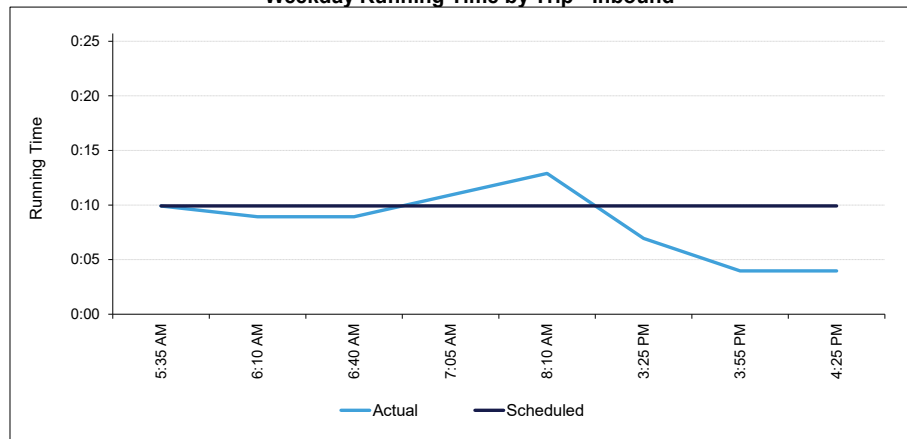


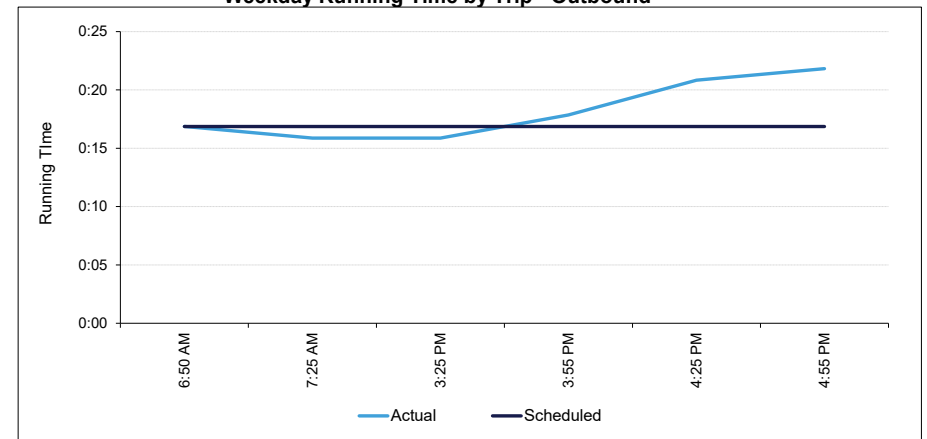
Route 1st Avenue Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
		Boardings	Alightings	Service Hours	Boardings per Service Hour
					
Total		72	72	2.0	35.4
Inbound		36	37	1.3	27.0
Outbound		36	35	0.7	51.4
By Segment					
1	Coralville Transit Intermodal Facility to 1st Ave	26	31	1.1	23.6
2	1st Ave to VA Loop	46	41	1.9	23.8
By Time Period					
Early AM		3	3	0.2	18.0
AM		31	31	0.9	34.4
PM		38	38	1.0	39.3

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
56%	36%	8%	37	Softball Complex	I
67%	33%	0%	37	Softball Complex	I
44%	39%	17%	35	Newton Rd	O
64%	29%	7%			
43%	57%				
			3	1st Ave	I
			30	Softball Complex	I
			34	Newton Rd	O

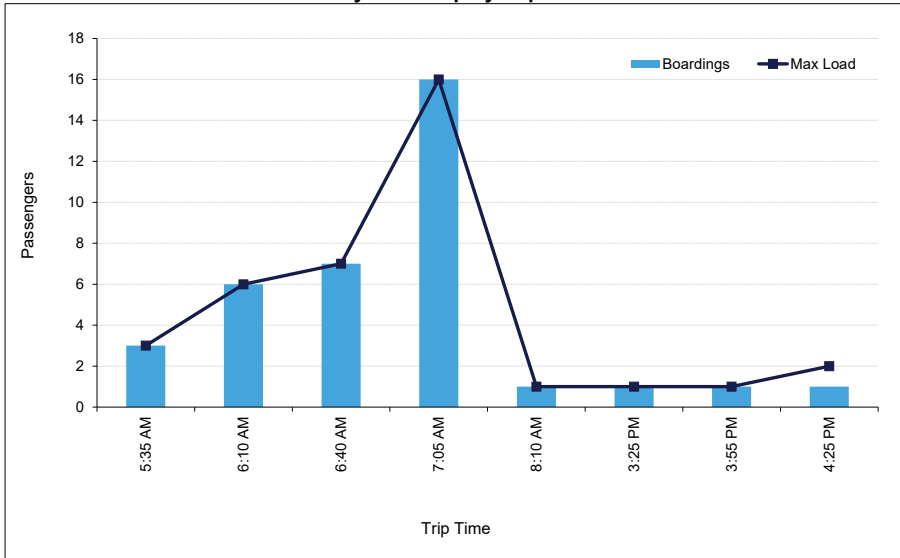
Weekday Running Time by Trip - Inbound



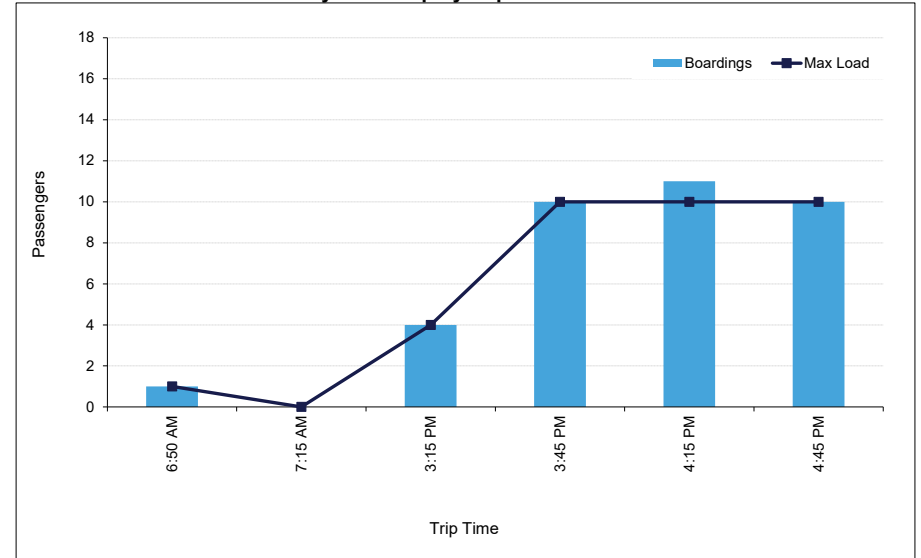
Weekday Running Time by Trip - Outbound



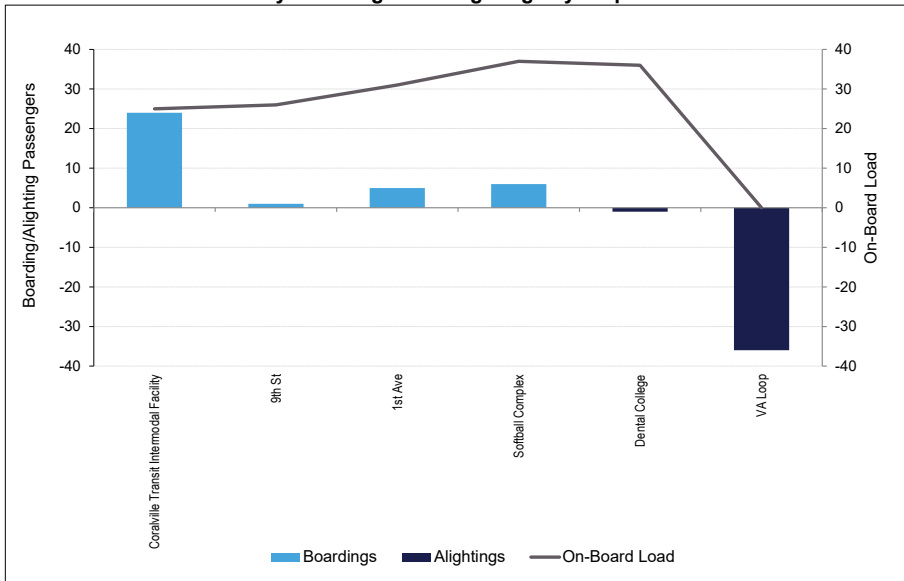
Weekday Ridership by Trip - Inbound



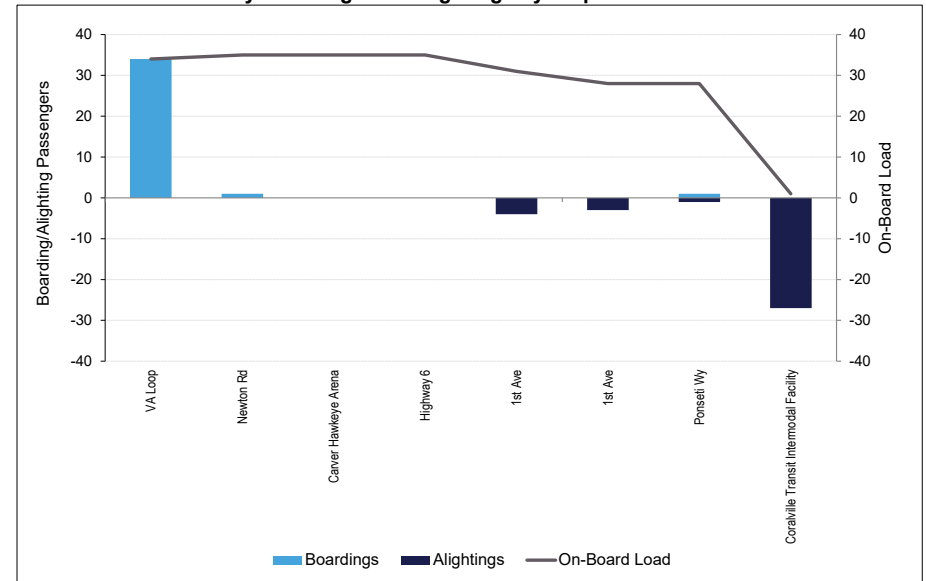
Weekday Ridership by Trip - Outbound



Weekday Boardings and Alightings by Stop - Inbound



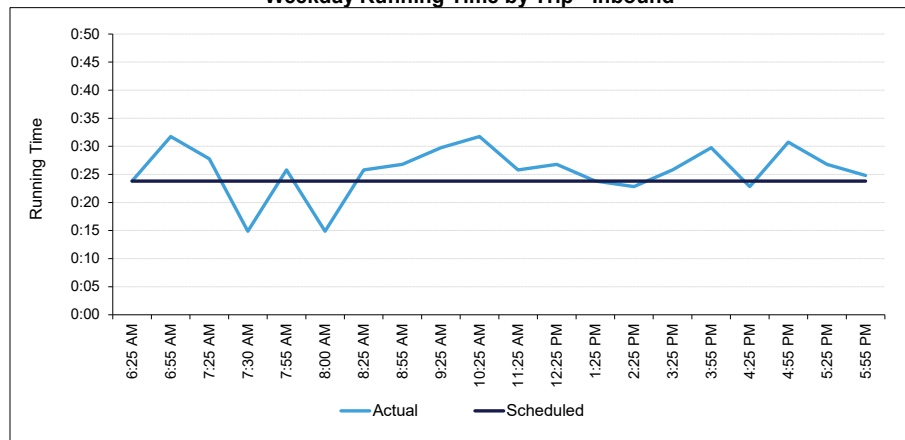
Weekday Boardings and Alightings by Stop - Outbound



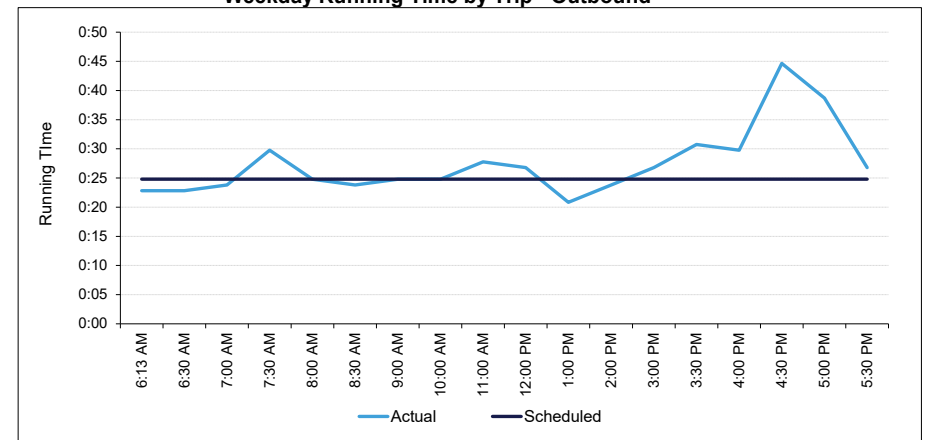
Route 10th Street Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
		Boardings	Alightings	Service Hours	Boardings per Service Hour
	Total	777	777	15.3	50.8
	Inbound	460	491	8.0	57.5
	Outbound	317	286	7.3	43.5
	By Segment				
1	Coral Ridge Mall to 5th St	269	180	5.4	49.8
2	5th St to Hardin Library	278	164	6.3	44.1
3	Hardin Library to Downtown Interchange	230	433	3.8	60.5
	By Time Period				
	AM	256	255	5.1	50.4
	Midday	266	267	5.3	50.2
	PM	252	251	4.5	56.0
	Eve	3	4	0.4	7.5

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
52%	6%	42%	425	Softball Complex	I
42%	3%	55%	425	Softball Complex	I
61%	10%	29%	266	Carver Hawkeye Arena	O
32%	13%	55%			
53%	3%	45%			
54%	8%	38%			
			221	Softball Complex	I
			173	1st Ave	I
			198	Carver Hawkeye Arena	O
			3	5th St	I

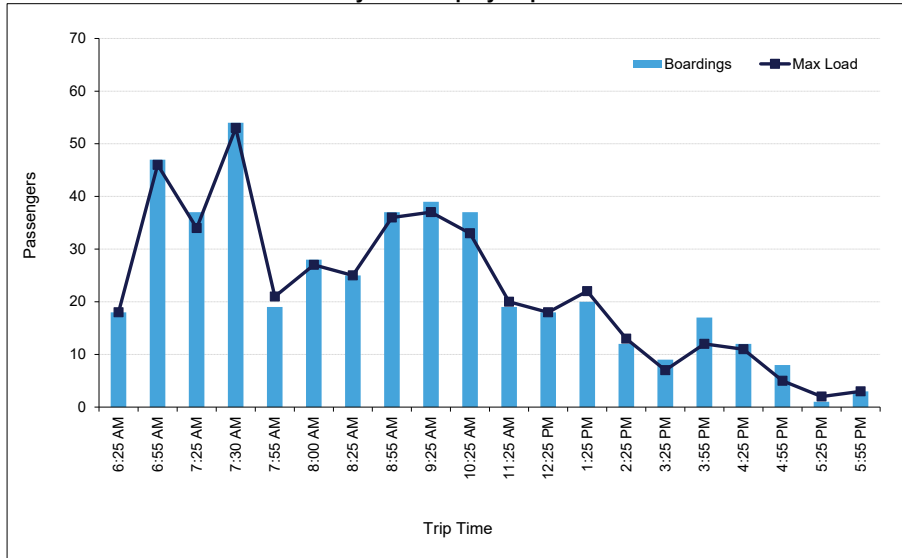
Weekday Running Time by Trip - Inbound



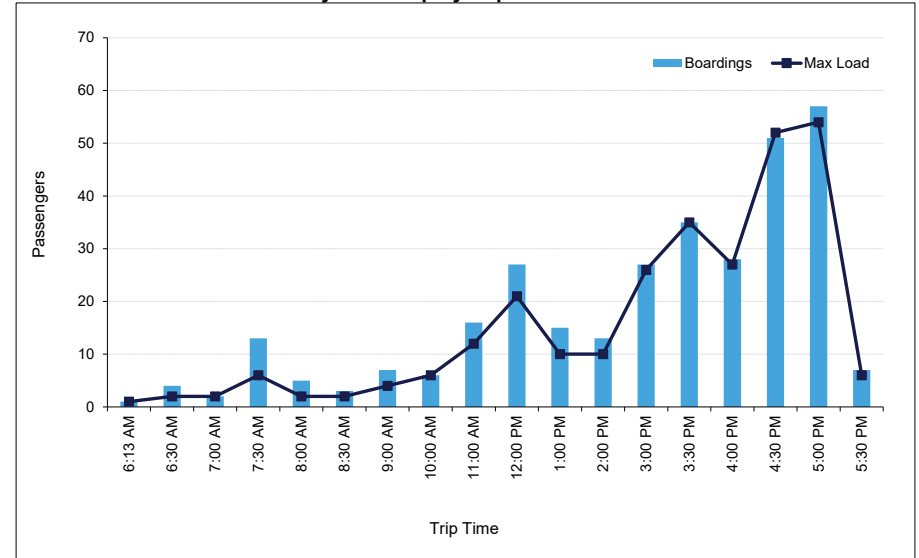
Weekday Running Time by Trip - Outbound



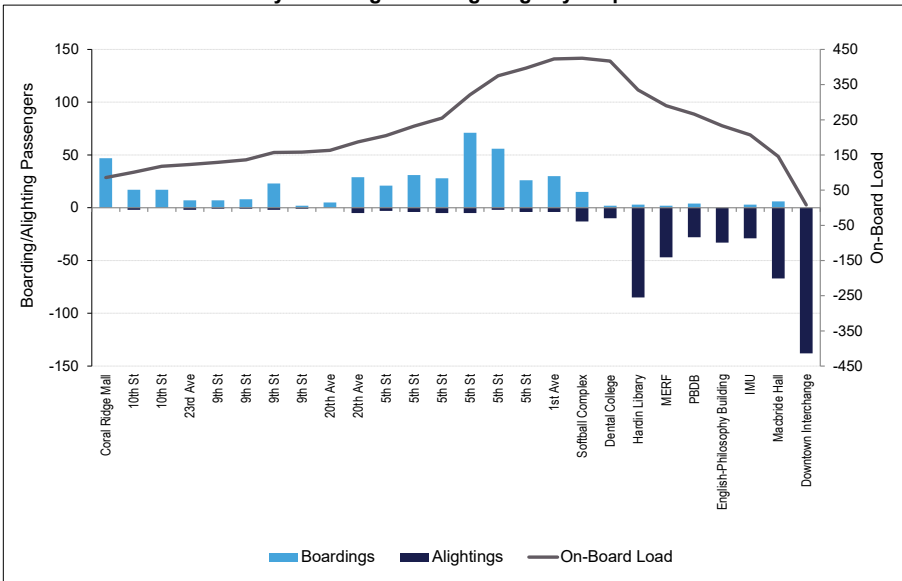
Weekday Ridership by Trip - Inbound



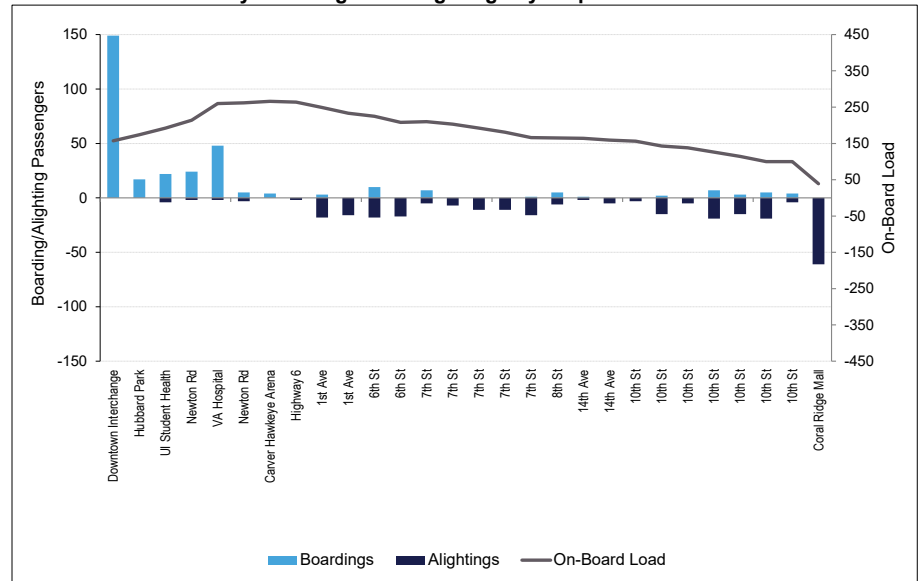
Weekday Ridership by Trip - Outbound



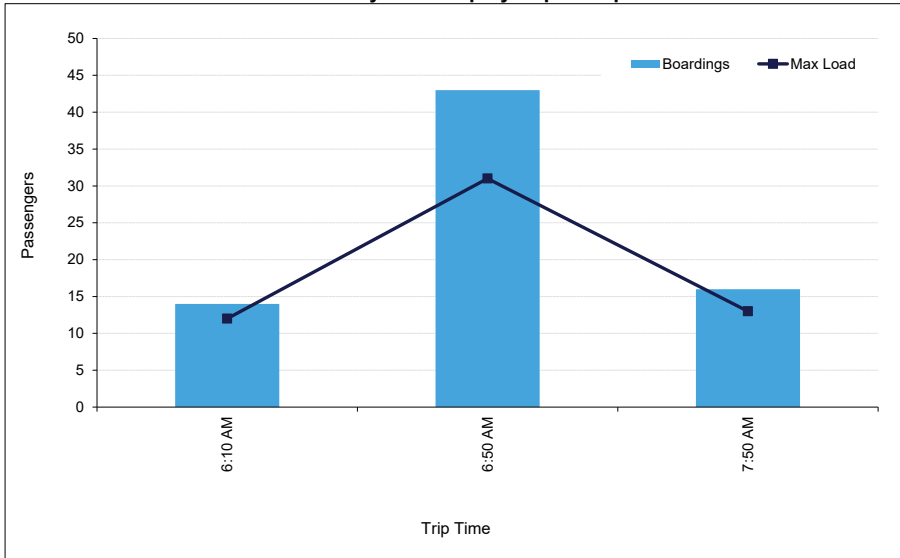
Weekday Boardings and Alightings by Stop - Inbound



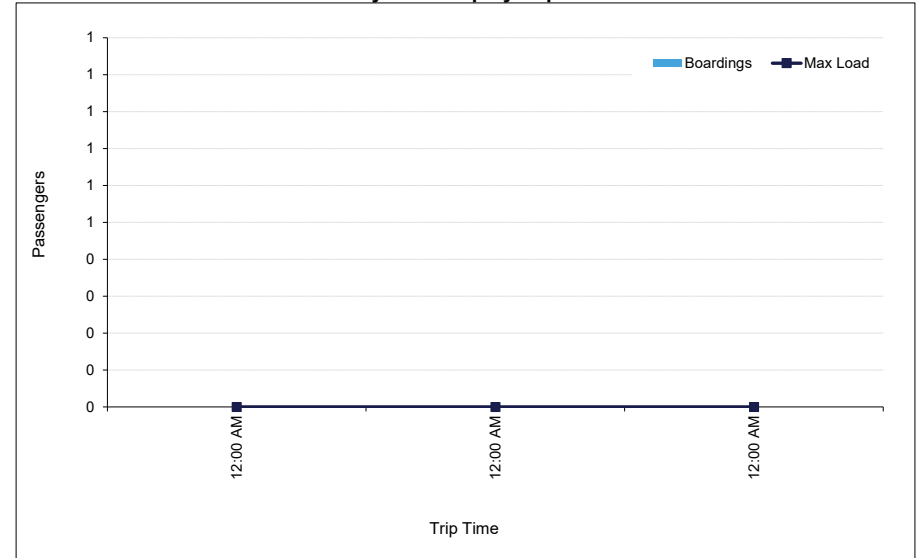
Weekday Boardings and Alightings by Stop - Outbound



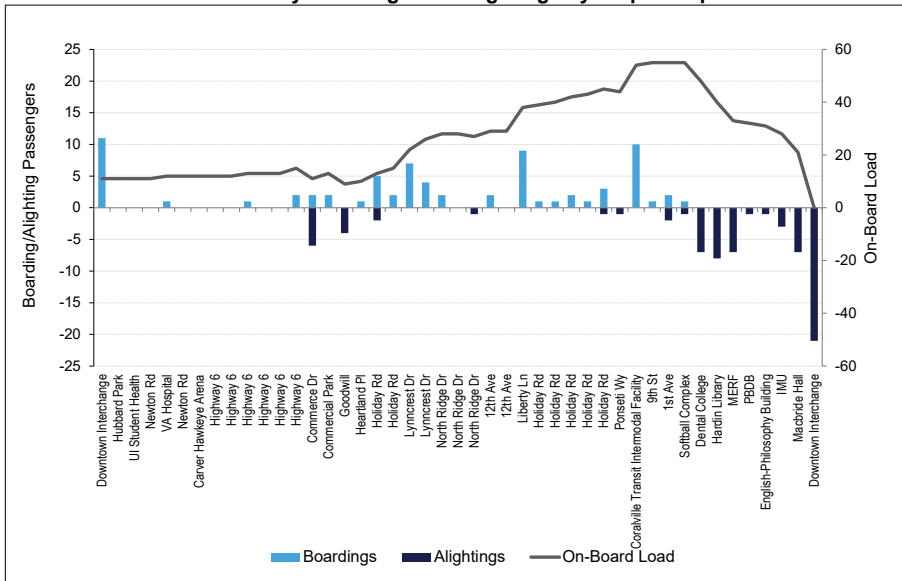
Weekday Ridership by Trip - Loop



Weekday Ridership by Trip -



Weekday Boardings and Alightings by Stop - Loop



Weekday Boardings and Alightings by Stop -



Route Express Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
		Boardings	Alightings	Service Hours	Boardings per Service Hour
	Total				
	Loop	109	109	9.2	11.9
By Segment					
1	Downtown Interchange to VA Hospital	60	2	0.7	80.0
2	VA Hospital to Coralville Transit Intermodal Facility	14	13	1.5	9.3
3	Coralville Transit Intermodal Facility to 12th Ave	7	23	1.5	4.7
4	12th Ave to Goodwill	10	20	1.3	7.4
5	Goodwill to Softball Complex	12	15	1.6	7.3
6	Softball Complex to Downtown Interchange	6	9	1.5	4.0
By Time Period					
	Midday	40	46	5.5	7.3
	PM	54	48	2.8	19.6
	Eve	15	15	0.9	16.4

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
60%	3%	37%	71	Newton	L
60%	3%	37%	71	Newton	L
67%		33%			
78%		22%			
67%		33%			
67%		33%			
44%	11%	44%			
33%		67%			
			22	Holiday Rd	L
			44	VA Hospital	L
			7	Newton	L

Weekday Running Time by Trip - Loop

Weekday Running Time by Trip -

Trip Time	Boardings	Max Load
8:50 AM	12	9
9:50 AM	7	6
10:50 AM	1	1
11:50 AM	6	4
12:50 PM	2	5
1:50 PM	11	8
2:50 PM	12	9
4:15 PM	27	25
5:15 PM	14	10
6:15 PM	15	7

[illegible]

The chart displays the passenger volume and on-board load for various bus routes. The left Y-axis measures Boarding/Alighting Passengers (0 to 60), and the right Y-axis measures On-Board Load (0 to 75). The X-axis lists 35 bus routes. Boardings are represented by blue bars, Alightings by dark blue bars, and On-Board Load by a brown line.

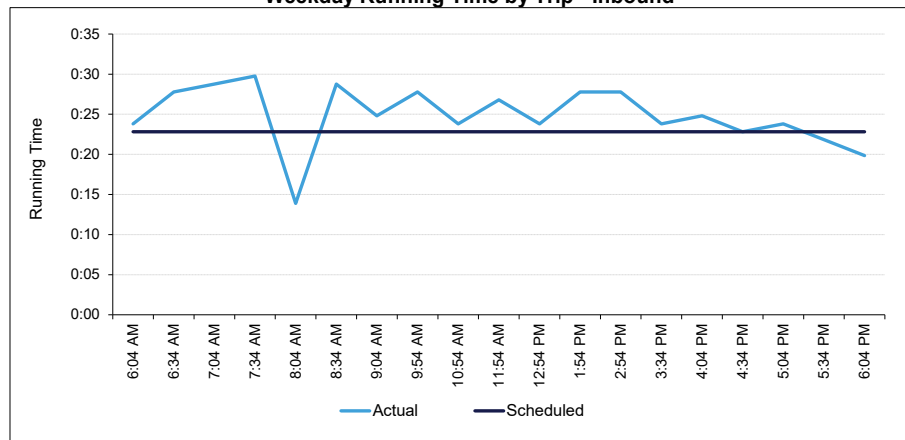
Route	Boardings	Alightings	On-Board Load
Downtown Interchange	52	0	42
Hubbard Park	0	0	42
UI Student Health	0	-2	42
Newton Rd	5	0	45
VA Hospital	12	0	55
Newton	0	0	57
Carver Hawkeye Arena	0	0	57
Highway 6	0	0	55
1st Ave	0	-2	50
1st Ave	0	-5	48
Ponselt Wy	0	-5	45
Coraville Transit Intermodal Facility	0	-5	42
9th St	0	-5	42
Holiday Rd	2	0	42
Holiday Rd	0	0	42
Holiday Rd	0	0	42
Holiday Rd	2	0	42
Holiday Rd	0	-10	35
Liberty Ln	0	-2	35
12th Ave	0	-2	35
12th Ave	0	0	35
North Ridge Dr	0	0	35
North Ridge Dr	0	-5	30
North Ridge Dr	0	0	28
Lymncrest Dr	2	0	28
Holiday Rd	0	-5	28
Holiday Rd	2	0	25
Heartland Pl	0	-5	25
Goodwill	2	0	30
Commercial Park	0	0	32
Commerce Dr	5	0	32
Highway 6	2	0	30
Highway 6	0	-5	25
Softball Complex	0	-5	28
Dental College	5	0	30
Hardin Library	0	-5	28
MERF	0	-2	28
PRDB	0	-2	28
English/Philosophy Building	0	0	28
IMU	0	0	28
Macbride Hall	0	0	28
Downtown Interchange	0	0	28

The chart displays the results of a simulation over 1000 iterations. The left y-axis represents 'Boarding/Alighting Passengers' (0 to 1), and the right y-axis represents 'On-Board Load' (0 to 1). The x-axis represents iterations (0 to 1000). The legend indicates three series: Boardings (blue), Alightings (dark blue), and On-Board Load (grey). All three series remain at zero throughout the 1000 iterations.

