

# Sector 8 Planning Study

## Existing Conditions Final Report

Prepared by



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## **1.0 INTRODUCTION, PURPOSE & SCOPE**

Improvement and expansion of the public transit system is the backbone of the Metropolitan Council's 25-year transportation policy plan to accommodate the population and employment growth forecast for the region. Current estimates of growth are for 1% per year increases in both population and employment. The Regional Transportation Plan calls for development of transitways in all major corridors, consisting of bus-only shoulders, high-occupancy vehicle lanes, exclusive busways, LRT and commuter rail service. Bus services, in a variety of forms, will be the foundations of the public transit expansion program. Bus services will include local bus service, express service, as well as special services for the disabled.

Metro Transit provides most of the bus services throughout the Twin Cities metropolitan area, supplemented by routes contracted by the Metropolitan Council to private providers and "opt-out" systems operated by local municipalities. In order to ensure efficient, safe and responsive transit services, Metro Transit continually reviews and updates service plans (mostly on an individual route basis) to reflect the changing nature of development and travel in the Twin Cities area. In addition to these reviews, more comprehensive and broad based sector studies are undertaken periodically. Sector studies have been undertaken for Sectors 1, 2, 5 and 7. This report presents the existing transit conditions for Sector 8, a first task in the Sector 8 Transit Planning Study.

Sector 8 comprises the northwest portion of the region, bounded by Highway 55 in the south, the Mississippi River on the north and east, and the limits of Hennepin County to the west. As shown in Exhibit 1.1, the study area for this review of Sector 8 existing conditions is limited to the eastern portion of the sector where fixed route transit services are provided (either by Metro Transit or other providers). The current services within the area of this review are the local and express bus services, excluding dial-a-ride services and special transit services.

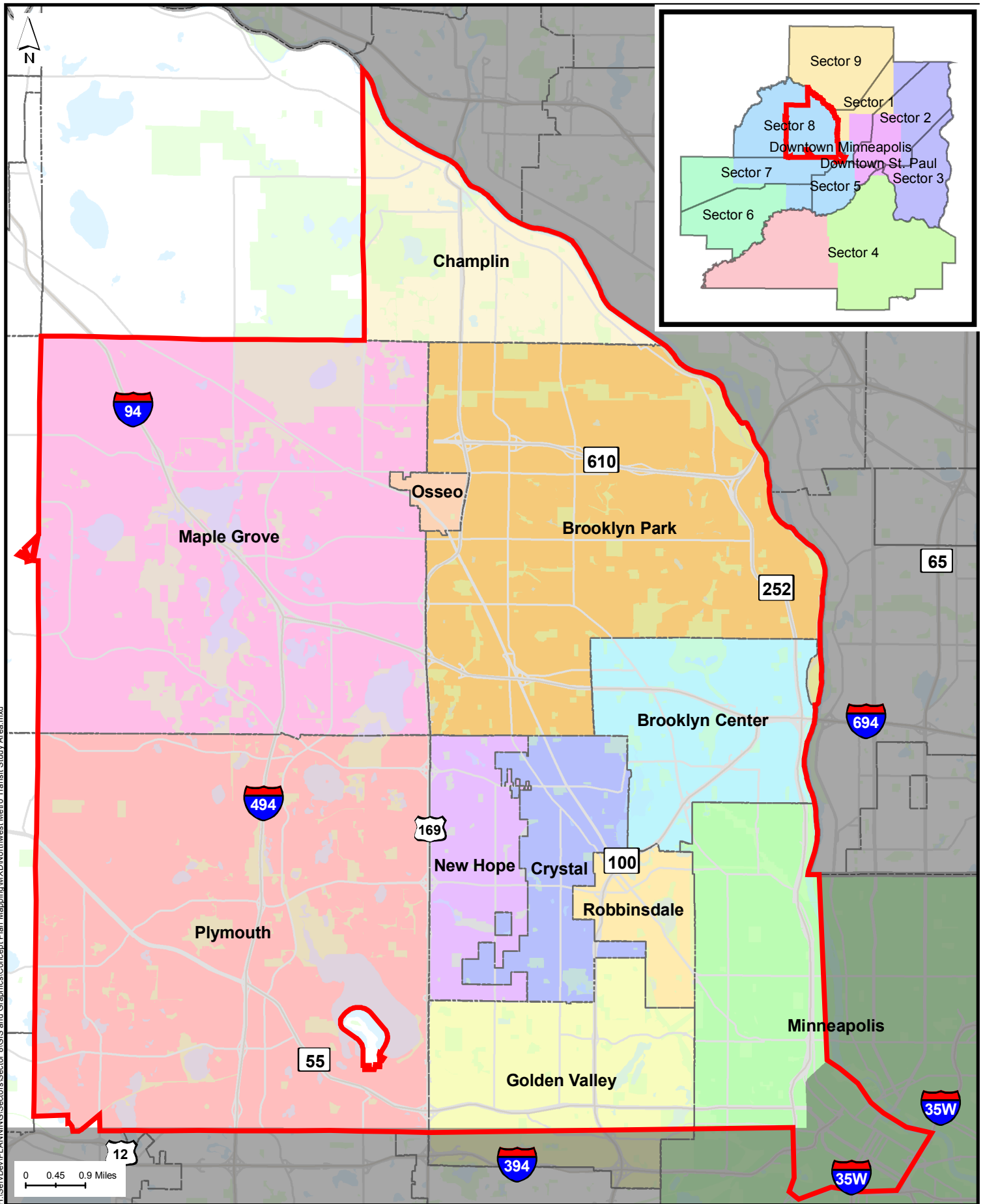
As well as providing a review of the performance and structure of existing services, the overall Sector 8 plan will also examine the integration and expansion of services to accommodate the proposed Northwest Bus Rapid Transit (BRT) service. The BRT service will generally follow an alignment along County Road 81 between downtown Minneapolis and Rogers, with branches during the peak period to serve major trip generators within the northwest sector.

Depending on funding and construction schedules, the BRT service is expected to be in operation between downtown Minneapolis and 63<sup>rd</sup> Avenue by 2008. A challenge of the Sector 8 plan is to develop a two-phase service concept plan, which will be able to accommodate the BRT service in the most efficient and convenient manner possible. The first phase will consist of changes not related to the BRT, and then changes associated with the BRT would follow in coordination with BRT implementation.

This report describes the existing conditions within Sector 8, examining the current land use and demographics within the sector, the existing transit service structure, existing ridership and route performance and a summary of transit service deficiencies and opportunities.

This report is a snapshot of the bus service within Sector 8 as it was in October 2001. All figures, statistics, and references to routings are based on the service at that time. Some noteworthy changes have occurred since then, such as the extension of Route 32 to the Robbinsdale Transit Center, the elimination of Route 717 weekend service and Route 716 service on Sunday. Route 55 was split into two routes (755 and 756) and Route 755 no longer serves Robbinsdale on Saturday.

A subsequent report will outline land use and ridership growth projections, proposed restructuring of routes to accommodate current and short term demand, and, finally, a restructuring concept to accommodate introduction of the BRT service.



**Northwest Metro Transit Study Area**

**Figure 1**

## **2.0 DEMOGRAPHICS AND LAND USE**

Transit ridership levels are affected by population and employment densities, major generators such as shopping malls, schools and universities, as well as population groups sensitive to transit such as youth, seniors, and lower income households. This section of the report outlines the existing demographics in Metro Transit service area of Sector 8, describing each of these characteristics.

### **2.1 POPULATION AND EMPLOYMENT DENSITY**

Population and employment densities are two key factors influencing transit ridership. Where higher population and employment densities are found, transit routes should be conveniently located and provide frequent service, to meet higher transit demand.

#### **Population Density**

The highest concentration of population in the study area is located in north Minneapolis, south of Lowry Avenue and east of Penn Avenue, as shown in Exhibit 2.1. Nodes of above average population density are generally east of County Road 81 in Robbinsdale, Brooklyn Center and Brooklyn Park. Areas west of County Road 81 and north of 85<sup>th</sup> Avenue are generally low density, or comprise large tracts of undeveloped land, such as in South Champlin and around the developed part of Maple Grove.

#### **Employment Density**

The areas of high employment density are, not surprisingly, downtown Minneapolis, and areas northwest of the downtown adjacent to the Mississippi River. Other areas of higher density employment are generally found along the major highways, such as County Road 81 through Robbinsdale, along Highway 100 in Brooklyn Center, adjacent to Highway I-94 and Highway I-694, and on the southern part of Highway 169.

### **2.2 RETAIL CENTERS**

Retail centers, like other major activity centers, are large trip generators that usually serve as focal points for transit service. Exhibit 2.2 shows the location of shopping centers larger than 26,000 sq. feet in the Sector 8 study area.

Most of the retail shopping centers in the study area are community and neighborhood retail centers. They are mainly located along major roadways, including I-94, County Road 81, Highway 100 and Highway 169. Brookdale, the only regional retail center in the study area, accommodates one of the prime transit centers in the sector.

### **2.3 YOUTH POPULATION**

School-aged children are major contributors to transit ridership, mainly because their mobility needs are dependent on others.

Exhibit 2.3 presents the current school student enrolment numbers, as well as the percentage of the population in the school age category, 5 years to 17 years of age. The exhibit indicates the highest concentration of youth population is located in north Minneapolis and in Brooklyn Center, Brooklyn Park, Maple Grove and Champlin areas. As expected, the school enrollment appears to closely match the youth population distribution.

## **2.4 SENIORS POPULATION**

The seniors population group is another important market segment for public transportation, since many seniors do not drive or have below average household incomes and rely heavily on transit services.

Exhibit 2.4 shows the senior population distribution and locations of seniors' housing projects in the study area. Areas with high seniors population density are primarily in the central part of the study area including Robbinsdale, Crystal and Brooklyn Center, as well as in the east Maple Grove area.

The seniors' housing projects are generally located in the predominantly seniors population areas, and along major roadways such as County Road 81 in Robbinsdale and Bass Lake Road in New Hope.

## **2.5 HOUSEHOLDS IN POVERTY**

Low-income households typically have limited car availability and are therefore more transit dependent. Lack of affordable and convenient transportation connections to jobs remains one of the major causes of unemployment and therefore poverty. Public transit can play an important role in the improvement of job accessibility for people from low-income households.

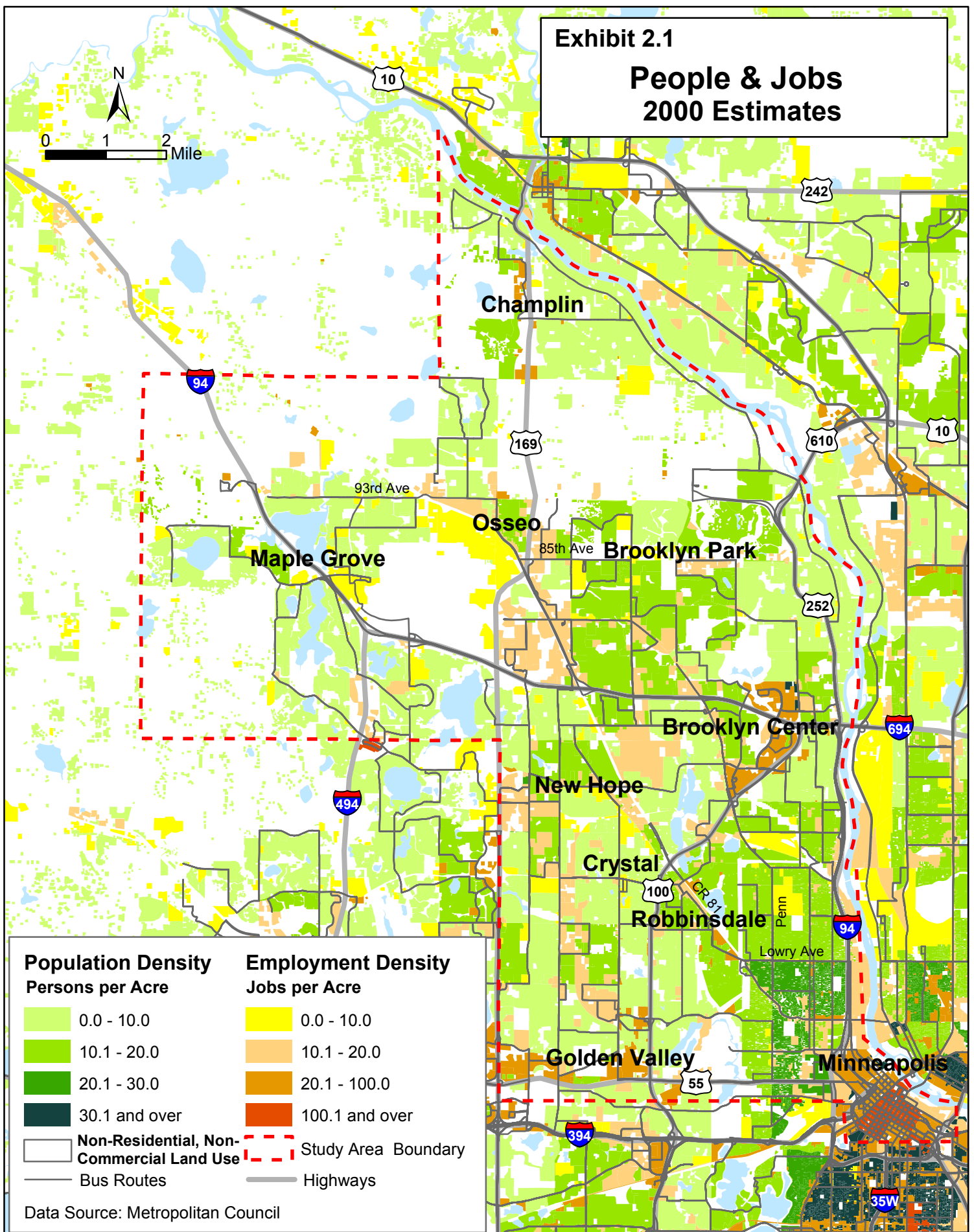
As shown in Exhibit 2.5, households in poverty are generally concentrated in the north Minneapolis area. Outside of this area, there are small pockets with moderate density of households in poverty. These pockets correspond to some extent with the distribution of seniors. Again, the structure of transit services should consider the distribution of households in poverty in order to provide adequate levels of mobility and accessibility to this group.

## **2.6 MAJOR TRIP GENERATORS**

As well as the activity centers and market segments described above, there are a number of other major traffic generators in the northwest sector with significant numbers of potential transit users, including hospitals, medical centers, retail centers, and post-secondary schools. These institutions generate large numbers of trips, many made by individuals who are transit-dependent such as post-secondary students, and support staff at hospitals and medical centers.

Most of these facilities are well served by transit currently, and will benefit by improved and enhanced transit services. Significant activity centers along the central part of the sector include the North Memorial Medical Center, Brookdale Mall, Hennepin Technical College and North Hennepin Community College.

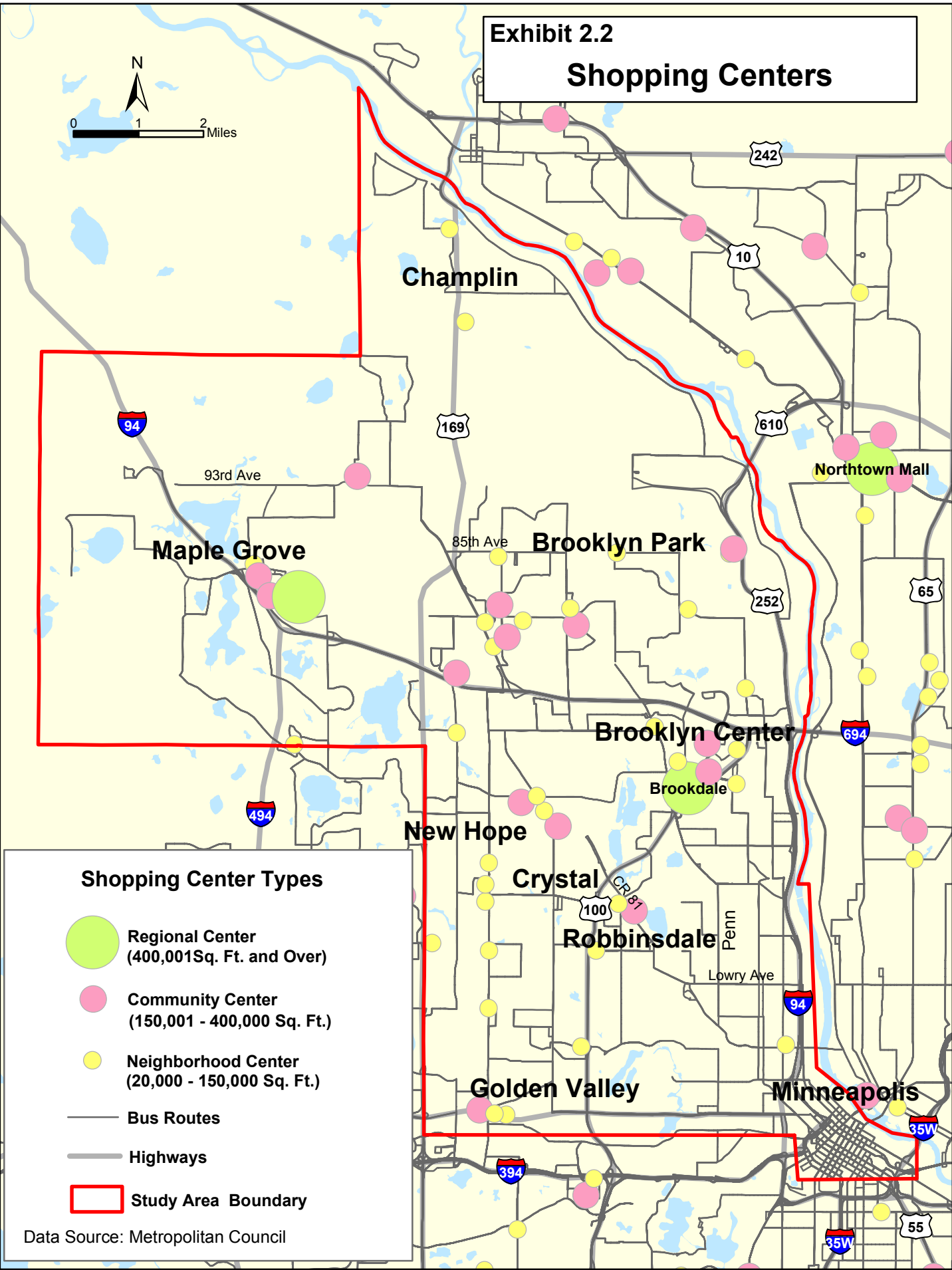
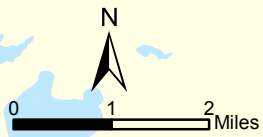
**Exhibit 2.1**  
**People & Jobs**  
**2000 Estimates**



Population Density Persons per Acre	Employment Density Jobs per Acre
0.0 - 10.0	0.0 - 10.0
10.1 - 20.0	10.1 - 20.0
20.1 - 30.0	20.1 - 100.0
30.1 and over	100.1 and over
Non-Residential, Non-Commercial Land Use	Study Area Boundary
Bus Routes	Highways

Data Source: Metropolitan Council

# Exhibit 2.2 Shopping Centers



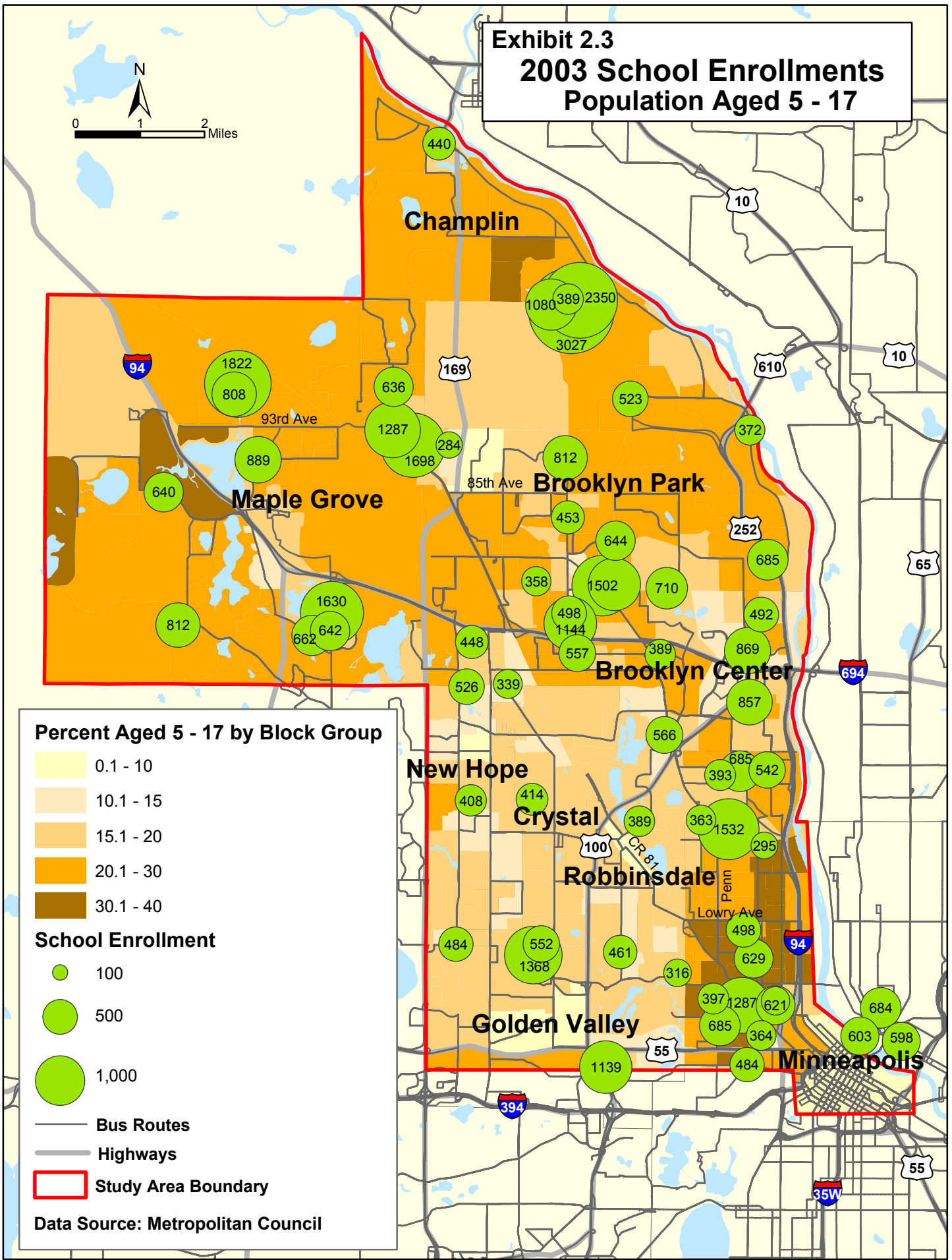
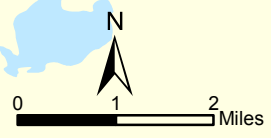
### Shopping Center Types

- Regional Center  
(400,001 Sq. Ft. and Over)
- Community Center  
(150,001 - 400,000 Sq. Ft.)
- Neighborhood Center  
(20,000 - 150,000 Sq. Ft.)

- Bus Routes
- Highways
- Study Area Boundary

Data Source: Metropolitan Council

**Exhibit 2.3**  
**2003 School Enrollments**  
**Population Aged 5 - 17**



**Percent Aged 5 - 17 by Block Group**

- 0.1 - 10
- 10.1 - 15
- 15.1 - 20
- 20.1 - 30
- 30.1 - 40

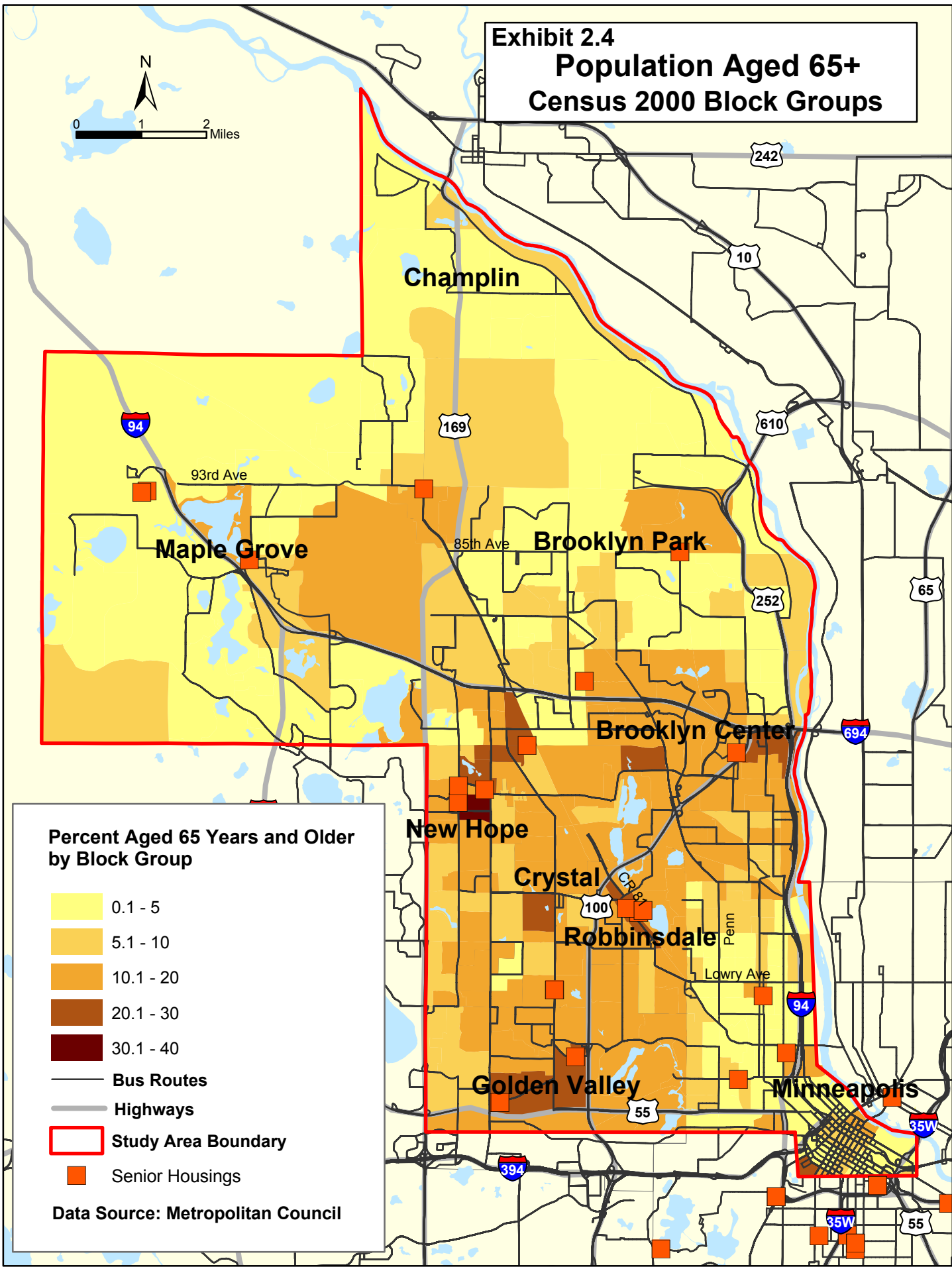
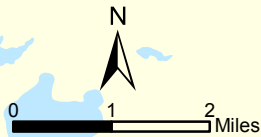
**School Enrollment**

- 100
- 500
- 1,000

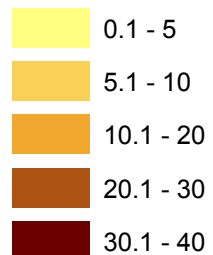
- Bus Routes
- Highways
- Study Area Boundary

Data Source: Metropolitan Council

# Exhibit 2.4 Population Aged 65+ Census 2000 Block Groups



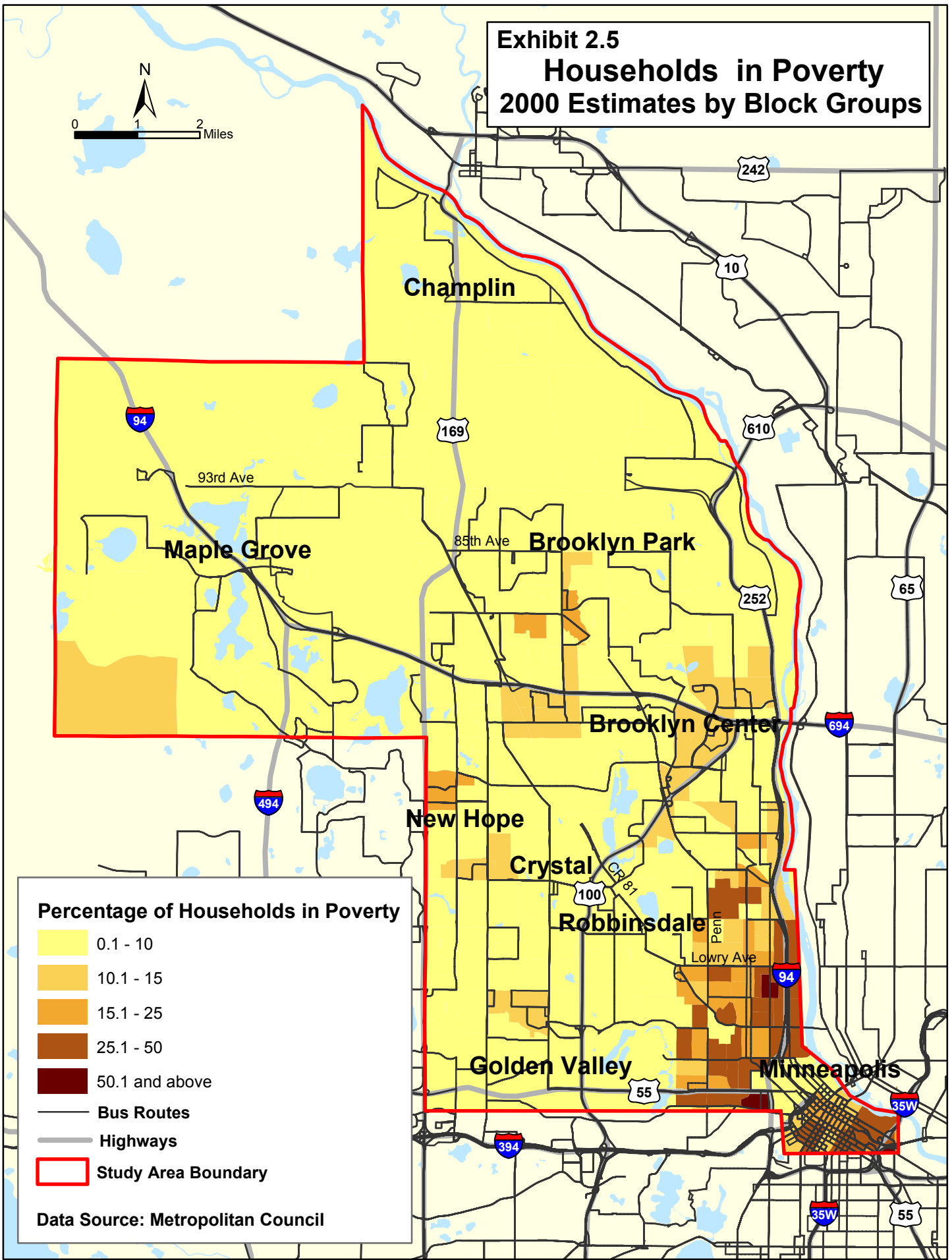
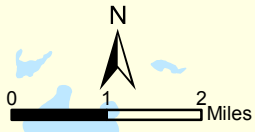
## Percent Aged 65 Years and Older by Block Group



- Bus Routes
- Highways
- Study Area Boundary
- Senior Housings

Data Source: Metropolitan Council

**Exhibit 2.5  
Households in Poverty  
2000 Estimates by Block Groups**



**Percentage of Households in Poverty**

- 0.1 - 10
- 10.1 - 15
- 15.1 - 25
- 25.1 - 50
- 50.1 and above

- Bus Routes
- Highways
- Study Area Boundary

Data Source: Metropolitan Council

## **2.7 SUMMARY OF DEMOGRAPHICS AND LAND USE**

This review of land uses and special generators demonstrates that the north Minneapolis area has demographic characteristics that are consistent with high transit usage. In addition there are many high traffic activity centers within the Sector 8 area, most of which are located on prime transportation corridors. These activity centers are generally served by existing transit routes but the quality of service varies.

### 3.0 EXISTING SERVICE STRUCTURE

#### 3.1 SERVICE DESIGN STANDARDS

In this section, descriptions of existing services will make reference to transit service design standards. These have been drawn from the Metropolitan Council Transportation Policy Plan and are summarized in the table below.

Areas	Core	Inner Urban / Suburban	Outer Suburban	Rural
<b>Land Use Pattern</b>	Highest concentration of activity, housing and jobs	Moderate concentration of jobs, housing and activities	Generally lower concentrations with intermittent pockets of moderate concentrations	Lowest concentrations of housing and jobs
<b>Service Options</b>	Regular-route locals, all-day expresses, small-vehicle circulators, specialized paratransit, ridesharing	Regular-route locals, all-day expresses, small-vehicle circulators, specialized paratransit, ridesharing	Peak-only express, small vehicle dial-a-ride, midday circulators, paratransit, ridesharing	Dial-a-ride, volunteer driver programs, ridesharing
<b>Frequencies</b>	5-15 minute local and circulator	15-30 minute or 30-60 minute, depending on land use pattern	Peak-period-only expresses, 1-2 hour midday services, dial-a-ride	As needed
<b>Span of Service</b>	18-24 hours per day, 7 days per week	12-20 hours per day, 7 days per week	10-14 hours per day weekdays, limited weekend	8-10 hours per day weekdays
<b>Route Spacing</b>	Locals spaced 0.25-0.5 miles apart	Locals spaced 0.5-1.0 miles apart	Services tied to park-and-ride lots and hubs	Services tied to park-and-ride and park-and-pool lots

These standards are also similar to those included in the 1996 Transit Redesign report, although the 1996 standards generally tend toward the lower end of the ranges mentioned above (e.g. 15-minute service rather than 5-minute service in the Core).

In Sector 8, according to the Transportation Policy Plan, North Minneapolis is included in the “Core” area. Most of the remainder of the built up area (Brooklyn Center, Brooklyn Park, Robbinsdale, Crystal, New Hope and Golden Valley) is in the “Inner Urban/Suburban” area. Champlin and the more northerly portions of Brooklyn Park are in the “Outer Suburban” area.

In addition to the above, the 1996 standards also included a bus stop spacing standard of 8 stops per mile, or 660 feet, for all urban and suburban areas. This not only matches the street grid in much of Sector 8 (8 or 16 blocks to the mile), but is fairly typical for local services in North American transit systems, as shown in the following table (Source: Transit Co-operative Research Program, Report 19):

Environment	Spacing Range	Typical Spacing
Central Core Areas of CBD's	300 to 1000 feet	600 feet
Urban Areas	500 to 1200 feet	750 feet
Suburban Areas	600 to 2500 feet	1000 feet
Rural Areas	650 to 2640 feet	1250 feet

### **3.2 ROUTE STRUCTURE**

In Sector 8, as in most of the Metro Transit network, there are two distinct route structures, namely, one for off-peak periods (the “base” structure) and one for peak periods. These are discussed in more detail below.

#### **Base Route Structure**

The base route structure for Sector 8 is generally designed to provide a basic level of service, typically for transit-dependents who do not have ready access to a car or other means of travel. The overall structure is generally radial, oriented to downtown Minneapolis, even though routes mostly use arterial streets that are typically in a grid pattern.

Most suburban routes are structured around timed-transfer focal points at Robbinsdale and Brookdale. Local routes connect local areas to one of these focal points, where they are scheduled to connect with each other and with routes to downtown Minneapolis and other inner-city destinations. In both locations, scheduled connections are made where possible but are not made in all cases, usually due to scheduling constraints.

Some routes also meet at other commercial centers, such as Starlite Center, but their schedules usually are not timed to make direct connections. With one exception (Route 724), the Minneapolis connections to the two main suburban focal points are local North Minneapolis routes, which make all stops in North Minneapolis, resulting in a relatively slow travel time between downtown and the connecting local suburban routes.

An exception to the focal point pattern is North Minneapolis where, as an inner-city neighborhood, transit is more traditionally established and better used. The route structure here is a traditional grid system, with the majority of services being in a north-south alignment, oriented to downtown Minneapolis.

#### **Peak Route Structure**

During peak hours, most of the base network remains and is overlaid by additional peak-only commuter routes, providing direct no-transfer service between suburban residential areas and downtown Minneapolis. Many of these routes also serve one or more of the many park-and-ride lots located throughout the suburban areas. Typically, these routes use the freeway network to make relatively quick connections between downtown and the suburban neighborhoods that they serve.

In most cases, peak commuter routes operate in addition to local routes, but in some cases they either fully or partially replace the local routes during peak hours leaving the single routes to serve both local and commuter needs. This can be and usually is an efficient approach, although it sometimes results in service gaps, especially in reverse commute or off-peak directions (e.g. service on Douglas and Winnetka), due to the commuter demands not being complementary with local demands.

### **3.3 ON-STREET FACILITIES**

The major on-street transit facilities consist of transit centers and park-and-ride facilities. These are described in this section.

#### **Transit Centers**

There are two major transit centers in Sector 8, which are the transfer and focal points for most local services in the area. They are:

- **Robbinsdale Transit Center** (also known as the Hubbard Marketplace) – located in the center of Robbinsdale on Hubbard between 41st and 42nd Avenues; serves routes that cover the major corridors (Winnetka, Douglas, Broadway, 42nd Avenue) in the Crystal, New Hope and northern Golden Valley areas (Routes 715, 716, 717 and the Douglas and Noble branches of Route 19);
- **Brookdale Transit Center** – located on the west side of the shopping center, just southeast of Brooklyn Boulevard and Bass Lake Road; serves Brooklyn Center and Brooklyn Park routes (721, 722, 723, 724) including connections to Crystal, New Hope, the Shingle Creek Civic Center employment areas, Starlite Mall and North Hennepin Community College. There are also connections to the University of Minnesota via Route 52K and to the Robbinsdale Transit Center via Route 717.

There are also minor transit focal points, including Starlite Mall, which serve primarily as the terminus point for some local routes.

#### **Park-and-Ride**

There are many park-and-ride facilities in Sector 8, with sizes ranging from quite large to quite small. Most are located near freeway entrances and exits to minimize travel times for park-and-ride commuters. They are a critical component to the overall Sector 8 transit network in that the majority of suburban riders on commuter routes during peak periods use park-and-ride to access transit and the usage of most park-and-ride facilities is at or close to capacity. The inventory of park-and-ride facilities in Sector 8 and their respective capacities are listed in Exhibit 3.2.1. The locations of these lots are shown in Exhibit 3.2.2.

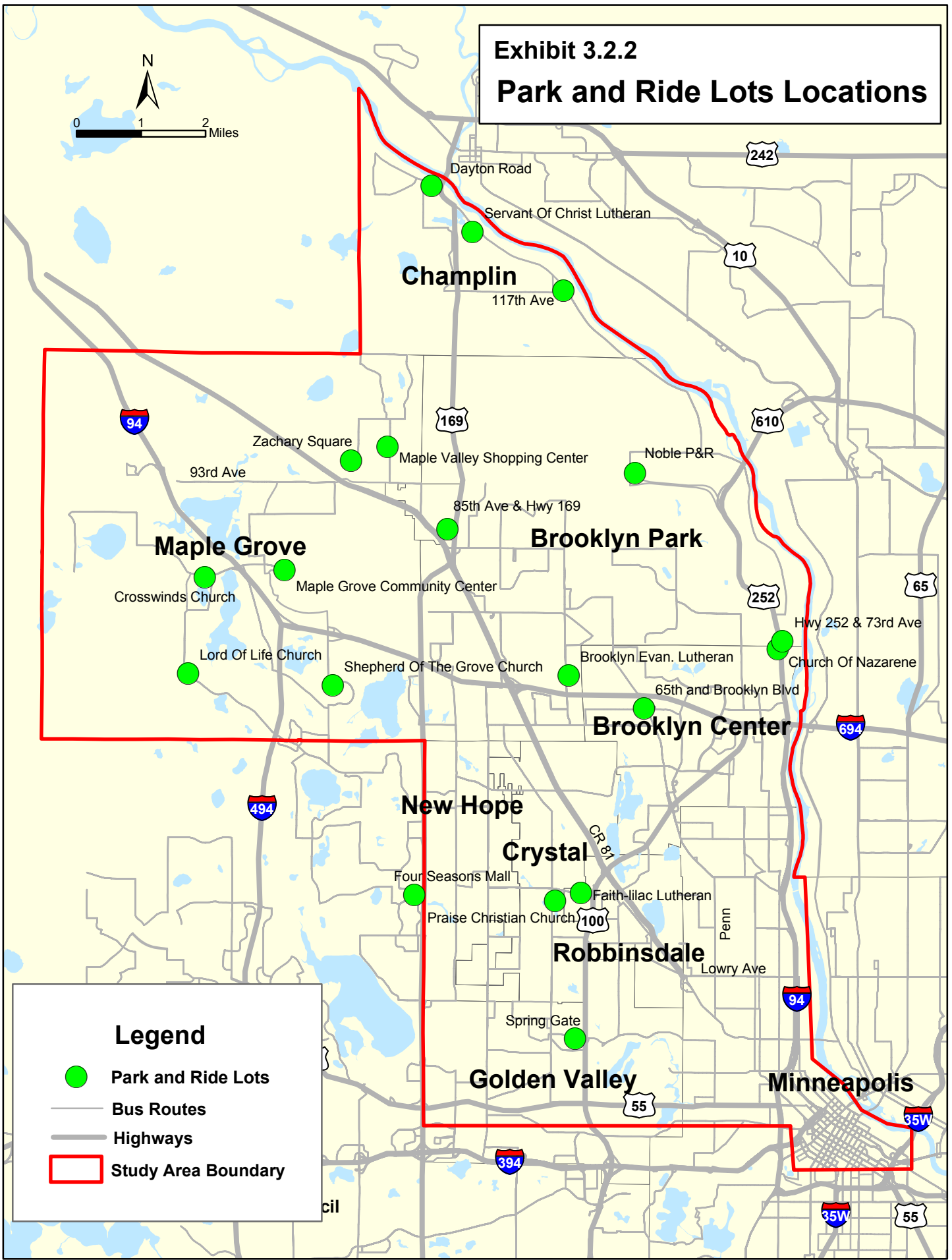
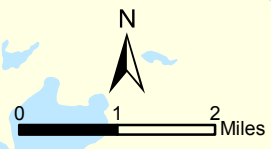
A total of approximately 2100 park and ride spaces are available at the lots in the study area. Average daily usage is about 75%; however, utilization varies significantly among the lots.

**Exhibit 3.2.1: Park and Ride Lots in Sector 8 Study Area (2001)**

City	Location	Capacity	Typical Weekday Usage	Routes Serving Site
Brooklyn Center	Church of Nazarene (Hwy. 252 & 73rd Ave. N.)	43	32	766
Brooklyn Center	65th (65th Ave. N. & Brooklyn Blvd.)	215	215	94G, 760, 723
Brooklyn Park	Brooklyn Evangelical Lutheran (Zane Ave. & 69th Ave. N.)	45	3	716, 724, 760
Brooklyn Park	85th (85th Ave./Hwy. 169/Co.81)	131	99	760, 782, 789
Brooklyn Park	73rd (Hwy. 252 & 73rd Ave.)	117	47	766
Brooklyn Park	Noble (95th & Noble)	410	283	766
Champlin	Servant of Christ (Hayden Lake Rd.& West River Rd.)	20	2	766
Champlin	Champlin (117th Ave.& West River Rd.)	147	102	766
Champlin	Dayton Road (Dayton Rd./Colburn Avenue)	75	49	766
Crystal	Praise Christian Center (Colorado & 41st Ave.N.)	15	17	52K, 758, 765
Golden Valley	Spring Gate Shopping Center (Duluth St.& Lilac Dr.)	25	58	19, 758
Maple Grove	Shepherd of the Grove (Hemlock & West Eagle Lk. Dr.)	50	40	780, 789
Maple Grove	Maple Grove Evangelical (8500 Block of Rice Lk. Rd.)	50	45	781, 789
Maple Grove	Word of Life (Bass Lake Rd.& West Fish Lk Rd.)	10	5	788, 789
Maple Grove	Maple Valley Shopping Center (Revere Lane & 97th Ave. N.)	30	20	782, 789
Maple Grove	Crosswinds Church (Weaver Lk. Rd. & W. Fish Lake Rd.)	75	50	783, 789
Maple Grove	Maple Grove Community Center (Weaver Lk. Rd. & Pineview Ln. N.)	400	300	781, 789
Maple Grove	Walmart (CR 30 & Dunkirk Ln. N.)	180	165	784, 789
Robbinsdale	Faith-Lilac (42nd Ave. N. & Welcome)	25	4	715, 716, 764

*Note: Typical weekday usage based on survey data from 2000 and ride check data from 2001.*

**Exhibit 3.2.2  
Park and Ride Lots Locations**



**Legend**

- Park and Ride Lots
- Bus Routes
- Highways
- Study Area Boundary

### **3.4 ROUTE COVERAGE AND HOURS OF SERVICE**

Overall, transit route coverage and hours of service in Sector 8 generally meet service standards as outlined in the Metropolitan Council's Transportation Policy Plan and Metro Transit's Routes Standards, with a few exceptions. The transit route coverage in Sector 8 varies by time of day, day of the week and the location. In North Minneapolis, the coverage is good at all times (most areas within a quarter-mile of regular service), since this area is comprised of denser, more mature neighborhoods with a better established, traditional transit riding habit. All major corridors have good service at all times of the day and all days of the week, with service hours typically being from about 6:00 a.m. to shortly after 12:00 midnight.

In other parts of Sector 8, specifically the suburban areas, route coverage varies considerably. During peak periods, coverage is quite good, as can be seen on the Metro Transit system map. During off-peak times, however, many routes do not operate and several significant corridors or streets are without service at certain times. Admittedly, some areas have relatively low populations or population densities and likely would not be able to generate enough ridership to justify the service, but other areas do have fairly good densities and, in some cases, are relatively new areas where off-peak service has not yet been offered.

To illustrate how the route coverage varies, the services that operate during the major time periods, along with their respective levels of service, are shown in a series of map exhibits and are summarized as follows:

- **Weekday Peak Periods** (Exhibit 3.3.1) – Coverage is good in most areas, with the best coverage (closer spacing, more routing options) being in North Minneapolis (e.g. Routes 5, 22, etc.).

During peak periods, there are many express services that overlay or replace local services on many suburban corridors; however, most suburban express routes operate in the peak direction only. In some cases, local routes provide service in the off-peak direction but some significant corridors do not have any off-peak direction service, even though they have two-way service at other times. These include:

- Route 19 – Noble branch (a.m. only);
- Routes 22 and 763 – Brookdale-Humboldt routing, north of 67<sup>th</sup> Avenue;
- Route 723 (p.m. only) – no service at all on Brooklyn Blvd. between Noble and 65<sup>th</sup> Avenue
- Route 755 – Winnetka, south of 42<sup>nd</sup> Avenue;

Note that the Glenwood-Bryant diversion of Route 5 has mid-day service but no peak service in either direction. Also, the Broadway branch of Route 32 does not operate during the a.m. peak, except for one westbound trip.

Some express routes have particularly long and/or circuitous local sections, which makes the service relatively unattractive for the areas at the outer end of the routes (e.g. Routes 94K, 763).

- **Weekday Mid-Day** (Exhibit 3.3.2) – Coverage is fairly good in most areas, with the best coverage again being in North Minneapolis, where all routes operate during mid-day, with the exception of the portion of Route 32 on Washington from Broadway to Lowry and the 36<sup>th</sup> Avenue branch.

In most of the suburban areas, services operate primarily on main arterial streets which, in many cases, results in route spacing of 1 mile. As noted earlier, virtually all services require connections to inner-city local services at designated transit centers (Robbinsdale, Brookdale) to access downtown destinations, although alternate trips of Route 724 extend to downtown during mid-day to provide direct express connections from Brookdale. Suburban services operating during mid-day are summarized as follows:

- Routes 721, 722, 723 and 724 – connecting at Brookdale;
- Routes 715, 716 and 717 – connecting at Robbinsdale (Route 717 also goes to Brookdale; Route 715 only routes to Bass Lake Road);
- Routes 755, 756 and 766 (120-minute service);
- Douglas and Noble branches of Route 19;
- Extension of Route 22 to Humboldt and 85<sup>th</sup> Avenue (3 trips only).

Several of the above routes provide mid-day service on routes that operate during peak hours only (e.g. Routes 94EGK, 758, 760, 763, 764, 765). Also, there are some minor branches and route diversions where a few trips are offered during peak hours only, which are noted in the frequency tables in the next section.

- **Weekday Evenings** (Exhibit 3.3.3) – Coverage is less than during the mid-day, especially in suburban areas. Virtually all urban routes operate evenings, except Route 32 (Lowry) and the 49<sup>th</sup>/51<sup>st</sup> branch of Route 5. Suburban routes operating during weekday evenings are as follows:

- Routes 722, 723 and 724 – connecting at Brookdale;
- Routes 715, 716 and 717 – connecting at Robbinsdale;
- the Douglas and Noble branches of Route 19;
- one Route 22 trip to Humboldt and 85<sup>th</sup> Avenue.

Note that Route 715 operates a few trips on Winnetka north of Bass Lake during evenings but not during the mid-day.

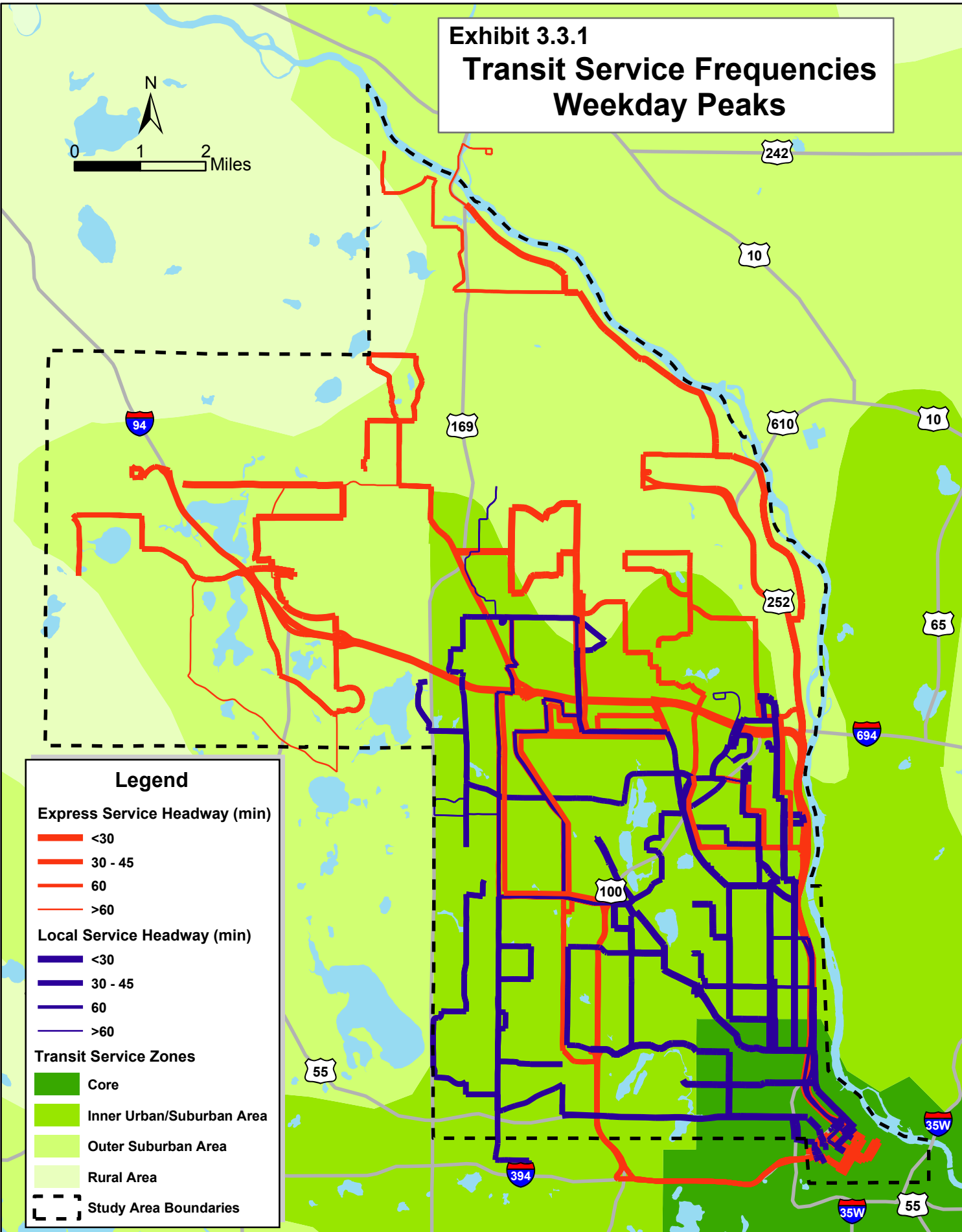
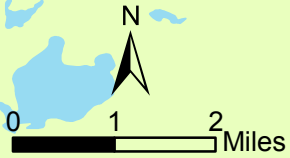
- **Saturday Daytime** (Exhibit 3.3.4) – Coverage is less on Saturdays than on weekdays, especially in suburban areas. Virtually all urban routes operate Saturdays, except Route 32 (Lowry). Suburban routes operating Saturdays are as follows:

- Routes 722, 723 and 724 – connecting at Brookdale;
- Routes 715, 716 – connecting at Robbinsdale (120-minute service; both route only to 65<sup>th</sup> Avenue and Zane);
- the Douglas branch of Route 19;

Note that Route 715, from Winnetka and Bass Lake to 65<sup>th</sup> Avenue and Zane operates Saturdays but not on weekdays. Also, there used to be Saturday service on Winnetka between 42<sup>nd</sup> Avenue and Louisiana Transit Center (Route 755), but this was recently discontinued.

- **Saturday Evenings** (Exhibit 3.3.5) – Coverage is less than weekday evenings and less than Saturday daytime, especially in suburban areas. Virtually all urban routes operate Saturday evenings, except Route 32 (Lowry) and the 49<sup>th</sup>/51<sup>st</sup> branch of Route 5. The only Saturday evening service in the suburban areas is Route 724, from Brookdale via Zane and Brooklyn Boulevard to Starlite Center.
- **Sunday Daytime** (Exhibit 3.3.6) – Coverage is less than on Saturday, especially in suburban areas. Virtually all urban routes operate Sundays, except Route 32 (Lowry). Suburban routes operating Sundays are as follows:
  - Routes 722, 723 and 724 – connecting at Brookdale;
  - the Douglas branch of Route 19.
- **Sunday Evenings** (Exhibit 3.3.7) – Coverage is the same as Saturday evenings but is less than Sunday daytime, especially in suburban areas. Virtually all urban routes operate Sunday evenings, except Route 32 (Lowry) and the 49<sup>th</sup>/51<sup>st</sup> branch of Route 5. As with Saturdays, the only Sunday evening service in the suburban areas is Route 724.

