



TECHNICAL MEMORANDUM

To: Barbara Cadwell, NYSDOT, WJCTC
From: Nelson\Nygaard Consulting
Date: July 5, 2018
Subject: Transit Study Screening and Ranking Process

OVERVIEW

The document describes the overall evaluation criteria and further discusses possibilities for transit services, including future integration with existing transit systems, for each corridor identified in the prior Potential Transit Development Corridors technical memo. At this stage of the study, the ranking system includes:

- Operational feasibility assessments including market size
- Social justice considerations
- The effect on existing transit operators, including potential integration details
- Public survey results

RANKING SUMMARY

Figure 2 below shows the statistical elements used to design the operational elements shown in Figure 1 and previously included in the corridor identification memo. Tiers of routes emerge, with a Watertown to Fort Drum route ranking highest, strong enough to support 10 weekday round trips and 4 round trips per weekend day. A second route tier includes service to Sackets Harbor, Dexter, Adams, and Carthage, each supporting 5 weekday, 2 Saturday, and 2 Sunday round trips. Commute and connection focused routes to Gouverneur, Lowville, Clayton, and Alexandria Bay would provide two round trips on weekdays while a special express route operating from Fort Drum to commercial areas along Route 3 via Jefferson Community College would see three weekday round trips as well as two on each weekend day.

The corridors described in this memo are evaluated individually as new services, not yet integrated with existing transit services. Opportunities for schedule and/or resource integration are introduced in each corridor detail summary and will be fully accounted for in the regional transit system service network packages presented in the next study document. Generally, the integration of existing routes and resources into the regional system would result in a transit network with a longer service span.

TRANSIT STUDY SCREENING AND RANKING PROCESS
City of Watertown

Figure 1 Potential Corridor Operational Characteristics

Corridor	Round Trip Route Length (Miles)	Round Trip Running Time (Minutes)	Weekday Round Trips	Weekday Start	Weekday Stop	Weekend Round Trips ⁱ
Fort Drum/Calcium	27.4	49	10	7:25AM	8:35PM	4
Sackets Harbor	21.5	49	5	8:45AM	7:30PM	2
Dexter/JCC/Airport	16.8	39	5	7:35AM	6:35PM	2
Adams	28.6	53	5	7:20AM	6:35PM	2
Carthage/Black River ⁱⁱ	40.8	78	3	9:40AM	4:20PM	2
Fort Drum/JCC Commercial Express	26.0	51	3	11:00AM	7:30PM	2
Gouverneur	72.3	101	2	7:00AM	4:45PM	0
Lowville/Carthage	70.9	109	2	7:00AM	6:50PM	0
Clayton	44.7	63	2	9:05AM	6:05PM	0
Alexandria Bay	67.4	83	2	7:25AM	6:25PM	0

Figure 2 Potential Corridor Predicted Performance Evaluation

Corridor	Population (Persons per Route Mile)	Employment (Jobs per Route Mile)	Corridor TPI	Corridor Score	Weekly Revenue Miles	Passengers /Mile	Passengers /Trip	Survey Rating
Fort Drum/Calcium	1,372	1,032	13.5	19.11	1,786	0.43	6.65	3.26
Sackets Harbor	763	938	12.2	8.70	623	0.56	6.05	3.14
Dexter/JCC/Airport	746	788	13.3	7.82	487	0.65	5.44	3.20
Adams	753	849	12.1	7.73	830	0.38	5.37	2.74
Carthage/Black River	883	448	13.9	5.52	775	0.29	5.86	3.15
Fort Drum/JCC Commercial Express	979	237	13.5	3.14	494	0.26	3.34	NA
Gouverneur	669	482	10.2	3.28	723	0.16	5.71	NA
Lowville/Carthage	555	334	12.2	2.25	709	0.11	3.92	NA
Clayton	437	370	8.8	1.42	447	0.11	2.47	3.13
Alexandria Bay	273	229	8.5	0.53	674	0.03	0.92	3.13

ⁱ Round trips on each weekend day

ⁱⁱ Effective service span is lengthened by Lowville/Carthage corridor service

RANKING/EVALUATION METHODOLOGY

Ranking and evaluating the candidate corridors to determine the most optimal services for inclusion a regional transit network is a multi-stage and somewhat iterative process. Market characteristics, need, and community priority are all taken into account. Relative rankings also inform projections that directly influence the shape that potential service along a corridor should take in order to be both effective and efficient. The methodology used to develop the corridor score is described below.

Market

Population/Employment

Non-express portions of corridors were buffered by $\frac{1}{2}$ mile on either side, representing a 10 minute walk to the bus corridor. Populationⁱⁱⁱ and employment^{iv} data were captured for the buffered areas and divided by the length of the corridor.

Certain limitations exist in defining the population along the corridor. Census geographies are large in much of the study area. Calculating corridor population as a percentage of the total population of an area, this method may undercount more densely populated areas along rural highways. Additionally, the population methodology does not take into account the possibility of transit riders being driven by an acquaintance to a bus stop along the route.

Transit Propensity Index

The Transit Propensity Index (TPI), first introduced in the Existing Transit System and Market Report, aggregates households with income at/below 185% of the federal poverty level, persons with disabilities, older adults (age 65+), and zero-vehicle households. These segments of the population are most likely to depend on transit for their transportation needs.

To apply TPI to a corridor, the corridor buffer is intersected with census block group geography and assigned that block group's TPI value. Next, the TPI of those intersections are weighted by the land area of the intersection, summed, and divided by the total land area of the buffer.

It is useful to note that TPI is measured on a scale from 1 to 20, with 1 indicating lowest level of transit propensity and 20 indicating the highest level. While the TPI of a corridor is not as high as that of certain individual areas, weighted corridor TPI is useful as a comparison tool among candidate corridors.

Corridor Score

The corridor score is a product of the population density, employment density, and the Transit Propensity Index. This product is divided by a scaling factor to reduce and simplify the range of scores. Corridor scores of evaluated corridors range from 0.53 (Watertown to/from Alexandria Bay) to 19.11 (Watertown to/from Fort Drum).

ⁱⁱⁱ U.S. Census Bureau, American Community Survey, 2016

^{iv} U.S. Census Bureau, Longitudinal Employer-Household Dynamics, 2015

Ridership Projection

In order to project ridership, choose a service vehicle, and ultimately understand potential route productivity, an iterative method was employed that cites travel surveys and identifies peer regions and services to develop reasonable expectations. Additionally this method informs service span, frequency, and day of service assignments for each corridor.

Starting with the 2017 National Household Travel Survey,^v bus use by day of the week was determined. Weekdays were averaged, each weekday accounting for 17.3% of weekly bus boardings. Saturdays account for 7.2% of bus trips while Sundays see 6.4% of bus trips nationally.

In order to develop a reasonable operational system scope for the transit study area, regions with similar populations to the study area that feature a regional center of similar size were chosen. Annual reports to the National Transit Database^{vi} for the transit operator in each peer region were examined. Some demographically comparable areas were not considered in the analysis if they did not feature at least some fixed-route service. Peers and their attributes are defined in Figure 3. Peers will be further examined in subsequent deliverables, including an assessment of agency governance.

Figure 3 Peer Transit Agencies and Performance (2016)

System	City, State	Annual Trips	Annual Service Miles	Trips/Mile
Schuylkill Transportation System	Pottsville, PA	196,836	307,282	0.64
Bay Area Transportation Authority	Traverse City, MI	364,289	1,293,475	0.28
Chautauqua Area Rural Transit System	Jamestown, NY	201,695	773,993	0.26
Kennebec Valley Community Action Program	Augusta, ME	97,803	331,944	0.29

To start the Jefferson County area ridership projection process, an average number of peer annual trips is distributed across the days of week assuming 50 operating weeks. Distribution is proportionately based on the calculated corridor score.

