



**JOHNSON COUNTY
TRANSPORTATION
COUNCIL**

Regular Meeting

**7:30 a.m.
February 21, 2020**

**Northeast JoCo Admin
Building, Room 500**

6000 Lamar, Mission, KS



Johnson County Transportation Council
February 21, 2020
Regularly Scheduled Meeting

AGENDA

- Item 1: Call to order – Chairman Tony Privitera
- Item 2: Comments from the General Public
- Item 3: Consideration of October 2019 Meeting Summary
- Item 4: Update - Committee of the Whole – Josh Powers & Dick Jarrold
- Item 5: JCTC 2020 Strategic Priorities – Josh Powers
- Item 6: Johnson County Ridership Report – Shawn Strate
- Item 7: Johnson County Business Liaison Update – Josh Powers
- Item 8: Other Business
- Item 9: Adjournment

Johnson County Transportation Council
February 21 – 7:30 a.m.

CALL TO ORDER

Council Members

<i>First District</i> – Jason Myers	Yes	No	Excused	Yes	No
<i>Second District</i> – Heidi Thummel	Yes	No	Excused	Yes	No
<i>Third District</i> – Vacant	Yes	No	Excused	Yes	No
<i>Fourth District</i> – Brandon Kenig	Yes	No	Excused	Yes	No
<i>Fifth District</i> – Rick Biery	Yes	No	Excused	Yes	No
<i>Sixth District</i> – Maria Holiday	Yes	No	Excused	Yes	No
<i>Seventh District</i> – Vacant	Yes	No	Excused	Yes	No

<i>At Large</i> – Chair – Tony Privitera	Yes	No	Excused	Yes	No
<i>At Large</i> – Mary Cyr	Yes	No	Excused	Yes	No
<i>At Large</i> – Casey Cassias	Yes	No	Excused	Yes	No
<i>At Large</i> – Vacant	Yes	No	Excused	Yes	No

Ex-Officio Member

Jim Allen, KCATA Liaison	Yes	No	Excused	Yes	No
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Others Present:

Commissioner Janee’ Hanslick
Joseph Conner, Assistant County Manager
Jay Leipzig, Director of Planning and Codes
Josh Powers, Business Liaison, CMO

KCATA Staff:
Richard Jarrold, Senior Vice-President of Governmental Affairs
Chuck Ferguson, Vice-President of Operations
Shawn Strate, Planning Manager
Don Bowlin, Manager of Fixed Route Contracted Services

First Transit:
John Randle, First Transit General Manager
Lori La’Bounty, Administrative Manager

Johnson County Transportation Council
October 18, 2019
Regularly Scheduled Meeting

In Attendance: Commissioner Jim Allen, Commissioner Janee' Hanslick, Chairman Tony Privitera, Jason Myers, Heidi Thummel, Brandon Kenig, Rick Biery, Joe Davis, Casey Cassias, Jay Leipzig, Josh Powers, Dick Jarrold, Chuck Ferguson, Don Bowlin, Shawn Straight, John Randle, Paul Snider.

Meeting Summary of October 18, 2019

Call to order:

The October 18th JCTC meeting held at Northeast Johnson County Administration Building. Chairman Tony Privitera called the meeting to order at 7:35 AM. Josh Powers introduced Bike Walk KC

Comments from the General Public

Laura Steel, Director of Education at Bike Walk KC took a few minutes to talk about who they are how they came to in Johnson County. Bike Walk KC is a 501-C3, non-profit, and member-supported with a mission to redefine how we use streets as places for people to build a culture of active living. Under one roof, we offer professional services to work with Municipalities across the region to provide policy and community planning, bike share assistance, and develop advocacy training. We operate some of the area's largest youth development programs for active transportation in KC, and we continue to grow.

If the Fall of 2015, we began our work in Johnson County with the Olathe School District to provide training and safety instruction and worked with over 5,000 kids in Johnson County.

Micael Kelly, Policy Manager for BikeWalk KC. We advocate for safer Street for the most vulnerable road users - cyclists, pedestrians, and transit users who need protections woven into that space because they are not using that space in the safety of a car. Johnson County has an opportunity to ensure that sure efforts are aligned and connected under an ambient vision. Commissioner Hanslic has got the wheel rolling, with completely connected roads and sidewalks. This will help pedestrians, cyclists, and transit users navigate the first and last mile of their journey that would be otherwise done in a car. A broad multi-modal vision for transportation in Johnson County will have important and positive implications integral to the County's pursuit of quality of life.

