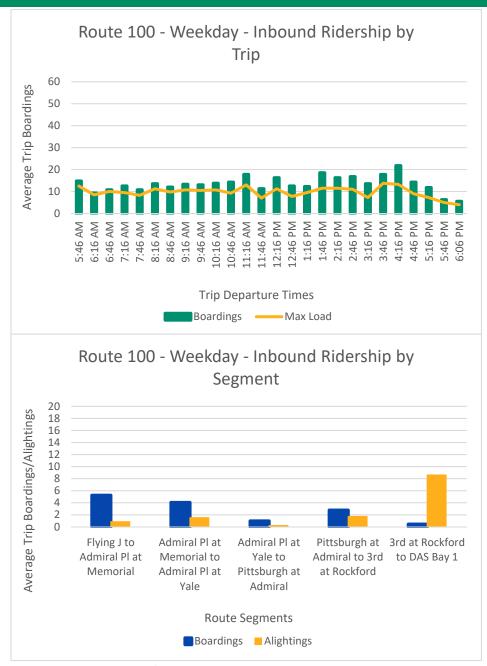
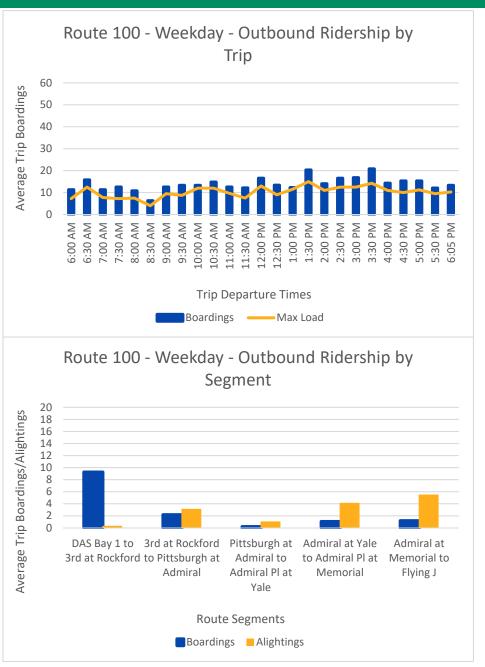


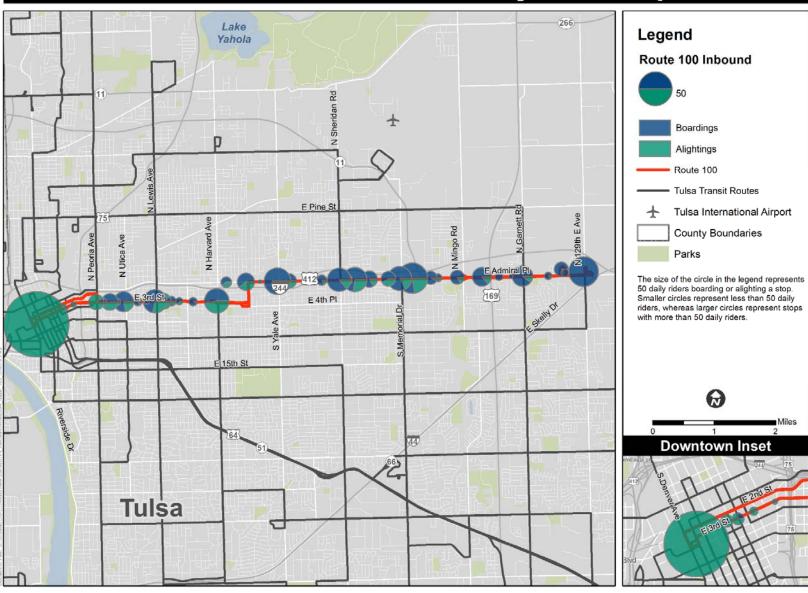
Route 100 Admiral

Characteristics	Wee	ekday	Satu	ırday	Sui	nday	R	oute 100 Transit Propensit	v	
Span of Service	5:46 am	- 6:45 pm	7:01 am	- 6:05 pm		=			· ·	
Frequency	;	30	9	0		₽	Yal	ike 286	Legend	
Peak Buses		3		1		=	5		Transit Propensity Index High	
Operating Statistics	Wee	ekday	Satu	ırday	Sui	nday		roan Pd		
One-Way Trips		51	1	15		ě		ž Ž	Medium	
Revenue-Hours	3	1.9	9	.4		₽				
Revenue-Miles	5	10	1	50		2	B	EPine St. 2	Low Route 100	
On-Time Performance	IB Early	ІВ ОТ	IB Late	OB Early	ов от	OB Late	any a pure of the second	N.Came		
Weekday AM	36.7%	63.3%	0.0%	26.2%	71.4%	2.4%	N Prec	E Admiral 61	County Boundaries Geography: Census Block Groups	
Weekday Midday	41.7%	58.3%	0.0%	23.6%	72.2%	4.2%	E3rd 51	E 4m Pl 5	The Transit Propensity Index shows poten transit ridership based on demographics.	
Weekday PM	42.9%	54.3%	2.9%	23.8%	69.0%	7.1%		S I I I I I I I I I I I I I I I I I I I	existing service. The higher the index scor (and darker the color), the more likely tran- riders are located within the zone	
Saturday	23.9%	76.1%	0.0%	42.9%	57.1%	0.0%	E16	h.SI	S	
Sunday	_	_	-	_	-	-			0 1 2	
Service Productivity	Wee	ekday	Satu	ırday	Sui	nday			Downtown Inset	
Average Daily Riders	696	(7 of 20)	262	(7 of 20)	-	-				
Riders/Revenue Hour	21.8	(7 of 20)	27.9	(2 of 20)	-	-	Tulsa			
Riders/Revenue-Mile	1.4	(6 of 20)	1.7	(1 of 20)	-	-				
Riders/One-Way Trip	13.6	(11 of 20)	17.5	(6 of 20)	-	-				
Financial Performance	Wee	ekday	Satu	ırday	Sunday		Flag Stop Analysis* Weekday Ridership By Ticket Type			
Daily Operating Cost	\$2,513	(8 of 20)	\$1,270	(14 of 20)	-	-	Flag Stops/Trip (IB) 6			
Cost/Rider	\$3.61	(4 of 20)	\$4.85	(3 of 20)	-	-	Time per Flag Stop 43 secs	One-Way Cash	1% 10% 3%	
Farebox Recovery Ratio	11%	(2 of 20)	10%	(2 of 20)	-	-	Flag Dwell/Trip (IB) 4.2 mins	Student/Youth		
Subsidy/Rider	\$3.21	(4 of 20)	\$4.38	(3 of 20)	-	-	Flag Stops/Trip (OB) 7	■ Multi-Day		
Economic Productivity	Wee	ekday	Satu	ırday	Sui	nday	Time per Flag Stop 43 secs	2070	21%	
Average Daily Revenue	\$278	(6 of 20)	\$122	(7 of 20)	-	-	Flag Dwell/Trip (OB) 5.1 mins	Day Pass		
Revenue/Revenue-Hour	\$8.72	(3 of 20)	\$12.97	(2 of 20)	-	-	Rank (14 of 20)	■ Free		
Revenue/Revenue-Mile	\$0.55	(2 of 20)	\$0.81	(1 of 20)	-	-	*Data presented is averages per trip (total	■ Transfer		
Revenue/One-Way Trip	\$5.45	(9 of 20)	\$8.13	(4 of 20)	-	-	daily flag stops/no. of daily trips)		29%	
								■ Other		

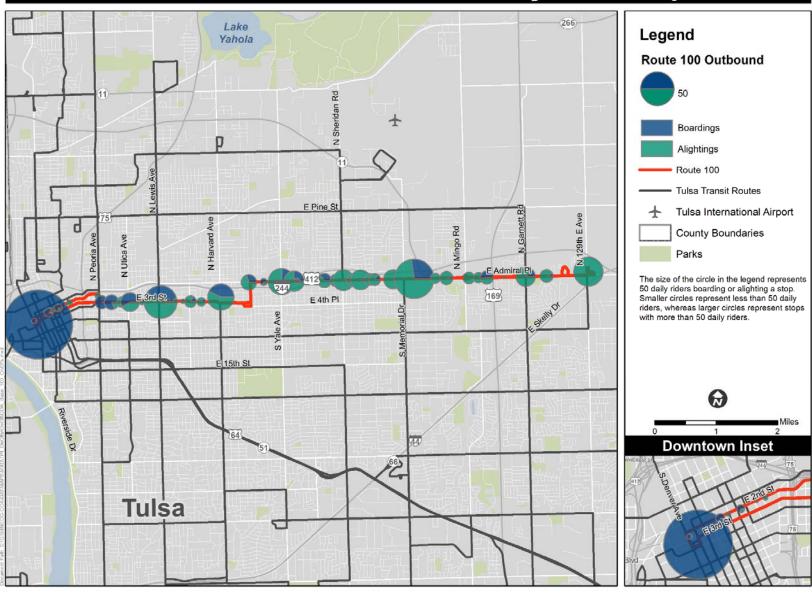




Route 100 Inbound Weekday Ridership

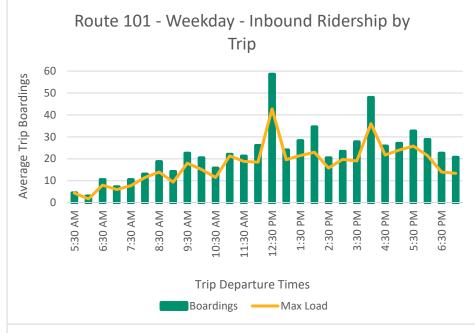


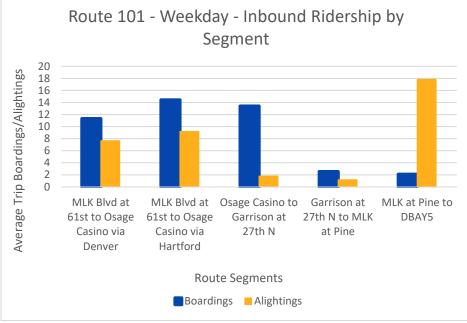
Route 100 Outbound Weekday Ridership

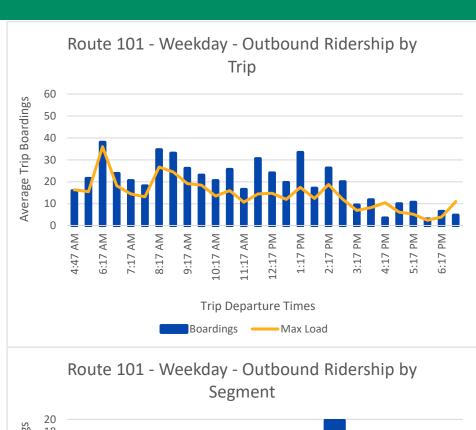


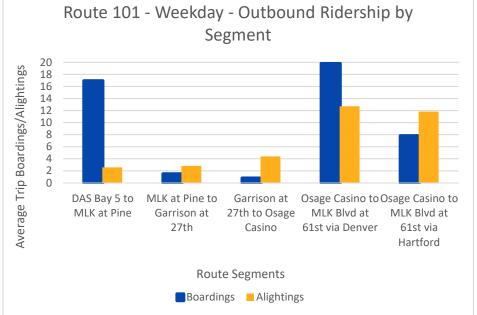
Route 101 Suburban Acres

Characteristics		kday	1,000,000	ırday	Sur	nday		Rou	ite 101 Transit Proper	sity
Span of Service	4:47 am	- 7:50 pm	6:47 am	- 7:00 pm		-		-	E66th St N	·/I
Frequency	3	80	4	15		_		W 65th	*4	Legend Transit Propensity Index
Peak Buses		3		2		-	(High
Operating Statistics	Wee	kday	Satu	ırday	Sur	nday			W 56th St.N	
One-Way Trips	5	66	3	2		-			Hamilton	Medium
Revenue-Hours	38	8.7	22	2.1		_		W 496	E 46th St N	Lake
Revenue-Miles	6	61	3	71		-				Low Route 101
On-Time Performance	IB Early	IB OT	IB Late	OB Early	ов от	OB Late			Photos A	County Boundaries
Weekday AM	17.5%	82.5%	0.0%	74.3%	25.7%	0.0%			William St.	Geography: Census Block Groups The Transit Propensity Index shows potent
Weekday Midday	21.9%	75.3%	2.7%	46.6%	53.4%	0.0%			The state of the s	transit ridership based on demographics, in existing service. The higher the index score (and darker the color), the more likely trans riders are located within the zone
Weekday PM	28.9%	71.1%	0.0%	40.4%	59.6%	0.0%			E Apache St	mons are sociated within the 2016
Saturday	55.0%	42.5%	2.5%	37.5%	62.5%	0.0%				Θ
Sunday	-		151	=	-	-			E Pine SI	0 Miles
Service Productivity	Wee	kday	Satu	ırday	Sur	nday				Downtown Inset
Average Daily Riders	1,178	(2 of 20)	525	(3 of 20)	-	-				
Riders/Revenue Hour	30.4	(1 of 20)	23.7	(4 of 20)	*	*			Ta. 1	and the same
Riders/Revenue-Mile	1.8	(1 of 20)	1.4	(4 of 20)	ā	(70)				Dung ! &
Riders/One-Way Trip	21.0	(4 of 20)	16.4	(7 of 20)	2	-				
inancial Performance	Wee	kday	Satu	ırday	Sur	nday	Flag Stop Anal	lysis*	Weekday Ridersl	nip By Ticket Type
Daily Operating Cost	\$2,953	(4 of 20)	\$1,999	(4 of 20)	-	; = 0	Flag Stops/Trip (IB)	7	- One West Cook	3%
Cost/Rider	\$2.51	(1 of 20)	\$3.81	(2 of 20)	-	.7.0	Time per Flag Stop	43 secs	One-Way Cash	15%
arebox Recovery Ratio	10%	(4 of 20)	8%	(3 of 20)	8	-	Flag Dwell/Trip (IB)	5.1 mins	Student/Youth	
Subsidy/Rider	\$2.25	(2 of 20)	\$3.49	(2 of 20)		-	Flag Stops/Trip (OB)	5	■ Multi-Day	
conomic Productivity	Wee	kday	Satu	ırday	Sur	nday	Time per Flag Stop	43 secs	Day Pass	24%
verage Daily Revenue	\$304	(4 of 20)	\$167	(3 of 20)	-	-	Flag Dwell/Trip (OB)	3.9 mins		
evenue/Revenue-Hour	\$7.85	(6 of 20)	\$7.54	(7 of 20)	-	-	Rank	(13 of 20)	■ Free	
evenue/Revenue-Mile	\$0.46	(6 of 20)	\$0.45	(9 of 20)	_	-	*Data presented is average	es per trip (total	■ Transfer 5%	
evenue/One-Way Trip	\$5.43	(10 of 20)	\$5.21	(11 of 20)	-	-	daily flag stops/no. of	daily trips)	■ Other	30%
									- 00101	



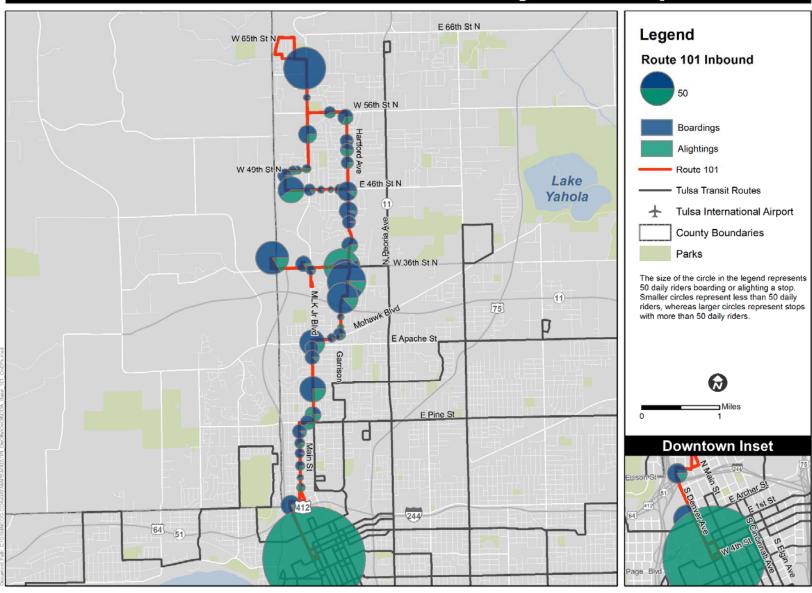




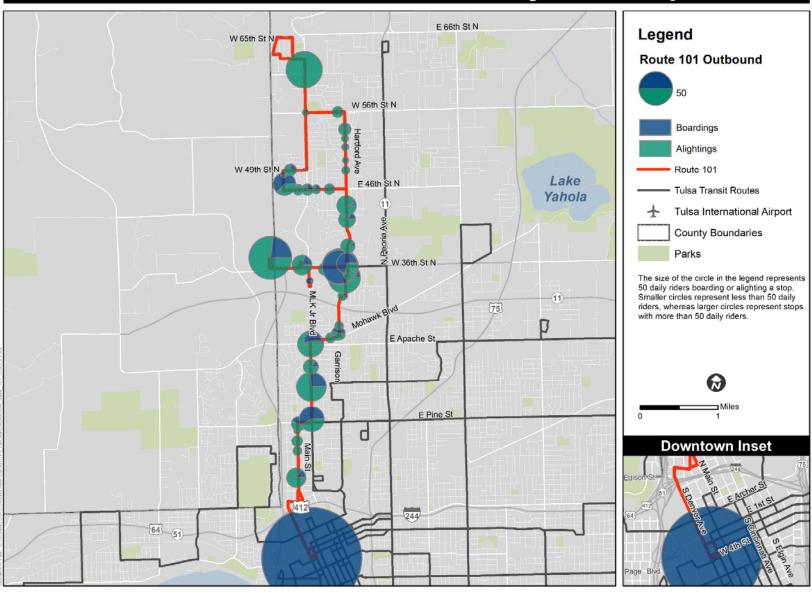


Appendix 3C: Route Profiles

Route 101 Inbound Weekday Ridership

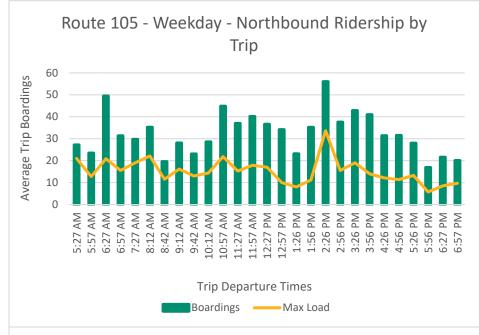


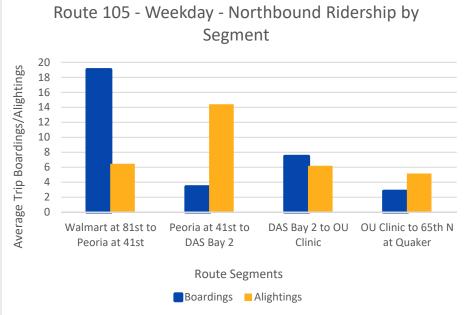
Route 101 Outbound Weekday Ridership

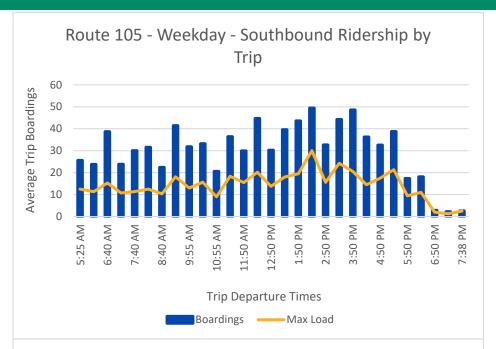


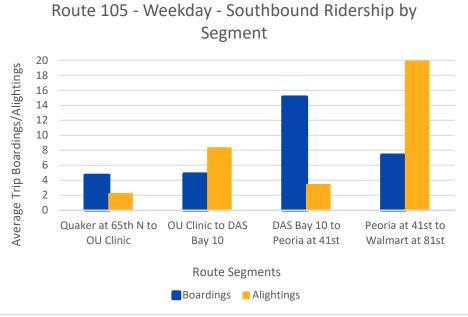
Route 105 Peoria

Characteristics	Wee	kday	Satu	ırday	Sui	nday		D.	oute 105 Transit Propensi	
Span of Service	5:25 am	- 8:08 pm	6:35 am	- 6:23 pm		ē.		NO	dite 103 Hallsit Propensi	.y
Frequency	3	0	4	15		_			E 66th St N	Legend
Peak Buses		6		3		*			E 56th St N	Transit Propensity Index High
Operating Statistics	Wee	kday	Satu	ırday	Sui	nday			Safety Safety	2
One-Way Trips	5	6	2	.9		-			E Jein St N	Medium
Revenue-Hours	70	0.1	29	9.9		-			E Apache St	
Revenue-Miles	1,0	086	5!	59		_				Low
On-Time Performance	NB Early	NB OT	NB Late	SB Early	SB OT	SB Late	54			Route 105 Tulsa International Airport
Weekday AM	43.3%	55.6%	1.1%	33.0%	67.0%	0.0%	T VM		- W	County Boundaries
Weekday Midday	41.7%	58.3%	0.0%	29.9%	68.8%	1.3%			75 EB EB	Geography: Census Block Groups The Transit Propensity Index shows potential transit (density hased on demographics, not
Weekday PM	36.2%	63.8%	0.0%	35.0%	65.0%	0.0%				transit ridership based on demographics, not existing service. The higher the index score (and darker the color), the more likely transit riders are located within the zone
Saturday	17.4%	77.8%	4.8%	21.6%	74.5%	3.9%	Sand		6 E 31st St	.
Sunday	-	-	-	_	-	-	Springs	1	Tulsa E41458	0 1 2 3
Service Productivity	Wee	kday	Satu	ırday	Sui	nday				Downtown Inset
Average Daily Riders	1,742	(1 of 20)	913	(1 of 20)	: - :	-			E 61st St	
Riders/Revenue Hour	24.9	(3 of 20)	30.5	(1 of 20)					W 71st S1S E 71st S1S	The second second
Riders/Revenue-Mile	1.6	(2 of 20)	1.6	(2 of 20)	12	_			FATESIS	1 1 1
Riders/One-Way Trip	31.1	(1 of 20)	31.5	(1 of 20)	_	~				
Financial Performance	Wee	kday	Satu	ırday	Sui	nday	Flag Stop Analysis*		Weekday Ridership B	/ Ticket Type
Daily Operating Cost	\$4,572	(2 of 20)	\$2,522	(2 of 20)	-	-	Flag Stops/Trip (NB)	14		
Cost/Rider	\$2.62	(2 of 20)	\$2.76	(1 of 20)	-	-	Time per Flag Stop	43 secs	One-Way Cash	13% 9%
Farebox Recovery Ratio	16%	(1 of 20)	15%	(1 of 20)	-	-	Flag Dwell/Trip (NB)	9.9 mins	Student/Youth	4%
Subsidy/Rider	\$2.22	(1 of 20)	\$2.34	(1 of 20)	-	-	Flag Stops/Trip (SB)	9	■ Multi-Day	
Economic Productivity	Wee	kday	Satu	ırday	Sui	nday	Time per Flag Stop	43 secs	15%	20%
Average Daily Revenue	\$710	(1 of 20)	\$388	(1 of 20)	-	-	Flag Dwell/Trip (SB)	6.4 mins	Day Pass	20%
Revenue/Revenue-Hour	\$10.13	(1 of 20)	\$12.97	(1 of 20)	-	-	Rank	(20 of 20)	■ Free	
Revenue/Revenue-Mile	\$0.65	(1 of 20)	\$0.69	(2 of 20)	-	-	*Data presented is average	s per trip (total	■ Transfer	
Revenue/One-Way Trip	\$12.67	(1 of 20)	\$13.38	(1 of 20)	-	-	daily flag stops/no. of	daily trips)	• Other	28%





