

**APPENDIX A**

**SUMMARY OF COMMENTS AND RESPONSES**

**2030 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 October 15, 2008, May 26, 2009 and September 24, 2009. 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](http://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).

<b>#1</b>	<b>Topic</b>	Connectivity
	<b>Comment</b>	Need sidewalks between Ithaca College and the Commons
	<b>Response</b>	See: Chapter 3. Vision Statement, Sustainable Accessibility: Connectivity, pg. 3.2. See: Goals and Objectives, Connectivity: Goal, Goal: To maintain and improve transportation networks to enhance safety, multimodal and intermodal connectivity and facilitate the movement of people and goods. Objective G: Utilize sidewalks, multiuse trails and paths, pedestrian bridges, roadway shoulder improvements, and other pedestrian facilities to provide needed pedestrian network links. Chapter 4. Transportation System - A Sustainable View, The City of Ithaca is served by a comprehensive network of sidewalks, though gaps do exist in the system. The ITCTC supports efforts to maintain and enhance this network. The City possesses extensive GIS data on sidewalk facilities; a recent survey of this information by City staff identified four main areas lacking in pedestrian facilities or adequate network connections: <ul style="list-style-type: none"><li>• West Hill – lack of sidewalks, substandard conditions</li><li>• Old Elmira Road and Spencer Road corridors – lack sidewalks</li><li>• East Hill and South Hill – connections need improvement, lack of sidewalks in upper sections</li><li>• Residential neighborhoods need better connections to the waterfront. Pg. 4.17</li></ul>
<b>#2</b>	<b>Topic</b>	Mobility
	<b>Comment</b>	Thank you for the presentation and open discussion of the county's Long-Range Transportation Plan draft last Tuesday night. I came away having underlined a number of transportation-related thoughts—what IS the potential number of bicyclists, considering physical capabilities? (I use that description rather than age, having observed Dr. Ed Hart cycling around town.) and how much can certain means such as bike racks on buses “flatten” the impact of topography? (knowing how much even short or modest slopes impact the siting of commercial ventures in Collegetown.) The piece that stumped me, however, was the isolated statement about freight growth of 70% by 2020. (I hope that's accurate enough.) What does that mean—weight of freight? volume of freight? traveled freight miles? number of freight trips? a combination thereof? How does that all impact air quality, use of energy, demand on infrastructure? I think of freight when I think of purchases, as in Finger Lakes Fresh vs. California lettuce, or as in the recent campaign to "buy local." And then I wonder about the possibilities of rail. While most comment on rail passage through Ithaca bemoans the West End traffic tie-ups or the noise and pollution of idling engines near Nate's, to cede coal delivery to trucks would outweigh the trash-hauling traffic in the public consciousness. I also think back to my review of the City's existing comprehensive plan, “A General Plan” of 1971, when I remarked at a committee meeting about its 1968 data on annual rail car loads of lumber (416), bricks (52) and beer (52) delivered (cp. 15,600 to Miliken Station), but now wonder whether we should be looking at a rail freight opportunities beyond coal in and salt out. Anyway, thanks for hosting such a diverse community representation and for your continuing work in taking the draft plan “on the road.” Mary
	<b>Response</b>	Related Goals and Objectives: INTEGRATION: Objective C,D,M MOBILITY: Objective A;, B, C

#3	<b>Topic</b>	Connectivity
	<b>Comment</b>	On roads leading out of town ( like Coddington Rd.) make a separate bike path that is separated from the main road by non-road. If you make bike paths part of the road shoulder, cars just drive faster and bikes and walkers are not safe.
	<b>Response</b>	See VISION STATEMENT Chapter 3, Connectivity, Goal: To maintain and improve transportation networks to enhance safety, multimodal and intermodal connectivity and facilitate the movement of people and goods. Objective F. Create a countywide system of bikeways utilizing roadway shoulder improvements, repainting shoulder stripes, and resizing lane widths; and/or building multi-use trails, dedicated bicycle paths, dedicated bicycle lanes, and bicycle priority zones.
#4	<b>Topic</b>	Connectivity
	<b>Comment</b>	Would it be possible to restore any passenger rail service to Syracuse?
	<b>Response</b>	The 2025-2030 LRTP for Tompkins County does not address this form of passenger service within its time frame. Initiatives such as the restoration of rail passenger services require a State and National commitment. New York State does have a vision for Intercity passenger and freight rail service that will serve New Yorkers across the State. Although the State plan focuses on a 20 year planning horizon, it also contains a more near term vision for New York State's rail system that can be achieved by 2020. For a complete description of the NYS Department of Transportation's Rail Plan you may go to their web site at: <a href="https://www.nysdot.gov/staterailplan">https://www.nysdot.gov/staterailplan</a> .
#5	<b>Topic</b>	Connectivity
	<b>Comment</b>	Hello TCAT people, I live a relatively short way from routes 96/34 (Piper Rd - [is approximately = to] 2 miles before West Danby) & would love to leave my car parked at home & get on a bus to & from Ithaca with my bike (I'm 58 years old). So far there is only one bus to Ithaca (7am) & one back (4:45pm)- the bus to/from Waverly. But I do not need or want to go to town until early afternoon (noon - 1pm on), since I work there afternoons & evenings. A bus that (perhaps) connected Spencer to (or van) Ithaca that offered an early afternoon service to Ithaca & return at night, perhaps around 9:30pm, would allow me & others who work latter in the day or go to evening meetings, cultural events or see friends etc. to save gas, money & isolation in a car with less negative effects on our planet by taking public transportation. Perhaps this service would be in a smaller vehicle than bus to start with until demand increases &/or could happen when enough passenger call in advance to reserve a ride enough ahead of time (Service on demand like Gadabout)
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#6	<b>Topic</b>	Connectivity
	<b>Comment</b>	Coordinate work schedules so car or van pooling becomes more practical. Too many workers hours are staggered in some industries
	<b>Response</b>	4. Transportation Demand Management (TDM) is the name given to a series of strategies that can be utilized singly or in tandem to create a program whose purpose is to alleviate traffic problems through reduction of automobiles on the road, especially single occupancy vehicles. The strategies include combinations of improved alternatives to driving alone, incentives to use alternative modes, disincentives for driving alone, along with work hour management. The ITCTC supports implementation of voluntary transportation demand management programs, which target major employers or employment areas, such as downtown Ithaca. See Chapter 4.Transportation System - A Sustainable View, pg. 4.26.
#7	<b>Topic</b>	Connectivity
	<b>Comment</b>	2. I think the plan should identify a network of "complete streets" that should be priorities for infrastructure investment. Old Elmira Road and Hanshaw Road are good examples but I think that between the City, County and villages of Lansing and Cayuga Heights it would be possible to put together a recommended network These streets would be likely priorities for the TIP.
	<b>Response</b>	See VISION STATEMENT Chapter 3, Goal: To promote implementation of transportation services, programs and projects that enhance Mobility. Connectivity: Objective, B. Improve the existing and proposed road network to safely accommodate bicycling, pedestrian and transit uses. Objective G: Utilize sidewalks, multiuse trails and paths, pedestrian bridges, roadway shoulder improvements, and other pedestrian facilities to provide needed pedestrian network links. Also See: Fig.29 Cayuga Lake Scenic Byways.