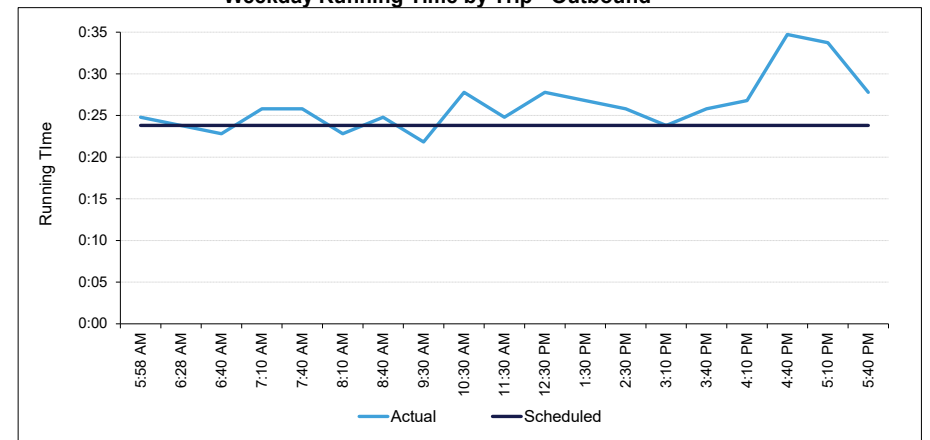
Route Lantern Park Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
		Boardings	Alightings	Service Hours	Boardings per Service Hour
Total					
Inbound					
Outbound					
By Segment					
1 Coral Ridge Mall to 14th Ave					
2 14th Ave to Hardin Library					
3 Hardin Library to Downtown Interchange					
By Time Period					
AM					
Midday					
PM					
Eve					

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
61%	16%	23%	274	Highway 6	O
61%	3%	37%	244	Softball Complex	I
61%	29%	10%	274	Highway 6	O
71%	8%	21%			
64%	8%	28%			
17%	44%	39%			
			152	Softball Complex	I
			71	1st Ave	I
			195	Highway 6	O
			3	6th St	I

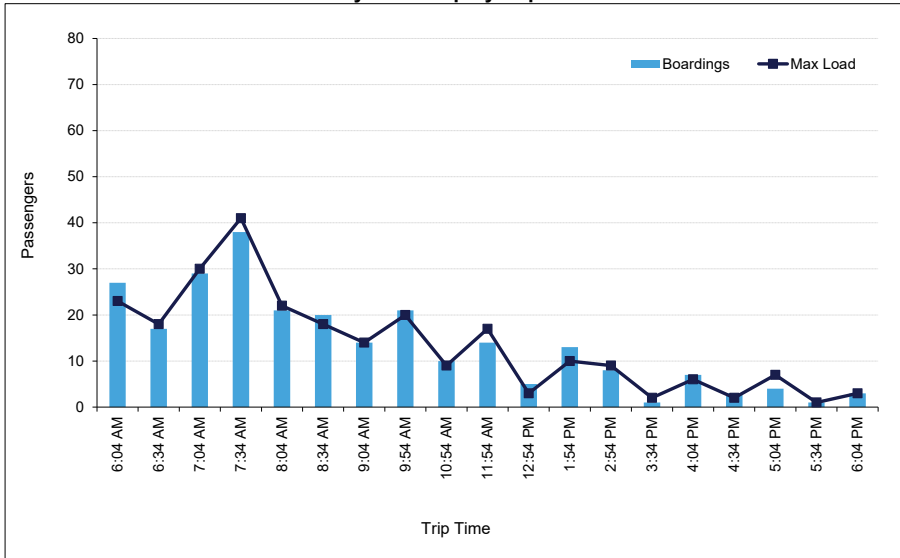
Weekday Running Time by Trip - Inbound



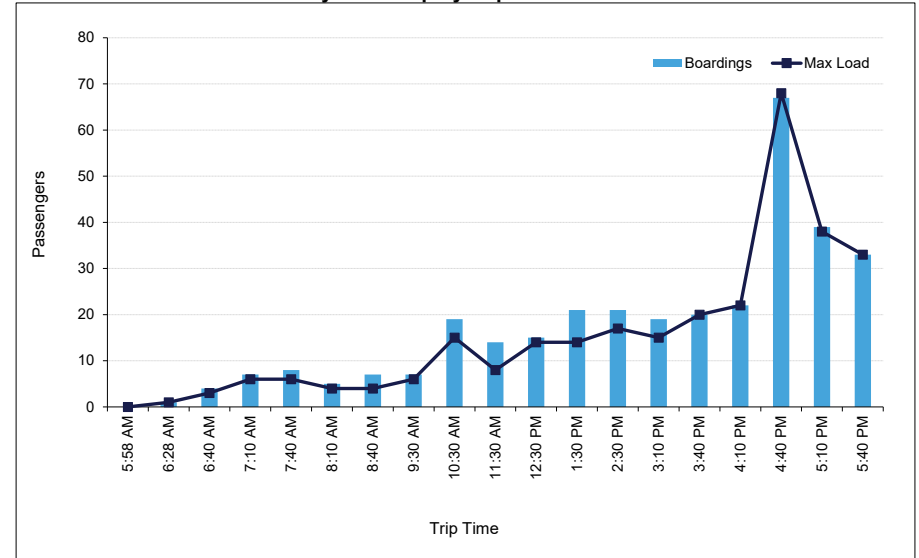
Weekday Running Time by Trip - Outbound



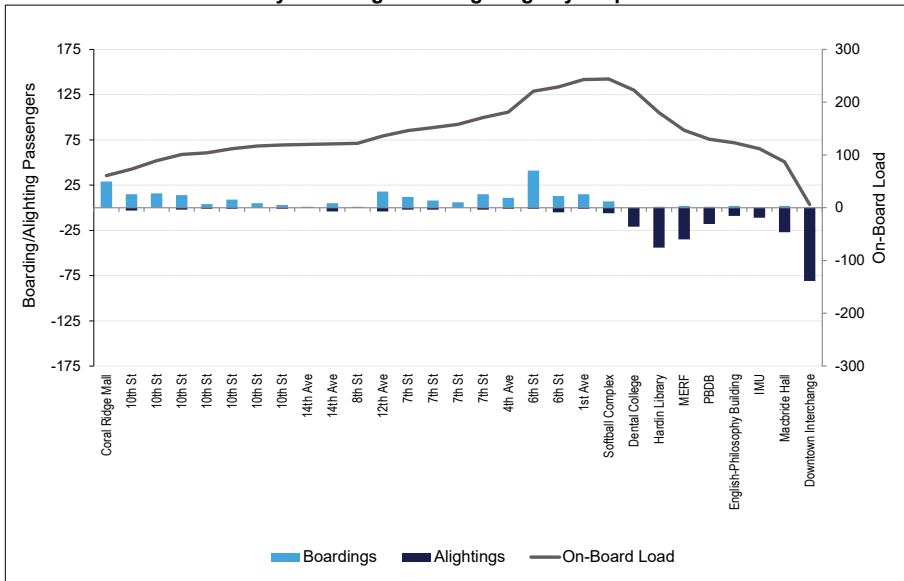
Weekday Ridership by Trip - Inbound



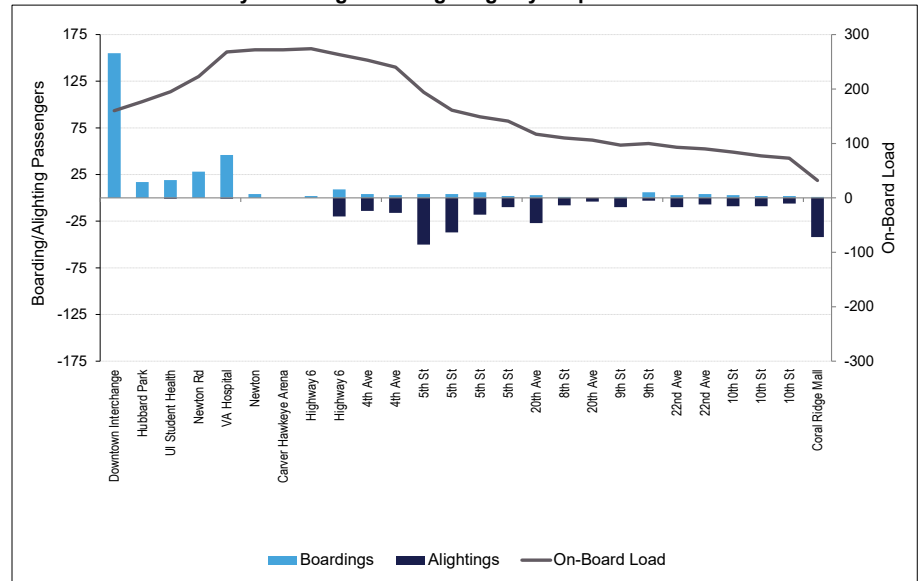
Weekday Ridership by Trip - Outbound



Weekday Boardings and Alightings by Stop - Inbound



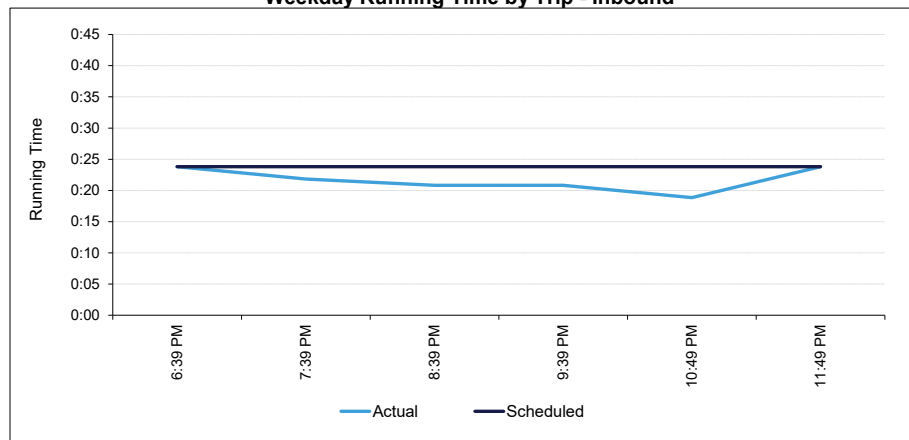
Weekday Boardings and Alightings by Stop - Outbound



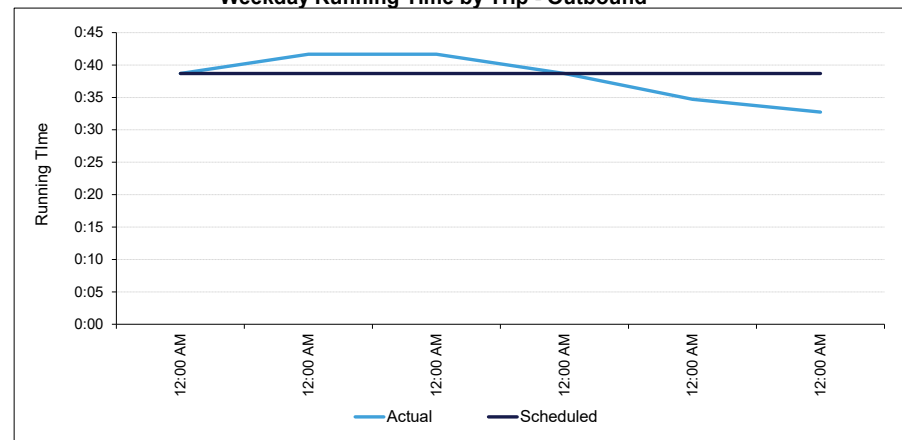
Route Night Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
		Boardings	Alightings	Service Hours	Boardings per Service Hour
					
Total		155	156	5.3	29.2
Inbound		37	45	2.4	15.4
Outbound		118	111	2.9	40.7
By Segment					
1	Coral Ridge Mall to 9th St	27	45	1.4	19.3
2	9th St to 5th St	9	54	2.5	3.6
3	5th St to Downtown Interchange	119	57	2.4	49.6
By Time Period					
Eve		116	116	2.7	43.8
Night		39	40	2.7	15

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
62%	33%	4%	116	Carver Hawkeye Arena	O
62%	38%	0%	35	10th St	I
62%	29%	8%	116	Carver Hawkeye Arena	O
50%	50%				
58%	42%				
42%	42%	17%			
			88	Carver Hawkeye Arena	O
			29	VA Hospital	O

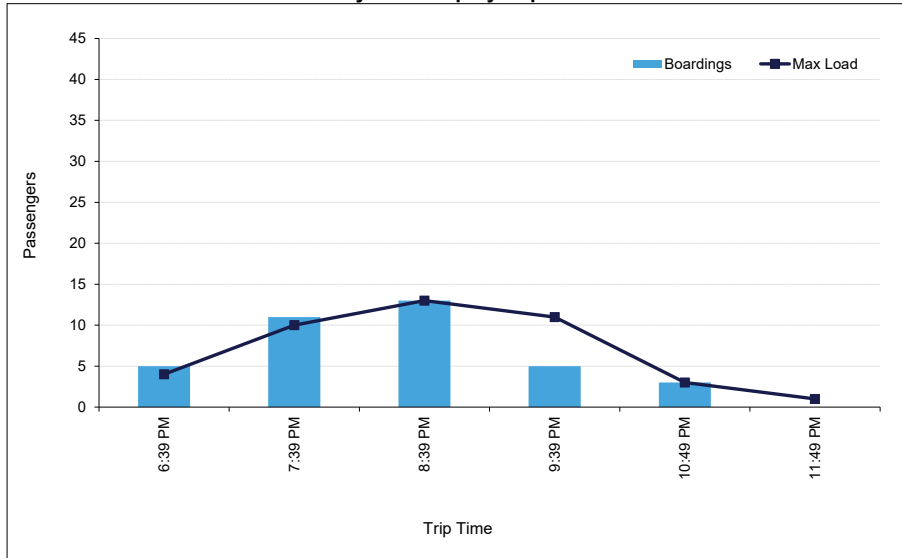
Weekday Running Time by Trip - Inbound



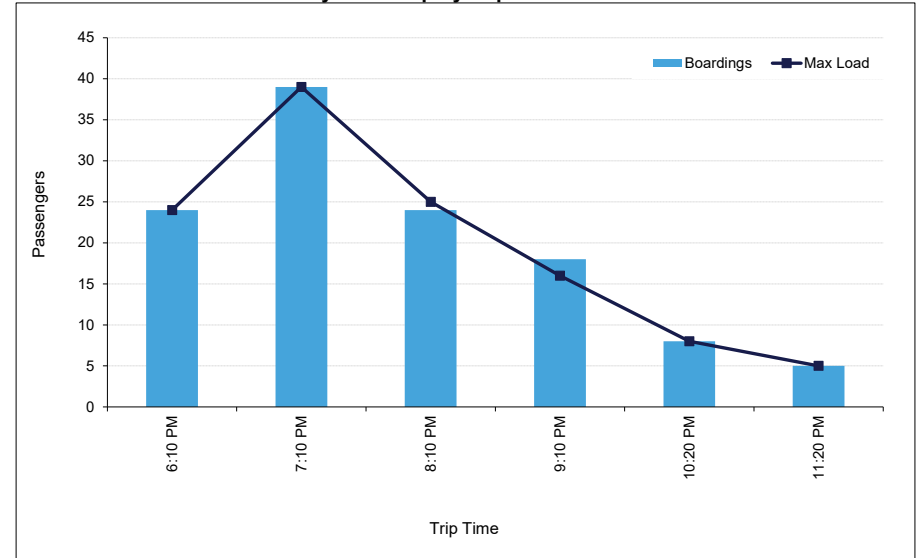
Weekday Running Time by Trip - Outbound



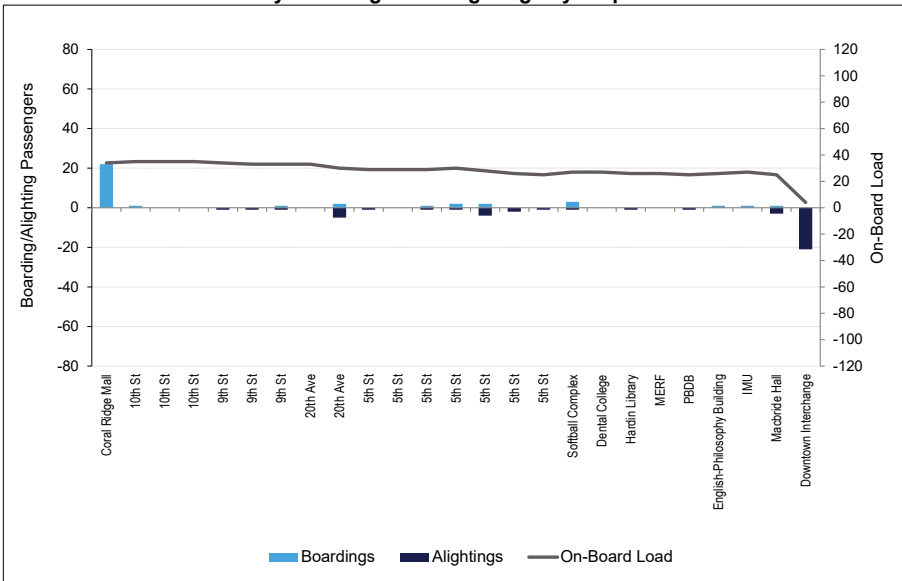
Weekday Ridership by Trip - Inbound



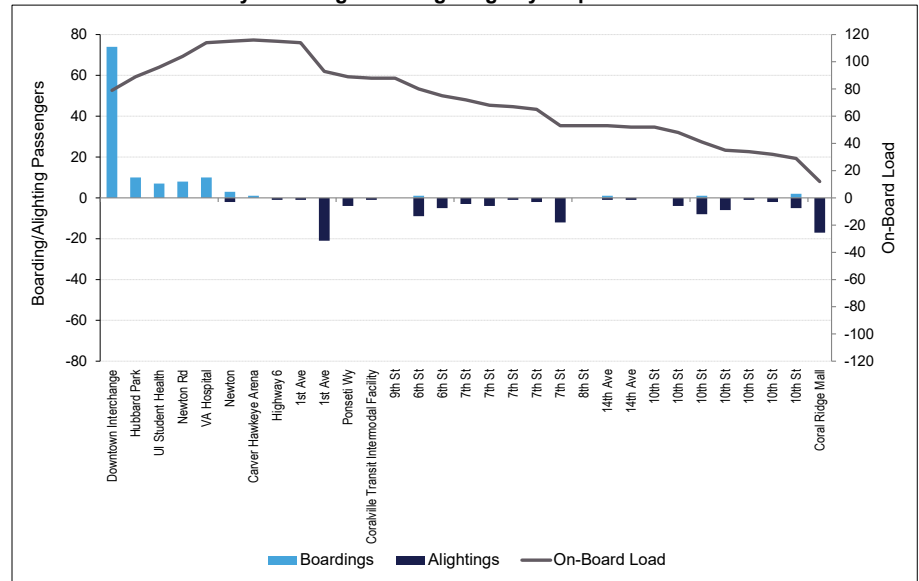
Weekday Ridership by Trip - Outbound



Weekday Boardings and Alightings by Stop - Inbound



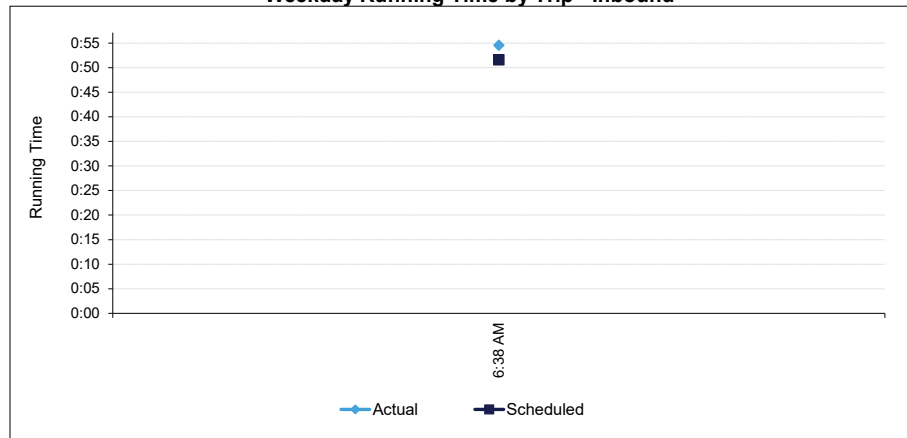
Weekday Boardings and Alightings by Stop - Outbound



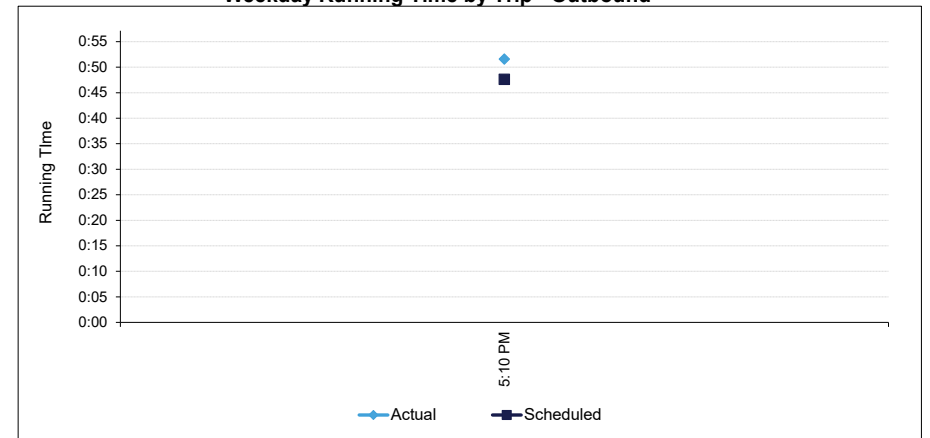
Route North Liberty Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
		Boardings	Alightings	Service Hours	Boardings per Service Hour
					
Total		38	38	1.9	19.7
Inbound		22	22	1.0	22.4
Outbound		16	16	0.9	16.8
By Segment					
1	10th St to Golf View Dr			0.2	
2	Golf View Dr to Sugar Creek Ln	2	2	0.2	8.6
3	Sugar Creek Ln to Front St	4	4	0.3	15.0
4	Front St to 12th Ave	9	8	0.3	30.0
5	12th Ave to Coralville Transit Intermodal Facility	1	2	0.3	3.3
6	Coralville Transit Intermodal Facility to Hardin Library	8		0.3	24.0
7	Hardin Library to Downtown Interchange	14	22	0.1	168.0
By Time Period					
AM		22	22	1.0	22.4
PM		16	16	0.9	16.8

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
71%	0%	29%	22	Coralville Transit Intermodal Facility	I
100%	0%	0%	22	Coralville Transit Intermodal Facility	I
43%	0%	57%	16	VA Hospital	O
100%					
100%					
		100%			
50%		50%			
50%		50%			
50%		50%			
			22	Coralville Transit Intermodal Facility	I
			16	VA Hospital	O

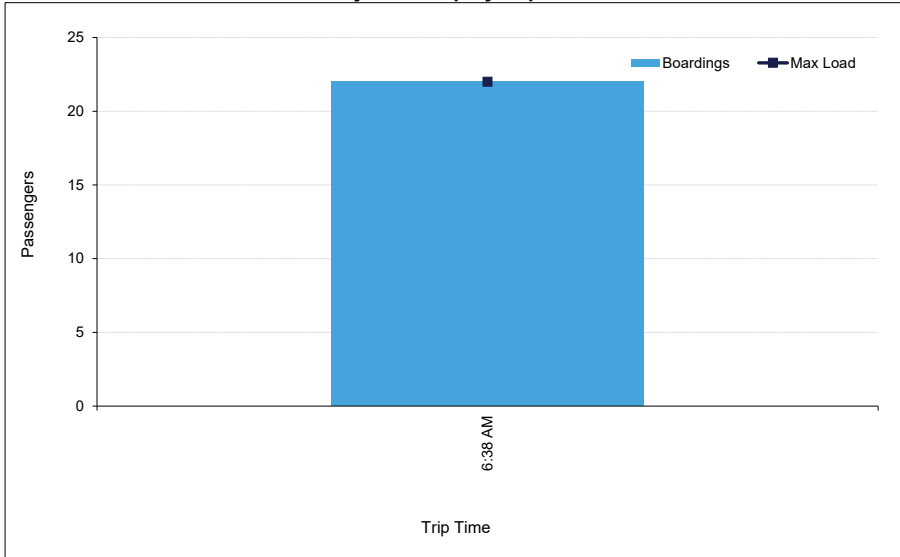
Weekday Running Time by Trip - Inbound



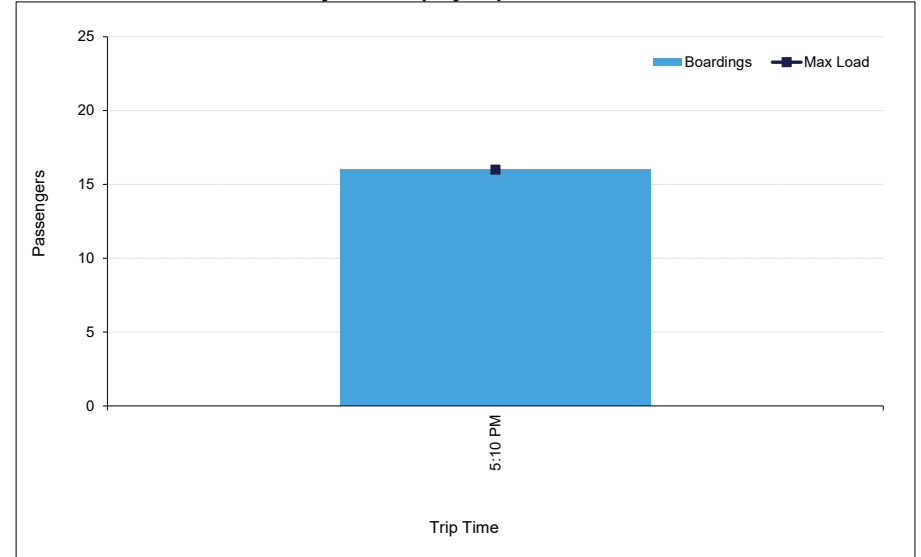
Weekday Running Time by Trip - Outbound



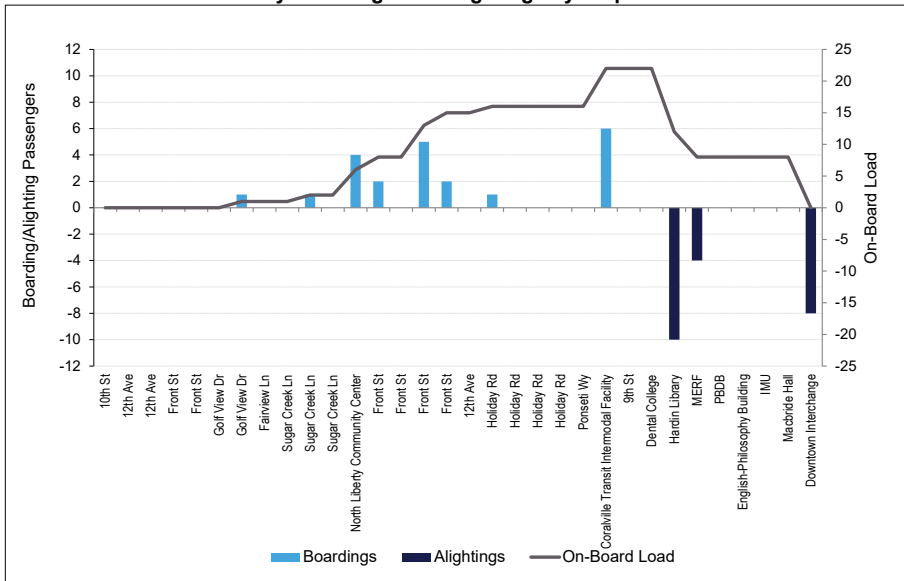
Weekday Ridership by Trip - Inbound



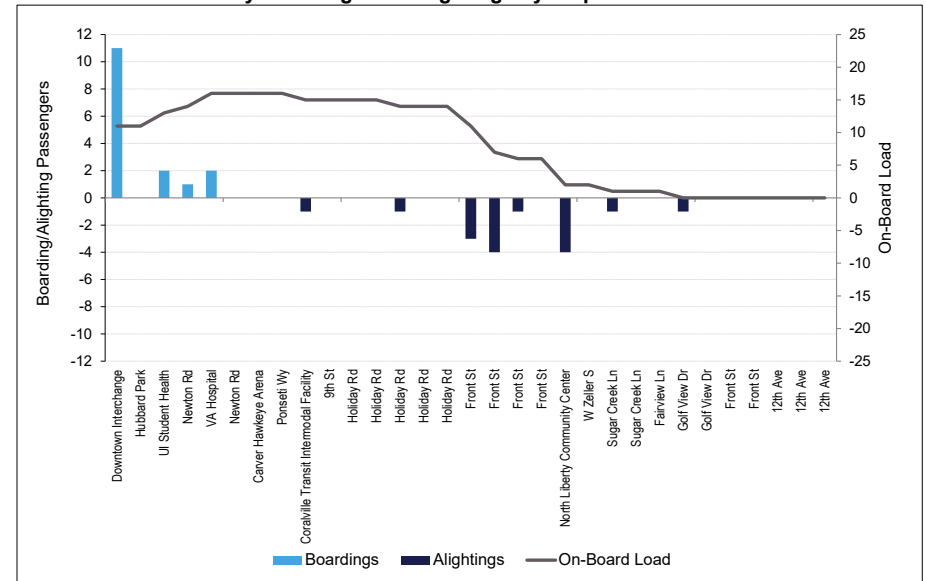
Weekday Ridership by Trip - Outbound



Weekday Boardings and Alightings by Stop - Inbound

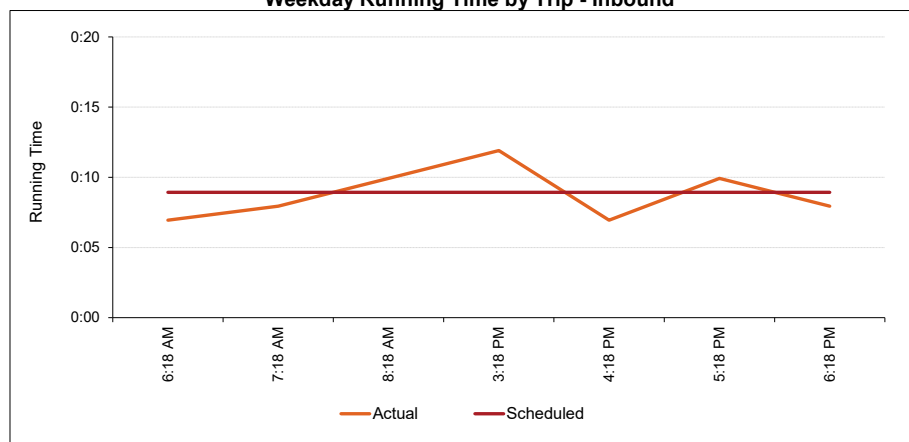


Weekday Boardings and Alightings by Stop - Outbound

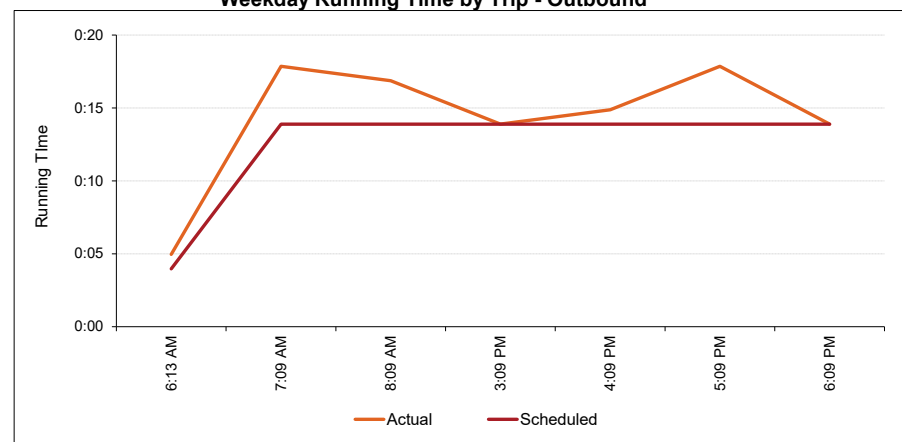


Route 7th Avenue Weekday		Route Productivity Summary				Route Operations Summary																
		Activity		Service Hours	Productivity	On-Time Performance			On-Board Load													
		Boardings	Alightings	Service Hours	Boardings per Service Hour	% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location		Direction										
Total	57												54	2.5	22.6	66%	27%	8%	33	College St & Summit St	I	
Inbound	18												35	1.1	17.1	67%	33%	0%	33	College St & Summit St	I	
Outbound	39												19	1.5	26.6	65%	20%	15%	25	Downtown Interchange	O	
By Segment																						
1	Friendship & Garden St to College St & Summit St												26	16	1.0	25.2	71%	21%	7%			
2	College St & Summit St to Downtown Interchange												31	38	1.5	20.9	71%	29%				
By Time Period																						
AM													21	21	1.0	21.4				17	Friendship & Garden St	I
Midday																						O
PM		35	32	1.2	30.4				21	Downtown Interchange	O											
Eve		1	1	0.4	2.6				1	Downtown Interchange	O											