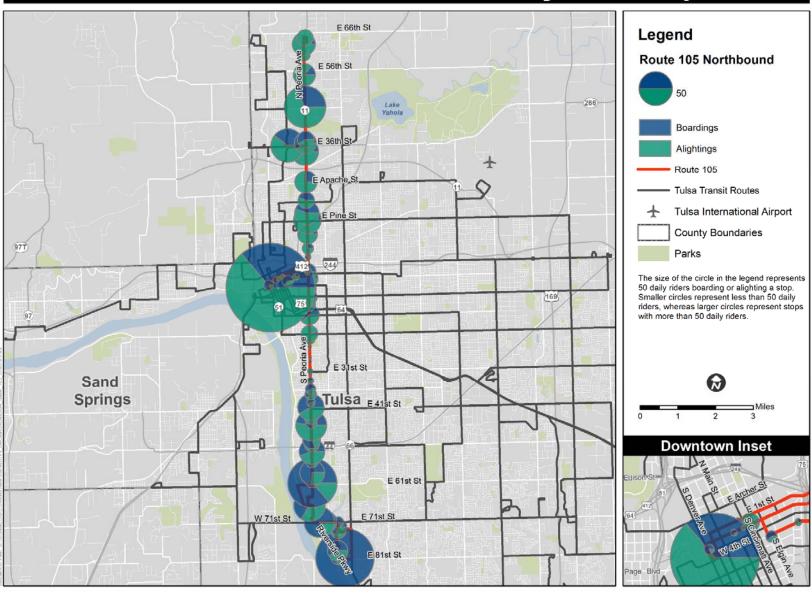




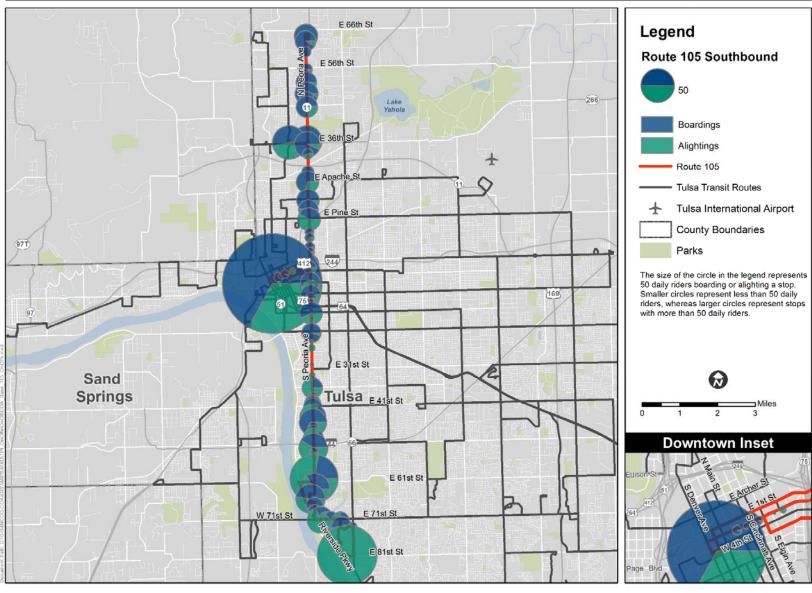
Appendix 3C: Route Profiles

3C-10

Route 105 Northbound Weekday Ridership

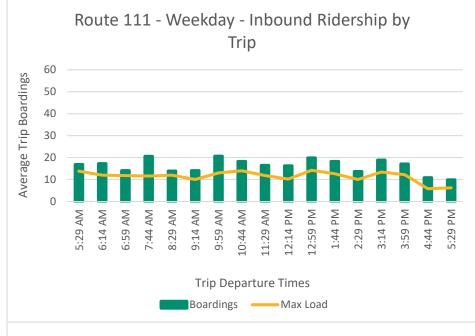


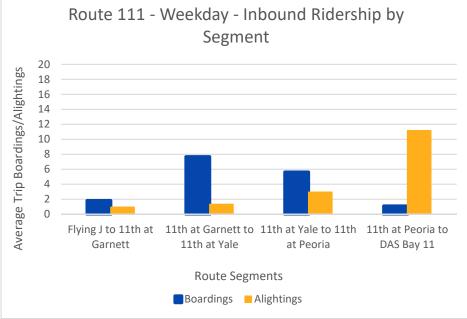
Route 105 Southbound Weekday Ridership

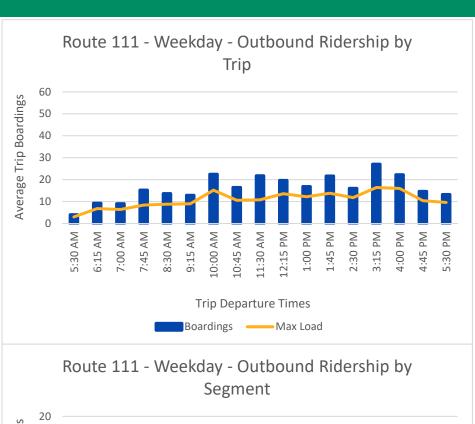


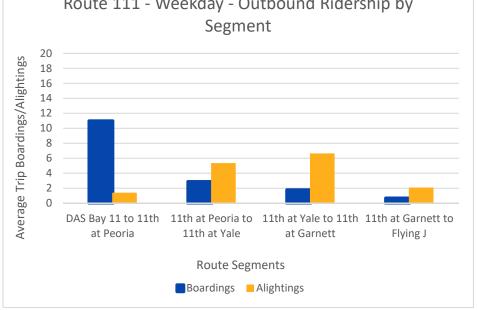
Route 111 11th Street

Characteristics	Wee	ekday	Satu	ırday	Sui	nday		Route 111 Transit Propensi	v	
Span of Service	5:29 am	- 6:10 pm	6:44 am	- 6:04 pm		ē.		Lake		
Frequency	4	15	9	90		2		Yahofa	Legend Transit Propensity Index	
Peak Buses		2		1		2			High	
Operating Statistics	Wee	ekday	Satu	ırday	Sui	nday		116011	r	
One-Way Trips		34	1	L5		-			Medium	
Revenue-Hours	2	2.1	9	.8		-				
Revenue-Miles	3	73	1	65		-	as a		Low Route 111	
On-Time Performance	IB Early	ІВ ОТ	IB Late	OB Early	ОВ ОТ	OB Late	eoria Ave			
Weekday AM	28.6%	71.4%	0.0%	20.0%	80.0%	0.0%	2	E Admiral Pi	County Boundaries Geography: Census Block Groups	
Weekday Midday	19.6%	80.4%	0.0%	17.5%	82.5%	0.0%	- Ca	S Keing S Kein	The Transit Propensity Index shows potent transit ridership based on demographics, resisting service. The higher the index score	
Weekday PM	10.7%	89.3%	0.0%	15.6%	84.4%	0.0%		E 15th St S	existing service. The higher the index score (and darker the color), the more likely trans riders are located within the zone	
Saturday	28.1%	71.9%	0.0%	32.7%	67.3%	0.0%		E 21st St S	₩ 😥	
Sunday	-	-	-	-	-	-	Para S	No.	0 1 2	
Service Productivity	Wee	ekday	Saturday		Sui	nday	da CO	(3)	Downtown Inset	
Average Daily Riders	551	(9 of 20)	207	(12 of 20)	-	-			DA ENTRE IN SI	
Riders/Revenue Hour	24.9	(2 of 20)	21.2	(8 of 20)	-	-	Tulsa			
Riders/Revenue-Mile	1.5	(3 of 20)	1.3	(7 of 20)	-	-			Wens:	
Riders/One-Way Trip	16.2	(9 of 20)	13.8	(11 of 20)	-	-				
Financial Performance	Wee	ekday	Satu	ırday	Sui	nday	Flag Stop Analysis* Weekday Ridership By Ticket Type			
Daily Operating Cost	\$2,000	(15 of 20)	\$1,304	(13 of 20)	-	-	Flag Stops/Trip (IB) 3			
Cost/Rider	\$3.63	(5 of 20)	\$6.30	(9 of 20)	-	-	Time per Flag Stop 43 se	cs One-Way Cash	9% 4%	
Farebox Recovery Ratio	10%	(5 of 20)	7%	(8 of 20)	-	-	Flag Dwell/Trip (IB) 1.8 m		14%	
Subsidy/Rider	\$3.26	(5 of 20)	\$5.87	(9 of 20)	-	-	Flag Stops/Trip (OB) 4	Multi-Day		
Economic Productivity	Wee	ekday	Satu	ırday	Sui	nday	Time per Flag Stop 43 se	cs 15%	20%	
Average Daily Revenue	\$203	(8 of 20)	\$90	(9 of 20)	-	-	Flag Dwell/Trip (OB) 3.2 m	ns Day Pass		
Revenue/Revenue-Hour	\$9.17	(2 of 20)	\$9.15	(4 of 20)	-	-	Rank (7 of 2			
Revenue/Revenue-Mile	\$0.54	(3 of 20)	\$0.54	(3 of 20)	-	-	*Data presented is averages per trip (total Transfer		
Revenue/One-Way Trip	\$5.96	(7 of 20)	\$5.97	(8 of 20)	-	-	daily flag stops/no. of daily trips)		28%	
	•							Other	2070	





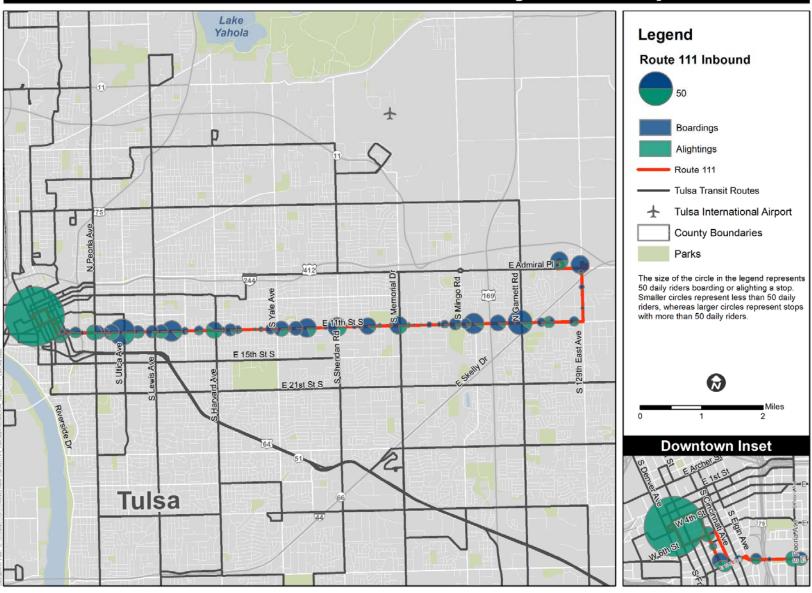




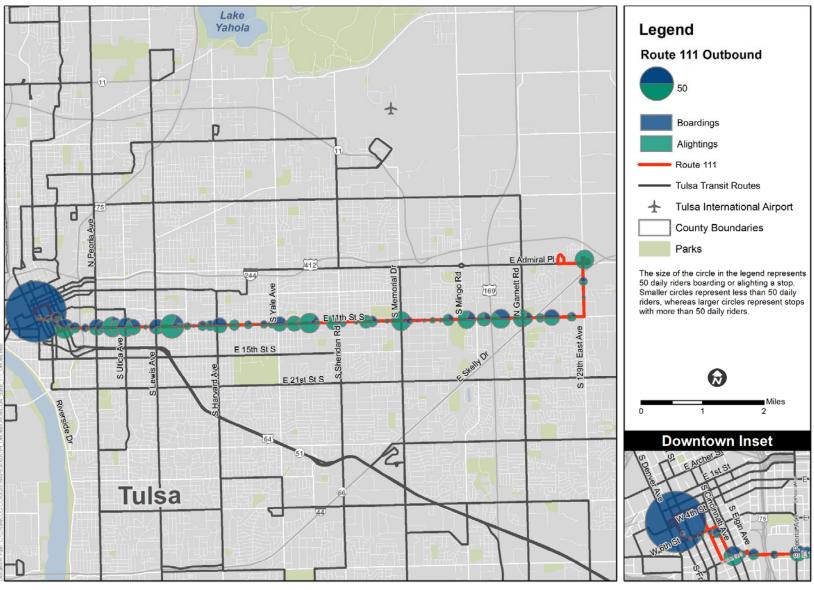
Appendix 3C: Route Profiles

3C-14

Route 111 Inbound Weekday Ridership

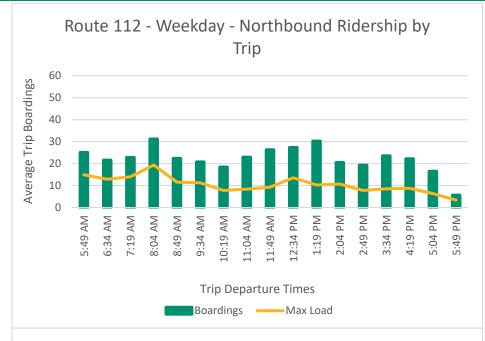


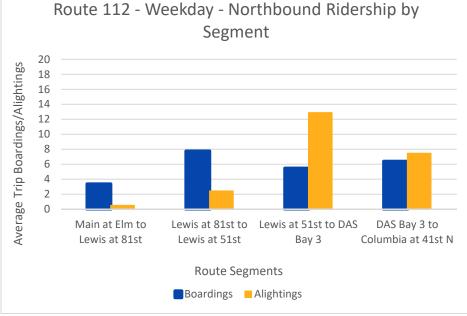
Route 111 Outbound Weekday Ridership

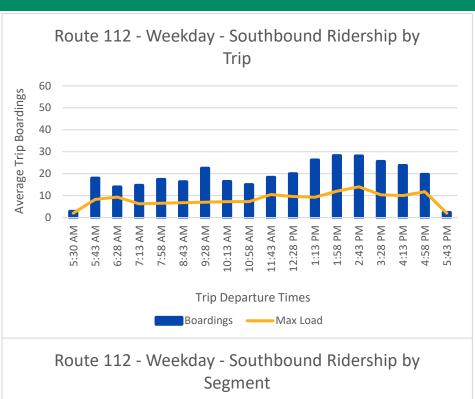


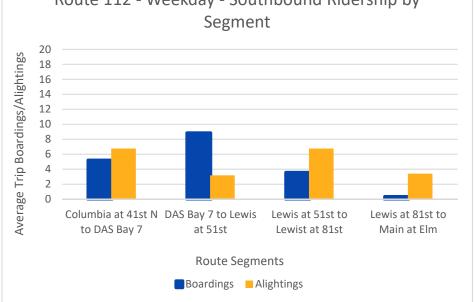
Route 112 Lewis/Jenks

Characteristics	Wee	ekday	Satu	ırday	Sur	nday		Ro	ute 112 Transit Propens	ity
Span of Service	5:43 am	- 6:39 pm	7:08 am	- 6:07 pm		-			Sans Variate	
Frequency		15	9	0					41st St N D E 36th St N	Legend Transit Propensity Index
Peak Buses	į.	4		2	31	-0			# ±	High
Operating Statistics	Wee	ekday	Satu	ırday	Sur	nday	15	4	N Com	
One-Way Trips		35	1	.6		-			E Pine 34	Medium
Revenue-Hours	4	5.9	20	0.4		22			T E314 St	
Revenue-Miles	7	11	3	31		-			S Ettin S	Low Route 112
On-Time Performance	NB Early	NB OT	NB Late	SB Early	SB OT	SB Late			E 15th St	
Weekday AM	29.3%	70.7%	0.0%	34.4%	62.5%	3.1%			3 23 ITE	County Boundaries Geography: Census Block Groups
Weekday Midday	26.2%	72.6%	1.2%	31.1%	68.9%	0.0%	Sand Springs		Tulsa	The Transit Propensity Index shows potent transit ridership based on demographics, rexisting service. The higher the index score
Weekday PM	27.8%	69.4%	2.8%	28.9%	68.9%	2.2%		X		existing service. The higher the index scor (and darker the color), the more likely trans riders are located within the zone
Saturday	38.5%	53.8%	7.7%	24.0%	67.7%	8.3%			ESINSI P. P. P. P.	Θ
Sunday	_	-	-	_	-	-			E61st St S	0 1 2 3 Miles
Service Productivity	Wee	ekday	Satu	ırday	Sur	nday	The second secon		E 71st St S	Downtown Inset
Average Daily Riders	703	(6 of 20)	293	(5 of 20)	-	-			E 81 at St S	T SO IN THE STATE OF THE STATE
Riders/Revenue Hour	15.3	(13 of 20)	14.4	(12 of 20)	-	-			S E 91st St S	A CHECKEN
Riders/Revenue-Mile	1.0	(12 of 20)	0.9	(12 of 20)	-	-		W 9	Jenks Z	Thanks of the
Riders/One-Way Trip	20.1	(5 of 20)	18.3	(4 of 20)	-	-		1 5		Mou _{ex}
inancial Performance	Wee	ekday	Satu	ırday	Sur	nday	Flag Stop Anal	ysis*	Weekday Ridership	By Ticket Type
Daily Operating Cost	\$3,254	(3 of 20)	\$1,885	(5 of 20)	-	-	Flag Stops/Trip (NB)	11	One-Way Cash	
Cost/Rider	\$4.63	(12 of 20)	\$6.43	(10 of 20)	-	-	Time per Flag Stop	43 secs		14% 9% 4%
arebox Recovery Ratio	9%	(6 of 20)	8%	(6 of 20)	-	-	Flag Dwell/Trip (NB)	7.9 mins	Student/Youth	
Subsidy/Rider	\$4.19	(12 of 20)	\$5.92	(10 of 20)	_	-	Flag Stops/Trip (SB)	8	■ Multi-Day	
conomic Productivity	Wee	kday	Satu	ırday	Sur	nday	Time per Flag Stop	43 secs	Day Pass	21%
verage Daily Revenue	\$307	(3 of 20)	\$151	(5 of 20)	-	-	Flag Dwell/Trip (SB)	6 mins		
evenue/Revenue-Hour	\$6.68	(8 of 20)	\$7.40	(8 of 20)	-	-	Rank	(19 of 20)	■ Free	
evenue/Revenue-Mile	\$0.43	(8 of 20)	\$0.46	(8 of 20)	-	-	*Data presented is average	es per trip (total	■ Transfer	
evenue/One-Way Trip	\$8.77	(3 of 20)	\$9.43	(3 of 20)	_	-	daily flag stops/no. of	daily trips)	■ Other	27%
	•			-			,		-	





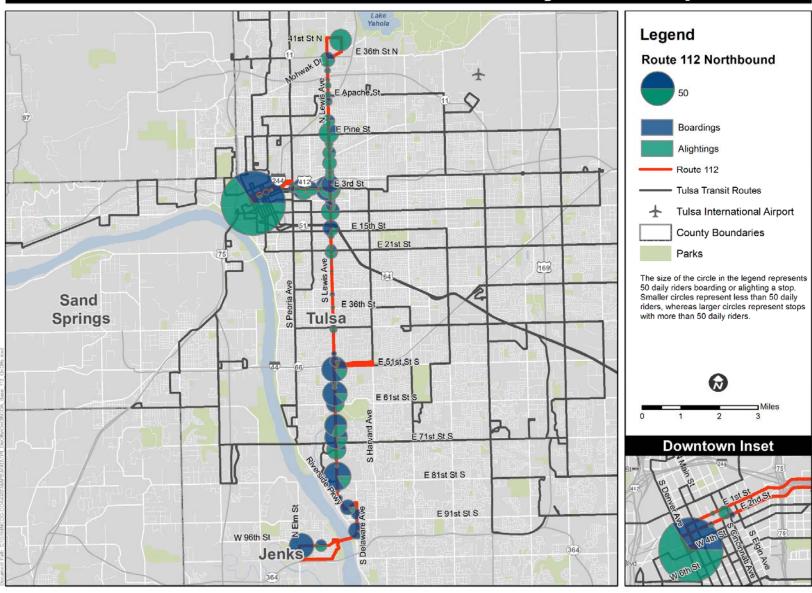




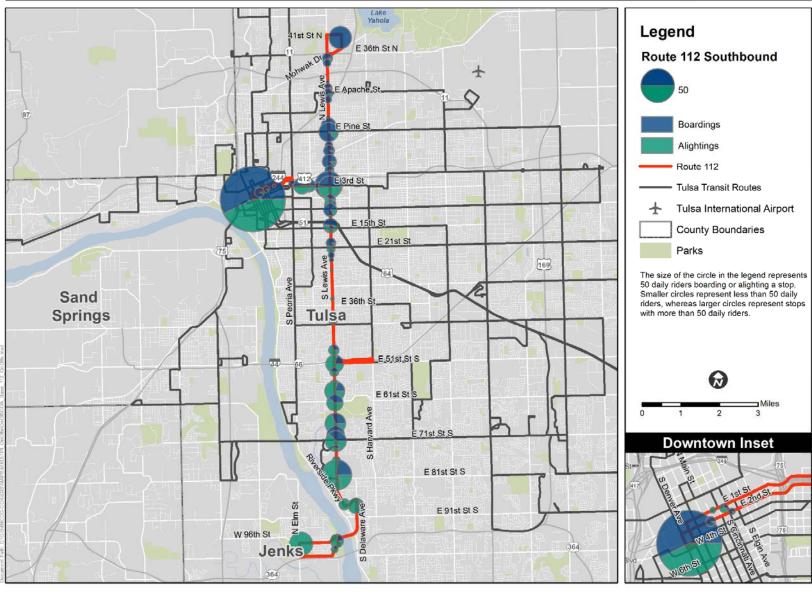
Appendix 3C: Route Profiles

3C-18

Route 112 Northbound Weekday Ridership

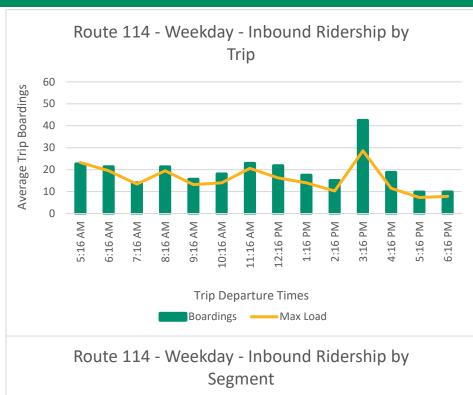


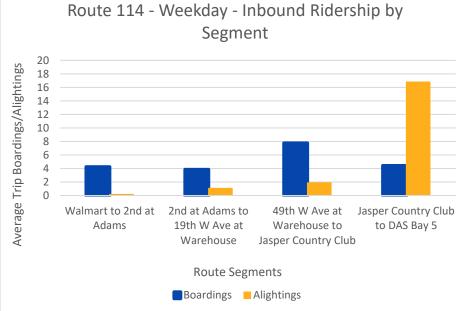
Route 112 Southbound Weekday Ridership

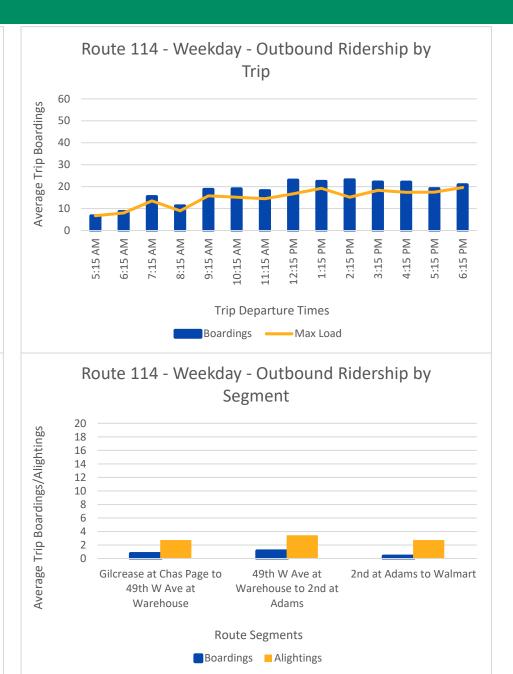


Route 114 Charles Page/Sand Springs

Characteristics	Weeko	day	Satu	ırday	Sui	nday		Ro	oute 114 Transit	Propensity			
Span of Service	5:15 am - 7	7:10 pm	6:24 am	- 7:04 pm		-			ate 114 mansit	Гторопоку			
Frequency	60		12	20		-				Lege			
Peak Buses	2			1		×1					t Propensity Index High		
Operating Statistics	Weeko	day	Satu	ırday	Sui	nday					100		
One-Way Trips	28	-	1	.3		-							
Revenue-Hours	25.2	2	10	10.1		-				E Newton St			
Revenue-Miles	432	2	201		_					3 6	Low Route 114		
On-Time Performance	IB Early	ІВ ОТ	IB Late	OB Early	ов от	OB Late	*		W Edison St	# 2	County Boundaries		
Weekday AM	56.3%	43.8%	0.0%	54.2%	45.8%	0.0%	1 800	Ma		The Tran	ny: Census Block Groups sit Propensity Index shows potential		
Weekday Midday	45.8%	54.2%	0.0%	47.2%	52.8%	0.0%		E 10th St S W 7th S	W 4th St. W 4th St. Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z	(and dark	ership based on demographics, not ervice. The higher the index score er the color), the more likely transit located within the zone		
Weekday PM	50.0%	50.0%	0.0%	54.2%	45.8%	0.0%	son Ave	884	W 11th St #		TOOLS THE LOT LOTS		
Saturday	21.4%	78.6%	0.0%	25.0%	75.0%	0.0%	E 2nd St. V.	Charles Page	61st WA		0		
Sunday	-	-	-	-	-	-	W Morrow Rd			33	Miles 1		
Service Productivity	Weeko	day	Satu	ırday	Sui	nday		345		D	owntown Inset		
Average Daily Riders	520 ((13 of 20)	271	(6 of 20)	-	-		Sar	od .	# 8	archer St. and St.		
Riders/Revenue Hour	20.6	(8 of 20)	26.9	(3 of 20)	-	-							
Riders/Revenue-Mile	1.2 ((10 of 20)	1.4	(6 of 20)	-	-		Spri	ngs		D. Maria		
Riders/One-Way Trip	18.6	(7 of 20)	20.8	(3 of 20)	-	-		<u> </u>			(an)		
Financial Performance	Weeko	day	Satu	ırday	Sui	nday	Flag Stop Anal	ysis*	Weekday Ridership By Ticket Type				
Daily Operating Cost	\$2,186 ((10 of 20)	\$1,366	(10 of 20)	-	-	Flag Stops/Trip (IB)	9					
Cost/Rider	\$4.20 ((10 of 20)	\$5.04	(4 of 20)	-	-	Time per Flag Stop	43 secs	One-Way Cash	16%	% 3%		
Farebox Recovery Ratio	9%	(8 of 20)	8%	(7 of 20)	-	-	Flag Dwell/Trip (IB)	6.6 mins	Student/Youth				
Subsidy/Rider	\$3.82	(9 of 20)	\$4.65	(4 of 20)	-	-	Flag Stops/Trip (OB)	8	= Multi-Day				
Economic Productivity	Weeko	day	Satu	rday	Sui	nday	Time per Flag Stop	43 secs	•	16%	20%		
Average Daily Revenue	\$200 ((10 of 20)	\$105	(8 of 20)	-	-	Flag Dwell/Trip (OB)	5.5 mins	Day Pass				
Revenue/Revenue-Hour	\$7.95	(5 of 20)	\$10.38	(3 of 20)	-	-	Rank	(17 of 20)	■ Free				
Revenue/Revenue-Mile	\$0.46	(5 of 20)	\$0.52	(5 of 20)	-	-	*Data presented is average		■ Transfer	9%			
Revenue/One-Way Trip	\$7.16	(5 of 20)	\$8.04	(5 of 20)	-	-	daily flag stops/no. of	daily trips)		27	2%		
									Other	27	70		

