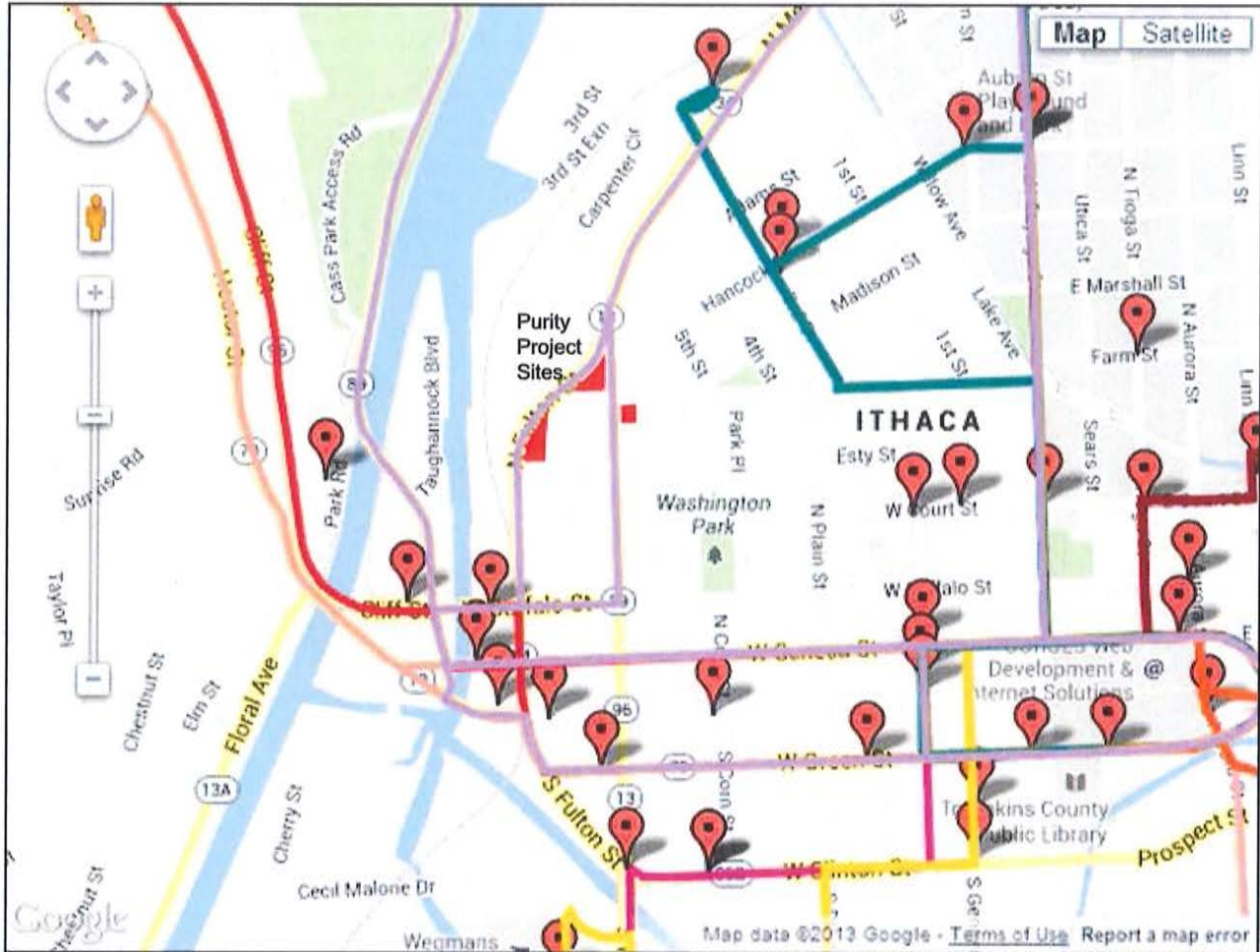




Map of Current TCAT Bus Routes and Stops in the Vicinity of the Purity Project:



This map was created from the TCAT Interactive System Map at <http://www.tcatbus.com/pages/system>. Please note that the lavender route which skirts the Purity Project sites is the Route 22, Summer Only route which goes to Stewart Park and does not stop in the vicinity of the Purity Project. Also note the complete dearth of stops (represented by the red tags) within a large 3-4 block radius of Purity Project sites. 700 Cascadilla St. may currently be the most underserved public transit site in the Flats of Ithaca.

