Columbia Gorge Express
Performance Report Card

Multnomah County Bicycle & Pedestrian Citizen Advisory Committee

June 10, 2020

Agenda

1. CGE Performance Report Card
   - High-level overview of CGE evaluation of service from 2016-2019
   - Improvement analysis

2. CGE & Bicycles
   - Plans and challenges around accommodating cyclists

3. Summer 2020 service updates
   - ODOT-run Multnomah Falls shuttle
   - CAT-run intercity service (Portland - Cascade Locks - Hood River - The Dalles)

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 — A
- Equity — A

Goal: Enhance Mobility and Safety

- Efficiency — B
- Cost-Effectiveness — C
- On-Time Performance — C
- Gorge Safety — N/A

Goal: Reduce Congestion

- Traffic Congestion — B
- Exit 31 Gate Closures — B

Goal: Protect Resources

- Environmental Impacts — B
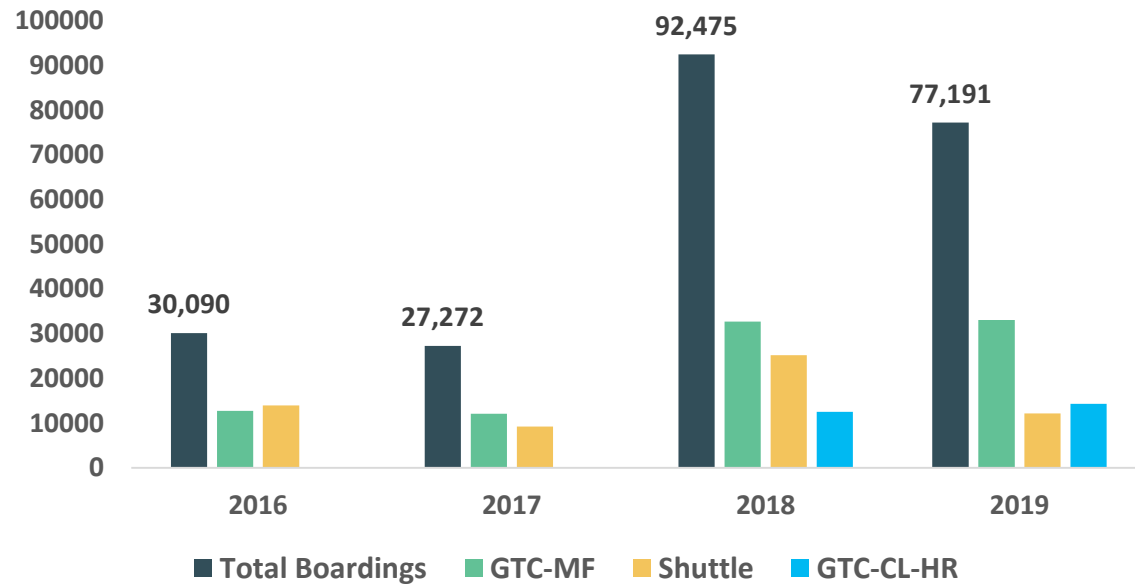- Parking Impacts — C

CGE Ridership

CGE transported a total of **226,704** one-way trips through the Gorge since its inception in May 2016 through the end of the fall shoulder in November 2019