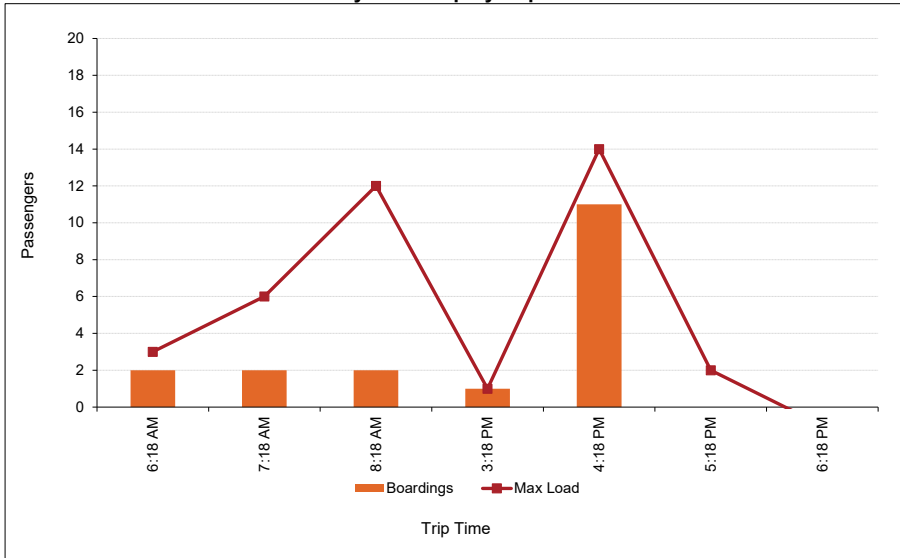
Weekday Running Time by Trip - Inbound



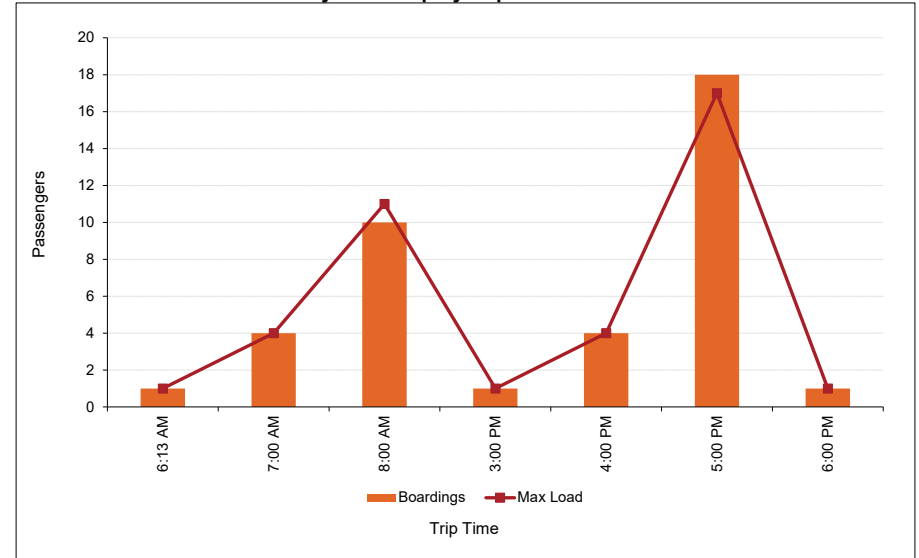
Weekday Running Time by Trip - Outbound



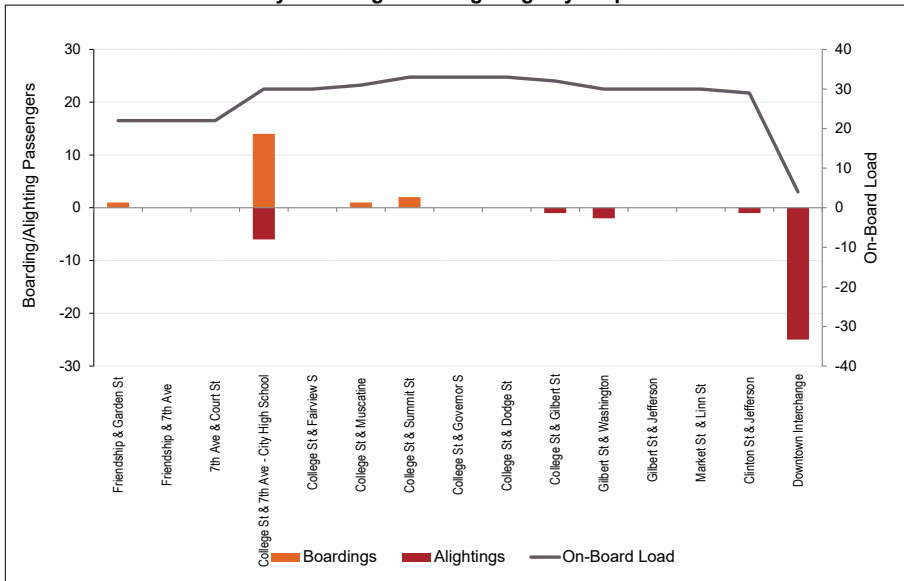
Weekday Ridership by Trip - Inbound



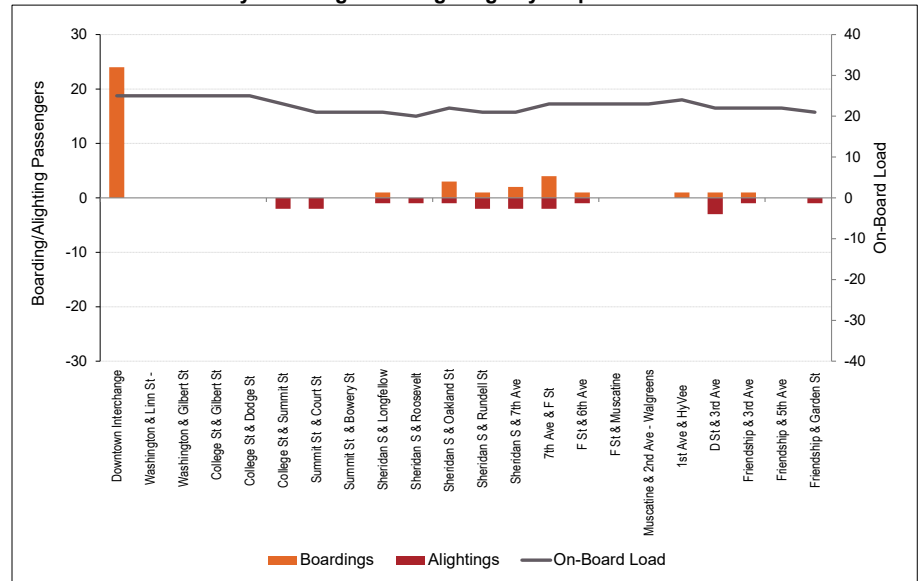
Weekday Ridership by Trip - Outbound



Weekday Boardings and Alightings by Stop - Inbound



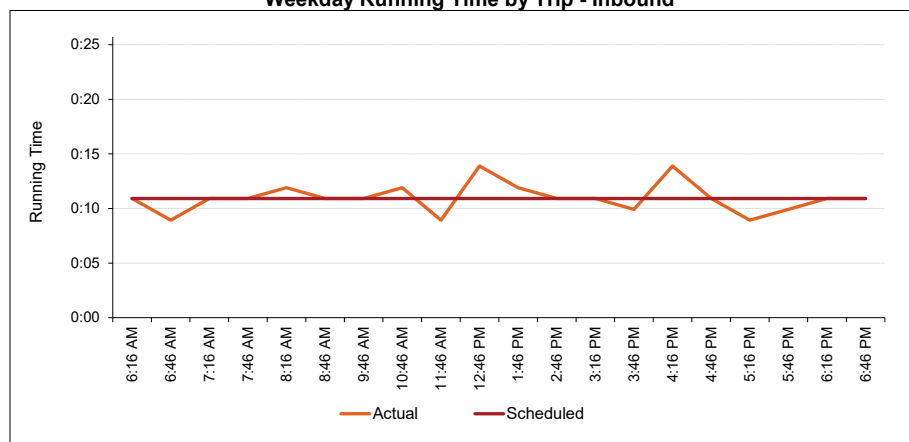
Weekday Boardings and Alightings by Stop - Outbound



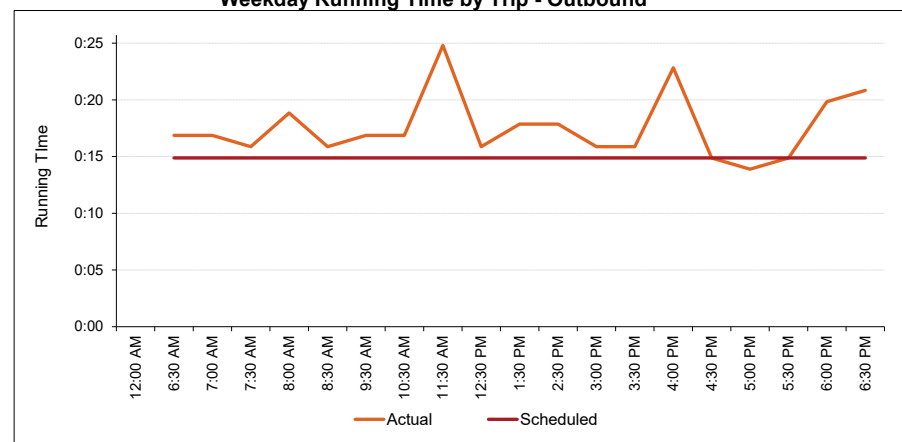
Route Broadway Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
 CITY OF IOWA CITY		Boardings	Alightings	Service Hours	Boardings per Service Hour
Total		288	283	8.5	33.9
Inbound		63	161	3.7	17.2
Outbound		225	122	4.8	46.7
By Segment					
1	Sycamore Mall to Kirkwood A & Gilbert St	132	150	5.2	25.5
2	Kirkwood A & Gilbert St to Downtown Interchange	156	133	3.2	48.2
By Time Period					
AM		68	64	2.4	28.1
Midday		108	108	2.6	41.5
PM		91	90	2.6	35.0
Eve		21	21	0.9	24.2

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
64%	22%	15%	144	UI Main Library	O
82%	3%	15%	131	Benton St & Clinton St	I
46%	40%	14%	144	UI Main Library	O
74%	5%	21%			
74%	15%	10%			
			49	Benton St & Clinton St	I
			55	UI Main Library	O
			52	UI Main Library	O
			20	UI Main Library	O

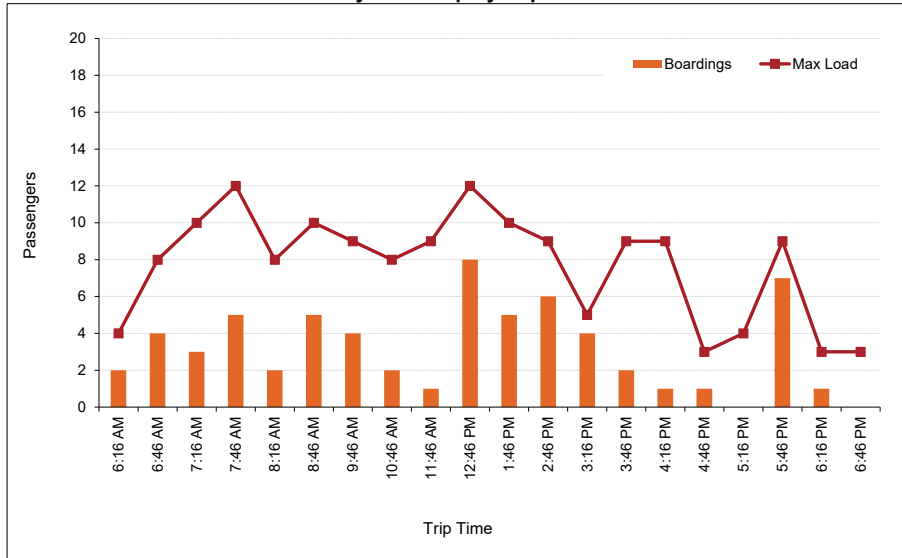
Weekday Running Time by Trip - Inbound



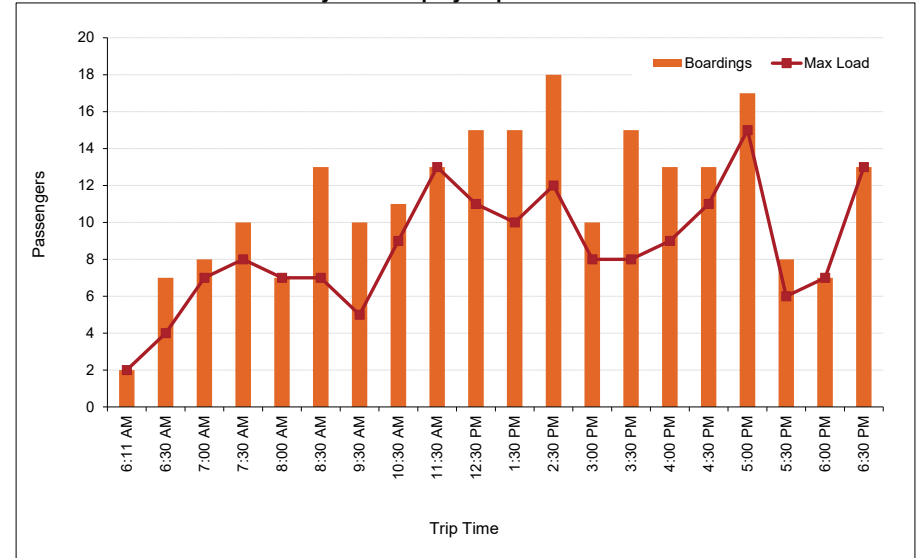
Weekday Running Time by Trip - Outbound



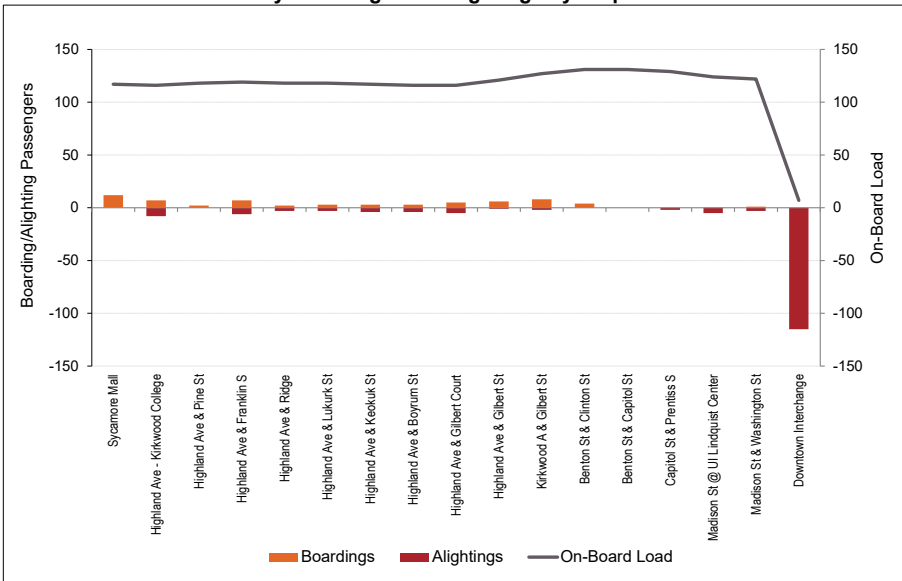
Weekday Ridership by Trip - Inbound



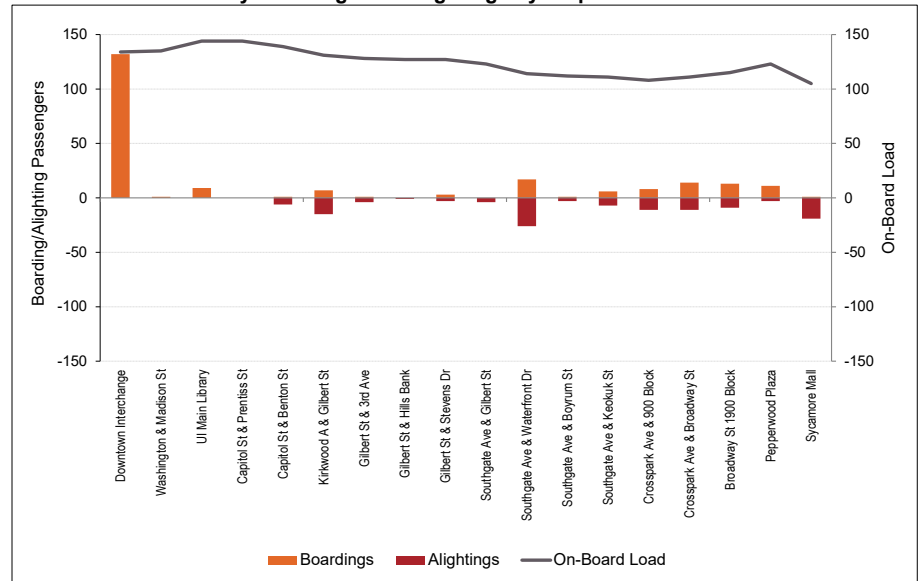
Weekday Ridership by Trip - Outbound



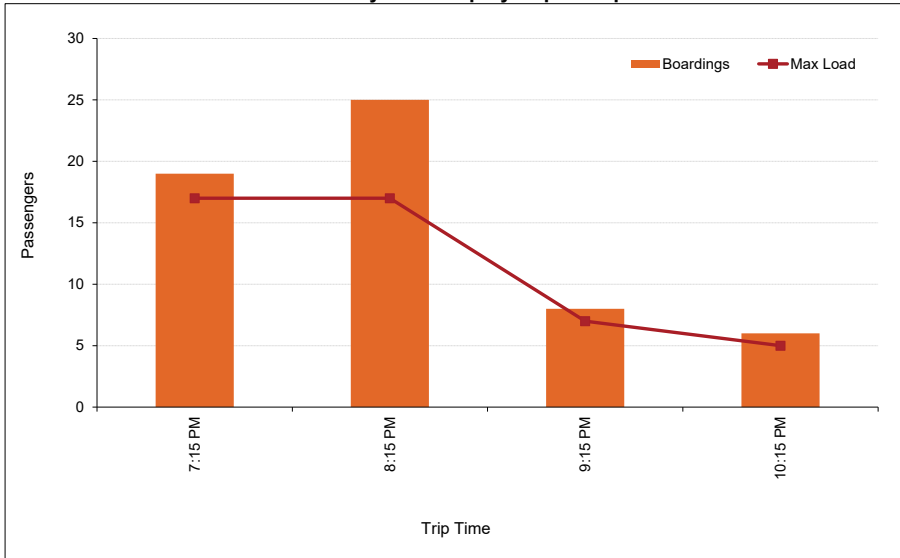
Weekday Boardings and Alightings by Stop - Inbound



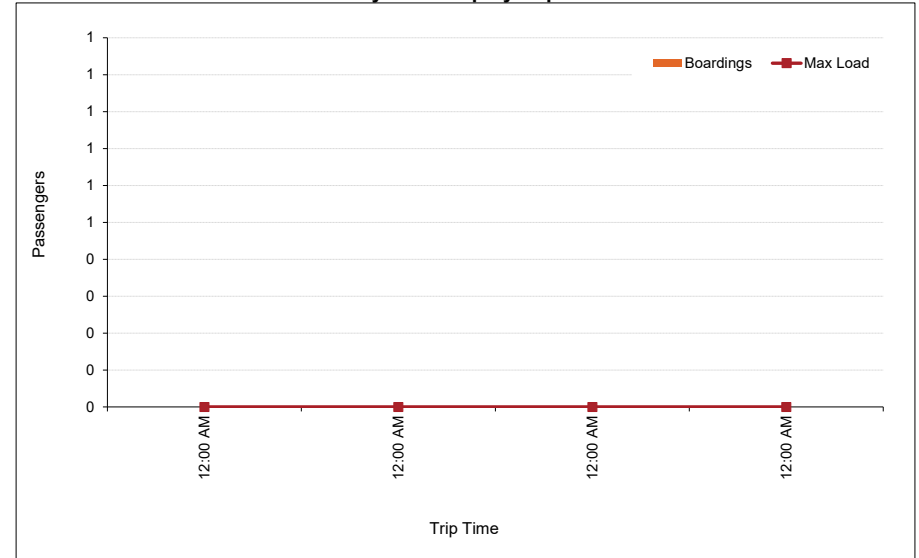
Weekday Boardings and Alightings by Stop - Outbound



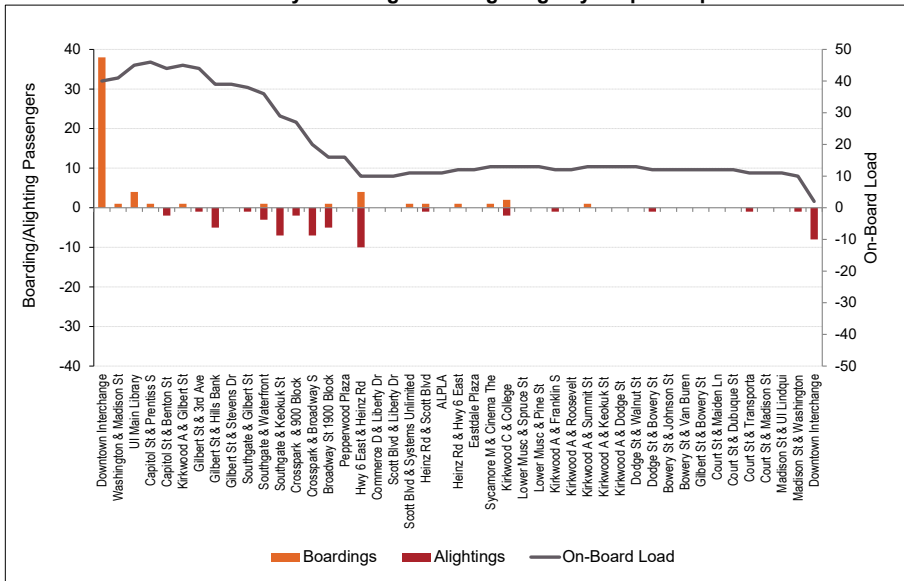
Weekday Ridership by Trip - Loop



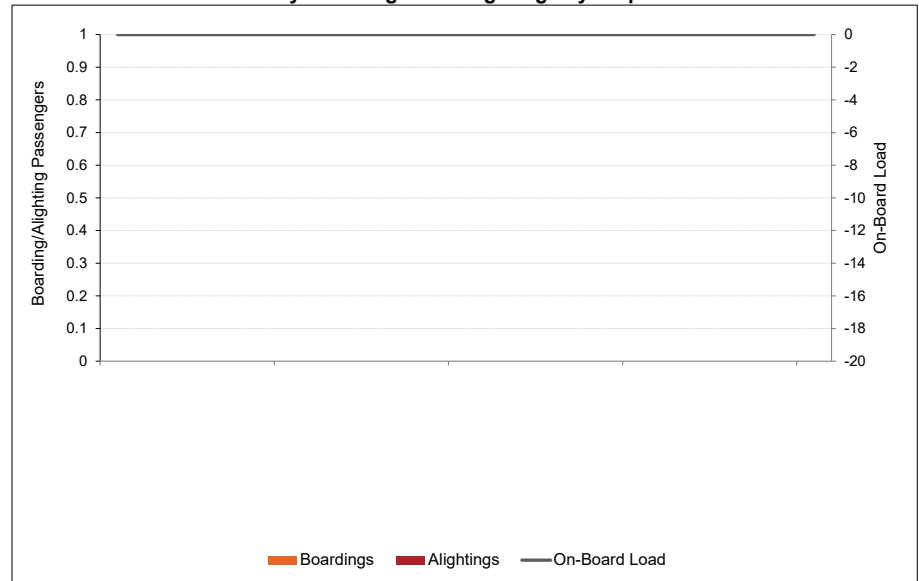
Weekday Ridership by Trip -



Weekday Boardings and Alightings by Stop - Loop



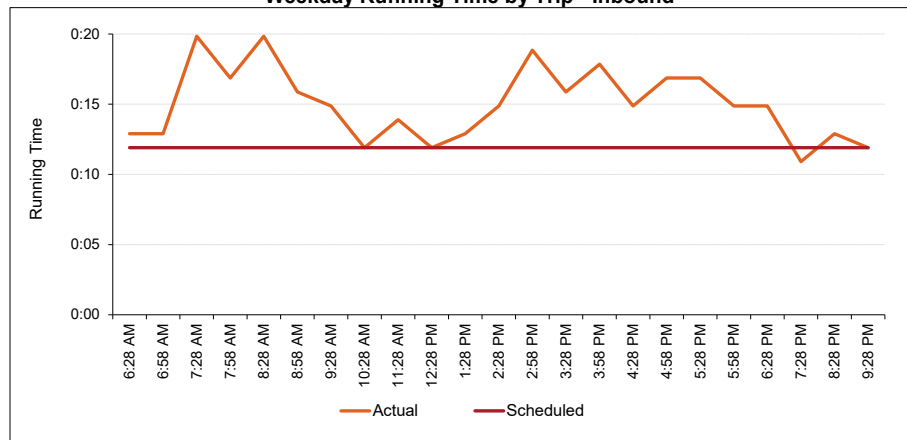
Weekday Boardings and Alightings by Stop -



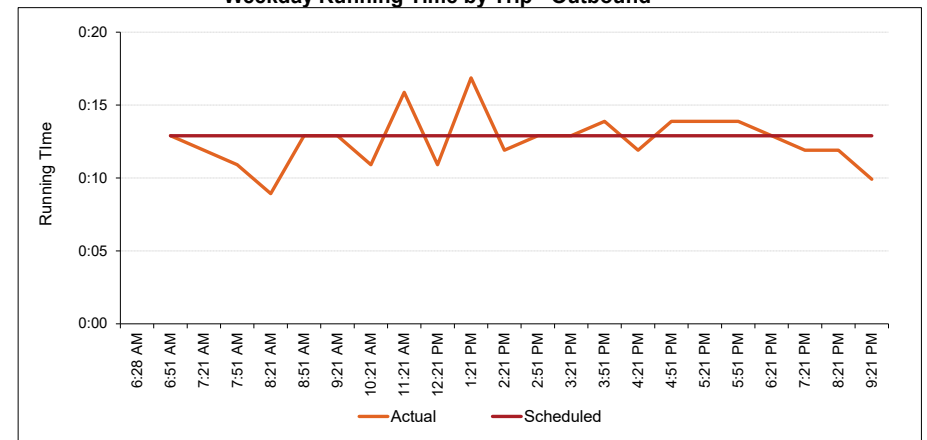
Route Court Hill Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
		Boardings	Alightings	Service Hours	Boardings per Service Hour
Total		344	361	9.4	36.5
Inbound		114	187	4.6	24.8
Outbound		230	174	4.8	47.8
By Segment					
1	Court St & Friendship to Burlington & Summit St	108	82	5.2	20.6
2	Burlington & Summit St to Downtown Interchange	82	195	4.1	19.9
By Time Period					
AM		113	112	2.1	53.0
Midday		90	82	2.9	30.9
PM		107	130	2.5	42.8
Eve		30	33	1.4	20.7
Night		4	4	0.4	10

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
57%	25%	18%	185	Washington & Linn St - IC Library, Senior Center	O
72%	1%	26%	159	Burlington & Lucas St	I
42%	49%	9%	185	Washington & Linn St - IC Library, Senior Center	O
78%	9%	13%			
47%	22%	31%			
			66	Burlington & Summit St	I
			53	Burlington & Summit St	I
			100	Downtown Interchange	O
			23	Downtown Interchange	O
			4	Downtown Interchange	O

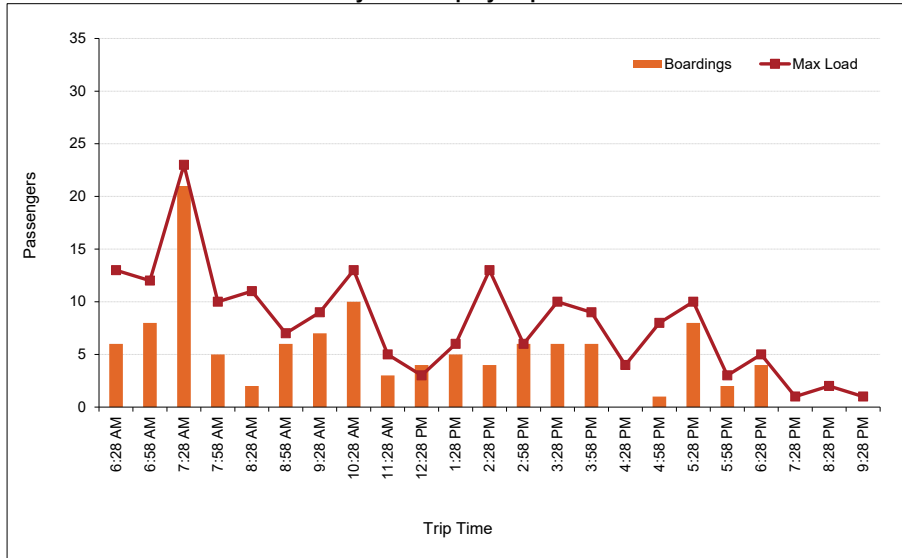
Weekday Running Time by Trip - Inbound



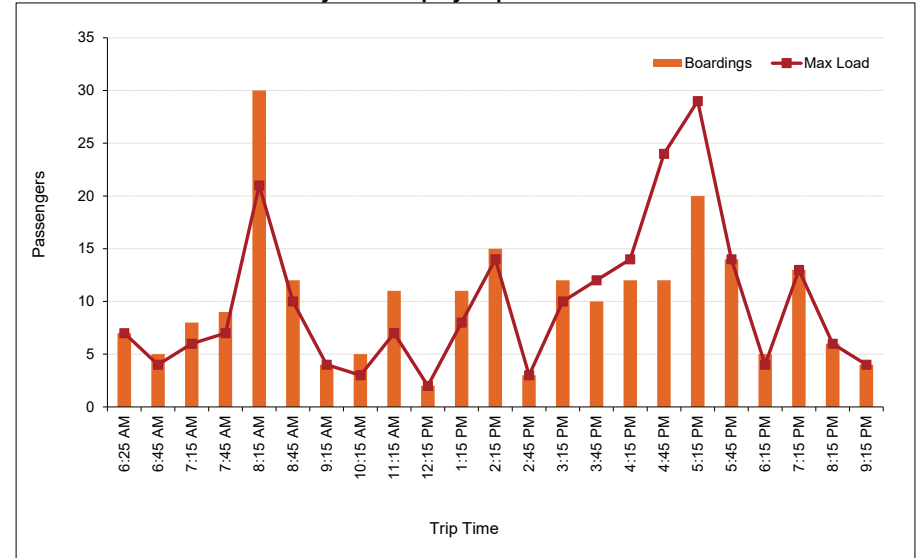
Weekday Running Time by Trip - Outbound



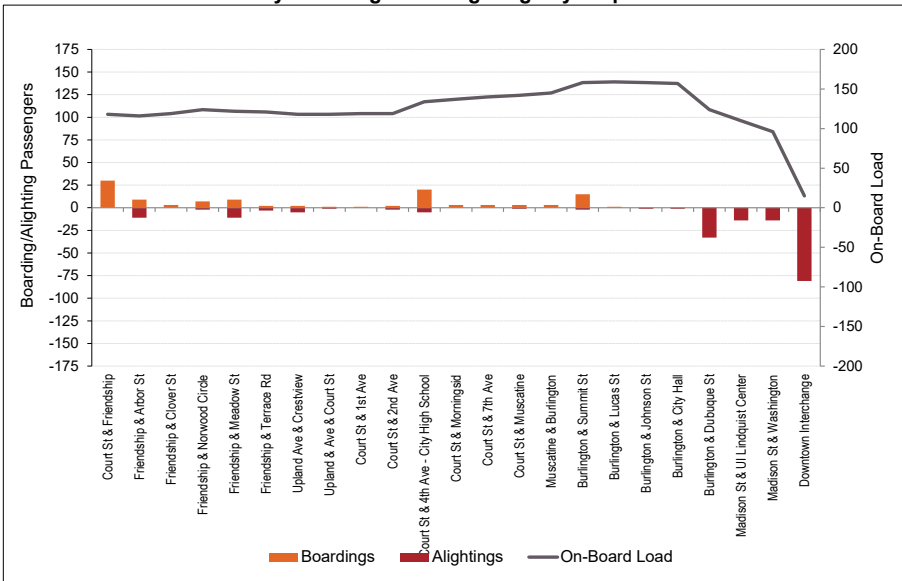
Weekday Ridership by Trip - Inbound



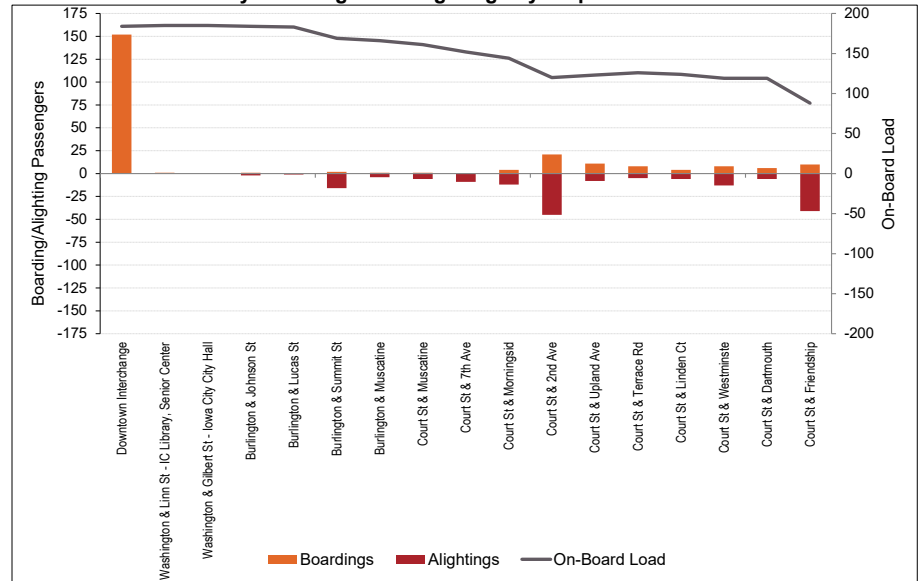
Weekday Ridership by Trip - Outbound



Weekday Boardings and Alightings by Stop - Inbound

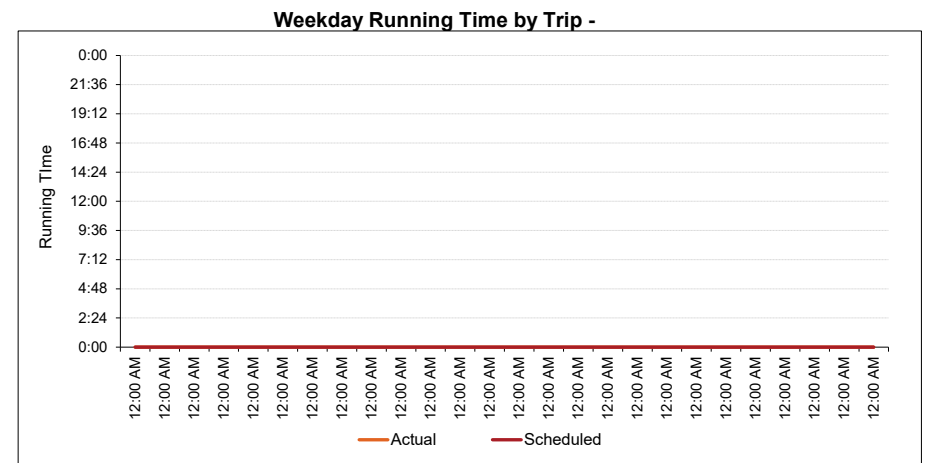
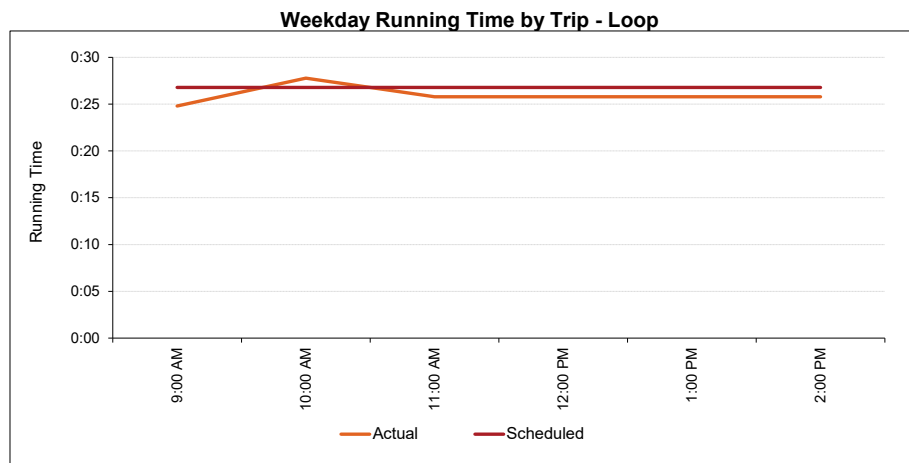


Weekday Boardings and Alightings by Stop - Outbound



Route Cross Park Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
 CITY OF IOWA CITY		Boardings	Alightings	Service Hours	Boardings per Service Hour
	Total	66	68	2.7	24.4
	Loop	66	68	2.7	24.4
	By Segment				
1	Downtown Interchange to Kirkwood A & Gilbert St	29	3	0.6	48.3
2	Kirkwood A & Gilbert St to Pepperwood Plaza	19	21	0.5	38.0
3	Pepperwood Plaza to Benton St & Clinton St	17	12	1.2	14.2
4	Benton St & Clinton St to Downtown Interchange	1	32	0.4	2.5
	By Time Period				
	Midday	66	68	2.7	24.4

Route Operations Summary							
On-Time Performance			On-Board Load				
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location		Direction	
60%	27%	13%		32	Benton St & Clinton St		L
60%	27%	13%		32	Benton St & Clinton St		L
67%	33%						
50%		50%					
67%	33%						
17%	67%	17%					
				32	Benton St & Clinton St		L



Trip Time	Boardings	Max Load
9:00 AM	10	8
10:00 AM	14	11
11:00 AM	15	11
12:00 PM	6	5
1:00 PM	9	7
2:00 PM	12	8

The chart displays two data series over a 24-hour period from 12:00 AM to 12:00 AM. The Y-axis, labeled 'Passengers', ranges from 0 to 1. The X-axis, labeled 'Trip Time', shows hourly intervals. The 'Boardings' series (orange line) and the 'Max Load' series (red line with square markers) both remain at 0 throughout the entire duration.

