

ROUTE: 1

Downtown to East Lawrence

Route Type: *Neighborhood*

Funding: *City*

Description: Route 1 serves east and southeast Lawrence. Destinations include Downtown, Hobb's Park, industrial and commercial areas east of Downtown, East Lawrence Rec Center, Douglas County Fairgrounds, Lawrence Community Shelter, and Douglas County Jail.

Key Points of Interest: City Hall, Senior Center, Library, Courthouse, East Lawrence Recreation Center, and Lawrence Community Shelter.

Daily Statistics (2019)



Total Boardings

		City Rank
Weekday	262	6/12
Saturday	176	4/10



Passengers per Hour

		City Rank
Weekday	9.4	8/12
Saturday	6.3	4/10



Passengers per Mile

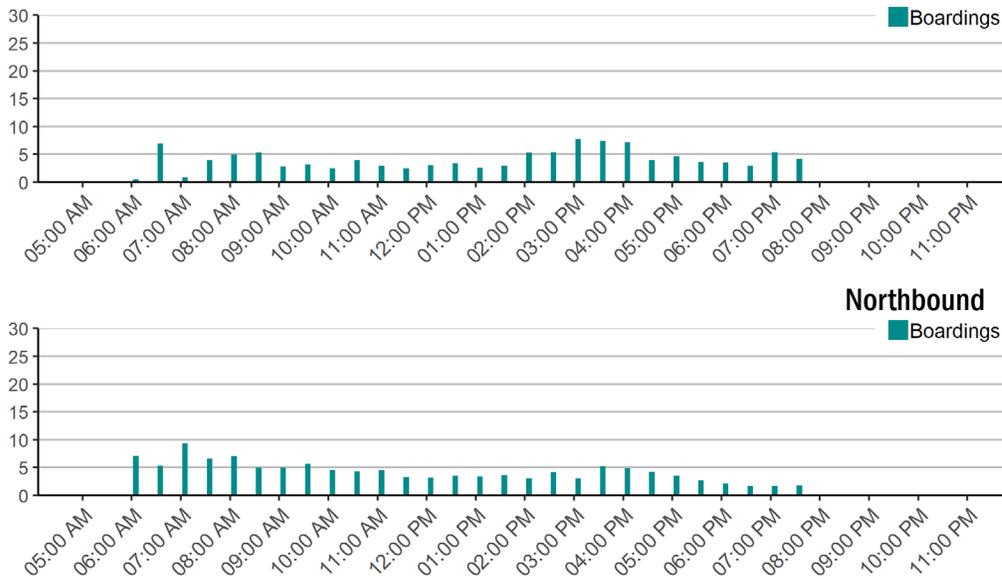
		City Rank
Weekday	1.1	7/12
Saturday	0.71	4/10



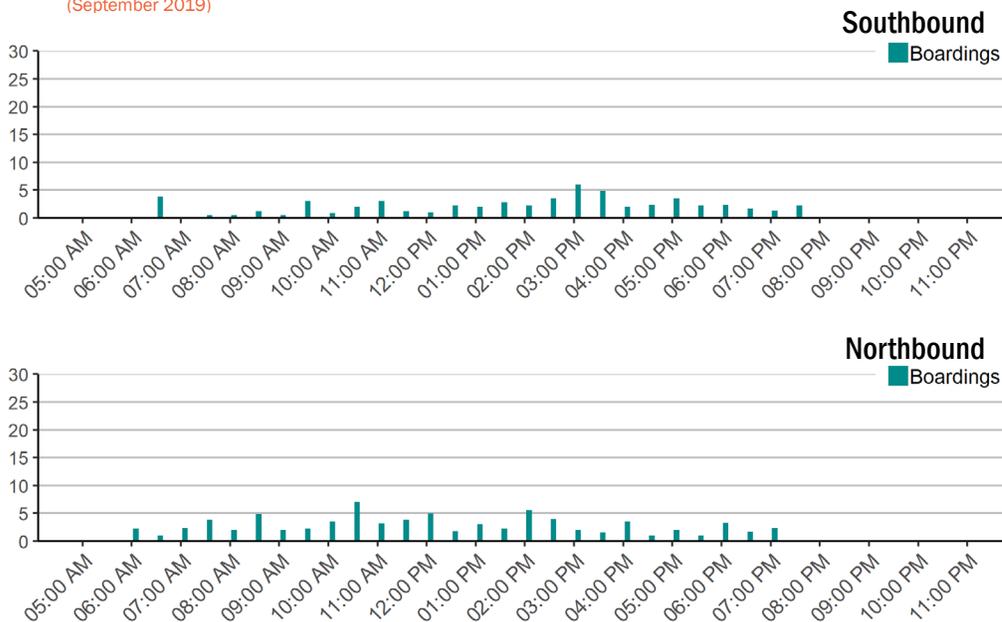
Passengers per Trip

		City Rank
Weekday	4.7	6/12
Saturday	3.1	5/10

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday

Span 6:03 a.m. - 7:57 p.m.

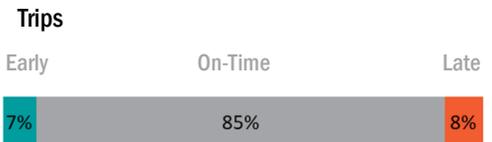
Frequency 30 min (Peak) / 30 min (Off-Peak)

Saturday

Span 6:03 a.m. - 7:57 p.m.

Frequency 30 min (Peak) / 30 min (Off-Peak)

On-Time Performance (2019)



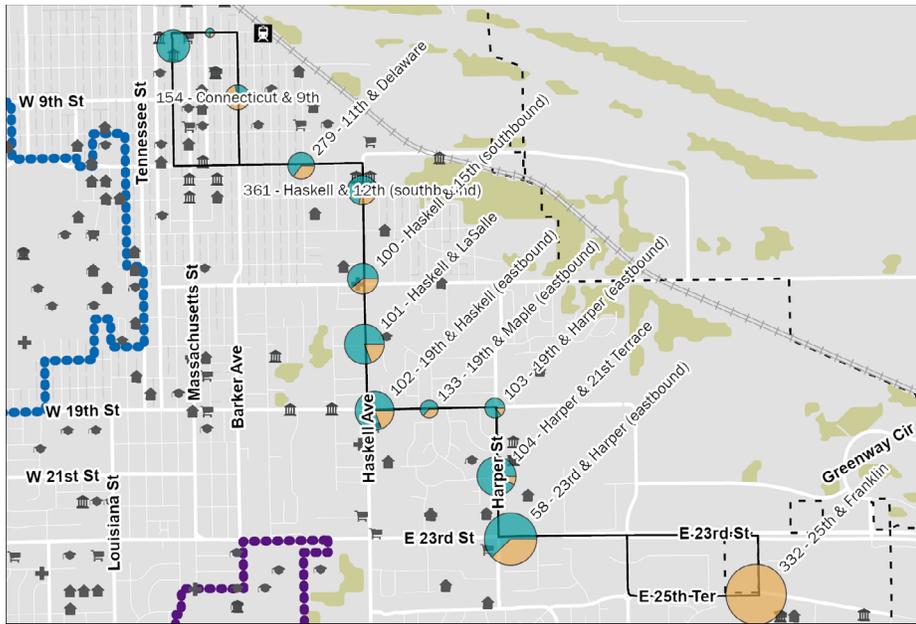
Annual Statistics (2019)

	Actual	City Rank
Revenue Hours	8,535	5/12
Revenue Miles	76,136	7/12
Operating Costs	\$499,518	5/12
Ridership	76,036	6/12



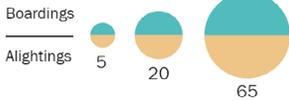
Weekday Ridership by Stop

(September 2019)

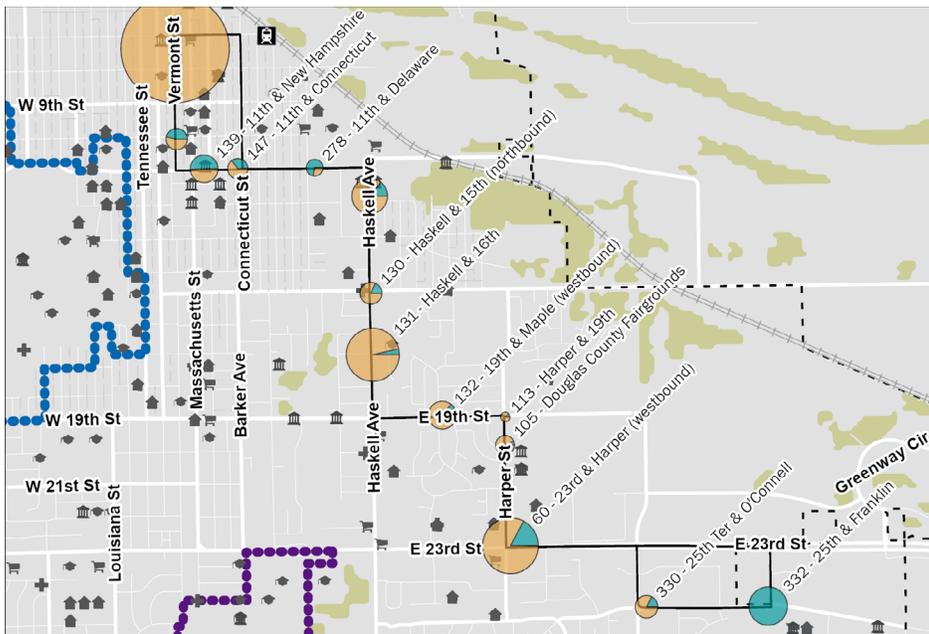


1 Southbound | Average Weekday Ridership

Boardings & Alightings

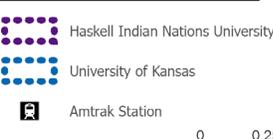
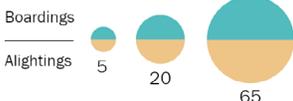


Source: September 2019 APC Data



1 Northbound | Average Weekday Ridership

Boardings & Alightings



Source: September 2019 APC Data



Route Analysis

Strengths

- Provides an important link to Lawrence Community Shelter and Douglas County Jail.
- Relatively high service frequency.
- Fairly direct route.
- Serves several areas of higher-density housing including mobile home parks and multi-family housing communities.
- Strong on-time performance.

Weaknesses

- Fewer than five passengers per trip on most weekday and Saturday trips.
- No Sunday service.
- No direct access to full-service grocery stores.

Opportunities

- Reduce frequency during lower-demand time periods to improve route productivity.
- Modify route to link high-density housing with at least one full service grocery store.
- Replace weekend service with demand response service.

ROUTE:3

Downtown to Lakeview Road

Route Type: *Neighborhood*

Funding: *City*

Description: *Route 3 serves northwest Lawrence. Destinations include Lawrence Memorial Hospital, businesses on Lakeview Road and North Iowa Street, residential areas along Peterson, Kasold, Riverridge, and North Michigan.*

Key Points of Interest: *Library, Senior Services, Public Schools, Apartments, Lawrence Memorial Hospital, Heartland Medical Clinic*

Daily Statistics (2019)



Total Boardings

		City Rank
Weekday	157	8/12
Saturday	67	9/10



Passengers per Hour

		City Rank
Weekday	11.5	6/12
Saturday	4.9	8/10



Passengers per Mile

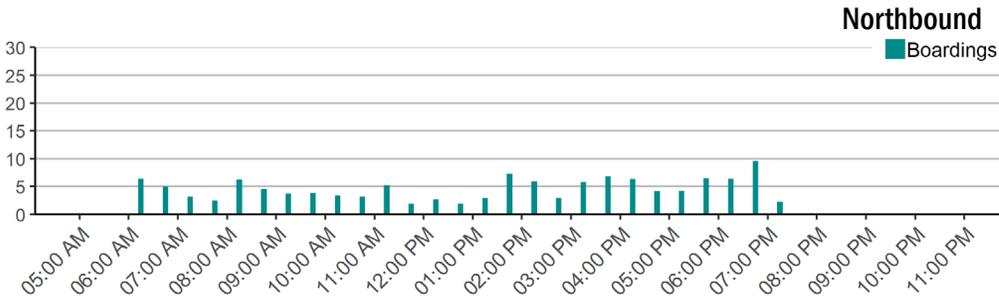
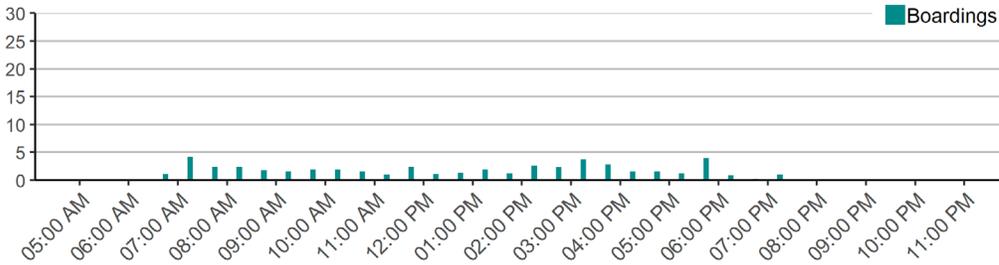
		City Rank
Weekday	0.8	9/12
Saturday	0.34	8/10



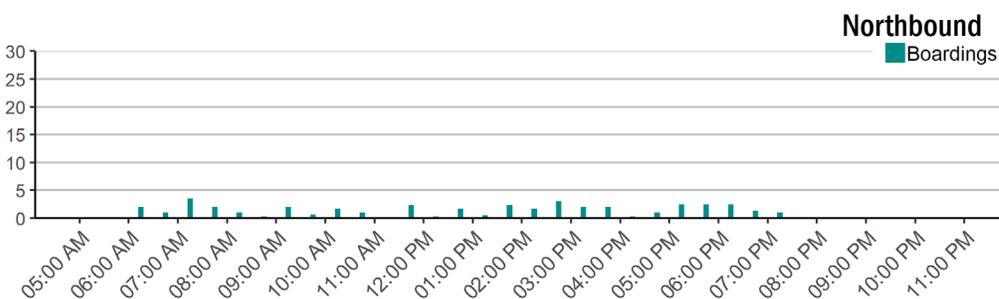
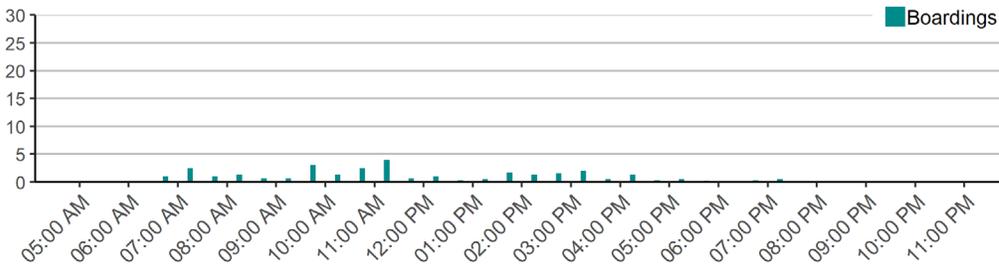
Passengers per Trip

		City Rank
Weekday	2.9	11/12
Saturday	2.4	9/10

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday

Span 6:15 a.m. - 7:45 p.m.

Frequency 30 min (Peak) 30 min (Off-Peak)

Saturday

Span 6:15 a.m. - 7:45 p.m.

Frequency 30 min (Peak) 30 min (Off-Peak)

On-Time Performance (2019)

Trips

Early	On-Time	Late
15%	83%	3%

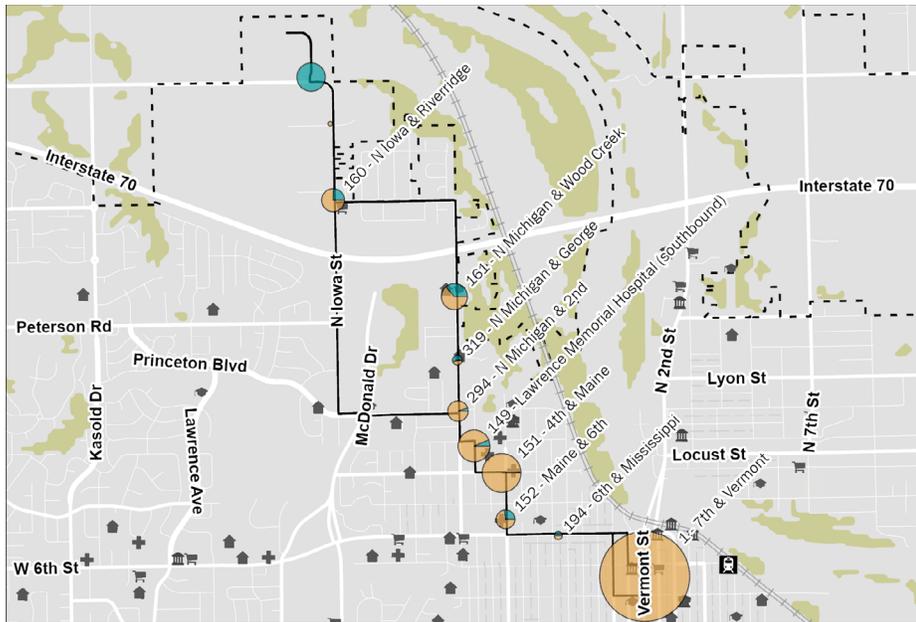
Annual Statistics (2019)

	Actual	City Rank
Revenue Hours	4,175	11/12
Revenue Miles	61,093	10/12
Operating Costs	\$244,368	11/12
Ridership	43,385	8/12



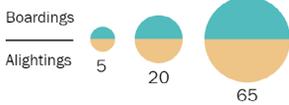
Weekday Ridership by Stop

(September 2019)



3 Southbound | Average Weekday Ridership

Boardings & Alightings



Source: September 2019 APC Data

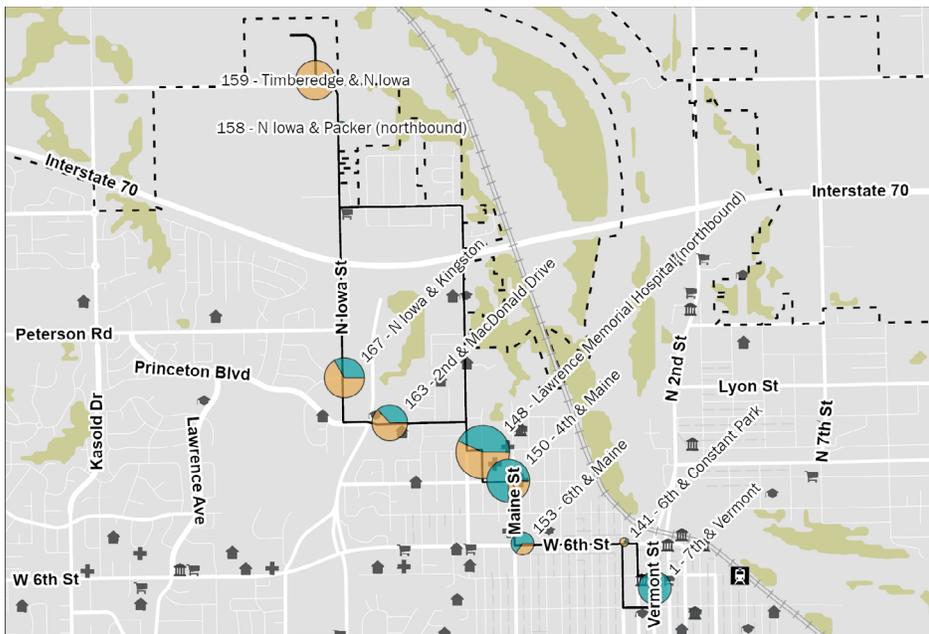
Route Analysis

Strengths

- Provides an important link to Lawrence Memorial Hospital.
- Relatively high service frequency.
- Serves several large distribution centers and areas of higher-density housing including mobile home parks and multi-family housing communities.
- Strong on-time performance.

Weaknesses

- Fewer than five passengers per trip on most weekday and Saturday trips.
- Low ridership north of 2nd Street.
- No Sunday service.
- One-way service only on segments of Iowa Street and Michigan Street.
- No direct access to full-service grocery stores.



3 Northbound | Average Weekday Ridership

Boardings & Alightings



Source: September 2019 APC Data

Opportunities

- Reduce off-peak frequency to improve route productivity.
- Truncate route at Lawrence Memorial Hospital to improve productivity.
- Replace service north of 2nd St. with demand response service.
- Operate service along a consistent alignment in both directions.
- Modify route to link high-density housing with at least one full service grocery store.
- Replace weekend service with demand response service.

ROUTE: 4

North Lawrence to 9th & Iowa

Route Type: *Neighborhood*

Funding: *City*

Description: Route 4 serves North Lawrence and 9th Street. Destinations include Downtown, The Merc, 9th Street, Ballard Community Center, Lyon Street Park, North 2nd and 3rd Street commercial areas, I-70 Business Center, and DMV.

Key Points of Interest: *City Hall, Library, Senior Services, Apartments*

Daily Statistics (2019)



		City Rank
Weekday	121	10/12
Saturday	77	7/10



		City Rank
Weekday	8.6	9/12
Saturday	5.5	6/10

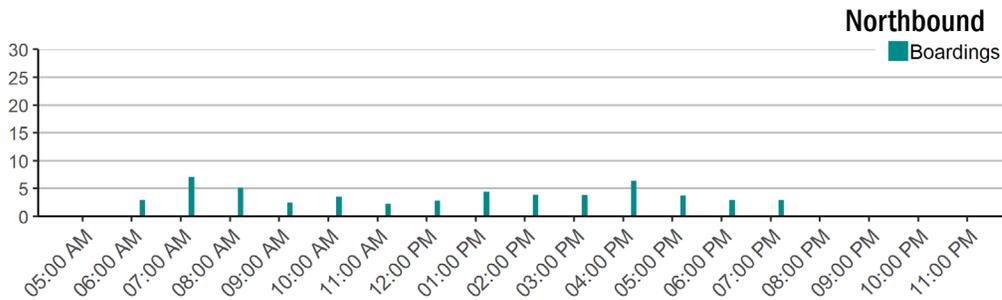
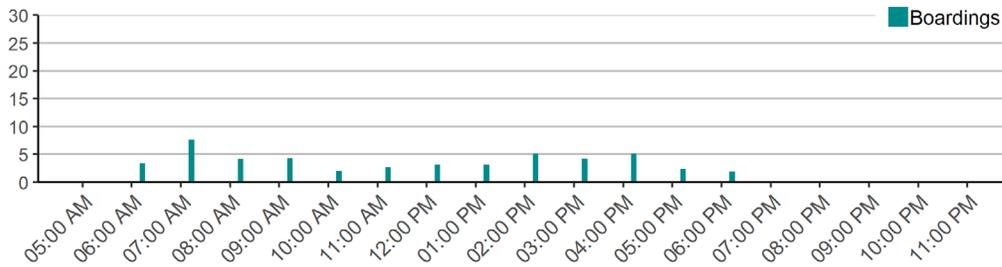


		City Rank
Weekday	0.9	8/12
Saturday	0.58	5/10

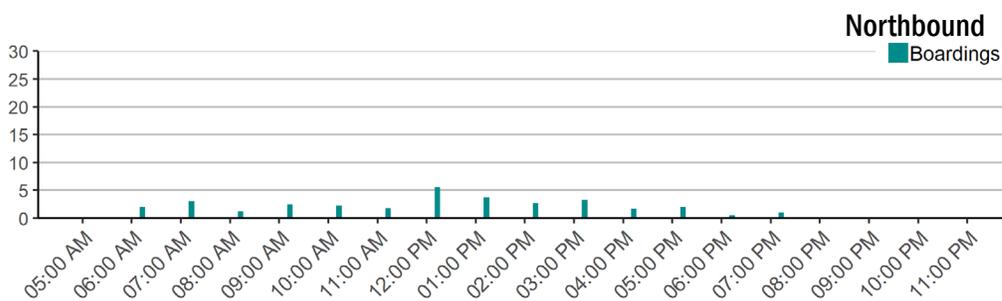
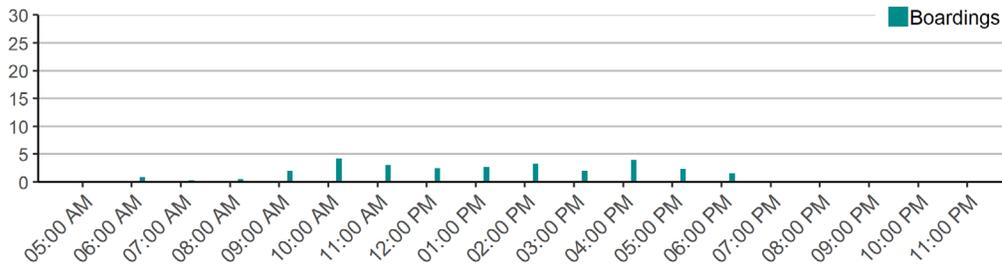


		City Rank
Weekday	4.2	7/12
Saturday	2.6	7/10

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday

Span 6:03 a.m. - 8:00 p.m.

