

## **Section 1: Introduction**

The FY 2007 Service Management Plan (SMP) describes changes to fixed-route transit service (line-haul bus, Community Circulator, and rail) that RTA proposes to implement before the end of 2007. In this way, the SMP aids the development of the Authority's annual operating budget.

The RTA continues to face a constrained fiscal environment, in which existing services and proposals for new or expanded services must be carefully scrutinized. RTA must continue developing operating strategies that reduce costs with minimal impact on service to the public. RTA must also continue to tailor schedules to ridership so available funds are utilized to serve as many passengers as possible. *Any added service, whether to address overloads, road construction, or community needs, will require an offsetting service reduction or efficiency measure.*

The SMP is structured as follows:

- **Section 2** – Annual Bus Route Performance Summary
- **Section 3** – Added Service in 2007
- **Section 4** – New Studies
- **Section 5** – Review of Recent Corridor Service Changes
- **Section 6** – Examination of Bus Routes Ranking in the Bottom Quartile of Their Service Category
- **Section 7** – Special Event Services
- **Appendix** – FY 2005 Route Performance Summary Tables

## **Section 2: Annual Bus Route Performance Summary**

In keeping with GCRTA's Service Policy, an assessment of bus route performance during FY2005 was performed earlier this year, using ridership data from the registering fareboxes, along with annual vehicle miles and hours operated. Five indicators of route productivity were calculated for each bus route:

1. Boardings per vehicle hour in service – The average number of passengers boarding for each hour a bus is operating in revenue service on the route.
2. Boardings per vehicle trip in service -- The average number of passengers boarding each one-way trip on the route.
3. Boardings per mile in service – The average number of passengers boarding for each mile while in revenue service.
4. Boardings per total vehicle hours– The average number of passengers boarding for each hour a bus is operating.
5. Boardings per mile– The average number of passengers boarding for each mile operated.

The different indicators provide different views of the productivity of each route. Labor costs account for the majority of RTA's bus service expenses. As a consequence, we initially rank services based on average boardings (passengers) per in-service hour. This will highlight those services that provide the most benefit and the least benefit for the dollars spent. The difference between the boardings per in-service hour and the boardings per total vehicle hours will indicate areas where services are not as efficient due to large unproductive time. This is noticeable when examining the Express/Flyer services, as many only operate in the peak direction AM and PM.

Each route was placed into one of five categories. Because of the different nature of each of these types of services, routes are compared within each category providing a better benchmark as to the productivity of each.

1. Local Radial
2. Crosstown/Feeder
3. Express/Flyer
4. Community Circulator
5. Downtown Loop
6. Seasonal/Supplemental

The averages for the indicators for each route category were calculated, and the routes ranked from highest productivity to lowest, based on the number of boardings per in-service vehicle hour. The rankings within each category are presented in tabular form in the appendix of the SMP.

For FY2005, the average boardings per in-service vehicle hour for each major route category were as follows:

- Local radial: **33**
- Crosstown/feeder: **24**
- Express/Flyer: **20**
- Community Circulator: **13**
- Downtown Loop **29**
- Seasonal/supplemental **26**

In accordance with the Service Policy, a route whose productivity falls below the average for its route category is a candidate for remedial actions such as:

- Conduct targeted route promotions to increase ridership
- Realign the route to eliminate unproductive segments, reduce route length, or increase route speed to reduce platform hours
- Realign the route to serve major activity centers
- Coordinate schedules with shift times at major employment centers
- Short-turn trips to reduce service frequency on route segments where ridership is low
- Reduce vehicle hours by adjusting frequency or shortening daily service spans
- Eliminate route

### **Section 3: Added Service in 2007**

In 2007, RTA expects to add service in response to changing travel market conditions.

A large shopping center, City View Center in Garfield Heights, is opening in stages during late 2006 and early 2007. This site is a rather long walk from the nearest mainline bus stop. Though it was not budgeted, RTA has expanded the #802 Southeast Community Circulator to serve this shopping center, effective September 10, 2006. The 2007 recommended budget contains miles and hours for this service improvement.