# Exhibit 3.3.1 Transit Service Frequencies Weekday Peaks



**Legend**

**Express Service Headway (min)**

- <30
- 30 - 45
- 60
- >60

**Local Service Headway (min)**

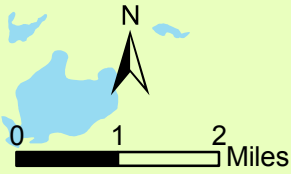
- <30
- 30 - 45
- 60
- >60

**Transit Service Zones**

- Core
- Inner Urban/Suburban Area
- Outer Suburban Area
- Rural Area

Study Area Boundaries

# Exhibit 3.3.2 Transit Service Frequencies Weekday MIDDAY



**Legend**

**Local Service Headway (min)**

- █ <30
- █ 30 - 45
- █ 60
- █ >60

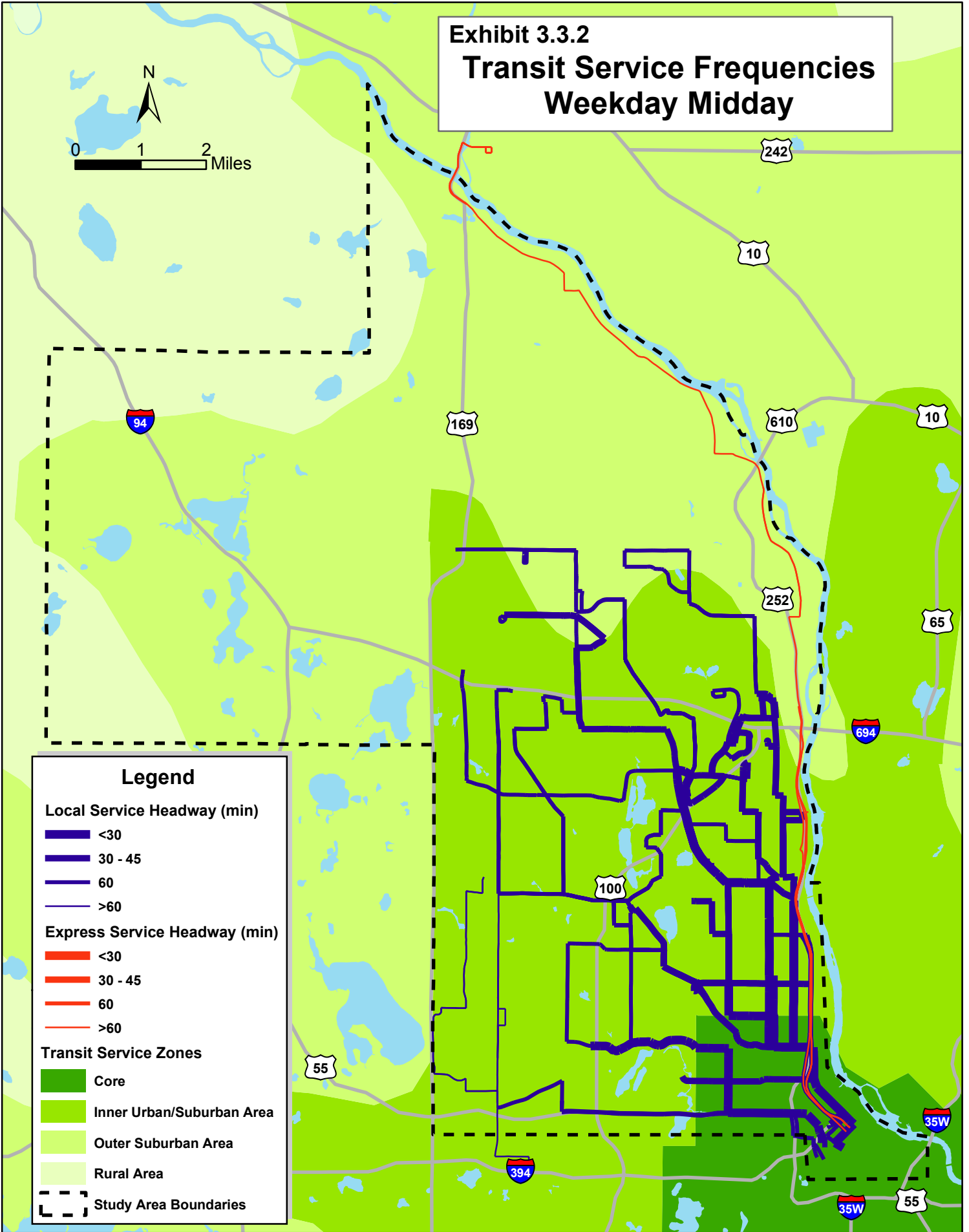
**Express Service Headway (min)**

- █ <30
- █ 30 - 45
- █ 60
- █ >60

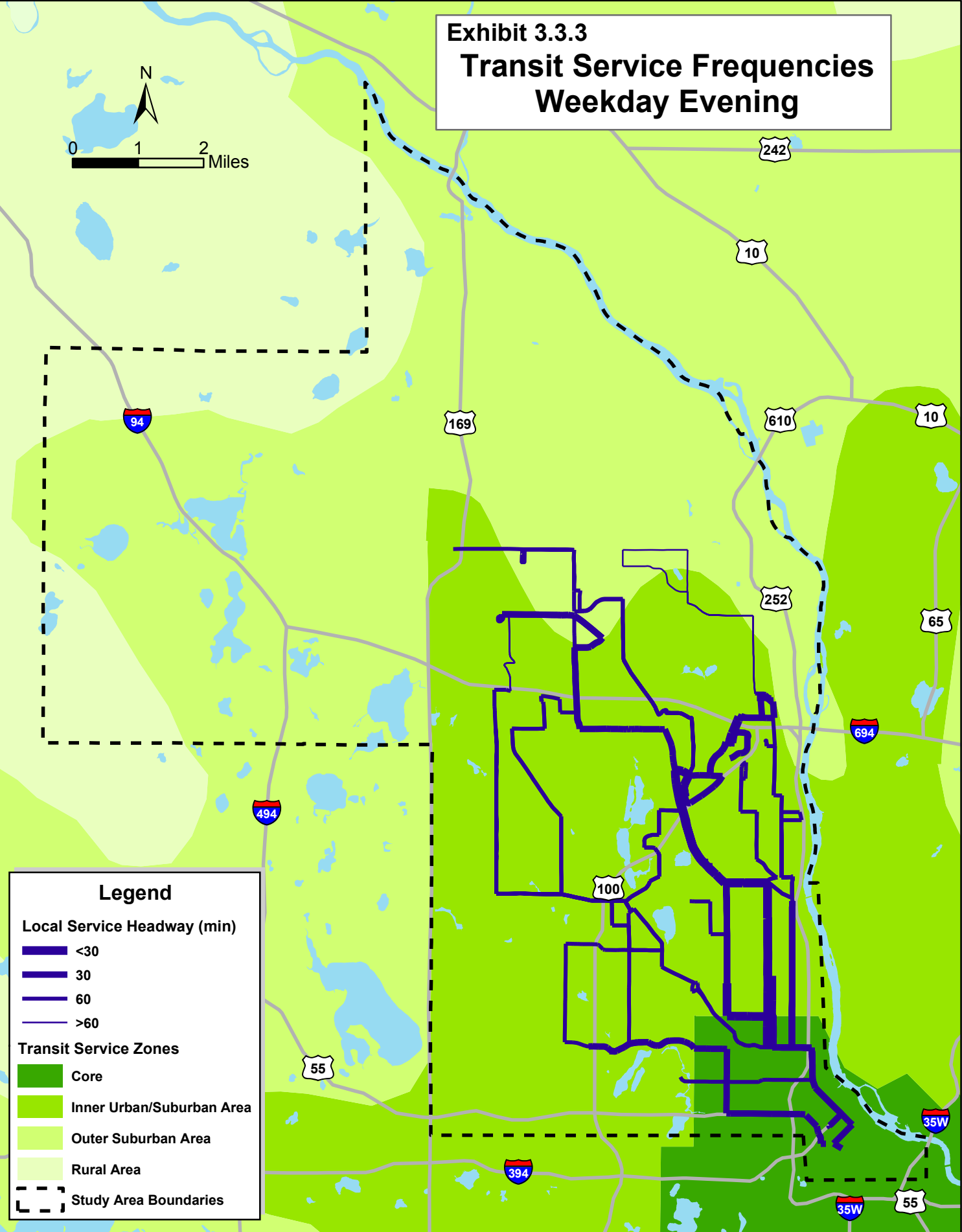
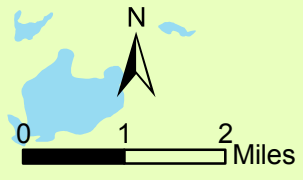
**Transit Service Zones**

- █ Core
- █ Inner Urban/Suburban Area
- █ Outer Suburban Area
- █ Rural Area

Study Area Boundaries



# Exhibit 3.3.3 Transit Service Frequencies Weekday Evening



**Legend**

**Local Service Headway (min)**

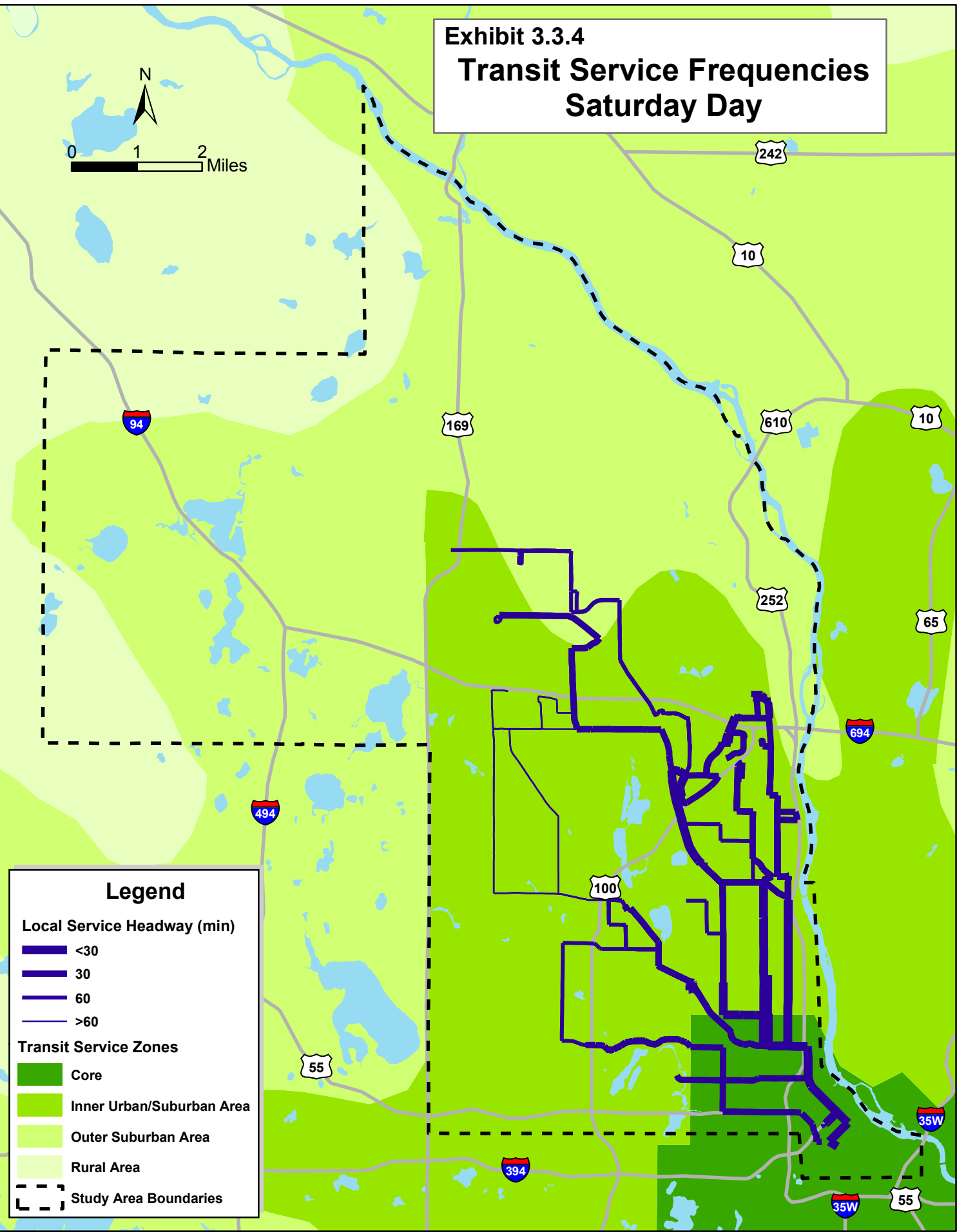
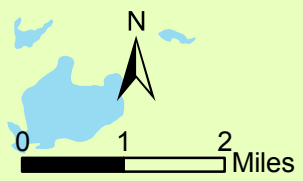
- <30
- 30
- 60
- >60

**Transit Service Zones**

- Core
- Inner Urban/Suburban Area
- Outer Suburban Area
- Rural Area

Study Area Boundaries

# Exhibit 3.3.4 Transit Service Frequencies Saturday Day



**Legend**

**Local Service Headway (min)**

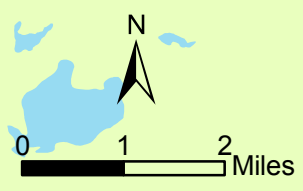
- <30
- 30
- 60
- >60

**Transit Service Zones**

- Core
- Inner Urban/Suburban Area
- Outer Suburban Area
- Rural Area

Study Area Boundaries

# Exhibit 3.3.5 Transit Service Frequencies Saturday Evening



**Legend**

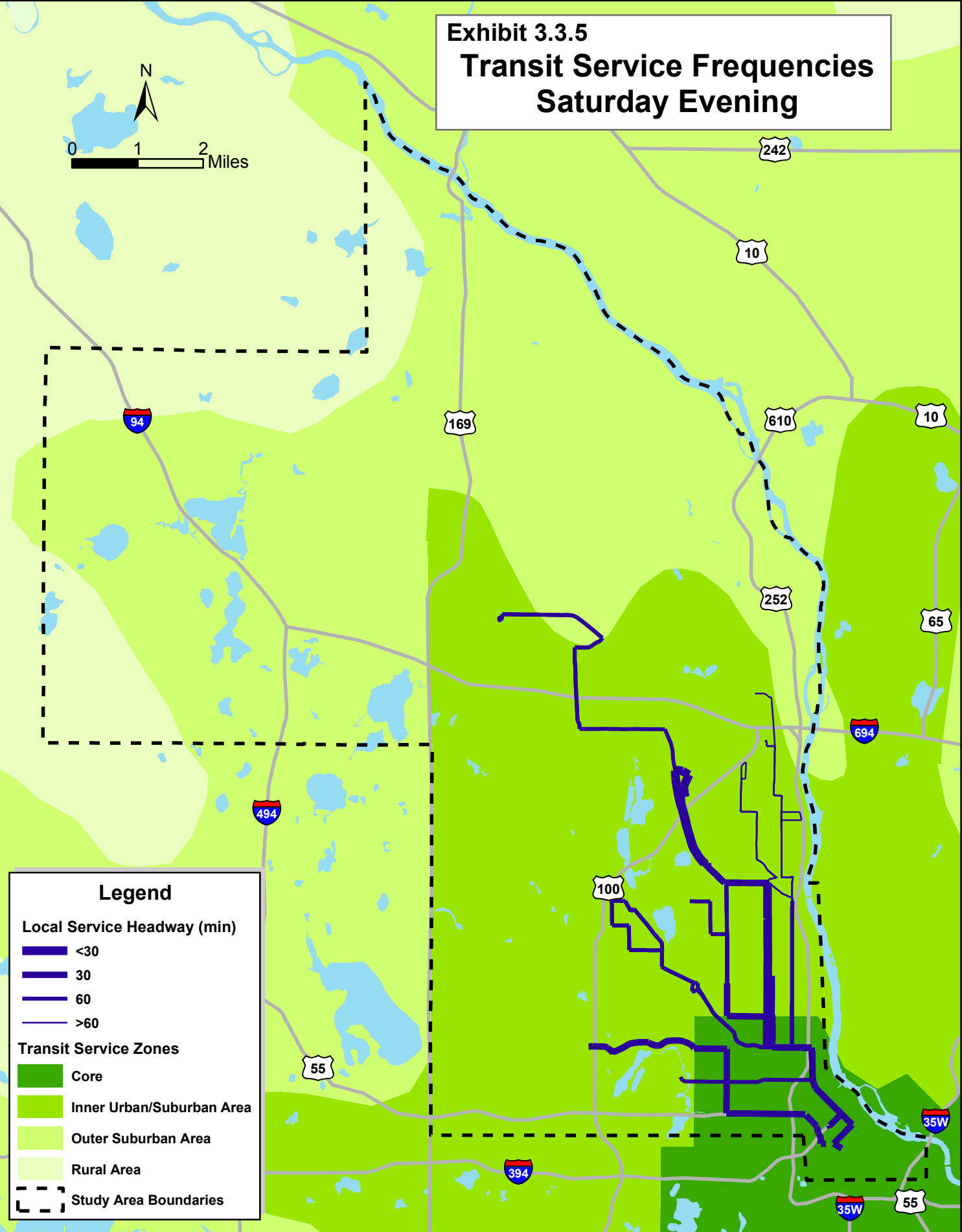
**Local Service Headway (min)**

- <30
- 30
- 60
- >60

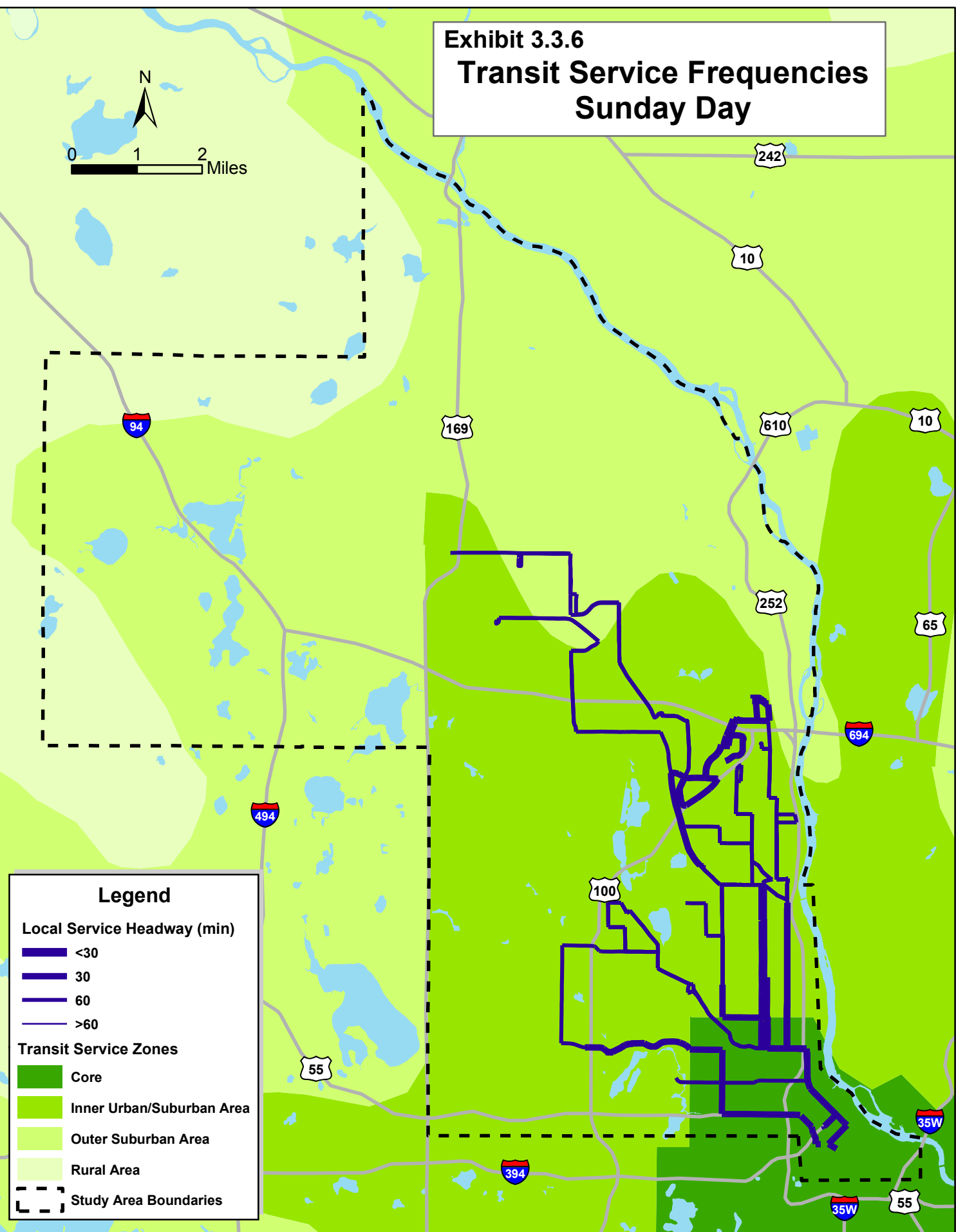
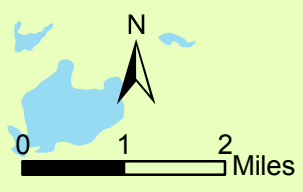
**Transit Service Zones**

- Core
- Inner Urban/Suburban Area
- Outer Suburban Area
- Rural Area

Study Area Boundaries



# Exhibit 3.3.6 Transit Service Frequencies Sunday Day



**Legend**

**Local Service Headway (min)**

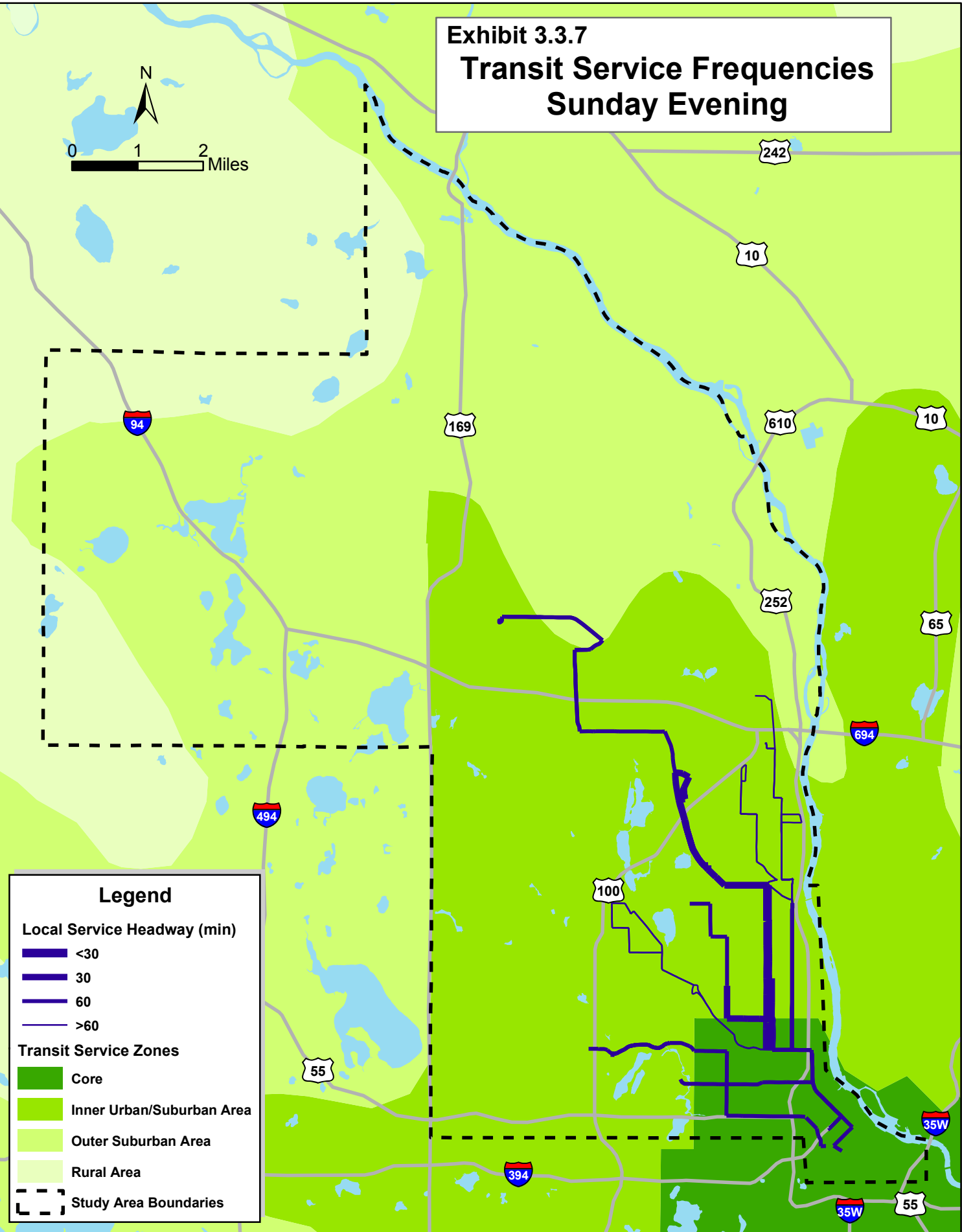
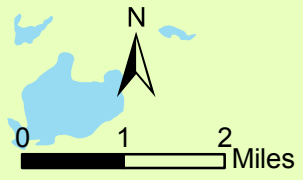
- <30
- 30
- 60
- >60

**Transit Service Zones**

- Core
- Inner Urban/Suburban Area
- Outer Suburban Area
- Rural Area

Study Area Boundaries

# Exhibit 3.3.7 Transit Service Frequencies Sunday Evening



**Legend**

**Local Service Headway (min)**

- <30
- 30
- 60
- >60

**Transit Service Zones**

- Core
- Inner Urban/Suburban Area
- Outer Suburban Area
- Rural Area

Study Area Boundaries

### 3.5 SERVICE FREQUENCIES

As with route coverage, service frequency varies by the time of day, the day of the week and the location. Again, service levels in North Minneapolis are quite good at all times of the day and all days of the week (typically, at least 30 minutes daytime and 60 minutes evenings).

In the suburban parts of Sector 8, service levels are generally good during peak periods, but fairly infrequent in most areas during off-peak times, with many operating at 60 minute headways and some even less frequent (120 minutes or more). Many routes have no service at all during low-demand periods, as detailed in the previous section. Again, many areas have relatively low populations or population densities and do not have sufficient ridership demand to justify higher service levels.

The service headways and frequencies for the Sector 8 transit routes are summarized in the following tables.

**Exhibit 3.4.1: Service Headways on Urban Routes**

Urban Routes	Weekdays				Saturdays		Sundays	
	A.M.	P.M.	Mid	Eve	Day	Eve	Day	Eve
5 – Emerson-Fremont (s. of 26 <sup>th</sup> )	7	5	7.5	10	10	15	15	20
5 – Emerson-Fremont (n. of 26 <sup>th</sup> )	15	10	15	20	20	30	30	40
5 – Penn-26 <sup>th</sup> Ave.	10	10	15	20	20	30	30	40
5 – Glenwood-Broadway	-	-	60	-	-	-	-	-
5 – 42 <sup>nd</sup> Ave. & York	20	15	30	60	60	60	60	60
5 – Penn-Osseo	20	30	30	30	30	60	60	sel. tr.
5 – Osseo (combined)	12	10	12	12	15	20	30	30
5 – 44 <sup>th</sup> Ave.-Osseo	25	15	20	20	30	30	60	40
5 – 49 <sup>th</sup> Ave.-51 <sup>st</sup> Ave.	35	30	60	-	60	-	60	-
14 – Broadway (south of 36 <sup>th</sup> )	10	12	20	30	20	30	30	60
14 – Broadway (north of 36 <sup>th</sup> )	15	24	30	60	30	60	60	120
14 – Noble-Regent	30	24	60	60	60	60	60	120
14 – Corvallis	1 trip	3 trips	-	-	-	-	-	-
19 – Golden Valley Rd.	15	12	20	30	30	30	30	60
20 – Plymouth	25	25	30	60	30	60	60	60
22 – Lyndale	12	12	20	30	20	60	30	60
22 – Humboldt-57 <sup>th</sup> Ave.	24	24	40	60	40	120	60	120
22 – Bryant-Dupont	24	24	40	60	40	120	60	120
22 – Shingle Creek	3 trips	2 trips	3 trips	-	-	-	-	-
32 – Washington-DT	30	30	-	-	-	-	-	-
32 – Lowry-36 <sup>th</sup> Ave.	30	30	-	-	-	-	-	-
32 – Lowry-Broadway	-	60	30	-	-	-	-	-
32 – Lowry-Rosedale	30	30	30	-	-	-	-	-
52 – Univ. of Minnesota	2 trips	2 trips	-	-	-	-	-	-

The transit routes in the sector have been grouped into three categories for the purpose of this analysis:

- Urban - those routes that operate primarily in the north Minneapolis or the more urbanized areas of the other sector municipalities;
- Suburban – those routes that provide primarily local service in those areas of the sector municipalities with lower development densities;

- Express – those routes that provide express connections between sector municipalities and downtown Minneapolis.

As many routes have branches and/or routing variations by time of day or day of the week, the routes are also broken down into their segments, as service levels can vary considerably from one part of a route to another.

**Exhibit 3.4.2: Service Headways on Suburban Routes**

Suburban Routes	Weekdays				Saturdays		Sundays	
	A.M.	P.M.	Mid	Eve	Day	Eve	Day	Eve
19 – Douglas	40	30	60	60	60	-	60	-
19 – Nevada	4 trips	3 trips	-	-	-	-	-	-
19 – Noble	30	30	60	60	-	-	-	-
22 – Humboldt-85 <sup>th</sup> Ave.	2 trips	-	3 trips	1 trip	-	-	-	-
715 – 42 Ave.-Winnetka	60	60	60	60	120	-	-	-
715 – Winnetka-Broadway	60	60	-	3 trips	-	-	-	-
715 – Winnetka-63 Ave.	-	-	-	-	120	-	-	-
715 – Science Ind. Park	1 trip	1 trip	-	-	-	-	-	-
716 – Douglas-Broadway	60	60	60	60	120	-	-	-
716 – Zane	60	60	60	60	-	-	-	-
717	30	30	60	60	-	-	-	-
721 – Bass Lake-Boone	30	30	60	-	-	-	-	-
721 – Boone-Starlite	2 trips	3 trips	-	-	-	-	-	-
722	30	30	30	30	30	-	30	-
723	60	-	60	60	60	-	60	-
724 – Zane-Brooklyn	30	30	30	30	30	60	60	60
724 – Lakeland-Wyoming	2 trips	4 trips	-	-	-	-	-	-
755 – Highway 55	30	30	60	-	-	-	-	-
755 – Winnetka	6 trips	6 trips	120	-	-	-	-	-
755 – Olympia-Louisiana	2 trips	2 trips	-	-	-	-	-	-
756 – Boone south	30	30	120	-	-	-	-	-
756 – Boone north-Magda	3 trips	3 trips	-	-	-	-	-	-

**Exhibit 3.4.3: Service Headways on Express Routes**

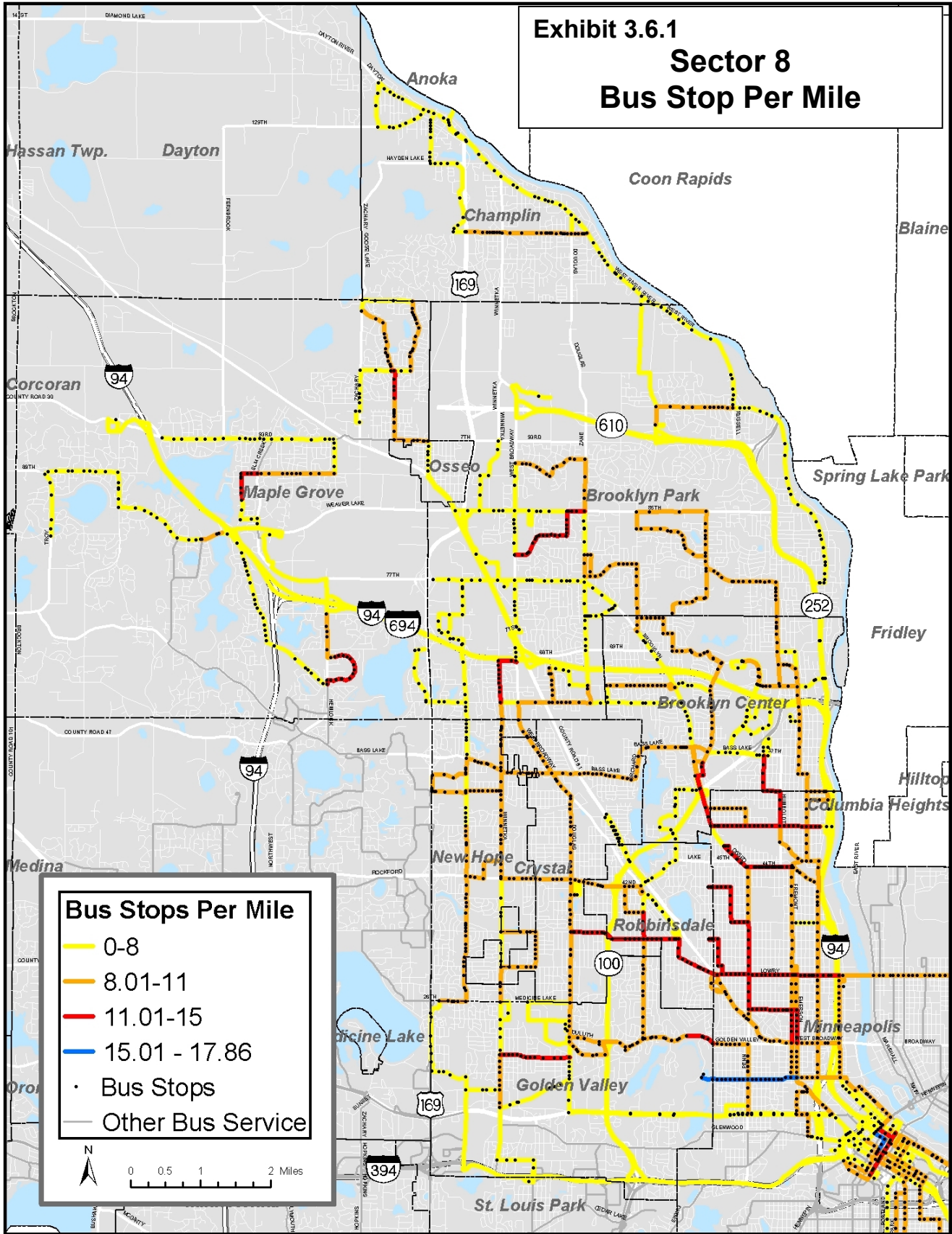
Express Routes	Weekdays				Saturdays		Sundays	
	A.M.	P.M.	Mid	Eve	Day	Eve	Day	Eve
94E	2 trips	2 trips	-	-	-	-	-	-
94G	2 trips	2 trips	-	-	-	-	-	-
94K	5 trips	5 trips	-	-	-	-	-	-
721-724 – Downtown	2 trips	3 trips	60	-	-	-	-	-
758	4 trips	3 trips	-	-	-	-	-	-
760	8	10	-	-	-	-	-	-
760 – Nedderson	2 trips	2 trips	-	-	-	-	-	-
763	6 trips	6 trips	-	-	-	-	-	-
764	4 trips	4 trips	-	-	-	-	-	-
765	4 trips	4 trips	-	-	-	-	-	-
766 – Hwy. 94-252	7	8	120	-	-	-	-	-
766 – Hwy. 252-Noble	13	14	-	-	-	-	-	-
766 – Hwy. 252-97 Ave.	2 trips	2 trips	-	-	-	-	-	-
766 – W. River Rd.	20	20	120	-	-	-	-	-
766 – 117 Ave-Champlin	1 trip	2 trips	-	-	-	-	-	-
766 – Anoka	1 trip	1 trip	120	-	-	-	-	-

### 3.6 BUS STOP SPACING

As noted above, the bus stop spacing standard in the 1996 Transit Service Design Standards is 8 stops per mile. As shown in Exhibit 3.6.1, the actual stop spacing for many of the Sector 8 routes is more frequent than this standard, which generally results in reduced travel speeds. Examples are as follows:

- **North Minneapolis North-South Routes (e.g. Routes 5 and 22)** – The north-south routes usually stop at every cross street. In North Minneapolis, these are relatively long blocks at 8 blocks to the mile. Thus, most of the north-south portions of these routes meet the standard.
- **North Minneapolis East-West Routes (e.g. Routes 14, 20, 32)** – The east-west routes also tend to stop at every cross street. These blocks, however, are shorter at 16 blocks to the mile. Thus, the stop spacing on many of these routes or route segments far exceeds the standard. Stopping every second block for any route operating in the east-west direction would meet the standard and would improve travel times.
- **Suburban Routes** – Like the urban routes, the suburban routes also tend to stop at every cross street. The suburban street grid is more varied but much of it is similar to the urban grid, with longer blocks in one direction and shorter blocks in the other direction. Some streets have significant portions where the bus routes are stopping every block at a spacing of 16 stops to the mile. Examples include 36<sup>th</sup> Avenue, 42<sup>nd</sup> Avenue, 63<sup>rd</sup> Avenue and Bass Lake Road in the east-west direction, and Douglas Drive, Winnetka Avenue and Boone Avenue in the north-south direction.

**Exhibit 3.6.1**  
**Sector 8**  
**Bus Stop Per Mile**



### **3.7 BUS SERVICE SPEEDS AND TRAVEL TIMES**

Bus service speeds and travel times are affected by a number of factors. Speeds of general purpose traffic, frequency and timing of traffic signals and bus stop spacing may result in lower bus speeds, while bus only lanes, ramp meter bypasses and free flow freeway operations result in higher bus speeds.

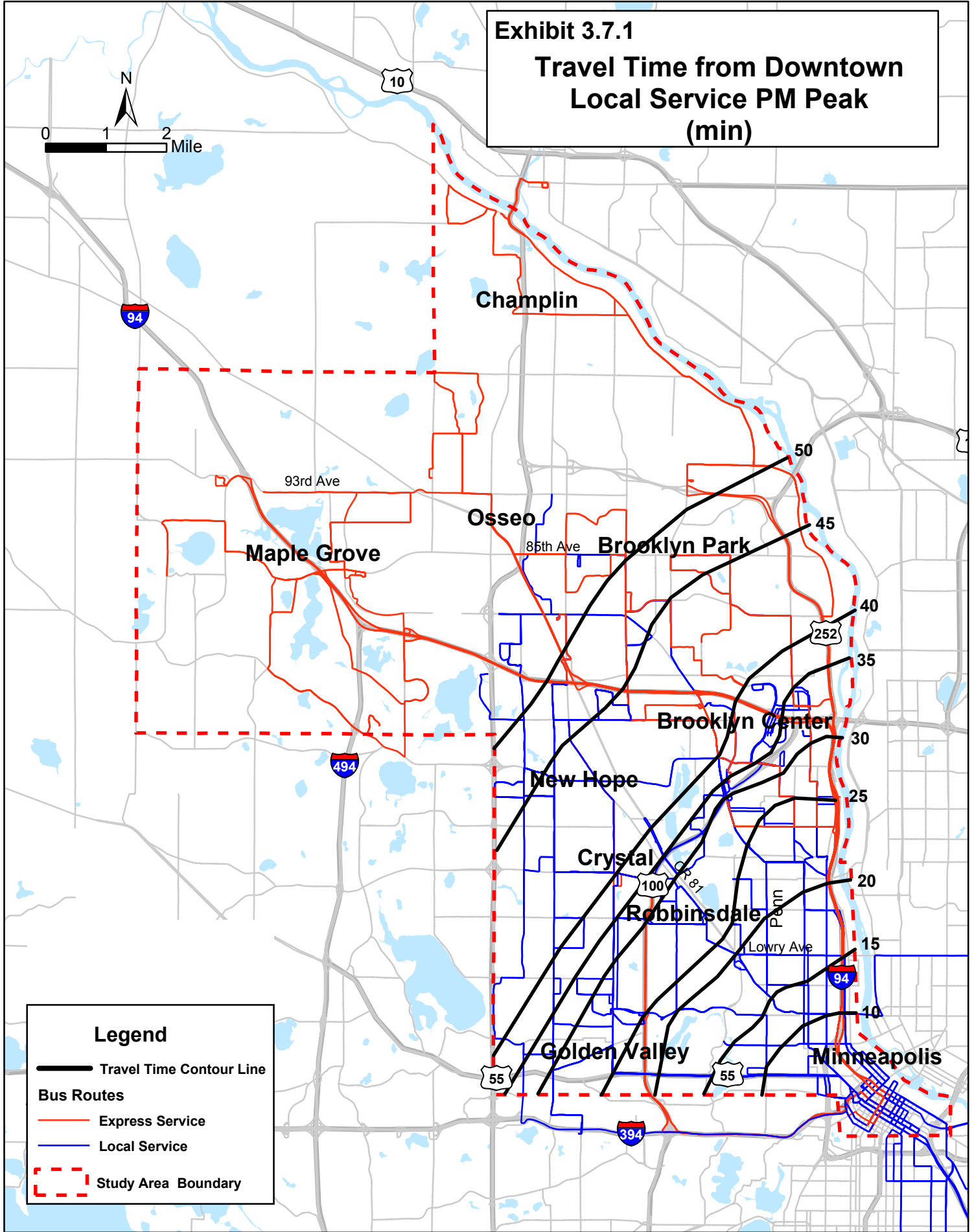
Local buses and express buses operate at quite different speeds and provide quite different travel times. In order to demonstrate the different speeds and travel times for the two types of bus services, schedule travel times from downtown Minneapolis to transit stops throughout the study area have been determined and plotted as travel time contours in Exhibits 3.7.1 and 3.7.2.

Exhibit 3.7.1 presents the travel time contours during the PM peak period from downtown Minneapolis by local bus service. The exhibit indicates that travel times from downtown to North Minneapolis are approximately 20 minutes; to Robbinsdale Transit Center are approximately 30 minutes; to Brookdale Center approximately 35 minutes; and 45 – 50 minutes to Brooklyn Park. Travel time contours from the downtown are generally uniform across the area, consistent with the uniformity of local service.

Exhibit 3.7.2 presents the travel time contours for the express bus services, indicating higher bus speeds and much lower travel times to serve the area, particularly the suburban areas, reflecting routing of buses on the freeways and limited stop operation. Travel times from the downtown to North Minneapolis are 15 minutes; to Robbinsdale and Brookdale Center less than 25 minutes; 35 minutes to Brooklyn Park and the rest of the service area is reached within 45 minutes or less. The influence of the higher speeds on the freeways, particularly on I-94, are quite evident, indicated by the low travel times to destinations along I-94 on the east and across the central part of Sector 8.

Local bus and express bus services serve different markets and provide different types of service. The local bus services provide accessibility and frequent connections along the route, but are often much slower and less direct than the private auto trip. On the other hand, the express routes provide higher speed service for longer distance travel compared to the local bus and provide good travel times to the downtown. These two different types of services must be accommodated in the transit service plan for Sector 8.

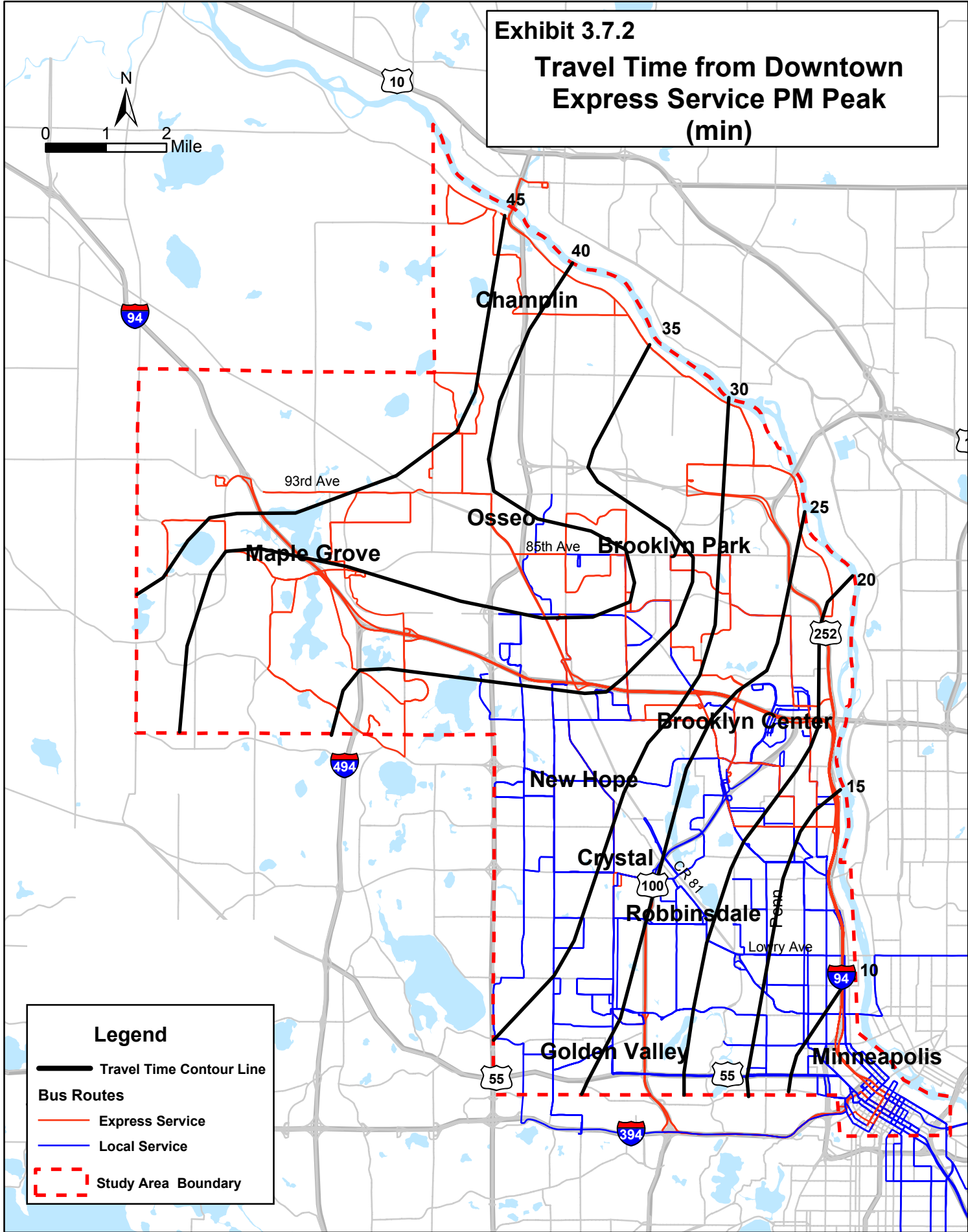
**Exhibit 3.7.1**  
**Travel Time from Downtown**  
**Local Service PM Peak**  
**(min)**



**Legend**

- Travel Time Contour Line
- Bus Routes**
- Express Service
- Local Service
- Study Area Boundary

**Exhibit 3.7.2**  
**Travel Time from Downtown**  
**Express Service PM Peak**  
**(min)**



**Legend**

- Travel Time Contour Line
- Bus Routes**
- Express Service
- Local Service
- Study Area Boundary

## **4.0 ANALYSIS OF EXISTING RIDERSHIP AND ROUTE PERFORMANCE**

Ride check surveys of transit riders were carried out as part of this study in order to analyze current ridership and route performance. This section describes the results of the ride check surveys and the boardings at each stop, summarized for an average weekday, Saturdays and Sundays.

### **4.1 RIDE CHECK DATA**

A comprehensive ride check survey was undertaken to inventory existing transit use and develop a better understanding of the current travel patterns in the sector. This section of the report summarizes the results of these data collection efforts. The numbers of passengers on and off by stop were surveyed for weekday, Saturday, and Sunday service periods for each route that operates in the sector. A total of approximately 1400 weekday, 800 Saturday, and 500 Sunday bus trips were surveyed.

The survey was completed between November of 2001 and February of 2002. Data were not collected during the weeks of the Thanksgiving, Christmas, and New Year's holidays. Because travel patterns can be notably different, data were not collected on Fridays. Two full weeks of data collection occurred in November before the Thanksgiving break. Four full weeks of data collection was conducted between the Thanksgiving and Christmas holidays. Following the New Years holiday, four weeks of full-time data collection occurred in January. Limited data collection was conducted in February to collect data from unscheduled/missed trips and express services.

#### **Weekday Transit Ridership**

Almost 700 hours of revenue transit service are provided each weekday in the Sector 8 study area. The distribution of these revenue hours is illustrated in the first chart of Exhibit 4.1.2. Approximately one quarter of these hours are provided during the AM peak period (6:00 to 9:00 am), another quarter during the mid-day period (9:00 am to 3:00 pm), a third quarter during the PM peak period (3:00 pm to 6:00 pm), with the remaining revenue hours provided during the evening hours (including less than 2% between 1:00 am and 5:00 am).

The second chart of Exhibit 4.1.2 also illustrates the distribution of the total number of passenger boardings or ons counted during the ride check surveys throughout the day. A total of about 30,200 boardings were counted, with 26% occurring during the AM peak period, 29% during the mid-day period, and 29% during the PM peak period.

The final chart in Exhibit 4.1.2 illustrates the average number of boardings per revenue hour for all weekday trips throughout the day. This chart shows that the level of transit service in Sector 8 throughout the day is reasonably well matched with the distribution of demand throughout the day.

**Exhibit 4.1.2: Service and Boardings by Time of Day (Weekdays)**

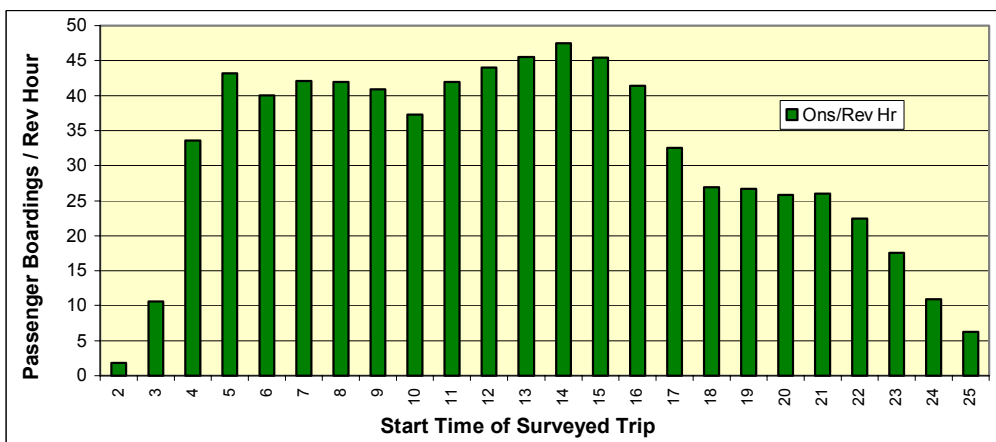
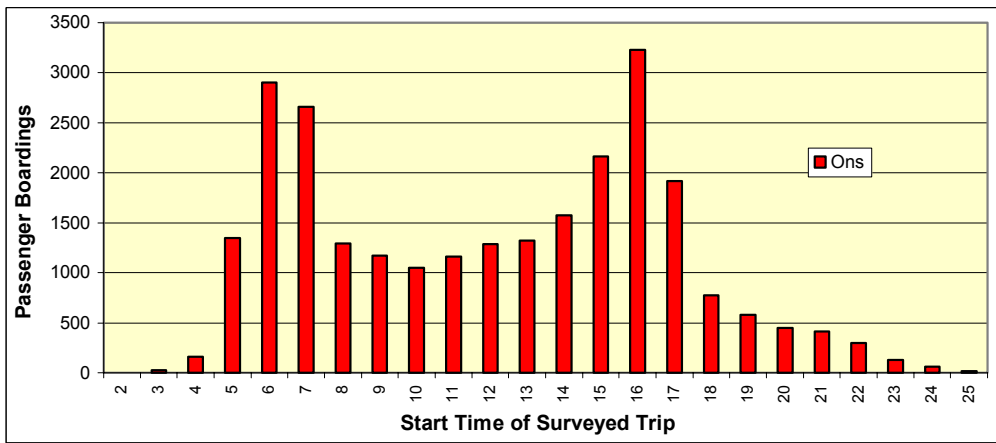
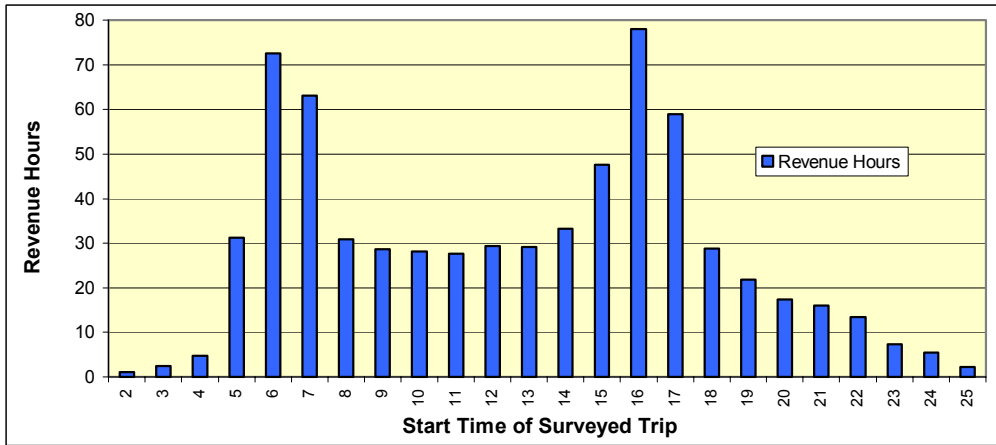


Exhibit 4.1.3 illustrates passenger boardings per revenue hour for the surveyed routes. The chart includes values for the peak direction during the AM and PM peak periods as well as an average value for the mid-day period. The peak direction was defined as that direction with the high value of passengers per hour.

**Exhibit 4.1.3: Passengers per Revenue Hour by Route (Weekdays)**

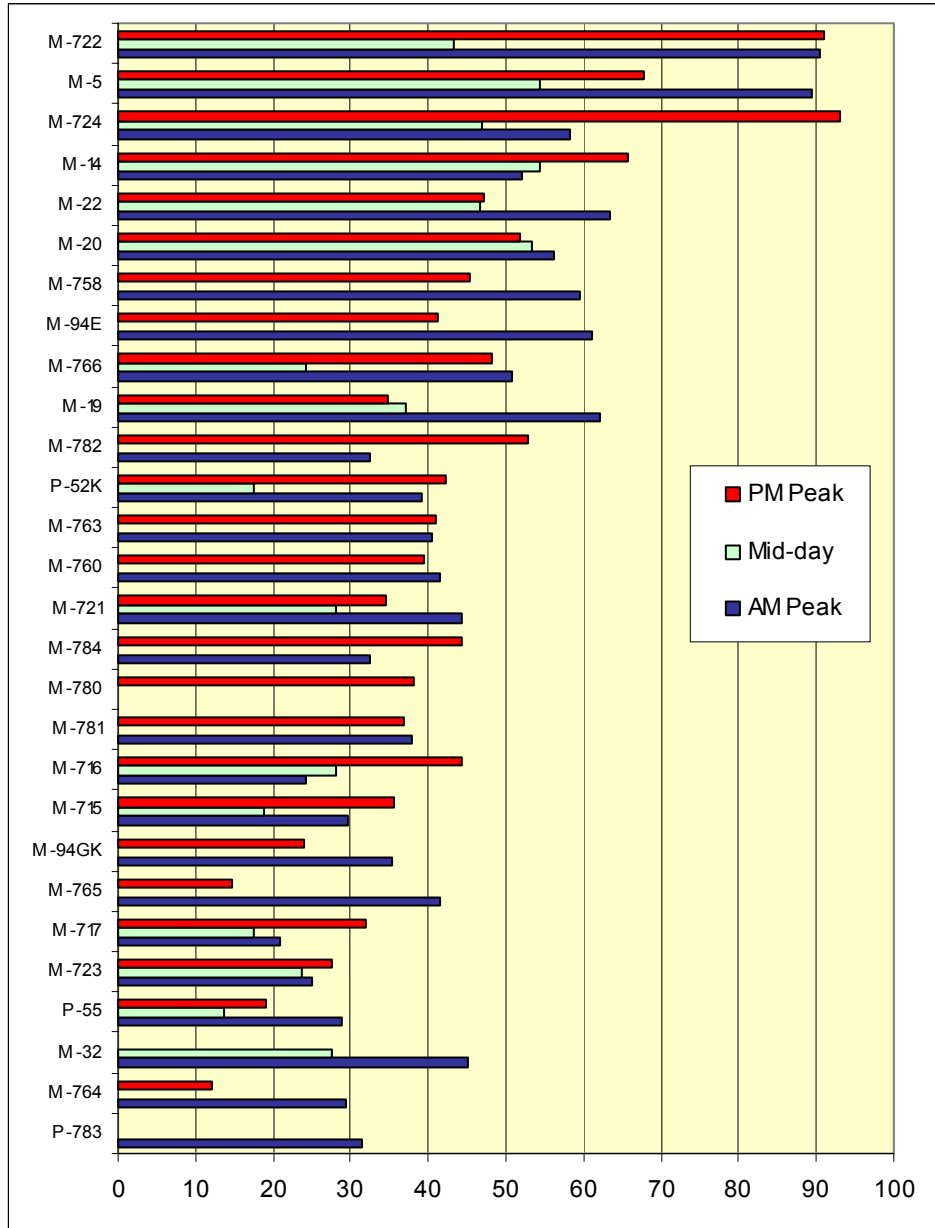
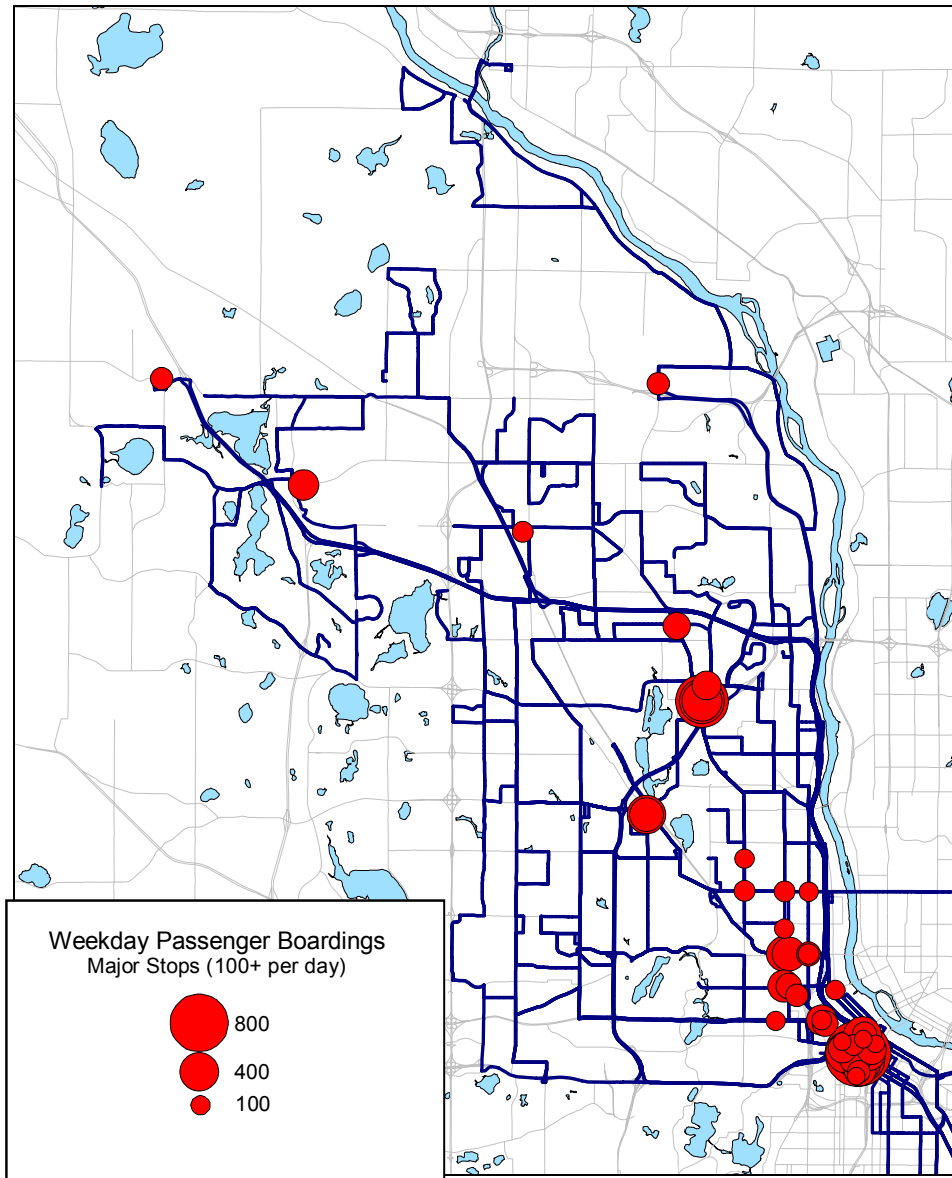
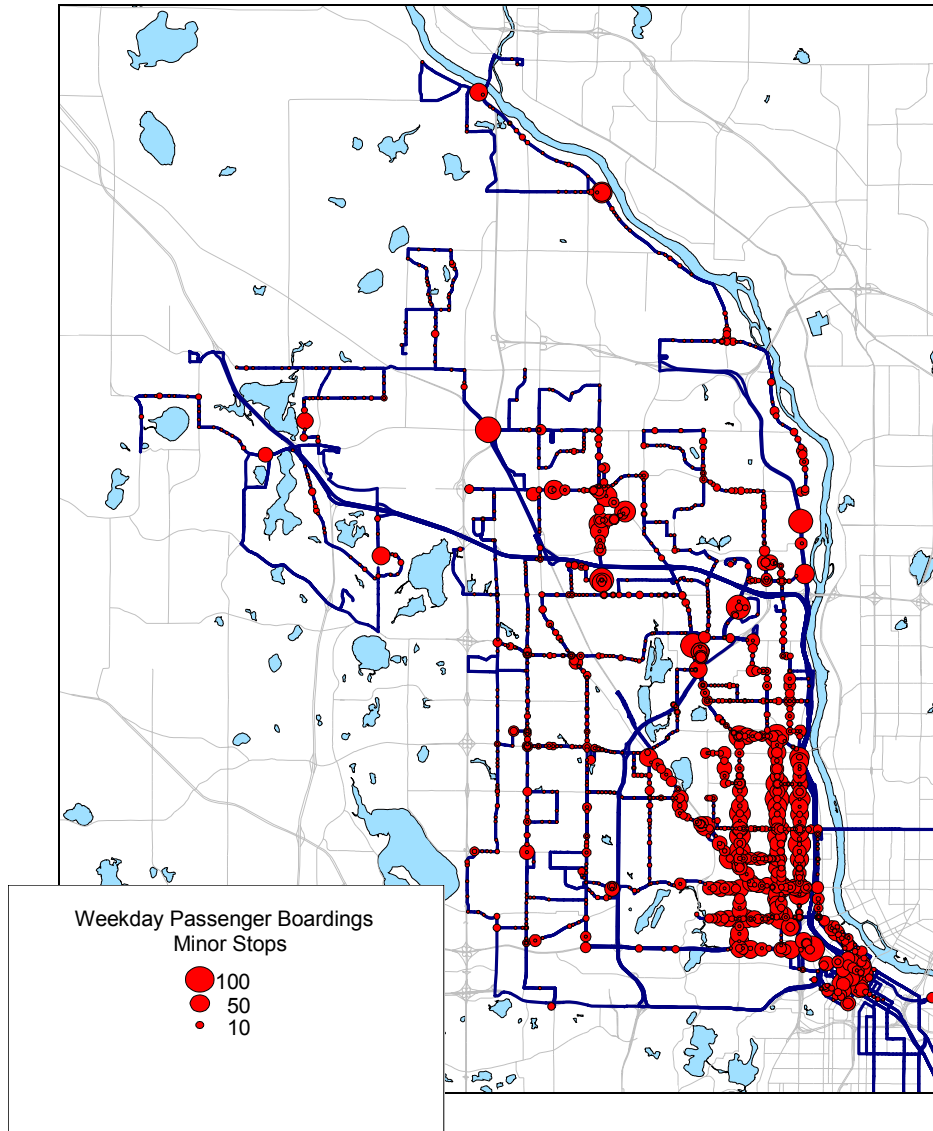


Exhibit 4.1.4A and Exhibit 4.1.4B illustrate the spatial distribution within the study area of the weekday passenger boardings over a whole day. As expected, concentrations of passenger boardings occur in downtown Minneapolis, along Broadway, at Robbinsdale Transit Center, at Brookdale Transit Center, and at selected park-and-ride locations.

**Exhibit 4.1.4A: Weekday Passenger Boardings (Ons over 100)**



**Exhibit 4.1.4B: Weekday Passenger Boardings (Ons under 100)**



**Weekend Transit Ridership**

Approximately 320 hours of revenue transit service is provided each Saturday and 200 hours each Sunday in the Sector 8 study area. The distribution of these revenue hours is illustrated in the top chart of Exhibit 4.1.5. Approximately 60% of these revenue hours are provided between 9:00 am and 6:00 pm.

Exhibit 4.1.5 also illustrates the distribution of total number of passenger boardings or ons counted during the ride check surveys throughout Saturdays and Sundays. A total of about 11,000 boardings were counted on Saturday, with 65% occurring between 9:00 am and 6:00 pm. On Sunday, about 7,000 boardings were counted with 70% occurring between 9:00 am and 6:00 pm.