Frequency 60 min Peak 60 min Off-Peak

Saturday

Span 6:03 a.m. - 8:00 p.m.

Frequency 60 min Peak 60 min Off-Peak

On-Time Performance (2019)

Trips

Early	On-Time	Late
11%	87%	1%

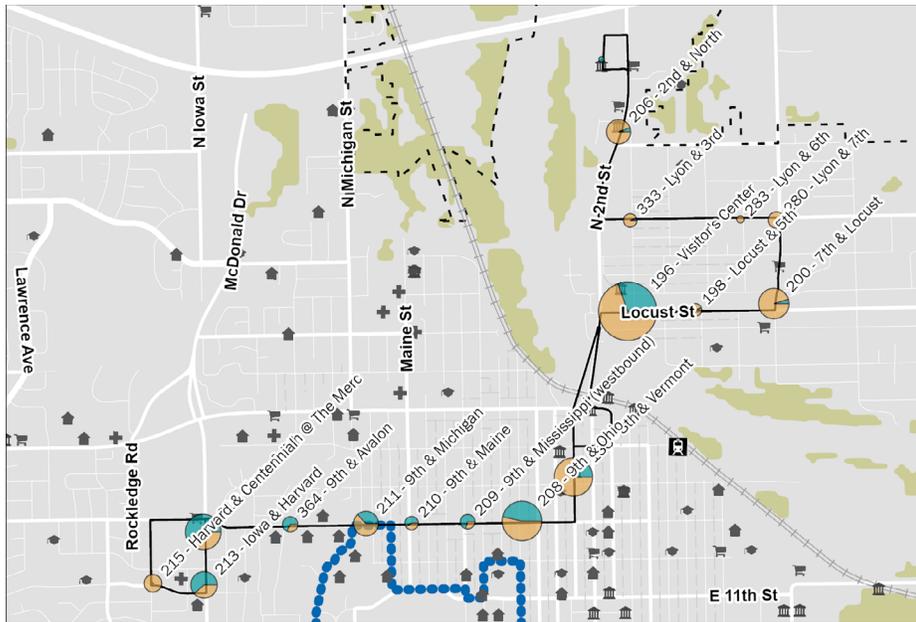
Annual Statistics (2019)

	Actual	City Rank
Revenue Hours	4,298	8/12
Revenue Miles	40,524	11/12
Operating Costs	\$251,556	8/12
Ridership	34,807	9/12



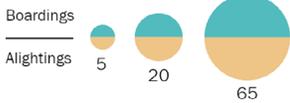
Weekday Ridership by Stop

(September 2019)

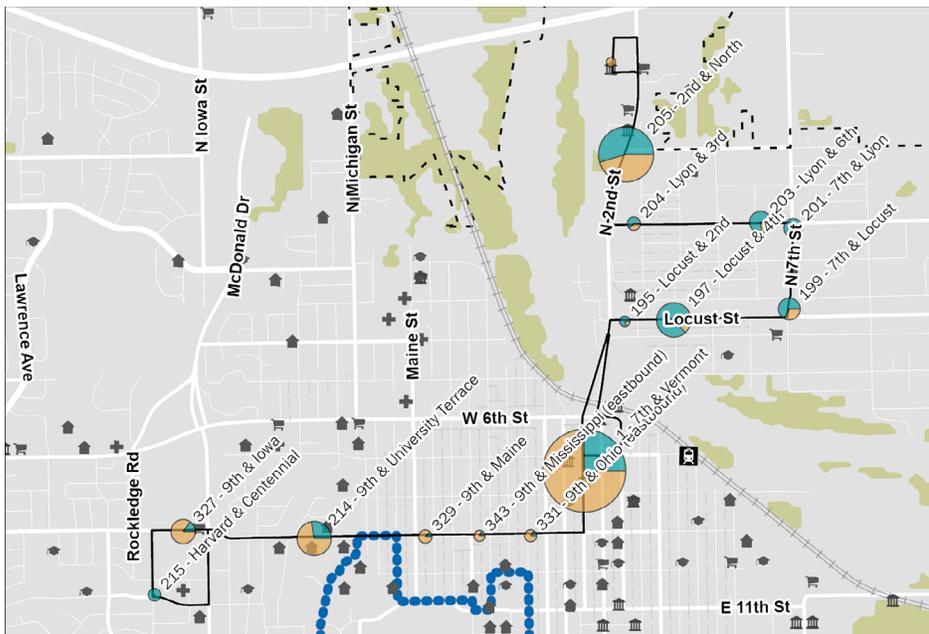


4 Southbound | Average Weekday Ridership

Boardings & Alightings

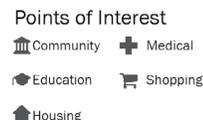
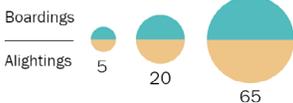


Source: September 2019 APC Data



4 Northbound | Average Weekday Ridership

Boardings & Alightings



Source: September 2019 APC Data



Route Analysis

Strengths

- Provides important transit link for North Lawrence residents.
- Easy-to-remember clockface frequency.
- Provides weekday and Saturday service
- Strong on-time performance.

Weaknesses

- Fewer than five passengers per trip on most weekday and Saturday trips.
- Somewhat circuitous alignment through North Lawrence.
- No Sunday service.

Opportunities

- Replace route with demand response service to improve coverage and productivity.
- Shift service from Lyon to North Street to provide closer access to Riverside mobile home park.

ROUTE: 5

South Iowa to East Hills Business Park

Description: Route 5 serves south and southeast Lawrence. Destinations include Haskell Indian Nations University, commercial areas along 23rd Street, Iowa Street, Venture Park, and East Hills Business Park.

Route Type: Crosstown

Funding: City

Key Points of Interest: Library, Haskell Indian Nations University, Apartments, Haskell Indian Health Center, Grocery Stores

Daily Statistics (2019)



		City Rank
Weekday	196	7/12
Saturday	139	6/10



		City Rank
Weekday	7	10/12
Saturday	5	7/10

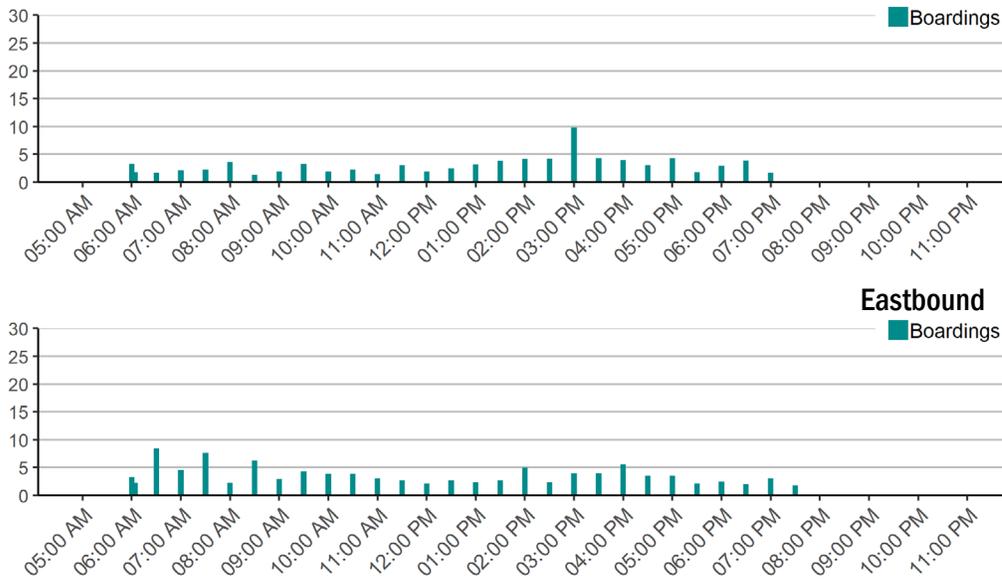


		City Rank
Weekday	0.5	10/12
Saturday	0.37	7/10

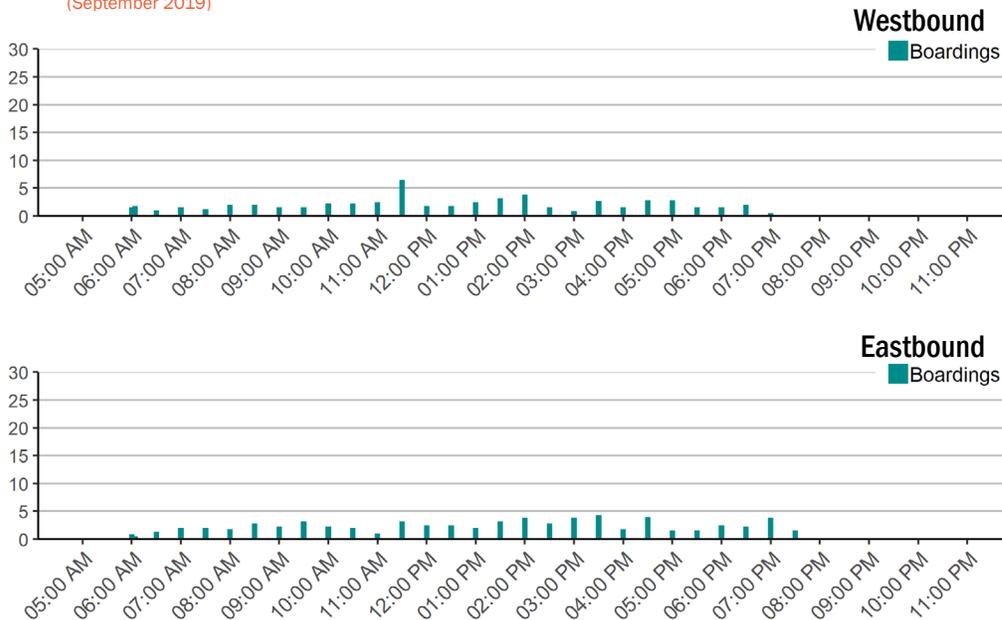


		City Rank
Weekday	3.5	9/12
Saturday	2.5	8/10

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday

Span 6:00 a.m. - 8:00 p.m.

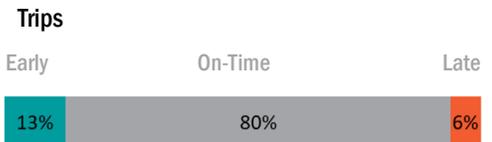
Frequency 30 min (Peak) 30 min (Off-Peak)

Saturday

Span 6:00 a.m. - 8:00 p.m.

Frequency 30 min (Peak) 30 min (Off-Peak)

On-Time Performance (2019)



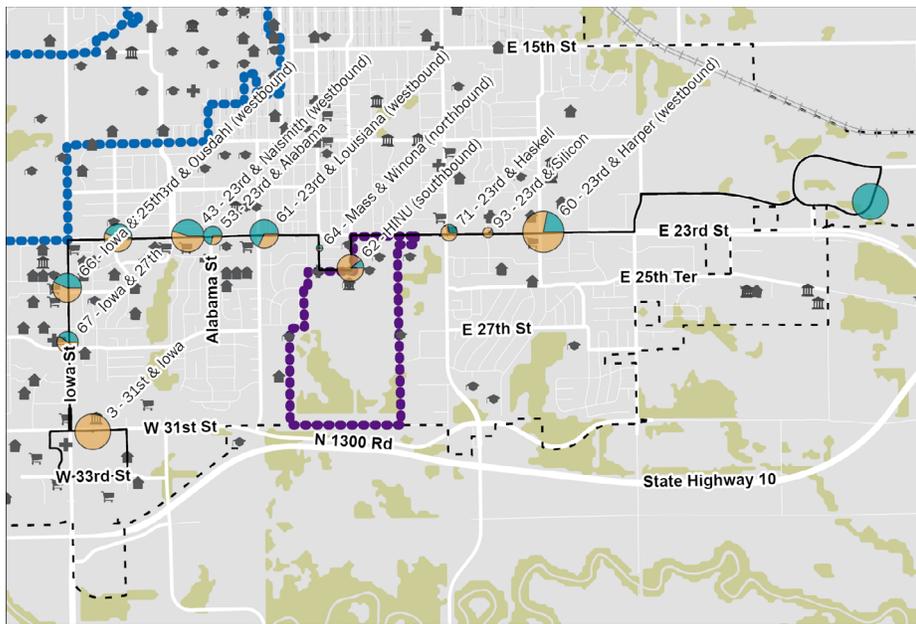
Annual Statistics (2019)

	Actual	City Rank
Revenue Hours	8,565	2/12
Revenue Miles	114,511	2/12
Operating Costs	\$501,315	2/12
Ridership	57,086	7/12



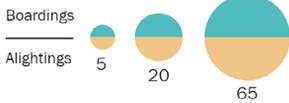
Weekday Ridership by Stop

(September 2019)

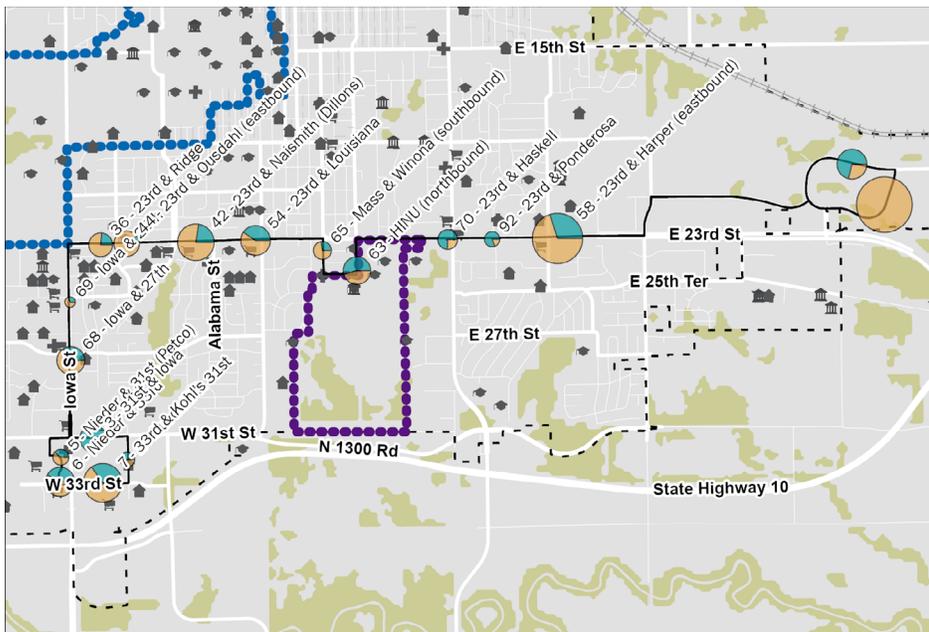
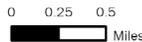


5 Westbound | Average Weekday Ridership

Boardings & Alightings

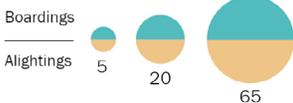


Source: September 2019 APC Data



5 Eastbound | Average Weekday Ridership

Boardings & Alightings



Source: September 2019 APC Data



Route Analysis

Strengths

- Provides cross-town service between East Hills Business Park and the Iowa Street corridor, south of 23rd Street.
- Direct alignment with few deviations.
- Connects HINU to retail and grocery destinations
- Easy-to-remember clockface frequency and relatively frequent service.
- Offers weekday and Saturday service
- Strong on-time performance.

Weaknesses

- Low ridership and productivity relative to the transit potential and transit need of areas served.
- Not anchored at major transfer hubs like KU and downtown Lawrence, making transfer opportunities somewhat unpredictable.
- Some redundancy with other routes, including Route 7 and Route 15.
- Potentially challenging environment for pedestrians due to wide right-of-way along 23rd St., lack of passenger amenities, and distance between trip generators (apartments) and transit corridor.

Opportunities

- Split route into two routes, with each serving a mix of ridership generators and anchored at a major transfer hub like KU or downtown Lawrence. For example, one route could serve the East Hills Business Park, HINU, Dillons on Massachusetts St. and downtown Lawrence.
- Consider replacing fixed-route service in southeast Lawrence with demand response service to better align with the area's auto-oriented land-use and built environment.

ROUTE: 6

Downtown to Rock Chalk Park

Description: Route 6 serves the 6th Street corridor and the hospital. Destinations along this route include Downtown, Free State High School, and commercial areas along 6th, and Rock Chalk Park.

Route Type: Crosstown

Funding: City

Key Points of Interest: Apartments, Lawrence Memorial Hospital, Farmers Market

Daily Statistics (2019)



		City Rank
Weekday	348	5/12
Saturday	239	3/10



		City Rank
Weekday	12.9	5/12
Saturday	8.8	3/10



		City Rank
Weekday	1.2	6/12
Saturday	0.81	3/10



		City Rank
Weekday	6.4	5/12
Saturday	4.4	4/10

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday

Span 6:03 a.m. - 7:54 p.m.

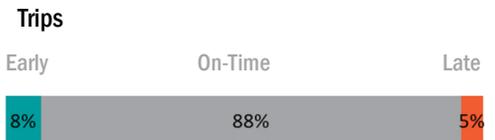
Frequency 30 min (Peak) / 30 min (Off-Peak)

Saturday

Span 6:03 a.m. - 7:54 p.m.

Frequency 30 min (Peak) / 30 min (Off-Peak)

On-Time Performance (2019)



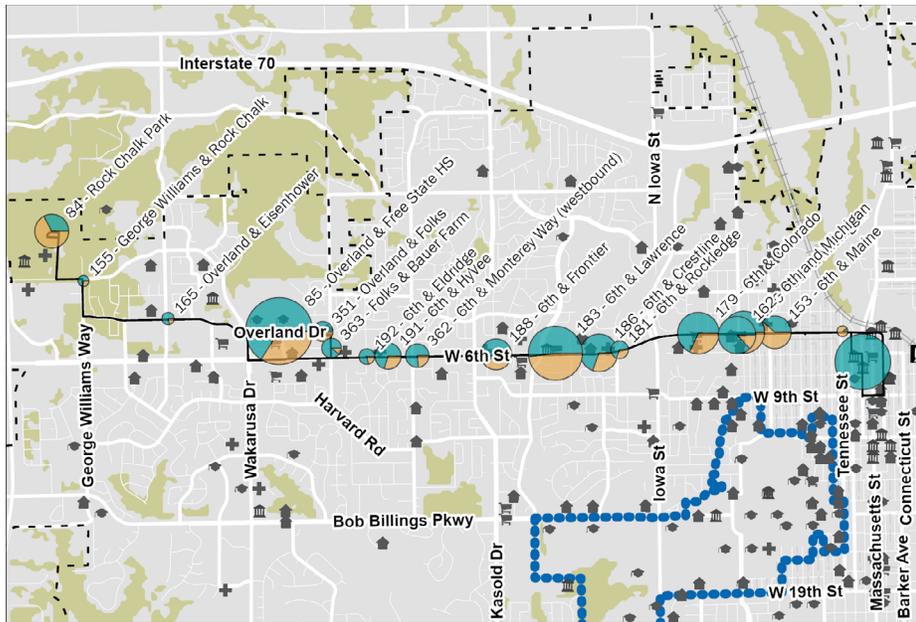
Annual Statistics (2019)

	Actual	City Rank
Revenue Hours	8,289	6/12
Revenue Miles	90,872	5/12
Operating Costs	\$485,143	6/12
Ridership	101,179	5/12



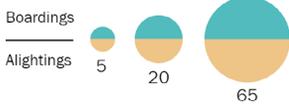
Weekday Ridership by Stop

(September 2019)



6 Westbound | Average Weekday Ridership

Boardings & Alightings



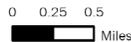
University of Kansas

Amtrak Station

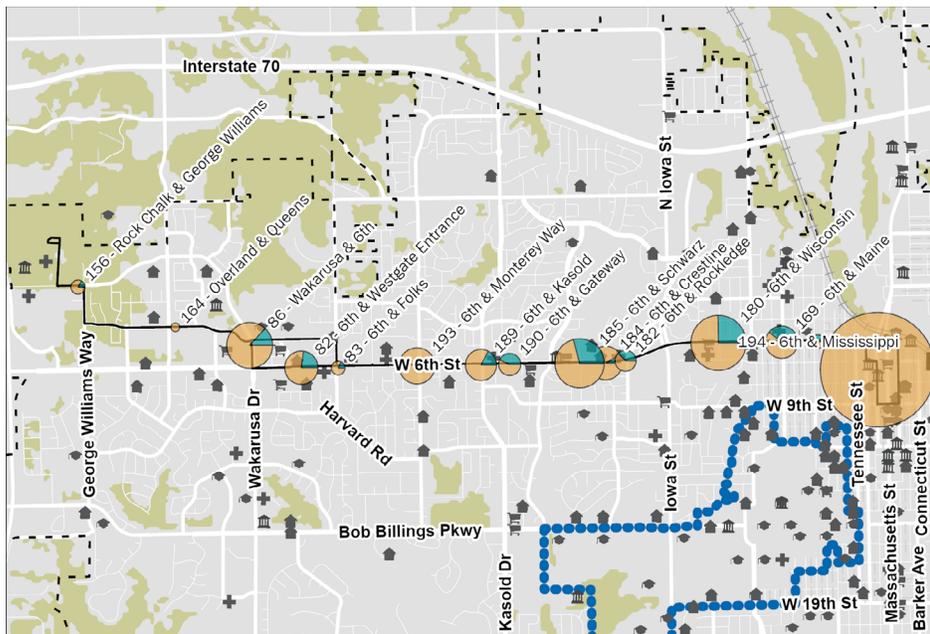
Amtrak

Points of Interest

- Community
- Medical
- Education
- Shopping
- Housing

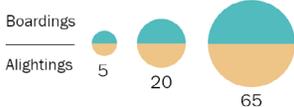


Source: September 2019 APC Data



6 Eastbound | Average Weekday Ridership

Boardings & Alightings



University of Kansas

Amtrak Station

Amtrak

Points of Interest

- Community
- Medical
- Education
- Shopping
- Housing



Source: September 2019 APC Data

Route Analysis

Strengths

- Provides important transit link to northwest Lawrence, including LMH Health West
- Fairly direct alignment with few deviations.
- Easy-to-remember clockface frequency and relatively frequent service.
- Multiple transfer opportunities available in downtown Lawrence.