I want to conclude my remarks by making two (2) requests of this committee and the broader County Commission; first, adopt an update to the Complete Streets resolution. Second, we ask that this council and commission pay more attention to bicycle and pedestrian endeavors. This can be accomplished by the expansion of the goals of this council or the creation of a new pedestrian and bicycle committee. BikeWalkKC is ready to support these requests.

Opened up for questions:

Rick Biery - Are there examples of Communities in the KC area that are doing the things you talk about well?

Micael Kelly – There are examples of may cities doing lots of different parts well, like Armour Road in North Kansas City. The best example of the Complete Streets Policy would be KCMO.

Tony Privitera – Do you have examples of Cities outside of our region?

Michael Kelly – The best examples would be Indianapolis, Denver, Austin & Minneapolis.

Cassey Cassias – Feels it's important to transit and the first/last mile of a trip. He believes that the dangers of scooters in municipalities and at least how they are ridden on sidewalks.

Michael Kelly – Right, and I think KCMO is contending with that as well. They are working to create space for this emerging tech by creating ordinance and space for use in bike lanes. They are also working with the RideKC brand of scooters where they must be “locked” out of the pedestrian right of ways.

Hedi Thummel – What is your response to cyclists not using the trails and paths that are provided for their use?

Michael Kelly – Like with many motorists, there are many ways to get to your destination, but those decisions and those decisions are made for different reasons. Overland Park’s has a good Master Plan can help by guiding trips with destinations specific directions.

Commissioner Hanslick – Bike WalkKC has done a good job about the education of the motorist on how to navigate cyclists on the road.

Action Item #3:

October Meeting Summary – Chairmen Tony Privitera

Review and consideration.

Action Item #3:

Motioned for approval of the October summary by Jason Myers

Seconded by Heidi Thummel

Action Item #3 approved unanimously

Action Item #4

JCTC Vacancies – Josh Powers

Johnson County Transportation Council (JCTC) has three (3) vacant or soon-to-be-vacant seats: the 3rd District, 7th District, and Casey Cassias’s At-Large seat.

Mary Cyr, Executive Director of the Downtown Overland Park Partnership, has applied to join the JCTC. Ms. Cyr’s application is included in the meeting packet.

Cassey Cassias – spoke to her strengths and believed she would be a good fit and addition to the council.

Hedi Thummel – Mary is not a resident of the County and thought it would be setting a precedent and wanted background.

Josh Powers – The understanding is that it is not a requirement to live in the County, but not aware of any others who have served in the past who did not live in the County. The current Council would need to be comfortable with her employment and involvement in the County, which would be a precedent.

Action Item #4: Nomination of Mary Cyr to the Council’s At- Large seat

Motioned for approval by Cassey Cassias

Seconded by Heidi Thummel

Action Item #1 approved unanimously

Non-Action Item #5:

COA Phase II Recommendations and Microtransit Pilot Analysis Update – Josh Powers

Josh Powers – In 2018, this Council took a strategic look at the services in the County, and that study was split into Phase I and Phase II with the promise to return to the BOCC in 2019 with Phase II recommendations. Microtransit changed the conversation and impact on the recommendations coming out of the COA would be. On October 31st at 11:00 AM or 1:00 PM, we are having a committee of the whole meeting and encourage all members of this Council to attend as it is a public meeting. This will be an in-depth presentation and will be presenting this information before the Board of Commissioners. We are asking this Council to approve and recommend this proposal for approval by the County Board of Commissioners, with the goal of seven days a week service.

*Presentation is attached to JCTC Packet, for detail. Staff and Council discussed the two (A & B) different options to be considered in the recommendations to the BOCC.

Fixed Route COA Phase II – Question #1 - Service Reductions with Reinvestment Question

Hedi Thummel – Before 2018 was the other large Service Center in KCK (Amazon) in play? This could be affecting jobs on the Gardner route with jobs closer in?

Rick Biery – Is ridership going to downtown on all of these downtown trips?

Shawn Straight – Some are, but that is very geographical as to where they boarded within the route.

Hedi Thummel – Clarifying question on the 435, option B. This would add a 60-minute service on Saturday and adding Monday – Friday connection service and not just on Saturday.