#8	<b>Topic</b>	Connectivity
	<b>Comment</b>	Please make bike routes/paths that are more accessible to those of us who would like to bike more but don't feel safe sharing the road with cars.
	<b>Response</b>	See VISION STATEMENT Chapter 3, Connectivity, Goal: To maintain and improve transportation networks to enhance safety, multimodal and intermodal connectivity and facilitate the movement of people and goods. Objective A: Consider safety as the base component of all infrastructure design decisions with an end objective of reducing fatal and injury crashes. Objective B: Improve the existing and proposed road network to safely accommodate bicycling, pedestrian and transit uses.
#9	<b>Topic</b>	Connectivity
	<b>Comment</b>	Soda tax for bike / ped projects
	<b>Response</b>	As explained below and in Chapter 1, the bicycle and pedestrian modes of transportation carry a significant percentage of the journey to work trips in the Tompkins County. To achieve the goals of the LRTP, reduce greenhouse gas production and dependency in fossil fuels every effort should be made to maintain and enhance the trip share of these alternative modes to the automobile. The presence of a dedicated full or part-time bicycle/pedestrian coordinator for Tompkins County would help achieve this outcome. Such a person would review projects for their multimodal impact, and coordinate training, education, and outreach and provide assistance to local municipalities. The ITCTC supports the creation of a bicycle/pedestrian coordinator position and will work with the County, City of Ithaca and other member agencies to determine the best administrative option to locate such a position and secure its funding. See: Chapter 4 Transportation System - A sustainable View pg. 4.15, 4.46, Chapter 6, Projects For Implementation, pg. 6.7.
#10	<b>Topic</b>	Connectivity
	<b>Comment</b>	Shoulders for bike use are too big at 5', should be 4' to lessen impact on homeowners property.
	<b>Response</b>	See VISION STATEMENT Chapter 3, Goal: To promote implementation of transportation services, programs and projects that enhance Mobility. Connectivity, Objective F.
#11	<b>Topic</b>	Connectivity
	<b>Comment</b>	How will future regional rail plans affect Ithaca/ Tompkins County?
	<b>Response</b>	See: Chapter 4. Transportation System - A Sustainable View: The prospect for high-speed rail service in Upstate New York could stimulate demand for feeder bus service from Tompkins County. A regional bus plan would be needed to integrate new services with local transit and other modes. Both County and City economic strategies promote tourism, however, a plan is needed to enhance and manage bus tourism while mitigating potential negative impacts of congestion.
#12	<b>Topic</b>	Connectivity
	<b>Comment</b>	Connect areas outside of downtown with transportation other than personal car. Important because within Ithaca, it is now fairly easy to walk or bike, and it is people outside of downtown who use cars
	<b>Response</b>	See: VISION STATEMENT Chapter 3, Connectivity, Goal: To maintain and improve transportation networks to enhance safety, multimodal and intermodal connectivity and facilitate the movement of people and goods. Objective F. Create a countywide system of bikeways utilizing roadway shoulder improvements, repainting shoulder stripes, and resizing lane widths; and/or building multi-use trails, dedicated bicycle paths, dedicated bicycle lanes, and bicycle priority zones. See: VISION STATEMENT, Proximity, Goal: To achieve land development patterns that enable the efficient provision of multimodal transportation services. Objective C: Link transportation investment with local and regional land use planning. See: VISION STATEMENT, Proximity, Goal: To promote implementation of transportation services, programs and projects that enhance mobility. Objective A: Promote pedestrian, bicycle, rideshare, carshare, para-transit, vanpools, public transit and new innovative alternatives to drive-alone automobile travel. The ITCTC will continue to work with local sponsors, TCAT and NYSDOT to implement a more robust regional park-and-ride system in Tompkins County. Chapter 4, Transportation System - A Sustainable View, pg. 33.
#13	<b>Topic</b>	Connectivity
	<b>Comment</b>	Map w / all walking trails in Ithaca
	<b>Response</b>	In Chapter 4 Transportation System - A Sustainable View, see maps on figures 25, 26, 27.

#14	<b>Topic</b>	Connectivity
	<b>Comment</b>	Better public, pedestrian, bike, etc, to downtown from Danby, Lancing, etc.
	<b>Response</b>	TCAT primarily provides bus service for day shift journey-to-work purposes – especially journey-to-work to the principal employment centers in Tompkins County: Downtown Ithaca and Cornell University. Bus service however is much broader than just journey-to-work. service is provided throughout most of the day for use by all residents in Tompkins County. Chapter 4, Transportation System – A Sustainable View. Pg. 4.6
#15	<b>Topic</b>	Connectivity
	<b>Comment</b>	As density increases modal centers such as bus stations can improve services
	<b>Response</b>	Chapter 2. Demographic Overview pg 2.1, Table 4.
#16	<b>Topic</b>	Connectivity
	<b>Comment</b>	4. I didn't see any mention in the plan of the Corridor Plans for Route 13/366 and Route 96. I think they should be highlighted and the principles recommended for implementation on other State highways throughout the county.
	<b>Response</b>	See: Scenario Analysis, Scenarios, pg. 5.1 for brief discussion of related issues of the 13/366 Corridor Study.
#17	<b>Topic</b>	Connectivity
	<b>Comment</b>	2. Bike / running trails - non motorized between the Towns & Hamlets - safer for kids and bike -
	<b>Response</b>	See VISION STATEMENT Chapter 3, Connectivity, Goal: To maintain and improve transportation networks to enhance safety, multimodal and intermodal connectivity and facilitate the movement of people and goods. Objective F: Create a countywide system of bikeways utilizing roadway shoulder improvements, repainting shoulder stripes, and resizing lane widths; and/or building multi-use trails, dedicated bicycle paths, dedicated bicycle lanes, and bicycle priority zones. Objective G: Utilize sidewalks, multiuse trails and paths, pedestrian bridges, roadway shoulder improvements, and other pedestrian facilities to provide needed pedestrian network links. Objective H: Maintain a multiuse trail network plan for Tompkins County and provide assistance and incentives for its implementation.
#18	<b>Topic</b>	Connectivity
	<b>Comment</b>	Require developers to include sidewalks
	<b>Response</b>	The Ithaca-Tompkins County Transportation Council also supports efforts to address pedestrian issues through design of the built environment. In particular the design of transportation facilities (i.e. roads, bridges, etc.) offer the opportunity to consider the needs of pedestrians. A number of intersection design treatments such as bulb-outs, raised crosswalks, pedestrian signals, etc. should be considered for incorporation into projects. Sidewalks should be provided at every opportunity. See: Chapter 4.Transportation System A Sustainable View pg. 4.17.
#19	<b>Topic</b>	Connectivity
	<b>Comment</b>	Trails in rural areas can be divisive - keep them in areas of high population
	<b>Response</b>	An Important concept to consider in the development of Sustainable Transportation are the advantages of 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, etc.) and communications (wireless services, internet, etc.). Trails in this sense can be more inclusive and would be developed to offer greater access to rural communities the activities available in the more populated urban areas. See: Chapter 3. Vision Statement pg. 3.2

