3. VISION STATEMENT

SUSTAINABLE ACCESSIBILITY

The 2035 vision for the future of the Tompkins County transportation system continues to embrace the concept of Sustainable Accessibility initially presented in the 2030 plan. This concept expands our vision of transportation, transforming transportation systems into mobility networks that are responsive to pedestrians, bicyclist, transit, rail, freight, and motorists while meeting the vehicular congestion, equity, energy and environmental concerns. Sustainable Accessibility can be defined as the ability to get to a destination or complete a task in an efficient, convenient, and reliable way, while using technologies and services that minimize environmental impacts, promote economic vitality and ensure equity in the provision of transportation to the community.

The challenge of implementing the vision of Sustainable Accessibility is to identify opportunities and begin to integrate transportation modes (i.e. transit, bikes, walking, cars, car sharing, van pool, trucks, rail, etc.) so they address personal transportation and commercial needs in ways that will enhance our quality of life and promote sustainable growth in Tompkins County. Sustainable accessibility will serve as the organizing principle to develop clear transportation goals, policies and objectives that respond to community needs and are implementable within an acceptable time frame. The vision of Sustainable Accessibility will require insight into the social structure as well as the infrastructure of the community so that the enhancements to the transportation system service all communities equitably.

The vision of Sustainable Accessibility will integrate transportation with land use planning to promote land use development patterns that reduce dependency in the automobile as a sole source of transportation. With Sustainable Accessibility at its core the transportation network will integrate multiple modes of transportation so that traveling by transit, walking, bicycle, car share, car pool, etc. becomes as attractive, convenient and cost effective as private car ownership and use were in the second half of the 20th century. By bringing all modes to bear, the transportation system becomes more efficient and more resilient. A vision of Sustainable Accessibility will also embrace new transportation options, technologies and programs as they emerge.

The components of Sustainable Accessibility include Mobility, Proximity, Connectivity, Integration, Environment and Quality of Life, each of which contributes to the ultimate goal of achieving a transportation system that is sustainable and self-evolving. Sustainable Accessibility is the focus of the LRTP Vision; its component areas will assist in directing and retaining this focus as the transportation system is maintained; and will also help guide in any expansion of services.

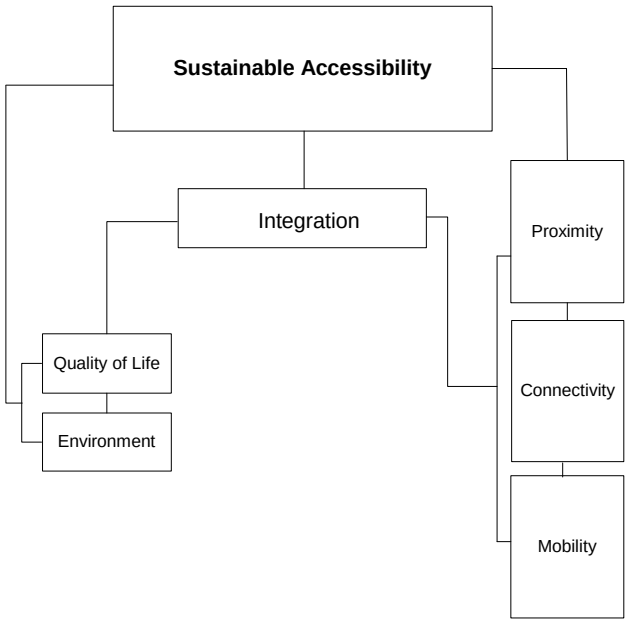

FIGURE 3-1

FIGURE 3-1 lays out the general relationships that are defined as follows:

Sustainable Accessibility: The end goal of this plan. The LRTP lays out a process to achieve Sustainable Accessibility focusing on utilizing transportation resources in a manner that optimizes the choice of modes, minimizes environmental impact and enhances the quality of life of all users. An outcome of this approach is to expand the transportation mode choices available to travelers thus reducing dependency on the private automobile. This will result in reduced automobile and fossil fuel use per person and its related negative impacts – i.e. vulnerability to fuel supply fluctuations, congestion, vehicle emissions, health (i.e. air quality and motor vehicle related deaths and injury), etc.