Weaknesses

- Low ridership west of Wakarusa Dr.
- Long distance between stops west of Wakarusa Dr.
- One way service along parts of Overland Dr. and W. 6th St., forcing out-of-direction travel or long walk distances to/from bus stops.

Opportunities

- Truncate route at Wakarusa Dr. or Congressional Dr. to reduce unproductive service.
- Shift Rock Chalk Park service to another route with direct service to KU.
- Add stops west of Wakarusa to make service more accessible.
- Operate along a single consistent alignment west of Folks Rd. to reduce out-of-direction travel.
- Consider replacing fixed-route service west of Wakarusa Dr. with demand response service to better align with the area's auto-oriented land-use and built environment.

ROUTE: 7

Downtown to South Iowa

Route Type: Crosstown

Funding: City

Description: Route 7 serves central and south-central Lawrence. Destinations include Downtown, South Park, Central Middle School, Babcock Place, Lawrence High, South Middle School, Holcom Park, and commercial area at 31st & Iowa.

Key Points of Interest: County Administration, Library, Motor Vehicle Registration, Senior Services, Apartments, Grocery Stores

Daily Statistics (2019)



Total Boardings

		City Rank
Weekday	421	4/12
Saturday	319	2/10



Passengers per Hour

		City Rank
Weekday	15.1	4/12
Saturday	11.4	2/10



Passengers per Mile

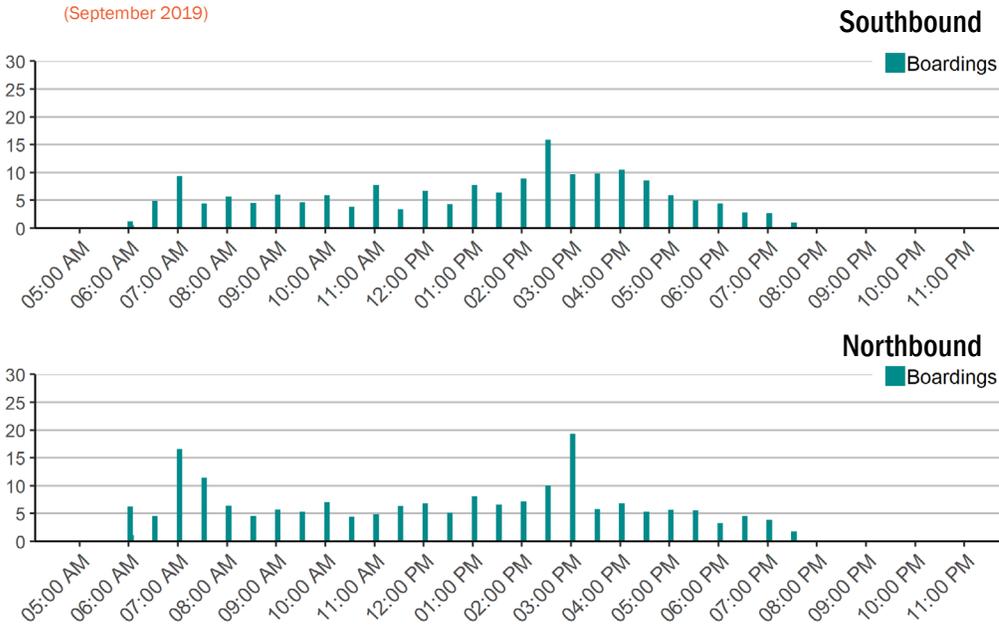
		City Rank
Weekday	1.4	3/12
Saturday	1.08	2/10



Passengers per Trip

		City Rank
Weekday	7.5	4/12
Saturday	5.7	2/10

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday

Span 6:02 a.m. - 8:00 p.m.

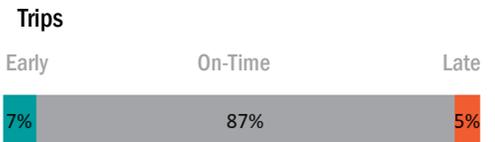
Frequency 30 min (Peak) 30 min (Off-Peak)

Saturday

Span 6:02 a.m. - 8:00 p.m.

Frequency 30 min (Peak) 30 min (Off-Peak)

On-Time Performance (2019)



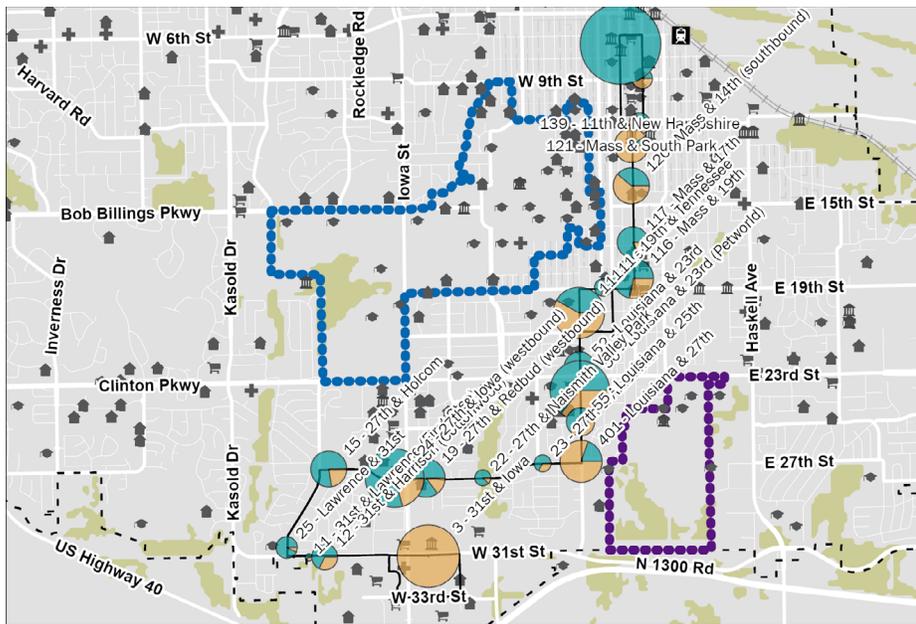
Annual Statistics (2019)

	Actual	City Rank
Revenue Hours	8,565	2/12
Revenue Miles	90,872	5/12
Operating Costs	\$501,315	2/12
Ridership	123,989	4/12



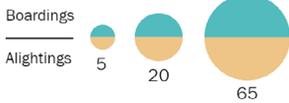
Weekday Ridership by Stop

(September 2019)

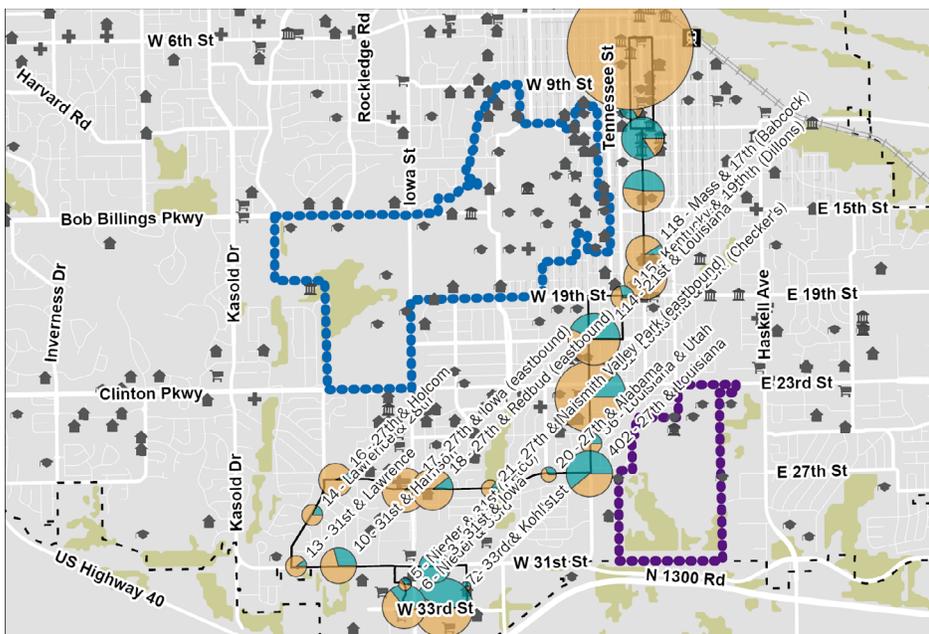
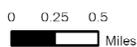


7 Southbound | Average Weekday Ridership

Boardings & Alightings

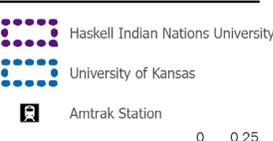
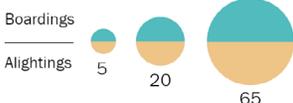


Source: September 2019 APC Data



7 Northbound | Average Weekday Ridership

Boardings & Alightings



Source: September 2019 APC Data



Route Analysis

Strengths

- Destination-rich route with service to Lawrence High School and several large grocery stores and retail centers.
- Strong ridership on several trips, especially during school commute times and on Saturdays.
- Relatively frequent service.
- Strong on-time performance.

Weaknesses

- No Sunday service.
- Inconsistent alignment between northbound and southbound trips near Lawrence High School.
- Low ridership west of Iowa Street.

Opportunities

- Reduce frequency during lower-demand time periods to improve route productivity.
- Add Sunday service, based on relatively high demand on Saturdays.
- Operate along consistent alignment in both directions near Lawrence High School
- Replace service west of Iowa St. with demand response service.
- Consider shifting service from Massachusetts St. to Haskell Ave. to balance destination-rich route with high concentration of multi-family housing.

ROUTE: 9

South Iowa to 6th & Wakarusa

Route Type: Crosstown

Funding: City

Description: Route 9 serves west and southwest Lawrence, connecting 6th & Wakarusa to 31st & Iowa. Destinations include Free State High, Southwest Middle School, Sunflower Elementary, LMH South, and commercial areas at 6th & Wakarusa, Bob Billings & Wakarusa, Clinton & Kasold, and 31st & Iowa.

Key Points of Interest: Social Security Administration, Apartments, VA Clinic, Grocery Stores, Shopping

Daily Statistics (2019)



		City Rank
Weekday	81	12/12
Saturday	67	8/10



		City Rank
Weekday	5.8	12/12
Saturday	4.8	9/10

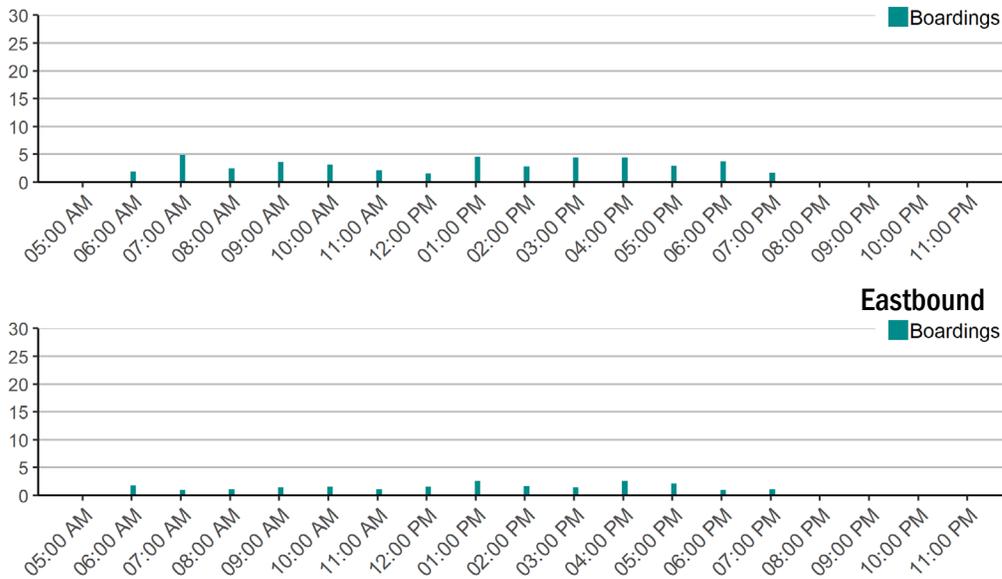


		City Rank
Weekday	0.4	12/12
Saturday	0.31	9/10

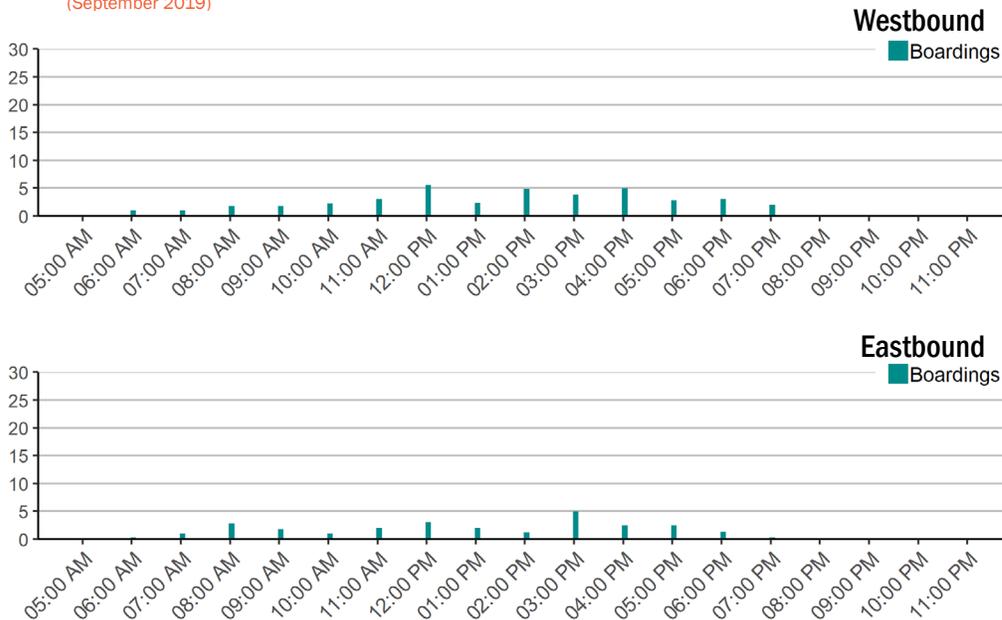


		City Rank
Weekday	2.9	12/12
Saturday	4.8	3/10

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday

Span 6:02 a.m. - 7:57 p.m.

Frequency 60 min Peak 60 min Off-Peak

Saturday

Span 6:02 a.m. - 7:57 p.m.

Frequency 60 min Peak 60 min Off-Peak

On-Time Performance (2019)

Trips



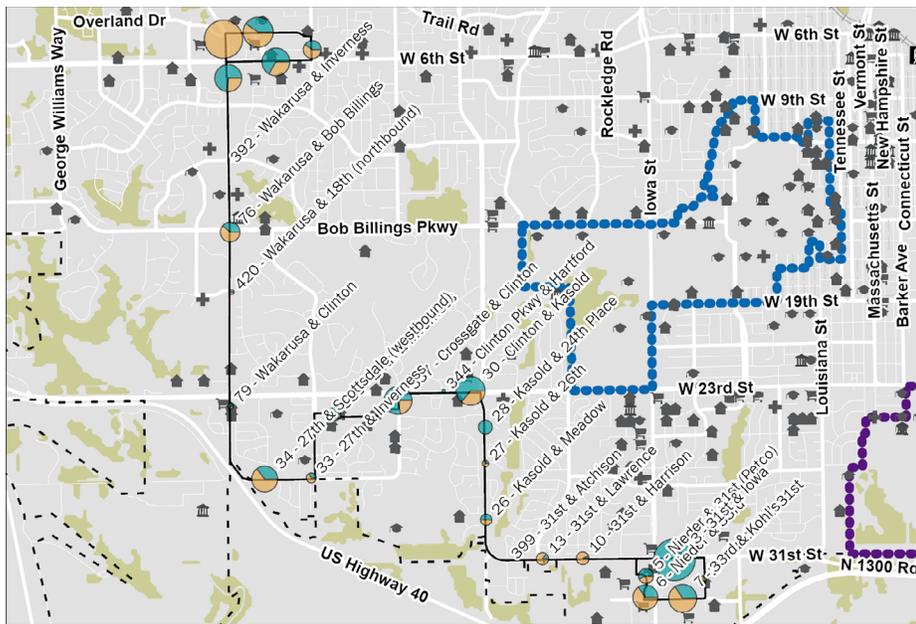
Annual Statistics (2019)

	Actual	City Rank
Revenue Hours	4,298	8/12
Revenue Miles	65,084	8/12
Operating Costs	\$251,556	8/12
Ridership	24,038	10/12

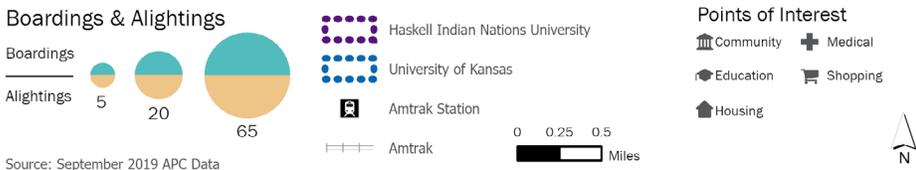


Weekday Ridership by Stop

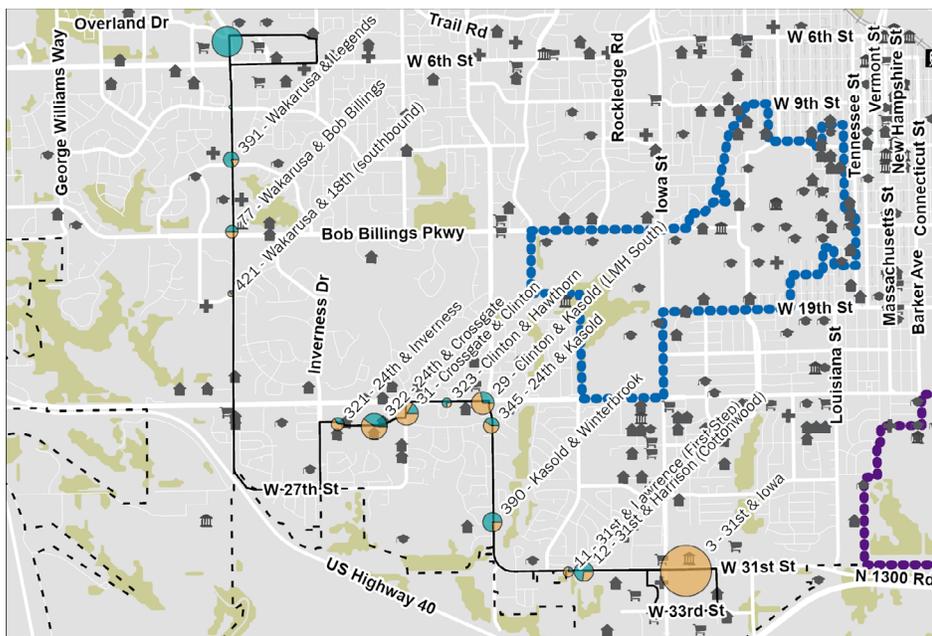
(September 2019)



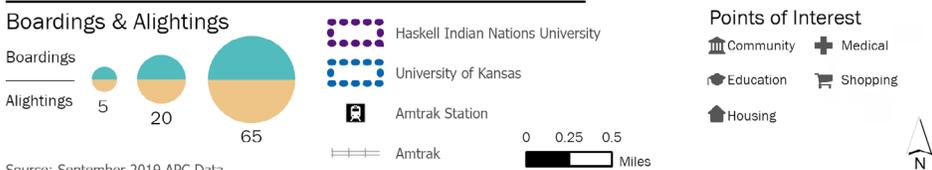
9 Westbound | Average Weekday Ridership



Source: September 2019 APC Data



9 Eastbound | Average Weekday Ridership



Source: September 2019 APC Data

Route Analysis

Strengths

- Provides cross-town service between northwest Lawrence and south Lawrence.
- Provides access to both the Social Security Administration and VA Clinic on Wakarusa Dr.
- Easy-to-remember clockface frequency.
- Provides weekday and Saturday service
- Strong on-time performance.

Weaknesses

- Fewer than five passengers per trip on most weekday and Saturday trips.
- Low ridership at most stops other than route termini.
- Some redundancy with other routes, including Route 10 and Route 29.
- Inconsistent alignment between eastbound and westbound trips between Wakarusa Dr. and Inverness Dr.
- Not anchored at major transfer hubs like KU and downtown Lawrence, making transfer opportunities somewhat unpredictable.

Opportunities

- Operate along consistent alignment in both directions between Wakarusa Dr. and Inverness Dr.
- Reduce redundancy with other routes and link to new Bob Billings transit hub by operating along Kasold Dr., north of Clinton Pkwy.
- Replace route with demand response service to reduce redundancy with better performing routes and to expand service coverage in west Lawrence.

ROUTE: 10

Downtown to 6th & Wakarusa

Route Type: Crosstown

Funding: City

Description: Route 10 serves west and central Lawrence, connecting 6th & Wakarusa to Downtown via the KU campus. Destinations include Downtown, Free State High, commercial areas at 6th & Wakarusa and Bob Billings and Wakarusa, Bob Billings, and KU.

