ITEM D.Z.

FIXED ROUTE Operating Statistics For Periods Ending

2/28/2006 & 2/28/2007

CURRENT MONTH

YEAR TO DATE

| | | | | ILAN IO DAIL | | | |
|--------------|--------------|--------------|-------------------------|-----------------------------|-----------|--------------|--|
| Actual | Actual | Variance | | Actual Actual | | Variance | |
| 2006 | 2007 | 2006 to 2007 | | 2006 2007 | | 2006 to 2007 | |
| | | | Service Supplied | | | | |
| 443,061 | 440,171 | (2,890) | Total (Vehicle) Miles * | 899,251 | 899,729 | 478 | |
| 29,682 | 29,743 | 62 | Revenue Hours | 59,933 | 60,140 | 207 | |
| 33,142 | 33,212 | 71 | Total (Vehicle) Hours * | 66,988 | 67,002 | 15 | |
| | | | Ridership | | | | |
| 1,074,069 | 1,151,688 | 77,619 | Revenue Passengers ** | 2,001,790 | 2,045,662 | 43,872 | |
| 68,538 | 68,039 | (499) | Transfers | 146,582 150,857 | | 4,275 | |
| <u>7,101</u> | <u>7,502</u> | <u>401</u> | Non-Revenue Rides | <u>16,869</u> 17,730 | | <u>861</u> | |
| 1,149,708 | 1,227,229 | 77,521 | Total Passengers | 2,165,241 2,214,249 | | 49,008 | |
| | | | Service Quality | | | | |
| 2,197 | 2,327 | 130 | Trips using Lifts | 5,524 | 4,503 | (1,021) | |
| 9 | 10 | 1 | Passenger Accidents | 12 | 28 | 16 | |
| 28 | 17 | (11) | Vehicle Accidents | 45 42 | | (3) | |
| | | | Fleet/Maintenance | | : | | |
| 88 | 125 | 37 | Road Calls | 175 | 225 | 50 | |
| 74 | 73 | (1) | Actual Inspections | 150 | 150 | 0 | |
| 74 | 73 | (1) | Scheduled Inspections | 150 | 150 | 0 | |

Note: N/A means the information was not available at the time of this report. YTD would also be incorrect.

** Includes special events.

Key: A (negative variance) denotes a decrease in activity over 2006.

^{*} Vehicle Miles and Hours are for fixed route service only. Miles & hours for training, maintenance testing etc. are not included in these totals.

ROUTE PRODUCTIVITY COMPARISON-YEAR TO DATE February 2007 vs. February 2006

(Routes sorted in order of 2007 passengers per revenue hour productivity)