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**From:** Doug Swarts

**Sent:** Wednesday, June 12, 2013 5:16 PM

**To:** John Snyder

**Cc:** Joe Turcotte

**Subject:** Purity Redevelopment & TCAT

Hi John,

It was nice to touch base with you on the phone today. As requested here is a summary of what we talked about:

- In the past, it has not made sense for TCAT to operate "crosstown" service on the Route 13 (Fulton and Meadow) corridor. Reasons for this include that land use in the West End has long been auto-oriented businesses and site designs that were not conducive to transit, and we found there to have not been sufficient demand to warrant such a route. While transit service does serve the corridor, it does so on a radial basis, i.e. from the West End/Waterfront eastward on State/MLK to downtown and points east, or from Aldi/DMV/3rd street to downtown via Cascadilla and Cayuga streets. This issue was revisited as recently as 2009 in TCAT's Transit Development Plan.
- Even since 2009, and particularly in the last year or two, much redevelopment has taken place in the corridor. This includes the multi-family apartment complexes that front Meadow St. at Buffalo St. and other locations, but Purity's proposed redevelopment would also constitute an example of redevelopment, densification, and the gradual shift of the West End from a part of town that's not conducive to effect public transit to one that increasingly will depend on public transit, either because its users depend on that mode, because it's in the community's interest to provide alternative means of reaching that part of town without a car, because transit is increasingly regarded as a solution to mitigating congestion and the need for parking spaces, or a combination of these things. It is also my understanding that several other redevelopment projects are in various stages of the planning/design/permitting pipeline.
- That said, planning for a new transit route where one does not yet exist poses a major undertaking for TCAT and our community. As public transit, like nearly all public goods, operates at a deficit, passenger fares do not cover operational costs, even on high-ridership routes. As such, it would be up to TCAT's funding partners (Cornell, City of Ithaca, Tompkins County) to agree to the increase in the cost of operation. The other possibility would be to reallocate resources from one route to another, though at this time we do not see enough "low-hanging fruit" where we could cut service somewhere in order to pay for service in the Fulton/Meadow corridor. Therefore, while I do support the addition of transit service in that area and feel that, combined with continuing redevelopment, that service could ultimately be a success, I must expressly convey that I am not in a position to merely begin service next week, next month, or even this year, without some major discussion among funding partners and without undertaking a thorough route development study. So, wishing for a new transit route is



somewhat like wishing for a roadway expansion or new bridge. It might be a great idea, but it's not something that we can just agree to provide without identifying substantial resources.

- Bus stops/shelters: IF, and that's a big IF, TCAT were able to provide service in the corridor, we would appreciate Bruce Lane's contribution to the service in the form of providing bus shelters. In our conversation today, we identified the southeast corner of Meadow/Cascadilla (for northbound service) and the southwest corner of Fulton/Cascadilla (for southbound service) as potential stop locations. Final locations would need to be determined within the scope of any route alignment during its planning. Also, as Fulton and Meadow are state highways operated by DOT, we would need to involve them in any transportation-planning-related effort there. Finally, TCAT would need to ensure that any shelters would meet our needs in terms of dimensions and placement to ensure safe maneuverability by buses, ADA compliance, and other needs of our passengers (sight-lines, service information, etc.) Provided that all of those needs are met, we are open to a shelter design that is architecturally compatible with the Purity development and would encourage the design to contribute to place-making for that area.

I hope this captures the essence of our conversation earlier. I hope I've conveyed that what you and Bruce Lane are requesting is far more substantial to us and the community than simply rerouting a bus a couple blocks or agreeing to stop where formerly we did not. Recognizing those challenges and working together to surmount them would yield the best chances of actually implementing what it is you are requesting.

If you have any questions, please don't hesitate to contact me, and I'm certain we'll be in touch going forward.

Best regards,

Doug Swarts  
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