Exhibit 4.1.5 illustrates the average number of boardings per revenue hour for all weekend trips with start times during the same thirty minutes. This chart shows that the level of transit service in Sector 8 throughout weekend days is reasonably well matched with the distribution of demand throughout the day.

**Exhibit 4.1.5: Service and Boardings by Time of Day (Weekends)**

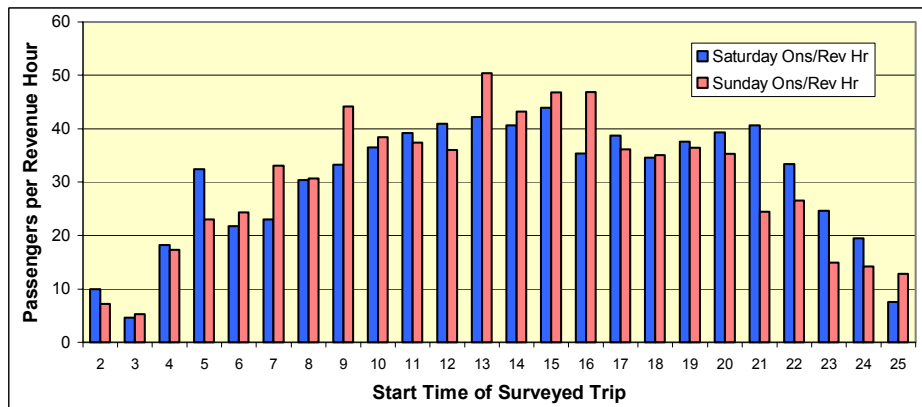
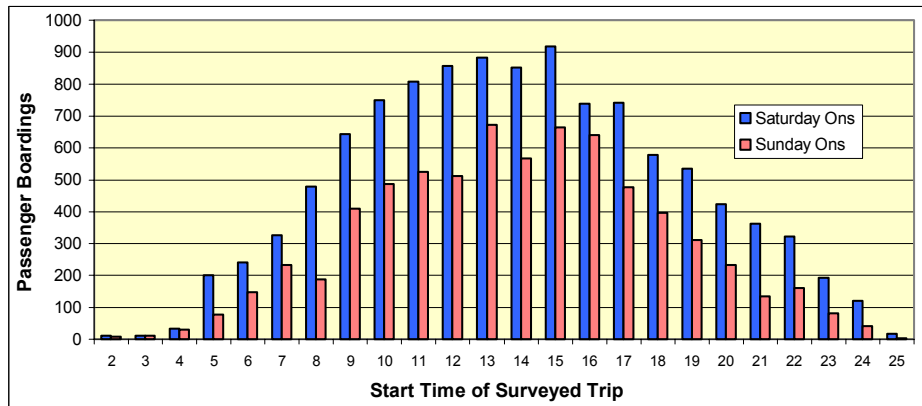
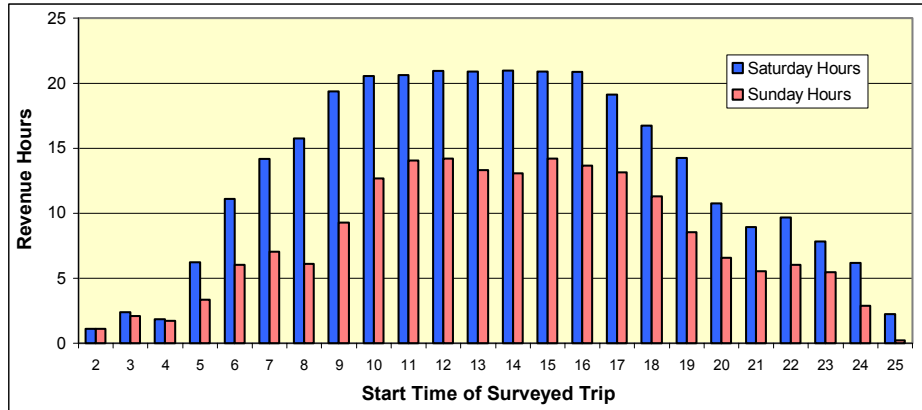
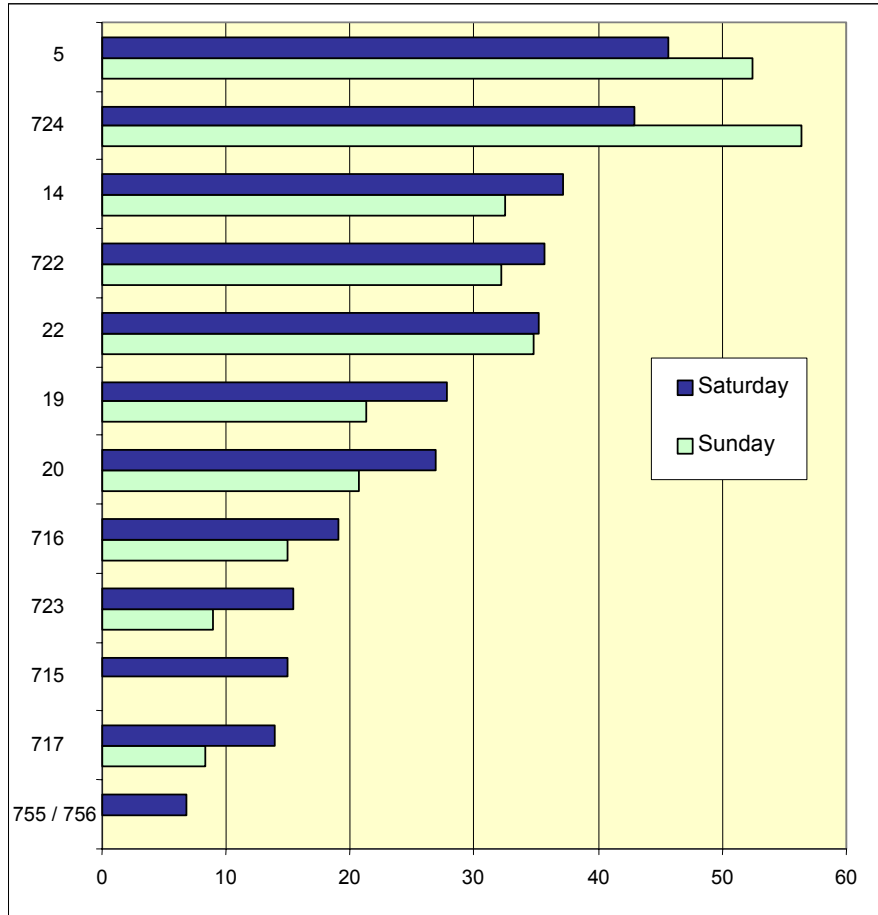


Exhibit 4.1.6 illustrates passenger boardings per revenue hour for the surveyed routes on Saturdays and Sundays. Relatively strong route performance is exhibited by Routes 724, and 5. Routes with lower ridership include 715, 717, 723 and 755/756.

**Exhibit 4.1.6: Boardings per Revenue Hour by Route (Weekends)**



## 4.2 BOARDINGS BY ROUTE AND DAY OF WEEK

Exhibits 4.2.1 - .3 present the all-day boardings per stop on each of the routes for an average weekday, Saturday and Sunday during the survey period. These are superimposed on the land use density map to show the correlation between boardings and population and employment densities.

The exhibits indicate some very high volume transit routes in the north-south direction through North Minneapolis and Robbinsdale to Brooklyn Center, generally focusing on the major transit centers. As expected, the boardings are much higher on the weekdays than on Saturdays, which are higher again than on Sundays. The limited Saturday and Sunday service is also evident by the limited routings and boardings.

# Exhibit 4.2.1 Ridership and Service Weekdays

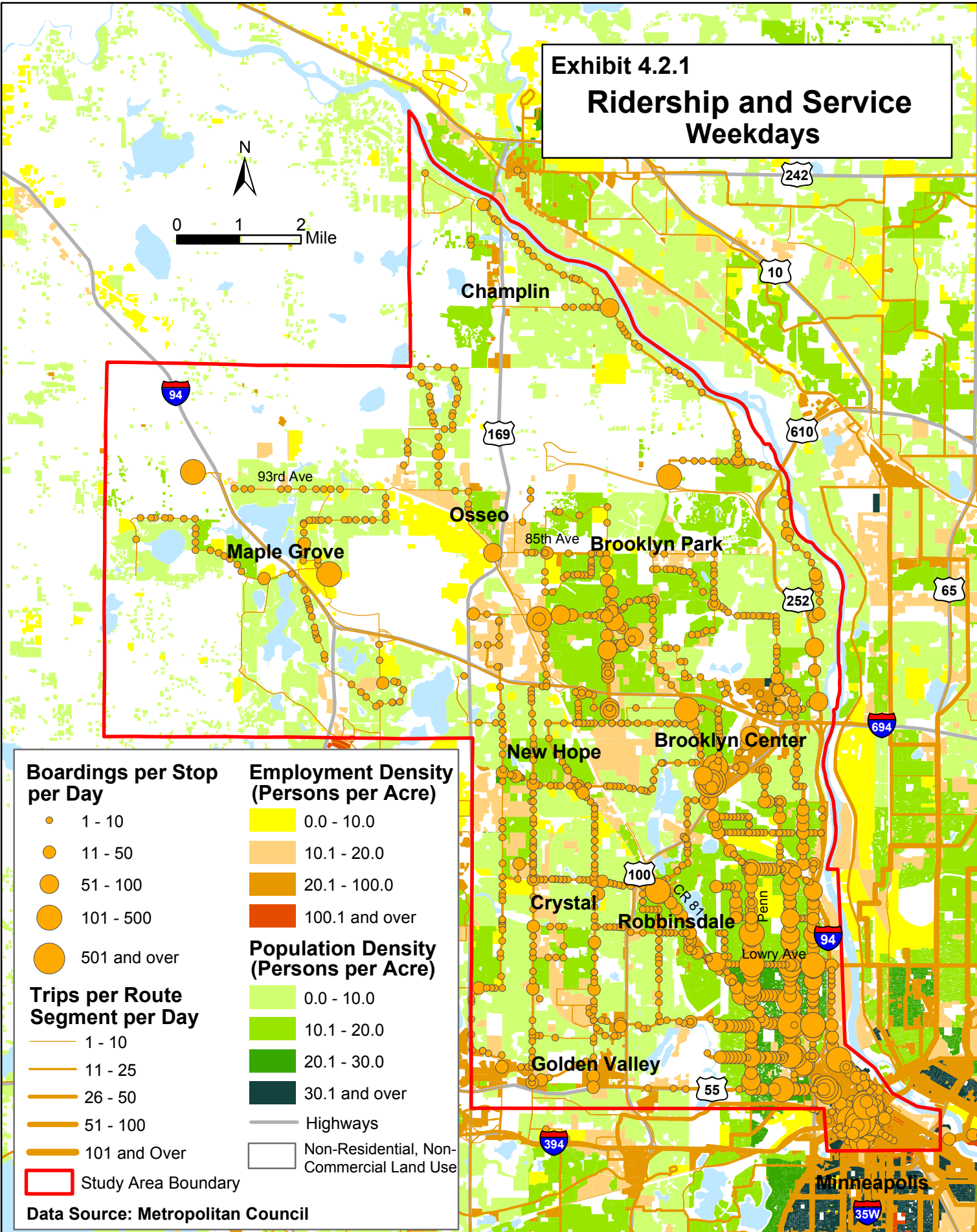
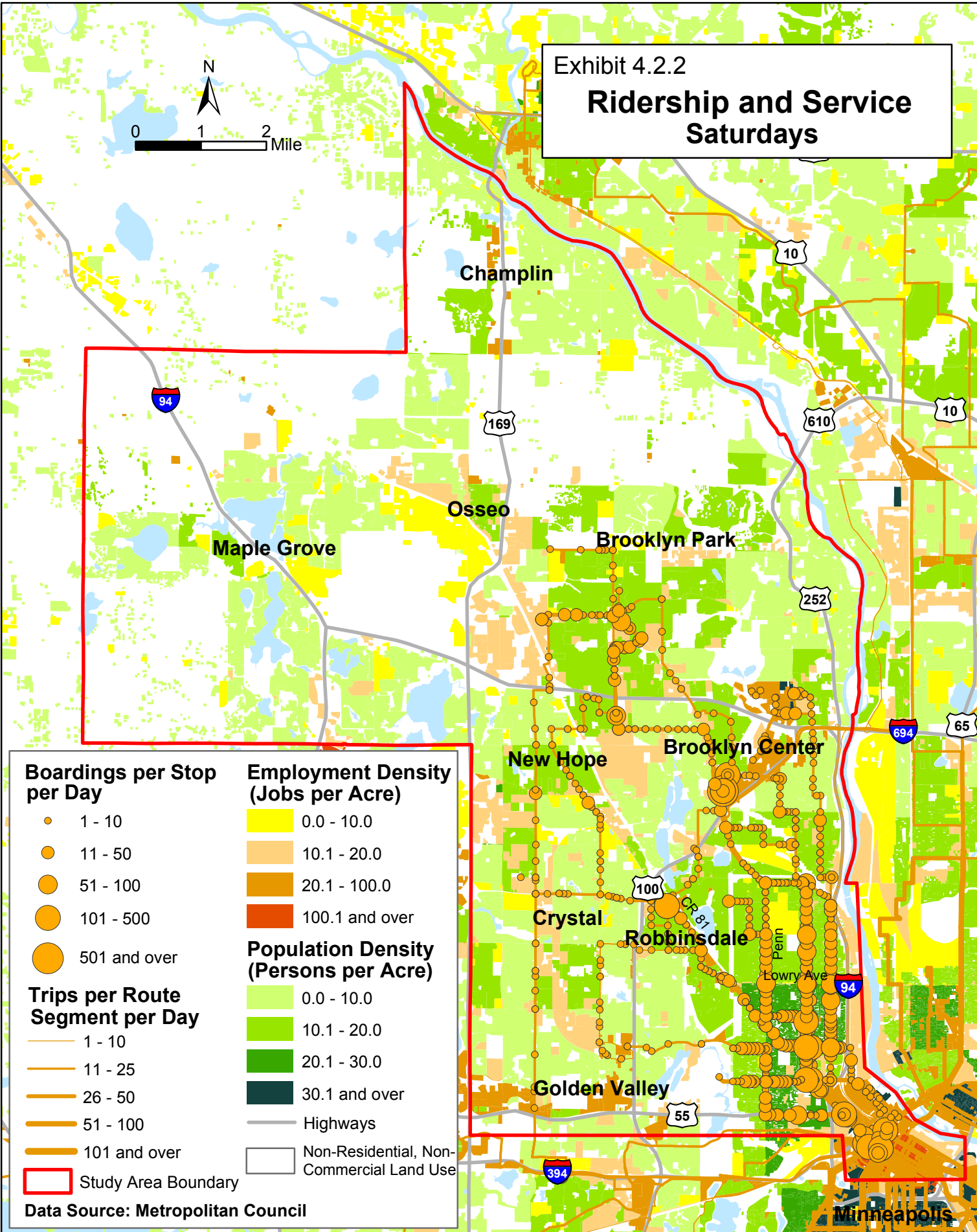


Exhibit 4.2.2  
**Ridership and Service Saturdays**



**Boardings per Stop per Day**

- 1 - 10
- 11 - 50
- 51 - 100
- 101 - 500
- 501 and over

**Trips per Route Segment per Day**

- 1 - 10
- 11 - 25
- 26 - 50
- 51 - 100
- 101 and over
- ▭ Study Area Boundary

**Employment Density (Jobs per Acre)**

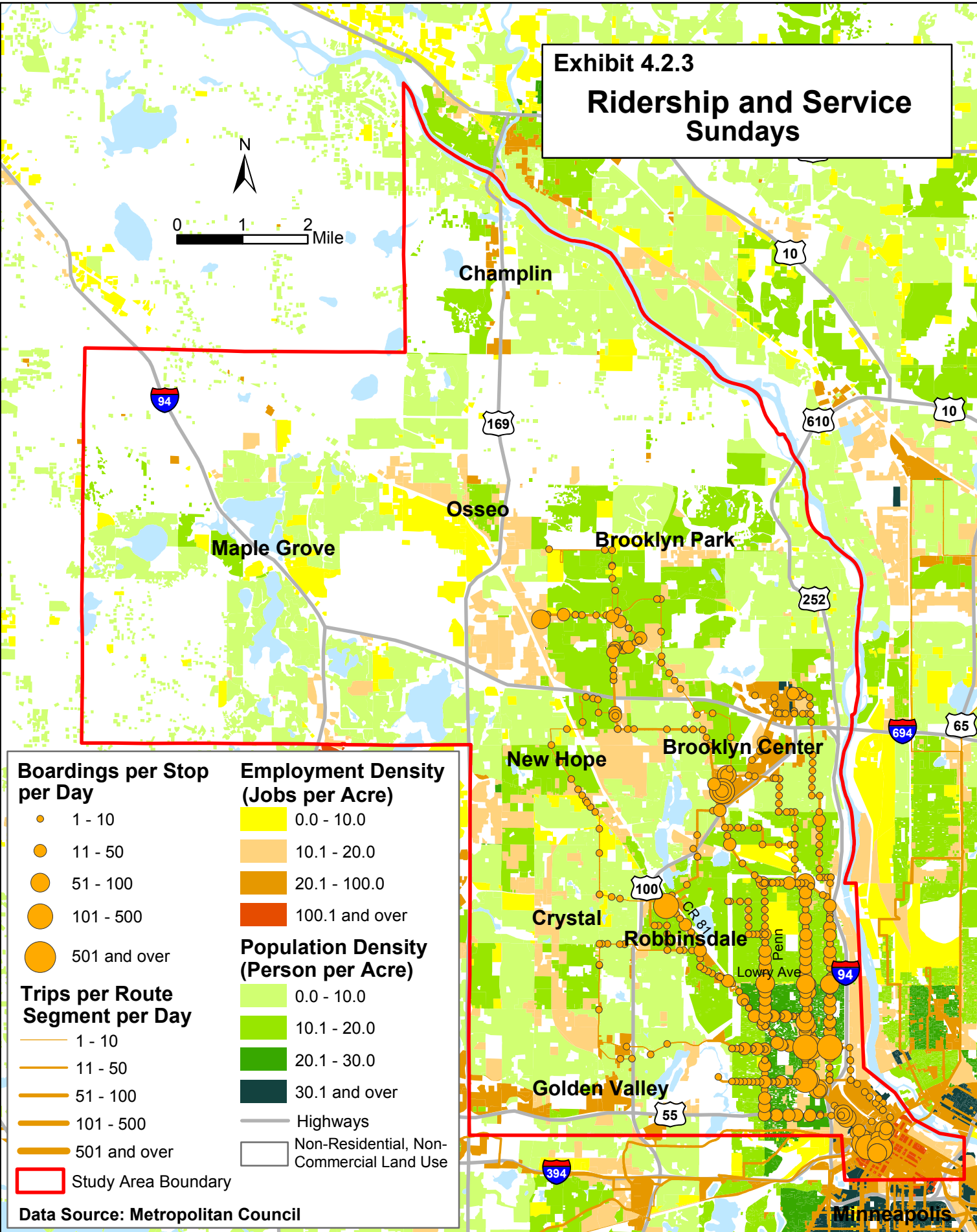
- 0.0 - 10.0
- 10.1 - 20.0
- 20.1 - 100.0
- 100.1 and over

**Population Density (Persons per Acre)**

- 0.0 - 10.0
- 10.1 - 20.0
- 20.1 - 30.0
- 30.1 and over
- Highways
- ▭ Non-Residential, Non-Commercial Land Use

Data Source: Metropolitan Council

# Exhibit 4.2.3 Ridership and Service Sundays



**Boardings per Stop per Day**

- 1 - 10
- 11 - 50
- 51 - 100
- 101 - 500
- 501 and over

**Trips per Route Segment per Day**

- 1 - 10
- 11 - 50
- 51 - 100
- 101 - 500
- 501 and over

Study Area Boundary

**Employment Density (Jobs per Acre)**

- 0.0 - 10.0
- 10.1 - 20.0
- 20.1 - 100.0
- 100.1 and over

**Population Density (Person per Acre)**

- 0.0 - 10.0
- 10.1 - 20.0
- 20.1 - 30.0
- 30.1 and over

- Highways
- Non-Residential, Non-Commercial Land Use

Data Source: Metropolitan Council

### 4.3 RIDERSHIP BY ROUTE

Appendix A to this report presents the boardings on each route by direction superimposed on the land use map within the corridor. The figures also present the route description, areas served, demographic statistics, service route frequencies and span of service, as well as service performance.

Service performance is summarized for each of the routes in Exhibits 4.3.1 - 4.3.3, for the urban and suburban local services and the express services, respectively, for weekdays, Saturdays and Sundays. The routes are sorted by high performance to low performance in terms of passengers per revenue hour.

The values in these tables reflect the service levels and ridership during the fall of 2001. The revenue hours for routes that travel through downtown Minneapolis are for services north of Nicollet Mall. For Route 32, only the portion of the route west of Washington Avenue is included in the study. Passengers per revenue hour are from Metro Transit's farebox analysis for October 2001 where available.

**Exhibit 4.3.1: Weekday Route Performance**

Type	Route	Revenue Hours	Passengers per Revenue Hour
<b>Urban</b>	M-5	135.8	64.2
	M-14	64.1	49.9
	M-22	71.2	43.6
	M-19	55.1	41.8
	P-52K	3.3	40.0
	M-20	19.9	33.5
	M-32	17.6	21.1
<b>Suburban</b>	M-724	36.7	57.7
	M-721	15.9	39.2
	M-722	13.0	33.2
	M-715	15.4	21.2
	P-755/756	39.3	20.0
	M-716	12.7	18.5
	M-723	13.0	16.4
	M-717	11.9	12.3
<b>Express</b>	M-758	3.6	57.0
	M-94E	1.8	53.7
	M-760	23.4	43.9
	M-763	9.7	41.7
	M-764	4.9	39.4
	M-766	43.3	39.1
	M-765	6.3	37.9
	M-94GK	10.3	36.7

**Exhibit 4.3.2: Saturday Route Performance**

Type	Route	Revenue Hours	Passengers per Revenue Hour
Urban	M-5	97.5	55.4
	M-22	46.1	38.1
	M-14	46.5	36.8
	M-19	28.0	34.6
	M-20	14.4	23.3
Suburban	M-724	20.5	55.2
	M-722	8.4	35.8
	M-723	10.0	15.6
	M-716	11.0	14.1
	M-715	10.7	12.9
	M-717	8.8	11.5
	P-755	7.8	6.8

**Exhibit 4.3.3: Sunday Route Performance**

Type	Route	Revenue Hours	Passengers per Revenue Hour
Urban	M-5	57.4	61.9
	M-22	31.7	37.7
	M-14	27.6	35.1
	M-19	25.5	33.2
	M-20	7.9	20.0
Suburban	M-724	12.0	58.8
	M-722	6.6	32.1
	M-723	7.7	10.6
	M-717	5.5	8.1
	M-716	7.8	7.5

## **5.0 SUMMARY OF DEFICIENCIES AND OPPORTUNITIES**

This section summarizes notable deficiencies in terms of service quality and performance for the routes in Sector 8, along with potential opportunities for improvements. These assessments are based on the analyses presented earlier in this report and are evaluated against the Metro Council Transit Service Design Standards.

It should be noted that the identification of specific deficiencies does not necessarily suggest that there are feasible remedial actions. Some may have had better service in the past and have not had the ridership to support the service. All, however, may have potential for improvement, perhaps through route restructuring or other strategy, or as a result of recent growth or other changes. This will be the subject of the later phases of this study.

### **5.1 NORTH MINNEAPOLIS URBAN SERVICES**

As the true “urban” portion of Sector 8, North Minneapolis is comprised of denser, more mature neighborhoods with a relatively high percentage of low-income neighborhoods. As is typical in these types of neighborhoods in other cities, this area has a relatively good level of transit service. It also has a correspondingly good level of transit ridership based on a well-established, traditional transit riding habit consistent with its long-standing history of good transit service.

As described earlier, the services in North Minneapolis generally meet the Service Design Standards. The only notable deficiencies and opportunities for improvement in North Minneapolis identified in this analysis are as follows:

#### **Route Structure**

The route layout in North Minneapolis is essentially a grid pattern, but the grid is not complete and has some significant gaps. In particular, there are two services on Penn (Route 5 north of 26<sup>th</sup> Avenue and Route 19 south of Golden Valley Road), which do not connect and do not allow access to some important east-west services (including Broadway). Similarly, service on Golden Valley Road operates only as far as Penn and does not connect to other north-south services or the important commercial district along Broadway.

The prime benefit of a true grid pattern is the ability to get from an origin to a destination with no more than one transfer. For this to happen, the grid needs to be complete so that all north-south routes intersect all east-west routes and vice versa. Consideration should thus be given to restructuring Routes 5 and 19 to provide complete routings along the full length of both Penn and Golden Valley Road.

#### **Route Coverage and Service Frequencies**

Even though service levels are quite good overall in North Minneapolis, some branches have poor or no service during low-demand times. Diverting some service from other branches, even if only a few trips, could provide better balanced coverage. The most notable example is the 49<sup>th</sup> Avenue and 51<sup>st</sup> Avenue branch of Route 5, where virtually all service is concentrated on

the Osseo Road routing during evenings. This results in a 20-minute service on this portion (more than the 30-minute standard in the 1996 Service Design Standards), whereas retaining evening service on the 49<sup>th</sup>-51<sup>st</sup> branch could still keep a 30-minute service on Osseo Road.

Also, the Lowry route and corridor has no service evenings and weekends. This is a corridor where significant new developments are planned.

## **5.2 SUBURBAN LOCAL SERVICES**

As detailed in the earlier analysis, the transit service in the suburban areas is generally characterized as having significantly less coverage and lower service levels than in the urban areas. Even though this reflects the overall lower population and employment densities and the lower traditional ridership levels in the suburbs, many of these services fall well short of the Service Design Standards in terms of frequencies, span of service and route spacing.

The primary exception to this pattern is during the peak periods, where express commuter services provide much of the suburban area with generally better coverage and service frequencies. These are discussed in the next section.

The more significant deficiencies and potential opportunities for improvement are detailed below.

### **Route Coverage**

As noted earlier, service coverage varies considerably by time of day and day of the week. During weekdays, most areas have coverage, although some services are quite infrequent. A few newly-developed areas do not have service or have minimal service, such as the northern parts of Brooklyn Park (Brookdale Drive, 85<sup>th</sup> Avenue, Edinburgh Drive) and Champlin Boulevard.

The coverage during low-demand times, especially evenings and weekends, is generally quite poor, with many routes not operating at certain times of the day or days of the week. Some of the more noteworthy examples include:

- Routes 721, 755, 756 and 766 – no evening or weekend service to large areas within the Sector;
- Route 717, the Noble branch of Route 19 and the Humboldt-85<sup>th</sup> Avenue extension of Route 22 – no weekend service;
- Routes 715 and 716 – no Saturday evening or Sunday service, resulting in no Sunday service in the suburban area west of County Road 81, other than the Route 19 branch on St. Croix, Douglas and 36<sup>th</sup> Avenue;
- No Saturday or Sunday evening service in any suburban areas, except Route 724.

Even though ridership during these times has generally been unable to support better service, a restructuring of the suburban routings, even with low frequencies, may be able to provide a basic service on the major corridors and to key destinations.

## **Service to Key Destinations**

Suburban local services tend to focus on the main suburban shopping areas, especially Brookdale, Robbinsdale and the Starlite Center. Commercial centers not well served include Four Seasons Mall (focal point for Plymouth services on the edge of the Metro Transit Sector 8 service area) and Champlin Boulevard. Both the Broadway and Brooklyn Boulevard commercial areas are served but the service on Brooklyn Boulevard is fragmented and the service on Broadway has recently been reduced on weekends (no Saturday evening or Sunday service).

The Brooklyn Center (Shingle Creek) civic center and employment area also has regular service, mostly connecting to Brookdale Shopping Center. Other nearby services, however, (Route 766 and the Humboldt-Brookdale branch of Route 22) bypass this important commercial area and could be rerouted.

Two of the most important destinations in the suburban area, and those with good transit ridership potential, are the two colleges, which have limited service during off-peak times. North Hennepin Community College has service along 85<sup>th</sup> Avenue and Zane to Brookdale Shopping Center (Route 723, hourly service, except weekend evenings, and somewhat circuitous), but lacks a north-south connection to Starlite Center and the Broadway corridor. Hennepin Technical College has an hourly service along Boone and Bass Lake Road (Route 721) but no service to nearby Starlite Center and connecting routes. A route restructuring could potentially upgrade both of these destinations into secondary transit route focal points.

## **Route Structure**

The overall suburban route structure is built around the two focal points at Robbinsdale and Brookdale, which also serve as terminus points for local routes in North Minneapolis. Brookdale Center has an hourly express link to Downtown Minneapolis, but Robbinsdale has to rely on local services (Routes 14 and 19) for connections to downtown. Connections at the two focal points are discussed in the next section.

Most suburban local routes are on main arterial streets and are generally quite direct. A few are somewhat circuitous, such as Route 723, which results in a lack of a continuous transit service on Brooklyn Boulevard (a busy commercial arterial). Service on Douglas is also non-continuous, especially south of 42<sup>nd</sup> Avenue.

Connections to adjacent, non-downtown focal points are limited. Route 32 connects the Lowry corridor to Rosedale and other destinations east of the Mississippi River, but does not operate evenings or weekends. The service on Winnetka used to provide a Saturday-only link to the Louisiana Avenue Transit Center, but now only a couple of early morning and late night trips exist. There are also no links to the Plymouth services at Four Seasons Mall, nor to the new Maple Grove commercial center.

## **Connections and Transferability**

At both Robbinsdale and Brookdale, local services that terminate are generally intended to connect with each other and with downtown connectors. The connections are fairly good at Brookdale, with full meets every hour. The meets at Robbinsdale are not as good, with some hourly local routes leaving 30 minutes apart and the downtown connector (Route 14) leaving every 20 minutes.

Times at other transit centers, such as Starlite Center, tend to be more random, since times are set by meets at the two main focal points. Thus, transfers are inconvenient.

## **Off-peak Service Frequencies**

With a few exceptions, most suburban local services have only a 60-minute frequency, which is at the low end of the Service Design Standard. Where routes meet consistently at a timed-transfer focal point, the service works reasonably well but, as noted above, this is not the case at all places.

In some areas, service is much less frequent and falls well short of the Service Design Standard, as detailed in an earlier section. The north Brooklyn Park area (Humboldt-Brookdale Drive), for example, has only three trips during the mid-day, and these are extensions of Route 22, which do not connect to Brookdale Center. Mid-day frequencies on Routes 755, 756 and 766 are only every two hours, as are Routes 715 and 716 on Saturdays.

Service frequencies generally are no worse during evenings and weekends. Where demand is low, service tends to not be provided at all, rather than being reduced to a lower frequency.

## **5.3 PEAK-PERIOD EXPRESS SERVICES**

A series of downtown express services provide commuter services between the suburban areas and Downtown Minneapolis during peak periods. They typically overlay suburban local services and extend to and from downtown via the freeways. In some cases, they duplicate local services and in other cases they replace the local services. Most also serve park-and-ride facilities, which they rely on for much of their ridership.

The peak-period commuter expresses generally perform well and are well used. There are some deficiencies and opportunities for improvement and these are described below.

## **Route Coverage**

The peak-period express services cover much of the built-up areas in the Sector 8 suburbs but not all. In particular, relatively new areas, especially in north Brooklyn Park (Brookdale Drive, 85<sup>th</sup> Avenue, Edinburgh Drive) and Champlin (Champlin Boulevard) have little or no service, although there is a fair amount of medium-density residential developments in these areas that should be able to support transit.

## **Route Structure**

The route structure of most peak express services (residential local, park-and-ride, freeway express) works fairly well, although the local portion on some routes can be quite long and circuitous. Examples include the outer portions of Routes 94 G and K, which have long local sections before reaching the freeway. The outer portion of Route 763 is also circuitous in that the first part operates in the opposite direction to the commute direction.

## **Off-peak Service Frequencies**

The service frequency on most of the peak express routes is about every 30 minutes, with schedules timed to meet the downtown office start and finish times. Some routes, however, only offer one or two trips in each peak hour. Notable examples include Routes 94 E and G, which serve similar areas and could be restructured to offer a broader span of service with, perhaps two routes covering the area now served by three (94 E, G and K).

## Appendix



# Sector 8 Planning Study

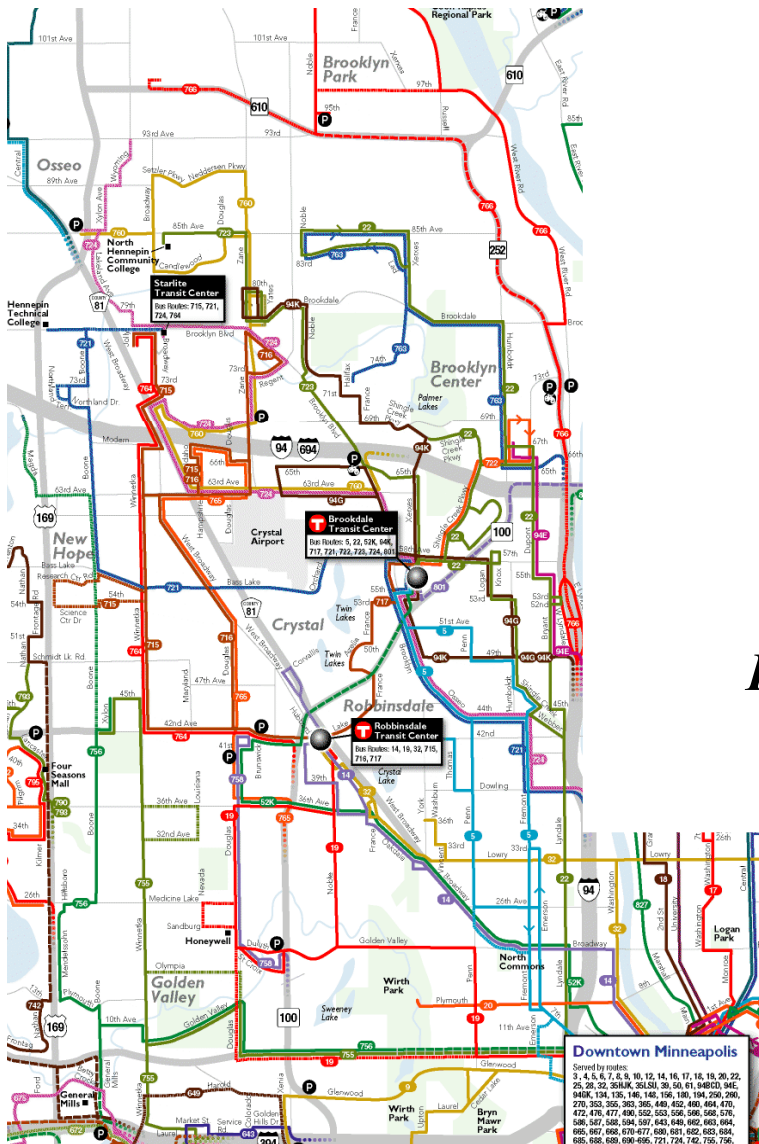
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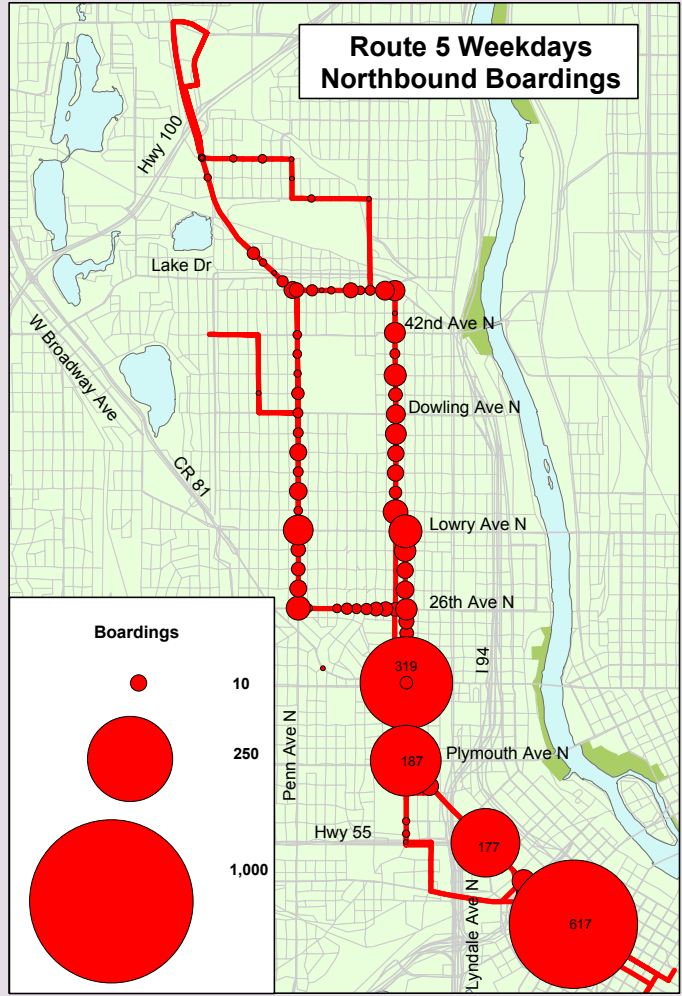
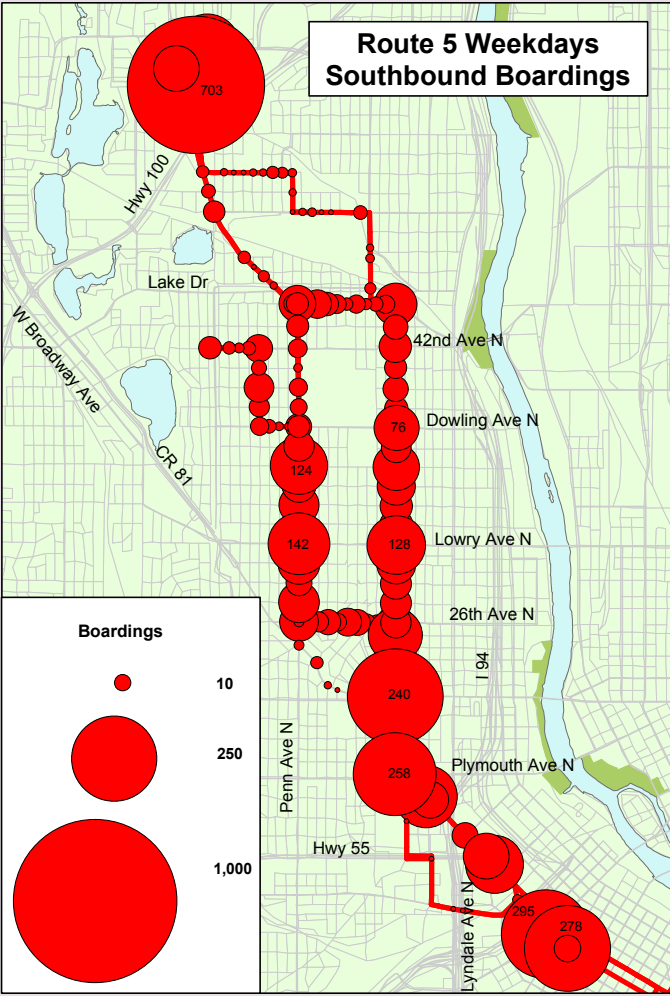
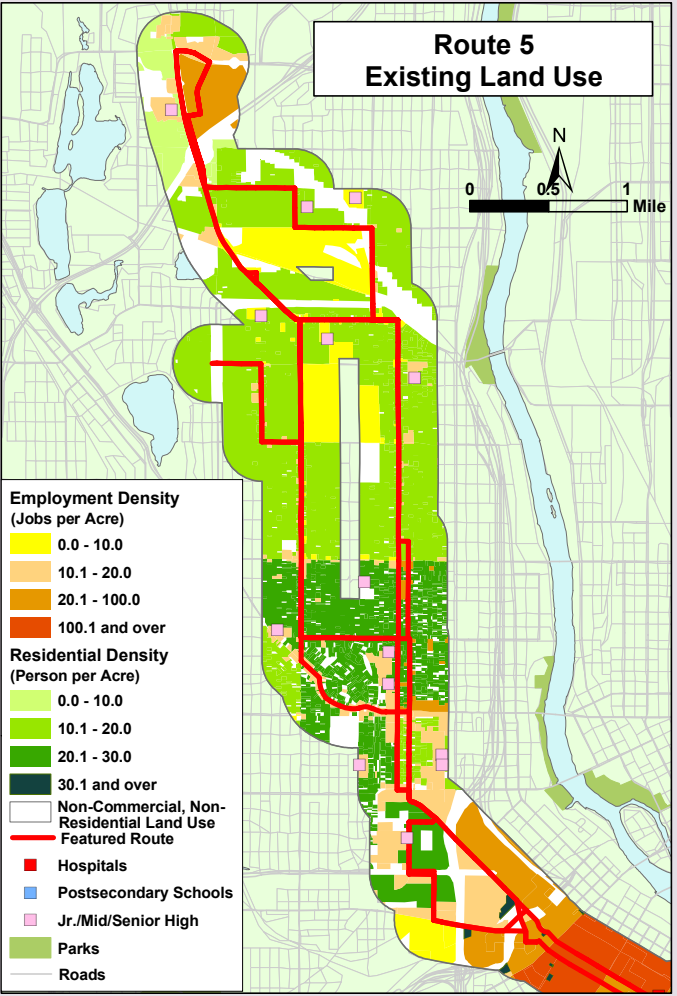
### *Appendix A Ride Check Route Maps and Boardings*

Prepared By



August 2003





**Route Description**

Penn Ave, Fremont Ave, Downtown Minneapolis, Chicago Ave, Portland Ave, 79th St

**Destinations Served**

Brooklyn Center, North Minneapolis, Downtown Minneapolis, South Minneapolis, Richfield, Bloomington, Mall of America

**Route Area Demographic Statistics**

Population (persons)	73,951
Residential Density (persons/acre)	19
Employment (# of jobs)	122,877
Employment Density (jobs/acre)	53

**Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
5 - 7	7 - 10	5 - 7	10 - 15	60	10	10 - 15

**Span of Service**

	Weekday	Saturday	Sunday
Current	1:19am - 1:43am	1:19am - 1:42am	1:19am - 1:38am

**Service Performance (Fall 2001)**

	Weekday				Sat	Sun
	AM	MID	PM	EVE	Overall	
Revenue Hours	21.6	50.8	27.4	36.0	135.8	97.5
Unlinked Boardings	1,357	3,203	1,652	1,464	7,676	5,139
Passengers per Rev. Hour	63	63	60	41	57	57

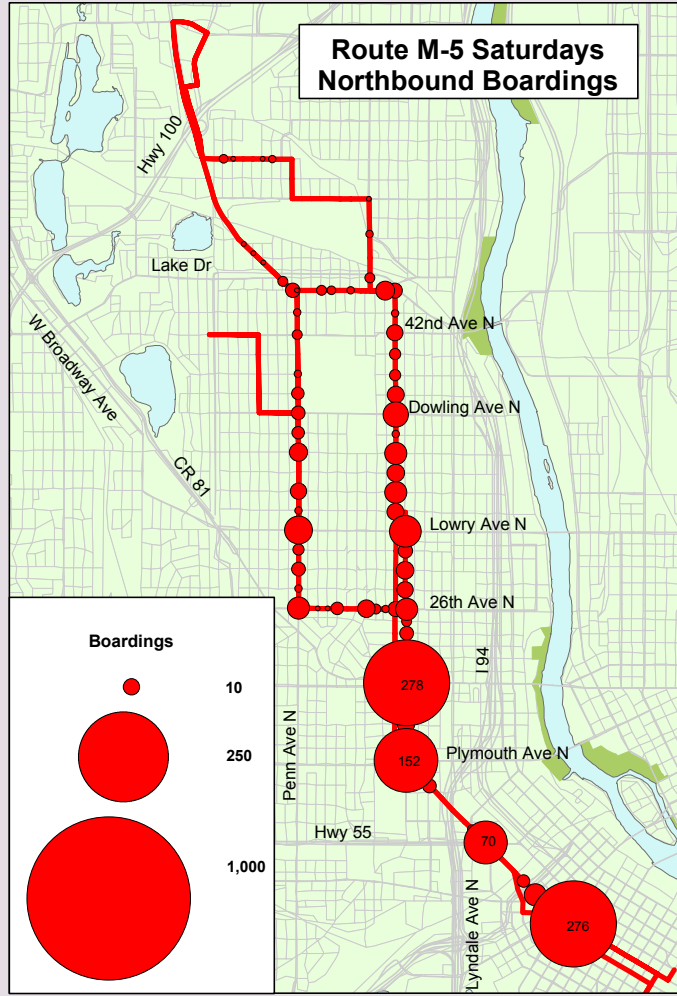
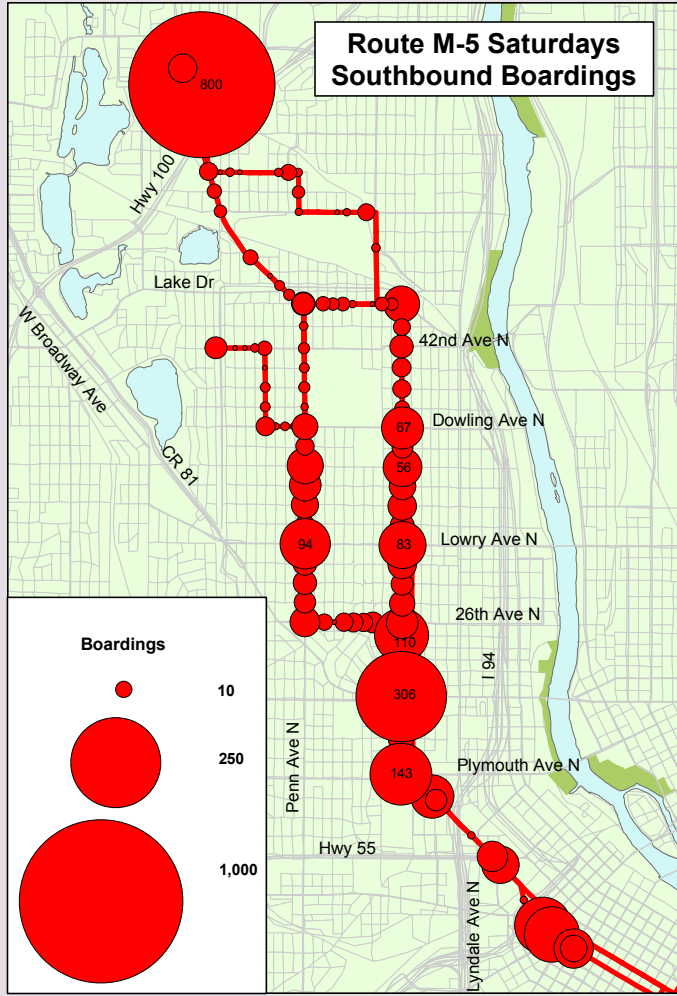
Note: On through routes, statistics presented herein refer to Sector 8 portion only

## Route 5

Brooklyn Center  
-  
South Minneapolis

### Weekday Boardings

June 2003



**• Route Description**  
 Penn Ave, Fremont Ave,  
 Downtown Minneapolis, Chicago Ave, Portland Ave,  
 79th St

**• Destinations Served**  
 Brooklyn Center, North Minneapolis,  
 Downtown Minneapolis, South Minneapolis, Richfield,  
 Bloomington, Mall of America

**• Route Area Demographic Statistics**

Population (persons)	73,951
Residential Density (persons/acre)	19
Employment (# of jobs)	122,877
Employment Density (jobs/acre)	53

Note: On through routes, statistics presented herein refer to Sector 8 portion only

**• Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
5 - 7	7 - 10	5 - 7	10 - 15	60	10	10 - 15

**• Span of Service**

	Weekday	Saturday	Sunday
Current	1:19am - 1:43am	1:19am - 1:42am	1:19am - 1:38am

**• Service Performance (Fall 2001)**

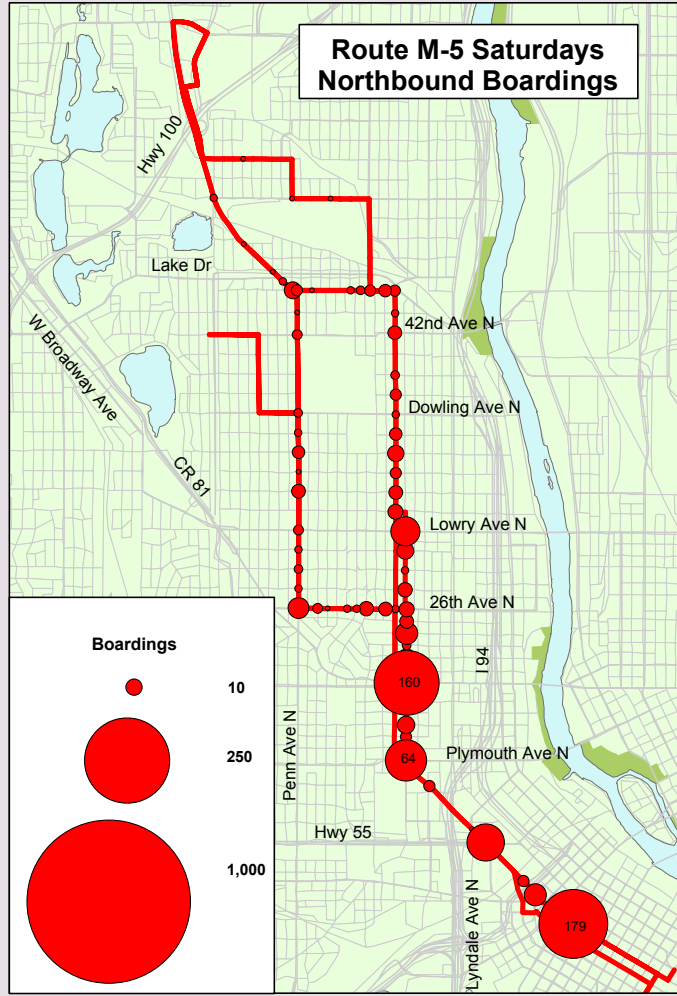
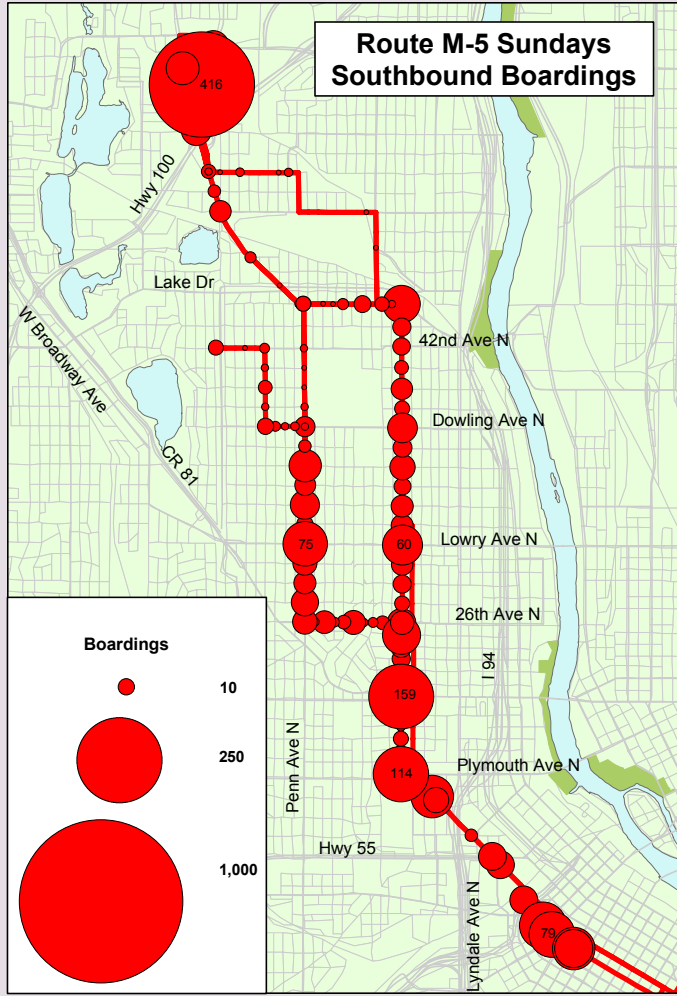
Weekday					Sat	Sun
AM	MID	PM	EVE	Overall		
21.6	50.8	27.4	36.0	135.8	97.5	57.4
1,357	3,203	1,652	1,464	7,676	5,139	3,254
63	63	60	41	57	53	57

## Route 5

Brooklyn Center  
 -  
 South Minneapolis

### Saturday Boardings

June 2003



**• Route Description**  
 Penn Ave, Fremont Ave,  
 Downtown Minneapolis, Chicago Ave, Portland Ave,  
 79th St

**• Destinations Served**  
 Brooklyn Center, North Minneapolis,  
 Downtown Minneapolis, South Minneapolis, Richfield,  
 Bloomington, Mall of America

**• Route Area Demographic Statistics**

Population (persons)	73,951
Residential Density (persons/acre)	19
Employment (# of jobs)	122,877
Employment Density (jobs/acre)	53

Note: On through routes, statistics presented herein refer to Sector 8 portion only

**• Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
5 - 7	7 - 10	5 - 7	10 - 15	60	10	10 - 15

**• Span of Service**

	Weekday	Saturday	Sunday
Current	1:19am - 1:43am	1:19am - 1:42am	1:19am - 1:38am

**• Service Performance (Fall 2001)**

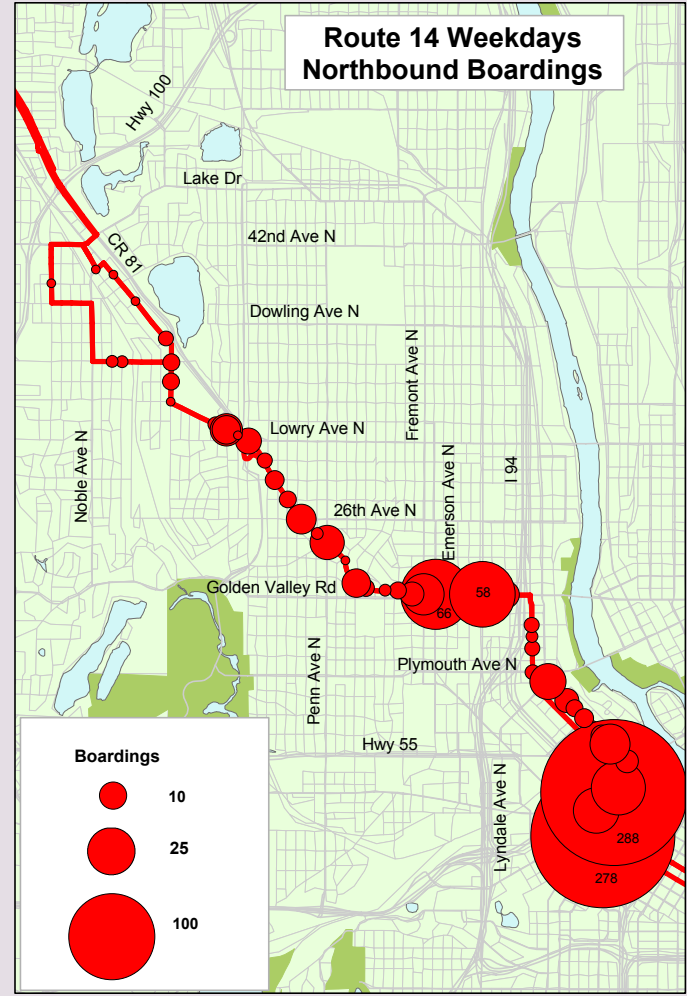
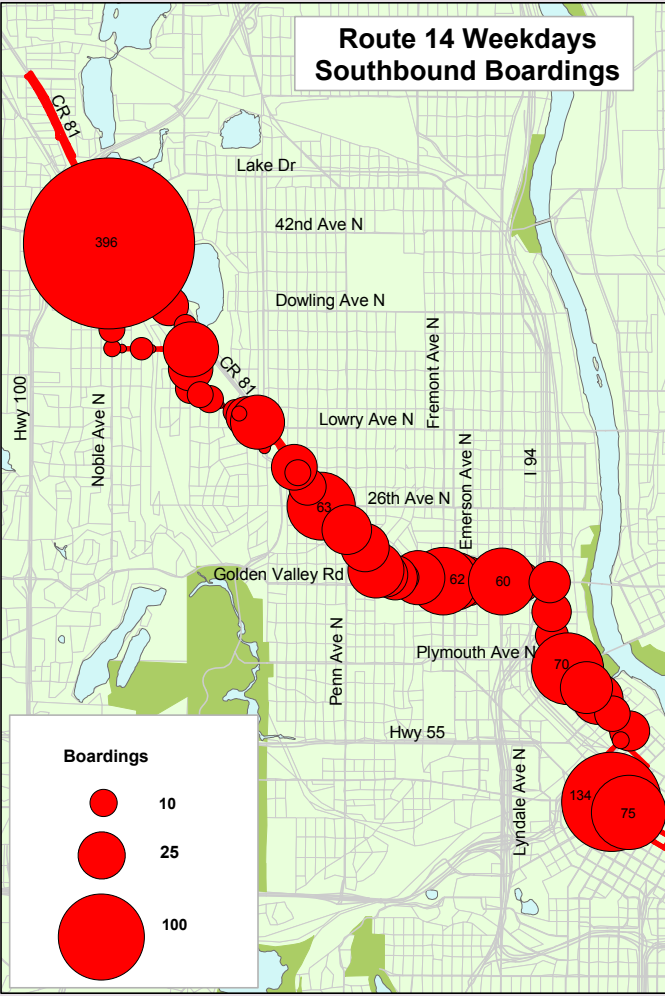
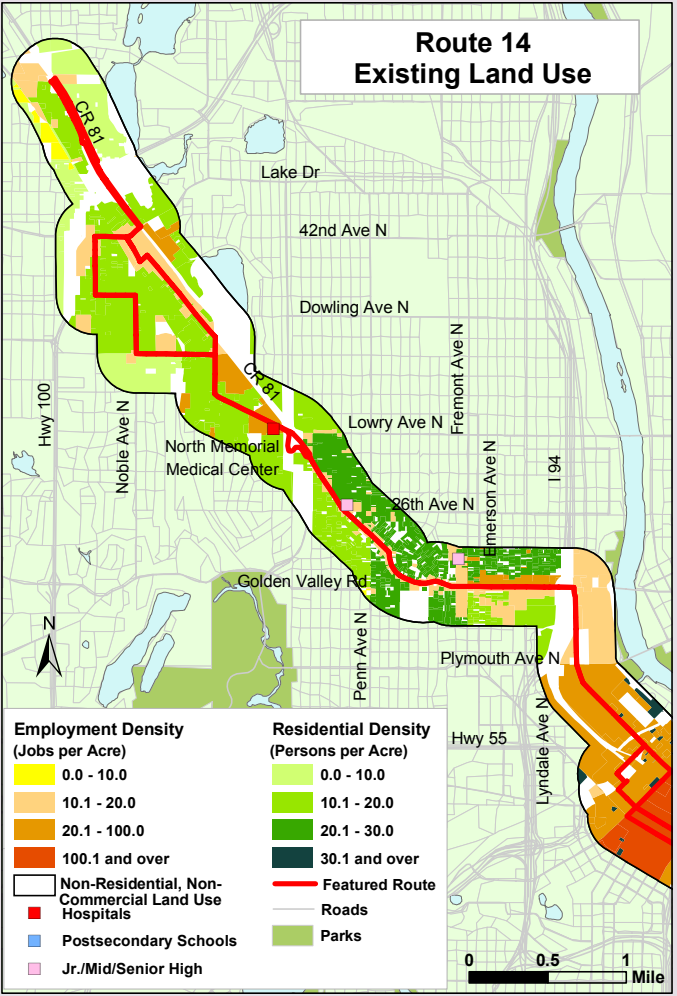
Weekday					Sat	Sun	
AM	MID	PM	EVE	Overall			
Revenue Hours	21.6	50.8	27.4	36.0	135.8	97.5	57.4
Unlinked Boardings	1,357	3,203	1,652	1,464	7,676	5,139	3,254
Passengers per Rev. Hour	63	63	60	41	57	53	57

## Route 5

Brooklyn Center  
 -  
 South Minneapolis

### Sunday Boardings

June 2003



**Route Description**

Serves Robbinsdale Transit Center, West Broadway Ave, Washington Ave, Downtown Minneapolis, Bloomington Ave