Once trips are assigned to corridors, weekday, Saturday, and Sunday round trip assignment for each Jefferson County area corridor is guided by the following rules:

- If Saturday or Sunday ridership is less than 15, no round trips on that day
- A minimum of two round trips is provided in all other cases to give riders an opportunity to return later in the day
- Add additional round trips as daily ridership exceeds 40 and each subsequent multiple of 20
 - Eg. Daily ridership projected to be 77, provide 4 round trips
 - Eg. Daily ridership projected to be 85, provide 5 round trips
 - Eg. Daily ridership projected to be 161, provide 9 round trips

^v National Household Travel Survey, <https://nhts.ornl.gov/>

^{vi} NTD Transit Agency Profiles, <https://www.transit.dot.gov/ntd/transit-agency-profiles>

TRANSIT STUDY SCREENING AND RANKING PROCESS

City of Watertown

At this stage, annual service miles were calculated for the collection of Jefferson County area corridors to compare against levels of service provided by peers. Round trip route distance was multiplied by five times the number of weekday round trips plus the number of Saturday and Sunday round trips, then multiplied again by 50 service weeks allowing for holiday closures. The amount of service shown in Figure 1 corresponds to 377,416 service miles, significantly less than two peer agencies, while somewhat higher than the other two. As network packages are developed for subsequent deliverables, this process will be repeated to determine a level of required financial investment for each level of service.

As initially projected, the collection of Jefferson County area corridors would provide 0.57 passenger trips per vehicle mile, an optimistic estimate. The second iteration of the process brings ridership estimates in line with common efficiency metrics for bus systems of this size. The peer group as a whole provides 0.32 passenger trips per vehicle service mile. Multiplying this figure times the number of annual service miles provided by all Jefferson County area corridors yields 120,004 annual passenger trips taken across the ten corridors.

A subsequent iteration of the process redistributed the new number of total passenger trips across routes and days of the week as in the prior iteration. The round trip count for each corridor and day of the week were re-inspected to ensure appropriateness as passenger loads change. Adjustments to the number of round trips were made where necessary.

Note that service along a route is not advised if the number of daily riders falls below 10. This may result in the removal of a corridor from further consideration.

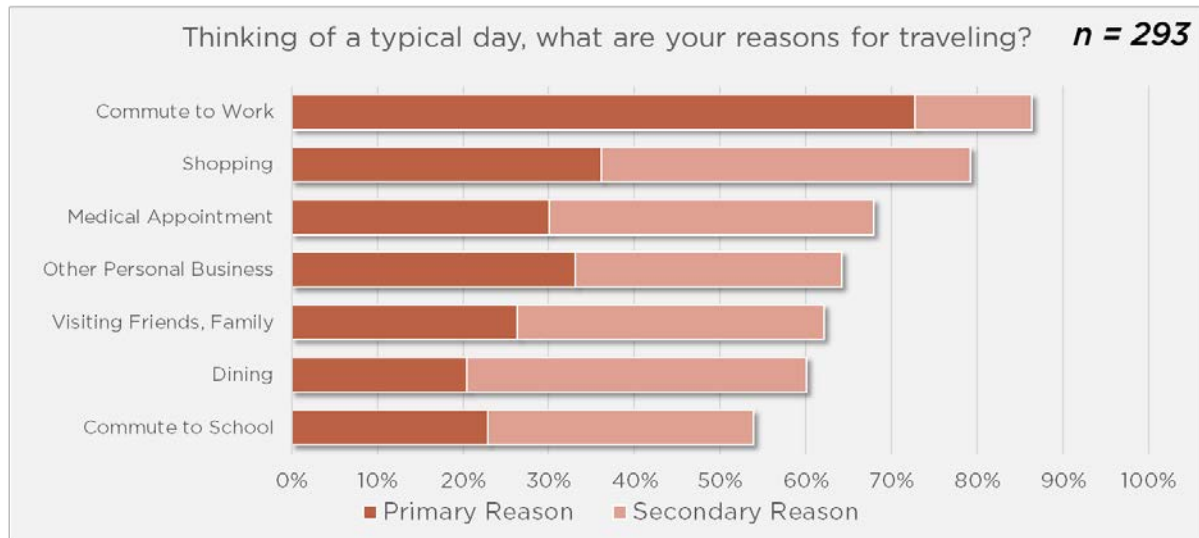
PUBLIC SURVEY RESULTS

A transportation behavior and preference survey was administered from April 10, 2018 until June 2, 2018 via an online website. Stakeholders were responsible for promoting participation across the community while further in-person promotion of the survey took place on May 2 and 3, 2018 during public outreach sessions. Two-hundred ninety-six (296) responses were received while two-hundred twenty-four (224) respondents completed the entire survey. The survey informs the corridor evaluation and analysis by providing insight into reasons for travel, methods of travel, what transit riders value, what drives value, and what might encourage drivers to try transit. Origin and destination information, as well as direct feedback on proposed corridors, is used to verify that proposals made to this point have been relevant and appropriate.

Reasons for Travel

Over 70% of survey respondents indicated that their commute to work was a primary reason for traveling. The most common secondary reason chosen were shopping trips.

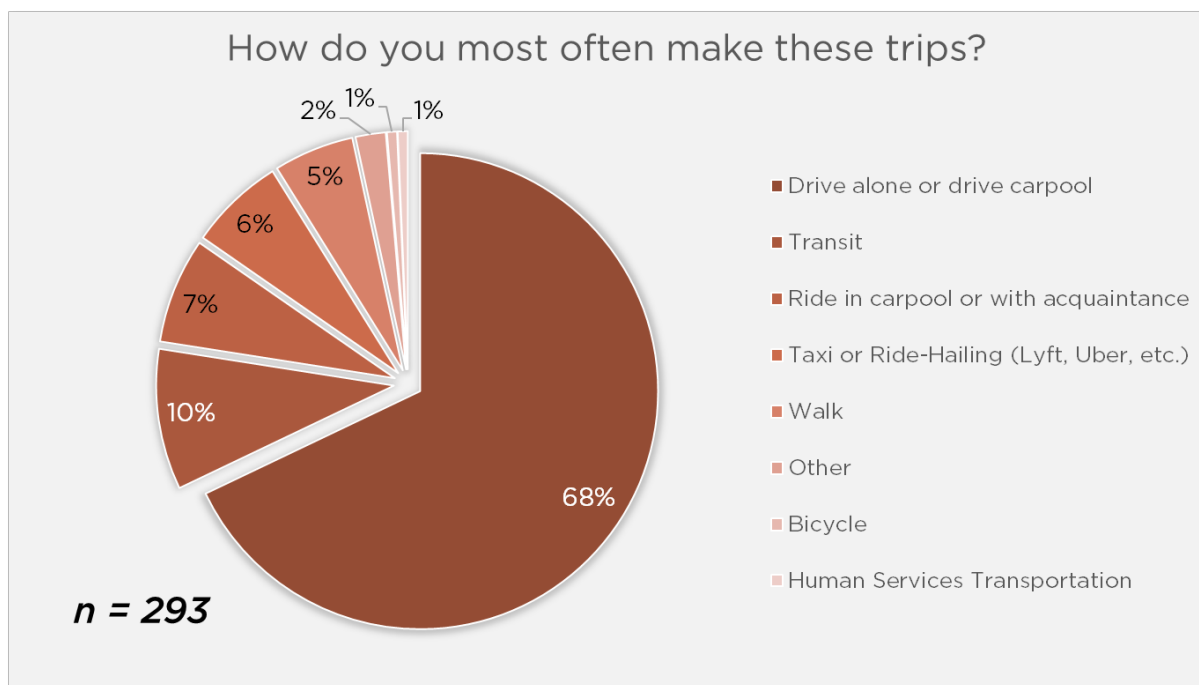
Figure 4 Survey Respondent Reasons for Travel



Travel Mode

Over two-thirds of respondents reported traveling by themselves in a private automobile. Ten percent of respondents are primarily transit riders. Of the 32% percent who do not drive themselves, over two-thirds (70%) are either unable to drive and/or do not have access to a vehicle.