A major new shopping center, Steelyard Commons, will open in Cleveland in March 2007. The shopping center site currently is not served by public transit. The RTA plans to re-route the #807 Tremont circulator to serve this site. The #807 serves several low to moderate income neighborhoods near the shopping center and also connects with mainline bus routes and rapid transit. Additional buses, miles, and hours will be required for this service improvement.

Higher gasoline prices have generated an increase in demand for commuter park-n-ride service. RTA plans to acquire additional park-n-ride buses and expand three park-n-ride lots. The recommended 2007 budget includes additional miles and hours to enable RTA to expand park-n-ride service as warranted by ridership.

Continuing shifts in employment locations often result in requests for new bus services in underserved areas. The staff plans to implement new services on a trial basis and keep only those services that are justified by ridership. The recommended budget includes a small allocation of miles and hours to be used for these trial services.

## **Section 4: New Studies**

### **4.1 Flexible Route Concept**

Staff will explore the feasibility of implementing “flexible routing” in a low-density area to enhance customer service and route productivity. Candidates for this service concept include the northwest Cuyahoga County area served by the #808 and #822. Details of how this service might operate will be investigated in 2007. The concept might entail buses leaving at set times from a particular hub, such as a transit center. After leaving the hub, the actual path followed by the bus would vary based on passenger requests.

### **4.2 Review of Weekend Service**

Historically, GCRTA has not focused much attention on its weekend route network. This review will take a look at which routes should be operated on Saturdays and Sundays/Holidays in order to provide the most appropriate service to customers. In some areas, route spacing may be increased so that more frequent service can be provided on fewer routes.

### **4.3 Study of Lake Shore Blvd. Corridor Services**

In 2007, Service Planning staff anticipates conducting a study of the existing bus routes in the Lake Shore Blvd Corridor. Routes to be analyzed include the #39X, #39BX, #39F, and #239. Other routes serving this area will also be reviewed. The goal of this study is to develop service proposals that will provide the most appropriate service for customers in the Lake Shore Blvd. Corridor.

## **Section 5: Review of Recent Corridor Service Changes**

Since Spring 2004, Service Planning has completed 3 major corridor studies. Each of these resulted in significant service restructuring in their respective study areas. The corridors that have been studied to date are:

- Southeast Corridor – service changes implemented in June 2004
- South Corridor – service changes implemented in phases through December 2004
- Northwest Corridor – service changes implemented in August 2005

During 2007, Service Planning staff anticipates revisiting each of these corridors to determine if further service modifications are needed to accomplish the goals of each study.

## **Section 6: Examination of Bus Routes Ranking in the Bottom Quartile of Their Service Category**

The following list includes all routes that performed in the bottom quartile of their route category in 2005. The 2005 route performance statistics are included in the Appendix.

### **Local Radial**

- |                  |   |
|------------------|---|
| #23 Clark-Ridge  | This route will be reviewed as part of Service Planning's revisit of the South Corridor Study.  |
| #25B/W Madison   | This route, along with the #33 Central and #35 Broadview-Quincy, will be reviewed to determine if they are the best service to provide to customers in the area.    |
| #33 Central      | This route, along with the #25B/W Madison and #35 Broadview-Quincy, will be reviewed to determine if they are the best service to provide to customers in the area. |
| #45Y/R & #145Y/R | This route group will be reviewed as part of Service Planning's revisit of the South Corridor Study.  |

### **Crosstown/Feeders**

- |                               |  |
|-------------------------------|--|
| #70 Bunts-W.150 <sup>th</sup> | The service span and/or frequency may be adjusted to improve productivity.   |
| #86 Rocky River-Warren        | Consideration will be given to consolidating the #86 and #86F in 2007.   |
| #49/#49F Center Ridge         | This route group will be reviewed as part of Service Planning's revisit of the Northwest Corridor Study.                             |
| #68 Bagley                    | This route group will be reviewed as part of Service Planning's revisit of the South Corridor Study.                                 |
| #43 Lake-Wolf                 | This route will be reviewed as part of Service Planning's revisit of the Northwest Corridor Study.                                   |
| #53 Great Northern            | This route was replaced in August 2005 with a new community circulator route #822 as part of the Northwest Corridor service changes. |
| #46 Rocky River-Westlake      | This route will be reviewed as part of Service Planning's revisit of the Northwest Corridor Study.                                   |

