



2. PROGRESS AND GOALS

2.1 Introduction

Regional transportation planning is rooted in rigorous technical analysis and patient strategic visioning. The vision would amount to nothing without the tools to move forward, but analysis cannot be put to use without a vision to guide them. Therefore, this planning document begins with the foundation on which the analysis will be built: the goals for the region's transportation system over the next 20 years.

Developing goals for this Long Range Plan (LRP) begins with the goals of the previous LRP. In 2001, the ECTC adopted an update to the 1995 Plan to satisfy the federal requirement that the LRP be updated at least every five years. The first part of this chapter reviews those goals and also the tremendous success that has been achieved in implementing them through projects all around the region. This success underscores the importance of developing a new Plan: see it on these pages and then see it actually happen.

The second part of the chapter is what really counts for the future: a revised set of goals that guided the development of this LRP and that will guide its implementation over the next 20 years. The text describes the process by which the ECTC policy committee, with input from the public, made changes to reflect successes of the last decade (I-86, e.g.) and the evolution of state and federal policies that guide regional planning.

This chapter should be helpful and informative to the public but especially to policy-makers, such as town and planning board members, and transportation professionals in the region who can use these principles to guide their decision-making.

2.2 Relationship to the 2001 LRP Update

The 1995 LRP was the ECTC's first under the Intermodal Surface Transportation Efficiency

Act (ISTEA), new federal legislation passed in 1991. ISTEA introduced a new era of transportation planning nationwide, greatly elevating the status of metropolitan planning organizations (MPOs) such as the ECTC and providing a set of 15 planning factors to guide MPOs in their work. Between 1995 and the 2001 update, Congress re-authorized ISTEA with a new law entitled Transportation Equity Act for the 21st Century (TEA-21). Among other things, TEA-21 condensed the ISTEA 15 planning factors to a set of 7, which were introduced above in Chapter 1.

2.2.1 2001 LRP GOALS

The ECTC's 2001 Plan, *Transportation Planning & Implementation for the 21st Century: 2001-2020*, included seven goals:

- Maintain and upgrade where necessary the existing highway and bridge infrastructure, using new technology where appropriate, which will improve safety and facilitate economic development in the region.
- Investigate improvements necessary to bring Route 17 to Interstate standards and implement projects as funding becomes available in order to sustain and enhance the economic vitality of the region.
- Complete the construction of the southern portion of the Elmira Arterial and progress studies to determine the location for the northern extension of the Elmira Arterial for future completion as funding is identified.
- Insure that the transportation system protects and enhances the natural environment, while encouraging the use of environmentally beneficial forms of transportation.
- Insure that an adequate transportation infrastructure is in place to meet the development needs of the Chambers Road/Regional Airport/Corporate Park area of the Town of Big Flats.



- Reinforce the role of the City of Elmira as the governmental services, institutional and transportation hub for the area.
- Enhance the role of the Chemung County Transit System in meeting the mobility needs of area residents

These seven goals were used primarily to promote the conversion of Route 17 to Interstate 86 (I-86), an accomplishment that is certain to bring a wide variety of economic benefits to the region, especially tourism. But in 2004, with the I-86 upgrade and the southern portion of the Elmira arterial addressed, the ECTC saw a clear need to revisit its goals for the future, especially for the long-term future.

2.2.2 SUCCESS STORIES OF THE 1995 AND 2001 LONG RANGE PLANS

It is a point of pride for the ECTC that its areas of endeavour have yielded a high rate of success. The section that follows describes just some of the successes the ECTC has enjoyed since the adoption of its 1995 LRP update. Some of these were hard-fought victories and others were incremental accomplishments, but all of them add up to a strong record on the part of this agency. Exhibit 2.1 is a map of recent ECTC projects.

