

Long Range Transportation Plan (LRTP) 2025

Mobility Implementation Plan

miPLAN - Phase I

Transit Efficiency

The June 2007 Boarding and Alighting Profile conducted by the Transit Resource Center in association with Center for Neighborhood Technology examined MTD ridership data for October 2006 as well as 2005 National Transit Database data . The profile generated six key findings:

1. CUMTD fixed-route City and Campus routes are highly productive fixed-route services.

The 14 City routes on weekdays operate about 397 revenue hours with 48 peak buses and generate an average of 15,404 daily boardings. The six City routes on weekday evenings operate about 13 revenue hours and generated an average of 277 daily boardings. The seven Campus routes on weekdays operate about 295 revenue hours with 28 peak buses and generated an average of 21,539 daily boardings. Combined, the system operated 705 daily revenue hours with 76 peak buses and generated an average of almost 37,220 average daily boardings with a productivity of 52.8 passengers per revenue hour. *This is exemplary productivity for any transit system.*

2. Boardings and alightings are heavily concentrated in the campus area.

There are 16 stops with over 500 boardings per day that represent 18,642 daily boardings, slightly over 50% of total daily boardings for the CUMTD system. All but Illinois Terminal and Lincoln Square are located in the campus area. However, there are approximately 5,545 daily trips that are not related to UIUC. Most communities this size would love to have this type of daily ridership for their entire system.

3. Boarding and alighting activity is steady and strong throughout the day for both City and Campus routes.

For the City routes, boarding activity is distributed pretty evenly throughout the day. For the Campus routes, there is actually a peaking of ridership during the midday.

4. There are just two routes with particularly poor performance which need to be reconsidered or modified.

These are Route 15, the Urbana Link, and Route 27 Air Bus. both relatively new additions to the system.

5. Some of the efforts to expand coverage have been at the expense of overall system efficiency.

An examination of the boarding patterns by route and stop reveals several route segments that are unproductive. Many of the problem route segment areas are at the fringe of the CUMTD service area. Recent urban development has begun to move away from the grid street pattern of the core area, and large commercial developments have sprung up on the edges of the urban area.

6. The high daily ridership and high productivity on the CUMTD system is particularly pronounced since the system is designed to avoid transfers.

The present route plan is designed to minimize the need for transfers. The boarding and alighting data in combination with the onboard survey results confirm that this overall routing strategy has worked quite well. Most riders (70%) use only one bus for their oneway trip. That rate compares favorably with many transit systems for which data are available, where the percent of riders having to transfer is often 50% or more. High transfer rates often inflate ridership figures because person utilizing 3 buses on the same trip is counted as 3 boardings.

Please visit ihavemiplan.com for the complete Boarding and Alighting Profile.