage - simplify decisions at intersections - older drivers and perhaps older pedestrians encounter their greatest problems at intersections. Municipalities have to ask themselves: Have we done a walk-through and drive-by assessment of signage, intersections, looking through the lens of the older driver and older pedestrian? Focus groups - actually going out with these folks Livable communities - convenient neighborhoods The transportation planners need to be speaking to the land use planners -Today's older adults have more kids than we boomers have - who is going to help us get around? We can anticipate a greater demand to live in more convenient communities - we need to create a more compelling vision than today's American Dream of a detached home in the suburbs. Perhaps learning from European communities whose populations are already older. Alternative modes of transportation, - no one size fits all solutions for older adults any more than for younger adults. We've made great strides with demand - response paratransit - must maintain and improve to meet increasing need- f you would like to review the proceedings of the National Conference on Age & Mobility, they are summarized on the Web. I'd be happy to provide you the URL.

Comment 3] "What will the demands be for transportation based on the growth of an elderly population in the County?"

Response Related Goals and Objectives: Community Issues and Transportation-Goal I, Obj. K; Public Transportation Issues-Goal I, Obj. G

The Tompkins County Office for the Aging convened a Steering Committee to assemble Task Forces in the categories of health care financing, health status, housing, income and employment, leisure and volunteerism, long term care, mental health and transportation. These Task Forces were charged with assessing the status of the County's seniors, identifying needs, issues and highlights, and recommending some action steps.

Many of the LRTP initiatives, particularly those supporting pedestrian and transit improvements, will serve the elderly population in Tompkins County. The ITCTC will work with providers of services to special populations, including the youth and the elderly, in order to best determine service needs and to focus assistance in those areas.

93 **Topic** Mobility

Comment In the Mobility section, perhaps under Goal I, how about a statement that discourages the development of single mode oriented land uses? Section 2 kind of hints at this, but why not state it more clearly?

Response Related Goals and Objectives: Community Issues and Transportation-Goal I, Obj. A,C,H; Environmental Issues-Goal II, Obj. G;

Mobility Issues-Goal III, Obj. D; Pedestrian Issues-Goal II Obj. A-D. These related goals and objectives address the need to incorporate land use factors into transportation planning in order to increase multi-modalism and reduce automobile dependency.

94 **Topic** Mobility

Comment Can sidewalks and bike paths be added to Rt. 96? ** State restrictions are at odds with what we are trying to do."

Response The provision of sidewalks depends on a number of factors including whether or not the roadway is within an urban area. The State does not usually provide marked bicycle lanes, but outside urban areas their policy is to provide road shoulders from 4 to 6 feet wide, which can be used by bicyclists. Within urban areas the road cross section will vary depending on numerous factors such as adjacent land uses, available right-of-way, etc. Residents and other interested parties are encouraged to become active participants in the scoping and design phases that are part of all federally funded transportation projects. Community participation during a project's design phase is critical to ensure that the community's goals are met and it's the best time to present specific design recommendations.

95 **Topic** Mobility Issues

Comment Demand / Response Service - develop this for the plan; Network of stops for a vehicle to pick people up especially - youth oriented, rides from school to Cass Park and other places for the summer.

Response Related Goals and Objectives: Mobility Issues-Goal II, Obj. A, B; Public Transportation Issues-Goal I Obj. G, Goal V, Obj. D.

The LRTP encourages consideration of innovative strategies to address the needs of residents, particularly special population with mobility needs. TCAT, as the principal public transportation agency in the county, is active in their review of ideas and strategies that may be applied locally.