Key Points of Interest: County Administration, Library, Motor Vehicle Registration, Social Security Administration, KU, Apartments, VA Clinic, Farmers Market

Daily Statistics (2019)



Total Boardings

		City Rank
Weekday	501	3/12
Saturday	154	5/10



Passengers per Hour

	City Rank
Weekday	18 (3/12)
Saturday	5.5 (5/10)



Passengers per Mile

	City Rank
Weekday	1.4 (4/12)
Saturday	0.43 (6/10)



Passengers per Trip

	City Rank
Weekday	9 (2/12)
Saturday	2.7 (6/10)



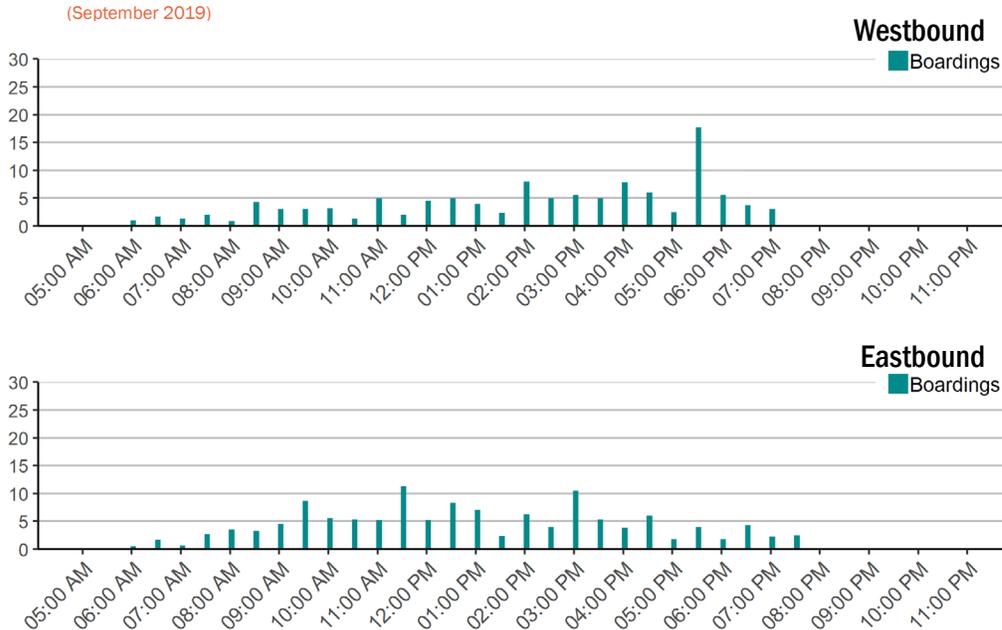
Weekday Ridership by Trip

(September 2019)



Saturday Ridership by Trip

(September 2019)



Operating Characteristics

Weekday

Span 6:02 a.m. - 8:00 p.m.

Frequency 30 min (Peak) 30 min (Off-Peak)

Saturday

Span 6:02 a.m. - 8:00 p.m.

Frequency 30 min (Peak) 30 min (Off-Peak)

On-Time Performance (2019)

Trips

Early	On-Time	Late
10%	79%	11%

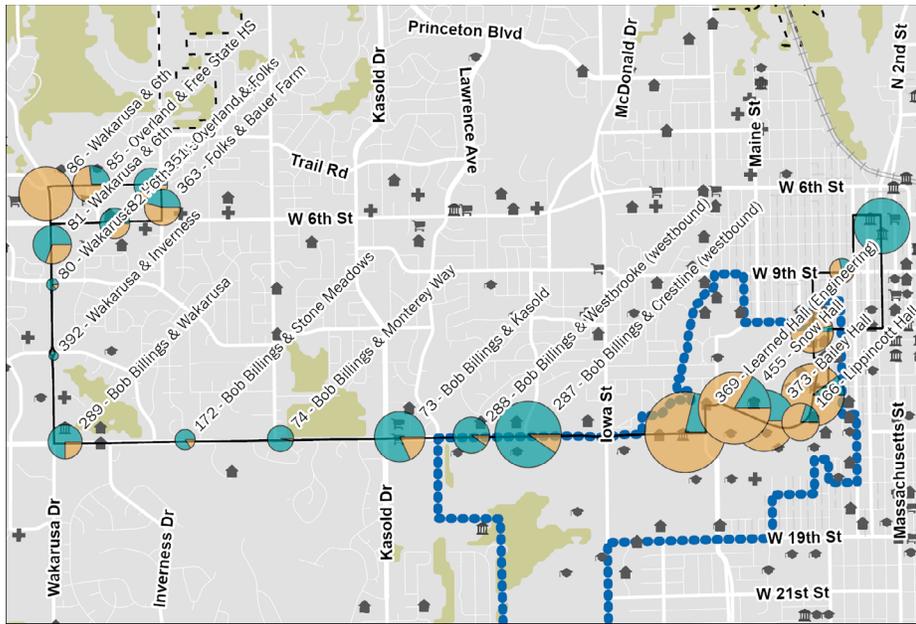
Annual Statistics (2019)

	Actual	City Rank
Revenue Hours	8,565	2/12
Revenue Miles	109,906	3/12
Operating Costs	\$501,315	2/12
Ridership	135,838	3/12

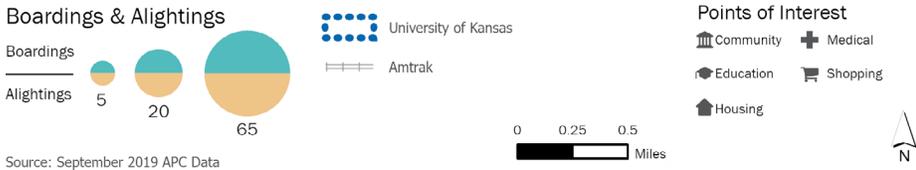


Weekday Ridership by Stop

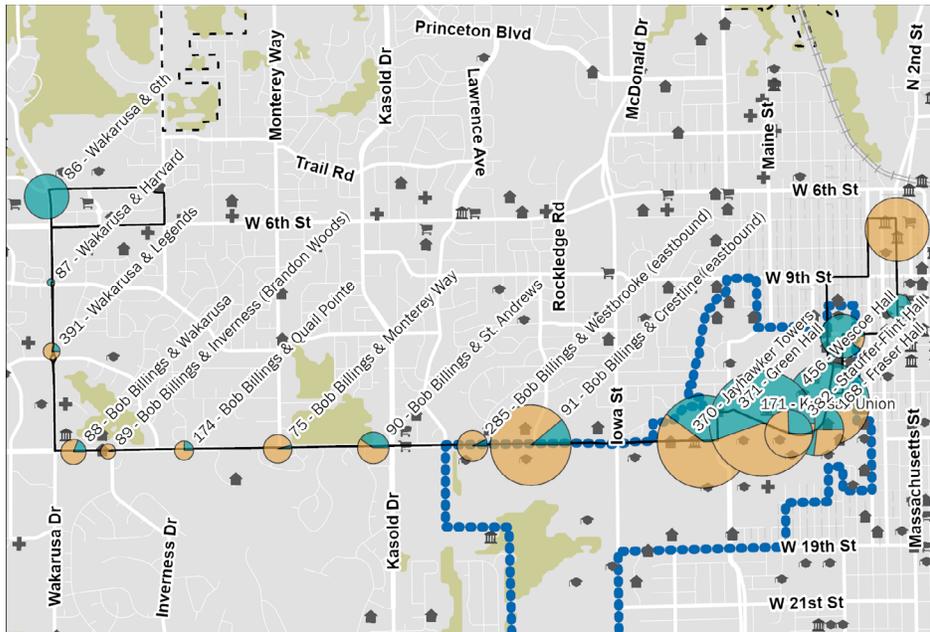
(September 2019)



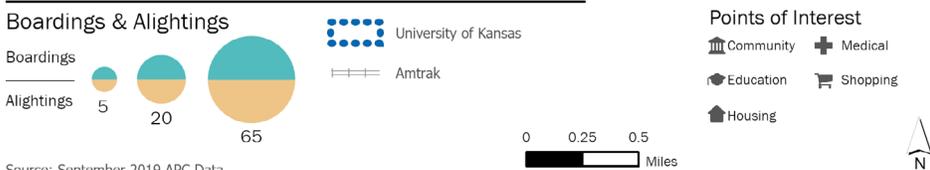
10 Westbound | Average Weekday Ridership



Source: September 2019 APC Data



10 Eastbound | Average Weekday Ridership



Source: September 2019 APC Data

Route Analysis

Strengths

- Generally strong ridership and productivity on weekdays.
- Strong anchors at KU and downtown Lawrence with many transfer opportunities.
- Relatively frequent service and easy-to-remember clockface frequency.

Weaknesses

- Relatively low Saturday ridership.
- Route ends short of Rock Chalk Park, forcing a transfer for passengers traveling to the sports complex from KU.
- Low ridership at most stops west Kasold Dr.
- Fairly large one-way loop through downtown Lawrence.

Opportunities

- Simplify alignment through downtown Lawrence by operating inbound and outbound service along the same alignment or within close proximity of one another.
- Extend service to Rock Chalk Park to facilitate a one-seat ride between the sports complex and KU.
- Reduce Saturday service frequency or replace the route with demand response service to improve productivity.

ROUTE: 11

South Iowa to KU to Downtown

Route Type: Crosstown

Funding: Coordinated

Description: Route 11 serves central and south-central Lawrence, crossing the KU campus. Destinations include East Lawrence, Downtown, Jayhawk Boulevard, Naismith Drive, and residential and commercial areas south of 23rd Street.

Key Points of Interest: County Administration, Motor Vehicle Registration, Library, Senior Services, KU, Apartments, Grocery Stores

Daily Statistics (2019)



Total Boardings



Passengers per Hour



Passengers per Mile

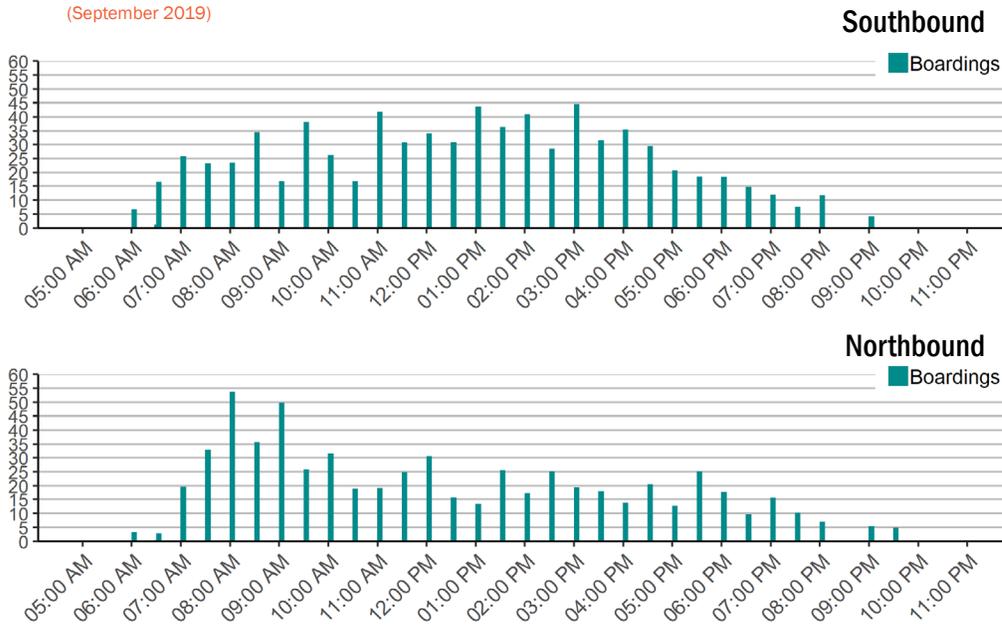


Passengers per Trip

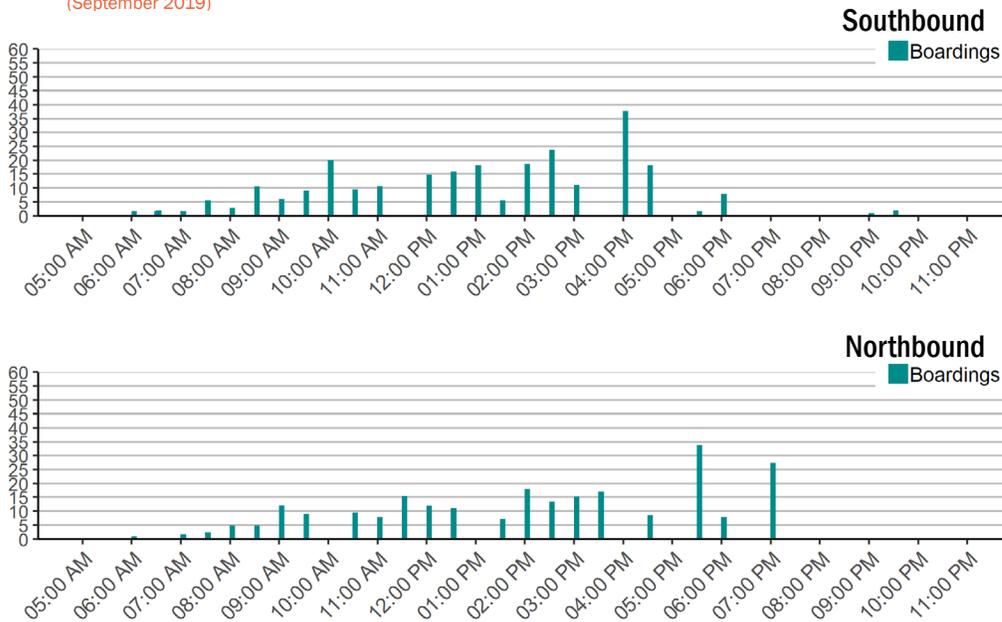
	Total Boardings	City Rank	KU Rank	Passengers per Hour	City Rank	KU Rank	Passengers per Mile	City Rank	KU Rank	Passengers per Trip	City Rank	KU Rank
Weekday	946	1/12	5/10	24.5	2/12	8/10	2.5	1/12	7/10	14.8	1/12	3/10
Saturday	474	1/10	1/2	13.6	1/10	1/2	1.25	1/10	1/2	26.3	1/10	1/2



Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday

Span 6:03 a.m. – 10:33 p.m.

Frequency 30 min Peak 30 min Off-Peak

Saturday

Span 6:31 a.m. – 7:52 p.m.

Frequency 30 min Peak 60 min Off-Peak

On-Time Performance (2019)

Trips



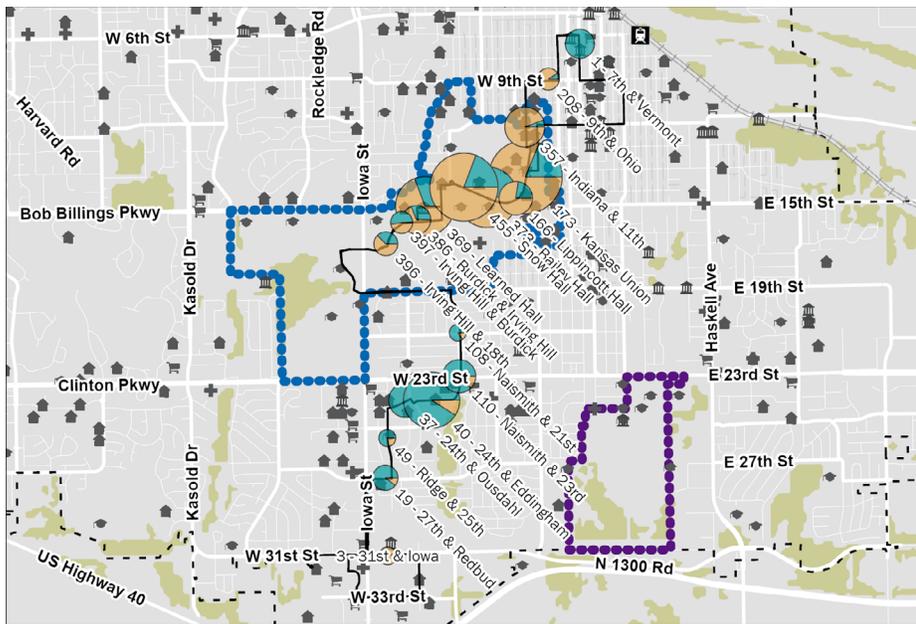
Annual Statistics (2019)

	Actual	City Rank	KU Rank
Revenue Hours	11,658	1/12	1/10
Revenue Miles	116,046	1/12	1/10
Operating Costs	\$784,153	1/12	1/10
Ridership	265,833	1/12	3/10



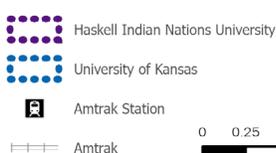
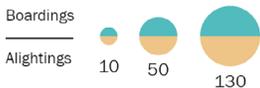
Weekday Ridership by Stop

(September 2019)

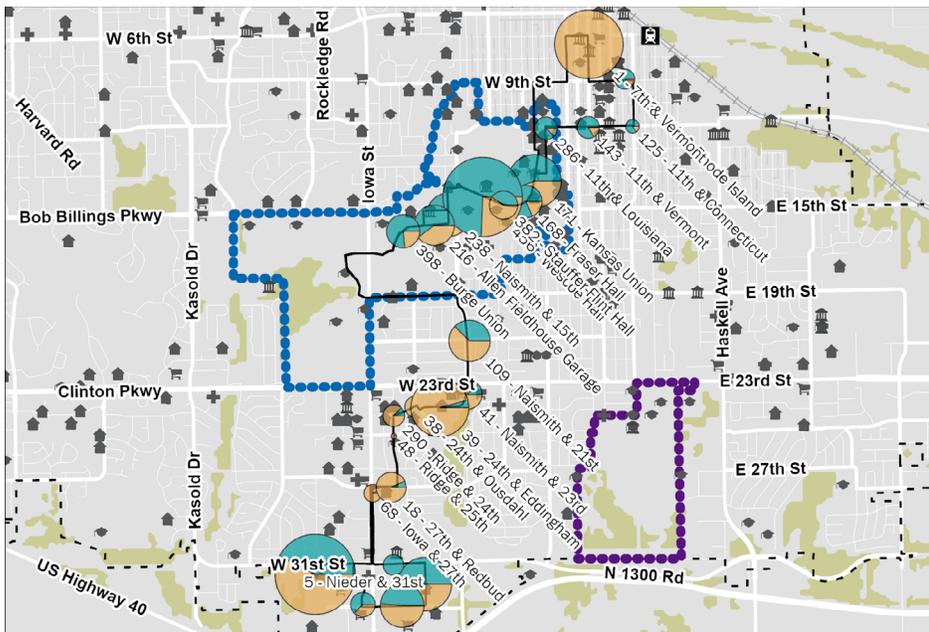
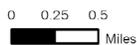


11 Southbound | Average Weekday Ridership

Boardings & Alightings

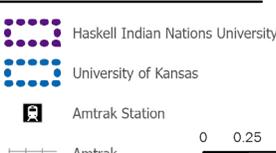
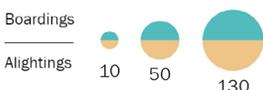


Source: September 2019 APC Data



11 Northbound | Average Weekday Ridership

Boardings & Alightings



Source: September 2019 APC Data



Route Analysis

Strengths

- Provides cross-town service between downtown Lawrence and South Iowa Street retail corridor, via the KU campus.
- Easy-to-remember clockface frequency and relatively frequent service.
- Multiple transfer opportunities available in downtown Lawrence and at KU.
- Strong ridership, with several trips carrying more than 40 passengers.
- Weekday and Saturday service.

Weaknesses

- Relatively circuitous alignment for passengers traveling past KU.
- Potential overcrowding on trips exceeding 40 passengers.
- 90-minute service frequency on Saturdays.
- One way service segments on both ends of the route, forcing out-of-direction travel.

Opportunities

- Consider higher service frequency on Saturdays and during peak ridership periods.
- Split route into two, with both routes anchored at the new Bob Billings transit hub.
- Turn bus around on Neider Road to reduce one-way service.

ROUTE: 15

Downtown to the Peaslee Center

Route Type: *Neighborhood*

Funding: *City*

Description: Route 15 serves east and southeast Lawrence. Destinations include Downtown, Hobb's Park, industrial and commercial areas east of Downtown, East Lawrence Rec Center, Peaslee & Workforce Centers, Prairie Park Nature Center, Venture Park and East Hills Business Park.

Key Points of Interest: County Administration, Motor Vehicle Registration, Library, Senior Services, Apartments, Farmers Market

Daily Statistics (2019)



	City Rank
Weekday	86 / 11/12
Saturday	38 / 10/10



	City Rank
Weekday	6.2 / 11/12
Saturday	2.7 / 10/10

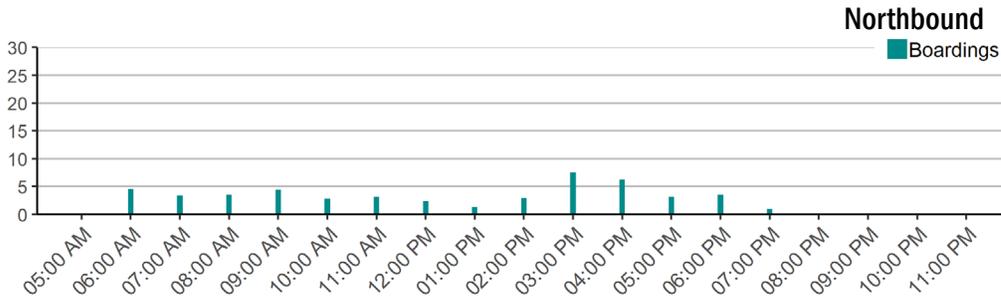
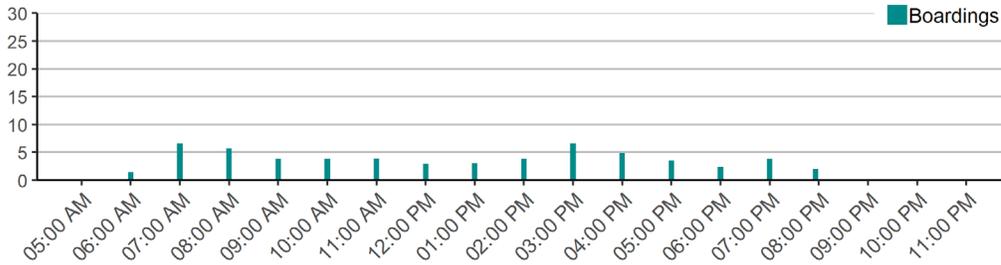


	City Rank
Weekday	0.4 / 11/12
Saturday	0.18 / 10/10

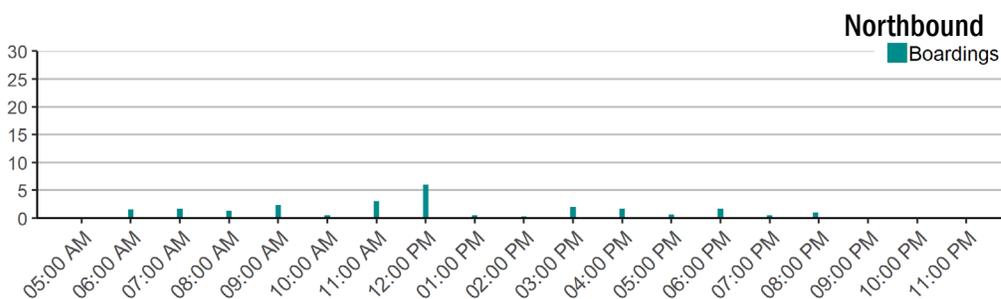
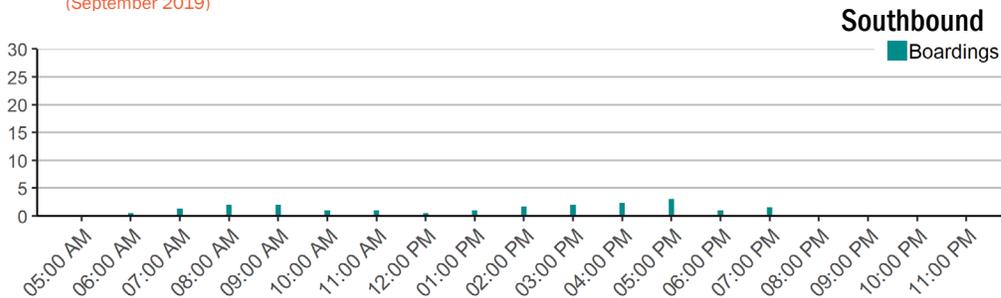


	City Rank
Weekday	3.1 / 10/12
Saturday	1.4 / 10/10

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday

Span: 6:00 a.m. - 7:56 p.m.

