

Columbia Gorge Express

Performance Report Card

EMCTC Meeting
May 18, 2020



CGE Performance Report Card



Has CGE met its goals?



1. Improve **transit access** to recreation destinations between East Multnomah County and The Dalles
2. Enhance **mobility and safety** in the Gorge
3. Address **congestion and limited parking** at the Multnomah Falls parking lot
4. Protect **natural** and cultural resources; reduce **illegal parking**





CGE Performance Report Card



Goal: Improve Access



 CGE Ridership 



 Equity 

Goal: Enhance Mobility and Safety

 Efficiency 

 Cost-Effectiveness 

 On-Time Performance 

 Gorge Safety 

Goal: Reduce Congestion

 Traffic Congestion 

 Exit 31 Gate Closures 

Goal: Protect Resources

 Environmental Impacts 

 Parking Impacts 

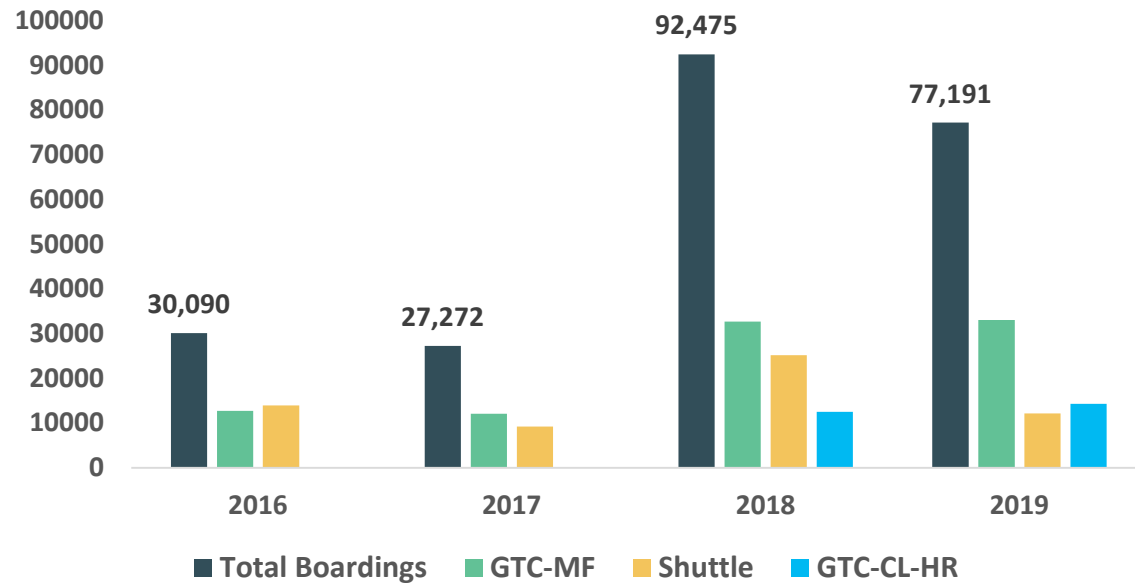


CGE Ridership

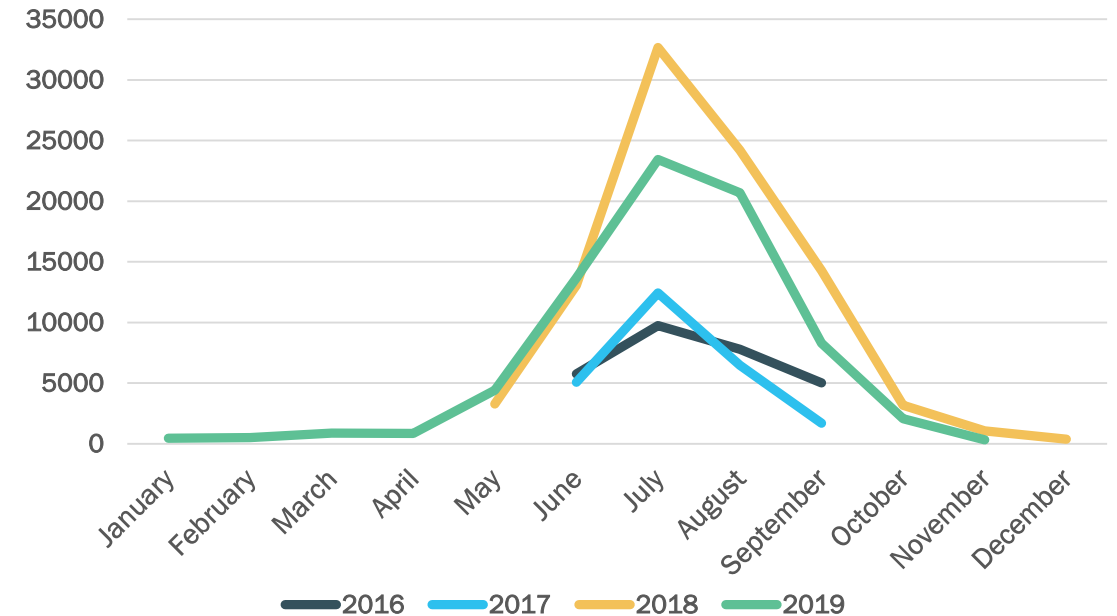


CGE transported a total of **226,704** one-way trips through the Gorge since its inception in May 2006 through the end of the fall shoulder in November 2019

