

ROUTE: BL

Blue Line

Description: The Blue Line operates between the Middletown Historic District and Blue Ball via South Highlands

Key Points of Interest: Middletown Shopping Center, Towne Shopping Mall, Social Security Administration, and Walmart Middletown

* On-Time Performance and Ridership data from February 2022.
Other figures from FY 2021 statistics.

Daily Statistics



Average Daily Boardings



Passengers per Hour



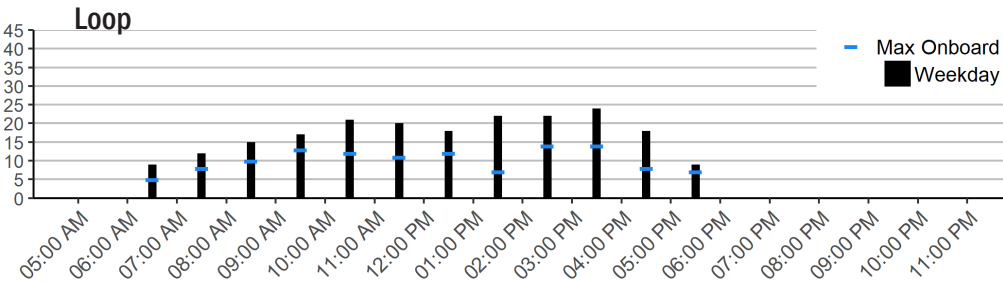
Passengers per Mile



Passengers per Trip

	Average Daily Boardings	Rank	Passengers per Hour	Rank	Passengers per Mile	Rank	Passengers per Trip	Rank
Weekday	195.3	5/13	14.4	5/13	1	5/13	16.3	2/13
Saturday	131.2	3/7	16.4	3/7	1.1	3/7	16.4	1/7
Sunday	No Service	-/3	No Service	-/3	No Service	-/3	No Service	-/3

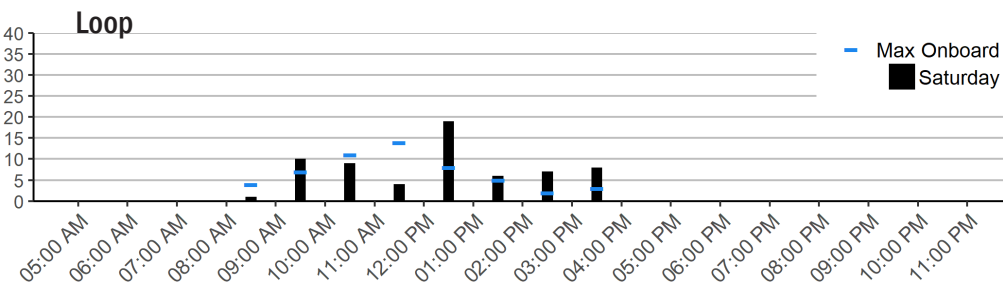
Weekday* Ridership by Trip (February 2022)



Operating Characteristics*

Weekday	
Span	6:30 a.m. - 6:30 p.m.
Frequency	60 min Peak, 60 min Off-Peak
Saturday	
Span	8:30 a.m. - 4:30 p.m.
Frequency	60 min Peak, - min Off-Peak
Sunday	
Span	No Service
Frequency	- min Peak, - min Off-Peak

Weekend Ridership by Trip (February 2022)



On-Time Performance

Timepoint Observations

Early	On-Time	Late
16%	59%	25%

Annual Statistics

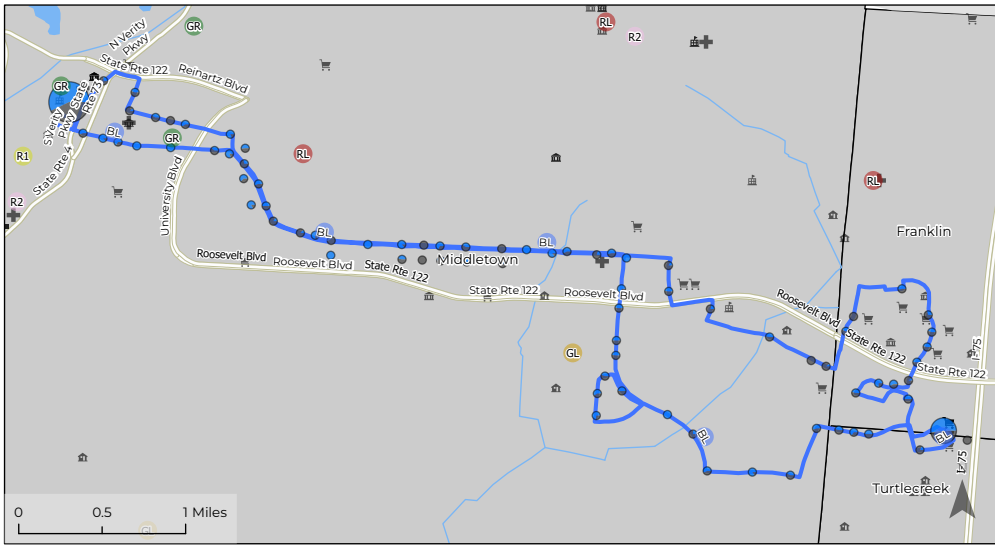
		Rank
Revenue Hours	3,452	8/13
Revenue Miles	49,848	8/13
Ridership	49,791	5/13

*Please note that the trip times in trip ridership charts reflect data from the February 2022 APC exports, while the the span and frequency of service to the right reflect January 2022 GTFS service data.

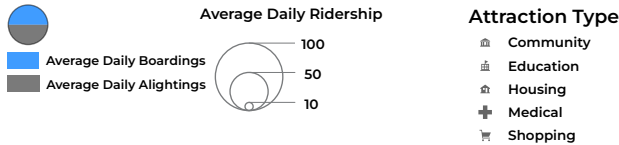


Weekday Ridership by Stop

(February 2022)



Blue Line - Loop



Route Analysis

Strengths

- Provides easy-to-remember hourly service frequency on weekdays and Saturdays
- Strong anchors at Middletown Transit Station and Walmart on Towne Blvd.
- Facilitates connection opportunities to Gold, Red, and Green lines, as well as Route R2
- Provides connections to shopping centers and grocery stores
- Steady weekday ridership

Weaknesses

- Low ridership at most stops other than the two primary anchors
- Relatively infrequent service
- Large one-way loop east of Breiel Blvd., making travel between destinations within the loop very difficult and time-consuming
- One way service in downtown Middletown forces out-of-direction travel for many riders
- Low ridership on Saturdays with most trips carrying fewer than 10 passengers
- Poor on-time performance with less than 60% of timepoints served on time

Opportunities

- Restructure route to provide primarily bi-directional service along corridors with highest ridership potential
- Consolidate highest ridership segments of Blue, Gold, and Red lines into one or two strong-performing routes
- Replace fixed-route service in Middletown with microtransit service to allow for better service penetration in residential areas and industrial zones with job access opportunities

ROUTE: PR





Park and Ride

Description: This route only operates part of the year when Miami University is in service - Miami University to Chestnut Field Park & Ride

Key Points of Interest: Campus parking lots (Chestnut Fields Lot and Ditmer Lot), Armstrong, Farmer School of Business, and Miami Station

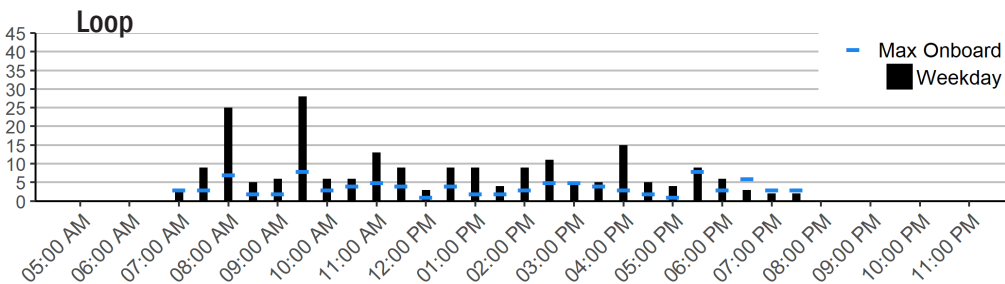
* On-Time Performance and Ridership data from February 2022.
Other figures from FY 2021 statistics.

Daily Statistics

	 Average Daily Boardings	Rank	 Passengers per Hour	Rank	 Passengers per Mile	Rank	 Passengers per Trip	Rank
Weekday	652.6	2/13	50.2	1/13	5.8	1/13	25.1	1/13
Saturday	No Service	-/7	No Service	-/7	No Service	-/7	No Service	-/7
Sunday	No Service	-/3	No Service	-/3	No Service	-/3	No Service	-/3

Weekday* Ridership by Trip

(February 2022)



Operating Characteristics*

Weekday			
Span	7:00 a.m. - 6:55 p.m.		
Frequency	30 min	30 min	
	Peak	Off-Peak	
Saturday			
Span	No Service		
Frequency	- min	- min	
	Peak	Off-Peak	
Sunday			
Span	No Service		
Frequency	- min	- min	
	Peak	Off-Peak	

Weekend Ridership by Trip

(February 2022)




Route only operates Weekday service.

On-Time Performance

Timepoint Observations

Early	On-Time	Late
13%	61%	26%

Annual Statistics

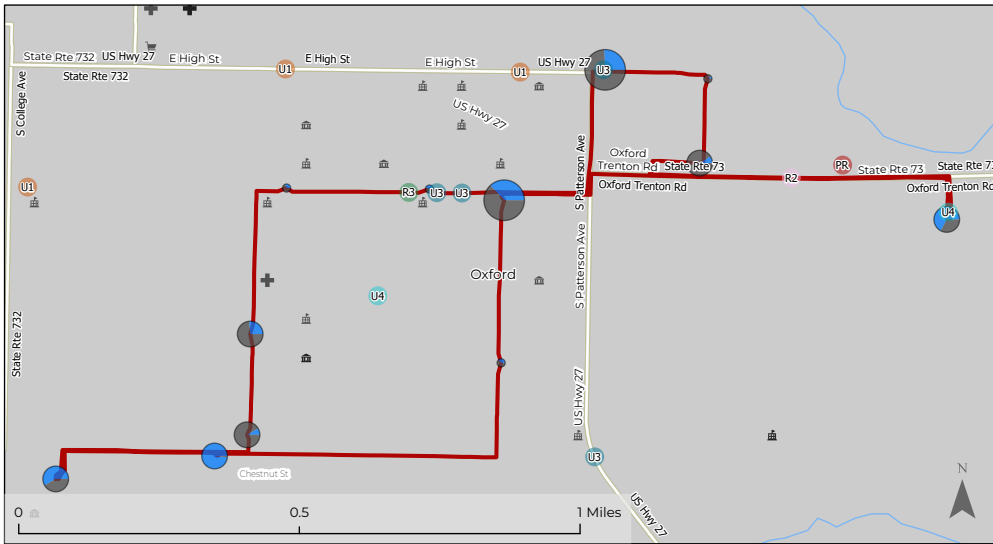
		Rank
 Revenue Hours	2,080	13/13
 Revenue Miles	17,920	13/13
 Ridership	104,422	2/13

*Please note that the trip times in trip ridership charts reflect data from the February 2022 APC exports, while the the span and frequency of service to the right reflect January 2022 GTFS service data.