### **Express Flyers**

- #87F Westwood I-90 As part of the service consolidation agreement between GCRTA and North Olmsted Municipal Bus Lines, service levels on this route must be preserved through March 2008.
- #88X Broadway-Northfield This route will be reviewed as part of Service Planning's revisit of the Southeast Corridor Study.
- #51X Pearl This route will be reviewed as part of Service Planning's revisit of the South Corridor Study.
- #55C/N/SX Clifton This route group was replaced by the #55X, #55F, #43, #49, and #49F as part of the August 2005 Northwest Corridor service changes.
- #15F Warr. Hts. Flyer Consideration will be given to replacing this route with a feeder service to another downtown route.
- #86F Berea Flyer Consideration will be given to consolidating the #86 and #86F in 2007.

### **Community Circulators**

- #821 University Circle Proposed changes to the #821 route alignment and span of service were presented to the public in July 2006. Changes may be implemented in fourth quarter 2006 or 2007.
- #808 West Shore Circulator  
&  
#822 Southwest Circulator These routes will be reviewed as part of Service Planning's revisit of the Northwest Corridor Study to determine if they are the best service to provide customers in the area. The flexible route concept described in Section 4.1 may be appropriate for the area served by these routes.

## **Section 7: Special Event Services**

### **Cleveland Browns Bus Service**

In 2006, RTA is providing flyer bus service to all Cleveland Browns home games from the following locations:

- Brecksville P-N-R
- North Olmsted P-N-R
- Parmatown Transit Center
- Solon Square Shopping Center
- Strongsville P-N-R
- Westlake P-N-R

This type of specialized bus service is expensive to operate considering the limited number of passengers served. Based on ridership in 2006, a decision will be made on whether to continue to operate the service in 2007.

### **Additional Rail Service**

RTA operates additional rail service for Indians and Browns home games to accommodate the additional passenger volumes.

Additional rail service is also operated for other major public events that are held downtown, examples of which are:

- St. Patrick's Day Parade
- 4<sup>th</sup> of July Fireworks
- Grand Prix Auto Race
- Cleveland Orchestra Concert on Public Square
- Cleveland National Air Show
- Race For The Cure

## **Appendix – FY 2005 Route Performance Summary Tables**

**2005 Route Performance: Sorted by In-Service Boardings Per Vehicle Hour in Descending Order**

Local Radial		Ridership by Route		Vehicle Statistics					Route Performance Indicators				
RIDERSHIP BY ROUTE 2005				In-service			Total		In-service			Total	
Notes	Route	Boardings	% Contribution	Trips	Hours	Miles	Hours	Miles	B/VT	B/VH	B/VM	B/VH	B/VM
*	6 Euclid Ave	3,071,548	14%	74,690	61,842	531,153	64,260	571,636	41	50	5.78	48	5.37
	326 Detroit - Superior	3,547,361	16%	61,725	84,618	987,518	93,196	1,177,695	57	42	3.59	38	3.01
	1 St. Clair	2,144,667	10%	59,128	52,264	583,705	55,778	645,289	36	41	3.67	38	3.32
	22 Lorain	2,070,102	9%	58,675	54,553	612,170	58,326	701,178	35	38	3.38	35	2.95
	14 Kinsman	1,932,469	9%	55,673	55,204	665,998	59,574	742,454	35	35	2.90	32	2.60
	15 Union	2,069,559	9%	50,195	61,544	733,525	67,738	906,424	41	34	2.82	31	2.28
	8 Cedar	397,188	2%	25,284	12,697	123,913	12,945	129,260	16	31	3.21	31	3.07
	20/20A W. 11th Broadview/W. 25th-State	1,079,360	5%	38,019	35,452	435,262	40,385	528,883	28	30	2.48	27	2.04
	4 Payne - Wade Park	356,022	2%	17,351	11,829	125,355	11,979	126,951	21	30	2.84	30	2.80
	19 Broadway - Miles	1,059,658	5%	40,422	37,011	463,067	40,432	557,548	26	29	2.29	26	1.90
	35 Broadview - Quincy	1,125,976	5%	28,596	40,610	578,707	43,848	656,381	39	28	1.95	26	1.72
	79A/B Fulton	646,223	3%	26,469	25,608	327,132	28,034	353,420	24	25	1.98	23	1.83
	38 Payne - Hough	257,407	1%	16,743	11,110	108,830	11,658	116,559	15	23	2.37	22	2.21
	81 Tremont - Storer	493,858	2%	25,211	22,160	235,223	23,619	263,446	20	22	2.10	21	1.87
	23 Clark - Ridge	548,738	2%	26,699	26,810	340,218	30,002	404,813	21	20	1.61	18	1.36
	25B/W Madison	874,478	4%	33,142	43,482	468,085	46,652	542,872	26	20	1.87	19	1.61
	33 Central	47,521	0%	6,216	3,062	26,985	3,146	28,202	8	16	1.76	15	1.69
*	45/145Y/R Ridge/York Flyer	340,534	2%	28,363	31,039	455,928	35,790	560,132	12	11	0.75	10	0.61
		<b>22,062,669</b>	<b>100%</b>	<b>672,601</b>	<b>670,893</b>	<b>7,802,774</b>	<b>727,362</b>	<b>9,013,142</b>	<b>33</b>	<b>33</b>	<b>2.83</b>	<b>30</b>	<b>2.45</b>