Trip Time	Boardings	Max Load
12:00 AM	0	0
1:00 AM	0	0
2:00 AM	0	0
3:00 AM	0	0
4:00 AM	0	0
5:00 AM	0	0
6:00 AM	0	0
7:00 AM	0	0
8:00 AM	0	0
9:00 AM	0	0
10:00 AM	0	0
11:00 AM	0	0
12:00 PM	0	0
1:00 PM	0	0
2:00 PM	0	0
3:00 PM	0	0
4:00 PM	0	0
5:00 PM	0	0
6:00 PM	0	0
7:00 PM	0	0
8:00 PM	0	0
9:00 PM	0	0
10:00 PM	0	0
11:00 PM	0	0
12:00 AM	0	0

Boarding/Alighting Passengers

On-Board Load

Legend:

- Boardings (Orange bars)
- Alightings (Red bars)
- On-Board Load (Grey line)

Station	Boardings	Alightings	On-Board Load
Downtown Interchange	28	0	31
Washington & Madison St	0	0	31
UI Main Library	0	-1	30
Capitol St & Prentiss S	0	-2	28
Capitol St & Benton St	0	-2	25
Kirkwood A & Gilbert St	0	-5	24
Gilbert St & 3rd Ave	0	0	24
Gilbert St & Hills Bank	0	0	25
Gilbert St & Stevens Dr	0	-1	24
Southgate & Gilbert St	0	-1	25
Southgate & Waterfront	7	-6	26
Southgate & Boyrum St	1	0	27
Southgate & Kedouk St	3	0	28
Crosspark & 900 Block	0	-2	25
Crosspark & Broadway S	0	-3	26
Broadway S & 1900 Block	0	-4	25
Peppercorn Plaza	0	-5	26
Highland A & Boyrum St	0	-2	27
Highland A & Gilbert Co	0	-3	28
Highland A & Gilbert St	0	-1	27
Kirkwood A & Gilbert St	4	0	30
Benton St & Clinton St	1	0	31
Benton St & Capitol St	0	0	31
Capitol St & Prentiss S	0	-1	31
Capitol St & Harrison S	0	0	31
Court St & Capitol St	0	0	31
Downtown Interchange	0	-30	0

The graph displays the relationship between passenger flow and on-board load over 100 flights. The left y-axis measures 'Boarding/Alighting Passengers' from 0 to 1. The right y-axis measures 'On-Board Load' from 0 to 1. Boardings are represented by orange bars, Alightings by red bars, and the On-Board Load by a grey line. The load increases with each boarding and decreases with each alighting, remaining below 1.0 throughout the 100 flights.

Flight	Boardings	Alightings	On-Board Load
1	0.05	0.00	0.05
2	0.05	0.00	0.10
3	0.05	0.00	0.15
4	0.05	0.00	0.20
5	0.05	0.00	0.25
6	0.05	0.00	0.30
7	0.05	0.00	0.35
8	0.05	0.00	0.40
9	0.05	0.00	0.45
10	0.05	0.00	0.50
11	0.05	0.00	0.55
12	0.05	0.00	0.60
13	0.05	0.00	0.65
14	0.05	0.00	0.70
15	0.05	0.00	0.75
16	0.05	0.00	0.80
17	0.05	0.00	0.85
18	0.05	0.00	0.90
19	0.05	0.00	0.95
20	0.05	0.00	1.00
21	0.05	0.00	1.00
22	0.05	0.00	1.00
23	0.05	0.00	1.00
24	0.05	0.00	1.00
25	0.05	0.00	1.00
26	0.05	0.00	1.00
27	0.05	0.00	1.00
28	0.05	0.00	1.00
29	0.05	0.00	1.00
30	0.05	0.00	1.00
31	0.05	0.00	1.00
32	0.05	0.00	1.00
33	0.05	0.00	1.00
34	0.05	0.00	1.00
35	0.05	0.00	1.00
36	0.05	0.00	1.00
37	0.05	0.00	1.00
38	0.05	0.00	1.00
39	0.05	0.00	1.00
40	0.05	0.00	1.00
41	0.05	0.00	1.00
42	0.05	0.00	1.00
43	0.05	0.00	1.00
44	0.05	0.00	1.00
45	0.05	0.00	1.00
46	0.05	0.00	1.00
47	0.05	0.00	1.00
48	0.05	0.00	1.00
49	0.05	0.00	1.00
50	0.05	0.00	1.00
51	0.05	0.00	1.00
52	0.05	0.00	1.00
53	0.05	0.00	1.00
54	0.05	0.00	1.00
55	0.05	0.00	1.00
56	0.05	0.00	1.00
57	0.05	0.00	1.00
58	0.05	0.00	1.00
59	0.05	0.00	1.00
60	0.05	0.00	1.00
61	0.05	0.00	1.00
62	0.05	0.00	1.00
63	0.05	0.00	1.00
64	0.05	0.00	1.00
65	0.05	0.00	1.00
66	0.05	0.00	1.00
67	0.05	0.00	1.00
68	0.05	0.00	1.00
69	0.05	0.00	1.00
70	0.05	0.00	1.00
71	0.05	0.00	1.00
72	0.05	0.00	1.00
73	0.05	0.00	1.00
74	0.05	0.00	1.00
75	0.05	0.00	1.00
76	0.05	0.00	1.00
77	0.05	0.00	1.00
78	0.05	0.00	1.00
79	0.05	0.00	1.00
80	0.05	0.00	1.00
81	0.05	0.00	1.00
82	0.05	0.00	1.00
83	0.05	0.00	1.00
84	0.05	0.00	1.00
85	0.05	0.00	1.00
86	0.05	0.00	1.00
87	0.05	0.00	1.00
88	0.05	0.00	1.00
89	0.05	0.00	1.00
90	0.05	0.00	1.00
91	0.05	0.00	1.00
92	0.05	0.00	1.00
93	0.05	0.00	1.00
94	0.05	0.00	1.00
95	0.05	0.00	1.00
96	0.05	0.00	1.00
97	0.05	0.00	1.00
98	0.05	0.00	1.00

Trip Time	Boardings	Max Load
6:08 AM	9	9
7:00 AM	27	27
8:00 AM	20	19
9:00 AM	6	6
11:00 AM	9	6
12:15 PM	8	6
1:15 PM	13	7
2:15 PM	4	4
3:15 PM	7	7
4:15 PM	19	17
5:15 PM	15	17
6:15 PM	7	9

The chart displays two data series over a 24-hour period from 12:00 AM to 12:00 AM. The Y-axis, labeled 'Passengers', ranges from 0 to 1. The X-axis, labeled 'Trip Time', shows hourly intervals. The 'Boardings' series (orange line) and the 'Max Load' series (red line with square markers) both remain at 0 for the entire duration.

Trip Time	Boardings	Max Load
12:00 AM	0	0
1:00 AM	0	0
2:00 AM	0	0
3:00 AM	0	0
4:00 AM	0	0
5:00 AM	0	0
6:00 AM	0	0
7:00 AM	0	0
8:00 AM	0	0
9:00 AM	0	0
10:00 AM	0	0
11:00 AM	0	0
12:00 PM	0	0
1:00 PM	0	0
2:00 PM	0	0
3:00 PM	0	0
4:00 PM	0	0
5:00 PM	0	0
6:00 PM	0	0
7:00 PM	0	0
8:00 PM	0	0
9:00 PM	0	0
10:00 PM	0	0
11:00 PM	0	0
12:00 AM	0	0

Boarding/Alighting Passengers

On-Board Load

Route	Boardings	Alightings	On-Board Load
Downtown Interchange	65	-15	65
Court St & Peterson St	9	-12	55
Court St & Elmira St	-1	-10	45
Court St & Kenneth Dr	-1	-10	40
Court St & Camden Rd	-4	-10	38
Arlington & Court St	5	-2	42
Arlington & Cumberland	5	-1	40
Huntington & Arlington	-1	-10	40
Huntington & Cardigan Ln	-2	-10	40
Huntington & Court St	-4	-10	40
Court St & Camden Rd	1	-1	40
Ashford Pl & Chadwick Place	1	-1	42
Ashford Pl & York Place	-1	-10	42
York Place & Brentwood	-1	-10	40
Brentwood & Camden St	1	-10	40
Camden Rd & Ashford Pl	4	-1	45
Court St & Kenneth Dr	-1	-1	48
Court St Lindeman Dr	-1	-1	50
Scott Park & Elgin Dr	-1	-10	45
Regency Hs & Apartments	-1	-10	40
Scott Blvd & Lower W Branch Rd	4	-1	50
Lower W Br & Middlebury	4	-1	50
Rochester & Post Rd	8	-1	55
Rochester & 1st Ave	4	-1	60
Regina Edu & Center	-1	-1	62
Meroy Hospital	-1	-1	60
Market St Lin St	-1	-10	55
Clinton St & Jefferson St	-1	-10	40
Downtown Interchange	-1	-45	25

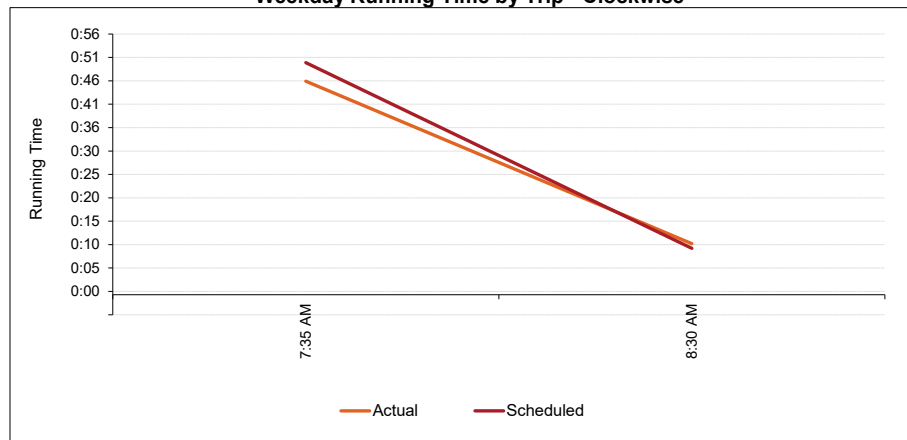
The graph displays the passenger load for 10 routes. The Y-axis represents the number of passengers, ranging from 0 to 1.0. The X-axis represents the routes, labeled 1 through 10. Boardings are shown in orange, Alightings in red, and On-Board Load in grey. The On-Board Load is consistently zero for all routes.

Route	Boardings	Alightings	On-Board Load
1	0.0	0.0	0.0
2	0.0	0.0	0.0
3	0.0	0.0	0.0
4	0.0	0.0	0.0
5	0.0	0.0	0.0
6	0.0	0.0	0.0
7	0.0	0.0	0.0
8	0.0	0.0	0.0
9	0.0	0.0	0.0
10	0.0	0.0	0.0

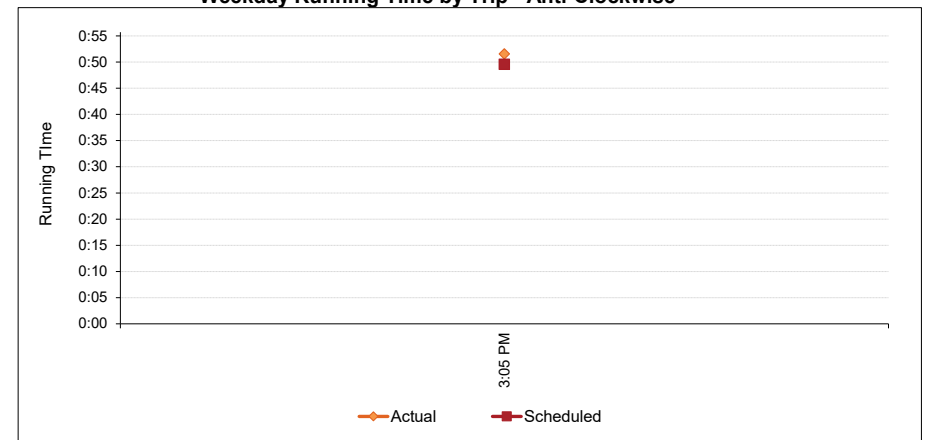
Route Eastside Loop AM Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
 CITY OF IOWA CITY		Boardings	Alightings	Service Hours	Boardings per Service Hour
Total		82	82	1.9	43.2
Clockwise		49	49	1.1	45.9
Anti-Clockwise		33	33	0.8	39.6
By Segment					
1	Sycamore Mall Cinema Theater to City Hill School	2	6	0.5	4.0
2	City Hill School to Friendship St	3	43	0.3	10.6
3	Friendship St to Wellington Dr	2	15	0.4	5.5
4	Wellington Dr to California Ave	32	18	0.3	91.4
5	California Ave to Sycamore Mall Cinema Theater	43		0.3	129.0
By Time Period					
AM		49	49	1.1	45.9
PM		33	33	0.8	39.6

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
50%	25%	25%	43	Sycamore Mall Cinema Theater	C
50%	50%	0%	43	Sycamore Mall Cinema Theater	C
50%	0%	50%	32	William St	A
67%	33%				
50%	50%				
	50%	50%			
50%		50%			
50%		50%			
			43	Sycamore Mall Cinema Theater	C
			32	William St	A

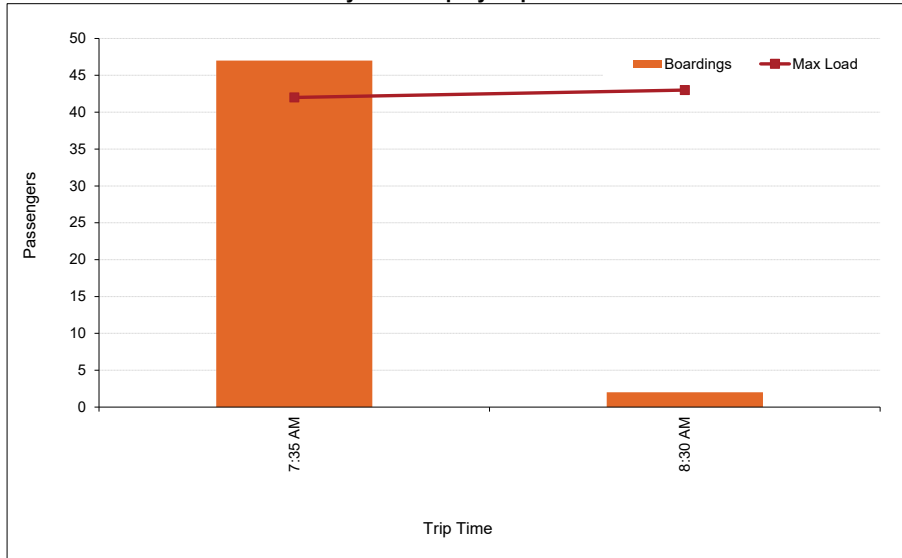
Weekday Running Time by Trip - Clockwise



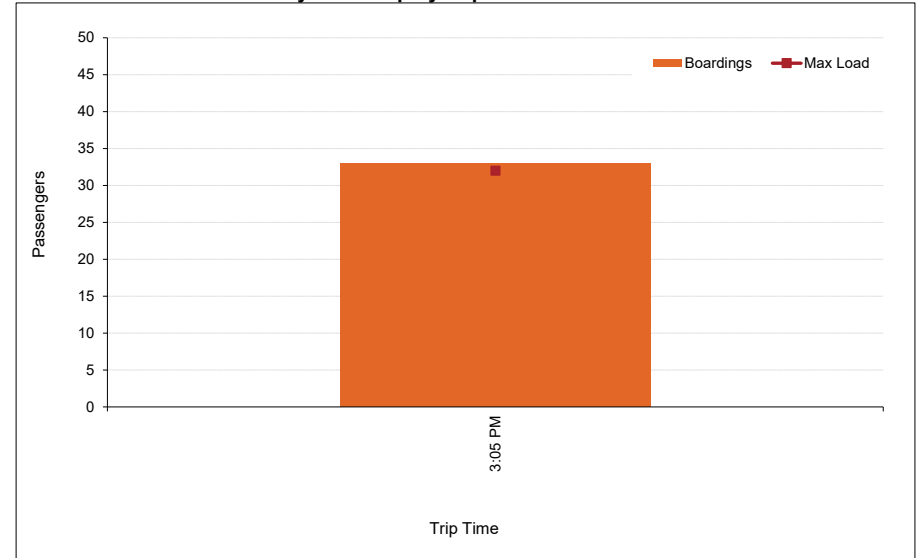
Weekday Running Time by Trip - Anti-Clockwise



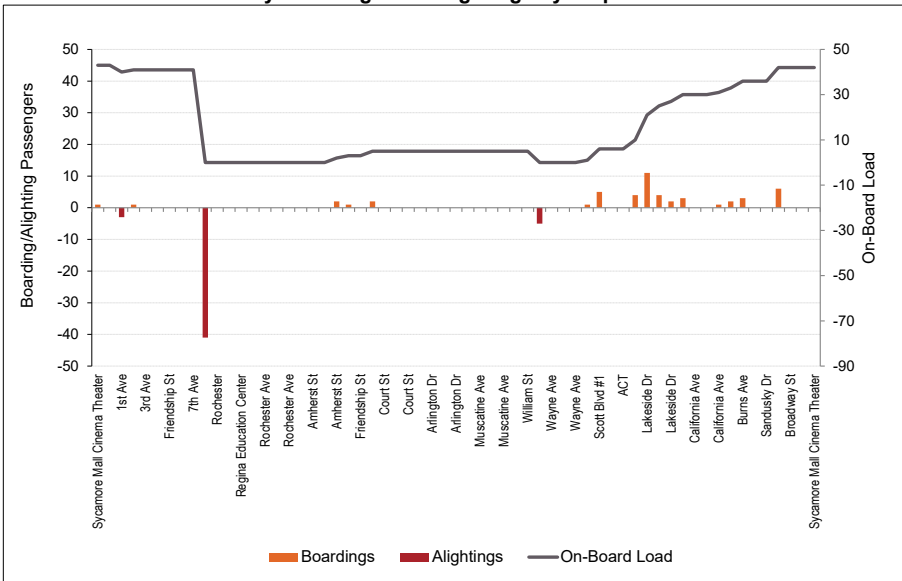
Weekday Ridership by Trip - Clockwise



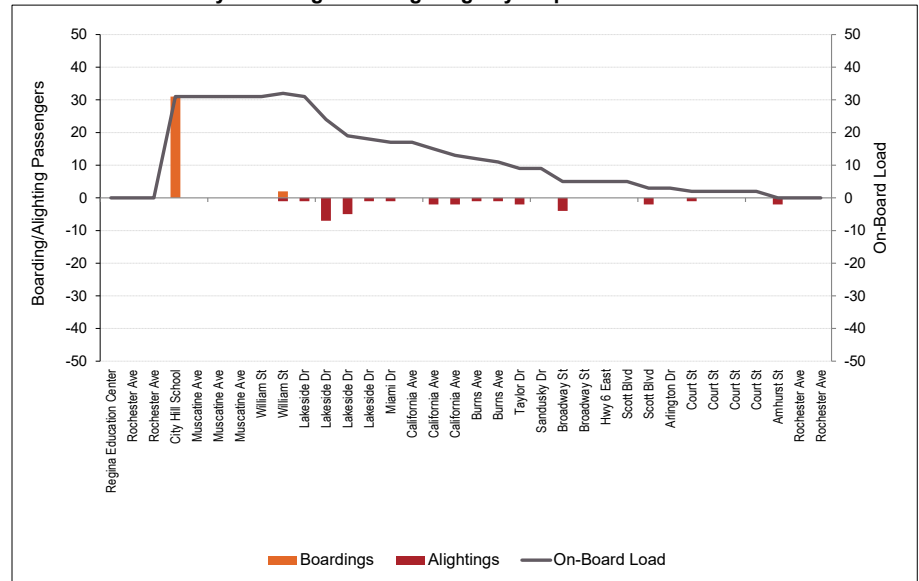
Weekday Ridership by Trip - Anti-Clockwise



Weekday Boardings and Alightings by Stop - Clockwise



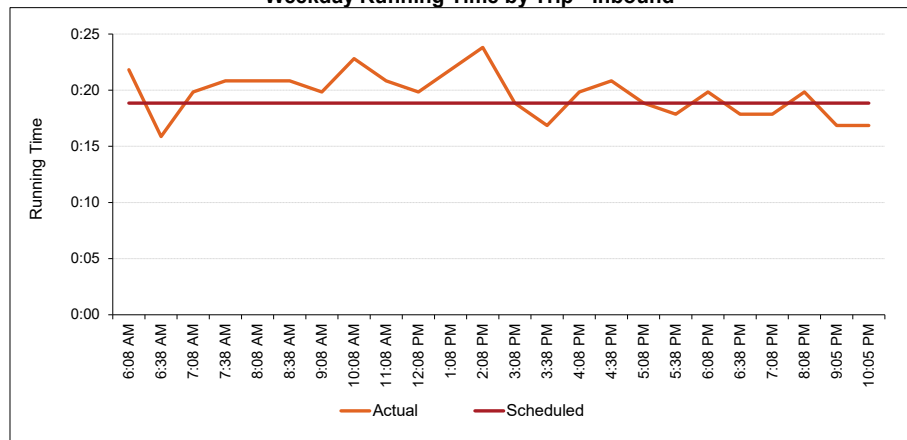
Weekday Boardings and Alightings by Stop - Anti-Clockwise



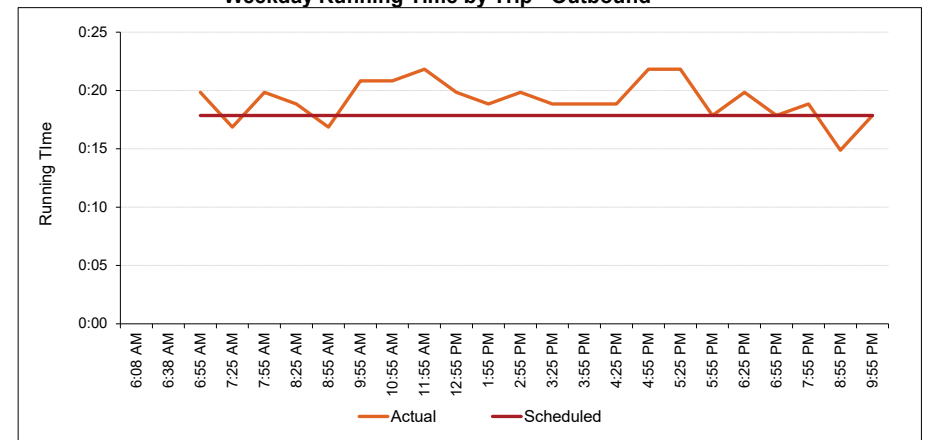
Route Lakeside Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
 CITY OF IOWA CITY		Boardings	Alightings	Service Hours	Boardings per Service Hour
Total		477	462	14.3	33.4
Inbound		221	283	7.6	29.1
Outbound		256	179	6.7	38.2
By Segment					
1	Bon Aire Mobile Home Lodge to Southgate & Keokuk St	203	173	6.5	31.1
2	Southgate & Keokuk St to Downtown Interchange	274	289	7.7	35.7
By Time Period					
AM		116	90	3.5	33.1
Midday		142	146	3.7	38.4
PM		149	152	3.7	40.3
Eve		56	58	2.5	22.7
Night		14	16	0.9	15

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
59%	25%	17%	233	Gilbert St & Benton St	I
74%	15%	11%	233	Gilbert St & Benton St	I
44%	34%	22%	193	Court St & Gilbert St	O
65%	10%	25%			
65%	20%	15%			
			98	Gilbert St & Kirkwood A	I
			70	Gilbert St & Benton St	I
			86	Court St & Dubuque St	O
			32	Gilbert St & Prentiss S	O
			10	Downtown Interchange	O

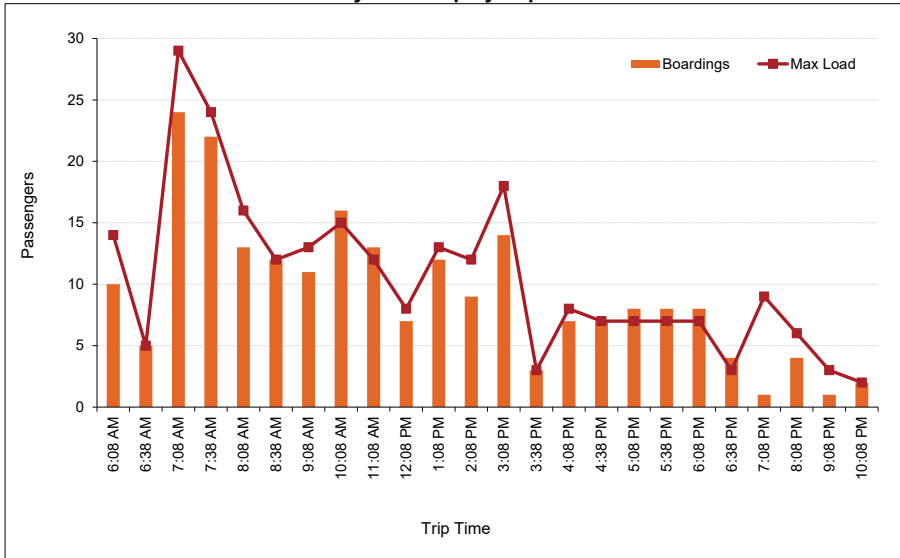
Weekday Running Time by Trip - Inbound



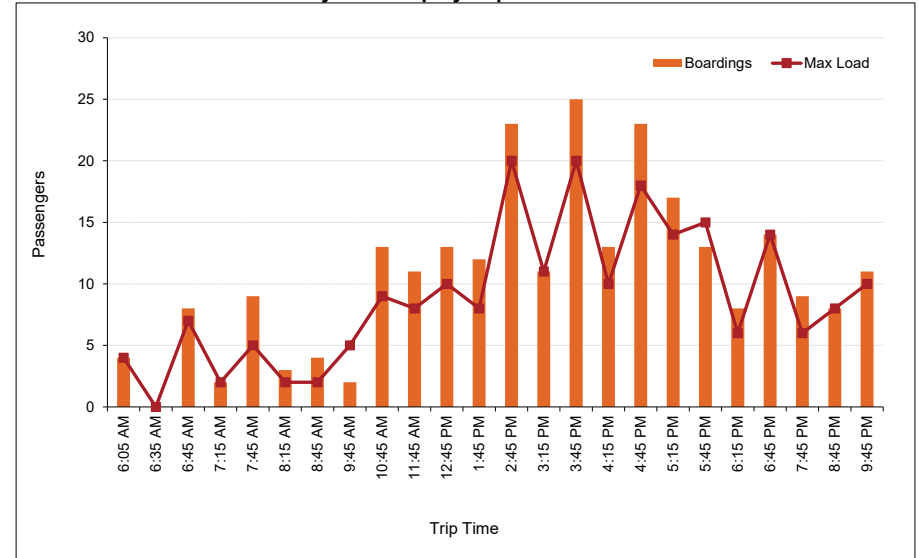
Weekday Running Time by Trip - Outbound



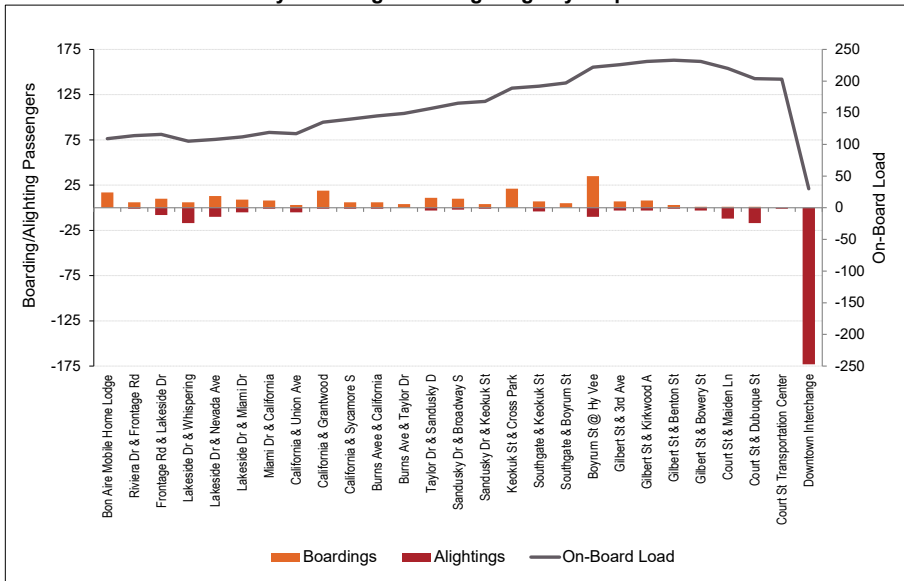
Weekday Ridership by Trip - Inbound



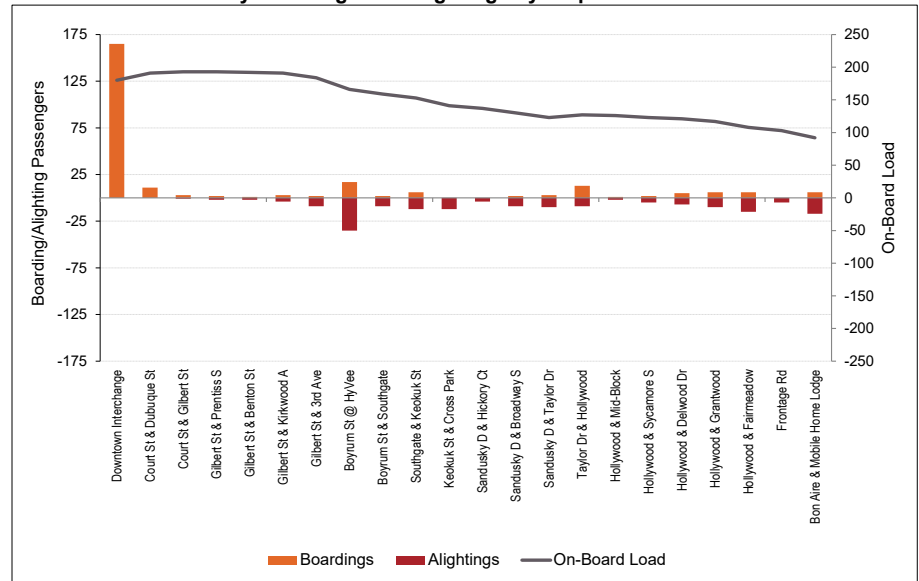
Weekday Ridership by Trip - Outbound



Weekday Boardings and Alightings by Stop - Inbound



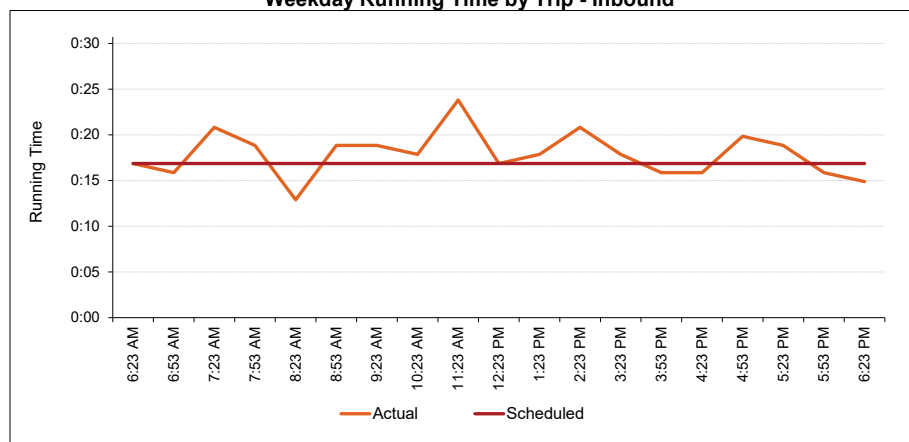
Weekday Boardings and Alightings by Stop - Outbound



