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Director

## **ABQ RIDE Ridership Statistics by Route**

### **Fiscal Year 2011 (July 2010 through June 2011)**

#### **What You Should Know:**

ABQ RIDE tracks route ridership through the use of a “farebox”; each time someone boards a bus an appropriate farebox key is activated by the bus driver or automatically by the farebox. In the accompanying tables, one table shows total ridership by route by transit service type. In a second set of tables, ridership information is combined with schedule information to show the number of boardings per in-service hour, by route, by time of day, and by service type.

The routes are categorized by route type in each table: Rapid Ride routes, Local all-day routes, and Commuter routes (routes that operate only during peak morning and evening commute hours and in the peak commuting direction).

- Routes are shown in order by overall ridership, from highest to lowest.
- Boardings are the number of times people get on a bus – commonly called “ridership.” Five people boarding a bus = five boardings.
- An “in-service hour” is one hour that an individual bus is operating in service for people to ride. If two buses are used on a route for an hour each, whether at the same time or at different times, that is two in-service hours.
- Boardings per in-service hour are the total boardings divided by the total in-service hours over the course of a specified time period.

#### **Why these numbers matter:**

Total ridership by route tells us how heavily each route is used and is useful as an overall gauge of how much benefit the route provides to the community. But it does not take into account the number of in-service hours operated on each route. If a route does not operate many in-service hours, its ridership will naturally be lower than a route that operates a lot of in-service hours.

Boardings per bus per hour (in service) measures both ridership and how much service is provided on a route – basically how “busy” the route is per day.

### **Why measure by time of day?**

Transit ridership varies according to the time of day, just as roads are less used late at night. By doing this, we are able to identify routes that may need more service at specific times of day or see which routes are used at peak commute times and used less at other times. Occasionally, certain times of day will be less productive but are considered important because they allow bus riders to use the bus at other times of the day. For example, someone who works in the evening may go to work in the afternoon peak time and return at night; if less productive evening service were eliminated, that person wouldn't be able to ride the bus at all resulting in a loss of both evening and afternoon ridership.

### **What are other important things to consider?**

A route with low productivity might be important to maintain if it's the only transportation in an area for people without a vehicle. Something else to consider is boardings per hour compared with the length of passengers' trips. For example a route that has many passengers who ride all the way from one end of the route to the other might not have very high boardings per hour, but it might be considered crowded compared to other routes because there are infrequent de-boardings from the buses until arrival at the primary destinations – everyone's on the bus at the same time.

### **Why concentrate on these statistics if other factors are important, too?**

ABQ RIDE considers other factors in making any decisions about service changes on a case-by-case basis and may develop other system-wide statistics in the future if needed. However, total ridership and ridership per in-service hour are two measures that are essential statistics to consider in all cases. The underlying data is readily available, and they provide basic indications of the value of the service to the community and the value generated per unit of service provided.

**ABQ Ride - Total Annual Ridership By Route****Fiscal Year 2011 Ridership\***

\*Also know as Fixed-Route Unlinked Passenger Trips.

<b>Rapid Ride Routes</b>	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>	<b>Grand Total</b>
766 - Red Line Rapid Ride	1,202,451	144,392	59,796	1,406,639
777 - Green Line Rapid Ride	886,979	96,133	36,206	1,019,318
790 - Coors Blue Line Rapid Ride	447,005	17,538		464,543
<b>Rapid Ride Total</b>	<b>2,536,435</b>	<b>258,063</b>	<b>96,002</b>	<b>2,890,500</b>
<b>Local Routes</b>				
66 - Central Avenue	2,058,850	312,604	215,837	2,587,291
5 - Montgomery/Carlisle	696,157	47,482	28,879	772,518
11 - Lomas	635,259	51,125	25,343	711,727
8 - Menaul	593,456	48,923	26,484	668,863
141 - San Mateo	493,904	92,454	40,976	627,334
140 - San Mateo / CNM Work Force	470,670			470,670
10 - North Fourth Street	364,076	38,588	7,764	410,428
157 - Cottonwood/Montano/UTC	292,981	26,593		319,574
155 - Coors	265,319	32,635	12,053	310,007
1618 - University/Gibson/Broadway	229,994	17,692	8,595	256,281
31 - Wyoming	192,512	14,591	4,730	211,833
53 - Isleta	181,631	22,253		203,884
54 - Bridge/Westgate	173,251	18,820		192,071
50 - Airport/Downtown	172,302	10,873		183,175
40 - D-RIDE	147,284			147,284
1 - Juan Tabo-Four Hills	134,764	5,917	3,711	144,392
3 - Louisiana	114,492	19,890	8,751	143,133
2 - Eubank-Ventura	116,919	8,451	3,975	129,345
97 - Zuni Express	70,154			70,154
51 - Atrisco/Rio Bravo	48,933	6,150		55,083
36 - 12th Street/Rio Grande	39,005	4,347		43,352
198 - 98th / Dennis Chavez	26,985	4,146	2,219	33,350
Other	18,353	821	1,174	20,348
<b>Local Total</b>	<b>7,537,251</b>	<b>784,355</b>	<b>390,491</b>	<b>8,712,097</b>