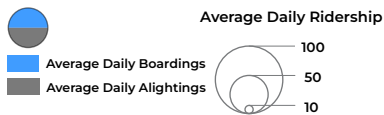


Weekday Ridership by Stop

(February 2022)



Park and Ride - Loop



Attraction Type

- Community
- Education
- Housing
- Medical
- Shopping

Route Analysis

Strengths

- Provides easy-to-remember half-hour frequency throughout the service day on weekdays
- Links peripheral parking lots and South Campus Garage to core of campus, including Miami Station
- High ridership and productivity

Weaknesses

- Poor on-time performance with just over 60% of timepoints served on time
- Relatively infrequent service for a parking shuttle
- Inconsistent alignments between eastbound and westbound service, meaning destinations like the South Campus Garage and Farmer School are served in one direction only and require out-of-direction travel to access
- Somewhat duplicative with other Oxford Routes
- Confusing and inconsistent schedule information shown online - for example online schedule shows more frequent departures from Chestnut Field Park & Ride than every 30 minutes, while PDF schedule shows 30-minute service. PDF schedule also shows timepoints with no arrival times and non-timepoints with arrival times listed

Opportunities

- Restructure routes in Oxford so that routes serve unique markets or corridors, and are complementary rather than redundant with one another
- Operate PR Route along a consistent alignment in both directions to reduce forced out-of-direction travel
- Increase service frequency during peak commuting periods
- Review route and schedule information published online to ensure accuracy and consistency

ROUTE: R1





Description: R1 operates between the Hamilton German Village Historic District and the Middletown Historic District via Excello

R1 - Hamilton/Middletown Shuttle

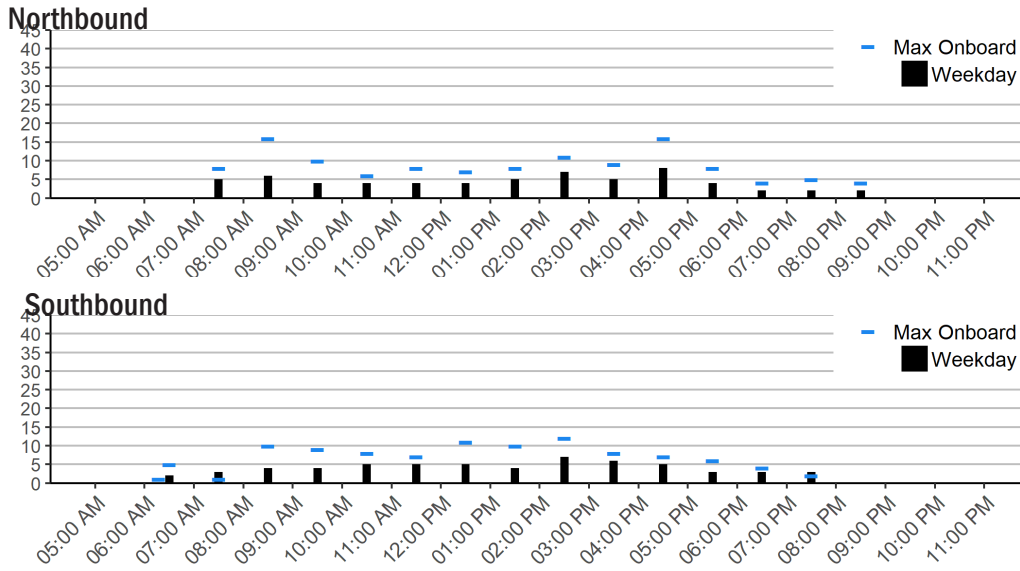
Key Points of Interest: Bridgewater Falls, Butler Tech: Fairfield Township Campus – Central Campus, Butler Tech Liberty Township Campus, Butler Tech LeSourdsville Campus, and Kohl's E-Commerce Distribution Center, Kroger

* On-Time Performance and Ridership data from February 2022.
Other figures from FY 2021 statistics.

Daily Statistics

	 Average Daily Boardings	Rank	 Passengers per Hour	Rank	 Passengers per Mile	Rank	 Passengers per Trip	Rank
Weekday	86.4	9/13	3.2	10/13	0.2	11/13	5.8	10/13
Saturday	No Service	-/7	No Service	-/7	No Service	-/7	No Service	-/7
Sunday	No Service	-/3	No Service	-/3	No Service	-/3	No Service	-/3

Weekday* Ridership by Trip (February 2022)



Weekend Ridership by Trip (February 2022)

Route only operates Weekday service.

Operating Characteristics*




Weekday			
Span	6:17 a.m. - 9:24 p.m.		
Frequency	60 min	60 min	
	Peak	Off-Peak	
Saturday			
Span	No Service		
Frequency	- min	- min	
	Peak	Off-Peak	
Sunday			
Span	No Service		
Frequency	- min	- min	
	Peak	Off-Peak	

On-Time Performance

Timepoint Observations

Early	On-Time	Late
14%	26%	60%

Annual Statistics

		Rank
 Revenue Hours	6,885	3/13
 Revenue Miles	141,270	1/13
 Ridership	22,029	9/13

*Please note that the trip times in trip ridership charts reflect data from the February 2022 APC exports, while the the span and frequency of service to the right reflect January 2022 GTFS service data.



Weekday Ridership by Stop

(February 2022)

Route Analysis

Strengths

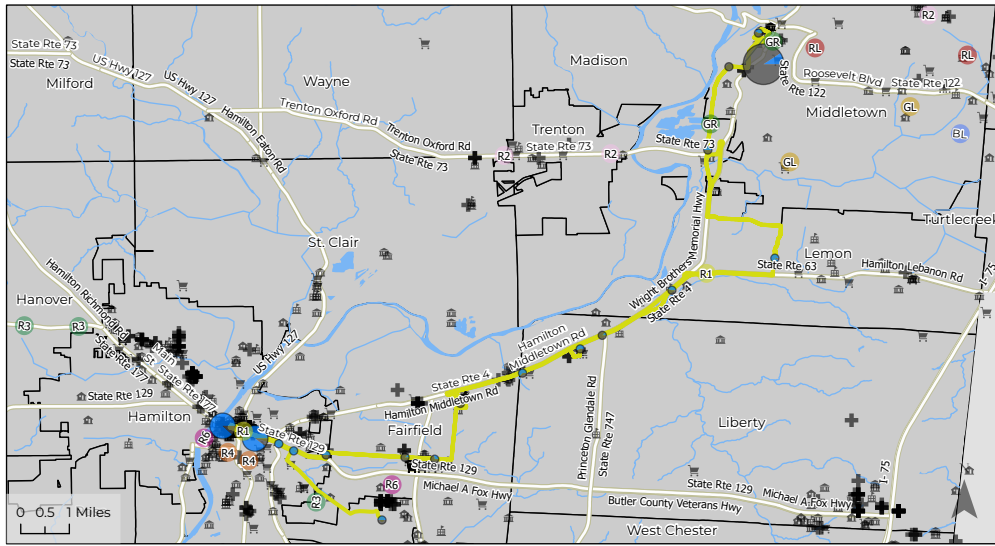
- Facilitates regional travel as only BCRTA route linking Hamilton and Middletown
- Provides job and education access opportunities with connections to several Butler Tech campuses and a Kohl's distribution center
- Offers easy-to-remember hourly service frequency on weekdays. Provides multiple connection opportunities to other BCRTA services in Hamilton and Middletown

Weaknesses

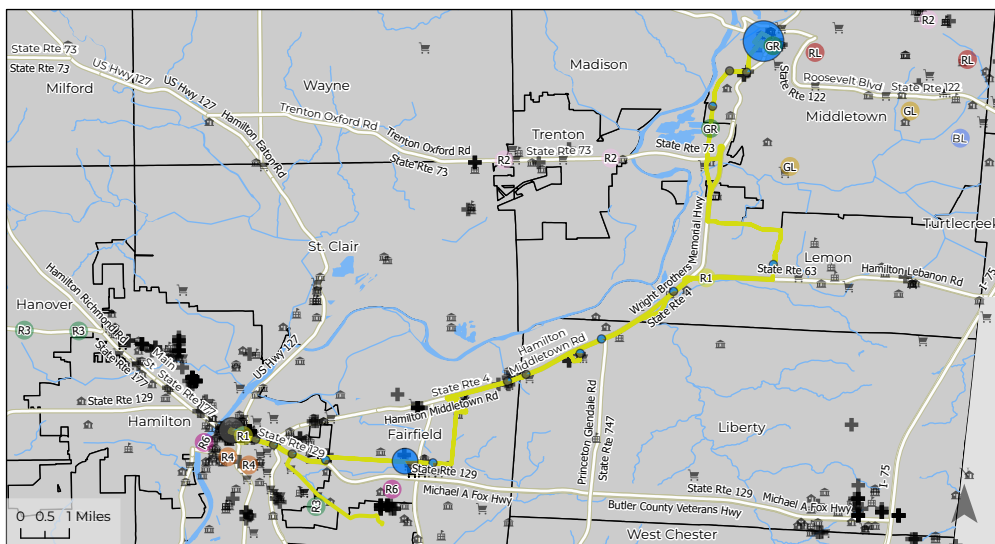
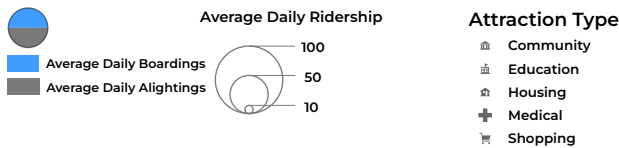
- Very poor on-time performance with fewer than 30% of timepoints served on time
- Five or fewer passengers on most trips
- Low ridership at most stops outside of Hamilton and Middletown
- Some redundancy with Route R2 in Middletown and R4 in Hamilton
- Limited coverage in Monroe, despite ridership opportunities like Kroger, Monroe High School, Butler Tech Monroe Campus, and employers in the Garver Road corridor.

Opportunities

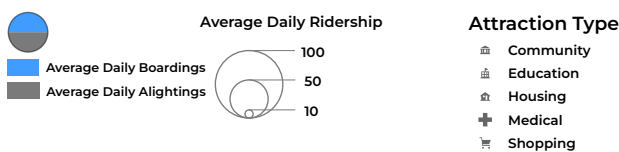
- Consider streamlining route to improve on-time performance
- Eliminate deviation to Kohl's distribution center to help streamline route
- Serve Monroe (including Kohl's distribution center) with microtransit service to provide local circulation and first/last mile connections to Route R1



R1 - MTS to Market Street Station - Northbound



R1 - Market Street Station to MTS Transit - Southbound







ROUTE: R2

Description: This route is currently suspended - R2 connects Oxford and Middletown via route 73

R2 - Oxford/Middletown Shuttle **Key Points of Interest:** Miami Station, Miami University - Oxford, Miami University - Middletown, MTS Station

* On-Time Performance and Ridership data from February 2022.
Other figures from FY 2021 statistics.

Daily Statistics

	 Average Daily Boardings	Rank	 Passengers per Hour	Rank	 Passengers per Mile	Rank	 Passengers per Trip	Rank
Weekday	40.6	11/13	2.9	11/13	0.1	12/13	5.1	12/13
Saturday	No Service	-/7	No Service	-/7	No Service	-/7	No Service	-/7
Sunday	No Service	-/3	No Service	-/3	No Service	-/3	No Service	-/3

Weekday* Ridership by Trip (February 2022)



Ridership data unavailable due to suspended service




Operating Characteristics*

Weekday			
Span	6:22 a.m. - 8:20 p.m.		
Frequency	120 min	120 min	
	Peak	Off-Peak	
Saturday			
Span	No Service		
Frequency	- min	- min	
	Peak	Off-Peak	
Sunday			
Span	No Service		
Frequency	- min	- min	
	Peak	Off-Peak	

On-Time Performance

Timepoint Observations		
Early	On-Time	Late

Annual Statistics

		Rank
 Revenue Hours	3,570	7/13
 Revenue Miles	95,625	3/13
 Ridership	10,359	11/13

*Please note that the trip times in trip ridership charts reflect data from the February 2022 APC exports, while the the span and frequency of service to the right reflect January 2022 GTFS service data.



