

ROUTE PERFORMANCE, Year to Date - November 2010

ROUTE	RIDERSHIP			Passengers/rev. hour	
	2010	2009	% change	2010	2009
1 CAP SQUARE - UW	21,659	25,190	-14.0%	24.04	26.48
2 WTP-NTP	1,062,981	1,034,583	2.7%	45.18	43.73
3 WTP-ETP	483,285	509,777	-5.2%	30.60	31.44
4 NTP-STP	693,950	673,605	3.0%	39.94	37.94
5 ETP-STP, 13 STP-CAP SQUARE & 18 STP-WTP	964,011	913,803	5.5%	30.00	28.51
6 CITY VIEW DR-WTP & 67 WTP-WEST TOWNE	1,333,982	1,260,606	5.8%	35.85	34.32
7 WTP-ETP (Weekends & Holidays Only)	110,698	112,792	-1.9%	20.69	20.75
8 CAP SQUARE-SPRING HARBOR (Weekends & Holidays Only)	30,019	27,608	8.7%	19.41	18.03
9 ETP - UW CAMPUS & 33 HIESTAND LOOP (peak hour trips on 9 began Aug. 24, 2009)	178,684	158,745	12.6%	36.39	36.95
10 SCHENK/ATWOOD - UW CAMPUS (began August 24, 2009)	54,400	15,181	258.3%	14.86	14.00
11 & 12 WTP-DUTCH MILL-CAP SQUARE	117,218	112,122	4.5%	24.22	22.97
14 & 15 RICHMOND HILL-WEXFORD RIDGE/JUNCTION RIDGE	797,091	719,470	10.8%	32.08	29.94
16 STP - ETP	354,959	330,883	7.3%	31.50	30.03
17 ETP-NTP, 20 NTP-EAST TOWNE & 30 ETP-EAST TOWNE	455,649	424,010	7.5%	22.01	21.03
19 RED ARROW TR-CAP SQUARE	149,102	154,322	-3.4%	21.56	22.29
21 LAKEVIEW LOOP	178,596	172,181	3.7%	31.41	33.21
22 MENDOTA LOOP & 28 NTP-WTP COMMUTER	533,349	522,712	2.0%	46.20	45.94
25 AMERICAN CENTER COMMUTER	8,969	7,961	12.7%	15.04	14.92
26 AMERICAN CENTER LOOP (Began Oct. 5, 2008)	2,173	2,340	-7.1%	4.26	4.33
27 NTP - UW CAMPUS COMMUTER	36,472	38,783	-6.0%	21.43	22.65
29 SHERMAN COMMUTER ("School day" trip discontinued October 4, 2008)	23,320	25,459	-8.4%	31.95	35.63
32 ACEWOOD-THOMPSON LOOP	48,005	39,984	20.1%	24.71	20.67
34 ETP-MATC & 39 ETP - DAIRY DRIVE (peak service on 34 began Aug. 24, 2009)	57,863	49,062	17.9%	16.14	16.47
36 CITY VIEW LOOP (Began Oct. 5, 2008; formerly part of Route 6)	37,275	41,706	-10.6%	13.71	14.83
37 & 38 PFLAUM RD-SHEBOYGAN AVE COMMUTER (revised Oct. '08 & Aug '09)	324,770	323,423	0.4%	28.44	29.07
40 STP - ARBOR HILLS LOOP	151,232	150,927	0.2%	34.12	33.95
44 & 48 STP-UW CAMPUS & FITCHBURG COMMUTER RTES	97,099	94,621	2.6%	26.85	26.43
47 ARBOR HILLS COMMUTER	69,130	67,750	2.0%	23.16	22.60
50 WTP-SCHROEDER-RAYMOND LOOP	164,907	153,802	7.2%	42.54	41.38
51 WTP-MUIR FIELD LOOP	60,792	56,055	8.5%	25.15	24.47
52 WTP-FITCHBURG	59,458	49,980	19.0%	23.23	20.47
55 VERONA - WTP COMMUTER	35,637	31,659	12.6%	28.04	25.02
56 & 57 PILGRIM-REETZ COMMUTER & MUIR FIELD COMMUTER	227,318	229,539	-1.0%	30.33	31.39
58 GREENTREE COMMUTER	58,041	62,363	-6.9%	21.11	22.59
59 FITCHBURG - WTP (weekend & holiday route, began August 23, 2009)	10,478	3,440	204.6%	6.79	7.08
70 MIDDLETON-CAPITOL SQUARE	128,283	129,020	-0.6%	21.10	21.96
71 MIDDLETON-CAPITOL SQUARE VIA MARSHALL PARK COMMUTER	74,951	77,786	-3.6%	42.10	43.34
72 MIDDLETON-CAPITOL SQUARE VIA BRANCH COMMUTER	123,739	120,617	2.6%	34.94	34.22
73 WTP-OLD SAUK TRAILS	116,551	112,536	3.6%	17.45	16.89
74 MIDDLETON LOOP	25,279	27,280	-7.3%	14.83	15.68
78 MIDDLETON-WTP (Began Oct. 5, 2008; Saturdays only)	9,352	7,683	21.7%	14.11	9.67
<b>MIDDLETON ROUTES TOTAL</b>	<b>478,155</b>	<b>474,922</b>	<b>0.7%</b>	<b>23.38</b>	<b>23.29</b>
63 & 68 WTP-PRAIRIE TWN CTR (Weekends & Holidays only)	49,472	49,400	0.1%	16.86	15.91
80 UW CAMPUS	1,550,207	1,868,939	-17.1%	91.02	109.81
81-82 UW LATE NITE CIRCULATORS	173,042	254,939	-32.1%	36.22	53.61
84 EAGLE HEIGHTS EXPRESS (began operating August 25, 2008)	27,045	24,457	10.6%	52.05	46.87
85 UW CAMPUS-PARK ST CIRCULATOR	220,301	276,906	-20.4%	53.51	65.75
90-93 SUPPLEMENTARY SCHOOL SERVICE	959,326	969,410	-1.0%	65.28	68.71
UNKNOWN ROUTE & ROAD BUS *	762	204	273.5%	NA	NA
<b>SYSTEM TOTAL</b>	<b>12,450,882</b>	<b>12,515,620</b>	<b>-0.5%</b>	<b>35.69</b>	<b>36.70</b>
<b>TOTAL WITHOUT CAMPUS CIRCULATORS (Routes 80-85)</b>	<b>10,480,287</b>	<b>10,090,379</b>	<b>3.9%</b>	<b>32.50</b>	<b>32.08</b>

NOTE 1: Substantial changes were made across the system effective August 23, 2009. This will affect comparisons of current service to previous

NOTE 2: Metro service did not operate on December 9, 2009 because of a severe weather event

\* 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.