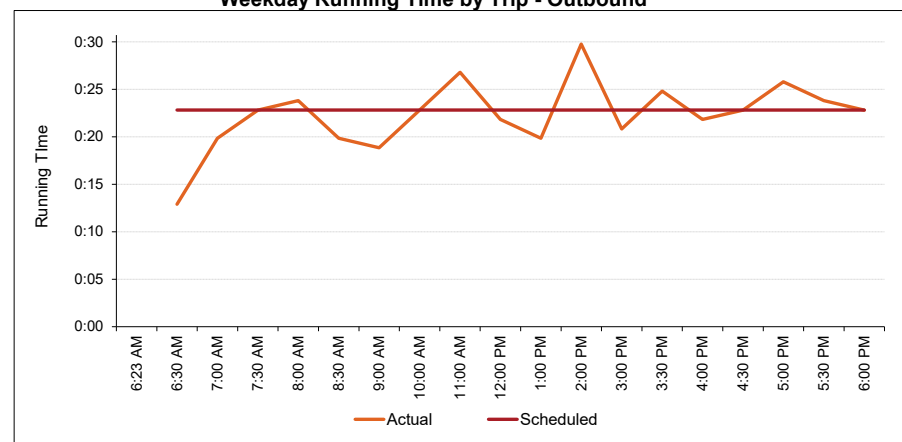
Route Mall Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
		Boardings	Alightings	Service Hours	Boardings per Service Hour
Total					
Inbound		129	189	5.4	24.0
Outbound		224	161	7.0	32.2
By Segment					
1	Heinz Rd & Hwy 6 East to Kirkwood Ave & Dodge St	168	161	8.3	20.3
2	Kirkwood Ave & Dodge St to Downtown Interchange	185	189	4.0	46.1
By Time Period					
	AM	89	85	3.4	26.3
	Midday	137	144	4.3	32.0
	PM	114	107	3.7	30.7
	Eve	13	14	0.9	13.7

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
67%	21%	12%	181	Bowery St & Johnson St	I
79%	5%	16%	181	Bowery St & Johnson St	I
55%	36%	9%	161	Court St & Gilbert St	O
74%	13%	13%			
81%	5%	14%			
			52	Gilbert St & Bowery St	I
			85	Dodge St & Bowery St	I
			66	Court St & Gilbert St	O
			9	Bowery St & Johnson St	O

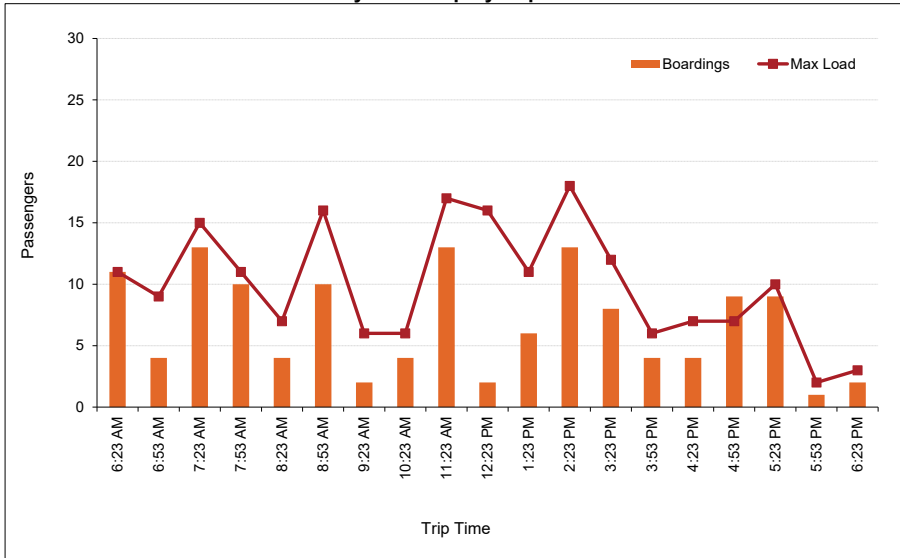
Weekday Running Time by Trip - Inbound



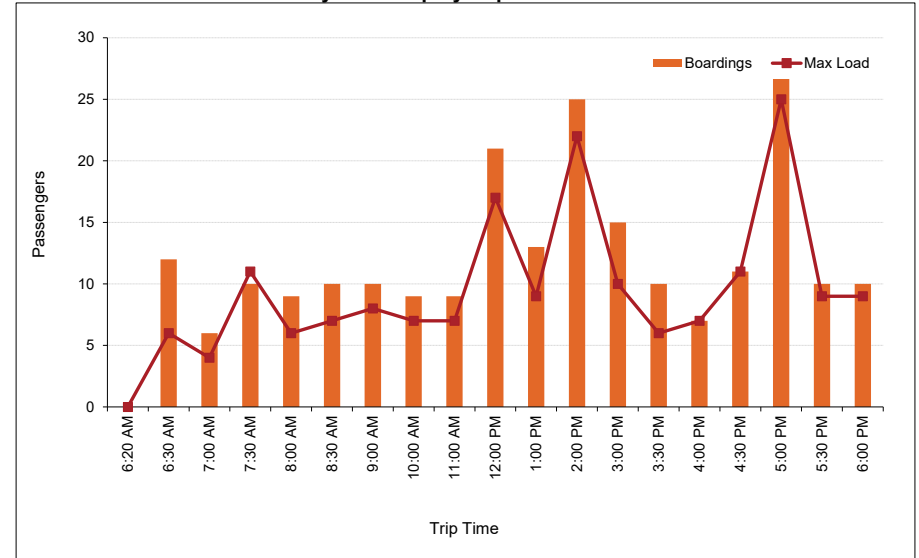
Weekday Running Time by Trip - Outbound



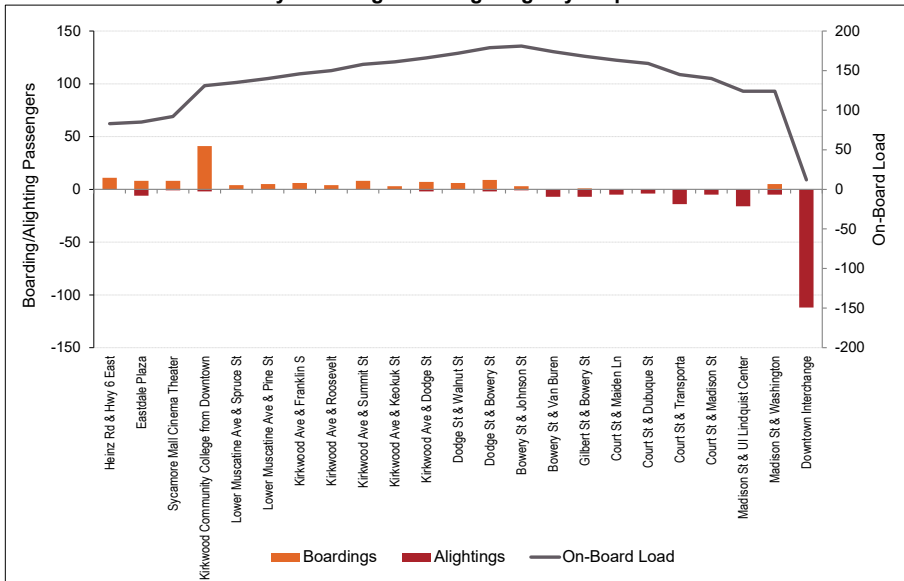
Weekday Ridership by Trip - Inbound



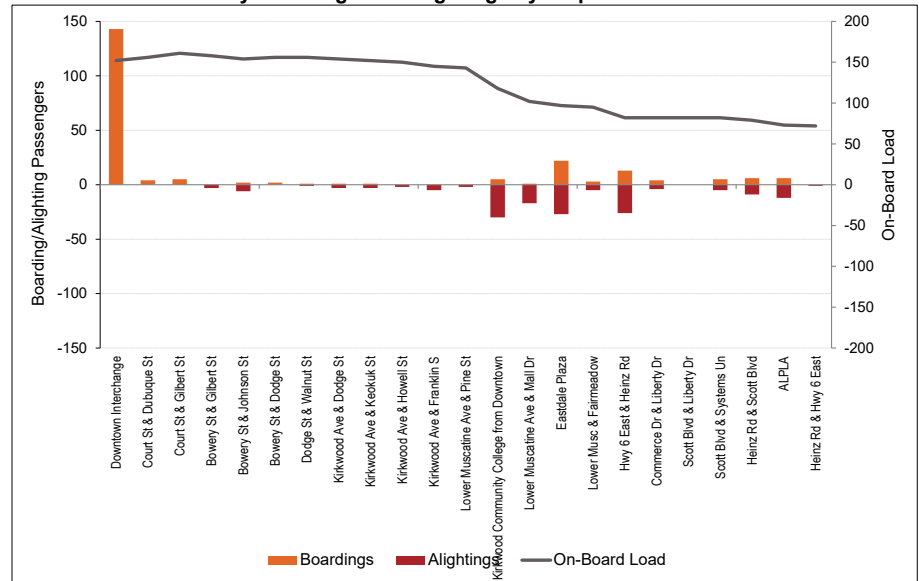
Weekday Ridership by Trip - Outbound



Weekday Boardings and Alightings by Stop - Inbound



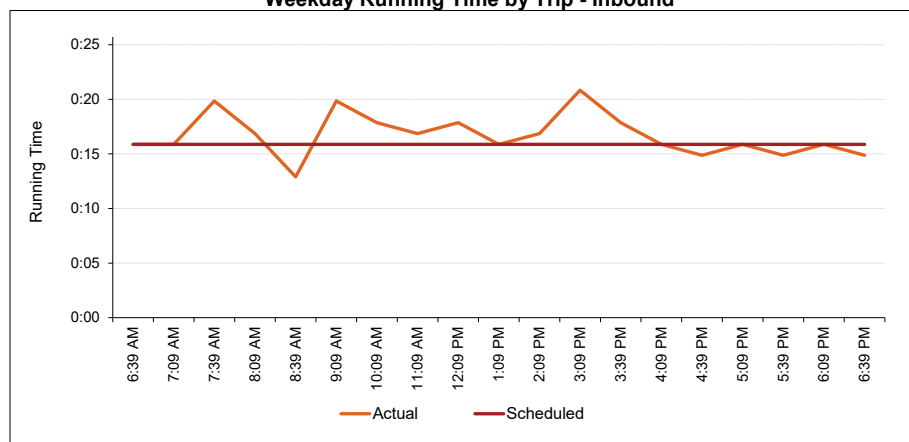
Weekday Boardings and Alightings by Stop - Outbound



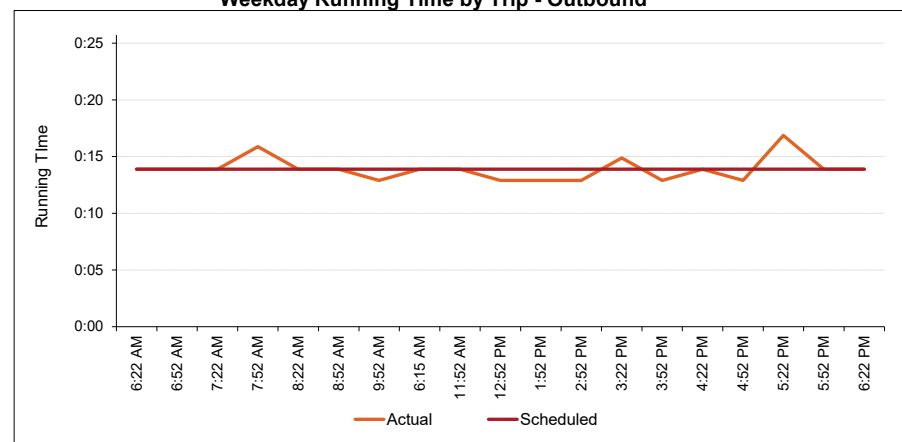
Route Manville Heights Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
 CITY OF IOWA CITY		Boardings	Alightings	Service Hours	Boardings per Service Hour
Total		282	291	12.7	22.3
Inbound		53	148	5.1	10.5
Outbound		229	143	7.6	30.1
By Segment					
1	Forest View Trailer Park to Park Rd & Normandy Dr	119	105	3.8	31.3
2	Park Rd & Normandy Dr to Downtown Interchange	163	186	5.7	28.6
By Time Period					
	AM	101	103	3.7	27.1
	Midday	78	81	4.0	19.5
	PM	95	99	4.0	23.8
	Eve	8	8	0.9	8.6

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
67%	30%	4%	131	Woolf Ave - VA Hospital	I
86%	12%	2%	131	Woolf Ave - VA Hospital	I
47%	47%	5%	121	Newton Rd & VA Hospital	O
74%	26%				
76%	21%	3%			
			75	Woolf Ave & Rider St	I
			46	Laura Dr & Foster Rd	I
			75	Newton Rd & VA Hospital	O
			6	Iowa Ave & English Philosophy Building, IMU	O

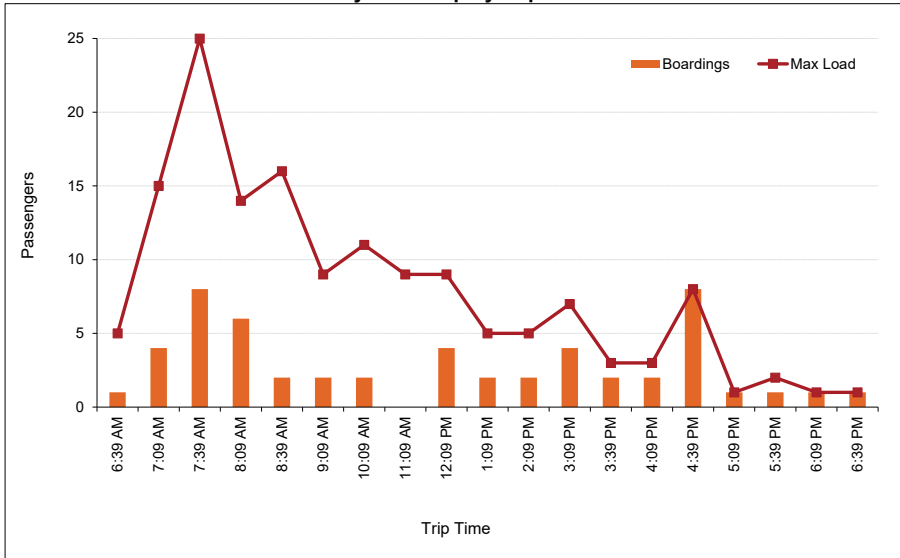
Weekday Running Time by Trip - Inbound



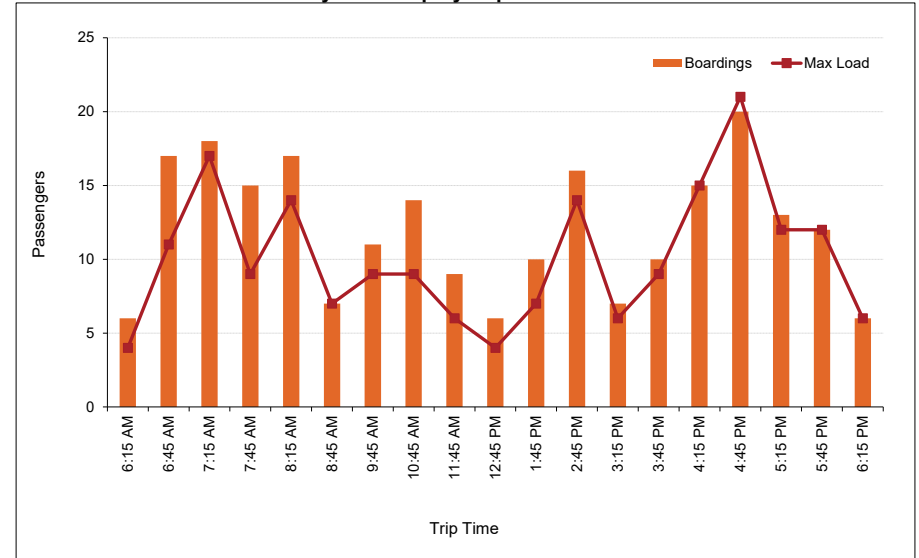
Weekday Running Time by Trip - Outbound



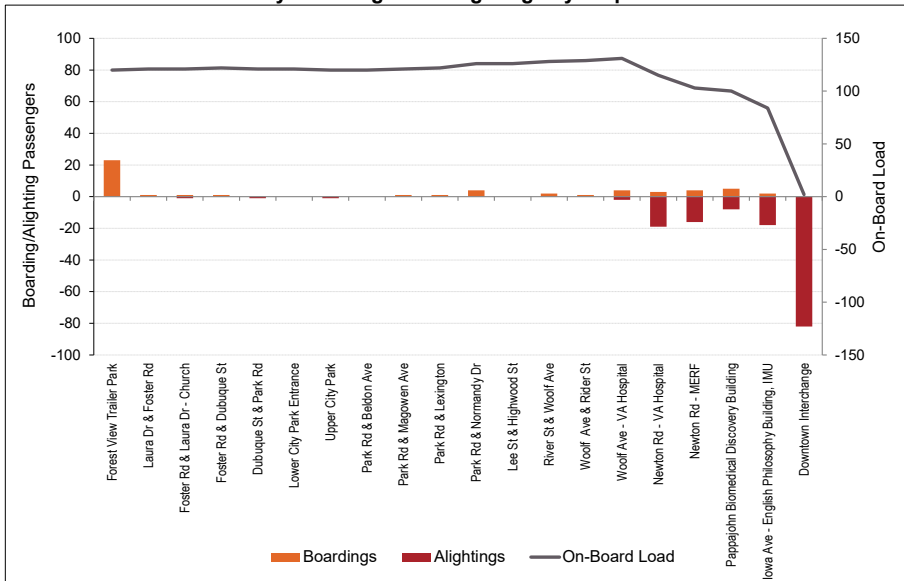
Weekday Ridership by Trip - Inbound



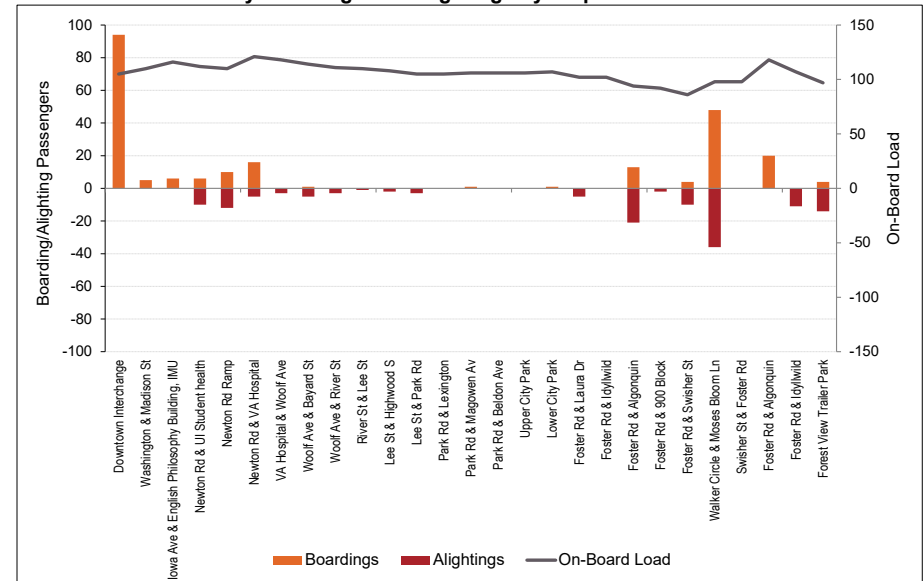
Weekday Ridership by Trip - Outbound



Weekday Boardings and Alightings by Stop - Inbound



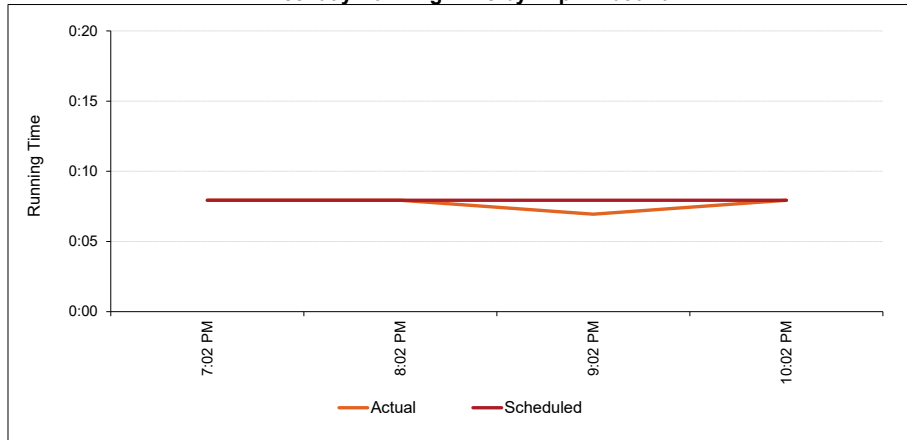
Weekday Boardings and Alightings by Stop - Outbound



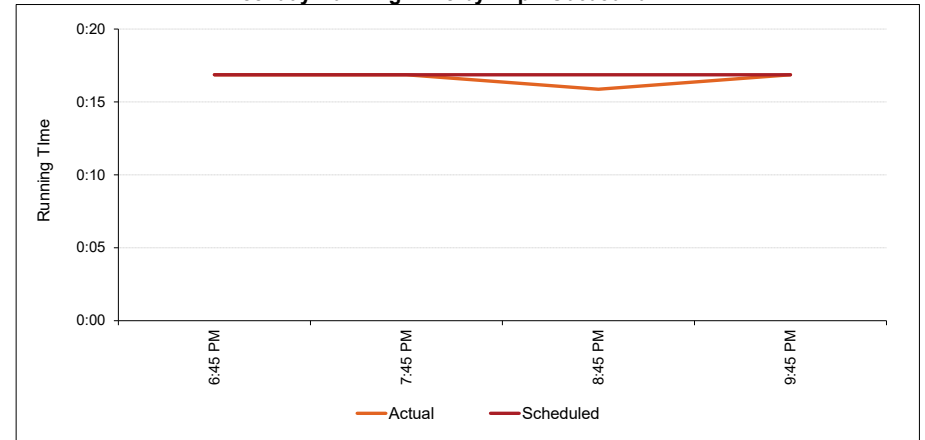
Route Manville Heights (Night) Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
 CITY OF IOWA CITY		Boardings	Alightings	Service Hours	Boardings per Service Hour
	Total	26	25	1.7	15.6
	Inbound	3	2	0.5	5.6
	Outbound	23	23	1.1	20.3
	By Segment				
1	Forest View Trailer Park to Downtown Interchange	26	25	1.7	15.6
	By Time Period				
	Eve	19	19	1.1	17.0
	Night	7	6	0.5	13

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
71%	21%	8%	24	Washington & Madison St	O
75%	25%	0%	4	Laura Dr & Foster Rd	I
67%	17%	17%	24	Washington & Madison St	O
75%	25%				
			19	Washington & Madison St	O
			5	Downtown Interchange	O

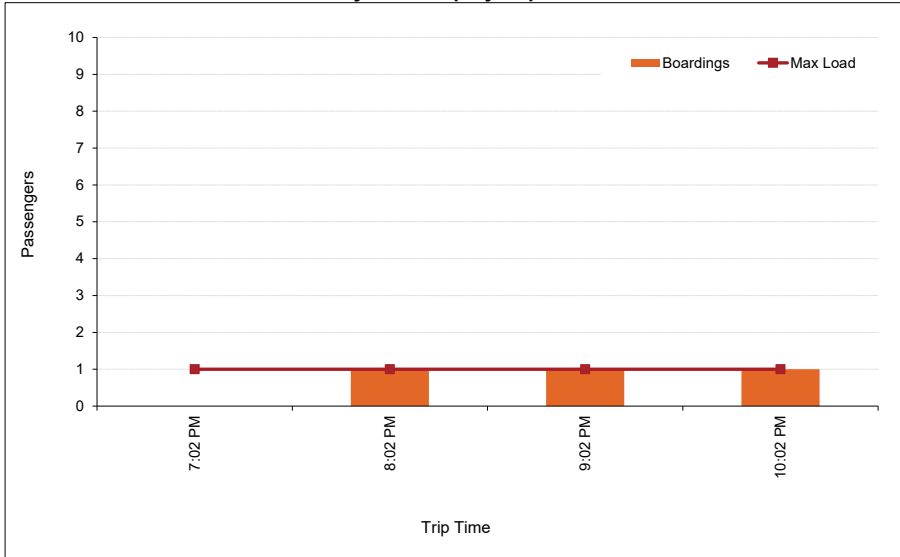
Weekday Running Time by Trip - Inbound



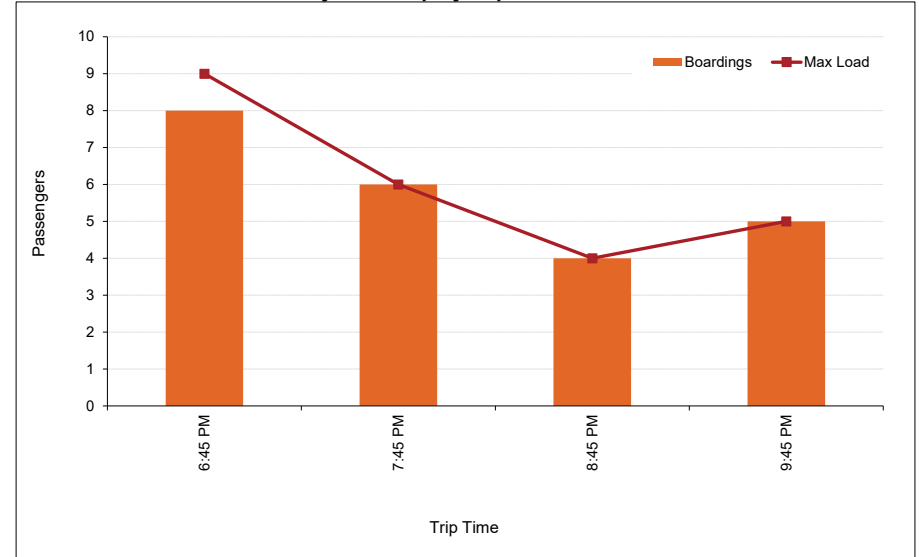
Weekday Running Time by Trip - Outbound



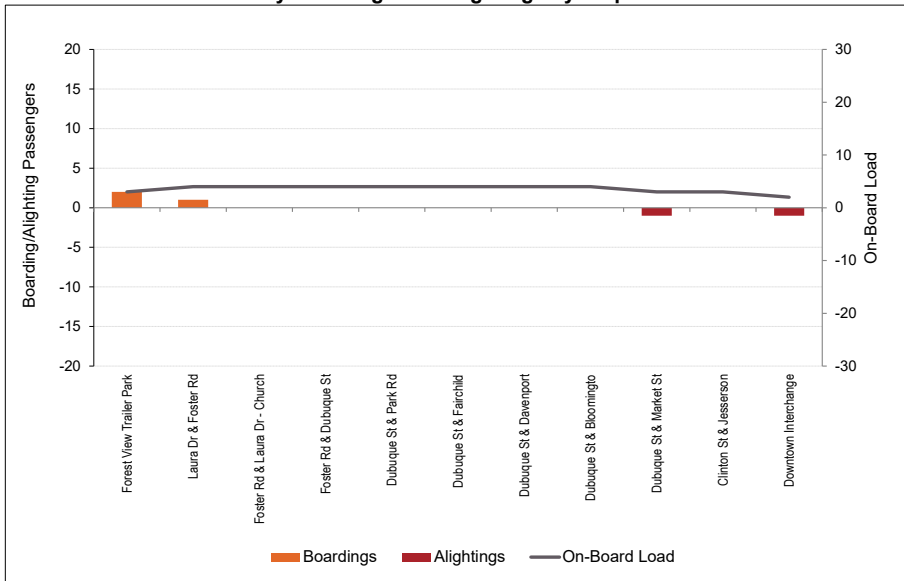
Weekday Ridership by Trip - Inbound



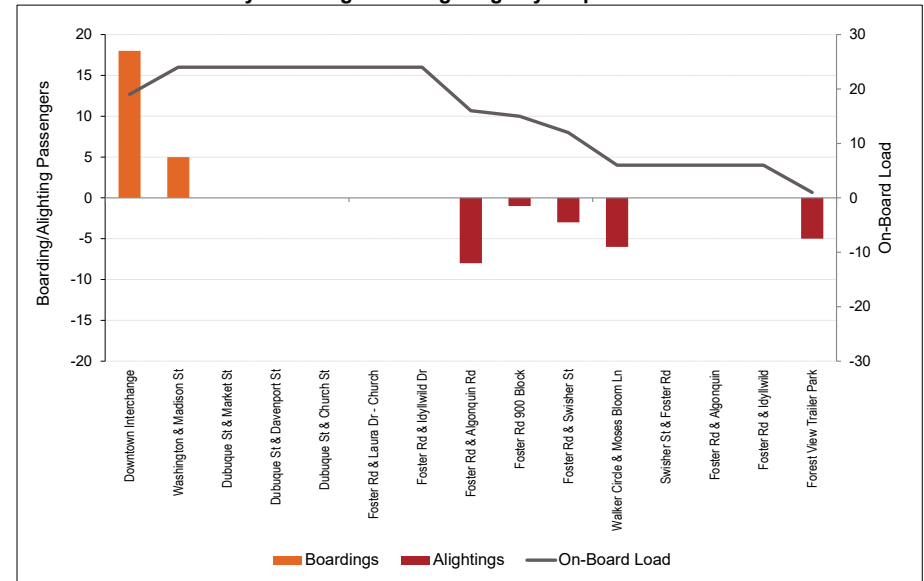
Weekday Ridership by Trip - Outbound



Weekday Boardings and Alightings by Stop - Inbound

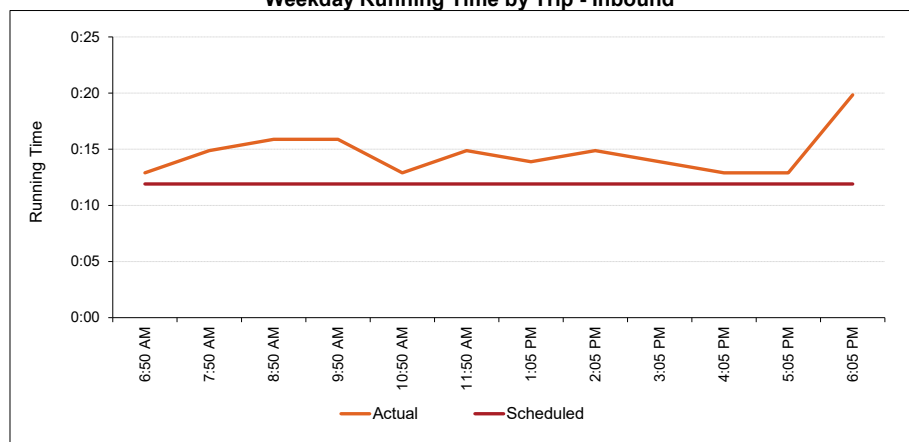


Weekday Boardings and Alightings by Stop - Outbound

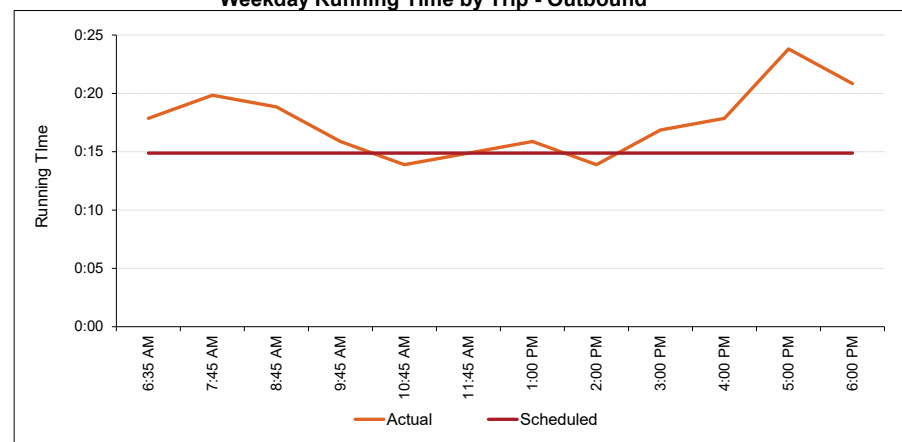


Route Melrose Express Weekday		Route Productivity Summary				Route Operations Summary					
		Activity		Service Hours	Productivity	On-Time Performance			On-Board Load		
 CITY OF IOWA CITY		Boardings	Alightings	Service Hours	Boardings per Service Hour	% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
Total		129	153	5.4	23.9	28%	17%	56%	70	Iowa Ave - English Philosophy Building	O
Inbound		59	64	2.4	24.6	25%	0%	75%	58	Melrose Ave & Sunset St	I
Outbound		70	89	3.0	23.3	31%	33%	36%	70	Iowa Ave - English Philosophy Building	O
By Segment											
1 Chatam Oak Residential Facility to Melrose Ave & Hawkins Dr		69	66	2.4	28.8	38%		63%			
2 Melrose Ave & Hawkins Dr to Downtown Interchange		60	87	3.0	20.0	25%	13%	63%			
By Time Period											
AM		32	56	1.4	23.7				28	Downtown Interchange	O
Midday		49	48	2.5	19.6				25	Melrose Ave & IC Fire St	I
PM		47	48	1.4	34.8				38	Hawkins Dr & Melrose Ave-UI Childrens Hospital	O
Eve		1	1	0.2	5.0				1	Melrose Ave & IC Fire St	I