Annual Boardings by Service Type

30,090   27,272   92,475   77,191

Legend: Total Boardings, GTC-MF, Shuttle, GTC-CL-HR

Annual Boardings by Month

Legend: 2016, 2017, 2018, 2019
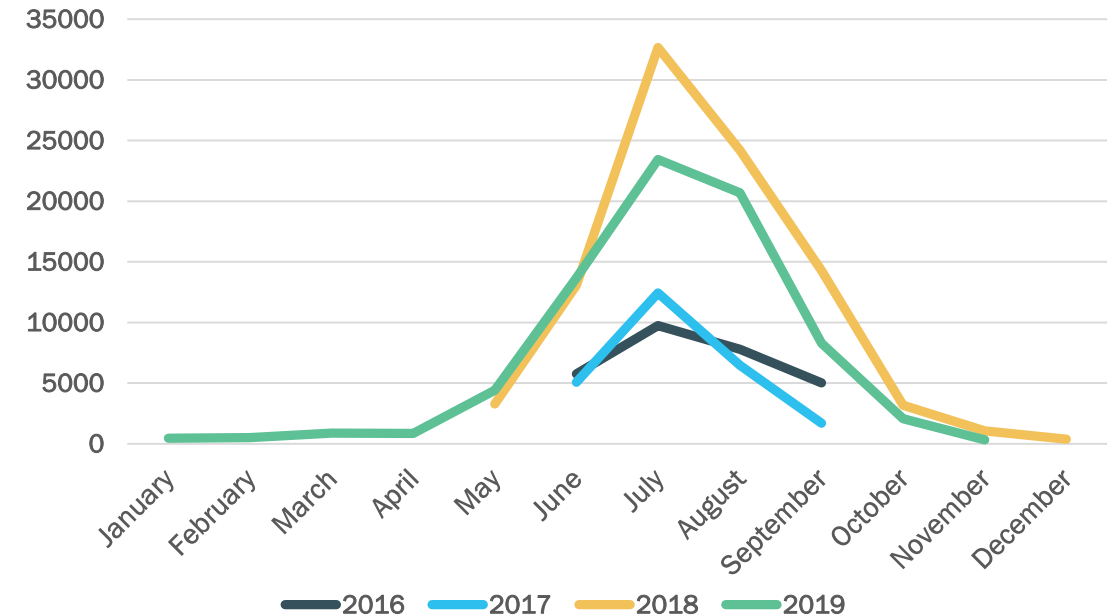
Equity

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

Traffic Congestion B

Average Daily Traffic and Vehicle Delay in Vicinity of Exit 31 (Multnomah Falls)
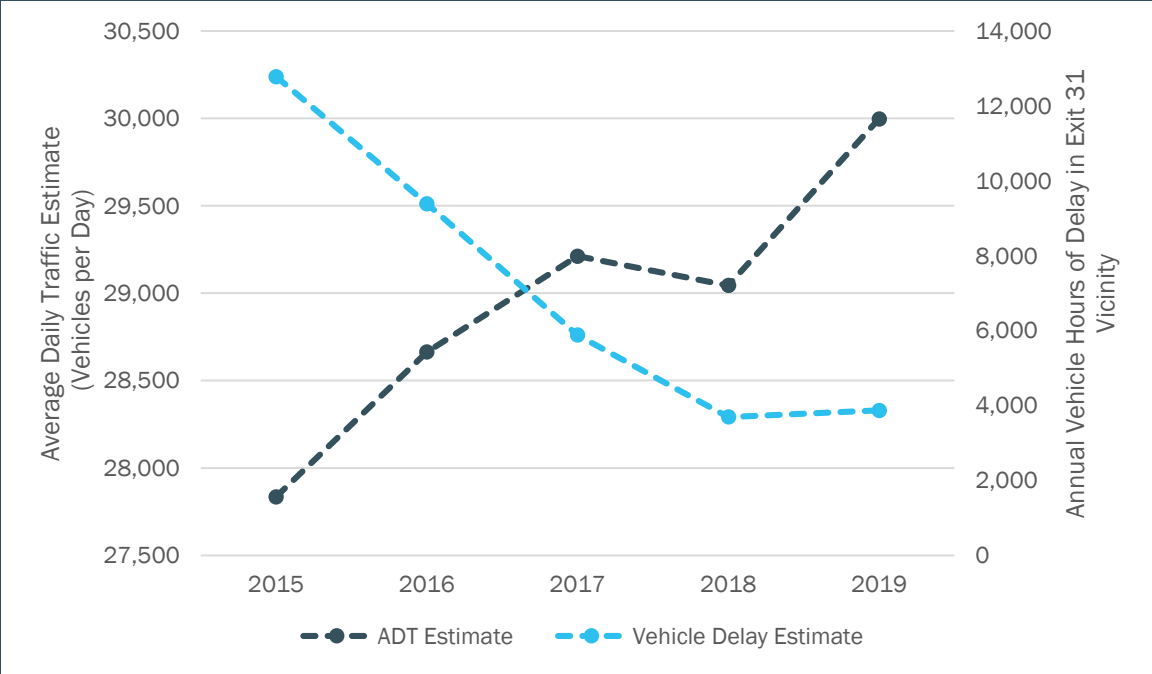
Annual Hours of Vehicle Delay by Direction at Exit 31