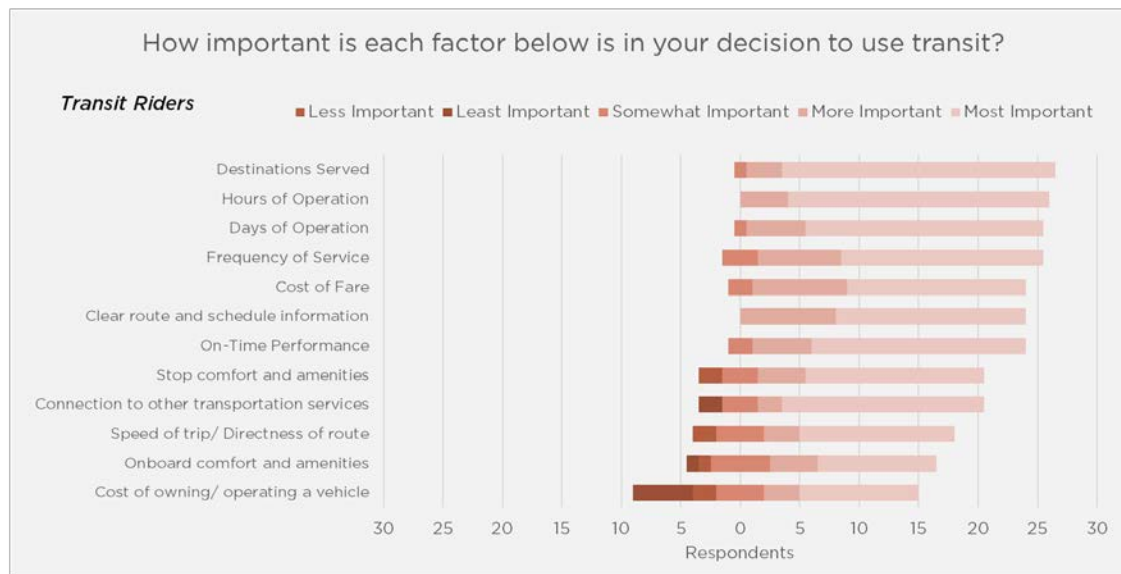
Figure 5 Survey Respondent Travel Mode



Value Preferences

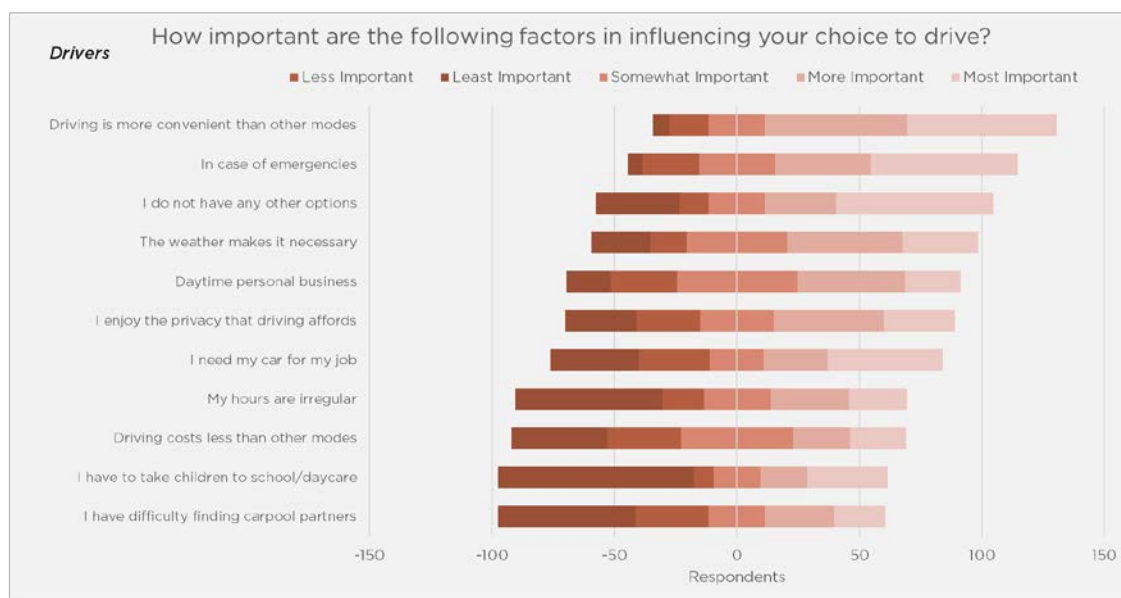
While many respondents to a transportation survey cite transit frequency, service span, cost, on-time performance, and other factors as important to them, by asking for relative value one can ascertain the most important factor to the group as a whole. Using this methodology, destinations served represent the current transit rider's primary consideration in choosing to use the service. Coverage is joined by hours and days of operation as well as frequency of service as highly important to riders.

Figure 6 Aspects of Transit Important to Transit Riders



Regarding the decision to drive alone, convenience is a clear priority. Flexibility to respond to emergencies, a lack of alternatives, and weather-related concerns are the next most common reasons stated for making use of a private vehicle for travel. Notably irregular schedules and transporting children are not a factor for a majority of respondents.