**Destinations Served**

Robbinsdale, West Broadway Ave, North Minneapolis, Downtown Minneapolis, South Minneapolis

**Route Area Demographic Statistics**

Population (persons)	50,138
Residential Density (persons/acre)	23
Employment (# of jobs)	129,815
Employment Density (jobs/acre)	94

Note: On through routes, statistics presented herein refer to Sector 8 portion only

**Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
10 - 15	20	10 - 15	30	-	20	30 - 60

**Span of Service**

	Weekday	Saturday	Sunday
Current	4:22am - 1:37am	5:17am - 1:38am	5:34am - 12:37am

**Service Performance (Fall 2001)**

Weekday					Sat	Sun
AM	MID	PM	EVE	Overall		
14.4	20.4	14.9	14.4	64.1	46.5	27.6
612	1,021	687	374	2,694	1,620	881
43	50	46	26	42	35	32

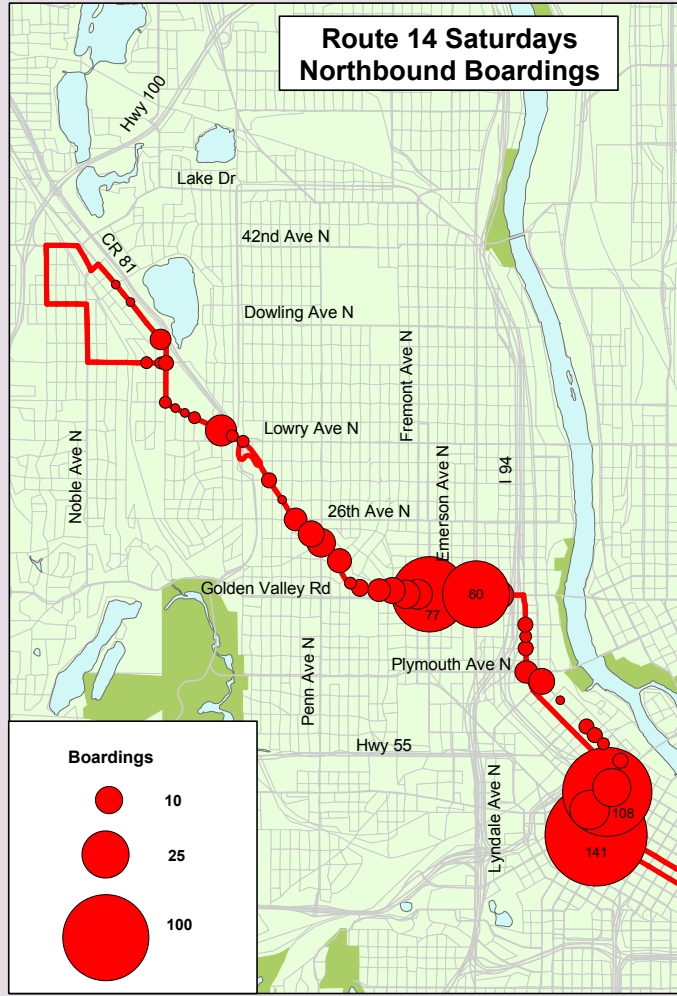
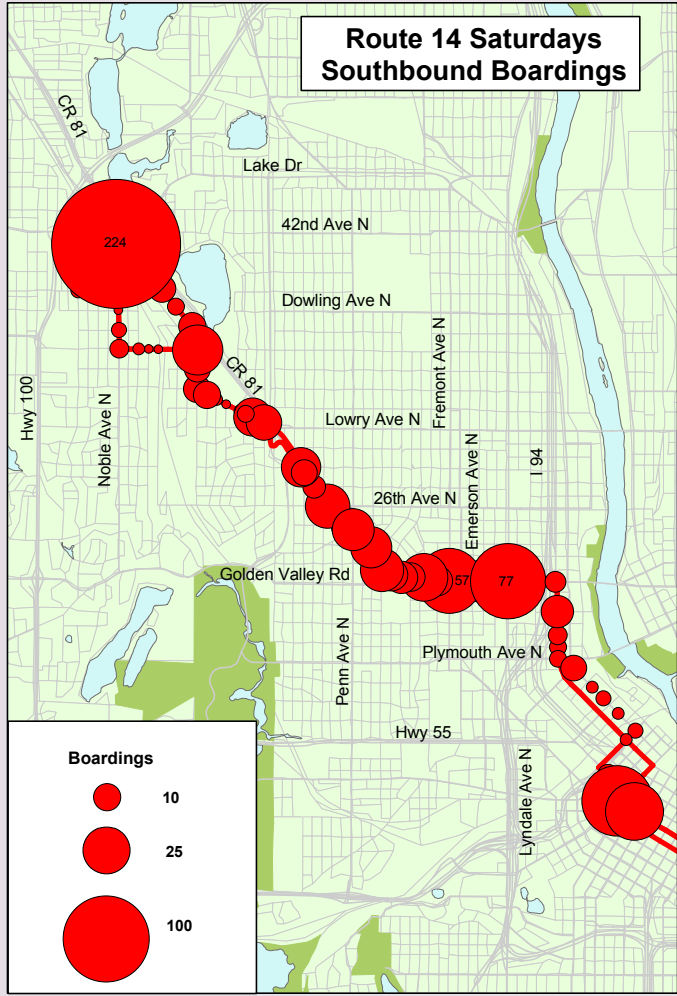
**Route 14**

Robbinsdale  
-  
South Minneapolis

**Weekday Boardings**

June 2003





**• Route Description**  
Serves Robbinsdale Transit Center, West Broadway Ave, Washington Ave, Downtown Minneapolis, Bloomington Ave

**• Destinations Served**  
Robbinsdale, West Broadway Ave, North Minneapolis, Downtown Minneapolis, South Minneapolis

**• Route Area Demographic Statistics**

Population (persons)	50,138
Residential Density (persons/acre)	23
Employment (# of jobs)	129,815
Employment Density (jobs/acre)	94

Note: On through routes, statistics presented herein refer to Sector 8 portion only

**• Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
10 - 15	20	10 - 15	30	-	20	30 - 60

**• Span of Service**

	Weekday	Saturday	Sunday
Current	4:22am - 1:37am	5:17am - 1:38am	5:34am - 12:37am

**• Service Performance (Fall 2001)**

Weekday					Sat	Sun
AM	MID	PM	EVE	Overall		
Revenue Hours	14.4	20.4	14.9	14.4	64.1	27.6
Unlinked Boardings	612	1,021	687	2,694	1,620	881
Passengers per Rev. Hour	43	50	46	42	35	32

**Route 14**

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**Robbinsdale**

-

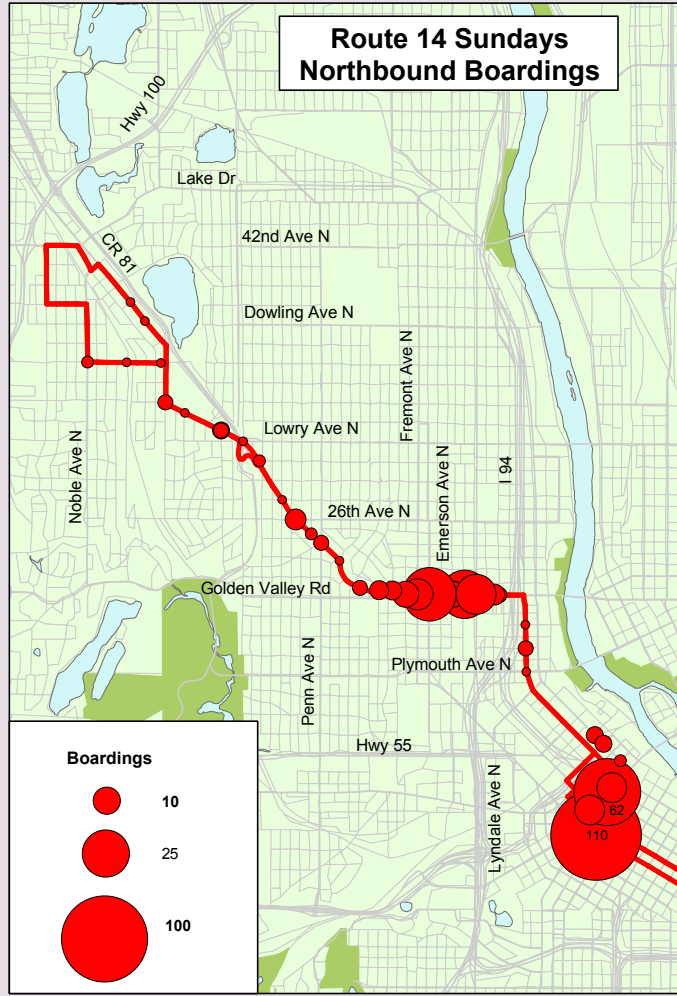
**South Minneapolis**

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**Saturday Boardings**

---

**June 2003**



**• Route Description**  
Serves Robbinsdale Transit Center, West Broadway Ave, Washington Ave, Downtown Minneapolis, Bloomington Ave

**• Destinations Served**  
Robbinsdale, West Broadway Ave, North Minneapolis, Downtown Minneapolis, South Minneapolis

**• Route Area Demographic Statistics**

Population (persons)	50,138
Residential Density (persons/acre)	23
Employment (# of jobs)	129,815
Employment Density (jobs/acre)	94

Note: On through routes, statistics presented herein refer to Sector 8 portion only

**• Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
10 - 15	20	10 - 15	30	-	20	30 - 60

**• Span of Service**

	Weekday	Saturday	Sunday
Current	4:22am - 1:37am	5:17am - 1:38am	5:34am - 12:37am

**• Service Performance (Fall 2001)**

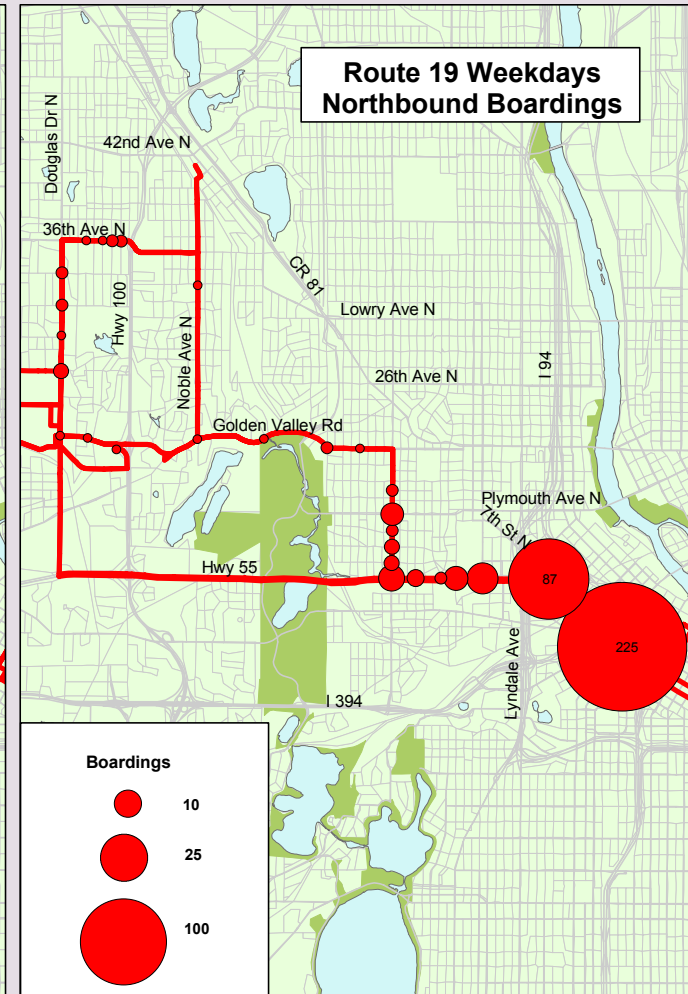
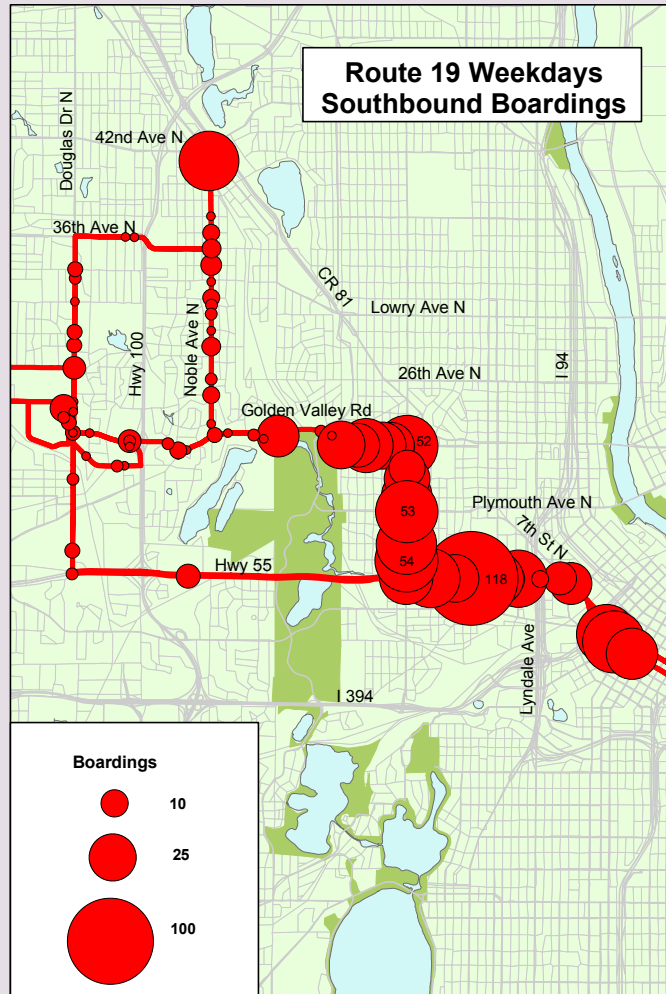
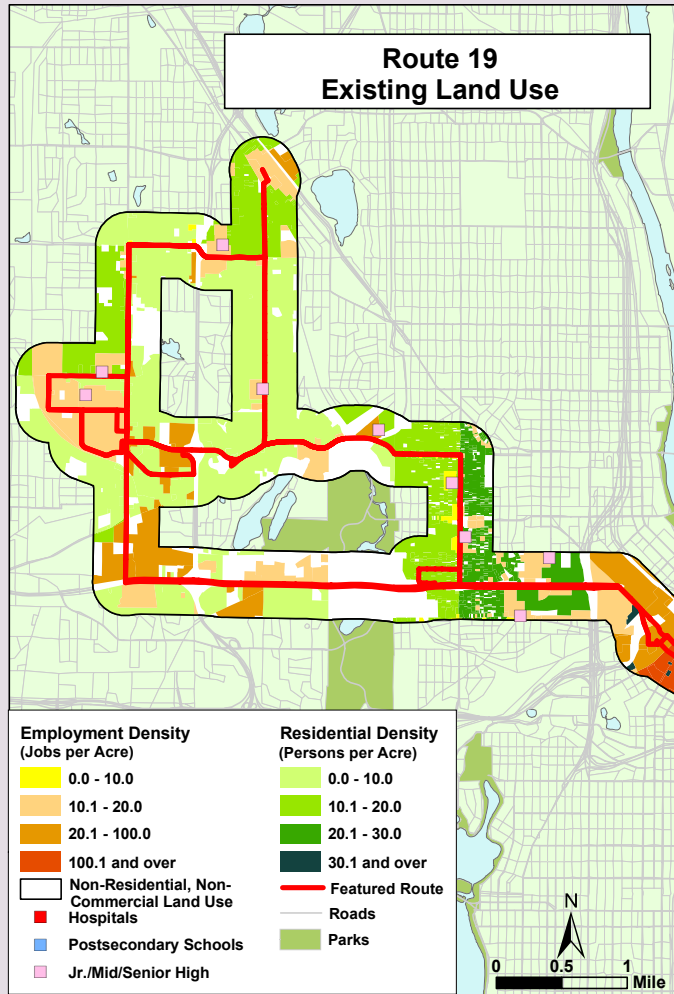
Weekday					Sat	Sun
AM	MID	PM	EVE	Overall		
Revenue Hours	14.4	20.4	14.9	14.4	64.1	27.6
Unlinked Boardings	612	1,021	687	374	2,694	881
Passengers per Rev. Hour	43	50	46	26	42	32

## Route 14

Robbinsdale  
-  
South Minneapolis

### Sunday Boardings

June 2003


**Route Description**

Robbinsdale Transit Center, Crystal, Honeywell, Courage Center, Penn Avenue North, Olson Memorial Hwy, Downtown Minneapolis, Cedar/Riverside, Cedar Ave, 28th Ave S, Richfield, Mall of America

**Destinations Served**

Robbinsdale Transit Center, Crystal, Golden Valley  
North Minneapolis, Downtown Minneapolis,  
Cedar/Riverside, South Minneapolis, Richfield, Bloomington

**Route Area Demographic Statistics**

Population (persons)	61,799
Residential Density (persons/acre)	18
Employment (# of jobs)	156,321
Employment Density (jobs/acre)	53

Note: On through routes, statistics presented herein refer to Sector 8 portion only

**Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
10 - 20	20	10 - 20	30	-	30	30

**Span of Service**

	Weekday	Saturday	Sunday
Current	3:07am - 1:40am	3:07am - 1:43am	3:07am - 1:40am

**Service Performance (Fall 2001)**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Overall		
Revenue Hours	9.9	18.7	13.3	13.3	55.1	28.0	25.5
Unlinked Boardings	463	718	322	196	1,699	794	526
Passengers per Rev. Hour	47	38	24	15	31	28	21

## Route 19

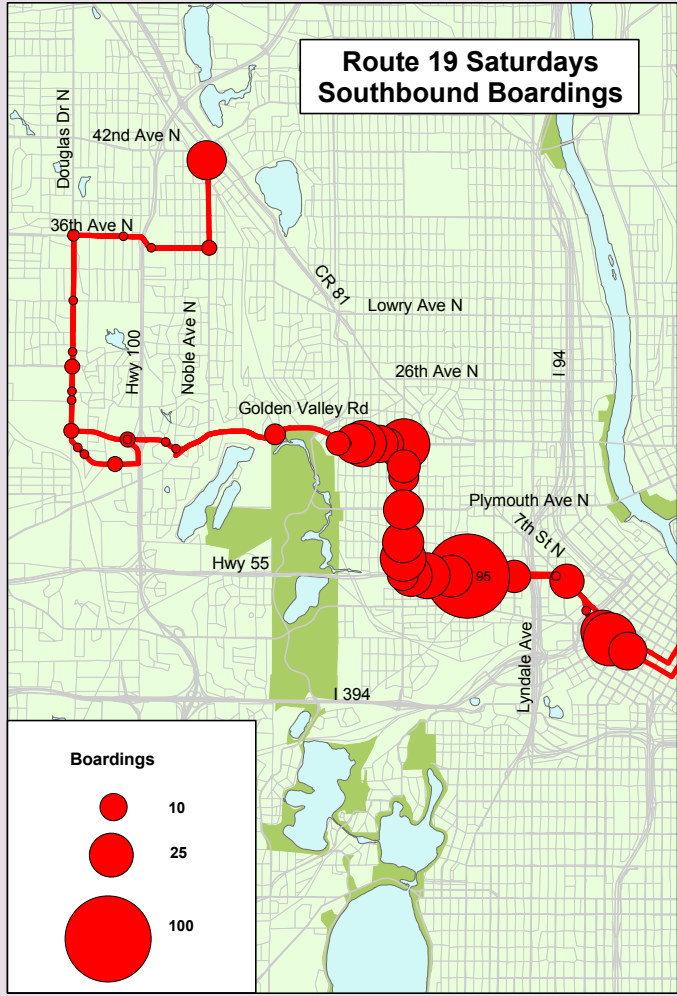
Robbinsdale

-

Bloomington

### Weekday Boardings

June 2003



**Route Description**

Robbinsdale Transit Center, Crystal, Honeywell, Courage Center, Penn Avenue North, Olson Memorial Hwy, Downtown Minneapolis, Cedar/Riverside, Cedar Ave, 28th Ave S, Richfield, Mall of America

**Destinations Served**

Robbinsdale Transit Center, Crystal, Golden Valley North Minneapolis, Downtown Minneapolis, Cedar/Riverside, South Minneapolis, Richfield, Bloomington

**Route Area Demographic Statistics**

Population (persons)	61,799
Residential Density (persons/acre)	18
Employment (# of jobs)	156,321
Employment Density (jobs/acre)	53

Note: On through routes, statistics presented herein refer to Sector 8 portion only

**Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
10 - 20	20	10 - 20	30	-	30	30

**Span of Service**

	Weekday	Saturday	Sunday
Current	3:07am - 1:40am	3:07am - 1:43am	3:07am - 1:40am

**Service Performance (Fall 2001)**

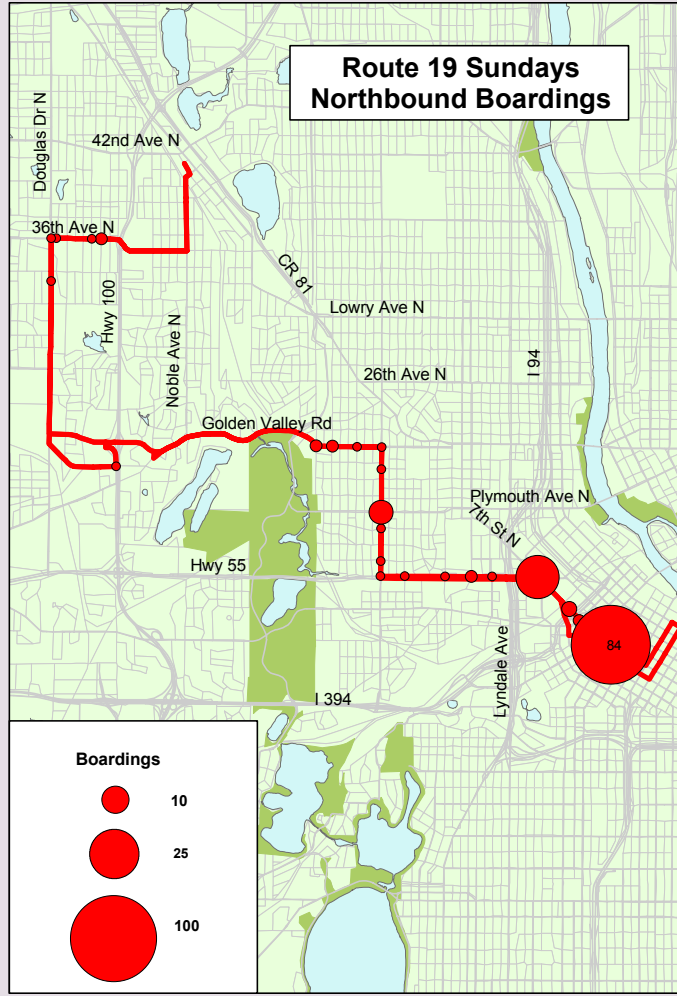
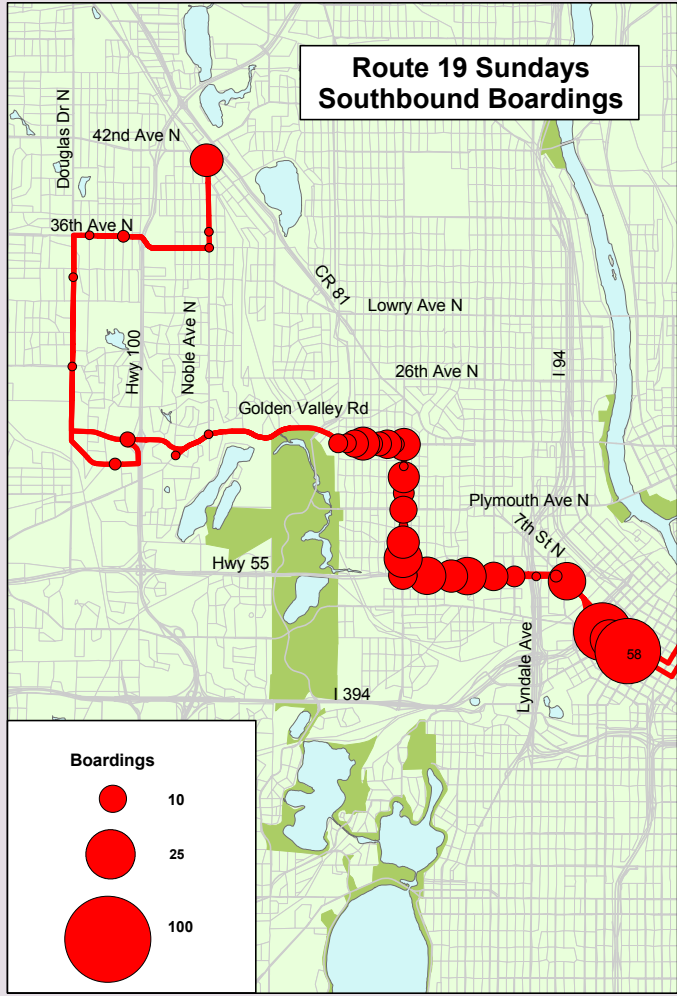
Weekday					Sat	Sun	
AM	MID	PM	EVE	Overall			
Revenue Hours	9.9	18.7	13.3	13.3	55.1	28.0	25.5
Unlinked Boardings	463	718	322	196	1,699	794	526
Passengers per Rev. Hour	47	38	24	15	31	28	21

# Route 19

## Robbinsdale - Bloomington

### Saturday Boardings

June 2003


**Route Description**

Robbinsdale Transit Center, Crystal, Honeywell, Courage Center, Penn Avenue North, Olson Memorial Hwy, Downtown Minneapolis, Cedar/Riverside, Cedar Ave, 28th Ave S, Richfield, Mall of America

**Destinations Served**

Robbinsdale Transit Center, Crystal, Golden Valley North Minneapolis, Downtown Minneapolis, Cedar/Riverside, South Minneapolis, Richfield, Bloomington

**Route Area Demographic Statistics**

Population (persons)	61,799
Residential Density (persons/acre)	18
Employment (# of jobs)	156,321
Employment Density (jobs/acre)	53

Note: On through routes, statistics presented herein refer to Sector 8 portion only

**Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
10 - 20	20	10 - 20	30	-	30	30

**Span of Service**

	Weekday	Saturday	Sunday
Current	3:07am - 1:40am	3:07am - 1:43am	3:07am - 1:40am

**Service Performance (Fall 2001)**

Weekday					Sat	Sun
AM	MID	PM	EVE	Overall		
Revenue Hours	9.9	18.7	13.3	13.3	55.1	28.0
Unlinked Boardings	463	718	322	196	1,699	794
Passengers per Rev. Hour	47	38	24	15	31	28

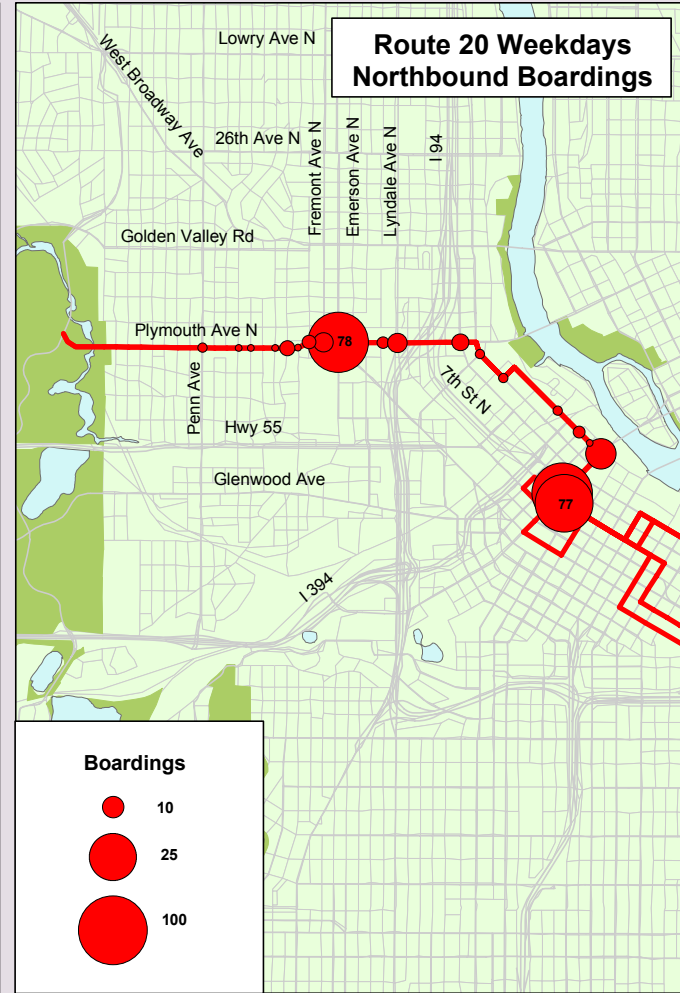
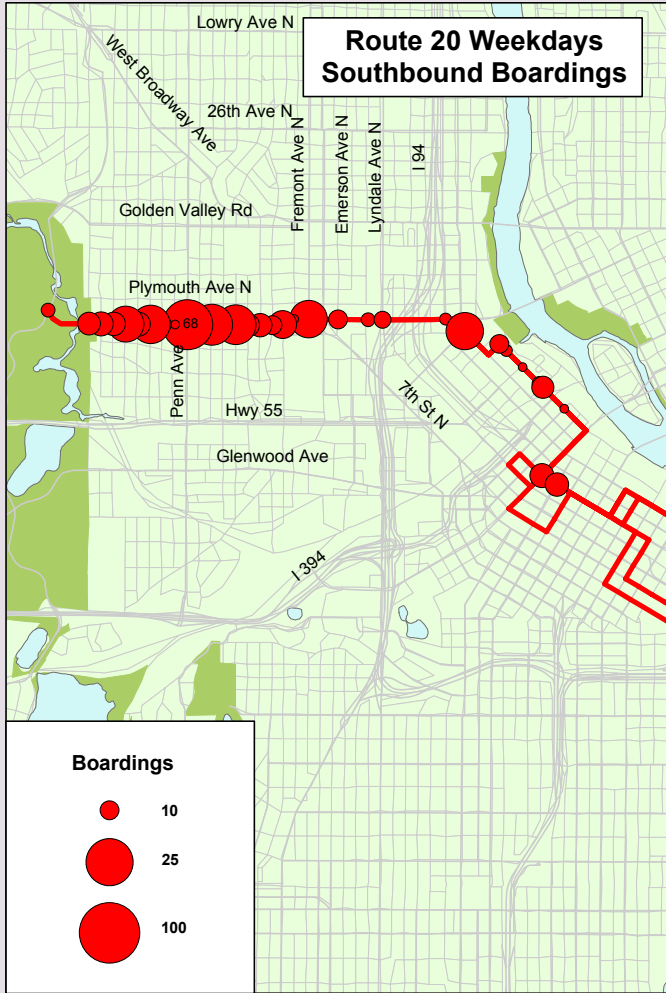
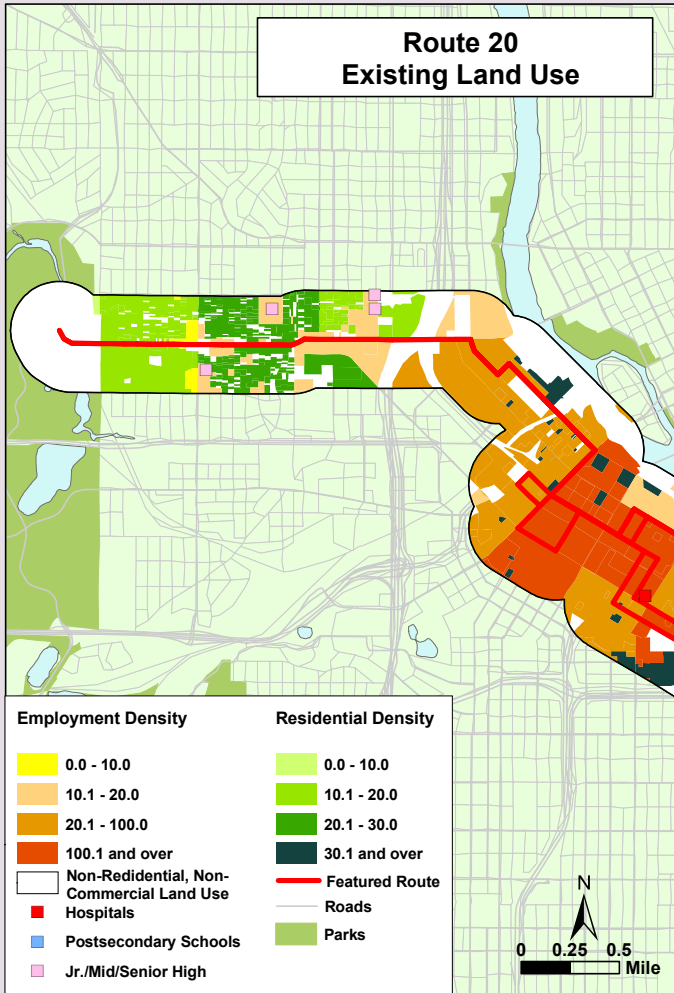
# Route 19

Robbinsdale  
-  
Bloomington

## Sunday Boardings

June 2003





**Route Description**

Plymouth Ave, Downtown Minneapolis, Cedar/Riverside  
E. 25th St, 36th Ave S, 42nd Ave S,  
Minnesota Vetrans Home, Ford Plant, Highland Village

**Destinations Served**

North Minneapolis, Downtown Minneapolis,  
Cedar/Riverside, South Minneapolis,  
Highland Park Neighborhood

**Route Area Demographic Statistics**

Population (persons)	54,653
Residential Density (persons/acre)	22
Employment (# of jobs)	129,392
Employment Density (jobs/acre)	72

Note: On through routes, statistics presented herein refer to Sector 8 portion only

**Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
30	30	30	30 - 60	-	30	60

**Span of Service**

	Weekday	Saturday	Sunday
Current	5:19am - 12:28am	5:54am - 12:27am	7:01am - 11:58pm

**Service Performance (Fall 2001)**

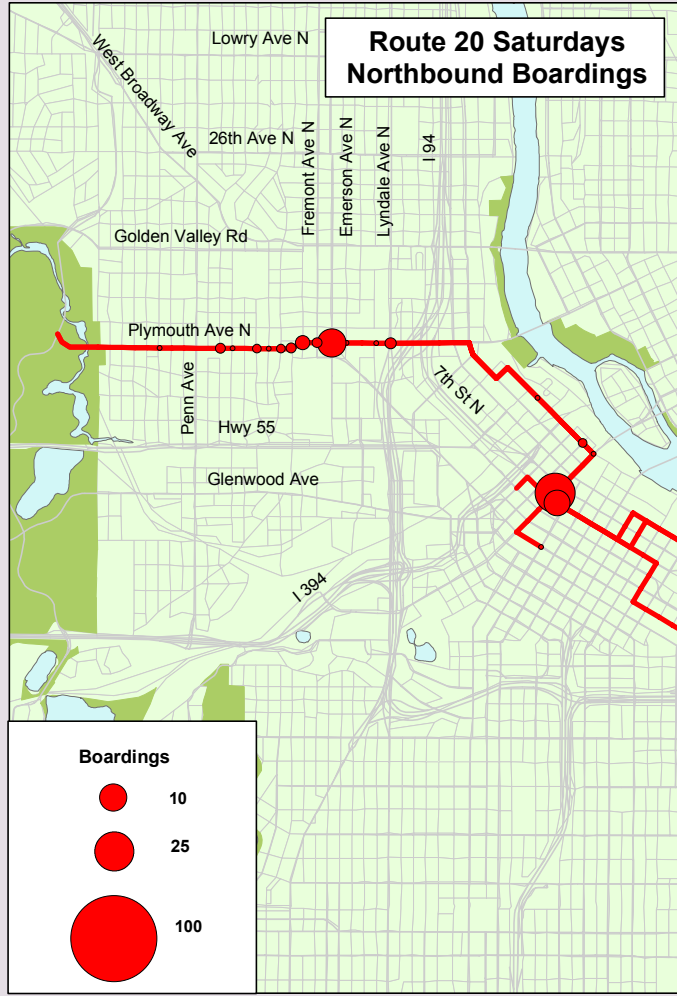
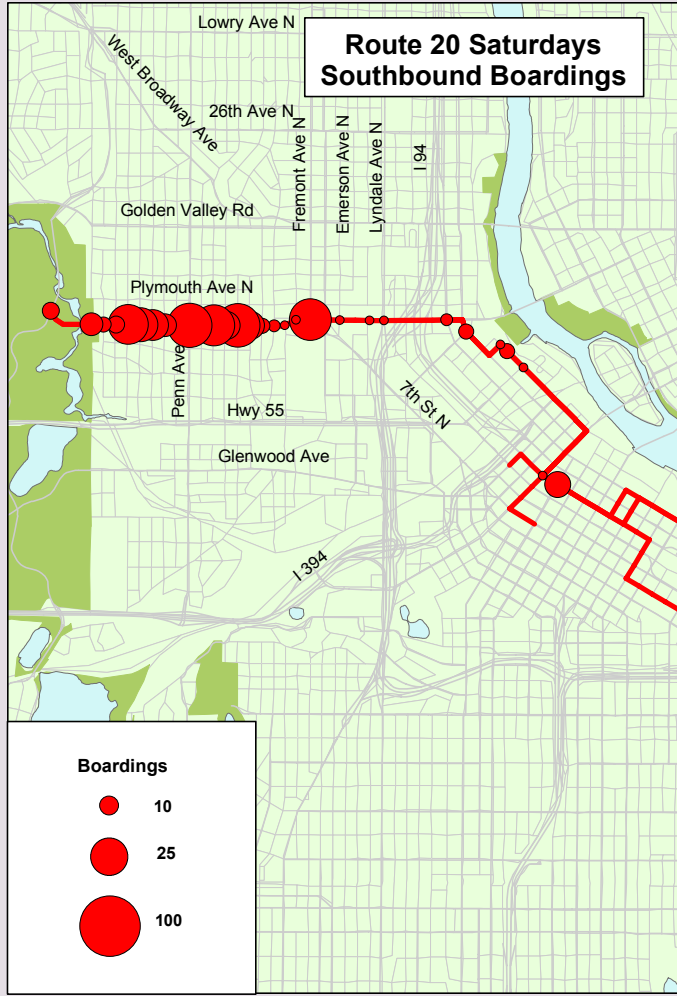
Weekday					Sat	Sun
AM	MID	PM	EVE	Overall		
Revenue Hours	4.1	7.1	4.4	4.3	19.9	7.9
Unlinked Boardings	157	363	234	114	868	379
Passengers per Rev. Hour	38	51	53	27	44	20

## Route 20

Wirth Park  
-  
Highland Park

### Weekday Boardings

June 2003



**• Route Description**  
 Plymouth Ave, Downtown Minneapolis, Cedar/Riverside  
 E. 25th St, 36th Ave S, 42nd Ave S,  
 Minnesota Veterans Home, Ford Plant, Highland Village

**• Destinations Served**  
 North Minneapolis, Downtown Minneapolis,  
 Cedar/Riverside, South Minneapolis,  
 Highland Park Neighborhood

**• Route Area Demographic Statistics**

Population (persons)	54,653
Residential Density (persons/acre)	22
Employment (# of jobs)	129,392
Employment Density (jobs/acre)	72

Note: On through routes, statistics presented herein refer to Sector 8 portion only

**• Prevailing Service Frequencies**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Owl		
	30	30	30	30 - 60	-	30	60

**• Span of Service**

	Weekday	Saturday	Sunday
Current	5:19am - 12:28am	5:54am - 12:27am	7:01am - 11:58pm

**• Service Performance (Fall 2001)**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Overall		
Revenue Hours	4.1	7.1	4.4	4.3	19.9	14.4	7.9
Unlinked Boardings	157	363	234	114	868	379	154
Passengers per Rev. Hour	38	51	53	27	44	26	20

## Route 20

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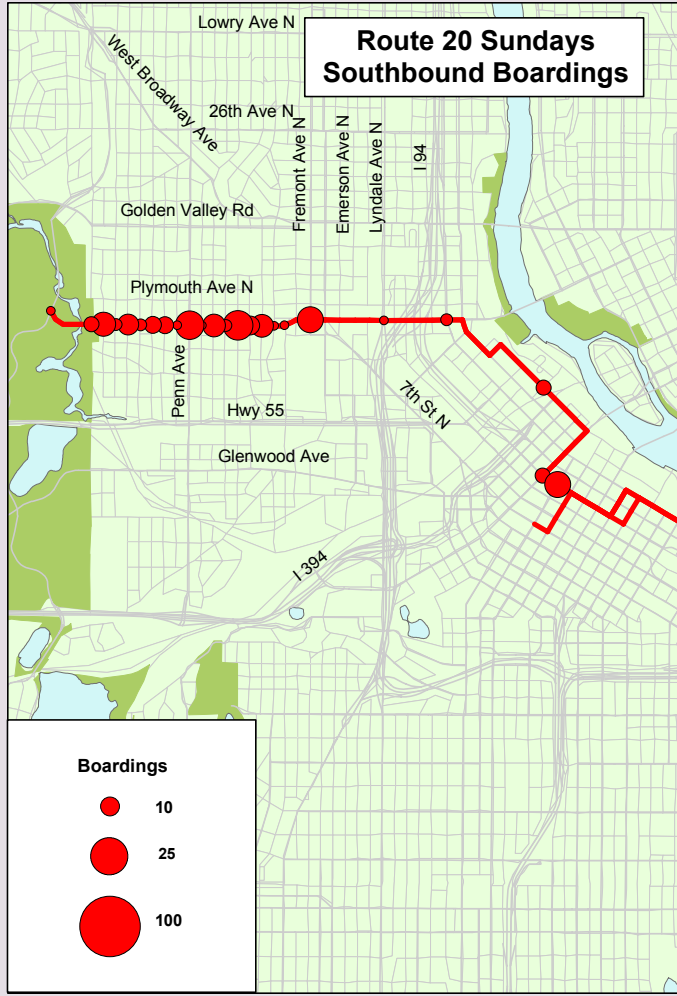
### Wirth Park - Highland Park

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### Saturday Boardings

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**June 2003**



**• Route Description**  
 Plymouth Ave, Downtown Minneapolis, Cedar/Riverside  
 E. 25th St, 36th Ave S, 42nd Ave S,  
 Minnesota Veterans Home, Ford Plant, Highland Village

**• Destinations Served**  
 North Minneapolis, Downtown Minneapolis,  
 Cedar/Riverside, South Minneapolis,  
 Highland Park Neighborhood

**• Route Area Demographic Statistics**

Population (persons)	54,653
Residential Density (persons/acre)	22
Employment (# of jobs)	129,392
Employment Density (jobs/acre)	72

**• Prevailing Service Frequencies**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Owl		
	30	30	30	30 - 60	-	30	60

**• Span of Service**

	Weekday	Saturday	Sunday
Current	5:19am - 12:28am	5:54am - 12:27am	7:01am - 11:58pm

**• Service Performance (Fall 2001)**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Overall		
Revenue Hours	4.1	7.1	4.4	4.3	19.9	14.4	7.9
Unlinked Boardings	157	363	234	114	868	379	154
Passengers per Rev. Hour	38	51	53	27	44	26	20

Note: On through routes, statistics presented herein refer to Sector 8 portion only

## Route 20

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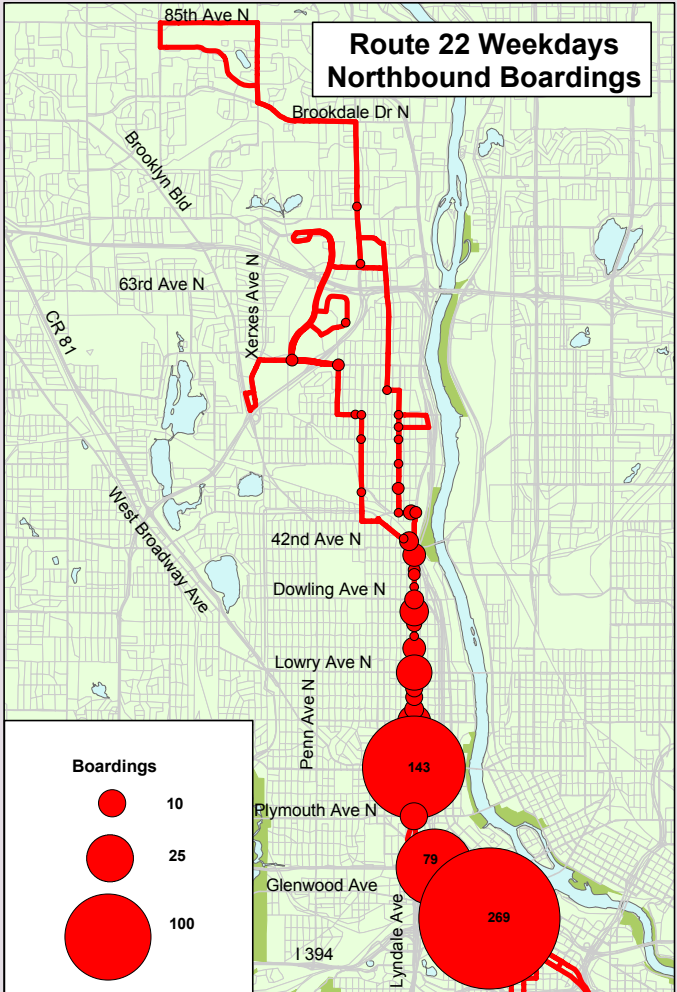
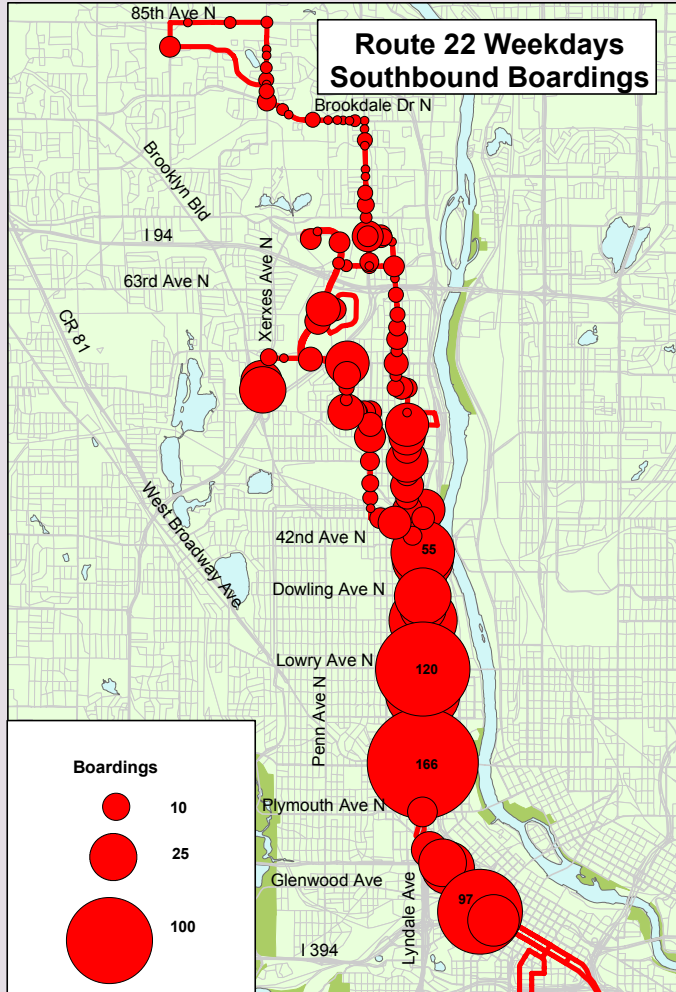
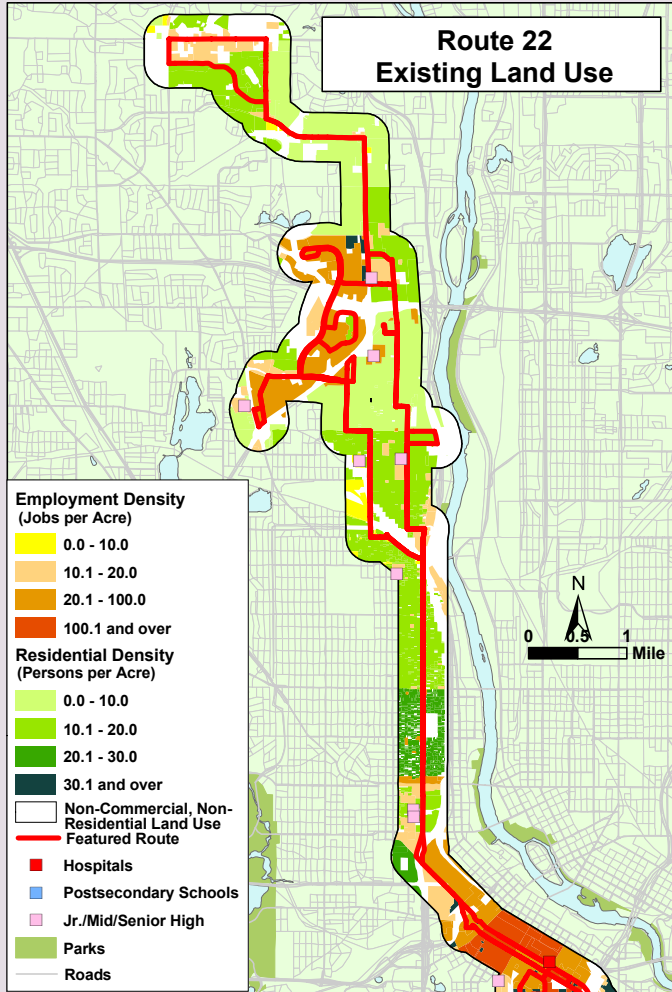
### Wirth Park - Highland Park

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### Sunday Boardings

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June 2003


**Route Description**

Brooklyn Park, Brookdale Shopping Center,  
Lyndale Avenue N, Downtown Minneapolis,  
24th Street E, Cedar Ave, 42nd St E, 34th Ave S

**Destinations Served**

Brooklyn Park, Brooklyn Center, North Minneapolis  
South Minneapolis,

**Route Area Demographic Statistics**

Population (persons)	86,423
Residential Density (persons/acre)	19
Employment (# of jobs)	117,927
Employment Density (jobs/acre)	47

Note: On through routes, statistics presented herein refer to Sector 8 portion only

**Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
7 - 15	20	7-15	20 - 30	-	20	30 - 60

**Span of Service**

	Weekday	Saturday	Sunday
Current	4:06am - 1:48am	4:09am - 1:41am	5:12am - 12:43pm

**Service Performance (Fall 2001)**

Weekday					Sat	Sun	
AM	MID	PM	EVE	Overall			
Revenue Hours	16.0	25.0	15.9	14.3	71.2	46.1	31.7
Unlinked Boardings	564	1,105	554	392	2,615	1,655	1,057
Passengers per Rev. Hour	35	44	35	27	37	36	33

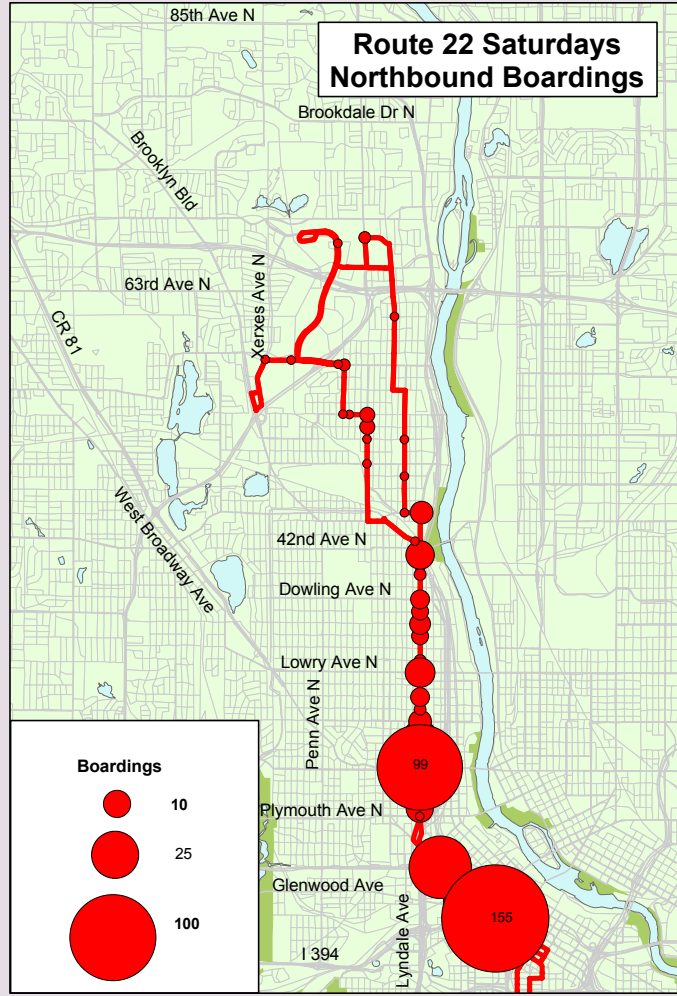
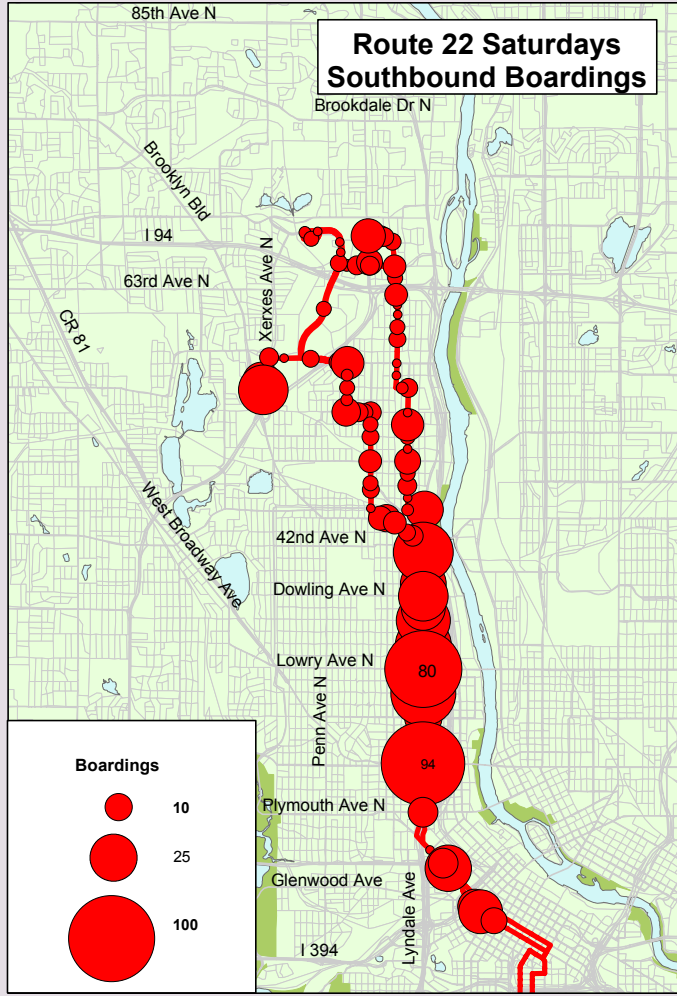
# Route 22

Brooklyn Park  
-  
South Minneapolis

Weekday Boardings

June 2003





**• Route Description**

Brooklyn Park, Brookdale Shopping Center, Lyndale Avenue N, Downtown Minneapolis, 24th Street E, Cedar Ave, 42nd St E, 34th Ave S

**• Destinations Served**

Brooklyn Park, Brooklyn Center, North Minneapolis, South Minneapolis,

**• Route Area Demographic Statistics**

Population (persons)	86,423
Residential Density (persons/acre)	19
Employment (# of jobs)	117,927
Employment Density (jobs/acre)	47

Note: On through routes, statistics presented herein refer to Sector 8 portion only

**• Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
7 - 15	20	7-15	20 - 30	-	20	30 - 60

**• Span of Service**

	Weekday	Saturday	Sunday
Current	4:06am - 1:48am	4:09am - 1:41am	5:12am - 12:43pm

**• Service Performance (Fall 2001)**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Overall		
Revenue Hours	16.0	25.0	15.9	14.3	71.2	46.1	31.7
Unlinked Boardings	564	1,105	554	392	2,615	1,655	1,057
Passengers per Rev. Hour	35	44	35	27	37	36	33

# Route 22

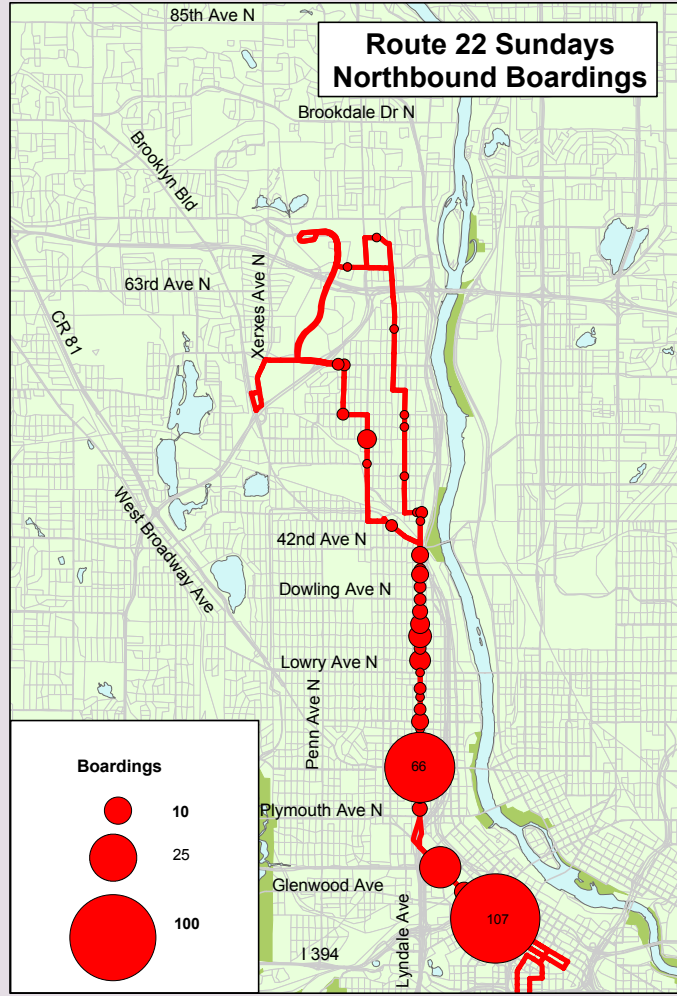
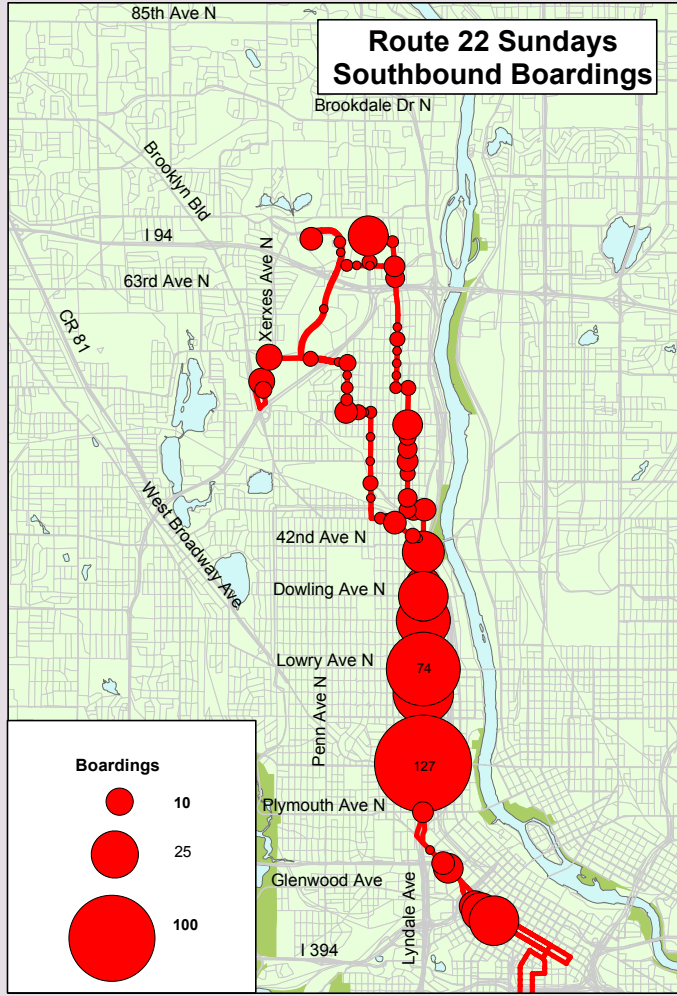
## Brooklyn Park

