



Why are Routes Analyzed:

PVTA must use its resources effectively and all routes should achieve a minimum level of productivity. The routes productivity is measured in terms of “Passengers per Revenue Vehicle Hour” for most services, and “Passengers per Trip” for Regional and Express services that typically carry passengers for long distances with little passenger turnover. PVTA analyzes one week of ridership data in each month to identify if these minimum thresholds are attained.

Passengers Per Revenue Hour

For routes that experience a significant amount of ridership turnover along the route (all services except Regional and Express routes), this minimum level of ridership is expressed in terms of Passengers per Revenue Service Hour, or in simpler terms, the average number of passengers that a bus should serve for each hour it is in service.

The following Service Types are analyzed by PPRH: Urban Radial, Village Connector, Campus Services and Community Shuttles.

Passengers Per Revenue Hour(PPRH) by Route														
Route	Service Type	PPRH Standard	September	October	November	December	January	February	March	April	May	June	July	August
G5	Urban Radial	20	27.0	26.7	27.1	26.3	21.9	23.7	15.6	24.6	22.5	21.8	16.3	19.2
R10	Urban Radial	20	28.0	27.2	28.5	27.1	25.4	21.2	14.3	21.2	23.9	23.2	21.1	23.8
R14	Urban Radial	20	31.1	26.1	25.8	24.6	18.8	20.2	10.2	20.1	21.2	22.5	18.0	19.2
B17	Urban Radial	20	31.4	30.5	31.2	30.2	27.0	25.3	14.4	25.2	27.2	24.4	21.7	24.1
R24	Urban Radial	20	21.9	23.2	20.7	21.7	20.5	18.9	10.9	17.5	20.1	16.9	6.1	10.3
B23	Village Connector	15	28.6	27.7	24.3	23.9	23.8	21.9	13.4	17.1	22.8	14.0	12.4	14.0
R27	Village Connector	15	17.1	10.8	14.0	11.3	12.7	10.5	6.6	11.2	14.4	10.4	7.6	6.9
R41	Village Connector	15	20.8	20.5	21.2	19.1	18.6	18.7	18.3	16.3	18.1	13.6	13.7	13.9
R42	Village Connector	15	16.6	16.7	15.9	16.3	16.0	15.3	15.5	14.0	16.2	14.7	15.2	15.1
R44	Village Connector	15	10.2	10.0	11.2	11.1	10.3	12.1	11.5	10.9	11.5	11.2	10.6	10.9
B9	Campus Services	20	4.8	2.3	5.9	5.4	5.3	5.4	3.3	6.0	5.6	0.0	0.0	0.0
R10S	Campus Services	20	27.1	21.9	21.0	19.8	22.6	21.7	11.9	19.1	16.4	0.0	0.0	0.0
33	Campus Services	20	41.5	36.2	29.6	39.0	38.2	35.8	33.9	41.9	31.6	28.3	29.2	29.8
45	Campus Services	20	31.7	35.0	24.5	26.5	34.0	25.4	31.3	29.9	19.1	13.3	14.5	14.0
46	Campus Services	20	28.4	28.4	21.1	24.3	34.8	26.9	29.6	31.5	19.9	16.3	17.9	17.0
34	Campus Services	20	42.6	38.0	33.0	50.1	47.5	47.5	45.2	56.6	27.7	0.0	0.0	0.0
35	Campus Services	20	39.2	44.7	38.3	61.1	61.4	63.2	56.9	70.7	34.7	0.0	0.0	0.0
38	Campus Services	20	19.0	16.0	14.2	16.6	18.1	16.3	15.6	16.7	11.4	0.0	0.0	0.0
39	Campus Services	20	8.7	7.9	7.3	8.0	8.8	9.7	6.9	7.0	4.9	0.0	0.0	0.0
PS	Community Shuttles	5	4.1	4.2	4.3	4.4	4.3	4.2	4.0	4.2	3.8	4.4	4.5	5.1
WS	Community Shuttles	5	5.2	4.9	4.0	4.6	4.2	4.0	4.2	4.8	4.4	4.9	4.8	4.4
NE	Community Shuttles	5	6.0	7.7	7.7	5.8	5.7	5.3	6.0	5.7	4.7	4.8	4.1	4.0
TT	Community Shuttles	5	2.8	2.2	3.4	3.4	2.5	2.6	1.4	2.5	2.3	2.5	2.4	0.7

Passengers Per Trip

For Regional and Express routes, which often travel for long distances with little ridership turnover, the minimum level of ridership is expressed in terms of Passengers per Bus Trip.