Figure 7 Factors Important to Drivers

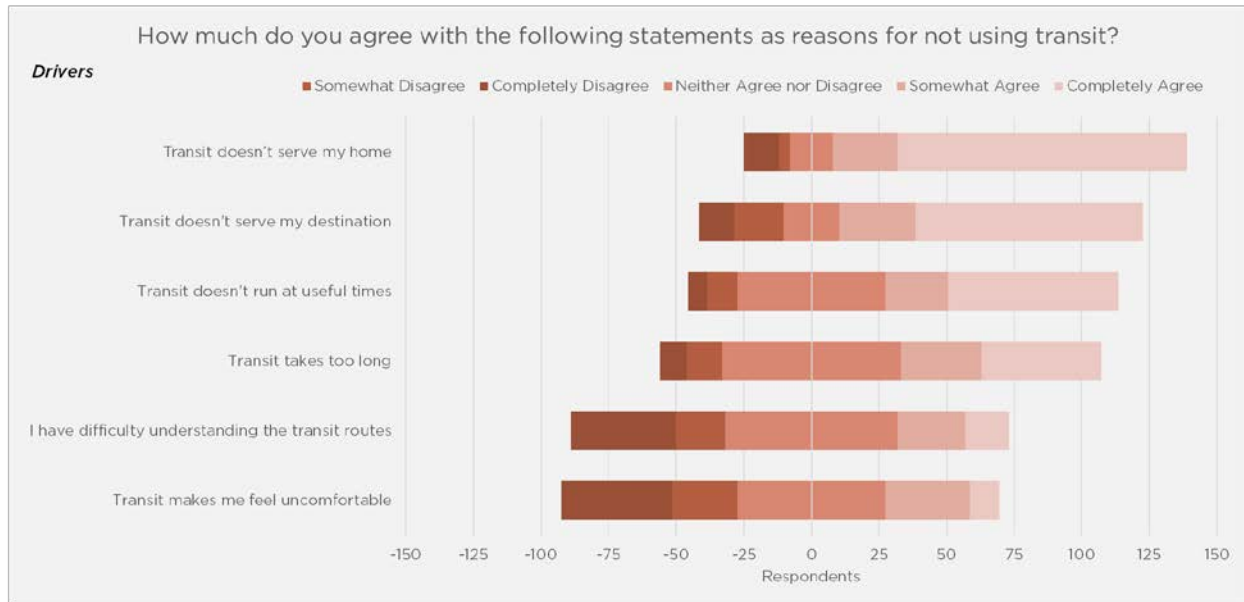


TRANSIT STUDY SCREENING AND RANKING PROCESS

City of Watertown

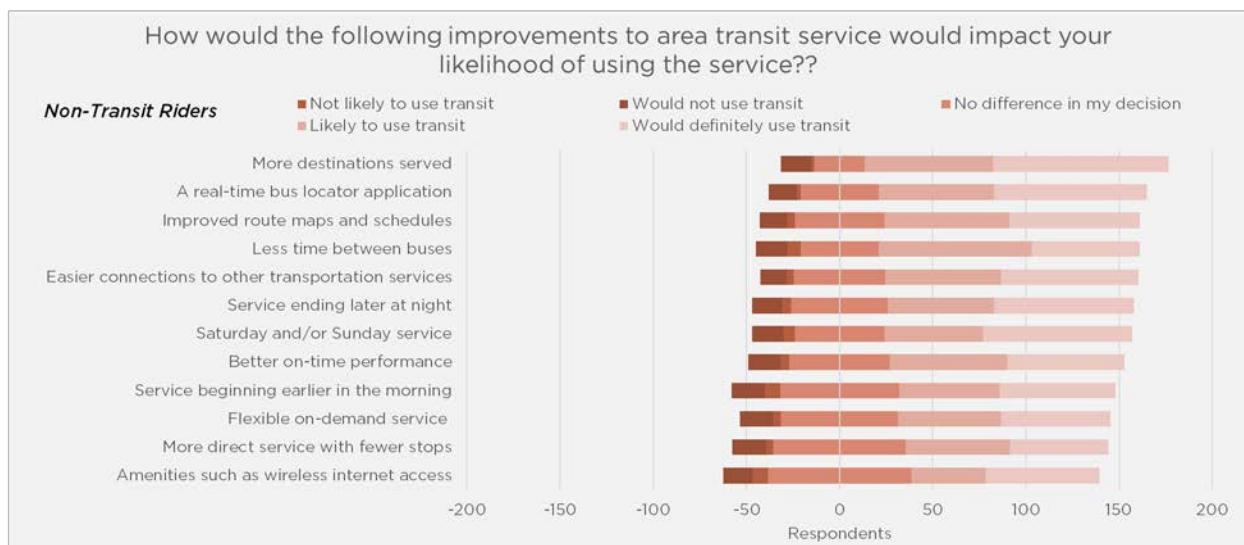
Lack of coverage is seconded when looking at reasons why drivers do not currently use transit as a mobility option. Short service span and long travel times compared to personal vehicles also influence drivers while route legibility and perception of personal comfort are not influencing most driver decisions.

Figure 8 Aspects of Transit Important to Drivers



Certain improvements to transit service were considered attractive to non-transit riders and would make many consider using the service. More destinations served was once again the most popular response while information technology upgrades, service frequency, and the ability to connect to other transportation services were the most popular secondary considerations.

Figure 9 Likelihood of Behavior Change Due to Transit Improvements



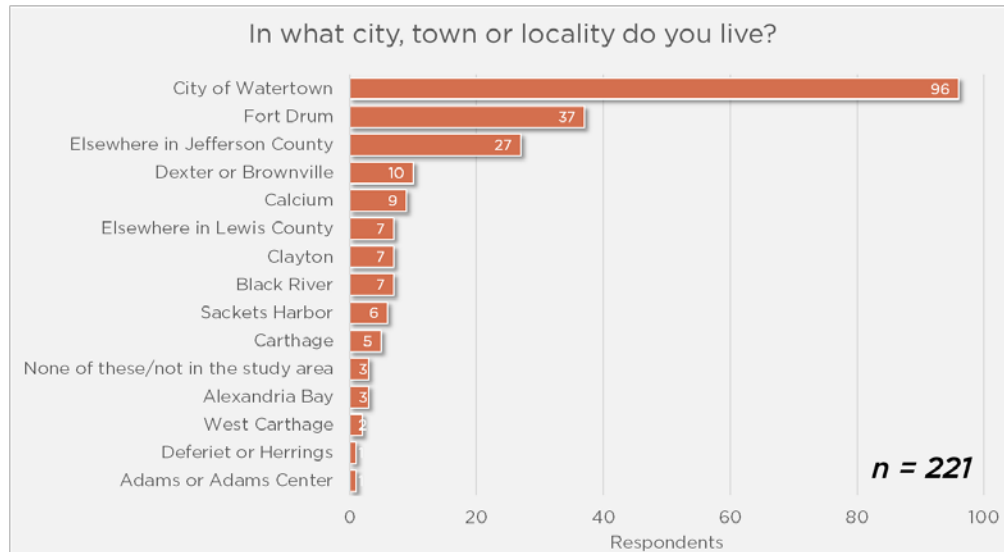
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City of Watertown

Origin

A large plurality of those who chose to disclose where they live are located in the City of Watertown. Fort Drum was the only other location home to more than ten survey respondents.

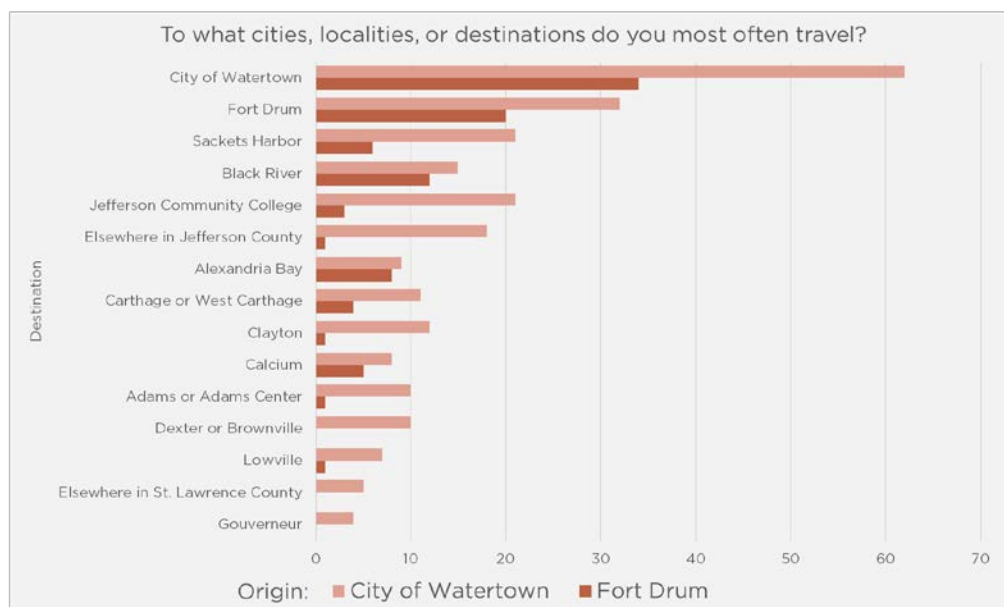
Figure 10 Place of Residence of Respondents



Destination

Among the respondents who live in the two major regional centers, the City of Watertown is the most popular destination. This includes trips that both begin and end within the city. Fort Drum is the second most popular destination for both groups. This supports an emphasis on corridors linking the city and fort in the design and selection process. Jefferson Community College and Sackets Harbor are tertiary popular destinations for city residents.