Weekday Ridership by Stop

(February 2022)

Route Analysis

Strengths

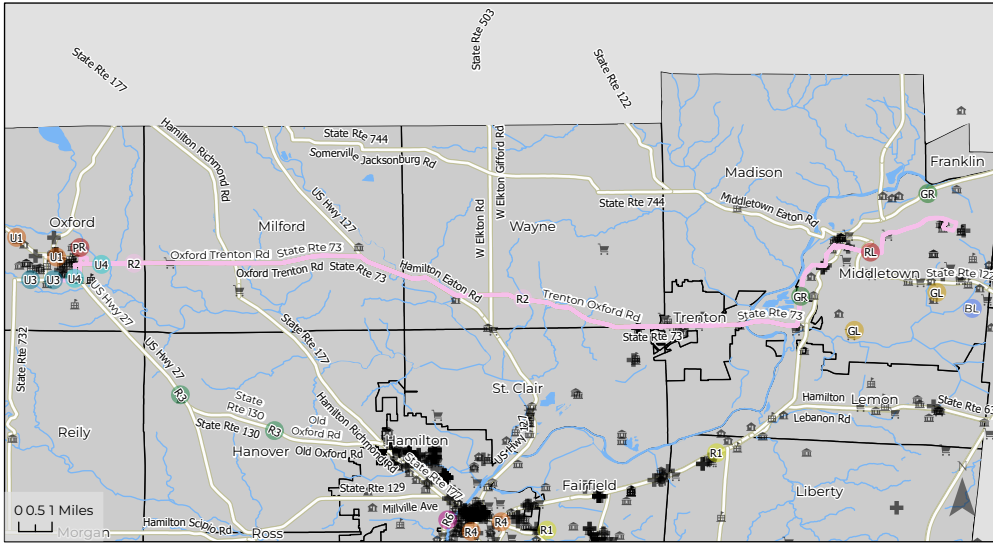
- Facilitated (service suspended) regional travel as only BCRTA route linking Oxford and Middletown
- Linked Miami University campuses in Oxford and Middletown
- Provided multiple connection opportunities to other BCRTA services in Oxford and Middletown

Weaknesses

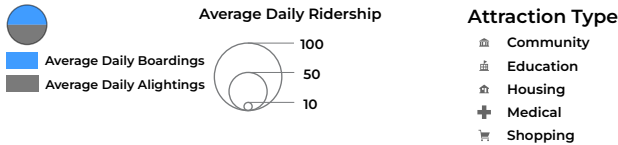
- Service currently suspended
- Few ridership opportunities between Trenton and Oxford due to low density environment
- Some redundancy with Route R1 in Middletown

Opportunities

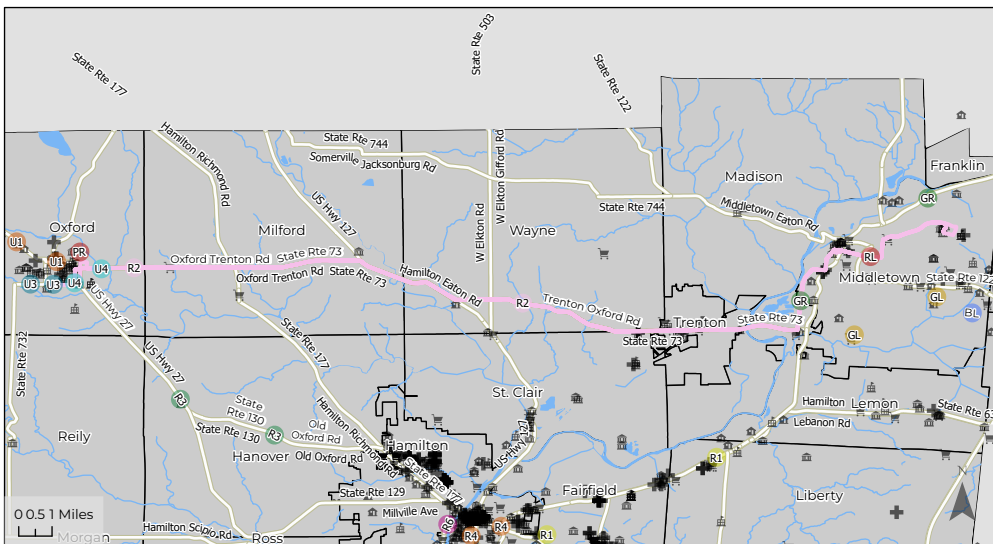
- Consider operating on-demand service between Oxford and Middletown using microtransit vehicles - if no trips are requested between cities, vehicles can continue to support local microtransit service within Middletown or Oxford



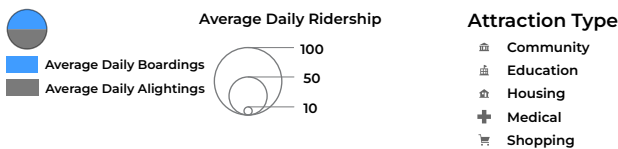
R2 - Oxford to Middletown - Inbound



Ridership data unavailable due to suspended service



R2 - Oxford to Middletown - Outbound



ROUTE: R3

Description: R3 operates between Fairfield and Oxford via the Hamilton German Village Historic District, McGonigle, and Edgewood

R3 - Hamilton/Oxford Connector Key Points of Interest: Miami University Western Campus, Miami University Hamilton, Plaza West Shopping Center, Ohio Bureau of Motor Vehicles, TriHealth Bethesda Butler Hospital, Meijer Park and Ride, and Ohio Means Jobs

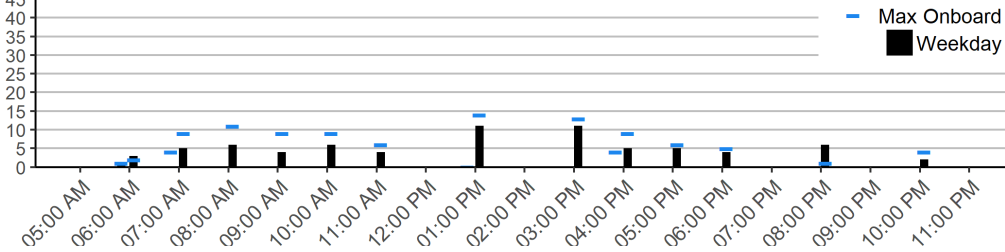
* On-Time Performance and Ridership data from February 2022.
Other figures from FY 2021 statistics.

Daily Statistics

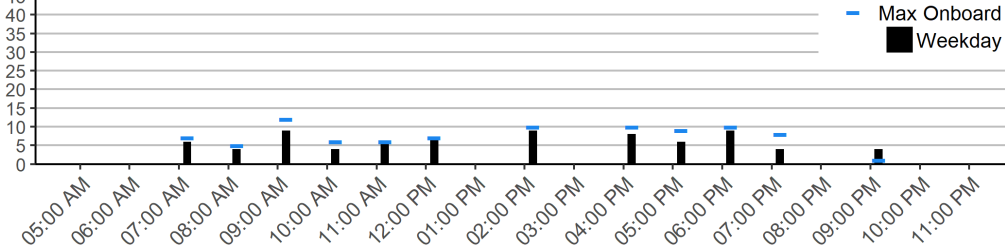
	Average Daily Boardings	Rank	Passengers per Hour	Rank	Passengers per Mile	Rank	Passengers per Trip	Rank
Weekday	155.6	6/13	4.9	9/13	0.3	9/13	9.2	7/13
Saturday	No Service	-/7	No Service	-/7	No Service	-/7	No Service	-/7
Sunday	No Service	-/3	No Service	-/3	No Service	-/3	No Service	-/3

Weekday* Ridership by Trip (February 2022)

Northbound



Southbound



Weekend Ridership by Trip (February 2022)

Route only operates Weekday service.

Operating Characteristics*

Weekday

Span 5:50 a.m. - 11:55 p.m.

Frequency 60 min Peak 60 min Off-Peak

Saturday

Span No Service

Frequency - min Peak - min Off-Peak

Sunday

Span No Service

Frequency - min Peak - min Off-Peak

On-Time Performance

Timepoint Observations



Annual Statistics

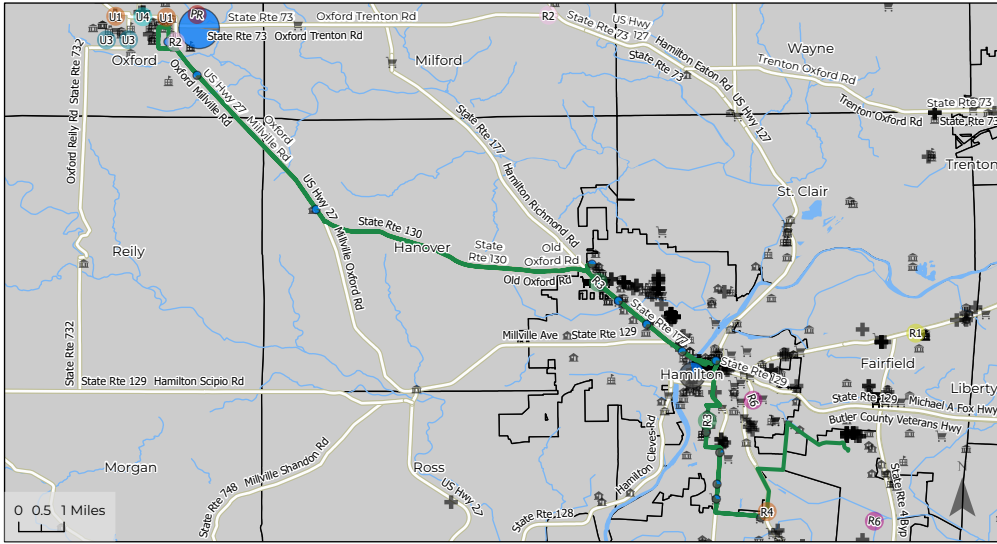
		Rank
Revenue Hours	8,160	2/13
Revenue Miles	127,755	2/13
Ridership	39,672	6/13

*Please note that the trip times in trip ridership charts reflect data from the February 2022 APC exports, while the the span and frequency of service to the right reflect January 2022 GTFS service data.