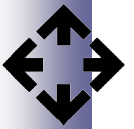




Exhibit 2.1: Recent ECTC Projects



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2.2.2.1 Route 17 / Interstate 86

The TEA-21 legislation included the designation of Route 17 as Interstate 86. In recognition of the importance of upgrading Route 17 to an Interstate Highway, a Coalition spanning the entire Southern Tier of New York was created in March of 1999. The Coalition was organized through the efforts of four Regional Planning and Development Boards including Southern Tier Central, Southern Tier East, Southern Tier West and the Hudson Valley Regional Council. Counties represented in the Coalition include: Chautauqua, Cattaraugus, Allegany, Steuben, Schuyler, Chemung, Tioga, Broome, Delaware, Sullivan and Orange. The ECTC is an active member of the I-86 Coalition and helped to coordinate the study that documented the \$3.2 billion in benefits that will accrue to the state with the timely completion of I-86.

One of the primary purposes of the Coalition is to advocate for additional highway funding to complete the remaining projects along Route 17 to bring the highway to interstate standards.

- One new interchange (#56) provides full access from Route 17/I-86 to both Church and Water Streets. Beginning in June 2004, another new interchange (#50) provides direct access to the Elmira-Corning Regional Airport and Airport Corporate Park. It also provides access to the area that will become the second stage of the Corporate Park, which is located south of I-86.



- A final design was completed in 2003 for the Horseheads section of Route 17 that improves safety and traffic flow in the area while minimizing negative impacts associated with such construction projects. Extensive guidance from local residents, government officials and business representatives helped this project advance from the 1993 study conducted by the ECTC that identified an initial set of options. Construction is underway and will be completed in 2007.

2.2.2.2 Chemung County Transit System (CCTS)

The ECTC conducted location and design studies in 1992 and 1995, and secured funding for the construction of a Downtown Elmira Transportation Center. Almost half of all Chemung Transit riders use the downtown Transportation Center as a destination or a transfer point. The unique design of the Transportation Center significantly improved the aesthetics of a strategic gateway location for the City of Elmira. The Center itself provides a safe and convenient facility for users of both local and inter-city buses.

Funding was also identified to purchase wheelchair-accessible buses, electronic fare boxes, bus shelter and signs.

An evaluation of the overall operation of the CCTS including current and future transit needs in and around Chemung County was conducted in 2002. The study generated recommendations regarding routing and scheduling, vehicle needs, monitoring requirements, marketing, service standards and operating and capital financing. Additionally, the CCTS evaluation study also recommended the creation of a Transit Board to provide County and MPO oversight of the transit system. The ECTC Director is a member of the Board.

2.2.2.3 Local Infrastructure Studies

In 2000, the ECTC, in conjunction with the City of Elmira and NYSDOT, conducted a study to evaluate the existing signal system. The completed study included a phased listing of needed improvements and recommended



methods for coordination of signals. Phase 1 of the Signal Upgrade project is underway.

The current and future multi-modal transportation needs for the City of Elmira were evaluated in 2001. Recommendations were developed to assure good mobility in the area. A wide variety of Geographic Information System maps were developed that will be utilized by the City to monitor and maintain the transportation network.

The ECTC, working with Chemung County, the towns of Big Flats and Horseheads and NYSDOT completed a consultant study in 2000 that evaluated current and future highway network needs in an area that is experiencing a great deal of development. Included in the study was the development of preferred options to bring Route 17 to interstate standards. The elimination of at-grade intersections in the town of Big Flats allowed the designation of Route 17 as Interstate 86 from East Corning to Route 14 in Horseheads. This will result in significant economic benefits for Chemung County.

The ECTC secured an Appalachian Regional Commission grant to develop a Trail Master Plan and a Tourism Development Plan for the Catharine Valley Trail. The 12-mile trail will connect Watkins Glen and Horseheads. Five miles of the trail has been completed.