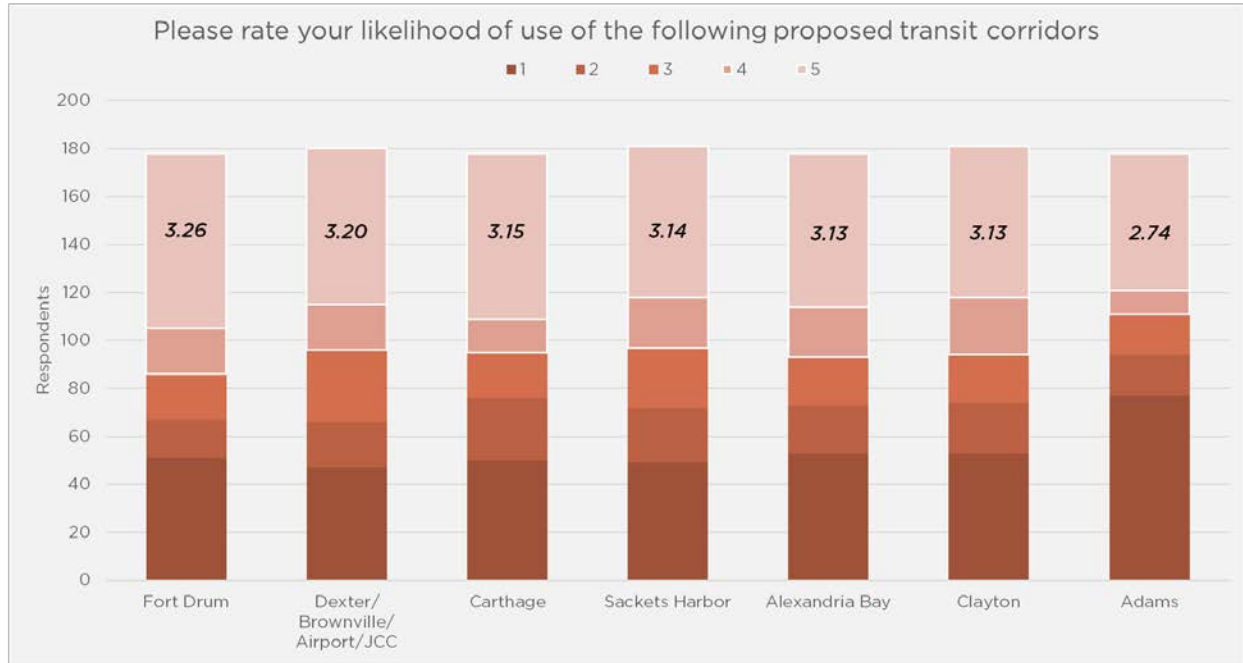
Figure 11 Travel Destinations – Watertown and Fort Drum Residents



Feedback on Proposed Corridors

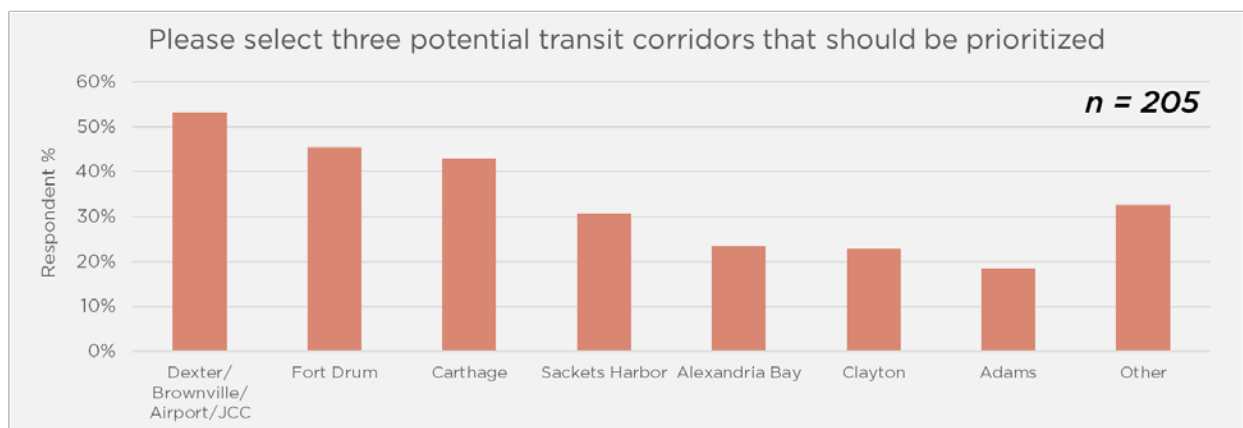
When presented with written descriptions of many of the proposed corridors evaluated in this document, respondents were asked to rate their interest and likelihood of use of those corridors on a scale of 1 to 5. Average scores all appear in a narrow range and the highest rating is given to most corridors fairly equally. Average ratings are included in updated route profiles. Some corridors were included in the analysis due to discussions with stakeholder groups after the survey was opened to the public and do not have a corresponding rating.

Figure 12 Reported Likelihood of Transit Corridor Use



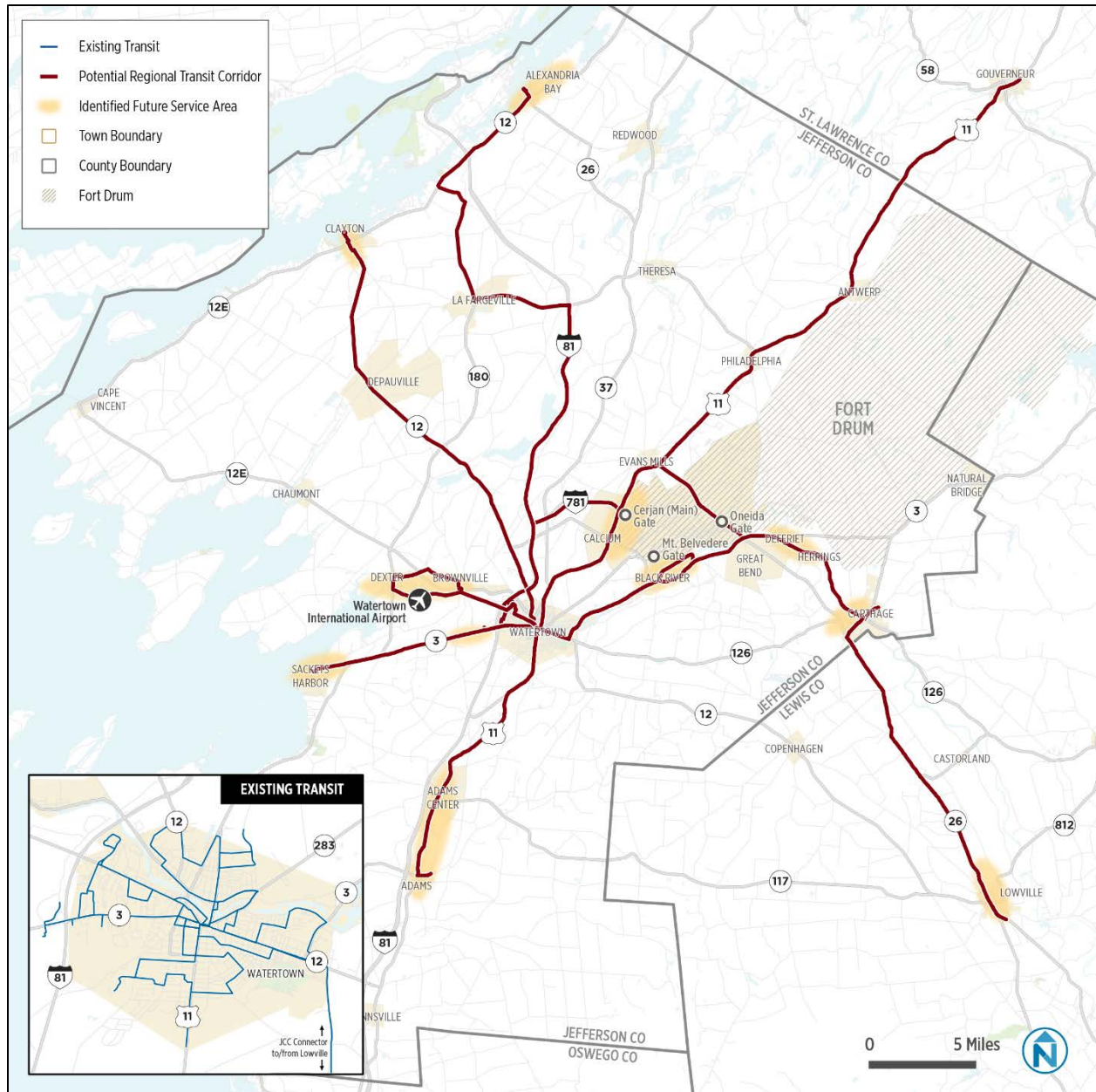
When asked to prioritize just three potential transit corridors, including not explicitly listed in the survey, over 40% of respondents listed the Dexter/Brownville/Airport/JCC, Fort Drum, and Carthage corridors as the highest priorities.