<b>ABQ Ride - Total Annual Ridership By Route</b>				
<b>Fiscal Year 2011 Ridership*</b>				
*Also know as Fixed-Route Unlinked Passenger Trips.				
<b>Commuter Routes</b>	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>	<b>Grand Total</b>
96 - Crosstown Commuter	58,922			58,922
251 - Rail Runner Shuttle (Former #151)	55,127			55,127
222 - Rio Bravo Rail Runner Connection	37,500			37,500
98 - Wyoming Commuter	21,058			21,058
217 - Downtown-KAFB Ltd. (Former 317)	19,453			19,453
7 - Candelaria Commuter	16,054			16,054
93 - Academy Commuter	14,370			14,370
6 - Indian School Commuter	11,725			11,725
13 - Comanche Commuter	11,521			11,521
94 - Unser Commuter	11,152			11,152
92 - Taylor Ranch Express	10,776			10,776
12 - Constitution Commuter	10,127			10,127
34 - San Pedro Commuter	8,425			8,425
250 - Airport/Downtown (Former #350)	8,206			8,206
162 - Ventana Ranch / Unser	7,413			7,413
551 - Jefferson - Paseo del Norte Express	3,372			3,372
<b>Commuter Total</b>	<b>305,201</b>			<b>305,201</b>
<b>Grand Total</b>	<b>10,378,887</b>	<b>1,042,418</b>	<b>486,493</b>	<b>11,907,798</b>

Note: several routes are operated on behalf of other agencies that fund their operations.

10 – North Fourth Street: Partly funded by Bernalillo County				
51 – Atrisco: 100% funded by Bernalillo County				
53 – Isleta: 100% funded by Bernalillo County				
54 – Bridge/Westgate Partly funded by Bernalillo County				
96 – Crosstown Commuter Partly funded by Rio Metro Regional Transit District				
155 – Coors Partly funded by Rio Metro Regional Transit District				
222 – Rio Bravo Rail Runner Connection 100% funded by Rio Metro Regional Transit District				
250 – Airport/Downtown 100% funded by Rio Metro Regional Transit District				
251 – Rio Rancho/ABQ Rail Runner Shuttle 100% funded by Rio Metro Regional Transit District				
790 – Blue Line Rapid Ride Partly funded by Rio Metro Regional Transit District				