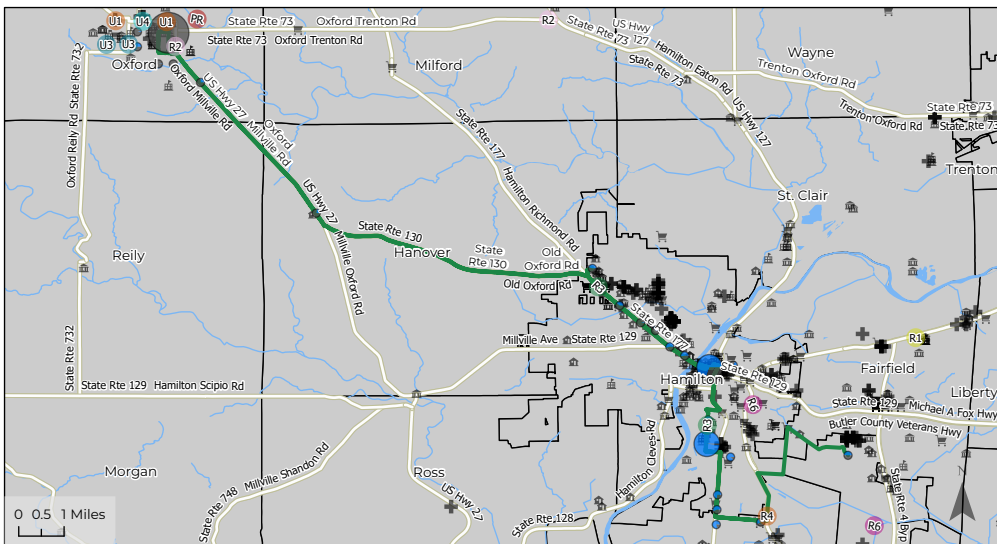
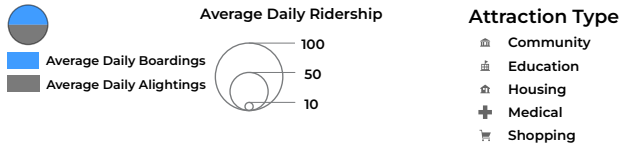


Weekday Ridership by Stop

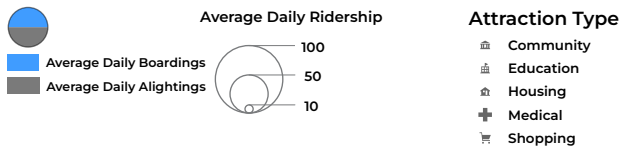
(February 2022)



R3 - Fairfield to Miami Station - Northbound



R3 - Miami Station to Fairfield - Southbound



Route Analysis

Strengths

- Facilitates regional travel as only BCRTA route linking Oxford and Hamilton
- Serves several regionally significant destinations including TriHealth Bethesda Butler Hospital, Walmart, and Miami University campuses in Oxford and Hamilton
- Provides multiple connection opportunities to other BCRTA services in Oxford and Hamilton
- Extensive span of service on weekdays
- Relatively strong ridership on the Miami University campuses and at Market Street Station

Weaknesses

- Very poor on-time performance with fewer than 30% of timepoints served on time
- Extended service gaps (more than one hour) at several points during the service day
- Low ridership at most stops outside of Hamilton and Oxford
- No weekend service

Opportunities

- Consider truncating route at Miami University Hamilton Campus to improve on-time performance
- Introduce local fixed-route or microtransit service in Hamilton to allow Route R3 to focus on regional service
- Provide more consistent service by restructuring schedule to eliminate excessive time gaps.

ROUTE: R4

R4 - Tri-County Shuttle

Description: This route is currently suspended - R4 operates between Hamilton and Springfield to the Tri-County Mall, via Gilmore Road

Key Points of Interest: BCRTA Headquarters, Market Street Station, Erie Blvd Shopping Center, Symmes Rd. Shopping Center, Winton Kemper Plaza, Tri-County Mall

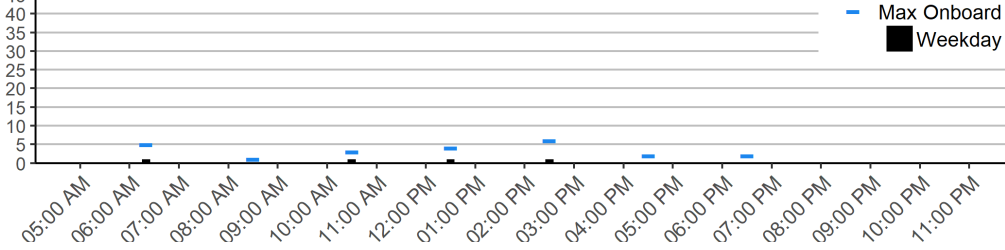
* On-Time Performance and Ridership data from February 2022.
Other figures from FY 2021 statistics.

Daily Statistics

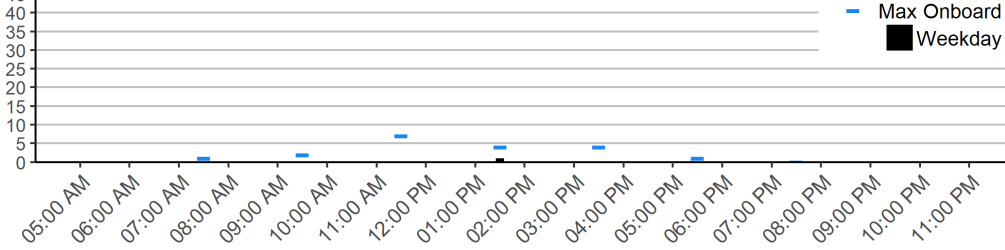
	Average Daily Boardings	Rank	Passengers per Hour	Rank	Passengers per Mile	Rank	Passengers per Trip	Rank
Weekday	37.7	12/13	2.9	12/13	0.2	10/13	5.4	11/13
Saturday	No Service	-/7	No Service	-/7	No Service	-/7	No Service	-/7
Sunday	No Service	-/3	No Service	-/3	No Service	-/3	No Service	-/3

Weekday* Ridership by Trip (February 2022)

Northbound



Southbound



Weekend Ridership by Trip (February 2022)

Route only operates Weekday service.

Operating Characteristics*

Weekday

Span 6:20 a.m. - 8:23 p.m.

Frequency 120 min Peak 120 min Off-Peak

Saturday

Span No Service

Frequency - min Peak - min Off-Peak

Sunday

Span No Service

Frequency - min Peak - min Off-Peak

On-Time Performance

Timepoint Observations

Early	On-Time	Late
14%	32%	54%

Annual Statistics

		Rank
Revenue Hours	3,315	12/13
Revenue Miles	47,430	10/13
Ridership	9,613	12/13

*Please note that the trip times in trip ridership charts reflect data from the February 2022 APC exports, while the the span and frequency of service to the right reflect January 2022 GTFS service data.



Weekday Ridership by Stop

(February 2022)

Route Analysis

Strengths

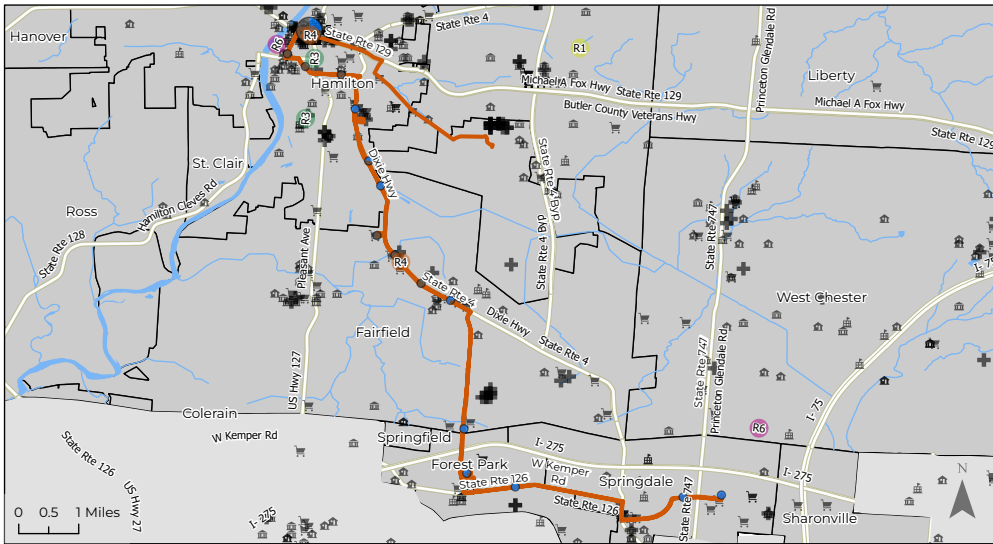
- Facilitated (service suspended) regional travel by linking Springdale and Hamilton
- Provided multiple connection opportunities to other BCRTA services in Hamilton
- Served several retail and medical centers, including Mercy Health Fairfield Hospital, Tri-County Mall, and Kroger

Weaknesses

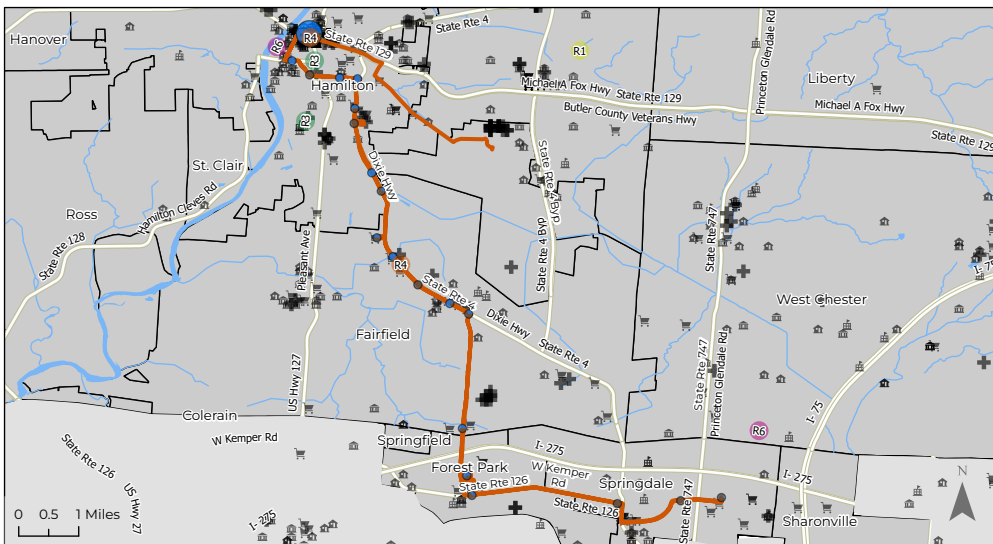
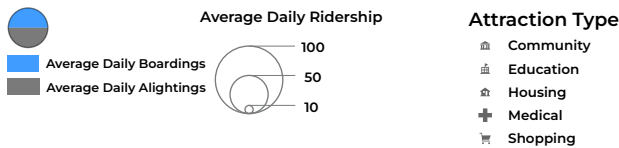
- Very poor on-time performance with fewer than 30% of timepoints served on time
- Five or fewer passengers on all trips
- Low ridership Low ridership at all stops other than Market Street Station in Hamilton and Tri-County Mall
- Infrequent 120 minute headways throughout day.

Opportunities

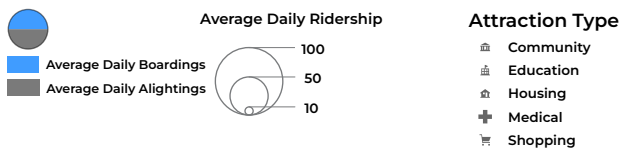
- Consider integrating Hamilton coverage into a restructured local network in Hamilton
- Replace service outside of Hamilton with microtransit service focused primarily on local coverage in Springdale, but combined with on-demand trips at given times to Hamilton, reserved through the microtransit app.



R4 - Tri-County Shuttle - Inbound



R4 - Tri-County Shuttle - Outbound



ROUTE: R6

R6 - Job Connector

Description: R6 operates between Hamilton and Springfield to the Tri-County Mall, via route 747

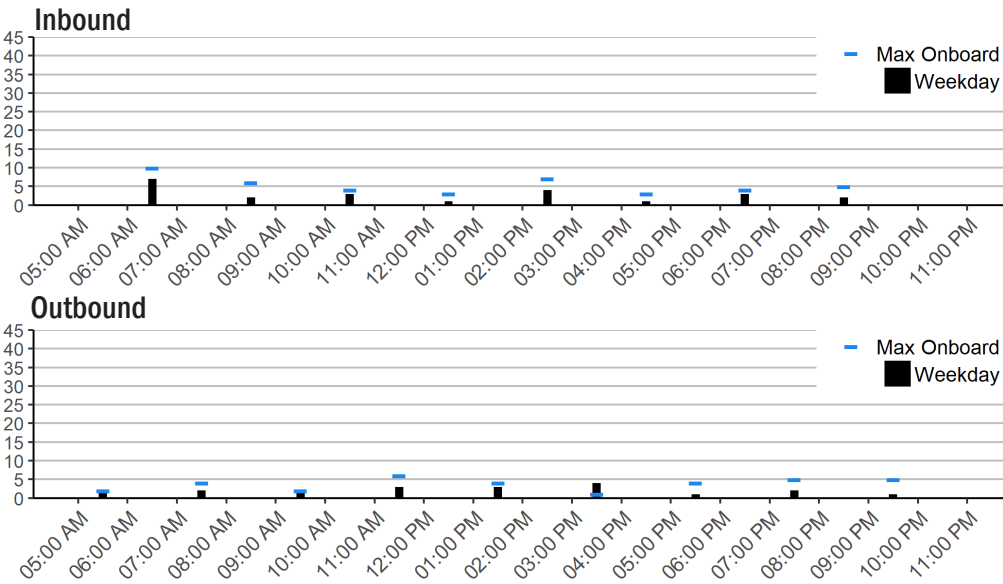
Key Points of Interest: Vora Technology Park, Fairfield Crossing, Fairfield High School, Princeton Crossing, Jungle Jim's International Market, Habitat for Humanity, Hamilton Enterprise Park, Koch Foods, AstraZeneca, Tyson Foods, and Tri-County Mall

* On-Time Performance and Ridership data from February 2022. Other figures from FY 2021 statistics.