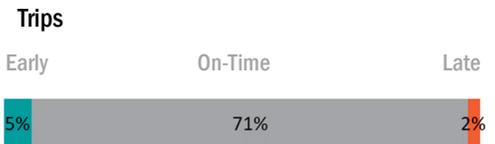
Frequency: 60 min (Peak) / 60 min (Off-Peak)

Saturday

Span: 6:00 a.m. - 7:56 p.m.

Frequency: 60 min (Peak) / 60 min (Off-Peak)

On-Time Performance (2019)



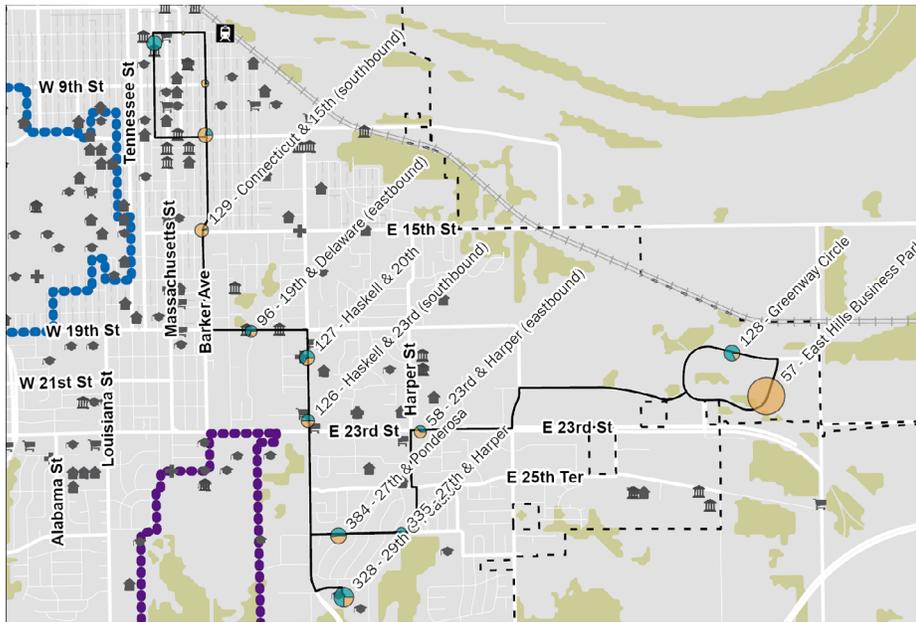
Annual Statistics (2019)

	Actual	City Rank
Revenue Hours	4,267	10/12
Revenue Miles	63,549	9/12
Operating Costs	\$249,759	10/12
Ridership	23,959	11/12



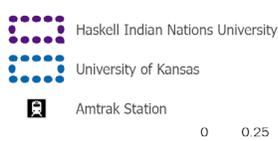
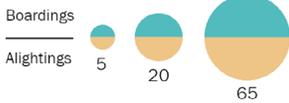
Weekday Ridership by Stop

(September 2019)

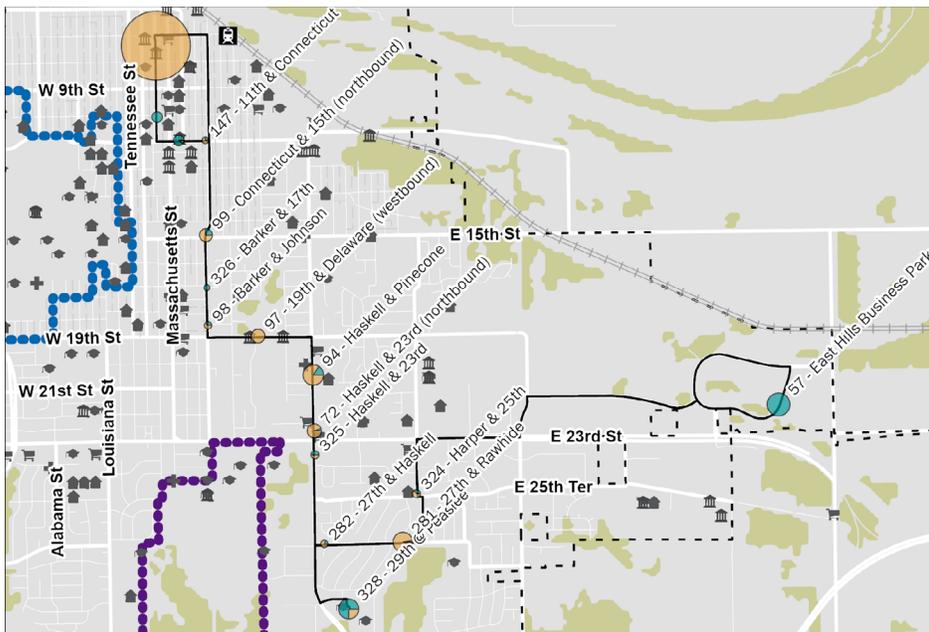


15 Southbound | Average Weekday Ridership

Boardings & Alightings

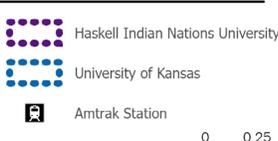
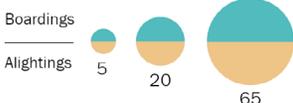


Source: September 2019 APC Data



15 Northbound | Average Weekday Ridership

Boardings & Alightings



Source: September 2019 APC Data



Route Analysis

Strengths

- Provides an important link to Peaslee Technical Training Center.
- Easy-to-remember clockface frequency.
- Provides weekday and Saturday service.

Weaknesses

- Fairly circuitous alignment with significant deviation required to serve Peaslee Technical Training Center.
- Weak transit potential along Barker Ave. due to lack of multifamily housing or other transit trip generators.
- Very low ridership on Saturdays, and generally low ridership overall, with fewer than five passengers per trip on most weekday and Saturday trips.

Opportunities

- Streamline route by eliminating deviation to Peaslee Technical Training Center.
- Replace service south of 23rd St. with demand response service.
- Modify route to serve a stronger transit corridor such as Massachusetts St.
- Eliminate Saturday service due to low ridership.

ROUTE: 27

KU to Haskell Indian Nations University

Description: Route 27 provides local service, connecting Indian Nations University, neighborhoods southeast of Kansas University, and Kansas University.

Route Type: Neighborhood

Funding: City

Key Points of Interest: Library, KU, Haskell Indian Nations University, Apartments, Haskell Indian Health Center

Daily Statistics (2019)



Total Boardings

		City Rank
Weekday	129	9/12
Saturday		N/A



Passengers per Hour

		City Rank
Weekday	11.3	7/12
Saturday		N/A



Passengers per Mile

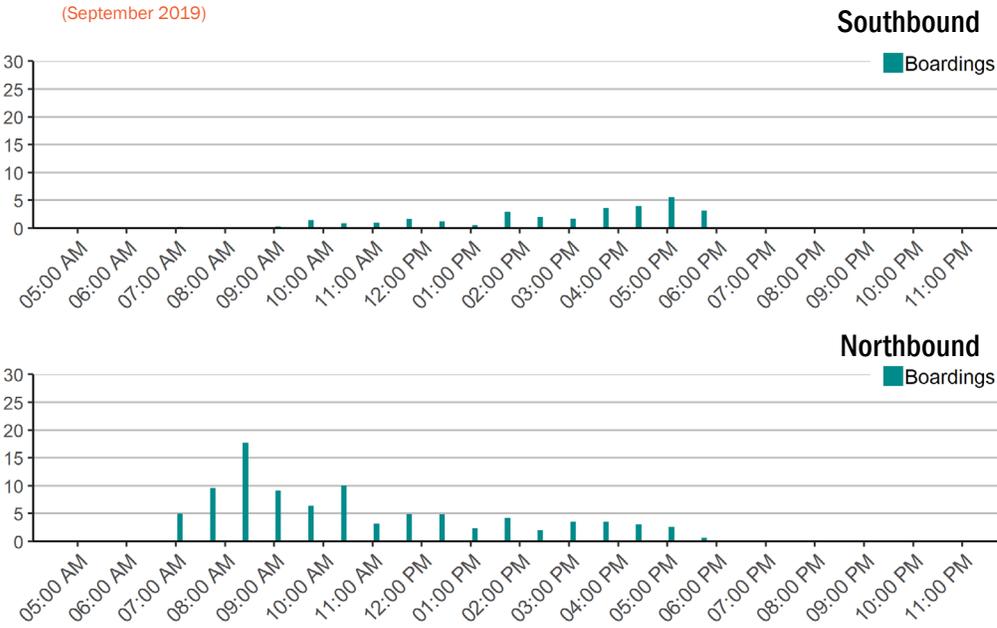
		City Rank
Weekday	1.3	5/12
Saturday		N/A



Passengers per Trip

		City Rank
Weekday	3.8	8/12
Saturday		N/A

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday	
Span	7:05 a.m. – 6:21 p.m.
Frequency	40 min (Peak) / 40 min (Off-Peak)
Saturday	
Span	No Service
Frequency	- min (Peak) / - min (Off-Peak)

On-Time Performance (2019)

Trips	Early	On-Time	Late
	24%	73%	3%

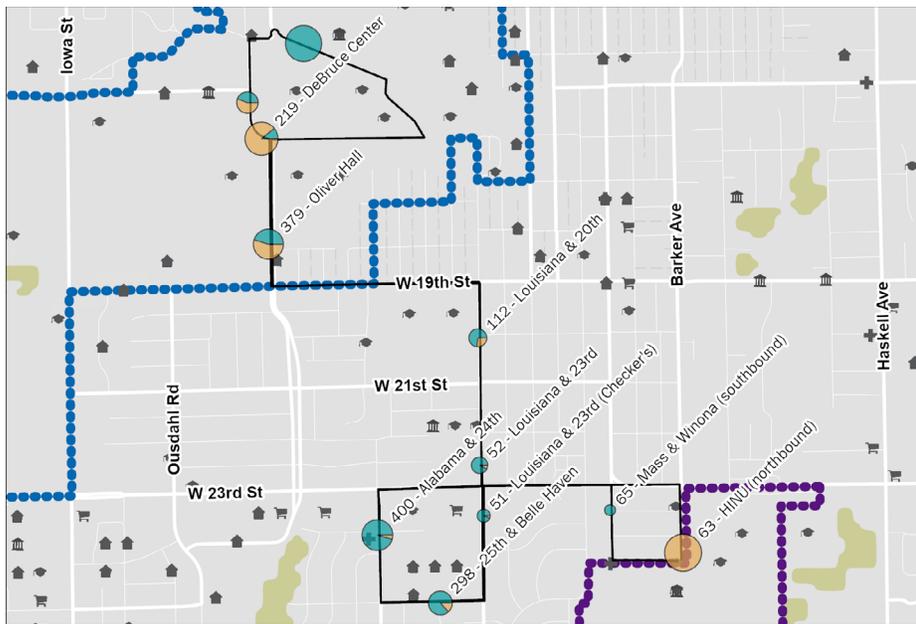
Annual Statistics (2019)

	Actual	City Rank
Revenue Hours	1,790	12/12
Revenue Miles	15,386	12/12
Operating Costs	\$104,754	12/12
Ridership	20,209	12/12



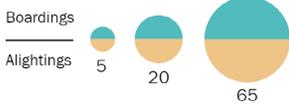
Weekday Ridership by Stop

(September 2019)



27 Southbound | Average Weekday Ridership

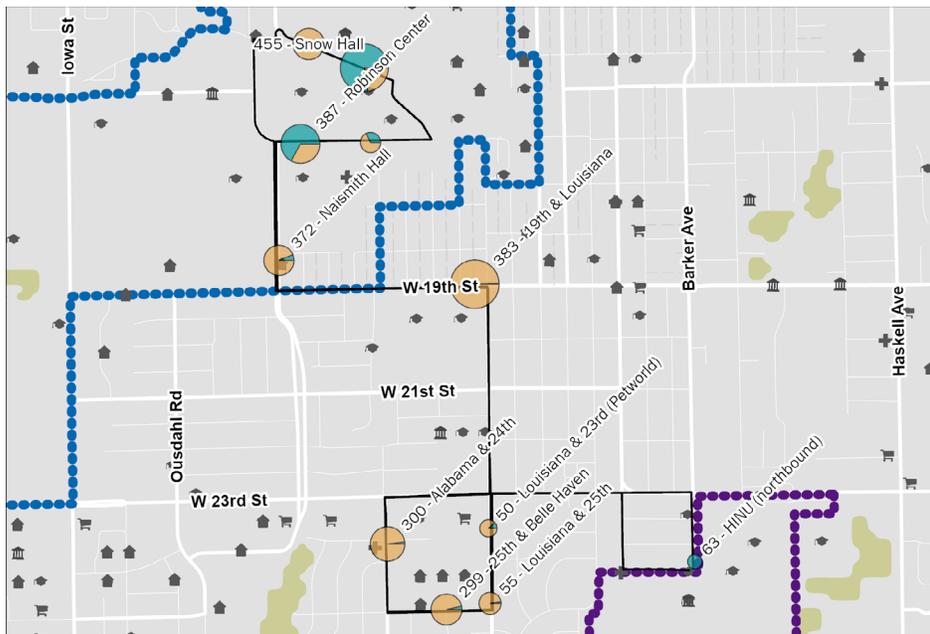
Boardings & Alightings



Points of Interest

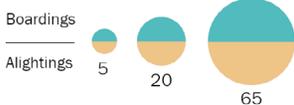


Source: September 2019 APC Data

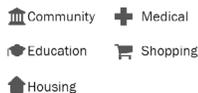


27 Northbound | Average Weekday Ridership

Boardings & Alightings



Points of Interest



Source: September 2019 APC Data

Route Analysis

Strengths

- Provides transit link between KU and HINU, as well as between both campuses and a large concentration of off-campus housing and retail destinations near 23rd and Louisiana St.

Weaknesses

- Lowest total ridership among Lawrence Transit routes.
- Relatively little ridership activity at stops serving HINU campus.
- Infrequent and non-clockface service headways.
- Operates during school semesters only, potentially creating disruptions for other riders between semesters.

Opportunities

- Shorten route to allow for clockface frequency (30-minute service), potentially by eliminating low-ridership service to HINU.
- Extend route to create a 60-minute cycle time.
- Replace route with demand response service, operating year-round.

ROUTE: 29

27th & Wakarusa to KU

Description: Route 29 connects residential areas in Southwest Lawrence with the KU campus. Destinations include apartments and townhomes along Clinton Parkway, Wakarusa, and 24th Place, HyVee, and LMH South.

Route Type: Crosstown

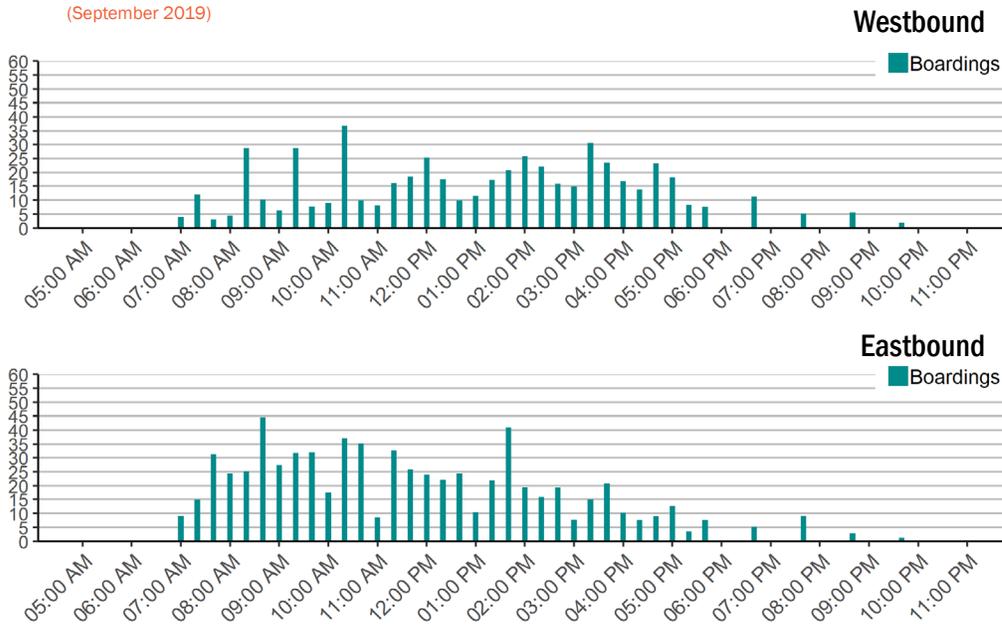
Funding: Coordinated

Key Points of Interest: KU, Apartments, Veterinary Hospital

Daily Statistics (2019)

	Total Boardings	Passengers per Hour		Passengers per Mile		Passengers per Trip						
		City Rank	KU Rank	City Rank	KU Rank	City Rank	KU Rank					
Weekday	787	2/12	6/10	31	1/12	5/10	1.9	2/12	10/10	8.7	3/12	6/10
Saturday		N/A	N/A		N/A	N/A		N/A	N/A		N/A	N/A

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday	
Span	7:00 a.m. – 10:27 p.m.
Frequency	20 min (Peak) / 20 min (Off-Peak)
Saturday	
Span	No Service
Frequency	- min (Peak) / - min (Off-Peak)

On-Time Performance (2019)

Trips	Early	On-Time	Late
	38%	59%	3%

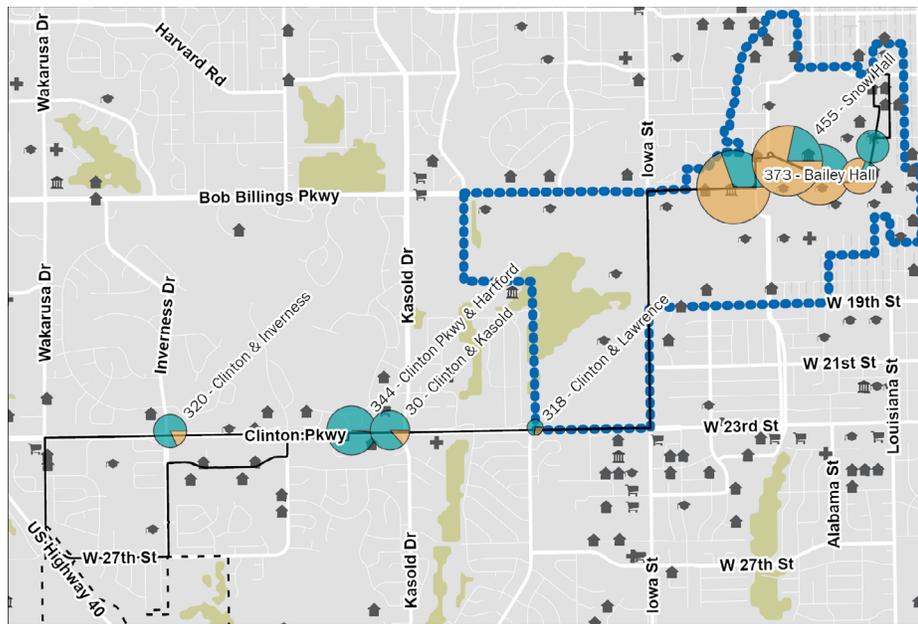
Annual Statistics (2019)

	Actual	City Rank	KU Rank
Revenue Hours	6,299	7/12	4/10
Revenue Miles	100,440	4/12	2/10
Operating Costs	\$423,711	7/12	4/10
Ridership	195,088	2/12	4/10



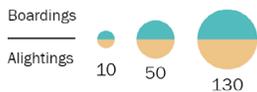
Weekday Ridership by Stop

(September 2019)



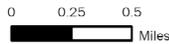
29 Westbound | Average Weekday Ridership

Boardings & Alightings

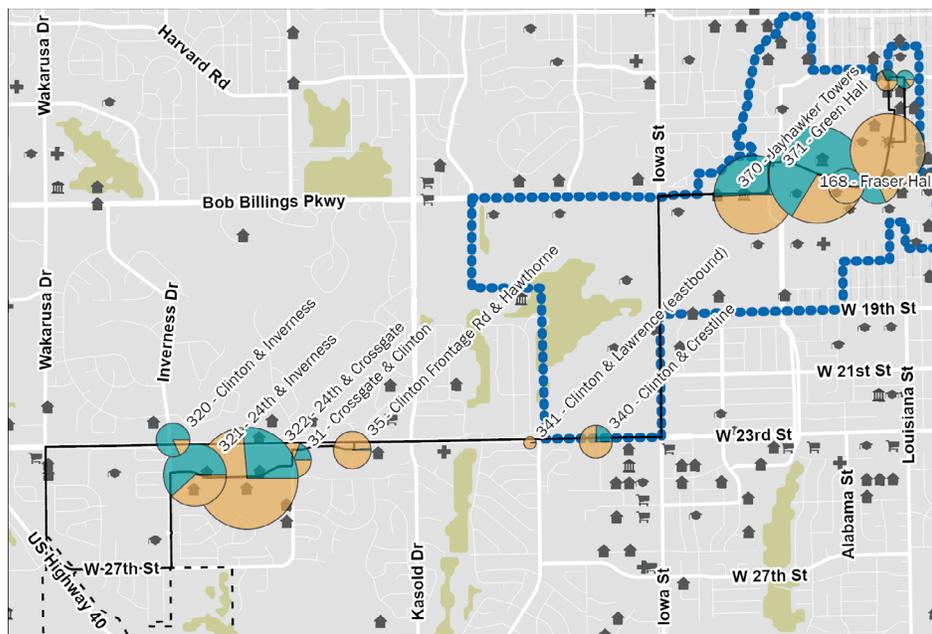


University of Kansas

Points of Interest

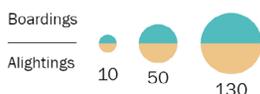


Source: September 2019 APC Data



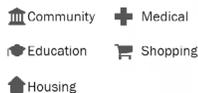
29 Eastbound | Average Weekday Ridership

Boardings & Alightings



University of Kansas

Points of Interest



Source: September 2019 APC Data

Route Analysis

Strengths

- Provides transit link between KU and several off-campus apartment communities in southwest Lawrence along the Clinton Pkwy. corridor.
- Fast and frequent service, with easy-to-remember clockface frequency.
- Simple and direct alignment
- Multiple transfer opportunities available in downtown Lawrence and at KU.
- Strong ridership, with several trips carrying more than 30 passengers.