2.2.2.4 Planning Activities

For several years the ECTC in conjunction with Chemung County and the City of Elmira has utilized the services of the firm that maintains the area tax maps to help coordinate Geographic Information System (GIS) development in Chemung County. One output of the cooperative GIS planning process was the formation in May 2003 of the Chemung County GIS Cooperative, chaired by the ECTC Director. The Cooperative includes representatives from the private sector and from all levels of local government. The formation of the Cooperative reflects an understanding that maintenance of the

County map and related GIS layers must entail coordination between a wide variety of agencies. The mission of the Cooperative is To foster the cooperative use of GIS technology in a manner that will have the most positive impact on government, business and the overall community.

The ECTC has partnered with the Chemung County Traffic Safety Board (CCTSB) to progress a wide range of safety related activities. The ECTC Director currently serves as the Vice-Chair of the CCTSB. Each year the ECTC helps to develop emphasis areas for the CCTSB and compiles grant applications to the Governor's Traffic Safety Committee (GTSC). GTSC funding has been used to develop the Geographic Information System Crash Reporting System, purchase and distribute thousands of bicycle helmets and safety strobes, purchase equipment for bicycle rodeos and pay police overtime to stage them, develop and distribute the Safety Tips brochures and the purchase of driver feedback signs for Clemens Parkway that show motorists how fast they are going.

2.2.2.5 Additional Projects

Daniel Zenker Drive Extension: The completed road provides better access to the Elmira Corning Regional Airport and led to the development of Airport Corporate Park.

Elmira Arterial – Southern Extension: The completed road connects the City of Elmira's primary north-south highway to Routes 14 and 328 in the Town of Southport.





Woodlawn Avenue, a key link in the City of Elmira's road network, was recently designated as Route 14 between Clemens Parkway and College Avenue. The project improved road alignment and clearance under the railroad bridge and added a turn lane at College Avenue.



Link Road, currently under construction, will be an important part of the City of Elmira's truck route network. It will connect the current northern terminus of Clemens Center Parkway with Lake Street and will reduce truck traffic on residential streets.

In 1999, the Hanover Square project was initiated to improve vehicular, pedestrian and bicycle safety. An extensive evaluation process was conducted by the ECTC to develop an improvement scenario that met traffic needs and was acceptable to the general public, the local political leadership and the business



community. In addition to safety improve-

ments, the completed project improves the business climate in the area by enhancing the image of the Square and provides an additional bicycle and pedestrian link through the Village of Horseheads.

2.3 Updated Goals for 2004

2.3.1 INTRODUCTION

The chapter has described the progress made by the ECTC since the passage of ISTEA in 1991. This background has been provided as context for the revised set of goals adopted by the ECTC Policy Committee to guide the 2004 Long Range Plan update. The following section explains the process through which the goals were revised and presents the new goals with detailed explanations of each goal and how it should be interpreted.

2.3.2 UPDATING PROCESS

At the outset of the Plan update, the project steering committee agreed that reviewing and revising the goals would be one of the priorities, since local priorities and goals had changed since 2001. Very early in the process, the LRP project team facilitated an ECTC Policy Committee workshop in which the existing goals were compared to the seven federal planning factors and the five NYSDOT emphasis areas.

The comparison of the ECTC's goals to the seven federal planning factors indicated that there was a need for a separate goal concerning safety and security, a subject which has been a nationwide focus in the years following the terrorist attacks of September 11th, 2001. In addition, the FHWA has adopted safety as an emphasis area and promotes safety conscious planning. Considering the five NYSDOT emphasis areas also led to additional considerations, such as energy impacts. The Policy Committee also concluded that, whereas most of the LRP goals were broad and visionary, the two goals regarding Route 17 and the Elmira Arterial were project-specific. Although these projects remain relevant, they were excluded from the goals in the 2004 update.



Public feedback on the goals, gathered through a series of public meetings and presentations to town boards and interested organizations, prompted further revisions. For example, the language of the goal that previously addressed only Elmira was broadened to recognize the need to focus investments on the region's several activity centers, with Elmira recognized as the region's traditional hub. Chapter 3 includes more information about the public participation process.