| NTP-STP | | RIDERSHIP, 2007 vs. 2006 | | Productivity, Trips per Revenue Hour | | | ROUTE KEY | | | |
|--|---|---------------------------------------|--|--------------------------------------|--------|-------|-----------|-------------|-------------------------------------|--|
| Description REGULAR ROUTES 2007 2006 Change 2007 2006 Change system any every fin, from early an in the NUME CAMPUS 357, 357, 357, 357, 357, 357, 357, 357, | | , | ear to Date | | | | | | | |
| UNCAMPURS 373,755 390,428 3.79 10.71 19.34 4.54 10.71 19.34 4.54 10.71 19.34 10.71 | | | | | | | | < 60% of | Core Routes operate | |
| UNIVERSALEST CINCULATOR Cogna has 3 1,2000 66,099 | | 2007 | 2006 | % Change | 2007 | 2006 | % Change | system avg. | every day, from early a.m. to | |
| ## SUPPLINE PLANK SCHOOL SERVICE 179.672 297.461 211.95 65.79 67.00 0.98 ## SUPPLINE PLANK SCHOOL SERVICE 19.20 15.50 6.99 6.70 6.04 0.06 ## SUPPLINE PLANK SCHOOL SERVICE 19.20 15.50 15.20 15.20 15.20 19.90 ## SUPPLINE PLANK SCHOOL SERVICE 19.20 19.90 19.90 ## SUPPLINE PLANK SCHOOL SERVICE 19.90 19.90 19.90 19.90 ## SUPPLINE PLANK SCHOOL SERVICE 19.90 19.90 19.90 19.90 19.90 19.90 ## SUPPLINE PLANK SCHOOL SERVICE 19.90 | | | | 3.7% | 102.71 | 98,34 | 4.4% | | late p.m.: 2, 3, 4, 5, 6, 7, 13 | |
| MINIODIA JOOP & 28 NITH-WIT COMMUTER | | | NA | NA | 85,97 | NA | NA | | (3 operates weekdays only; | |
| STAN LATE NITE CIRCULATORS | | | | | | 72.69 | -9.5% | | 7 operates weekends only). | |
| NYENTP 175.187 175. | | | ······································ | | | | 1 | |] | |
| NEPSTF 198,449 198,449 198,449 198,449 198,441 198,449 198,441 198, | | | | | | | | | Commuter Routes operate | |
| SHERMAN COMMUTER 7.344 7.345 7.346 | | | | | | | | | on weekdays during peak hours: | |
| ## STEPLINE & TWITE-TET (course? weedeand roune begges Aug. 27, 2000) 113,168 105,220 5.5% 30.55 28.50 50.1% 57,58,71,72,74 57 | | | | | | | | ********* | | |
| CAP SQUARE - UW (service reduced August 27, 2000) | | | | | | | | | | |
| 8.48 FFALMM ROS-SILBEOVGAN AVE COMMUTER \$ 63,861 | | | | | | | | | 57, 58, 71, 72, 74 | |
| STP - LWC CAMPUS COMMUTER (began Aug. 27, 2005) 15,677 NA NA NA NA NA NA NA NA NA | | | | | | | | | | |
| MIDDLETFON-CAPTOL SQUARE VIA BRANCH COMMUTER 15,270 NA NA NA NA NA NA NA NA NA N | | | | | | | | | | |
| MIDDLETON-CAPTIOL SOLUARE VIA MARSHALL PARK COMMUTER 15,470 NA NA NA NA NA NA NA NA NA N | | | | | | | | | | |
| Comment Comm | | | | | | | | | | |
| PLIGRINA-REFIZ COMMUTER & 57 MIJR FIELD COMMUTER 40,652 | | | | | | | | | 40, 50, 51, 73 | |
| TP - UW CAMPUS & 33 HESTAND LOOP (Re 9 exemaded Aug. 27, 2006) 22,028 22,235 -1,076 29.42 36.21 -18.778 ransfer points throughout the d & 18 SE CHMOND ILL—WEXPORD BIDGE/HUNTION RIDGE 12,474 121,126 116 29.02 32.81 -1.578 1.155 (1.7) 1.1 | | | | | | | | | 1 | |
| \$1.5 RECHMOND HILL-WEXPORD RIDGE/UNICTION RIDGE 122,474 121,266 11 1/8 20 0 37.81 -11.9% 15,17,18 WITP-SCHRODERRATYMOND LOOP 18,060 22,833 -20.9% 77.51 14.60 19.7% GREENTRIE COMMUTER 12,942 14,489 -10.7% 27.07 0.0% WITP-OLD SAUK TRAILS (began Aug 27, 2006) 48,067 144,711 2.3% 26.65 27.88 2.3% WITP-OLD SAUK TRAILS (began Aug 27, 2006) 23,289 NA NA NA 20.51 NA NA WITP-OLD SAUK TRAILS (began Aug 27, 2006) 20,225 10,553 97.9% 26.14 20.66 56.0% WITP-OLD SAUK TRAILS (began Aug 27, 2006) 23,289 NA NA 23.94 23.12 1.6% WITP-OLD SAUK TRAILS (began Aug 27, 2006) 23,289 NA NA 23.94 23.12 1.6% WITP-OLD SAUK TRAILS (began Aug 27, 2006) 23,289 NA NA 23.94 23.12 1.6% WITP-OLD SAUK TRAILS (began Aug 27, 2006) 33,496 