Figure 13 Transit Corridor Prioritization



TRANSIT STUDY SCREENING AND RANKING PROCESS
City of Watertown

EVALUATED CORRIDOR MAP



EVALUATED CORRIDOR DETAIL

Watertown – Fort Drum/Calcium

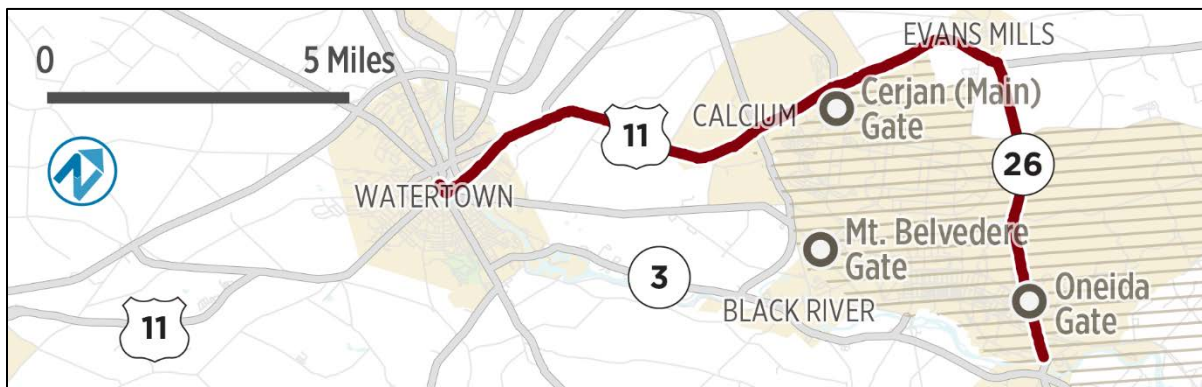
Via US Route 11, NY Route 26

Round Trip Route Length (Miles)	Round Trip Running Time (Minutes)	Population (Persons per Route Mile)	Employment (Jobs per Route Mile)	Corridor TPI
30.8	49	1,372	1,032	13.5
Weekday Round Trips	Weekday Span	Saturday Round Trips	Sunday Round Trips	Weekly Revenue Miles
10	7:25AM 8:35PM	4	4	1,786
Projected Passengers/Mile	Projected Passengers/Trip	Survey Rating	Corridor Score	
0.43	6.65	3.26	19.11	

Route Description

The Fort Drum corridor operates mostly along US Route 11 with the ability to serve multiple Fort Drum gates. The corridor serves multiple commercial areas in addition to multiple military employment centers, including Wheeler-Sack Army Airfield. Uncertainty is acknowledged regarding the exact off-post transfer location to a potential base-operated shuttle.

Within a transit network, this corridor is able to realize the longest operating span as the Gouverneur corridor further reinforces service on Route 11. Weekday service span maybe be able to be further extended if CitiBus' current Route C-1 service is integrated into the network.



Watertown – Sackets Harbor

via NY Route 3

Round Trip Route Length (Miles)	Round Trip Running Time (Minutes)	Population (Persons per Route Mile)	Employment (Jobs per Route Mile)	Corridor TPI
21.5	49	763	938	12.2
Weekday Round Trips	Weekday Span	Saturday Round Trips	Sunday Round Trips	Weekly Revenue Miles
5	8:45AM 7:30PM	2	2	623
Projected Passengers/Mile	Projected Passengers/Trip	Survey Rating	Corridor Score	
0.56	6.05	3.14	8.70	

Route Description

The Sackets Harbor corridor increases frequency of access along Arsenal Street to the commercial area at the western edge of the Watertown city limits. The corridor also extends coverage to the Jefferson-Lewis BOCES Bohlen Technical Center and the Sackets Harbor village center. Seasonal adjustments to be included in network service packages would see service coverage reduced between Labor Day and Memorial Day, which may impact overall route efficiency. Potential integration with CitiBus Route B may impact service span and frequency.



Watertown – JCC/Airport/Dexter/Brownville

via NY Route 12F & Jefferson County Route 53

Round Trip Route Length (Miles)	Round Trip Running Time (Minutes)	Population (Persons per Route Mile)	Employment (Jobs per Route Mile)	Corridor TPI
16.8	39	746	788	13.3
Weekday Round Trips	Weekday Span	Saturday Round Trips	Sunday Round Trips	Weekly Revenue Miles
5	7:35AM 6:35PM	2	2	487
Projected Passengers/Mile	Projected Passengers/Trip	Survey Rating	Corridor Score	
0.65	5.4	3.20	7.82	

Route Description

The Dexter/Brownville corridor increases frequency of access along Coffeen Street to Jefferson Community College. The corridor also extends coverage to a major hardware store, Watertown International Airport, and the village centers of Dexter and Brownville.

Almost 100 people use the Watertown International Airport each day. Bus schedules would be designed to connect to an arrival at 11:50 a.m. and a 12:15 p.m. departure. Additional airport activity includes a departure at 5:59 a.m. and a departure at 10:21 p.m., which would require unique and expensive trips. The viability of these connections will be examined during the development of network service packages.

Potential integration with CitiBus Route C-2 may impact service span and frequency to and from Jefferson Community College, whose final evening class finishes at 9:30 p.m.