#20	<b>Topic</b>	Connectivity
	<b>Comment</b>	Density needs to be increased in urban design to be effective in improving transportation modes.
	<b>Response</b>	As density increases in the urbanized increases transportation options can continue to improve; right now, TCAT provides commuter service from Watkins Glen in Schuyler County and Newark Valley in Tioga County. TCAT service is concentrated in the Ithaca urbanized area. Nearly 61% of Tompkins County residents live within one quarter (1/4) mile of a bus route, with 88% forurban and 31% for rural populations. (Source: Tompkins County Planning Department). See: Chapter 4 Transportation System – A Sustainable View pg 4.5
#21	<b>Topic</b>	Environment
	<b>Comment</b>	Anti-Idling Laws. I wake up most mornings to trucks idling on N. Aurora. This is an unnecessary pollution contributor, gas wasting and noise pollution causing problem which costs \$ to fix
	<b>Response</b>	See Chapter 6. Projects for Implementation pg. 6.8, II Enforcement Actions.
#22	<b>Topic</b>	Environment
	<b>Comment</b>	9. The reference to the Tompkins County Conservation Plan should say that it was "developed" rather than "approved" in 2007. It did not go through any formal approval process.
	<b>Response</b>	Corrected: See Chapter 4. Transportation System - A Sustainable View, pg 4.40
#23	<b>Topic</b>	Environment
	<b>Comment</b>	Need non-diesel buses
	<b>Response</b>	See: Chapter 5. Scenario Analysis, pg 5.2 Moderate Alternative Vehicle Mix (AVM) – Transit Buses:  80% diesel full hybrid AIC by 2030, 20% hydrogen hybrid-fuel cell by 2030  The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are
#24	<b>Topic</b>	Environment
	<b>Comment</b>	1. I strongly recommend that a more urgent statement be made regarding the need to reduce greenhouse gas emissions and how this one issue makes all of the efforts on transportation planning much more urgent. A goal of reducing Vehicle Miles Traveled should be stated as an overarching
	<b>Response</b>	See: Chapter 4.Transportation System - A Sustainable View, which incorporate the recommendations; also see: Chapter 3. Vision Statement, Environment: Goal: To work progressively towards a transportation system that will have zero-net negative impact on the environment, Objective A: Implement transportation initiatives that reduce or minimize the production of ozone precursors, small particulate matter, carbon monoxide, and other greenhouse gases pg. 3.7
#25	<b>Topic</b>	Environment
	<b>Comment</b>	5. I think the "Environmental" section (p. 4.32) should stress up front, as mention above in #1, the overarching importance of the greenhouse gas emissions issue.
	<b>Response</b>	This Comment has been addressed in the final draft
#26	<b>Topic</b>	Environment
	<b>Comment</b>	7. The section on Scenic Resources (p. 4.37) should mention the County-wide Scenic Resources
	<b>Response</b>	For details see the County-wide Scenic Resources Inventory. at <a href="http://www.tompkinsco.org/planning/nri/documents/TCSRreportJan17.pdf">www.tompkinsco.org/planning/nri/documents/TCSRreportJan17.pdf</a>
#27	<b>Topic</b>	Environment
	<b>Comment</b>	Wildlife is negatively affected by trails
	<b>Response</b>	See: Chapter 7. SAFETEA-LU Narrative pg.7.6 The ITCTC has developed digital maps that detail the location of environmentally sensitive areas, such as wetlands and natural habitats, in the county. This information will allow projects in every Transportation Improvement Plan to be considered in light of possible environmental impact. Most transportation investment in the Ithaca region involves maintenance and improvement of existing facilities. Severe environmental impacts, as associated with acquisition and development of large rights-of-way, are not planned for or reasonably anticipated.

#28	<b>Topic</b>	Environment
	<b>Comment</b>	8. On page 4.38 it is incorrectly characterizes the UNA's as "protected" and "recreational" lands. Most of them are not.
	<b>Response</b>	See, Chapter 4. Transportation System - A Sustainable View: pg 4.39, In addition, it is recommended that Tompkins County's Unique Natural Areas be protected to preserve their important ecological functions. These areas have been identified as having outstanding environmental qualities and deserve special attention. Scenic resources...etc. ( <a href="http://www.tompkinsco.org/planning/nri/nri.htm">http://www.tompkinsco.org/planning/nri/nri.htm</a> ).
#29	<b>Topic</b>	Environment
	<b>Comment</b>	10. The table on Greenhouse Gas emissions sources from the 1998 ICLEI inventory (p. 4.35) should be updated to reflect the more accurate assessment used in the 2008 Energy and Greenhouse Gas Emissions element of the Comprehensive Plan.
	<b>Response</b>	See: Chapter 4.Transportation System - A Sustainable View, which incorporate the recommendations; also see: Chapter 3. Vision Statement, Environment: Goal: To work progressively towards a transportation system that will have zero-net negative impact on the environment, Objective A: Implement transportation initiatives that reduce or minimize the production of ozone precursors, small particulate matter, carbon monoxide, and other greenhouse gases pg. 3.7.
#30	<b>Topic</b>	Environmental
	<b>Comment</b>	We must get the 18 wheeler trucks hauling garbage off of Rt79 E. (green Street) We know carbon monoxide kills. & plus the noise, dirt, is harming our houses, our water system, our sanity, our health, they belong on the Thruways!
	<b>Response</b>	See Chapter 6. Projects for implementation, III Freight Movement
#31	<b>Topic</b>	Environmental
	<b>Comment</b>	Power Plant Emissions - are they included in the calculations for emission analysis.
	<b>Response</b>	The emissions included in the analysis are from transportation sources only.
#32	<b>Topic</b>	Integration
	<b>Comment</b>	Daily transportation to the hospital during change of shift times... (half an hour before and after so 6:30 a.m. 7:30 a.m.; 2:30 p.m. etc.
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#33	<b>Topic</b>	Integration
	<b>Comment</b>	3. There is a section that addresses the speeding issue. I think a color-coded map of existing speed limits would be helpful here. The more I think about the expense and impact of upgrading roads to safely accommodate ambient speeds (e.g., Coddington) the more I think we should look at speed reduction and enforcement options (which are outlined quite well in the plan) as a more viable alternative
	<b>Response</b>	See: Vision Statement, Chapter 3. Goal: 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. Objective J: Support enforcement of traffic laws by facilitating the use of advanced technologies and interagency cooperation.
#34	<b>Topic</b>	Integration
	<b>Comment</b>	Need a bus to Ellis Hollow at 2pm (for the school bus arrival)
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#35	<b>Topic</b>	Integration
	<b>Comment</b>	Carshare car parked near Cayuga medical center or Finger Lakes School of Massage
	<b>Response</b>	Carshare locations will be added as the service continues to grow. Check their Website for updated service locations. Contact: Ithaca Carshare at: <a href="mailto:info@ithacacarshare.org">info@ithacacarshare.org</a>

#36	<b>Topic</b>	Integration
	<b>Comment</b>	Mid-day regular service to Tburg.
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#37	<b>Topic</b>	Integration
	<b>Comment</b>	Bus Routes - More out 79 way - Slaterville Springs etc. more time friendly
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#38	<b>Topic</b>	Integration
	<b>Comment</b>	Coordinate work schedules so car or van pooling becomes more practical. Too many worker's hours are staggard in some industries. My Grandfather used to drive a bus for the Corona typewriter company. Address issues pertaining to Mess Travis as to why it is difficult to implement. Why the railroads went out of business. What happened to the Lehigh Valley?
	<b>Response</b>	See: Chapter 6. Projects for Implementation, pg 6.7 # 7.Regional Transportation Initiatives, that can have future implications relating van -pooling.
#39	<b>Topic</b>	Integration
	<b>Comment</b>	Definition of "Nodal" as it relates to land development should be broadened to define the "compactness and walk-ability of an area, it should define a "sense of place" an area that has taken design into consideration including parking, streetscape etc., as opposed to nodal as a "single point use" Use the "Urban Thoroughfare Manual" as reference for retrofitting suburbs; Southwest Area in Ithaca and East Hill Plaza are examples of single use that would better serve as a mixed use area. The definitions for Nodal in the Plan are vague (Chapter 3. Vision Statement Pgs 3.1 and 3.5)
	<b>Response</b>	The term "nodal" has been replaced by words that are descriptive of the design intent and therefore provide a broader expression of specific area.
#40	<b>Topic</b>	Integration
	<b>Comment</b>	Enhance the mobility (Transit) options by offering the public mobility options that are packaged in "Bundles"
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#41	<b>Topic</b>	Integration
	<b>Comment</b>	Better modes of transportation must be convenient to access.
	<b>Response</b>	See VISION STATEMENT Chapter 3, Integration: Goal: 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. Objective B: Promote the efficient and effective movement of people and goods by integrating and linking various
#42	<b>Topic</b>	Integration
	<b>Comment</b>	Increase one and two story dwellings within the City
	<b>Response</b>	See; Chapter 2. Demographic Overview, for current Census data and analysis of status of housing trends affecting density and affordability in the City.
#43	<b>Topic</b>	Integration
	<b>Comment</b>	Work opportunities and affordable housing as incentives to return to the City
	<b>Response</b>	See: Chapter 3 Vision Statement, Quality of Life; Goal: Develop a transportation system that sustains and enhances the quality of life for Tompkins County residents and visitors. Objective L, Support community-based discussions involving the relationship between transportation and affordable housing, community planning, and economic development and revitalization. Pg. 4.6