Annual Boardings by Service Type



Annual Boardings by Month





Equity



2019 Trends:

49% of riders had no access to a vehicle or no other option to get to their destination

Among riders that live in the Portland Metro, 57% reported not having access to a vehicle (8% of the metro population does not have a vehicle in their household)

35% of riders in represented people of color



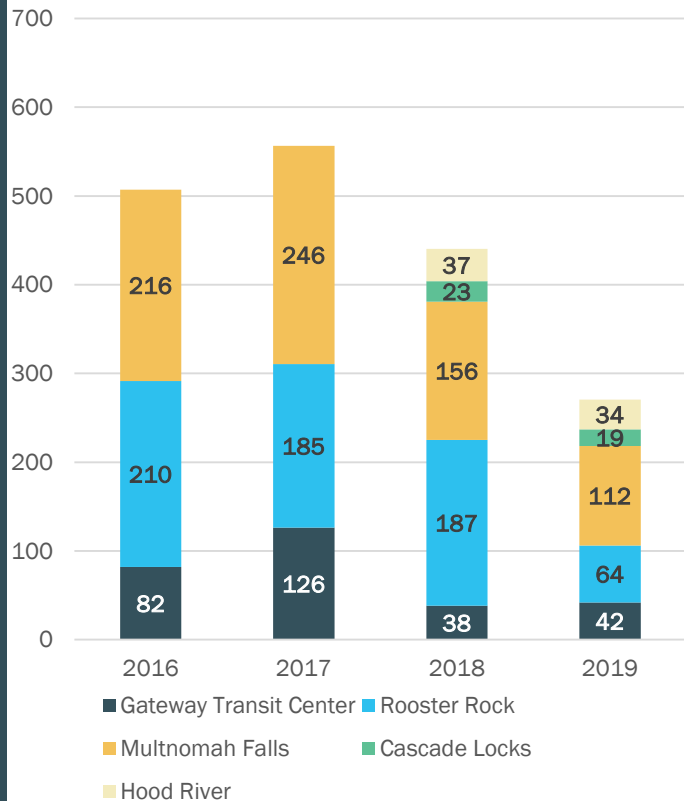


Efficiency

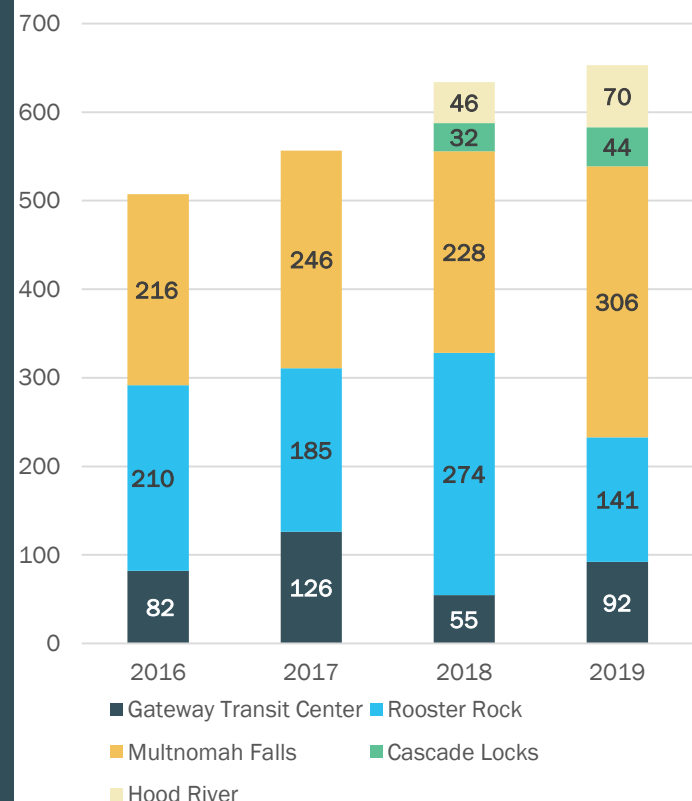


How much service is consumed compared to how much service is provided, assessed by looking at ridership per hour and per mile