<b>ABQ Ride - Ridership Productivity by Route by Time of Day</b>					
<b>Fiscal Year 2011 Ridership</b>					
<b>Total Boardings Per Bus Per Hour (In-Service)*</b>					
*Also known as Fixed-Route Unlinked Passenger Trips Per Vehicle Revenue Hour.					
<b>Rapid Ride Routes</b>	<b>AM Peak</b>	<b>Mid-Day</b>	<b>PM Peak</b>	<b>Evening</b>	<b>Overall</b>
766 - Red Line Rapid Ride	43.3	60.9	74.1	32.9	55.9
777 - Green Line Rapid Ride	46.1	60.8	64.9	34.0	54.9
790 - Coors Blue Line Rapid Ride	29.2	25.9	29.3	15.1	26.9
<b>Rapid Ride Total</b>	<b>39.9</b>	<b>51.4</b>	<b>58.1</b>	<b>28.9</b>	<b>47.4</b>
<b>Local Routes</b>					
66 - Central Avenue	41.6	66.2	72.5	41.7	57.6
141 - San Mateo	42.4	57.5	68.3	41.0	54.3
140 - San Mateo / CNM Work Force	37.0	47.7	54.4		46.4
5 - Montgomery/Carlisle	37.3	46.4	46.5	25.6	42.3
11 - Lomas	36.9	42.9	45.2	22.8	40.6
50 - Airport/Downtown	30.2	32.6	45.4	14.3	35.0
8 - Menaul	27.7	38.5	41.1	19.0	34.3
10 - North Fourth Street	32.6	35.9	34.0	15.0	32.8
40 - D-RIDE	25.4	32.8	27.4		28.8
53 - Isleta	24.4	29.0	34.2	16.7	28.7
97 - Zuni Express	27.0	29.5	28.8		27.3
1618 - University/Gibson/Broadway	21.9	26.9	31.4		26.6
157 - Cottonwood/Montano/UTC	20.3	25.3	30.2	20.0	25.1
1 - Juan Tabo-Four Hills	20.9	32.5	24.6		24.9
31 - Wyoming	21.2	28.0	27.8	14.3	24.8
54 - Bridge/Westgate	22.4	28.5	28.1	11.6	23.7
3 - Louisiana	15.0	28.2	28.4	13.2	22.2
155 - Coors	17.8	22.6	26.5	13.4	21.3
2 - Eubank-Ventura	17.6	25.4	20.6		19.8
36 - 12th Street/Rio Grande	17.9	17.7	17.5		17.7
51 - Atrisco/Rio Bravo	14.5	17.5	20.3		16.8
198 - 98th / Dennis Chavez	11.3	14.2	19.9	10.7	14.3
<b>Local Total</b>	<b>29.9</b>	<b>40.9</b>	<b>42.9</b>	<b>26.2</b>	<b>37.0</b>

<b>ABQ Ride - Ridership Productivity by Route by Time of Day</b>					
<b>Fiscal Year 2011 Ridership</b>					
<b>Total Boardings Per Bus Per Hour (In-Service)*</b>					
*Also known as Fixed-Route Unlinked Passenger Trips Per Vehicle Revenue Hour.					
<b>Commuter Routes</b>	<b>AM Peak</b>	<b>Mid-Day</b>	<b>PM Peak</b>	<b>Evening</b>	<b>Overall</b>
217 - Downtown-KAFB Ltd. (Former 317)	28.3		28.5		28.4
7 - Candelaria Commuter	23.1		25.5		24.3
93 - Academy Commuter	26.4		20.1		22.9
96 - Crosstown Commuter	21.7		20.2		20.9
13 - Comanche Commuter	18.9		18.9		18.9
6 - Indian School Commuter	19.1		13.4		16.0
98 - Wyoming Commuter	18.1		11.9		14.8
34 - San Pedro Commuter	14.7		14.1		14.4
162 - Ventana Ranch / Unser	11.8		16.5		14.2
94 - Unser Commuter	14.1		12.5		13.3
12 - Constitution Commuter	14.2		11.7		12.9
92 - Taylor Ranch Express	12.2		12.4		12.3
222 - Rio Bravo Rail Runner Connection	14.6		10.5		10.4
250 - Airport/Downtown (Former #350)	10.0	9.5	14.9		9.9
551 - Jefferson - Paseo del Norte Express	9.5		9.4		9.5
251 - Rail Runner Shuttle (Former #151)	10.8	7.0	8.7		8.9
<b>Commuter Total</b>	<b>15.8</b>		<b>13.9</b>		<b>13.8</b>
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<b>ABQ Ride - Ridership Productivity by Route by Time of Day</b>					
<b>Fiscal Year 2011 Ridership</b>					
<b><u>Weekday Boardings Per Bus Per Hour (In-Service)*</u></b>					
*Also known as Fixed-Route Unlinked Passenger Trips Per Vehicle Revenue Hour.					
<b><u>Rapid Ride Routes</u></b>	<b><u>AM Peak</u></b>	<b><u>Mid-Day</u></b>	<b><u>PM Peak</u></b>	<b><u>Evening</u></b>	<b><u>Overall</u></b>
766 - Red Line Rapid Ride	46.1	62.5	77.8	32.6	58.0
777 - Green Line Rapid Ride	49.3	63.5	67.7	33.6	57.2
790 - Coors Blue Line Rapid Ride	30.3	26.5	30.2	15.3	27.7
<b>Rapid Ride Total</b>	<b>41.8</b>	<b>52.1</b>	<b>59.6</b>	<b>28.4</b>	<b>48.4</b>
<b><u>Local Routes</u></b>					
66 - Central Avenue	46.0	70.7	77.0	40.8	60.7
141 - San Mateo	42.8	54.8	67.9	42.0	53.3
140 - San Mateo / CNM Work Force	37.0	47.7	54.4		46.4
5 - Montgomery/Carlisle	39.0	49.9	48.3	25.7	44.1
11 - Lomas	39.1	44.9	47.4	23.4	42.5
50 - Airport/Downtown	30.4	33.7	45.7	14.9	35.6
8 - Menaul	28.6	40.8	42.8	19.1	35.4
10 - North Fourth Street	32.6	36.0	35.3	14.7	33.2
53 - Isleta	27.4	29.8	35.6	18.0	30.4
1618 - University/Gibson/Broadway	23.8	31.2	35.4		29.9
40 - D-RIDE	25.4	32.8	27.4		28.8
97 - Zuni Express	27.0	29.5	28.8		27.3
1 - Juan Tabo-Four Hills	20.9	37.9	25.4		25.8
157 - Cottonwood/Montano/UTC	20.8	25.9	31.1	21.6	25.8
31 - Wyoming	22.0	30.6	28.8	14.4	25.8
54 - Bridge/Westgate	23.2	29.6	29.4	11.5	24.6
3 - Louisiana	14.9	27.3	27.0	12.3	20.9
155 - Coors	18.1	22.4	26.0	12.7	20.9
2 - Eubank-Ventura	17.6	28.8	21.0		20.2
36 - 12th Street/Rio Grande	18.9	18.8	18.5		18.7
51 - Atrisco/Rio Bravo	15.6	18.2	21.8		17.8
198 - 98th / Dennis Chavez	12.5	15.0	22.4	10.8	15.4
<b>Local Total</b>	<b>30.9</b>	<b>42.1</b>	<b>43.6</b>	<b>25.8</b>	<b>37.7</b>