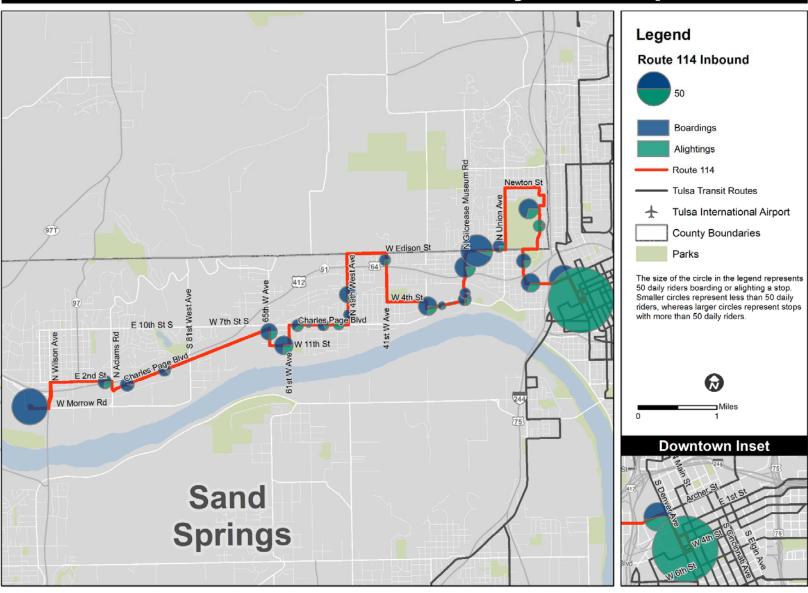




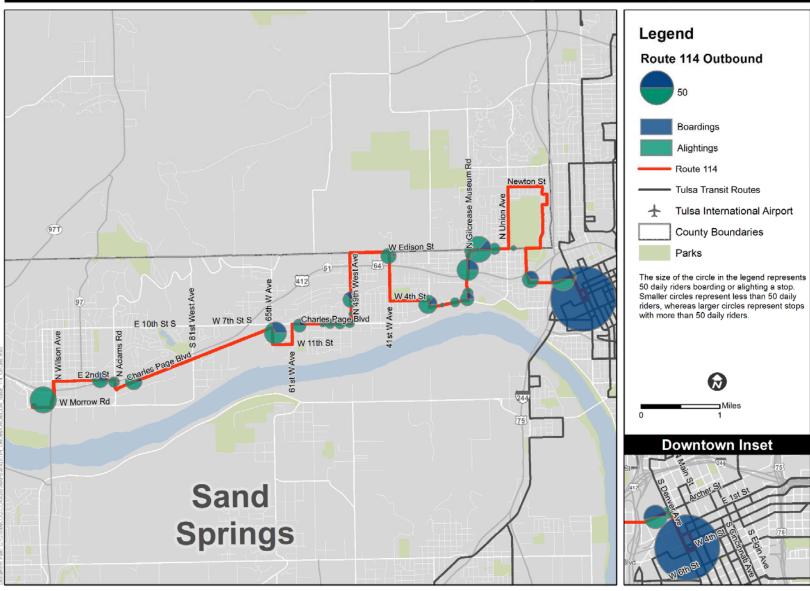


Appendix 3C: Route Profiles

Route 114 Inbound Weekday Ridership

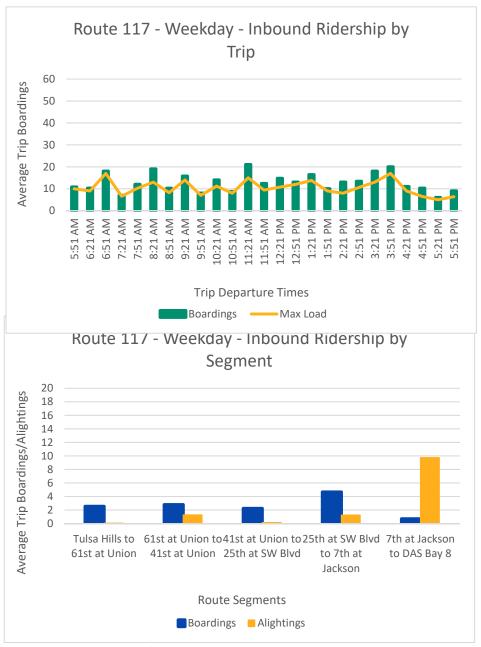


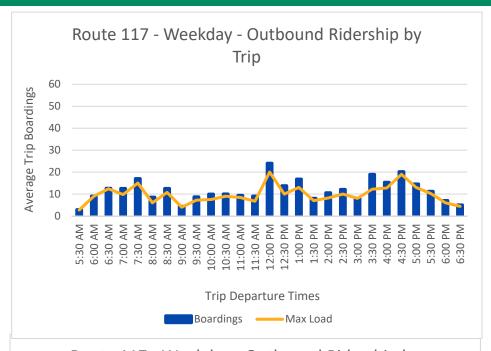
Route 114 Outbound Weekday Ridership

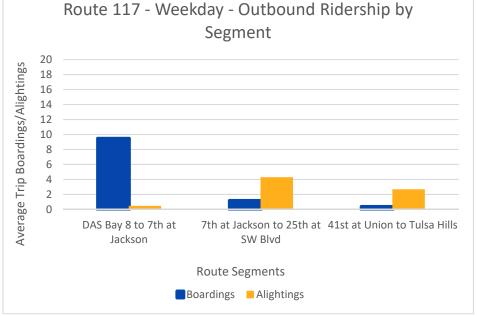


Route 117 Union/SW Blvd

Characteristics	Wee	ekday	Sati	urday	Sui	nday	R	Route 117 Transit Propensit	У	
Span of Service	5:30 am	- 7:08 pm	7:45 am	- 6:30 pm		-		0 0 0	100 00	
Frequency		30	9	90		-			Legend Transit Propensity Index	
Peak Buses		3		1		-		P-73	High	
Operating Statistics	Wee	ekday	Sati	urday	Sui	nday	W21	That St.		
One-Way Trips	;	52	15			-		W22rd B	Medium	
Revenue-Hours	3	1,3	9	0.0		-		W25th St		
Revenue-Miles	5	16	1	.49	į	-	and		Low Route 117	
On-Time Performance	IB Early	IB OT	IB Late	OB Early	ов от	OB Late	rings	Tulsa	County Boundaries	
Weekday AM	26.5%	73.5%	0.0%	52.4%	47.6%	0.0%	imgo	W 41ot St	Geography: Census Rions Groups The Transit Propensity Index shows pote	
Weekday Midday	26.7%	73.3%	0.0%	36.1%	63.9%	0.0%			transit ridership based on demographics existing service. The higher the index so (and darker the color), the more likely tra riders are located within the zone	
Weekday PM	26.7%	73.3%	0.0%	33.3%	66.7%	0.0%	W	y Stet St	inders are located water the 20re	
Saturday	37.5%	58.3%	4.2%	25.7%	74.3%	0.0%			€	
Sunday	_	-	-	_	-	-	w	7 61st St	0 1 2	
Service Productivity	Wee	ekday	Sati	urday	Sui	nday		The state of the s	Downtown Inset	
Average Daily Riders	633	(8 of 20)	210	(11 of 20)	-	-		W714 St	O O A MOTHER E 181 SI	
Riders/Revenue Hour	20.2	(9 of 20)	23.3	(6 of 20)	-	-			The state of the s	
Riders/Revenue-Mile	1.2	(8 of 20)	1.4	(5 of 20)	-	-		W et st St S		
Riders/One-Way Trip	12.2	(12 of 20)	14.0	(10 of 20)	-	-			- A we	
Financial Performance	Wee	ekday	Sati	urday	Sunday		Flag Stop Analysis* Weekday Ridership By Ticket Type			
Daily Operating Cost	\$2,503	(9 of 20)	\$1,258	(15 of 20)	-	-	Flag Stops/Trip (IB) 5			
Cost/Rider	\$3.95	(8 of 20)	\$5.99	(8 of 20)	-	-	Time per Flag Stop 43 secs	S One-Way Cash	4% 8%	
arebox Recovery Ratio	7%	(12 of 20)	6%	(9 of 20)	-	-	Flag Dwell/Trip (IB) 3.3 min	s Student/Youth	3.0	
Subsidy/Rider	\$3.68	(8 of 20)	\$5.61	(8 of 20)	-	-	Flag Stops/Trip (OB) 4	= Multi-Day		
Economic Productivity	Wee	ekday	Sati	urday	Sui	nday	Time per Flag Stop 43 secs	17%	21	
Average Daily Revenue	\$176	(11 of 20)	\$79	(10 of 20)	-	-	Flag Dwell/Trip (OB) 2.6 min	Day Pass		
evenue/Revenue-Hour	\$5.63	(12 of 20)	\$8.74	(5 of 20)	-	-	Rank (10 of 20	O) Free		
Revenue/Revenue-Mile	\$0.34	(13 of 20)	\$0.53	(4 of 20)	-	-	*Data presented is averages per trip (tota	al Transfer 6%		
Revenue/One-Way Trip	\$3.38	(15 of 20)	\$5.26	(10 of 20)	-	-	daily flag stops/no. of daily trips)			
	•			-				Other	29%	



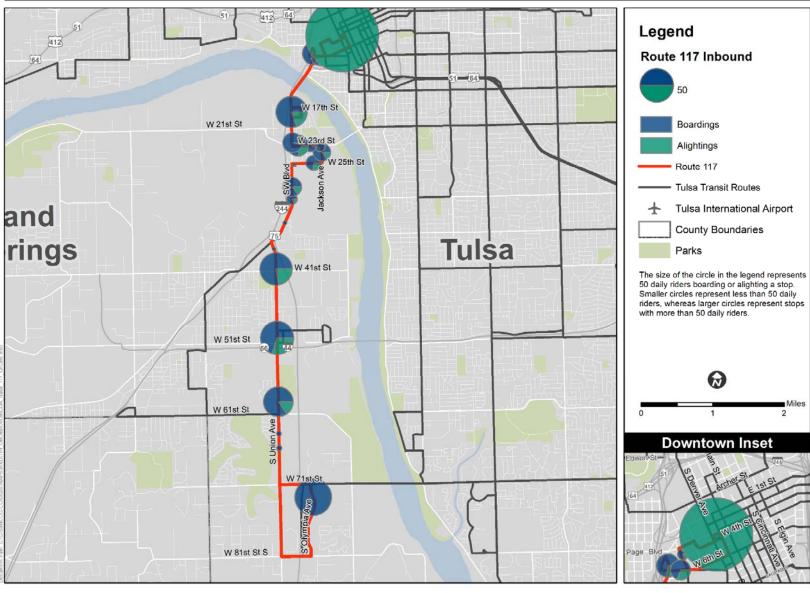




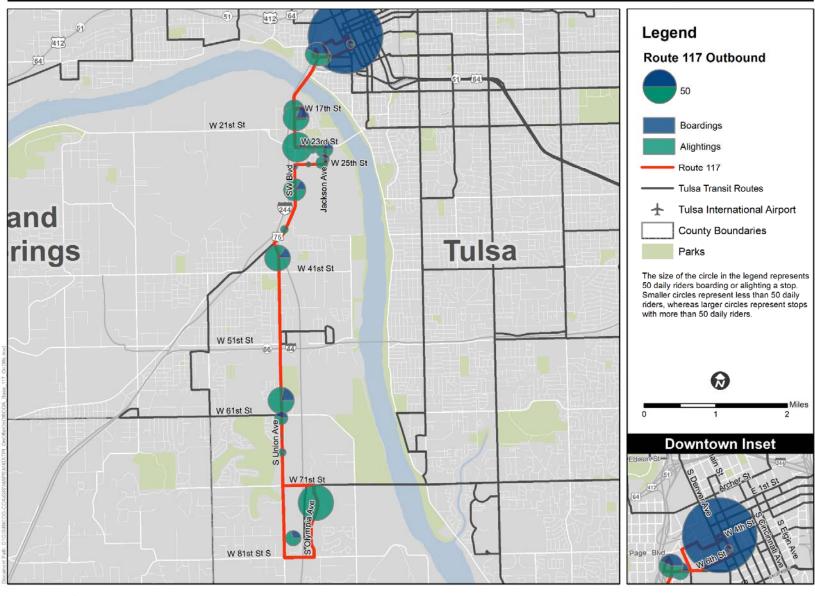
Appendix 3C: Route Profiles

3C-26

Route 117 Inbound Weekday Ridership

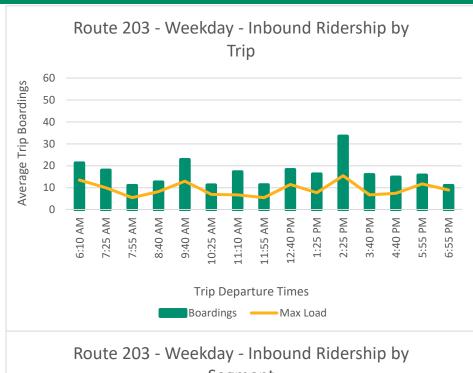


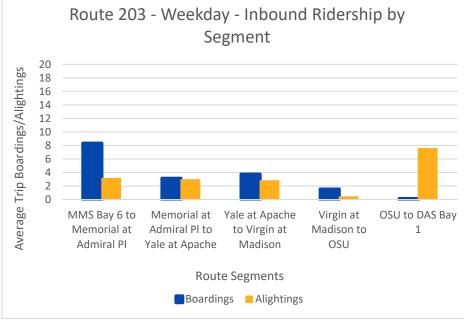
Route 117 Outbound Weekday Ridership

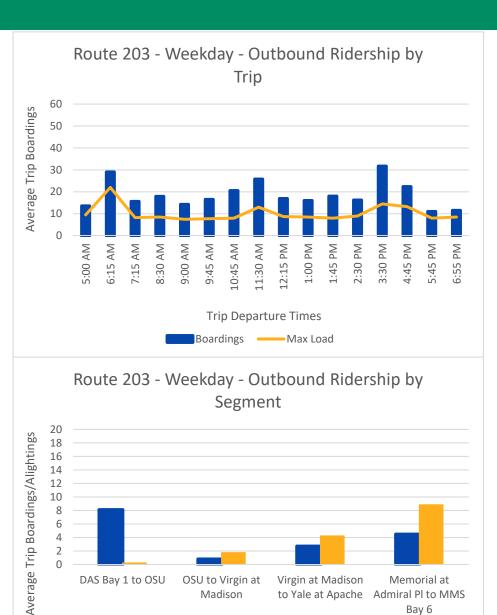


Route 203 Airport

Characteristics		ekday	Satu	urday	Sur	nday	Route 203 Tra		
Span of Service	5:00 am	- 8:00 pm	6:54 am	- 7:11 pm		-	ow,		*
Frequency	45-	60-75	60)-75		-	Kanthus	D FAnothe St	Legend Transit Propensity Index
Peak Buses		3		2)	-		EADOTE SI	High
Operating Statistics	We	ekday	Sati	urday	Sur	nday	Virgin St.	E Virgin St.	Y
One-Way Trips		31		21		-	Semnole PI	E Pine St.	Medium
Revenue-Hours	3	2.3	2	2.0		-	3 2		
Revenue-Miles	5	555	3	76		-	M Perore		Low Route 203
On-Time Performance	IB Early	IB OT	IB Late	OB Early	ов от	OB Late	SN THE STATE OF TH	EM	Tulsa International Airport
Weekday AM	25.0%	75.0%	0.0%	27.3%	72.7%	0.0%		T T	County Boundaries Geography: Census Block Groups
Weekday Midday	16.7%	83.3%	0.0%	26.0%	74.0%	0.0%			The Transit Propensity Index shows potential transit ridership based on demographics, not
Weekday PM	27.8%	72.2%	0.0%	40.9%	59.1%	0.0%		Entra Control	th St existing service. I the higher the index score (and darker the color), the more likely transit riders are located within the zone
Saturday	30.6%	68.6%	0.8%	23.3%	76.7%	0.0%		E 15th St	₩ Mens
Sunday	-	-	-	-	-	-			E 21st St 0 1
Service Productivity	Wee	Weekday		urday	Sur	nday			Downtown Inset
Average Daily Riders	548	(10 of 20)	257	(8 of 20)	-	-			a a a a a a a a a a a a a a a a a a a
Riders/Revenue Hour	17.0	(12 of 20)	11.7	(15 of 20)	-	-		E 31	us T
Riders/Revenue-Mile	1.0	(13 of 20)	0.7	(15 of 20)	-	-			E 53rd St
Riders/One-Way Trip	17.7	(8 of 20)	12.2	(13 of 20)	-	-			Was 1
Financial Performance	Wee	ekday	Satu	urday	Sur	nday	Flag Stop Analysis*	Weekday Riders	ship By Ticket Type
Daily Operating Cost	\$2,593	(7 of 20)	\$2,003	(3 of 20)	-	-	Flag Stops/Trip (IB) 8		
Cost/Rider	\$4.73	(13 of 20)	\$7.79	(14 of 20)	-	-	Time per Flag Stop 43 secs	One-Way Cash	16% 9%
Farebox Recovery Ratio	8%	(10 of 20)	6%	(10 of 20)	-	-	Flag Dwell/Trip (IB) 6.1 mins	Student/Youth	170
Subsidy/Rider	\$4.37	(14 of 20)	\$7.31	(14 of 20)	-	-	Flag Stops/Trip (OB) 7	■ Multi-Day	
Economic Productivity	Wee	ekday	Satu	urday	Sur	nday	Time per Flag Stop 43 secs	159	6 2
Average Daily Revenue	\$201	(9 of 20)	\$124	(6 of 20)	-	-	Flag Dwell/Trip (OB) 5 mins	Day Pass	
Revenue/Revenue-Hour	\$6.22	(9 of 20)	\$5.65	(13 of 20)	-	-	Rank (16 of 20	Free ■	
Revenue/Revenue-Mile	\$0.36	(12 of 20)	\$0.33	(13 of 20)	-	-	*Data presented is averages per trip (tota	■ Transfer	8%
Revenue/One-Way Trip	\$6.48	(6 of 20)	\$5.92	(9 of 20)	-	-	daily flag stops/no. of daily trips)		
								Other	28%