Daily Statistics

	Average Daily Boardings	Rank	Passengers per Hour	Rank	Passengers per Mile	Rank	Passengers per Trip	Rank
Weekday	28.9	13/13	1.8	13/13	0.1	13/13	3.2	13/13
Saturday	No Service	-/7	No Service	-/7	No Service	-/7	No Service	-/7
Sunday	No Service	-/3	No Service	-/3	No Service	-/3	No Service	-/3

Weekday * Ridership by Trip (February 2022)



Weekend Ridership by Trip (February 2022)

Route only operates Weekday service.

Operating Characteristics *

Weekday	
Span	4:45 a.m. - 9:53 p.m.
Frequency	120 min (Peak) / 120 min (Off-Peak)
Saturday	
Span	No Service
Frequency	- min (Peak) / - min (Off-Peak)
Sunday	
Span	No Service
Frequency	- min (Peak) / - min (Off-Peak)

On-Time Performance

Timepoint Observations		
Early	On-Time	Late
15%	24%	61%

Annual Statistics

		Rank
Revenue Hours	4,080	4/13
Revenue Miles	68,595	5/13
Ridership	7,361	13/13

*Please note that the trip times in trip ridership charts reflect data from the February 2022 APC exports, while the the span and frequency of service to the right reflect January 2022 GTFS service data.



Weekday Ridership by Stop

(February 2022)

Route Analysis

Strengths

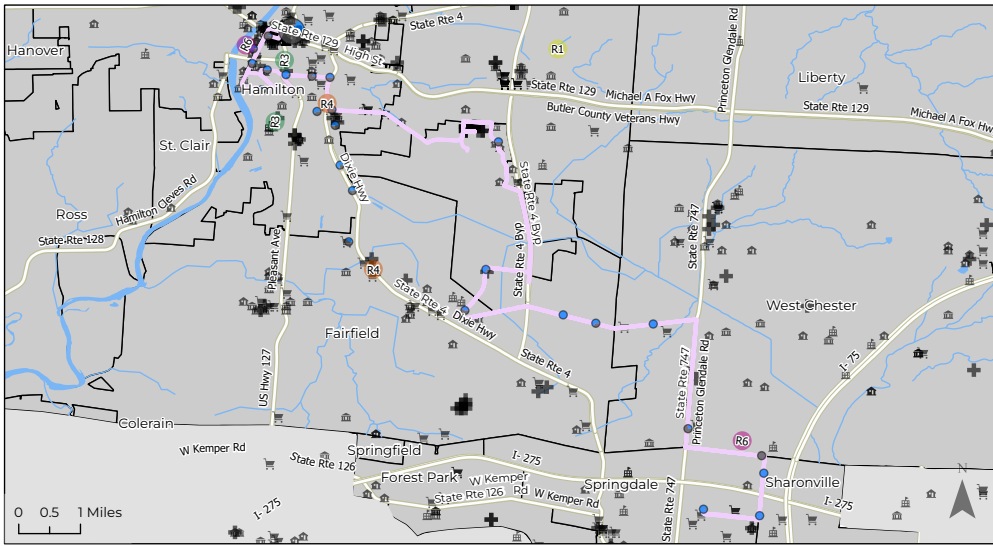
- Facilitates regional travel by linking Springdale and Hamilton
- Provides bi-directional service
- Serves several regionally significant destinations including Tri-County Mall
- TriHealth Bethesda Butler Hospital, Fairfield High School, and the BMV office in Hamilton
- Multiple connection opportunities to other BCRTA services in Hamilton

Weaknesses

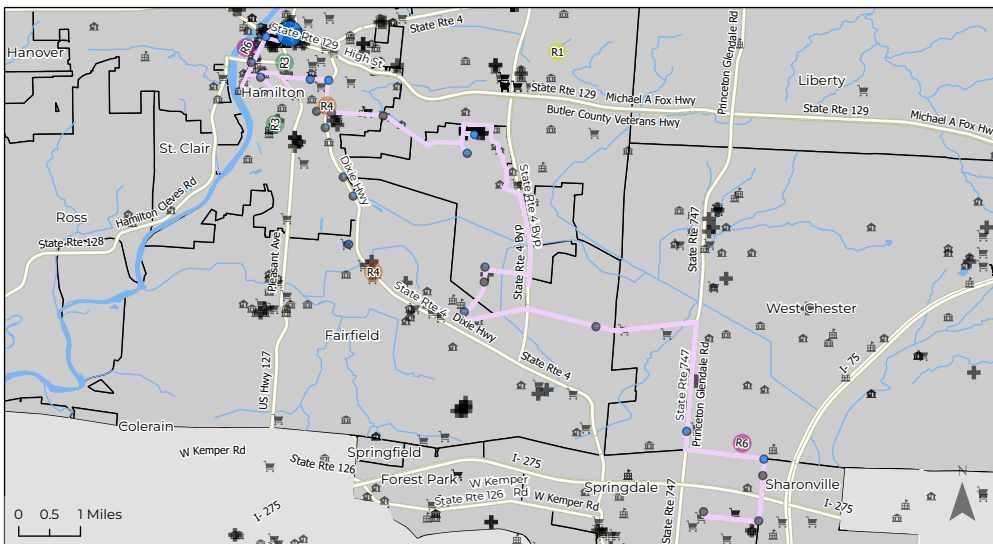
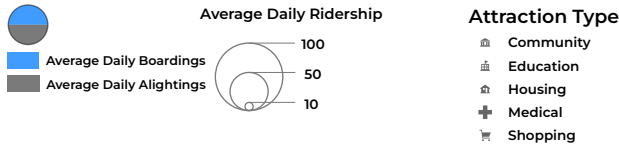
- Very poor on-time performance with fewer than 30% of timepoints served on time
- Five or fewer passengers on most trips
- Low ridership at all stops other than Market Street Station in Hamilton and Tri-County Mall
- Infrequent 120 minute headways throughout day.

Opportunities

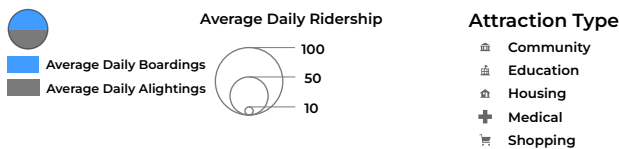
- Consider integrating Hamilton coverage into a restructured local network in Hamilton
- Replace service outside of Hamilton with microtransit service focused primarily on local coverage in Springdale, but combined with on-demand trips at given times to Hamilton, reserved through the microtransit app.



R6 - Tri-County Mall to Market Street Station - Inbound



R6 - Market Street Station to Tri-County Mall - Outbound



ROUTE:RL

Red Line

Description: The Red Line operates between the Middletown Historic District to east Middletown via Eldorado

Key Points of Interest: Miami University of Middletown, Middletown Middle and High School, Atrium Medical Center, Access Counseling, and Towne Blvd Social Security Administration

* On-Time Performance and Ridership data from February 2022.
Other figures from FY 2021 statistics.

Daily Statistics



Average Daily Boardings



Passengers per Hour



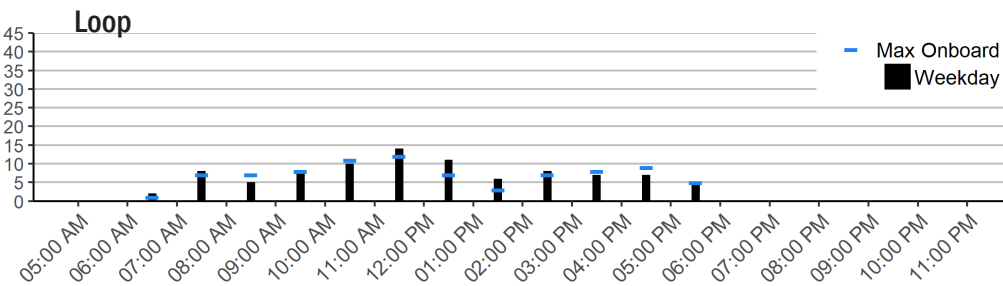
Passengers per Mile



Passengers per Trip

	Average Daily Boardings	Rank	Passengers per Hour	Rank	Passengers per Mile	Rank	Passengers per Trip	Rank
Weekday	81.4	10/13	6	8/13	0.4	8/13	6.8	9/13
Saturday	33.6	7/7	4.2	7/7	0.3	7/7	4.2	7/7
Sunday	No Service	-/3	No Service	-/3	No Service	-/3	No Service	-/3

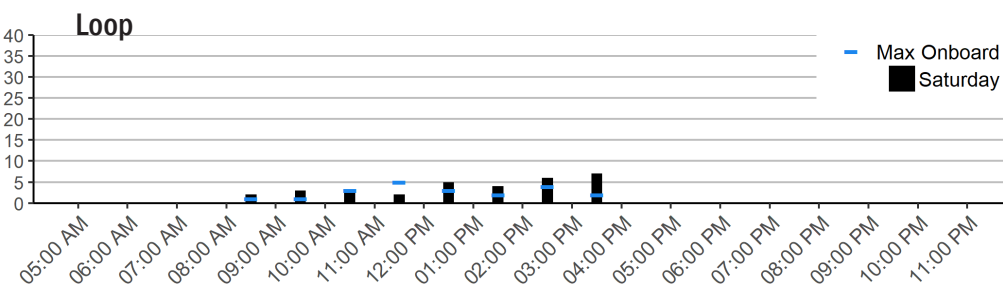
Weekday * Ridership by Trip (February 2022)



Operating Characteristics *

Weekday	
Span	6:30 a.m. - 6:24 p.m.
Frequency	60 min Peak, 60 min Off-Peak
Saturday	
Span	8:30 a.m. - 4:24 p.m.
Frequency	60 min Peak, 60 min Off-Peak
Sunday	
Span	No Service
Frequency	- min Peak, - min Off-Peak

Weekend * Ridership by Trip (February 2022)



On-Time Performance

Timepoint Observations

Early	On-Time	Late
16%	59%	25%

Annual Statistics

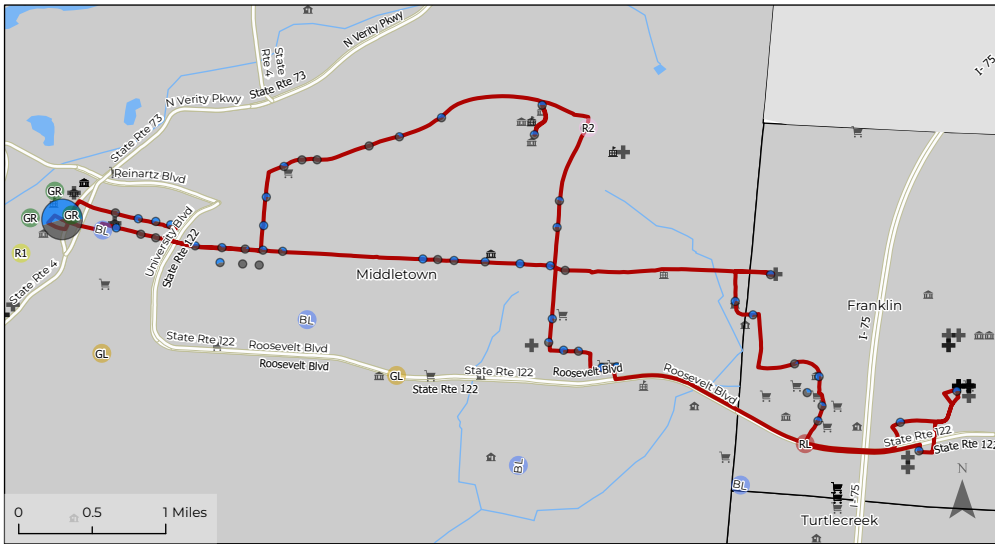
		Rank
Revenue Hours	3,452	8/13
Revenue Miles	55,693	6/13
Ridership	20,751	10/13

*Please note that the trip times in trip ridership charts reflect data from the February 2022 APC exports, while the the span and frequency of service to the right reflect January 2022 GTFS service data.