Parking Impacts

Multnomah Falls Westbound I-84 Exit

Rooster Rock State Park I-84 Exit

Takeaways

Visitation to the Gorge continues to grow

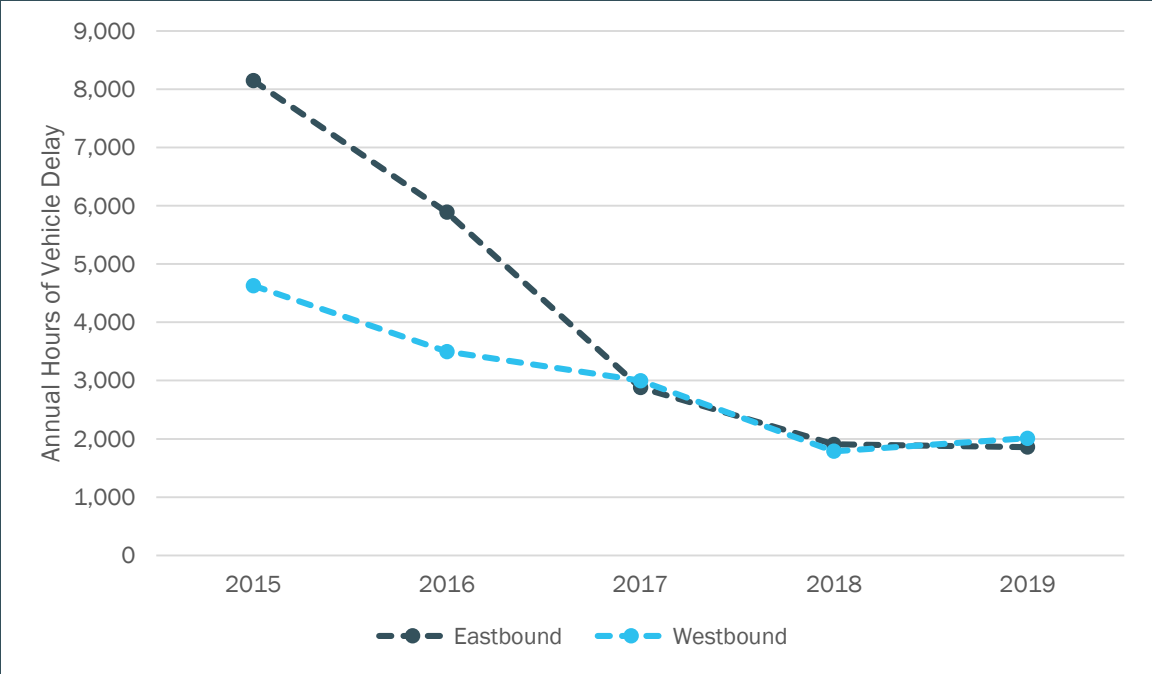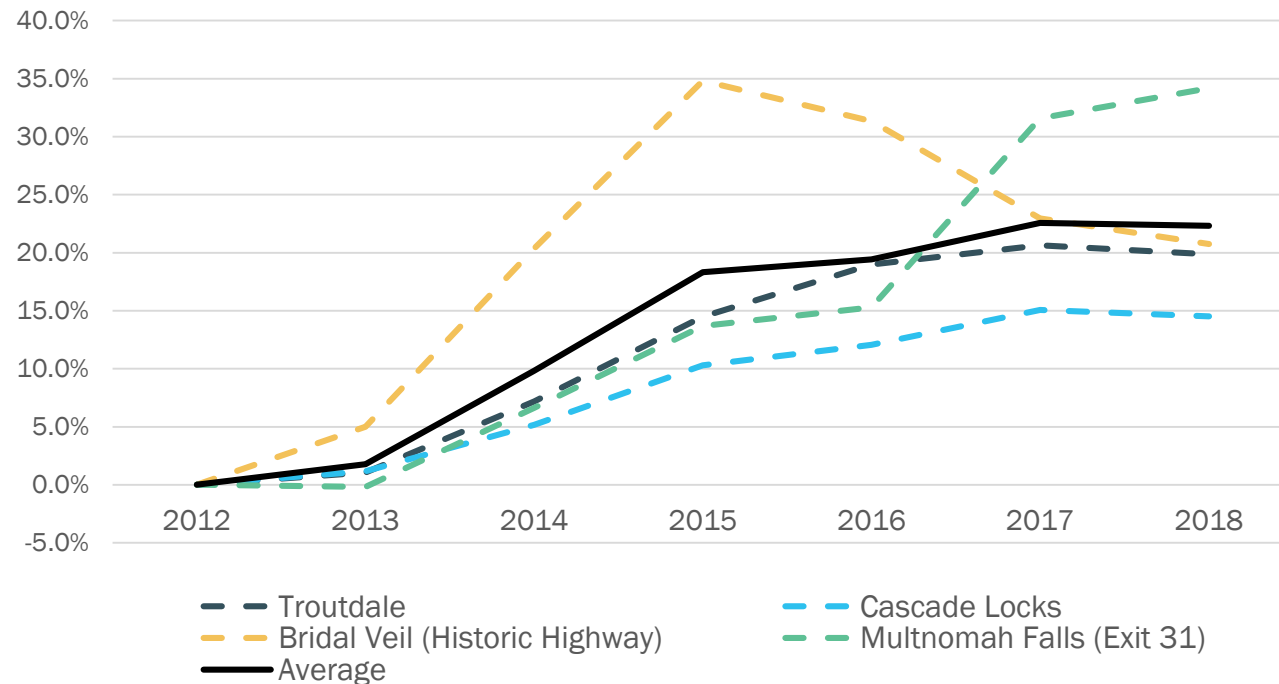**% Change in Average Daily Traffic at Traffic Counters located at and near Multnomah Falls, 2012-2018**

