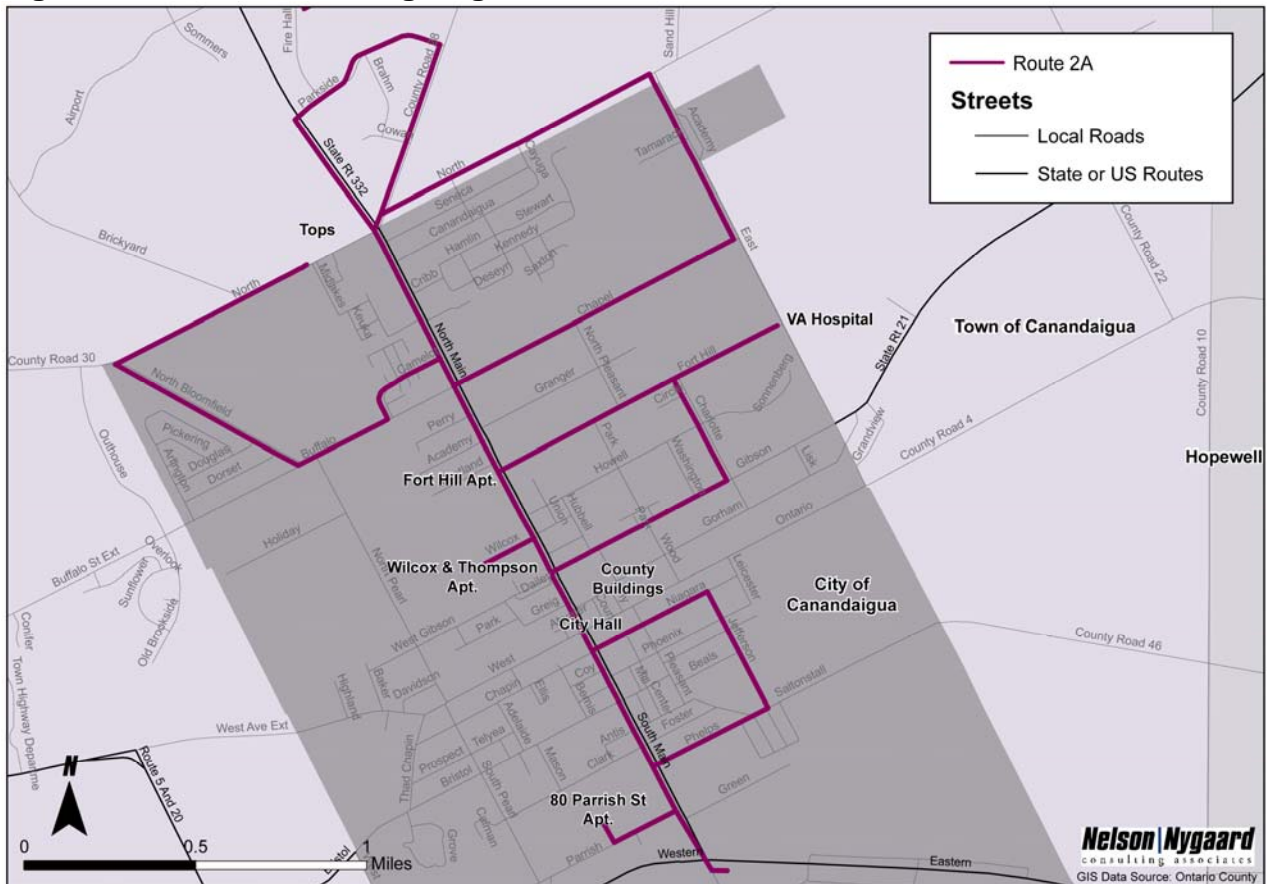


Route 2A: Canandaigua City North

Route Description

Route 2A operates neighborhood service within the incorporated limits of the City of Canandaigua on weekdays and weekends. The weekend route is consolidated with Route 2B. Route 2A departs hourly from shelter located on the east side of Main Street between Ontario and Niagara Streets and operates a 46-minute counter-clockwise loop covering neighborhoods and key commercial destinations on the north side of Canandaigua. The current route alignment appears in Figure 1.