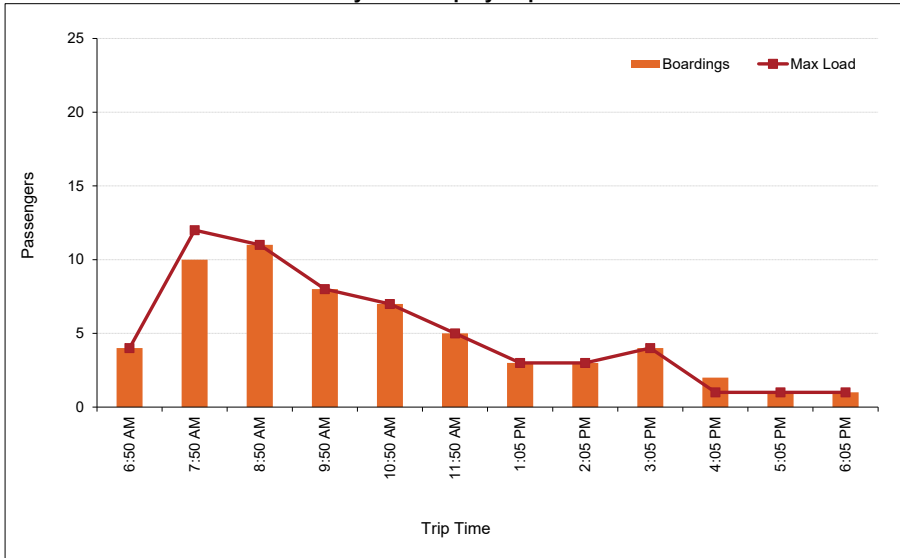
Weekday Running Time by Trip - Inbound



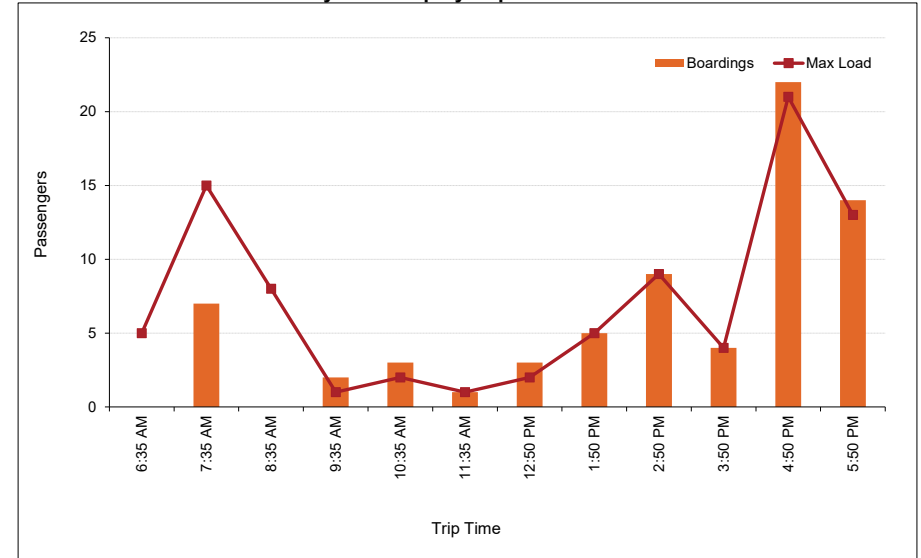
Weekday Running Time by Trip - Outbound



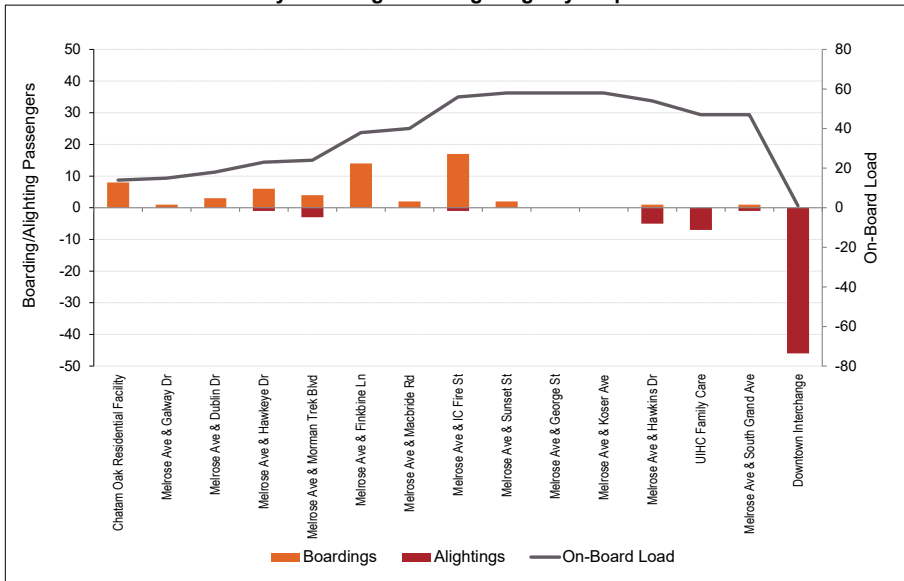
Weekday Ridership by Trip - Inbound



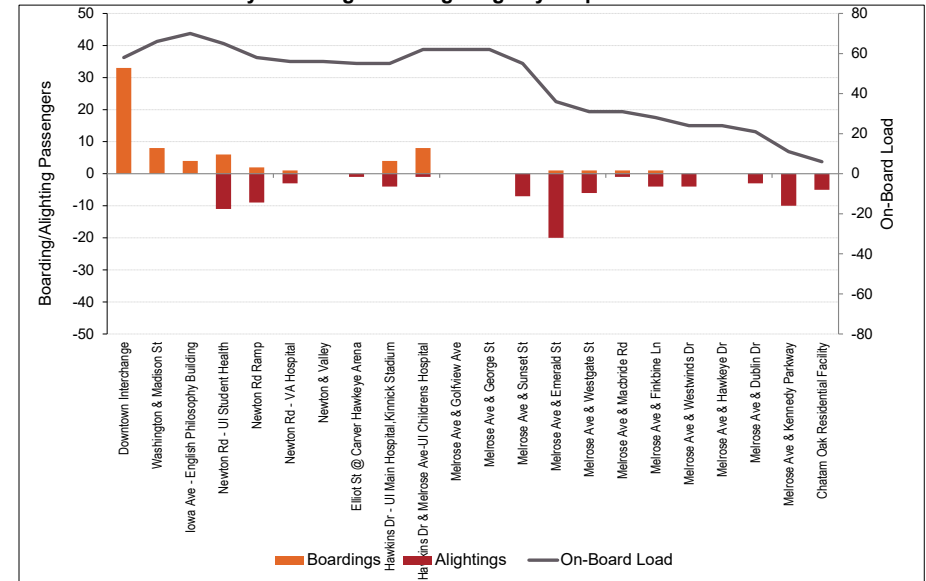
Weekday Ridership by Trip - Outbound



Weekday Boardings and Alightings by Stop - Inbound



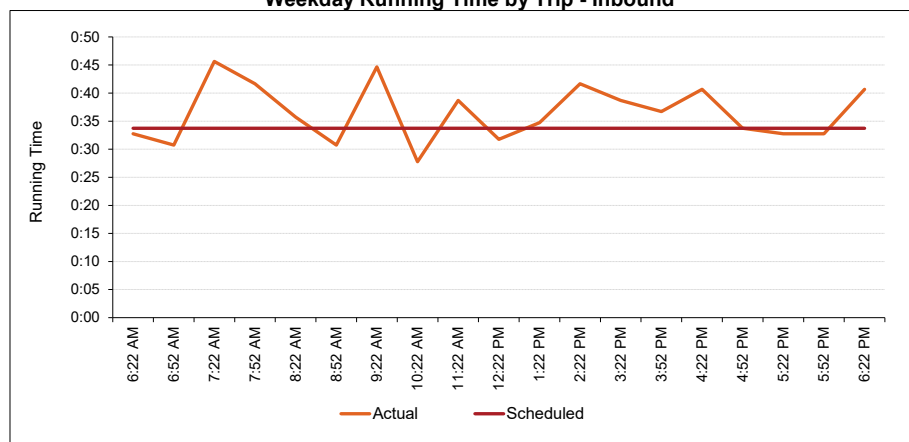
Weekday Boardings and Alightings by Stop - Outbound



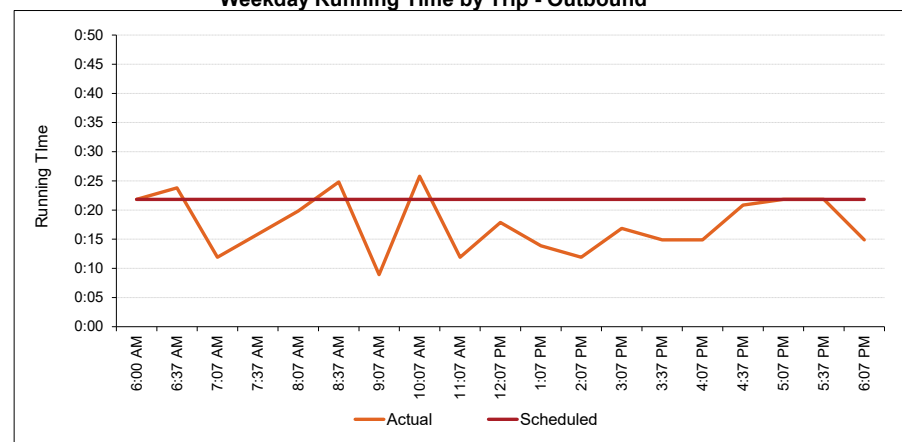
Route North Dodge Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
		Boardings	Alightings	Service Hours	Boardings per Service Hour
 CITY OF IOWA CITY					
Total		185	245	12.7	14.6
Inbound		86	157	5.7	15.1
Outbound		99	88	7.0	14.2
By Segment					
1	Pearson Main Entrance to Caroline Ave	46	50	12.4	3.7
2	Caroline Ave to Downtown Interchange	139	131	5.4	25.8
By Time Period					
	AM	63	83	3.7	17.0
	Midday	44	62	4.3	10.2
	PM	68	89	3.7	18.4
	Eve	10	11	1.0	10.3

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
40%	51%	9%	95	North Dodge	I
46%	49%	5%	95	North Dodge	I
35%	53%	12%	82	Clinton St	O
45%	50%	5%			
55%	32%	13%			
			42	North Dodge	I
			25	North Dodge	I
			40	Jefferson St	O
			6	Downtown Interchange	O

Weekday Running Time by Trip - Inbound



Weekday Running Time by Trip - Outbound



The chart displays the relationship between Boardings and Max Load over time. Boardings are represented by orange bars, and Max Load is represented by a red line with square markers. The Y-axis represents the number of passengers, ranging from -2 to 16. The X-axis represents the trip time, from 6:22 AM to 6:22 PM. The data shows a significant peak in both metrics at 7:22 AM, with Boardings reaching 14 and Max Load reaching 14. Other notable peaks occur at 8:22 AM (Boardings: 11, Max Load: 10) and 3:22 PM (Boardings: 10, Max Load: 11). The Max Load drops to -1 at 3:52 PM and 5:52 PM, which is likely a data artifact or indicates zero load.

Trip Time	Boardings	Max Load
6:22 AM	4	4
6:52 AM	4	5
7:22 AM	14	14
7:52 AM	9	9
8:22 AM	11	10
8:52 AM	5	5
9:22 AM	2	2
10:22 AM	1	1
11:22 AM	3	5
12:22 PM	3	3
1:22 PM	2	3
2:22 PM	7	7
3:22 PM	10	11
3:52 PM	-1	-1
4:22 PM	2	2
4:52 PM	4	8
5:22 PM	1	6
5:52 PM	-1	-1
6:22 PM	4	4

The chart displays the relationship between passenger boardings and the maximum load on a system over time. Boardings are represented by orange bars, and the maximum load is shown as a red line with square markers. The data points are as follows:

Trip Time	Boardings	Max Load
6:00 AM	1	1
6:30 AM	2	4
7:00 AM	4	5
7:30 AM	8	8
8:00 AM	4	4
8:30 AM	2	2
9:00 AM	2	3
10:00 AM	7	6
11:00 AM	2	2
12:00 PM	2	2
1:00 PM	2	3
2:00 PM	6	6
3:00 PM	3	3
3:30 PM	5	4
4:00 PM	9	9
4:30 PM	11	7
5:00 PM	14	9
5:30 PM	9	9
6:00 PM	6	6

Location	Boardings	Alightings	On-Board Load
Pearson Main Entrance	10	0	22
Pearsons Dr	1	0	24
Iowa City School District Office	2	0	26
North Dodge St	0	1	25
North Dodge St	8	0	32
Prairie du Chien Rd	8	0	38
Prairie du Chien Rd	0	0	38
Caroline Ave	9	0	45
Whiting Ave	6	0	48
Kimble Rd	0	0	48
Governor St	1	0	50
919 North	8	0	55
900 North	3	0	57
North Dodge	6	0	62
North Dodge	5	0	68
North Dodge	8	0	72
Mercy Hospital	0	3	71
Market St	0	2	68
Clinton St	0	15	58
Downtown Interchange	0	85	15

The chart displays passenger activity across 18 locations. Boardings are highest at Downtown Interchange (~70) and ACT #1 (~10). Alightings are highest at Downtown Interchange (~-10) and ACT #1 (~-10). The On-Board Load starts at ~80 at Downtown Interchange, peaks at ~85 at Clinton St, and then generally decreases to ~15 at Pearson Main Entrance.

Location	Boardings	Alightings	On-Board Load
Downtown Interchange	70	-10	80
Clinton St	5	-2	85
Jefferson St	3	-5	82
Jefferson St	3	-5	80
Jefferson St	-2	-3	78
Governor St	1	-1	78
Governor St	3	-5	78
Governor St	-2	-5	75
Governor St	3	-8	70
Governor St	-2	-3	65
Governor St	-2	-5	60
Governor St	-2	-10	55
Governor St	-2	-10	50
Governor St	-2	-10	45
Governor St	-2	-10	40
North Dodge	-2	-10	30
North Dodge	-2	-10	25
Iowa City School District Office	-2	-2	20
North Dodge	-2	-5	18
ACT #1	10	-10	22
ACT #2	2	-2	22
ACT #3	-2	-2	20
Pearson Main Entrance	-2	-5	15

Trip Time	Boardings	Max Load
7:00 PM	16	13
8:00 PM	17	13
9:00 PM	1	2

The chart displays two data series over a 24-hour period from 12:00 AM to 12:00 AM. The Y-axis, labeled 'Passengers', ranges from 0 to 1. The X-axis, labeled 'Trip Time', shows hourly intervals. The 'Boardings' series (orange line) and the 'Max Load' series (red line with square markers) both remain at 0 throughout the entire duration.

Trip Time	Boardings	Max Load
12:00 AM	0	0
1:00 AM	0	0
2:00 AM	0	0
3:00 AM	0	0
4:00 AM	0	0
5:00 AM	0	0
6:00 AM	0	0
7:00 AM	0	0
8:00 AM	0	0
9:00 AM	0	0
10:00 AM	0	0
11:00 AM	0	0
12:00 PM	0	0
1:00 PM	0	0
2:00 PM	0	0
3:00 PM	0	0
4:00 PM	0	0
5:00 PM	0	0
6:00 PM	0	0
7:00 PM	0	0
8:00 PM	0	0
9:00 PM	0	0
10:00 PM	0	0
11:00 PM	0	0
12:00 AM	0	0

Stop	Boardings	Alightings	On-Board Load
Downtown Interchange	20	-10	15
Jefferson St & Linn St	0	0	18
Jefferson St & Dodge St	0	0	19
Clapp St & Holz Ave	0	0	18
Rochester Ave & Pleasant St	0	0	18
Rochester Ave & 7th Ave	0	0	17
Rochester Ave & Rita Lyn Court	0	0	14
Rochester Ave & 1st Ave	1	-6	9
Rochester Ave & Mount Vernon Dr	0	0	9
Anhurst St & Lower West Branch Rd	0	0	9
Anhurst St & Hastings Ave	0	0	8
Anhurst St & Washington St	0	0	8
Washington St @ Lemme Elementary School	0	0	7
Washington St & Green Mountain Dr	0	0	6
Mount Vernon Concord Circle	0	0	6
Mount Vernon & Rochester Ave	0	0	6
Rochester Ave & 1st Ave	0	0	6
Pearson Main Entrance	1	0	7
North Dodge & ACT Circle	0	0	8
North Dodge & Bristol Dr	0	0	6
North Dodge & North Dodge St	5	-4	8
Prairie du Chien Rd & North Dodge St	0	0	8
Caroline Ave & Prairie du Chien Rd	0	0	8
Kimble Rd & Kimble Ave	0	0	8
919 North Dodge St	0	0	7
North Dodge & Brown St	0	0	6
North Dodge & Market St	0	0	6
Market St & Linn St	0	0	5
Downtown Interchange	0	-10	0

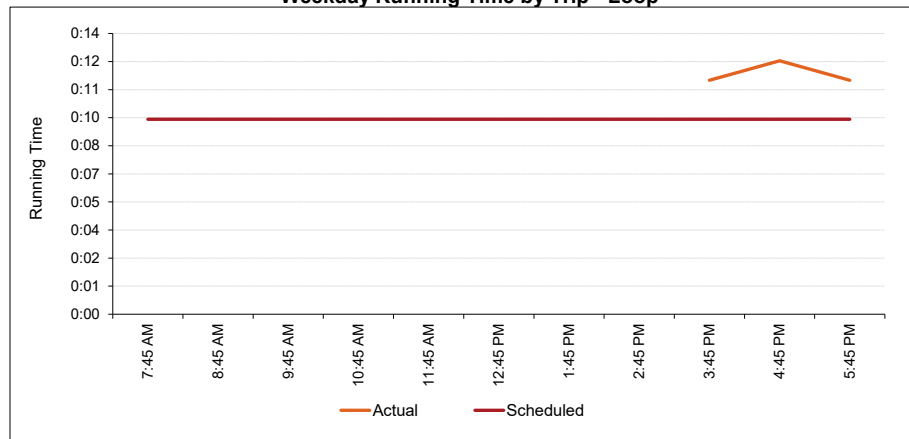
The graph displays the passenger flow and load for 10 routes. The left y-axis measures Boarding/Alighting Passengers (0 to 1), and the right y-axis measures On-Board Load (0 to 1). The x-axis lists the routes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10. Boardings are shown in orange, Alightings in red, and On-Board Load in grey. The On-Board Load is consistently near zero across all routes.

Route	Boardings (Left Axis)	Alightings (Left Axis)	On-Board Load (Right Axis)
1	0.00	0.00	0.00
2	0.00	0.00	0.00
3	0.00	0.00	0.00
4	0.00	0.00	0.00
5	0.00	0.00	0.00
6	0.00	0.00	0.00
7	0.00	0.00	0.00
8	0.00	0.00	0.00
9	0.00	0.00	0.00
10	0.00	0.00	0.00

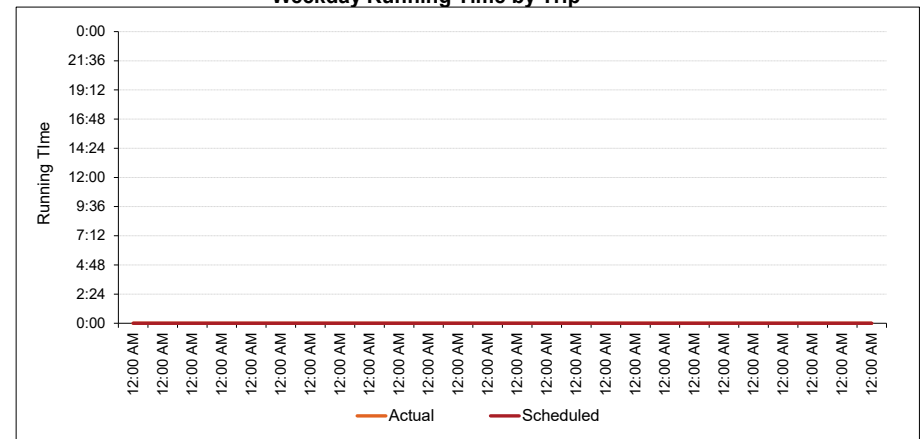
Route Northside Shuttle Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
		Boardings	Alightings	Service Hours	Boardings per Service Hour
	Total	22	24	1.8	12.0
	Loop	22	24	1.8	12.0
	By Segment				
1	Downtown Interchange to Gilbert St & Church St	22	14	0.9	24.0
2	Gilbert St & Church St to Downtown Interchange		10	0.9	
	By Time Period				
	AM	7	8	0.3	21.0
	Midday	12	11	1.0	12.0
	PM	3	5	0.5	6.0

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
100%	0%	0%	21	Jefferson St & Linn St	L
100%	0%	0%	21	Jefferson St & Linn St	L
100%					
100%					
100%					
			8	Jefferson St & Linn St	L
			11	Jefferson St & Van Buren St	L
			4	Downtown Interchange	L

Weekday Running Time by Trip - Loop



Weekday Running Time by Trip -



Trip Time	Boardings	Max Load
7:45 AM	6	6
8:45 AM	1	2
9:45 AM	1	1
10:45 AM	6	6
11:45 AM	1	1
12:45 PM	1	1
1:45 PM	1	1
2:45 PM	2	2
3:45 PM	0	0
4:45 PM	1	3
5:45 PM	2	2

The chart displays two data series over a 24-hour period from 12:00 AM to 12:00 AM. The Y-axis, labeled 'Passengers', ranges from 0 to 1. The X-axis, labeled 'Trip Time', shows hourly intervals. The 'Boardings' series (orange line) and the 'Max Load' series (red line with square markers) both remain at 0 throughout the entire trip.

Trip Time	Boardings	Max Load
12:00 AM	0	0
1:00 AM	0	0
2:00 AM	0	0
3:00 AM	0	0
4:00 AM	0	0
5:00 AM	0	0
6:00 AM	0	0
7:00 AM	0	0
8:00 AM	0	0
9:00 AM	0	0
10:00 AM	0	0
11:00 AM	0	0
12:00 PM	0	0
1:00 PM	0	0
2:00 PM	0	0
3:00 PM	0	0
4:00 PM	0	0
5:00 PM	0	0
6:00 PM	0	0
7:00 PM	0	0
8:00 PM	0	0
9:00 PM	0	0
10:00 PM	0	0
11:00 PM	0	0
12:00 AM	0	0

The chart displays the passenger volume and on-board load for various bus routes. Boardings are shown as orange bars, Alightings as red bars, and the On-Board Load as a purple line. The routes are listed on the X-axis, and the Y-axes show the number of passengers and the on-board load.

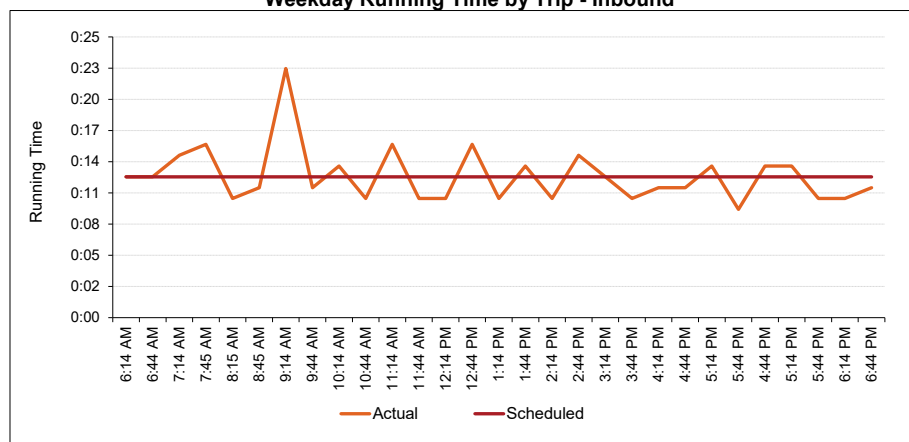
Route	Boardings	Alightings	On-Board Load
Downtown Interchange	12	0	14
Clinton St & Jefferson St	4	-1	18
Jefferson St & Linn St	3	0	22
Jefferson St & Van Buren St	1	-3	18
Johnson St & Bloomington St	1	-5	12
Bloomington St & Gilbert St	1	-5	7
Gilbert St & Fairchild	0	0	7
Gilbert St & Church St	0	-4	4
Church St & Linn St	0	-1	3
Church St & Dubuque St	0	0	3
Dubuque St & Fairchild St	0	0	3
Dubuque St & Davenport St	0	0	3
Dubuque St & Bloomington St	0	0	3
Dubuque St & Market St	0	-1	2
Madison St & IMU	0	0	2
Madison St & UI Main Library	0	-1	1
Downtown Interchange	0	-1	0

The graph displays three data series over 100 flights. The left y-axis represents 'Boarding/Alighting Passengers' (0 to 1), and the right y-axis represents 'On-Board Load' (0 to 1). The x-axis represents the flight number (1 to 100). The legend indicates: Boardings (orange), Alightings (red), and On-Board Load (grey). Boardings and Alightings are mostly near 0. On-Board Load is mostly near 0, with a small peak around flight 40.

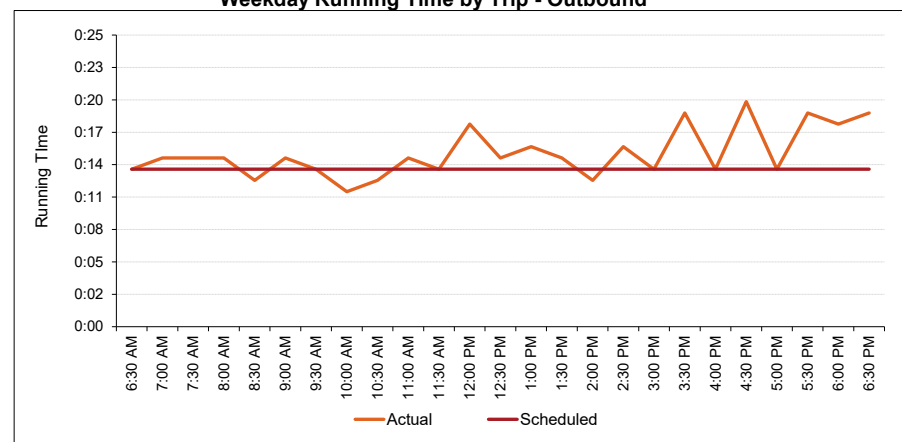
Route Oakcrest Weekday		Route Productivity Summary		
		Activity	Service Hours	Productivity
		Boardings	Alightings	Boardings per Service Hour
Total		732	741	10.9
Inbound		365	492	6.3
Outbound		367	249	80.1
By Segment				
1	Oakcrest St & Woodside Dr to Sunset St & Melrose Ave	365	308	4.9
2	Sunset St & Melrose Ave to Downtown Interchange	367	433	7.2
By Time Period				
AM		226	264	2.9
Midday		266	261	4.8
PM		180	156	2.4
Eve		60	60	0.8

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
69%	19%	12%	342	Melrose Ave & Koser Ave	I
56%	31%	13%	342	Melrose Ave & Koser Ave	I
83%	7%	11%	294	Grand Ave - UIHC Emergency Entrance	O
56%	30%	15%			
59%	30%	11%			
			200	Melrose Ave & Koser Ave	I
			117	Melrose Ave & Koser Ave	I
			136	Melrose Ave & Golfview Ave	O
			48	Grand Ave - UIHC Emergency Entrance	O