-

## South Minneapolis

### Saturday Boardings

June 2003



**• Route Description**  
 Brooklyn Park, Brookdale Shopping Center,  
 Lyndale Avenue N, Downtown Minneapolis,  
 24th Street E, Cedar Ave, 42nd St E, 34th Ave S

**• Destinations Served**  
 Brooklyn Park, Brooklyn Center, North Minneapolis  
 South Minneapolis,

**• Route Area Demographic Statistics**

Population (persons)	86,423
Residential Density (persons/acre)	19
Employment (# of jobs)	117,927
Employment Density (jobs/acre)	47

Note: On through routes, statistics presented herein refer to Sector 8 portion only

**• Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
7 - 15	20	7-15	20 - 30	-	20	30 - 60

**• Span of Service**

	Weekday	Saturday	Sunday
Current	4:06am - 1:48am	4:09am - 1:41am	5:12am - 12:43pm

**• Service Performance (Fall 2001)**

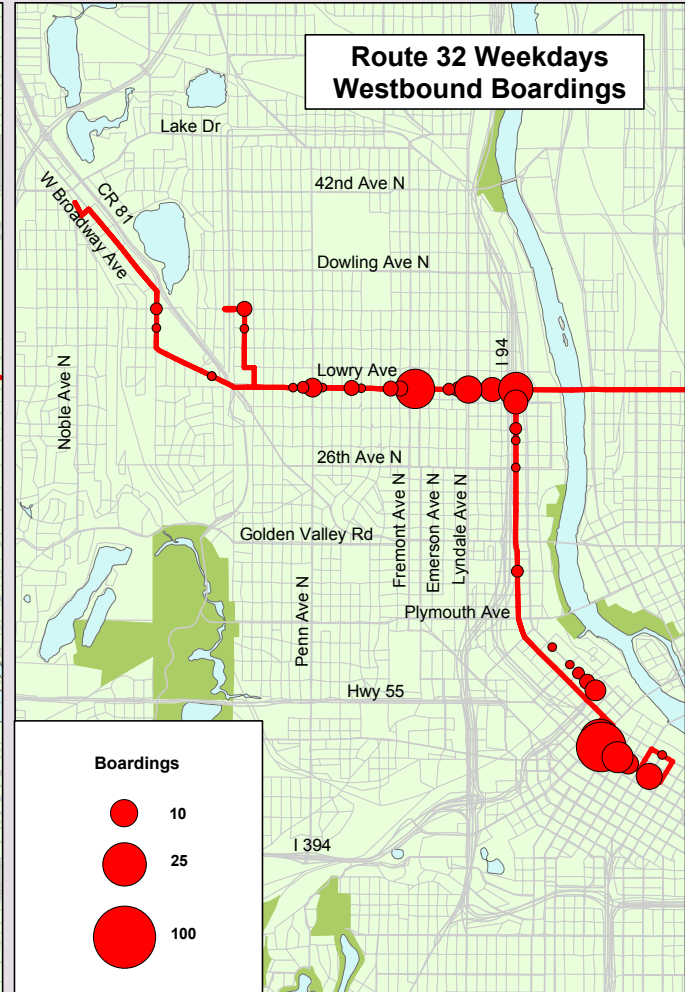
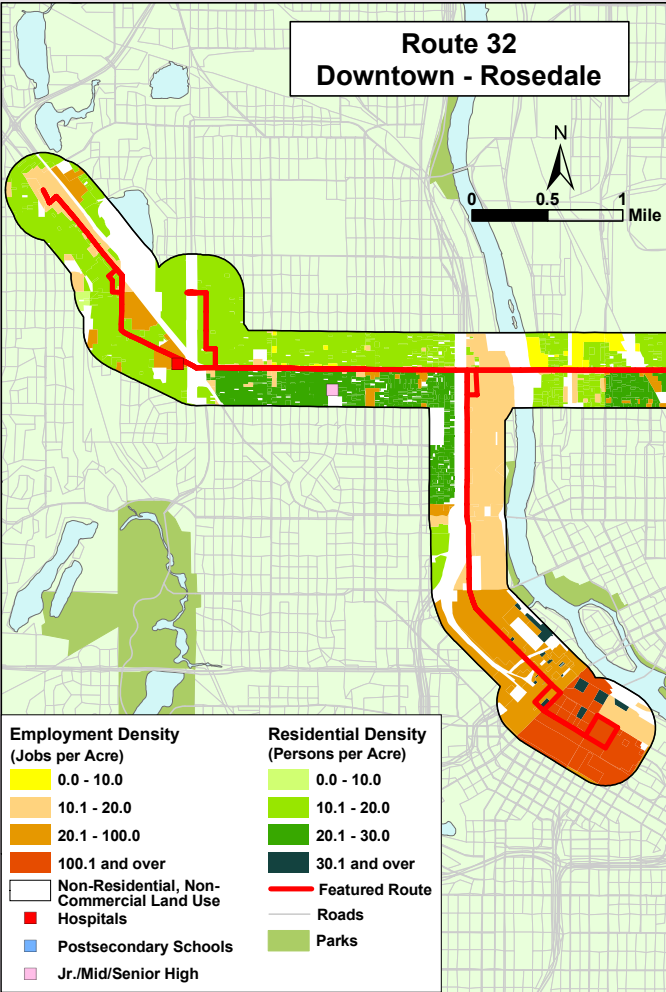
Weekday					Sat	Sun
AM	MID	PM	EVE	Overall		
Revenue Hours	16.0	25.0	15.9	14.3	71.2	31.7
Unlinked Boardings	564	1,105	554	392	2,615	1,057
Passengers per Rev. Hour	35	44	35	27	36	33

# Route 22

## Brooklyn Park - South Minneapolis

### Sunday Boardings

June 2003


**Route Description**

Robbinsdale Transit Center, North Memorial Medical Center, Lowry Avenue N, Downtown Minneapolis, St. Anthony Shopping Center, Rosedale Shopping Center

**Destinations Served**

Robbinsdale, Minneapolis, Downtown Minneapolis, St. Anthony, Roseville

**Route Area Demographic Statistics**

Population (persons)	26,468
Residential Density (persons/acre)	19
Employment (# of jobs)	100,222
Employment Density (jobs/acre)	55

Note: On through routes, statistics presented herein refer to Sector 8 portion only

**Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
30	30	30	-	-	-	-

**Span of Service**

	Weekday	Saturday	Sunday
Current	5:25am - 7:14am	-	-

**Service Performance (Fall 2001)**

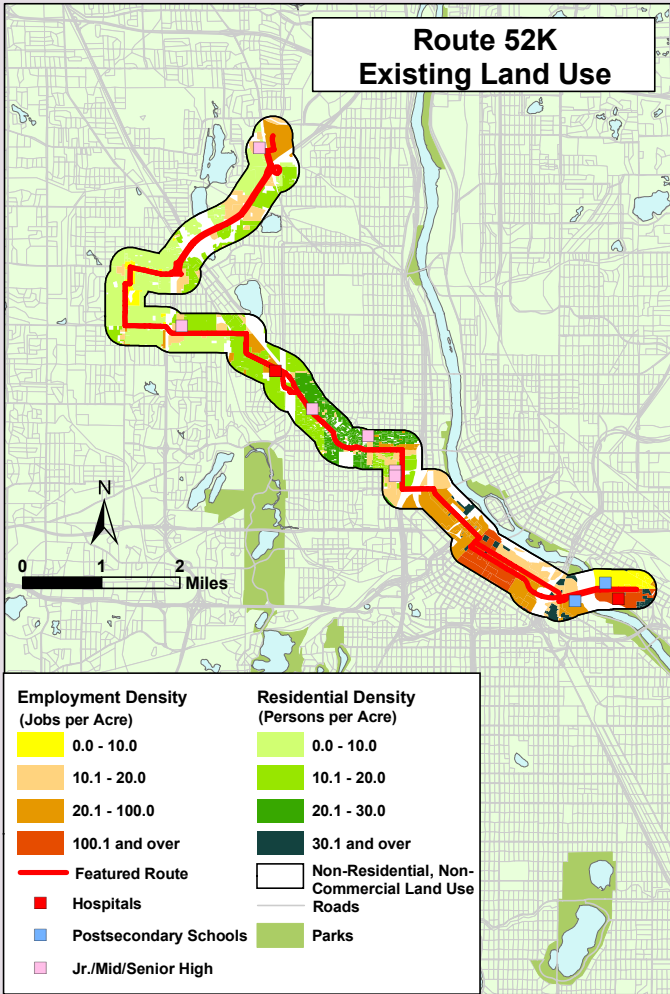
Weekday					Sat	Sun
AM	MID	PM	EVE	Overall		
Revenue Hours	5.4	5.3	5.3	1.6	17.6	
Unlinked Boardings	158	154	156	24	492	
Passengers per Rev. Hour	30	29	30	15	28	

## Route 32

**Robbinsdale  
-  
Rosedale**

**Weekday Boardings**

June 2003



<p><b>• Route Description</b> Douglas Ave, 36th Ave, W. Broadway, Lyndale Ave, Plymouth Ave, Washington Ave</p>		<p><b>• Prevailing Service Frequencies</b></p> <table border="1"> <thead> <tr> <th></th> <th colspan="5">Weekday</th> <th>Sat</th> <th>Sun</th> </tr> <tr> <th></th> <th>AM</th> <th>MID</th> <th>PM</th> <th>EVE</th> <th>Owl</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td></td> <td>1:26</td> <td>-</td> <td>2:17</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table>							Weekday					Sat	Sun		AM	MID	PM	EVE	Owl				1:26	-	2:17	-	-	-	-																								
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	AM	MID	PM	EVE	Owl																																																		
	1:26	-	2:17	-	-	-	-																																																
<p><b>• Destinations Served</b> North Memorial Medical Center, University of Minnesota</p>		<p><b>• Span of Service</b></p> <table border="1"> <thead> <tr> <th></th> <th>Weekday</th> <th>Saturday</th> <th>Sunday</th> </tr> </thead> <tbody> <tr> <td>AM</td> <td>6:44am - 8:57am</td> <td>-</td> <td>-</td> </tr> <tr> <td>PM</td> <td>2:24pm - 5:32pm</td> <td>-</td> <td>-</td> </tr> </tbody> </table>							Weekday	Saturday	Sunday	AM	6:44am - 8:57am	-	-	PM	2:24pm - 5:32pm	-	-																																				
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<p><b>• Route Area Demographic Statistics</b></p> <table border="1"> <tbody> <tr> <td>Population (persons)</td> <td>21,172</td> </tr> <tr> <td>Residential Density (persons/acre)</td> <td>31</td> </tr> <tr> <td>Employment (# of jobs)</td> <td>109,080</td> </tr> <tr> <td>Employment Density (jobs/acre)</td> <td>66</td> </tr> </tbody> </table>		Population (persons)	21,172	Residential Density (persons/acre)	31	Employment (# of jobs)	109,080	Employment Density (jobs/acre)	66	<p><b>• Service Performance (Fall 2001)</b></p> <table border="1"> <thead> <tr> <th></th> <th colspan="5">Weekday</th> <th>Sat</th> <th>Sun</th> </tr> <tr> <th></th> <th>AM</th> <th>MID</th> <th>PM</th> <th>EVE</th> <th>Overall</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>Revenue Hours</td> <td>1.6</td> <td>1.7</td> <td>3.3</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Unlinked Boardings</td> <td>64</td> <td>51</td> <td>115</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Passengers per Rev. Hour</td> <td>39</td> <td>30</td> <td>35</td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>							Weekday					Sat	Sun		AM	MID	PM	EVE	Overall			Revenue Hours	1.6	1.7	3.3					Unlinked Boardings	64	51	115					Passengers per Rev. Hour	39	30	35				
Population (persons)	21,172																																																						
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Passengers per Rev. Hour	39	30	35																																																				

# Route 52K

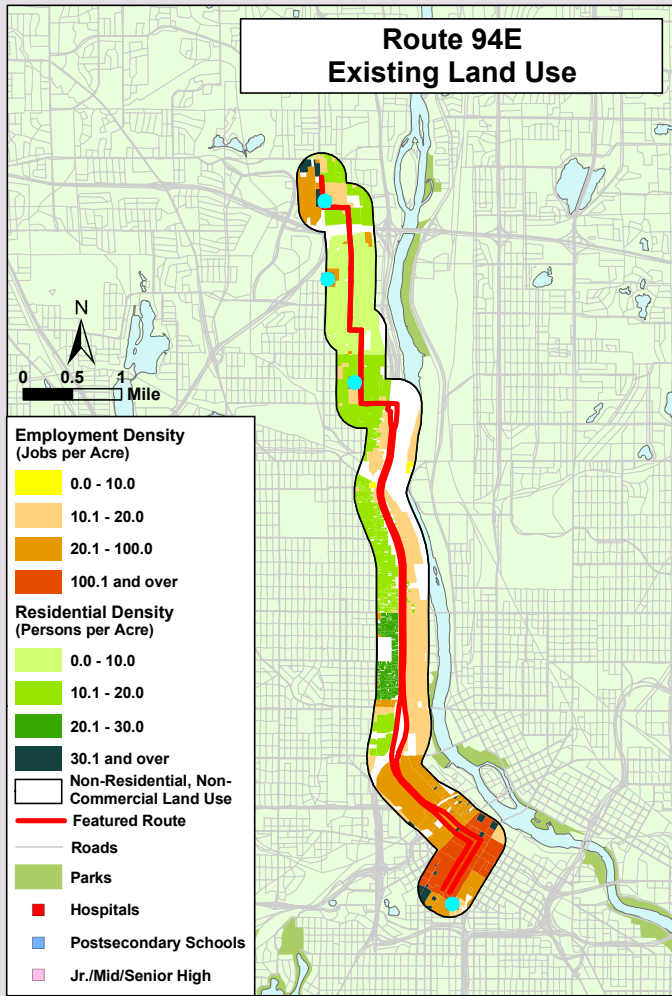
## Brookdale

-

## University of Minnesota

### Weekday Boardings

June 2003



**Route Description**

67th Ave & Humboldt Ave, Dupont Ave, Bryant Ave, I-94, Downtown Minneapolis

**Destinations Served**

Brooklyn Center, North Minneapolis, Downtown Minneapolis

**Route Area Demographic Statistics**

Population (persons)	18,201
Residential Density (persons/acre)	17
Employment (# of jobs)	101,633
Employment Density (jobs/acre)	91

**Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
30	-	30	-	-	-	-

**Span of Service**

	Weekday	Saturday	Sunday
AM	6:45am - 7:43am	-	-
PM	4:39pm - 5:36pm	-	-

**Service Performance (Fall 2001)**

Weekday					Sat	Sun
AM	MID	PM	EVE	Overall		
Revenue Hours	0.9	0.9	0.9	1.8		
Unlinked Boardings	59	39	39	98		
Passengers per Rev. Hour	64	43	43	53		

## Route 94E

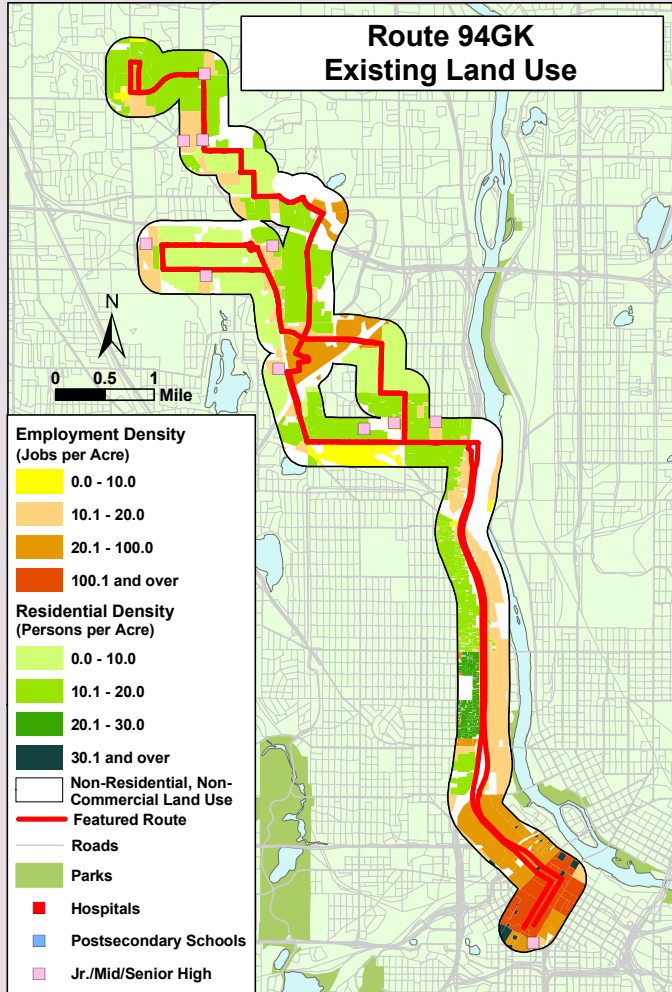
Brooklyn Center

-  
Downtown Minneapolis

Weekday Boardings

June 2003





**Route Description**

Brooklyn Park, Brookdale Drive, Noble Ave, 65th Ave N, 63rd Ave N, Xerxes Ave N, Humboldt Ave, 49th Ave N, Downtown Minneapolis

**Destinations Served**

Brooklyn Park, Brookdale Shopping Center, North Minneapolis, Downtown Minneapolis

**Route Area Demographic Statistics**

Population (persons)	31,838
Residential Density (persons/acre)	14
Employment (# of jobs)	111,543
Employment Density (jobs/acre)	64

**Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
20 - 30	-	15 - 45	-	-	-	-

**Span of Service**

	Weekday	Saturday	Sunday
AM	5:58am - 8:18am	-	-
PM	3:36pm - 6:21pm	-	-

**Service Performance (Fall 2001)**

Weekday					Sat	Sun
AM	MID	PM	EVE	Overall		
Revenue Hours	5.3	5.0		10.3		
Unlinked Boardings	192	203		395		
Passengers per Rev. Hour	36	40		38		

**Route 94GK**

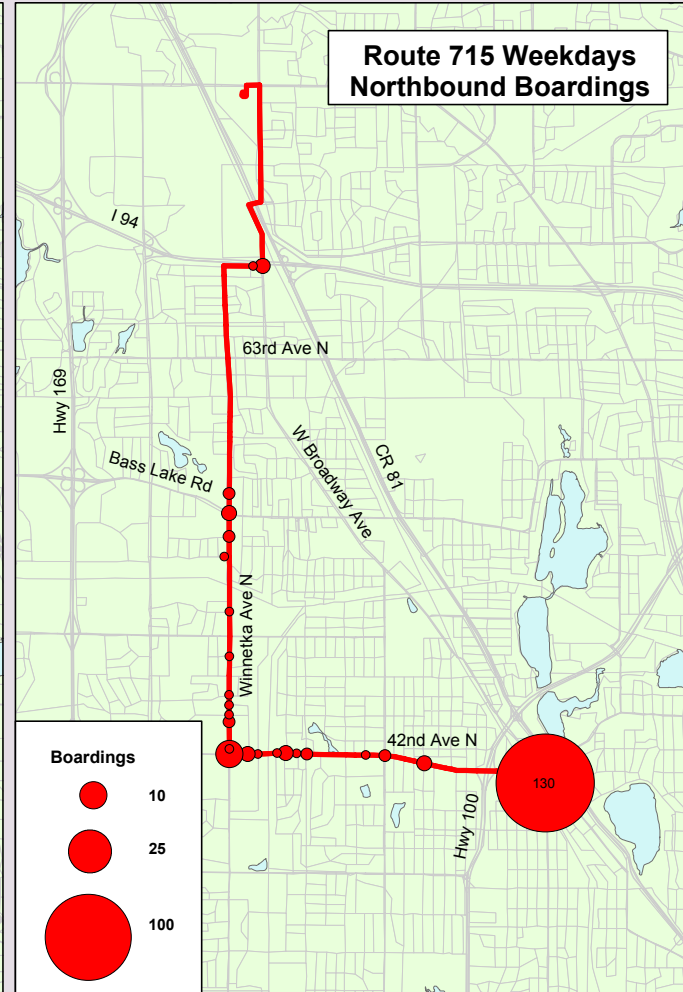
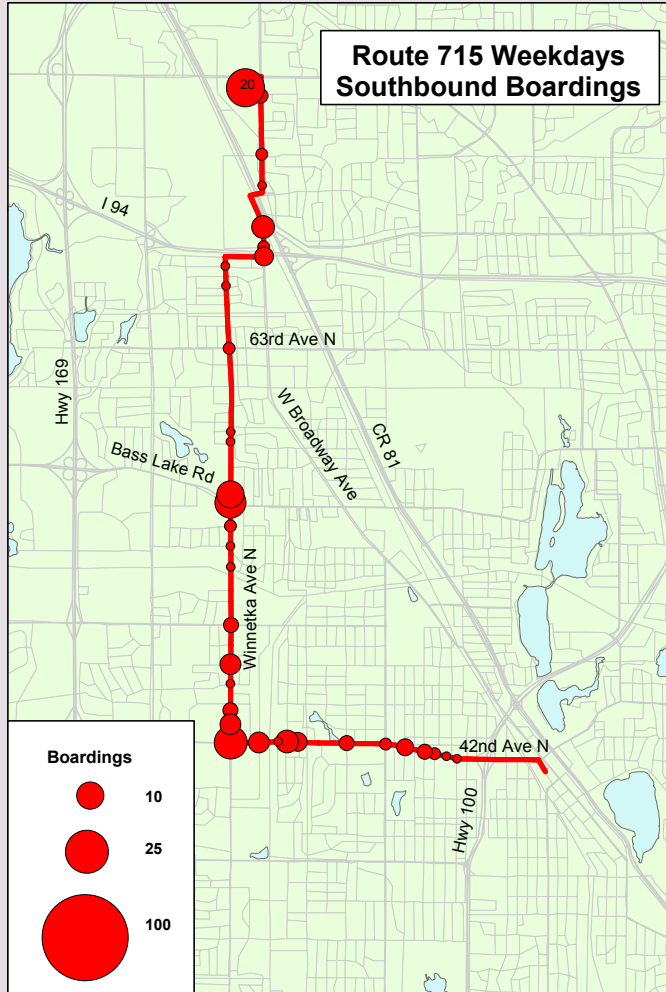
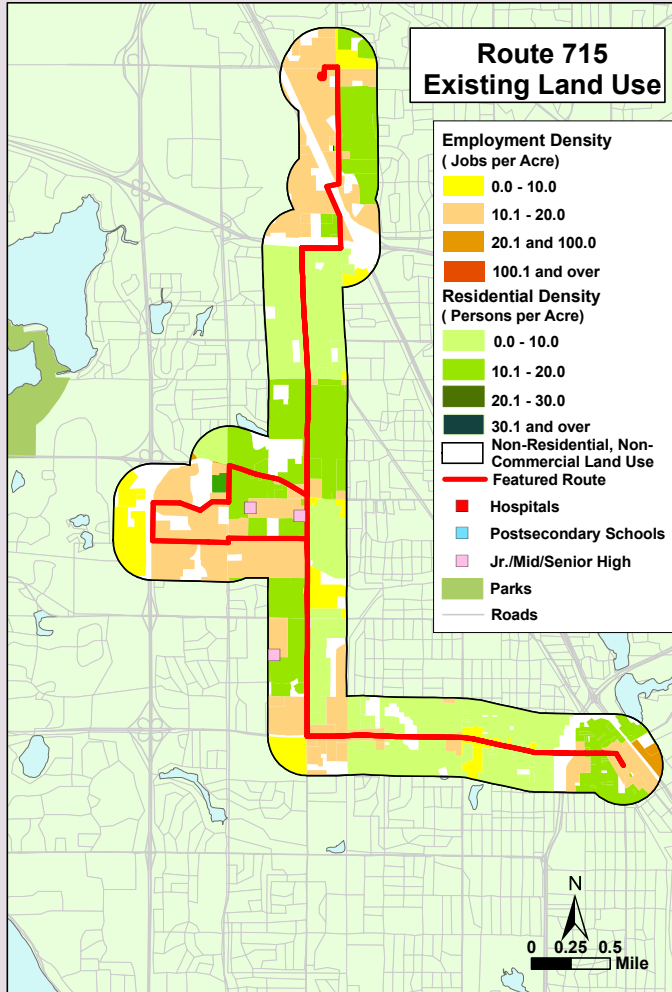
Brooklyn Park

-

Downtown Minneapolis

Weekday Boardings

June 2003



**• Route Description**  
42nd Ave N, Winnetka Ave N

**• Destinations Served**  
Robbinsdale Transit Center, Science Industry Park  
Starlite Center

**• Route Area Demographic Statistics**

Population (persons)	10,256
Residential Density (persons/acre)	11
Employment (# of jobs)	14,320
Employment Density (jobs/acre)	14

**• Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
60	60	30	60	-	120	-

**• Span of Service**

	Weekday	Saturday	Sunday
Current	5:38am - 11:36pm	6:15am - 7:36am	-

**• Service Performance (Fall 2001)**

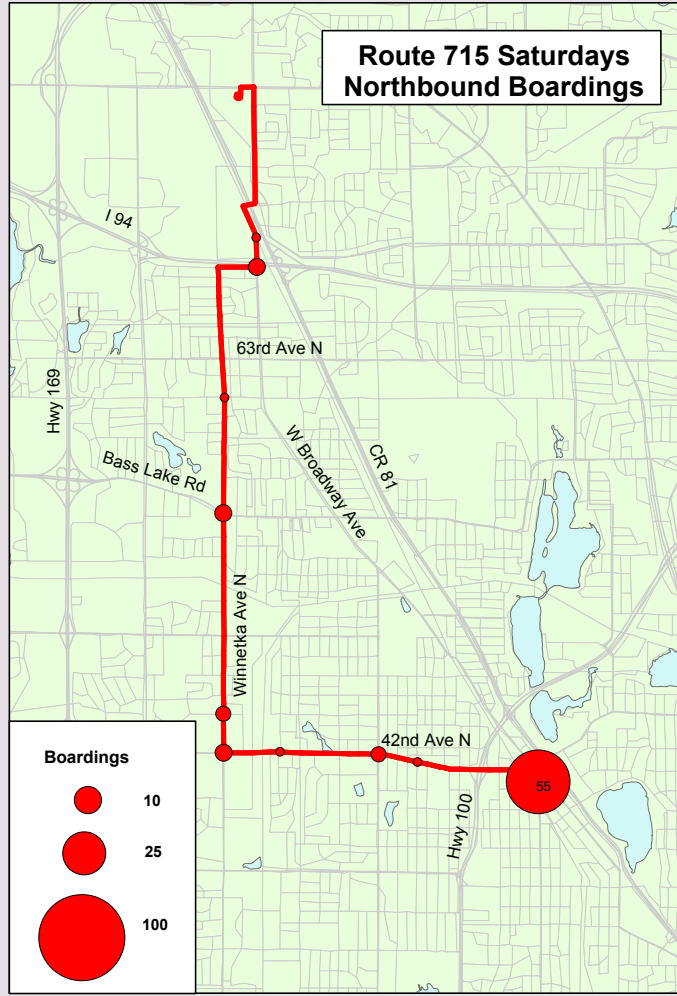
	Weekday					Sat	Sun
	AM	MID	PM	EVE	Overall		
Revenue Hours	2.9	5.4	3.3	3.8	15.4	10.7	
Unlinked Boardings	87	116	74	48	325	161	
Passengers per Rev. Hour	30	22	23	13	21	15	

**Route 715**

Brooklyn Park  
-  
Robbinsdale Transit Center

**Weekday Boardings**

June 2003



**• Route Description**

42nd Ave N, Winnetka Ave N

**• Destinations Served**

Robbinsdale Transit Center, Science Industry Park  
Starlite Center

**• Route Area Demographic Statistics**

Population (persons)	10,256
Residential Density (persons/acre)	11
Employment (# of jobs)	14,320
Employment Density (jobs/acre)	14

**• Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
60	60	30	60	-	120	-

**• Span of Service**

	Weekday	Saturday	Sunday
Current	5:38am - 11:36pm	6:15am - 7:36am	-

**• Service Performance (Fall 2001)**

	Weekday					Sat	Sun
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Revenue Hours	2.9	5.4	3.3	3.8	15.4	10.7	
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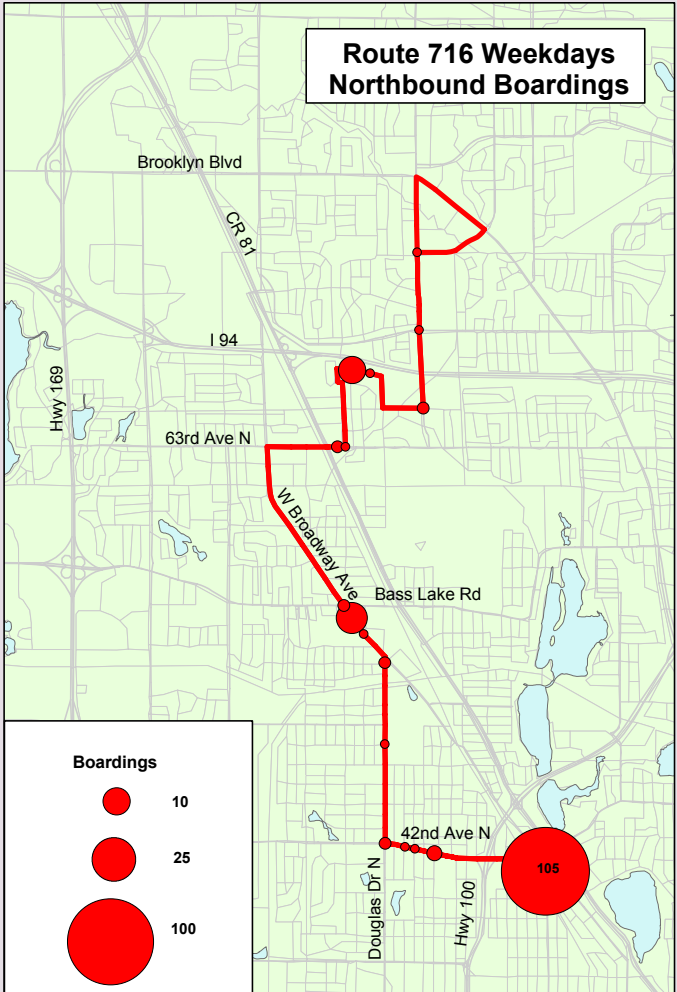
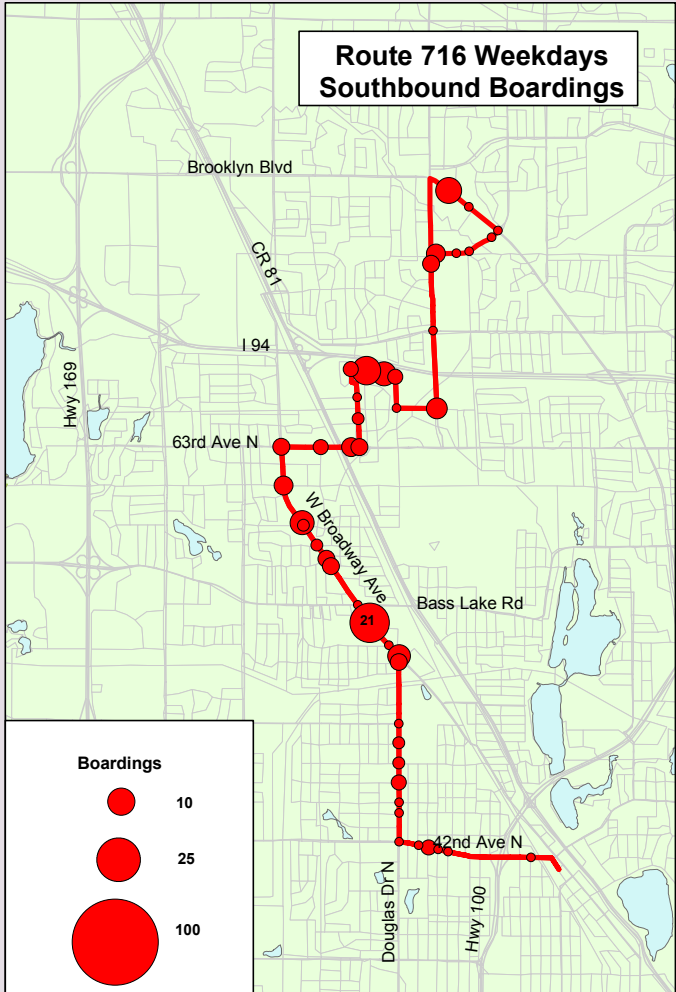
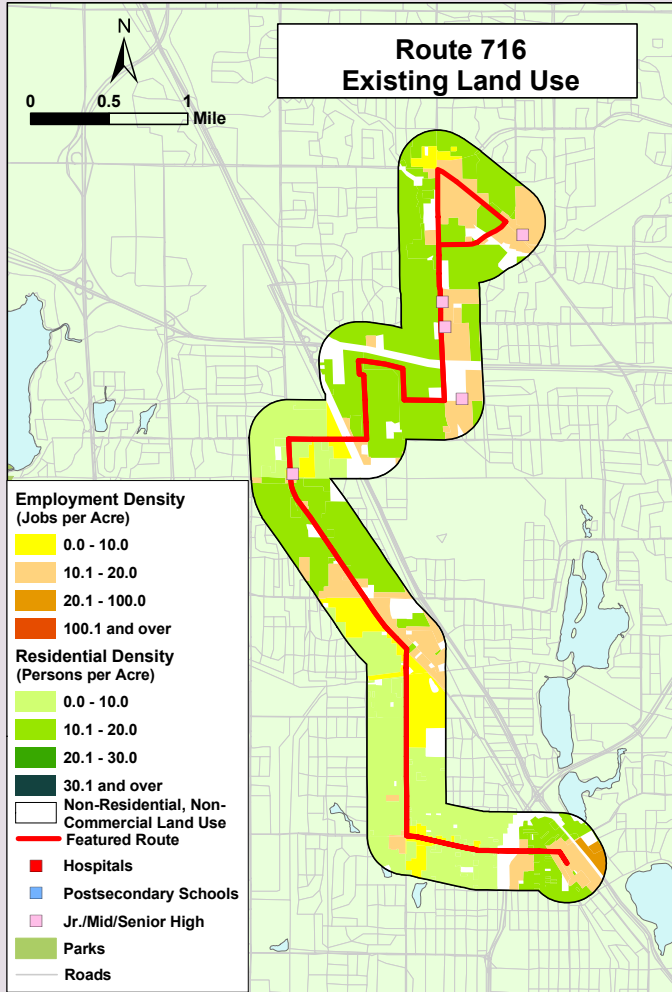
**Route 715**

**Brooklyn Park**  
-  
**Robbinsdale Transit Center**

**Saturday Boardings**

June 2003





<b>• Route Description</b>		<b>• Prevailing Service Frequencies</b>																																												
Douglas Dr N, West Broadway Ave, Zane/Brooklyn Blvd		<table border="1"> <thead> <tr> <th colspan="5">Weekday</th> <th>Sat</th> <th>Sun</th> </tr> <tr> <th>AM</th> <th>MID</th> <th>PM</th> <th>EVE</th> <th>Owl</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>60</td> <td>60</td> <td>60</td> <td>60</td> <td>-</td> <td>120</td> <td>-</td> </tr> </tbody> </table>		Weekday					Sat	Sun	AM	MID	PM	EVE	Owl			60	60	60	60	-	120	-																						
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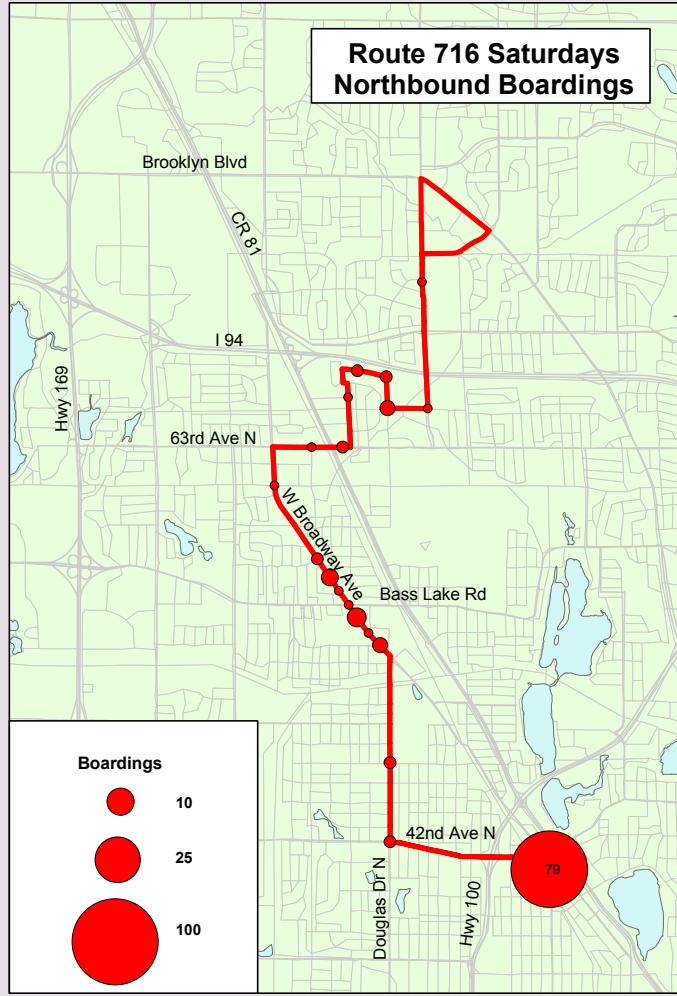
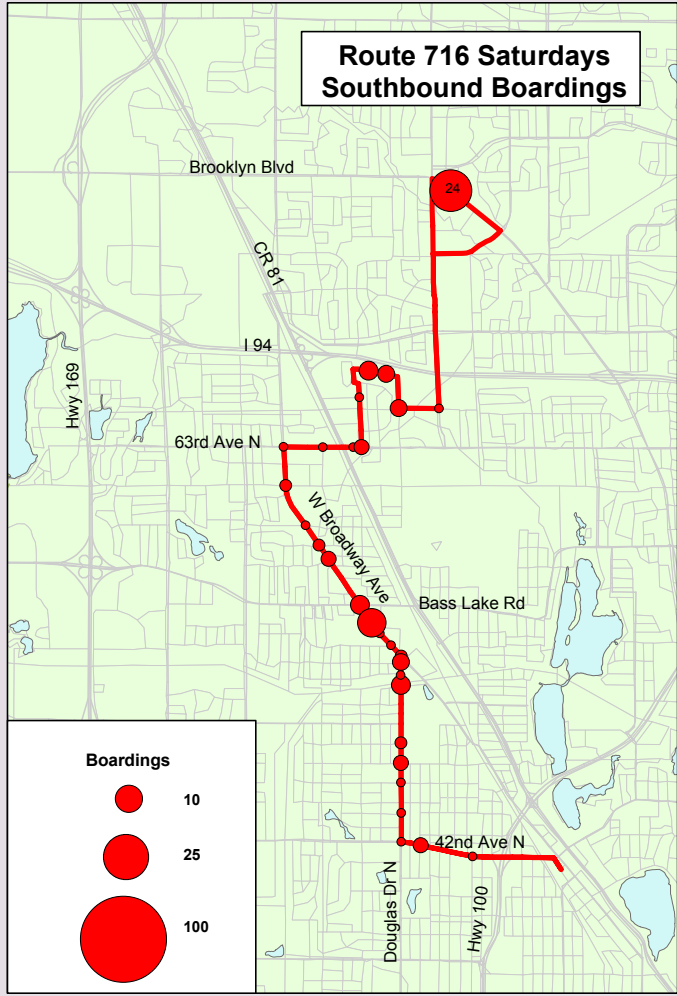
**Route 716**

-  
**Brooklyn Park**  
-  
**Robbinsdale Transit Center**

**Weekday Boardings**

June 2003

**IBI**  
GROUP


**Route Description**

Douglas Dr N, West Broadway Ave, Zane/Brooklyn Blvd

**Destinations Served**

Robbinsdale Transit Center

**Route Area Demographic Statistics**

Population (persons)	10,936
Residential Density (persons/acre)	15
Employment (# of jobs)	8,396
Employment Density (jobs/acre)	13

**Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
60	60	60	60	-	120	-

**Span of Service**

	Weekday	Saturday	Sunday
Current	5:27am - 9:37pm	7:34am - 8:33pm	-

**Service Performance (Fall 2001)**

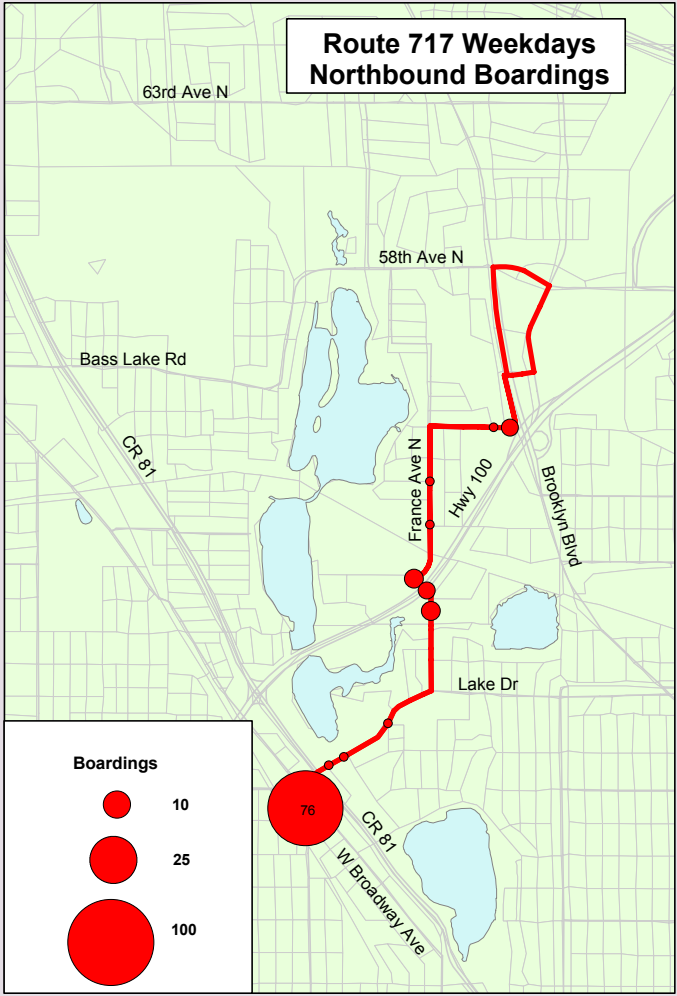
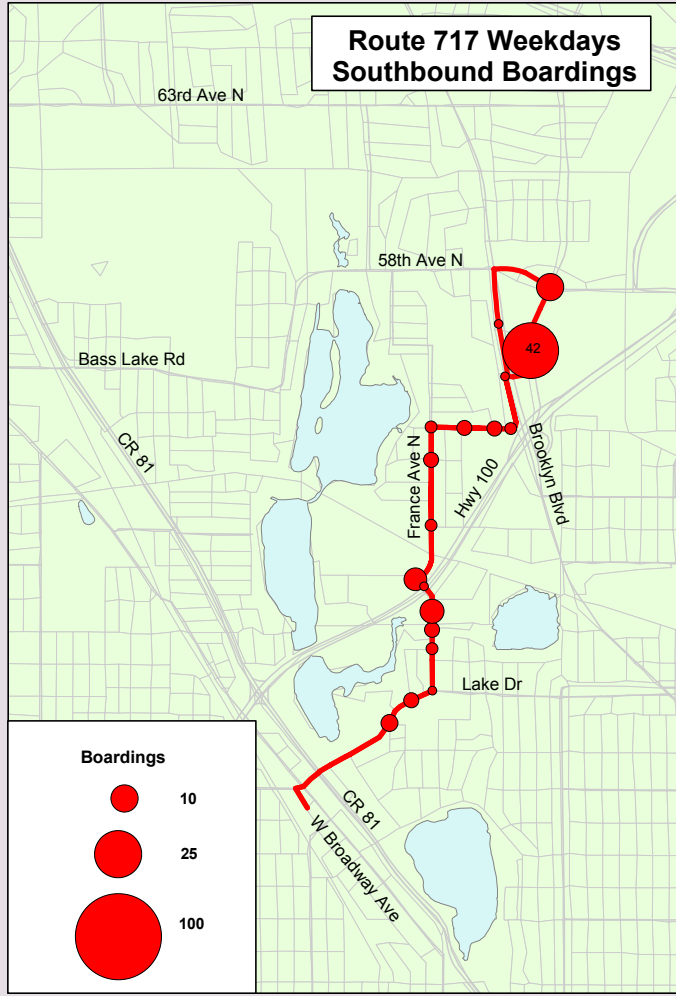
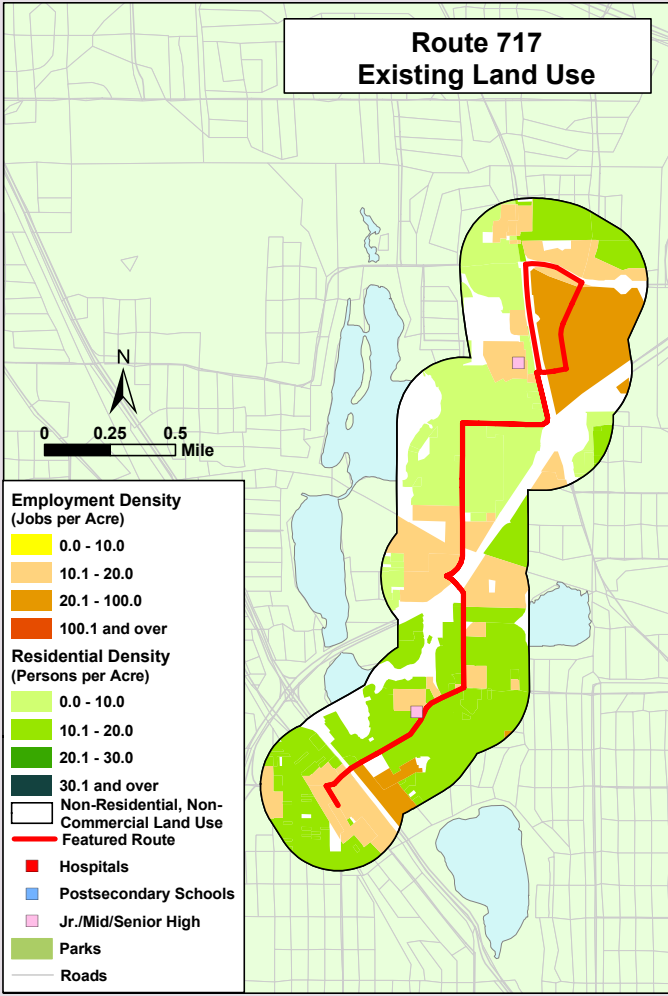
	Weekday					Sat	Sun
	AM	MID	PM	EVE	Overall		
Revenue Hours	1.6	5.7	2.5	2.9	12.7	11.0	7.8
Unlinked Boardings	39	174	46	46	305	209	112
Passengers per Rev. Hour	24	30	19	16	24	19	14

# Route 716

Brooklyn Park  
-  
Robbinsdale Transit Center

Saturday Boardings

June 2003



<ul style="list-style-type: none"> <li><b>Route Description</b> France Ave N, Xerxes Ave, Bass Lake Rd Brooklyn Blvd</li> </ul>		<ul style="list-style-type: none"> <li><b>Prevailing Service Frequencies</b></li> </ul> <table border="1" style="margin-left: 20px;"> <thead> <tr> <th></th> <th colspan="5">Weekday</th> <th>Sat</th> <th>Sun</th> </tr> <tr> <th></th> <th>AM</th> <th>MID</th> <th>PM</th> <th>EVE</th> <th>Owl</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td></td> <td>30</td> <td>60</td> <td>30</td> <td>60</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table>			Weekday					Sat	Sun		AM	MID	PM	EVE	Owl				30	60	30	60	-	-	-																								
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Passengers per Rev. Hour	22	18	23	9	17	14	8																																												

## Route 717

**Brookdale Transit Center**

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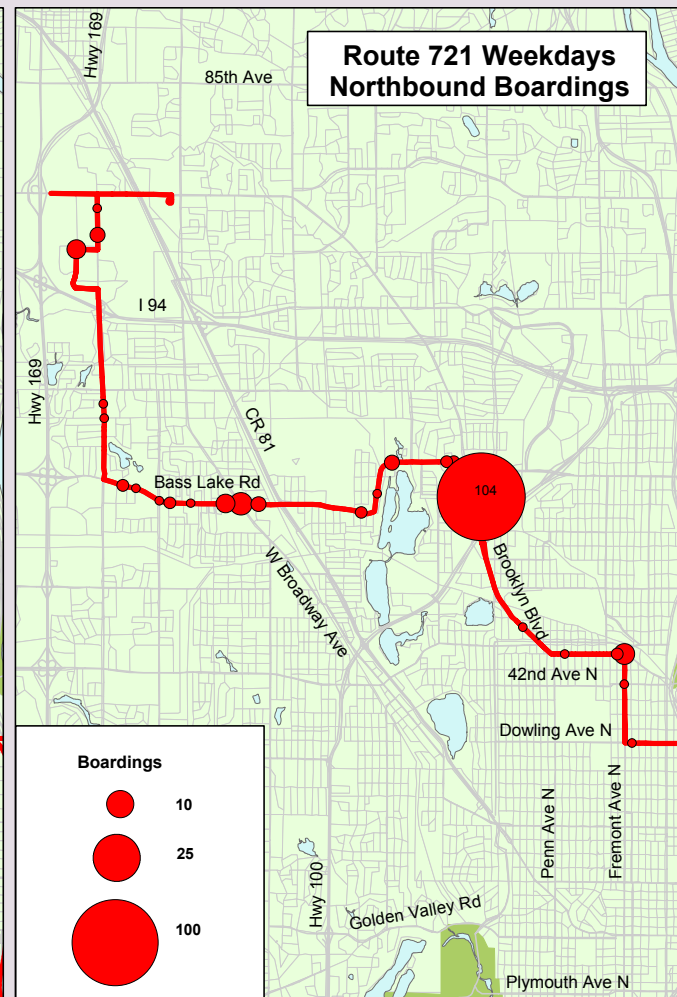
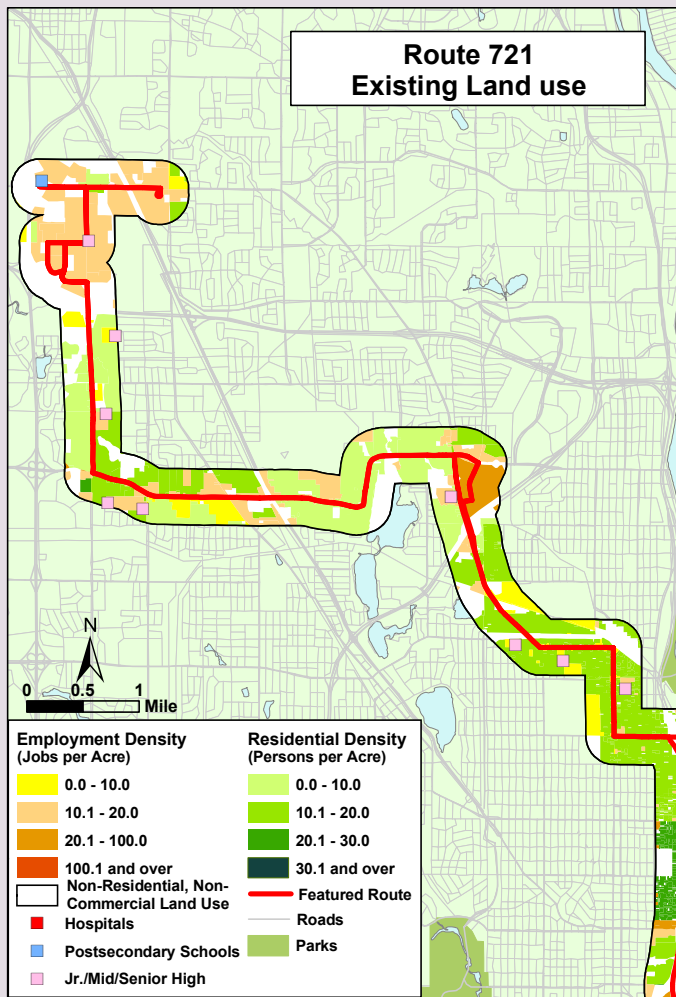
**Robbinsdale Transit Center**

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### Weekday Boardings

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**June 2003**



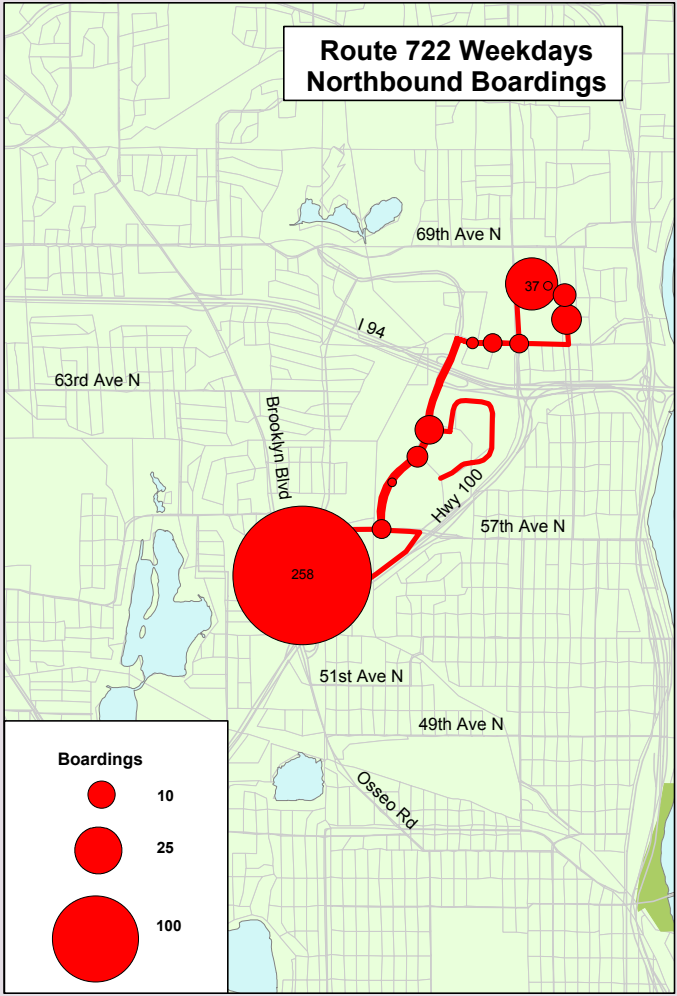
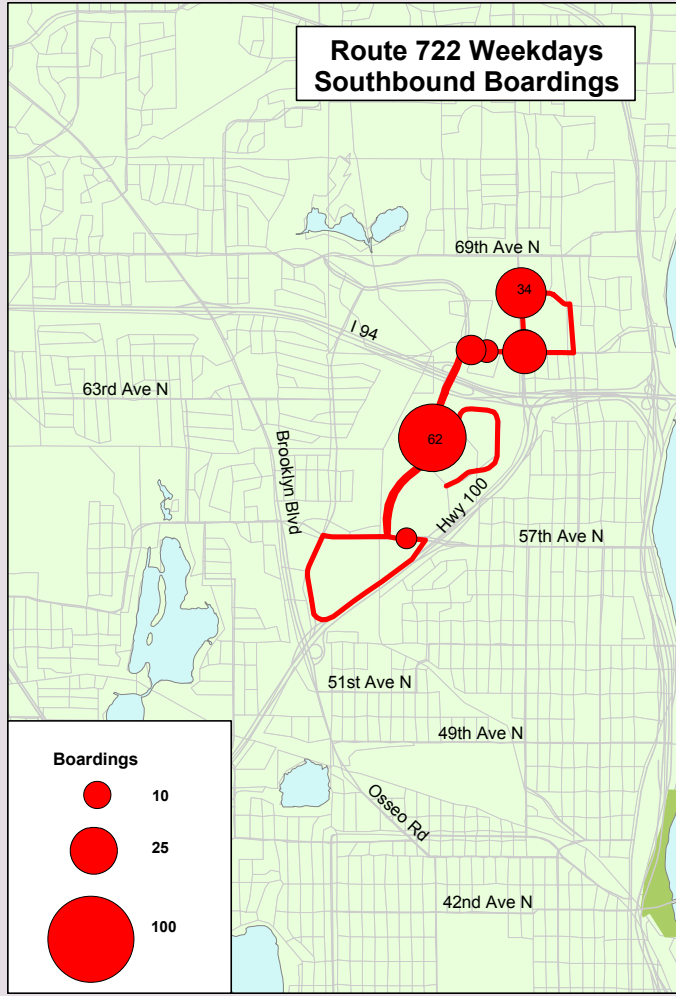
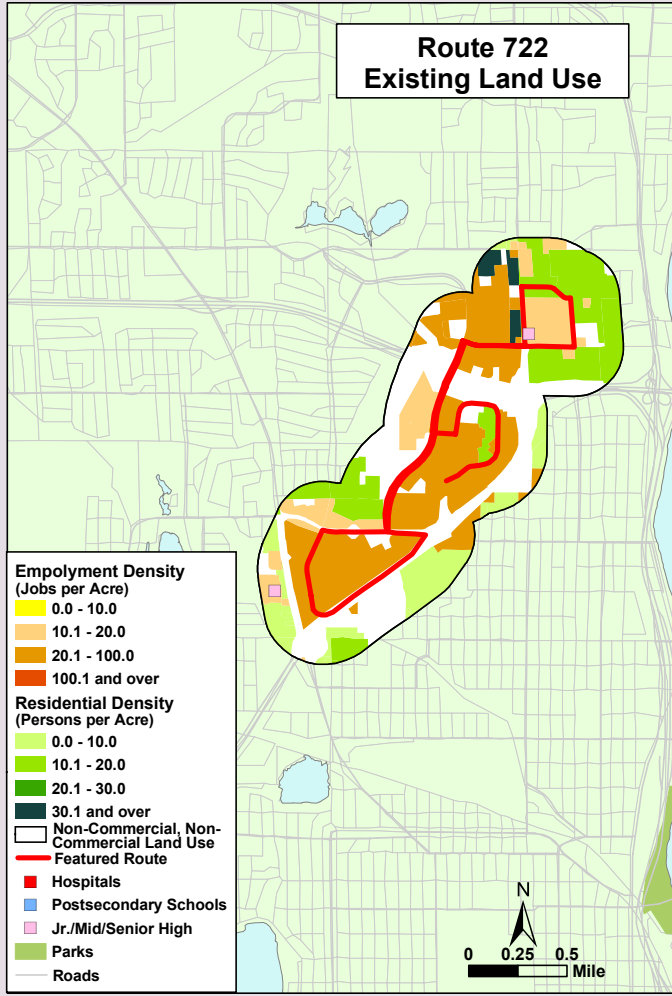
<p><b>• Route Description</b> Boone Ave, Bass Lake Rd, Brooklyn Blvd, Fremont Ave</p>		<p><b>• Prevailing Service Frequencies</b></p> <table border="1"> <thead> <tr> <th></th> <th colspan="5">Weekday</th> <th>Sat</th> <th>Sun</th> </tr> <tr> <th></th> <th>AM</th> <th>MID</th> <th>PM</th> <th>EVE</th> <th>Owl</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td></td> <td>30 - 60</td> <td>60</td> <td>30 - 60</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table>								Weekday					Sat	Sun		AM	MID	PM	EVE	Owl				30 - 60	60	30 - 60	-	-	-	-																								
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<p><b>• Destinations Served</b> Starlite Center, Hennepin Technical College, Brookdale Shopping Center, Downtown Minneapolis</p>		<p><b>• Span of Service</b></p> <table border="1"> <thead> <tr> <th></th> <th colspan="2">Weekday</th> <th>Saturday</th> <th>Sunday</th> </tr> </thead> <tbody> <tr> <td>Current</td> <td colspan="2">5:52am - 6:48pm</td> <td>-</td> <td>-</td> </tr> </tbody> </table>								Weekday		Saturday	Sunday	Current	5:52am - 6:48pm		-	-																																						
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## Route 721