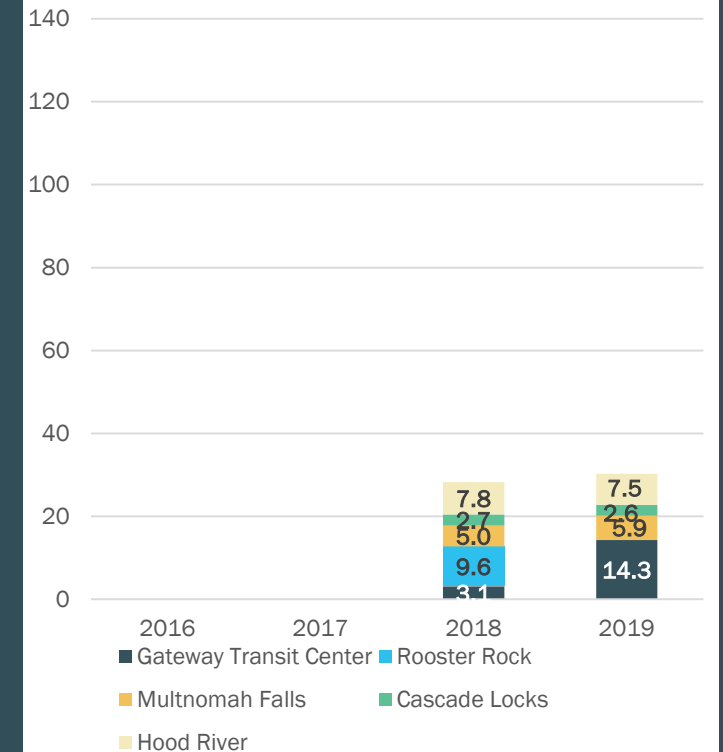
Overall



Peak



Off Season

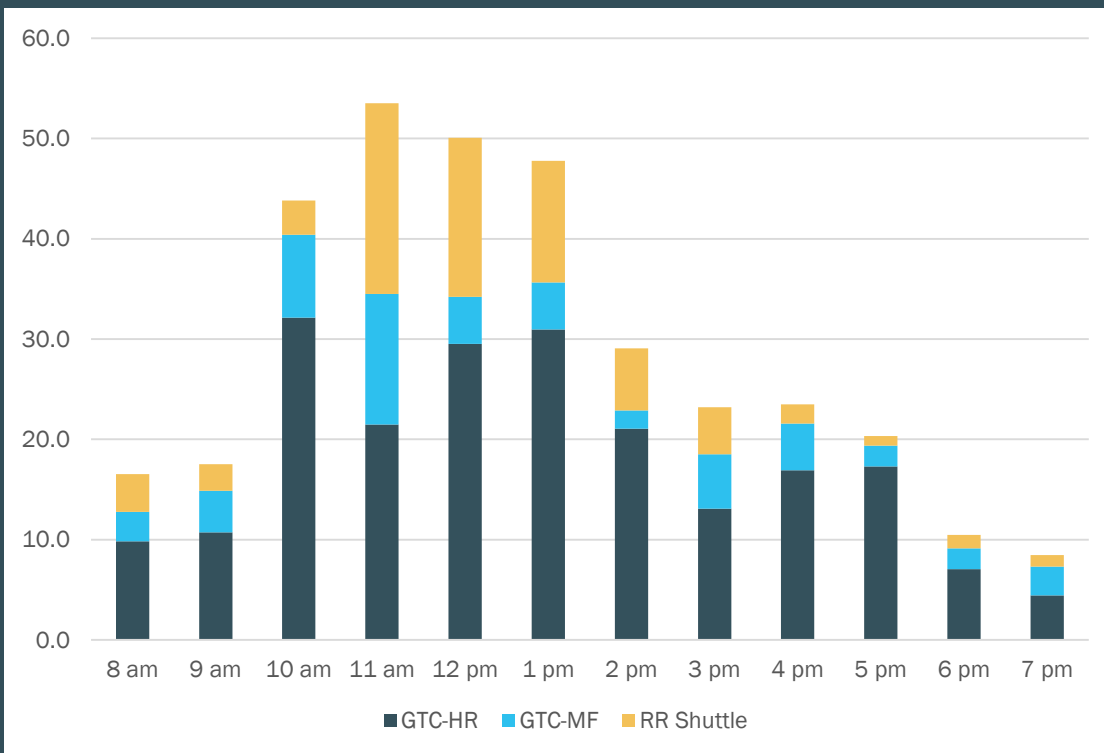




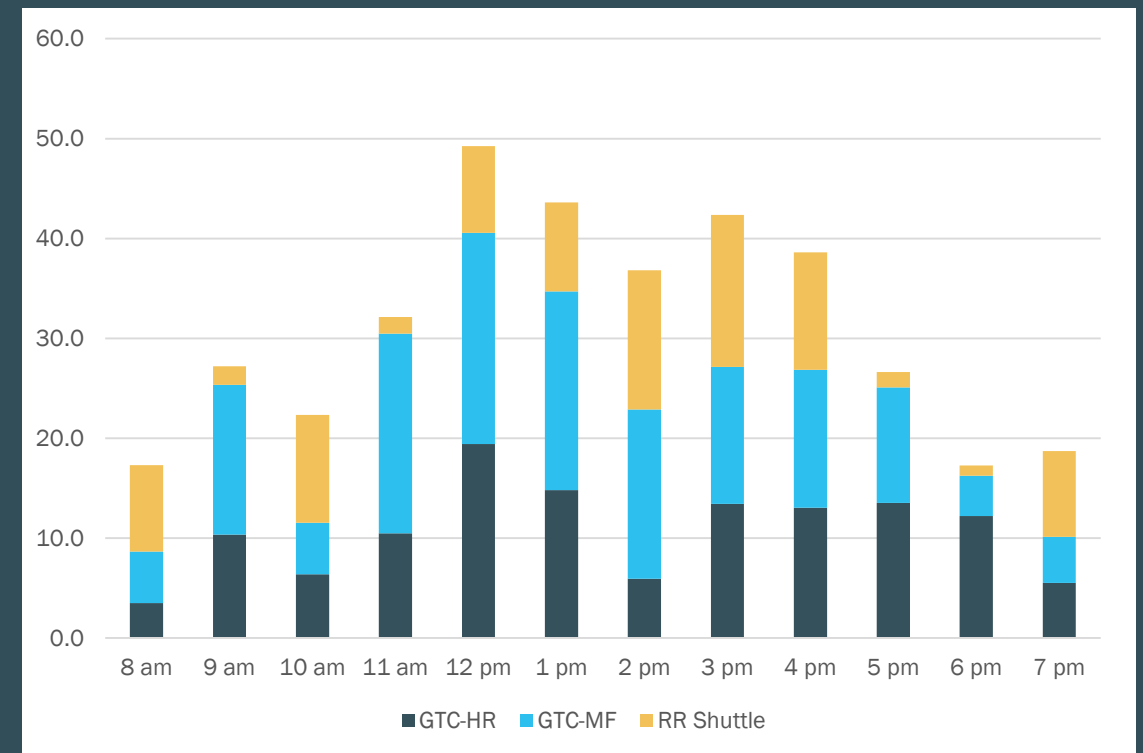
How many resources are needed to provide each unit of service, measured by cost per hour or cost per mile, as well as on time performance