Josh Powers – We are asking three policy questions:

1. As far as the COA - Do we want the reductions with the reinvestment? With the elimination of the 405 earlier this year and the two additional routes in this packet, we are looking at almost a 30% decrease in fixed-route service in less than two years. Although these routes we are looking at have low average daily ridership, these are people that utilize these services.
2. Microtransit service area expansion?
3. Fare policy for Microtransit?

Cassey Cassias – We are talking about 30% in volume, but what about the ridership percentage?

Shawn Straight – it is lower, more like 15-20% in ridership reductions.

Cassey Cassias – Do those people still have convenient options?

Shawn Straight – They do still have options but may need to modify their trips by 30 minutes or use Microtransit services. In the case of the 402, we are modifying the 403 to pick up the riders of the 402. The 403 routing was changed to pick up passengers in downtown Shawnee, and that would add 15 minutes to the trip.

We did get a significant number of comments when the 405 was eliminated, but generally, the passengers didn't like the elimination but understood the cost associated with the County concerning the number of passengers who use the route. I do expect to get a lot more negative comments with these additional reductions. We need to step back and look at the long-range vision of "fast & frequent" service, but to do that, we are sacrificing the lesser local routes with less of a future to grow in ridership.

Commissioner Allen – Overall I support the direction this looks to go, that we need to stress the emphasis will be on microtransit service, and we are trying to use those dollars more appropriately. I think we need to say we have an alternative. It is just going to be a different mode of transportation to where you need to go or you take it to connect with a fixed route to take you to where you want to go. I have always believed that frequent service along 75th or Metcalf would better support Johnson County and show a strong commitment to transit. We are still going to take care of our people, and it is just going to look different.

Brandon Kenig – I think that when this is presented for public comment, we need to emphasize the alternative services we are offering, i.e., expansion of Microtransit to support those affected by the eliminations.

Commissioner Hanslick – Would the rider incur additional costs by taking Microtransit to the route?

Brandon Kenig – Is there a cost per rider collum? What does this do to the cost per rider on fixed-route vs. microtransit?

Josh Powers – We have all of that information, but with fixed-route, as your ridership goes up, your costs go down, and with microtransit, it is the exact opposite. The more rides you have the more expensive your cost becomes. To the Commissioner's point, that question respectfully goes back to you and is a fare policy that the BOCC would need to answer.

Rick Berry – In terms of the impact, are we impacting those with lower income?

Josh Powers – This body and the BOCC would need to adjudicate the fare policy is going to be, and we are going to be discussing that here in a moment. For example, if you decide to implement all of the cuts and increase fare on Microtransit to \$5, then that would impact then and an issue that would have to go through the public comment period.

Cassey Cassias – Let us ask the question differently. Are there any areas that the routes are being disproportionately affected?

Shawn Straight – Johnson County is small enough that we do not need to do a full-scale Title VI equity analysis, but we still need to follow Title VI guidelines. The general sense is that we are expanding service, particularly on the 475 so much that tends to serve similar areas that we see environmental justice tracks along the 402 & 403 service area, which still maintains service but at a lower rate. We don't think this has a Title VI impact, but will still do our due diligence to document that.

Josh Powers – I think this needs to be said; these recommendations are coming forward from a very specific lens. Before Microtransit, the COA may have approached these recommendations in a very different way, but because we have to balance, as Commissioner Allen said, resources with the service desired with what the BOCC wants transportation to do. When you look at our ad Valorem support for the public transit budget is, and that is less than 1%. That is important to understand that we have what we have and are grateful for that, and we want to provide the best service with that. As far as our peer communities, we are toward the lower end of the funding amounts. When you talk about, staff would like to recommend you cut the 402. No, staff would like you to increase service on the 402 to an appropriate level, but these are the financial parameters we need to work in with this budget.

Rick Berry – Going back to the fare difference between the services, are there programs for those who may need to apply for assistance?

Josh Powers – We do have reduced fare options.

MicroTransit

Josh Powers – The City of Overland Park entered into a partnership with the County and funded part of Saturday service. They felt that they would get people to utilize the service from East of Metcalf and come to the Farmers Market on Saturdays. We have seen people use the service to get to the Market on Saturdays, but they are not coming from East of Metcalf. This is important as we discuss expanded boundaries. We pulled information from the County on AIMS, that show the top four origins:

1. Johnson County Community Colledge
2. Oak Park Mall
3. Industrial Office District
4. Mission Transit Center

These origins are important because the ridership on the 75th Street route and the Metcalf route are up 25% since we implemented Microtransit. When we look at destinations, Mission Transit Center moves up to number three in destinations. This points to people using microtransit to connect to fixed-route services.

