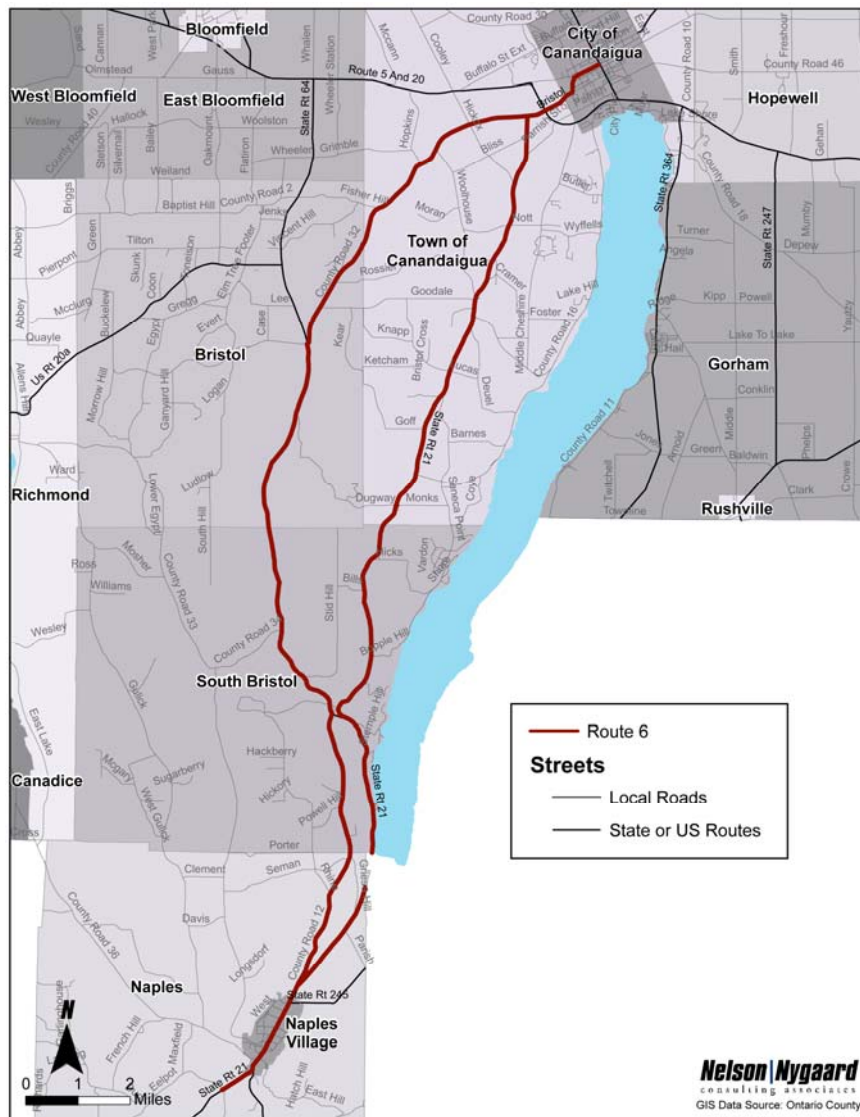


Route 6: Canandaigua – Naples

Route Description

Route 6 operates two weekday, peak period round trips between Canandaigua and Naples. The service follows two distinct alignments, except for portions of the route that travel in downtown Canandaigua and the Village of Naples. Heading southbound from Canandaigua, Route 6 travels along NYS Route 21 through Cheshire, to Bristol Springs and continues on NYS Route 21 to Naples. Heading northbound, Route 6 travels on NYS Route 12 to Bristol Springs, turning north on NYS Route 64, traveling past the Bristol Ski Resort and through Bristol Center en route to Canandaigua. The Route 6 alignment is shown in Figure 1.