Weaknesses

- Low ridership after 8:00 pm.
- Poor on-time performance due to significant number of early arrivals.

Opportunities

- Consider truncating route at the new Bob Billings transit hub, where multiple frequent connection opportunities would be available to various parts of the KU campus.
- Route service along Kasold Dr., rather than Iowa street, due to higher ridership potential.
- End service at 8:00 pm to reduce unproductive trips.

ROUTE:30

Bob Billings & Kasold to KU

Description: Route 30 provides local service, connecting neighborhoods west of KU with the university.

Route Type: Neighborhood

Funding: University

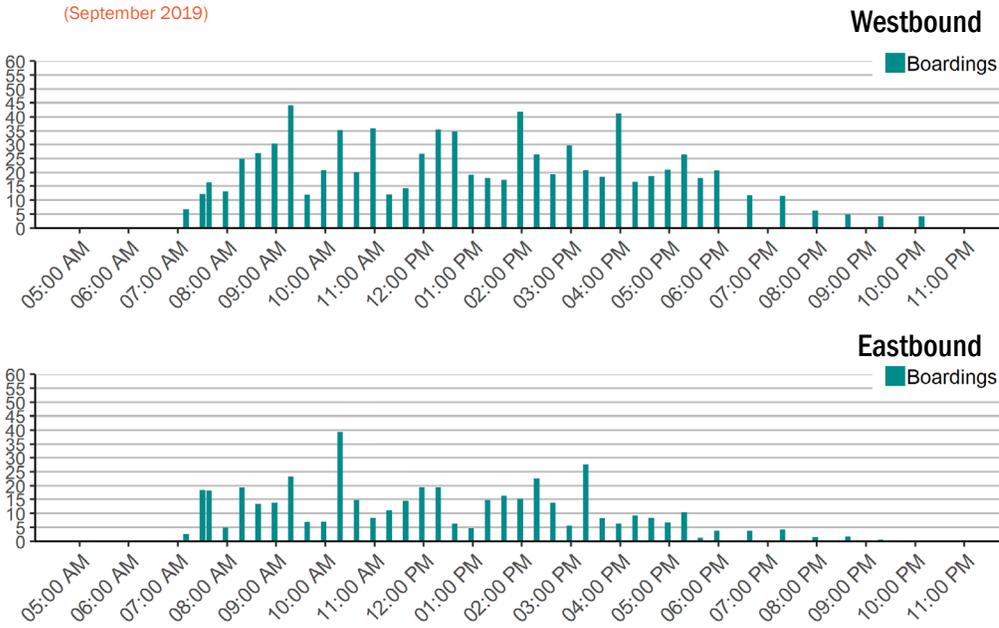
Key Points of Interest: KU, Apartments

Daily Statistics (2019)

	Total Boardings	Passengers per Hour	Passengers per Mile	Passengers per Trip
Weekday	1,229	47.8	5.4	15.8
Saturday	N/A	N/A	N/A	N/A

	KU Rank	KU Rank	KU Rank	KU Rank
Weekday	2/10	3/10	3/10	2/10
Saturday	N/A	N/A	N/A	N/A

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday	
Span	7:10 a.m. – 10:25 p.m.
Frequency	20 min (Peak) / 40 min (Off-Peak)
Saturday	
Span	No Service
Frequency	- min (Peak) / - min (Off-Peak)

On-Time Performance (2019)

Trips	Early	On-Time	Late
	52%	45%	3%

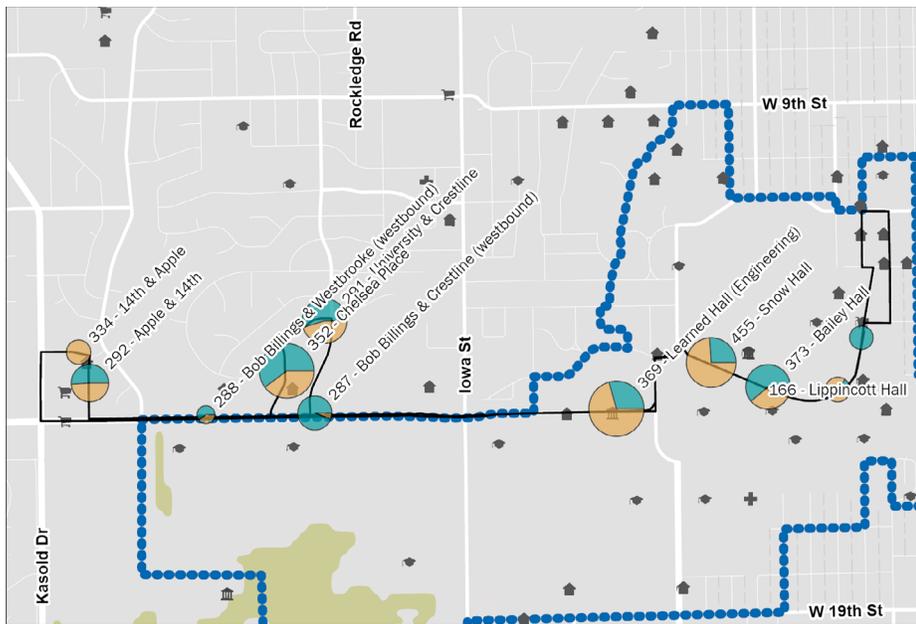
Annual Statistics (2019)

	Actual	KU Rank
Revenue Hours	4,035	7/10
Revenue Miles	35,953	8/10
Operating Costs	\$306,652	7/10
Ridership	191,651	5/10



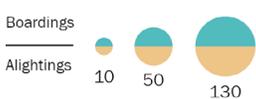
Weekday Ridership by Stop

(September 2019)



30 Westbound | Average Weekday Ridership

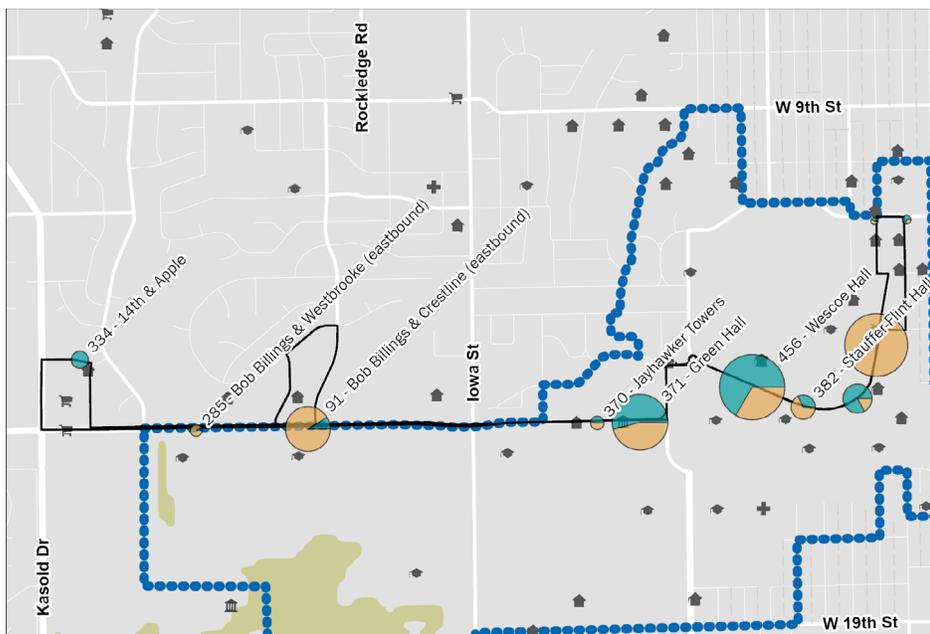
Boardings & Alightings



University of Kansas

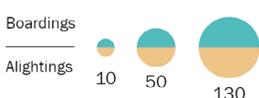


Source: September 2019 APC Data



30 Eastbound | Average Weekday Ridership

Boardings & Alightings



University of Kansas



Source: September 2019 APC Data

Route Analysis

Strengths

- Provides fast and frequent service between KU and several large off-campus apartment communities.
- Strong ridership with several trips carrying more than 30 passengers.
- Easy-to-remember clockface frequency.
- Many transfer opportunities at Snow Hall and Kansas Union.

Weaknesses

- Very little ridership north of Kansas Union.
- Northbound buses stop across from Kansas Union creating congestion and possible safety issues.
- Challenging unsignalized left turn from 14th St. to Kasold Dr.
- Challenging operating environment in Meadowbrook Apartments due to slope and parked cars.

Opportunities

- Use Mississippi St., 11th St., Indiana St., and Oread Ave. to allow buses to serve the Kansas Union in the southbound direction only, if slope allows.
- Consider repurposing parking Lot 16 into a transit center to allow buses to turn around and lay-over at highest turn-over point.
- Truncate route at new Bob Billings transit hub to reduce redundancy with Route 10.
- Consider removing loop through Meadowbrook Apartments due to challenges caused by weather conditions and parked cars.
- Good candidate for new coordinated route with 10.
- Consider merging extending the route to downtown and operating as a short-turn pattern of Route 10 ending at the Bob Billings transit hub.

ROUTE: 34

KU to 7th Street

Description: Route 34 provides local service, connecting neighborhoods north of KU with the university.

Route Type: *Neighborhood*

Funding: *University*

Key Points of Interest: *KU, Apartments*

Daily Statistics (2019)

	 Total Boardings	 Passengers per Hour	 Passengers per Mile	 Passengers per Trip
Weekday	310	20.5	2.1	3.4
Saturday	N/A	N/A	N/A	N/A

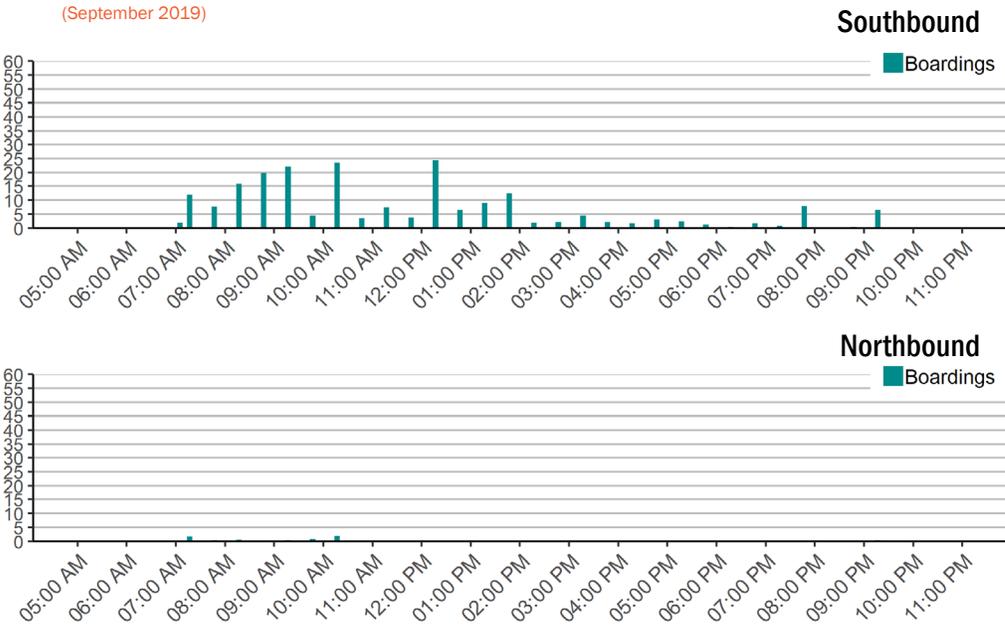
KU Rank
10/10

KU Rank
10/10

KU Rank
9/10

KU Rank
10/10

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday	
Span	7:06 a.m. – 10:08 p.m.
Frequency	20 min (Peak) / 40 min (Off-Peak)
Saturday	
Span	No Service
Frequency	- min (Peak) / - min (Off-Peak)

On-Time Performance (2019)

Trips	Early	On-Time	Late
	21%	76%	3%

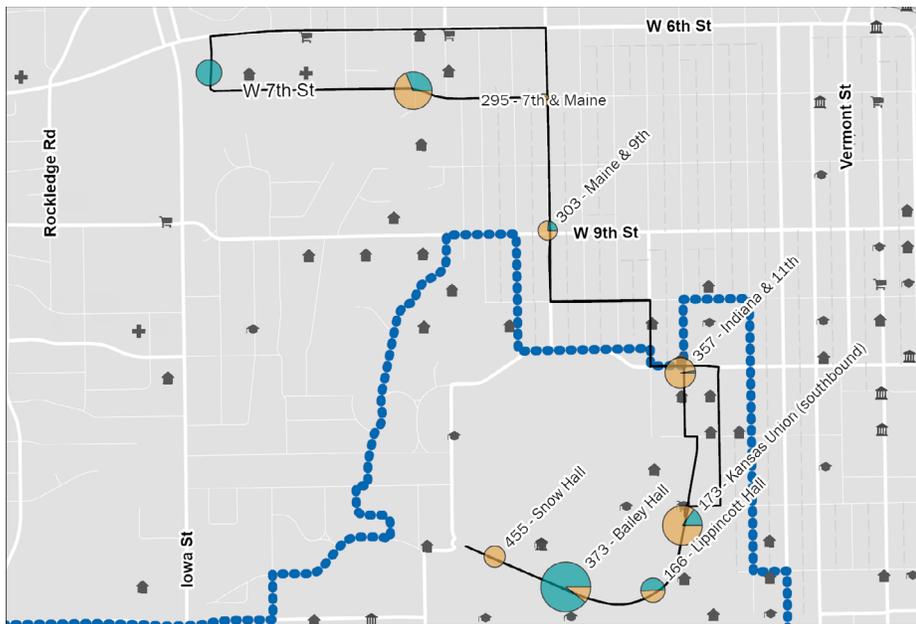
Annual Statistics (2019)

	Actual	KU Rank
 Revenue Hours	2,371	9/10
 Revenue Miles	23,079	9/10
 Operating Costs	\$180,173	9/10
 Ridership	48,316	9/10



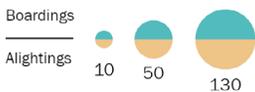
Weekday Ridership by Stop

(September 2019)

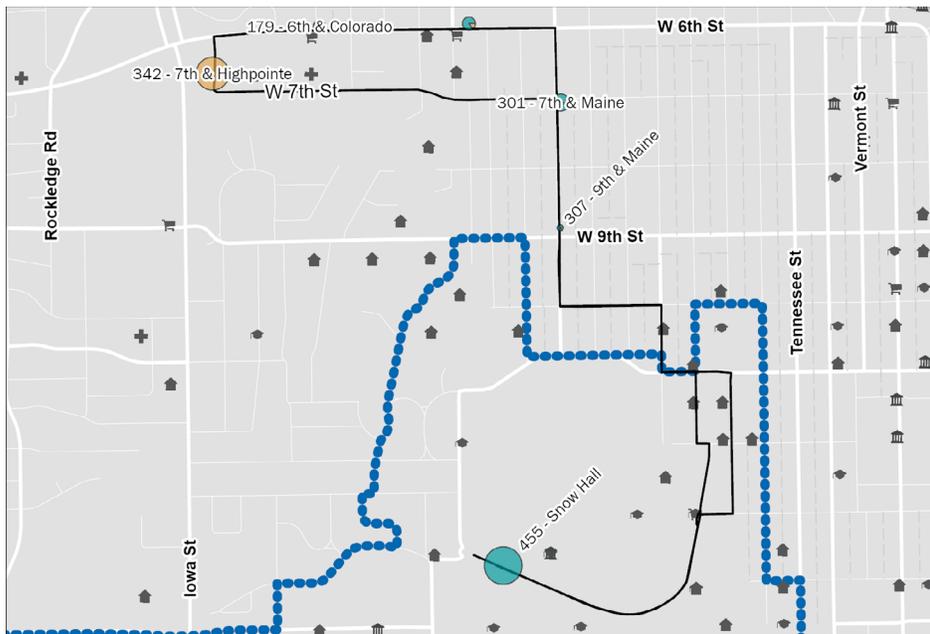


34 Southbound | Average Weekday Ridership

Boardings & Alightings

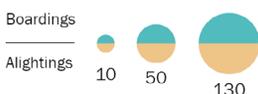


Source: September 2019 APC Data



34 Northbound | Average Weekday Ridership

Boardings & Alightings



Source: September 2019 APC Data

Route Analysis

Strengths

- Provides fast and frequent service between KU and several off-campus apartment communities on 6th and 7th St.
- Easy-to-remember clockface frequency.
- Many transfer opportunities at Snow Hall and Kansas Union.

Weaknesses

- Lowest ridership and productivity among KU routes.
- No outbound stop on Fambrough Dr. to complement inbound stop at Fambrough and Alabama St.
- Low ridership along 6th Street.

Opportunities

- Interline with another KU route to create cycle time on combined route that allows for more scheduling flexibility (potentially Route 27 or 38).
- Reduce service frequency during lower-ridership periods to improve overall service productivity, which might be more feasible if interlined.
- Operate clockwise along 6th and 7th St. to better serve apartment communities between the two streets, if right turn onto 6th St. can be made safely.
- Add outbound stop near Fambrough and Maine Street to reduce out-of-direction travel for passengers.

ROUTE: 36

6th via Emery to KU

Description: Route 36 provides local service, connecting neighborhoods northeast of KU with the university.

Route Type: Neighborhood

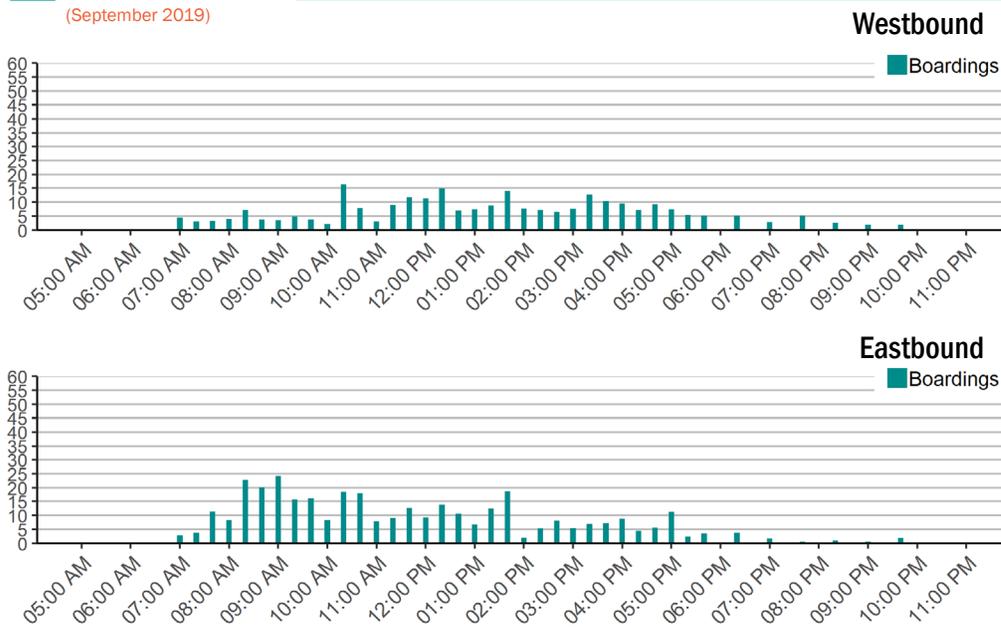
Funding: University

Key Points of Interest: KU, Apartments

Daily Statistics (2019)

	Total Boardings	Passengers per Hour	Passengers per Mile	Passengers per Trip
Weekday	600	23	2.5	7.7
Saturday	N/A	N/A	N/A	N/A

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday	
Span	7:00 a.m. – 10:17 p.m.
Frequency	20 min (Peak) / 40 min (Off-Peak)
Saturday	
Span	No Service
Frequency	- min (Peak) / - min (Off-Peak)

On-Time Performance (2019)

Trips	Early	On-Time	Late
	33%	65%	2%

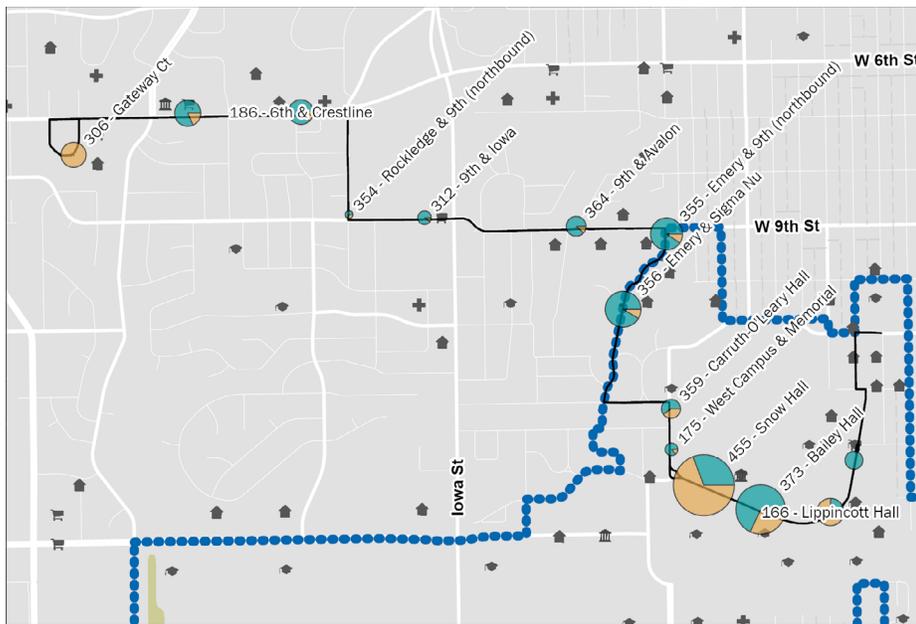
Annual Statistics (2019)

	Actual	KU Rank
Revenue Hours	4,098	6/10
Revenue Miles	38,151	7/10
Operating Costs	\$311,425	6/10
Ridership	93,644	8/10



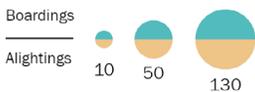
Weekday Ridership by Stop

(September 2019)



36 Westbound | Average Weekday Ridership

Boardings & Alightings

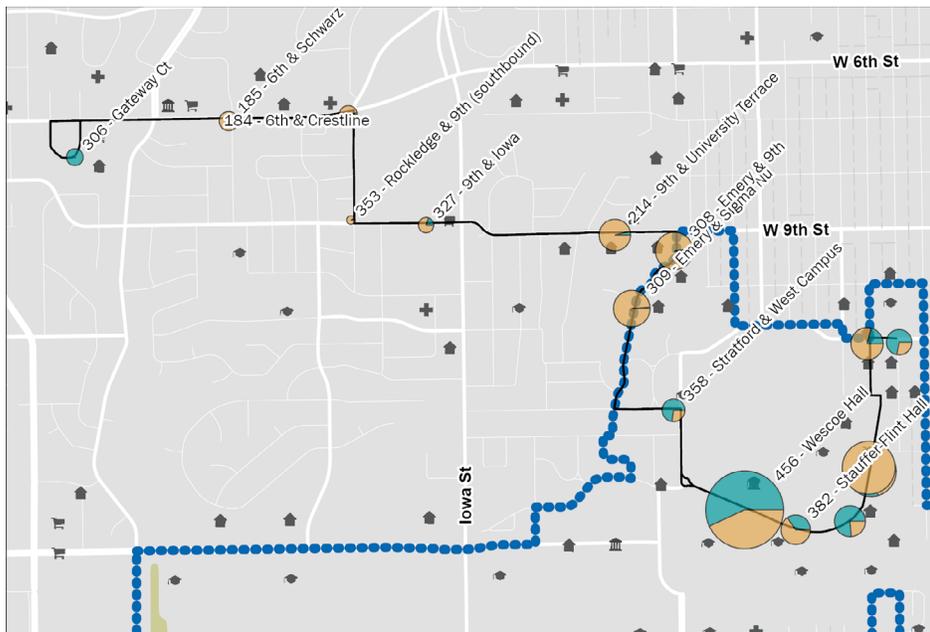


University of Kansas

Points of Interest

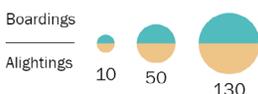


Source: September 2019 APC Data



36 Eastbound | Average Weekday Ridership

Boardings & Alightings



University of Kansas

Points of Interest



Source: September 2019 APC Data

Route Analysis

Strengths

- Provides fast and frequent service between KU and several off-campus apartment communities on 6th and 9th St.
- Links KU campus and off-campus housing communities to retail and commercial destinations including The Merc Co-Op and Dillons.
- Easy-to-remember clockface frequency.
- Many transfer opportunities at Snow Hall and Kansas Union.

