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**Tompkins Consolidated  
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Mr. Scott Whitham  
Whitham Planning & Design, LLC  
123 S. Cayuga Street, Suite 201  
Ithaca, NY 14850

Dear Mr. Whitham,

This letter is in regard to your request to comment on the ability of TCAT to accommodate additional ridership expected to be generated by the proposed State Street Triangle development during peak travel periods. The assessment of the impact of the proposed development on TCAT makes use of data provided to TCAT within the Traffic Impact Study for the proposed State Street Triangle Development prepared in August 2015 by SRF Associates, as well as TCAT's internal data, specifically average passenger boarding counts per route and per trip, and the results from a recent study to measure the location and frequency of instances when a TCAT trip could not accept additional passengers due to having reached the allowed on-board passenger limit (full bus survey).

First, I might comment that few locations beyond that of the proposed project are better situated to access the range of community destinations accessible by the TCAT network, enjoying not just the most direct trip possible, but also the greatest service frequency and hours of service per day that the system has to offer. While the Traffic Impact Study counts six TCAT bus stops within  $\frac{1}{4}$  mile of the project site, it should be noted that two of these, namely Green Street Station and Seneca Street Station, collectively represent TCAT's primary downtown transfer facility and are situated nearly equidistantly from the project site. Nearly all transit trips in the system begin, end, or pass through one of these two stops; the only routes in the system that do not serve either of them are Cornell campus shuttle routes. Weekday service at these locations begins at 6:00am and service to and from Ithaca College, Collegetown, and Cornell runs until approximately 2:30am six nights per week. Service to and from Collegetown and Cornell is as frequent as every six minutes during the AM peak travel period.

I am pleased to report that, under the assumption of the continuation of current service levels, TCAT is in a good position to accommodate projected ridership during peak travel periods from the proposed project. Querying average outbound ridership totals on all trips of all routes departing Green St. and Seneca St. stations between 8:00am – 9:00am and 4:30pm – 5:30pm, even conservatively assuming that all passengers travel from route endpoint to endpoint, which is typically not the case, and even conservatively assuming that all passengers projected in Table 1 of the Traffic Impact Study to utilize transit were to choose to ride the same trip, rather than disperse themselves over the many trips on various routes during the peak travel

periods, the projected additional ridership would not cause the total average trip ridership to exceed the capacity of a bus in any case.

Examining trips from the "full bus survey," which gives a clearer indication of how often certain trips deviate from average ridership figures such that they occasionally reach capacity, it was observed that infrequent trips of Route 10 and Route 30 do reach capacity on particularly high ridership days, typically not from riders boarding downtown, but rather further down the line at stops located near Cornell's campus. Particularly given that transit trips projected to originate from the proposed State Street Triangle development are unlikely to all select these exact trips, it is unlikely that the projected additional ridership would more than negligibly exacerbate the frequency or severity of these capacity issues. Moreover, the identified trips were all on high-frequency routes; therefore, any passengers unable to board their desired trip would be accommodated by the next trip a mere few minutes later. In closing, it is my view that developments such as the proposed State Street Triangle, both in scale and in character, facilitate efficient utilization of public transit and other alternative travel modes. With the hub of its transit network immediately adjacent to the proposed project site, TCAT is in good position to accommodate transit passengers traveling to and from State Street Triangle. Please do not hesitate to contact me if I can be of any further assistance.

Sincerely,  
Doug Swarts



Service Development Manager  
Tompkins Consolidated Area Transit, Inc.