There are 110 average daily trips taken on Microtransit and an average cost of \$19.49 per trip.

Jason Meyer – what is the comparison cost if these same passengers took an Uber or Lyft?

Josh Powers – From the user perspective, the cost would be many times higher. From an operational cost, we don't have their costs. An average uber/Lyft cost in the County is \$20 - \$25 per trip.

Chuck Ferguson – We don't know the actual cost of Uber, and something to keep in perspective is that Uber has not been profitable. They rely on outside investments and have not turned a profit on a single ride.

Dick Jarrold – Uber also has dynamic pricing, and we are a flat \$1.50 per ride and not dependent on the time of day it is.

Jason Meyer – It is a hard comparison, but with our larger comparison, we are using a larger vehicle to pick up more people and as a benefit, you are helping the environment and intersection congestion, and that message should be pushed as opposed to using a third-party vendor.

Brandon Kenig – If you have a larger group, you can get a larger vehicle on Uber, but that service is not available here in KC.

Hedi Thummel – You can get an Uber XL but not Uber Pool.

Cassey Cassias – Are all of our vehicles ADA accessible?

Josh Powers – Not all of them are, but we do provide an accessible ride.

Jay Leipzig – Will the numbers presented on the 31st still be speculative? Josh – No, more solid.

Brandon Kenig – What are the two Apartment complexes doing to be on the top 10 lists?

Josh Powers – We did reach out to their staff and did how to rides with them, and they could explain the service to people living there.

Josh Powers – We need to find a balance between microtransit and fixed-route service. One cannot replace the other, and each have areas they excel in.

Rick Biery – These numbers do not include the real cost of capital for the vehicles? If you look at the local share of the costs per vehicle, are the vehicle costs more comparable?

Chuck Ferguson – The County's local share is 20% on a vehicle that will last almost 12-15 years compared to a Micro vehicle that is going to only last 3-4 years, and there would be a lot of back and forth to reach the real numbers.

Josh Powers – That is a point to think about if the council moves forward today we would still need to replace the larger vehicles to sustain the remaining service we have.

Commissioner Hanslick – One of the top discussion points that are coming out of the Commission on Aging is Transit. How do we partner with some of those agencies and incorporated the changing needs of our County in transit moving forward?

Cassey Cassias – Aging is a real problem, and so many people cant get to a bus stop and don't feel comfortable using an app. Example of his Father and use of a favorite Uber driver by phone.

Josh Powers – Aging in place is a cost saving for the county if we can continue to provide options and ease of use for transit.

Question # 2 Microtransit Service Area

Josh Powers – From the staff perspective, it is clear where we need to extend the boundary. We should extend to the County line in the North and the Southwest into the City of Olathe. Olathe has reached out to the County in partnering on this with us. If we were to do a node in downtown Olathe, we would pick up our County admin building, DMV and other services that can be accessed there along with the new courthouse. The courthouse is huge because we incarcerate people to the tune of \$182 per day when they miss their hearing. Twenty percent of the people missed their hearing due to a lack of transportation. So if we could provide transportation at \$19 or \$20 per trip, we save \$120. It is the secondary costs that cant be easily be factored today. Is this where we want to focus? In the past, we looked mainly at jobs access and the current service isn't designed to do that when it is an on demand service.

Cassey Cassias – It seems like when we are looking at the underprivileged or low density, we should be looking at the apartment complexes in Olathe to have much better use and value for service and more useful. My other point is that we should not hurt service at the Mission Transit Center with changes in service.

Commissioner Allen – If we go North, I think that Pflume Road would be the boundary.

Josh Powers – Nothing is hard and fast on this; we are looking for your direction.

Rick Biery – Where is the \$400k funding coming from?

Josh Powers – Keeping speculation low, Olathe may contribute and KDOT could contribute as well. The year long pilot is funded with Transit reserves, and my recommendation in 2020 would be to go to the reserves again. In 2021 we would go to the BOCC for funding.

Rick Biery – So funding would eventually go back to Transit and approval through the BOCC?

Josh Powers – The transit contracts are up at the end of 2020, and this would be a natural time for formal funding.

Commissioner Hanslick – The Saturday service, is Overland Park service being paid for by O.P.?