Starlite Center  
-  
Downtown Minneapolis

### Weekday Boardings

June 2003



<ul style="list-style-type: none"> <li><b>Route Description</b> 67th &amp; Humboldt Ave, Shingle Creek Pkwy</li> <li><b>Destinations Served</b> Brookdale Shopping Center</li> <li><b>Route Area Demographic Statistics</b></li> </ul>	<table border="1"> <tr> <td>Population (persons)</td> <td>3,815</td> </tr> <tr> <td>Residential Density (persons/acre)</td> <td>16</td> </tr> <tr> <td>Employment (# of jobs)</td> <td>11,296</td> </tr> <tr> <td>Employment Density (jobs/acre)</td> <td>24</td> </tr> </table>	Population (persons)	3,815	Residential Density (persons/acre)	16	Employment (# of jobs)	11,296	Employment Density (jobs/acre)	24	<ul style="list-style-type: none"> <li><b>Prevailing Service Frequencies</b></li> </ul> <table border="1"> <thead> <tr> <th></th> <th colspan="5">Weekday</th> <th>Sat</th> <th>Sun</th> </tr> <tr> <th></th> <th>AM</th> <th>MID</th> <th>PM</th> <th>EVE</th> <th>Owl</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td></td> <td>30</td> <td>30</td> <td>30</td> <td>30</td> <td>-</td> <td>30</td> <td>30</td> </tr> </tbody> </table> <ul style="list-style-type: none"> <li><b>Span of Service</b></li> </ul> <table border="1"> <thead> <tr> <th></th> <th>Weekday</th> <th>Saturday</th> <th>Sunday</th> </tr> </thead> <tbody> <tr> <td>Current</td> <td>5:07am - 10:56pm</td> <td>9:11am - 9:04pm</td> <td>10:04am - 7:24pm</td> </tr> </tbody> </table> <ul style="list-style-type: none"> <li><b>Service Performance (Fall 2001)</b></li> </ul> <table border="1"> <thead> <tr> <th></th> <th colspan="5">Weekday</th> <th>Sat</th> <th>Sun</th> </tr> <tr> <th></th> <th>AM</th> <th>MID</th> <th>PM</th> <th>EVE</th> <th>Overall</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>Revenue Hours</td> <td>2.0</td> <td>4.8</td> <td>2.2</td> <td>4.0</td> <td>13.0</td> <td>8.4</td> <td>6.6</td> </tr> <tr> <td>Unlinked Boardings</td> <td>85</td> <td>177</td> <td>110</td> <td>73</td> <td>446</td> <td>301</td> <td>176</td> </tr> <tr> <td>Passengers per Rev. Hour</td> <td>42</td> <td>37</td> <td>50</td> <td>18</td> <td>34</td> <td>36</td> <td>27</td> </tr> </tbody> </table>		Weekday					Sat	Sun		AM	MID	PM	EVE	Owl				30	30	30	30	-	30	30		Weekday	Saturday	Sunday	Current	5:07am - 10:56pm	9:11am - 9:04pm	10:04am - 7:24pm		Weekday					Sat	Sun		AM	MID	PM	EVE	Overall			Revenue Hours	2.0	4.8	2.2	4.0	13.0	8.4	6.6	Unlinked Boardings	85	177	110	73	446	301	176	Passengers per Rev. Hour	42	37	50	18	34	36	27
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**Route 722**

**67th & Humboldt Ave**

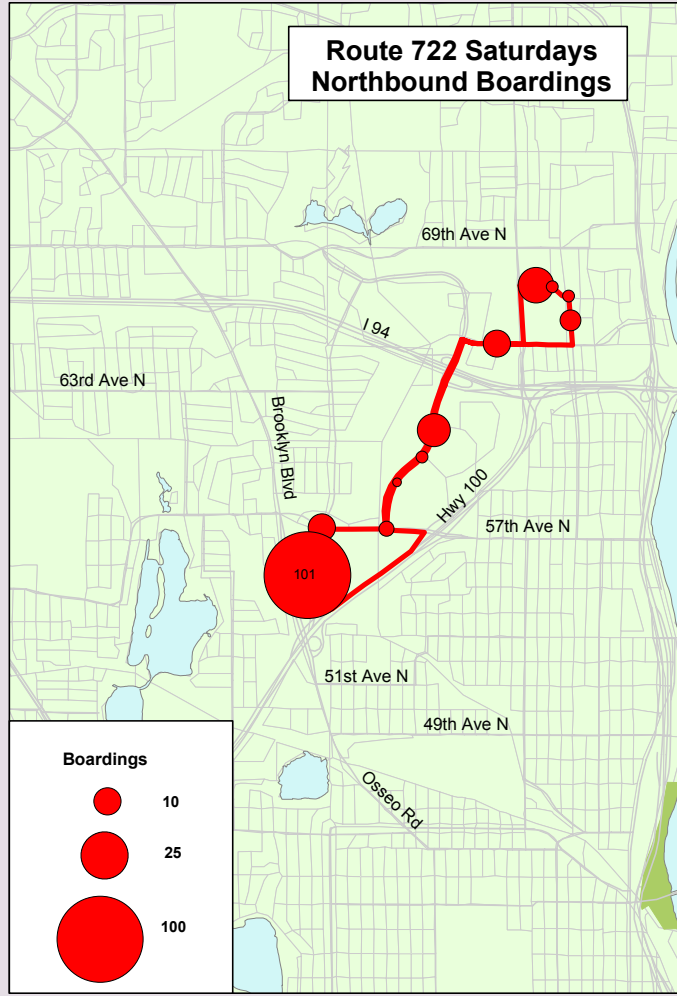
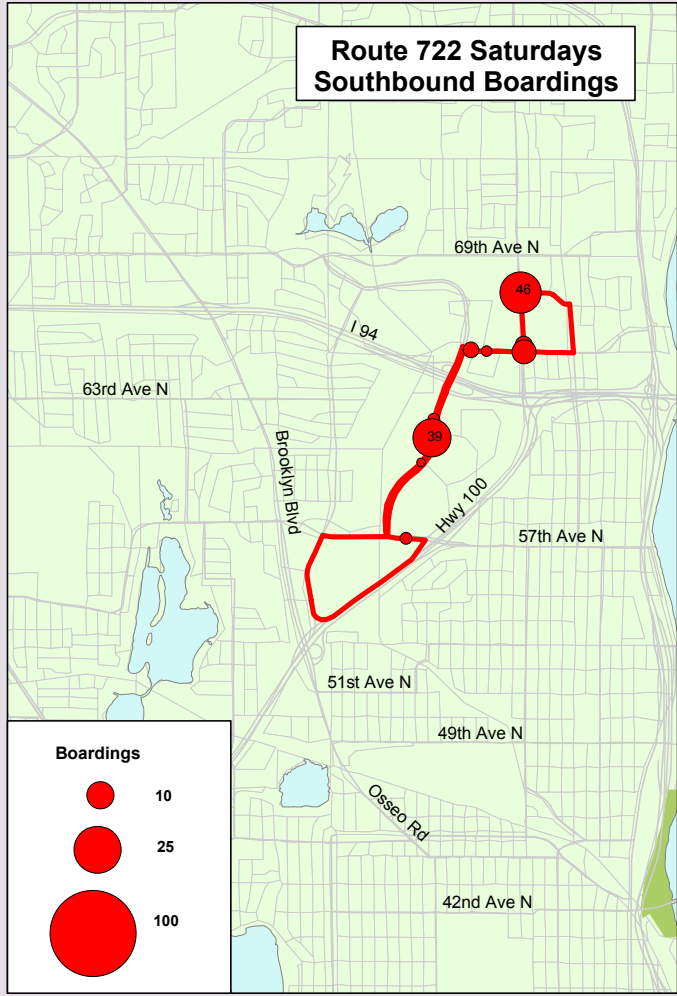
-

**Brookdale**

**Weekday Boardings**

June 2003

**IBI**  
GROUP


**Route Description**

67th &amp; Humboldt Ave, Shingle Creek Pkwy

**Destinations Served**

Brookdale Shopping Center

**Route Area Demographic Statistics**

Population (persons)	3,815
Residential Density (persons/acre)	16
Employment (# of jobs)	11,296
Employment Density (jobs/acre)	24

**Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
30	30	30	30	-	30	30

**Span of Service**

	Weekday	Saturday	Sunday
Current	5:07am - 10:56pm	9:11am - 9:04pm	10:04am - 7:24pm

**Service Performance (Fall 2001)**

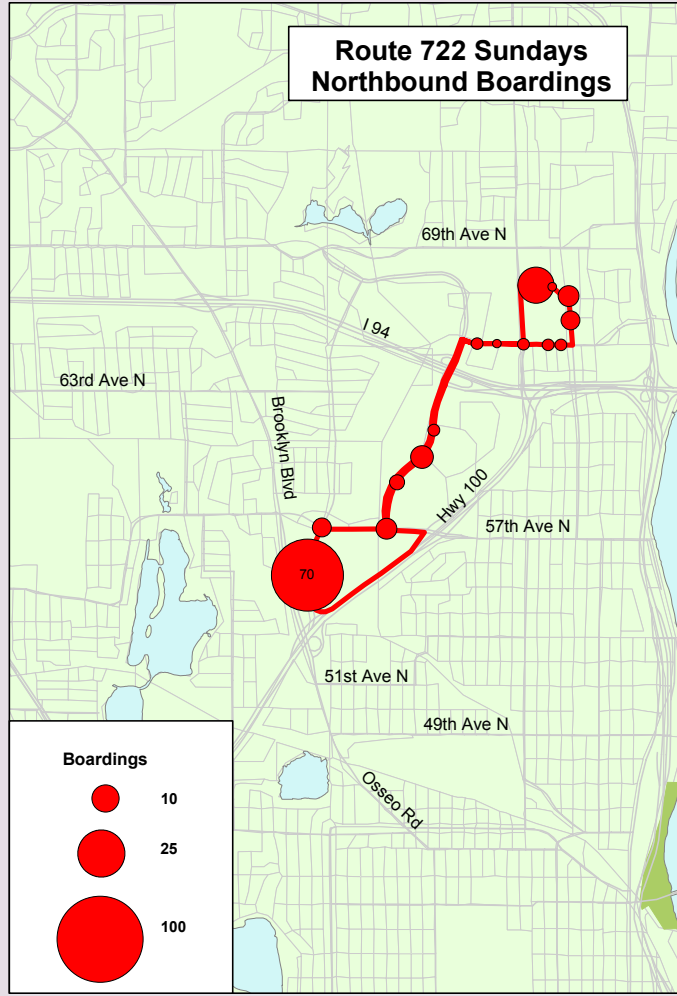
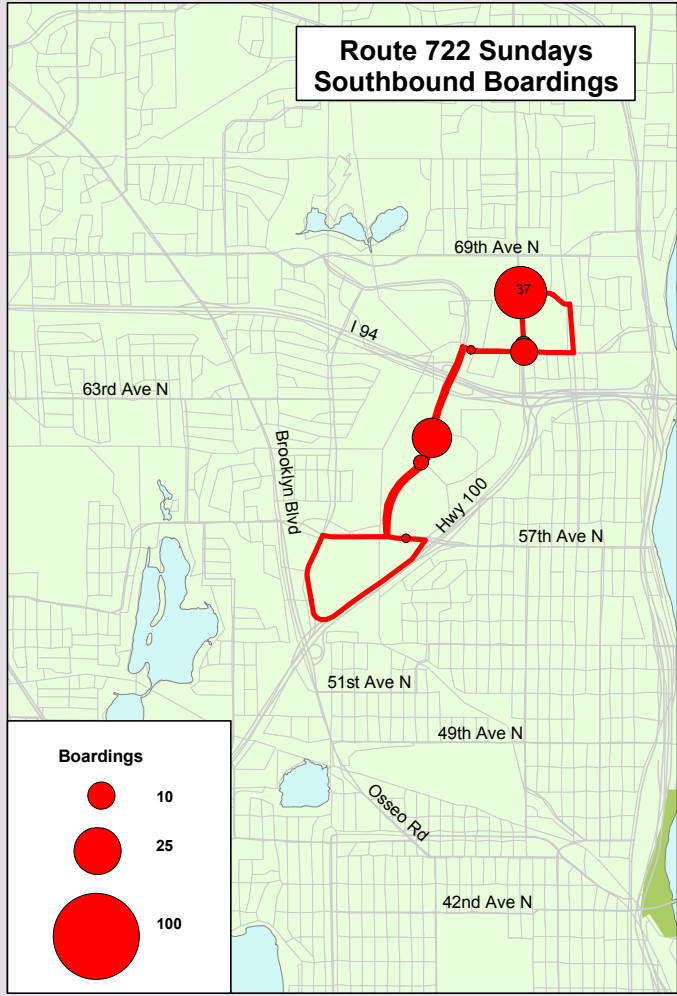
	Weekday					Sat	Sun
	AM	MID	PM	EVE	Overall		
Revenue Hours	2.0	4.8	2.2	4.0	13.0	8.4	6.6
Unlinked Boardings	85	177	110	73	446	301	176
Passengers per Rev. Hour	42	37	50	18	34	36	27

## Route 722

**67th & Humboldt Ave**  
-  
**Brookdale**

**Saturday Boardings**

June 2003



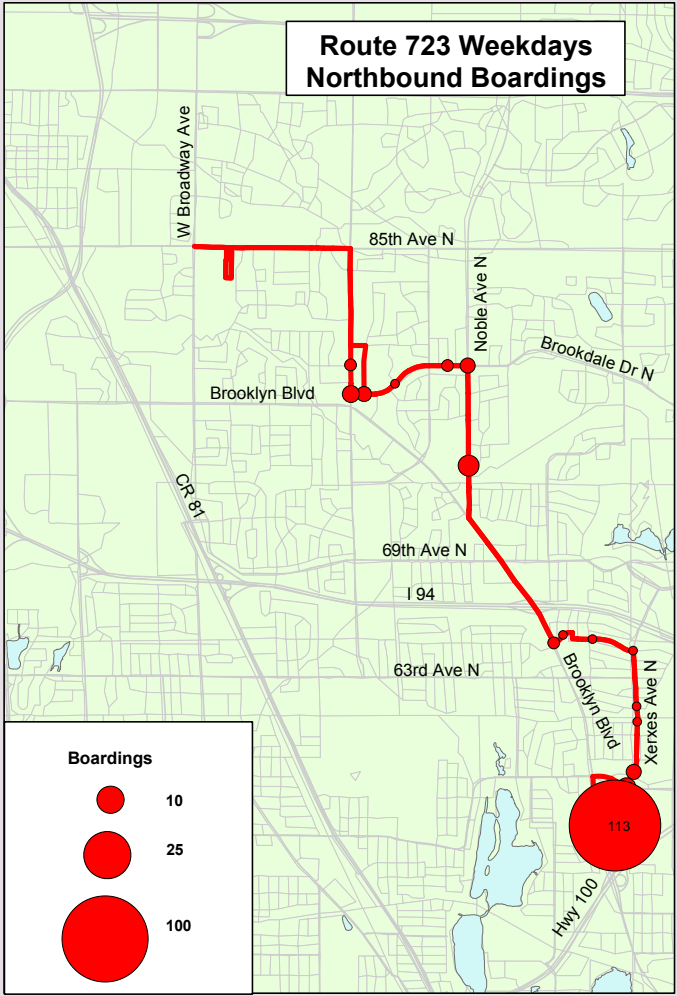
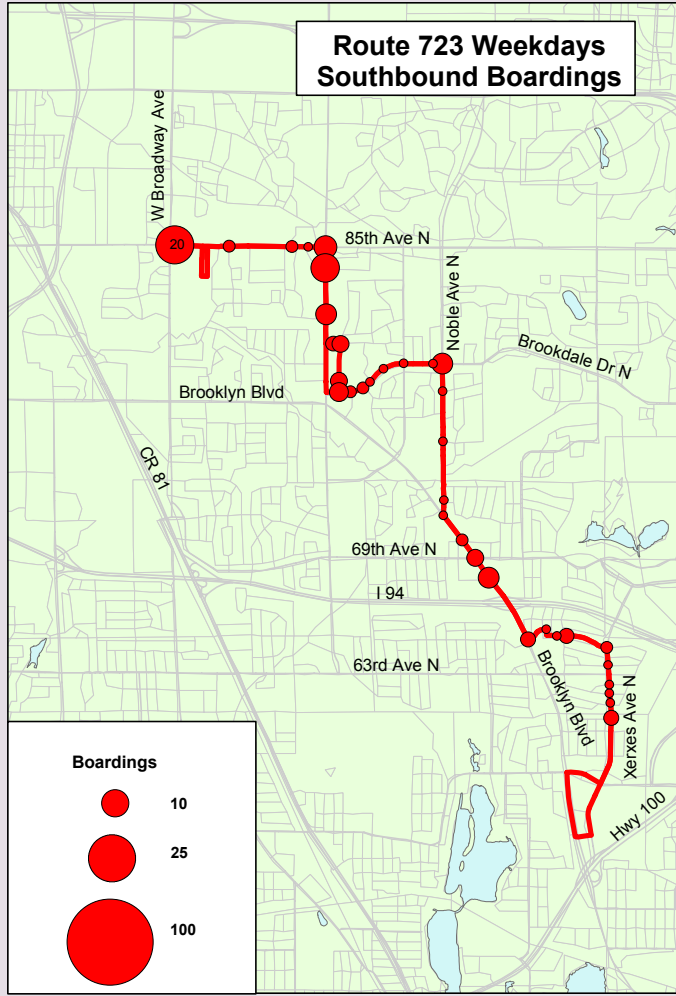
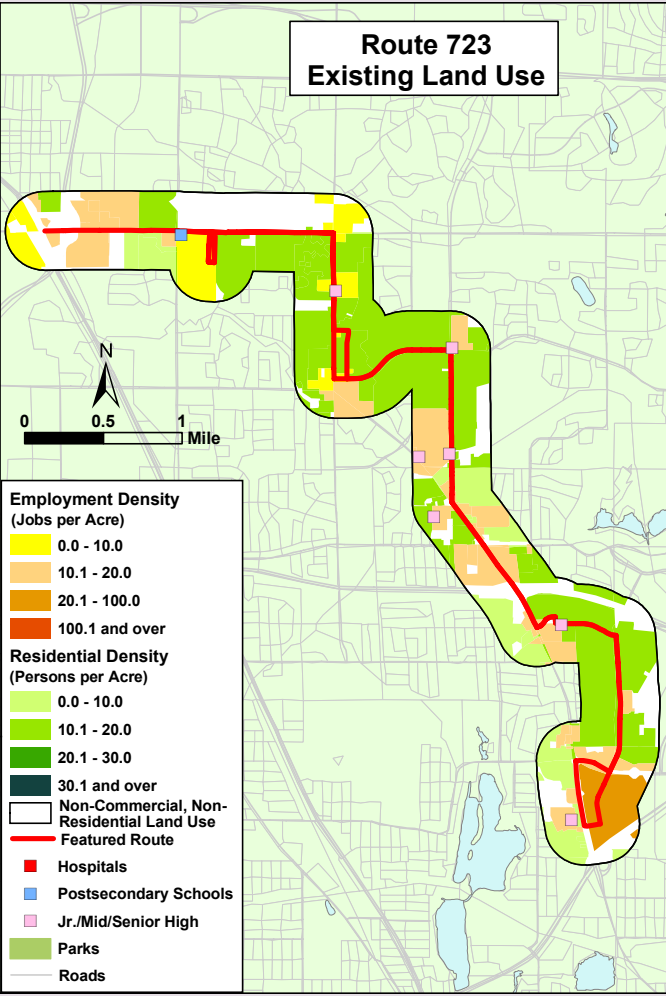
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## Route 722

### 67th & Humboldt Ave - Brookdale

### Sunday Boardings

June 2003



**• Route Description**  
85th Ave, Zane Ave, Noble Ave, Brooklyn Blvd, Xerxes Ave N

**• Destinations Served**  
North Hennepin Community College, Brookdale Transit Center

**• Route Area Demographic Statistics**

Population (persons)	13,239
Residential Density (persons/acre)	12
Employment (# of jobs)	10,007
Employment Density (jobs/acre)	16

**• Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
60	60	-	60	-	60	60

**• Span of Service**

	Weekday	Saturday	Sunday
Current	5:54am - 11:07pm	5:47am - 7:03pm	9:01am - 7:02pm

**• Service Performance (Fall 2001)**

Weekday					Sat	Sun
AM	MID	PM	EVE	Overall		
Revenue Hours	2.7	5.0	1.5	3.8	13.0	7.7
Unlinked Boardings	56	136	55	55	302	91
Passengers per Rev. Hour	21	27	37	14	23	12

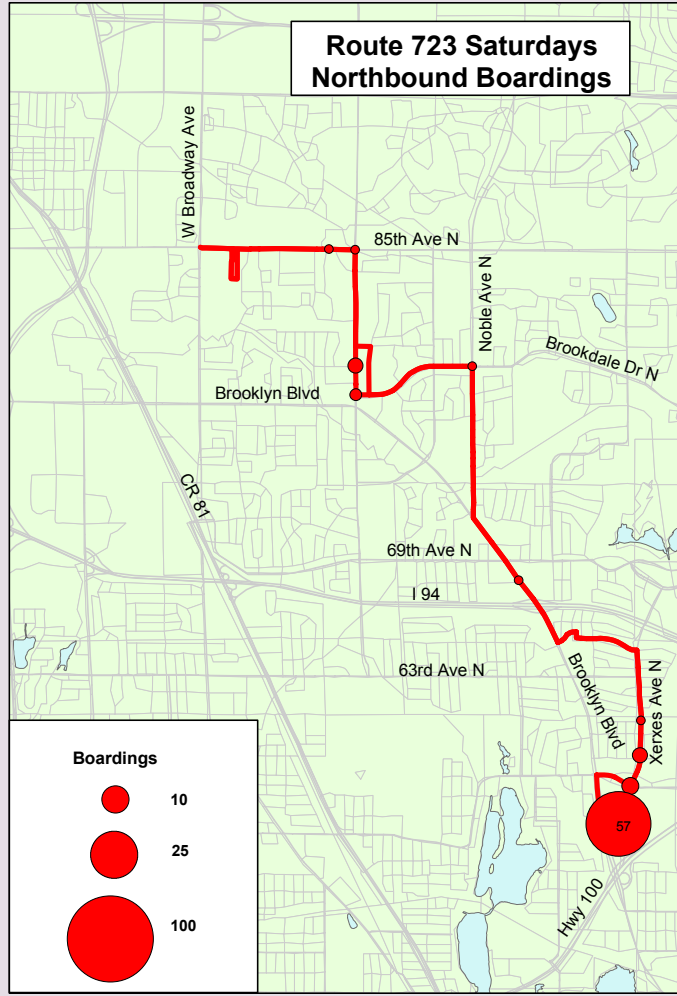
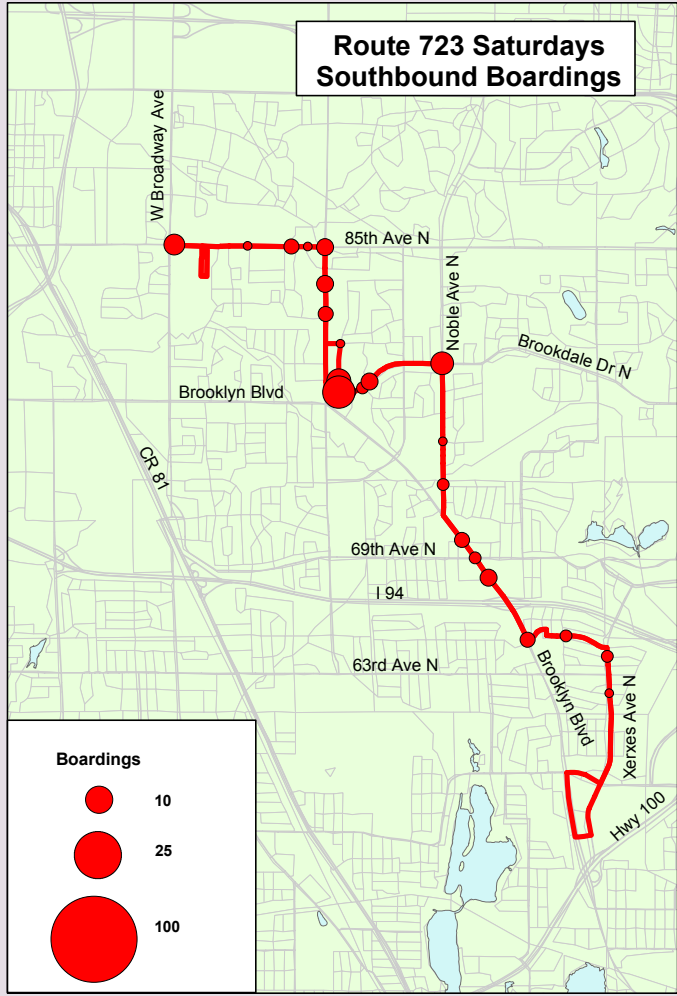
## Route 723

**Community College  
-  
Brookdale**

### Weekday Boardings

**June 2003**

**IBI GROUP**



**• Route Description**  
85th Ave, Zane Ave, Noble Ave, Brooklyn Blvd, Xerxes Ave N

**• Destinations Served**  
North Hennepin Community College, Brookdale Transit Center

**• Route Area Demographic Statistics**

Population (persons)	13,239
Residential Density (persons/acre)	12
Employment (# of jobs)	10,007
Employment Density (jobs/acre)	16

**• Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
60	60	-	60	-	60	60

**• Span of Service**

	Weekday	Saturday	Sunday
Current	5:54am - 11:07pm	5:47am - 7:03pm	9:01am - 7:02pm

**• Service Performance (Fall 2001)**

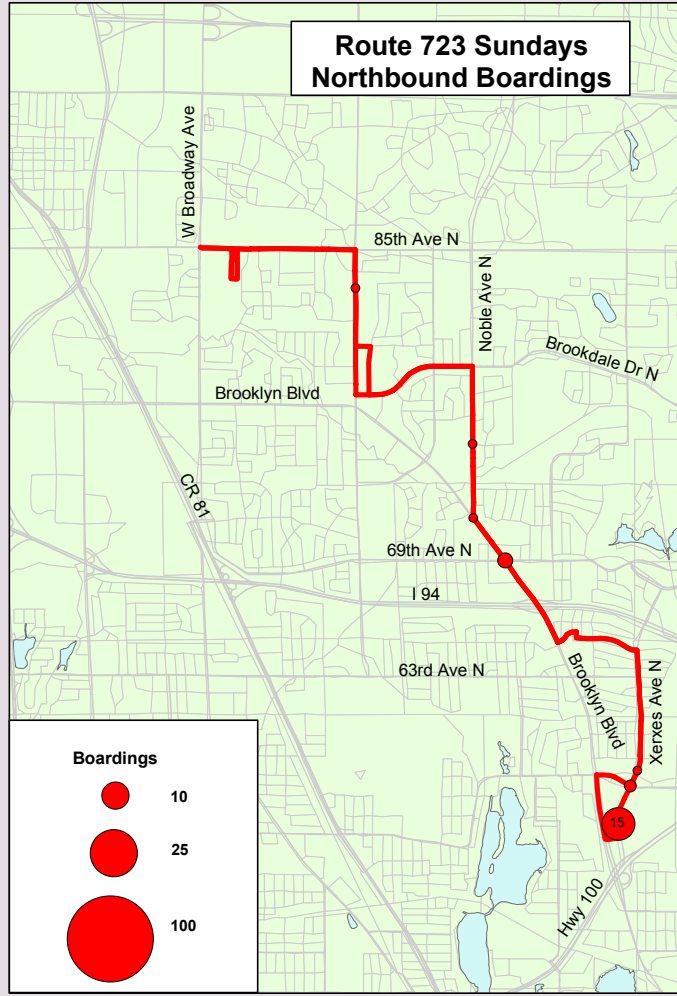
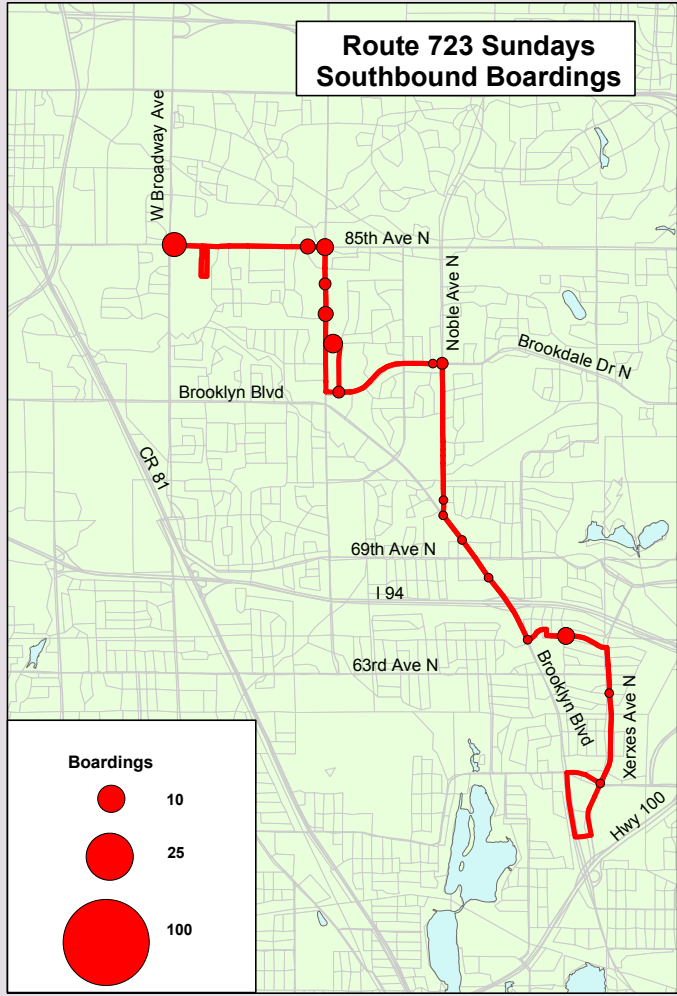
	Weekday					Sat	Sun
	AM	MID	PM	EVE	Overall		
Revenue Hours	2.7	5.0	1.5	3.8	13.0	10.0	7.7
Unlinked Boardings	56	136	55	55	302	156	91
Passengers per Rev. Hour	21	27	37	14	23	16	12

## Route 723

### Community College - Brookdale

### Saturday Boardings

June 2003



**• Route Description**  
85th Ave, Zane Ave, Noble Ave, Brooklyn Blvd, Xerxes Ave N

**• Destinations Served**  
North Hennepin Community College, Brookdale Transit Center

**• Route Area Demographic Statistics**

Population (persons)	13,239
Residential Density (persons/acre)	12
Employment (# of jobs)	10,007
Employment Density (jobs/acre)	16

**• Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
60	60	-	60	-	60	60

**• Span of Service**

	Weekday	Saturday	Sunday
Current	5:54am - 11:07pm	5:47am - 7:03pm	9:01am - 7:02pm

**• Service Performance (Fall 2001)**

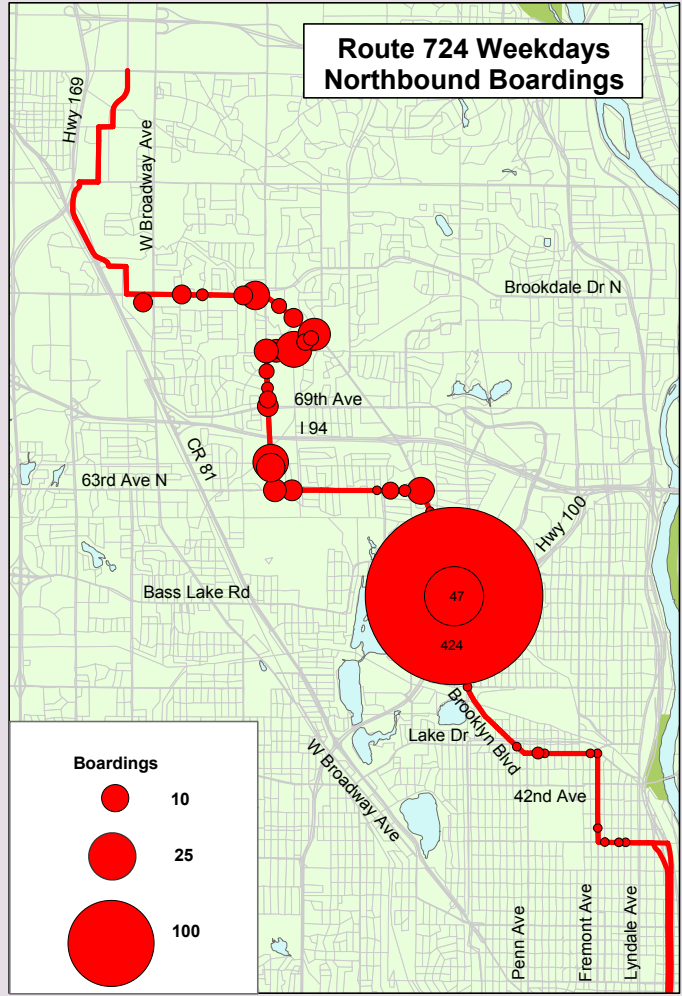
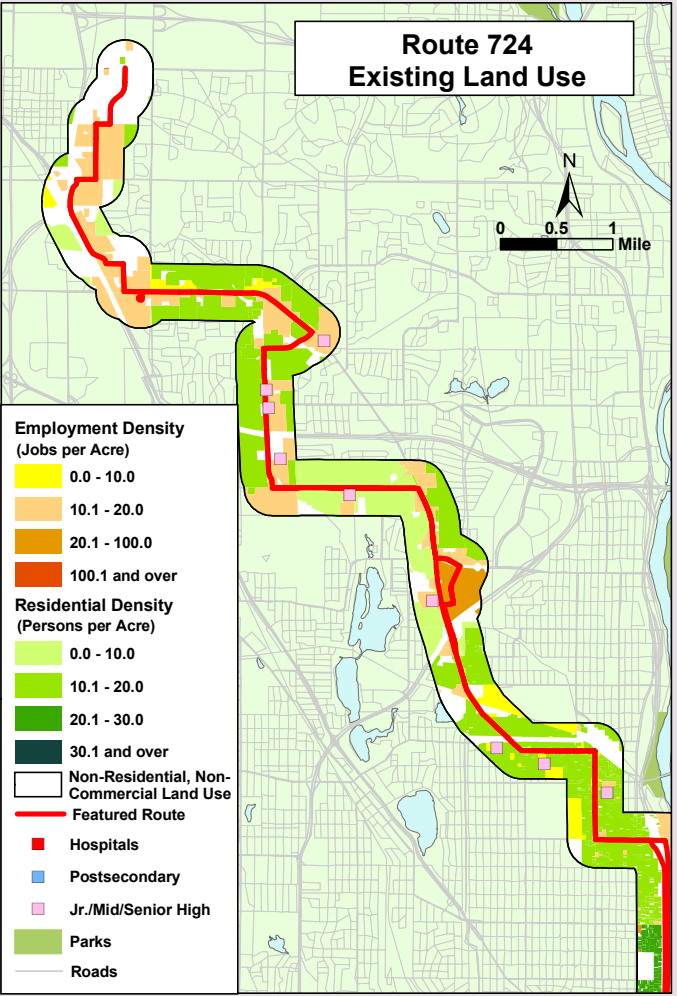
Weekday					Sat	Sun
AM	MID	PM	EVE	Overall		
Revenue Hours	2.7	5.0	1.5	3.8	13.0	10.0
Unlinked Boardings	56	136	55	55	302	156
Passengers per Rev. Hour	21	27	37	14	23	12

## Route 723

### Community College - Brookdale

### Sunday Boardings

June 2003



**Route Description**

Wyoming Ave, Brooklyn Blvd, Zane Ave, 63rd Ave N  
Osseo Rd, Fremont Ave, I-94, Downtown Minneapolis

**Destinations Served**

Brookdale Transit Center, Downtown Minneapolis

**Route Area Demographic Statistics**

Population (persons)	33,145
Residential Density (persons/acre)	15
Employment (# of jobs)	119,396
Employment Density (jobs/acre)	56

**Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
30	30	30	30	-	30 - 60	60

**Span of Service**

	Weekday	Saturday	Sunday
Current	3:54am - 1:59am	3:58am - 2:02am	4:59am - 12:59am

**Service Performance (Fall 2001)**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Overall		
Revenue Hours	6.7	14.5	5.6	9.9	36.7	20.5	12.0
Unlinked Boardings	342	927	442	404	2,115	1,217	707
Passengers per Rev. Hour	51	64	79	41	58	59	59

**Route 724**

Starlite Center

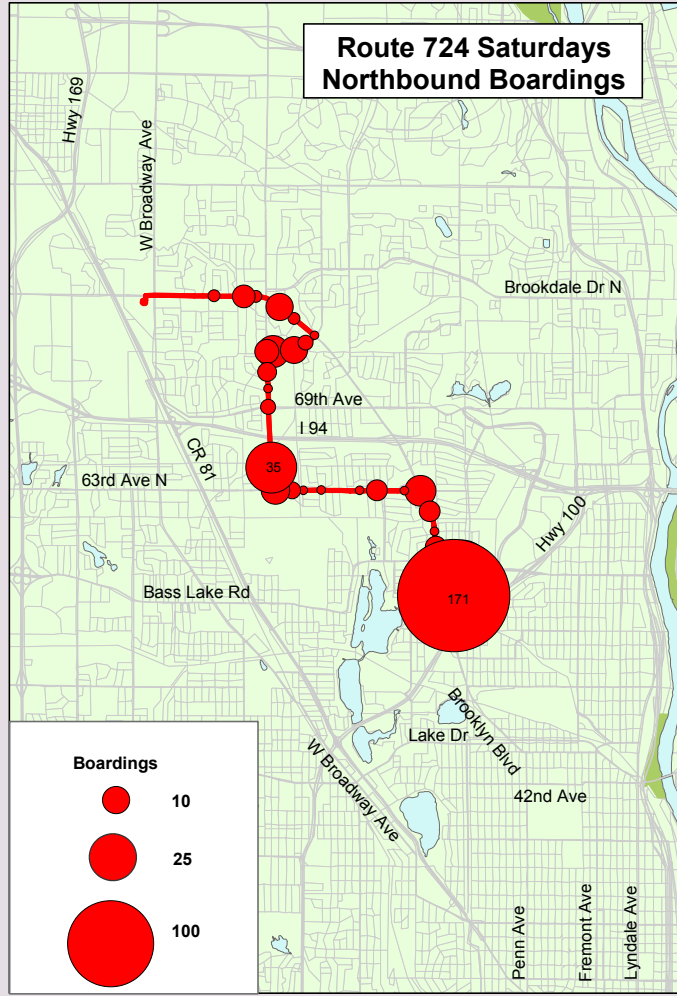
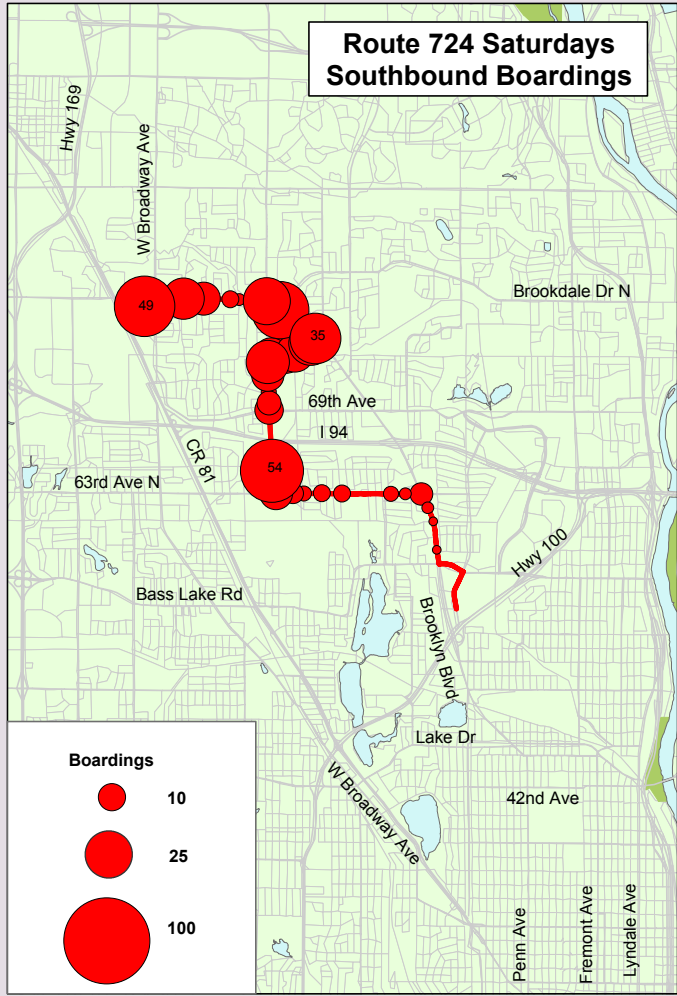
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Brookdale

**Weekday Boardings**

June 2003




**• Route Description**

 Wyoming Ave, Brooklyn Blvd, Zane Ave, 63rd Ave N  
 Osseo Rd, Fremont Ave, I-94, Downtown Minneapolis

**• Destinations Served**

Brookdale Transit Center, Downtown Minneapolis

**• Route Area Demographic Statistics**

Population (persons)	33,145
Residential Density (persons/acre)	15
Employment (# of jobs)	119,396
Employment Density (jobs/acre)	56

**• Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
30	30	30	30	-	30 - 60	60

**• Span of Service**

	Weekday	Saturday	Sunday
Current	3:54am - 1:59am	3:58am - 2:02am	4:59am - 12:59am

**• Service Performance (Fall 2001)**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Overall		
Revenue Hours	6.7	14.5	5.6	9.9	36.7	20.5	12.0
Unlinked Boardings	342	927	442	404	2,115	1,217	707
Passengers per Rev. Hour	51	64	79	41	58	59	59

## Route 724

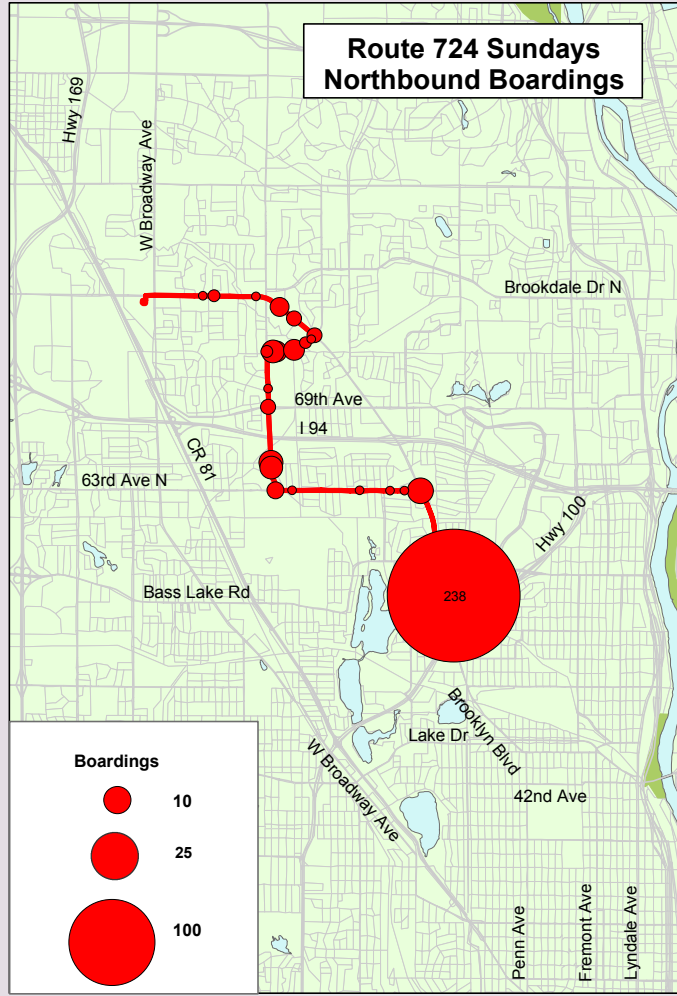
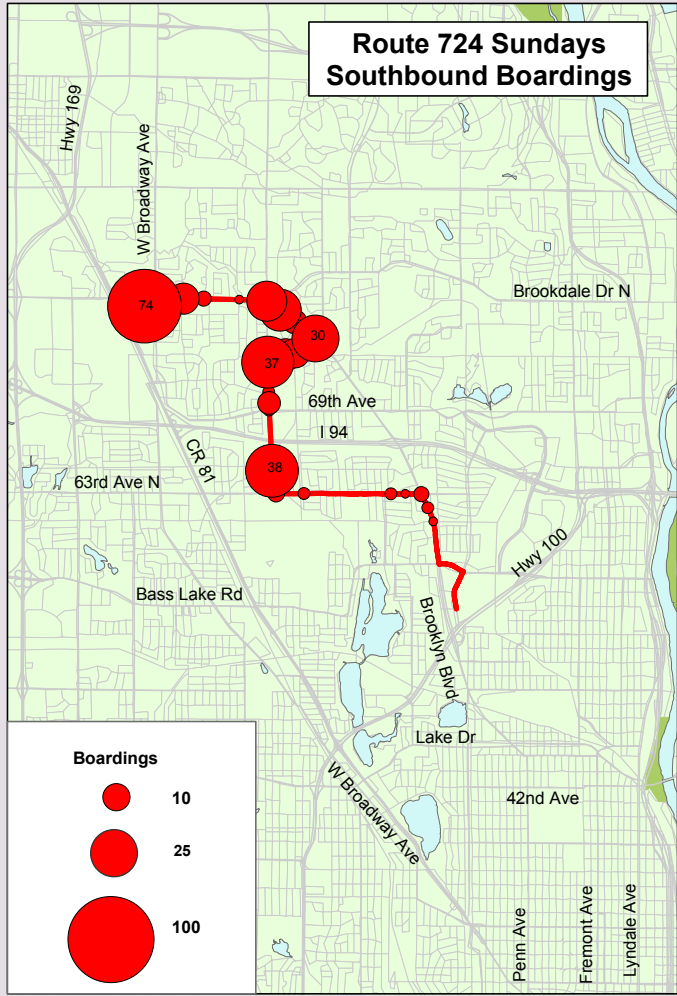
### Starlite Center

-

### Brookdale

## Saturday Boardings

June 2003


**Route Description**

 Wyoming Ave, Brooklyn Blvd, Zane Ave, 63rd Ave N  
 Osseo Rd, Fremont Ave, I-94, Downtown Minneapolis

**Destinations Served**

Brookdale Transit Center, Downtown Minneapolis

**Route Area Demographic Statistics**

Population (persons)	33,145
Residential Density (persons/acre)	15
Employment (# of jobs)	119,396
Employment Density (jobs/acre)	56

**Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
30	30	30	30	-	30 - 60	60

**Span of Service**

	Weekday	Saturday	Sunday
Current	3:54am - 1:59am	3:58am - 2:02am	4:59am - 12:59am

**Service Performance (Fall 2001)**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Overall		
Revenue Hours	6.7	14.5	5.6	9.9	36.7	20.5	12.0
Unlinked Boardings	342	927	442	404	2,115	1,217	707
Passengers per Rev. Hour	51	64	79	41	58	59	59

## Route 724

### Starlite Center

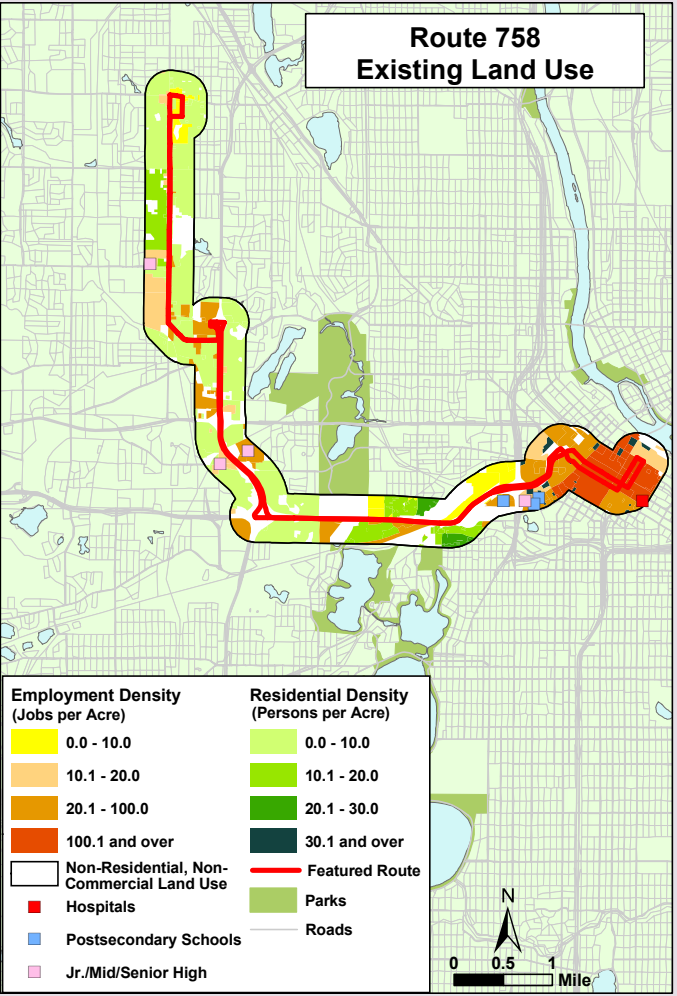
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### Brookdale

## Sunday Boardings

June 2003





**Route Description**

Douglas Dr, St. Croix Ave, Hwy 100, Hwy 394, Downtown Minneapolis

**Destinations Served**

Crystal, Spring Gate Shopping Center, Downtown Minneapolis

**Route Area Demographic Statistics**

Population (persons)	10,693
Residential Density (persons/acre)	19
Employment (# of jobs)	111,975
Employment Density (jobs/acre)	109

**Prevailing Service Frequencies**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Owl		
	30	-	30	-	-	-	-

**Span of Service**

	Weekday	Saturday	Sunday
AM	6:18am - 8:17am	-	-
PM	4:09pm - 5:47pm	-	-

**Service Performance (Fall 2001)**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Overall		
Revenue Hours	1.9		1.7		3.6		
Unlinked Boardings	115		94		209		
Passengers per Rev. Hour	59		55		58		

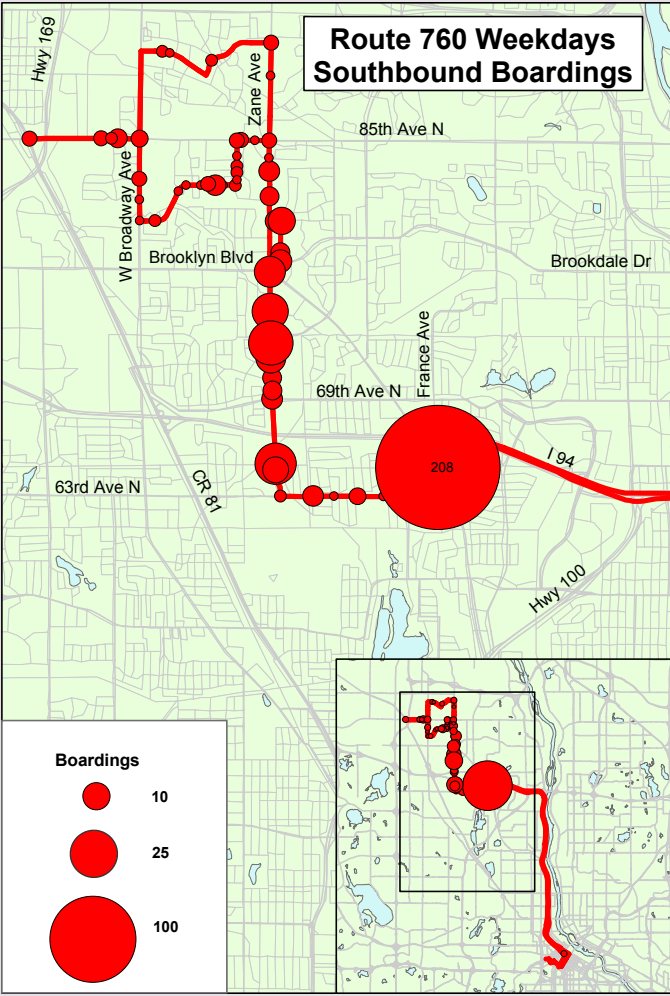
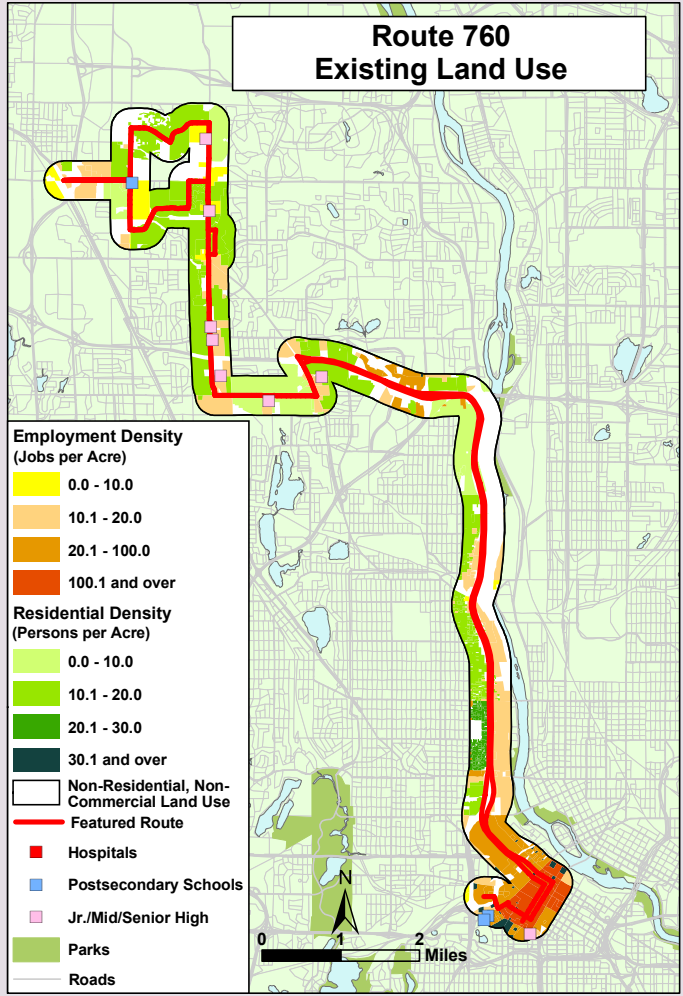
**Route 758**

**Crystal & Golden Valley**

**- Downtown Minneapolis**

**Weekday Boardings**

June 2003



**• Route Description**

85th Ave, Candlewood Dr, Zane Ave, I-94, Downtown Minneapolis

**• Destinations Served**

85th Ave N Park & Ride, 65th Ave N & Brooklyn Blvd Park & Ride, Downtown Minneapolis

**• Route Area Demographic Statistics**

Population (persons)	36,659
Residential Density (persons/acre)	16
Employment (# of jobs)	112,168
Employment Density (jobs/acre)	61

**• Prevailing Service Frequencies**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Owl		
	10	-	10	-	-	-	-

**• Span of Service**

	Weekday	Saturday	Sunday
AM	5:20am - 8:42am	-	-
PM	3:29pm - 6:56pm	-	-

**• Service Performance (Fall 2001)**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Overall		
Revenue Hours	11.6		11.8		23.4		
Unlinked Boardings	529		499		1,028		
Passengers per Rev. Hour	45		42		44		

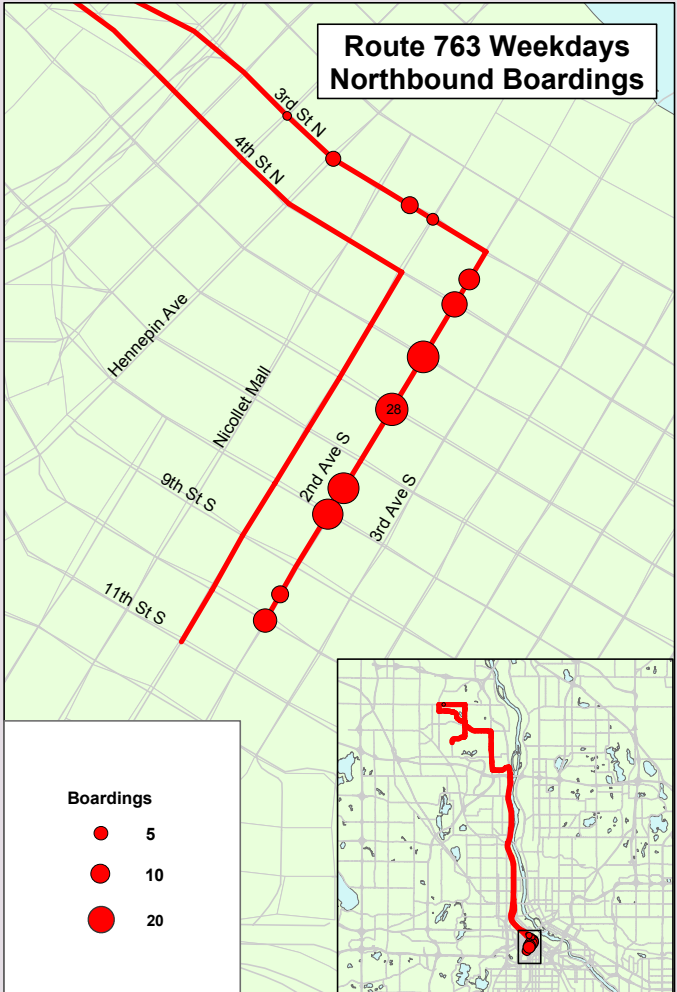
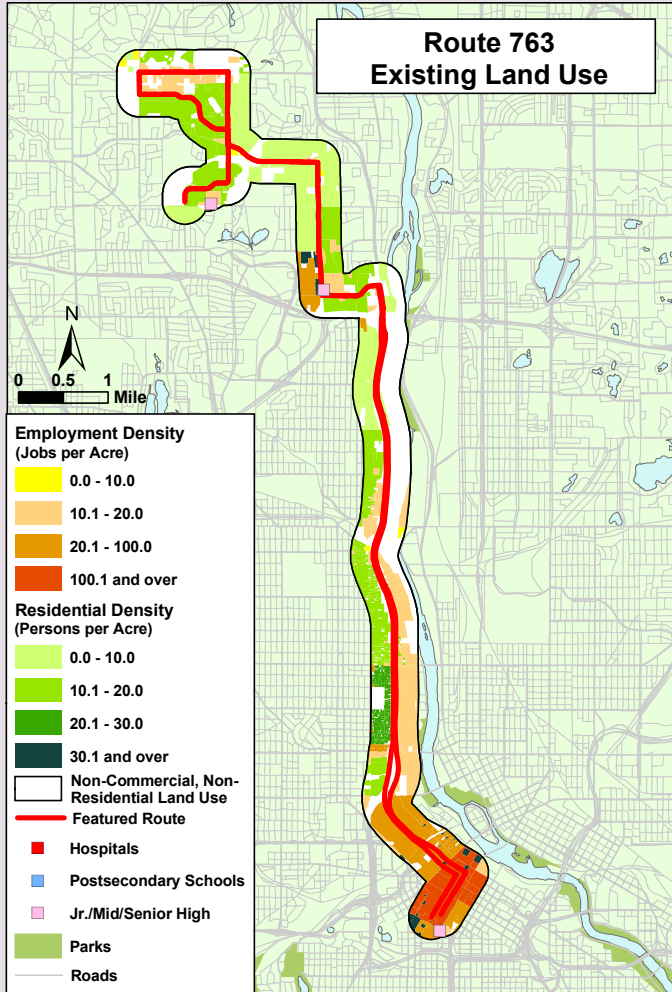
## Route 760

Brooklyn Park  
-  
Downtown Minneapolis

### Weekday Boardings

June 2003





**Route Description**

85th Ave, 83rd Ave, Xerxes Ave, Brookdale Dr, Humboldt Ave, I-94, Downtown Minneapolis

**Destinations Served**

85th Ave N Park & Ride, 65th Ave N & Brooklyn Blvd Park & Ride, Downtown Minneapolis

**Route Area Demographic Statistics**

Population (persons)	23,277
Residential Density (persons/acre)	16
Employment (# of jobs)	102,885
Employment Density (jobs/acre)	82

**Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
15 - 30	-	15 - 30	-	-	-	-

**Span of Service**

	Weekday	Saturday	Sunday
AM	6:01am - 8:28am	-	-
PM	3:38pm - 6:56pm	-	-

**Service Performance (Fall 2001)**

	Weekday				Sat	Sun
	AM	MID	PM	EVE	Overall	
Revenue Hours	4.7		5.0		9.7	
Unlinked Boardings	203		200		403	
Passengers per Rev. Hour	43		40		42	

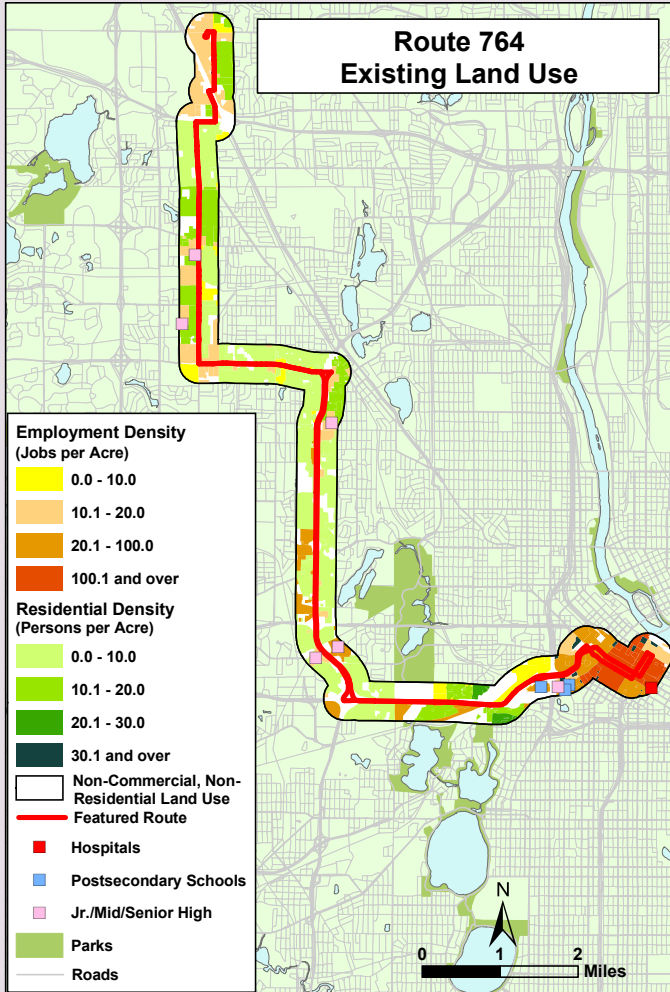
**Route 763**

Brooklyn Park

Downtown Minneapolis

Weekday Boardings

June 2003



**Route Description**

Winnetka Ave, 42nd Ave, Douglas Dr, Hwy 100, I-394, Downtown Minneapolis

**Destinations Served**

Starlite Center, New Hope, Crystal, Downtown Minneapolis

**Route Area Demographic Statistics**

Population (persons)	19,527
Residential Density (persons/acre)	14
Employment (# of jobs)	118,398
Employment Density (jobs/acre)	79

**Prevailing Service Frequencies**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Owl		
	15 - 30	-	8	-	-	-	-

**Span of Service**

	Weekday	Saturday	Sunday
AM	6:40am - 8:17am	-	-
PM	4:04pm - 6:20pm	-	-

**Service Performance (Fall 2001)**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Overall		
Revenue Hours	2.7		2.2		4.9		
Unlinked Boardings	90		102		192		
Passengers per Rev. Hour	33		48		39		

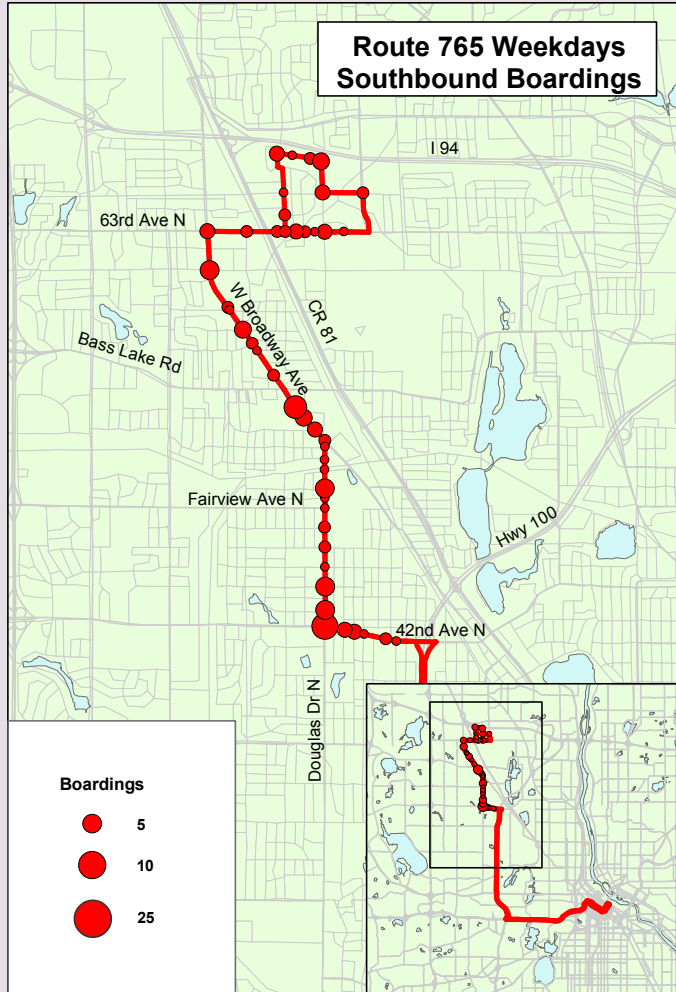
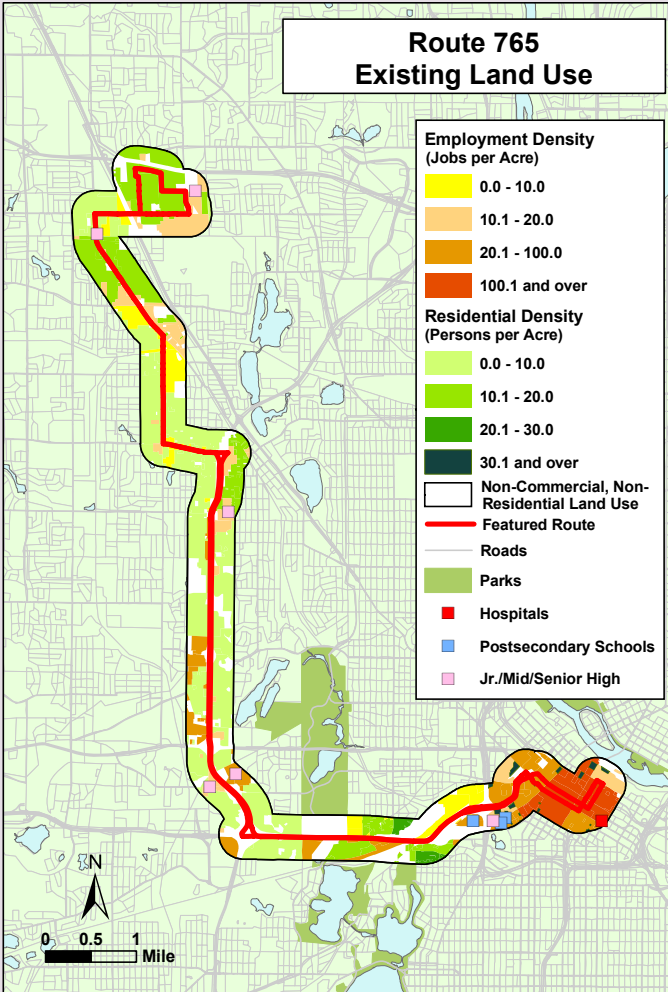
**Route 764**

Brooklyn Park

Downtown Minneapolis

Weekday Boardings

June 2003



<p><b>• Route Description</b> 63rd Ave, West Broadway, Douglas Dr, Hwy 100, I-394, Downtown Minneapolis</p>		<p><b>• Prevailing Service Frequencies</b></p> <table border="1"> <thead> <tr> <th></th> <th colspan="5">Weekday</th> <th>Sat</th> <th>Sun</th> </tr> <tr> <th></th> <th>AM</th> <th>MID</th> <th>PM</th> <th>EVE</th> <th>Owl</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td></td> <td>15 - 30</td> <td>-</td> <td>30 - 60</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table>								Weekday					Sat	Sun		AM	MID	PM	EVE	Owl				15 - 30	-	30 - 60	-	-	-	-																																																				
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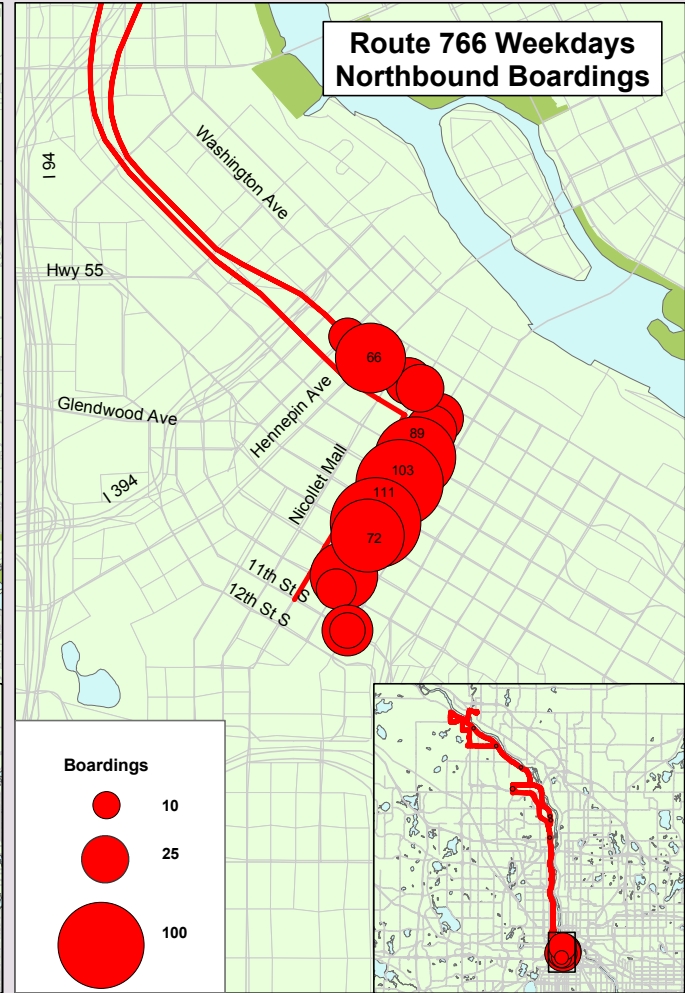
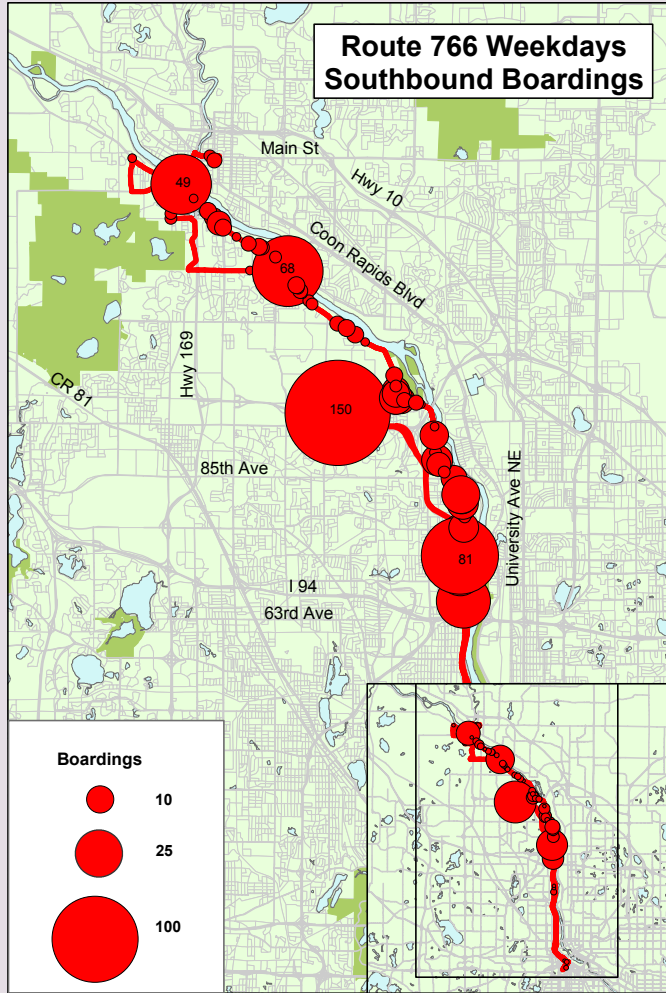
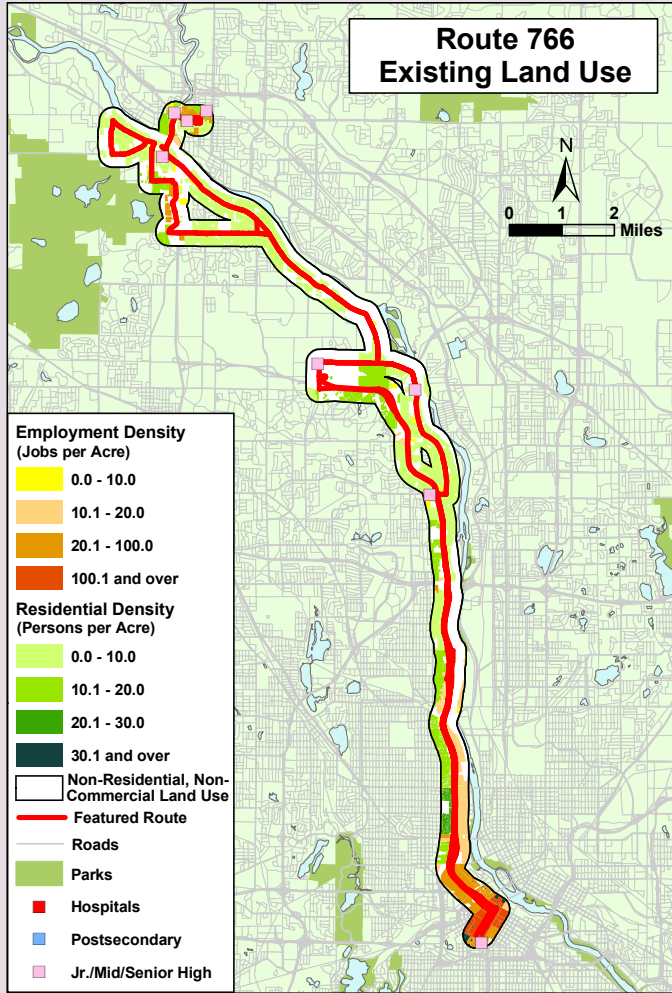
## Route 765

### Brooklyn Park - Downtown Minneapolis

### Weekday Boardings

June 2003

**IBI**  
GROUP



**• Route Description**

East River Rd, Hwy 252, I-94, Downtown Minneapolis

**• Destinations Served**

Anoka, Champlin, Brooklyn Park, Target Northern Campus, Noble Park & Ride, Brooklyn Center, Downtown Minneapolis

**• Route Area Demographic Statistics**

Population (persons)	34,806
Residential Density (persons/acre)	10
Employment (# of jobs)	106,913
Employment Density (jobs/acre)	78

**• Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
10	60	10	-	-	-	-

**• Span of Service**

Weekday	Saturday	Sunday
4:36am - 8:44pm	-	-

**• Service Performance (Fall 2001)**

	Weekday				Sat	Sun
	AM	MID	PM	EVE	Overall	
Revenue Hours	15.0	8.1	15.5	4.8	43.3	
Unlinked Boardings	721	227	693	50	1,692	
Passengers per Rev. Hour	48	28	45	10	39	

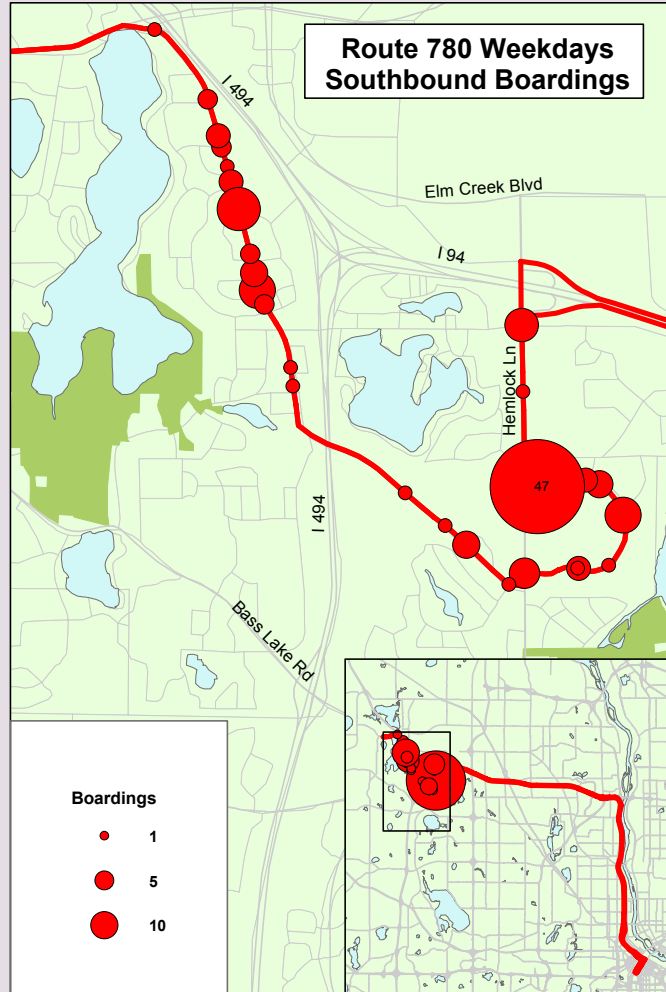
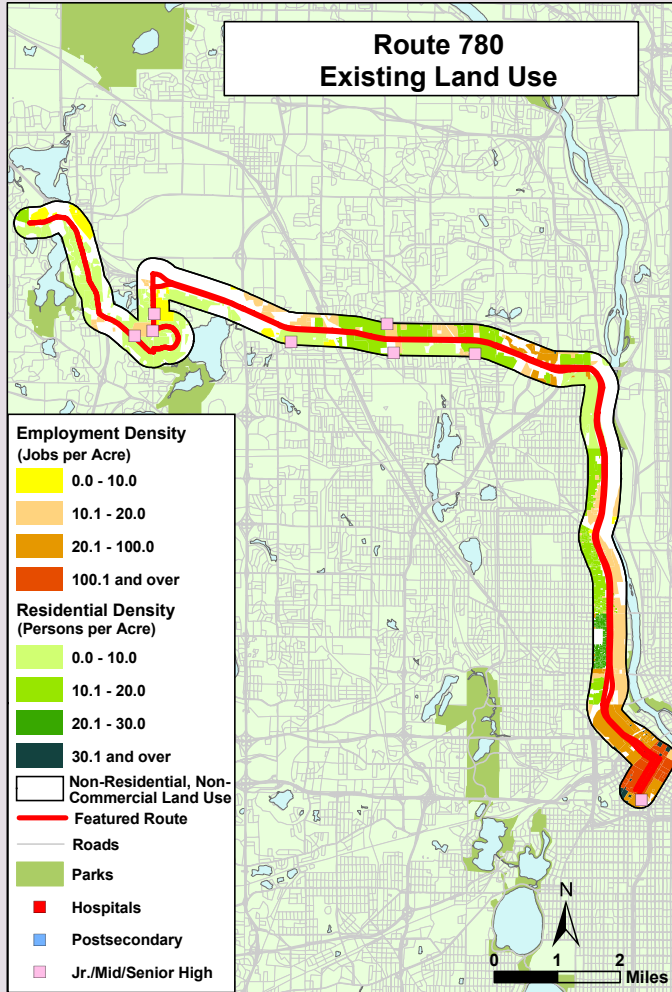
**Route 766**

**Downtown Minneapolis**

**- Champlin**

**Weekday Boardings**

June 2003



**• Route Description**

E. Fish Lk. Rd, Hemlock Lane, I-94  
Downtown Minneapolis

**• Destinations Served**

Fish Lake, Shepherd of the Grove P & R,  
Downtown Minneapolis

**• Route Area Demographic Statistics**

Population (persons)	23,463
Residential Density (persons/acre)	15
Employment (# of jobs)	105,855
Employment Density (jobs/acre)	70

**• Prevailing Service Frequencies**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Owl		
	30	-	30	-	-	-	-

**• Span of Service**

	Weekday	Saturday	Sunday
AM	5:55am - 8:23am	-	-
PM	3:37pm - 6:02pm	-	-

**• Service Performance (Fall 2001)**

	Weekday					Sat	Sun
	AM	MID	PM	EVE	Overall		
Revenue Hours	3.6		3.0		6.6		
Unlinked Boardings	142		132		274		
Passengers per Rev. Hour	39		45		42		

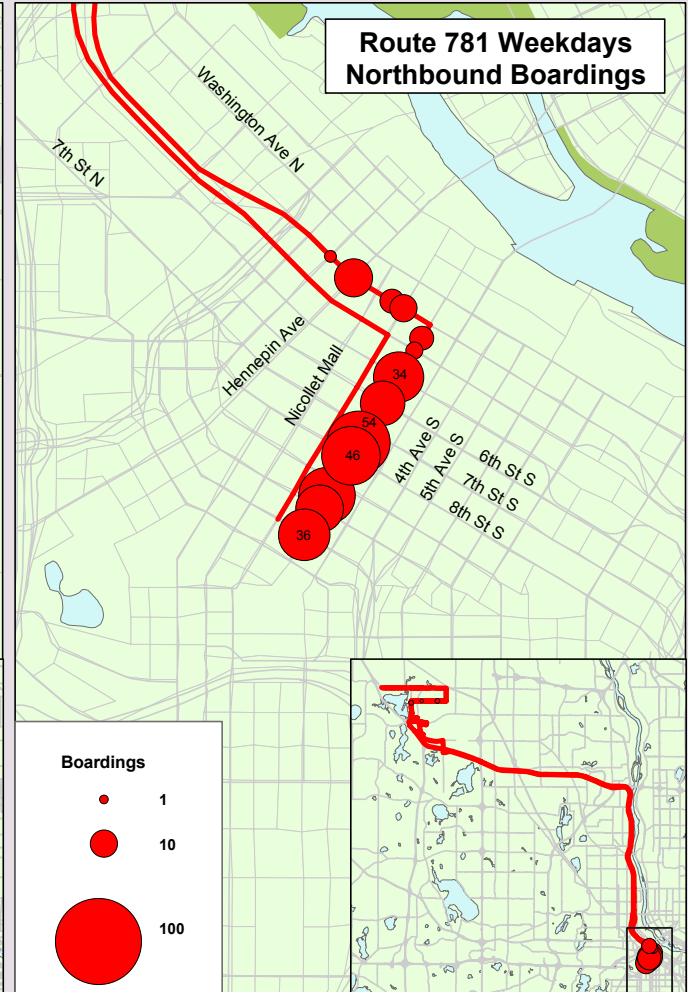
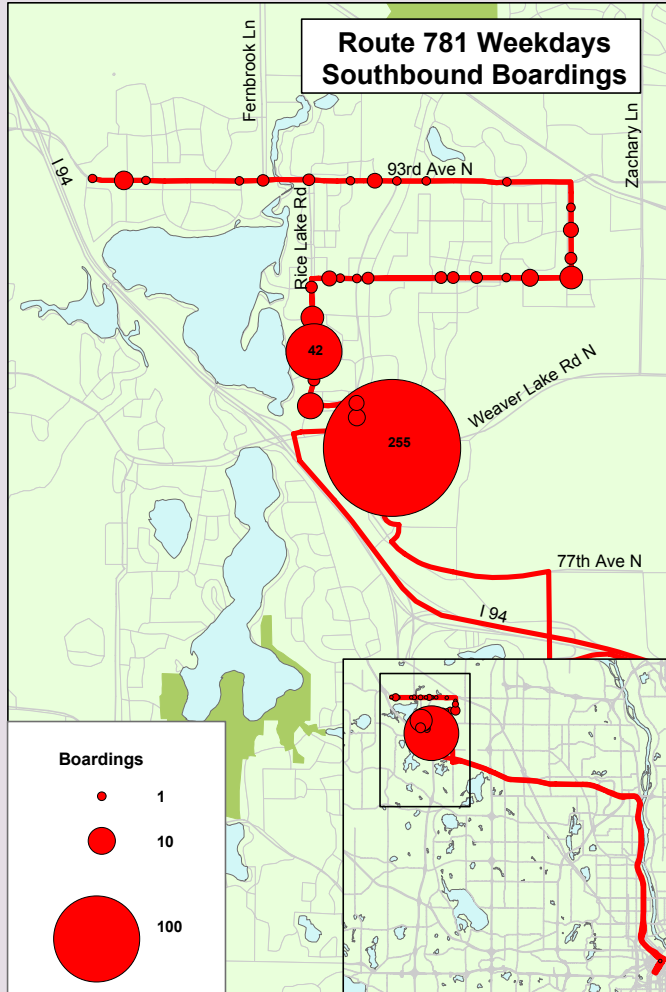
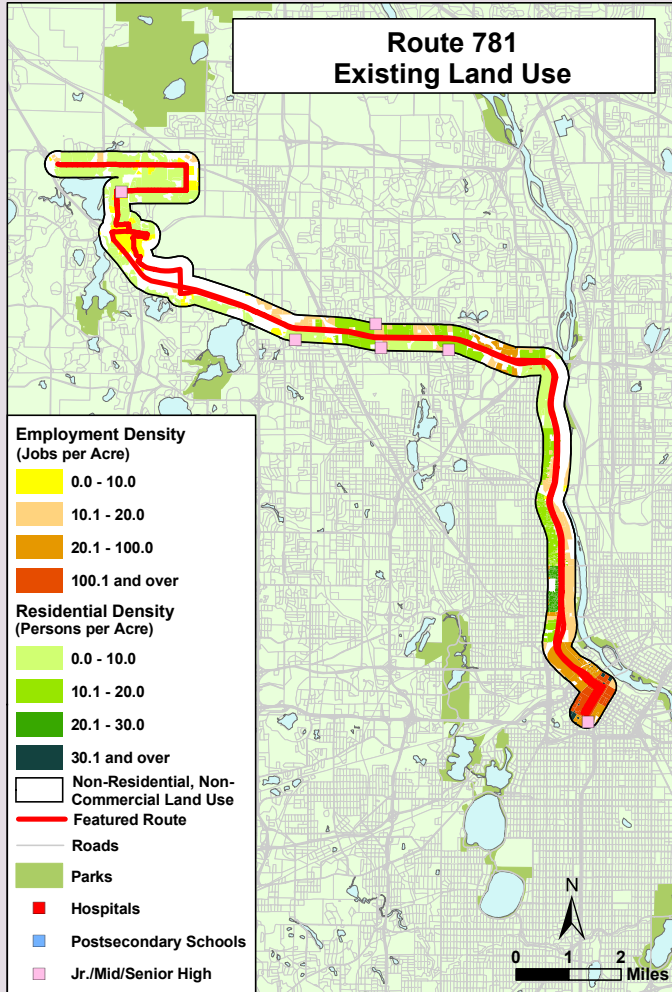
**Route 780**

Weaver Lake Rd

-  
Downtown Minneapolis

Weekday Boardings

June 2003


**Route Description**

 93rd Ave, 89th Ave  
 Downtown Minneapolis

**Destinations Served**

 Fish Lake, Shepherd of the Grove P & R,  
 Downtown Minneapolis

**Route Area Demographic Statistics**

Population (persons)	23,463
Residential Density (persons/acre)	15
Employment (# of jobs)	105,855
Employment Density (jobs/acre)	70

**Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
30	-	30	-	-	-	-

**Span of Service**

	Weekday	Saturday	Sunday
AM	5:55am - 8:23am	-	-
PM	3:37pm - 6:02pm	-	-

**Service Performance (Fall 2001)**

	Weekday				Sat	Sun
	AM	MID	PM	EVE	Overall	
Revenue Hours	9.9		8.9		18.8	
Unlinked Boardings	482		442		924	
Passengers per Rev. Hour	49		50		49	

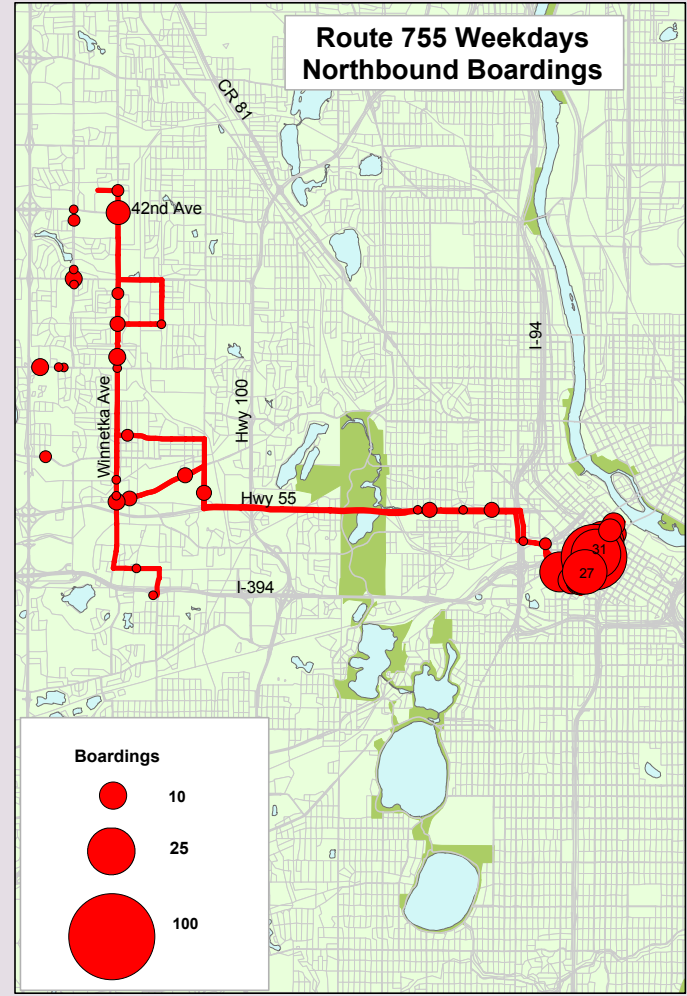
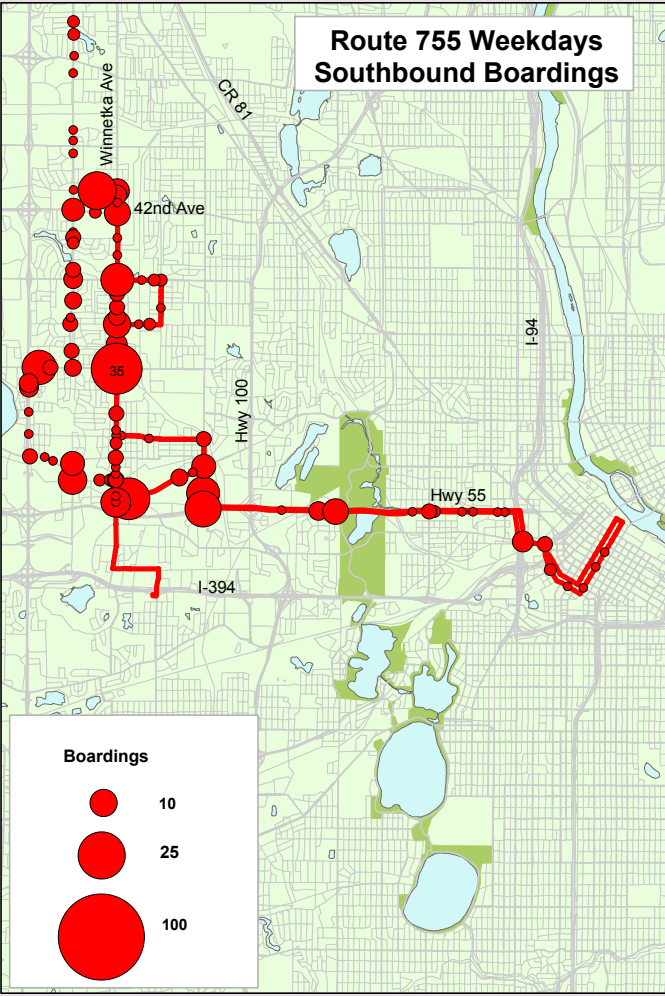
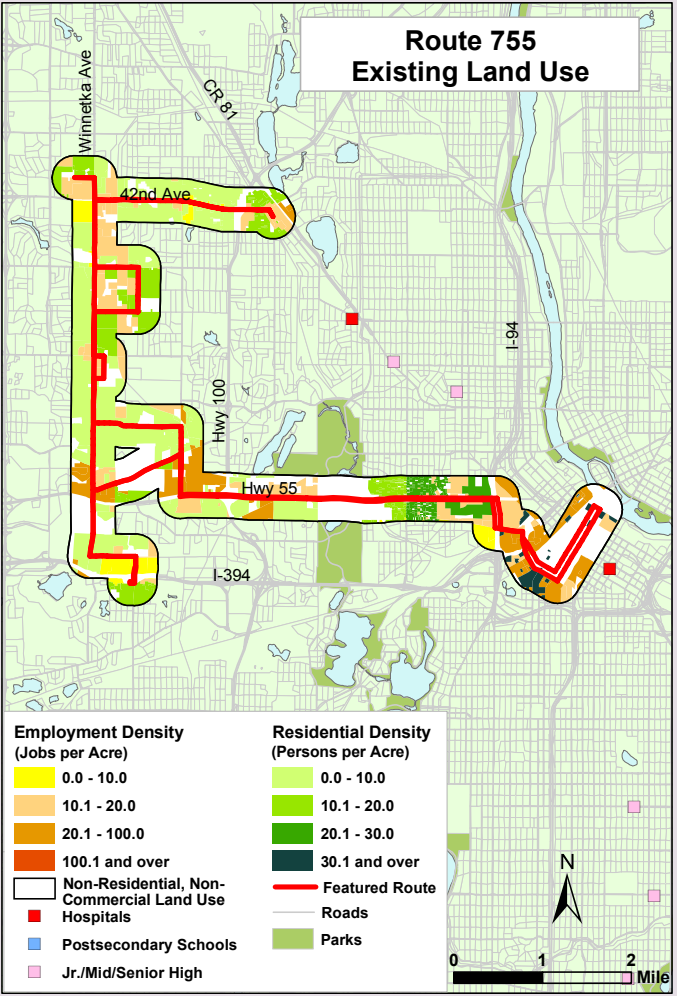
## Route 781

### CR 30 & Upland

### - Downtown Minneapolis

### Weekday Boardings

June 2003



<p><b>Route Description</b> Bonne Ave, Winnetka Ave, Hwy 55, I-394, Downtown Minneapolis</p> <p><b>Destinations Served</b> New Hope Mall, Dover Hills, Perpich School Arts, Downtown Minneapolis</p> <p><b>Route Area Demographic Statistics</b></p> <table border="1"> <tr><td>Population (persons)</td><td>103,543</td></tr> <tr><td>Residential Density (persons/acre)</td><td>11</td></tr> <tr><td>Employment (# of jobs)</td><td>191,102</td></tr> <tr><td>Employment Density (jobs/acre)</td><td>53</td></tr> </table>	Population (persons)	103,543	Residential Density (persons/acre)	11	Employment (# of jobs)	191,102	Employment Density (jobs/acre)	53	<p><b>Pervailing Service Frequencies</b></p> <table border="1"> <thead> <tr> <th></th> <th colspan="5">Weekday</th> <th>Sat</th> <th>Sun</th> </tr> <tr> <th></th> <th>AM</th> <th>MID</th> <th>PM</th> <th>EVE</th> <th>Owl</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td></td> <td>20 - 30</td> <td>60</td> <td>20 - 30</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table> <p><b>Span of Service</b></p> <table border="1"> <thead> <tr> <th></th> <th>Weekday</th> <th>Saturday</th> <th>Sunday</th> </tr> </thead> <tbody> <tr> <td>Current</td> <td>5:30am - 8:10pm</td> <td>-</td> <td>-</td> </tr> </tbody> </table> <p><b>Service Performance (Fall 2001)</b></p> <table border="1"> <thead> <tr> <th></th> <th colspan="5">Weekday</th> <th>Sat</th> <th>Sun</th> </tr> <tr> <th></th> <th>AM</th> <th>MID</th> <th>PM</th> <th>EVE</th> <th>Overall</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>Revenue Hours</td> <td>13.1</td> <td>9.3</td> <td>13.7</td> <td>3.3</td> <td>39.3</td> <td>7.8</td> <td></td> </tr> <tr> <td>Unlinked Boardings</td> <td>359</td> <td>173</td> <td>327</td> <td>40</td> <td>899</td> <td>182</td> <td></td> </tr> <tr> <td>Passengers per Rev. Hour</td> <td>27</td> <td>19</td> <td>24</td> <td>12</td> <td>23</td> <td>23</td> <td></td> </tr> </tbody> </table>		Weekday					Sat	Sun		AM	MID	PM	EVE	Owl				20 - 30	60	20 - 30	-	-	-	-		Weekday	Saturday	Sunday	Current	5:30am - 8:10pm	-	-		Weekday					Sat	Sun		AM	MID	PM	EVE	Overall			Revenue Hours	13.1	9.3	13.7	3.3	39.3	7.8		Unlinked Boardings	359	173	327	40	899	182		Passengers per Rev. Hour	27	19	24	12	23	23	
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**Route 755**

**Maple Grove**

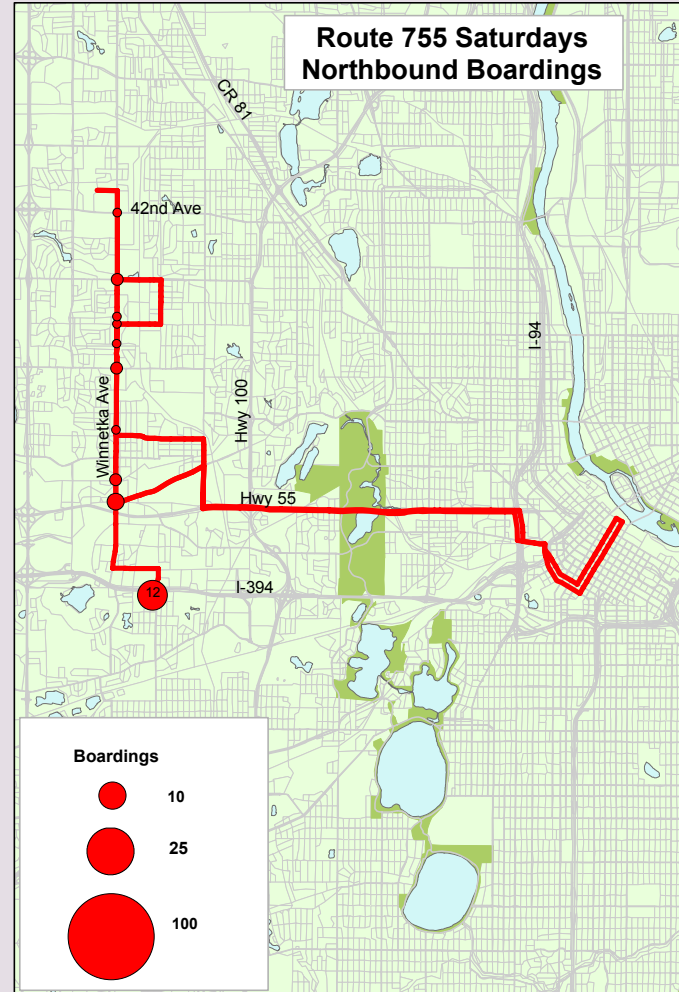
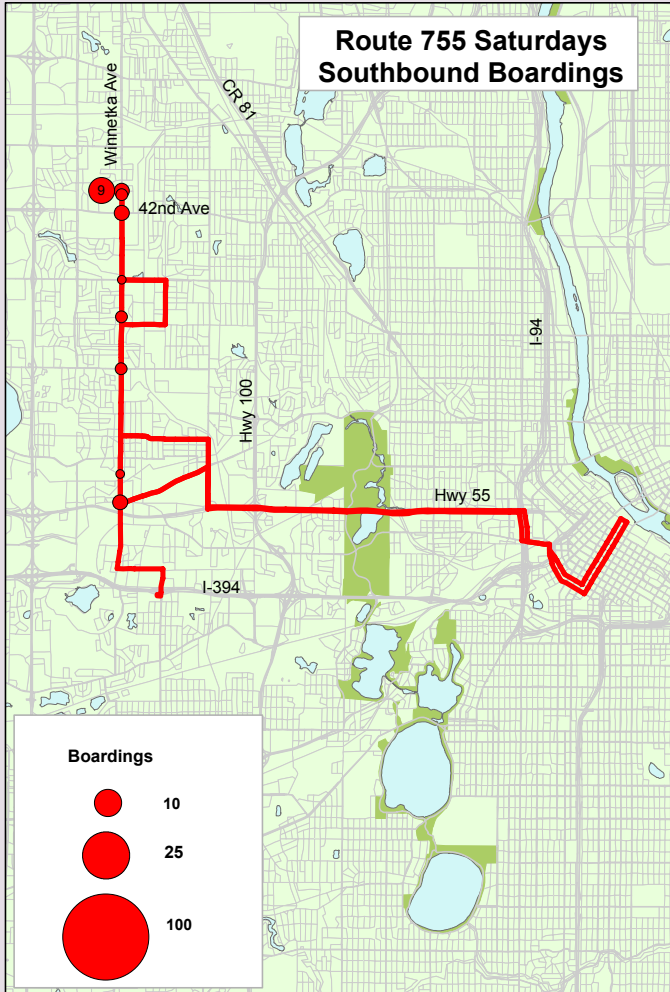
-

**Downtown Minneapolis**

**Weekday Boardings**

June 2003

**IBI GROUP**



**Route Description**

Bonne Ave, Winnetka Ave,  
Hwy 55, I-394, Downtown Minneapolis

**Destinations Served**

Maple Grove, Brooklyn Park, New Hope Mall, Crystal,  
Golden Valley, Louisiana Ave Transit Center  
Downtown Minneapolis

**Route Area Demographic Statistics**

Population (persons)	103,543
Residential Density (persons/acre)	11
Employment (# of jobs)	191,102
Employment Density (jobs/acre)	53

**Pervailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
20 - 30	60	20 - 30	-	-	-	-

**Span of Service**

	Weekday	Saturday	Sunday
Current	5:30am - 8:10pm	-	-

**Service Performance (Fall 2001)**

Weekday						Sat	Sun
AM	MID	PM	EVE	Overall			
Revenue Hours	13.1	9.3	13.7	3.3	39.3	7.8	
Unlinked Boardings	359	173	327	40	899	182	
Passengers per Rev. Hour	27	19	24	12	23	23	

**Route 755**

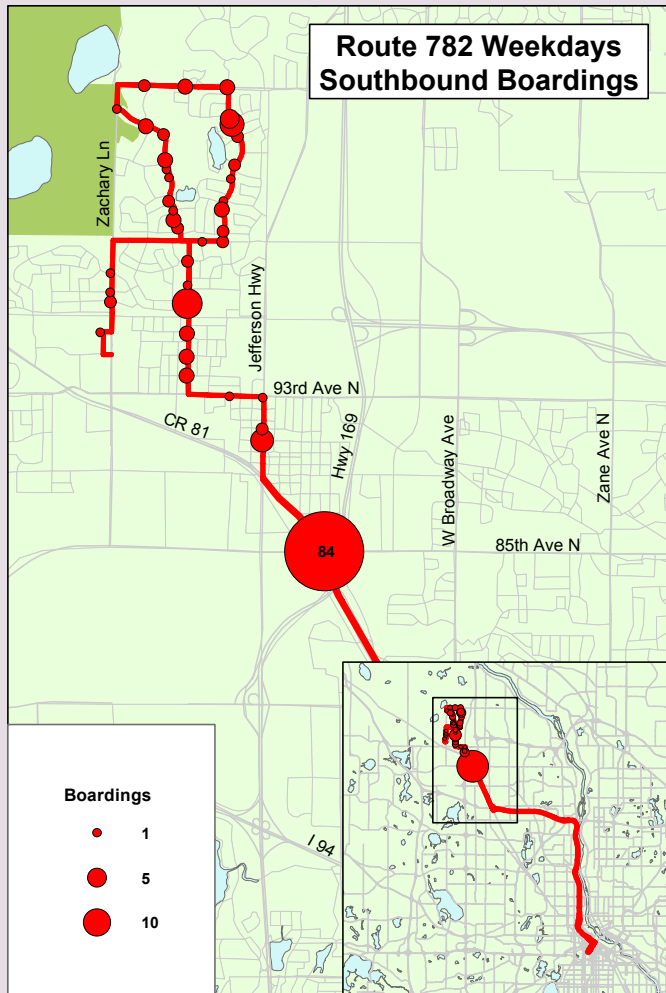
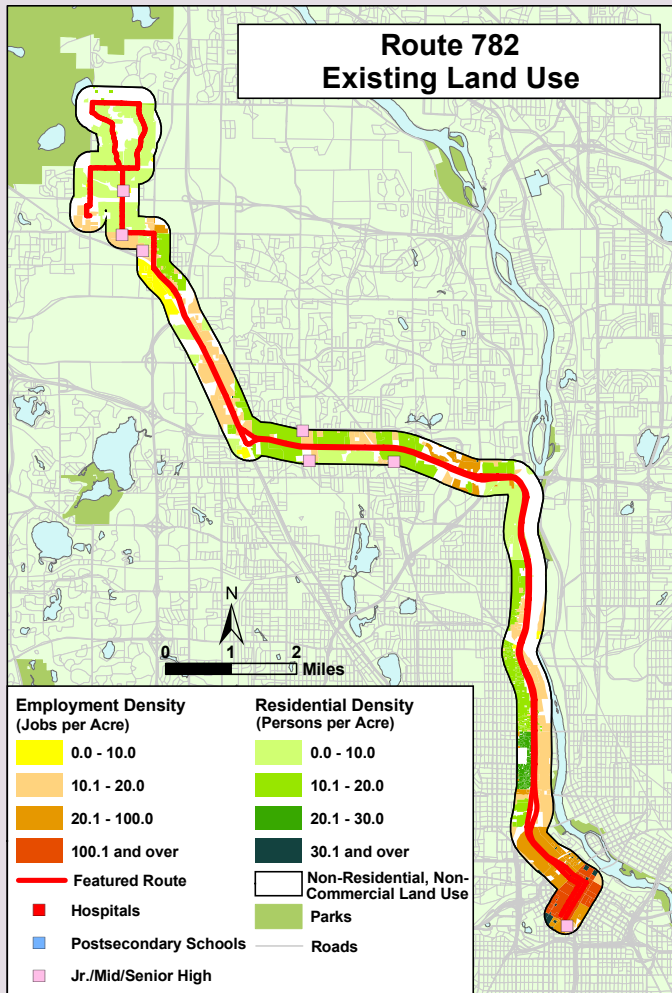
Maple Grove

-  
Downtown Minneapolis

Saturday Boardings

June 2003





**Route Description**

Zachary Lane, 101th Ave, Boundary Creek  
93rd Ave, Jefferson Hwy, CR 81

**Destinations Served**

Maple Grove, Maple Valley Shopping Center, Osseo  
Downtown Minneapolis

**Route Area Demographic Statistics**

Population (persons)	25,398
Residential Density (persons/acre)	14
Employment (# of jobs)	111,178
Employment Density (jobs/acre)	60

**Pervailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
10 - 30	-	10 - 30	-	-	-	-

**Span of Service**

	Weekday AM	Weekday PM	
Current	5:59am - 8:15am	3:37pm - 6:17pm	-

**Service Performance (Fall 2001)**

	Weekday				Sat	Sun
	AM	MID	PM	EVE	Overall	
Revenue Hours	5.3		4.5		9.8	
Unlinked Boardings	178		276		454	
Passengers per Rev. Hour	34		61		46	

## Route 782

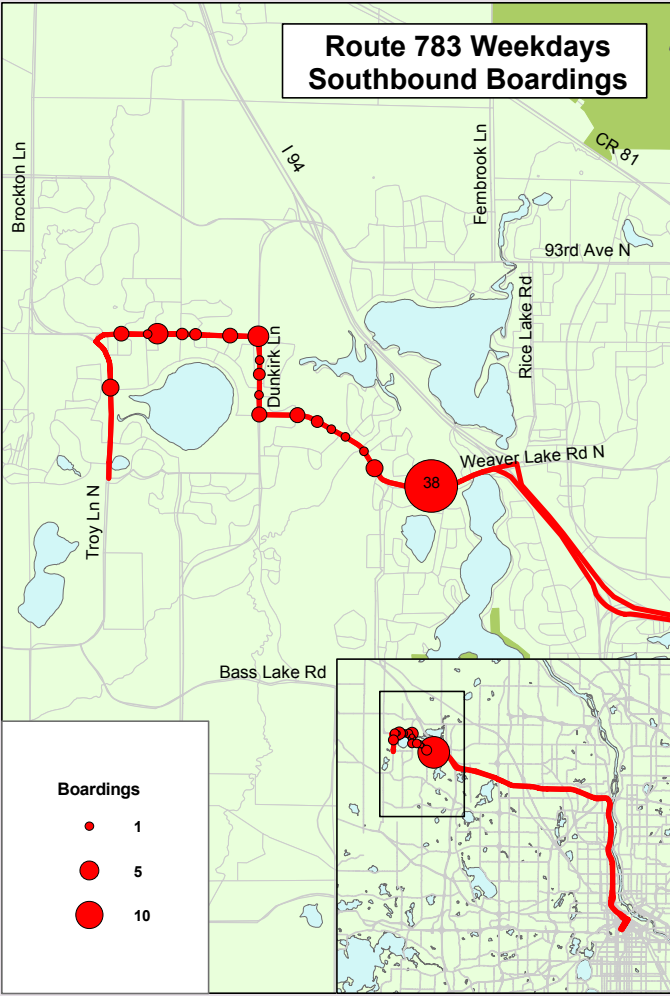
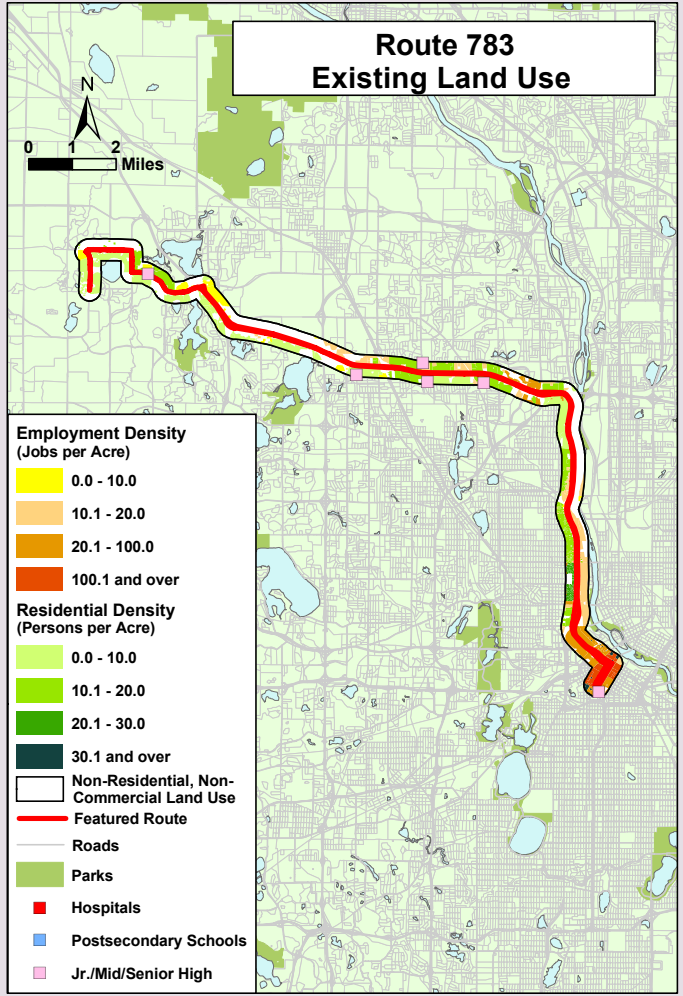
### Zachary Lane

### Downtown Minneapolis

### Weekday Boardings

June 2003





**Route Description**

Troy Lane, 89th Ave, Weaver Lake Rd, Fish Lake Rd

**Destinations Served**

Troy Lane, Crosseinds Park & Ride, Downtown Minneapolis

**Route Area Demographic Statistics**

Population (persons)	22,079
Residential Density (persons/acre)	19
Employment (# of jobs)	106,306
Employment Density (jobs/acre)	67

**Pervailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
30	-	30	-	-	-	-

**Span of Service**

	Weekday AM	Weekday PM
Current	6:03am - 7:53am	4:12pm - 6:00pm

**Service Performance (Fall 2001)**

	Weekday				Sat	Sun
	AM	MID	PM	EVE	Overall	
Revenue Hours	3.3		2.4		5.7	
Unlinked Boardings	97		86		183	
Passengers per Rev. Hour	29		36		32	

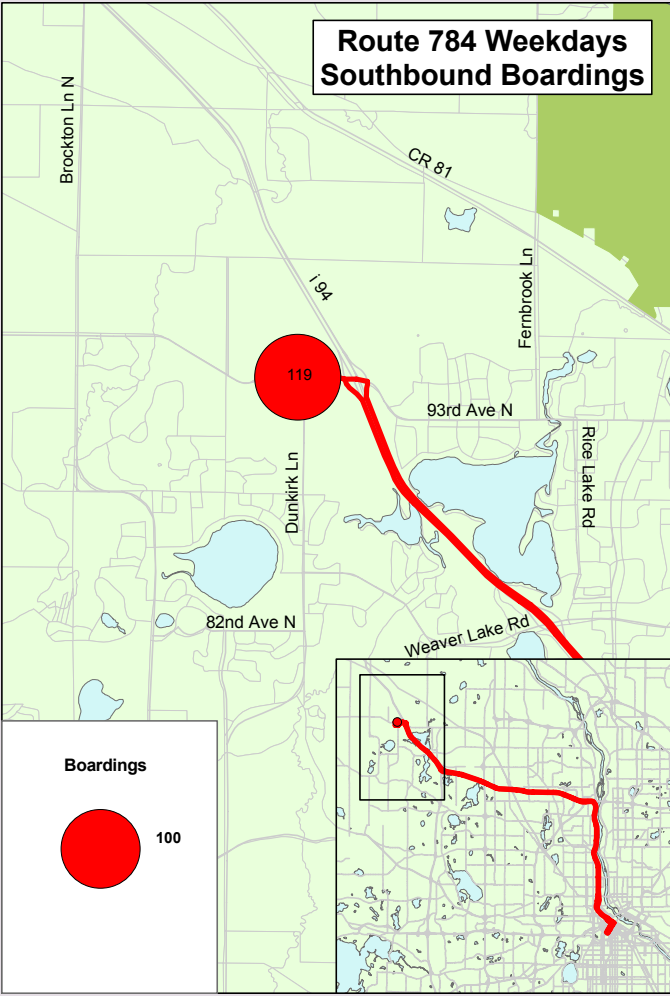
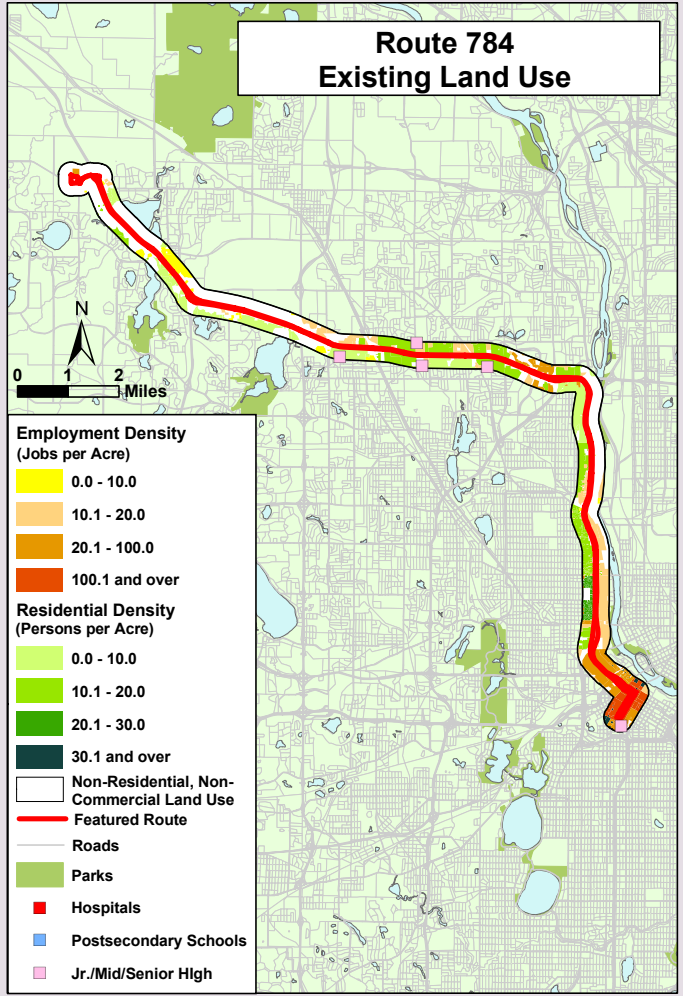
**Route 783**

**Troy Lane**  
-  
**Downtown Minneapolis**

**Weekday Boardings**

June 2003





**• Route Description**  
Wal-Mart Park & Ride, I-94, Downtown Minneapolis

**• Destinations Served**  
Wal-Mart Park & Ride, Downtown Minneapolis

**• Route Area Demographic Statistics**

Population (persons)	18,769
Residential Density (persons/acre)	20
Employment (# of jobs)	111,178
Employment Density (jobs/acre)	60

**• Prevailing Service Frequencies**

Weekday					Sat	Sun
AM	MID	PM	EVE	Owl		
30	-	30	-	-	-	-

**• Span of Service**

	Weekday AM	Weekday PM
Current	6:00am - 8:30am	3:40pm - 6:03pm

**• Service Performance (Fall 2001)**

Weekday					Sat	Sun
AM	MID	PM	EVE	Overall		
Revenue Hours	3.7	3.2		6.9		
Unlinked Boardings	149	142		291		
Passengers per Rev. Hour	41	44		42		

## Route 784

**Wal-Mart Park & Ride**  
-  
**Downtown Minneapolis**

### Weekday Boardings

**June 2003**



# Sector 8 Planning Study

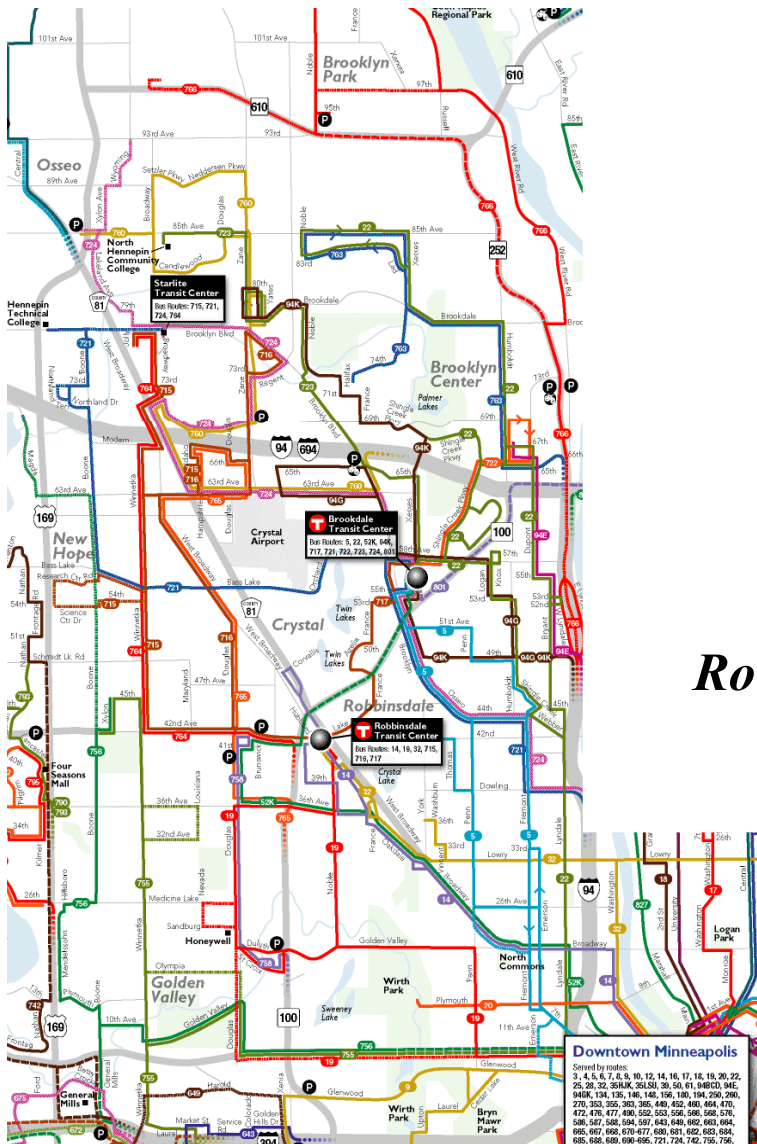
## Existing Conditions Final Report

### *Appendix B Ride Check Route Characteristics by Section*

Prepared By



August 2003



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ROUTE M-94GK.....	27
ROUTE P-52K.....	28
ROUTE P-55.....	29
ROUTE P-783.....	31

**DEFINITIONS****Time Periods**

- AM: Trips arriving downtown or at other terminal locations between 6:00 AM and 9:00 AM;
- PM: Trips departing downtown or other terminal locations between 3:30 PM and 6:30 PM;
- MID: Trips occurring between AM and PM trips;
- EVE: Trips occurring before AM or after PM trips;
- Weekdays: Combined data for all trips during a weekday over a 24 hour period from 4:00 AM to 4:00 AM;
- Saturdays: All trips between 4:00 AM Saturday and 4:00 AM Sunday;
- Sundays: All trips between 4:00 AM Sunday and 4:00 AM Monday.