Madison

Route Segments

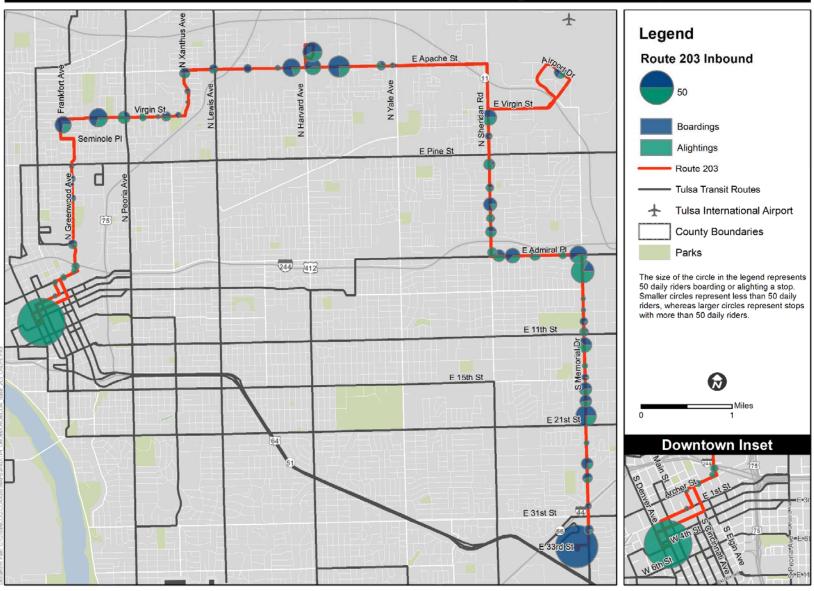
■Boardings ■ Alightings

to Yale at Apache Admiral Pl to MMS

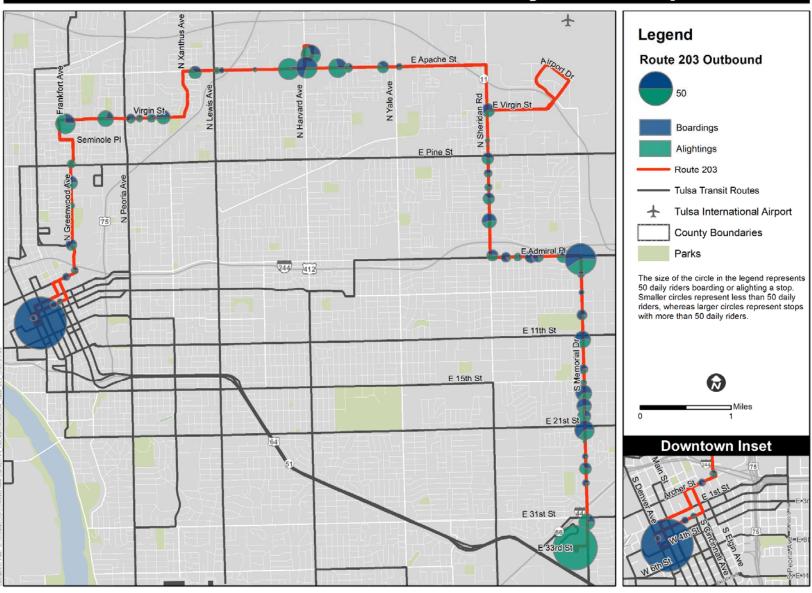
Bay 6

Appendix 3C: Route Profiles 3C-30

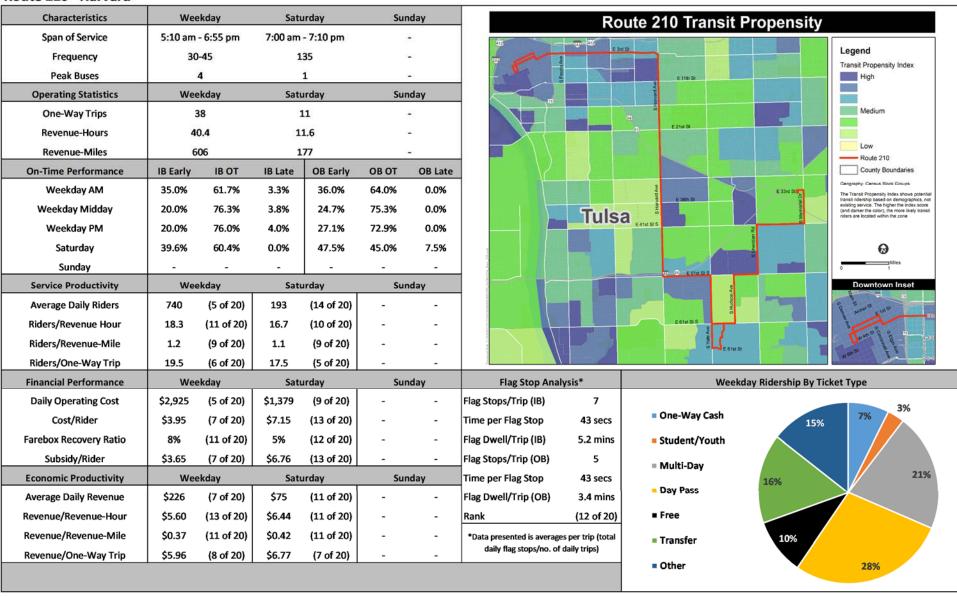
Route 203 Inbound Weekday Ridership

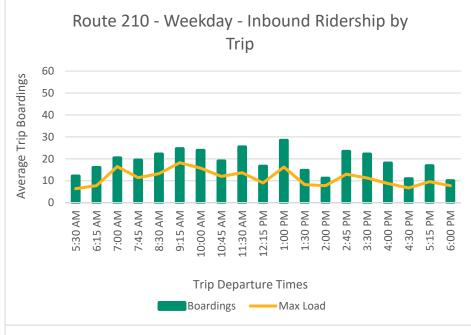


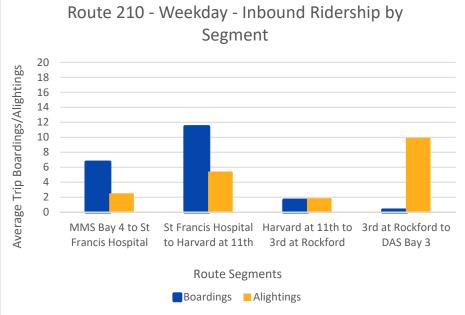
Route 203 Outbound Weekday Ridership

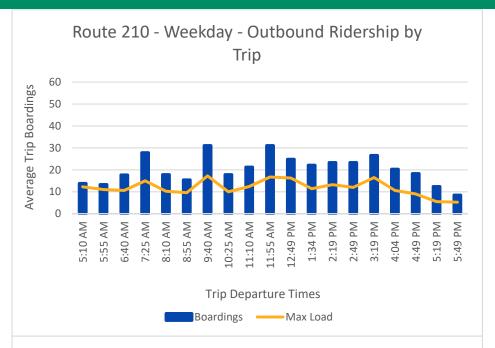


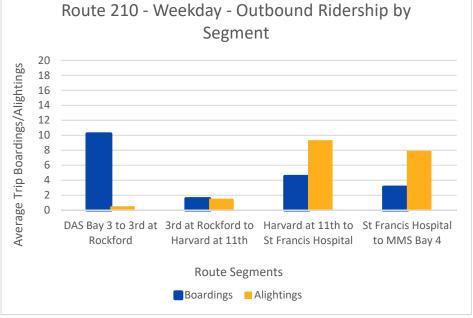
Route 210 Harvard







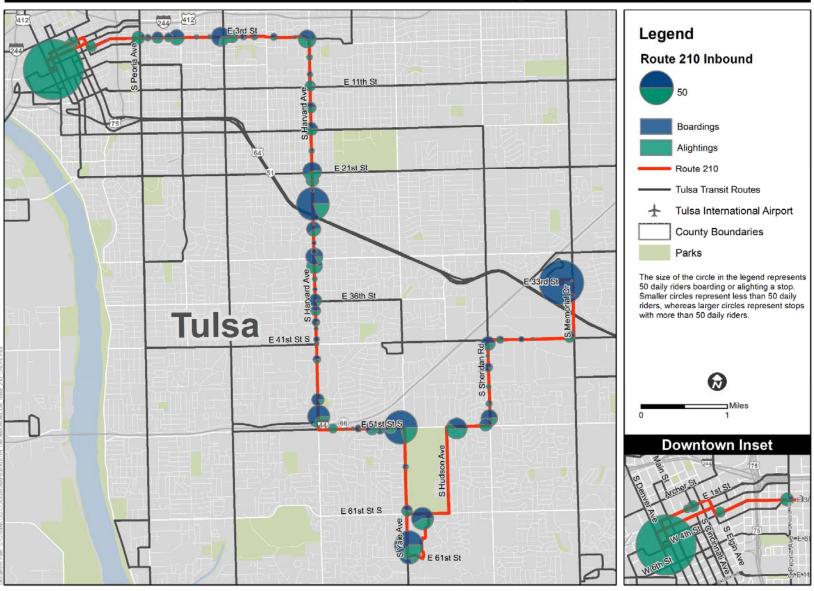




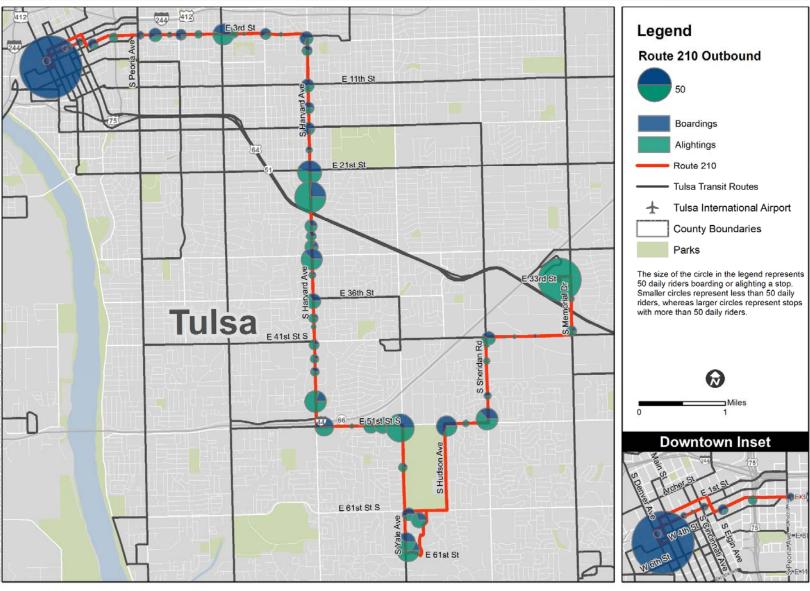
Appendix 3C: Route Profiles

3C-34

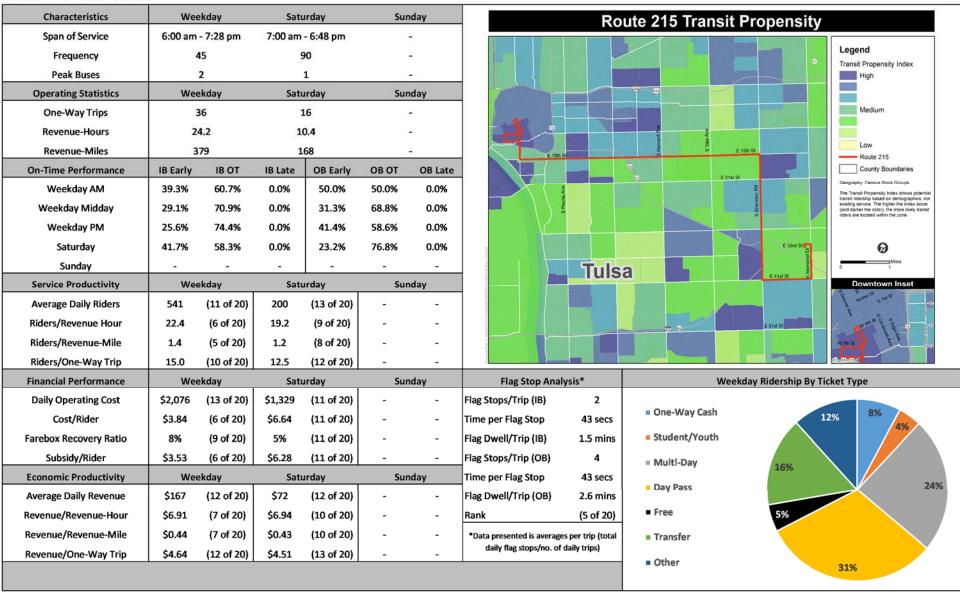
Route 210 Inbound Weekday Ridership

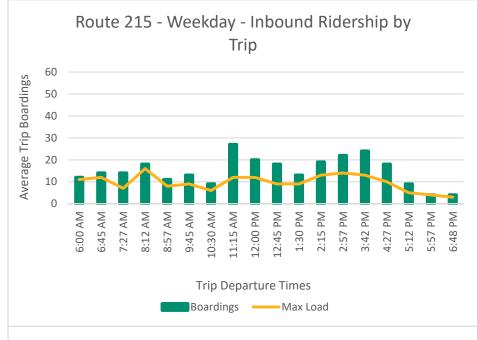


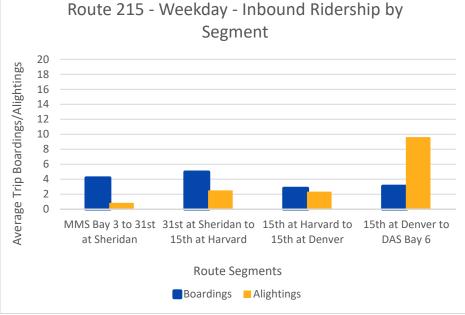
Route 210 Outbound Weekday Ridership

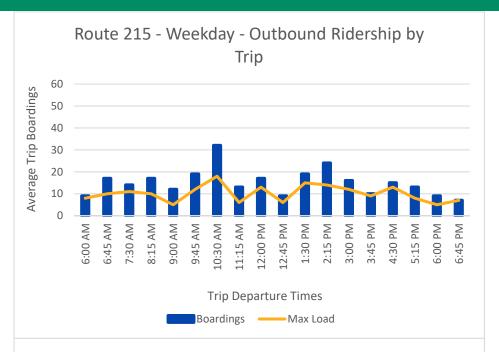


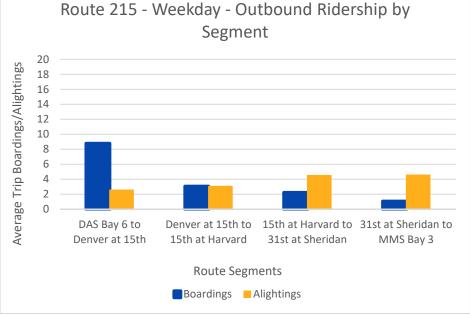
Route 215 15th Street







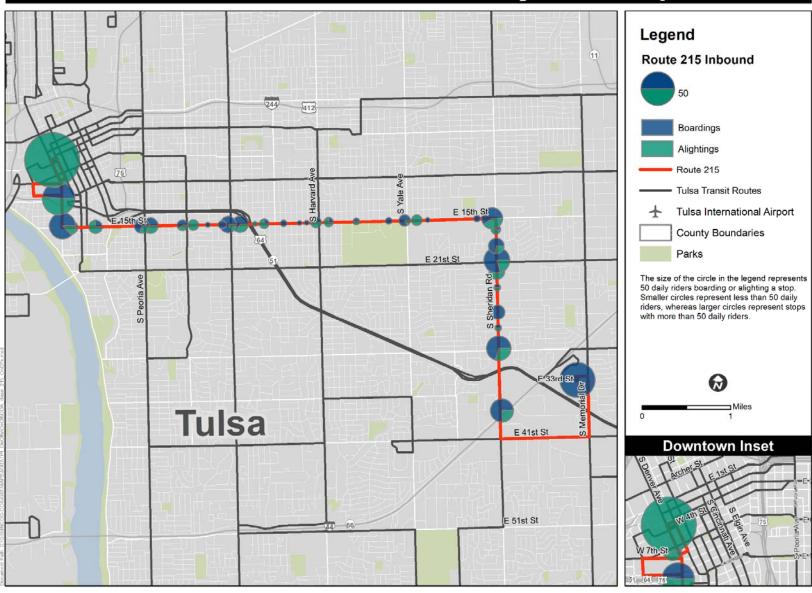




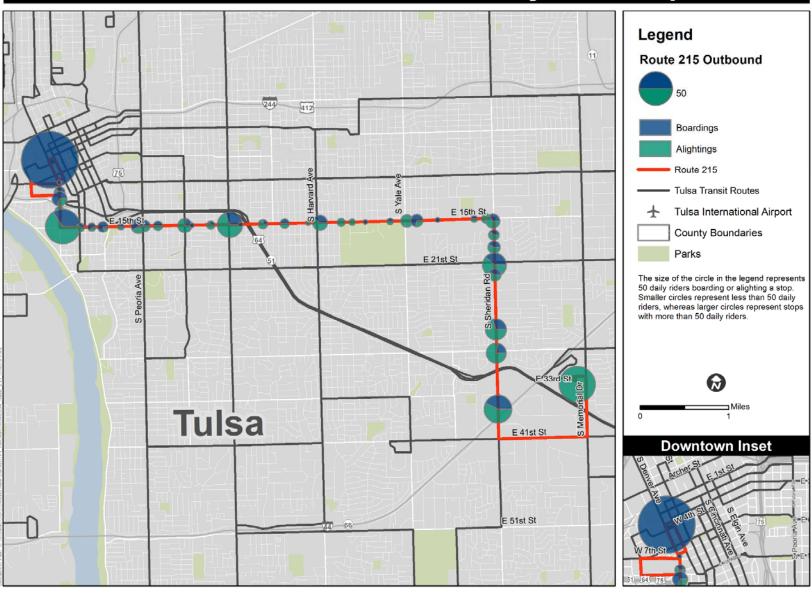
Appendix 3C: Route Profiles

3C-38

Route 215 Inbound Weekday Ridership

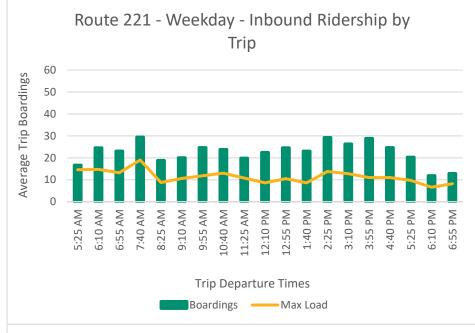


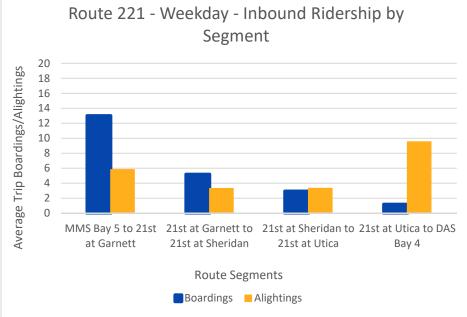
Route 215 Outbound Weekday Ridership

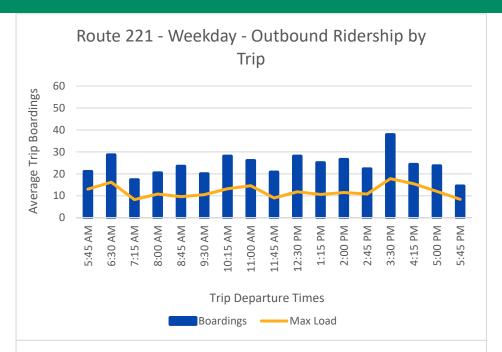


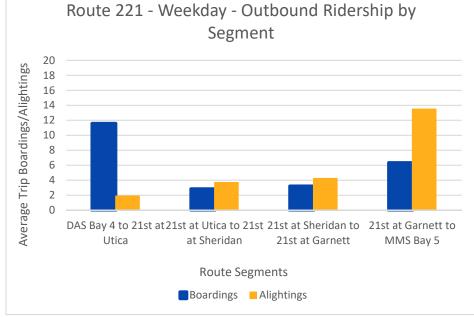
Route 221 21st Street/Eastgate

Characteristics	Weekday Saturday				Sur	nday		Ro	ute 221 Transit Propens	ity								
Span of Service	5:25 am	- 7:55 pm	7:15 am	7:15 am - 5:48 pm		7:15 am - 5:48 pm		7:15 am - 5:48 pm		7:15 am - 5:48 pm -		-						
Frequency	4	15	7	75		_			+	Legend Transit Propensity Index								
Peak Buses	Î	3		2	3	-0			•	High								
Operating Statistics	Wee	kday	Satu	ırday	Sunday													
One-Way Trips	3	36		20		-				Medium								
Revenue-Hours	36	6.9	1	9.7		27			15									
Revenue-Miles	5	72	3	17		-			70	Low Route 221								
On-Time Performance	IB Early	IB OT	IB Late	OB Early	ов от	OB Late				+ Tulsa International Airp								
Weekday AM	22.2%	77.8%	0.0%	35.6%	64.4%	0.0%		E 15th		County Boundaries Geography: Census Block Groups								
Weekday Midday	31.9%	68.1%	0.0%	37.5%	62.5%	0.0%	wants 3	Ave d'Ave	E 21st St	The Transit Propensity Index shows poter transit ridership based on demographics,								
Weekday PM	27.8%	72.2%	0.0%	41.5%	58.5%	0.0%	S Proofe	S Harvard	E31st St 00	existing service. The higher the index soo (and darker the color), the more likely tran riders are located within the zone								
Saturday	38.5%	59.0%	2.6%	46.7%	53.3%	0.0%			D) Edwa	.								
Sunday	_	-	-	_	-	-	Tu	lsa 📙	E41st St	0 1 2								
Service Productivity	Weekday Saturday		ırday	Sur	nday				Downtown Inset									
Average Daily Riders	831	(4 of 20)	323	(4 of 20)	-	-				Add Mark St E IN St								
Riders/Revenue Hour	22.6	(5 of 20)	16.4	(11 of 20)	-	-				Jan at Co								
Riders/Revenue-Mile	1.5	(4 of 20)	1.0	(10 of 20)	-	-				W7th St								
Riders/One-Way Trip	23.1	(3 of 20)	16.2	(8 of 20)	-	-		4. 新主持		2.33								
inancial Performance	Wee	ekday	Satı	ırday	Sunday		Flag Stop Anal	ysis*	Weekday Ridership By Ticket Type									
Daily Operating Cost	\$2,761	(6 of 20)	\$1,842	(6 of 20)	-	-	Flag Stops/Trip (IB)	5										
Cost/Rider	\$3.32	(3 of 20)	\$5.70	(6 of 20)	-	-	Time per Flag Stop	43 secs	One-Way Cash	12% 8% 4								
arebox Recovery Ratio	11%	(3 of 20)	8%	(4 of 20)	-	-	Flag Dwell/Trip (IB)	3.4 mins	Student/Youth									
Subsidy/Rider	\$2.96	(3 of 20)	\$5.23	(6 of 20)	-	-	Flag Stops/Trip (OB)	5	= Multi-Day									
Economic Productivity	Wee	kday	Satı	ırday	Sunday		Time per Flag Stop	43 secs										
Average Daily Revenue	\$298	(5 of 20)	\$152	(4 of 20)	-	-	Flag Dwell/Trip (OB)	3.6 mins	Day Pass									
evenue/Revenue-Hour	\$8.09	(4 of 20)	\$7.72	(6 of 20)	-	-	Rank	(11 of 20)	■ Free 9%									
evenue/Revenue-Mile	\$0.52	(4 of 20)	\$0.48	(7 of 20)	-	-	*Data presented is average	es per trip (total	■ Transfer									
Revenue/One-Way Trip	\$8.28	(4 of 20)	\$7.60	(6 of 20)	-	-	daily flag stops/no. of	daily trips)										
	<u> </u>	-					•		Other	30%								





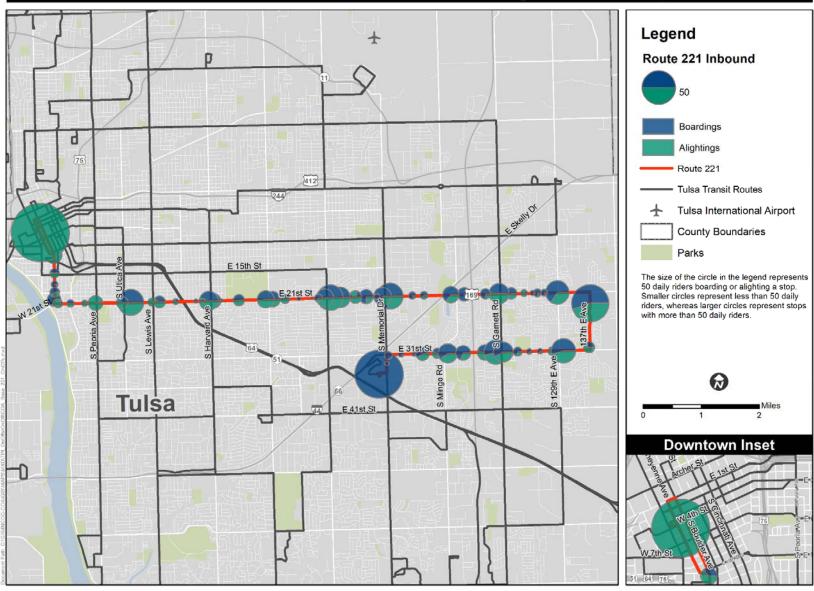




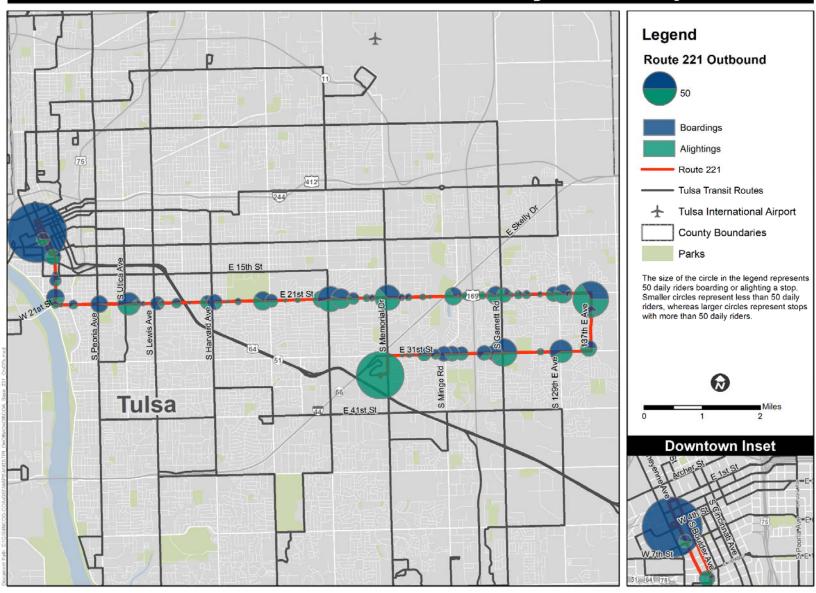
Appendix 3C: Route Profiles

3C-42

Route 221 Inbound Weekday Ridership

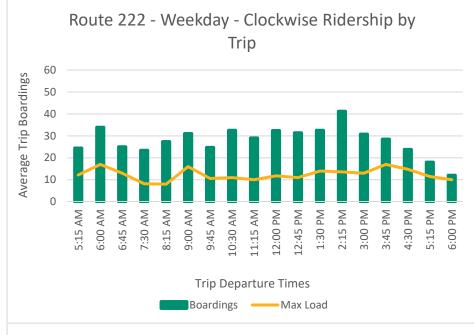


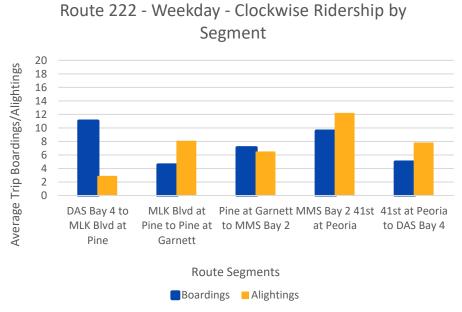
Route 221 Outbound Weekday Ridership

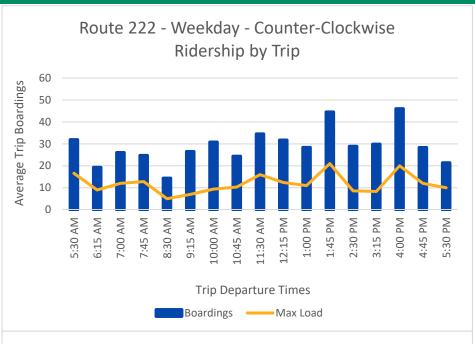


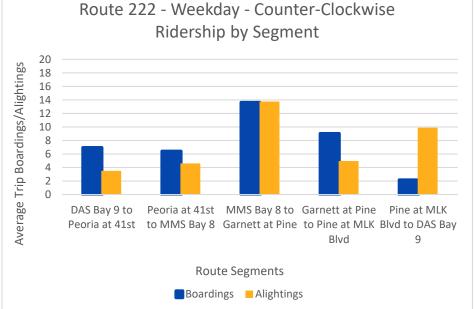
Route 222 Pine/41st Street

Characteristics	Wee	ekday	Saturday		12		Route 222 Transit Propensity					
Span of Service	5:15 am	- 7:50 pm	7:00 am	- 6:21 pm		-		+	Day w			
Frequency	1	45	60	-75		-			Legend Transit Propensity Index			
Peak Buses		6	18	4	*		D. C.	9	High			
Operating Statistics	Wee	ekday	Satu	ırday	Sunday		ALKANE	E Pine St				
One-Way Trips	;	35		20			d		Medium			
Revenue-Hours	7	3.8	4	1,1		20	n n					
Revenue-Miles	1,	110	6	06	Ę	-		7 5	Low Route 222			
On-Time Performance	C Early	с от	C Late	CC Early	сс от	CC Late						
Weekday AM	31.5%	67.1%	1.4%	44.6%	52.7%	2.7%			County Boundaries Geography: Census Block Groups			
Weekday Midday	42.4%	56.8%	0.8%	39.5%	59.7%	0.8%		THE REAL PROPERTY AND ADDRESS OF THE PARTY AND	The Transit Propensity Index shows potent transit ridership based on demographics, no existing service. The higher the index score			
Weekday PM	36.2%	62.1%	1.7%	45.6%	54.4%	0.0%	Boy	Ave	existing service. The higher the index score (and darker the color), the more likely trans riders are located within the zone			
Saturday	37.1%	59.7%	3.2%	48.7%	46.9%	4.4%	S Ulica	S Wern	S C C C C C C C C C C C C C C C C C C C			
Sunday	_	-	-	_	-	-	E 31st St	E 33rd St	0 1 2 Miles			
Service Productivity	Wee	Weekday Saturday		ırday	Sunday		Tulsa	h St	Downtown Inset			
Average Daily Riders	993	(3 of 20)	571	(2 of 20)	-	-			A Martin St. Fard St.			
Riders/Revenue Hour	13.4	(15 of 20)	13.9	(13 of 20)	-	-			The Remai			
Riders/Revenue-Mile	0.9	(14 of 20)	0.9	(11 of 20)	-	-						
Riders/One-Way Trip	28.4	(2 of 20)	28.6	(2 of 20)	-	-			235			
inancial Performance	Wee	ekday	Satı	ırday	Sur	nday	Flag Stop Analysis*	Weekday Ridershi	p By Ticket Type			
Daily Operating Cost	\$4,726	(1 of 20)	\$2,945	(1 of 20)	-	-	Flag Stops/Trip (C) 8					
Cost/Rider	\$4.76	(14 of 20)	\$5.16	(5 of 20)	-	-	Time per Flag Stop 43 secs	One-Way Cash	12% 9% 49			
arebox Recovery Ratio	9%	(7 of 20)	8%	(5 of 20)	-	-	Flag Dwell/Trip (C) 5.9 mins	Student/Youth				
Subsidy/Rider	\$4.31	(13 of 20)	\$4.74	(5 of 20)	-	-	Flag Stops/Trip (CC) 10	= Multi-Day				
Economic Productivity	Wee	ekday	Satı	ırday	Sur	nday	Time per Flag Stop 43 secs	16%				
Average Daily Revenue	\$442	(2 of 20)	\$240	(2 of 20)	-	-	Flag Dwell/Trip (CC) 7 mins	Day Pass				
evenue/Revenue-Hour	\$5.99	(10 of 20)	\$5.85	(12 of 20)	-	-	Rank (18 of 20	o) ■ Free				
evenue/Revenue-Mile	\$0.40	(9 of 20)	\$0.40	(12 of 20)	-	-	*Data presented is averages per trip (tota	9% Transfer				
evenue/One-Way Trip	\$12.64	(2 of 20)	\$12.01	(2 of 20)	-	-	daily flag stops/no. of daily trips)					
	•							■ Other	29%			