**Notes:**

\* Ridership data may not be reliable.

**B/VT** Boardings per vehicle trip  
**B/VH** Boardings per vehicle hour  
**B/VM** Boardings per vehicle mile  
**In-Service** Includes revenue and layover stats only.  
**Total** Includes dead-head and other pull out/in stats.  
**% Contribution** Category specific contribution -- not system-wide.

## 2005 Route Performance: Sorted by In-Service Boardings Per Vehicle Hour in Descending Order

Crosstown/Feeders		Ridership by Route			Vehicle Statistics				Route Performance Indicators				
Notes	RIDERSHIP BY ROUTE 2005			Trips	In-service		Total		In-service			Total	
	Route	Boardings	% Contribution		Hours	Miles	Hours	Miles	B/VT	B/VH	B/VM	B/VH	B/VM
	2 E.55th / E.79th	1,245,696	10%	25,873	28,413	299,938	30,648	339,770	48	44	4.15	41	3.67
	10 East 105	1,936,158	16%	64,992	49,227	476,180	51,324	510,742	30	39	4.07	38	3.79
	30 E. 140 - Hayden	607,067	5%	32,284	17,629	199,204	18,103	206,693	19	34	3.05	34	2.94
	40 Lakeview - Lee	1,267,673	10%	34,498	43,557	512,105	47,679	591,137	37	29	2.48	27	2.14
	32/X Cedar	607,747	5%	28,592	21,078	232,796	25,577	311,113	21	29	2.61	24	1.95
	41A/C Warrensville - Aurora/Columb	1,245,208	10%	33,001	46,851	618,915	48,993	663,840	38	27	2.01	25	1.88
	48/48A University - E131	947,046	8%	47,300	37,929	424,117	39,428	447,202	20	25	2.23	24	2.12
*	28 E. 276 - Euclid	969,998	8%	70,552	41,442	478,751	43,361	511,627	14	23	2.03	22	1.90
	5 Chagrin Blvd	285,781	2%	32,587	12,867	175,884	14,028	197,383	9	22	1.62	20	1.45
	37 E. 185 - Taylor	417,680	3%	20,051	19,519	234,782	21,117	266,508	21	21	1.78	20	1.57
	50 E.116th - Harvard - W.117th	992,084	8%	27,403	46,706	551,131	49,898	614,509	36	21	1.80	20	1.61
	7/7X Monticello - Euc Hts	218,204	2%	16,288	12,634	166,861	15,643	216,945	13	17	1.31	14	1.01
	78 W. 98 - Puritas	228,942	2%	16,611	14,695	184,487	16,445	221,219	14	16	1.24	14	1.03
	34 E. 200 - Green	278,930	2%	18,253	19,703	295,704	21,394	324,759	15	14	0.94	13	0.86
	36 Eddy	84,809	1%	16,912	6,282	72,167	6,342	72,620	5	14	1.18	13	1.17
	94 E.260th - Richmond	191,406	2%	11,477	14,851	214,528	15,691	228,886	17	13	0.89	12	0.84
	83 W. 130	165,768	1%	16,969	13,229	148,817	14,298	174,020	10	13	1.11	12	0.95
	42 Fairmount	13,583	0%	3,108	1,136	18,493	1,377	21,106	4	12	0.73	10	0.64
	16 East 55th	174,433	1%	40,304	15,344	174,497	15,507	177,299	4	11	1.00	11	0.98
	27F Solon Flyer	6,884	0%	1,295	640	13,986	1,042	22,740	5	11	0.49	7	0.30
	70 W. 150 - Bunts	138,314	1%	16,056	14,688	191,113	15,601	213,140	9	9	0.72	9	0.65
	86 Rocky River - Warren	139,410	1%	17,670	16,735	254,816	18,528	296,194	8	8	0.55	8	0.47
*1	49/49F Center Ridge	30,220	0%	4,442	3,638	54,411	4,159	66,949	7	8	0.56	7	0.45
	68 Bagley	66,123	1%	8,572	8,575	135,580	9,193	145,310	8	8	0.49	7	0.46
1	43 Lake - Wolf	6,151	0%	1,820	1,074	17,008	1,219	20,648	3	6	0.36	5	0.30
2	53 Great Northern-Center Ridge	11,380	0%	2,040	2,034	36,108	2,126	38,326	6	6	0.32	5	0.30
3	46/46F Rocky River - Westlake	7,645	0%	8,923	5,460	90,310	7,487	126,073	1	1	0.08	1	0.06
		<b>12,284,340</b>	<b>100%</b>	<b>617,873</b>	<b>515,934</b>	<b>6,272,689</b>	<b>556,207</b>	<b>7,026,756</b>	<b>20</b>	<b>24</b>	<b>1.96</b>	<b>22</b>	<b>1.75</b>