34,847 3.9% 25.57 27.16 5.9% WED ARROW TRO-CAP SQUARE (revised Aug 27, 2006) 33,496 34,847 3.9% 25.57 27.16 5.9% WEST TRAILS (began Aug 27, 2006) 10,012 7.207 37.2% 24.79 18.56 33.2% SEED ARROW TRO-CAP SQUARE (revised Aug 27, 2006) 10,012 7.207 37.2% 24.79 18.56 33.2% SEED ARROW TRO-CAP SQUARE (revised Aug 27, 2006) 10,012 7.207 37.2% 24.79 18.56 33.2% SEED ARROW TRO-CAP SQUARE (revised Aug 27, 2006) 10,012 7.207 37.2% 24.79 18.56 33.2% SEED ARROW TRO-CAP SQUARE (revised Aug 27, 2006) 6,124 12,551 -51.2% 12.99 18.50 33.2% SEED ARROW TRO-COMMUTER (revised Aug 27, 2006) 6,124 12,551 -51.2% 12.99 13.90 13.59 14.50 SEED ARROW TRO-COMMUTER (revised Aug 27, 2006) 6,124 12,551 -51.2% 12.99 13.90 13.59 14.50 14.50 SEED ARROW TRO-COMMUTER (revised Aug 27, 2006) 6,124 12,551 -51.2% 12.99 13.90 13.59 14.50 | | | | | | | | | | |
| WIP SCHROEDER-RAYMOND LOOP | | | | | | | | | transfer points throughout the day: | |
| CREENTREE COMMUTER 12,942 | | | | | | | | | 16, 17, 18. | |
| ## STP-STP 1.5 STP-CAP SOLVARE & IR STP-WTP (15 began Aug. 27, 2006) 48,067 144,711 2.96, 2.66 2.728 -2.96 midday only: 1,9,34 wWP-DLD SAVE TRAILS (began Aug. 27, 2006) 23,259 NA NA 26,31 NA NA NA 26,31 | | | | | | | | | ∄ | |
| NTP-OLD SAUK TRAILS (began Aug 27, 2006) 23,299 NA | | | | | | | | | | |
| STP - ARBOR HILLS LOOP ALKEVIEW DOP 21,534 9,008 117,396 25 94 21,32 21,656 70 70 70 70 70 70 70 70 70 70 70 70 70 | | | | | | | | | midday only: 1, 9, 34 | |
| LAKEWIW LOOP 121,534 1 9,008 117,396 25 94 21,32 21,696 7 operates between the East and REBO ARROW TR-CAP SQUARE (revised Aug. 27, 2006) 33,496 33,496 33,497 33,496 33,497 33,496 33,497 33,496 33,497 33,496 33,497 33,496 33,297 37,296 34,73 18,56 33,296 33,296 33,296 32,397 37,296 34,73 18,56 33,296 33,296 33,296 32,296 32,2006, replaces routes 31, 41, 42, 443) 44,784 3A | | | | | | | | | 1_ | |
| RED ARROW TR-CAP SOUARE (revised Aug. 27, 2006) 33,406 34,847 3,966 34,847 3,966 35,240 36,257 27,16 5,856 West Transfer Point on weeken with DELETION-CAPITOL SQUARE (routes 70-74 began Aug. 27, 2006) 10,012 7,297 | | | ··· | | | | | | | |
| MIDDLETON-CAPITOL SQUARE (routes 70-74 began Aug. 27, 2006) 27,652 NA NA 25,32 NA NA Soperates between the Capitol WFP-MUR FIBEL LOOP 10,012 7,297 73,286 74,73 18,56 33,296 Square and Spring Harbor, SCIENCE DR-DW PLOSP COMMUTER (service reduced Aug. 27, 2006) 6,124 12,551 5-13,766 11,096 12,101 13,515 5-13,766 11,096 12,101 13,515 11,096 12,115 11,096 12,115 11,096 12,115 11,096 12,115 11,096 12,115 12,197 14,076 13,097 14,076 14,01 | | | | | | | | | | |
| ## WTP-MUIR FIELD LOOP ## STP - ETP (began Aug. 27, 2006, replaces routes 31, 41, 42 & 43) ## A4,784 ## NA NA 22,96 ## NA NA NA NA 22,96 ## NA NA NA NA 22,96 ## NA | | · · · · · · · · · · · · · · · · · · · | | | | | | | | |
| STP - ETP (began Aug. 27, 2006; replaces routes 31, 41, 42 & 43) 44,784 NA NN 22,96 NA NN weekends only. SCIENCE DR-UW HOSP COMMUTER (service reduced Aug. 27, 2006) 6,124 12,551 -51,2% 21,49 27,33 -21,4% X 19 operates like a core route between the Capitol Square and ETP-NP, 29 NTP-EAST TOWNE & 30 ETP-EAST TOWNE 69,145 67,136 3,0% 20,16 19,75 21,11 20,13 5,9% X Allied Drive on weekdays. Allied Drive on weekdays. Allied Drive on weekdays. AREGICAN CEMTER NTP - UW CAMPUS COMMUTER 6,583 28,842 -77,2% 19,18 22,62 -14,7% X 70 operates as a commuter 70 onte during peak hours, operat ARBORA HILLS COMMUTER (service reduced Aug. 27, 2006) 9,859 30,313 -67,5% 18,31 25,24 -27,4% X Ille a circulator route midday 70 onte during peak hours, operat