Average boardings per hour in 2019 Peak season:

Weekend Eastbound (to Multnomah Falls & Hood River)



Weekend Westbound (to Portland)





On-Time
Performance



Average on-time performance was 75%. On-time performance goals for many transit agencies is 85-90%.

Eastbound runs typically had better on-time performance than westbound runs.

Rooster Rock shuttle had the best on-time performance of any route, likely due to the shorter distance and longer dwell times at Multnomah Falls (to account for gate closures).

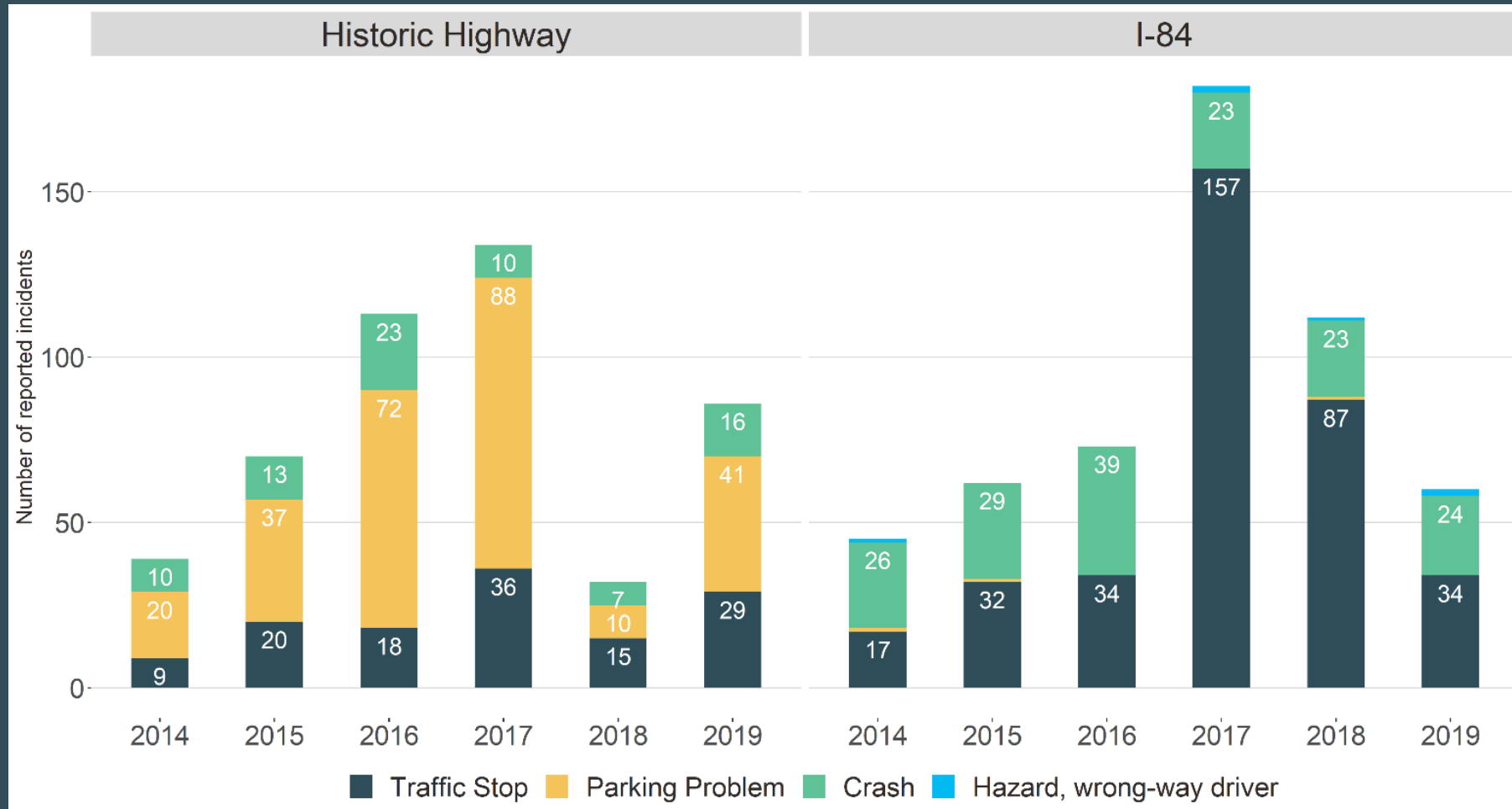




Gorge
Safety

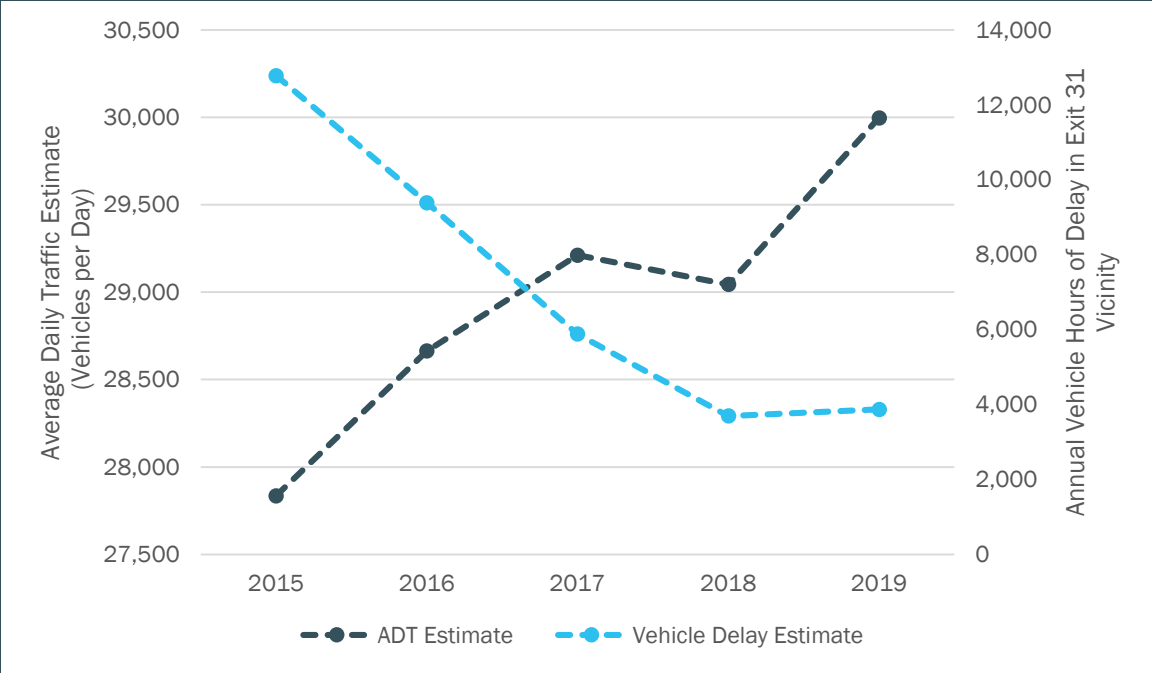


Vehicle related incidents along the Historic Highway and I-84

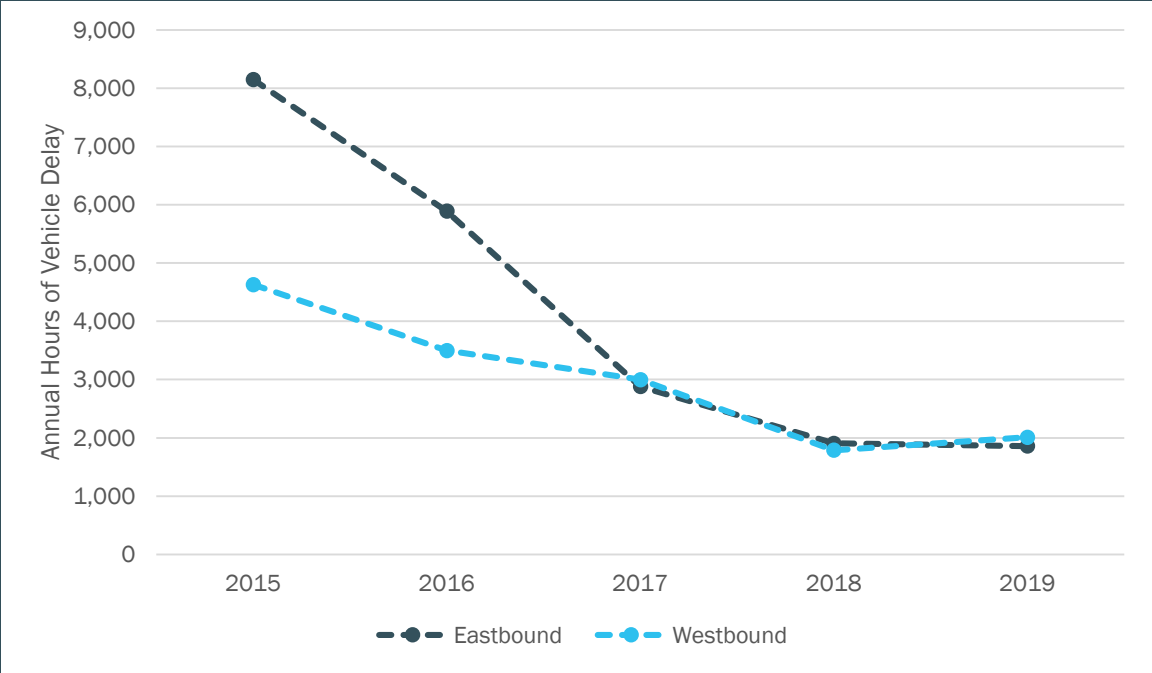




Average Daily Traffic and Vehicle Delay in Vicinity of Exit 31 (Multnomah Falls)