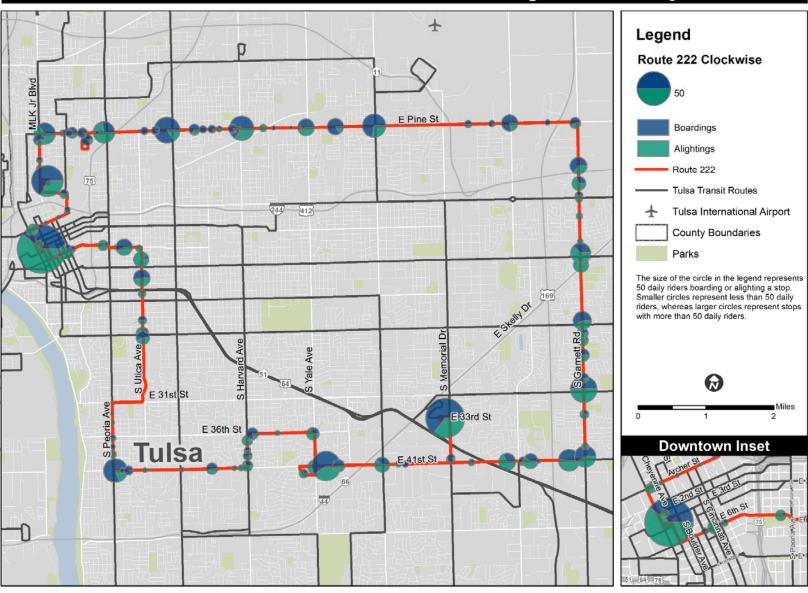




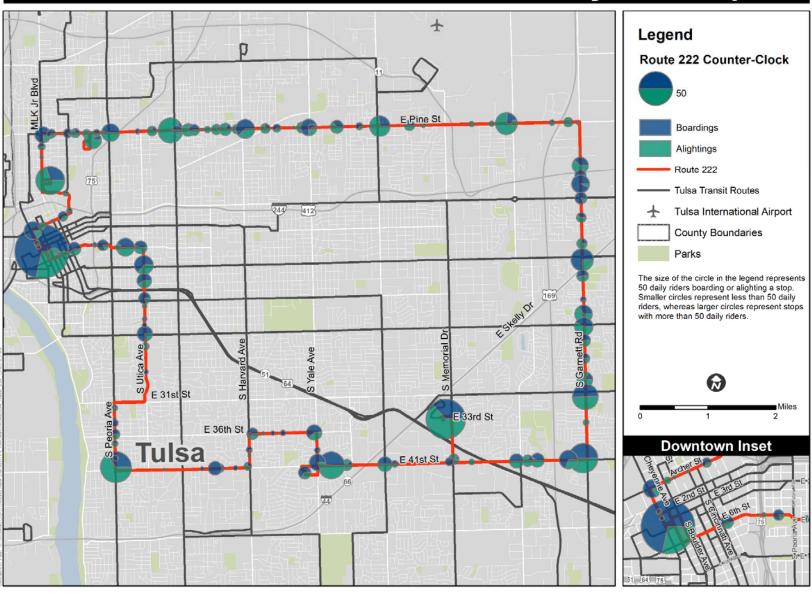
Appendix 3C: Route Profiles

3C-46

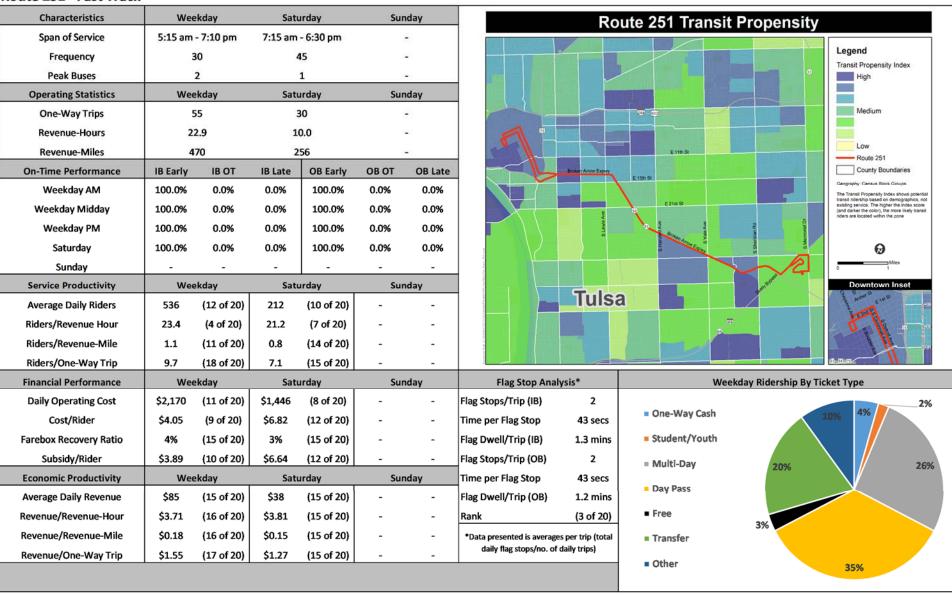
Route 222 Clockwise Weekday Ridership

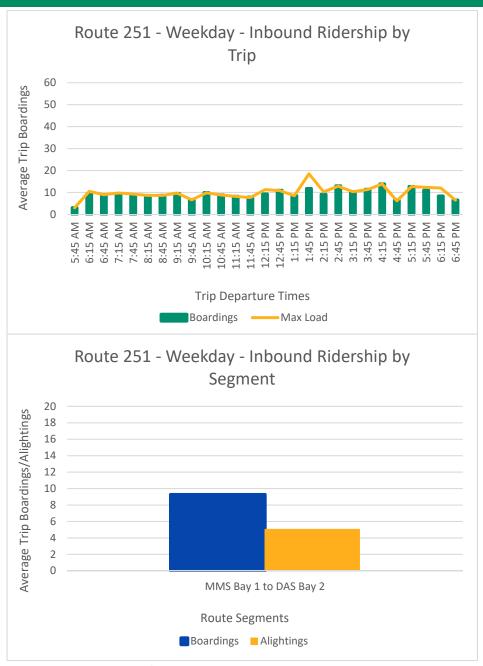


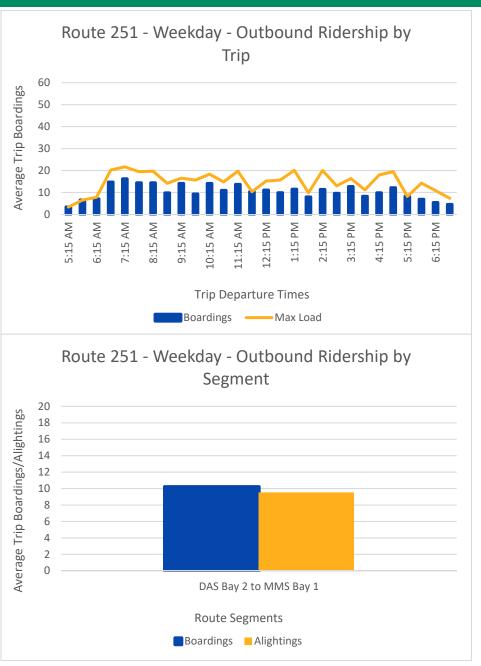
Route 222 Counter-Clockwise Weekday Ridership



Route 251 Fast Track



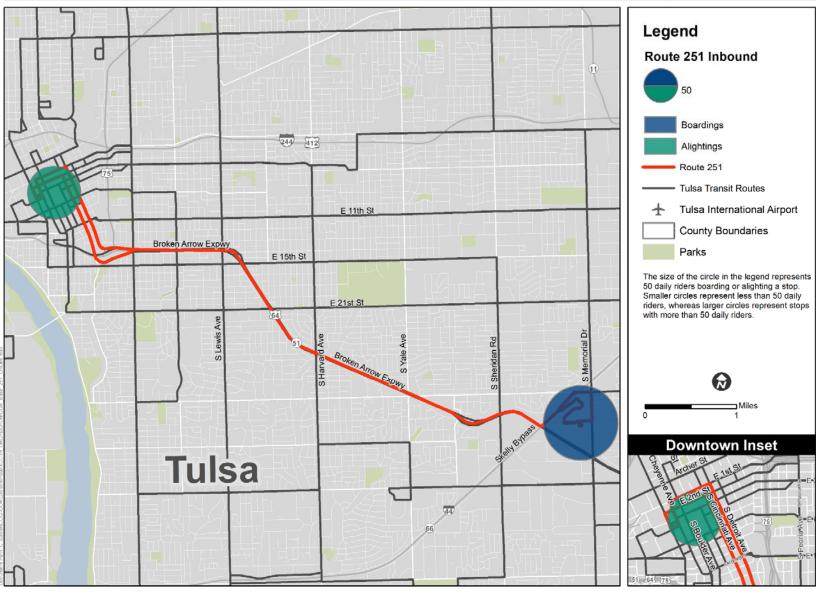




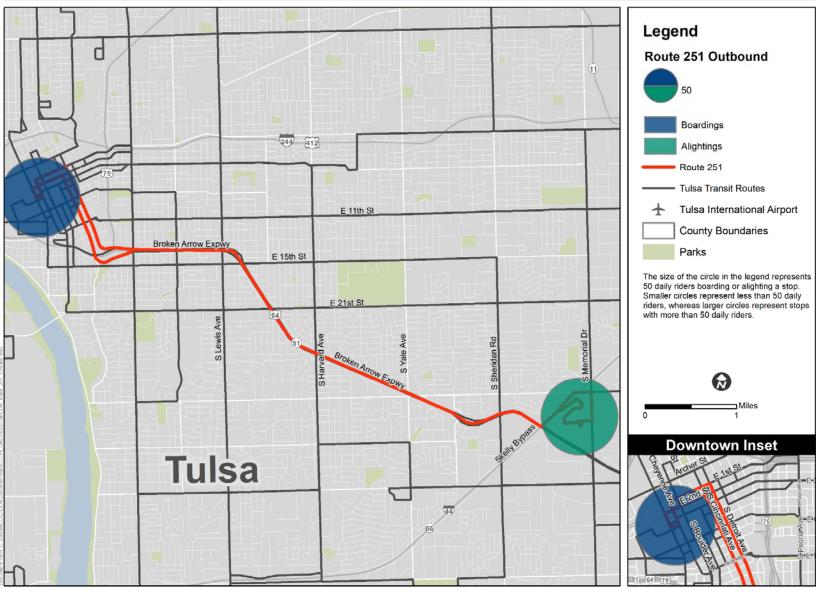
Appendix 3C: Route Profiles

3C-50

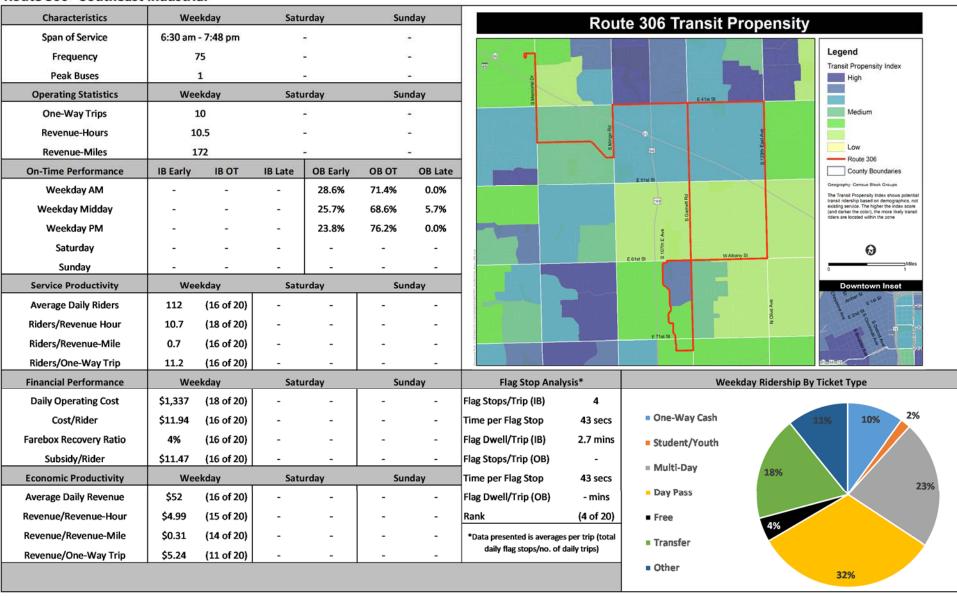
Route 251 Inbound Weekday Ridership

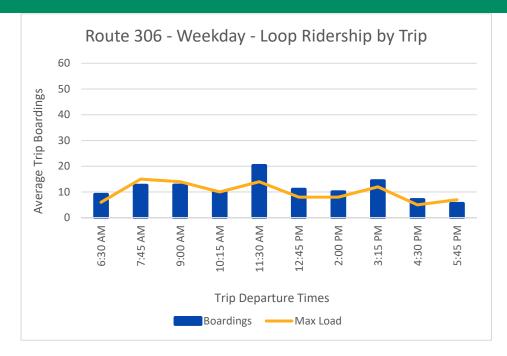


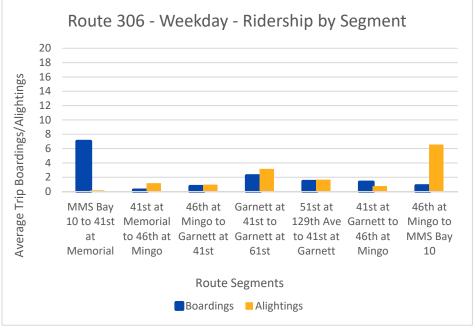
Route 251 Outbound Weekday Ridership



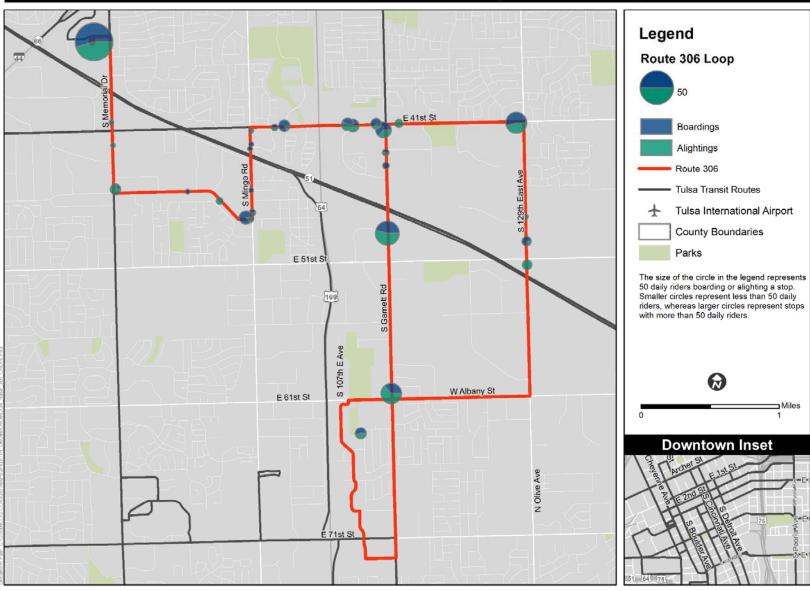
Route 306 Southeast Industrial







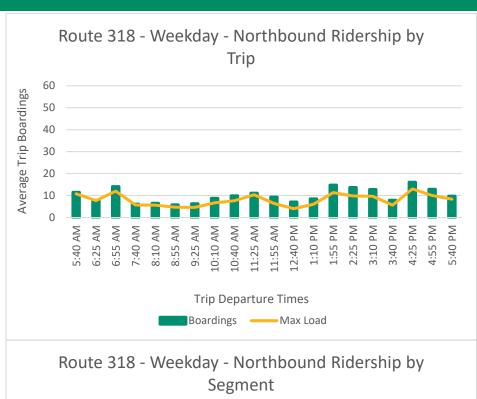
Route 306 Loop Weekday Ridership

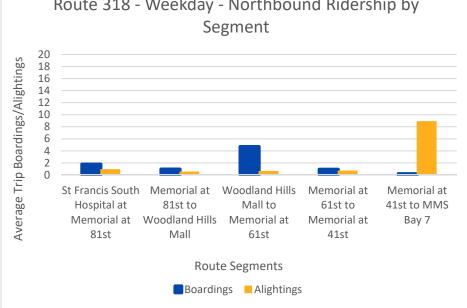


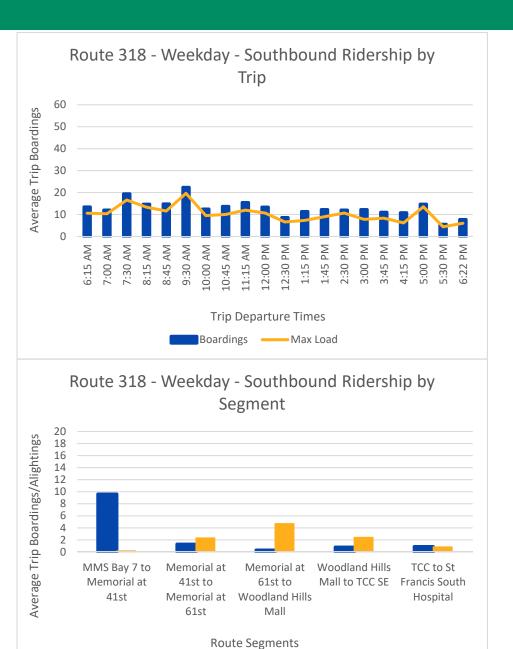
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Route 318 Memorial

Characteristics		ekday		ırday	Sur	nday		Ro	ute 318 Transit Prop	ensity
Span of Service	5:40 am	- 7:02 pm	7:00 am	- 6:02 pm		-				
Frequency	30)-45	9	0		-		8		Legend Transit Propensity Index
Peak Buses		2		1	-	-		Manmag	A1et St	High
Operating Statistics	Wee	ekday	Satu	ırday	Sunday		72			
One-Way Trips	4	40	1	.5		-				Medium
Revenue-Hours	2:	3.3	9	.3		-			E 51 to St	
Revenue-Miles	3	57	1	34	ž.	-				Low Route 318
On-Time Performance	NB Early	NB OT	NB Late	SB Early	SB OT	SB Late			a	County Boundaries
Weekday AM	31.4%	68.6%	0.0%	36.1%	61.1%	2.8%		Tile.	T	Geography: Census Block Groups The Transit Propensity Index shows potential
Weekday Midday	38.7%	61.3%	0.0%	33.3%	63.0%	3.7%		E 66th St		transit ridership based on demographics, not existing service. The higher the index score (and darker the color), the more likely transit riders are located within the zone
Weekday PM	31.0%	69.0%	0.0%	33.3%	60.0%	6.7%	一覧ではいる	E 71st St		TOTAL A SEC DAMEN ALLES ING COLD
Saturday	37.5%	47.9%	14.6%	38.8%	55.1%	6.1%	THE CO			₩ ₩
Sunday	-	-	-	-	-	-				0 1 Miles
Service Productivity	Weekday Saturd		ırday	Sunday		9	E 81 st St	318-Memorial	Downtown Inset	
Average Daily Riders	456	(14 of 20)	218	(9 of 20)	-	-			Object 18-Memorial	A Manuel E later
Riders/Revenue Hour	19.5	(10 of 20)	23.4	(5 of 20)	-	-	1	E 91st St		a Ever Con a
Riders/Revenue-Mile	1.3	(7 of 20)	1.6	(3 of 20)	-	-	35 49	A COMPANY	318-Memorial 564)	
Riders/One-Way Trip	11.4	(15 of 20)	14.5	(9 of 20)	-	-			RETS EL 10	2.11.
inancial Performance	Wee	ekday	Satu	ırday	Sur	nday	Flag Stop An	Flag Stop Analysis* Weekday Ridership By Ticket Type		
Daily Operating Cost	\$2,017	(14 of 20)	\$1,244	(16 of 20)	-	-	Flag Stops/Trip (NB)	3		2%
Cost/Rider	\$4.42	(11 of 20)	\$5.71	(7 of 20)	-	-	Time per Flag Stop	43 secs	One-Way Cash	12% 9%
arebox Recovery Ratio	7%	(13 of 20)	5%	(13 of 20)	-	-	Flag Dwell/Trip (NB)	2.1 mins	Student/Youth	
Subsidy/Rider	\$4.12	(11 of 20)	\$5.40	(7 of 20)	-	-	Flag Stops/Trip (SB)	4	= Multi-Day	
conomic Productivity	Wee	ekday	Satu	ırday	Sur	nday	Time per Flag Stop	43 secs		18%
verage Daily Revenue	\$136	(13 of 20)	\$67	(14 of 20)	-	-	Flag Dwell/Trip (SB)	3.2 mins	Day Pass	
evenue/Revenue-Hour	\$5.83	(11 of 20)	\$7.19	(9 of 20)	-	-	Rank	(8 of 20)	■ Free	4%
evenue/Revenue-Mile	\$0.38	(10 of 20)	\$0.50	(6 of 20)	-	-	*Data presented is avera	ges per trip (total	■ Transfer	
evenue/One-Way Trip	\$3.40	(14 of 20)	\$4.47	(14 of 20)	_	_	daily flag stops/no.			
									■ Other	32%

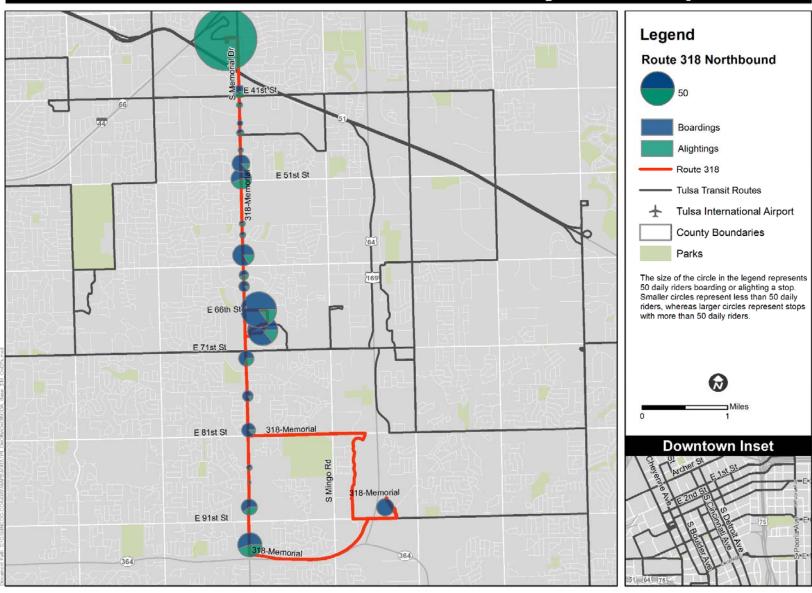




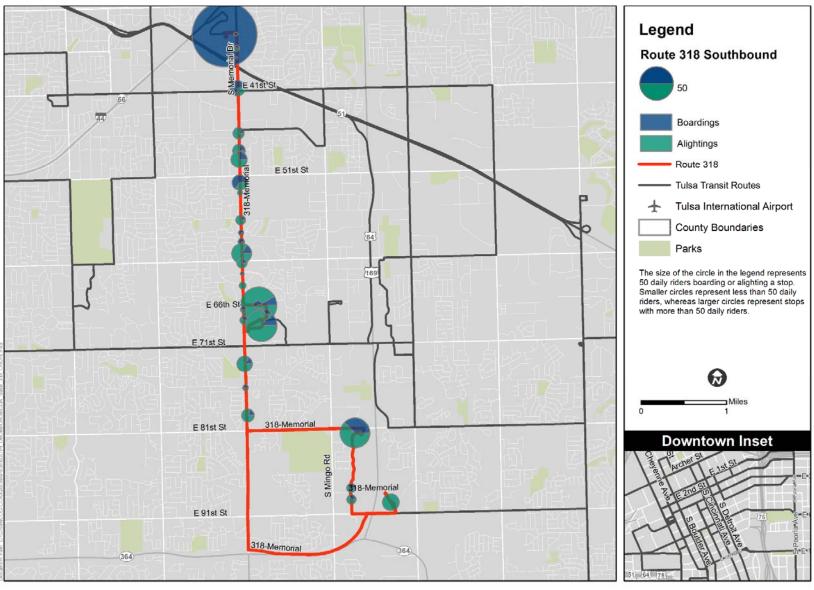


■Boardings ■ Alightings

Route 318 Northbound Weekday Ridership

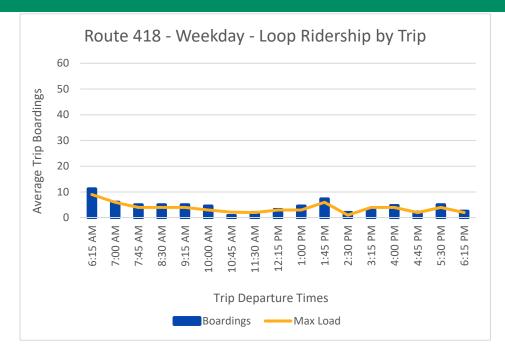


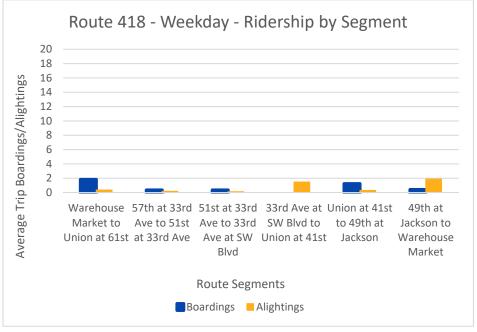
Route 318 Southbound Weekday Ridership



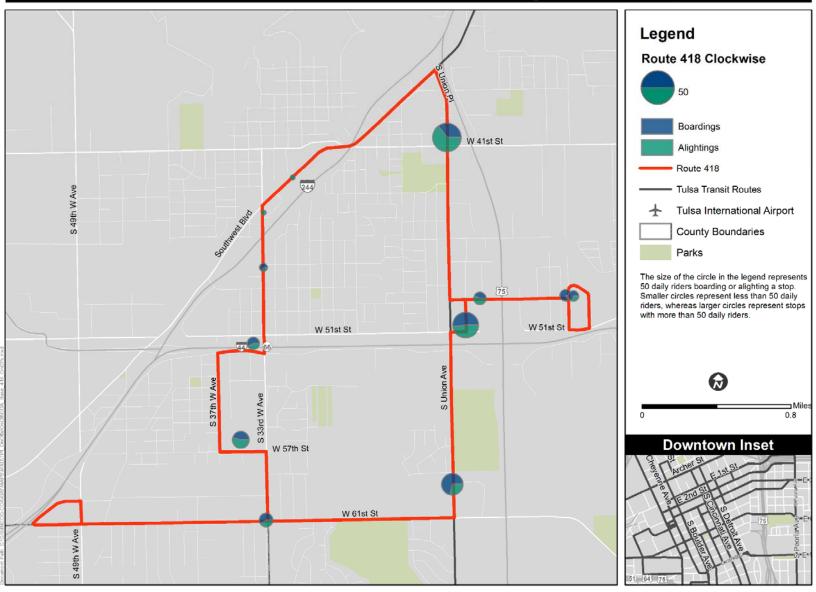
Route 418 West Connector Loop

Characteristics	Wee	ekday	Weekday Saturday				Route 418 Transit Propensity								
Span of Service	6:15 am	- 6:55 pm	7:00 am	- 6:10 pm		-									
Frequency		4 5		15							Legend				
Peak Buses		1		1	-						Transit Propensity Index				
Operating Statistics	Wee	ekday	Saturday 15		Sur	Sunday -									
One-Way Trips	:	17								W 41st St	Medium				
Revenue-Hours	1	1.3	1	10.0		10.0		10.0		-					
Revenue-Miles	1	.95	1	72		-		Sen W.As			Low Route 418				
On-Time Performance	IB Early	ІВ ОТ	IB Late	OB Early	ов от	OB Late		o o			County Boundaries				
Weekday AM	-	-	-	43.5%	56.5%	0.0%					Geography: Census Block Groups The Transit Propensity Index shows potenti				
Weekday Midday	-	-	-	29.2%	66.7%	4.2%					transk ridership based on demographics, n existing service. The higher the index scon (and darker the color), the more likely trans riders are located within the zone				
Weekday PM	-	-	-	25.0%	71.4%	3.6%				W 51st St W 5	1st St				
Saturday	38.5%	59.3%	2.2%	-	-	-			Ave –	N Ave	₩ ₩				
Sunday	-	-	-	-	-	-			3.7th W	S Un)	O.8				
Service Productivity Weekday Satu		ırday	Sunday					W 57th CI	Downtown Inset						
Average Daily Riders	74	(17 of 20)	51	(16 of 20)	-	-					Andrew of E 1st 21				
Riders/Revenue Hour	6.5	(19 of 20)	5.1	(16 of 20)	-	-				W 61st St	A EMB CARDON				
Riders/Revenue-Mile	0.4	(19 of 20)	0.3	(16 of 20)	-	-		h W Ave							
Riders/One-Way Trip	4.4	(19 of 20)	3.4	(16 of 20)	-	-		လ 4 9			235				
Financial Performance	Wee	ekday	Satı	ırday	Sunday		Flag Stop Analysis* Weekday Ridership By Ticket Type								
Daily Operating Cost	\$1,397	(17 of 20)	\$1,321	(12 of 20)	-	-	Flag S	tops/Trip (IB)	3						
Cost/Rider	\$18.88	(17 of 20)	\$25.91	(16 of 20)	-	-	Time	per Flag Stop	43 secs	One-Way Cash	14% 13%				
Farebox Recovery Ratio	1%	(19 of 20)	0%	(16 of 20)	-	-	Flag D	well/Trip (IB)	2.1 mins	Student/Youth					
Subsidy/Rider	\$18.77	(17 of 20)	\$25.79	(16 of 20)	-	-	Flag S	tops/Trip (OB)	-	- adulat Pass	5%				
Economic Productivity	Wee	ekday	Satı	ırday	Sur	nday	Time	per Flag Stop	43 secs	= Multi-Day					
Average Daily Revenue	\$9	(19 of 20)	\$6	(16 of 20)	-	-	Flag C	well/Trip (OB)	- mins	Day Pass					
Revenue/Revenue-Hour	\$0.76	(20 of 20)	\$0.60	(16 of 20)	-	-	Rank		(2 of 20)	■ Free	2				
Revenue/Revenue-Mile	\$0.04	(20 of 20)	\$0.03	(16 of 20)	-	-	*Data	presented is averages	per trip (total	■ Transfer					
Revenue/One-Way Trip	\$0.51	(20 of 20)	\$0.40	(16 of 20)	-	-	4	aily flag stops/no. of d	laily trips)	= Iransier					
										Other	28%				