Weekday Ridership by Stop

(February 2022)



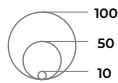
Red Line - Loop



Average Daily Boardings

Average Daily Alightings

Average Daily Ridership



Attraction Type

- Community
- Education
- Housing
- Medical
- Shopping

Route Analysis

Strengths

- Provides numerous local and regional connection opportunities at Middletown Transit Station
- Provides easy-to-remember hourly service frequency on weekdays and Saturdays
- Serves several potentially strong anchors and ridership generators including Middletown High School, Miami University Middletown Campus, Atrium Medical Center, and several grocery stores

Weaknesses

- Very frequent stop spacing, potentially contributing to poor on-time performance (less than 60% of timepoints served on time)
- Low ridership at most stops other than Middletown Transit Station
- Relatively infrequent service, especially for a route with so many potential ridership generators
- One-way service on most route segments, forcing out-of-direction travel for many riders

Opportunities

- Consolidate highest ridership segments of Blue, Gold, and Red lines into one or two strong-performing routes
- Reduce stop spacing to speed up route and potentially improve on-time performance
- Serve lower-density / automobile-oriented areas of Middletown with microtransit service

ROUTE: U1

U1 - Campus Core

Description: Miami University to Walmart Supercenter Oxford via College Corner Pike

Key Points of Interest: McCullough-Hyde Memorial Hospital and Wonderful International Market

* On-Time Performance and Ridership data from February 2022.
Other figures from FY 2021 statistics.

Daily Statistics



Average Daily Boardings



Passengers per Hour



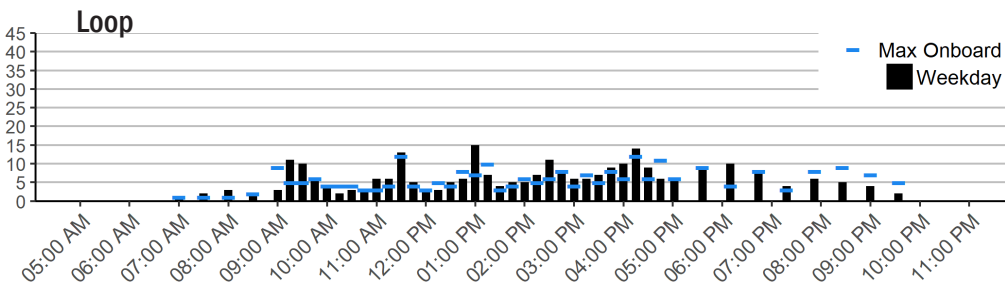
Passengers per Mile



Passengers per Trip

	Average Daily Boardings	Rank	Passengers per Hour	Rank	Passengers per Mile	Rank	Passengers per Trip	Rank
Weekday	529.4	3/13	24	2/13	2.7	2/13	14.7	3/13
Saturday	294.8	2/7	29.5	2/7	2.6	2/7	16.4	2/7
Sunday	178.6	2/3	17.9	2/3	1.6	2/3	9.9	2/3

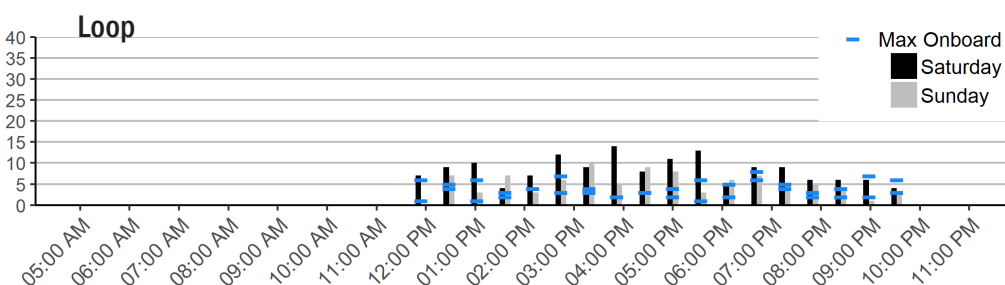
Weekday* Ridership by Trip (February 2022)



Operating Characteristics*

Weekday	
Span	7:00 a.m. - 10:05 p.m.
Frequency	35 min Peak / 35 min Off-Peak
Saturday	
Span	11:54 a.m. - 10:03 p.m.
Frequency	35 min Peak / 35 min Off-Peak
Sunday	
Span	11:54 a.m. - 10:03 p.m.
Frequency	35 min Peak / 35 min Off-Peak

Weekend Ridership by Trip (February 2022)



On-Time Performance

Timepoint Observations		
Early	On-Time	Late
12%	63%	25%

Annual Statistics

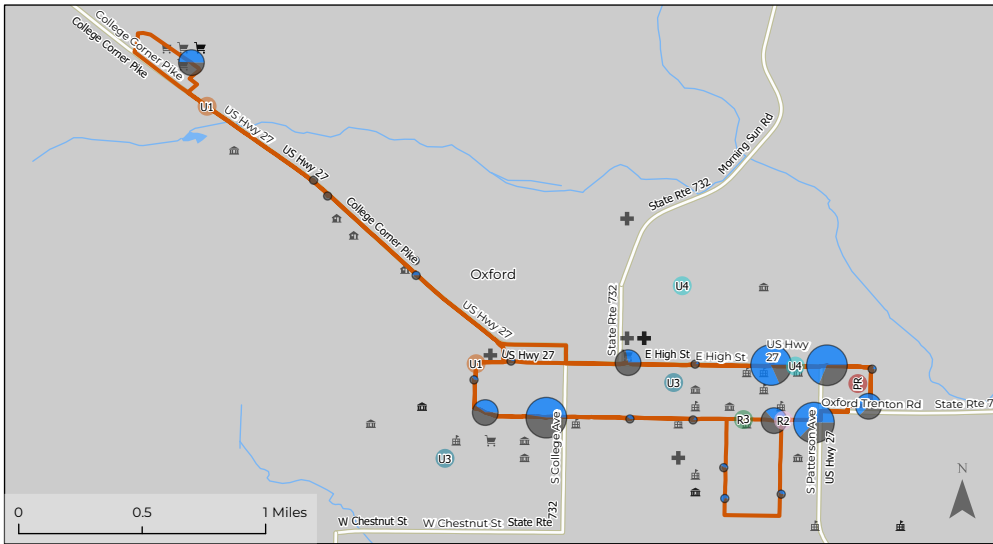
		Rank
Revenue Hours	4,060	5/13
Revenue Miles	36,342	11/13
Ridership	97,491	3/13

*Please note that the trip times in trip ridership charts reflect data from the February 2022 APC exports, while the the span and frequency of service to the right reflect January 2022 GTFS service data.

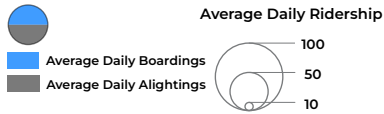


Weekday Ridership by Stop

(February 2022)



U1 - Campus Core - Loop



Attraction Type

- Community
- Education
- Housing
- Medical
- Shopping

Route Analysis

Strengths

- Frequent 15-minute circulator service for much of the service day on weekdays
- High ridership and productivity
- Provides campus circulation and campus with off-campus housing
- Provides key link to retail and grocery destinations for University community.

Weaknesses

- 35 minute headway prevents route from having clockface frequencies
- Walmart extension breaks the route's fairly compact loop and takes riders out of direction before completing the loop
- Strong ridership generator like Walmart likely justifies all-day service
- Some Oxford residents may not feel comfortable utilizing "U" route associated with Miami University
- Confusing and inconsistent schedule information shown online - for example, online map shows service on Oak Street while PDF map shows South Campus Avenue

Opportunities

- Consider shifting Walmart service to a non-University route to provide all-day service and a more inclusive rider environment
- Restructure route to provide more bi-directional service between Walmart and multi-family housing in Oxford
- Review route and schedule information published online to ensure accuracy and consistency

ROUTE: U3

Description: Miami University circulator

U3 - Tollgate Loop

Key Points of Interest: Miami Station, Miami University, Chestnut Place Apartments, and Oxford West Apartments

* On-Time Performance and Ridership data from February 2022.
Other figures from FY 2021 statistics.

Daily Statistics



Average Daily Boardings



Passengers per Hour



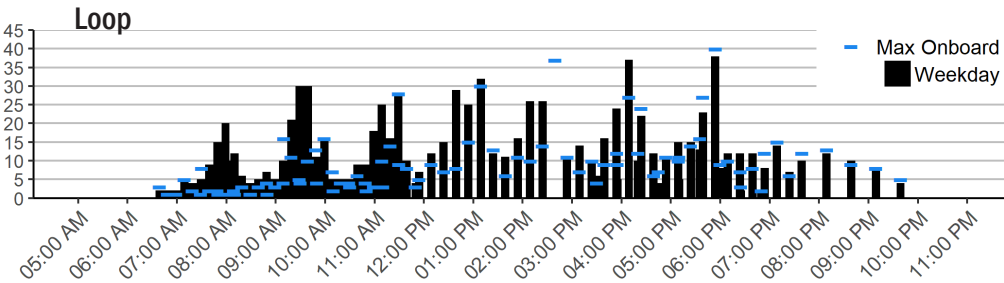
Passengers per Mile



Passengers per Trip

	Average Daily Boardings	Rank	Passengers per Hour	Rank	Passengers per Mile	Rank	Passengers per Trip	Rank
Weekday	903.3	1/13	20.9	4/13	2.4	3/13	13.5	5/13
Saturday	321.6	1/7	32.2	1/7	4.1	1/7	15.3	3/7
Sunday	272.9	1/3	27.3	1/3	3.5	1/3	15.2	1/3

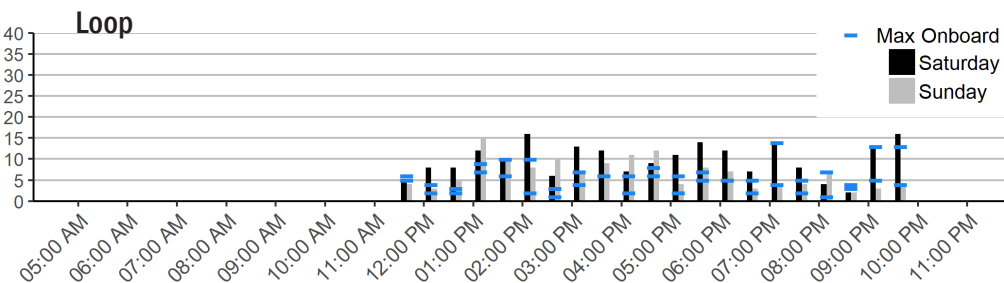
Weekday* Ridership by Trip (February 2022)