Annual Hours of Vehicle Delay by Direction at Exit 31



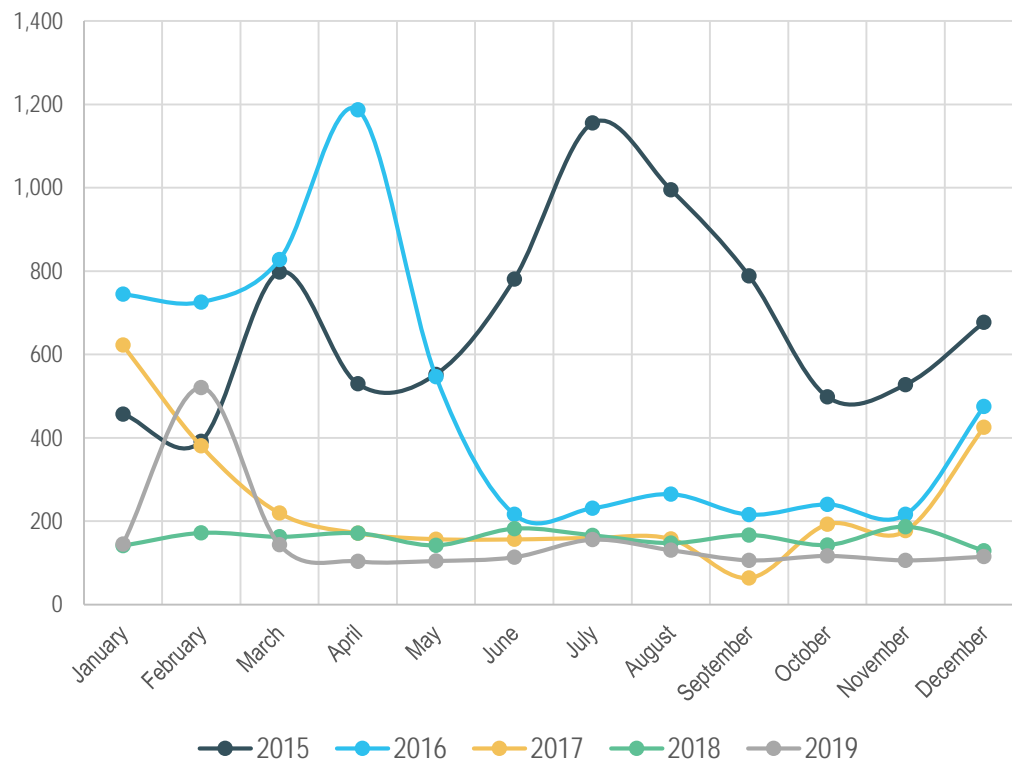


Traffic Congestion

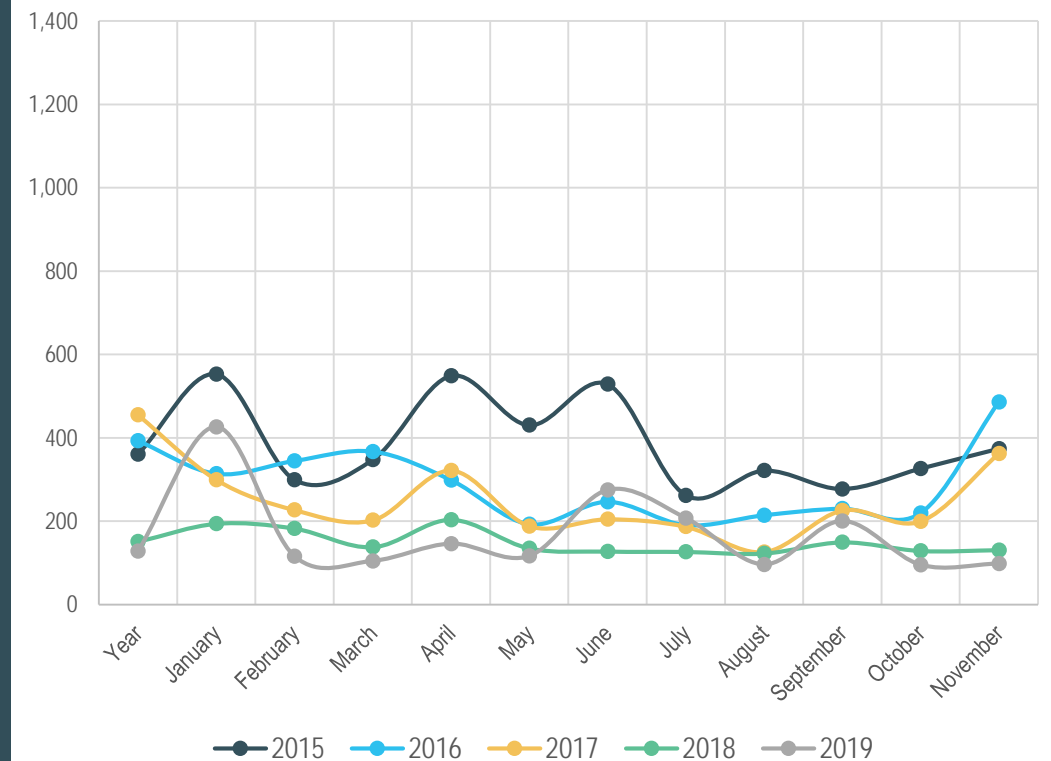


Monthly Vehicle Hours of Delay in Exit 31 Vicinity by Year and Direction

Eastbound



Westbound

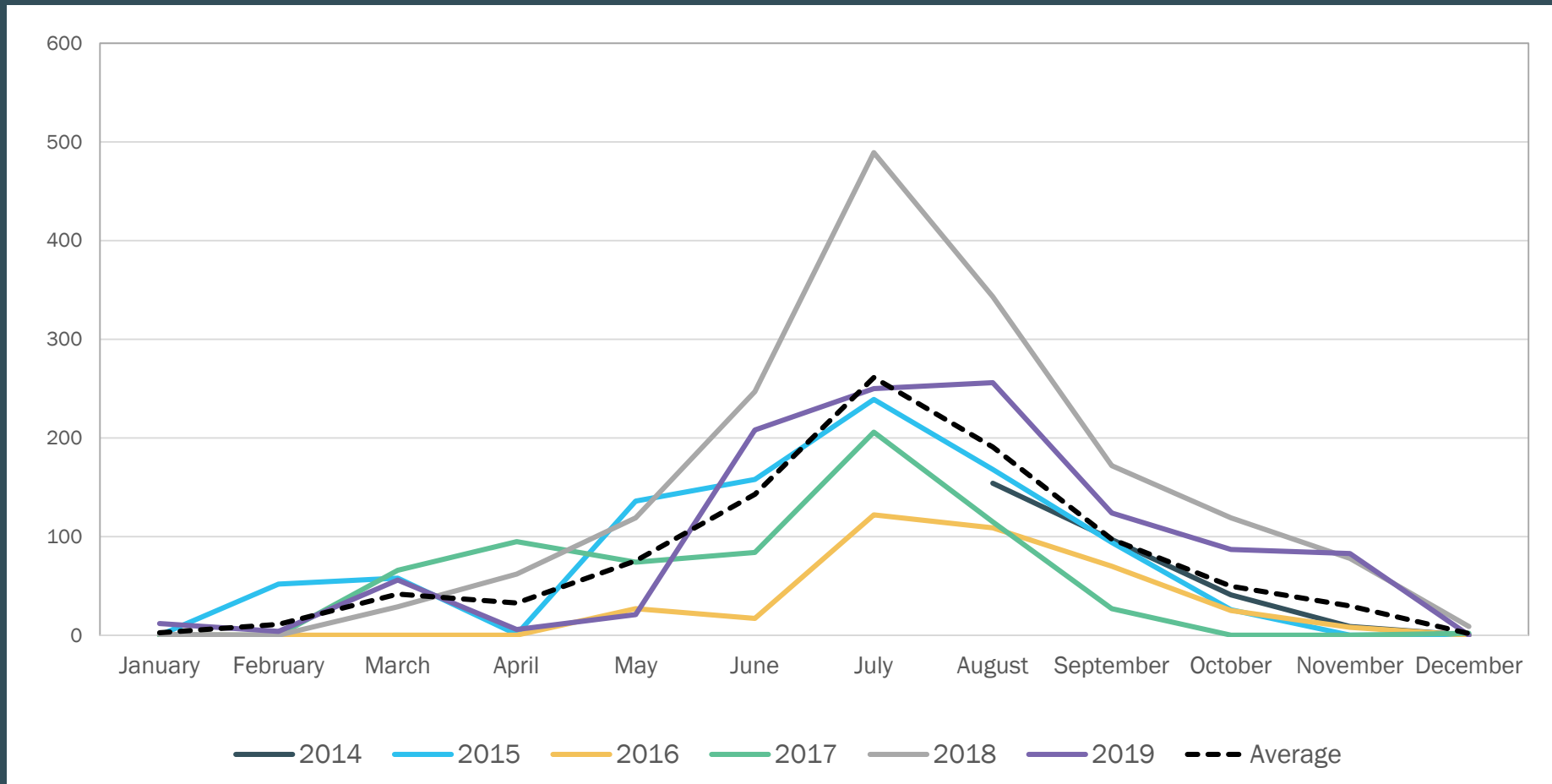




Exit 31 Gate Closures



Gate Closures by Month and Year





Environmental
Impacts