ARBORA HILLS COMMUTER (service reduced Aug. 27, 2006) 9,859 30,313 -67,5% 18,31 25,24 -27,4% X Ille a circulator route midday 70 onte during peak hours, operat ARBORA HILLS COMMUTER (service reduced Aug. 27, 2006) 9,859 30,313 -67,5% 18,31 25,24 -77,2% 19,18 25,204 -77,2% 19,18 25,204 -77,2% 19,18 25,204 -77,2% 19,18 25,204 -77,2% 19,18 25,204 -77,2% 19,18 25,204 -77,2% 19,18 25,204 -77,2% 19,18 25,204 -77,2% 19,18 25,204 -77,2% 19,18 25,204 -77,2% 19,18 25,204 -77,2% 19,18 25,204 -77,2% 27,206 19,18 25,207 19,18 19,207 19,18 19,207 19,18 19,207 19,18 19,207 19,18 | | | | | | | | | | |
| SCIENCE DR-UW HOSP COMMUTER (service reduced Aug. 27, 2006) 6, 124 12. WTP-DUTCH MILL CAP SQUARE (11 added & route expanded Aug. 27, 2006) 18,047 8,558 110.9% 21.31 20.13 5.9% X Allee Drive on weekdays. AMERICAN CENTER 1,709 1,987 1-14.0% 19.30 22.62 1-14.7% X Allee Drive on weekdays. ARROR HILLS COMMUTER (service reduced Aug. 27, 2006) 9,859 30,313 -67.5% 18.31 22.524 2-7.4% X Fig. 10.598 30,0313 30,03 | | | | | | | | | | |
| ** 12 WTP-DUTCH MILL-CAP SQUARE (11 added & route expanded Aug. 27, 2006) | | | | | | | | v | | |
| ETP-NTP, 20 NTP-EAST TOWNE & 30 ETP-EAST TOWNE & 69,145 67,136 3 0% 20.16 19.75 2.11% X Allied Drive on weekdays. AMERICAN CENTER 1,700 1,987 -14.0% 19.30 22.62 -14.7% X 39 operates as a community of the community | | | | | | | | | | |
| AMERICAN CENTER 1,709 1,987 1-14 0% 19.30 22.62 1-14.7% X 39 operates as a commuter NTP - UW CAMPUS COMMUTER (service reduced Aug. 27, 2006) 5,883 28,842 7-72 2% 19.18 23.20 1-73.34 X route during peak hours, operat like a circulator route midday FTCHBURG COMMUTER (service reduced Aug. 27, 2006) 5,859 30,313 5-75 5% 18.31 25.24 2-74 6% X like a circulator route midday FTCHBURG COMMUTER 2,600 4,826 4-61 1% 16.99 33.51 5-11 1% X on weekdays. ETP-MATC & 39 ETP - DAIRY DRIVE 6,507 4,553 42.99 6 14.99 11.34 32.20 X 67 connects with route 6 at the West Transfer Point; operate West Transfer Point; operate West Transfer Point; operate NA ACEWOOD-THOMPSON LOOP VERONA-WTP COMMUTER (began Sept. 19, 2005) 4,108 4,108 4,251 5,60% 1,264 1,277 1,299 1,876 33.296 1,876 33.296 1,876 33.296 1,876 3,878 1,876 1 | | | | | | | | | | |
| NTP - UW CAMPUS COMMUTER 6,583 28,842 -77,2% 1918 23.20 -17,3% X route during peak hours, operat like a circulator route midday filtred provided for the control of the con | | | | | | | | | | |
| ARBOR HILLS COMMUTER (service reduced Aug. 27, 2006) 9,859 30,313 -67.5% 18.31 25.24 -27.4% X like a circulator route midday fTITCHBURG COMMUTER 2,600 4,826 -46.1% 16.39 33.51 -51.1% X on weekdays. 67 connects with route 6 at the feet at the first plant of the first plant plant plant of the first plant | | ļ | | | | | | | | |
| FITCHBURG COMMUTER 2,600 4,826 -46.1% 6,507 4,553 42.9% 14.99 11.34 32.2% X 67 connects with route 6 at the CAP Counced to weekend route only Aug. 27, 2006) 4,020 58,749 -93.2% 14.87 24.08 -38.3% X West Transfer Point, operates to from West Towner Mall ACEWOD-THOMPSON LOOP 4,108 4,108 4,351 -56,567 4,573 3,753 3,575 3,575 12.04 12.47 3,474 3,474 X West Transfer Point and Prairie Towner Counced to weekend route only Aug. 27, 2006) 4,108 4,108 4,351 4,565 4,99 1,876 33.2% 4,000 4,108 4,1 | | | | | | | | | | |
| ETP-MATC & 39 ETP - DAIRY DRIVE 6,507 | | | | | | | | | | |
| CAP SQUARE-SPRING HARBOR (reduced to weekend route only Aug. 27, 2006) 4,020 58,749 -93.2% 14.87 24.08 -38.3% X West Transfer Point; operates ECIAL EVENT SERVICE 3,623 3,753 -3.5% 13.98 13.87 0.8% X to/from West Towne Mall. | | | | | | | | | | |