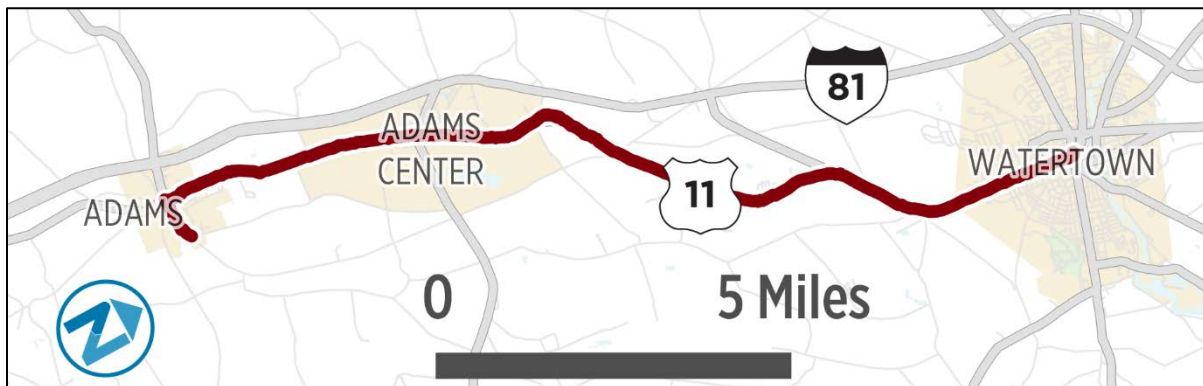
Watertown – Adams/Adams Center

via US Route 11

Round Trip Route Length (Miles)	Round Trip Running Time (Minutes)	Population (Persons per Route Mile)	Employment (Jobs per Route Mile)	Corridor TPI
28.6	52	753	849	12.1
Weekday Round Trips	Weekday Span	Saturday Round Trips	Sunday Round Trips	Weekly Revenue Miles
5	7:20AM 6:35PM	2	2	830
Projected Passengers/Mile	Projected Passengers/Trip	Survey Rating	Corridor Score	
0.38	5.37	2.74	7.73	

Route Description

The Adams/Adams Center corridor provides bus service along Route 11 (Washington Street in the City of Watertown), terminating at the Country View Apartments senior meal site in Adams. The corridor serves Downtown Watertown, Samaritan Medical Center, additional medical offices, Watertown City Schools, multiple supermarkets, and the business districts of Adams and Adams Center. This corridor received the lowest average public survey rating regarding likelihood of use, but offers integration opportunities with CitiBus Route A-2.



Watertown – Carthage/Black River

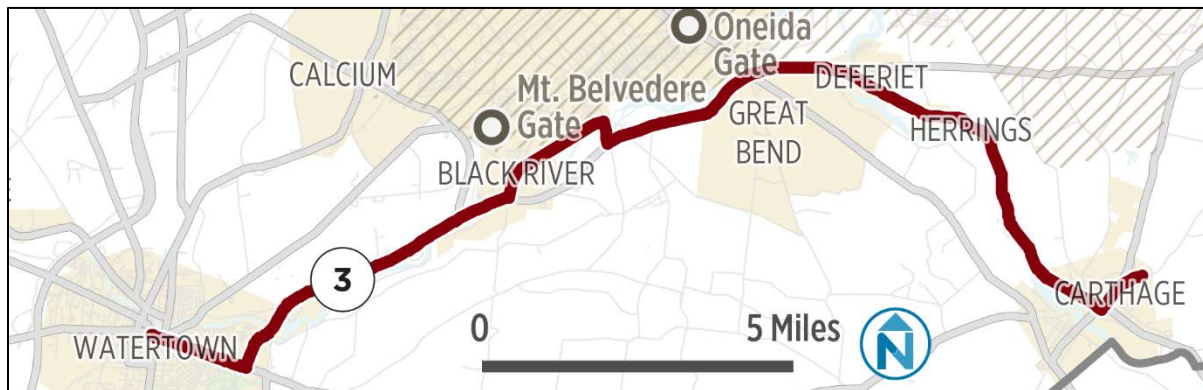
Via NY Route 3

Round Trip Route Length (Miles)	Round Trip Running Time (Minutes)	Population (Persons per Route Mile)	Employment (Jobs per Route Mile)	Corridor TPI
40.8	77	883	448	13.9
Weekday Round Trips	Weekday Span	Saturday Round Trips	Sunday Round Trips	Weekly Revenue Miles
3	9:40AM 4:20PM	2	2	775
Projected Passengers/Mile	Projected Passengers/Trip	Survey Rating	Corridor Score	
0.29	5.86	3.15	5.52	

Route Description

The Carthage/Black River corridor travels along NY Route 3 to connect multiple small communities along the Black River to the City of Watertown and Village of Carthage, providing access options for medical facilities and other daily needs. The corridor travels near to two Fort Drum access points, potentially increasing service to the military population, before terminating at Carthage Area Hospital.

Additional round trips to Lowville using this corridor would increase the effective span and number of options. Service along the Carthage/Black River route would effectively begin at 7:00 a.m. and end at 6:50 p.m. Potential integration with CitiBus Route A-1 may also impact service span and frequency.



Fort Drum/JCC/Commercial Express

Via Interstate 81 & Interstate 781

Round Trip Route Length (Miles)	Round Trip Running Time (Minutes)	Population (Persons per Route Mile)	Employment (Jobs per Route Mile)	Corridor TPI
26.0	48	979	237	13.5
Weekday Round Trips	Weekday Span	Saturday Round Trips	Sunday Round Trips	Weekly Revenue Miles
3	11:00AM 7:30PM	2	2	494
Projected Passengers/Mile	Projected Passengers/Trip	Survey Rating	Corridor Score	
0.26	3.34	NA	3.14	

Route Description

The Fort Drum/Jefferson Community College/Commercial Express corridor links the Fort with JCC and commercial areas at the western edge of the City of Watertown without traveling to Downtown Watertown. The route would utilize Interstates 781 and 81 to arrive at the college. Noting secondary travel purposes indicated in the public survey, the corridor links together populations with high transit propensity indices (soldiers, students) to commercial necessities such as supermarkets, clothing, and home supply stores. As with the primary Fort Drum corridor, the exact off-post transfer location to a potential base-operated shuttle is unknown subject to change.

This corridor creates multiple new transfer points between routes and effectively extends service to Downtown Watertown for JCC students via transfer at the commercial center.



TRANSIT STUDY SCREENING AND RANKING PROCESS
City of Watertown

Watertown – Gouverneur

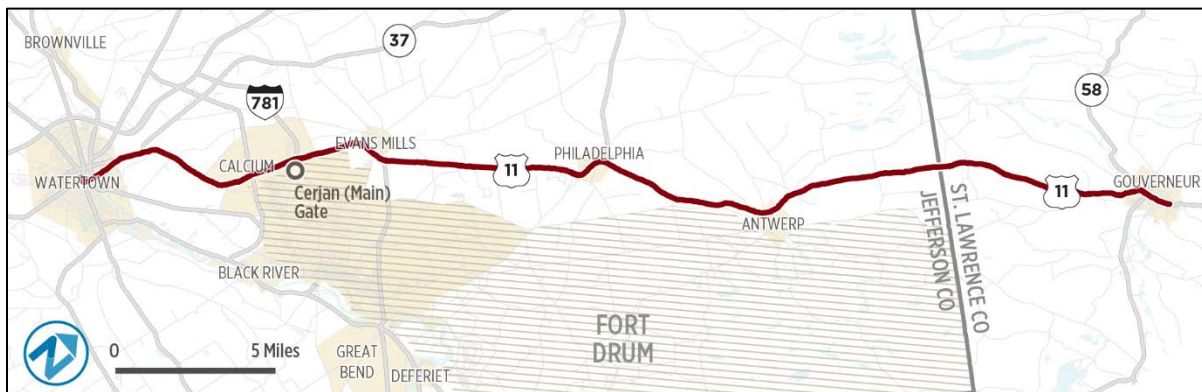
Via US Route 11

Round Trip Route Length (Miles)	Round Trip Running Time (Minutes)	Population (Persons per Route Mile)	Employment (Jobs per Route Mile)	Corridor TPI
72.3	104	669	482	10.2
Weekday Round Trips	Weekday Span	Saturday Round Trips	Sunday Round Trips	Weekly Revenue Miles
2	7:00AM 4:45PM	0	0	723
Projected Passengers/Mile	Projected Passengers/Trip	Survey Rating	Corridor Score	
0.16	5.71	NA	3.28	

Route Description

The Gouverneur corridor is designed to connect to St. Lawrence County Transit on East Main Street in the Village of Gouverneur. The route passes in close proximity and augments service to the Fort Drum Main Gate and the commercial area immediately to the west and could be used to augment service to the Fort.