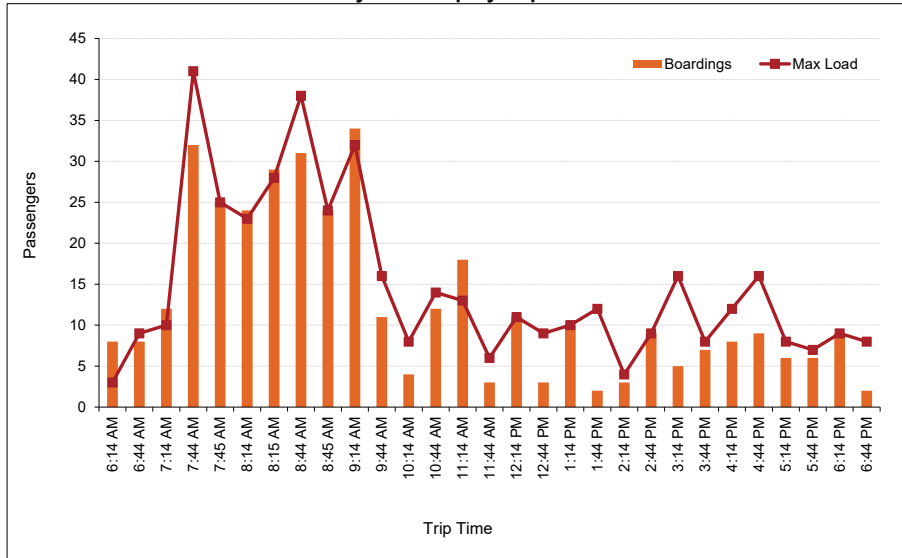
Weekday Running Time by Trip - Inbound



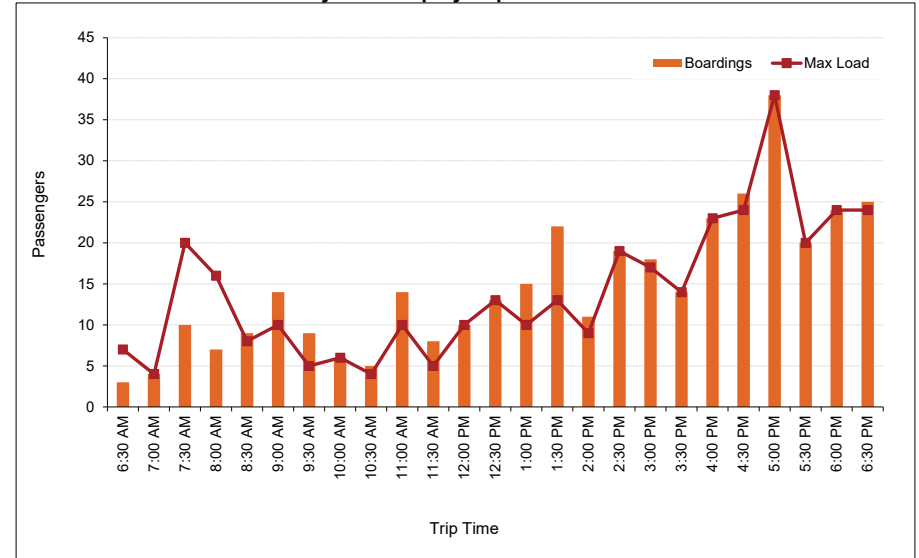
Weekday Running Time by Trip - Outbound



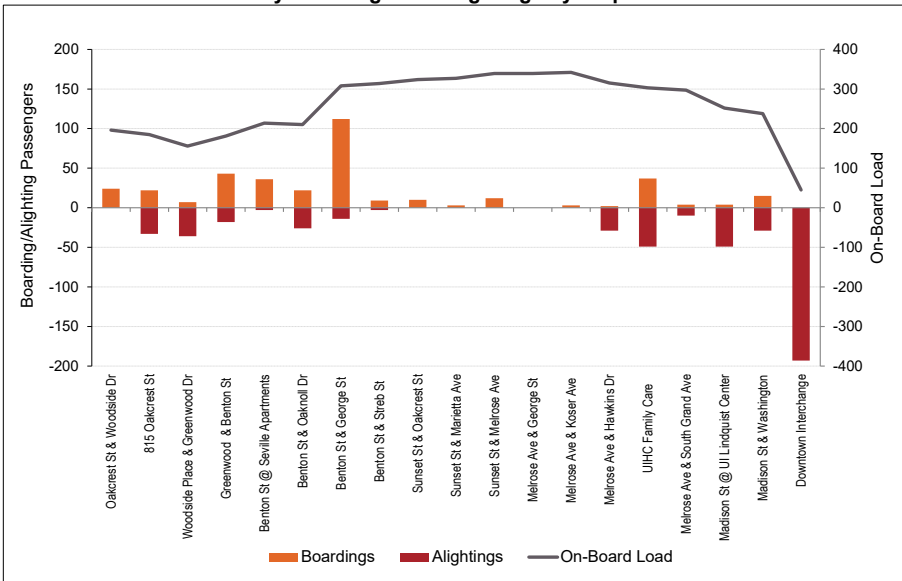
Weekday Ridership by Trip - Inbound



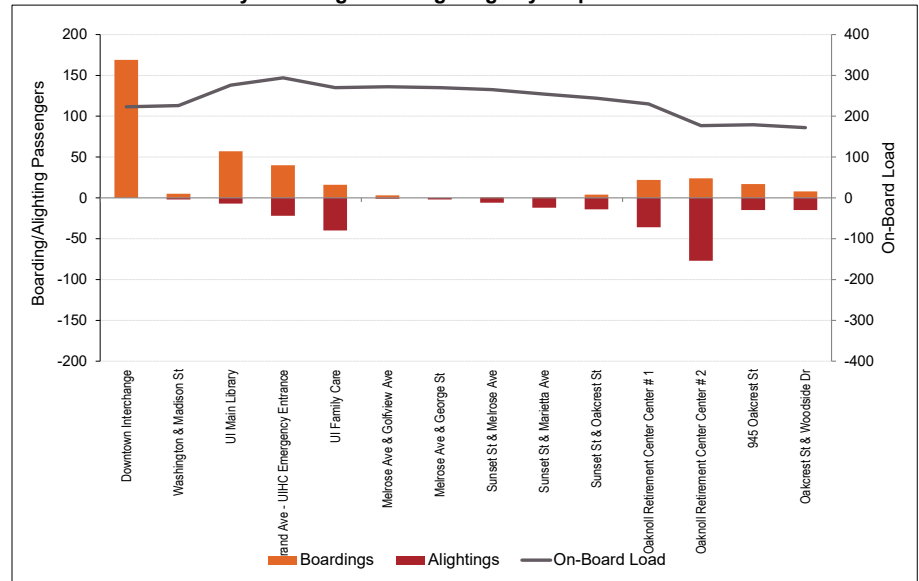
Weekday Ridership by Trip - Outbound



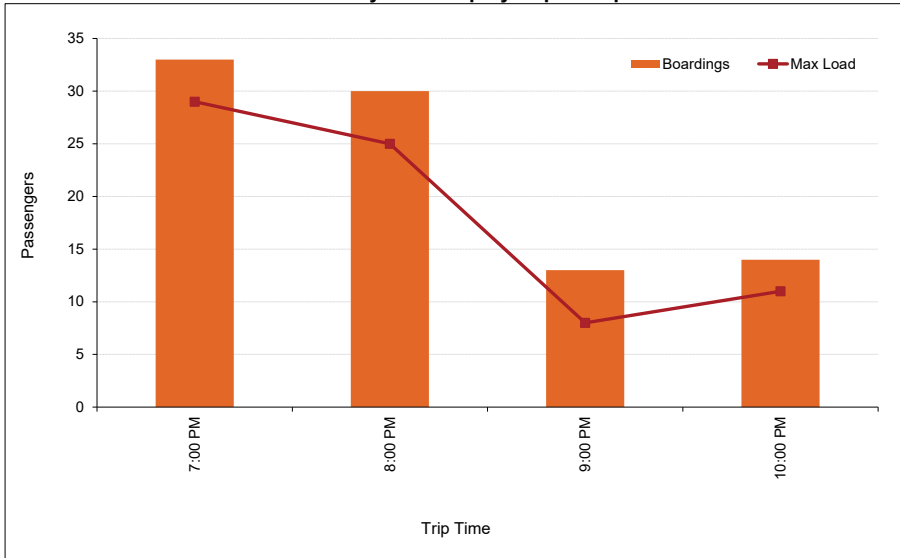
Weekday Boardings and Alightings by Stop - Inbound



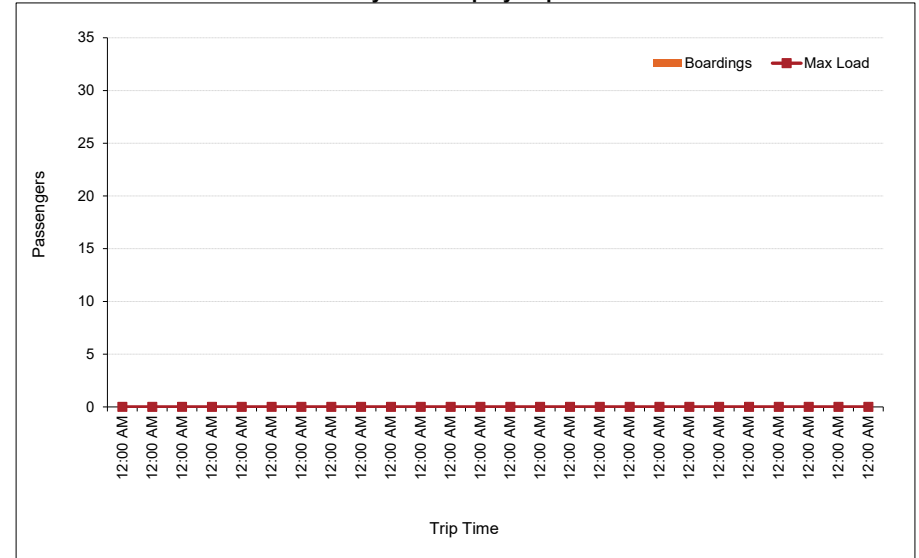
Weekday Boardings and Alightings by Stop - Outbound



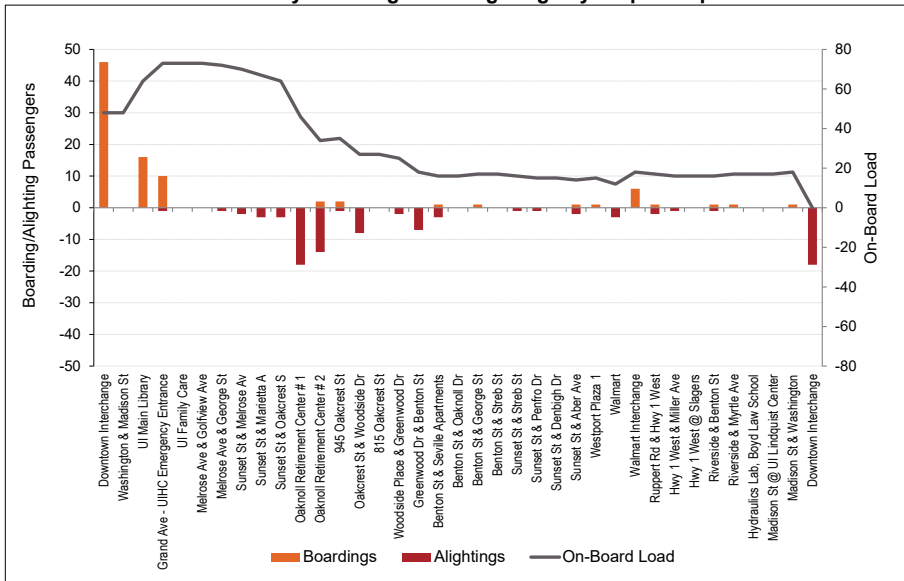
Weekday Ridership by Trip - Loop



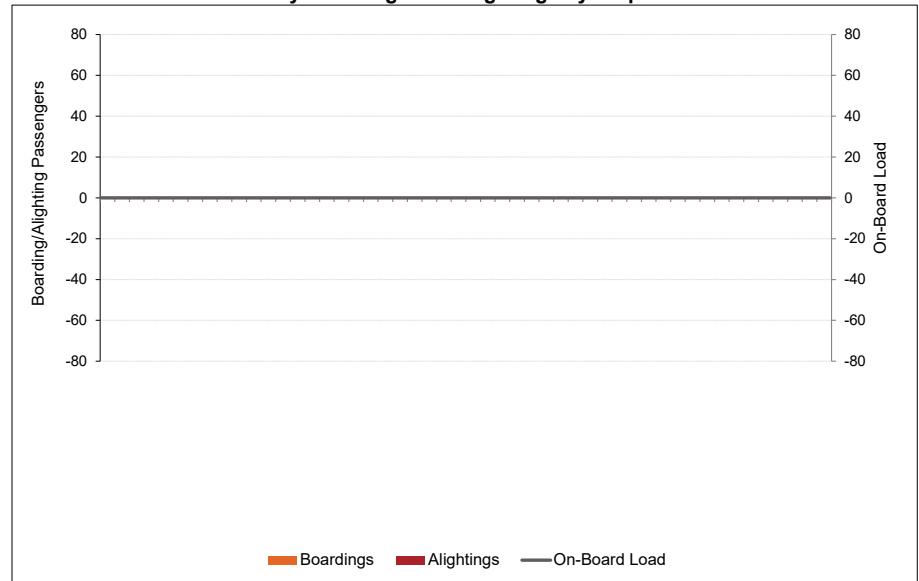
Weekday Ridership by Trip -



Weekday Boardings and Alightings by Stop - Loop



Weekday Boardings and Alightings by Stop -



Boardings

Max Load

Passengers

Trip Time

Trip Time	Boardings	Max Load
6:30 AM	14	14
6:45 AM	38	34
7:15 AM	22	14
7:30 AM	29	29
7:45 AM	44	33
8:15 AM	21	21
8:30 AM	29	27
8:45 AM	30	28
9:15 AM	23	22
10:15 AM	14	9
11:15 AM	25	14
12:15 PM	19	10
1:15 PM	26	15
2:15 PM	19	11
2:45 PM	18	11
3:15 PM	35	18
3:45 PM	38	23
4:15 PM	53	30
4:45 PM	33	24
5:15 PM	49	35
5:45 PM	30	22
6:15 PM	24	15

[illegible]

The chart displays the following data series:

- Boardings:** Represented by orange bars, showing the number of passengers boarding at each stop. The highest boarding volume is at the Downtown Interchange (approx. 160 passengers).
- Alightings:** Represented by red bars, showing the number of passengers alighting at each stop. The highest alighting volume is at Iowa Ave & Madison St (approx. -380 passengers).
- On-Board Load:** Represented by a purple line, showing the total number of passengers on the bus between stops. The load starts at approximately 60 at the Downtown Interchange, peaks at about 360 between Melrose Ave & Sunset St and Melrose Ave & Koser Ave, and ends at approximately 30 at Iowa Ave & Madison St.

Key observations from the chart include a significant increase in on-board load between the Downtown Interchange and the Melrose Ave stops, followed by a decrease after the Hawkins Dr - UJ Main Hospital stop. The chart also highlights that while Downtown Interchange has the highest boarding volume, it is not the stop with the highest alighting volume.

The chart displays the monthly passenger volume and on-board load for the 2019-2020 season. Boardings and alightings are relatively stable, with a slight increase in the winter months. The on-board load remains consistently near zero throughout the year.

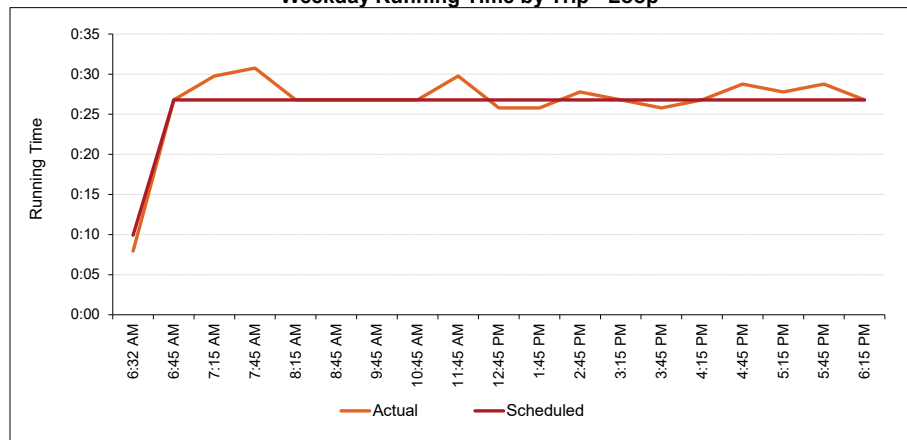
Month	Boardings (Passengers)	Alightings (Passengers)	On-Board Load
July	245	245	-0.5
August	245	245	-0.5
September	245	245	-0.5
October	245	245	-0.5
November	245	245	-0.5
December	245	245	-0.5
January	245	245	-0.5
February	245	245	-0.5
March	245	245	-0.5
April	245	245	-0.5
May	245	245	-0.5
June	245	245	-0.5

Route Rochester Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
		Boardings	Alightings	Service Hours	Boardings per Service Hour
	Total	281	250	8.4	33.6
	Loop	281	250	8.4	33.6
	By Segment				
1	Downtown Interchange to Rochester Ave & 7th Ave	122	18	2.1	58.1
2	Rochester Ave & 7th Ave to Mount Vernon Dr & Rochester Ave	85	112	3.0	28.3
3	Mount Vernon Dr & Rochester Ave to Market St & Dodge St	65	3	1.9	34.2
4	Market St & Dodge St to Downtown Interchange	9	117	1.3	7.1
	By Time Period				
	AM	111	73	2.5	44.1
	Midday	74	73	2.7	27.4
	PM	86	94	2.7	31.9
	Eve	10	10	0.5	22.2

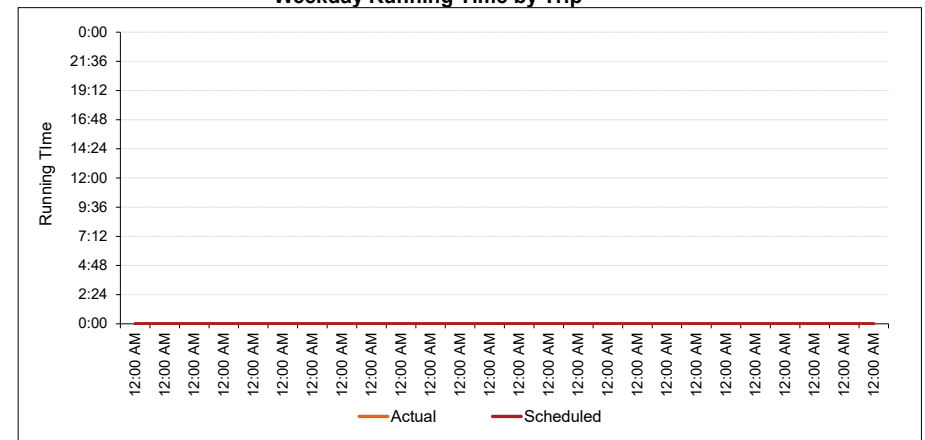


Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
75%	8%	17%	159	Mercy Hospital	L
75%	8%	17%	159	Mercy Hospital	L
72%	11%	17%			
79%	5%	16%			
63%	16%	21%			
79%	5%	16%			
			107	Mercy Hospital	L
			44	Mercy Hospital	L
			86	Jefferson St & Linn St	L
			10	Jefferson St & Van Buren St	L

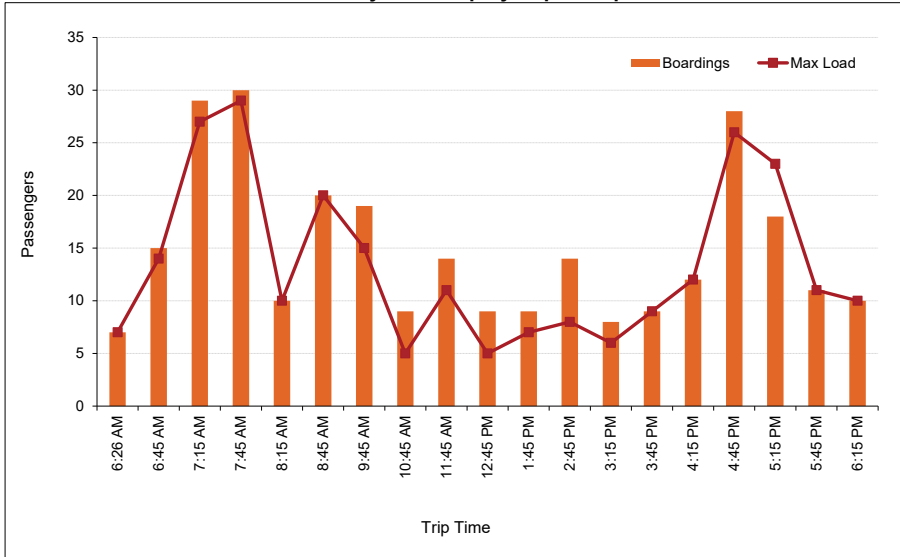
Weekday Running Time by Trip - Loop



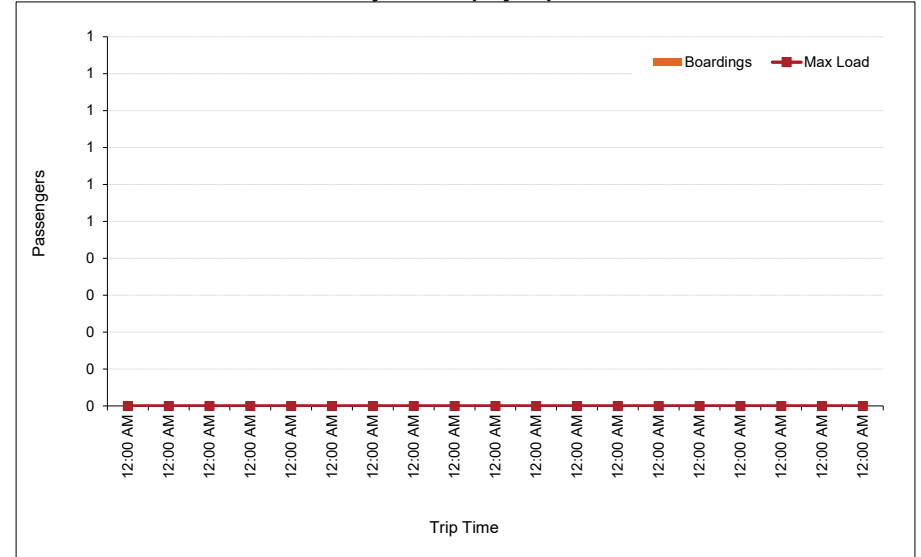
Weekday Running Time by Trip -



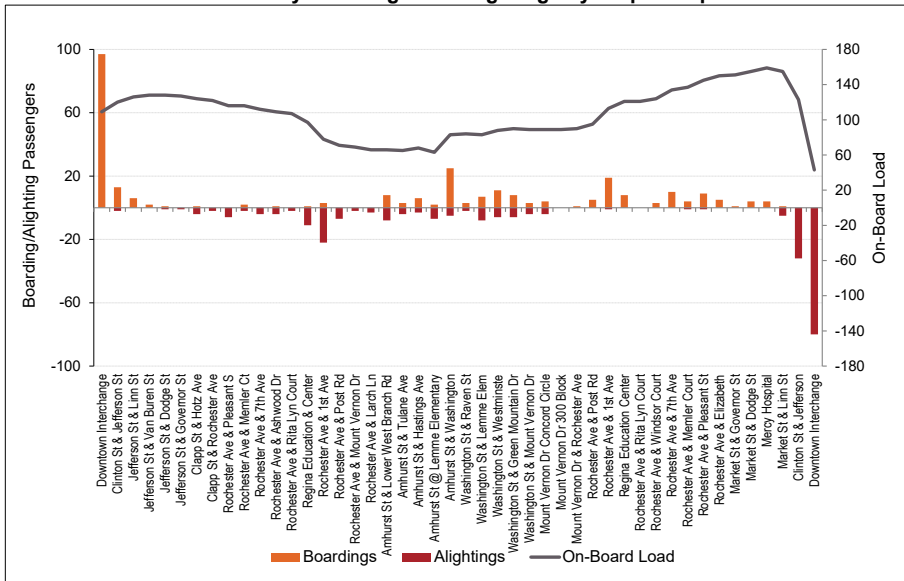
Weekday Ridership by Trip - Loop



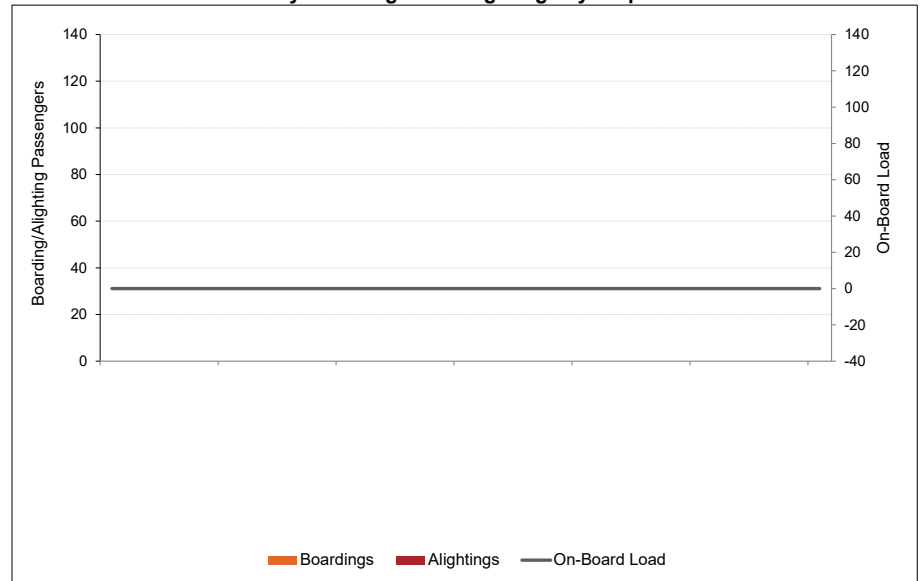
Weekday Ridership by Trip -



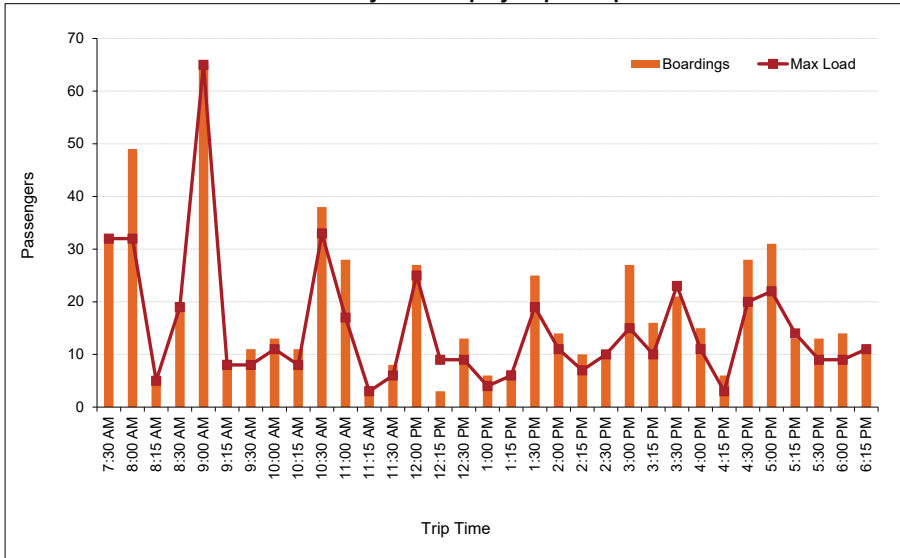
Weekday Boardings and Alightings by Stop - Loop



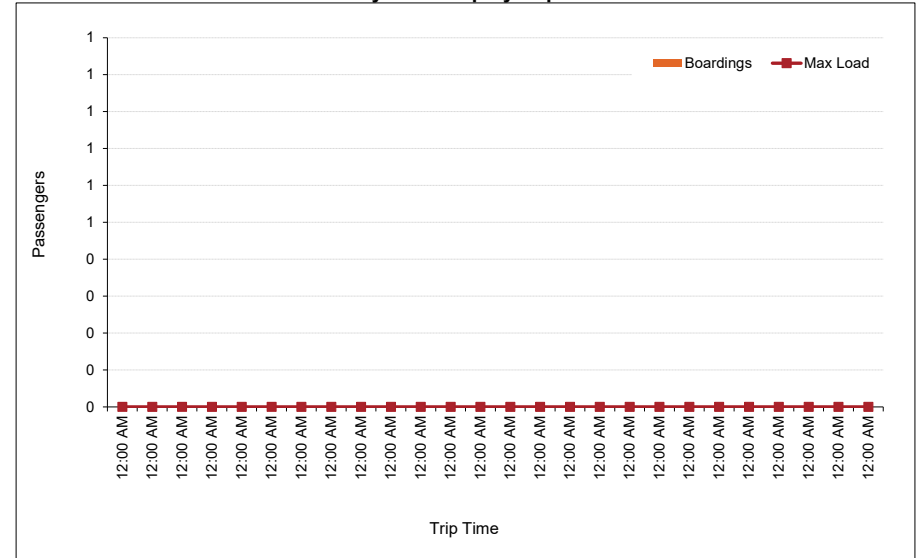
Weekday Boardings and Alightings by Stop -



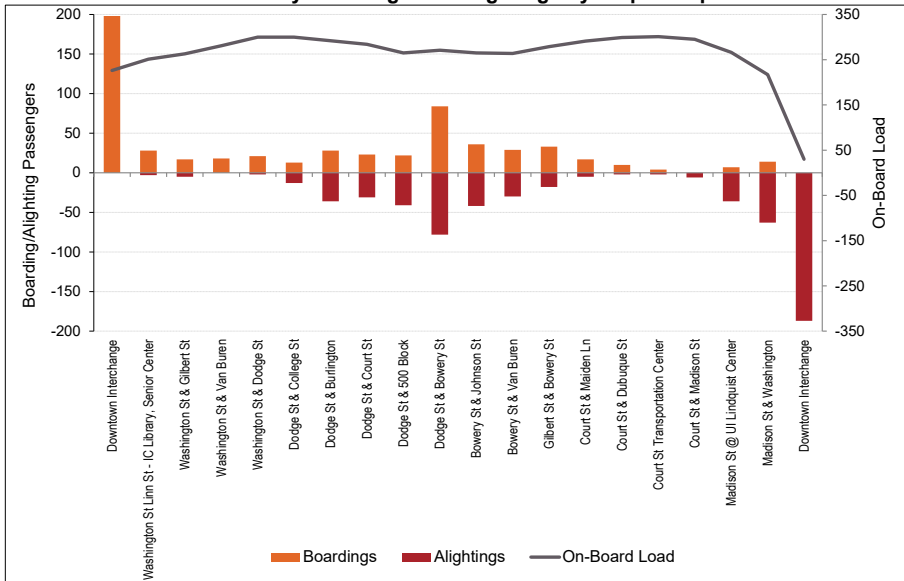
Weekday Ridership by Trip - Loop



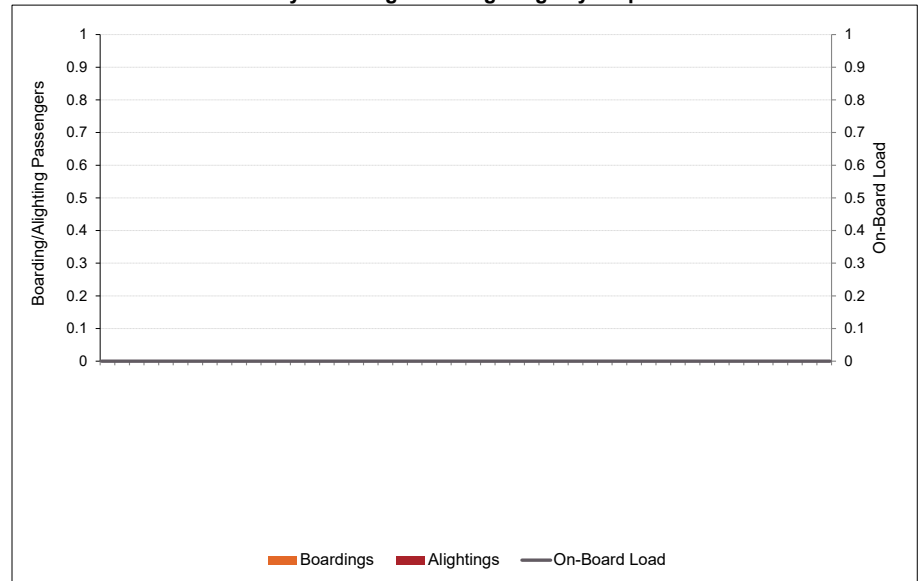
Weekday Ridership by Trip -



Weekday Boardings and Alightings by Stop - Loop



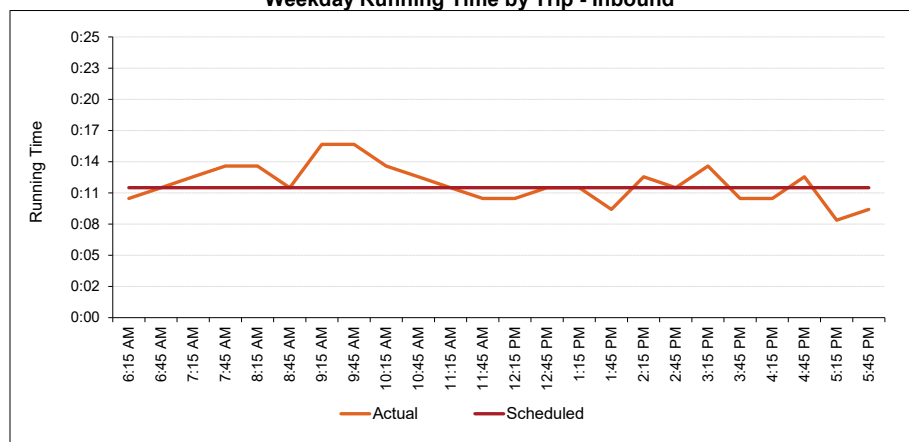
Weekday Boardings and Alightings by Stop -



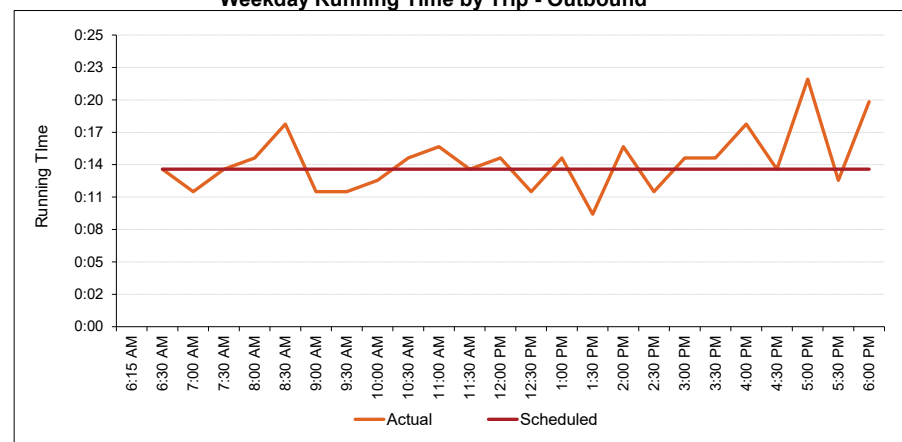
Route Towncrest Weekday		Route Productivity Summary		
		Activity	Service Hours	Productivity
		Boardings	Alightings	Boardings per Service Hour
Total		480	471	10.7
Inbound		166	231	5.0
Outbound		314	240	5.7
By Segment				
1	Village Rd & Village Green Blvd to Muscatine Ave & 7th Ave	222	261	3.7
2	Muscatine Ave & 7th Ave to Downtown Interchange	258	210	6.9
By Time Period				
AM		142	104	2.4
Midday		179	184	5.2
PM		149	168	2.6
Eve		10	15	0.4

