



Updated January 2023

TCAT operated the route 83 on White Park Road in 2022 and though TCAT analysis determined it was a safe road for bus travel, the route has since been eliminated due to labor and bus shortages at least through Fall 2023. TCAT will communicate with the Village of Cayuga Heights and White Park Road residents to inform them of results and the future plans for the route 83.

Q. What's behind the route 30 change that resulted in the route 83 being rerouted?

A. North Campus requires the route 30's 15-minute frequency to meet demand. To address capacity and timing issues we chose to eliminate the route 30 Highland, Parkway and Northway corridor as ridership there requires a lower frequency. This change leaves a gap in service to that part of the Village of Cayuga Heights. As a remedy, we selected the route 83, weekday only route on a 30-minute frequency to try to serve the popular Highland @ Lakeland stop and two stops on Triphammer Rd north of Jessup Rd. And based on our limited resources, it is the only route available for this type of extension. We chose to run buses on White Park Road as it is the only thoroughfare that makes sense to bridge Highland Road and Triphammer Road given these resource constraints.

Q. When considering this realignment, did TCAT evaluate White Park Road to determine if it is appropriate for transit travel. If so, when?

A. In late fall 2021, TCAT's staff including those from service development, operations and safety traveled to White Park Road for an on-site review. They also conducted a test drive with a regular-sized (40-foot) bus to determine the driver's ability to safely maneuver the roadway. We determined the road met all of our criteria.

Q. At that time, did you ask White Park Road residents for their feedback about this redesign?

A. TCAT regularly makes small changes to its 25-plus routes that span many of the county's thoroughfares. When route changes involve the public right-of-way, there is no requirement to engage homeowners in the area though we do attempt to notify the public in advance of changes. We often do involve municipal officials and we did reach out to Village leadership ahead of this change.

Q. Were roadway constrictions due to parked cars, paused delivery vehicles, and plowed snow observed during the assessment and/or incorporated in your modeling?

A. We observed a small number of parked cars, but no delivery vehicles on White Park Road. Given the weather at the time of our field work, there were no large snow piles. The road was largely open with good sightlines for drivers to travel safely. We also observed vehicles coming from the opposite direction and there was adequate room for both to proceed. We are sure that White Park Road has days when there are additional parked cars and snow banks, all conditions we encounter throughout our transit network.

White Park Rd does not seem to present any unique constraints that we do not regularly deal with elsewhere. College Ave is a good case study; it's a narrow street with two-way bus traffic, parking, and delivery vehicles (and occasionally snow) that create challenges. Operators respond by moving slowly, pulling over for larger vehicles to pass in the opposite direction, or by using their radios to advise one another of obstacles or other challenging conditions.

Q. Is it possible to implement a Northway (or Upland) version of the route that requires just 30 minutes?

A. In our analysis of the Fall 2021 route 83, we saw certain timepoint- to - timepoint segments that, on average, had a little time to spare . The new alignment allowed us to add the northern loop in such a way that enabled us to still maintain a small layover between trips. The layover time is important for drivers, and it helps them avoid lateness when a trip travels across central campus during a class change. During these times, students are streaming across the streets prompting drivers to slow down considerably; it is likely a class change will eat up the entirety of the 5- minute layover. Ostensibly, it seems an extension to the Northway only adds three to four minutes, but this amount of time will lead to lateness on the 83 during any traffic jams, heavy demand or class changes. Again, as mentioned above, the extended loop also serves riders boarding along Ridgewood and Highland roads.

Q. Then why not have a 35-minute circuit? That would make the Northway option feasible. We believe that Cornell students are capable of handling a bus schedule with times that are shifted by five minutes each half hour. The students are already used to such shifts with their class schedules. If the math is still too complicated, then riders can use bus-tracker apps that are enabled to send next-arrival-time texts to the them based on real-time data.

A. The idea of making a one-way loop larger and the idea of running a route off of a regular clockface interval are generally not viewed favorably by transit planners. However, we do think that extending the route to 35 minutes may be one option to consider going forward. And we agree with you that the apps do help students in particular deal with irregular schedules.

Q. In a memo to the TCAT Board of Directors, White Park Road residents noted there will be relatively frequent “narrow road” delays along White Park Road. How have these been factored into TCAT’s thinking about keeping the buses on schedule?

A. As we mentioned above, TCAT buses travel numerous types and sizes of thoroughfares throughout the county, all or some of which may be impacted by weather and traffic conditions. Our drivers are extensively trained, road tested and licensed to handle and react accordingly and always with an emphasis on safety.

Q. At one time, while one of your buses was on detour, it made a too-tight of a turn and damaged a lawn on the area (which has not been completed restored to its previous condition.) If TCAT damages property who pays for it?

A. TCAT will evaluate and determine how to remediate the previous damage. TCAT is insured and assumes responsibility for any damage to property. We make every effort to restore the property to its previous condition.