REGULAR ROUTES	RIDERSHIP, 2007 vs. 2006 Year to Date			Productivity, Trips per Revenue Hour			Routes < 60% of system avg.	ROUTE KEY
	2007	2006	% Change	2007	2006	% Change		
80 UW CAMPUS	1,609,658	1,619,484	-0.6%	87.24	87.01	0.3%		**Core Routes** operate
85 UW CAMPUS-PARK ST CIRCULATOR (began July 31, 2006)	291,418	116,099	151.0%	70.23	70.92	-1.0%		every day, from early a.m. to
90-93 SUPPLEMENTARY SCHOOL SERVICE	874,963	906,073	-3.4%	66.94	73.31	-8.7%		late p.m.: **2, 3, 4, 5, 6, 7, 13**
81-82 UW LATE NITE CIRCULATORS	285,741	204,910	39.4%	58.84	43.43	35.5%		(**3** operates weekdays only;
22 MENDOTA LOOP & **28** NTP-WTP COMMUTER	512,649	476,422	7.6%	46.08	44.31	4.0%		**7** operates weekends only).
2 WTP-NTP	953,779	857,895	11.2%	40.41	38.44	5.1%		
4 NTP-STP	685,921	644,998	6.3%	39.06	34.98	11.6%		**Commuter Routes** operate
50 WTP-SCHROEDER-RAYMOND LOOP	128,844	124,697	3.3%	34.67	33.08	4.8%		on weekdays during peak hours:
29 SHERMAN COMMUTER	34,244	32,758	4.5%	34.17	33.24	2.8%		**11, 12, 14, 15, 25, 27, 28, 29,**
SPECIAL EVENT SERVICE	52,364	55,817	-6.2%	33.00	29.87	10.5%		**37, 38, 44, 47, 48, 55, 56, 57**
6 CITY VIEW DR-WTP & **67** WTP-WEST TOWNE (67 began Aug. 27, 2006)	1,187,789	1,213,715	-2.1%	32.52	28.77	13.0%		**58, 71, 72, 74**
72 MIDDLETON-CAPITOL SQUARE VIA BRANCH COMMUTER	93,057	29,830	212.0%	31.76	38.27	-17.0%		
71 MIDDLETON-CAPITOL SQUARE VIA MARSHALL PARK COMMUTER	84,575	28,315	198.7%	31.66	37.27	-15.1%		**Peripheral Routes** operate
37 & 38 PFLAUM RD-SHEBOYGAN AVE COMMUTER	328,208	239,197	37.2%	30.47	25.39	20.0%		from transfer points to outlying
56 & 57 PILGRIM-REETZ COMMUTER & MUIR FIELD COMMUTER	216,599	203,205	6.6%	30.46	27.95	9.0%		areas: **20, 21, 22, 24, 30, 32, 33**
21 LAKEVIEW LOOP (was interlined with route 27 until August 27, 2006)	135,688	84,992	59.6%	28.96	26.81	8.0%		**40, 50, 51, 52, 73**
40 STP - ARBOR HILLS LOOP (expanded August 27, 2006)	128,819	83,660	54.0%	28.53	24.79	15.1%		
1 CAP SQUARE - UW (service reduced August 27, 2006)	24,979	35,414	-29.5%	28.36	28.22	0.5%		**Connector Routes** connect
14 & 15 RICHMOND HILL-WEXFORD RIDGE/JUNCTION RIDGE	666,540	631,026	5.6%	27.74	28.76	-3.6%		transfer points throughout the day:
5 ETP-STP, **13** STP-CAP SQUARE & **18** STP-WTP (13 began Aug. 27, 2006)	865,451	787,709	9.9%	27.42	25.78	6.4%		**16, 17, 18**.
3 WTP-ETP & **7** WTP-ETP (route 7 weekend route began Aug. 27, 2006)	581,904	541,545	7.5%	26.54	25.40	4.5%		
44 (began Aug. 27, 2006) & **48** STP-UW CAMPUS & FITCHBURG COMMUTER RTES	88,895	40,436	119.8%	25.41	25.30	0.4%		**Circulator Routes** operate
9 ETP - UW CAMPUS & **33** HIESTAND LOOP (Rte 9 expanded Aug. 27, 2006)	108,269	107,084	1.1%	25.30	28.68	-11.8%		midday only: **1, 9, 34**
51 WTP-MUIR FIELD LOOP	56,286	47,519	18.4%	24.55	21.28	15.3%		
16 STP - ETP (began Aug. 27, 2006; replaces routes 31, 41, 42 & 43)	268,878	76,278	252.5%	24.32	24.13	0.8%		**Other routes:**
58 GREENTREE COMMUTER	65,956	65,182	1.2%	24.19	21.80	11.0%		**7** operates between the East and
73 WTP-OLD SAUK TRAILS (began 8/27/06; started serving Middleton 9/4/07)	134,275	37,702	256.1%	23.67	26.45	-10.5%		West Transfer Point on weekends.