Weekend service is not foreseen as viable at this time since there is no weekend connection to be made to St. Lawrence County Transit. The corridor is not a fundamentally high performer due to its length, nor based on spatial demographics. Its viability is bolstered by the opportunity to provide extra service to and from Fort Drum. Further discussions with St. Lawrence County are required to create a suitable weekend link.



TRANSIT STUDY SCREENING AND RANKING PROCESS
City of Watertown

Watertown – Lowville/Carthage

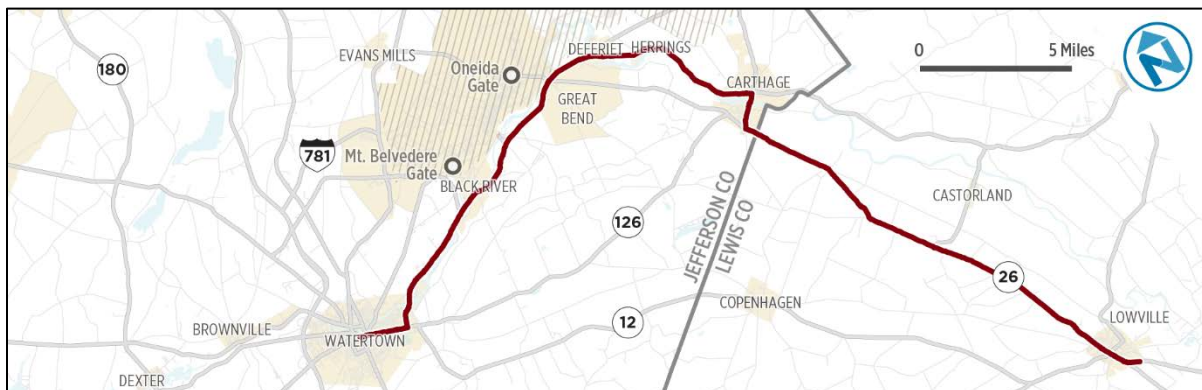
Via NY Route 3 & NY Route 26

Round Trip Route Length (Miles)	Round Trip Running Time (Minutes)	Population (Persons per Route Mile)	Employment (Jobs per Route Mile)	Corridor TPI
70.9	109	555	334	12.2
Weekday Round Trips	Weekday Span	Saturday Round Trips	Sunday Round Trips	Weekly Revenue Miles
2	7:00AM 6:50PM	0	0	709
Projected Passengers/Mile	Projected Passengers/Trip	Survey Rating	Corridor Score	
0.11	3.92	NA	2.25	

Route Description

The Lowville corridor extends the Carthage corridor to the Village of Lowville on select weekday trips, linking regional employment, medical, and social services centers to intermediate destinations. The Lowville trips do not travel into Great Bend.

Service along this corridor will be coordinated with Lewis County Public Transportation and their JCC Connector Route in proposed network service packages.



TRANSIT STUDY SCREENING AND RANKING PROCESS
City of Watertown

Watertown – Clayton

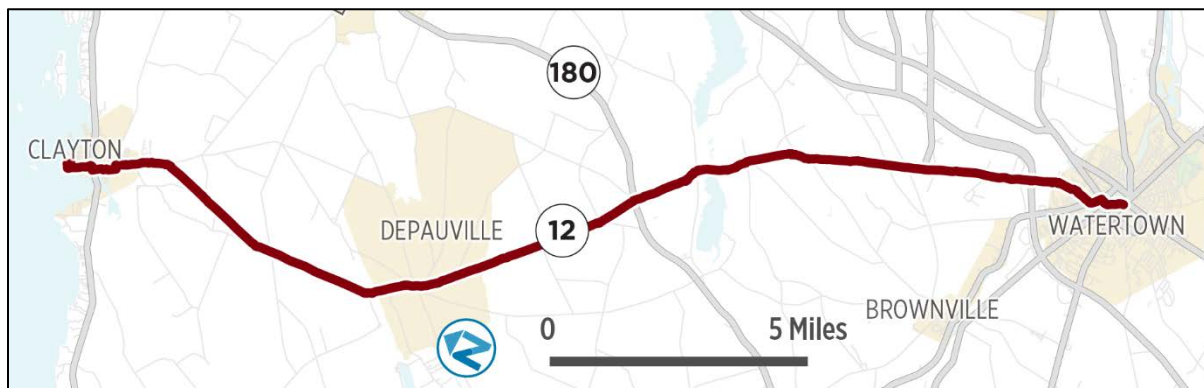
Via NY Route 12

Round Trip Route Length (Miles)	Round Trip Running Time (Minutes)	Population (Persons per Route Mile)	Employment (Jobs per Route Mile)	Corridor TPI
44.7	63	437	370	8.8
Weekday Round Trips	Weekday Span	Saturday Round Trips	Sunday Round Trips	Weekly Revenue Miles
2	9:05AM 6:05PM	0	0	447
Projected Passengers/Mile	Projected Passengers/Trip	Survey Rating	Corridor Score	
0.11	2.47	3.13	1.42	

Route Description

The Clayton corridor connects Route 12 to Clayton destinations such as the Paynter Senior Citizens Center, Samaritan Family Health Center, and a full service supermarket, terminating on Riverside Drive in the Village of Clayton's business district. The route is projected to perform far below average and would only operate on weekdays, making two round trips, and attempting to coincide with employment schedules.

Addition of a weekend seasonal service between Memorial Day and Labor Day, as well as potential integration with other portions of CitiBus Route C-1 will be examined for inclusion in network service packages.



Watertown – Alexandria Bay/LaFargeville

Via Interstate 81, NY Route 180, & NY Route 12

Round Trip Route Length (Miles)	Round Trip Running Time (Minutes)	Population (Persons per Route Mile)	Employment (Jobs per Route Mile)	Corridor TPI
67.4	83	273	229	8.5
Weekday Round Trips	Weekday Span	Saturday Round Trips	Sunday Round Trips	Weekly Revenue Miles
2	7:25AM 6:25PM	0	0	674
Projected Passengers/Mile	Projected Passengers/Trip	Survey Rating	Corridor Score	
0.03	0.92	3.13	0.53	

Route Description

The Alexandria Bay corridor would function as an express service, utilizing Interstate 81 between exits 47 and 49 before resuming transit service along NY Routes 411, 180, and 12. The route would provide access to a major employment center in LaFargeville as well as a hospital in Alexandria Bay.

The corridors performs poorly in all metrics including relative need, passengers per mile, and passengers per trip (fewer than one). A daily version of this route will not be recommended for inclusion in network service packages. However, seasonal weekend service between Memorial Day and Labor Day will be examined for future inclusion.



NEXT STEPS

As the preliminary screening and ranking is now complete, the corridor and service options are now assembled into multiple potential service network packages. Each service network package will be presented along with:

- Predicted ridership statistics
- Vehicle and staffing requirements
- Scheduling assumptions, including seasonal adjustments
- A financial analysis containing capital and operating requirements
- Organizational and operational recommendations
- Funding packages available to the recommendation organization

The findings will be provided to the advisory committee in a technical memo on corridor selection and organizational structure. A Project Advisory Committee meeting, site visits, and further stakeholder meetings will inform revisions to that document.