

Route 5: Canandaigua – Clifton Springs - Geneva

Route Description

Route 5 operates between Canandaigua and Geneva via the villages of Shortsville, Manchester, Clifton Springs and Phelps. The service is structured primarily as an intra-county route with limited service to local destinations in Canandaigua and Geneva (see Figure 1). Route 5 operates seven days a week, with daily departures from Canandaigua scheduled every two hours. Hours of operation vary by day of the week.

Figure 1: Route 5 Existing Alignment



From Canandaigua, Route 5 heads out of town on Gibson Street, heading north on Route 21. The service stays on Route 21, turning off to service the Village of Shortsville before continuing north to the Village of Manchester. From Manchester, Route 5 turns on Route 96 and stays on this road, making detours to serve Clifton Springs, Clifton Hospitals, and Phelps before heading into the City of Geneva. In Geneva, Route 5 provides service to the Geneva General Hospital en route to the Exchange Street Parking Lot. The Exchange Street Parking Lot supports connections to Greyhound and Seneca County Transit Service (SATS) buses.

Major stops on Route 4

- Village of Shortsville

- Village of Manchester
- Village of Clifton Springs
- Clifton Springs Hospital
- Phelps Town Hall
- Geneva General Hospital

Level of Service

Route 5 operates seven days a week, with an extended schedule on Fridays and slightly abbreviated service on weekend days (see Table 1). Travel time between Canandaigua and Geneva takes approximately one hour, thus departures from Canandaigua City Hall are scheduled every two hours (120 minutes). The service is structured so that it can be operated by a single full time vehicle.

Table 1: Route 6 Service Statistics

	Monday – Thursday	Friday	Saturday	Sunday
Span of Service	6:30 am - 6:30 pm	6:30 am - 8:30 pm	9:30 am - 8:30 pm	9:30 am - 6:30 pm
Round Trips	6	7	5	4
Frequency (mins)	120	120	120	120
Route Length (miles)	26.6	26.6	26.6	
Travel Time (mins)	55 (one-way)	55 (one-way)	55 (one-way)	55 (one-way)

Source: Compiled from CATS schedule data

Ridership and Productivity

Route 5 commenced service in 2001, with slightly more than 9,100 riders in its first year of operations. Over the past several years, ridership has generally increased. Data shows fluctuations in year-on-year trends (see Table 2), most of which reflect the system's development and changes in contracting practices and available funding. However, total growth in ridership over the eight years of operations has been greater than 50%.

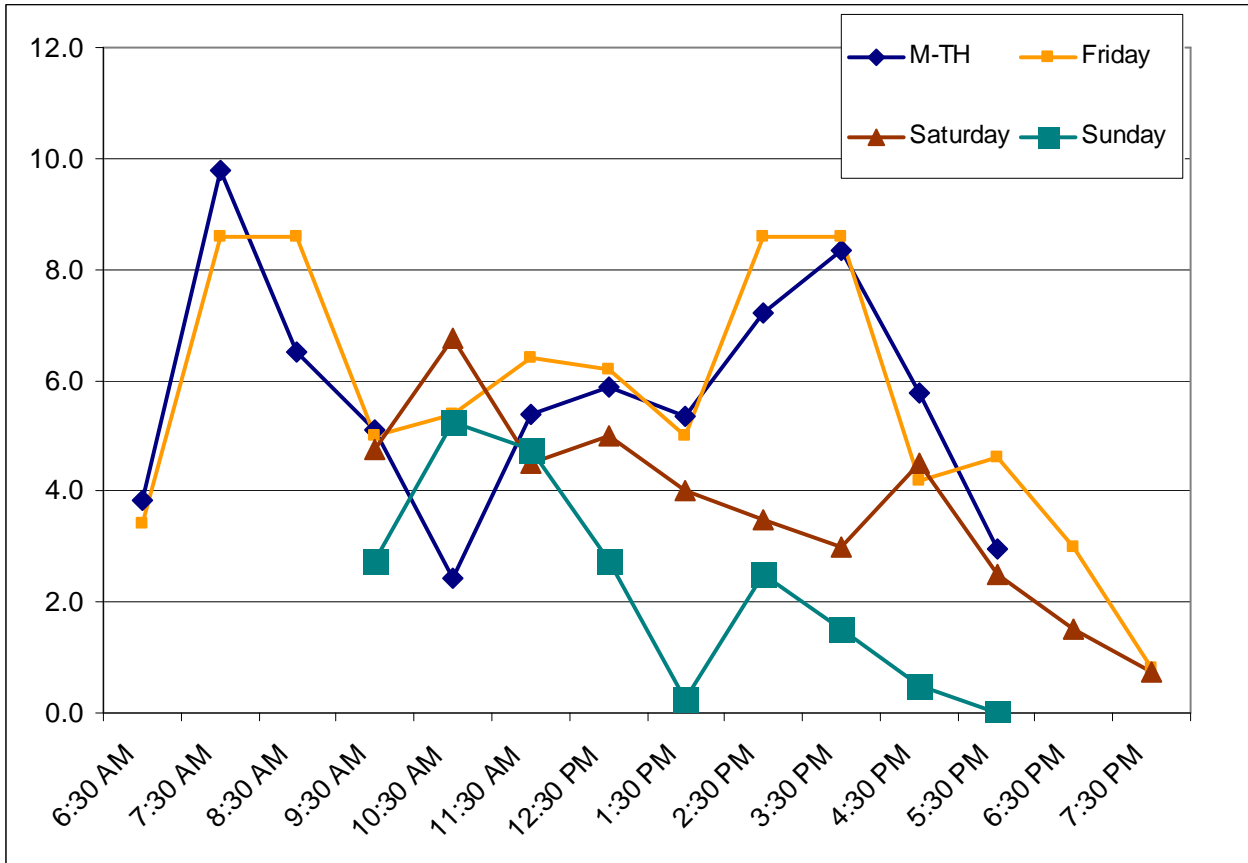
Table 2: Route 4 Annual Ridership, 1999-2008