### Notes:

- \* Ridership data may not be reliable.
- 1 New Route - service began August 28.
- 2 Route Discontinued in August. Replaced in part by #822.
- 3 Starting August 28, #46F replaced by trips on new #55F. No change to #46.

<b>B/VT</b>	Boardings per vehicle trip
<b>B/VH</b>	Boardings per vehicle hour
<b>B/VM</b>	Boardings per vehicle mile
<b>In-Service</b>	Includes revenue and layover stats only.
<b>Total</b>	Includes dead-head and other pull out/in stats.
<b>Contribution</b>	Category specific contribution -- not system-wide.

**2005 Route Performance: Sorted by In-Service Boardings Per Vehicle Hour in Descending Order**

**Express Flyers**

		Ridership by Route		Vehicle Statistics				Route Performance Indicators					
<b>RIDERSHIP BY ROUTE 2005</b>				<b>In-service</b>			<b>Total</b>		<b>In-service</b>			<b>Total</b>	
<b>Notes</b>	<b>Route</b>	<b>Boardings</b>	<b>% Contribution</b>	<b>Trips</b>	<b>Hours</b>	<b>Miles</b>	<b>Hours</b>	<b>Miles</b>	<b>B/VT</b>	<b>B/VH</b>	<b>B/VM</b>	<b>B/VH</b>	<b>B/VM</b>
*	51F I-71/Pearl Rd.	222,025	4%	5,698	4,408	108,366	7,444	182,450	39	50	2.05	30	1.22
	246 Westlake Park-n-Ride	235,026	4%	7,770	5,240	119,347	10,430	256,127	30	45	1.97	23	0.92
	251 Strongsville Park-n-Ride	89,438	2%	3,367	2,289	57,783	4,616	116,053	27	39	1.55	19	0.77
	239 Euclid Park-n-Ride	93,334	2%	4,144	2,797	55,271	5,853	118,622	23	33	1.69	16	0.79
	9/9X Mayfield	882,974	16%	27,201	32,172	374,235	35,614	435,644	32	27	2.36	25	2.03
	263 N.Olmsted Park-n-Ride	183,144	3%	6,910	6,706	158,074	11,343	290,390	27	27	1.16	16	0.63
	39F Lakeshore	124,637	2%	6,216	5,095	99,715	8,974	181,125	20	24	1.25	14	0.69
	135 Broadview - N. Royalton	103,309	2%	4,144	4,472	82,414	7,896	163,586	25	23	1.25	13	0.63
	451 Laurel Square	76,281	1%	3,206	3,428	72,670	5,778	138,560	24	22	1.05	13	0.55
	39X/39BX Lakeshore Blvd.	550,085	10%	27,993	25,594	436,242	28,830	507,166	20	21	1.26	19	1.08