<b>ABQ Ride - Ridership Productivity by Route by Time of Day</b>					
<b>Fiscal Year 2011 Ridership</b>					
<b><u>Weekday Boardings Per Bus Per Hour (In-Service)*</u></b>					
*Also known as Fixed-Route Unlinked Passenger Trips Per Vehicle Revenue Hour.					
<b><u>Commuter Routes</u></b>	<b><u>AM Peak</u></b>	<b><u>Mid-Day</u></b>	<b><u>PM Peak</u></b>	<b><u>Evening</u></b>	<b><u>Overall</u></b>
217 - Downtown-KAFB Ltd. (Former 317)	28.3		28.5		28.4
7 - Candelaria Commuter	23.1		25.5		24.3
93 - Academy Commuter	26.4		20.1		22.9
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13 - Comanche Commuter	18.9		18.9		18.9
6 - Indian School Commuter	19.1		13.4		16.0
98 - Wyoming Commuter	18.1		11.9		14.8
34 - San Pedro Commuter	14.7		14.1		14.4
162 - Ventana Ranch / Unser	11.8		16.5		14.2
94 - Unser Commuter	14.1		12.5		13.3
12 - Constitution Commuter	14.2		11.7		12.9
92 - Taylor Ranch Express	12.2		12.4		12.3
222 - Rio Bravo Rail Runner Connection	14.6		10.5		10.4
250 - Airport/Downtown (Former #350)	10.0	9.5	14.9		9.9
551 - Jefferson - Paseo del Norte Express	9.5		9.4		9.5
251 - Rail Runner Shuttle (Former #151)	10.8	7.0	8.7		8.9
<b>Commuter Total</b>	<b>15.8</b>		<b>13.9</b>		<b>13.8</b>
Note: several routes are operated on behalf of other agencies that fund their operations.					
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## ABQ Ride - Ridership Productivity by Route by Time of Day

### Fiscal Year 2011 Ridership

#### Saturday Boardings Per Bus Per Hour (In-Service)\*

\*Also known as Fixed-Route Unlinked Passenger Trips Per Vehicle Revenue Hour.

