

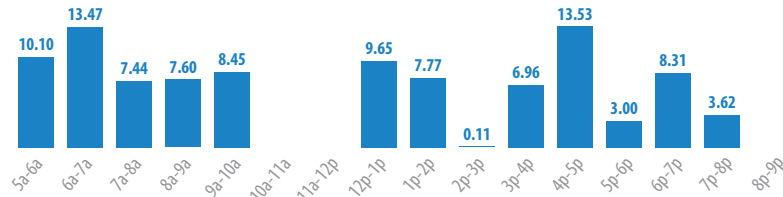
SERVICE PATTERNS: All service operates along a consistent alignment from the River Cities Travel Center to Hensley Road, primarily along Arkansas 365. There are opportunities to transfer to Route 6 at Roosevelt and Springer.

SCHEDULE: Service operates on weekdays and Saturdays.

	Span of Service	Typical Headway (minutes)	One-Way Trips
Weekdays	5:50 a.m.-7:47 p.m.		14
Early AM	Before 6:15 a.m.	35	2
AM Peak	6:15-8:15 a.m.	90	3
Midday	8:15 a.m.-3:15 p.m.	40	3
PM Peak	3:15-6:15 p.m.	90	3
Evening/Night	6:15 p.m. and Later	90	3
Saturdays	9:00 a.m.-6:43 p.m.	90	13
Sundays	-	-	-

RIDERSHIP: Route 19 has relatively weak ridership on all trips

Percentages of Weekday Passengers Per Hour:



Represents weekday ridership from Nov. 1, 2017 to April 30, 2018.

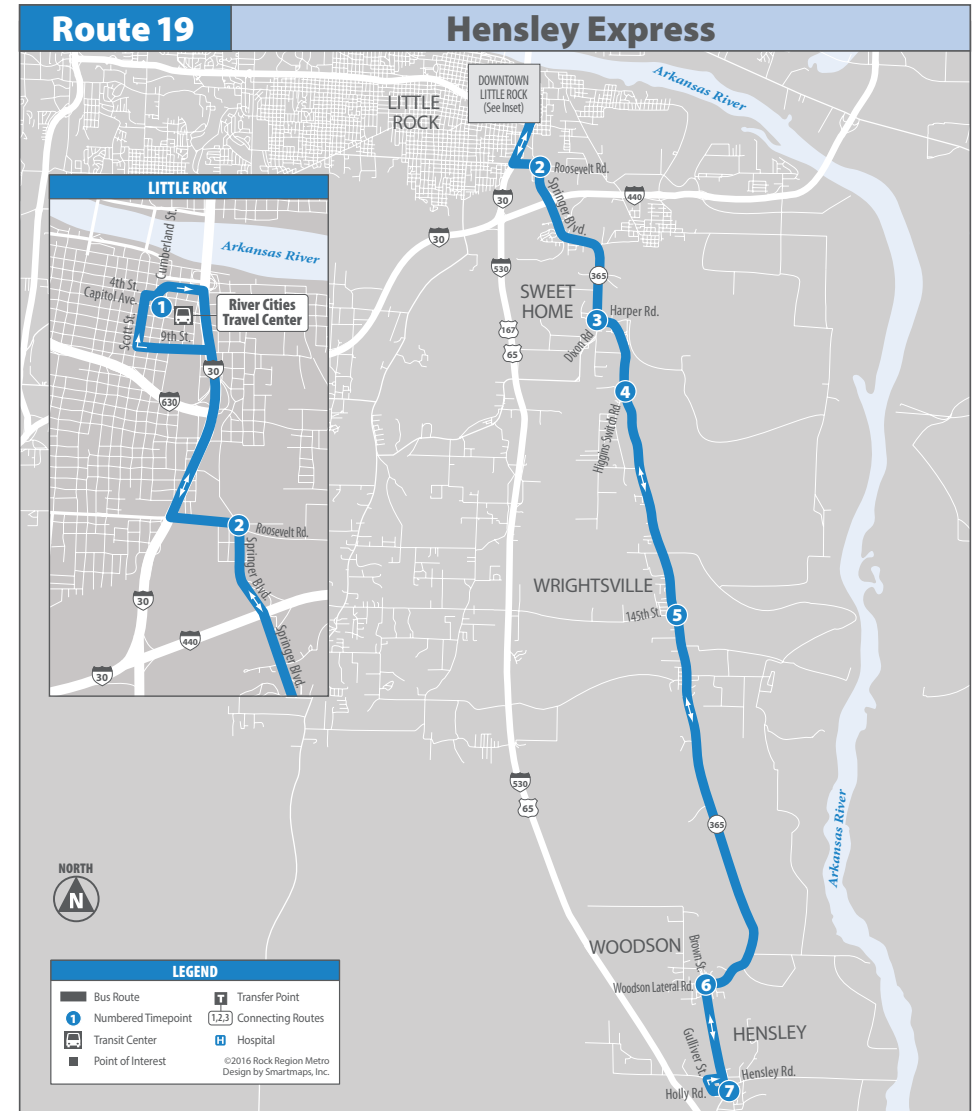
PERFORMANCE: Route 19's performance metrics are near the lowest in the system but are strong in comparison to other express service routes:

	Weekday		Saturday		Sunday	
	Value	Rank	Value	Rank	Value	Rank
Ridership	74	20	32	21	-	-
Riders per Revenue Hour	7.2	19	3.4	21	-	-
Rider per Trip	5.3	14	2.5	16	-	-

Weekday rank is of 25 routes; Saturday, of 21 routes; and Sunday, of 13 routes. Ridership from Nov. 1, 2017 to April 30, 2018 is represented.

SERVICE DESIGN:

	Value	Comment
Directness (end-to-end vs. most direct route)	1.0	Ranked 2nd – Very direct
Average Speed (mph)	26.3	Ranked 4th – Express along Hwy 365
Stop Spacing (stops per mile)	1.3	Ranked 3rd – Limited stop service
Schedule Convenience (best headway)	35	Only good for AM peak inbound
Schedule Regularity	Veyr Irregular	Primarily peak service with one mid-day trip



STRENGTHS, WEAKNESSES AND OPPORTUNITIES

STRENGTHS:

- Provides fast and direct service between downtown Little Rock and outlying communities.
- Relatively robust schedule for a commuter route serving primarily rural communities.

WEAKNESSES:

- Irregular schedule that is not oriented around clockface.
- There are no park and ride lots along corridor.

OPPORTUNITIES:

- To increase the “capture area” of Route 19, park and ride lots should be established in the communities being served by the route. A park and ride lot in Hensley could attract commuters from points south along I-530 / US 65.