70 MIDDLETON-CAPITOL SQUARE (routes 70-74 began Aug. 27, 2006)	137,558	41,097	234.7%	22.37	23.37	-4.3%		**8** operates between the Capitol
17 ETP-NTP, **20** NTP-EAST TOWNE & **30** ETP-EAST TOWNE	431,975	403,198	7.1%	22.23	20.77	7.0%		Square and Spring Harbor,
19 RED ARROW TR-CAP SQUARE (revised Aug. 27, 2006)	160,648	164,716	-2.5%	21.93	22.35	-1.9%		weekends only.
11 & 12 WTP-DUTCH MILL-CAP SQUARE (11 added & route expanded Aug. 27, 2006)	98,759	56,304	75.4%	20.71	17.96	15.3%	X	**19** operates like a core route
52 WTP-FITCHBURG (began operating Sept. 4, 2007)	12,875	NA	NA	19.87	NA	NA	X	between the Capitol Square and
47 ARBOR HILLS COMMUTER (service reduced Aug. 27, 2006)	59,316	132,032	-55.1%	19.39	22.56	-14.1%	X	Allied Drive on weekdays.
27 NTP - UW CAMPUS COMMUTER (serviced reduced August 27, 2006)	36,125	108,021	-66.6%	18.85	18.91	-0.3%	X	**39** operates as a commuter
25 AMERICAN CENTER	8,832	9,731	-9.2%	17.68	19.32	-8.5%	X	route during peak hours; operates
32 ACEWOOD-THOMPSON LOOP	33,218	28,160	18.0%	17.22	14.49	18.8%	X	like a circulator route midday
8 CAP SQUARE-SPRING HARBOR (reduced to **weekend route only** Aug. 27, 2006)	24,657	219,017	-88.7%	16.24	21.30	-23.8%	X	on weekdays.
53 UW HOSP COMMUTER (service reduced 8/27/06-discontinued 8/31/07)	18,978	49,732	-61.8%	15.97	21.35	-25.2%	X	**67** connects with route 6 at the
63 WTP-PRAIRIE TOWNE CTR & **68** WTP-PRAIRIE TWN CTR (began Aug. 27, 2006)	48,382	16,438	194.3%	15.40	17.71	-13.0%	X	West Transfer Point; operates
55 VERONA- WTP COMMUTER (began Sept. 19, 2005)	18,577	11,880	56.4%	14.10	8.93	57.9%	X	to/from West Towne Mall.
34 ETP-MATC & **39** ETP - DAIRY DRIVE	34,298	26,296	30.4%	13.94	11.12	25.4%	X	**63 and 68** operate between the
24 AIRPORT LOOP	31,750	33,115	-4.1%	12.61	13.49	-6.5%	X	West Transfer Point and Prairie
74 MIDDLETON LOOP	12,189	3,130	289.4%	8.52	7.90	7.8%	X	Town Center on weekends.
89 PARKING RAMP SHUTTLE (operated January 2 - June 15, 2007)	1,316	NA	NA	1.01	NA	NA	X	**70** operates like a core route between
UNKNOWN ROUTE & ROAD BUS **	971	2,485	-60.9%	NA	NA	NA		the Capitol Square, Middleton & the
ROUTES DISCONTINUED AFTER AUGUST 26, 2006:								West Transfer Point on weekdays.
31 TURNER-MONONA LOOP	NA	63,689	NA	NA	24.01	NA		
41 STP-LAKE POINT, **42** STP-MOORLAND & **43** MOORLAND-LAKEPOINT	NA	85,055	NA	NA	20.55	NA		**UW Campus Circulators**
60 MIDDLETON-WTP (discontinued August 25, 2006)	NA	149,503	NA	NA	25.58	NA		**80, 81, 82, 85**
61 MIDDLETON OFFICE PARK (discontinued August 25, 2006)	NA	43,173	NA	NA	30.43	NA		
62 GREENWAY BLVD	NA	21,461	NA	NA	15.60	NA		**School Day Supplemental Routes**
65 WALNUT GROVE COMMUTER	NA	31,734	NA	NA	22.46	NA		**90, 91, 92, 93**
SYSTEM TOTAL	11,636,173	10,991,927	5.9%	34.54	32.79	5.4%	20.73	
TOTAL WITHOUT CAMPUS CIRCULATORS (Routes 80-85)	9,449,356	9,167,533	3.1%	30.54	29.54	3.4%	18.33	

NOTE: Substantial changes were made across the system effective August 27, 2006 and then again on September 2, 2007. This will affect comparisons of current service to previous.
* 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 "extras" put into service to handle overloads.