Figure 1: Route 2A Existing Alignment



Leaving downtown, Route 2A runs north on Main Street, turns right (east) on Gibson, left (north) on Charlotte, right (east) on Fort Hill to the Veterans Administration Hospital main entrance loop. Returning west through the VA main gate to Fort Hill, the bus turns right (north) on Main Street, right (east) on Chapel, left (north) on East Street, left (west) on North Road; right (north) on County Road 28, left (west) on Parkside, left (south) on Rte 332, right (west) on North Road and right into the Tops Market parking lot. Route 2A continues via west on North Street to left (south) on North Bloomfield Road, left (east) on Buffalo Street, left (northeast) on Camelot Drive, and right (south) on Main Street. The route turns off Main into the Wilcox Street Apartments and Thompson Apartments, returns to Main and continues south to right (west) on Parrish Street and

into the hi-rise apartments parking lot at 80 Parrish Street. Returning east on Parrish, the route turns left (north) on Main, right (east) on Phelps, left (north) on Jefferson, left (west) on Niagara and right (north) on Main to the shelter.

Major stops on Route 2A:

- City Hall / Main Street Stop
- VA Hospital
- Fort Hill Apartments
- Tops Market – Rte 332 & North Street
- Wilcox / Thompson Apartments
- 80 Parrish Street Apartments – Main Street

Level of Service

Route 2A service is provided with a single vehicle running 12 hourly loop trips in Canandaigua weekday (Monday – Thursday), 14 trips on Friday, 11 trips on Saturday and nine trips on Sunday. Service statistics for Route 2A are shown in Table 1.

Table 1: Route 2A Service Statistics

	Weekday	Saturday (same as Route 2B)	Sunday (same as Route 2B)
Span of Service	M – Th: 6:30 am – 6:30 pm Fri: 6:30 am – 8:30 pm	9:30 am - 9:00 pm	9:30 am - 6:00 pm
Round Trips	M – Th: 12 Fri: 14	11	9
Frequency (min)	60	60	60
Route Length (miles)	9.2 miles	15.3	15.3
Travel time	46	55	55

Ridership and Productivity

Available data indicates a trend of moderate ridership growth averaging 1.8% annually between 1999 and 2008 (Table 2) in Canandaigua. As shown in Table 2, annual ridership shows considerable fluctuation over the past year. This reflects the system's development, changes in contracting practices and fluctuation in funding. Route 2 was divided into two routes 2A and 2B in mid-2004. Since that time, Route 2A has increased by an average of 1.1% per year between 2005 and 2008.

Table 2: Route 2A Canandaigua City Annual Ridership, 1999-2008

Year	Total Route 2	Percent Change	Route 2A Only	Percent Change
1999	47,202	-19.3	--	--
2000	55,555	17.7	--	--
2001	49,324	-11.2	--	--
2002	49,507	0.4	--	--
2003	44,229	-10.7	--	--
2004	45,974	3.9	11,878	--
2005	47,844	4.1	31,023	n/a
2006	50,585	5.7	31,487	0.1
2007	48,500	-4.1	28,565	-9.3
2008	55,950	15.4	32,400	13.4

Average daily ridership and productivity by service day is summarized in Table 3. Daily ridership averages are based on October 2008 data that tends to reflect optimal ridership conditions. Based on actual 2008 ridership, Route 2A carries 7.5 passengers per revenue hour overall and significantly higher on weekends.