Mobility: Mobility refers to the movement of people or goods. It assumes that "travel" applies to persons or freight, "trip" means person- or freight-vehicle trip. Mobility increases as travelers and freight have more transportation mode options and increased convenience to access their destinations. Enhanced coordination between transportation modes also leads to increased mobility. Modern communication and wireless technologies can serve as substitutes for travel and help individuals access their destinations and complete tasks without the need to

be physically present. These technologies can be considered to increase mobility by enhancing accessibility.

Proximity: Refers to the location of different trip origins and destinations. Proximity is considered greater in areas with mixed land uses (i.e. residential close to shops and employment) and higher development densities. As proximity increases, travel times decrease and transportation options other than car use become more feasible. Higher proximity allows for more efficient use of transit (including fixed-route service, car share and vanpools), bicycling and even walking, resulting in a lower-cost, more accessible and resilient transportation system.

The relationship between connectivity, mobility, and proximity supports land use settlement patterns and development management tools that promote compact, mixed use development which can impact physical movement by both shortening travel distances and prompting travelers to use modes other than the automobile, i.e. walking, bicycling, transit, etc.

Connectivity: Connectivity refers to the different transportation networks serving an area and the density of connections between different origins and destinations. A well-connected area has transportation networks with many links, numerous modal options, and minimal service dead-ends. As connectivity increases, travel times decrease and route options and transportation mode options increase, allowing more direct travel between destinations, and creating a more accessible and resilient system. Connectivity is achieved through networks of infrastructure (i.e. roads & bridges, sidewalks, trails, bicycle routes, etc.) and communications (wireless services, internet, etc.).

Integration: The definition for transportation integration is conceptually based on the premise of increasing coordination between modes in order to achieve greater operational efficiencies and to increase the convenience to users. Coordination between modes extends to all aspects of operation including the provision of single payment forms, seamless intermodal connections, and quality information for all modes of transportation. Integration works best when it is customer based and centered on providing ease of access, comfort, reliability and convenience. Integration brings together components of connectivity (networks) and mobility (travel modes and freight) in a dynamic format that seeks to improve efficiency and convenience for users.

This concept includes integrating transportation with technologies such as the internet, wireless networks, etc., that would allow users to have access to their destinations and complete their desired tasks remotely. This not only relates to telecommuting, but also the numerous tasks that can be completed via the internet and wireless services such as bank transactions, retail purchases, and other forms of e-commerce.

Also critical to integration are the communication technologies that provide traveler information, trip planning assistance, freight tracking and many travel demand management programs.

Quality of Life: Quality of life is the degree of well being felt by an individual or group of people. Unlike standard of living, it is not a tangible concept, and so cannot be measured directly. It consists of two components: physical and psychological. The physical aspect includes such things as health, diet, and protection against pain and disease. The psychological aspect includes stress, worry, pleasure and other positive or negative emotional states. It is virtually impossible to predict the quality of life of a specific individual, since the combination of attributes that leads one individual to be content is rarely the same for another individual. However, one can assume with some confidence that the higher average level of diet, shelter, safety, as well as freedoms and rights a general population has, the better overall quality of life it experiences.

The terms Quality of Life and Livability are often used interchangeably or to describe similar relationships between transportation systems and facilities and the surrounding natural and human environment. The Victoria Transportation Policy Institute defines Community Livability as:

> "the environmental and social quality of an area as perceived by residents, employees, customers and visitors. This includes safety and health (traffic safety, personal security, public health), local environmental conditions (cleanliness, noise, dust, air quality, water quality), the quality of social interactions (neighborliness, fairness, respect, community identity and pride), opportunities for recreation and entertainment, aesthetics, and existence of unique cultural and environmental resources (e.g., historic structures, mature trees, traditional architectural styles). Livability is largely affected by conditions in the public realm, places where people naturally interact with each other and their community, including streets, parks, transportation terminals and other public facilities, and so is affected by public policy and planning decisions."

