

Fiscal Year 2018

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.

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 - FY18														
Route	Service Type	PPRH Standard	July	August	September	October	November	December	January	February	March	April	May	June
G5	Urban Radial	20	13.9	15.1	17.7	16.2	15.6	15.3	15.0	16.0	15.3	14.8	16.3	15.5
R10	Urban Radial	20	14.0	14.5	20.9	20.9	18.4	16.6	13.5	18.6	17.0	18.3	16.0	14.5
R14	Urban Radial	20	16.5	17.5	22.0	16.8	15.4	14.7	12.9	14.4	15.6	15.7	17.0	16.1
B17	Urban Radial	20	19.5	21.7	23.2	21.4	21.4	19.3	18.5	20.8	21.5	21.9	22.5	21.2
R24	Urban Radial	20	10.1	11.3	13.7	12.4	12.4	11.3	11.8	12.1	11.5	11.3	12.3	12.1
B23	Village Connector	15	11.0	12.2	22.4	20.1	18.9	16.0	14.3	17.6	16.8	17.5	14.9	12.3
R41	Village Connector	15	12.0	12.5	18.5	18.5	17.1	14.1	12.4	15.8	14.4	15.1	13.6	11.1
R42	Village Connector	15	13.4	13.6	14.2	14.4	13.8	12.9	12.0	13.2	13.1	13.9	13.5	12.5
R44	Village Connector	15	9.9	10.1	10.0	9.8	10.4	10.1	9.8	10.0	10.0	9.6	10.1	10.1
R10S	Campus Services	20	-	-	16.6	16.5	17.0	13.4	13.7	10.1	11.7	12.7	16.8	-
OWL	Campus Services	20	-	-	24.3	46.4	51.0	41.5	74.7	35.7	48.8	54.9	33.9	-
33	Campus Services	20	25.9	25.9	43.8	40.7	37.9	30.3	27.5	38.7	33.6	39.7	27.6	24.8
34	Campus Services	20	-	-	55.0	57.4	60.8	53.7	65.8	61.0	59.0	63.9	34.5	-
35	Campus Services	20	-	-	60.8	63.5	70.9	64.1	77.1	70.3	68.1	71.8	44.0	-
36	Campus Services	20	19.3	20.5	27.5	-	12.9	9.2	12.3	-	18.5	-	21.4	19.2
38	Campus Services	20	-	-	36.0	32.0	28.6	24.2	20.4	28.4	29.9	30.3	21.7	-
39	Campus Services	20	-	-	13.7	12.6	12.3	10.2	7.5	12.1	12.5	12.2	9.9	-
45	Campus Services	20	17.1	17.6	34.0	31.2	30.1	22.2	20.9	29.6	24.9	27.7	17.8	16.2
46	Campus Services	20	8.0	8.2	21.2	20.3	19.7	14.8	14.3	19.6	16.7	18.3	12.4	11.7
PV	Community Shuttles	5	4.8	5.0	5.5	5.6	5.4	5.2	3.6	5.5	5.2	5.3	5.1	6.2
WS	Community Shuttles	5	4.6	4.7	5.4	5.0	4.9	4.9	4.2	4.8	4.7	4.3	4.5	4.5
NE	Community Shuttles	5	3.8	4.5	5.2	5.4	4.6	4.2	4.0	5.0	4.4	4.5	5.2	4.3

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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. A bus trip is defined as an end-to-end trip, at which point the head sign of the bus changes. In general, one line on a bus schedule equates to two “trips.”

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

Passengers per Trip (PPT) by Route - FY18														
Route	Service Type	PPT Standard	July	August	September	October	November	December	January	February	March	April	May	June
30	Tier I	20	19.3	19.5	45.4	43.2	38.2	38.0	30.6	40.9	36.6	42.3	27.1	19.0
31	Tier I	20	23.9	25.4	44.3	42.4	38.3	37.5	30.4	39.5	35.7	39.4	32.2	23.5
G1	Tier I	20	19.2	20.5	22.3	20.9	21.0	19.0	17.6	19.9	19.7	19.5	21.1	20.2
G2	Tier I	20	28.7	30.0	32.4	30.2	29.1	26.8	26.3	29.3	28.7	28.4	30.0	30.1
B7	Tier I	20	25.9	28.3	31.2	28.3	28.3	26.2	25.1	29.4	28.2	28.0	29.6	28.6
B43	Tier I	20	18.1	18.2	32.9	30.5	24.2	22.1	22.6	28.6	24.7	27.3	20.7	17.3
G3	Tier II	20	19.8	21.8	20.7	18.0	18.6	17.9	16.4	19.1	18.4	18.0	19.6	18.6
B4	Tier II	20	6.4	7.3	8.0	6.9	7.5	6.2	7.0	7.9	7.4	7.0	7.5	7.0
B6	Tier II	20	17.6	17.7	20.0	17.8	16.6	15.9	15.5	16.5	16.1	16.1	17.5	16.3
P20	Tier II	20	28.0	30.9	29.9	29.3	29.9	30.0	25.3	29.5	28.6	27.9	30.3	30.2
P21	Tier II	20	19.7	21.8	22.8	21.8	22.6	19.3	21.1	21.7	20.7	20.5	22.9	21.5
B48	Tier II	20	9.5	10.1	10.6	10.5	10.5	9.5	8.7	9.5	9.3	9.2	10.1	9.7
X90	Tier II	20	15.1	16.1	19.4	16.9	16.3	15.4	14.5	17.6	16.5	16.5	17.9	17.1
X92	Tier II	20	10.5	11.4	12.1	11.8	10.9	10.6	9.8	10.8	11.3	11.1	12.2	11.2
X98	Tier II	20	1.4	1.6	1.2	1.2	1.2	1.2	0.8	1.0	1.1	0.7	1.1	0.9
P11	Express	20	-	-	12.5	12.0	10.4	8.1	7.7	9.6	8.5	8.4	6.2	-
B12	Express	20	3.1	3.5	3.1	2.9	2.5	2.4	2.3	2.7	2.3	2.6	2.6	2.9
R29	Express	20	6.0	6.4	6.6	5.9	6.2	4.8	4.5	5.0	5.6	5.2	6.3	6.6
P21E	Express	20	12.8	12.2	12.2	10.8	8.6	9.4	6.1	10.1	11.6	11.8	11.0	12.7
P20E	Express	20	7.9	8.5	11.0	9.7	9.4	6.1	3.2	4.5	5.0	4.8	4.0	5.5

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).