Operating Characteristics*

Weekday	
Span	6:39 a.m. - 10:02 p.m.
Frequency	30 min (Peak) / 30 min (Off-Peak)
Saturday	
Span	11:39 a.m. - 10:02 p.m.
Frequency	30 min (Peak) / 30 min (Off-Peak)
Sunday	
Span	11:39 a.m. - 10:02 p.m.
Frequency	30 min (Peak) / 30 min (Off-Peak)

Weekend Ridership by Trip (February 2022)



On-Time Performance

Timepoint Observations		
Early	On-Time	Late
14%	62%	24%

Annual Statistics

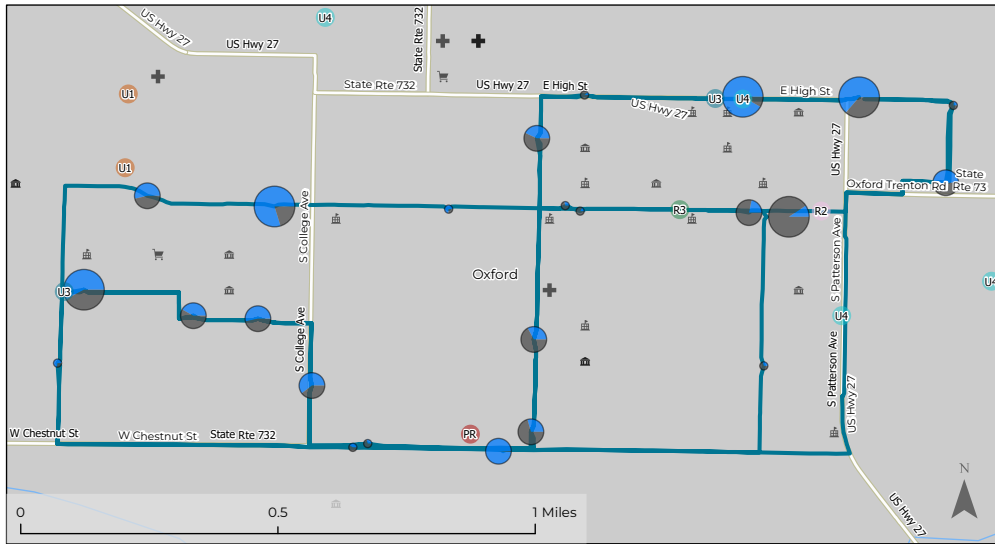
		Rank
Revenue Hours	10,995	1/13
Revenue Miles	94,737	4/13
Ridership	230,330	1/13

*Please note that the trip times in trip ridership charts reflect data from the February 2022 APC exports, while the the span and frequency of service to the right reflect January 2022 GTFS service data.

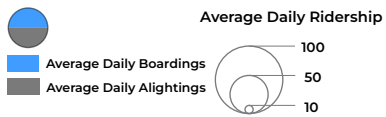


Weekday Ridership by Stop

(February 2022)



U3 - Tollgate - Loop



Attraction Type

- Community
- Education
- Housing
- Medical
- Shopping

Route Analysis

Strengths

- Very frequent service
- Provides on-campus circulation, and links to off-campus housing and retail/groceries seven day a week

Weaknesses

- One-way service design results in overcrowding on some trips as passengers stay on buses traveling out-of-direction to reach final destinations
- Multiple service variants may cause confusion among riders
- Relatively low ridership on non-primary service variant
- Poor on-time performance with just over 60% of timepoints served on time

Opportunities

- Simplify route by operating single consistent and bi-directional variant connecting key activity generators
- Review route and schedule information published online to ensure accuracy and consistency

ROUTE:U4

Description: This route is currently suspended - Miami University to Miami Station

U4 - Western Campus/North Loop Key Points of Interest: Uptown Park

* On-Time Performance and Ridership data from February 2022.
Other figures from FY 2021 statistics.

Daily Statistics



Average Daily Boardings



Passengers per Hour



Passengers per Mile



Passengers per Trip

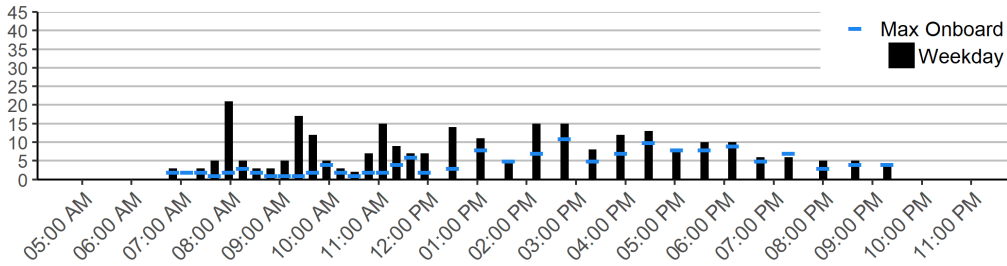
	Average Daily Boardings	Rank	Passengers per Hour	Rank	Passengers per Mile	Rank	Passengers per Trip	Rank
Weekday	452.1	4/13	21	3/13	2.3	4/13	14.1	4/13
Saturday	110.8	4/7	11.1	4/7	1.1	4/7	6.9	6/7
Sunday	115.2	3/3	11.5	3/3	1.1	3/3	5.5	3/3



Weekday* Ridership by Trip

(February 2022)

Loop



Operating Characteristics*

Weekday

Span 6:50 a.m. - 9:52 p.m.

Frequency 30 min Peak 30 min Off-Peak

Saturday

Span 11:36 a.m. - 9:55 p.m.

Frequency 45 min Peak 45 min Off-Peak

Sunday

Span 11:36 a.m. - 9:55 p.m.

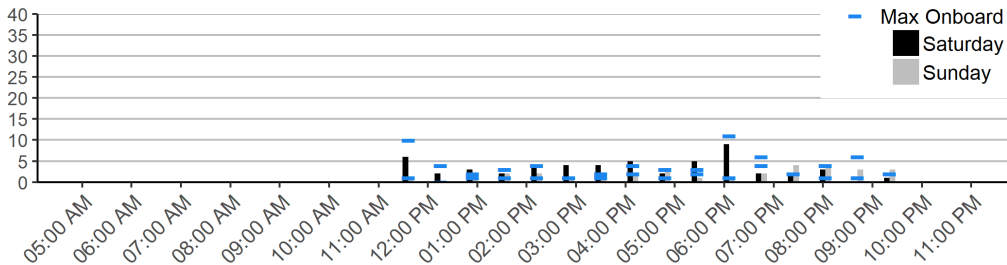
Frequency 40 min Peak 40 min Off-Peak



Weekend Ridership by Trip

(February 2022)

Loop



On-Time Performance

Timepoint Observations

Early	On-Time	Late
13%	62%	25%

Annual Statistics

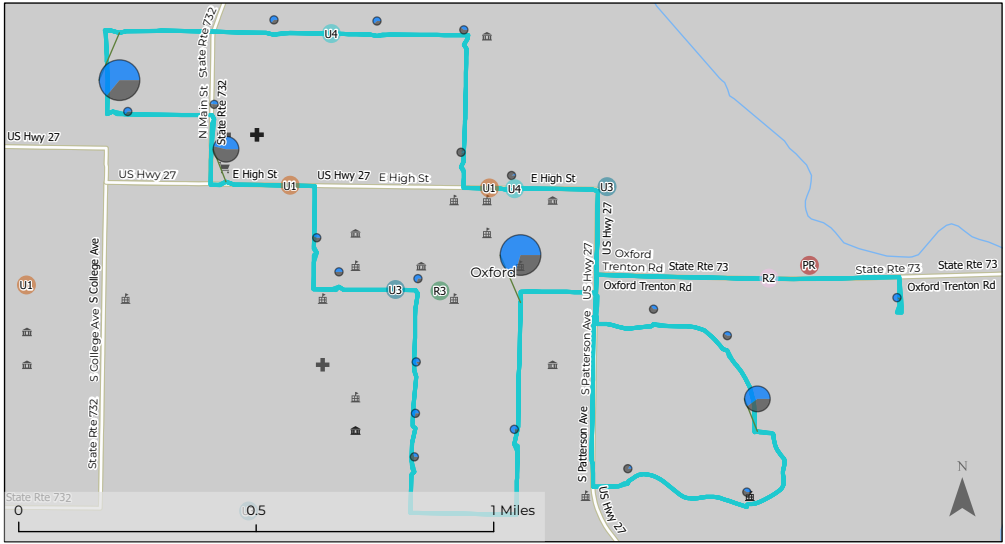
		Rank
Revenue Hours	3,740	6/13
Revenue Miles	34,254	12/13
Ridership	78,445	4/13

*Please note that the trip times in trip ridership charts reflect data from the February 2022 APC exports, while the the span and frequency of service to the right reflect January 2022 GTFS service data.

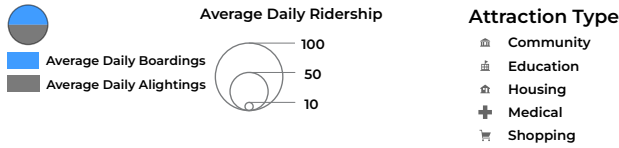


Weekday Ridership by Stop

(February 2022)



U4 - Western Campus/North - Loop



Route Analysis

Strengths

- Only route serving neighborhoods north of High Street
- Only route serving Western College Drive
- Provides key connection to McCullough-Hyde Memorial Hospital
- Relatively frequent service
- Operates seven days per week
- Fairly strong ridership and productivity

Weaknesses

- Operates as one-way loop, which forces out-of-direction travel for most riders on either their outbound or return trip
- Some Oxford residents accessing McCullough-Hyde Memorial Hospital may not feel comfortable utilizing “U” route associated with Miami University
- Poor on-time performance with just over 60% of timepoints served on time
- Non-clockface frequencies make schedule difficult to remember
- Lack of online schedule information suggests that route may be tied to the academic calendar

Opportunities

- Consider operating a version of the route year-round to ensure uninterrupted service to McCullough-Hyde Memorial Hospital
- Serve hospital with a non-University route
- Restructure U4 Route, along with other Oxford routes, into a network of mostly bi-directional routes
- Revise schedule to provide clockface frequencies.

ROUTE:GL

Gold Line

Description: The Gold Line operates South Middletown and Mayfield via Middletown, Oakland, South Highlands

Key Points of Interest: Middletown Transit Station, Middletown License Agency, Middletown Middle School, and Mayfield Elementary School

* On-Time Performance and Ridership data from February 2022.
Other figures from FY 2021 statistics.