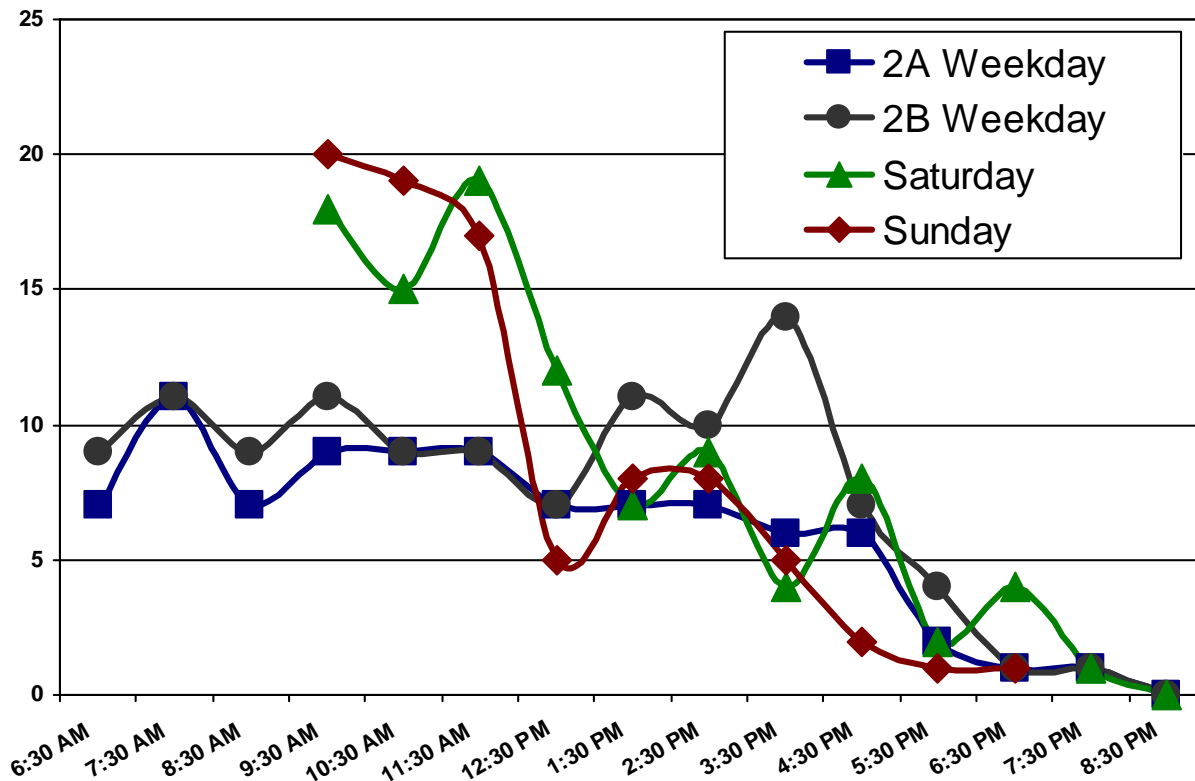
Table 3: Route 2A Ridership and Productivity

Service Period	Passengers	Passengers per Revenue Hour	Passengers per Trip
October Weekday	85	7.1	7.1
October Friday	90	6.4	6.4
October Saturday	99	9.0	9.0
October Sunday	85	9.4	9.4
2008 Total	32,400	7.5	7.5

Source: Compiled from data provided by Ontario County Planning Department

Ridership distributions by time of day for weekday, Saturday and Sunday services are displayed in Figure 2. These data indicate that the highest passenger volumes occur on Saturdays and Sundays between 9:30 am and 1:00 pm, during which times ridership exceeds 15 passengers per trip. Weekday ridership generally is higher in the morning, although only the 7:30a trip carries more than 10 passengers per trip.

Figure 2: Route 2A: Ridership by Time of Day



Source: Compiled from October 2008 daily ridership data provided by Ontario County Planning Department

Ridership by route segment is shown graphically in Figures 3 and 4. Boarding and alighting activity is concentrated in the downtown area, at Tops Market at Main and North Street; along Main Street through the heart of the city (Camelot Square, Wilcox Lane Apartments and City Hall); and along South Main Street (between Phelps and FLCC). The segments along Fort Hill Avenue, Chapel Street, East Street and North Road east of Main Street generate relatively few passenger boardings and alightings.