**Revenue Hours**

- Time spent in revenue service on the route;
- Excludes layover time at terminal stops;
- Excludes any dead-heading time;
- Excludes recovery time for Route M-5 downtown;
- Data not reported for sections outside of Sector 8 or downtown.

**Revenue Trips**

- One-way trips made over the section in both directions, in some cases not all trips cover the full section.

**Passenger Boardings**

- Count of passenger boardings made on trips in the respective time periods as obtained from the Ridecheck Survey Nov. 2001 - Apr. 2002;
- Boardings are combined values for both directions;
- Ridecheck boardings were first adjusted to correct for missing trips and missed stops.
- Adjusted boardings were then factored to match farebox counts for October 2001 for routes completely within Sector 8;
- Boardings not adjusted on through routes.

**Boardings per Revenue Hour**

- Passenger boardings over the section for each time period divided by corresponding revenue hours.

**Route M-5**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> West Broadway	8.0	20.2	10.6	13.6	52.4	34.6	20.9
West Broadway <--> 44th via Fremont/Emerson	3.5	8.3	4.3	6.2	22.4	17.8	9.9
44th & Fremont <--> Brookdale via Brooklyn	2.5	8.0	3.6	5.9	20.1	15.0	7.1
45th & Fremont <--> Brookdale via 49th /51st	1.8	2.3	1.9	1.1	7.1	5.4	4.3
West Broadway <--> 44th via Penn	5.8	11.9	6.9	9.2	33.8	24.7	15.3
<b>Route Totals</b>	<b>21.6</b>	<b>50.8</b>	<b>27.4</b>	<b>36.0</b>	<b>135.8</b>	<b>97.5</b>	<b>57.4</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> West Broadway	24	54	29	42	149	108	68
West Broadway <--> 44th via Fremont/Emerson	11	27	14	21	73	56	33
44th & Fremont <--> Brookdale via Brooklyn	12	34	15	27	88	69	29
45th & Fremont <--> Brookdale via 49th /51st	5	7	5	4	21	15	13
West Broadway <--> 44th via Penn	14	27	15	21	77	52	35

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> West Broadway	464	1,510	778	566	3,318	1,985	1,265
West Broadway <--> 44th via Fremont/Emerson	256	523	310	288	1,377	976	650
44th & Fremont <--> Brookdale via Brooklyn	131	458	189	296	1,074	878	440
45th & Fremont <--> Brookdale via 49th /51st	41	75	102	43	261	273	208
West Broadway <--> 44th via Penn	465	637	273	271	1,646	1,027	691
<b>Route Totals</b>	<b>1,357</b>	<b>3,203</b>	<b>1,652</b>	<b>1,464</b>	<b>7,676</b>	<b>5,139</b>	<b>3,254</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> West Broadway	58	75	73	42	63	57	61
West Broadway <--> 44th via Fremont/Emerson	73	63	72	46	62	55	66
44th & Fremont <--> Brookdale via Brooklyn	52	57	52	50	53	58	62
45th & Fremont <--> Brookdale via 49th /51st	22	32	55	39	37	50	49
West Broadway <--> 44th via Penn	81	53	39	30	49	42	45
<b>Route Totals</b>	<b>63</b>	<b>63</b>	<b>60</b>	<b>41</b>	<b>57</b>	<b>53</b>	<b>57</b>

Based on Ride Checks performed Nov 2001 through April 2002

Adjustment factors applied to ride check results

1.00    1.00    1.00    1.00    1.00    1.00    1.00

**Route M-14**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Plymouth & Washington	4.2	6.0	4.2	4.2	18.6	13.7	8.7
Plymouth & Washington <--> 36th & France	7.7	11.2	8.1	7.8	34.8	25.1	14.3
36th & France <--> Robbinsdale Hub via West Noble/39th	0.9	1.4	0.8	1.2	4.3	3.7	2.8
36th & France <--> Robbinsdale Hub via West Broadway	1.5	1.8	1.4	1.3	6.0	4.0	1.9
Robbinsdale Hub <--> Corvallis	0.1		0.4		0.5		
<b>Route Totals</b>	<b>14.4</b>	<b>20.4</b>	<b>14.9</b>	<b>14.4</b>	<b>64.1</b>	<b>46.5</b>	<b>27.6</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Plymouth & Washington	15	20	14	15	64	49	30
Plymouth & Washington <--> 36th & France	15	20	14	16	65	49	30
36th & France <--> Robbinsdale Hub via West Noble/39th	5	7	5	7	24	19	15
36th & France <--> Robbinsdale Hub via West Broadway	10	13	10	10	43	30	15
Robbinsdale Hub <--> Corvallis	1		3		4		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Plymouth & Washington	154	327	300	143	924	350	211
Plymouth & Washington <--> 36th & France	256	520	279	151	1,206	961	532
36th & France <--> Robbinsdale Hub via West Noble/39th	95	37	26	15	173	94	80
36th & France <--> Robbinsdale Hub via West Broadway	105	137	82	65	389	215	58
Robbinsdale Hub <--> Corvallis	2		0		2		
<b>Route Totals</b>	<b>612</b>	<b>1,021</b>	<b>687</b>	<b>374</b>	<b>2,694</b>	<b>1,620</b>	<b>881</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Plymouth & Washington	37	55	71	34	50	26	24
Plymouth & Washington <--> 36th & France	33	46	35	19	35	38	37
36th & France <--> Robbinsdale Hub via West Noble/39th	106	26	33	13	40	25	29
36th & France <--> Robbinsdale Hub via West Broadway	70	75	59	51	65	54	31
Robbinsdale Hub <--> Corvallis	15		0		4		
<b>Route Totals</b>	<b>43</b>	<b>50</b>	<b>46</b>	<b>26</b>	<b>42</b>	<b>35</b>	<b>32</b>

**Route M-19**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Olson & Penn	4.0	7.0	5.0	5.4	21.3	13.0	12.5
Olson & Penn <--> Honeywell via Olson/Douglas (H)	0.2	0.2	0.7	0.3	1.3		
Olson & Penn <--> Golden Valley & Xerxes	2.5	4.4	3.1	2.8	12.7	6.2	5.8
Golden Valley & Xerxes <--> Courage Ctr	0.5	1.0	0.6	0.7	2.8	1.2	1.3
Courage Ctr <--> 36th & Noble via Noble (N)	0.6	1.4	0.8	0.8	3.6		
Courage Ctr <--> Regent & Duluth (K)			0.1	0.1	0.1	0.2	0.7
Courage Ctr <--> Duluth & Lilac (DJS)	0.4	0.8	0.5	0.6	2.2	1.5	1.0
Duluth & Lilac <--> St Croix & Brunswick (S)	0.2	2.8	1.2	0.4	4.6	3.7	2.9
Duluth & Lilac <--> 36th/Noble via Duluth/Douglas (D)	0.7	0.2	0.6	1.3	2.7	1.3	0.6
Duluth & Lilac <--> Honeywell via Duluth (J)	0.2				0.2		
Nevada & Medicine Lake <--> 36th & Noble (H)	0.2	0.1	0.2	0.2	0.6		
Honeywell <--> Nevada & Medicine Lake (HJ)	0.1			0.2	0.3		
36th & Noble <--> Robbinsdale Hub	0.4	1.0	0.6	0.7	2.7	1.0	0.7
<b>Route Totals</b>	<b>9.9</b>	<b>18.7</b>	<b>13.3</b>	<b>13.3</b>	<b>55.1</b>	<b>28.0</b>	<b>25.5</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Olson & Penn	12	21	14	16	63	37	35
Olson & Penn <--> Honeywell via Olson/Douglas (H)	1	1	3	2	7		
Olson & Penn <--> Golden Valley & Xerxes	10	20	14	14	58	37	35
Golden Valley & Xerxes <--> Courage Ctr	8	15	11	11	45	18	20
Courage Ctr <--> 36th & Noble via Noble (N)	5	7	5	4	21		
Courage Ctr <--> Regent & Duluth (K)			1	1	2	4	10
Courage Ctr <--> Duluth & Lilac (DJS)	5	8	5	6	24	15	10
Duluth & Lilac <--> St Croix & Brunswick (S)	1	7	3	2	13	10	8
Duluth & Lilac <--> 36th/Noble via Duluth/Douglas (D)	3	1	2	5	11	5	2
Duluth & Lilac <--> Honeywell via Duluth (J)	1				1		
Nevada & Medicine Lake <--> 36th & Noble (H)	2	1	2	2	7		
Honeywell <--> Nevada & Medicine Lake (HJ)	1			2	3		
36th & Noble <--> Robbinsdale Hub	7	15	10	11	43	15	10

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Olson & Penn	223	426	181	106	936	458	328
Olson & Penn <--> Honeywell via Olson/Douglas (H)	0	12	31	0	43		
Olson & Penn <--> Golden Valley & Xerxes	182	212	75	60	529	266	160
Golden Valley & Xerxes <--> Courage Ctr	4	10	13	2	29	8	2
Courage Ctr <--> 36th & Noble via Noble (N)	31	5	2	2	40		
Courage Ctr <--> Regent & Duluth (K)			0	0	0	0	2
Courage Ctr <--> Duluth & Lilac (DJS)	1	9	1	8	19	8	3
Duluth & Lilac <--> St Croix & Brunswick (S)	2	26	4	2	34	30	14
Duluth & Lilac <--> 36th/Noble via Duluth/Douglas (D)	6	0	5	3	14	3	1
Duluth & Lilac <--> Honeywell via Duluth (J)	0				0		
Nevada & Medicine Lake <--> 36th & Noble (H)	0	0	0	0	0		
Honeywell <--> Nevada & Medicine Lake (HJ)	1			1	2		
36th & Noble <--> Robbinsdale Hub	13	18	10	12	53	21	16
<b>Route Totals</b>	<b>463</b>	<b>718</b>	<b>322</b>	<b>196</b>	<b>1,699</b>	<b>794</b>	<b>526</b>

Route M-19 cont.

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Olson & Penn	56	61	36	20	44	35	26
Olson & Penn <--> Honeywell via Olson/Douglas (H)	0	60	48	0	33		
Olson & Penn <--> Golden Valley & Xerxes	73	48	24	22	42	43	28
Golden Valley & Xerxes <--> Courage Ctr	9	10	21	3	10	7	2
Courage Ctr <--> 36th & Noble via Noble (N)	52	4	3	3	11		
Courage Ctr <--> Regent & Duluth (K)			0	0	0	0	3
Courage Ctr <--> Duluth & Lilac (DJS)	3	12	2	15	9	6	3
Duluth & Lilac <--> St Croix & Brunswick (S)	10	9	3	5	7	8	5
Duluth & Lilac <--> 36th/Noble via Duluth/Douglas (D)	8	0	9	2	5	2	2
Duluth & Lilac <--> Honeywell via Duluth (J)	0				0		
Nevada & Medicine Lake <--> 36th & Noble (H)	0	0	0	0	0		
Honeywell <--> Nevada & Medicine Lake (HJ)	12			6	8		
36th & Noble <--> Robbinsdale Hub	30	19	17	17	20	22	24
Route Totals	47	38	24	15	31	28	21

Based on Ride Checks performed Nov 2001 through April 2002

Adjustment factors applied to ride check results

1.00    1.00    1.00    1.00    1.00    1.00    1.00

**Route M-20**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Plymouth & Washington	1.9	3.3	2.1	2.1	9.3	6.7	3.6
Plymouth & Washington <--> Theo Wirth Parkway	2.2	3.8	2.3	2.3	10.6	7.8	4.3
<b>Route Totals</b>	<b>4.1</b>	<b>7.1</b>	<b>4.4</b>	<b>4.3</b>	<b>19.9</b>	<b>14.4</b>	<b>7.9</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Plymouth & Washington	7	13	8	9	37	28	17
Plymouth & Washington <--> Theo Wirth Parkway	7	13	8	9	37	29	17

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Plymouth & Washington	38	110	104	42	294	103	58
Plymouth & Washington <--> Theo Wirth Parkway	119	253	130	72	574	276	96
<b>Route Totals</b>	<b>157</b>	<b>363</b>	<b>234</b>	<b>114</b>	<b>868</b>	<b>379</b>	<b>154</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Plymouth & Washington	20	34	50	20	32	15	16
Plymouth & Washington <--> Theo Wirth Parkway	55	66	56	32	54	36	22
<b>Route Totals</b>	<b>38</b>	<b>51</b>	<b>53</b>	<b>27</b>	<b>44</b>	<b>26</b>	<b>20</b>

*Based on Ride Checks performed Nov 2001 through April 2002*

*Adjustment factors applied to ride check results*

1.00    1.00    1.00    1.00    1.00    1.00    1.00

**Route M-22**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Lyndale & 41st	8.3	13.3	9.0	8.0	38.5	23.7	16.3
Lyndale & 41st <--> 67th & Humboldt	2.9	4.4	2.9	2.8	13.0	8.7	6.5
67th & Humboldt <--> 83rd & Noble	1.3	0.8	0.8	0.2	3.1		
Lyndale & 41st <--> 57th & Logan	2.0	3.3	2.2	1.5	9.1	6.5	4.2
57th & Logan <--> Brookdale Transit Ctr	0.1	1.6	0.3	0.8	2.8	3.0	1.8
57th & Logan <--> MJR	1.4	1.6	0.7	1.0	4.6	4.2	3.0
<b>Route Totals</b>	<b>16.0</b>	<b>25.0</b>	<b>15.9</b>	<b>14.3</b>	<b>71.2</b>	<b>46.1</b>	<b>31.7</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Lyndale & 41st	14	21	14	14	63	43	30
Lyndale & 41st <--> 67th & Humboldt	7	10	8	7	32	21	16
67th & Humboldt <--> 83rd & Noble	4	2	3	1	10		
Lyndale & 41st <--> 57th & Logan	7	11	7	6	31	22	14
57th & Logan <--> Brookdale Transit Ctr	1	8	1	4	14	14	8
57th & Logan <--> MJR	4	8	3	5	20	21	14

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Lyndale & 41st	374	886	429	308	1,997	1,271	841
Lyndale & 41st <--> 67th & Humboldt	96	87	52	31	266	140	113
67th & Humboldt <--> 83rd & Noble	21	33	2	1	57		
Lyndale & 41st <--> 57th & Logan	59	51	35	23	168	128	54
57th & Logan <--> Brookdale Transit Ctr	0	36	5	22	63	72	28
57th & Logan <--> MJR	14	12	31	7	64	44	21
<b>Route Totals</b>	<b>564</b>	<b>1,105</b>	<b>554</b>	<b>392</b>	<b>2,615</b>	<b>1,655</b>	<b>1,057</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Lyndale & 41st	45	66	48	39	52	54	52
Lyndale & 41st <--> 67th & Humboldt	33	20	18	11	20	16	18
67th & Humboldt <--> 83rd & Noble	16	43	3	5	18		
Lyndale & 41st <--> 57th & Logan	30	15	16	15	19	20	13
57th & Logan <--> Brookdale Transit Ctr	0	22	20	26	22	24	15
57th & Logan <--> MJR	10	8	43	7	14	11	7
<b>Route Totals</b>	<b>35</b>	<b>44</b>	<b>35</b>	<b>27</b>	<b>37</b>	<b>36</b>	<b>33</b>

Based on Ride Checks performed Nov 2001 through April 2002

Adjustment factors applied to ride check results

1.00    1.00    1.00    1.00    1.00    1.00    1.00

**Route M-32**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Lowry & Emerson <--> 36th & France	0.8	3.3	0.7	0.6	5.4		
Lowry & Emerson <--> 36th & Victory	0.8	0.1	0.9	0.1	1.9		
Lowry & Washington <--> Lowry & Emerson	0.8	1.6	0.7	0.4	3.4		
Plymouth & Washington <--> Lowry & Washington	1.0	0.1	1.1	0.2	2.3		
Downtown <--> Plymouth & Washington	2.0	0.2	2.0	0.4	4.6		
<b>Route Totals</b>	<b>5.4</b>	<b>5.3</b>	<b>5.3</b>	<b>1.6</b>	<b>17.6</b>	<b>0.0</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Lowry & Emerson <--> 36th & France	5	13	4	3	25		
Lowry & Emerson <--> 36th & Victory	6	1	6	1	14		
Lowry & Washington <--> Lowry & Emerson	7	14	7	3	31		
Plymouth & Washington <--> Lowry & Washington	6	1	6	1	14		
Downtown <--> Plymouth & Washington	6	1	6	1	14		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Lowry & Emerson <--> 36th & France	6	82	30	12	130		
Lowry & Emerson <--> 36th & Victory	87	1	14	2	104		
Lowry & Washington <--> Lowry & Emerson	22	60	28	6	116		
Plymouth & Washington <--> Lowry & Washington	11	0	11	2	24		
Downtown <--> Plymouth & Washington	32	11	73	2	118		
<b>Route Totals</b>	<b>158</b>	<b>154</b>	<b>156</b>	<b>24</b>	<b>492</b>	<b>0</b>	<b>0</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Lowry & Emerson <--> 36th & France	8	25	46	19	24		
Lowry & Emerson <--> 36th & Victory	109	8	16	17	54		
Lowry & Washington <--> Lowry & Emerson	28	38	41	17	34		
Plymouth & Washington <--> Lowry & Washington	12	0	10	12	10		
Downtown <--> Plymouth & Washington	16	60	37	5	26		
<b>Route Totals</b>	<b>30</b>	<b>29</b>	<b>30</b>	<b>15</b>	<b>28</b>		

*Based on Ride Checks performed Nov 2001 through April 2002*

*Adjustment factors applied to ride check results*

1.00    1.00    1.00    1.00    1.00    1.00    1.00

Route M-715

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Robbinsdale Hub <--> 42nd & Douglas	0.6	1.1	0.6	0.8	3.0	2.1	
42nd & Douglas <--> Modern & West Broadway	1.7	3.2	2.0	2.3	9.1	6.3	
Modern & West Broadway <--> Starlite Ctr	0.6	1.2	0.7	0.8	3.3	2.3	
<b>Route Totals</b>	<b>2.9</b>	<b>5.4</b>	<b>3.3</b>	<b>3.8</b>	<b>15.4</b>	<b>10.7</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Robbinsdale Hub <--> 42nd & Douglas	4	7	5	5	21	14	
42nd & Douglas <--> Modern & West Broadway	4	7	5	5	21	14	
Modern & West Broadway <--> Starlite Ctr	4	7	5	5	21	14	

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Robbinsdale Hub <--> 42nd & Douglas	46	41	28	31	147	65	
42nd & Douglas <--> Modern & West Broadway	33	56	36	13	139	69	
Modern & West Broadway <--> Starlite Ctr	7	18	10	4	39	27	
<b>Route Totals</b>	<b>87</b>	<b>116</b>	<b>74</b>	<b>48</b>	<b>325</b>	<b>161</b>	<b>0</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Robbinsdale Hub <--> 42nd & Douglas	77	39	46	42	49	31	
42nd & Douglas <--> Modern & West Broadway	19	18	18	6	15	11	
Modern & West Broadway <--> Starlite Ctr	12	16	15	5	12	12	
<b>Route Totals</b>	<b>30</b>	<b>22</b>	<b>23</b>	<b>13</b>	<b>21</b>	<b>15</b>	

Based on Ride Checks performed Nov 2001 through April 2002  
 Adjustment factors applied to ride check results

1.01    1.01    1.01    1.01    1.01    1.00    1.00

**Route M-716**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Robbinsdale Hub <--> 42nd & Douglas	0.3	1.1	0.5	0.5	2.3	2.0	1.4
42nd & Douglas <--> 67th & Idaho	0.9	3.0	1.3	1.5	6.7	5.8	4.1
67th & Idaho <--> 65th & Zane	0.1	0.5	0.2	0.2	1.0	0.9	0.6
65th & Zane <--> Brooklyn & Welcome	0.3	1.2	0.5	0.6	2.6	2.3	1.6
<b>Route Totals</b>	<b>1.6</b>	<b>5.7</b>	<b>2.5</b>	<b>2.9</b>	<b>12.7</b>	<b>11.0</b>	<b>7.8</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Robbinsdale Hub <--> 42nd & Douglas	2	7	3	4	16	14	10
42nd & Douglas <--> 67th & Idaho	2	7	3	4	16	14	10
67th & Idaho <--> 65th & Zane	2	7	3	4	16	14	10
65th & Zane <--> Brooklyn & Welcome	2	7	3	4	16	14	10

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Robbinsdale Hub <--> 42nd & Douglas	12	60	24	22	118	84	49
42nd & Douglas <--> 67th & Idaho	8	75	15	18	116	78	43
67th & Idaho <--> 65th & Zane	11	26	4	2	43	21	10
65th & Zane <--> Brooklyn & Welcome	8	13	3	4	28	26	10
<b>Route Totals</b>	<b>39</b>	<b>174</b>	<b>46</b>	<b>46</b>	<b>305</b>	<b>209</b>	<b>112</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Robbinsdale Hub <--> 42nd & Douglas	40	57	53	41	51	42	34
42nd & Douglas <--> 67th & Idaho	9	25	12	12	17	13	10
67th & Idaho <--> 65th & Zane	83	56	20	9	42	23	16
65th & Zane <--> Brooklyn & Welcome	24	11	6	7	11	12	6
<b>Route Totals</b>	<b>24</b>	<b>30</b>	<b>19</b>	<b>16</b>	<b>24</b>	<b>19</b>	<b>14</b>

*Based on Ride Checks performed Nov 2001 through April 2002  
Adjustment factors applied to ride check results*

1.00    1.00    1.00    1.00    1.00    1.00    1.00

Route M-717

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Robbinsdale Hub <--> France & Hwy 100	0.9	2.2	1.0	1.3	5.4	4.0	2.5
France & Hwy 100 <--> Brookdale	1.1	2.6	1.2	1.6	6.5	4.8	3.0
<b>Route Totals</b>	<b>2.0</b>	<b>4.8</b>	<b>2.2</b>	<b>3.0</b>	<b>11.9</b>	<b>8.8</b>	<b>5.5</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Robbinsdale Hub <--> France & Hwy 100	6	13	6	9	34	24	15
France & Hwy 100 <--> Brookdale	6	13	6	9	34	24	15

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Robbinsdale Hub <--> France & Hwy 100	28	42	31	12	113	68	23
France & Hwy 100 <--> Brookdale	15	42	19	16	92	55	23
<b>Route Totals</b>	<b>43</b>	<b>84</b>	<b>50</b>	<b>28</b>	<b>205</b>	<b>123</b>	<b>46</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Robbinsdale Hub <--> France & Hwy 100	31	19	31	9	21	17	9
France & Hwy 100 <--> Brookdale	14	16	16	10	14	11	8
<b>Route Totals</b>	<b>22</b>	<b>18</b>	<b>23</b>	<b>9</b>	<b>17</b>	<b>14</b>	<b>8</b>

Based on Ride Checks performed Nov 2001 through April 2002  
 Adjustment factors applied to ride check results

1.00    1.00    1.00    1.00    1.00    1.00    1.00

**Route M-721**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Brookdale	1.6		2.6		4.2		
Brookdale <--> Bass Lake & Winnetka	1.4	2.5	2.1		6.0		
Bass Lake & Winnetka <--> Northland & Boone	0.7	1.3	1.0		3.0		
Northland & Boone <--> Hennepin Tech	0.5	0.9	0.7		2.1		
Northland & Boone <--> Starlite Ctr	0.2	0.4			0.6		
<b>Route Totals</b>	<b>4.5</b>	<b>5.0</b>	<b>6.4</b>	<b>0.0</b>	<b>15.9</b>	<b>0.0</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Brookdale	2		3		5		
Brookdale <--> Bass Lake & Winnetka	4	7	6		17		
Bass Lake & Winnetka <--> Northland & Boone	4	7	6		17		
Northland & Boone <--> Hennepin Tech	3	7	6		16		
Northland & Boone <--> Starlite Ctr	2	3			5		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Brookdale	74		132		206		
Brookdale <--> Bass Lake & Winnetka	82	98	62		242		
Bass Lake & Winnetka <--> Northland & Boone	16	18	11		45		
Northland & Boone <--> Hennepin Tech	2	16	15		33		
Northland & Boone <--> Starlite Ctr	12	6			18		
<b>Route Totals</b>	<b>186</b>	<b>138</b>	<b>220</b>	<b>0</b>	<b>544</b>	<b>0</b>	<b>0</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Brookdale	46		52		50		
Brookdale <--> Bass Lake & Winnetka	58	39	30		40		
Bass Lake & Winnetka <--> Northland & Boone	22	14	11		15		
Northland & Boone <--> Hennepin Tech	4	18	21		16		
Northland & Boone <--> Starlite Ctr	55	17			32		
<b>Route Totals</b>	<b>42</b>	<b>28</b>	<b>35</b>		<b>34</b>		

Based on Ride Checks performed Nov 2001 through April 2002  
 Adjustment factors applied to ride check results

1.00    1.00    1.00    1.00    1.00    1.00    1.00

**Route M-722**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Brookdale <--> Shingle Crk & Summit	1.0	2.4	1.1	2.0	6.5	4.2	3.3
Shingle Crk & Summit <--> 67th & Humboldt	1.0	2.4	1.1	1.9	6.4	4.2	3.3
Earl Brown <--> Shingle Crk & Summit				0.1	0.1		
<b>Route Totals</b>	<b>2.0</b>	<b>4.8</b>	<b>2.2</b>	<b>4.0</b>	<b>13.0</b>	<b>8.4</b>	<b>6.6</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Brookdale <--> Shingle Crk & Summit	6	13	6	11	36	23	18
Shingle Crk & Summit <--> 67th & Humboldt	6	13	6	11	36	23	18
Earl Brown <--> Shingle Crk & Summit				1	1		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Brookdale <--> Shingle Crk & Summit	63	115	71	48	298	162	96
Shingle Crk & Summit <--> 67th & Humboldt	22	61	39	25	148	139	80
Earl Brown <--> Shingle Crk & Summit				0	0		
<b>Route Totals</b>	<b>85</b>	<b>177</b>	<b>110</b>	<b>73</b>	<b>446</b>	<b>301</b>	<b>176</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Brookdale <--> Shingle Crk & Summit	62	48	65	24	46	38	29
Shingle Crk & Summit <--> 67th & Humboldt	22	26	35	13	23	33	24
Earl Brown <--> Shingle Crk & Summit				0	0		
<b>Route Totals</b>	<b>42</b>	<b>37</b>	<b>50</b>	<b>18</b>	<b>34</b>	<b>36</b>	<b>27</b>

Stats include both private provider and Metro Transit trips  
 Based on Ride Checks performed Nov 2001 through April 2002  
 Adjustment factors applied to ride check results

0.83    0.83    0.83    0.83    0.83    1.00    0.83

**Route M-723**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Brookdale <--> Brooklyn & Noble	1.3	2.4	0.7	1.8	6.2	4.8	3.7
Brooklyn & Noble <--> 80th & Zane	0.9	1.6	0.5	1.3	4.3	3.3	2.5
80th & Zane <--> Hennepin Comm College	0.5	1.0	0.3	0.8	2.6	2.0	1.5
<b>Route Totals</b>	<b>2.7</b>	<b>5.0</b>	<b>1.5</b>	<b>3.8</b>	<b>13.0</b>	<b>10.0</b>	<b>7.7</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Brookdale <--> Brooklyn & Noble	4	7	3	5	19	13	10
Brooklyn & Noble <--> 80th & Zane	4	7	3	5	19	13	10
80th & Zane <--> Hennepin Comm College	4	7	3	5	19	13	10

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Brookdale <--> Brooklyn & Noble	34	83	44	34	195	83	55
Brooklyn & Noble <--> 80th & Zane	9	31	8	7	56	47	14
80th & Zane <--> Hennepin Comm College	12	22	3	13	51	26	22
<b>Route Totals</b>	<b>56</b>	<b>136</b>	<b>55</b>	<b>55</b>	<b>302</b>	<b>156</b>	<b>91</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Brookdale <--> Brooklyn & Noble	27	34	65	19	32	17	15
Brooklyn & Noble <--> 80th & Zane	11	19	16	6	13	14	6
80th & Zane <--> Hennepin Comm College	23	23	10	18	20	13	14
<b>Route Totals</b>	<b>21</b>	<b>27</b>	<b>37</b>	<b>14</b>	<b>23</b>	<b>16</b>	<b>12</b>

Stats include both private provider and Metro Transit trips

Based on Ride Checks performed Nov 2001 through April 2002

Adjustment factors applied to ride check results

1.04    1.04    1.04    1.04    1.04    1.00    1.03

**Route M-724**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Brookdale	2.0	5.1	0.9		8.1		
Brookdale <--> 63rd & Zane	2.1	4.4	1.7	3.9	12.1	8.4	5.0
63rd & Zane <--> Starlite Center	2.4	5.0	2.4	5.6	15.3	12.1	7.1
Starlite Center <--> Wyoming & 93rd	0.2		0.7	0.4	1.3		
<b>Route Totals</b>	<b>6.7</b>	<b>14.5</b>	<b>5.6</b>	<b>9.9</b>	<b>36.7</b>	<b>20.5</b>	<b>12.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Brookdale	3	6	2		11		
Brookdale <--> 63rd & Zane	6	13	7	15	41	32	19
63rd & Zane <--> Starlite Center	6	13	7	15	41	32	19
Starlite Center <--> Wyoming & 93rd	1		3	1	5		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Brookdale	72	176	26		274		
Brookdale <--> 63rd & Zane	84	295	166	228	773	554	297
63rd & Zane <--> Starlite Center	183	456	245	172	1,057	663	410
Starlite Center <--> Wyoming & 93rd	2		5	4	11		
<b>Route Totals</b>	<b>342</b>	<b>927</b>	<b>442</b>	<b>404</b>	<b>2,115</b>	<b>1,217</b>	<b>707</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Brookdale	35	34	29		34		
Brookdale <--> 63rd & Zane	41	67	97	59	64	66	60
63rd & Zane <--> Starlite Center	77	91	104	31	69	55	58
Starlite Center <--> Wyoming & 93rd	11		8	9	9		
<b>Route Totals</b>	<b>51</b>	<b>64</b>	<b>79</b>	<b>41</b>	<b>58</b>	<b>59</b>	<b>59</b>

Based on Ride Checks performed Nov 2001 through April 2002

Adjustment factors applied to ride check results

1.24    1.24    1.24    1.24    1.24    1.00    1.04

Route M-758

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Duluth & Lilac	1.0		1.1		2.1		
Duluth & Lilac <--> St Croix & Brunswick	0.3		0.2		0.4		
St Croix & Brunswick <--> Brunswick & 42nd	0.7		0.5		1.2		
<b>Route Totals</b>	<b>1.9</b>	<b>0.0</b>	<b>1.7</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Duluth & Lilac	4		3		7		
Duluth & Lilac <--> St Croix & Brunswick	4		3		7		
St Croix & Brunswick <--> Brunswick & 42nd	4		3		7		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Duluth & Lilac	11		94		105		
Duluth & Lilac <--> St Croix & Brunswick	46		0		46		
St Croix & Brunswick <--> Brunswick & 42nd	58		0		58		
<b>Route Totals</b>	<b>115</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>209</b>	<b>0</b>	<b>0</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Duluth & Lilac	11		90		51		
Duluth & Lilac <--> St Croix & Brunswick	173		0		110		
St Croix & Brunswick <--> Brunswick & 42nd	87		0		50		
<b>Route Totals</b>	<b>59</b>	<b></b>	<b>55</b>	<b></b>	<b>58</b>	<b></b>	<b></b>

Based on Ride Checks performed Nov 2001 through April 2002  
 Adjustment factors applied to ride check results

1.00    1.00    1.00    1.00    1.00    1.00    1.00

**Route M-760**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Brooklyn P&R	5.2		6.9		12.1		
Brooklyn P&R <--> 63rd & Zane	2.0		1.2		3.2		
63rd & Zane <--> 85th & Zane	2.3		2.0		4.3		
85th & Zane <--> CR81 P&R via Candlewood	1.7		1.3		3.0		
85th & Zane <--> CR81 P&R via Setzler	0.4		0.4		0.9		
<b>Route Totals</b>	<b>11.6</b>	<b>0.0</b>	<b>11.8</b>	<b>0.0</b>	<b>23.4</b>	<b>0.0</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Brooklyn P&R	13		12		25		
Brooklyn P&R <--> 63rd & Zane	12		10		22		
63rd & Zane <--> 85th & Zane	12		10		22		
85th & Zane <--> CR81 P&R via Candlewood	10		8		18		
85th & Zane <--> CR81 P&R via Setzler	2		2		4		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Brooklyn P&R	255		482		737		
Brooklyn P&R <--> 63rd & Zane	24		8		32		
63rd & Zane <--> 85th & Zane	179		9		187		
85th & Zane <--> CR81 P&R via Candlewood	54		0		54		
85th & Zane <--> CR81 P&R via Setzler	17		0		17		
<b>Route Totals</b>	<b>529</b>	<b>0</b>	<b>499</b>	<b>0</b>	<b>1,028</b>	<b>0</b>	<b>0</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Brooklyn P&R	49		70		61		
Brooklyn P&R <--> 63rd & Zane	12		7		10		
63rd & Zane <--> 85th & Zane	77		4		43		
85th & Zane <--> CR81 P&R via Candlewood	33		0		18		
85th & Zane <--> CR81 P&R via Setzler	38		0		19		
<b>Route Totals</b>	<b>45</b>	<b></b>	<b>42</b>	<b></b>	<b>44</b>	<b></b>	<b></b>

Based on Ride Checks performed Nov 2001 through April 2002  
 Adjustment factors applied to ride check results

1.11      1.11      1.11      1.11      1.11      1.00      1.00

**Route M-763**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 67th & Humboldt	2.4		2.5		4.9		
67th & Humboldt <--> 83rd & Noble	1.7		1.5		3.2		
83rd & Noble <--> France & 73rd	0.6		1.0		1.6		
<b>Route Totals</b>	<b>4.7</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>9.7</b>	<b>0.0</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 67th & Humboldt	6		6		12		
67th & Humboldt <--> 83rd & Noble	6		6		12		
83rd & Noble <--> France & 73rd	6		6		12		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 67th & Humboldt	41		198		240		
67th & Humboldt <--> 83rd & Noble	135		0		135		
83rd & Noble <--> France & 73rd	27		2		29		
<b>Route Totals</b>	<b>203</b>	<b>0</b>	<b>200</b>	<b>0</b>	<b>403</b>	<b>0</b>	<b>0</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 67th & Humboldt	17		81		49		
67th & Humboldt <--> 83rd & Noble	80		0		42		
83rd & Noble <--> France & 73rd	44		2		18		
<b>Route Totals</b>	<b>43</b>		<b>40</b>		<b>42</b>		

*Based on Ride Checks performed Nov 2001 through April 2002*

*Adjustment factors applied to ride check results*

1.06    1.06    1.06    1.06    1.06    1.00    1.00

**Route M-764**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 42nd & Douglas	1.3		1.2		2.5		
42nd & Douglas <--> Bass Lake & Winnetka	0.7		0.5		1.2		
Bass Lk & Winnetka <--> Modern & W Broadway	0.3		0.3		0.6		
Modern & W Broadway <--> Starlite Ctr	0.3		0.3		0.6		
<b>Route Totals</b>	<b>2.7</b>	<b>0.0</b>	<b>2.2</b>	<b>0.0</b>	<b>4.9</b>	<b>0.0</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 42nd & Douglas	4		3		7		
42nd & Douglas <--> Bass Lake & Winnetka	4		3		7		
Bass Lk & Winnetka <--> Modern & W Broadway	4		3		7		
Modern & W Broadway <--> Starlite Ctr	4		3		7		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 42nd & Douglas	6		99		104		
42nd & Douglas <--> Bass Lake & Winnetka	47		1		48		
Bass Lk & Winnetka <--> Modern & W Broadway	17		2		19		
Modern & W Broadway <--> Starlite Ctr	20		0		20		
<b>Route Totals</b>	<b>90</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>192</b>	<b>0</b>	<b>0</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 42nd & Douglas	4		82		41		
42nd & Douglas <--> Bass Lake & Winnetka	64		2		41		
Bass Lk & Winnetka <--> Modern & W Broadway	51		9		33		
Modern & W Broadway <--> Starlite Ctr	61		0		35		
<b>Route Totals</b>	<b>33</b>		<b>48</b>		<b>39</b>		

*Based on Ride Checks performed Nov 2001 through April 2002*

*Adjustment factors applied to ride check results*

1.12    1.12    1.12    1.12    1.12    1.00    1.00

Route M-765

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 42nd & Douglas	1.4		2.0		3.4		
42nd & Douglas <--> 63rd & Georgia	0.9		1.1		2.0		
63rd & Georgia <--> 67th & Idaho	0.4		0.5		0.9		
<b>Route Totals</b>	<b>2.8</b>	<b>0.0</b>	<b>3.6</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 42nd & Douglas	4		5		9		
42nd & Douglas <--> 63rd & Georgia	4		5		9		
63rd & Georgia <--> 67th & Idaho	4		5		9		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 42nd & Douglas	19		124		143		
42nd & Douglas <--> 63rd & Georgia	73		2		75		
63rd & Georgia <--> 67th & Idaho	22		0		22		
<b>Route Totals</b>	<b>114</b>	<b>0</b>	<b>126</b>	<b>0</b>	<b>240</b>	<b>0</b>	<b>0</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 42nd & Douglas	13		62		42		
42nd & Douglas <--> 63rd & Georgia	79		2		37		
63rd & Georgia <--> 67th & Idaho	55		0		25		
<b>Route Totals</b>	<b>42</b>	<b></b>	<b>35</b>	<b></b>	<b>38</b>	<b></b>	<b></b>

Based on Ride Checks performed Nov 2001 through April 2002

Adjustment factors applied to ride check results

1.00    1.00    1.00    1.00    1.00    1.00    1.00

**Route M-766**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 66th & Hwy 252	6.3	3.2	6.9	1.3	17.6		
66th & Hwy 252 <--> West River & 93rd	2.1	1.1	2.0	1.3	6.4		
66th & Hwy 252 <--> Noble P&R	1.2	0.3	1.2		2.7		
West River & 93rd <--> 117th P&R via Noble	1.6	1.2	1.4	0.3	4.4		
West River & 93rd <--> 117th P&R via West River	1.6	0.7	1.8	1.1	5.1		
117th P&R <--> Main St & 4th - Anoka	2.1	1.6	1.7	0.9	6.2		
117th P&R <--> French Lake	0.3		0.6		0.9		
<b>Route Totals</b>	<b>15.0</b>	<b>8.1</b>	<b>15.5</b>	<b>4.8</b>	<b>43.3</b>	<b>0.0</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 66th & Hwy 252	16	5	16	2	39		
66th & Hwy 252 <--> West River & 93rd	9	4	9	5	27		
66th & Hwy 252 <--> Noble P&R	7	1	7		15		
West River & 93rd <--> 117th P&R via Noble	7	4	6	1	18		
West River & 93rd <--> 117th P&R via West River	7	4	7	4	22		
117th P&R <--> Main St & 4th - Anoka	13	5	11	5	34		
117th P&R <--> French Lake	1		2		3		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 66th & Hwy 252	33	144	684	28	889		
66th & Hwy 252 <--> West River & 93rd	197	29	2	6	235		
66th & Hwy 252 <--> Noble P&R	174	13	0		187		
West River & 93rd <--> 117th P&R via Noble	112	4	2	0	118		
West River & 93rd <--> 117th P&R via West River	111	20	2	11	144		
117th P&R <--> Main St & 4th - Anoka	75	18	3	4	100		
117th P&R <--> French Lake	20		0		20		
<b>Route Totals</b>	<b>721</b>	<b>227</b>	<b>693</b>	<b>50</b>	<b>1,692</b>	<b>0</b>	<b>0</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 66th & Hwy 252	5	44	99	23	50		
66th & Hwy 252 <--> West River & 93rd	96	27	1	5	37		
66th & Hwy 252 <--> Noble P&R	149	40	0		70		
West River & 93rd <--> 117th P&R via Noble	71	4	1	0	27		
West River & 93rd <--> 117th P&R via West River	71	30	1	11	28		
117th P&R <--> Main St & 4th - Anoka	35	11	2	5	16		
117th P&R <--> French Lake	66		0		22		
<b>Route Totals</b>	<b>48</b>	<b>28</b>	<b>45</b>	<b>10</b>	<b>39</b>		

Based on Ride Checks performed Nov 2001 through April 2002

Adjustment factors applied to ride check results

1.04    1.04    1.04    1.04    1.04    1.00    1.00

Route M-780

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Shepherd Grove P&R	2.9		2.2		5.2		
Shepherd Grove P&R <--> East Fish Lake & I-494	0.4		0.3		0.7		
East Fish Lake & I-494 <--> East Fish Lake & Maple	0.3		0.4		0.7		
<b>Route Totals</b>	<b>3.6</b>	<b>0.0</b>	<b>3.0</b>	<b>0.0</b>	<b>6.6</b>	<b>0.0</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Shepherd Grove P&R	4		4		8		
Shepherd Grove P&R <--> East Fish Lake & I-494	3		4		7		
East Fish Lake & I-494 <--> East Fish Lake & Maple	3		4		7		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Shepherd Grove P&R	62		132		194		
Shepherd Grove P&R <--> East Fish Lake & I-494	35		0		35		
East Fish Lake & I-494 <--> East Fish Lake & Maple	45		0		45		
<b>Route Totals</b>	<b>142</b>	<b>0</b>	<b>132</b>	<b>0</b>	<b>274</b>	<b>0</b>	<b>0</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Shepherd Grove P&R	21		59		38		
Shepherd Grove P&R <--> East Fish Lake & I-494	88		0		48		
East Fish Lake & I-494 <--> East Fish Lake & Maple	148		0		64		
<b>Route Totals</b>	<b>39</b>	<b></b>	<b>45</b>	<b></b>	<b>42</b>	<b></b>	<b></b>

Based on Ride Checks performed Nov 2001 through April 2002  
 Adjustment factors applied to ride check results

1.14    1.14    1.14    1.14    1.14    1.00    1.00

Route M-781

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Maple Grove Comm Ctr P&R	6.8		6.1		12.9		
Maple Grove Comm Ctr P&R <--> Rice Lake P&R	1.4		1.2		2.6		
Rice Lake P&R <--> Forestview & 89th	0.9		0.8		1.7		
Forestview & 89th <--> CR 30 & Upland Lane	0.8		0.8		1.6		
<b>Route Totals</b>	<b>9.9</b>	<b>0.0</b>	<b>8.9</b>	<b>0.0</b>	<b>18.8</b>	<b>0.0</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Maple Grove Comm Ctr P&R	9		9		18		
Maple Grove Comm Ctr P&R <--> Rice Lake P&R	9		9		18		
Rice Lake P&R <--> Forestview & 89th	8		8		16		
Forestview & 89th <--> CR 30 & Upland Lane	8		8		16		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Maple Grove Comm Ctr P&R	326		436		762		
Maple Grove Comm Ctr P&R <--> Rice Lake P&R	76		0		76		
Rice Lake P&R <--> Forestview & 89th	47		6		54		
Forestview & 89th <--> CR 30 & Upland Lane	32		0		32		
<b>Route Totals</b>	<b>482</b>	<b>0</b>	<b>442</b>	<b>0</b>	<b>924</b>	<b>0</b>	<b>0</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Maple Grove Comm Ctr P&R	48		71		59		
Maple Grove Comm Ctr P&R <--> Rice Lake P&R	57		0		30		
Rice Lake P&R <--> Forestview & 89th	51		8		31		
Forestview & 89th <--> CR 30 & Upland Lane	40		0		20		
<b>Route Totals</b>	<b>49</b>	<b></b>	<b>50</b>	<b></b>	<b>49</b>	<b></b>	<b></b>

Based on Ride Checks performed Nov 2001 through April 2002  
 Adjustment factors applied to ride check results

1.27      1.27      1.27      1.27      1.27      1.00      1.00

**Route M-782**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> CR 81 P&R	3.1		2.9		6.0		
CR 81 <--> Revere Ln & 97th PI	1.1		0.7		1.8		
Revere Ln & 97th PI <--> 109th & Nathan Ln	0.5		0.4		0.9		
109th & Nathan Ln <--> 95th & Zachary Ln	0.6		0.5		1.1		
<b>Route Totals</b>	<b>5.3</b>	<b>0.0</b>	<b>4.5</b>	<b>0.0</b>	<b>9.8</b>	<b>0.0</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> CR 81 P&R	5		5		10		
CR 81 <--> Revere Ln & 97th PI	5		4		9		
Revere Ln & 97th PI <--> 109th & Nathan Ln	5		4		9		
109th & Nathan Ln <--> 95th & Zachary Ln	5		4		9		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> CR 81 P&R	84		276		360		
CR 81 <--> Revere Ln & 97th PI	32		0		32		
Revere Ln & 97th PI <--> 109th & Nathan Ln	30		0		30		
109th & Nathan Ln <--> 95th & Zachary Ln	32		0		32		
<b>Route Totals</b>	<b>178</b>	<b>0</b>	<b>276</b>	<b>0</b>	<b>454</b>	<b>0</b>	<b>0</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> CR 81 P&R	27		94		60		
CR 81 <--> Revere Ln & 97th PI	29		0		17		
Revere Ln & 97th PI <--> 109th & Nathan Ln	60		0		33		
109th & Nathan Ln <--> 95th & Zachary Ln	55		0		30		
<b>Route Totals</b>	<b>34</b>	<b></b>	<b>61</b>	<b></b>	<b>46</b>	<b></b>	<b></b>

Based on Ride Checks performed Nov 2001 through April 2002

Adjustment factors applied to ride check results

1.00    1.00    1.00    1.00    1.00    1.00    1.00

Route M-784

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> CR 30 P&R	3.7		3.2		6.9		
Route Totals	3.7	0.0	3.2	0.0	6.9	0.0	0.0

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> CR 30 P&R	4		4		8		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> CR 30 P&R	149		142		291		
Route Totals	149	0	142	0	291	0	0

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> CR 30 P&R	41		44		42		
Route Totals	41		44		42		

Based on Ride Checks performed Nov 2001 through April 2002  
 Adjustment factors applied to ride check results

1.00    1.00    1.00    1.00    1.00    1.00    1.00

**Route M-94E**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 49th & Bryant	0.6		0.6		1.2		
49th & Bryant <--> Dupont & 61st	0.2		0.2		0.5		
Dupont & 61st <--> 67th & Humboldt	0.1		0.1		0.2		
<b>Route Totals</b>	<b>0.9</b>	<b>0.0</b>	<b>0.9</b>	<b>0.0</b>	<b>1.8</b>	<b>0.0</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 49th & Bryant	2		2		4		
49th & Bryant <--> Dupont & 61st	2		2		4		
Dupont & 61st <--> 67th & Humboldt	2		2		4		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 49th & Bryant	8		39		47		
49th & Bryant <--> Dupont & 61st	32		0		32		
Dupont & 61st <--> 67th & Humboldt	19		0		19		
<b>Route Totals</b>	<b>59</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 49th & Bryant	14		68		40		
49th & Bryant <--> Dupont & 61st	139		0		69		
Dupont & 61st <--> 67th & Humboldt	188		0		94		
<b>Route Totals</b>	<b>64</b>	<b></b>	<b>43</b>	<b></b>	<b>53</b>	<b></b>	<b></b>

Based on Ride Checks performed Nov 2001 through April 2002  
 Adjustment factors applied to ride check results

1.04    1.04    1.04    1.04    1.04    1.00    1.00

**Route M-94GK**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 49th & Bryant	1.8		1.7		3.5		
49th & Bryant <--> Brooklyn & 59th	0.5		0.4		0.9		
57th & Logan <--> Unity & 65th	0.7		0.6		1.2		
49th & Bryant <--> Brookdale	0.7		0.7		1.3		
Brookdale <--> 69th & France	0.8		0.7		1.5		
69th & France <--> Yates & 80th	0.9		1.0		1.9		
<b>Route Totals</b>	<b>5.3</b>	<b>0.0</b>	<b>5.0</b>	<b>0.0</b>	<b>10.3</b>	<b>0.0</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 49th & Bryant	6		6		12		
49th & Bryant <--> Brooklyn & 59th	3		3		6		
57th & Logan <--> Unity & 65th	2		2		4		
49th & Bryant <--> Brookdale	5		5		10		
Brookdale <--> 69th & France	5		5		10		
69th & France <--> Yates & 80th	5		5		10		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 49th & Bryant	7		174		181		
49th & Bryant <--> Brooklyn & 59th	35		14		49		
57th & Logan <--> Unity & 65th	7		2		9		
49th & Bryant <--> Brookdale	69		5		74		
Brookdale <--> 69th & France	32		5		37		
69th & France <--> Yates & 80th	42		3		45		
<b>Route Totals</b>	<b>192</b>	<b>0</b>	<b>203</b>	<b>0</b>	<b>395</b>	<b>0</b>	<b>0</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> 49th & Bryant	4		100		51		
49th & Bryant <--> Brooklyn & 59th	78		35		58		
57th & Logan <--> Unity & 65th	11		4		7		
49th & Bryant <--> Brookdale	104		8		56		
Brookdale <--> 69th & France	41		8		26		
69th & France <--> Yates & 80th	46		3		23		
<b>Route Totals</b>	<b>36</b>	<b></b>	<b>40</b>	<b></b>	<b>38</b>	<b></b>	<b></b>

Based on Ride Checks performed Nov 2001 through April 2002  
 Adjustment factors applied to ride check results

1.00    1.00    1.00    1.00    1.00    1.00    1.00

**Route P-52K**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Univ of MN <--> Lyndale & Plymouth	0.6	0.3	0.3		1.1		
Lyndale & Plymouth <--> Oakdale & N Memorial	0.3	0.2	0.2		0.6		
Oakdale & N Memorial <--> 36th & Douglas	0.3	0.2	0.2		0.6		
36th & Douglas <--> CR 81	0.3	0.2	0.2		0.6		
CR 81 <--> Brookdale	0.2	0.1	0.1		0.4		
<b>Route Totals</b>	<b>1.6</b>	<b>0.9</b>	<b>0.9</b>	<b>0.0</b>	<b>3.3</b>	<b>0.0</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Univ of MN <--> Lyndale & Plymouth	2	1	1		4		
Lyndale & Plymouth <--> Oakdale & N Memorial	2	1	1		4		
Oakdale & N Memorial <--> 36th & Douglas	2	1	1		4		
36th & Douglas <--> CR 81	2	1	1		4		
CR 81 <--> Brookdale	2	1	1		4		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Univ of MN <--> Lyndale & Plymouth	0	15	36		51		
Lyndale & Plymouth <--> Oakdale & N Memorial	20	0	0		20		
Oakdale & N Memorial <--> 36th & Douglas	18	0	0		18		
36th & Douglas <--> CR 81	17	0	0		17		
CR 81 <--> Brookdale	9	0	0		9		
<b>Route Totals</b>	<b>64</b>	<b>15</b>	<b>36</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>0</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Univ of MN <--> Lyndale & Plymouth	0	53	127		45		
Lyndale & Plymouth <--> Oakdale & N Memorial	67	0	0		32		
Oakdale & N Memorial <--> 36th & Douglas	68	0	0		32		
36th & Douglas <--> CR 81	57	0	0		28		
CR 81 <--> Brookdale	45	0	0		23		
<b>Route Totals</b>	<b>39</b>	<b>18</b>	<b>42</b>		<b>35</b>		

Based on Ride Checks performed Nov 2001 through April 2002  
 Adjustment factors applied to ride check results

1.00    1.00    1.00    1.00    1.00    1.00    1.00

**Route P-55**

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Douglas & Olson Memorial	6.5	4.9	7.0	1.0	19.3		
Douglas & Olson Mem <--> Golden Valley & Winnetka	1.0	1.1	1.2	0.2	3.5		
Douglas & Olson Mem <--> Olympia & Winnetka	0.2		0.2		0.5		
Louisiana Transit Ctr <--> Golden Valley & Winnetka	0.1		0.1	0.5	0.7	3.0	
Golden Valley & Winnetka <--> Olympia & Winnetka	0.3	0.3	0.3	0.1	1.1		
Olympia & Winnetka <--> Winniteka & Medicine Lake	0.3	0.3	0.3	0.1	1.0	2.2	
Winnetka & Medicine Lk <--> 36th & Winnetka via Louisiana	0.2		0.2		0.5		
Winnetka & Medicine Lk <--> 36th & Winnetka	0.4	0.4	0.5	0.1	1.3	0.9	
36th & Winnetka <--> 45th & Xylon	0.7	0.7	0.8	0.2	2.4	1.7	
Golden Valley & Winnetka <--> Hillsboro & Medicine Lk	1.1	0.8	1.2	0.5	3.6		
Hillsboro & Medicine Lk <--> Boone & 36th	0.7	0.5	0.7	0.3	2.1		
Boone & 36th <--> 45th & Xylon	0.4	0.4	0.4	0.3	1.5		
Boone & 36th <--> 69th & Eagle Ridge Apts	0.8		0.7		1.5		
Hillsboro & Medicine Lk <--> Hennepin & 12th	0.4				0.4		
<b>Route Totals</b>	<b>13.1</b>	<b>9.3</b>	<b>13.7</b>	<b>3.3</b>	<b>39.3</b>	<b>7.8</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Douglas & Olson Memorial	12	7	12	2	33		
Douglas & Olson Mem <--> Golden Valley & Winnetka	9	7	10	2	28		
Douglas & Olson Mem <--> Olympia & Winnetka	2		2		4		
Louisiana Transit Ctr <--> Golden Valley & Winnetka	1		1	3	5	13	
Golden Valley & Winnetka <--> Olympia & Winnetka	6	4	6	2	18	13	
Olympia & Winnetka <--> Winniteka & Medicine Lake	8	4	8	2	22	13	
Winnetka & Medicine Lk <--> 36th & Winnetka via Louisiana	2		2		4		
Winnetka & Medicine Lk <--> 36th & Winnetka	6	4	6	2	18	13	
36th & Winnetka <--> 45th & Xylon	8	4	8	2	22	13	
Golden Valley & Winnetka <--> Hillsboro & Medicine Lk	5	3	5	2	15		
Hillsboro & Medicine Lk <--> Boone & 36th	5	3	5	2	15		
Boone & 36th <--> 45th & Xylon	5	3	5	2	15		
Boone & 36th <--> 69th & Eagle Ridge Apts	3		3		6		
Hillsboro & Medicine Lk <--> Hennepin & 12th	1				1		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Douglas & Olson Memorial	97	100	243	17	457		
Douglas & Olson Mem <--> Golden Valley & Winnetka	21	23	32	1	77		
Douglas & Olson Mem <--> Olympia & Winnetka	11		2		13		
Louisiana Transit Ctr <--> Golden Valley & Winnetka	7		0	5	12	52	
Golden Valley & Winnetka <--> Olympia & Winnetka	8	1	3	3	15		
Olympia & Winnetka <--> Winniteka & Medicine Lake	31	11	1	2	45	34	
Winnetka & Medicine Lk <--> 36th & Winnetka via Louisiana	19		1		20		
Winnetka & Medicine Lk <--> 36th & Winnetka	27	14	6	5	52	27	
36th & Winnetka <--> 45th & Xylon	36	13	7	3	59	69	
Golden Valley & Winnetka <--> Hillsboro & Medicine Lk	25	5	24	0	54		
Hillsboro & Medicine Lk <--> Boone & 36th	25	2	2	1	30		
Boone & 36th <--> 45th & Xylon	15	4	5	3	27		
Boone & 36th <--> 69th & Eagle Ridge Apts	26		1		27		
Hillsboro & Medicine Lk <--> Hennepin & 12th	11				11		
<b>Route Totals</b>	<b>359</b>	<b>173</b>	<b>327</b>	<b>40</b>	<b>899</b>	<b>182</b>	<b>0</b>

Route P-55 cont.

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Douglas & Olson Memorial	15	20	35	18	24		
Douglas & Olson Mem <--> Golden Valley & Winnetka	21	22	26	4	22		
Douglas & Olson Mem <--> Olympia & Winnetka	47		9		28		
Louisiana Transit Ctr <--> Golden Valley & Winnetka	60		0	11	17	17	
Golden Valley & Winnetka <--> Olympia & Winnetka	24	3	10	23	14		
Olympia & Winnetka <--> Winnitoka & Medicine Lake	103	41	3	20	45	16	
Winnetka & Medicine Lk <--> 36th & Winnetka via Louisiana	81		4		43		
Winnetka & Medicine Lk <--> 36th & Winnetka	77	35	13	43	39	32	
36th & Winnetka <--> 45th & Xylon	50	20	9	16	25	40	
Golden Valley & Winnetka <--> Hillsboro & Medicine Lk	23	6	20	0	15		
Hillsboro & Medicine Lk <--> Boone & 36th	38	4	3	3	14		
Boone & 36th <--> 45th & Xylon							
Boone & 36th <--> 69th & Eagle Ridge Apts	35		1		19		
Hillsboro & Medicine Lk <--> Hennepin & 12th	29				29		
Route Totals	27	19	24	12	23	23	

Based on Ride Checks performed Nov 2001 through April 2002

Adjustment factors applied to ride check results

1.00	1.00	1.00	1.00	1.00	1.00	3.43	1.00
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Route P-783

	Revenue Hours						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Crosswinds Church P&R	2.8		2.0		4.8		
Crosswinds Church P&R <--> Weaver Lake & Dunkirk	0.3		0.2		0.4		
Weaver Lake & Dunkirk <--> Troy Ln & 82nd	0.3		0.3		0.6		
<b>Route Totals</b>	<b>3.3</b>	<b>0.0</b>	<b>2.4</b>	<b>0.0</b>	<b>5.7</b>	<b>0.0</b>	<b>0.0</b>

	Revenue Trips						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Crosswinds Church P&R	4		3		7		
Crosswinds Church P&R <--> Weaver Lake & Dunkirk	3		3		6		
Weaver Lake & Dunkirk <--> Troy Ln & 82nd	3		3		6		

	Passenger Boardings						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Crosswinds Church P&R	51		86		137		
Crosswinds Church P&R <--> Weaver Lake & Dunkirk	15		0		15		
Weaver Lake & Dunkirk <--> Troy Ln & 82nd	31		0		31		
<b>Route Totals</b>	<b>97</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>183</b>	<b>0</b>	<b>0</b>

	Boardings per Revenue Hour						
	AM	MID	PM	EVE	Weekdays	Saturdays	Sundays
Downtown <--> Crosswinds Church P&R	18		43		29		
Crosswinds Church P&R <--> Weaver Lake & Dunkirk	60		0		38		
Weaver Lake & Dunkirk <--> Troy Ln & 82nd	98		0		55		
<b>Route Totals</b>	<b>29</b>	<b></b>	<b>36</b>	<b></b>	<b>32</b>	<b></b>	<b></b>

Based on Ride Checks performed Nov 2001 through April 2002  
 Adjustment factors applied to ride check results

1.00    1.00    1.00    1.00    1.00    1.00    1.00