The following service Types are analyzed by Passengers per Trip: Tier I, Tier II and Express Routes.

Passengers Per Trip(PPT) by Route														
Route	Service Type	PPT Standard	September	October	November	December	January	February	March	April	May	June	July	August
G1	Tier I	20	38.6	39.7	39.7	35.7	30.5	30.3	20.6	30.8	31.3	33.3	30.9	32.1
G2	Tier I	20	38.5	38.5	38.0	34.2	31.2	29.0	17.1	26.9	30.3	28.4	28.9	31.8
B7	Tier I	20	39.9	42.8	40.4	39.6	30.0	33.6	19.9	32.1	36.0	32.5	28.8	31.0
B43	Tier I	20	29.3	27.0	27.1	25.8	22.9	26.3	24.6	25.1	20.1	9.5	9.7	9.3
G30	Tier I	20	48.2	46.9	36.6	45.4	46.6	46.0	41.3	46.5	26.9	9.0	9.2	7.3
P31	Tier I	20	42.5	38.1	31.0	39.4	39.2	39.0	34.6	35.9	22.2	10.3	10.6	10.1
G3	Tier II	20	26.1	26.4	27.6	23.8	21.7	19.1	13.6	19.9	25.6	23.3	21.5	21.1
B4	Tier II	20	13.3	12.5	11.8	12.4	9.9	10.3	6.4	10.1	10.8	8.4	7.4	7.6
B6	Tier II	20	28.2	27.6	27.6	26.8	23.5	21.0	14.0	21.1	20.8	22.1	19.7	20.2
P20	Tier II	20	51.1	55.9	57.1	54.7	42.9	46.3	26.9	45.2	50.4	50.2	42.9	52.3
P21	Tier II	20	42.6	47.4	45.1	45.2	38.0	41.1	22.9	39.6	43.2	43.0	24.4	30.4
B48	Tier II	20	18.2	18.4	20.3	19.6	17.8	17.6	18.5	16.1	16.0	18.6	17.0	17.5
X90	Tier II	20	20.4	22.8	23.5	21.6	17.0	17.5	12.0	17.0	19.0	18.0	16.5	20.3
X92	Tier II	20	8.1	10.2	9.5	9.5	8.2	7.3	5.2	7.0	6.9	8.5	7.1	0.7
X98	Tier II	20	2.3	2.2	2.2	2.1	1.9	2.1	2.0	2.5	2.1	1.3	2.2	1.7
P11	Express	20	19.5	18.5	18.5	15.6	17.6	16.0	8.6	10.1	12.3	0.0	0.0	0.0
B12	Express	20	4.0	5.1	3.9	4.0	2.7	4.0	2.7	3.4	4.6	4.8	3.6	4.1
R29	Express	20	19.2	18.2	19.3	17.8	16.7	15.8	8.9	15.4	15.4	16.1	13.5	12.4
M40	Express	20	21.9	22.9	22.9	21.3	18.6	23.6	21.9	23.8	12.2	0.0	0.0	0.0

Application of Performance Measures

In cases where routes do not meet minimum performance guidelines, changes should be made to improve route performance. These changes can include a variety of measures, including reconfiguring the route alignment to attract more passengers, targeted marketing, eliminating particularly unproductive segments, and reducing service levels. If no changes can be identified that improve performance, steps may be taken to discontinue the route unless it serves a demonstrable critical need that is not served by other routes or services (including paratransit service).