- # 96 **Topic** Pedestrian
- Comment** Traffic Enforcement, Traffic Calming, Pedestrian safety education, Traffic signals set to assist pedestrians cross safely.
- Response** The LRTP includes strong support for pedestrian safety. Related language can be found in the Pedestrian Issues section of Chapter 2:Vision Statements and in Chapter 4:Projects for Implementation, where there are proposed projects for educational efforts, traffic signal upgrades, pedestrian facilities planning and development of a countywide multiuse trail system.
- # 97 **Topic** Pedestrian
- Comment** "comment/question: I have been thinking about and working on pedestrian issues for 5+ years and I have come to the conclusion that the most effective way to encourage pedestrian traffic is to educate the public about and to enforce the new state law that gives pedestrians the right-of-way at ALL intersections (whether or not there is a marked crosswalk) and anywhere else there is a marked crosswalk."
- Response** Relate Goals and Objectives: Pedestrian Issues-Goal I, Obj. D.
The LRTP recognizes the importance of law enforcement and education as a component to addressing safety issues for pedestrians. Chapter 5 Section B, III Promotional and Educational Strategies include projects for safety education and pedestrian promotions.
- # 98 **Topic** Pedestrian
- Comment** Develop South West For Walk to Work.
- Response** The ITCTC is working closely with member agencies, particularly the City of Ithaca, to ensure that pedestrian and bicycle concerns and connections are considered and implemented as the Southwest section of the City continues to develop. The City has passed a series of development guidelines for the Southwest that should result in substantial improvements for pedestrians over time.
- # 99 **Topic** Pedestrian
- Comment** A neighbor[hood] kid got run over trying to cross Cliff St. to the sidewalk from his house. We need to address this. Educate, Legalize mid block crossings. More speed enforcement.
- Response** The LRTP places safety as a top priority. The LRTP Chapter 5 Sect. B.III. includes various projects focusing on safety education and bicycle/pedestrian promotion efforts. Section D.II includes projects addressing law enforcement.
- # 100 **Topic** Pedestrian
- Comment** Pedestrian issues should be considered in all transportation projects.
- Response** Related Goals and Objectives: "Bicycle Issues-Goal III, Objective E and F", "Mobility Issues-Goal II, Objective C & F" and Pedestrian Issues-Goal I, Obj A,B,C and Goal II Obj. A-D

Based on related goals and objectives found in 'Chapter 2:Vision Statements' it is the expectation of the ITCTC that bicycle and pedestrian facilities will be considered and implemented whenever feasible.
- # 101 **Topic** Pedestrian
- Comment** Crash databases don't necessarily "talk" to each other. Fire Department says that law enforcement does not necessarily always show up at the [site] of an incident.
- Response** See: 2025 LRTP, Chapter 5, Projects for Implementation, D. Operations and Maintenance Efforts, III, Enforcement Actions, 5. Accident Reporting System. This proposed undertaking is expected to develop a centralized accident reporting system within Tompkins County.

- # 102 **Topic** Pedestrian
- Comment** "Inventory problem area for peds in the city. ID what work is needed to bring up to code"
- Response** Related Goals and Objectives: Pedestrian-Goal I, Obj. A, F. The LRTP includes a Pedestrian Facilities Planning project in Chapter 5:Projects for Implementation, Sect. B,IV,4. The ITCTC will seek out local partners to complete the inventory of pedestrian facilities countywide and identify specific priorities areas.
- # 103 **Topic** Pedestrian
- Comment** Comment 1]"A Rte 13 pedestrian crossing at Willow (& Dey) Street is badly needed! Ideally there should be a Safety Island midway (NYS should agree !) This will help not only the Farmer's Mkt., etc., but the future Cayuga Water front Trail."
Comment 2] "Access to the Farmer's Market is very difficult"
- Response** The LRTP does not make a specific recommendation for the SR-13 and Third St. intersection. However, the ITCTC, the City of Ithaca and NYSDOT are aware of the need to address the pedestrian and bicycle traffic at this crossing. At-grade improvements to the intersection are currently being discussed which should result in significant safety improvements.
- # 104 **Topic** Pedestrian
- Comment** Does accident data include age? Can this data [if available] be used to show where better signage, lighting, traffic lighting to assist elderly population mobility.
- Response** Unfortunately, accident-reporting data is not standardized across reporting agencies. Whenever, age data is available it can be used to identify problem locations where signage and other improvements may be most advantageous.
- # 105 **Topic** Pedestrian
- Comment** How about a comprehensive SAFETY-EDUCATION PROGRAM regarding pedestrians & bike riders AND the general driving public.
- Response** The LRTP Chapter 5 Sect. B.III. includes various projects focusing on safety education and bicycle/pedestrian promotion efforts.
- # 106 **Topic** Pedestrian
- Comment** Comment 1] "More education for drivers Re: bike / ped interaction"
Comment 2] How about a comprehensive SAFETY-EDUCATION PROGRAM regarding pedestrians & bike riders AND the general driving public. 5/5/2004.
Comment 3] Enforcement of traffic rules- (stop signs, lights, yields, speed limits). for cars & busses. Bicycling and walking too stressful. Educate all three groups about the rules and try to build mutual respect.
- Response** Related Goals and Objectives: Pedestrian Issues-Goal III, Obj. A.
The LRTP includes specific goals, objectives and projects for implementation related to promoting walking as a viable mode of transportation including safety aspects. See Chapter 4:Projects for Implementation, Sect. B,III,1 (Safety Education) and 4 (Pedestrian Promotions).
- # 107 **Topic** Public Transportation
- Comment** Comment 1] Please run more buses up Taughannock Blvd going out to Taughannock Park. Currently they just run July and August, and even then they tend to be erratic, not always stopping even at the places they are supposed to stop.
Comment 2] "No direct routes from N. Tompkins (Lansing etc.) to south (e.g., shopping areas) up & down route 13 (Green Star; Wegmans; etc.) you have to do a transfer @ the library. The other route 13 service goes in CU which is not recommended."