1	31X Avon Lake	22,883	0%	1,008	1,075	22,630	2,352	56,549	23	21	1.01	10	0.40
	75X North Olmsted	611,059	11%	27,566	31,031	495,370	34,708	603,600	22	20	1.23	18	1.01
	96F Butternut - Hilliard I-90	29,931	1%	1,554	1,600	29,681	2,451	51,527	19	19	1.01	12	0.58
	77F Brecksville	343,671	6%	20,251	19,301	357,657	24,275	487,185	17	18	0.96	14	0.71
2	55XClifton/55F- Gold Line West Shore	209,664	4%	12,367	12,078	160,507	13,846	203,748	17	17	1.31	15	1.03
	76F/X Broadway - Turney	327,013	6%	19,009	19,041	238,413	22,055	295,345	17	17	1.37	15	1.11
	90F Broadway - Libby	315,454	6%	19,369	19,472	386,791	22,331	441,513	16	16	0.82	14	0.71
	87F Westwood I-90	35,698	1%	2,072	2,208	39,290	3,445	71,324	17	16	0.91	10	0.50
	88X Broadway - Northfield	263,941	5%	16,996	19,090	263,243	20,547	292,213	16	14	1.00	13	0.90
	51X Pearl	360,484	7%	24,651	28,396	397,673	32,554	494,742	15	13	0.91	11	0.73
3	55C/N/SX Clifton - Lake/Wagner/Woost	343,045	6%	26,256	28,226	401,676	34,542	570,492	13	12	0.85	10	0.60
	15F Warrensville Hts.	50,463	1%	6,734	5,045	84,149	6,982	137,060	7	10	0.60	7	0.37
	86F Berea - Olmsted Falls	17,325	0%	2,331	1,737	38,617	3,046	70,315	7	10	0.45	6	0.25
		<b>5,490,884</b>	<b>100%</b>	<b>276,813</b>	<b>280,499</b>	<b>4,479,814</b>	<b>349,910</b>	<b>6,165,333</b>	<b>20</b>	<b>20</b>	<b>1.23</b>	<b>16</b>	<b>0.89</b>

**Notes:**

- \* Ridership data may not be reliable.
- 1 Route Discontinued in August. Replaced, in part, by trips on the new #55F.
- 2 New Route - Service began on August 28. Replaces parts of former #55CX/NX/SX.
- 3 Replaced in August by new #55X/#55F, #43, and #49/49F.

- B/VT** Boardings per vehicle trip
- B/VH** Boardings per vehicle hour
- B/VM** Boardings per vehicle mile
- In-Service** Includes revenue and layover stats only.
- Total** Includes dead-head and other pull out/in stats.
- % Contribution** Category specific contribution -- not system-wide