The ultimate outcome of this process is the set of eight goals that follows. Among the goals there is no prioritization or hierarchy. They are intended to be used in tandem to evaluate the pros and cons of any given proposal. The purpose of defining and elaborating on the goals in this context is to clearly convey the intentions of this plan and its architects so that trade-off decisions can be made with as much guidance as possible.

The goal statements themselves are intended to be broad and visionary, so the explanation of the goals includes a brief descriptive paragraph and an explanation of how each goal relates to federal and state policies, as defined above.

To further guide planners and decision-makers, each goal is also accompanied by a small set of objectives that are meant to be focused mission statements that address various facets of each goal. Finally, there are several performance measures listed for each goal that are representative examples of measures that the ECTC can use to evaluate the progress it is making in pursuit of the eight goals. The measures are meant to be quantitative, observable patterns in the region's transportation system. The measures mentioned for each goal are samples; other measures may be selected at the agency's discretion as implementation of this plan moves forward.

Exhibit 2.2: 2004 Long Range Plan Goals

Integrate transportation, economic development and land use planning to promote sustainable development.
Protect and enhance the natural environment, encourage conservation of energy and improve quality of life.
Maintain, operate, manage, and, where necessary, upgrade the existing infrastructure, using new technology where appropriate.
Enhance the role of multi-modal systems in meeting the region's mobility and accessibility needs.
Reinforce the City of Elmira's role as the center of the region's governmental service, institutional and transportation activities.
Ensure that an adequate transportation infrastructure is in place to accommodate and attract regional development.
Support regional and statewide corridors through investments and initiatives.
Address the safety and security of the transportation system for motorized and non-motorized users.



2.3.3 GOAL: INTEGRATE TRANSPORTATION, ECONOMIC DEVELOPMENT AND LAND USE PLANNING TO PROMOTE SUSTAINABLE DEVELOPMENT.

2.3.3.1 Description

Transportation investments and programs have both long- and short-term effects on the economic, environmental, and social profile of Elmira, Chemung County and the surrounding region. Sustainable development in Chemung County means balancing many goals and ensuring that investments are not made at the economic or environmental expense of future generations. The purpose of this goal is to promote balance between these factors and encourage comprehensive consideration of the implications of planning decisions.

2.3.3.2 Relationship to State & Federal Policy

Because sustainability involves a balance of economic and environmental concerns, this goal relates to TEA-21's goals that address economic vitality and environmental protection. Further, the FHWA emphasis on environmental stewardship recognizes the importance of understanding possible impacts of projects during planning and project development.

Comparably, the relevant state emphasis areas are environmental conditions and economic competitiveness. The focus on environmental conditions is intended to address both air quality and energy, while economic competitiveness focuses on attracting economic growth to New York State.

2.3.3.3 Objectives

- Strengthen existing economic centers by focusing development nearby
- Balance economic development and preservation of farmland and open space
- Support tourism as an economic development activity

- Seek to balance long- and short-term benefits of projects
- Promote incorporation of the ECTC LRP objectives in municipal comprehensive planning

2.3.3.4 Performance Measures

- Increased percentage of municipal plans consistent with the Long Range Transportation Plan
- Increased number of tourism signs and maps (electronic and paper)
- Increased conversion of vacant or underutilized commercial/industrial land to active use

2.3.4 GOAL: PROTECT AND ENHANCE THE NATURAL ENVIRONMENT, ENCOURAGE CONSERVATION OF ENERGY AND IMPROVE QUALITY OF LIFE.

2.3.4.1 Description

Tourists and residents alike are drawn to Chemung County and the surrounding region for its natural resources, including the Finger Lakes, rivers and air quality. Chemung County is the only metropolitan area in the New York in attainment of the national ambient air quality standards, and this goal reiterates the ECTC's commitment to preserving the natural environment, and encouraging lifestyles that conserve energy and important natural resources. This goal is also supports initiatives that promote healthy living and increased exercise.

2.3.4.2 Relationship to State & Federal Policy

TEA-21's relevant goal also emphasizes multiple facets of environmental protection, including resource conservation, energy concerns and general quality of life.