Transportation affects quality of life and community livability in many ways. Our transportation systems generate various negative impacts - congestion, noise, water quality, air quality, health/safety (accidents) - which can negatively affect quality of life at the street,

neighborhood, city or regional level. A transportation system that contributes positively to the quality of life in an area will seek to minimize the negative impacts by enhancing the components for Sustainable Accessibility.

Environment: A textbook definition of 'environment' is: the sum of the total of the elements, factors and conditions in the surroundings that may have an impact on the development, action or survival of an organism or group of organisms. As stated above, the transportation sector has direct impacts on the environment including among others emissions from fossil fuel based engines, impacts on water quality from non-point runoff from roads and increase in impervious surfaces. Indirect environmental impacts of transportation are many due to the complexity of systems involved including networks (roads, rail, etc.) and vehicles (cars, trucks, trains, bicycles). A life cycle assessment (LCA, also known as life cycle analysis and cradle-to-grave analysis) studying the environmental impacts from manufacture, construction, use and on to eventual disposal, would show massive environmental impacts from the transportation sector. Sustainable accessibility aims to minimize these direct and indirect negative environmental impacts through the support of shared transportation (transit, car and ride sharing, etc.), and active transportation (bicycling, walking, etc.).

VISION STATEMENT GOALS AND POLICIES

Overarching goals that pervade all other goals and sub-goals:

- **To improve the safety of the transportation system.**
- **To enhance coordination among transportation providers to the benefit and convenience of users.**
- **To minimize negative environmental impacts of transportation including: dependency on fossil fuel energy use, emissions, noise pollution and non-point source pollution.**
- **To reduce vehicle miles of travel and the number of drive-alone trips.**
- **To ensure the equitable availability of mobility options in the community.**

INTEGRATION

Goal I: To develop an integrated transportation system for Tompkins County that is seamless, multimodal and coordinated to achieve greater operational efficiencies and increase the safety and convenience of users.

Policy A: Promote the safe, efficient and effective movement of people and goods through the development of an integrated multimodal transportation system, including public transit, bicycle and pedestrian facilities and networks, infrastructure and operations planning, construction and maintenance practices.

Policy B: Support implementation of municipal bicycle plans and initiatives such as the Bicycle Boulevard Plan of the City of Ithaca.

Policy C: Encourage the use of existing and evolving technologies to improve transportation system coordination, convenience and reliability for all users. Examples include advanced fare collection technologies, smart phone based apps for transportation information, bus location and next bus information for customers, transit prioritization at traffic signals, etc.

Policy D: Study, develop, and implement feasible transportation projects and programs that provide options to and reduce dependence on the private automobile.

Policy E: Promote the use of Travel Demand Management techniques in order to achieve objectives such as: 1. reduced traffic congestion; 2. commute cost savings; 3. increase safety; 4. improved mobility for non-drivers; 5. energy conservation and pollution emission reductions.

Policy F: Promote a wide range of mobility management practices among employers in Tompkins County in coordination with transportation providers.

Policy G: Support enforcement of traffic laws by facilitating the use of advanced technologies and interagency cooperation.

Policy H: Promote participation in promotional and educational activities to encourage the increased use of walking and bicycling as modes of transportation.

Policy I: Encourage all transportation system providers in Tompkins County to develop intermodal and multimodal projects

Policy J: Improve the transportation options for non-drivers including seniors, youth, individuals with disabilities and other population groups.

Policy K: Work with responsible jurisdictions and agencies to identify and improve high-risk traffic accident areas to ensure a safe environment for users of all modes of transportation.

Policy L: Support the provision of safe transportation and passenger facilities capable of operating under emergency conditions.

Policy M: Coordinate and plan with transportation providers to identify future needs required to secure the continued provision of services.