Parking
Impacts



Multnomah Falls Westbound I-84 Exit



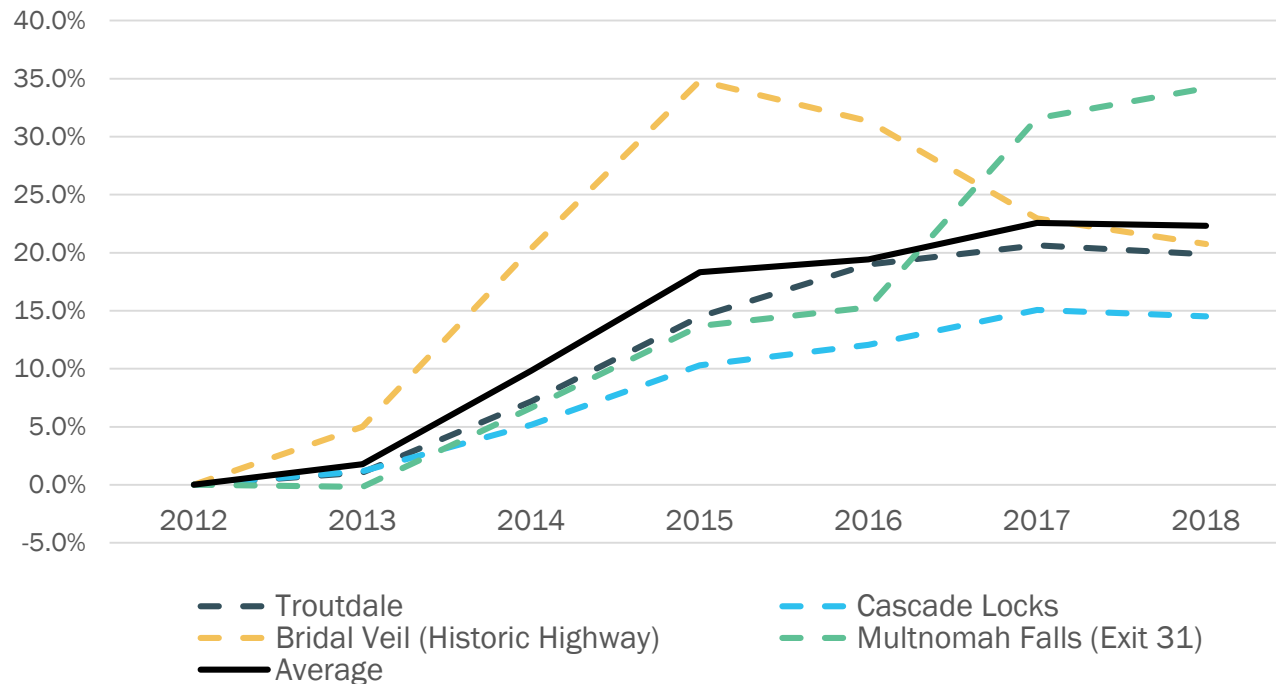
Rooster Rock State Park I-84 Exit



Takeaways

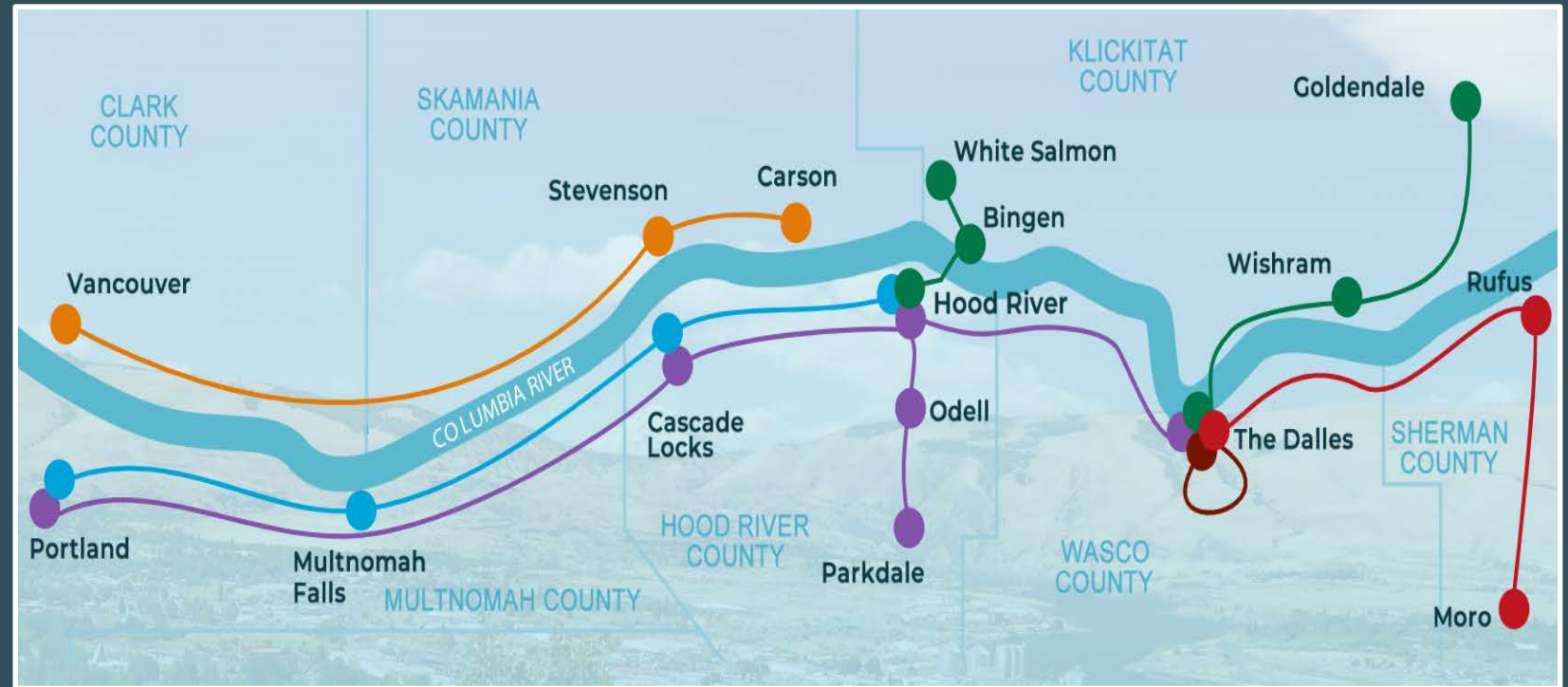
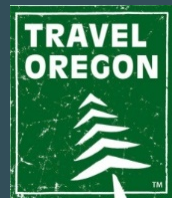
Visitation to the Gorge continues to grow

% Change in Average Daily Traffic at Traffic Counters located at and near Multnomah Falls, 2012-2018



Takeaways

CGE is just one part of a broader approach to addressing congestion and improving the visitor experience in the most highly trafficked areas of the Gorge



Takeaways

CGE has demonstrated demand for car-free transportation solutions in the Gorge; visitors and residents will utilize these options if available and convenient



Thank you!

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