Route 418 Clockwise Weekday Ridership

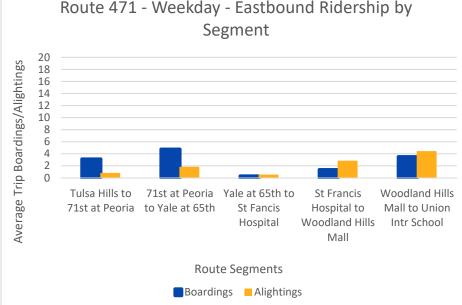


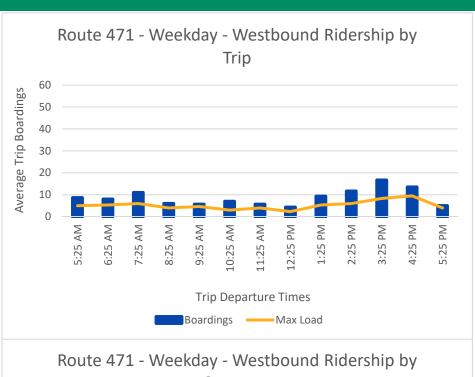
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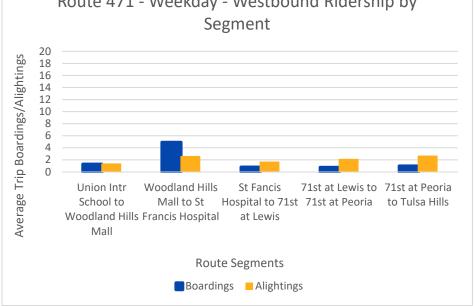
Route 471 71st Street

Characteristics	Wee	ekday	Satu	ırday	Su	nday		Ro	ute 471 Transit Propensity	
Span of Service	5:25 am	-6:25 pm	7:00 am	- 5:25 pm		-				
Frequency		50	75-	100		프	9			Legend Transit Propensity Index
Peak Buses		2	}	2		2		Tulsa		High
Operating Statistics	Wee	ekday	Satu	ırday	Su	nday		Tuisa		
One-Way Trips		26	15			=				Medium
Revenue-Hours	2	3.6	14	4.4		프	3			
Revenue-Miles	4	03	2	12	¥		2,560,0		Figure St.	Low Route 471
On-Time Performance	EB Early	EB OT	EB Late	WB Early	WB OT	WB Late			E OIN S	County Boundaries
Weekday AM	31.3%	65.6%	3.1%	19.4%	77.4%	3.2%	W71st St		E 71st St	Geography: Census Riock Groups The Transit Propensity Index shows po
Weekday Midday	25.0%	75.0%	0.0%	31.3%	66.7%	2.1%	775 W 71st St		The state of the s	transit ridership based on demographic existing service. The higher the index s (and darker the color), the more likely t riders are located within the zone
Weekday PM	25.0%	75.0%	0.0%	33.3%	66.7%	0.0%	puditu St		60 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
Saturday	34.9%	54.0%	11.1%	51.2%	46.3%	2.4%	WOING		S Mee	€
Sunday	-	-	-	-	-	-				0 1 2 ^{Mil}
Service Productivity	/ Weekday Saturday		ırday	Sunday		1 Start 1		010	Downtown Inset	
Average Daily Riders	266	(15 of 20)	177	(15 of 20)	-	-	Jenk	S		Arching E 1st St
Riders/Revenue Hour	11.3	(17 of 20)	12.3	(14 of 20)	-	-	150			as E Sacratory
Riders/Revenue-Mile	0.7	(15 of 20)	0.8	(13 of 20)	-	-				
Riders/One-Way Trip	10.2	(17 of 20)	11.8	(14 of 20)	-	-				2.33
inancial Performance	Wee	ekday	Satu	ırday	Su	nday	Flag Stop Anal	ysis*	Weekday Ridership By Ti	cket Type
Daily Operating Cost	\$2,093	(12 of 20)	\$1,519	(7 of 20)	-	-	Flag Stops/Trip (EB)	8		201
Cost/Rider	\$7.87	(15 of 20)	\$8.58	(15 of 20)	-	-	Time per Flag Stop	43 secs	One-Way Cash	% 9% 3%
arebox Recovery Ratio	6%	(14 of 20)	5%	(14 of 20)	-	-	Flag Dwell/Trip (EB)	5.5 mins	Student/Youth	
Subsidy/Rider	\$7.42	(15 of 20)	\$8.19	(15 of 20)	-	-	Flag Stops/Trip (WB)	6	= Multi-Day	
Economic Productivity	Wee	ekday	Satı	ırday	Su	nday	Time per Flag Stop	43 secs	·	23
Average Daily Revenue	\$119	(14 of 20)	\$69	(13 of 20)	-	-	Flag Dwell/Trip (WB)	4.2 mins	Day Pass	
evenue/Revenue-Hour	\$5.02	(14 of 20)	\$4.78	(14 of 20)	-	-	Rank	(15 of 20)	■ Free 11%	
evenue/Revenue-Mile	\$0.29	(15 of 20)	\$0.32	(14 of 20)	-	-	*Data presented is average	s per trip (total	■ Transfer	
levenue/One-Way Trip	\$4.56	(13 of 20)	\$4.58	(12 of 20)	-	-	daily flag stops/no. of	daily trips)	- Other	2007
									■ Other	29%





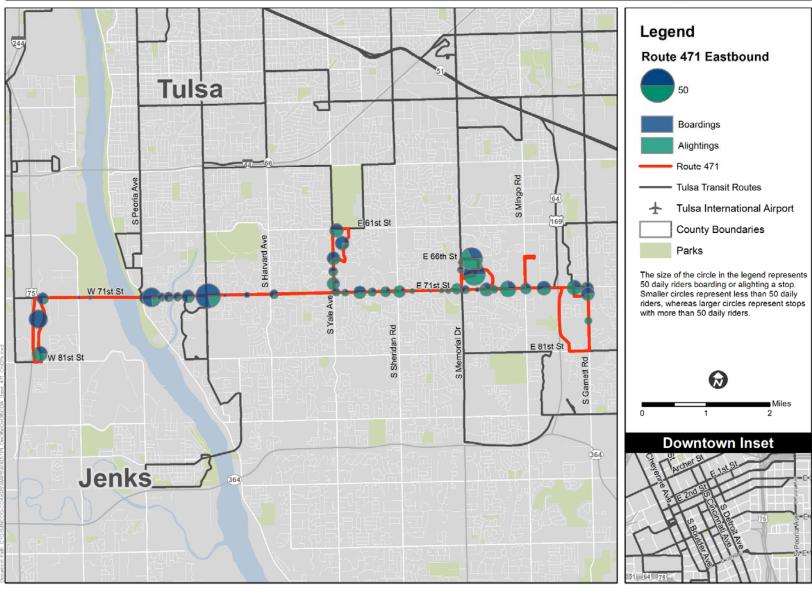




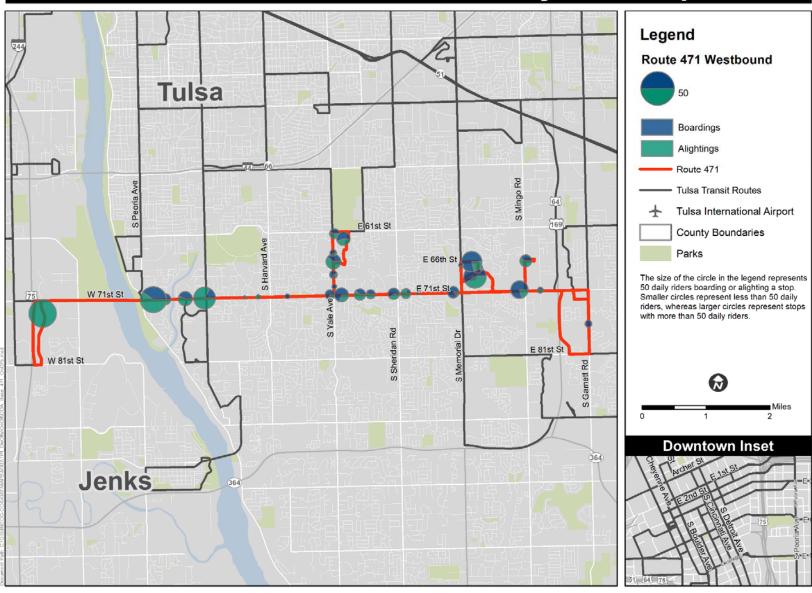
Appendix 3C: Route Profiles

3C-66

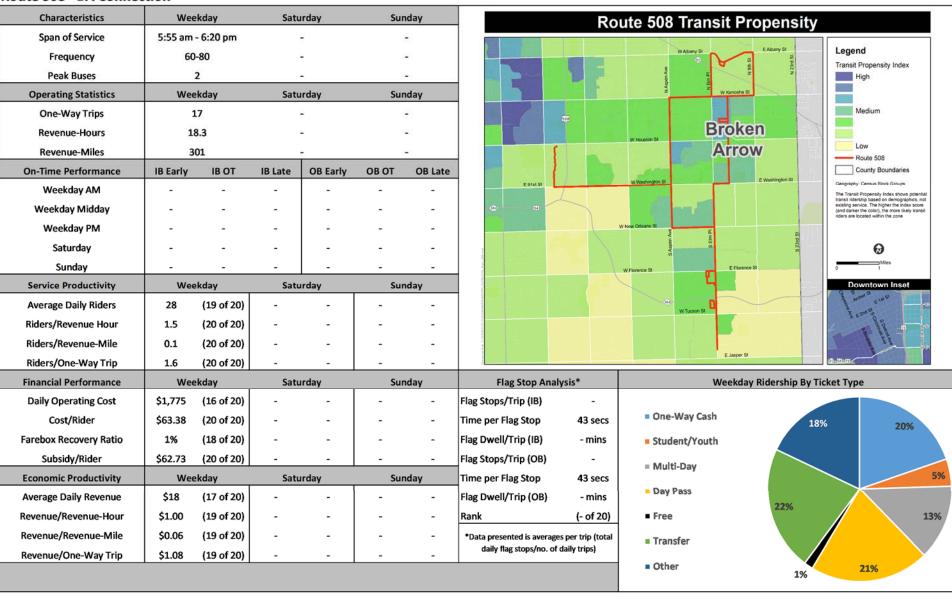
Route 471 Eastbound Weekday Ridership



Route 471 Westbound Weekday Ridership



Route 508 BA Connection



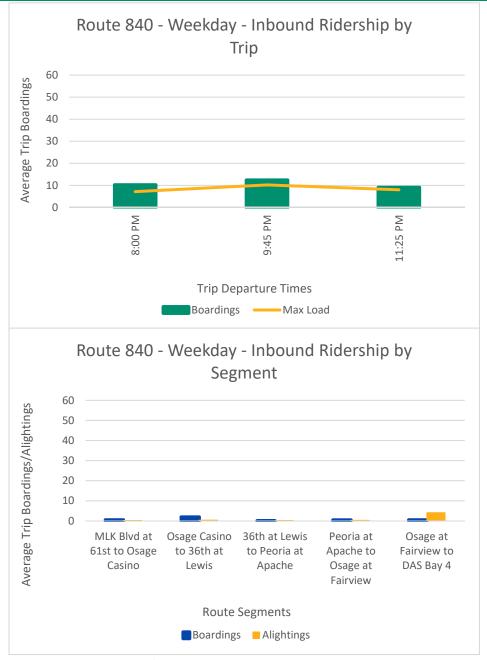
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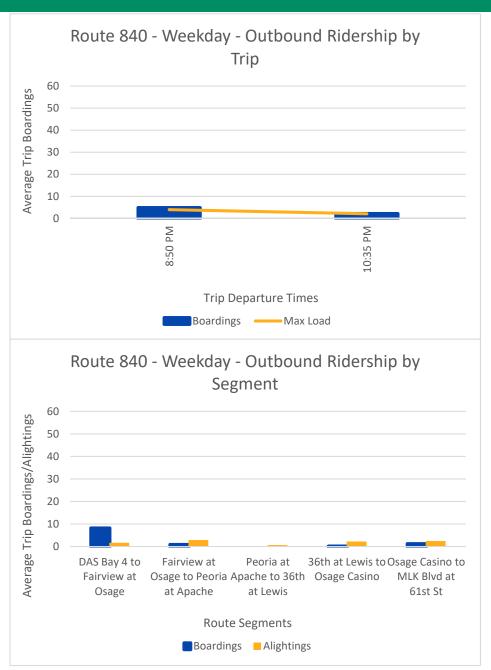
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Route 840 North

Characteristics	Wee	kday	Satu	ırday	Sunday		Route 840 Transit Propensit	V
Span of Service	8:00 pm -	12:10 am	7:40 pm -	12:00 am	8:45 am	- 6:25 pm		
Frequency	2.5	RTs	2.5	RTs		4 5		Legend Transit Propensity Index
Peak Buses		1		1		2	E Son. St	High
Operating Statistics	Wee	kday	Satu	ırday	Sui	nday	y z	
One-Way Trips		5		5	:	20	E sam St. Lake	Medium
Revenue-Hours	8	.8	3	.8	1	8.3	Faces St. Lane Yahola	
Revenue-Miles	6	66	6	66	2	64		Low Route 840
On-Time Performance	IB Early	IB OT	IB Late	OB Early	ОВ ОТ	OB Late	W 300 St E 300 St	County Boundaries
Weekday AM	-	-	-	-	-	-	water a second	Geography: Centus Block Groups The Transit Propensity Index shows poten
Weekday Midday	-	-	-	-	-	-	EAgache Si	transit ridership based on demographics, existing service. The higher the index soo (and darker the color), the more likely tran- riders are located within the zone
Weekday PM	-	-	-	-	-	-		. Aces are society warm me 2006
Saturday	_	-	-	-	-	-	VrghSt	6
Sunday	55.9%	41.2%	2.9%	64.3%	30.0%	5.7%	E Pine St	0 1 Miles
Service Productivity	Wee	kday	Saturday		Sunday			Downtown Inset
Average Daily Riders	39	(3 of 6)	48	(2 of 6)	161	(5 of 6)	Z Paced	Age Actor St.
Riders/Revenue Hour	4.5	(6 of 6)	12.8	(1 of 6)	8.8	(5 of 6)	-8	A E SUC
Riders/Revenue-Mile	0.6	(3 of 6)	0.7	(1 of 6)	0.6	(4 of 6)		Ewa Barrell
Riders/One-Way Trip	7.8	(4 of 6)	9.6	(1 of 6)	8.1	(5 of 6)		2.3.8
Financial Performance	Wee	kday	Satu	ırday	Sui	nday	Flag Stop Analysis* Weekday Ridership B	Ticket Type
Daily Operating Cost	\$375	(1 of 6)	\$161	(4 of 6)	\$785	(5 of 6)	lag Stops/Trip (IB) 10	19
Cost/Rider	\$9.61	(6 of 6)	\$3.35	(1 of 6)	\$4.88	(5 of 6)	ime per Flag Stop 43 secs One-Way Cash	10%
Farebox Recovery Ratio	2%	(5 of 6)	5%	(3 of 6)	0%	(5 of 6)	lag Dwell/Trip (IB) 7.2 mins Student/Youth	
Subsidy/Rider	\$9.45	(6 of 6)	\$3.18	(1 of 6)	\$4.87	(5 of 6)	lag Stops/Trip (OB) 6 Multi-Day	
Economic Productivity	Wee	kday	Satu	ırday	Sui	nday	ime per Flag Stop 43 secs	
Average Daily Revenue	\$6.21	(4 of 6)	\$8.07	(4 of 6)	\$0.27	(5 of 6)	lag Dwell/Trip (OB) 4 mins Day Pass	
Revenue/Revenue-Hour	\$0.71	(5 of 6)	\$2.15	(3 of 6)	\$0.01	(5 of 6)	ank (6 of 6) ■ Free	
Revenue/Revenue-Mile	\$0.09	(4 of 6)	\$0.12	(3 of 6)	\$0.00	(5 of 6)	*Data presented is averages per trip (total Transfer	
Revenue/One-Way Trip	\$1.24	(4 of 6)	\$1.61	(4 of 6)	\$0.01	(5 of 6)	daily flag stops/no. of daily trips)	
							■ Other	38%

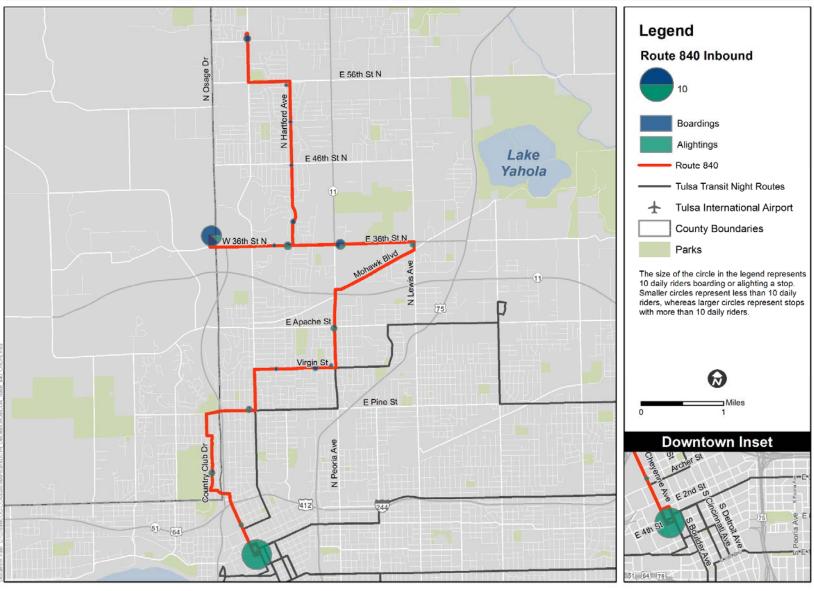




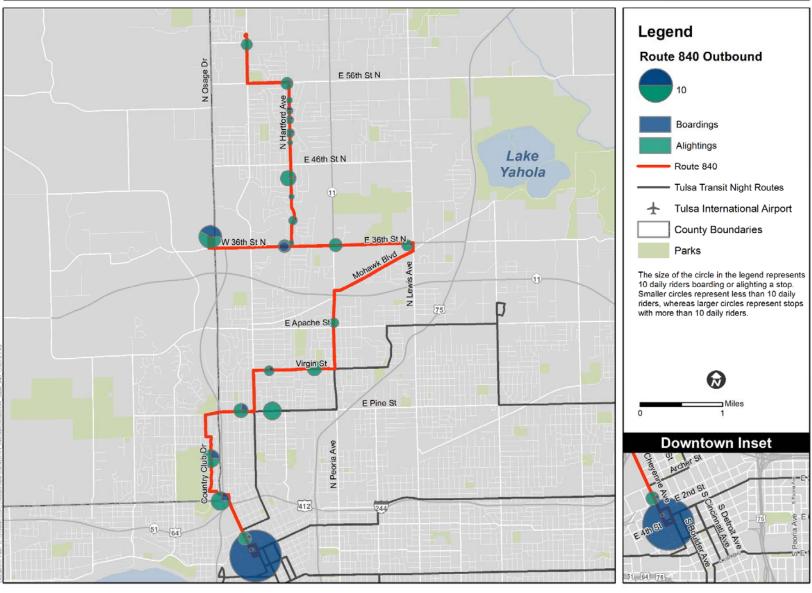
Appendix 3C: Route Profiles

3C-74

Route 840 Inbound Weekday Ridership

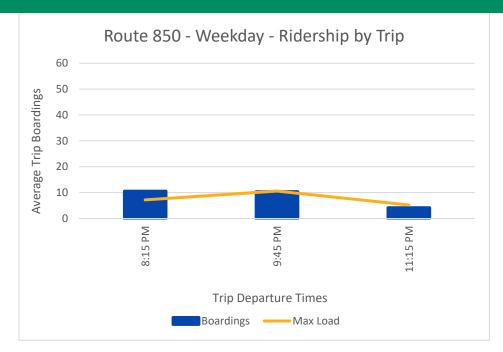


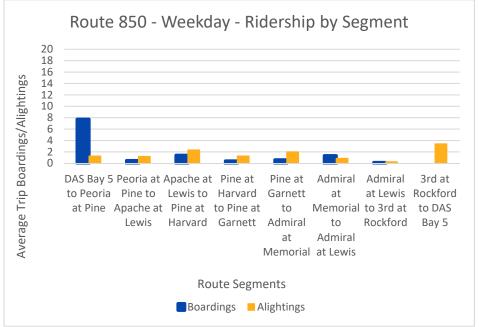
Route 840 Outbound Weekday Ridership



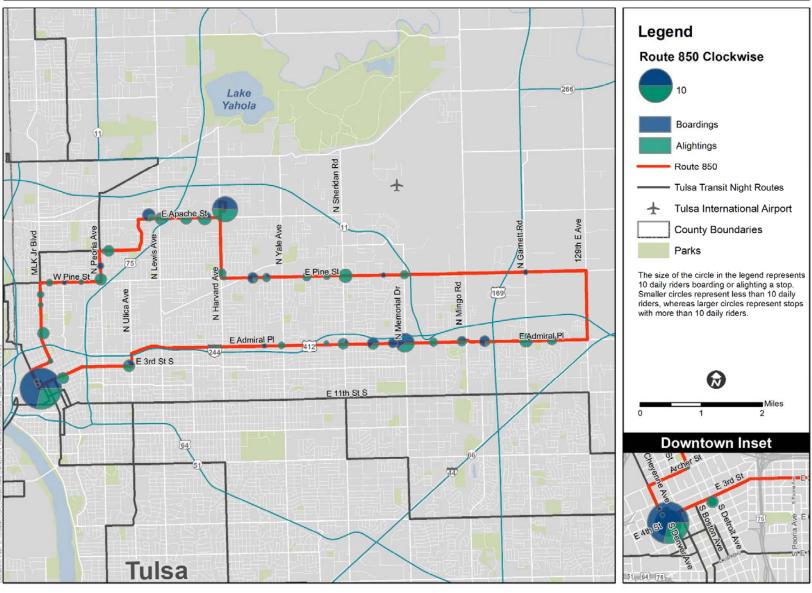
Route 850 Northeast

Characteristics	Wee	kday	Saturday		Sur	nday		Ro	ute 850 Transit P	ropensity
Span of Service	8:15 pm -	12:15 am	7:30 pm -	11:40 pm	8:30 am	- 6:55 pm		7		
Frequency	3.0	RTs	3.0	RTs	4	15				Legend Transit Propensity Index
Peak Buses		1		1		2				High
Operating Statistics	Wee	kday	Satu	ırday	Sur	nday		Lake Yahol		
One-Way Trips	i i	3		3	1	13	•			Medium
Revenue-Hours	3	.5	3	.5	18	8.4			dan Rd	
Revenue-Miles	7	72	7	72	3	13		E Apache St.	S X	Low Route 850
On-Time Performance	IB Early	IB OT	IB Late	OB Early	ОВ ОТ	OB Late	r Bha	a had	and the second s	Tulsa International Airp
Weekday AM	-	-	-	-	-	-	W Pine St 2	d Awe	E Pine St	County Boundaries Geography: Census Block Groups
Weekday Midday	_	-	-	-	-	-	Jica Awe	N Harve	Mergo R	The Transit Propensity Index shows poter transit ridership based on demographics,
Weekday PM	_	-	-	_	-	-	N. T. T.	EAdr	iral Pl	existing service. The higher the index sco (and darker the color), the more likely tran riders are located within the zone
Saturday	35.7%	59.5%	4.8%	_	-	-		3rd St S		6
Sunday	33.5%	65.9%	0.5%	_	-	-			E 11th St S	0 1 2 Miles
Service Productivity	Wee	kday	Saturday		Sunday			23	100	Downtown Inset
Average Daily Riders	25	(5 of 6)	28	(5 of 6)	171	(4 of 6)		3		A Rech S E Note:
Riders/Revenue Hour	7.1	(4 of 6)	8.0	(4 of 6)	9.3	(4 of 6)				1
Riders/Revenue-Mile	0.3	(5 of 6)	0.4	(4 of 6)	0.5	(5 of 6)				Eman Com San
Riders/One-Way Trip	8.3	(2 of 6)	9.3	(2 of 6)	13.2	(2 of 6)	T	ulsa		233
Financial Performance	Wee	kday	Satu	ırday	Sur	nday	Flag Stop Analy	/sis*	Weekda	ay Ridership By Ticket Type
Daily Operating Cost	\$150	(4 of 6)	\$150	(5 of 6)	\$789	(4 of 6)	Flag Stops/Trip (IB)	8		2%
Cost/Rider	\$6.00	(4 of 6)	\$5.35	(4 of 6)	\$4.61	(4 of 6)	Time per Flag Stop	43 secs	One-Way Cash	12%
arebox Recovery Ratio	1%	(6 of 6)	0%	(6 of 6)	0%	(6 of 6)	Flag Dwell/Trip (IB)	5.5 mins	Student/Youth	
Subsidy/Rider	\$5.94	(4 of 6)	\$5.33	(4 of 6)	\$4.61	(4 of 6)	Flag Stops/Trip (OB)	-	- Baulai Davi	9%
Economic Productivity	Wee	kday	Satu	ırday	Sur	nday	Time per Flag Stop	43 secs	= Multi-Day	
Average Daily Revenue	\$1.31	(6 of 6)	\$0.72	(6 of 6)	\$0.00	(6 of 6)	Flag Dwell/Trip (OB)	- mins	Day Pass	150/
evenue/Revenue-Hour	\$0.37	(6 of 6)	\$0.20	(6 of 6)	\$0.00	(6 of 6)	Rank	(3 of 6)	■ Free	15%
Revenue/Revenue-Mile	\$0.02	(6 of 6)	\$0.01	(6 of 6)	\$0.00	(6 of 6)	*Data presented is averages	s per trip (total	■ Transfer	
Revenue/One-Way Trip	\$0.44	(6 of 6)	\$0.24	(6 of 6)	\$0.00	(6 of 6)	daily flag stops/no. of o	daily trips)	= ITalister	
		. ,		. ,					Other	32%