Year	Route 4	Percent Change
2001	9,184	
2002	12,869	40.1%
2003	14,145	9.9%
2004	13,864	-2.0%
2005	14,361	3.6%
2006	16,892	17.6%
2007	14,682	-13.1%
2008	16,906	15.1%

Source: Compiled from Ontario County Planning Department data

Average daily ridership by time of day and service day is graphed in Figure 2. This data suggests some commuter travel, demonstrated by spikes in ridership at 7:30 am and 4:30 pm on the Monday – Thursday and Friday service. Travel during the mid-day is fairly constant across weekdays and Saturday. Sunday ridership is the lowest; ridership after 6:30 pm is also not well utilized.

Figure 2: Route 5 Ridership by Time of Day and Day of Week



Source: Compiled from Ontario County Planning Department data

Ridership on Route 5 is fairly low, with a seven-day average 5.2 riders per hour. Weekday ridership is slightly higher with slightly less than 6 riders per weekday (see Table 3). Productivity is somewhat lower as compared with other intra-county CATS routes.

Table 3: Route 5 Average Ridership and Productivity (October, 2008)

Service Period	Passengers	Passengers per Revenue Hour	Passengers per Trip (RT)
Monday - Thursday	68.7	5.7	11.5
Friday	78.4	5.6	11.2
Saturday	41.0	4.1	8.2
Sunday	20.5	2.6	5.2
2008 Total	59.5	5.2	10.4

Source: Compiled from Ontario County Planning Department data

Strengths, Weaknesses and Potential Improvements

Strengths

- Provides direct connecting service between several villages and Ontario County's major service centers, e.g., Canandaigua and Geneva.
- Service level supports employment and service provides connections between villages and cities and major employment sites.
- Provides direct connections to the Clifton Springs Hospital and Geneva Hospital, two of the regional medical centers.
- Provides connections to other transit services in Geneva (Greyhound and SATS).

Weaknesses

- Ridership on Route 5 is moderate and slightly underperforms other intra-county service.
- Sunday and evening ridership on Route 5 is very low. Low ridership on service likely reflects that many of the destinations along the route are more employment related (i.e., hospitals). Travel to shopping and recreation destinations require a transfer.
- Route 5 provides fairly direct service between Canandaigua and Geneva, but uses a longer distance routing, eliminating any travel time savings that might be achieved by avoiding local destinations.

Potential Improvements

- Stagger departures with Route 4, so buses leave Canandaigua and Geneva every hour.
- Integrate Routes 4 and 5 so that one service provides faster, direct service between cities and the other serves regional destinations, i.e. Walmart, FLCC, hospitals.
- Potential to operate either Route 4 or Route 5 as flex-service, offering flexible door-to-door service within Canandaigua and Geneva.

- Improve marketing and information systems about service to generate more riders on evening and weekend services.
- Eliminate Sunday and evening service.