

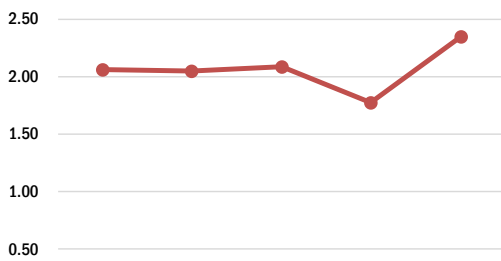
# Transit

## Performance Measure 4:

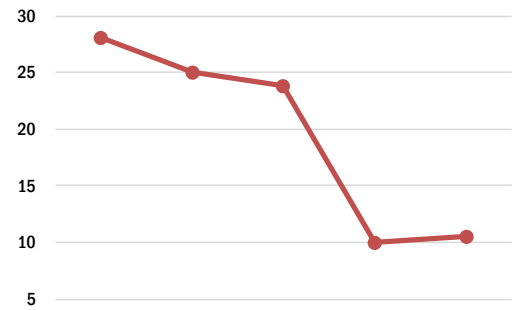
### Unlinked Passenger Trips per Vehicle Revenue Hour (Demand Response & Fixed Route Service)

Unlinked passenger trips are the number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. The passengers per revenue hours are calculated by dividing the total number of unlinked passenger trips by the total vehicle revenue hours. This number equates to the number of people using the transit system per hour.

Demand Response (T Lift & Night Line)				Fixed Route			
	Total Unlinked Passenger Trips	Total Vehicle Revenue Hours	Average Passenger per Revenue Hour		Total Unlinked Passenger Trips	Total Vehicle Revenue Hours	Average Passenger per Revenue Hour
2013	60,418	29,391	2.06	2013	2,916,833	89,049	32.76
2014	75,906	35,974	2.11	2014	3,025,738	90,514	33.43
2015	79,364	37,419	2.12	2015	2,913,606	95,827	30.40
2016	84,369	40,844	2.07	2016	3,282,422	105,996	30.97
2017	82,341	39,989	2.06	2017	3,202,570	113,905	28.12
2018	84,183	41,128	2.05	2018	2,884,370	115,021	25.08
2019	82,233	39,394	2.09	2019	2,799,555	117,507	23.82
2020	43,977	24,805	1.77	2020	1,049,204	105,402	9.95
2021	57,960	24,693	2.35	2021	1,247,745	118,583	10.52



	2017	2018	2019	2020	2021
— Demand Response - Avg. Psgr/Rev Hr	2.06	2.05	2.09	1.77	2.35



	2017	2018	2019	2020	2021
— Fixed Route - Avg. Psgr/Rev Hr	28.12	25.08	23.82	9.95	10.52

Source: Lawrence Transit & KU on Wheels

Anticipated Update: Yearly

Target Set by MPO Policy Board: N/A



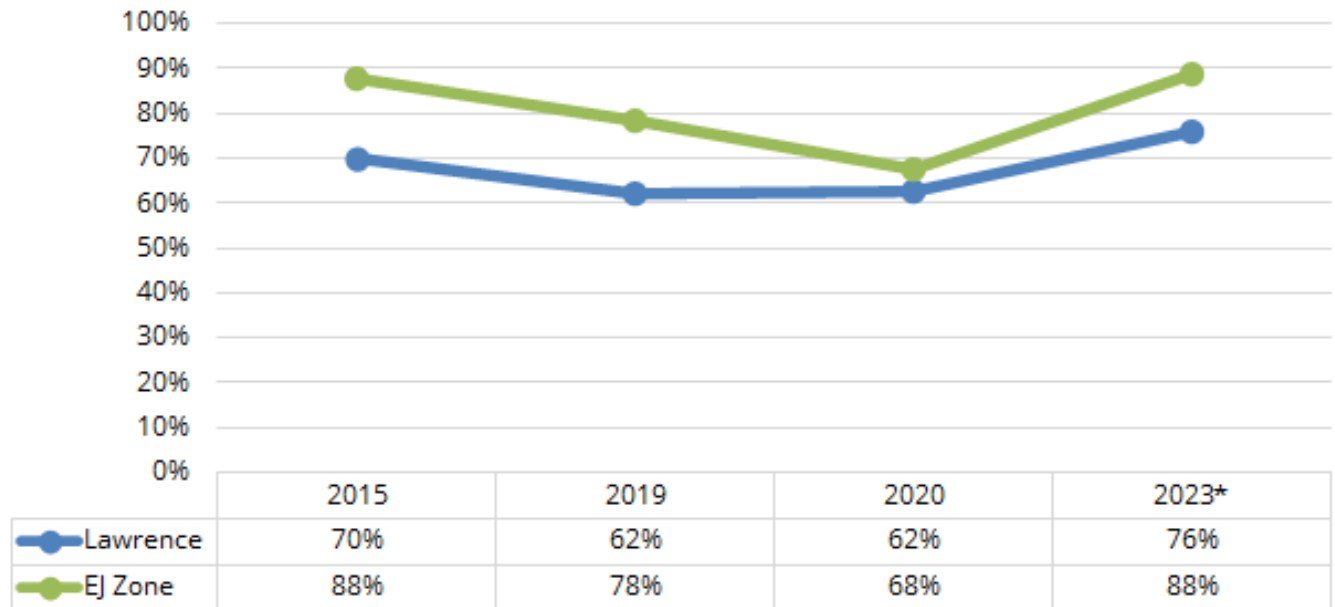
# Transit

## Performance Measure 5:

Percentage of population with access within a 1/4 mile to a bus stop for fixed route transit

A quarter mile is the distance a pedestrian can cover in five minutes at a normal walking pace.