#44	<b>Topic</b>	Integration
	<b>Comment</b>	More assisted living facilities like Kendal At Ithaca for the elderly.
	<b>Response</b>	See Chapter x Quality of Life, Goal: Develop a transportation system that sustains and enhances the quality of life for Tompkins County residents and visitors.
#45	<b>Topic</b>	Integration
	<b>Comment</b>	Concentration County wide should be on reducing speed limits to solve a multitude of traffic and neighborhood problems - municipalities say its too hard to do.
	<b>Response</b>	"There seems to be general agreement that traffic and traffic speed should be reduced in residential neighborhoods. This may be accomplished by implementing appropriate traffic calming techniques and/or increasing law enforcement efforts. On rare occasions there is an opportunity to re-route traffic around neighborhoods by favoring access to alternative routes that make "cut-through" trips less attractive. In all cases traffic must be managed based on the particular conditions of each neighborhood and considering the need and desires of the residents. There is no single strategy or recommendation that will serve all locations." LRTA 2030 Transportation System - A Sustainable View, Pg 4.38 Chapter 3, Vision Statement Goal: 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. See Objective H, J, See: Safety Element, Traffic Issues, p 4.46
#46	<b>Topic</b>	Mobility
	<b>Comment</b>	Please support infrastructure that encourages bicycle commuting (bike paths etc.)
	<b>Response</b>	See: Chapter 3. Vision Statement, INTEGRATION, Goal: 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. Objective C: Continue development of an integrated multimodal transportation system, including public transit, bicycle and pedestrian facilities and networks, infrastructure and operations planning, construction and maintenance practices pg. 3.4
#47	<b>Topic</b>	Mobility
	<b>Comment</b>	11. Although bicycle use is important, given our topography and climate, I think that it may get too much emphasis relative to pedestrian and transit options, which I think are much more likely to have a major impact on SOV use.
	<b>Response</b>	This Comment has been addressed in the final draft
#48	<b>Topic</b>	Mobility
	<b>Comment</b>	1. Better Public transport to the rural areas, i.e. busses in mid day as well as commuting times.
	<b>Response</b>	See: Chapter 2. Demographic Overview pg. 2.19 There is a strong demand in the community to expand services in all transit areas. An aging population, increasing energy costs, the demands of the current commute pattern and strong transit use by college students serve to fuel the demand for increased transit options. The ITCTC recognizes the critical role transit services play in providing adequate mobility to the residents of Tompkins County. Future adaptation to climate change and energy descent challenges will also be heavily dependent on the share transportation function of the transit system. The ITCTC will continue to work with transit and mobility partners to support the goal of providing sustainable accessibility to the Tompkins County community. See Chapter 4. Transportation System - A Sustainable View
#49	<b>Topic</b>	Mobility
	<b>Comment</b>	Tompkins County Bus transportation does not come to Brooktondale enough.
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#50	<b>Topic</b>	Mobility
	<b>Comment</b>	6. I don't think that bicycle transportation to the Airport warrants special mention as an inter-modal connection. Air travelers are highly unlikely to use this mode and the Airport as an employment center is no more significant in its need for bike accommodations than anywhere else.
	<b>Response</b>	Thank you for your comment, ITCTC will edit its discussion of bicycle transportation.

#51	<b>Topic</b>	Mobility
	<b>Comment</b>	Please make the SPCA an official bus stop so volunteers have easier access to the shelter
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#52	<b>Topic</b>	Mobility
	<b>Comment</b>	More buses, more often, to more places, later in evening. Return Floral buses; Lower fares to increase rider-ship
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#53	<b>Topic</b>	Mobility
	<b>Comment</b>	Concerned about the personal safety with pod cars - small, un-staffed vehicles.
	<b>Response</b>	See: Chapter 6. Projects for Implementation, III. Promotional and Educational Strategies 1. Safety Education Implementation interval = Short To be jointly conducted by various participants. Cost: To be determined. General safety education has been identified as a priority. Education efforts may be low-cost to implement and can be directed towards a number of audiences. Audiences may range from elementary school programs to college level continuing education. The recommendation is for the ITCTC to establish a subcommittee on safety. This subcommittee would be charged with reviewing current efforts in the area, determining additional "target audiences", and investigating implementation mechanisms, pg 6.3
#54	<b>Topic</b>	Mobility
	<b>Comment</b>	Provide backup rides for rural riders who only have access to maybe four bus trips a day in their area; if they miss the bus it can be ours before another one - service to give those people a ride in
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#55	<b>Topic</b>	Mobility
	<b>Comment</b>	More information at bus stops and around the County about bus routes
	<b>Response</b>	See: Chapter 3. Vision Statement, Goals and Objectives, Mobility, Goal: To promote implementation of transportation services, programs and projects that enhance mobility. Objective L: Support the provision of real-time system information to customers via the internet, wireless services and at bus stops, shelters, stations and other appropriate facilities.
#56	<b>Topic</b>	Mobility
	<b>Comment</b>	Put pressure on TCAT to make buses more attractive to encourage rider-ship
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#57	<b>Topic</b>	Mobility
	<b>Comment</b>	Focus of community is still the private auto
	<b>Response</b>	See: Chapter 2.Demographic Overview Person Trips by Mode of Transportation figures are presented in TABLES 10 comparing 1990 and 2001 estimates. Some important trends from the comparison include a reduction in the use of Private Vehicles as a percentage of trips per day in Tompkins County, from 88.7% in 1990 to 83.2% in 1995 to 80.33% in 2001. In contrast, the national figures for this category changed from 87.1% in 1990 to 89.3% in 1995 to 86.5% in 2001
#58	<b>Topic</b>	Mobility
	<b>Comment</b>	Think behind the consolidation of TCAT in its present form
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.

#59	<b>Topic</b>	Mobility
	<b>Comment</b>	Employer Incentives for use of TCAT and other transportation alternatives
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#60	<b>Topic</b>	Mobility
	<b>Comment</b>	Reconsider Organizational Structure of TCAT...(I.e.,) authority, not, Not For Profit
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#61	<b>Topic</b>	Mobility
	<b>Comment</b>	When people need to bring their pet the veterinarian, pets not being allowed on most public transportation can be a problem
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#62	<b>Topic</b>	Mobility
	<b>Comment</b>	Need bike trails that are safe - not sharing road w/ Like Cyclovia in Bogota
	<b>Response</b>	See: Chapter 3, Vision Statement, Goals And Objectives, Connectivity, Objective F: Create a countywide system of bikeways utilizing roadway shoulder improvements, repainting shoulder stripes, and resizing lane widths; and/or building multi-use trails, dedicated bicycle paths, dedicated bicycle lanes, and bicycle priority zones.
#63	<b>Topic</b>	Mobility
	<b>Comment</b>	Develop mechanisms to support TCAT
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#64	<b>Topic</b>	Mobility
	<b>Comment</b>	More Bike Lanes & car free bike routes
	<b>Response</b>	See: Chapter 3, Vision Statement, Goals And Objectives, Connectivity, Objective F: Create a countywide system of bikeways utilizing roadway shoulder improvements, repainting shoulder stripes, and resizing lane widths; and/or building multi-use trails, dedicated bicycle paths, dedicated bicycle lanes, and bicycle priority zones.
#65	<b>Topic</b>	Mobility
	<b>Comment</b>	When will the bus come to my neighborhood - Coddington (Rd.) & Rich (Rd.)
	<b>Response</b>	See VISION STATEMENT Chapter 3, Goal: To promote implementation of transportation services, programs and projects that enhance mobility. Mobility, Objective, H, Support public transit agency's efforts to provide services oriented to meet work trip demand beyond currently scheduled bus service, including the provision of multi-county regional service.
#66	<b>Topic</b>	Mobility
	<b>Comment</b>	Regional Transit - Tompkins - Cortland
	<b>Response</b>	See VISION STATEMENT Chapter 3, Goal: To promote implementation of transportation services, programs and projects that enhance mobility. Mobility, Objective, J. Support regional connections for people traveling by bus.