MOBILITY

Goal II: To promote implementation of transportation services, programs and projects that enhance mobility.

Policy A:	Promote alternatives to drive-alone automobile travel including: pedestrian, bicycle, ride share, car share, paratransit, vanpools, public transit and other.
Policy B:	Encourage increased bicycle use for different trip purposes, and work to increase the skill levels of bicyclists.
Policy C:	Include planning for bicycle, pedestrian and transit facilities in all bridge and road projects.
Policy D:	Promote adding multimodal enhancements to the ITCTC designated Complete Streets network for the Ithaca urbanized area.
Policy E:	Support programs, strategies and technologies that result in reduced roadway congestion and delay.
Policy F:	Support, in coordination with freight haulers, programs and strategies that enhance the movement of freight throughout the Ithaca-Tompkins County metropolitan area by increasing safety and efficiency and minimizing the negative impacts of freight transport.
Policy G:	Encourage expansion in the use of rail for freight movement.
Policy H:	Promote services to support tourism and group travel needs.
Policy I:	Support and enhance regional connections for people traveling to and from Tompkins County by bus.
Policy J:	Encourage the provision of safe and comfortable environments on vehicles and at shelters, stops and stations for public transit employees and passengers.
Policy L:	Support implementation of facilities and programs that encourage a modal shift to transit such as: improved bicycling and pedestrian access to transit facilities, park and ride facilities, coordination with car share services, coordination with regional public transportation providers, etc.
Policy M:	Encourage innovative collaborations and coordination of public and private resources to increase the availability and effectiveness of alternative transportation modes.
Policy N:	Monitor and evaluate development of new technologies, fuels and services in the transportation sector that may have potential for local applications.
Policy O:	Target public resources to increase access to information and mobility for persons living in isolated and underserved areas of the County, low-income populations, seniors, people with disabilities and persons with limited English proficiency.
Policy P:	Evaluate and implement regional strategies to reduce drive-alone commuting such as, by increasing coordinated bus service, promoting ride sharing, and developing TDM programs.

PROXIMITY

Goal III: To achieve land development patterns that enable the efficient provision of multimodal transportation services.

Policy A:	Integrate transportation concerns and land use planning efforts in Tompkins County in order to protect the reliability of the transportation system through efficient land use development.
Policy B:	Encourage the development of land use plans where none exist and assist in the review and update of existing plans.
Policy C:	Link transportation investment with local and regional land use planning.
Policy D:	Promote intergovernmental cooperation and legislative initiatives that coordinate land use and transportation infrastructure.
Policy E:	Consider land use and site design as it relates to efforts to reduce relative number of vehicle trips and vehicle miles of travel.
Policy F:	Encourage review of land use plans and site designs to ensure the accommodation of pedestrian, bicycle, shared transportation and public transportation links and facilities.
Policy G:	Promote compact, walkable, mixed-use land development patterns for communities in Tompkins County.
Policy H:	Encourage innovative and best practice solutions in car and bicycle parking management.
Policy I:	Promote trip minimization and increased vehicle occupancy rates.

CONNECTIVITY

Goal IV: **To maintain and improve transportation networks to enhance safety, multimodal and intermodal connectivity and facilitate the movement of people and goods.**

Policy A: Consider safety as the base component of all infrastructure design decisions with an end objective of reducing fatal and serious injury crashes.

Policy B: Improve the existing and proposed road network to safely accommodate bicycling, pedestrian and public transportation uses.

Policy C: Advance the planning and development of a coordinated countywide system of bicycle routes.

Policy D: Work with State, County and local municipal officials to maintain the safe and efficient operation of all components of the existing transportation system.

Policy E: Promote transportation system operational improvements to optimize travel time and reduce congestion.

Policy F: Promote intra and inter county mobility through public transportation links between major points of origin and destinations.

Policy G: Utilize sidewalks, multiuse trails and paths, pedestrian bridges, roadway shoulder improvements, and other pedestrian facilities to provide needed pedestrian network links.