Josh Powers – Only service the originates or terminates in Overland Park.

Question #3 Microtransit Fare Policy

Josh Powers – We looked at a farebox recovery study to determine the appropriate level of fare to loss of ridership. We recover 7.2% of our cost of service through the farebox, and the ATA's fare recovery is at a yearly average of 9%. Staff recommends a fare of \$2 per ride is about right.

Cassey Cassias – I think that \$2 is about right.

Commissioner Allen – In the overall budget, this seems about right.

Brandon Kenig – This is also about adoption, and \$2 seems right to not lose riders.

Jason Meyers – Why is this so successful for us?

Josh Powers – This a good fit based on our community. We are spread out, and car centric and this fits with the communities need to have on-demand transit.

Shawn Straight – I think this also a reflection of unmet demand. This demand has always been out there, but we haven't had enough service to see that ridership and the other places that have tried this have more fixed route service. Also, we haven't really had an all day service and this one is and it works for them.

Jason Meyers – We are also looking at removing cost to the cities in road repairs since heavier vehicles do more long term damages. This could also balance out the costs a little bit more.

Commissioner Hanslick – Following up to Shawn and his commit on unmet demand, there is a whole section of people we can help with this service, from getting to their hearing or other appointments. If we could then transition into a text message to reach people with appointments that there is a transit option with date and time, it could improve lives. The possibilities could almost be limitless.

Josh Powers – We are 10 minutes past our meeting end time so to be respectful of your time, I will recap what we are looking at:

Option A is the lower cost option.

Option B is the total of options A & B with higher-level, even cuts, and expansion.

The motion by the JCTC was for Staff to move forward with recommendations to the BOCC to take the information presented to the Board with the included expansion of service on the fixed-route service.

Action Item #4:

Motioned for approval of COA II and Microtransit Expansion by Rick Biery

Seconded by Brandon Kenig

Action Item #4 approved unanimously

The items below are to be passed on due to the time constraint.

Non-Action Item #9:

Johnson County Ridership Report – Shawn Strate

Not covered.

Non-Action Item #10:

Johnson County Business Liaison Update – Josh Powers

Not covered

Other Business:

Adjournment – 9:18 am



Transportation Council Briefing Sheet



To: Chairman and Members of Johnson County Transportation Council
 From: Shawn Strate, KCATA Planning Manager
 Date: February 21, 2020
 Subject: Johnson County COA Revised Recommendations Update

Item 4: Josh Powers

Background

Staff presented the Johnson County Board of County Commissioners (BOCC) recommendations for adjustments to fixed route service, based in part on the results of the 2018 Comprehensive Operations Analysis, at a Committee of the Whole meeting on October 31, 2019. At that meeting, the BOCC accepted only the adjustments that reduced fixed route service and asked that staff revisit the recommended service expansions.

Staff presented revised recommendations at a second Committee of the Whole meeting on November 21, 2019. Because the JCTC did not meet in November or December of last year, this item is to present the revised recommendations.

Adjustments accepted by the BOCC on Oct. 31:

402 Johnson-Quivira

- Eliminate route due to low ridership (\$333,000)

495 95th Street

- Eliminate route due to low ridership (\$279,000)

595 Gardner-OP Express

- Service to Edgerton and Logistics Park Kansas City is being discontinued due to low ridership. Five trips will be provided from Gardner to downtown in the morning and five return trips in the evening. Two trips in the morning and afternoon will continue to provide “reverse commute” service to Oak Park Mall and the Gardner/New Century areas. (\$417,000)

Adjustments sent back for revision by the BOCC on Oct. 31:

401 Metcalf-Plaza

- Increase M-F frequency to 30-min all day (\$158,000)
- Add new 60-min service on Saturday (\$146,000)

475 75th Street

- Increase M-F frequency to 30-min all day (\$368,000)
- Add new 60-min service on Saturday, extent to new ATA transit center at 75th & Prospect (\$146,000)

New Route

- Connect Mission Transit Center to new East Village Transit Center to mitigate 402 Johnson-Quivira route elimination (\$288,000)



Transportation Council Briefing Sheet



Originally proposed reinvestment: **\$1,107,000**

Revised adjustments accepted by BOCC on Nov. 21:

401 Metcalf-Plaza

- Extend M-F 30-min frequency in the AM/PM peaks (**\$72,000**)

475 75th Street

- Extend M-F 30-min frequency in the AM/PM peaks, improve midday frequency, extend route to 75th and Prospect (**\$177,000**)

403 Antioch-Olathe

- Modify route alignment to cover some sections of the eliminated 402 Johnson-Quivira route, connect to East Village Transit Center downtown (**\$78,000**)

Revised reinvestment: **\$327,000**

The revised adjustments represent a more cautious step toward expanded “fast & frequent” service in Johnson County, which remains the aspirational goal for staff.