NYSDOT's environmental concerns emphasis area identifies the human, natural and built



environments as elements in a system in need of protection.

2.3.4.3 Objectives

- Encourage riverfront development that celebrates and protects this natural resource
- Enable and promote walking and biking as desirable and viable modes of transportation
- Preserve and protect the ecological environment to sustain the existing biological diversity
- Maintain compliance with federal air quality standards
- Support and enhance energy-efficient forms of transportation
- Encourage the use of alternative fuels

2.3.4.4 Performance Measures

- Maintain air quality levels¹
- Increased air quality and/or energy beneficial projects completed, such as increased use of traffic data systems (TDS)² and transportation demand management (TDM).³
- Increase in acres of riverfront park/recreation space and access points

¹ Elmira is currently in attainment with federal standards.

² A traffic data system (TDS) collects transportation-related data, such as number of vehicles, speed and distance between vehicles. TDS technology often uses solar paneled batteries, making system environmentally friendly.

³ Transportation demand management (TDM) includes measures designed to improve travel by reducing demand through techniques such as ridesharing.

2.3.5 GOAL: MAINTAIN, OPERATE, MANAGE, AND, WHERE NECESSARY, UPGRADE THE EXISTING INFRASTRUCTURE, USING NEW TECHNOLOGY WHERE APPROPRIATE.

2.3.5.1 Description

In an era of limited financial resources, it is important to care for the existing infrastructure so that it performs better and lasts longer. Carefully maintaining, efficiently operating, and responsibly managing the current network can generate positive change without large monetary investments or significant infrastructure changes. Upgrading the existing system with new technologies can improve and optimize system performance while minimizing costs. Infrastructure maintenance can help preserve air quality and improve quality of life for residents. Maintaining the viability of the regional airport for passenger and freight movement is also essential. The purpose of this goal is to focus attention on the existing transportation system rather than solely on expansion projects.

2.3.5.2 Relationship to State & Federal Policy

TEA-21 encourages efforts to achieve greater productivity from existing infrastructure and emphasizes preservation of the current system. In promoting intermodalism it also underscores the importance of information sharing to aid greater utilization of available resources. Infrastructure preservation is a key concern of Federal officials and FHWA emphasizes the need to elevate preservation of the existing system as a priority when deciding on transportation investments.

NYSDOT's emphasis on safety, mobility/reliability, economic sustainability, and environmental stewardship all call upon the condition of the system to be conducive to safe and efficient transportation of passengers and goods.



2.3.5.3 Objectives

- Explore opportunities to apply advanced technologies to achieve greater productivity, efficiency and safety on the systems
- Maintain infrastructure in order to sustain economic benefits, especially on key infrastructure, such as I-86, the airport, the transit system and the region's multi-use trails
- Emphasize the value of information for the planning and operation of the transportation system
- Implement ITS technology
- Expand regional Geographic Information Systems (GIS) data
- Use bridge, pavement, safety and transit management systems to monitor conditions and prioritize actions

2.3.5.4 Performance Measures

- Decreased number of deficient bridges and miles of deficient pavement
- Increased percent of coordinated traffic lights

2.3.6 GOAL: ENHANCE THE ROLE OF MULTI-MODAL SYSTEMS IN MEETING THE REGION'S MOBILITY AND ACCESSIBILITY NEEDS.

2.3.6.1 Description

The residents of Chemung County daily use a variety of different transportation modes to move people and goods: private vehicles, bicycles, walking, public transit, private buses, rail freight, truck freight, and air travel. The purpose of this goal to emphasize each of these modes as an important, viable transportation option and plan infrastructure changes that will increase the safety and accessibility of all.

2.3.6.2 Relationship to State & Federal Policy

Continuing the legacy of ISTEA, TEA-21 advocates for modal options for both passengers and freight and for reliable connections among modes in both areas.