Takeaways

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

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
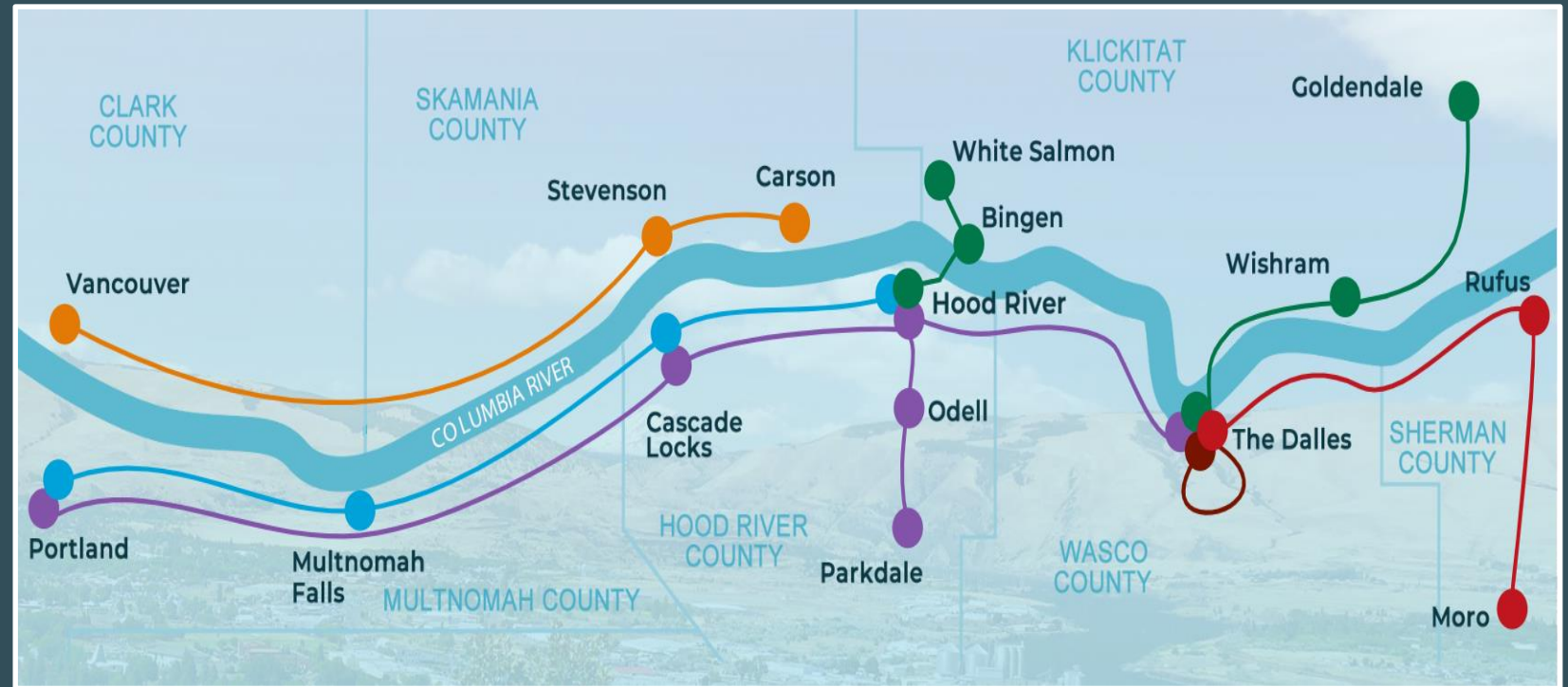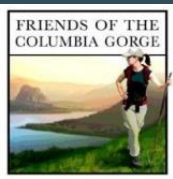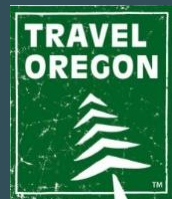
Download the full Report Card at:

https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=CGEI84

Link to Report

CGE and Bikes

- Accommodating cyclists has been a priority since CGE's inception
- Promotes and enables cycling for both recreational and utilitarian purposes
- CGE buses can accommodate up to 3 bikes