Policy H: Maintain a multiuse trail network plan for Tompkins County and provide assistance and incentives for its implementation.

Policy I: Support the development of an integrated countywide system of preferred truck routes in Tompkins County.

Policy J: Encourage the development and maintenance of advanced communication networks that can facilitate the use of communication technology as a substitute to travel.

QUALITY OF LIFE

Goal V: **Develop a transportation system that sustains and enhances the quality of life for Tompkins County residents and visitors.**

Policy A: Promote transportation plans and programs that are consistent with the needs and plans of local communities.

Policy B: Encourage the use of Context Sensitive Solutions in the design of transportation projects to better support the goals of local comprehensive plans.

Policy C: The transportation system and proposed transportation projects should ensure both positive and negative environmental impacts are equitably distributed to all areas and population groups in the community.

Policy D: Promote the continuing implementation of the Tompkins County Comprehensive Plan.

Policy E: Encourage the provision of programs and facilities that support populations with special transportation needs including: low-income persons and households, seniors, youth and persons with disabilities.

Policy F: Encourage transportation initiatives that support and foster sustainable economic activity in Tompkins County.

Policy G: Work cooperatively with appropriate agencies and municipalities to address transportation system needs that are specific and unique to agricultural communities and businesses.

Policy H: Encourage and support inter-municipal cooperation in the provision of transportation services and planning, including sharing of personnel time, equipment, facilities and other resources.

Policy I: Support regional transportation initiatives, such as the Cayuga Lake Scenic Byway and the Regional Transportation Study, which promote enhanced intercounty coordination.

Policy J: Support programs and strategies that reduce demand for through trips by motor vehicles in residential areas.

Policy K: Promote infrastructure designs that are sensitive to local environmental issues and preserve or enhance scenic beauty.

Policy L: Support community-based discussions and solutions involving the relationship between transportation and affordable housing, community planning, and economic development and revitalization.

Policy M: Support schools and municipalities in establishing long-term programs that provide children with safe and convenient opportunities to walk or bicycle to school through investments in pedestrian/bicycle infrastructure and support and promotion efforts.

ENVIRONMENT:

Goal VI: **To work progressively towards a transportation system that will have zero-net negative impact on the environment.**

Policy A: Encourage transportation initiatives that reduce or minimize the production of ozone precursors, small particulate matter, carbon monoxide, and other greenhouse gases.

Policy B: Promote alternative fuels and clean air strategies, which can be implemented in public fleets and private vehicles.

Policy C: Support the development of a transportation system that is responsive to changes in energy availability.

Policy D: Support mitigation of the negative impacts of transportation projects on affected ecosystems.

Policy E: Preserve natural, scenic and cultural areas within the Ithaca-Tompkins County area.

Policy F: Support the replacement of the bus fleet with progressively cleaner and more energy efficient bus technologies.

OBJECTIVES

Federal transportation legislation (MAP-21) requires that 'objectives' included in the long range transportation plan be specific and measurable. Objectives are accompanied by a series of performance measures and targets to be achieved. The objectives of the LRTP are listed below.

MAP-21 lists seven national goals for the Federal-aid Highway Program:

1. **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

2. **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.

3. **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.

4. **System Reliability** - To improve the efficiency of the surface transportation system.

5. **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

6. **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.

7. **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The law requires the use of a performance based approach in the long-range transportation plan that will support the seven national goals. Performance-based planning and programming (PBPP) refers to the application of performance management within the planning and programming processes of transportation agencies to achieve desired performance outcomes for the multimodal transportation system. Under this directive, plan *Objectives* are specific, measurable statements that support achievement of goals. *Performance Measures* are used to support objectives and serve as a basis for comparing alternative improvement strategies (investment and policy approaches) and for tracking results over time.

The Goals and Policies of the LRTP present a vision for Tompkins County that is supportive of the seven national goals included in MAP-21. The table below lists objectives and their associated performance measures. Together they will be used to measure progress towards implementation of the LRTP vision.