Comment 3] "We suggest that the Pyramid Mall Bus (or perhaps an other bus route/airport?) include a stop at Horizon Drive, since there is senior citizens housing there, and it would be a Great convenience to the people Living there. We intend to move there, and it would certainly be nice, when we do, that this is being considered. Thank you so much for letting us give this input. (P.S.): It would be good for the Pyr. Mall, since it would bring them shoppers from Horizon Drive)". Perhaps this is already being considered. I looked at the transportation map; there must be a commuter bus going that way for Cornell people, but it looks like this is not a route that goes by Horizon Drive Regularly."

Response The design and implementation of bus routes is responsibility of TCAT and is not addressed in the LRTP. This comment was forwarded to TCAT for their consideration.

108 **Topic** Public Transportation

Comment "I use the Short line bus to get to New York City, but only when there is parking at the bus station. It is imperative that our long distance bus terminal have plentiful parking, similar to the airport."

Response Related Goals and Objectives: Public Transportation-Goal IV, Obj. B; Mobility Issues-Goal II, Obj.E
Comment Noted. The LRTP supports improvements to intermodal facilities in order to improve customer service.

109 **Topic** Public Transportation

Comment Bring back light rail!

Response Comment noted.

110 **Topic** Public Transportation

Comment Comment 1] "Inequality of bus fare- IC & CU employees & students get free fare & poor people pay".

Comment 2] "Inequity in bus fare: Bus fare is expensive! IC & CU employees and students get free fare & poor people pay.

Comment 3] "inequity in bus fare: Bus fare is expensive! IC staff take the bus for free! Students in both campuses get lower bus fares.

Response Ithaca College and Cornell University offer subsidies for transit for their students, faculty and staff. This is not 'free' service program. The subsidized fares pay at the same rate as monthly pass holders - every ride pays to TCAT for the service. Most important, the university pass programs help encourage transit use, to the benefit of all other users of the transportation system, while providing a substantial proportion of TCAT's revenues.

111 **Topic** Public Transportation

Comment Comment 1] "Are we truly making public transp. A priority? If so how can the poorest people afford existing bus fare---much less on increase?"

Comment 2] "How can the plan not deal with the basic issue of the cost of public transportation particularly to those low income people who depend on public transportation? How do you expect to deal with this issue?"

Comment 3] "People who get fare subsidies can most afford the \$ (IC; CU; etc.) Are employers sufficiently subsidizing the passes? Should the institutions be responsible for more? Should the contribution amt. - be reviewed? Revised? Should IC & CU subsidize the system itself? maintenance etc.) more than just the passes. Can employers be pressured to encourage their employees to use the public transportation system more?"

Comment 4]"Public" implies: 1. Affordable. Also 2. Right times to right places (getting people where & when they want to go).

Response The ITCTC does not participate in the development of TCAT's fare structure. The ITCTC does work with TCAT to ensure that Tompkins County is accessing all available federal funding sources and programs. In addition, the ITCTC has sponsored planning studies to help member agencies and TCAT as they face fare and other operational decisions. This comment was relayed to TCAT for their consideration.