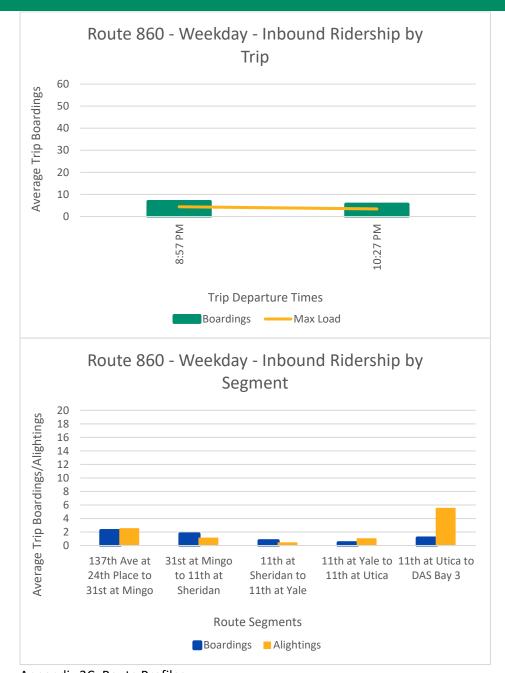
Route 850 Clockwise Weekday Ridership

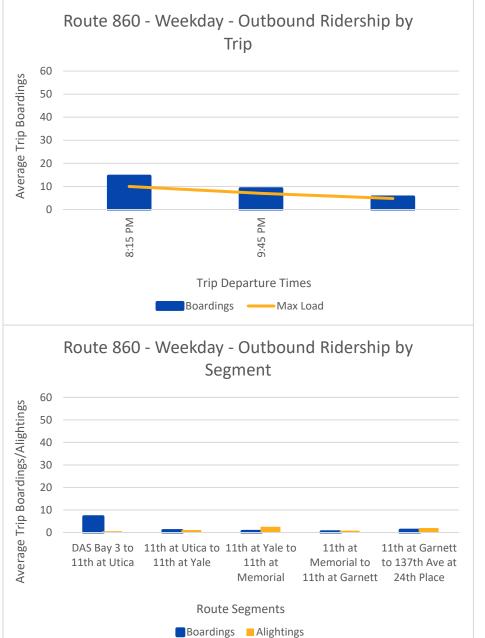


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Route 860 East

Characteristics	Wee	kday	Satu	ırday	Sunday			Ro	ute 860 Transit Prop	pensity	
Span of Service	8:15 pm -	11:52 pm	7:30 pm -	11:50 pm	8:30 am - 6:03 pm		•	/			
Frequency	2.5	RTs	3.0	RTs	45	- 60			+	Legend Transit Propensity Index	
Peak Buses		1		1		2		/		High	
Operating Statistics	Wee	kday	Satu	ırday	Sur	nday					
One-Way Trips	1	5	9	6	2	21				Medium	
Revenue-Hours	3	.3	4	.0	1	7.1					
Revenue-Miles	6	52	7	4	2	59			2	Low Route 860	
On-Time Performance	IB Early	IB OT	IB Late	OB Early	ов от	OB Late	-9		Ellip S	Tulsa International Airpor	
Weekday AM	-	-	-	-	-	-		E 15th		County Boundaries Geography: Census Block Groups	
Weekday Midday	-	-	-	-	-	-			E 21st St	The Transit Propensity Index shows potential transit ridership based on demographics, no existing service. The higher the index score	
Weekday PM	-	-	-	-	-	-	3 Lowis A		E 31st St S	existing service. The higher the index score (and darker the color), the more likely trans riders are located within the zone	
Saturday	23.8%	76.2%	0.0%	77.8%	22.2%	0.0%		128	23 30 3	Θ	
Sunday	42.9%	51.4%	5.7%	47.0%	48.5%	4.5%	Tuls	sa 🕌	S. Meer	0 1 2	
Service Productivity	Wee	kday	Saturday		Sunday					Downtown Inset	
Average Daily Riders	41	(2 of 6)	38	(3 of 6)	200	(3 of 6)				and	
Riders/Revenue Hour	12.6	(1 of 6)	9.6	(2 of 6)	11.7	(3 of 6)			LE 60 42 5 7 1		
Riders/Revenue-Mile	0.7	(1 of 6)	0.5	(2 of 6)	0.8	(2 of 6)					
Riders/One-Way Trip	8.2	(3 of 6)	6.3	(4 of 6)	9.5	(4 of 6)		国长 中国		2.00.00	
Financial Performance	Wee	kday	Satu	ırday	Sur	nday	Flag Stop Analysi	is*	Weekday Ridership By Ticket Type		
Daily Operating Cost	\$139	(6 of 6)	\$169	(3 of 6)	\$734	(6 of 6)	Flag Stops/Trip (IB)	4		10% 4% 0%	
Cost/Rider	\$3.39	(1 of 6)	\$4.45	(2 of 6)	\$3.67	(3 of 6)	Time per Flag Stop	43 secs	One-Way Cash		
Farebox Recovery Ratio	9%	(1 of 6)	7%	(1 of 6)	0%	(2 of 6)	Flag Dwell/Trip (IB)	2.5 mins	Student/Youth	8%	
Subsidy/Rider	\$3.08	(1 of 6)	\$4.14	(2 of 6)	\$3.66	(3 of 6)	Flag Stops/Trip (OB)	3	= Multi-Day	30	
Economic Productivity	Wee	kday	Satu	ırday	Sur	nday	Time per Flag Stop	43 secs	10	%	
Average Daily Revenue	\$13	(2 of 6)	\$12	(2 of 6)	\$1.13	(3 of 6)	Flag Dwell/Trip (OB)	2.4 mins	Day Pass		
Revenue/Revenue-Hour	\$4.01	(1 of 6)	\$3.03	(1 of 6)	\$0.07	(2 of 6)	Rank	(1 of 6)	■ Free		
Revenue/Revenue-Mile	\$0.21	(1 of 6)	\$0.16	(2 of 6)	\$0.00	(2 of 6)	*Data presented is averages p		■ Transfer		
Revenue/One-Way Trip	\$2.60	(2 of 6)	\$1.99	(2 of 6)	\$0.05	(2 of 6)	daily flag stops/no. of dai	ily trips)	- Other		
									Other	38%	

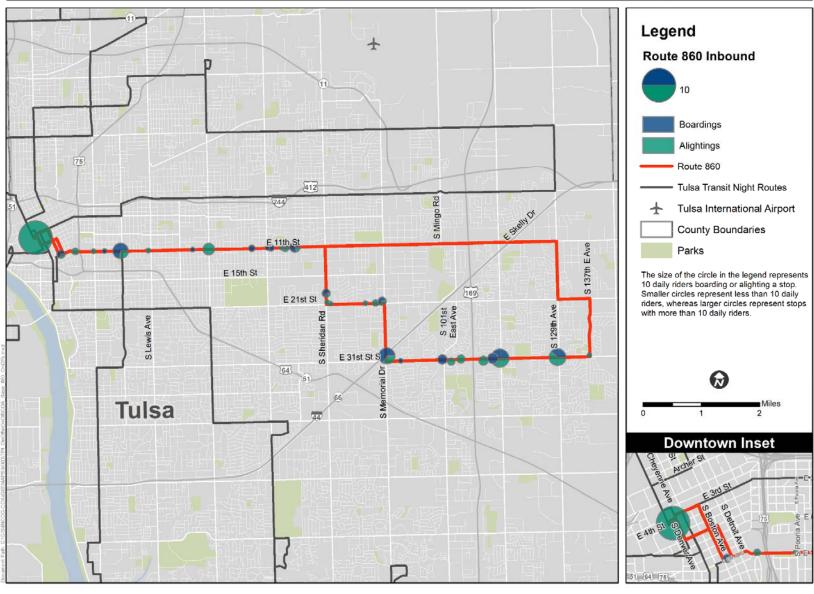




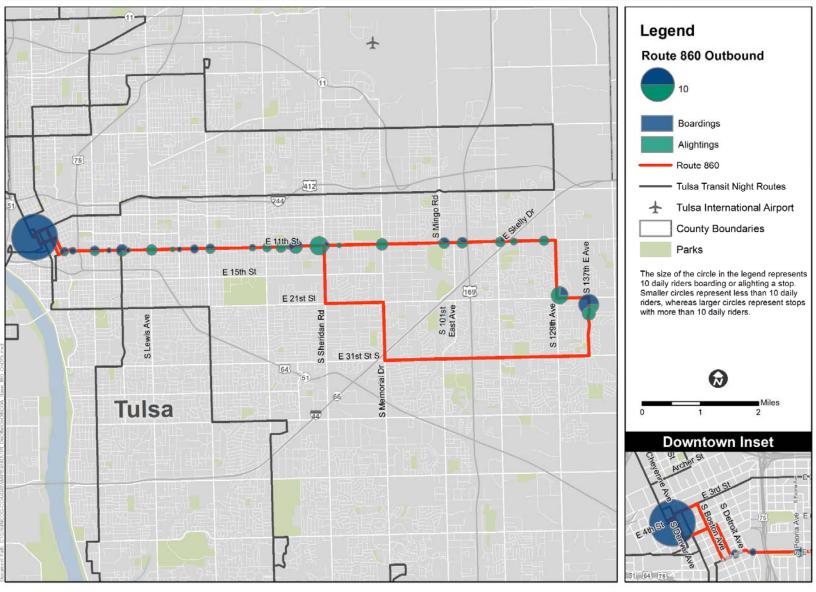
Appendix 3C: Route Profiles

3C-82

Route 860 Inbound Weekday Ridership

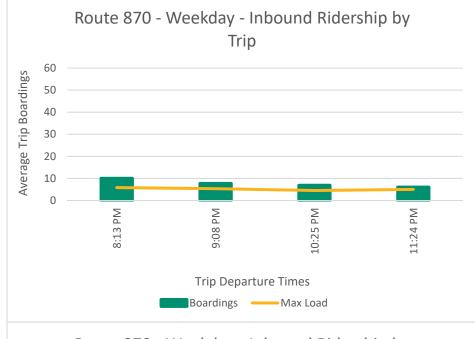


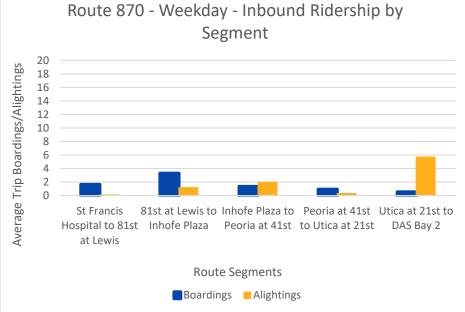
Route 860 Outbound Weekday Ridership

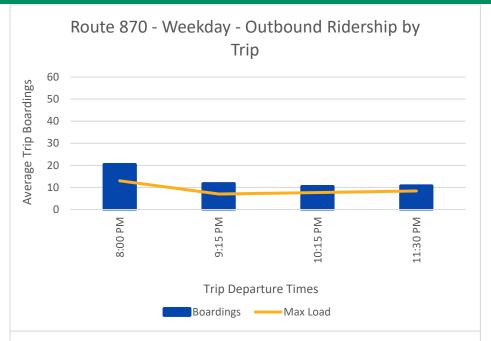


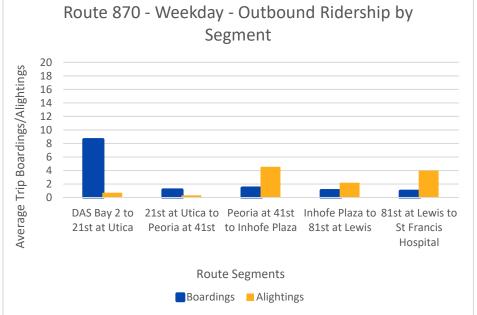
Route 870 South

Characteristics		kday	Satu			nday		Ro	ute 870 Transit	Propensity	
Span of Service	8:00 pm -	12:27 am	7:13 pm -	12:27 am	8:30 am - 6:40 pm						
Frequency	4.0	RTs	4.5	RTs	45	- 60		D		Legend Transit Propensity Index	
Peak Buses	3	2		2		2			E 15th St	High	
Operating Statistics	Wee	kday	Satu	rday	Sur	nday			E 21st St		
One-Way Trips	3	8	19	9	1	18			2	Medium	
Revenue-Hours	7	.6	8	.6	13	8.9	9				
Revenue-Miles	13	29	14	46	2	91			LEE L	Low Route 870	
On-Time Performance	IB Early	IB OT	IB Late	OB Early	ов от	OB Late	#	E 361	Tulsa E4191 St	County Boundaries	
Weekday AM	-	-	-	-	-	-		9	E 41st St	Geography: Census Block Groups The Transit Propensity Index shows potential	
Weekday Midday	-	-	-	-	-	-		Peorls		transit ridership based on demographics, not existing service. The higher the index score (and darker the color), the more likely transit riders are located within the zone	
Weekday PM	-	-	-	-	-	-			E 51st St	The same occurred would the 2016	
Saturday	41.4%	55.2%	3.4%	54.2%	45.8%	0.0%				€	
Sunday	43.8%	50.0%	6.3%	58.7%	37.0%	4.3%			E 61st St	0 1 2 Miles	
Service Productivity	Wee	kday	Saturday		Sunday			\\\	Syale A	Downtown Inset	
Average Daily Riders	83	(1 of 6)	52	(1 of 6)	277	(1 of 6)	ATTENDED TO THE PARTY OF THE PA		E71st St	Q Marin B	
Riders/Revenue Hour	10.9	(2 of 6)	6.1	(5 of 6)	14.7	(1 of 6)	5 (C)	PA		The state of the s	
Riders/Revenue-Mile	0.6	(2 of 6)	0.4	(5 of 6)	1.0	(1 of 6)			E 81 st St	En Elons	
Riders/One-Way Trip	10.4	(1 of 6)	5.8	(5 of 6)	15.4	(1 of 6)				2. N. II	
Financial Performance	Wee	kday	Satu	rday	Sur	nday	Flag Stop Analy	/sis*	Weekday Ridership By Ticket Type		
Daily Operating Cost	\$325	(2 of 6)	\$366	(1 of 6)	\$809	(1 of 6)	Flag Stops/Trip (IB)	8		1%	
Cost/Rider	\$3.92	(2 of 6)	\$7.04	(5 of 6)	\$2.92	(1 of 6)	Time per Flag Stop	43 secs	One-Way Cash	14%	
Farebox Recovery Ratio	8%	(2 of 6)	7%	(2 of 6)	0%	(1 of 6)	Flag Dwell/Trip (IB)	5.6 mins	Student/Youth		
Subsidy/Rider	\$3.60	(2 of 6)	\$6.56	(5 of 6)	\$2.91	(1 of 6)	Flag Stops/Trip (OB)	5	= Multi-Day	23%	
Economic Productivity	Wee	kday	Satu	rday	Sur	nday	Time per Flag Stop	43 secs	- Multi-Day	16%	
Average Daily Revenue	\$26	(1 of 6)	\$25	(1 of 6)	\$3.04	(1 of 6)	Flag Dwell/Trip (OB)	3.2 mins	Day Pass		
Revenue/Revenue-Hour	\$3.47	(2 of 6)	\$2.92	(2 of 6)	\$0.16	(1 of 6)	Rank	(4 of 6)	■ Free		
Revenue/Revenue-Mile	\$0.20	(2 of 6)	\$0.17	(1 of 6)	\$0.01	(1 of 6)	*IB/OB Flags are averages	per trip (total	■ Transfer	10%	
Revenue/One-Way Trip	\$3.29	(1 of 6)	\$2.78	(1 of 6)	\$0.17	(1 of 6)	daily flags/no. of da	ily trips)			
							•		Other	30%	





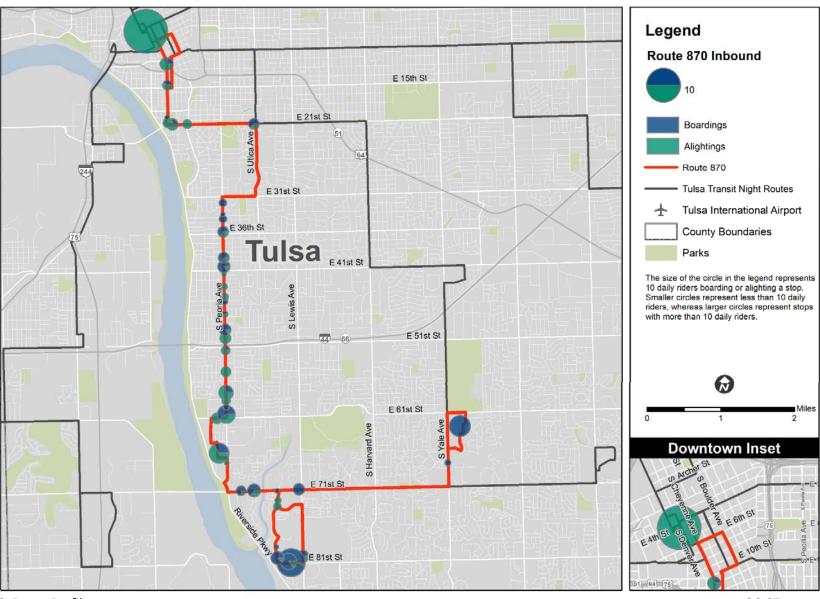




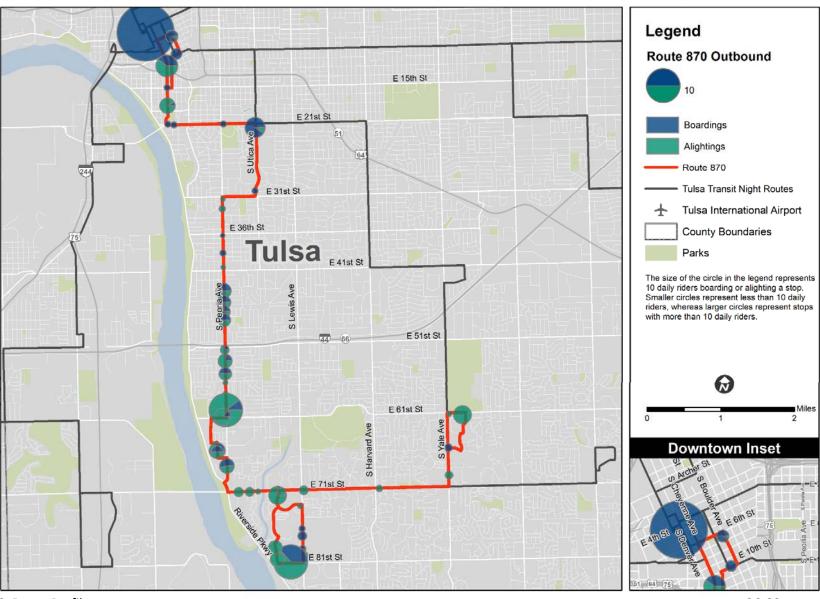
Appendix 3C: Route Profiles

3C-86

Route 870 Inbound Weekday Ridership

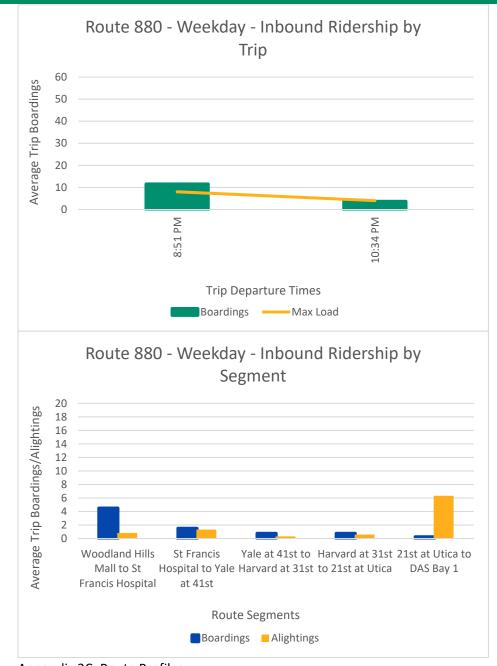


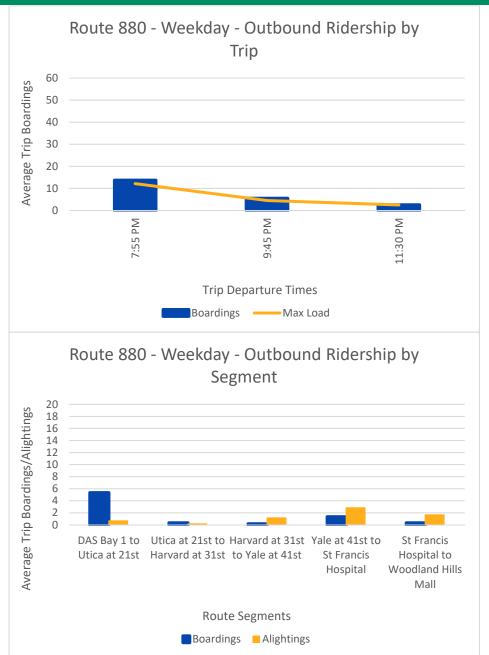
Route 870 Outbound Weekday Ridership



Route 880 Southeast

Characteristics	Wee	ekday	Saturday		Sur	nday	Route 880 Transit Propensit	V
Span of Service	8:05 pm -	- 12:34 am	7:40 pm -	- 12:04 am	8:30 am	- 6:53 pm		
Frequency	2.5	RTs	2.5	RTs	45	- 60		Legend
Peak Buses		1		1		2	E 11th S	Transit Propensity Index
Operating Statistics	Wee	kday	Satu	ırday	Sur	nday	E 15th St	
One-Way Trips	2	5		5	2	23	E 21st St	Medium
Revenue-Hours	4	.1	4	.1	1:	8.8	d Ave	
Revenue-Miles	7	73	7	73	3	38	E 31st St W	Low Route 880
On-Time Performance	IB Early	IB OT	IB Late	OB Early	ов от	OB Late	E 3161 54 W	County Boundaries
Weekday AM	-	-	-	-	-	-		Geography: Census Block Groups The Transit Propensity Index shows pote
Weekday Midday	-	-	-	-	-	-	Tulsa E 41858	transit ridership based on demographics, existing service. The higher the index so (and darker the color), the more likely tra
Weekday PM	-	-	-	_	-	-		riders are located within the zone
Saturday	33.3%	61.1%	5.6%	41.7%	58.3%	0.0%		.
Sunday	31.3%	68.8%	0.0%	30.3%	57.6%	12.1%	The state of the s	0 1 Miles
Service Productivity	Wee	ekday	Satu	ırday	Sur	nday	Section 1	Downtown Inset
Average Daily Riders	37	(4 of 6)	36	(4 of 6)	229	(2 of 6)	E 61st St	Author St. Bank Or.
Riders/Revenue Hour	9.1	(3 of 6)	8.8	(3 of 6)	12.2	(2 of 6)	E 68th St	THE STATE OF
Riders/Revenue-Mile	0.5	(4 of 6)	0.5	(3 of 6)	0.7	(3 of 6)	E 7 ist St	E Jum GI
Riders/One-Way Trip	7.4	(5 of 6)	7.2	(3 of 6)	10.0	(3 of 6)		0.00
Financial Performance	Wee	kday	Satu	ırday	Sur	nday	Flag Stop Analysis* Weekday Ridership By	Ticket Type
Daily Operating Cost	\$175	(3 of 6)	\$175	(2 of 6)	\$804	(3 of 6)	Stops/Trip (IB) 6	1%
Cost/Rider	\$4.72	(3 of 6)	\$4.85	(3 of 6)	\$3.51	(2 of 6)	e per Flag Stop 43 secs One-Way Cash	20/
arebox Recovery Ratio	5%	(3 of 6)	5%	(4 of 6)	0%	(4 of 6)	Dwell/Trip (IB) 4.6 mins Student/Youth	
Subsidy/Rider	\$4.47	(3 of 6)	\$4.62	(3 of 6)	\$3.51	(2 of 6)	Stops/Trip (OB) 7 Multi-Day	
Economic Productivity	Wee	ekday	Satu	ırday	Sur	nday	e per Flag Stop 43 secs	279
Average Daily Revenue	\$9.22	(3 of 6)	\$8.30	(3 of 6)	\$1.06	(4 of 6)	Dwell/Trip (OB) 5 mins Day Pass 9%	
evenue/Revenue-Hour	\$2.26	(3 of 6)	\$2.04	(4 of 6)	\$0.06	(4 of 6)	k (5 of 6) ■ Free	
Revenue/Revenue-Mile	\$0.13	(3 of 6)	\$0.11	(4 of 6)	\$0.00	(4 of 6)	OB Flags are averages per trip (total	
			I		l		daily flags/no. of daily trips)	