	OBJECTIVES	FACTOR	MEASURE	Data Source	Preferred Trend	2014 Current Value
		Safety				
1	**Progressively reduce the number of motor vehicle crash fatalities and serious injuries in Tompkins County.**	Crash Fatalities	Number of **average annual** crash fatalities in the last five years	FARS	decrease	9.4 fatalities per year (2009-2013)
		Crash Fatality Rates	Number of **average annual** crash fatalities per 100MVMT ** in the last five years	FARS	decrease	1.44 fatalities per year per 100MVMT ** (2009-2013)
		Crash Serious Injuries*	Number of **average annual** serious injuries in the last five years	ALIS	decrease	112.8 serious injuries per year (2009-2013)
		Crash Serious Injuries*	Number of **average annual** serious injuries per 100MVMT ** in the last five years	ALIS	decrease	17.23 serious injuries per year per 100MVMT ** (2009-2013)
2	**Progressively reduce the number of annual bicycle and pedestrian crashes and the number of crashes with serious injuries in Tompkins County.**	Bicycle / Pedestrian	Number of **average annual** bicycle / pedestrian crashes in the last five years	ALIS	decrease	55.6 crashes per year (2009-2013)
		Bicycle / Pedestrian	Number of **average annual** bicycle / pedestrian crashes with serious injuries in the last five years*	ALIS	decrease	10.0 serious injury crashes per year (2009-2013)
3	**Progressively reduce the number of annual bicycle and/or pedestrian crash fatalities to zero by 2025.**	Bicycle / Pedestrian	Number of **average annual** bicycle / pedestrian fatalities	ALIS	decrease	0.6 fatalities per year (2009-2013)

* NOTE: a "Serious Injury" is defined as an injury (other than fatal) which results in one or more of the following: (1) severe laceration resulting in exposure of underlying tissues/muscle/organs, (2) broken or distorted extremity (arm or leg), (3) crush injuries, (4) suspected skull, chest, or abdominal injury, (5) significant burns (2^{nd} or 3^{rd} degree), (6) unconsciousness, and/or (7) paralysis.
** NOTE: 100MVMT = 100 million VMT

	OBJECTIVES	FACTOR	MEASURE	Data Source	Preferred Trend	2014 Current Value
		Infrastructure Condition (System Condition)				
4	**Progressively reduce the number of structurally deficient bridges in Tompkins County.**	Bridge Condition	Number of structurally deficient bridges	NYSDOT	decrease	80 bridges (2014)
5	**Progressively reduce the miles of state roads in 'poor' condition in Tompkins County.**	State Road Pavement Condition	Number of miles of State roads in Tompkins County in 'poor' condition	NYSDOT	decrease	87.7 lane miles (2012)

		Congestion Reduction (System Performance)				
6	**Manage congestion to maintain adequate system performance on the National Highway System (NHS) roads (SR-13 and SR-79).**	Congestion	Number of miles of congested NHS roads -- miles >60% volume-to-capacity (VOC)	TDM	decrease	10.44 miles

	OBJECTIVES	FACTOR	MEASURE	Data Source	Preferred Trend	2014 Current Value
		System Reliability (Accessibility/Place Making)				
7	**Progressively increase the provision and access to multiple transportation options.**	Transit Service	TCAT: total revenue service hours	TCAT	increase	120,663 revenue service hours (2013)
			TCAT: rides per revenue hour	TCAT	increase	36.4 rides/RH (2013)
			TCAT: annual number of bicycles on buses	TCAT	increase	33,543 bicycles (2013)
		Bicycle/Pedestrian Facilities	Miles of multi-use trails	ITCTC	increase	14.03 miles (2014)
		Bicycle/Pedestrian Facilities	Miles of on-road bicycle travel dedicated facilities	ITCTC	increase	4.21 miles (2014)
		Transit Proximity	% of population living within 1/2 mile of transit	ITCTC	increase	52.11% of population (2012)
		Multimodal Options	% of work trips using non-drive alone modes (transit, bicycling, walking, rideshare, etc.)	Census ACS	increase	36.8% non-drive alone trips (2012)
		Complete Streets	Miles of "complete streets" (bus, bike and pedestrian facilities)	ITCTC	increase	11.06 miles (2014)

