

ROUTE PRODUCTIVITY COMPARISON--YEAR TO DATE--March 2012 vs. March 2011
(Routes sorted in order of 2012 passengers per revenue hour productivity)

ROUTE	RIDERSHIP, 2012 vs. 2011 Year to Date			Productivity, Trips per Revenue Hour			Routes < 60% of system avg.	ROUTE KEY
	2012	2011	% change	2012	2011	% Change		
80 UW CAMPUS	563,562	622,122	-9.4%	110.89	127.56	-13.1%		Core Routes operate every day from early a.m. to late p.m.: 2, 3, 4, 5, 6, 7, 13 (3 operates weekdays only; 7 operates wkends & holidays only).
85 UW CAMPUS-PARK ST CIRCULATOR	96,880	111,600	-13.2%	79.15	85.74	-7.7%		
84 EAGLE HEIGHTS EXPRESS (began operating August 25, 2008)	10,699	10,352	3.4%	73.81	73.68	0.2%		
E, L, M, W SUPPLEMENTARY SCHOOL SERVICE	349,930	326,309	7.2%	67.90	66.22	2.5%		
28 NTP-WTP COMMUTER	112,428	104,094	8.0%	67.37	68.28	-1.3%		
71 MIDDLETON-CAPITOL SQUARE VIA MARSHALL PARK COMMUTER	27,792	25,320	9.8%	57.29	53.04	8.0%		
2 WTP-NTP	368,799	352,546	4.6%	54.02	54.16	-0.3%		
81-82 UW LATE NITE CIRCULATORS	82,767	97,588	-15.2%	51.21	65.20	-21.5%		
9 ETP - UW CAMPUS (peak hour trips on 9 began Aug. 24, 2009)	62,138	67,252	-7.6%	48.17	55.15	-12.7%		
67 WTP-WEST TOWNE	77,938	73,524	6.0%	47.53	45.70	4.0%		
50 WTP-SCHROEDER-RAYMOND LOOP	49,727	45,130	10.2%	47.01	43.59	7.8%		
4 NTP-STP	208,805	212,373	-1.7%	44.14	45.12	-2.2%		Commuter Routes operate on weekdays during peak hours: 11, 12, 14, 15, 25, 27, 28, 29, 37, 38, 44, 47, 48, 55, 56, 57 58, 71, 72, 74, 75
38 PFLAUM RD-SHEBOYGAN AVE COMMUTER (revised Oct. '08 & Aug '09)	96,821	90,188	7.4%	43.94	43.94	0.0%		
72 MIDDLETON-CAPITOL SQUARE VIA BRANCH COMMUTER	39,874	37,822	5.4%	41.29	39.79	3.8%		
55 VERONA- WTP COMMUTER	14,462	10,400	39.1%	40.96	30.40	34.8%		
44 STP-UW CAMPUS & FITCHBURG COMMUTER RTES	27,372	29,773	-8.1%	40.34	41.74	-3.3%		Peripheral Routes operate from transfer points to outlying areas: 20, 21, 22, 26, 30, 32, 33, 36, 40, 50, 51, 52, 73, 78
6 CITY VIEW DR-WTP	330,810	332,328	-0.5%	39.00	40.10	-2.7%		
3 WTP-ETP	168,256	167,967	0.2%	38.97	39.53	-1.4%		
40 STP - ARBOR HILLS LOOP	47,328	45,050	5.1%	38.07	36.99	2.9%		
57 PILGRIM-REETZ COMMUTER & MUIR FIELD COMMUTER	34,299	33,715	1.7%	37.81	37.05	2.0%		Connector Routes connect transfer points throughout the day: 16, 17, 18.
22 MENDOTA LOOP	63,347	68,241	-7.2%	37.78	41.49	-8.9%		
5 ETP-STP	133,483	128,112	4.2%	37.33	36.36	2.7%		
11 WTP-DUTCH MILL-CAP SQUARE	26,995	25,935	4.1%	36.25	35.39	2.4%		
15 RICHMOND HILL-WEXFORD RIDGE/JUNCTION RIDGE	146,908	146,218	0.5%	36.09	37.21	-3.0%		Circulator Routes 1, 9, 10, 34
18 STP-WTP	116,010	110,992	4.5%	35.84	35.08	2.2%		
17 ETP-NTP	33,370	32,637	2.2%	35.55	35.33	0.6%		
1 CAP SQUARE - UW	8,684	8,186	6.1%	35.34	33.85	4.4%		
16 STP - ETP	107,376	106,375	0.9%	34.80	35.34	-1.5%		
51 WTP-MUIR FIELD LOOP	22,387	19,847	12.8%	34.05	30.95	10.0%		
30 ETP-EAST TOWNE	67,587	60,035	12.6%	33.38	30.28	10.2%		
14 RICHMOND HILL-WEXFORD RIDGE/JUNCTION RIDGE	114,112	110,450	3.3%	32.97	34.17	-3.5%		
56 PILGRIM-REETZ COMMUTER & MUIR FIELD COMMUTER	36,508	32,541	12.2%	32.52	29.45	10.4%		
27 NTP - UW CAMPUS COMMUTER	14,436	13,704	5.3%	31.05	29.95	3.7%		