**2005 Route Performance: Sorted by In-Service Boardings Per Vehicle Hour in Descending Order**

**Community Circulators**

		Ridership by Route		Vehicle Statistics				Route Performance Indicators					
		RIDERSHIP BY ROUTE 2005		In-service		Total		In-service			Total		
Notes	Route	Boardings	% Contribution	Trips	Hours	Miles	Hours	Miles	B/VT	B/VH	B/VM	B/VH	B/VM
	807 Tremont	281,813	13%	22,407	17,150	189,551	18,249	214,568	13	16	1.49	15	1.31
	804 Lakewood	500,616	23%	39,868	32,230	363,573	34,075	400,337	13	16	1.38	15	1.25
	820 St. Clair - Five Points	164,567	7%	15,978	11,388	121,301	11,909	127,341	10	14	1.36	14	1.29
	809 Kamm's - Puritas	273,778	12%	16,428	19,357	208,871	20,719	235,996	17	14	1.31	13	1.16
	803 St. Clair - Hough	183,117	8%	18,454	13,708	164,471	14,233	172,747	10	13	1.11	13	1.06
	806 Euclid - Euclid Beach	276,056	12%	25,088	20,724	284,945	21,696	296,750	11	13	0.97	13	0.93
	801 Lee - Harvard	195,465	9%	17,531	16,161	220,460	17,165	236,834	11	12	0.89	11	0.83
	805 Slavic Village	118,118	5%	20,622	10,484	122,601	10,988	132,250	6	11	0.96	11	0.89
	802 Southeast	124,629	6%	15,014	14,768	174,471	15,683	189,171	8	8	0.71	8	0.66
	821 University Circle/Heights Area	57,659	3%	13,460	8,301	94,050	8,600	98,001	4	7	0.61	7	0.59
	808 West Shore	38,490	2%	7,337	7,508	166,088	8,045	129,508	5	5	0.23	5	0.30
1	822 Southwest	5,813	0%	2,200	2,262	29,040	2,480	32,395	3	3	0.20	2	0.18
		<b>2,220,121</b>	<b>100%</b>	<b>214,387</b>	<b>174,041</b>	<b>2,139,422</b>	<b>183,841</b>	<b>2,265,897</b>	<b>10</b>	<b>13</b>	<b>1.04</b>	<b>12</b>	<b>0.98</b>

**Downtown Loops**

		Ridership by Route		Vehicle Statistics				Route Performance Indicators					
		RIDERSHIP BY ROUTE 2005		In-service		Total		In-service			Total		
Notes	Route	Boardings	% Contribution	Trips	Hours	Miles	Hours	Miles	B/VT	B/VH	B/VM	B/VH	B/VM
	247 Outer Loop	576,195	78%	31,857	15,730	112,717	16,628	128,412	18	37	5.11	35	4.49
	147 Center City Loop	166,882	22%	40,922	9,962	87,710	10,878	106,384	4	17	1.90	15	1.57
		<b>743,077</b>	<b>100.0%</b>	<b>72,779</b>	<b>25,693</b>	<b>200,427</b>	<b>27,506</b>	<b>234,796</b>	<b>10</b>	<b>29</b>	<b>3.71</b>	<b>27</b>	<b>3.16</b>

**Notes:**

1 New Route - service began August 28. Replaces parts of #53.

**B/VT** Boardings per vehicle trip  
**B/VH** Boardings per vehicle hour  
**B/VM** Boardings per vehicle mile  
**In-Service** Includes revenue and layover stats only.  
**Total** Includes dead-head and other pull out/in stats.  
**% Contribution** Category specific contribution -- not system-wide.

## 2005 Route Performance: Sorted by In-Service Boardings Per Vehicle Hour in Descending Order

Total	Ridership by Route		Vehicle Statistics					Route Performance Indicators				
	2005		Trips	In-Service		Total		In-Service		Total		
	Boardings	% Contribution		Hours	Miles	Hours	Miles	B/VT	B/VH	B/VM	B/VH	B/VM
Local Radial	22,062,669	51.3%	672,601	670,893	7,802,774	727,362	9,013,142	33	33	2.8	30	2.4
Downtown Loop	743,077	1.7%	72,779	25,693	200,427	27,506	234,796	169	29	3.7	27	3.2
Seasonal/Supplemental Services	228,616	0.5%	15,889	8,877	124,689	15,320	264,095	14	26	1.8	15	0.9
Crosstown	12,284,340	28.5%	617,873	515,934	6,272,689	556,207	7,026,756	20	24	2.0	22	1.7
Express/Flyer	5,490,884	12.8%	276,813	280,499	4,479,814	349,910	6,165,333	20	20	1.2	16	0.9
Community Circulator	2,220,121	5.2%	214,387	174,041	2,139,422	183,841	2,265,897	10	13	1.0	12	1.0
<b>Total</b>	<b>43,029,707</b>	<b>100%</b>	<b>1,870,342</b>	<b>1,675,937</b>	<b>21,019,815</b>	<b>1,860,146</b>	<b>24,970,019</b>	<b>23</b>	<b>26</b>	<b>2.0</b>	<b>23</b>	<b>1.7</b>

**In-Service** Includes revenue and layover stats only.

**Total** Includes dead-head and other pull out/in stats.

**% Contribution** Category specific contribution -- not system-wide.