Figure 3: Route 2A: Weekday Ridership by Time of Day

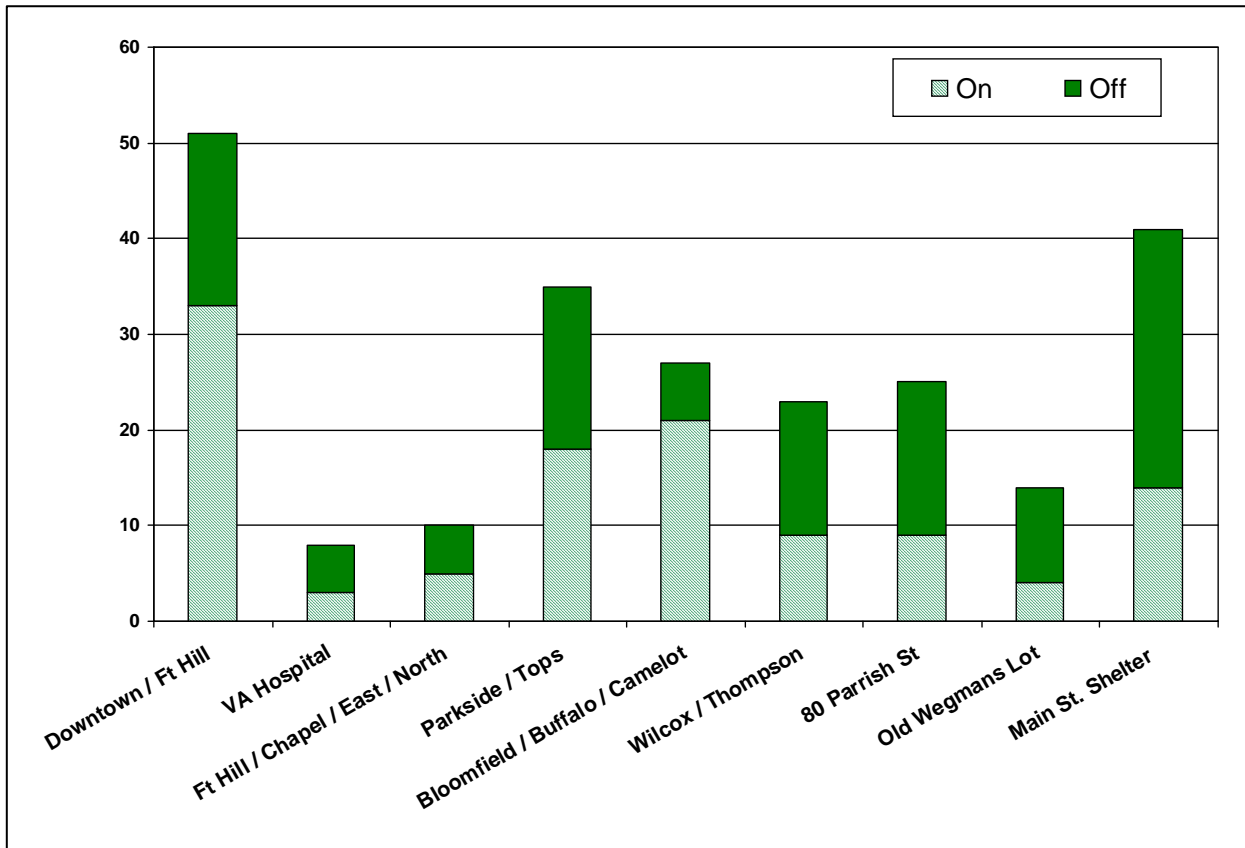
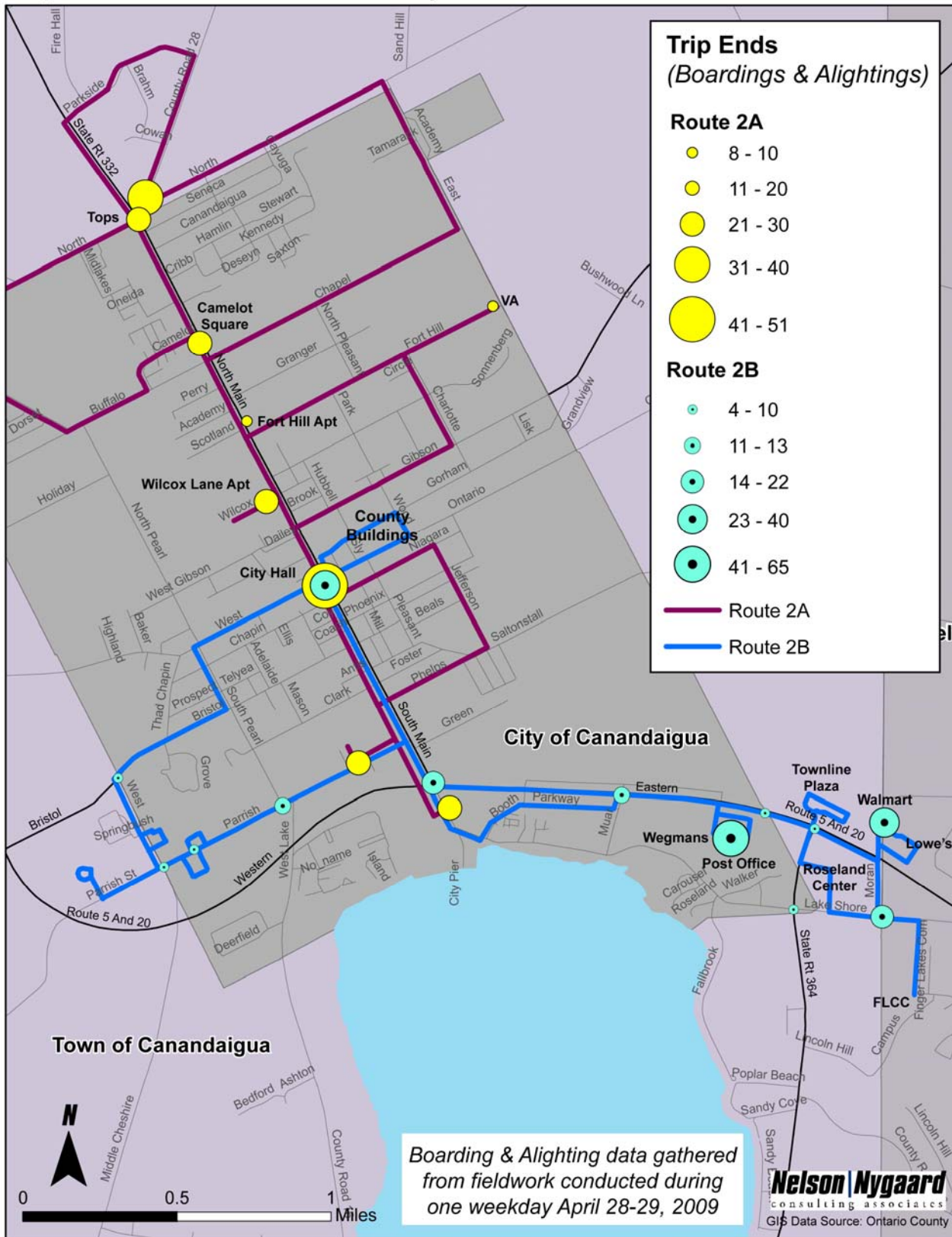