#67	<b>Topic</b>	Mobility
	<b>Comment</b>	How to encourage other Municipalities to contribute to TCAT
	<b>Response</b>	The ITCTC fully supports enhancing the transit service provided by TCAT. TCAT must work with local governments and agencies to demonstrate the true value of an efficient transit system. Any efforts to expand the financial contributions to TCAT will also need substantial public support.
#68	<b>Topic</b>	Mobility
	<b>Comment</b>	Led rides for newbies to biking and the greater Ithaca area would be awesome.
	<b>Response</b>	There are several bicycling organizations in the Tompkins County area that organized bicycle rides for groups. See <a href="http://bikeithaca.org/">http://bikeithaca.org/</a> . Also Way2Go (Way2Goinfo.org) serves as a single source for reliable information on all community mobility services and sustainable transportation alternatives for consumers, employers, human service agencies and community organizations. The Way 2Go program was developed by Cornell Cooperative Extension of Tompkins County starting in 2008. Providing travel training for individuals and creating a network of travel trainers, using professional practices, to train individuals how to use all community mobility services as needed (2009) pg.2.19
#69	<b>Topic</b>	Mobility
	<b>Comment</b>	bike lanes in all streets traffic calming, designated car free roads more public bike racks (covered) car-free Ithaca by 2028! An electric TCAT fleet
	<b>Response</b>	See: Chapter 3, Vision Statement, Goals And Objectives, Connectivity, Objective F: Create a countywide system of bikeways utilizing roadway shoulder improvements, repainting shoulder stripes, and resizing lane widths; and/or building multi-use trails, dedicated bicycle paths, dedicated bicycle lanes, and bicycle priority zones.
#70	<b>Topic</b>	Mobility
	<b>Comment</b>	Bike year round - all errands, shopping, etc. very comfortable with the traffic - major problems to road conditions (potholes, uneven surfaces)
	<b>Response</b>	See Chapter 6. Projects For Implementation, pg 6.9, 5. Improve Coordination Between Law Enforcement, Public Works And Planning Efforts. This project calls for law enforcement, public safety, transportation engineering and planning professionals to coordinate their efforts to report traffic accidents, dangerous infrastructure conditions and ideas for improvements in order to increase the safety of the transportation system. Currently, these public service providers don't have a well structured system to share data and information.
#71	<b>Topic</b>	Mobility
	<b>Comment</b>	We need to extend 4 - lane section of Route 13 from Warren Road to Route 366 at NYSEG. The overlap of 366 & 13 should be eliminated by separating the two roads at NYSEG. This would reduce morning CU commute congestion particularly.
	<b>Response</b>	Thank you for your recommendation At present there are no planning initiatives related to Route 13 from Warren Road to Route 366 at NYSEG. One of ITCTC's initiatives in the LRTP is to provide daily commuters with information that analyzes the impacts of vehicular travel. The objective in mind is to promote alternative solutions to congestion of roadways other than road expansion. See: Chapter 2 Demographic Overview. On page 2.17 as a brief example, states,  “traffic congestion is a non-linear function, meaning that a small reduction in urban-peak traffic volume can cause a proportionally larger reduction in delay. For example, a 5% reduction in traffic volumes on a congested highway such as from 2,000 to 1,900 vehicles per hour may cause a 10-30% reduction in delay. As a result, even relatively small changes in traffic volume on congested roads can provide relatively large reductions in traffic delay”  And the same Chapter pg. 2.16 The 2000 journey-to-work data indicate that in Tompkins County 59.8% of the workforce drive alone to work, practically unchanged from 59.9% in 1990. The figures are further supported by the data from TABLE 13, where 57.4% of work trips are shown as drive-alone (a.k.a. single occupancy vehicles-SOV).
		The LRTP proposes to address congestion through programs that lead commuters to seek options other than drive-alone. Implementation of these solutions continue to grow in urgency due to severe restrictions in the funding of infrastructure improvements and the need to address environmental impacts of transportation.
#72	<b>Topic</b>	Mobility
	<b>Comment</b>	Has the Plan considered mobility options for freight movement?

	<b>Response</b>	See: Vision Statement, MOBILITY, Goal: To promote implementation of transportation services, programs and projects that enhance mobility. Objective G: Encourage expansion in the use of rail for freight movement, pg. 3.5
#73	<b>Topic</b>	Mobility
	<b>Comment</b>	Consider Rail transport as a method of reducing freight traffic on state and county roads!
	<b>Response</b>	See: Vision Statement, MOBILITY, Goal: To promote implementation of transportation services, programs and projects that enhance mobility. Objective G: Encourage expansion in the use of rail for freight movement, pg. 3.5
#74	<b>Topic</b>	Mobility
	<b>Comment</b>	Driver Awareness
	<b>Response</b>	See: Chapter 6. Projects for Implementation, III. Promotional and Educational Strategies 1. Safety Education Implementation interval = Short To be jointly conducted by various participants. Cost: To be determined. General safety education has been identified as a priority. Education efforts may be low-cost to implement and can be directed towards a number of audiences. Audiences may range from elementary school programs to college level continuing education. The recommendation is for the ITCTC to establish a subcommittee on safety. This subcommittee would be charged with reviewing current efforts in the area, determining additional "target audiences", and investigating implementation mechanisms, pg 6.3.
#75	<b>Topic</b>	Mobility
	<b>Comment</b>	We need buses to Ithaca that run more often. There seems to be only a few routes that have large time gaps in between. It creates scheduling transportation very difficult. Also buses that run to Cortland would also be available.
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#76	<b>Topic</b>	Mobility
	<b>Comment</b>	Cars think they own the road - up with other choices
	<b>Response</b>	See: Chapter 3, Vision Statement, Goals And Objectives, Connectivity, Objective F: Create a county wide system of bikeways utilizing roadway shoulder improvements, repainting shoulder stripes, and resizing lane widths; and/or building multi-use trails, dedicated bicycle paths, dedicated bicycle lanes, and bicycle priority zones.
#77	<b>Topic</b>	Mobility
	<b>Comment</b>	We need more bike lanes and Dedicated Bike roads. One going from down town up the hill , One going (to) East Seneca, One going North South
	<b>Response</b>	See: Chapter 3, Vision Statement, Goals And Objectives, Connectivity, Objective F: Create a countywide system of bikeways utilizing roadway shoulder improvements, repainting shoulder stripes, and resizing lane widths; and/or building multi-use trails, dedicated bicycle paths, dedicated bicycle lanes, and bicycle priority zones.
#78	<b>Topic</b>	Mobility
	<b>Comment</b>	Trail to Brooktondale
	<b>Response</b>	See: Chapter 4. Transportation System - A Sustainable View Fig 25, Multi-Use Trails in Tompkins County, Proposed Coddington Trail.
#79	<b>Topic</b>	Mobility
	<b>Comment</b>	Need Bike trails that go places
	<b>Response</b>	See: Chapter 7. SAFETEA-LU Narrative, Tompkins County has a substantial network of abandoned railroad corridors. The ITCTC is actively involved in advancing development of these right-of-ways into multiuse trails in conjunction with municipal partners countywide. Developing these trails efficiently preserves the corridors as transportation facilities. Multiuse trails encourage and facilitate safe and efficient non-motorized transportation, and thus provide a much-needed alternative to the automobile, pg.. 3.
#80	<b>Topic</b>	Mobility