	OBJECTIVES	FACTOR	MEASURE	Data Source	Preferred Trend	Current Value
		Environmental Sustainability (Climate Change / Energy Use)				
8	**Progressively reduce the environmental impact associated with the transportation sector.**	Vehicle Miles Traveled	Annual Vehicle Miles Traveled (VMT) per capita	TDM	decrease	6,626.7 vehicle miles traveled (2012)
		Carbon dioxide	Metric tons of system-wide carbon dioxide emitted	MOVES2014	decrease	308,740 metric tons (2014)
		Land Use / redevelopment	% of population growth located in the ITCTC urbanized area and villages	ITCTC	increase	3.2% population growth (2000-2010)
		Vehicles per household	Number of personal vehicles per household / number of households	DMV and Census ACS	decrease	1.36 vehicles (2012)
		Reduced Project Delivery Delays				
9	**Working with Federal, State and local partners, reduce the amount of time it takes for projects to advance to implementation.**	Years from TIP inclusion to Project Final Phase Obligation	Average number of months between first inclusion in the TIP and funds obligated for the final phase of the project – usually construction and construction inspection – for previous 5 year period	ITCTC, NYSDOT & Local Project Sponsors	decrease	53 months (4.4 years) (2010-2014)

ACTION PLAN

Transportation is one of the rare aspects of life that touches nearly all of people's daily activities. In Tompkins County, we would like to expand the number of options available to people for safe, efficient, and healthy transportation. Our goal is to provide more people with good choices on how to get places, including biking on a path, walking on sidewalks, hopping on a bus, connecting for a shared ride, driving electric or hybrid cars, or just driving on well-maintained roads. In order to make it so the best solution for how to get somewhere isn't always "drive there alone" we as a community need to make it easy and fun for people to choose other ways to move from place to place.

Besides expanding choice, broadening transportation alternatives can result in a healthier population, less traffic congestion and emissions, fewer accidents, and fewer environmental impacts. A sustainable transportation system seeks to minimize negative impacts while providing a good level of service, and will require insight into the social structure as well as the infrastructure of the community so that the enhancements to the transportation system service all communities equitably. Much work is being done in the transportation sector to bring innovative technologies into use. Numerous communication technology applications are in different level of development and implementation. Vehicle and infrastructure innovations are constantly being developed. The ITCTC and its partners need monitor and take advantage of new technologies and program concepts that can serve the Tompkins County area.

Tompkins County has a long history of multijurisdictional collaboration in transportation. For example, TCAT, Gadabout, car sharing and ride sharing are four important ongoing programs that were developed through collaboration by different parties. The county's higher education institutions, Cornell University, Ithaca College and Tompkins Cortland Community College have all participated in collaborative transportation efforts to the benefit of their academic communities as well as the community as a whole. Other ongoing initiatives with human service agencies, health and transportation advocates continue to energize transportation planning and program implementation in support of many of the goals of the LRTP.

In particular, the LRTP has been developed in coordination with the Tompkins County Comprehensive Plan. These documents share data and have policies, objectives and suggested actions based on similar fundamental goals.

The key implementation areas listed below, when taken together, will best and most realistically implement the goals and policies of the Long Range Transportation Plan.

- Maintain Existing Critical Transportation Infrastructure and Systems
  - Roads
  - Bridges
  - Transit
  - Operating systems – traffic lights, signs, etc.

- Expand and Promote Multimodal Mobility Options and Integration
  - Active transportation
  - Transit
  - Shared transportation
  - New technologies and programs

- Collaboration
  - Transportation Demand Management (TDM)
  - Coordination of Transportation Services
  - Education/Outreach
  - Marketing

The different aspects of the Action Plan are explored throughout the LRTP.