

Rochester-Genesee Regional Transportation Authority

UPWP Task 8535 Route Analysis

Executive Summary

In keeping with its strategic pillars of maintaining financial stability and putting buses where people want to go, when they want to go there, the Rochester-Genesee Regional Transportation Authority (RGRTA) carried on its program of continual route analysis during the 2006-2007 fiscal year. RGRTA uses the results of such analyses to make data-based decisions whose end results are to eliminate operational inefficiencies and to increase route productivity.

The changes to the RGRTA route system resulting from the route analysis funded by UPWP 8535 are outlined below. The efficiencies gained as a result of these changes yield an annual operational savings of approximately \$500,000.

Route 1

- Discontinued the Island Cottage extension, which was underused.

Route 3

- Rerouted evening trips from Irondequoit Town Hall to Culver Ridge Plaza.
- Simplified the Lexington Avenue/Emerson Street portion of the route by having trips travel in same direction all day long, as opposed to changing direction midday.
- Discontinued five of fifteen trips to Dunn Towers. These five trips carried no customers.
- Discontinued the Cole Loop extension, which was underused.
- Discontinued the extension to Park Ridge Commons, which carried no customers.
- Discontinued the trip to Pixley Industrial Park, which carried only several customers per week.
- Reduced the number of trips to Marway Circle.
- Discontinued 4 of 9 trips to the Bryant & Stratton Canal Ponds campus.

Route 8

- Discontinued 1 of 8 Cairn St. trips.
- Discontinued 14 of 18 trips on the Hinchey Rd.-Howard Rd. extension. The remaining four trips serve the 6 customers per day who utilize this extension.
- Discontinued 8 of 8 trips on the Westside Dr.-Pixley Rd. extension. This extension carried 1 customer per day.
- Discontinued the Chestnut Ridge Rd.-Coldwater Rd. extension, which was underused.

- Discontinued the Kimberly Estates-Chili Town Hall extension, which carried 2 customers per week.

Route 14

- Moved the western terminus of Route 14 from Ridge Rd. & Manitou Rd. to Elmridge Center.
- Discontinued an unused Spencerport extension on one morning trip.

Route 15

- Combined the three lowest-performing trips with trips on Route 10, which has overlapping service with Route 15.

Routes 18 & 19

- Discontinued the Stromberg Carlson extension, which was unused by customers.

Route 24

- Discontinued 4 of 10 trips to the Bryant & Stratton Henrietta campus.

Route 27

- Discontinued the Canal Ponds extension, which was used by 1 customer per day.

Route 83

- Discontinued Route 83. Route 83 consisted of two daily trips to Lifetime Assistance and carried 3 customers per day. Customers can still access Lifetime Assistance via Route 8.

Routes 76 & 95

- Discontinued Routes 76 and 95. These were the two lowest ranking routes in the system in total customers, customers per mile, cost recovery, and trip scores.