	<b>Comment</b>	Finish Black Diamond Trail and other right of ways currently present but undeveloped
	<b>Response</b>	See Chapter 6. Projects For Implementation, pg. 6.7 V. Assistance to Local Trail Development Efforts 1. Implementation of Trail Development Strategy Implementation interval - ongoing. To be conducted by ITCTC staff, in coordination with the Tompkins County Planning Department, in support of local trail development efforts.
#81	<b>Topic</b>	Mobility
	<b>Comment</b>	we need bike lanes!
	<b>Response</b>	See: Chapter 3, Vision Statement, Goals And Objectives, Connectivity, Objective F: Create a countywide system of bikeways utilizing roadway shoulder improvements, repainting shoulder stripes, and resizing lane widths; and/or building multi-use trails, dedicated bicycle paths, dedicated bicycle lanes, and bicycle priority zones.
#82	<b>Topic</b>	Mobility
	<b>Comment</b>	Tompkins County's aging population is increasing, how will this impact mobility options?
	<b>Response</b>	See: Chapter 2. Vision Statement, pg. 2.19 Tompkins County is fortunate to have a robust public transportation system, but also one that is working at close to capacity. There is a strong demand in the community to expand services in all transit areas. An aging population, increasing energy costs, the demands of the current commute pattern and strong transit use by college students serve to fuel the demand for increased transit options. The ITCTC recognizes the critical role transit services play in providing adequate mobility to the residents of Tompkins County. Future adaptation to climate change and energy descent challenges will also be heavily dependent on the share transportation function of the transit system. The ITCTC will continue to work with transit and mobility partners to support the goal of providing sustainable accessibility to the Tompkins County community.
#83	<b>Topic</b>	Mobility
	<b>Comment</b>	Concerns of safest way to bike to Ithaca from Danby for middle school kids. Is there a bike rack on the bus to Danby & how many bikes does it hold
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#84	<b>Topic</b>	Mobility
	<b>Comment</b>	Bus 65 to Danby! We would love a time between 8am & 2pm and or (more importantly a latter bus time!!! Also if it could go out to the County Line
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#85	<b>Topic</b>	Mobility
	<b>Comment</b>	Mobility Equity, Transportation Planning should apply Environmental Justice principles when addressing transportation options for Minority and Low Income Populations.
	<b>Response</b>	See: Chapter 3. Vision Statement, pg. 3.1 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.
#86	<b>Topic</b>	Mobility
	<b>Comment</b>	I bike to work Freeville to Cortland on Fall Creek / Mclean Road. The section from Freeville to a bit past Malloryville Road has suffered greatly (road & side). This section is currently listed as "Fair" on the Bicycle Map. It has degraded a couple of levels below that & needs repaving with good shoulders.
	<b>Response</b>	See Chapter 6. Projects For Implementation, pg 6.9, 5. Improve Coordination Between Law Enforcement, Public Works And Planning Efforts Implementation interval = short/ongoing To be conducted by the ITCTC in cooperation with the local law enforcement, public works and planning participants, and other affected parties. cost: To be determined. This project calls for law enforcement, public safety, transportation engineering and planning professionals to coordinate their efforts to report traffic accidents, dangerous infrastructure conditions and ideas for improvements in order to increase the safety of the transportation system. Currently, these public service providers don't have a well structured system to share data and information.

See: Chapter 3, Vision Statement, Goals And Objectives, Connectivity, Objective F: Create a countywide system of bikeways utilizing roadway shoulder improvements, repainting shoulder stripes, and resizing lane widths; and/or building multi-use trails, dedicated bicycle paths, dedicated bicycle lanes, and bicycle priority zones.

#87	<b>Topic</b>	Mobility
	<b>Comment</b>	Intelligent information systems located in transportation centers to improve availability of schedules and travel options for public transit users.
	<b>Response</b>	The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.
#88	<b>Topic</b>	Mobility
	<b>Comment</b>	Pod Cars is a good idea.
	<b>Response</b>	ITCTC will continue to support innovative transportation solutions.
#89	<b>Topic</b>	Mobility
	<b>Comment</b>	Need Bike Lanes
	<b>Response</b>	See: Chapter 3, Vision Statement, Goals And Objectives, Connectivity, Objective F: Create a countywide system of bikeways utilizing roadway shoulder improvements, repainting shoulder stripes, and resizing lane widths; and/or building multi-use trails, dedicated bicycle paths, dedicated bicycle lanes, and bicycle priority zones.
#90	<b>Topic</b>	N/D
	<b>Comment</b>	1) Change the word "nodal" on pages 3.1 and 3.5 to "compact, walk-able." Node is a technocratic term that does not convey any information on the character of a place. The term I suggest conveys more clearly what you are after.
	<b>Response</b>	This comment has been incorporated into the final draft of the Long Range Transportation plan.
#91	<b>Topic</b>	N/D
	<b>Comment</b>	Comprehensive, but where are the dates for completing specific projects? Since there are no dates, this all seems like "pie in the sky" with admirable but vague goals & objectives
	<b>Response</b>	See: Chapter 1. The Long Range Transportation Program The core functions that the MPO must carry out include developing and monitoring both a long Range Transportation Plan and a Transportation Improvement Program of transportation planning and capital projects. During the process of developing these planning documents the MPO informs the public of the activities and encourages their participation pg 1.1.  The Transportation Improvement Program (TIP) is the agreed-upon five-year list of specific projects for which federal funds are anticipated. The TIP represents the transportation improvement priorities of the Tompkins County Transportation Area. The list of projects is multi-modal and includes highway and public transit projects, as well as bicycle, pedestrian, and freight-related projects. The projects listed in the TIP are funded and have specific dates for implementation. A copy of the TIP may be viewed at the ITCTC offices or it may be accessed on line at <a href="http://www.tompkins-co.org/itctc">http://www.tompkins-co.org/itctc</a> .
#92	<b>Topic</b>	N/D
	<b>Comment</b>	On Goal & Objectives, Plan needs a priority list & time line to implement - without this it doesn't have any impact. Good compilation of data.
	<b>Response</b>	The Transportation Improvement Program (TIP) is the agreed-upon five-year list of specific projects for which federal funds are anticipated. The TIP represents the transportation improvement priorities of the Tompkins County Transportation Area. The list of projects is multi-modal and includes highway and public transit projects, as well as bicycle, pedestrian, and freight-related projects. The projects listed in the TIP are funded and have specific dates for implementation. A copy of the TIP may be viewed at the ITCTC offices or it may be accessed on line at <a href="http://www.tompkins-co.org/itctc">http://www.tompkins-co.org/itctc</a> .
		See: Chapter 6. Projects for Implementation, list projects intended to help achieve a portion of the community's vision as expressed in the Goals and Objectives pg.6.1.
#93	<b>Topic</b>	N/D

	<b>Comment</b>	Please use intelligence and don't waste money. I have many ideas; doesn't Cornell University?
	<b>Response</b>	See: Chapter In 1.Background- The MPO & The Long Range Transportation Plan. In the broadest sense, transportation in its many forms affects our common future and what our community will be like as it evolves. The LRTP looks at a developmental path that makes strategic choices, which have a positive impact on the overall quality of life. The LRTP assumes the position of reducing the negative impacts of transportation on the immediate environment seeks to involve the public in participating in making choices that contribute towards improving the quality of life in Tompkins County, pg. 2
#94	<b>Topic</b>	N/D
	<b>Comment</b>	12. Finally, I know the plan is not yet complete, but I would like to see a specific, achievable list of action items that would identify and provide focus on the most important initiatives that the ITCTC should provide leadership on over the next 5 to 10 years.
	<b>Response</b>	See: Chapter 1. The Long Range Transportation Program The core functions that the MPO must carry out include developing and marinating both a long Range Transportation Plan and a Transportation Improvement Program of transportation planning and capital projects. During the process of developing these planning documents the MPO informs the public of the activities and encourages their participation pg 1.1.
		The Transportation Improvement Program (TIP) is the agreed-upon five-year list of specific projects for which federal funds are anticipated. The TIP represents the transportation improvement priorities of the Tompkins County Transportation Area. The list of projects is multi-modal and includes highway and public transit projects, as well as bicycle, pedestrian, and freight-related projects. The projects listed in the TIP are funded and have specific dates for implementation. A copy of the TIP may be viewed at the ITCTC offices or it may be accessed on line at <a href="http://www.tompkins-co.org/itctc">http://www.tompkins-co.org/itctc</a> .
#95	<b>Topic</b>	Proximity
	<b>Comment</b>	Nodal Development...Key
	<b>Response</b>	The term "Nodal" has been expanded to define a broader range of criteria for example; "compactness and walk-ability of an area. Nodal should define a "sense of place" an area that has taken design into consideration including parking, streetscape etc., as opposed to nodal as a "single point use"
#96	<b>Topic</b>	Proximity
	<b>Comment</b>	Redesign roadways in the City to increase population density and increase the amenities that are available within walkable distances.
	<b>Response</b>	See: Chapter 6.Projects For Implementation. PLANNING EFFORTS: I. Land Use Planning and Policies:1. Review of Local Development Regulations Implementation interval = Intermediate To be conducted by municipalities. Cost: To be determined. Local development regulations should contribute to the solution of transportation issues and not unnecessarily degrade the performance of the transportation system. For example, the number of parking spaces required by zoning regulations should not be excessive; site design requirements should adequately address pedestrian and bicycle access and amenities; new developments should be "transit-oriented" in order to encourage and accommodate transit use; commercial access to arterial facilities must be carefully reviewed and controlled; and on-site circulation should be adequately studied and addressed. Further, local regulations should be considered on a regional scale and work to support the Principles and Policies included in the Tompkins County Comprehensive Plan, pg.6.2
#97	<b>Topic</b>	Proximity
	<b>Comment</b>	Present Zoning codes are restraining certain types of development that could increase density in Urban
	<b>Response</b>	See: Chapter 6.Projects For Implementation. PLANNING EFFORTS: I. Land Use Planning and Policies:1. Review of Local Development Regulations Implementation interval = Intermediate To be conducted by municipalities. Cost: To be determined. Local development regulations should contribute to the solution of transportation issues and not unnecessarily degrade the performance of the transportation system. For example, the number of parking spaces required by zoning regulations should not be excessive; site design requirements should adequately address pedestrian and bicycle access and amenities; new developments should be "transit-oriented" in order to encourage and accommodate transit use; commercial access to arterial facilities must be carefully reviewed and controlled; and on-site circulation should be adequately studied and addressed. Further, local regulations should be considered on a regional scale and work to support the Principles and Policies included in the Tompkins County Comprehensive Plan, pg.6.2
#98	<b>Topic</b>	Proximity
	<b>Comment</b>	Nodal recognition that exists now