Daily Statistics



Average Daily Boardings



Passengers per Hour



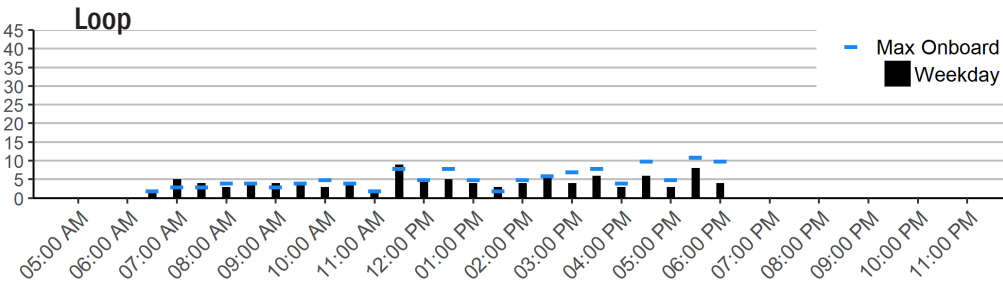
Passengers per Mile



Passengers per Trip

	Average Daily Boardings	Rank	Passengers per Hour	Rank	Passengers per Mile	Rank	Passengers per Trip	Rank
Weekday	107.8	8/13	8	7/13	0.6	7/13	9	8/13
Saturday	62.1	6/7	7.8	6/7	0.6	6/7	7.8	5/7
Sunday	No Service	-/3	No Service	-/3	No Service	-/3	No Service	-/3

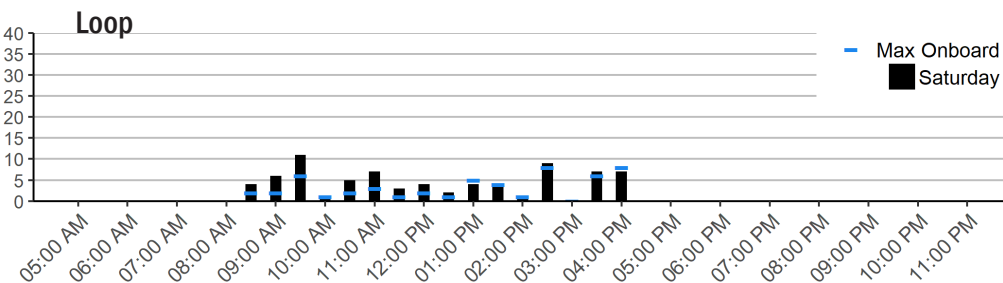
Weekday * Ridership by Trip (February 2022)



Operating Characteristics *

Weekday	
Span	6:30 a.m. - 6:30 p.m.
Frequency	30 min Peak / 30 min Off-Peak
Saturday	
Span	8:30 a.m. - 4:30 p.m.
Frequency	30 min Peak / - min Off-Peak
Sunday	
Span	No Service
Frequency	- min Peak / - min Off-Peak

Weekend * Ridership by Trip (February 2022)



On-Time Performance

Timepoint Observations

Early	On-Time	Late
15%	60%	25%

Annual Statistics

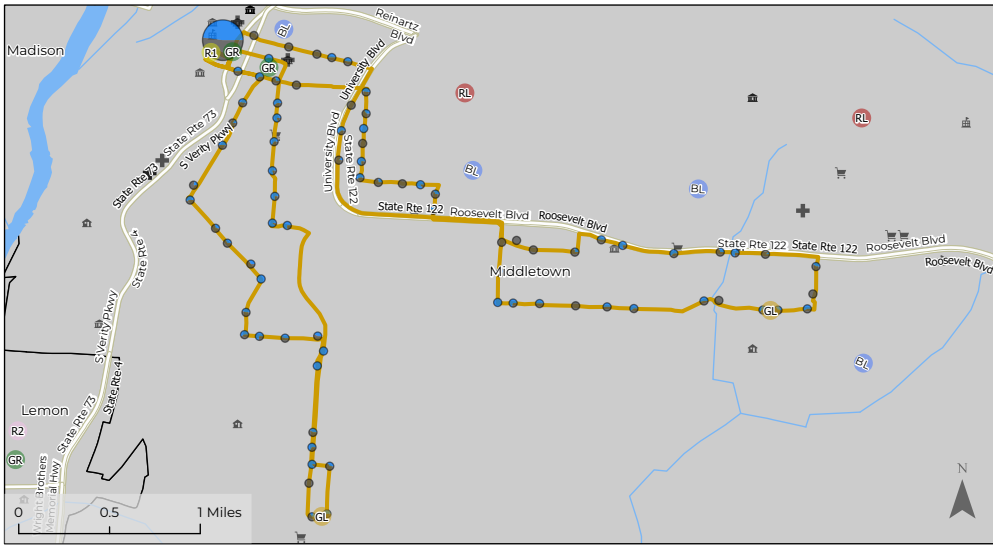
		Rank
Revenue Hours	3,452	8/13
Revenue Miles	48,387	9/13
Ridership	27,501	8/13

*Please note that the trip times in trip ridership charts reflect data from the February 2022 APC exports, while the the span and frequency of service to the right reflect January 2022 GTFS service data.

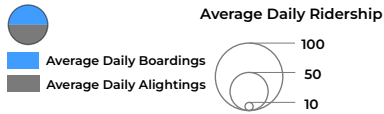


Weekday Ridership by Stop

(February 2022)



Gold Line - Loop



Attraction Type

- Community
- Education
- Housing
- Medical
- Shopping

Route Analysis

Strengths

- Provides numerous local and regional connection opportunities at Middletown Transit Station
- Provides easy-to-remember 30-minute service frequency on weekdays and Saturdays
- Serves large industrial employers including AK Steel and Air Products
- Serves Roosevelt Boulevard Corridor, which includes many potential ridership generators including the BMV and several multi-family housing communities

Weaknesses

- Very frequent stop spacing, potentially contributing to poor on-time performance (60% of timepoints served on time)
- Low ridership at most stops other than Middletown Transit Station
- Fewer than five passengers per trip on most weekday trips
- One-way service on most route segments
- Service to multiple distinct markets on one route may cause confusion with passengers potentially boarding a bus with the right route number but heading in the wrong direction

Opportunities

- Restructure route to provide primarily bi-directional service along corridors with highest ridership potential
- Consolidate highest ridership segments of Blue, Gold, and Red lines into one or two strong-performing routes
- Serve lower-density / automobile-oriented areas of Middletown with microtransit service

ROUTE:GR





Green Line

Description: The Green Line operates between Excello and North Middletown via Middletown

Key Points of Interest: MidPointe Middletown Library, Canal Museum, Middletown Middle School, Robert Sonny Hill Jr. Community Center, and Sheltering Pines Apartments

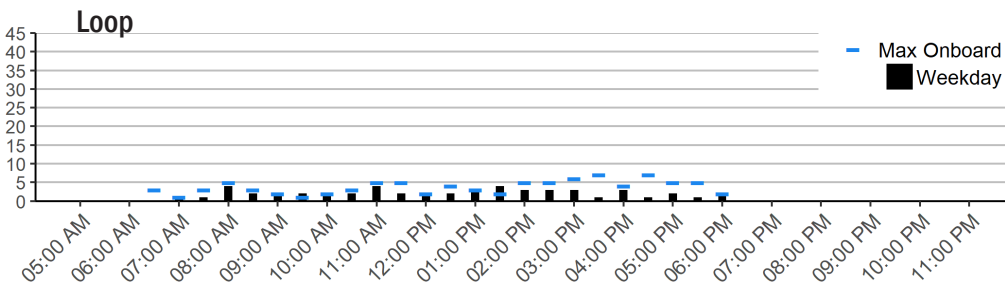
* On-Time Performance and Ridership data from February 2022.
Other figures from FY 2021 statistics.

Daily Statistics

	 Average Daily Boardings	Rank	 Passengers per Hour	Rank	 Passengers per Mile	Rank	 Passengers per Trip	Rank
Weekday	138.2	7/13	10.2	6/13	0.7	6/13	11.5	6/13
Saturday	80.5	5/7	10.1	5/7	0.7	5/7	10.1	4/7
Sunday	No Service	-/3	No Service	-/3	No Service	-/3	No Service	-/3

Weekday* Ridership by Trip

(February 2022)

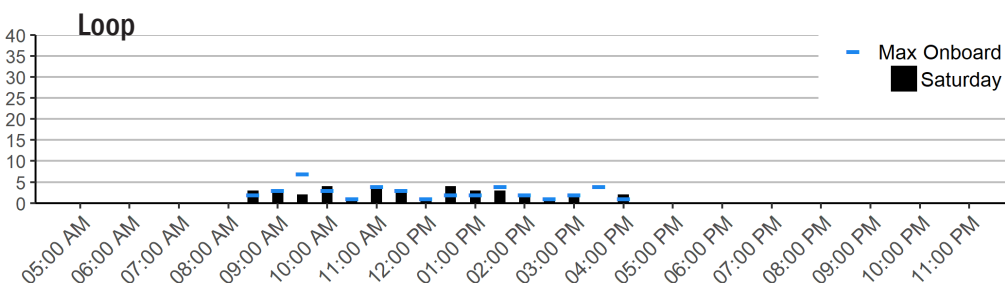


Operating Characteristics*

Weekday	
Span	6:30 a.m. - 6:30 p.m.
Frequency	30 min Peak / 30 min Off-Peak
Saturday	
Span	8:30 a.m. - 4:30 p.m.
Frequency	30 min Peak / - min Off-Peak
Sunday	
Span	No Service
Frequency	- min Peak / - min Off-Peak

Weekend Ridership by Trip




(February 2022)



On-Time Performance

Timepoint Observations		
Early	On-Time	Late
15%	59%	26%

Annual Statistics

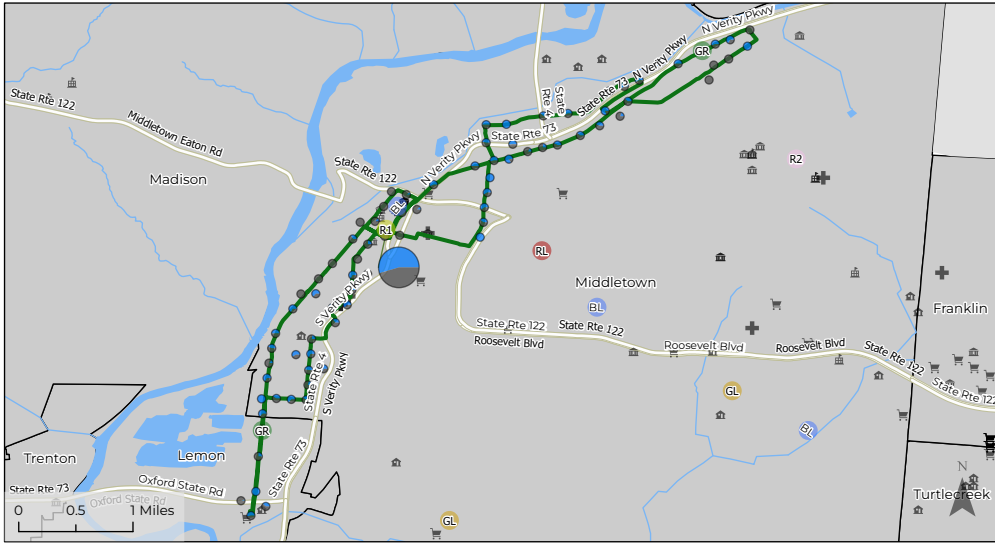
		Rank
 Revenue Hours	3,452	8/13
 Revenue Miles	51,672	7/13
 Ridership	35,250	7/13

*Please note that the trip times in trip ridership charts reflect data from the February 2022 APC exports, while the the span and frequency of service to the right reflect January 2022 GTFS service data.



Weekday Ridership by Stop



(February 2022)



Green Line - Loop





Average Daily Ridership

 Average Daily Boardings
 Average Daily Alightings



Attraction Type

-  Community
-  Education
-  Housing
-  Medical
-  Shopping

Route Analysis

Strengths

- Provides numerous local and regional connection opportunities at Middletown Transit Station
- Provides easy-to-remember 30-minute service frequency on weekdays and Saturdays
- Strong anchors at Kroger and MTS
- Serves a number of healthcare, community, and social services destinations

Weaknesses

- Very frequent stop spacing, potentially contributing to poor on-time performance (less than 60% of timepoints served on time)
- Low ridership at most stops other than Middletown Transit Station
- Fewer than five passengers per trip on nearly all trips
- One-way service on most route segments
- Extensive travel through lower density residential areas
- not many connections to activity generators
- Service north and south of MTS on one route may cause confusion with passengers potentially boarding a bus with the right Route number but heading in the wrong direction

Opportunities

- Restructure route to provide primarily bi-directional service along corridors with highest ridership potential
- Reduce stop spacing to speed up route and potentially improve on-time performance
- Realign to provide service to employment locations such as along Clark Street
- Simplify routing to focus service on areas of highest ridership and need
- Split into two routes serving markets north and south MTS to reduce opportunities for confusion