CGE and Bikes

Challenges

- Bike racks are filled on a first come first served basis, no reservations
- CGE grant included funds for bike trailers; program owns two 12-bike trailers but the configuration of Gateway Transit Center does not have enough space for bus + trailer setup
- Few easily-accessible biking destinations near CGE stops

CGE and Bikes

Solutions and Opportunities

- Columbia Area Transit can use the CGE bike trailers by establishing a temporary stop on NE 99th Ave for when trailers are attached
- Historic Columbia River Highway State Trail expanded by 3 miles in 2019; when complete there will be 22 miles of car-free trail

Summer 2020

COVID-19 has significantly impacted public transit worldwide
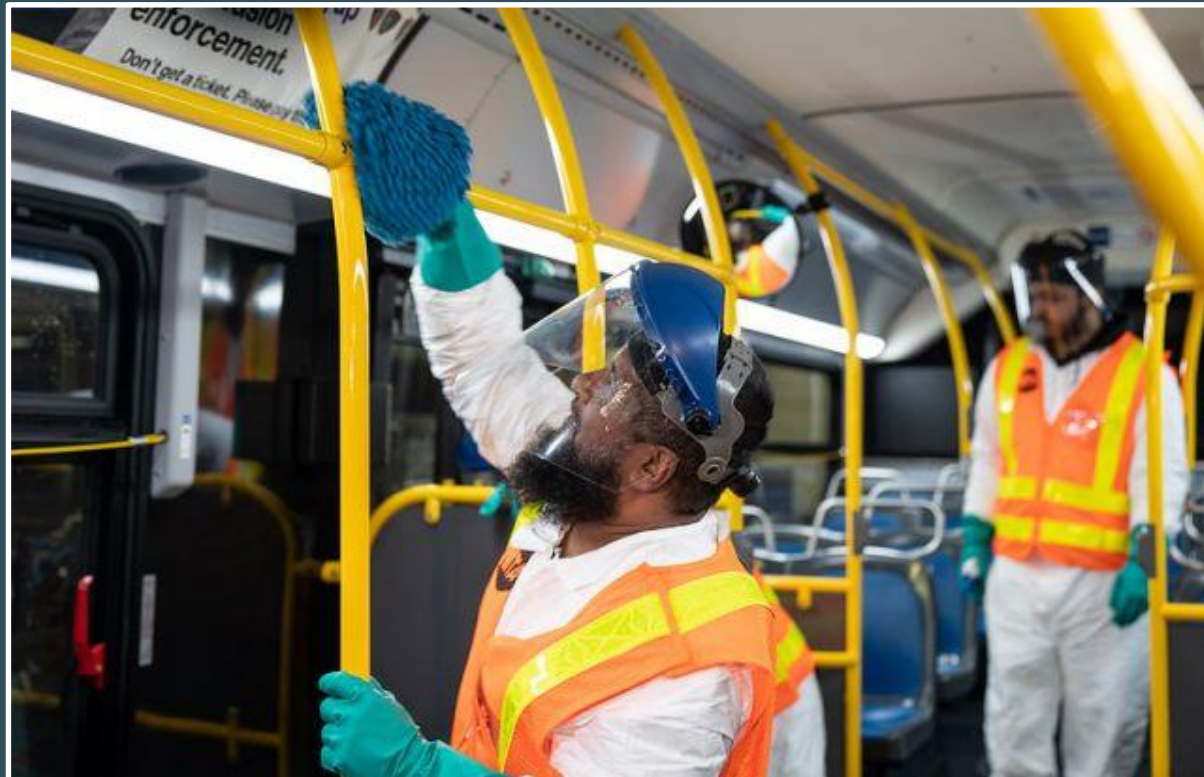
Summer 2020

CAT-run intercity service

- CGE intercity service suspended March 24
- Introduced Dial-A-Ride service on May 11, will expand based on state and county guidelines
- Implementing measures to ensure passenger and driver safety
- Emphasis on essential travel
- Eligible for CARES funding/reimbursement

Summer 2020

ODOT-run Multnomah Falls shuttle

- Forest Service does not yet have plans for reopening Multnomah Falls
- Significant increase in operating costs due to limited capacity and sanitation / staffing
- Purely recreational

And beyond

Ensure transit continues to be seen as a resource in the present, near-term and long-term along the I-84 corridor, serving both critical and recreational needs

Thank you!

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