	<b>Response</b>	The term "Nodal" has been expanded to define a broader range of criteria for example; the compactness and walk-ability of an area. Nodal should define a "sense of place" an area that has taken design into consideration including parking, streetscape etc., as opposed to nodal as a "single
#99	<b>Topic</b>	Proximity
	<b>Comment</b>	Global warming is affecting the need for changes in approach to design of transportation modes, infrastructure and urban densities.
	<b>Response</b>	See: Chapter 5. Scenario Analysis, pg.. 5.20 Federal and State policies and programs that promote and fund transit and other alternative modes and encourage a mode shift away from SOVs will help drive local action. National and State leadership and support will be essential to allow those at the local level to accomplish the significant transformation of the transportation system that will be required to meet the challenges of global warming and energy descent.
#100	<b>Topic</b>	Proximity
	<b>Comment</b>	Centrality of Proximity to Transportation Issues
	<b>Response</b>	There is general agreement with the observation of the relationship between centrality and proximity; See Chapter 3.Vision Statement, 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 increase. Higher proximity allows for more efficient use of transit (including fixed-route service, car share and vanpools), bicycling and even walking, resulting in a more accessible and resilient transportation systems.
#101	<b>Topic</b>	Proximity
	<b>Comment</b>	2) The section on design could be strengthened. This is not just about scenery, although that's important. Design of thoroughfares can alter development patterns, and ultimately, reduce vehicle miles traveled and improve quality of life. Design of a road as a commercially oriented arterial, for example, will result in single-use development, massive parking lots, and a road that is unfit for anything but driving. With a redesign, the road can have the same capacity but welcome pedestrians, bicyclists, and mixed-use development. Example, Route 13 in
	<b>Response</b>	This comment has been addressed in the final draft of the Long Range Transportation Plan
#102	<b>Topic</b>	Quality Of Life
	<b>Comment</b>	Consider using existing infrastructure to promote bikes and trails rather than taking new land
	<b>Response</b>	See: Chapter 3.Vision Statement; 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 and technologies, which will emerge as more investments are made to address the challenges of energy descent and climate change.
#103	<b>Topic</b>	Quality Of Life
	<b>Comment</b>	Infrastructure upgrades take too long - Route 13, 79. Negative impact on neighborhoods
	<b>Response</b>	See: Chapter 7. SAFETEA - LU Narrative. The 2030 LRTP recognizes the importance of transportation system management (TSM) and operations initiatives in securing the integrity of the transportation system in Tompkins County. TSM strategies can also help expand the effective service life of valuable transportation infrastructure assets. Specific goals and objectives and recommendations for projects for implementation seek to improve efficiency through TSM options, pg. 3. See: Chapter 5 Scenario Analysis for an overview of issues related to Route 13 and 79.
#104	<b>Topic</b>	Quality Of Life
	<b>Comment</b>	May need to Prioritize given number of goals
	<b>Response</b>	See Chapter 6. Projects For Implementation

#105	<b>Topic</b>	Quality Of Life
	<b>Comment</b>	Create opportunities for citizens to use policies to influence local projects
	<b>Response</b>	See: Chapter 1.BACKGROUND –The MPO & The LONG-RANGE TRANSPORTATION PLAN. The MPO holds a series of meetings during each calendar year that are open to the public and where the public may opine on issues taken up by the Committees. The Policy and the Planning Committees meet alternately during the year, holding two joint committee meetings in June and December where both are present .
#106	<b>Topic</b>	Quality of Life
	<b>Comment</b>	Very Nice
	<b>Response</b>	Thank you
#107	<b>Topic</b>	Quality Of Life
	<b>Comment</b>	Put Links on website to examples of communities doing it right
	<b>Response</b>	ITCTC will be updating the link portion of its Website to include additional transportation related websites. A range of transportation issues and approaches that deal with mobility, connectivity and proximity may be found in the included websites links. Each Region, Metropolitan Area, City, and Town will have its own solutions to specific problems some of which may have some related application in Tompkins County See: Appendix C, Transportation Related Web Pages.
#108	<b>Topic</b>	Quality Of Life
	<b>Comment</b>	Shift Balance of power from DOT to local decision makers... lower default speed limits
	<b>Response</b>	See: Chapter 1. Background - The MPO & The Long Range Transportation Plan pg1.; as presently structured "power" is shared amongst the New York State Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, Cornell University, and Tompkins Consolidated Area Transit (TCAT) and the other local government officials in Tompkins County. Mandated by law to function under specific guidelines and written agreements MPO's must fulfill their missions under the current legal structure.
#109	<b>Topic</b>	Quality Of Life
	<b>Comment</b>	How can citizens influence local projects
	<b>Response</b>	See Chapter 1. Background - The MPO & The Long Range Transportation Plan, Public Involvement. In the broadest sense, transportation in its many forms affects our common future and what the future of our community will be like as it evolves. The LRTP looks at a developmental path that makes strategic choices, which have a positive impact on the overall quality of life. The LRTP assumes the position of reducing the negative impacts of transportation on the immediate environment and seeks to involve the public in participating in making choices that contribute towards improving the quality of Life in Tompkins County. Please contact the Ithaca-Tompkins County Transportation Council for details.
#110	<b>Topic</b>	Quality Of Life
	<b>Comment</b>	Expand the Commons
	<b>Response</b>	On October 21, and October 22, 2009, the City of Ithaca held a public information sessions to present preliminary options for the design of the utility, surface, and amenity repair and upgrade project for the Commons. The City has been working with Sasaki Associates, a Boston-based design firm, to evaluate the Commons' current conditions and future needs and to provide a design for the repairs and upgrades. The Consultant has been charged with preparing three conceptual design options for this project. Please contact the City of Ithaca Planning Department at 108 E. Green Street, Ithaca, NY 14850 for updated developments. This project is ongoing at the time of 2030 LRTP approval.
#111	<b>Topic</b>	Quality of Life
	<b>Comment</b>	County Routes tend to be routes through residential communities, resulting in high volumes of traffic.
	<b>Response</b>	See: Chapter 3. Vision Statement, Vision Statement, QUALITY OF LIFE, Goal: Develop a transportation system that sustains and enhances the quality of life for Tompkins County residents and visitors. Objective J: Support programs and strategies that reduce demand for through-motor vehicle trips in residential areas. See p 4.38 1st pp.
#113	<b>Topic</b>	Quality of Life
	<b>Comment</b>	Smoke Free Bus Stops

**Response**

See: Chapter 3, Vision Statement; Objective L, Encourage the provision of safe and comfortable environments for public transit employees and passengers on vehicles and at shelters, stops and stations.