| Second Event Service 3,623 3,753 -3.5% 13.98 13.87 0.8% X to/from West Towne Mail | | | | | | | | | | |
| ## WTP-PRAIRIE TOWNE CTR & 68 WTP-PRAIRIE TWN CTR (began Aug 27, 2006) 7,266 NA NA 12.99 NA NA X 63 and 68 operate between the ACEWOOD-THOMPSON LOOP 4,108 4,351 -5.6% 12.04 12.47 -3.4% X West Transfer Point and Prairie VERONA- WTP COMMUTER (began Sept. 19, 2005) 2,499 1,876 33.2% 10.85 8.11 33.7% X Town Center on weekends. 70 operates like a core route be the Capitol Square, Middleton of NA | | | | | | | | | | |
| ACEWOOD-THOMPSON LOOP 4,108 4,351 5,6% 12.04 12.47 -3.4% X West Transfer Point and Prairie VERONA-WTP COMMUTER (began Sept. 19, 2005) 2,499 1,876 33.2% 10.85 8.11 33.7% X Town Center on weekends. 70 operates like a core route be the Capitol Square, Middleton of MIDDLETON LOOP ARKING RAMP SHUTTLE 391 NA NA 0,86 NA | | | | | | | | | | |
| VERONA- WTP COMMUTER (began Sept. 19, 2005) 2,499 1,876 33.2% 10.85 8.11 33.7% X Town Center on weekends. | | + | | | | | | | | |
| AIRPORT LOOP 4,710 7,436 -36.7% 10.65 17.70 -39.9% X 70 operates like a core route be MIDDLETON LOOP 1,023 NA NA NA 4.16 NA NA X the Capitol Square, Middleton AND NA | VERONA- WTP COMMUTER (began Sept. 19, 2005) | | | | | | L | | | |
| MIDDLETON LOOP | | | | | | | | | | |
| PARKING RAMP SHUTTLE 391 | MIDDLETON LOOP | | | | | | | | | |
| 135 652 -79.3% NA | PARKING RAMP SHUTTLE | | | | | | | | West Transfer Point on weekdays. | |
| UW Campus Circulators NA 18,747 NA NA 28.54 NA NA 18.20 NA NA 17.25 NA NA 17.25 NA NA 17.24 NA 17.24 NA 17.24 NA 17.24 NA 17.24 NA 18.20 NA NA 17.24 NA 18.20 NA | KNOWN ROUTE & ROAD BUS * | | | | | | | | 1 | |
| TURNER-MONONA LOOP NA 18,747 NA NA 28,54 NA 80, 81, 82, 85 STP-LAKE POINT, 42 STP-MOORLAND & 43 MOORLAND-LAKEPOINT NA 18,301 NA NA 18.20 NA MIDDLETON-WTP (discontinued August 25, 2006) NA 39,982 NA NA 27,63 NA MIDDLETON OFFICE PARK (discontinued August 25, 2006) NA 12,583 NA NA 36,17 NA School Supplemental Routes GREENWAY BLVD NA 5,718 NA NA 17,24 NA 90,91,92,93 WALNUT GROVE COMMUTER NA 9,666 NA NA 28,40 NA | OUTES DISCONTINUED AFTER AUGUST 26, 2006: | • | | | | | | | IIW Campus Circulators | |
| STP-LAKE POINT, 42 STP-MOORLAND & 43 MOORLAND-LAKEPOINT NA 18,301 NA NA 18,20 NA MIDDLETON-WTP (discontinued August 25, 2006) NA 39,982 NA NA 27,63 NA MIDDLETON OFFICE PARK (discontinued August 25, 2006) NA 12,583 NA NA 36,17 NA School Supplemental Routes GREENWAY BLVD NA 5,718 NA NA 17,24 NA 90,91,92,93 WALNUT GROVE COMMUTER NA 9,666 NA NA 28,40 NA MA | | NA I | 18 7/7 | NI A | NA | 20.54 | NIA | | | |
| MIDDLETON-WTP (discontinued August 25, 2006) NA 39,982 NA NA 27,63 NA MIDDLETON OFFICE PARK (discontinued August 25, 2006) NA 12,583 NA NA 36,17 NA School Supplemental Routes GREENWAY BLVD NA 5,718 NA NA 17,24 NA 90,91,92,93 WALNUT GROVE COMMUTER NA 9,666 NA NA 28,40 NA | | | | | | | | | 00, 01, 02, 05 | |
| MIDDLETON OFFICE PARK (discontinued August 25, 2006) NA 12,583 NA NA 36,17 NA School Supplemental Routes GREENWAY BLVD NA 5,718 NA NA 17,24 NA 90,91,92,93 WALNUT GROVE COMMUTER NA 9,666 NA NA 28,40 NA | | | | | | | | | ╢ | |
| GREENWAY BLVD NA 5,718 NA 17.24 NA 90,91,92,93 WALNUT GROVE COMMUTER NA 9,666 NA NA 28.40 NA | | · · · · · · · · · · · · · · · · · · · | | | | | | | School Supplemental Davies | |
| WALNUT GROVE COMMUTER NA 9,666 NA NA 28.40 NA | | | | | | | | | | |
| 7,300 | | | | | | | | | 1 20, 21, 32, 33 | |
| 7 | | | | | | | 1 | 22.09 | 1 | |
| | | _, | ~, × 30, = 11 | 2.2.70 | 20,02 | | 1 | A4.07 | 4 | |