NYS DOT's mobility and reliability emphasis area stresses the benefits of intermodalism for both passenger and freight systems, underscoring the importance of intermodal connections and delay management.

2.3.6.3 Objectives

- Encourage the perception of transit, walking and bicycling as desirable, not merely viable, modes of transportation in the region
- Significantly improve the quantity and quality of public information about transit services and private bus service, with special materials for target audiences such as senior citizens
- Facilitate dialogue on the role of rail freight in the region
- Build on the success of the downtown transit center with investment in more intermodal facilities around the region, including bus stops, bus shelters, and bike storage at transit facilities and important destinations (schools and bus shelters, e.g.)
- Improve access to the airport, as a connection to the global economy

2.3.6.4 Performance Measures

- Increased number of bike racks/lockers and bus shelters
- Increased transit ridership



2.3.7 GOAL: REINFORCE THE CITY OF ELMIRA'S ROLE AS THE CENTER OF THE REGION'S GOVERNMENTAL SERVICE, INSTITUTIONAL AND TRANSPORTATION ACTIVITIES.

2.3.7.1 Description

Elmira remains the traditional governmental services, institutional and transportation center for Chemung County. The purpose of this goal is to encourage planning decisions that maximize the economic benefits of transportation investments, something generally achieved in developed economic activity areas.

2.3.7.2 Relationship to State & Federal Policy

This goal, which reflects the benefits of making investments that reinforce the region's existing activity centers, encompasses multiple goals. Most explicitly, it draws from TEA-21's call to support the economic vitality of metropolitan areas through competitiveness, productivity and efficiency. It is also closely tied to the quality of life elements articulated in the environmental planning factor and to improving mobility and accessibility for people and freight.

NYSDOT's economic competitiveness area of emphasis is also the most closely linked, because it talks about using investments to leverage economic growth, which is what the ECTC hopes to do in Chemung County's economic centers.

2.3.7.3 Objectives

- Support reinvestment in Elmira
- Maintain access to Elmira's governmental, institutional and cultural resources

- Provide quality linkages between centers and the outlying communities

2.3.7.4 Performance Measures

- Increased number of work-related trips to Elmira
- Decreased miles of deficient pavement on arterials linking Elmira to surrounding activity centers
- Increased transit rider satisfaction

2.3.8 GOAL: ENSURE THAT AN ADEQUATE TRANSPORTATION INFRASTRUCTURE IS IN PLACE TO ACCOMMODATE AND ATTRACT REGIONAL DEVELOPMENT.

2.3.8.1 Description

The upgrading of Route 17 to Interstate 86 opens the region to significantly more economic opportunities, including manufacturing, tourism and the trade corridors between the eastern seaboard and the Great Lakes. The purpose of this goal is to emphasize the importance of transportation investments that encourage economic growth, such as the regional airport and rail system.

2.3.8.2 Relationship to State & Federal Policy

As mentioned above, TEA-21's first planning factor calls for support for economic vitality through competitiveness, productivity and efficiency. Other planning factors are also aimed at reducing costs, such as promoting efficient system management and operation. FHWA's emphasis on system operation and management is important to linking modal needs such as connections between airport, rail, and road and highway systems.



NYSDOT's economic competitiveness emphasis area is aimed at raising the state's economic condition through transportation investments, a policy fully endorsed by the ECTC.



2.3.8.3 Objectives

- Maintain key infrastructure, such as I-86 and the airport, in order to expand the regional economy
- Implement ITS to advance freight movement through the region, provide better information to travelers and improve safety.

2.3.8.4 Performance Measures

- Number of deficient bridges (decrease)
- Mileage of deficient pavement (decrease and maintain)
- Non-resident use of multi-use trails and other recreational facilities (increase)

2.3.9 GOAL: SUPPORT REGIONAL AND STATEWIDE CORRIDORS THROUGH INVESTMENTS AND INITIATIVES.

2.3.9.1 Description

Chemung County's location on one of the state's major trade and tourism corridors (New York City to Buffalo) and the presence of significant regional corridors, such as Elmira-Ithaca and Horseheads-Corning, means that strong linkages must be made between local investments and these larger contexts. The purpose of this goal is to focus attention on how travel activity and transportation investments around the county relate to the larger statewide transportation system.