112 **Topic** Public Transportation

Comment "Re: fed \$ " Are we going to lose weekend service to outlying areas? In 2004 blc of the (Dryden; Tburg; Newfield; etc.) Impending budget cuts?"

Response At the time of this writing (Fall 2004) re-authorization of TEA-21, the federal transportation bill, has been delayed over one year. The bill is expected to be completed in the Spring 2005. Until that time there is no way to predict what funding resources will be available locally. The ITCTC and TCAT will work to make sure that all possible funding sources are approached to help provide the best possible service in Tompkins County.

113 **Topic** Public Transportation

Comment Comment 1] "Right sizing the buses" some times the buses are 1/2 empty---- other times the buses are quite full. Do some runs only need small vehicles? We need to match capacity to demand @ specific times.

Comment 2] "Consider "right" sizing buses -smaller, cleaner burning busses in neighborhoods when rider ship is low enough.

Comment 3] "Smaller busses that fit on smaller roads. (Quieter, too)"

Response Related Goals and Objectives: Public Transportation-Goal II, Obj A,C Often buses look empty during part of the route and fill up as they move through higher demand areas. TCAT continuously reviews its rider ship and route patterns to ensure the most efficient provision of service.

114 **Topic** Public Transportation

Comment Seat belts ---- Can we have seat belts, even a few for kids especially.

Response Related Goals and Objectives: Public Transportation-Goal II Obj., A.

The ITCTC appreciates the public's concern about safety when riding public transportation. Because of vehicle size, driver expertise and slow average speeds the accident and injury rates on buses are substantially lower than in private automobiles and seat belts are not considered necessary. Smaller TCAT vehicles do have seat belts. Wheelchair restraints are also available if requested by wheelchair users. In addition, there are legal/liability arguments against seatbelt installation. This comment will be forwarded to TCAT for their consideration.

115 **Topic** Public Transportation

Comment Comment 1] Subject: Comments on the TCAT system In respect to your call for comments: What's wrong with TCAT? The problem with TCAT is that is difficult for non-regular riders, tourists, and especially international visitors to use, and heaven help those with limited English skills. If you go to virtually any city or town in Europe (Copenhagen, to London, to Zagreb) you will find bus stops with the route list, or even better, a route map posted at every bus stop for all busses stopping at that stop, and the timetable for arrival times for every route AT THAT STOP.

Comment 2] Post times / routes @ every TCAT bus stop. Access to info on how to get from pt. A to pt. B.

Comment 3] "People need more access to maps i.e., access to how the system works how to get from pt. A to pt. B (how the routes connect) outside of CU." Comment 4] Re: Visibility & access of system. The buses don't say where the buses are going (just the route #). Also buses only go to 4:30 (match needs w/ times). For a long time Ithaca bus stops were not marked; now generally they are, with route numbers. But numbers mean little to many people. Telling riders to telephone for details is ridiculous unless you have a free phone at each stop (and international translators for international visitors). So PLEASE post routes and timetables at EVERY stop. I have given this comment twice before over the last few years to no avail. When will you make the system easier for visitors??

Response Related Goals and Objectives: Public Transportation-Goal II, Obj., B, Goal III, Obj. A, B. The LRTP emphasizes the importance of providing customers accurate and timely information in order for transit to operate most efficiently. The ITCTC will work with local agencies, primarily TCAT, to facilitate the provision of information to riders. This comment was forwarded to TCAT for their consideration.

116 **Topic** Public Transportation

Comment We need to encourage small retail of basic necessities within easy walking distance of residential areas as opposed to consolidating all retail (and jobs) where every one feels forced to drive, EG. Tops, Wegmans & big boxes in SW Ithaca or at malls.

Response The 'Community Issues and Transportation' section of the LRTP goals and objectives includes language that supports stronger coordination between land use and transportation. Chapter 4 presents the analysis of different future development scenarios and identifies the scenario proposing higher densities following historical development patterns as having countywide benefits. The ITCTC recognizes the importance of land use development patterns in defining the trip patterns of residents. The LRTP indicates support for higher density, mixed use developments that promote multimodal transportation and interconnected road networks.