Figure 1: Route 6 Existing Alignment



Route 6 is structured as a commuter service with two daily round trips. The morning trip leaves from Canandaigua City Hall at 6:30 am and arrives in Naples at 7:10. There is a half-hour layover in Naples and then Route 6 goes back into operation, departing from Naples (Route 21 and Ellpot Road) at 7:40 am and arriving at Canandaigua at 8:25 am. The afternoon trip leaves Canandaigua at 4:30, arrives in Naples at 5:10 pm, there is a half-hour layover and then the return trips departs Naples at 5:40 pm, arriving in Canandaigua at 6:25 pm.

Major stops on Route 6 Southbound

- Horizons Adult Home
- Village of Cheshire
- Woodville Restaurant
- Village of Naples

Major stops on Route 6 Northbound

- Village of Naples
- Bristol Springs Town Hall
- Bristol Ski Resort/Roseland Water Park
- Canandaigua

Level of Service

As discussed, Route 6 is a commuter route with one morning and one evening round trip. Operating the route requires less than one full time vehicle small bus. Each round trip requires two (120 minutes) vehicle service hours. Service is available Monday through Friday only; statistics for Route 6 are shown in Table 1.

Table 1: Route 6 Service Statistics

	Weekday
Span of Service	6:30 am – 8:25 am 4:30 pm – 6:25 pm
Round Trips	2
Frequency (mins)	N/A
Route Length (miles)	24 miles (one-way)
Travel Time (mins)	40-45 (one-way)

Source: Compiled from CATS schedule data.

Ridership and Productivity

Route 6 began operations in 2004. Ridership has experienced significant growth since the 2004, with 2008 ridership recorded as 1,624 passengers. The ridership data shows considerable fluctuation, reflecting the system's development overall and the introduction of Route 6 in 2004. Declines in ridership between 2005 and 2006 likely reflect the end of a grant program that provided free bus passes. Recent growth observed between 2007 and 2008, however, more likely reflects new passengers drawn to public transportation by high fuel prices (see Table 2).

Table 2: Route 1 Geneva City Annual Ridership, 1999-2008

Year	Annual Total	Percent Change
2004	493	-
2005	1,739	n/a
2006	1,343	-22.5%
2007	1,363	1.5%
2008	1,624	19.1%

Source: Compiled from Ontario County Planning Department data

Ridership on Route 6 is very low, with an estimated 7.6 riders carried on an average weekday for the month of October, 2008 (see Table 3). Despite a low level of service with four one-way trips per weekday (two round trips), the average number of passengers per revenue hour is 1.9 and an estimated 3.8 passengers per one-way trip. In an average month, Route 6 carries 165 passengers.

Table 3: Route 6 Average Ridership and Productivity

Service Period	Passengers	Passengers per Revenue Hour	Passengers per Trip
October Weekday	7.63	1.9	3.8

Source: Compiled from Ontario County Planning Department data

Data on individual trips show most passengers are riding the 7:40 am northbound service departing from Naples and the 4:30 pm southbound trip departing from Canandaigua. Data on where passengers are boarding or alighting is not available.

Strengths, Weaknesses and Potential Improvements

Strengths

- Provides lifeline connecting service between Canandaigua and Naples.
- Provides service to Horizons Adult Home (adult day care).

Weaknesses

- Ridership on Route 6 is very low, with an average of approximately 2 passengers per trip.
- The loop alignment, which ostensibly increases coverage, when combined with low service levels, significantly limits the usefulness of the service. Stops between Canandaigua and Naples on the southbound have limited usefulness because passengers can not make a return trip on Route 6. Likewise, while passengers boarding

on stops between Naples and Canandaigua northbound can make a return trip on Route 6, the return trip requires excessive travel time.

Potential Improvements

- Operate two-way service on Route 21 or Route 12/64. Route 6 is designed as a commuter service between Naples and Canandaigua. Service effectiveness would improve if the loops were close and it ran two-way service on either Route 21 or Routes 12 and 64.
- Adding a mid-day service on Route 6 would increase the usefulness of the service for individuals traveling between communities for purposes other than work.
- Replace route with dial-a-ride service.