

Transit

Performance Measure 4:

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

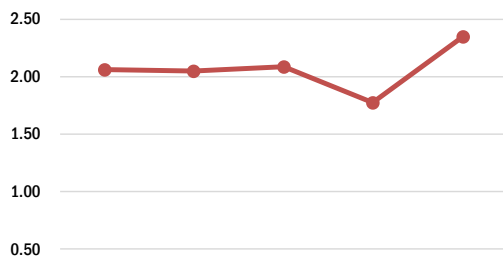
Unlinked passenger trips are the number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. The passengers per revenue hours are calculated by dividing the total 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)

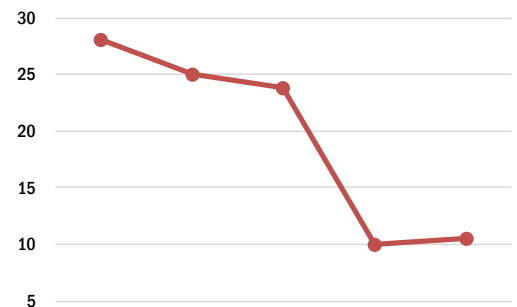
	Total Unlinked Passenger Trips	Total Vehicle Revenue Hours	Average Passenger per Revenue Hour
2013	60,418	29,391	2.06
2014	75,906	35,974	2.11
2015	79,364	37,419	2.12
2016	84,369	40,844	2.07
2017	82,341	39,989	2.06
2018	84,183	41,128	2.05
2019	82,233	39,394	2.09
2020	43,977	24,805	1.77
2021	57,960	24,693	2.35

Fixed Route

	Total Unlinked Passenger Trips	Total Vehicle Revenue Hours	Average Passenger per Revenue Hour
2013	2,916,833	89,049	32.76
2014	3,025,738	90,514	33.43
2015	2,913,606	95,827	30.40
2016	3,282,422	105,996	30.97
2017	3,202,570	113,905	28.12
2018	2,884,370	115,021	25.08
2019	2,799,555	117,507	23.82
2020	1,049,204	105,402	9.95
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



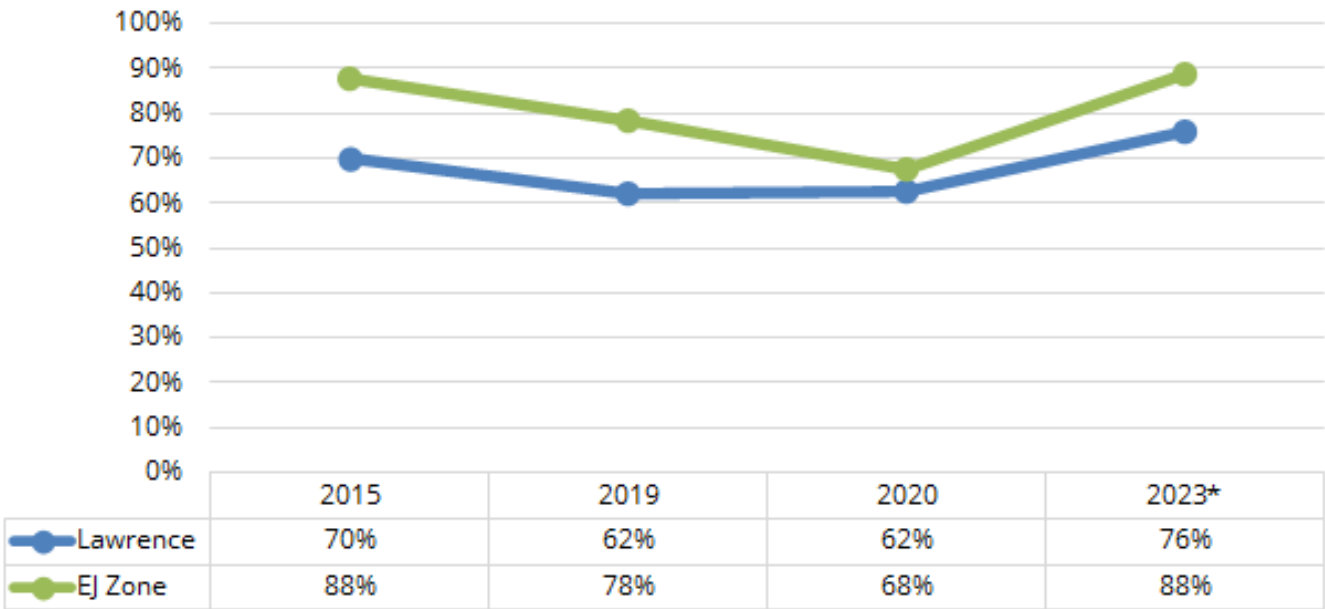
Transit

Performance Measure 5:

Percentage of population with access within a ¼ 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 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

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, 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	2024						
	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	0	0	0	0	60,337
Demand Response Bus Service	0	0	0	0	0	0	186,464

2026 Targets

Mode of Transit Service	2026 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	0	0.0	0	0	40,000
Demand Response Bus Service	0	0	0	0.0	0	0.0	40,000

Source: Lawrence Transit Agency Safety Plan and Lawrence Transit.

Frequency of Data Update: Yearly

Anticipated Update: 2026

Target Set by MPO Policy Board: [November 20, 2025](#)

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.

Appendix E

System Performance Report

This report is Appendix E System Performance Report for [Transportation 2050](#), also known as T2050. T2050 is the blueprint for our future transportation system. It is a vision for a healthy, safe, and efficient transportation system, which adequately serves Lawrence, Eudora, Baldwin City, Lecompton, and unincorporated areas of Douglas County.

T2050 is a data-driven, performance based plan meeting the Federal Fixing America's Surface Transportation (FAST) Act requirements. It utilizes infrastructure condition and inventories, assessing performance trends, and setting performance measures. The plan includes 27 performance measures: 13 federally mandated and 14 community established.

Federal measures have targets set to meet requirements. Local measures have desired trend-lines identified. Data for these measures are provided by the Kansas Department of Transportation, the City of Lawrence, the City of Eudora, the City of Baldwin City, the City of Lecompton, Douglas County, the U.S. Census Bureau, the Federal Highway Administration, Lawrence Transit, KU on Wheels, Other Human Service Transportation Providers, and the Center for Neighborhood Technology. Data availability dictates data update schedules.

The [T2050 Performance Measure web page](#) contains the most up-to-date data. The performance measures are divided into theme areas. A pdf containing the measures for the theme are linked to the theme image.

[T2040](#) is a data-driven, performance based plan meeting the Federal Fixing America's Surface Transportation (FAST) Act requirements. It utilizes infrastructure condition and inventories, assessing performance trends, and setting performance measures. The plan includes 27 performance measures: 13 federally mandated and 14 community established. The measures are grouped by type in the pdfs below and can be found in Appendix F: System Performance Report of T2040.



[Click here](#) for a pdf with all 27 measures.