NOTE: Substantial changes were made across the system effective August 27, 2006. 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.

ROUTE PERFORMANCE, Year to Date through February 2007

| ROUTE | | 2006 | % change | 2007 | 2006 |
|--|---------------|-------------------|-----------------|-------------|-------------|
| 1 CAP SQUARE - UW (service reduced August 27, 2006) | 2007 5,551 | 10,686 | -48.1% | 36.59 | 43.87 |
| 2 WTP-NTP | 176,180 | 151,477 | 16.3% | 42.16 | 40.01 |
| 3 WTP-ETP & 7 WTP-ETP (route 7 weekend route began Aug. 27, 2006) | 113,168 | 106,230 | 6.5% | 39.35 | 28.90 |
| 4 NTP-STP | 128,440 | 126,756 | 1,3% | 41,44 | 38,29 |
| 5 ETP-STP, 13 STP-CAP SQUARE & 18 STP-WTP (13 began Aug. 27, 2006) | 148,067 | 144,711 | 2.3% | 26.65 | 27.28 |
| 6 CITY VIEW DR-WTP & 67 WTP-WEST TOWNE (67 began Aug. 27, 2006) | 210,680 | | -9.8% | 32.74 | 29.92 |
| 8 CAP SQUARE-SPRING HARBOR (reduced to weekend route only Aug. 27, 2006) | 4,020 | 233,452 58,749 | -93.2% | 14.87 | 24.08 |
| 9 ETP - UW CAMPUS & 33 HIESTAND LOOP (Rte 9 expanded Aug. 27, 2006) | 1 | | | | |
| 11 & 12 WTP-DUTCH MILL-CAP SQUARE (11 added & route expanded Aug. 27, 2006) | 22,028 | 22,255 | -1.0% | 29.42 | 36.21 |
| 14 & 15 RICHMOND HILL-WEXFORD RIDGE/JUNCTION RIDGE | 18,047 | 8,558 | 110.9% | 21.31 | 20.13 |
| | 122,474 | 121,126 | 1.1% | 29.02 | 32.81 |
| 16 STP - ETP (began Aug. 27, 2006; replaces routes 31, 41, 42 & 43) | 44,784 | NA | NA | 22,96 | NA |
| 17 ETP-NTP, 20 NTP-EAST TOWNE & 30 ETP-EAST TOWNE | 69,145 | 67,136 | 3.0% | 20.16 | 19.75 |
| 19 RED ARROW TR-CAP SQUARE (revised Aug. 27, 2006) | 33,496 | 34,847 | -3.9% | 25.57 | 27.16 |
| 21 LAKEVIEW LOOP | 21,534 | 9,908 | 117.3% | 25.94 | 21.32 |
| 22 MENDOTA LOOP & 28 NTP-WTP COMMUTER | 91,429 | 85,530 | 6.9% | 46.74 | 46.44 |
| 24 AIRPORT LOOP | 4,710 | 7,436 | -36.7% | 10.65 | 17.70 |
| 25 AMERICAN CENTER | 1,709 | 1,987 | -14.0% | 19.30 | 22.62 |
| 27 NTP - UW CAMPUS COMMUTER | 6,583 | 28,842 | -77.2% | 19.18 | 23.20 |
| 29 SHERMAN COMMUTER 32 ACEWOOD-THOMPSON LOOP | 7,544 | 6,336 | 19.1% | 40.40 | 34.82 |
| | 4,108 | 4,351 | -5.6% | 12.04 | 12.47 |
| 34 ETP-MATC & 39 ETP - DAIRY DRIVE | 6,507 | 4,553 | 42.9% | 14.99 | 11.34 |
| 37 & 38 PFLAUM RD-SHEBOYGAN AVE COMMUTER | 65,861 | 43,984 | 49.7% | 34.62 | 28.65 |
| 40 STP - ARBOR HILLS LOOP | 20,825 | 10,543 | 97.5% | 26.14 | 20,66 |
| 44 STP - UW CAMPUS COMMUTER (began Aug. 27, 2006) | 15,677 | NA | NA | 33.87 | NA |
| 47 ARBOR HILLS COMMUTER (service reduced Aug. 27, 2006) | 9,859 | 30,313 | -67.5% | 18.31 | 25.24 |