2.3.9.2 Relationship to State & Federal Policy

Corridor-based planning was a key concept introduced in ISTEA and upheld by TEA-21. It promotes multi-modal thinking that is not limited to a specific facility; it relates to the concept of planning and operating transportation as a system.

While not a specific emphasis area, this goal reflects the recently-adopted orientation to corridors at NYSDOT as the basis of state-wide planning and policy.

2.3.9.3 Objectives

- Reinforce and integrate statewide, regional, and local corridors
- Encourage collaboration with non-local stakeholders regarding corridor planning activities and construction projects
- Promote consistency between state, MPO, county and local plans

2.3.9.4 Performance Measures

- Increased number of interagency meetings with adjacent jurisdictions
- Increased ridership on inter-county transit



- Maintain integrity of key regional corridors through infrastructure maintenance and reliability factors
- Increased percentage of local plans that are consistent with the MPO LRP

2.3.10 GOAL: ADDRESS THE SAFETY AND SECURITY OF THE TRANSPORTATION SYSTEM FOR MOTORIZED AND NON-MOTORIZED USERS.

2.3.10.1 Goal Statement & Description

Safety and security have become an increasingly high priority in transportation systems throughout the world over the last several years. The purpose of this goal is to emphasize increased safety and security as important goals for planning in Chemung County.

2.3.10.2 Relationship to State & Federal Policy

This ECTC goal was extracted directly from TEA-21. NYSDOT differentiates conventional safety concerns from security issues, with the latter addressing both vulnerability and response issues.

2.3.10.3 Objectives

- Ensure compliance with state and federal security policies.
- Protect the personal security of travelers and service providers

- Encourage coordination between agencies and organizations regarding emergency response protocols
- Utilize ITS to improve security
- Reduce risks associated with high crash locations
- Utilize ITS to improve roadway safety
- Identify, inventory and address problem intersections/locations that negatively affect all modes of transportation

2.3.10.4 Performance Measures

- Decreased rate of traffic accidents
- Increased number of “Share the Road” signs
- Decreased rate of pedestrian/bicycle – vehicular conflicts, especially among school children

2.3.11 RELATIONSHIP OF GOALS TO STATE AND FEDERAL POLICY

Exhibit 2.3 illustrates the relationship between the ECTC’s eight goals, as described above, and how they relate to the seven TEA-21 planning factors and the five NYSDOT emphasis areas. The purpose of showing such a table is to demonstrate that each of the federal and state priorities has been addressed through this formulation of regional goals. Such correlation is no accident; the ECTC policy committee intended, in the deliberations described in section 2.3.2, to revise their goals in such a way as to incorporate national and state policy.



Exhibit 2.3: Local, State and Federal Policy Linkages

	Federal (TEA-21) Planning Factors							NYSDOT Emphasis Areas				
	Support Economic Vitality	Safety & Security	Access & Mobility	Protect the Environment	System Connectivity	Efficient System Mgmt.	Preserve Existing System	Mobility & Reliability	Safety	Environmental Protection	Economic Competitiveness	Security
ECTC Planning Goals ⁴	Develop Sustainably (2.3.3)	x	x		x					x	x	
	Protect the Environment (2.3.4)	x			x					x		
	Fix it First (2.3.5)					x	x	x	x	x		
	Address all Modes (2.3.6)			x		x			x	x	x	x
	Reinforce Elmira (2.3.7)	x		x	x		x				x	
	Promote Economic Development (2.3.8)	x					x				x	
	Plan with Corridors (2.3.9)		x			x			x	x	x	x
	Safeguard the System & Users (2.3.10)		x							x		

⁴ These titles are short titles for each of the 8 planning goals introduced in this chapter. They are presented in the same order as in the chapter above.



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