The remaining savings (**\$780,000**) are being prioritized for possible microtransit expansion and marketing efforts.

FOR INFORMATION ONLY



Transportation Council Briefing Sheet



To: Chairman and Members of Johnson County Transportation Council
 From: Shawn Strate, KCATA Planning Manager
 Date: February 21, 2020
 Subject: JCTC 2020 Strategic Priorities

Item 5: Josh Powers

Background

For this first meeting of the JCTC for 2020, staff would like to discuss strategic priorities for this year. The following description of the JCTC appears on the Johnson County website:

“The Johnson County Transportation Council (JCTC) was created in 1979 by the Board of County Commissioners as an advisory committee. The JCTC meets regularly with the staff of the Transportation Department to consider, address and advise on various transportation-related issues. The JCTC makes recommendations to both the Transportation Department and the Board of County Commissioners.”

The goals and objectives for the JCTC set out by the BOCC are below:

- To provide local planning, both short and long-range, for the development of a comprehensive public transit plan and to coordinate all available transportation systems.
- To provide direction toward the coordination and centralized scheduling of public transportation resources and avoid duplication of efforts in responsive service to the elderly, disabled and low-income community in addition to the general public.
- To formulate a transportation policy and to monitor the effectiveness and progress of the program and to ensure goal attainment.
- To review and make recommendations on a budget that assures appropriate funding levels to provide needed transit services and to insure maximum accountability of funds expended.
- To review and make recommendations on contracts involved in operating County transportation services and programs.
- To make recommendations on highway and/or street construction improvements only as it impacts the routing of the County's transit system.
- To develop a public awareness of mass transportation aimed at achieving a high level of public acceptance, support and utilization.
- To respond to any other request from the Board of County Commissioners regarding mass transportation services

Below is an incomplete list of important activities/goals occurring this year. With these milestones in mind, what would the members of the JCTC like to see accomplished in 2020?

Q1 2020:

- Fixed route adjustments to BOCC January 30
- Fixed route public outreach/comment period
- Robert Wood Johnson “Systems for Action” awards announced
- KDOT “Innovation, Access and Collaboration” funding announced
- KCATA Redesign
- Coordinated transportation study completed
- 2020 marketing plan discussion
- Microtransit pilot analysis
- Transportation contracts SOW development

Q2 2020:

- Fixed route adjustments implemented
- Transportation contracts Request for Proposals published
- Possible “zero fare” implementation in KCMO

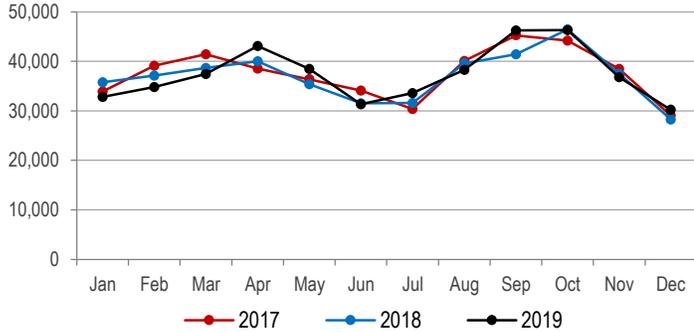
Q3 2020:

- East Village transit center opens, 10th & Main transit center closes
- KCATA redesign implementation

Q4 2020:

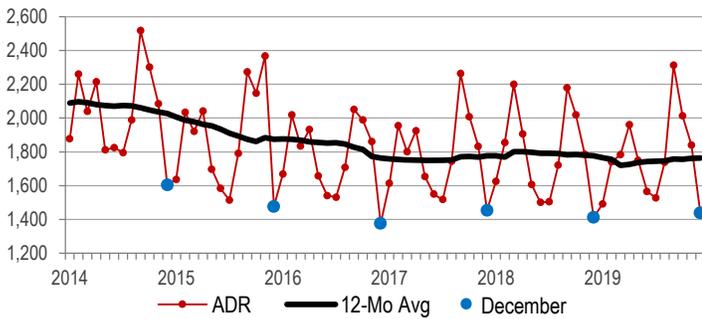
- Transportation contracts awarded
- KCATA redesign initial evaluation