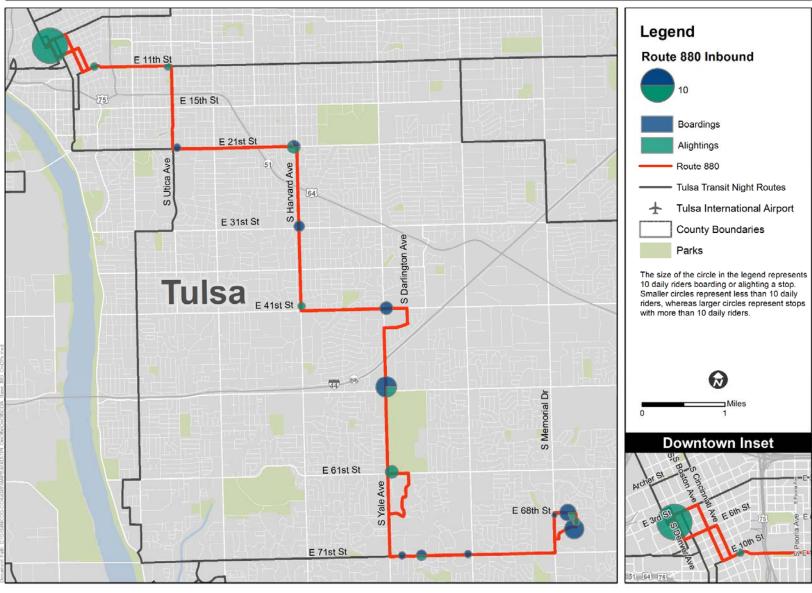




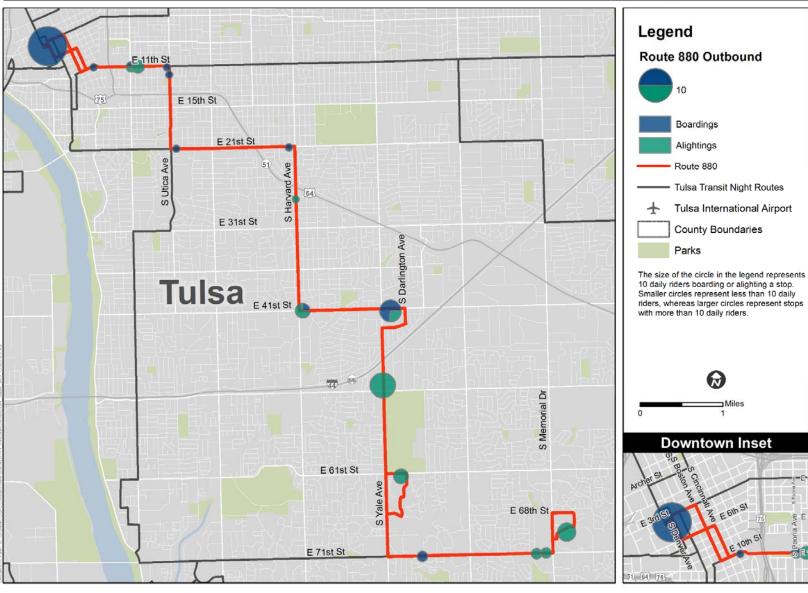
Appendix 3C: Route Profiles

3C-90

Route 880 Inbound Weekday Ridership

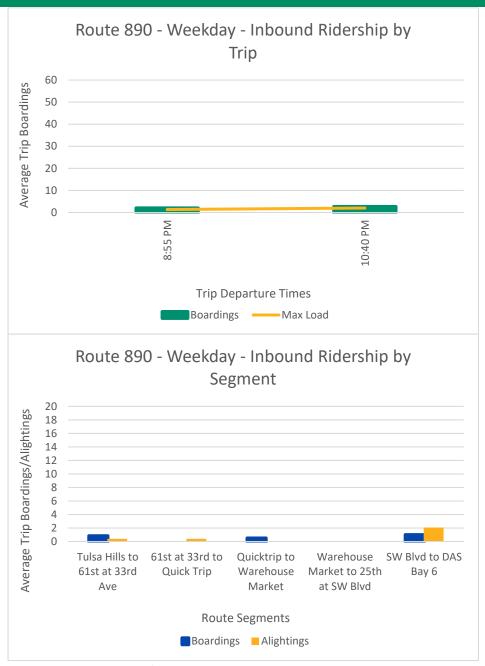


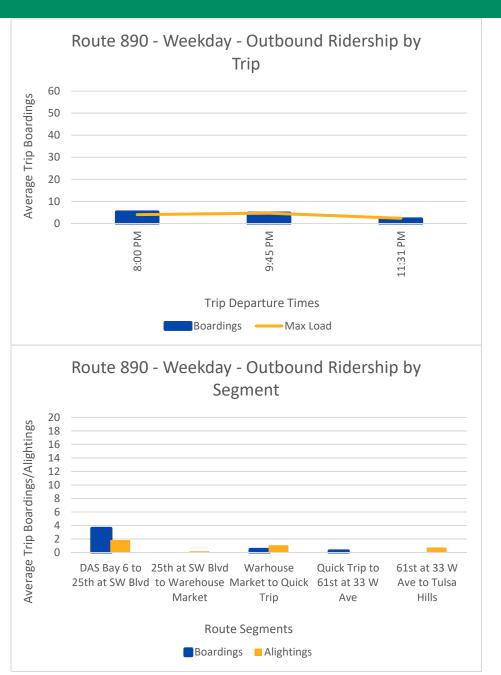
Route 880 Outbound Weekday Ridership



Route 890 West

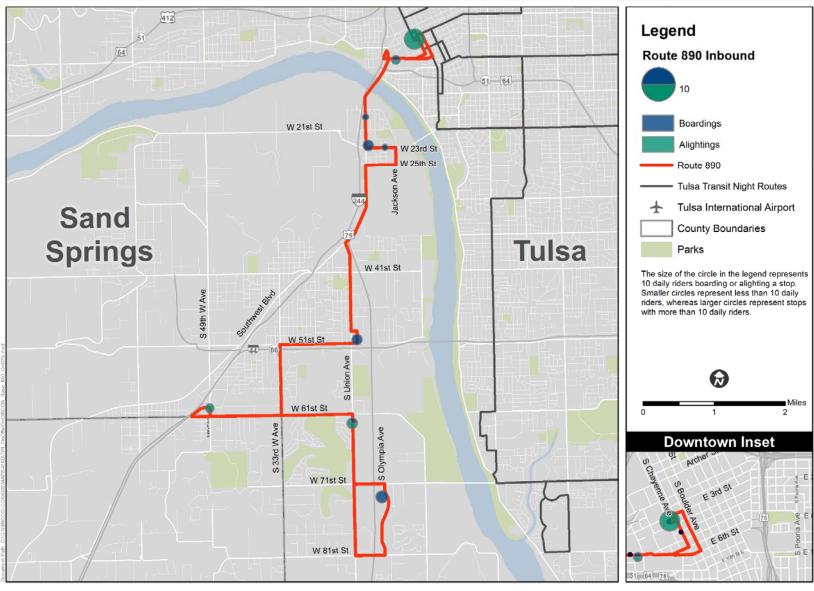
Characteristics	Wee	kday	Satu	ırday	Sur	nday	R	oute 890 Transit Propei	nsity
Span of Service	8:00 pm -	12:10 am	7:30 pm -	11:40 pm	8:30 am - 6:50 pm				
Frequency	2.5	RTs	2.5	RTs	45	- 60			Legend
Peak Buses		1		1		2		2 2	Transit Propensity Index
Operating Statistics	Wee	kday	Satu	ırday	Sur	nday			
One-Way Trips		5		5	2	23		W 21st St	Medium
Revenue-Hours	3	.3	3	.3	18	8.8		W 25th St	
Revenue-Miles	7	74	7	4	3	38	Sand	The state of the s	Low Route 890
On-Time Performance	IB Early	IB OT	IB Late	OB Early	ОВ ОТ	OB Late	Springs	Tu	
Weekday AM	-	-	-	-	-	-	Opinigs	W A Sel St	Geography: Centus Block Groups The Transit Propensity Index shows note
Weekday Midday	_	-	-	-	-	-	P. W. Awa		transit ridership based on demographics existing service. The higher the index so (and darker the color), the more likely tra riders are located within the zone
Weekday PM	_	-	-	-	-	-	8 4 8	W 51st St	noers are located within the zone
Saturday	35.7%	42.9%	21.4%	33.3%	66.7%	0.0%			9
Sunday	46.3%	39.0%	14.6%	54.3%	34.3%	11.4%		W61st St	0 1 2
Service Productivity	Wee	kday	Saturday		Sunday			d WAve	Downtown Inset
Average Daily Riders	16	(6 of 6)	17	(6 of 6)	54	(6 of 6)	N- /ETAL	W 71st St 0	OC NOW
Riders/Revenue Hour	4.8	(5 of 6)	5.1	(6 of 6)	2.9	(6 of 6)			1 1 1 E 200 E
Riders/Revenue-Mile	0.2	(6 of 6)	0.2	(6 of 6)	0.2	(6 of 6)		W 81st St	Eonal
Riders/One-Way Trip	3.2	(6 of 6)	3.4	(6 of 6)	2.3	(6 of 6)			235
Financial Performance	Wee	kday	Satu	ırday	Sur	nday	Flag Stop Analysis*	Weekday Ridersl	hip By Ticket Type
Daily Operating Cost	\$143	(5 of 6)	\$143	(6 of 6)	\$805	(2 of 6)	Flag Stops/Trip (IB) 3		20/
Cost/Rider	\$8.91	(5 of 6)	\$8.39	(6 of 6)	\$14.91	(6 of 6)	Time per Flag Stop 43 secs	One-Way Cash	10%
arebox Recovery Ratio	3%	(4 of 6)	3%	(5 of 6)	0%	(3 of 6)	Flag Dwell/Trip (IB) 2.2 mins	Student/Youth	2%
Subsidy/Rider	\$8.61	(5 of 6)	\$8.14	(6 of 6)	\$14.89	(6 of 6)	Flag Stops/Trip (OB) 4	= Multi-Day	270
Economic Productivity	Wee	kday	Satu	ırday	Sur	nday	Time per Flag Stop 43 secs		
Average Daily Revenue	\$4.89	(5 of 6)	\$4.19	(5 of 6)	\$1.21	(2 of 6)	Flag Dwell/Trip (OB) 2.9 mins	Day Pass	
evenue/Revenue-Hour	\$1.47	(4 of 6)	\$1.26	(5 of 6)	\$0.06	(3 of 6)	Rank (2 of 6)	■ Free	
Revenue/Revenue-Mile	\$0.07	(5 of 6)	\$0.06	(5 of 6)	\$0.00	(3 of 6)	*IB/OB Flags are averages per trip (tota	al Transfer	
Revenue/One-Way Trip	\$0.98	(5 of 6)	\$0.84	(5 of 6)	\$0.05	(3 of 6)	daily flags/no. of daily trips)	T	
								■ Other	34%



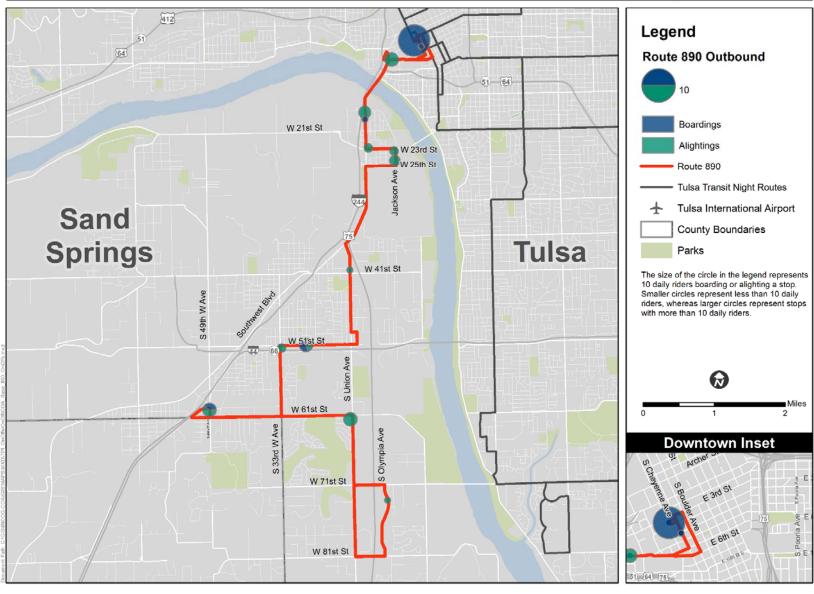


Appendix 3C: Route Profiles

Route 890 Inbound Weekday Ridership

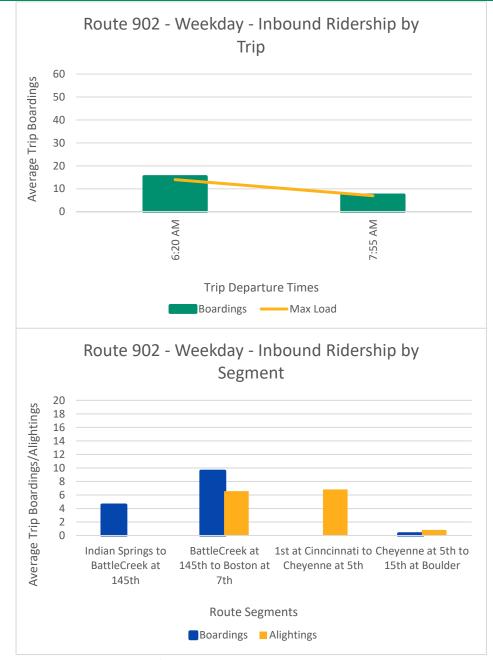


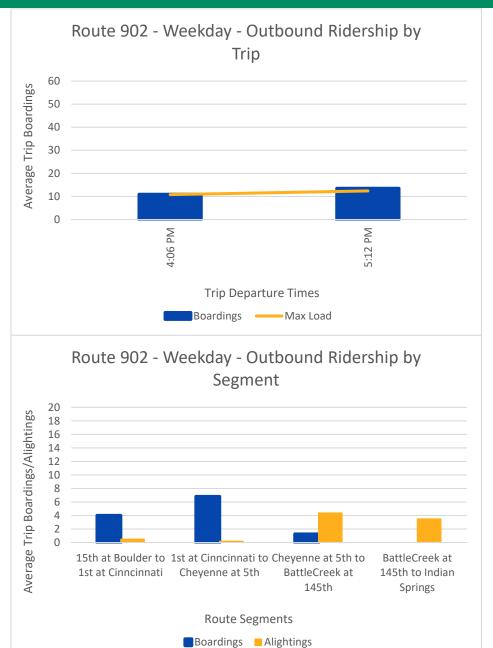
Route 890 Outbound Weekday Ridership



Route 902 Broken Arrow Express

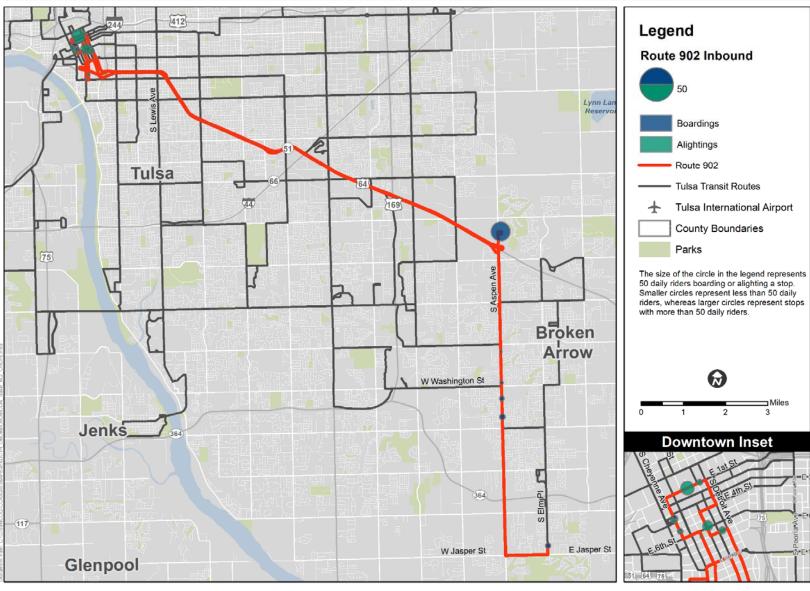
Characteristics	Wee	ekday	Satu	rday	Sui	nday	Route 902 Transit Propensity
Span of Service	Peak Pe	riod Only		-		=	Route 302 Hallsit Froperisity
Frequency	3 ib	/3 ob	,	-		-	Legend
Peak Buses		1		2		_	Transit Propensity Index
Operating Statistics	Wee	ekday	Satu	ırday	Sui	nday	Lyna Lar Reserve
One-Way Trips		4		_		_	Medium
Revenue-Hours	;	3.1		-		-	Tulsa
Revenue-Miles	1 8	77	,	-		-	Low
On-Time Performance	IB Early	ІВ ОТ	IB Late	OB Early	ОВ ОТ	OB Late	Route 902 County Boundaries
Weekday AM	-	-	-	38.5%	61.5%	0.0%	Ganggaphy Cannaus Ribora Consupa The Transe Proposedly Indies shows potential
Weekday Midday	_	-	-	-	-	-	transit deskribp based on demographics, not existing service. The higher the index socie (and durine the color), the more likely transit does not be colored within the zone.
Weekday PM	53.8%	30.8%	15.4%	-	-	-	Broken Arrow
Saturday	_	-	-	_	-	-	www.brington St.
Sunday	_	-	-	_	-	-	O 1 2 3 Mies
Service Productivity	Wee	ekday	Saturday		Sunday		Jenks Downtown Inset
Average Daily Riders	47	(18 of 20)	-	-	-	-	
Riders/Revenue Hour	15.2	(14 of 20)	-	-	-	-	
Riders/Revenue-Mile	0.6	(17 of 20)	-	-	-	-	W Jasper St E Jasper St E garger St
Riders/One-Way Trip	11.8	(13 of 20)	-	-	-	-	Glenpool
Financial Performance	Wee	ekday	Satu	ırday	Sunday		Flag Stop Analysis* Weekday Ridership By Ticket Type
Daily Operating Cost	\$963	(19 of 20)	-	-	-	-	Flag Stops/Trip (IB) 3
Cost/Rider	\$20.50	(18 of 20)	-	-	-	-	Time per Flag Stop 43 secs One-Way Cash
Farebox Recovery Ratio	1%	(17 of 20)	-	-	-	-	Flag Dwell/Trip (IB) 2.2 mins Student/Youth
Subsidy/Rider	\$20.27	(18 of 20)	-	-	-	-	Flag Stops/Trip (OB) 5 Multi-Day
Economic Productivity	Wee	ekday	Satu	ırday	Sui	nday	Time per Flag Stop 43 secs
Average Daily Revenue	\$10	(18 of 20)	-	-	-	-	Flag Dwell/Trip (OB) 3.2 mins Day Pass
Revenue/Revenue-Hour	\$3.38	(17 of 20)	-	-	-	-	Rank (9 of 20) ■ Free
Revenue/Revenue-Mile	\$0.14	(17 of 20)	-	-	-	-	*IB/OB Flags are averages per trip (total
Revenue/One-Way Trip	\$2.62	(16 of 20)	-	-	-	-	daily flags/no. of daily trips)
							3% _{2%}



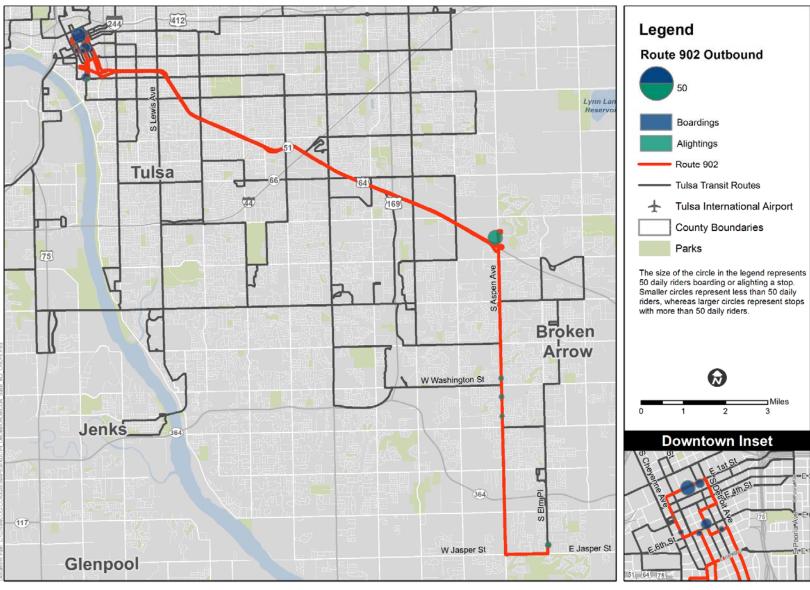


Appendix 3C: Route Profiles

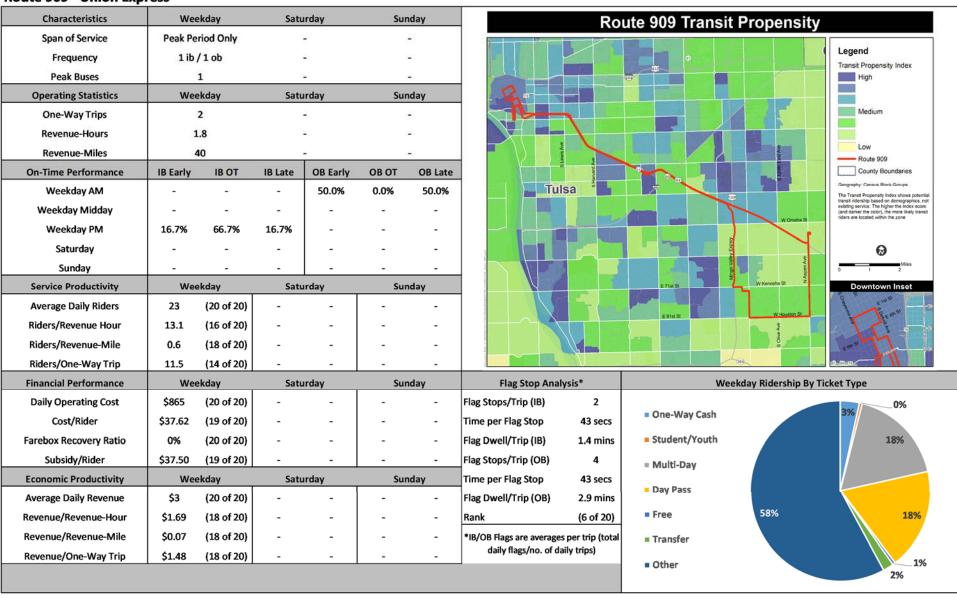
Route 902 Inbound Weekday Ridership

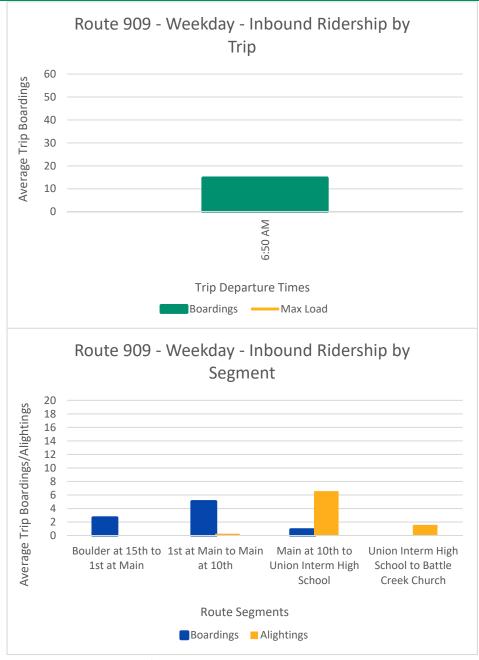


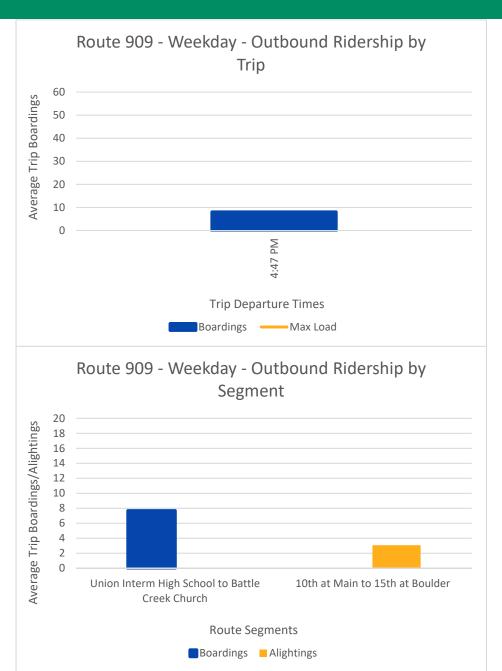
Route 902 Outbound Weekday Ridership



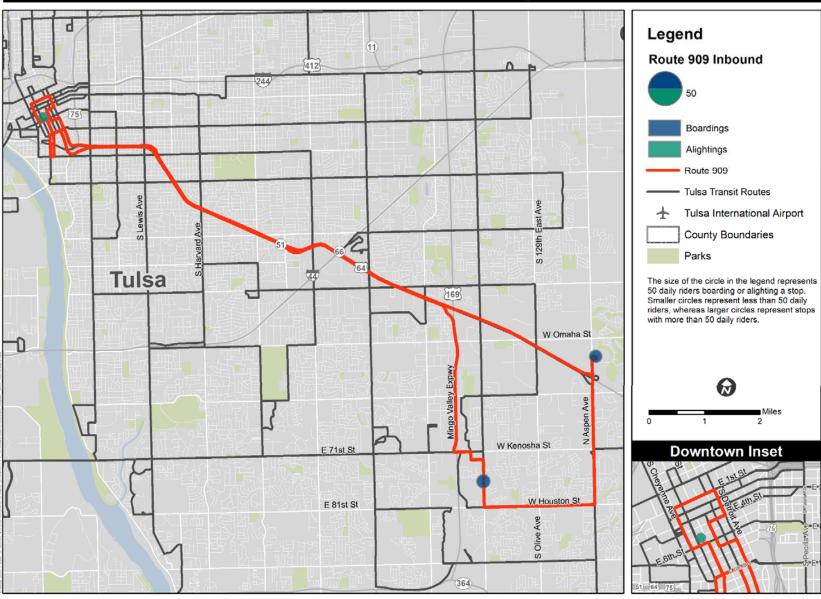
Route 909 Union Express







Route 909 Inbound Weekday Ridership



Route 909 Outbound Weekday Ridership

