

Granite Mountain

Route 6 is a radial route connecting downtown Little Rock with neighborhoods southeast via Highway 365 and Detroit Street. Route 6 provides connections to multiple trip generators, including Booker Magnet School, Mann Junior High School and Kroger.

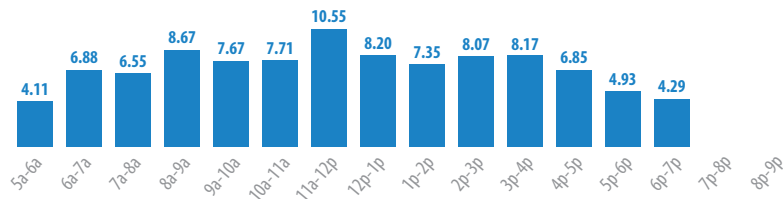
SERVICE PATTERNS: Route 6 operates with the same pattern for all trips, but inbound and outbound alignments are slightly different. From the River Cities Travel Center, the route travels to neighborhoods at Hwy 365 and Detroit Street, primarily along Rock Street, 21st Street, Barber Street, and Springer Boulevard. Inbound and outbound alignments differ between I-30 and Roosevelt Road. Route 6 largely parallels Express Route 19 from Roosevelt Road to Detroit Street during weekday service.

SCHEDULE: Service operates on weekdays and Saturdays.

| | Span of Service | Typical Headway (minutes) | One-Way Trips |
|------------------|---------------------|---------------------------|---------------|
| Weekdays | 5:50 a.m.-6:57 p.m. | | 35 |
| Early AM | Before 6:15 a.m. | 40 | 2 |
| AM Peak | 6:15-8:15 a.m. | 40 | 5 |
| Midday | 8:15 a.m.-3:15 p.m. | 40 | 19 |
| PM Peak | 3:15-6:15 p.m. | 40 | 7 |
| Evening/Night | 6:15 p.m. and Later | 45 | 2 |
| Saturdays | 5:50 a.m.-6:57 p.m. | 45 | 35 |
| Sundays | - | - | - |

RIDERSHIP: Ridership is consistent throughout the day with a minor midday peak.

Percentages of Weekday Passengers Per Hour:



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

PERFORMANCE: Route 6 productivity is near the median as compared to other METRO routes. It performs slightly better in terms of riders per revenue hour and slightly lower in terms of riders per trip.

| | Weekday | | Saturday | | Sunday | |
|--------------------------------|---------|------|----------|------|--------|------|
| | Value | Rank | Value | Rank | Value | Rank |
| Ridership | 188 | 14 | 131 | 13 | - | - |
| Riders per Revenue Hour | 17.6 | 7 | 12.2 | 7 | - | - |
| Rider per Trip | 5.4 | 13 | 3.7 | 12 | - | - |

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) | 1.2 | Ranked 13th – Loop and one-way patterns |
| Average Speed (mph) | 12.6 | Ranked 19th – Partially due to frequent stops |
| Stop Spacing (stops per mile) | 6.7 | Ranked 20th – Close at southern loop |
| Schedule Convenience (best headway) | 45 | Difficult to memorize start times |
| Schedule Regularity | Fairly Regular | Inconsistent headways early and late |



STRENGTHS, WEAKNESSES AND OPPORTUNITIES

STRENGTHS:

- Service is direct and consistent.
- Route serves a diverse mix of destinations and land uses, from residential streets at its eastern terminus to strip mall-type developments along Highway 365.

WEAKNESSES:

- Route operates in fairly low-density environments.
- Route terminates short of new senior housing community at Gilliam Park Road and Granite Mountain Circle.
- Different inbound and outbound routing near Mann Junior High School and Kroger.

OPPORTUNITIES:

- Make inbound and outbound alignment more uniform by operating along McAlmont Street and Roosevelt Street in both directions.
- Reduce weekend service span and frequency to improve productivity.