Figure 4: Route 2A: High Activity Bus Stops



Strengths and Weaknesses

Strengths

- Route 2A provides broad coverage in the established residential neighborhoods of the city, including Wilcox and Thompson Apartments on Main Street, and the senior high-rise at 80 Parrish Street.
- Most of the significant destinations are located along Main and South Main Streets in downtown Canandaigua.

Weaknesses

- The loop alignment is circuitous making onboard travel times excessive in one direction or the other for the majority of passengers.
- Most residents north of downtown must transfer to Route 2B to reach Thompson Hospital and nearby medical offices, FLCC and retail store located on both sides of Eastern Boulevard.
- Ridership on Fort Hill Avenue, Chapel Street, East Street and North Road is negligible.
- Ridership on North Bloomfield Road and Buffalo Street is negligible.
- Routes 2A and 2B both serve the senior high-rise at 80 Parrish Street directly with alternating 19 and 41-minute headways. Nevertheless, neither route offers effective two-way links to major grocery stores.

Potential Improvements

- Extend the route south to include more non-residential destinations
- Provide two-way service on Main Street.
- Provide two-way service on Parrish Street between Main Street and Thompson Hospital.
- Eliminate unproductive route segments
- Coordinate alignment and schedule with Routes 2B and 3 to provide more frequent service with even spacing on Main Street through the heart of the city.