117 **Topic** Public Transportation

Comment The Ithaca Downtown Partnership would like to request that a possible fixed-rail East Hill trolley project be included and/or referred in the new Tompkins County Long Range Plan. This possible Project would connect downtown Ithaca with Cornell University, formally linking two of the largest traffic generators and destinations in the entire County. The Downtown Ithaca Ten Year Development Strategy calls for the investigation of fixed-rail trolley between downtown and Cornell. The Board of Directors of the Ithaca Downtown Partnership recently approved its own 2004 budget and work plan. One element of the work plan and budget was partial funding to assist in a feasibility study for an East Hill trolley project. We will be seeking other parties to join with us in helping to underwrite the \$20,000 cost of this preliminary feasibility study. Should this study indicate both technical and financial feasibility, we would like this project to be eligible for future transportation funding.

Response The LRTP includes the following project: Chapter 5:Projects for Implementation, Section C.III.5-'Linking Collegetown and Downtown Ithaca, Feasibility Study'. The ITCTC did not want to limit this project to only fixed-rail trolleys. Therefore, the project was included in the LRTP without specific mention of a trolley so that all potential options to improve linkages between Collegetown and Downtown Ithaca could be studied.

118 **Topic** Public Transportation

Comment More mass transit needed before build more roads. Land use planning is most critical for future and housing. Little in the document about this -- develop further

Response The 'Community Issues and Transportation' section of the LRTP goals and objectives includes language that supports stronger coordination between land use and transportation. Chapter 4 presents the analysis of different future development scenarios and identifies the scenario proposing higher densities following historical development patterns as having countywide benefits. The ITCTC recognizes the importance of land use development patterns in defining the trip patterns of residents. The LRTP indicates support for higher density, mixed-use developments that promote multimodal transportation, including public transportation, and interconnected road networks.

119 **Topic** Public Transportation

Comment Accessibility For Young People to get to jobs. After-school bus transportation drop off may not drop close enough to home and public transportation only on main roads. Teenagers who want to work pt. time jobs are in Ithaca & rural youth want these jobs till 8-9:30 pm. Public transportation stops (early evening), not all parents can help. ** (Lack of) Transportation is the main limiting factor for youth employment. ** Jitney for youth (like Gadabout) **

Response Related Goals and Objectives: Public Transportation Issues-Goal I, Obj.G; Mobility Issues-Goal I, Obj. A, Goal II, Obj. A,B.
The LRTP recognizes the special transportation needs of certain groups on our community, including the youth. The ITCTC will work with community partners to help address these special needs. Chapter 5:Projects for Implementation Section C,II,5-Study of Mobility Impaired Population provides a specific initiative on this topic.

120 **Topic** Public Transportation

Comment Access info how the system works - people will use it if they know how simple it is. (20k new people in Tompkins County each year they need to know how it works.

Response Related Goals and Objectives: Public Transportation Issues-Goal III, Obj A,B.

The LRTP recognizes the need to provide information to the public so they understand how to use the transit system. The LRTP includes a project in Chapter 5:Projects for Implementation Section C.III.1 that addresses the need to improve the provision of information to passengers.

121 **Topic** Traffic Calming

Comment Comment 1] "Install more traffic calming infrastructure - Islands, speed bumps (the wider, gradual kind)" These both slow traffic and can beautify streets / neighborhoods. Portland, OR does a great job with this"

Comment 2] "4. The traffic calming barriers south of Fall Creek should be removed immediately. If they are not, then every other neighborhood in the city and Cayuga Heights should add them so that no one can drive anywhere directly."

Comment 3] "Safety needs to be redefined from the typical - more like traffic calming"

Response The LRTP has not specific goal/objective or project dedicated to traffic calming. Traffic calming is viewed as a viable set of strategies and techniques that can be used to achieve many of the goal and objectives in the plan. The ITCTC supports the appropriate application of traffic calming techniques in a coordinated well-planned approach that includes ample opportunity for input from neighbors and other affected parties. For additional information on traffic calming and a description of the concept see www.vtpi.org/tdm/tdm4.htm. There are numerous other internet links addressing this issue.