29 SHERMAN COMMUTER ("School day" trip discontinued October 4, 2008)	5,953	6,234	-4.5%	29.90	31.82	-6.0%		Other routes: 8 operates between the Capitol Square and Spring Harbor, weekends only. 19 operates like a core route between the Capitol Square and Allied Drive on weekdays. 39 operates as a commuter route during peak hours; operates like a circulator route midday. 59 operates weekends & holidays between the WTP and Fitchburg. 67 connects with route 6 at the West Transfer Point; operates to/from West Towne Mall. 63 and 68 operate between the West Transfer Point and Prairie 70 operates like a core route between the Capitol Square & Middleton on weekdays.
21 LAKEVIEW LOOP	45,156	39,998	12.9%	29.15	26.33	10.7%		
63 WTP-PRAIRIE TWN CTR (Weekends & Holidays only)	10,786	9,267	16.4%	29.08	25.97	11.9%		
7 WTP-ETP (Weekends & Holidays Only)	42,078	38,150	10.3%	28.76	27.12	6.0%		
58 GREENTREE COMMUTER	21,149	19,868	6.4%	28.21	26.93	4.8%		
47 ARBOR HILLS COMMUTER	22,945	22,207	3.3%	28.19	27.72	1.7%		
10 SCHENK/ATWOOD - UW CAMPUS (began August 24, 2009)	26,860	22,554	19.1%	26.85	22.91	17.2%		
19 RED ARROW TR-CAP SQUARE	48,583	52,657	-7.7%	26.37	28.13	-6.3%		
70 MIDDLETON-CAPITOL SQUARE	41,656	39,755	4.8%	25.06	24.30	3.1%	x	
8 CAP SQUARE-SPRING HARBOR (Weekends & Holidays Only)	10,441	8,815	18.4%	24.71	21.68	14.0%	x	
12 WTP-DUTCH MILL-CAP SQUARE	13,488	13,730	-1.8%	23.45	24.26	-3.3%	x	
32 ACEWOOD-THOMPSON LOOP	11,593	10,946	5.9%	21.85	21.17	3.2%	x	
13 STP-CAP SQUARE	40,663	39,328	3.4%	20.92	20.66	1.2%	x	
34 ETP-MATC (peak service on 34 began Aug. 24, 2009)	9,186	10,195	-9.9%	19.97	22.53	-11.3%	x	
37 PFLAUM RD-SHEBOYGAN AVE COMMUTER (revised Oct. '08 & Aug '09)	23,548	28,590	-17.6%	19.51	25.58	-23.7%	x	
73 WTP-OLD SAUK TRAILS	34,843	30,613	13.8%	19.23	17.17	12.0%	x	
25 AMERICAN CENTER COMMUTER	3,507	2,712	29.3%	19.13	15.03	27.3%	x	
20 NTP-EAST TOWNE	42,559	36,848	15.5%	15.88	14.06	13.0%	x	
39 ETP - DAIRY DRIVE	7,710	8,613	-10.5%	14.74	16.74	-11.9%	x	
52 WTP-FITCHBURG	10,034	10,724	-6.4%	14.34	15.57	-7.9%	x	
74 MIDDLETON LOOP	6,638	6,024	10.2%	14.28	13.17	8.4%	x	
48 STP-UW CAMPUS & FITCHBURG COMMUTER RTES	3,510	3,671	-4.4%	12.55	13.34	-5.9%	x	
78 MIDDLETON-WTP (Began Oct. 5, 2008; Saturdays only)	2,809	2,672	5.1%	11.30	12.40	-8.9%	x	
75 VERONA-CAPITOL SQUARE COMMUTER (began operating March 26, 2012)	276	NA	NA	9.47	NA	NA	x	
36 CITY VIEW LOOP (Began Oct. 5, 2008; formerly part of Route 6)	6,748	6,667	1.2%	9.21	9.30	-0.9%	x	
59 FITCHBURG - WTP (weekend & holiday route, began August 23, 2009)	2,868	2,878	-0.3%	6.80	7.09	-4.1%	x	
68 WTP-PRAIRIE TWN CTR (Weekends & Holidays only)	2,680	3,153	-15.0%	6.22	7.62	-18.3%	x	
33 HIESTAND LOOP	887	988	-10.2%	5.89	6.67	-11.6%	x	
26 AMERICAN CENTER LOOP (Began Oct. 5, 2008)	746	598	24.7%	5.36	4.36	22.8%	x	
UNKNOWN ROUTE & ROAD BUS *	9	296	-97.0%	NA	NA	NA		
SYSTEM TOTAL	4,161,799	4,137,477	0.6%	42.05	43.02	-2.3%	25.23	
TOTAL WITHOUT CAMPUS CIRCULATORS (Routes 80-85)	3,407,891	3,295,815	3.4%	37.49	37.30	0.5%	22.50	

* Unknown Route refers to ridership data that isn't assigned to a route by the farebox (generally seen when farebox goes into "fallback mode"). Road buses are put into service to do portions of routes because of vehicle breakdowns, late regular buses or overloads.