Weaknesses

- Low ridership after 6:00 pm, with no trips carrying more than five passengers during this time of day.
- Relatively low ridership west of Emery Road.

Opportunities

- Interline with another KU route to create cycle time on combined route that allows for more scheduling flexibility (potentially Route 27 or 38)
- End service earlier due to low ridership after 6:00 pm.
- Consider replacing fixed-route shuttle service with demand response service in the evenings and on weekends.
- Terminate route at 9th St. to improve productivity.

ROUTE: 38

25th & Melrose to KU

Description: Route 38 provides local service, connecting neighborhoods south of KU with the university.

Route Type: Neighborhood

Funding: University

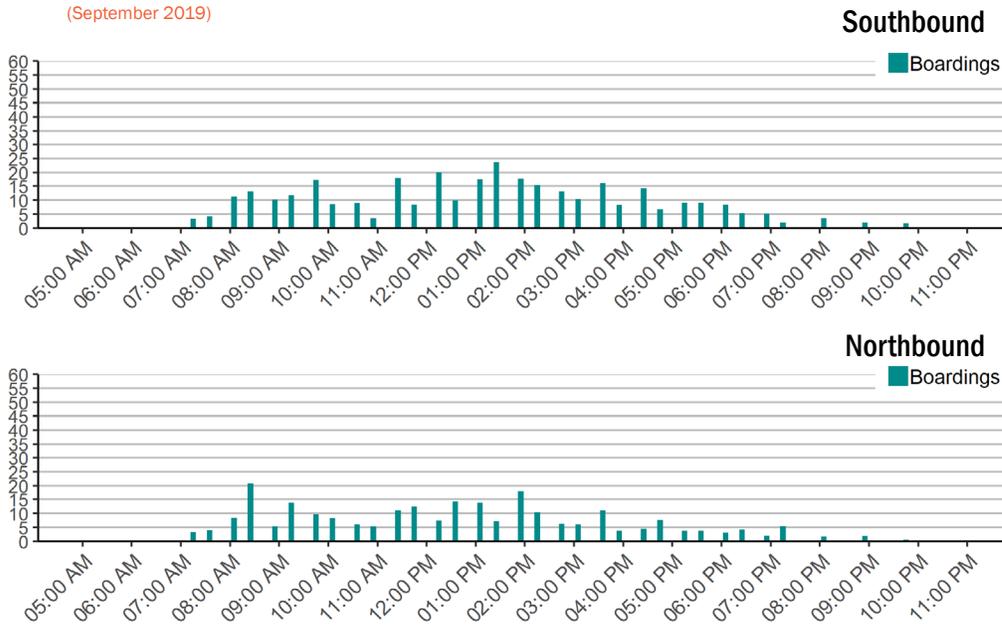
Key Points of Interest: KU, Apartments

Daily Statistics (2019)

	Total Boardings	Passengers per Hour	Passengers per Mile	Passengers per Trip
Weekday	681	24.8	2.8	11.2
Saturday	N/A	N/A	N/A	N/A

	KU Rank	KU Rank	KU Rank	KU Rank
Weekday	7/10	7/10	6/10	4/10
Saturday	N/A	N/A	N/A	N/A

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday	
Span	7:15 a.m. – 10:13 p.m.
Frequency	25 min (Peak) / 50 min (Off-Peak)
Saturday	
Span	No Service
Frequency	- min (Peak) / - min (Off-Peak)

On-Time Performance (2019)

Trips	Early	On-Time	Late
	43%	52%	5%

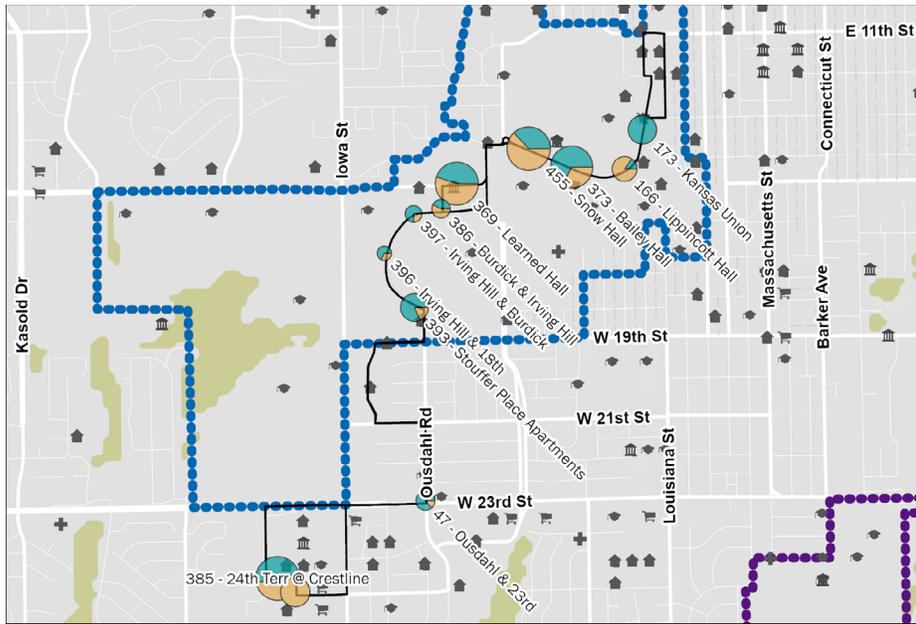
Annual Statistics (2019)

	Actual	KU Rank
Revenue Hours	4,302	5/10
Revenue Miles	38,779	6/10
Operating Costs	\$326,937	5/10
Ridership	106,218	7/10



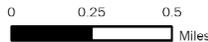
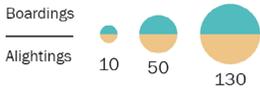
Weekday Ridership by Stop

(September 2019)

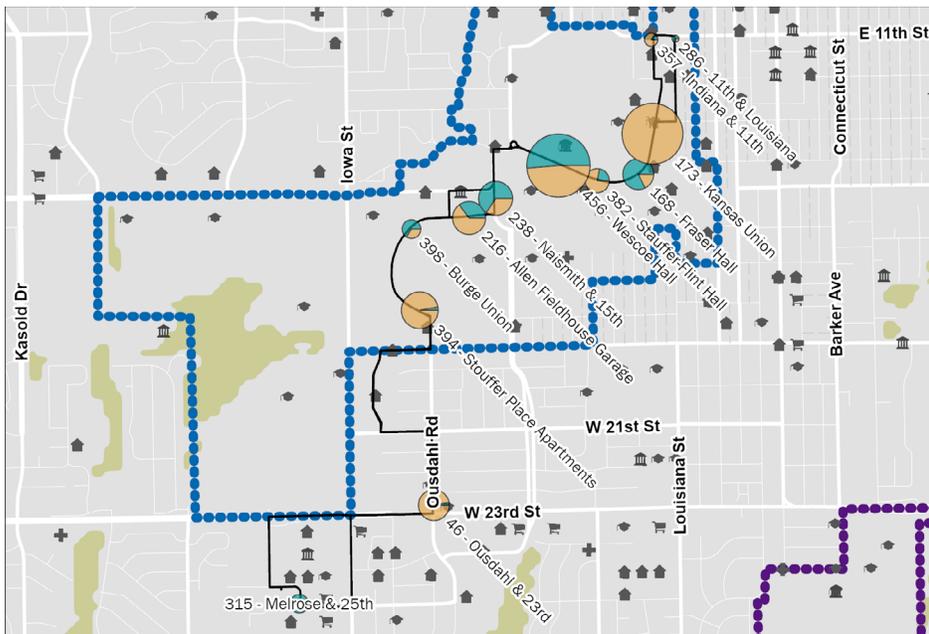


38 Southbound | Average Weekday Ridership

Boardings & Alightings

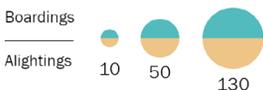


Source: September 2019 APC Data



38 Northbound | Average Weekday Ridership

Boardings & Alightings



Source: September 2019 APC Data

Route Analysis

Strengths

- Provides fast and frequent service between KU and several off-campus apartment communities along Stewart Ave. and south of Clinton Pkwy.
- Fairly direct and streamlined service.
- Many transfer opportunities at Snow Hall and Kansas Union.

Weaknesses

- Service is neither frequent enough to make passenger schedules unnecessary, nor simple enough to make arrival times easy to remember, as headways are non-clockface.
- Poor on-time performance due to significant number of early arrivals.
- Low ridership after 6:00 pm.

Opportunities

- Interline with another KU route to create cycle time on combined route that allows for more scheduling flexibility (potentially Route 34, 36, or 42).
- End service earlier due to low ridership after 6:00 pm.
- Consider replacing fixed-route shuttle service with demand response service in the evenings and on weekend.
- Service along Stewart Ave. could potentially be picked up by a new Iowa corridor route.

ROUTE: 41

Campus Circulator (Yellow)

Description: Route 41 circulates through the southern portion of the KU campus, serving West Campus to Jayhawk Boulevard.

Route Type: Circulator

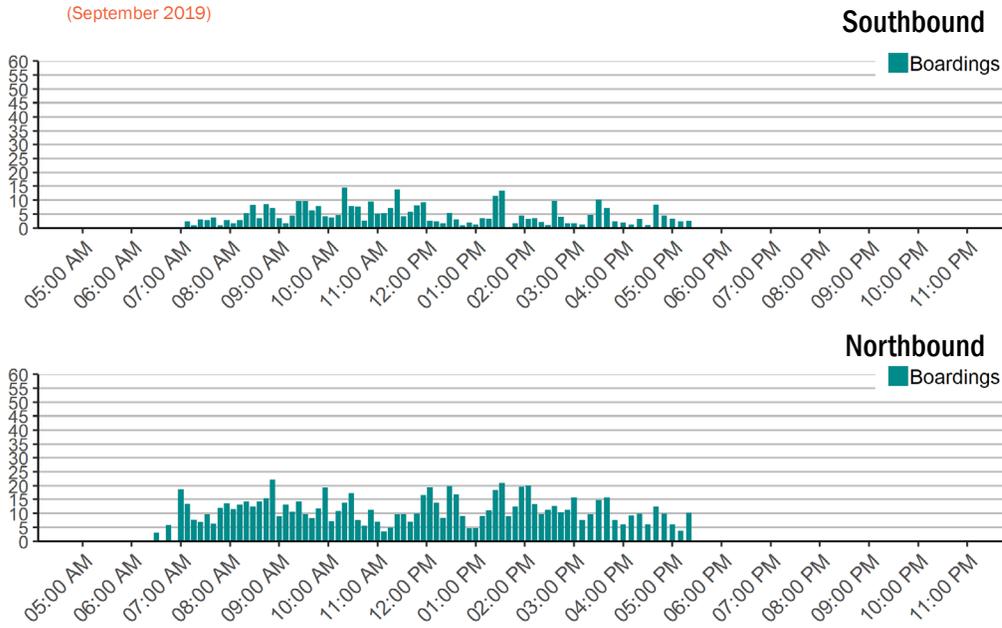
Funding: University

Key Points of Interest: KU, Apartments

Daily Statistics (2019)

	 Total Boardings	 Passengers per Hour	 Passengers per Mile	 Passengers per Trip
Weekday	1,088	27	3.6	8.9
	KU Rank 3/10	KU Rank 6/10	KU Rank 5/10	KU Rank 5/10
Saturday	N/A	N/A	N/A	N/A

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday	
Span	7:00 a.m. – 5:30 p.m.
Frequency	8 min (Peak) / 10 to 15 min (Off-Peak)
Saturday	
Span	No Service
Frequency	- min (Peak) / - min (Off-Peak)

On-Time Performance (2019)

Trips	Early	On-Time	Late
	32%	53%	16%

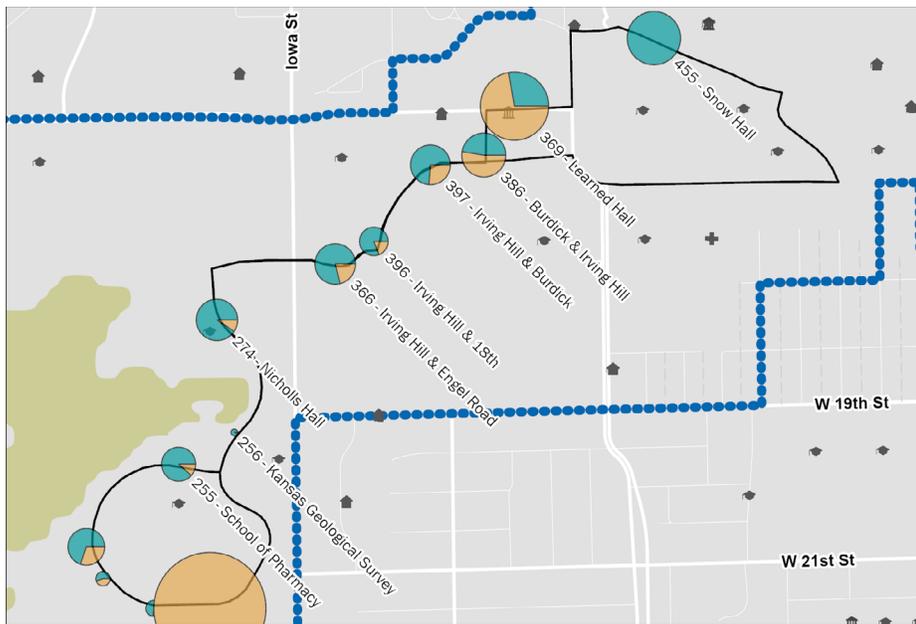
Annual Statistics (2019)

	Actual	KU Rank
 Revenue Hours	9,994	2/10
 Revenue Miles	74,648	3/10
 Operating Costs	\$759,574	2/10
 Ridership	269,730	2/10



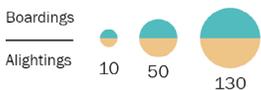
Weekday Ridership by Stop

(September 2019)



41 Southbound | Average Weekday Ridership

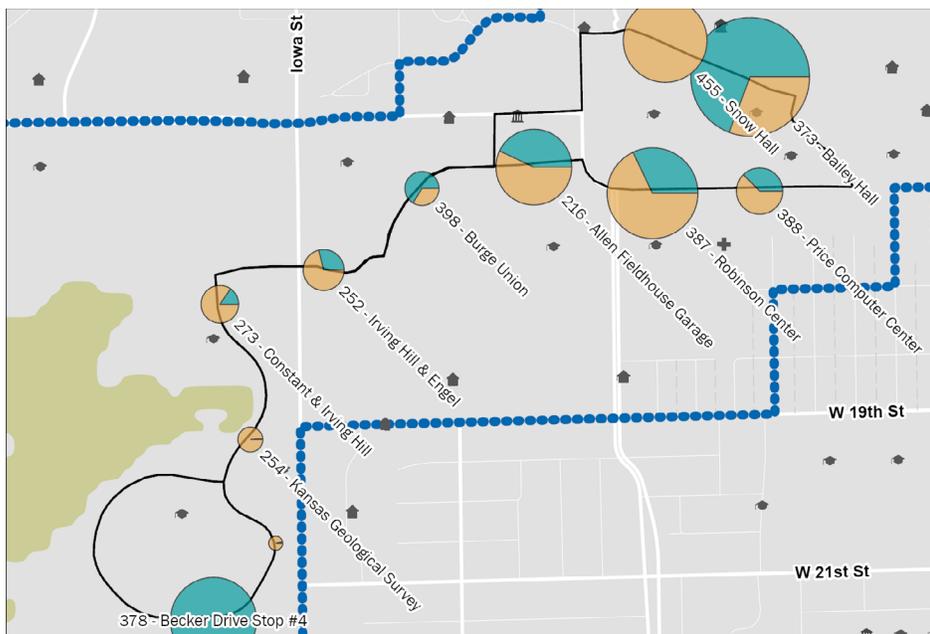
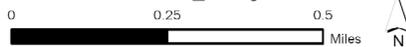
Boardings & Alightings



Source: September 2019 APC Data

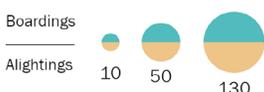
University of Kansas

Points of Interest



41 Northbound | Average Weekday Ridership

Boardings & Alightings



Source: September 2019 APC Data

University of Kansas

Points of Interest



Route Analysis

Strengths

- Provides fast and frequent on-campus circulation, connecting remote parking, research and academic buildings, and recreation facilities.
- Many transfer opportunities at Snow Hall.

Weaknesses

- Inconsistent alignment between eastbound and westbound trips between Nasmith Dr. and Burdick Dr.
- One-way circulation through campus forces out-of-direction travel.
- Early end of service.
- Separate funding source that is not comingled with other transit routes, so there could be funding issues to mix with other routes' service.

Opportunities

- Provide more bi-directional service by following an alignment similar to Route 44.
- Consider splitting route coverage between two separate routes, with Jayhawk Boulevard served by one route, and Sunnyside by another in order to provide bi-directional service in both corridors.
- Consider interlining opportunities to optimize service schedule on Route 41 and other routes.
- Operate service until at least 6:00 pm, as ridership is near ten passengers per trip on final westbound trip at 5:30.
- Consider adding campus-wide demand response service in the evenings and on weekends.

ROUTE: 42

Campus Circulator (Blue)

Route Type: Circulator

Funding: University

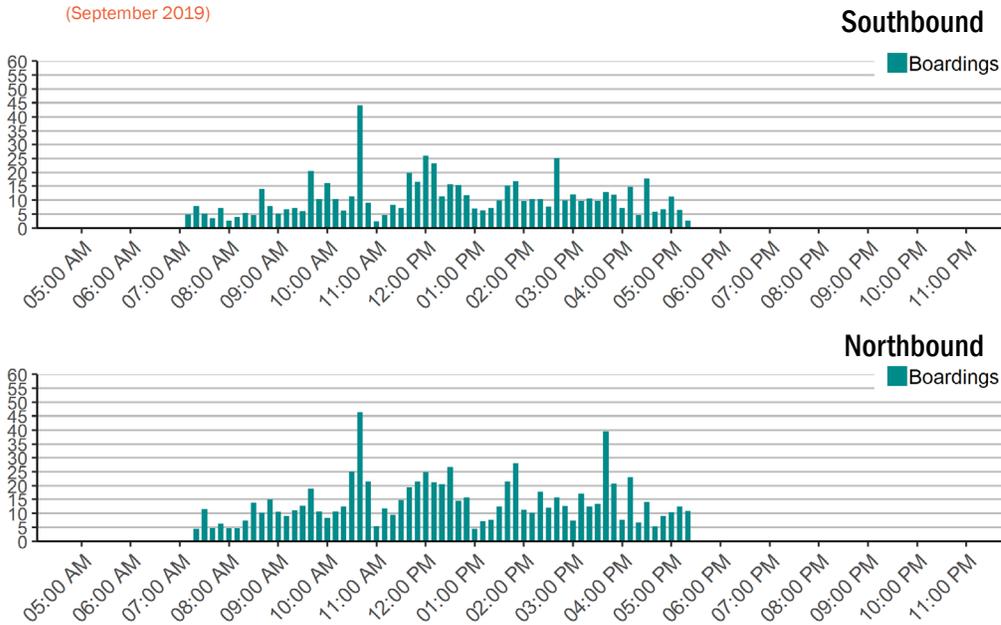
Description: Route 42 circulates through the northern portion of the KU campus, serving the Rec Center and Kansas Union.

Key Points of Interest: KU, Apartments

Daily Statistics (2019)

	 Total Boardings	 Passengers per Hour	 Passengers per Mile	 Passengers per Trip
Weekday	1,051	50.1	4.2	7
	KU Rank 4/10	KU Rank 2/10	KU Rank 4/10	KU Rank 8/10
Saturday	N/A	N/A	N/A	N/A
	KU Rank N/A	KU Rank N/A	KU Rank N/A	KU Rank N/A

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)

Southbound

Northbound

Operating Characteristics

Weekday

Span 7:10 a.m. – 5:30 p.m.