| 48 FITCHBURG COMMUTER | 2,600 | 4,826 | -46.1% | 16.39 | 33.51 |
| 50 WTP-SCHROEDER-RAYMOND LOOP | 18,060 | 22,823 | -20.9% | 27.51 | 34.26 |
| 51 WTP-MUIR FIELD LOOP | 10,012 | 7,297 | 37.2% | 24.73 | 18.56 |
| 53 SCIENCE DR-UW HOSP COMMUTER (service reduced Aug. 27, 2006) | 6,124 | 12,551 | -51.2% | 21.49 | 27.33 |
| 55 VERONA- WTP COMMUTER (began Sept. 19, 2005) | 2,499 | 1,876 | 33.2% | 10.85 | 8.11 |
| 56 PILGRIM-REETZ COMMUTER & 57 MUIR FIELD COMMUTER 58 GREENTREE COMMUTER | 40,678 | 40,452 | 0.6% | 32.40 | 31,97 |
| | 12,942 | 14,489 | -10.7% | 27,07 | 27.07 |
| 60 MIDDLETON-WTP (discontinued August 25, 2006) 61 MIDDLETON OFFICE PARK (discontinued August 25, 2006) | NA NA | 39,982 | NA | NA | 27.63 |
| 70 MIDDLETON-CAPITOL SQUARE (routes 70-74 began Aug. 27, 2006) | NA NA | 12,583 | NA | NA NA | 36.17 |
| 71 MIDDLETON-CAPITOL SQUARE (IGUES 70-74 began Aug. 27, 2006) 71 MIDDLETON-CAPITOL SQUARE VIA MARSHALL PARK COMMUTER | 27,662 | NA NA | NA | 25.32 | NA |
| 72 MIDDLETON-CAPITOL SQUARE VIA BRANCH COMMUTER | 15,470 | NA NA | NA | 32,78 | NA NA |
| 74 MIDDLETON LOOP | 16,128 | NA NA | NA NA | 33.31 | NA |
| MIDDLETON ROUTES TOTAL | | NA 52.565 | NA NA | 4.16 | NA 20.20 |
| 63 WTP-PRAIRIE TOWNE CTR & 68 WTP-PRAIRIE TWN CTR (began Aug. 27, 2006) | 60,283 | 52,565 | 14.7% | 26.27 | 29.28 |
| 73 WTP-OLD SAUK TRAILS (began Aug. 27, 2006) | 7,266 | NA | NA | 12.99 | NA |
| 89 PARKING RAMP SHUTTLE | 23,299 | NA | NA | 26.31 | NA |
| 90-93 SUPPLEMENTARY SCHOOL SERVICE | 391 | NA 207.461 | NA | 0.86 | NA 72.60 |
| 80 UW CAMPUS | 179,672 | 207,461 | -13.4% | 65.79 | 72.69 |
| 81-82 UW LATE NITE CIRCULATORS | 373,755 | 360,428 | 3.7% | 102,71 | 98.34 |
| 85 UW CAMPUS-PARK ST CIRCULATOR (began July 31, 2006) | 53,505 | 63,869 | -16.2% | 46.54 | 57,81 |
| SPECIAL EVENT SERVICE | 66,979 | NA 2 752 | NA 2 59/ | 85.97 | NA |
| UNKNOWN ROUTE & ROAD BUS * | 3,623 | 3,753 652 | -3.5% -79.3% | 13.98 NA | 13.87 |
| ROUTES DISCONTINUED AFTER AUGUST 26, 2006: | 1 133 | 032 | -77,370 | INA | NA |
| 31 TURNER-MONONA LOOP | NA | 18,747 | NA | NA | 28.54 |
| 41 STP-LAKE POINT, 42 STP-MOORLAND & 43 MOORLAND-LAKEPOINT | NA NA | 18,301 | NA NA | NA NA | 18.20 |
| 62 GREENWAY BLVD | NA NA | 5,718 | NA NA | NA NA | 17.24 |
| 65 WALNUT GROVE COMMUTER | NA NA | 9,666 | NA NA | NA NA | 28.40 |
| SYSTEM TOTAL | 2,214,249 | 2,165,241 | 2.3% | 36.82 | 36.13 |
| O X O X A A A A A A A A A A A A A A A A | 2,214,449 | 2,103,241 | 2.3 70 | 30.04 | 30.13 |
| | | | | | |