The ITCTC acknowledges the importance of the travel issues raised in your comment, therefore the ITCTC has forwarded your comments directly to TCAT for their evaluation and actions that are possible within the services that they provide.

**#114****Topic**

Quality Of Life

**Comment**

I have been informed that in your future plans you are considering the Coddington Trial again. As a property owner who will be greatly affected by this venture I hope that as a group you will recognize that all of the property owners along this trail do not want it. I will not give my approval to NYSEG to have the trail divide my land and make it useless. Please support the property owners at this meeting and not include any long range plans for the trail through the Town of Caroline.

**Response**

Thank you for your participation in helping the Ithaca -Tompkins County Transportation Council (ITCTC) in updating the 2025-2030 Long Range Transportation Plan (LRTP). Your comments are a valuable contribution towards reaching a future vision of a transportation system that meets the needs of all Tompkins County residents.

Mandated by federal law the ITCTC is responsible for the process of multi-jurisdictional planning and coordination to implement activities that support the monitoring, revision, implementation and update of the 2025 Long Range Transportation Plan (LRTP) and its goals, objectives, and other recommended actions. The recommended actions that are made by individual municipalities are included in the LRTP as information gathered as part of the planning process and ITCTC's mandate to implement research, public outreach.

In direct response to the issue you raise in your comments and keeping in mind that ITCTC's function is to provide where possible multi-jurisdictional planning coordination when requested by municipalities in Tompkins County, that, the Town of Caroline submitted a letter stating that..."there is considerable interest in our Town in extending the South Hill Recreation way along the former Lackawanna Railroad line through Caroline to the Tompkins County Line..." (1/8/09 from supervisor, Town of Caroline). As part of the planning process the letter requested ITCTC to "add this trail extension to the Tompkins County Trails Transportation Plan Map". The Town of Caroline submitted along with the letter, Resolution 1-33 of 2008, "Support for Coddington Trail Initiative by the Natural Areas and Trails Working Group."

ITCTC is cognoscente of the fact that there are varying views on the Coddington Trail Initiative and ITCTC has included the Coddington Trail Extension on the trail map based on the specific request made by the Town of Caroline.

**#115****Topic**

Quality Of Life

**Comment**

Dear Mr. de Aragon,

Please consider the following my official written comment regarding the Draft 2030 Long Range Transportation Plan:

I am writing to express my great opposition to the proposed "Coddington Trail" included in the Draft 2030 Long Range Transportation Plan. I am an adjacent landowner who would be directly affected by the proposed trail. I have sincere concerns about what a trail might bring to our community including ones that directly affect my property at 100 and 101 Caroline Depot Road. My property would be directly affected by the trail as it would run literally within 20 yards of my home and would result in complete loss of any privacy, liability issues, safety, parking issues, potential crime, littering and noise, to name just a few.

My property was the former train depot, post office, and general store and remnants of the former depot still remain in my front yard on both sides of the street (I own the two properties and the property at 101 is the former depot, etc). Questions have not been answered regarding ownership of the former railroad bed, liability questions, maintenance costs, and safety issues. NYSEG who claims to own the former railroad bed has written a letter to the Town of Caroline dated January 2008 in which it they expressly condition their approval of the use of the former railroad bed by the Town of Caroline by saying that the Town must obtain 100% full support from all adjacent landowners before it will grant permission for the trail to be constructed through the former railroad bed. The majority of adjacent landowners are in opposition to the trail. The adjacent land owners contacted Senator Seward regarding our concerns about the proposed trail. Senator Seward wrote a letter in support of our efforts to stop any trail from being built. I have attached it for your record. I have also attached information that I obtained from the City of Ithaca Police Department regarding reported crimes on the South Hill Rec Trail as an example of what the residents are concerned would happen should the Coddington Trail be constructed. The Town of Caroline residents do not want to financially support the construction and maintenance of the proposed "Coddington Trail". The majority of residents would rather see the money spent in improving roads in the Town of Caroline that could include bicycle/pedestrian

accommodations. I, personally, would not feel safe using the trail and prefer to walk as I do routinely out in the public on the shoulder of the road, where should the need arise, I would be visible to everyone including my neighbors to enlist their aid should I require it. I sincerely hope that you will consider my comments and those of my neighbors carefully before approving and or proposing funding for the construction of the proposed "Coddington Trail." Thank you for your time. I hope that decisions makers will consider carefully the concerns of those property owners that will be directly affected by such a trail, and who do not support it. If you have questions, please feel free to

**Response after #116.**

<b>#116</b>	<b>Topic</b>	Quality Of Life
	<b>Comment</b>	<p>Dear Mr. Dearagon,</p> <p>I received your name from Sarah Meyers as a contact for the ITCTC Long Range Transportation Plan, and tonite's public meeting. Due to illness I will be unable to attend the meeting tonite, but as a land owner in the Town of Caroline who will be immediately and disastrously affected by any trail proposed to utilize the NYSEG right of way Lackawanna rail bed -- I need to strongly voice my opposition to a plan that involves revitalizing that rail bed for public use. The trail will cut through, alongside, behind, or in front of at least 68 land owner properties in the Town of Caroline. All of whom are vehemently opposed to this development. In my case, the proposed trail will extend the entire 3 acre length of my property, not only cutting through what is now lawn and within 15 feet of my house, but will also require the removal of my shed, and will extend down an acre of protected wetlands which cap my property line. This is property that has been maintained as manicured lawn for over 60 years. I would quite literally have a trail in my yard, along side my pond, and my garden. Personally, if the trail goes through I will most certainly lose significant property value and undoubtedly find it difficult-to-impossible to sell my house with a public access trail running the entire length of the property. I will lose all privacy on my property as there is no amount of planting or fencing that will suffice to make this an acceptable, safe environment. More significantly -- I will completely and totally lose any sense of security living in that rural location with untold strangers going through my yard at all hours of the day and night. I know that others feel as strongly about the loss of peace, privacy, and safety as I do. We have chosen to live in a rural location for good reasons -- and would be unjustly subjected to losing all that we hold dear. I thoroughly support improved transportation access to Ithaca and an increase and extension of public transportation, particularly at reduced cost. However, spending tax payer money on building a hike/bike trail that would only be used sporadically at best from the rural areas of the county would be a senseless waste of valuable resources in more ways than one. Your time and money would be better spent on improving the existing roads and shoulders for designated bike lanes and/or sidewalks, and subsidizing the use of public transportation. I ask that your committee be reasonable in their judgement, and to realistically recognize there are but a handful of people who would honestly and consistently use such a trail as an alternative means of transportation into and from Ithaca. Not to mention the limited number of truly weather-friendly days the trail could be used! I also ask that your committee seriously consider our rights as citizens and landowners, and not dismiss our concerns using the tired argument of "for the better good of the community". We are a community and are a part of the community, but our rights to privacy, safety, land ownership should be as protected as those of community members living in the middle of Ithaca. I cannot support any plan that will disrupt my right to privacy, or cause the loss and devaluation of my property. And, I will not provide NYSEG with my approval to move forward with such a plan. Thank you kindly for the opportunity to share my concerns. Sincerely,</p>

**Response**

**For Comments 115 and 116**

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<b>#117</b>	<b>Topic</b>	Quality Of Life
	<b>Comment</b>	Trails: bad for homeowners, should be in the front not back of properties and not use private property; municipalities harass homeowners for Right Of Way's
	<b>Response</b>	See: Chapter 3. Vision Statement; Objective H: Maintain a multiuse trail network plan for Tompkins County and provide assistance and incentives for its implementation.
<b>#118</b>	<b>Topic</b>	Quality Of Life
	<b>Comment</b>	Allow input on this, e.g., (examples of communities doing it right) from the public.
	<b>Response</b>	A range of transportation issues and approaches that deal with mobility, connectivity and proximity may be found in the included websites links. Each Region, Metropolitan Area, City, and Town will have its own solutions to specific problems some of which may have some related application in Tompkins County See: Appendix C, Transportation Related Web Pages.