Frequency 8 to 10 min 8 to 10 min

Saturday

Span No Service

Frequency - min - min

On-Time Performance (2019)

Trips

Early	On-Time	Late
28%	62%	11%

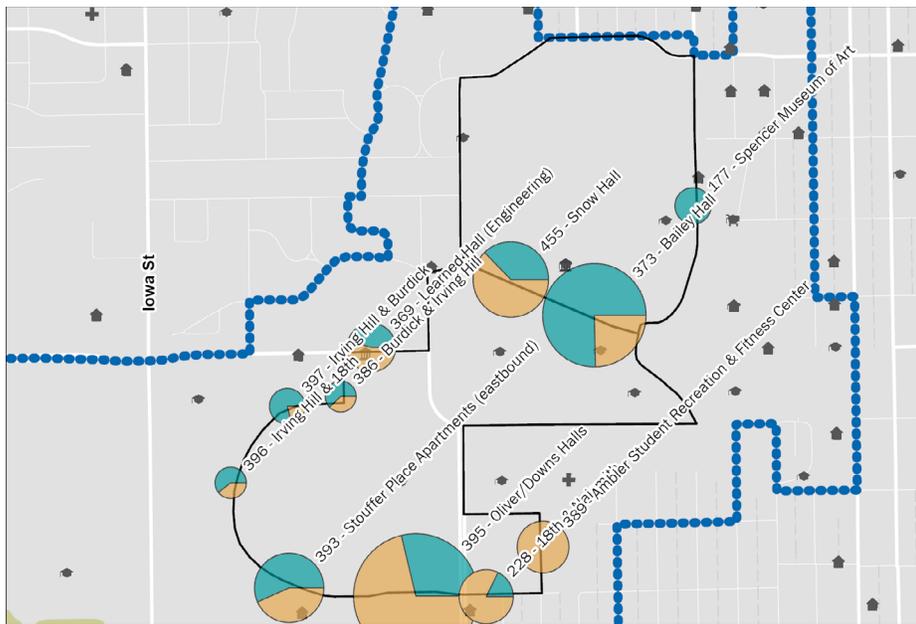
Annual Statistics (2019)

	Actual	KU Rank
 Revenue Hours	3,297	8/10
 Revenue Miles	38,936	5/10
 Operating Costs	\$250,572	8/10
 Ridership	163,993	6/10



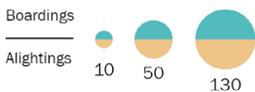
Weekday Ridership by Stop

(September 2019)



42 Southbound | Average Weekday Ridership

Boardings & Alightings

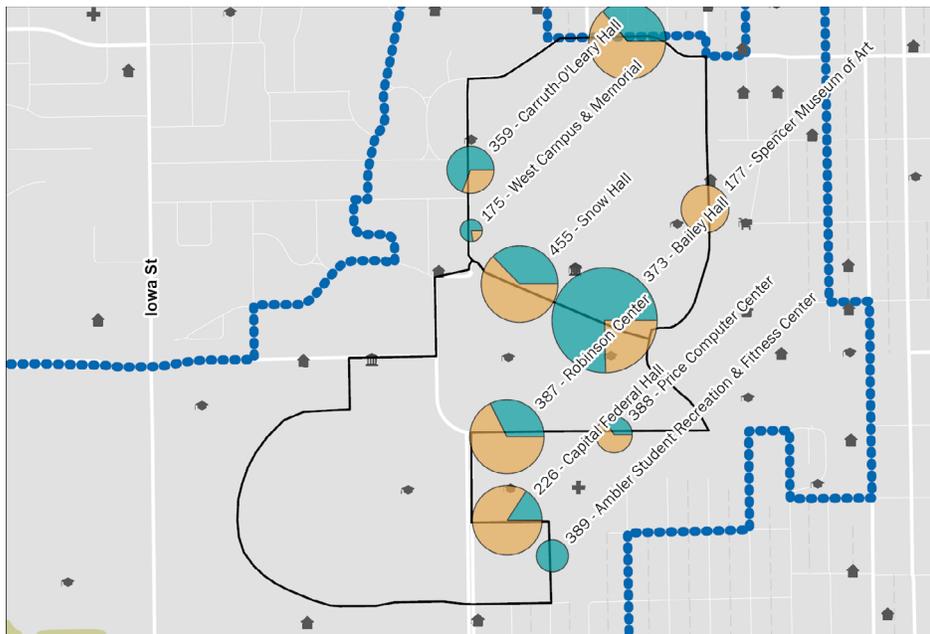


University of Kansas

Points of Interest

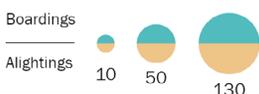


Source: September 2019 APC Data



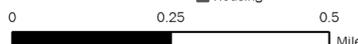
42 Northbound | Average Weekday Ridership

Boardings & Alightings



University of Kansas

Points of Interest



Source: September 2019 APC Data

Route Analysis

Strengths

- Provides fast and frequent on-campus circulation, connecting the Rec Center to the Kansas Union, academic buildings, and residence halls.
- Strong ridership throughout the service day, with an average ridership of 50 passengers per hour. Many transfer opportunities at Snow Hall.

Weaknesses

- One-way service design forces out-of-direction travel for most passengers, but especially for passengers wishing to travel from the Rec Center to the Daisy Hill area.
- Northbound and southbound buses both serve Jayhawk Blvd in the westbound direction, which may cause confusion among riders.
- Poor on-time performance due to significant number of early arrivals.
- Early end of service.

Opportunities

- Extend route to Bob Billings transit hub.
- Restructure alignment to maximize bi-directional service. For example, from the Bob Billings transit hub, buses could serve the Daisy Hill area, and then travel south along Irving Hill Rd. to serve the Rec Center before continuing on to the Kansas Union and returning to the Bob Billings transit hub via the Rec Center and Daisy Hill area.
- If service alignment remains unchanged, consider applying separate route numbers to northbound and southbound service to reduce likelihood of confusion for passengers along Jayhawk Blvd.
- Consider evening service and extending restructured route from Kansas Union to Emery Road to provide one-seat ride from Greek houses to Rec Center.

ROUTE: 43

Campus Circulator (Red)

Route Type: Circulator

Funding: University

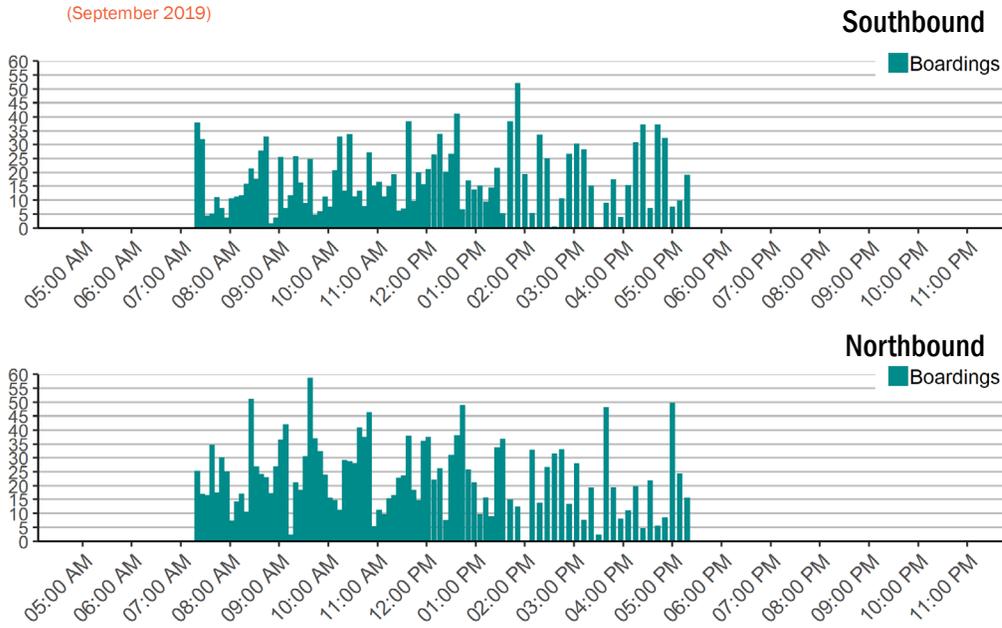
Description: Route 43 circulates through the northern portion of the KU campus, serving Daisy Hill, GSP, and Jayhawk Boulevard.

Key Points of Interest: KU, Apartments

Daily Statistics (2019)

	 Total Boardings	 Passengers per Hour	 Passengers per Mile	 Passengers per Trip
Weekday	4,692	91.5	15.7	27.9
	KU Rank 1/10	KU Rank 1/10	KU Rank 1/10	KU Rank 1/10
Saturday	N/A	N/A	N/A	N/A
	KU Rank N/A	KU Rank N/A	KU Rank N/A	KU Rank N/A

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)

Southbound

Northbound

Operating Characteristics

Weekday

Span 7:10 a.m. – 5:30 p.m.

Frequency 7 to 9 min (Peak) 7 to 9 min (Off-Peak)

Saturday

Span No Service

Frequency - min (Peak) - min (Off-Peak)

On-Time Performance (2019)

Trips

Early	On-Time	Late
25%	69%	7%

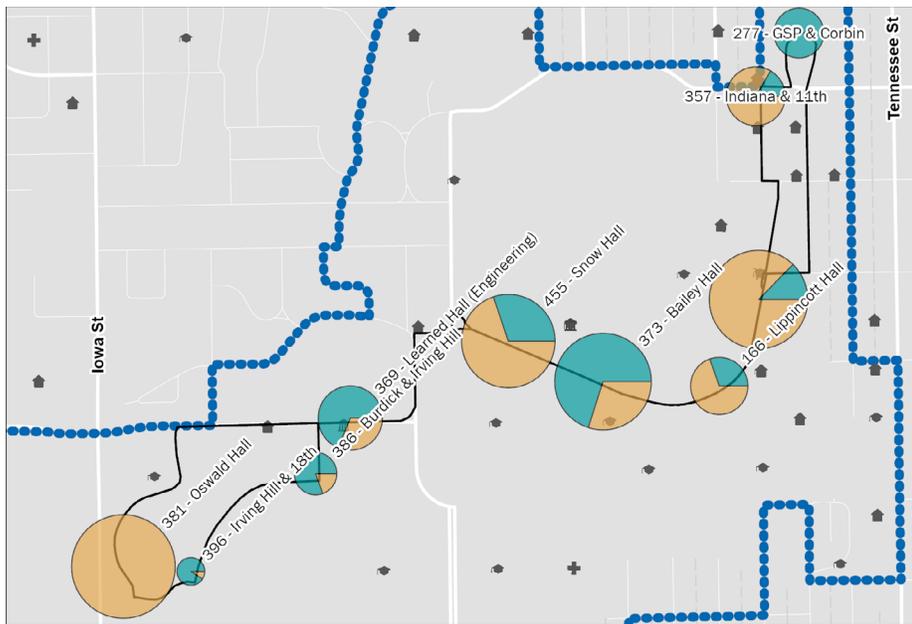
Annual Statistics (2019)

	Actual	KU Rank
 Revenue Hours	8,054	3/10
 Revenue Miles	46,943	4/10
 Operating Costs	\$612,112	3/10
 Ridership	731,995	1/10



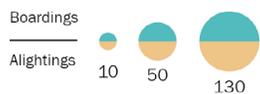
Weekday Ridership by Stop

(September 2019)



43 Southbound | Average Weekday Ridership

Boardings & Alightings

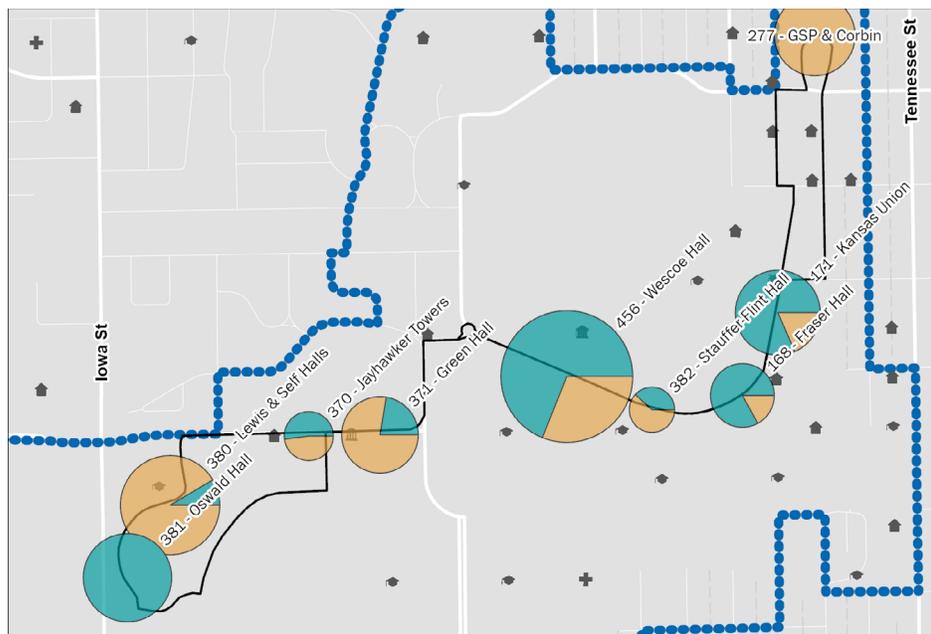


University of Kansas

Points of Interest

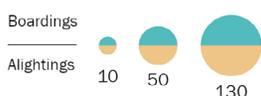


Source: September 2019 APC Data



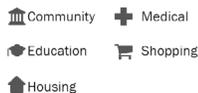
43 Northbound | Average Weekday Ridership

Boardings & Alightings



University of Kansas

Points of Interest



Source: September 2019 APC Data

Route Analysis

Strengths

- Provides fast and frequent on-campus circulation, connecting residence halls in the Daisy Hill area to academic buildings and the Kansas Union
- Highest ridership and productivity of all KU routes.
- Strong ridership throughout the service day, with an average ridership of 50 passengers per hour.
- Simple and direct alignment.
- Many transfer opportunities at Snow Hall.

Weaknesses

- Potentially overcrowded buses, as several trips exceed 40 passengers.
- Early end of service.

Opportunities

- Supplement capacity between Daisy Hill and Jayhawk Blvd./Kansas Union with frequent service between Bob Billings transit hub and KU campus.
- Invest in pedestrian improvements and passenger amenities at Engle Road and 15th Street to create additional transit access opportunities for Daisy Hill area residents.

ROUTE: 44

Description: Route 44 circulates through the KU campus.

Campus Evening Circulator

Route Type: Circulator

Funding: University

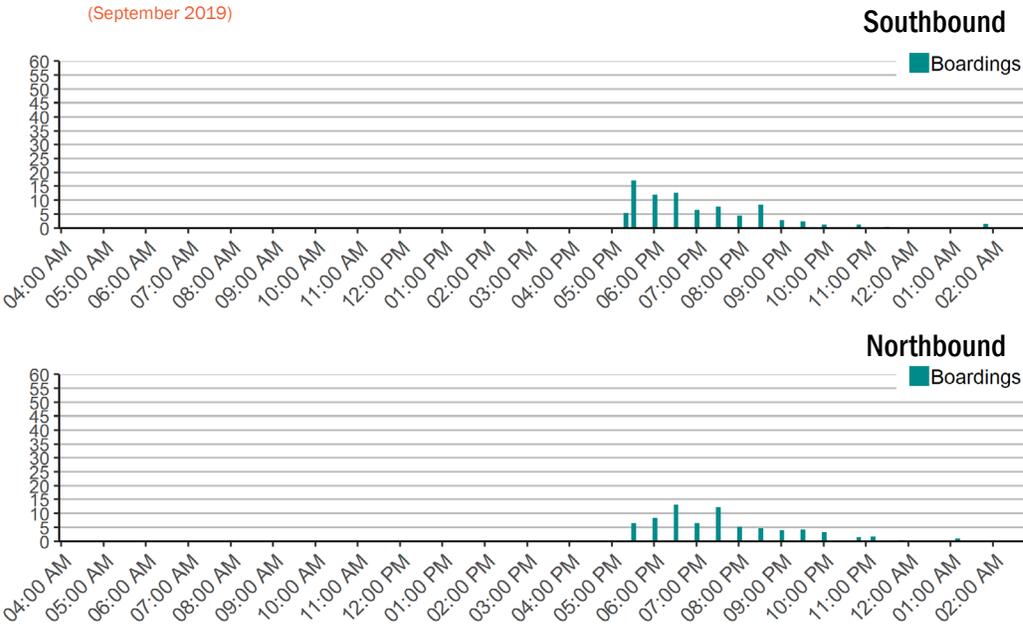
Key Points of Interest: KU, Apartments, Library

Daily Statistics (2019)

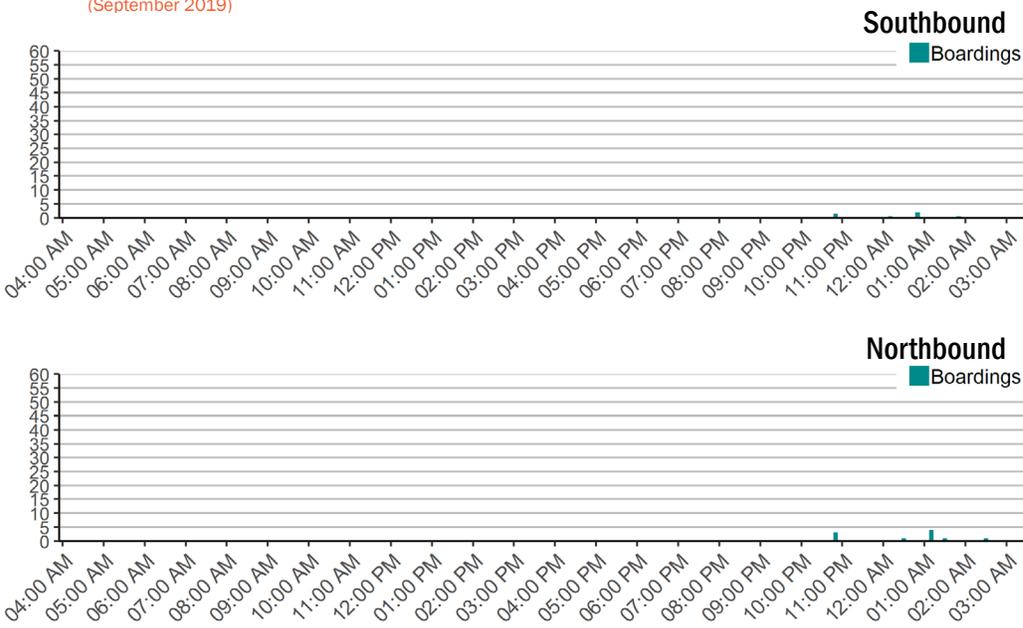


	Total Boardings	KU Rank	Passengers per Hour	KU Rank	Passengers per Mile	KU Rank	Passengers per Trip	KU Rank
Weekday	331	9/10	36.3	4/10	11.4	2/10	6.9	9/10
Saturday	28	2/2	3.1	2/2	0.83	2/2	1.5	2/2

Weekday Ridership by Trip (September 2019)



Saturday Ridership by Trip (September 2019)



Operating Characteristics

Weekday

Span: 5:31 p.m. – 10:30 p.m.

Frequency: - min **30** min
Peak Off-Peak

Saturday

Span: Late Night

Frequency: - min - min
Peak Off-Peak

On-Time Performance (2019)

Trips



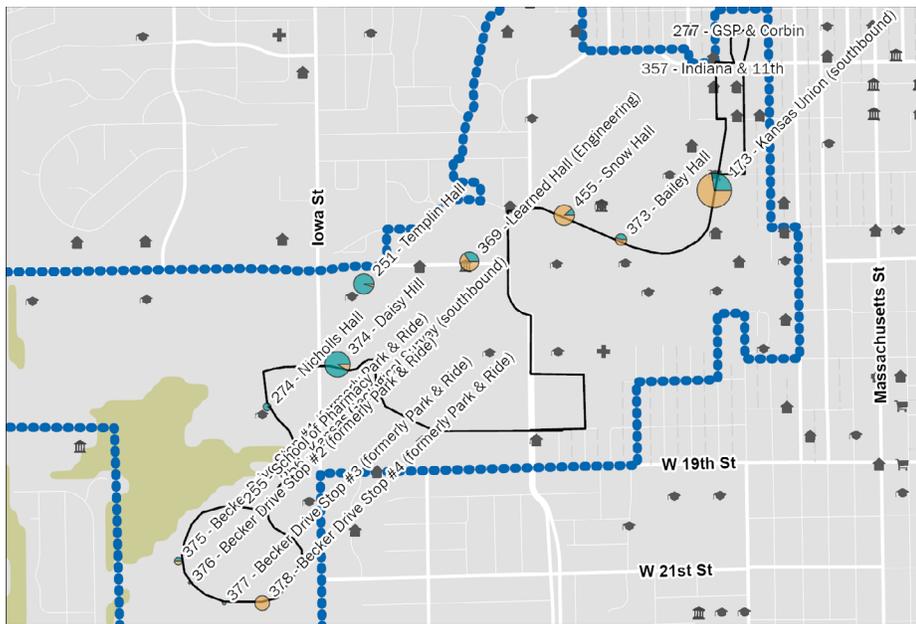
Annual Statistics (2019)

	Actual	KU Rank
Revenue Hours	813	10/10
Revenue Miles	2,739	10/10
Operating Costs	\$61,788	10/10
Ridership	20,677	10/10



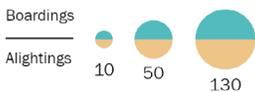
Weekday Ridership by Stop

(September 2019)



44 Southbound | Average Weekday Ridership

Boardings & Alightings

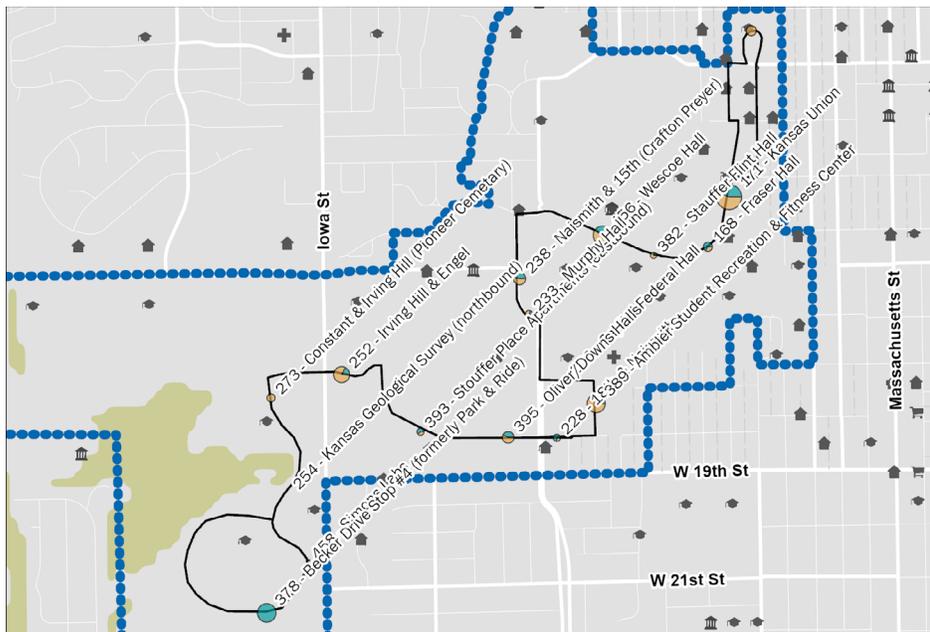


University of Kansas

Points of Interest

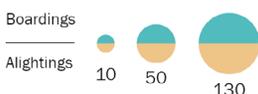


Source: September 2019 APC Data



44 Northbound | Average Weekday Ridership

Boardings & Alightings



University of Kansas

Points of Interest



Source: September 2019 APC Data

Route Analysis

Strengths

- Provides evening and late-night service coverage, linking remote parking and student housing with the Rec Center, Kansas Union, and academic buildings.
- Easy-to-remember clockface frequency.
- Relatively high productivity at almost 40 passengers per service hour.

Weaknesses

- No weekend service.
- Relatively low average ridership per trip.
- One-way service along 15th and 18th St. forces out-of-direction travel or relatively long-walk distances for some passenger, including those traveling from the Rec Center to the Daisy Hill area.

Opportunities

- Begin service later and extend hours on several "regular" routes until at least 6:00 pm.
- If service begins later, consider replacing fixed-route service model with demand response service, potentially by expanding and redesigning the SafeRide service to allow more trip types, and improving the booking process.
- Consider providing weekend demand response service.