The 2019 data utilized a model and will be consistent moving forward. The 2015 data was calculated using a GIS tool, which summed population data into one centroid point, which made it so fractional coverage of population by bus stop buffers or city limits were not included.



\*Calculated in 2022 based on planned 2023-2024 Transit Routes

Source: 2022 Population Estimate & 2023-24 Transit Stops

Anticipated Update: Yearly

Target Set by MPO Policy Board: N/A

Environmental Justice (EJ) zones are low-income or minority areas. Visit [lawrenceks.org/mpo/Environmental-Justice](http://lawrenceks.org/mpo/Environmental-Justice) to view the most current EJ Zone map and historic EJ zone maps.

🌐 Transportation Options



# Transit

## Performance Measure 16:

### Percentage of Non-Revenue & Revenue Vehicles Met or Exceeded Their Useful Life Benchmark (ULB)

The Useful Life Benchmark (ULB) is the expected service years for a vehicle class. For example, a minivan is expected to last for at least 8 years. The MPO supports the [State's targets](#). Targets set in the State TAM Plan are used for federal reporting. The L-DC MPO Target are for local planning purposes only.

Category	Class	ULB	KU on Wheels (15-YR ULB)	Lawrence Transit	Other Human Service Providers	% of Vehicles at or Exceeding ULB	L-DC MPO Target
Revenue Vehicles	Full-sized bus	14	11%	0%	-	11%	25%
	Cutaway bus	10	-	0%	100%	100%	25%
	Van	8	-	-	23%	23%	25%
	Minivan	8	-	-	-	-	25%

Note: Target is to meet or exceeded FTA Useful Life Benchmark (ULB). Targets set in the State TAM Plan are used for federal reporting. The L-DC MPO Target are for local planning purposes only.

## KDOT Group TAM Plan Targets set as of 12.05.22

(Includes MPOs in Flint Hills, Topeka, Lawrence, and St. Joe)

Category	Class	ULB	KDOT Replacement Threshold	KDOT Target % of fleet that is older than the ULB (State of Good Repair - SGR)
Revenue Vehicles	Full-sized bus	14	12 years / 500K Miles	25%
	Cutaway bus	10	5 years / 100K Miles	25%
	Van	8	5 years / 100K Miles	25%
	Minivan	8	5 years / 100K Miles	25%
Non-Revenue Vehicles	Minivan	8	5 years / 100K Miles	75%
	SUV	8	5 years / 100K Miles	75%
	Automobile	8	5 years / 100K Miles	75%

Source: Transit Asset Management (TAM) Plan State-sponsored Group Plan, December 5, 2022

Source: Lawrence Transit, KU on Wheels, Other Human Service Providers

Anticipated Update: 2027

Target Set by MPO Policy Board: N/A - Supported the State's Targets with approval of Transportation 2050 in [March 2023](#)



# Transit

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## Performance Measure 17:

Percentage of assets with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) scale

Federally funded transit facilities are evaluated using the Transit Economic Requirements Model (TERM). It is a condition assessment using a scale of 1-5. Under the TERM scale, an asset in need of immediate repair or replacement is scored as one (1), whereas a new asset with no visible defects is scored as five (5).

There are no federally funded transit facilities within the MPO.

Source: N/A

Anticipated Update: No update until necessary

Target Set by MPO Policy Board: No federally funded facilities

N/A

# Transit

## Performance Measure 27: Transit Safety Performance

Safety events are comprised of collisions, fires, hazardous material spills, act of nature (Act of God), evacuation, or [other safety occurrence not otherwise classified] occurring on transit right-of-way, in a transit revenue facility, in a transit revenue facility, or in a transit revenue vehicle and meeting established NTD thresholds. Safety performance is an organization’s safety effectiveness and efficiency, as defined by safety performance indicators and targets, measured against the organization’s safety objectives.

Mode of Transit Service	2021							
	Fatalities (total)	Fatalities (per 100 thousand vehicle revenue miles)	Injuries (total)	Injuries (per 100 thousand vehicle revenue miles)	Safety Events (total)	Safety Events (per 100 thousand vehicle revenue miles)	System Reliability (vehicle revenue miles/failures)*	
Fixed Route Bus Service	0	0	1	0.000001	0	0	5,338	
Demand Response Bus Service	0	0	0	0	1	0.000003	27,425	

### 2023 Targets

Mode of Transit Service	2023 Targets							
	Fatalities (total)	Fatalities (per 100 thousand vehicle revenue miles)	Injuries (total)	Injuries (per 100 thousand vehicle revenue miles)	Safety Events (total)	Safety Events (per 100 thousand vehicle revenue miles)	System Reliability (vehicle revenue miles/failures)*	
Fixed Route Bus Service	0	0	2	0.2	2	0.2	40,000	
Demand Response Bus Service	0	0	2	0.2	2	0.2	40,000	

Source: 2022-State Sponsored Agency Safety Plan Lawrence Transit and Lawrence Transit.

Frequency of Data Update: Yearly

Anticipated Update: 2024

Target Set by MPO Policy Board: [March 2023](#)

#### Vehicle Revenue Miles

The miles driven when a vehicle is operating and is available for the general public to ride and there is the expectation for carrying passengers. Revenue miles excludes miles that transit vehicles travel for deadhead services (leaving or returning to the maintenance facility), vehicle maintenance testing, etc.