<u>Rapid Ride Routes</u>	<u>AM Peak</u>	<u>Mid-Day</u>	<u>PM Peak</u>	<u>Evening</u>	<u>Overall</u>
766 - Red Line Rapid Ride	31.2	56.7	64.8	34.1	48.7
777 - Green Line Rapid Ride	33.8	52.4	57.2	36.9	47.2
790 - Coors Blue Line Rapid Ride	11.2	17.5	17.8	12.3	15.5
<b>Rapid Ride Total</b>	<b>28.0</b>	<b>47.8</b>	<b>52.4</b>	<b>32.7</b>	<b>42.1</b>
<b>Local Routes</b>					
141 - San Mateo	40.0	75.7	73.9	33.0	60.3
66 - Central Avenue	33.3	59.5	63.8	44.7	51.8
5 - Montgomery/Carlisle	27.6	38.1	40.1	22.0	36.5
11 - Lomas	23.4	42.0	37.9	18.8	33.5
8 - Menaul	22.5	35.2	38.1	16.3	32.6
3 - Louisiana	17.3	34.4	37.5	22.0	31.0
10 - North Fourth Street	32.1	38.9	25.4	17.7	30.5
50 - Airport/Downtown	24.0	20.7	41.4	9.8	27.9
155 - Coors	14.8	24.5	30.6	20.6	23.9
1 - Juan Tabo-Four Hills		20.3	21.9		21.2
53 - Isleta	11.0	24.6	26.2	3.2	19.7
31 - Wyoming	15.0	21.0	20.5	13.5	19.5
2 - Eubank-Ventura	16.5	19.8	20.1		19.3
157 - Cottonwood/Montano/UTC	13.3	21.2	23.1	14.2	19.2
54 - Bridge/Westgate	15.9	21.8	19.5	11.7	17.7
1618 - University/Gibson/Broadway	10.9	14.8	16.1		14.1
198 - 98th / Dennis Chavez	8.8	14.0	14.5	10.5	12.1
36 - 12th Street/Rio Grande	10.8	12.4	11.9		11.9
51 - Atrisco/Rio Bravo	8.5	13.8	13.2		11.7
<b>Local Total</b>	<b>23.8</b>	<b>37.8</b>	<b>39.2</b>	<b>28.2</b>	<b>33.9</b>

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251 – Rio Rancho/ABQ Rail Runner Shuttle 100% funded by Rio Metro Regional Transit District

790 – Blue Line Rapid Ride Partly funded by Rio Metro Regional Transit District

<b>ABQ Ride - Ridership Productivity by Route by Time of Day</b>					
<b>Fiscal Year 2011 Ridership</b>					
<b>Sunday Boardings Per Bus Per Hour (In-Service)*</b>					
*Also known as Fixed-Route Unlinked Passenger Trips Per Vehicle Revenue Hour.					
<b>Rapid Ride Routes</b>	<b>AM Peak</b>	<b>Mid-Day</b>	<b>PM Peak</b>	<b>Evening</b>	<b>Overall</b>
766 - Red Line Rapid Ride	23.3	49.2	48.3		41.1
777 - Green Line Rapid Ride	21.3	42.1	40.6		35.4
<b>Rapid Ride Total</b>	<b>22.5</b>	<b>46.2</b>	<b>45.2</b>		<b>38.7</b>
<b>Local Routes</b>					
141 - San Mateo	41.5	54.3	61.5		54.1
66 - Central Avenue	25.3	50.4	53.3		43.6
10 - North Fourth Street	35.2	27.1	27.6		28.5
3 - Louisiana	13.3	27.8	30.1		25.1
5 - Montgomery/Carlisle	15.5	24.8	29.8		24.6
155 - Coors		21.8	28.5		24.2
11 - Lomas	18.8	24.7	26.5		24.1
8 - Menaul	16.7	21.9	23.6		21.4
31 - Wyoming	8.6	15.1	19.6		14.5
2 - Eubank-Ventura		13.1	13.3		13.4
1618 - University/Gibson/Broadway	12.2	11.6	15.9		12.9
1 - Juan Tabo-Four Hills		13.6	11.7		12.9
198 - 98th / Dennis Chavez	7.6	10.9	9.9		9.4
<b>Local Total</b>	<b>22.5</b>	<b>32.9</b>	<b>37.5</b>		<b>32.2</b>
Note: several routes are operated on behalf of other agencies that fund their operations.					
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