Total Ridership by Month



Month	2017	2018	2019	1yr Chg	2yr Chg
Jan	33,907	35,755	32,811	-8.2%	-3.2%
Feb	39,105	37,099	34,809	-6.2%	-11.0%
Mar	41,395	38,642	37,437	-3.1%	-9.6%
Apr	38,509	40,037	43,117	7.7%	12.0%
May	36,378	35,363	38,474	8.8%	5.8%
Jun	34,089	31,507	31,301	-0.7%	-8.2%
Jul	30,345	31,610	33,605	6.3%	10.7%
Aug	40,098	39,593	38,258	-3.4%	-4.6%
Sep	45,264	41,417	46,250	11.7%	2.2%
Oct	44,160	46,451	46,308	-0.3%	4.9%
Nov	38,464	37,490	36,810	-1.8%	-4.3%
Dec	29,052	28,242	30,205	7.0%	4.0%
Total	450,766	443,206	449,385		
YTD	450,766	443,206	449,385	1.4%	-0.3%
Days	254	255	255		

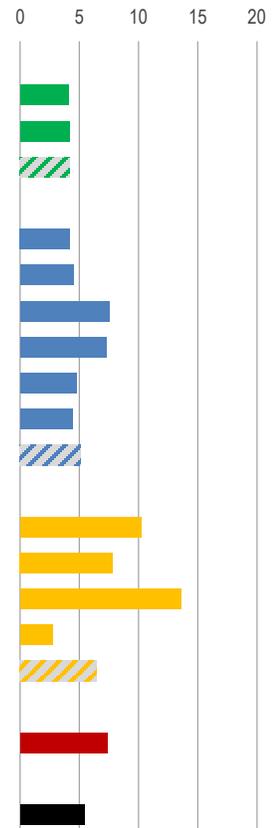
Average Daily Ridership by Month (5-Year Trend)



Average Daily Ridership, Revenue Hours & Miles

Route	ADR	Hours	Miles	Pass. /Hour	Pass. /Mile	ADR - Percent Change		
						Dec'19 / Nov'19	Dec'19 / Dec'18	'19 / '18 YTD
401 Metcalf-Plaza	206	50.00	766	4.11	0.27	-17.0%	4.0%	14.7%
475 Quivira-75th Street	169	40.31	574	4.19	0.29	-10.8%	6.2%	22.2%
Key Corridor	375	90.31	1340	4.15	0.28	-14.3%	5.0%	17.8%
402 Johnson-Quivira	59	13.95	264	4.22	0.22	-6.6%	-10.8%	-4.6%
403 Antioch-Olathe	134	29.73	561	4.51	0.24	-18.0%	-9.9%	-5.3%
404 Metcalf-Downtown	98	13.06	276	7.52	0.36	-15.0%	12.0%	13.2%
435 JoCo Midday	20	2.76	57	7.26	0.35	-4.1%	-1.0%	1.1%
482 OP Flex (M/W/F)	21	4.33	22	4.75	0.95	-17.4%	-62.9%	-24.5%
495 95th Street	45	10.22	183	4.42	0.25	-7.4%	11.3%	-0.4%
Suburban Local	377	72.20	1352	5.10	0.27	-13.7%	-10.0%	-2.1%
519 Olathe Express	149	14.55	418	10.23	0.36	-10.0%	1.4%	-6.2%
563 Shawnee Express	37	4.67	123	7.84	0.30	-13.9%	-15.7%	6.8%
569 South OP Express	134	9.89	298	13.58	0.45	-14.8%	-0.4%	1.5%
595 Gardner-OP Express	95	35.02	1042	2.72	0.09	-17.6%	7.9%	1.2%
Commuter Express	415	64.13	1880	6.47	0.22	-13.8%	0.4%	-1.0%
510 K-10 Connector	276	37.36	1363	7.38	0.20	-43.1%	20.0%	-4.3%
Total	1,442	264.00	5935	5.43	0.24	-21.6%	1.7%	1.9%

Passengers per Revenue Hour



Note: Table does not include "Group Trips" or routes eliminated in 2019 (405 in April, 596 in July)