NOTE: Substantial changes were made across the system effective August 27, 2006. 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").

ParaTransit
Operating Statistics For Periods Ending 2/28/2006 & 2/28/2007

CURRENT MONTH

YEAR TO DATE

| | ICICLIA I MOI | <u> </u> | _ | TEAN TO DATE | | | |
|---------------|---------------|--------------|---------------------------|---------------|---------------|--------------|--|
| Actual | Actual | Variance | | Actual | Actual | Variance | |
| 2006 | 2007 | 2006 to 2007 | | 2006 2007 | | 2006 to 2007 | |
| | | | Service Supplied Data | | | | |
| | | | No. of Clients riding the | | | | |
| 1,075 | 1,135 | 60 | System | 1,191 | 1,277 | 86 | |
| | | | Ridership | | | | |
| 4,375 | 4,179 | (196) | Directly Operated Service | 8,689 | 8,570 | (119) | |
| 1,611 | 1,501 | (110) | Group Access * | 3,367 | 3,070 | (297) | |
| <u>15,567</u> | <u>17,134</u> | 1,567 | ADA Contracted Services | <u>31,584</u> | <u>35,095</u> | 3,511 | |
| 19,942 | 21,313 | 1,371 | Total ADA Ridership * | 40,273 | 43,665 | 3,392 | |
| 422 | 459 | 37 | Total No-shows | 858 | 951 | 93 | |
| | | | Service Quality Data | | | | |
| 0 | 0 | 0 | Passenger Accidents | 1 | 8 | 7 | |
| 0 | 0 | 0 | Vehicle Accidents | 2 | 0 | (2) | |
| | | | Fleet/Maintenance Data | | | | |
| 3 | 1 | (2) | Road Calls | 6 | 4 | (2) | |
| 11 | 7 | (4) | Actual Inspections | 21 | 14 | (7) | |
| 11 | 9 | (2) | Scheduled Inspections | 21 | 20 | (1) | |

Note: N/A means the information was not available at the time of this report. The YTD would also be incorrect as it only reflects the information that was available from previous months.

Key: A (negative variance) denotes a decrease in activity over 2006.

^{*} ADA Ridership does not include Group Access.