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
71%	18%	11%	222	Burlington St & Lucas St	O
73%	13%	13%	203	Burlington St & Summit St	I
68%	22%	10%	222	Burlington St & Lucas St	O
68%	20%	12%			
53%	33%	14%			
			82	Burlington St & Lucas St	I
			79	Burlington St & Summit St	I
			124	Burlington St & Johnson St	O
			10	Downtown Interchange	O

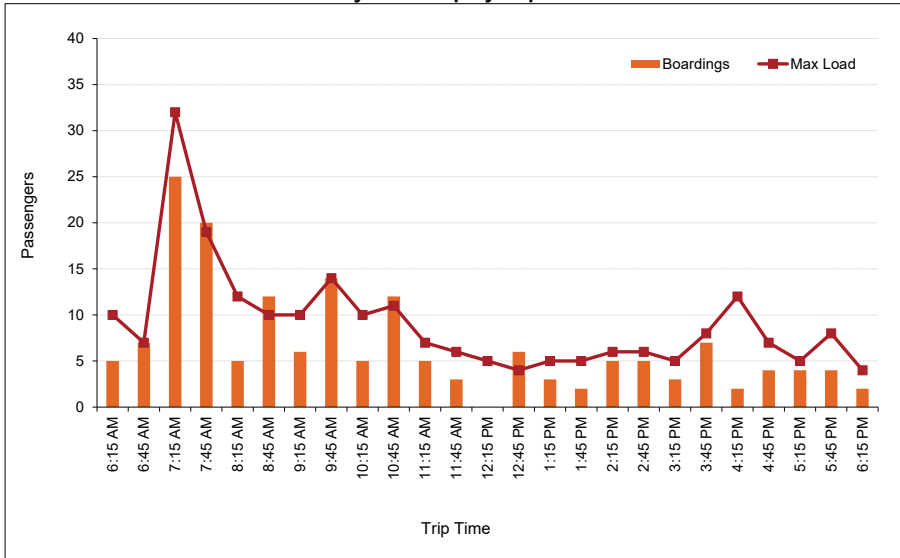
Weekday Running Time by Trip - Inbound



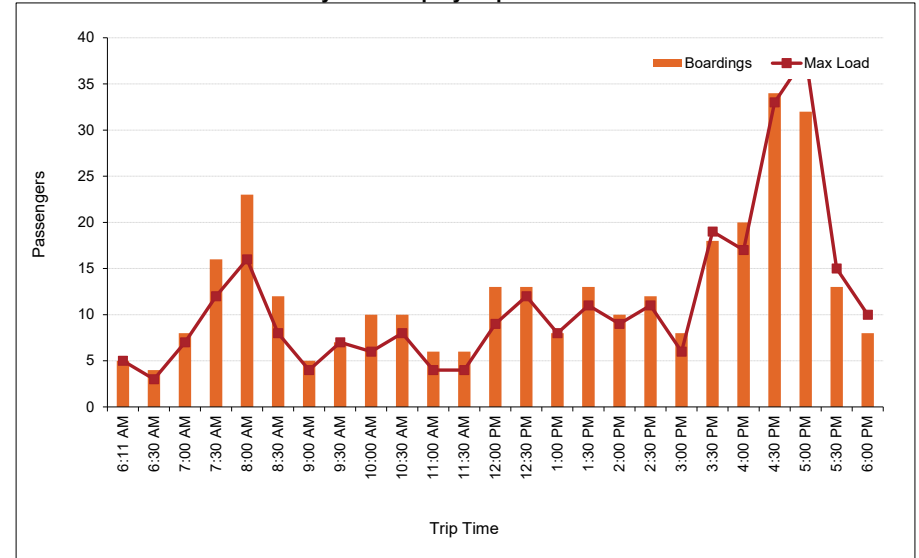
Weekday Running Time by Trip - Outbound



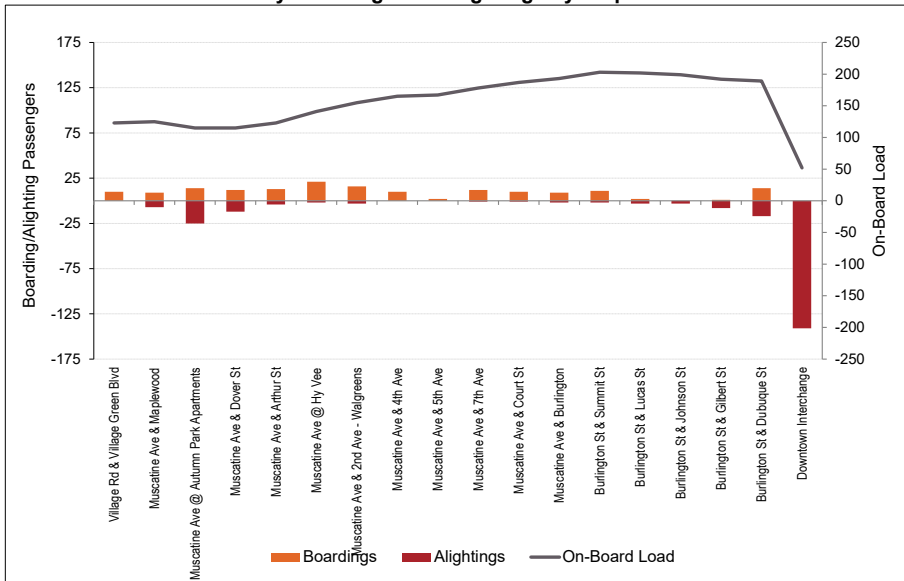
Weekday Ridership by Trip - Inbound



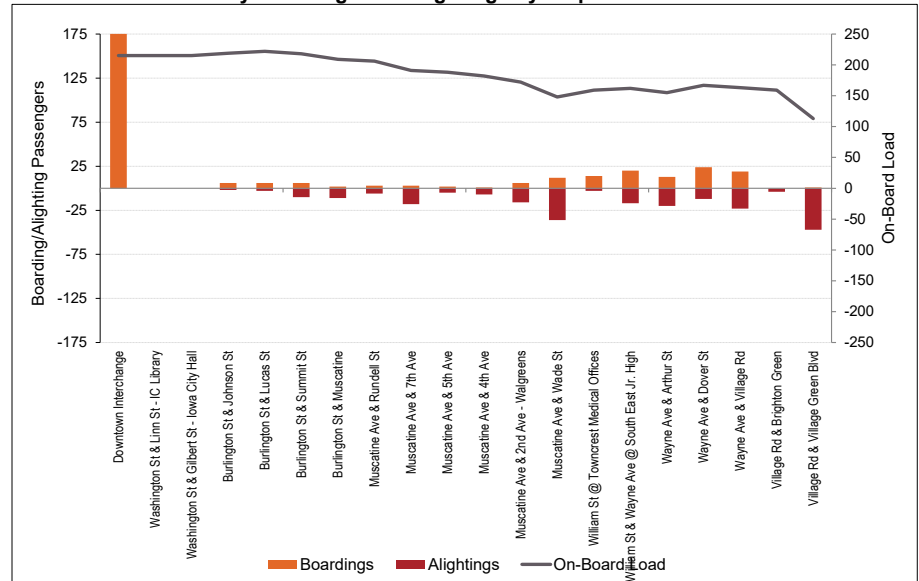
Weekday Ridership by Trip - Outbound



Weekday Boardings and Alightings by Stop - Inbound



Weekday Boardings and Alightings by Stop - Outbound



Trip Time	Boardings	Max Load
6:30 PM	16	12
7:30 PM	14	13
8:30 PM	21	17
9:30 PM	5	5

[illegible]

Boarding/Alighting Passengers

On-Board Load

Legend:

- Boardings (Orange bars)
- Alightings (Red bars)
- On-Board Load (Dark grey line)

Route	Boardings	Alightings	On-Board Load
Downtown Interchange	45	0	45
Washington St. & Linn St. - IC Library/Senior Center	0	0	44
Washington St. & Gilbert St.	0	0	43
College & Gilbert	0	0	42
Summit St. & Summit St.	0	0	41
Summit St. & Bowers St.	0	0	40
Summit St.	0	0	39
Sheridan St. - Longfellow Elementary	0	0	38
Sheridan St. & Rosewell	0	0	37
Sheridan St. & Oakland St.	0	0	36
Sheridan St. & Rundell St.	0	0	35
Sheridan St. & 7th Ave	0	0	34
7th Ave & F St.	0	0	33
F St. & 6th Ave	0	0	32
F St. & Muscatine Ave	0	0	31
Muscatine Ave & 2nd Ave - Walgreens	0	0	30
Muscatine Ave & Wade St.	0	0	29
Muscatine Ave & 4th Ave	0	0	28
William St. @ Towncrest Medical Offices	0	0	27
William St. & Wayne Ave @ South East Junior High	0	0	26
Wayne Ave & Arthur St.	0	0	25
Wayne Ave & Dover St.	0	0	24
Wayne Ave & Village Rd	0	0	23
Village Rd & Brighton Green	0	0	22
Village Rd & Village Green Blvd	0	0	21
Muscatine Ave & Maplewood Ln	0	0	20
Muscatine Ave & Autumn Park Apartments	0	0	19
Muscatine Ave & Dover St.	0	0	18
Muscatine Ave & Arthur St.	0	0	17
Muscatine Ave @ Hy Vee	0	0	16
Muscatine Ave & 2nd Ave - Walgreens	0	0	15
Muscatine Ave & 4th Ave	0	0	14
Muscatine Ave & 5th Ave	0	0	13
Muscatine Ave & 7th Ave	0	0	12
Muscatine Ave & Court St.	0	0	11
Muscatine Ave & Burlington	0	0	10
Burlington St. & Summit St.	0	0	9
Burlington St. & Lucas St.	0	0	8
Burlington St. & Johnson St.	0	0	7
Burlington St. & Gilbert St. - City Hall/Rec. Center	0	0	6
Burlington St. & Duquesne St.	0	0	5
Downtown Interchange	0	0	4

The graph displays three data series over 100 flights. The left y-axis represents 'Boarding/Alighting Passengers' (0 to 1), and the right y-axis represents 'On-Board Load' (0 to 1). The x-axis is labeled 'Flight' and ranges from 1 to 100. The legend indicates: Boardings (orange), Alightings (red), and On-Board Load (grey). The data shows that for most flights, both Boardings and Alightings are at 0. On-Board Load is also mostly at 0, with a few spikes up to 0.1.

Flight	Boardings	Alightings	On-Board Load
1	0	0	0
2	0	0	0
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0
7	0	0	0
8	0	0	0
9	0	0	0
10	0	0	0
11	0	0	0
12	0	0	0
13	0	0	0
14	0	0	0
15	0	0	0
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0
20	0	0	0
21	0	0	0
22	0	0	0
23	0	0	0
24	0	0	0
25	0	0	0
26	0	0	0
27	0	0	0
28	0	0	0
29	0	0	0
30	0	0	0
31	0	0	0
32	0	0	0
33	0	0	0
34	0	0	0
35	0	0	0
36	0	0	0
37	0	0	0
38	0	0	0
39	0	0	0
40	0	0	0
41	0	0	0
42	0	0	0
43	0	0	0
44	0	0	0
45	0	0	0
46	0	0	0
47	0	0	0
48	0	0	0
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88	0	0	0
89	0	0	0
90	0	0	0
91	0	0	0
92	0	0	0
93	0	0	0
94	0	0	0
95	0	0	0
96	0	0	0
97	0	0	0
98	0	0	0
99	0	0	0
100	0	0	0

Trip Time	Boardings	Max Load
6:30 AM	5	5
7:30 AM	15	11
8:30 AM	14	10
9:30 AM	10	7
10:30 AM	14	8
11:30 AM	8	5
12:30 AM	22	17
1:30 PM	12	7
2:30 PM	17	11
3:30 PM	15	9
4:30 PM	25	16
5:30 PM	14	13
6:30 PM	20	14

The chart displays two data series over a 24-hour period (12:00 AM to 12:00 AM). The Y-axis represents the number of passengers, ranging from 0 to 1. The X-axis represents the trip time in 1-hour increments. The 'Boardings' series (orange line) and the 'Max Load' series (red line with square markers) both remain at 0 throughout the entire trip.

Trip Time	Boardings	Max Load
12:00 AM	0	0
1:00 AM	0	0
2:00 AM	0	0
3:00 AM	0	0
4:00 AM	0	0
5:00 AM	0	0
6:00 AM	0	0
7:00 AM	0	0
8:00 AM	0	0
9:00 AM	0	0
10:00 AM	0	0
11:00 AM	0	0
12:00 PM	0	0
1:00 PM	0	0
2:00 PM	0	0
3:00 PM	0	0
4:00 PM	0	0
5:00 PM	0	0
6:00 PM	0	0
7:00 PM	0	0
8:00 PM	0	0
9:00 PM	0	0
10:00 PM	0	0
11:00 PM	0	0
12:00 AM	0	0

The chart displays the passenger activity and load for 30 bus stops. Boardings are shown as orange bars, Alightings as red bars, and the On-Board Load as a grey line. The load starts at approximately 100 at Downtown Interchange, peaks at 115 at Washington St & Madison St, and ends at 0 at Downtown Interchange.

Stop	Boardings	Alightings	On-Board Load
Downtown Interchange	95	0	100
Washington St & Madison St	5	0	115
UI Main Library	2	0	115
Hydraulics Lab, Boyd Law School	0	0	115
Riverside Dr & Riverside Court	0	0	115
Riverside Dr & Myrtle Ave	0	0	115
Benton St & Riverside	0	-15	105
Benton St & Gblin Dr	0	-10	95
Benton St & Hudson Ave	0	-5	95
Miller Ave & Hwy 1 West	0	-5	85
Hwy 1 & Rupert Rd	0	-5	75
Westport Plaza 1	0	-5	75
Walmart	0	-45	65
Rupert Rd & Hwy 1 West	0	-5	55
Hwy 1 West & Miller Ave	0	5	55
Hwy 1 West @ Sloggers	0	0	55
Riverside Dr & Hwy 6 - Gateway Center	0	-5	55
Riverside Dr & Rupert Rd	0	-5	55
Iowa City Airport	0	0	55
Colonial Iris	0	5	55
Riverside Dr/Old Hwy 218 & South Riverside Dr	0	-5	55
Riverside & McCollister Blvd	0	-5	55
Thatcher/Baculus Trailer Park	10	0	55
South Riverside Dr & Commercial Dr	0	-5	50
S. Riverside Dr	0	-5	55
Riverside Dr & Hwy 6 - Gateway Center	0	-5	55
Riverside Dr & Benton St	20	0	75
Riverside & Myrtle Ave	0	0	75
Hydraulics Lab, Boyd Law School	0	0	75
Madison St @ UI Lindquist Center	0	-5	75
Madison St & Washington	0	-5	75
Downtown Interchange	0	-95	0

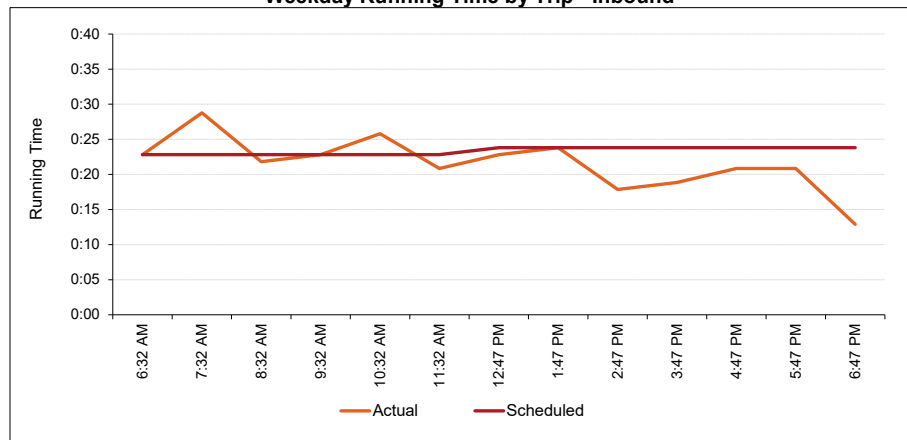
The graph displays the relationship between passenger activity and on-board load over 100 flights. The left y-axis measures Boarding/Alighting Passengers (0 to 1), and the right y-axis measures On-Board Load (0 to 1). Boardings are represented by orange bars, Alightings by red bars, and On-Board Load by a grey line. The load increases as the flight progresses, reaching a peak of approximately 0.85 at flight 100.

Flight	Boardings (Passengers)	Alightings (Passengers)	On-Board Load
1	0.01	0.01	0.00
2	0.01	0.01	0.01
3	0.01	0.01	0.02
4	0.01	0.01	0.03
5	0.01	0.01	0.04
6	0.01	0.01	0.05
7	0.01	0.01	0.06
8	0.01	0.01	0.07
9	0.01	0.01	0.08
10	0.01	0.01	0.09
11	0.01	0.01	0.10
12	0.01	0.01	0.11
13	0.01	0.01	0.12
14	0.01	0.01	0.13
15	0.01	0.01	0.14
16	0.01	0.01	0.15
17	0.01	0.01	0.16
18	0.01	0.01	0.17
19	0.01	0.01	0.18
20	0.01	0.01	0.19
21	0.01	0.01	0.20
22	0.01	0.01	0.21
23	0.01	0.01	0.22
24	0.01	0.01	0.23
25	0.01	0.01	0.24
26	0.01	0.01	0.25
27	0.01	0.01	0.26
28	0.01	0.01	0.27
29	0.01	0.01	0.28
30	0.01	0.01	0.29
31	0.01	0.01	0.30
32	0.01	0.01	0.31
33	0.01	0.01	0.32
34	0.01	0.01	0.33
35	0.01	0.01	0.34
36	0.01	0.01	0.35
37	0.01	0.01	0.36
38	0.01	0.01	0.37
39	0.01	0.01	0.38
40	0.01	0.01	0.39
41	0.01	0.01	0.40
42	0.01	0.01	0.41
43	0.01	0.01	0.42
44	0.01	0.01	0.43
45	0.01	0.01	0.44
46	0.01	0.01	0.45
47	0.01	0.01	0.46
48	0.01	0.01	0.47
49	0.01	0.01	0.48
50	0.01	0.01	0.49
51	0.01	0.01	0.50
52	0.01	0.01	0.51
53	0.01	0.01	0.52
54	0.01	0.01	0.53
55	0.01	0.01	0.54
56	0.01	0.01	0.55
57	0.01	0.01	0.56
58	0.01	0.01	0.57
59	0.01	0.01	0.58
60	0.01	0.01	0.59
61	0.01	0.01	0.60
62	0.01	0.01	0.61
63	0.01	0.01	0.62
64	0.01	0.01	0.63
65	0.01	0.01	0.64
66	0.01	0.01	0.65
67	0.01	0.01	0.66
68	0.01	0.01	0.67
69	0.01	0.01	0.68
70	0.01	0.01	0.69
71	0.01	0.01	0.70
72	0.01	0.01	0.71
73	0.01	0.01	0.72
74	0.01	0.01	0.73
75	0.01	0.01	0.74
76	0.01	0.01	0.75
77	0.01	0.01	0.76
78	0.01	0.01	0.77
79	0.01	0.01	0.78
80	0.01	0.01	0.79
81	0.01	0.01	0.80
82	0.01	0.01	0.81
83	0.01	0.01	0.82
84	0.01	0.01	0.83
85	0.01	0.01	0.84
86	0.01	0.01	0.85
87	0.01	0.01	0.86
88	0.01	0.01	0.87
89	0.01	0.01	0.88
90	0.01	0.01	0.89
91	0.01	0.01	0.90
92	0.01	0.01	0.91
93	0.01	0.01	0.92
94	0.01	0.01	0.93
95	0.01	0.01	0.94
96	0.01	0.01	0.95
97	0.01	0.01	0.96
98	0.01	0.01	0.97

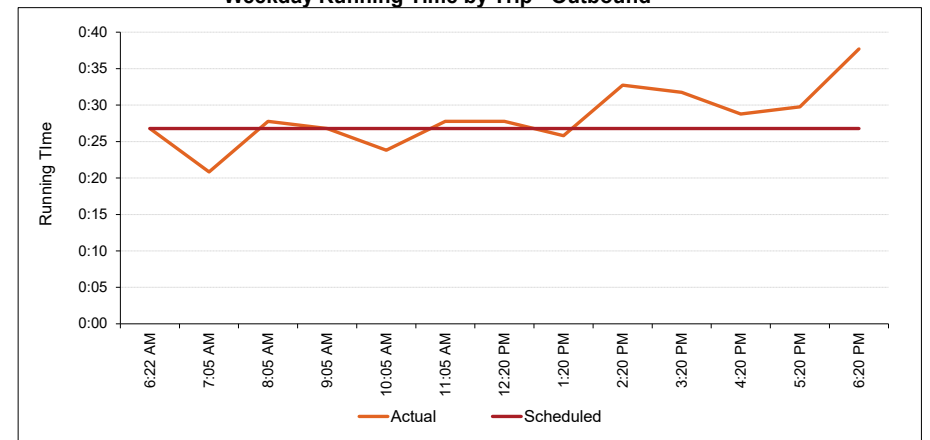
Route Westside Hospital Weekday		Route Productivity Summary			
		Activity		Service Hours	Productivity
 CITY OF IOWA CITY		Boardings	Alightings	Service Hours	Boardings per Service Hour
Total		257	291	10.7	24.1
Inbound		71	145	5.1	13.9
Outbound		186	146	5.6	33.4
By Segment					
1	Phoenix Dr to Morman Trek Blvd	63	79	3.5	18.2
2	Morman Trek Blvd to Hawkins Dr	62	68	3.6	17.3
3	Hawkins Dr to Downtown	132	102	3.9	33.8
By Time Period					
	AM	59	79	2.2	26.6
	Midday	79	98	5.1	15.6
	PM	103	98	2.6	40.4
	Eve	16	16	0.9	18.8

Route Operations Summary					
On-Time Performance			On-Board Load		
% On-Time	% Early	% Late	Max Passengers On Board	Max Load Location	Direction
41%	11%	48%	142	Hawkins Dr & Melrose Ave -	O
46%	0%	54%	93	Melrose Av	I
35%	22%	43%	142	Hawkins Dr & Melrose Ave -	O
42%	4%	54%			
42%		58%			
28%	40%	32%			
			53	Melrose Av	I
			39	Melrose Av	I
			91	Hawkins Dr & Melrose Ave -	O
			15	Hawkins Dr & Melrose Ave -	O

Weekday Running Time by Trip - Inbound



Weekday Running Time by Trip - Outbound



Trip Time	Boardings	Max Load
6:32 AM	5	14
7:32 AM	13	21
8:32 AM	10	18
9:32 AM	10	16
10:32 AM	4	6
11:32 AM	4	5
12:47 PM	8	8
1:47 PM	6	5
2:47 PM	0	1
3:47 PM	2	2
4:47 PM	6	6
5:47 PM	2	2
6:47 PM	0	0

Trip Time	Boardings	Max Load
6:22 AM	9	9
7:05 AM	9	9
8:05 AM	12	9
9:05 AM	7	7
10:05 AM	5	3
11:05 AM	4	3
12:20 PM	9	7
1:20 PM	6	6
2:20 PM	15	15
3:20 PM	19	19
4:20 PM	44	43
5:20 PM	30	29
6:20 PM	16	16

Route	Boardings	Alightings	On-Board Load
Phoenix Dr	-5	0	15
Rohrer Rd	-5	0	15
Rohrer Rd	-5	0	15
Rohrer Rd	-5	0	15
Rohrer Rd	-5	0	15
Rohrer Rd	15	0	25
Mormon Trek Blvd	-5	0	25
Westwinds Dr	-5	0	25
Westwinds Dr	-5	0	25
Westwinds Dr	-5	0	25
Westwinds Dr	-5	0	25
Westwinds Dr	-5	0	25
Melrose Av	-5	0	25
Melrose Av	-5	0	25
Melrose Av	-5	0	25
Melrose Av	-5	0	25
Melrose Av	-5	0	25
Melrose Av	-5	0	25
Ramp 2	-5	0	25
Hawkins Dr	-5	0	25
Hawkins Dr	-5	0	25
Elliot St	-5	0	25
Newton Rd	-5	0	25
Newton Rd	-5	0	25
Pappagalin Biomedical	-5	0	25
Iowa Ave	-5	0	25
Iowa Ave	-5	0	25
Downtown	-5	-100	25

The chart displays the following data for 28 bus routes:

Route	Boardings	Alightings	On-Board Load
Downtown	65	0	140
Washington St	0	0	140
Iowa Ave	5	0	145
Newton Rd	15	0	155
Newton Rd Ramp	12	0	165
Newton Rd	10	0	170
Newton and	5	0	170
Elliot St	0	0	170
Hawkins Dr	15	0	175
Hawkins Dr & Melrose Ave -	12	0	175
Melrose Ave	0	0	175
Melrose Ave	0	-5	170
Melrose Ave	0	-15	165
Melrose Ave	0	-5	160
Melrose Ave	0	-8	155
Melrose Ave	0	-7	150
Mormon Trek	5	-10	145
Mormon Trek	0	-5	140
College Dr	0	-20	135
Jensen St	0	-8	135
Living Ave	12	-15	135
Shannon Dr	0	0	135
Rohrer Rd	0	-8	130
Deerfield	0	-2	130
Duck Creek	0	-5	125
Duck Creek	0	-5	125
Wild Prairie Dr	0	-5	120
Laredo Dr	5	0	120
Laredo Dr	0	-5	120
Santa Fe Dr	8	0	125
Phoenix Dr	0	-5	125
Phoenix Dr	0	-5	125

Trip Time	Boardings	Max Load
6:19 AM	15	14
6:30 AM	17	13
7:00 AM	41	38
7:30 AM	45	37
8:00 AM	33	20
8:30 AM	27	25
9:30 AM	27	22
10:30 AM	15	9
11:30 AM	29	14
12:30 PM	15	7
1:30 PM	19	9
2:30 PM	20	13
3:00 PM	23	12
3:30 PM	33	18
4:00 PM	37	20
4:30 PM	42	30
5:00 PM	17	17
5:30 PM	23	21
6:00 PM	6	5

The chart displays two data series over a 24-hour period (12:00 AM to 12:00 AM). The Y-axis represents the number of passengers, ranging from 0 to 1. The X-axis represents the trip time in 1-hour increments. The 'Boardings' series (orange line) and the 'Max Load' series (red line with square markers) both remain at 0 throughout the entire trip.

Trip Time	Boardings	Max Load
12:00 AM	0	0
1:00 AM	0	0
2:00 AM	0	0
3:00 AM	0	0
4:00 AM	0	0
5:00 AM	0	0
6:00 AM	0	0
7:00 AM	0	0
8:00 AM	0	0
9:00 AM	0	0
10:00 AM	0	0
11:00 AM	0	0
12:00 PM	0	0
1:00 PM	0	0
2:00 PM	0	0
3:00 PM	0	0
4:00 PM	0	0
5:00 PM	0	0
6:00 PM	0	0
7:00 PM	0	0
8:00 PM	0	0
9:00 PM	0	0
10:00 PM	0	0
11:00 PM	0	0
12:00 AM	0	0

The chart displays the following data series:

- Boardings:** Represented by orange bars, showing the number of passengers boarding at each stop. The highest boarding volume is at the Downtown Interchange (approx. 100 passengers).
- Alightings:** Represented by red bars, showing the number of passengers alighting at each stop. The highest alighting volume is at the Downtown Interchange (approx. -175 passengers).
- On-Board Load:** Represented by a purple line, showing the total number of passengers on board between stops. The load peaks at approximately 225 passengers between Melrose Ave & George St and Melrose Ave & Goffview Ave.

Approximate data values extracted from the chart:

Route	Boardings (Orange)	Alightings (Red)	On-Board Load (Purple)
Downtown Interchange	100	-175	80
Iowa Ave - English Philosophy Building	5	-5	85
Newton Rd Ramp	15	-10	90
Newton and Valley	5	-15	85
Hawkins Dr - UI Main Hospital	10	-5	100
Melrose Ave & Goffview Ave	15	-5	105
Melrose Ave & Sunset St	-10	-15	105
Melrose Ave & Westgate St	-10	-15	80
Melrose Ave & Firbine Ln	-10	-15	55
Westwinds Dr & Roberts Rd	20	-15	50
Baird Rd & Morman Trek Blvd	5	-10	55
Benton St & Jema Court	10	-15	55
Benton St & Kewick Dr	-5	-5	50
Derbigh & Derwin	-5	-5	50
Derbigh Dr & Penridge Dr	5	-5	55
Sunset St & Kinelton Green	20	-10	65
Benton St & Sunset St	10	-5	65
Westgate St & Westgate Circle	20	-10	105
Westgate St & Kewick Dr	20	-10	120
Melrose Ave @ UC Fire Station #2	5	-5	130
Melrose Ave & George St	-10	-15	135
Ramp 2 Pappajohn & Pomerantz	-10	-15	115
Hawkins Dr - UI Center for Disabilities	5	-5	110
Newton Rd - Dental College	10	-10	115
Newton Rd - MERF	15	-10	110
Iowa Ave - English Philosophy Building	10	-10	100
Downtown Interchange	-175	0	25

The graph displays three data series for 100 flights:

- Boardings:** Represented by orange bars. The height of the bars increases linearly from flight 1 to flight 100, starting at approximately 0.01 and reaching 1.0.
- Alightings:** Represented by red bars. The height of the bars decreases linearly from flight 1 to flight 100, starting at approximately 0.99 and reaching 0.0.
- On-Board Load:** Represented by a grey line. The load increases linearly from flight 1 to flight 100, starting at 0.0 and reaching 1.0.

The x-axis is labeled 'Flight' and ranges from 1 to 100. The left y-axis is labeled 'Boarding/Alighting Passengers' and ranges from 0 to 1. The right y-axis is labeled 'On-Board Load' and ranges from 0 to 1.

Trip Time	Boardings	Max Load
6:30 PM	20	17
7:30 PM	23	21
8:30 PM	29	26
9:30 PM	21	20
10:30 PM	4	5

The chart displays two data series over a 24-hour period (12:00 AM to 12:00 AM). The Y-axis represents the number of passengers, ranging from 0 to 1. The X-axis represents the trip time in 1-hour increments. The 'Boardings' series (orange line) and the 'Max Load' series (red line with square markers) both remain at 0 throughout the entire trip.

Trip Time	Boardings	Max Load
12:00 AM	0	0
1:00 AM	0	0
2:00 AM	0	0
3:00 AM	0	0
4:00 AM	0	0
5:00 AM	0	0
6:00 AM	0	0
7:00 AM	0	0
8:00 AM	0	0
9:00 AM	0	0
10:00 AM	0	0
11:00 AM	0	0
12:00 PM	0	0
1:00 PM	0	0
2:00 PM	0	0
3:00 PM	0	0
4:00 PM	0	0
5:00 PM	0	0
6:00 PM	0	0
7:00 PM	0	0
8:00 PM	0	0
9:00 PM	0	0
10:00 PM	0	0
11:00 PM	0	0
12:00 AM	0	0

Boarding/Alighting Passengers

On-Board Load

Legend:

- Boardings (Orange bars)
- Alightings (Red bars)
- On-Board Load (Dark grey line)

Route	Boardings	Alightings	On-Board Load
Downtown Interchange	58	0	40
Iowa Ave - English Philosophy Building	5	0	45
Newton Rd Ramp	0	0	50
Newton Rd and Valley	5	0	55
Hawkins Dr - UI Main Hospital	0	0	55
Meirose Ave & Golfview Ave	5	0	58
Meirose Ave & Sunset St	0	0	58
Westgate St & Gilmore Ct	0	-15	45
Westgate Villa	0	-10	35
Denbigh & Devin	0	-5	28
Denbigh Dr & Penridge	0	-5	28
Sunset St & Aber Ave	0	-5	25
Westside Dr & Jeffrey St	0	-5	20
Westside Dr & Morman Trek Blvd	0	-5	20
Morman Trek Blvd and Plain View	0	-5	18
Morman Trek Blvd & Cae Dr	0	-5	15
Westwinds Dr - Walden Plaza	0	-5	10
Westwinds Dr#3	0	-5	5
Barlett Rd & Morman Trek Blvd	5	0	5
Meirose Ave & Finkbine Ln	0	0	5
Meirose Ave@C Fire Station #2	0	0	5
Meirose Ave & George St	0	0	5
Ramp 2 Papaphins & Pomerantz	0	0	5
Hawkins Dr UI Center for Disabilities	0	0	5
Newton Rd - Dental College	0	0	5
Newton Rd - MERF	0	0	5
Iowa Ave - English Philosophy Building	0	-5	5
Downtown Interchange	0	-5	5

The graph displays three data series for 10 routes. The left y-axis measures Boarding/Alighting Passengers (0 to 1), and the right y-axis measures On-Board Load (0 to 1). The x-axis lists routes 1 through 10. The legend indicates that orange bars represent Boardings, red bars represent Alightings, and a grey line represents On-Board Load. All three metrics are consistently near zero across all routes.

Route	Boardings (Passengers)	Alightings (Passengers)	On-Board Load
1	0.00	0.00	0.00
2	0.00	0.00	0.00
3	0.00	0.00	0.00
4	0.00	0.00	0.00
5	0.00	0.00	0.00
6	0.00	0.00	0.00
7	0.00	0.00	0.00
8	0.00	0.00	0.00
9	0.00	0.00	0.00
10	0.00	0.00	0.00