

APPENDIX C

Supplemental Local and National Peer Data

LOCAL PEER WEEKEND SERVICE

Figure C-1 presents weekend service data for Blaine compared to Minnetonka. These are the only two peers that have transit service on weekends. Weekday data for all local peers is provided in Chapter 6.

Figure C-1 Weekend Trips, Riders and In-Service Hours per Day in Blaine, September 2011

Blaine					Minnetonka				
Route	Service Day	Trips per Day (inbound and outbound)	Riders / Weekday	Total In-Service Hours	Route	Service Day	Trips per Day (inbound and outbound)	Riders / Weekday	Total In-Service Hours
10	Sat	83	785	5.0	9	Saturday	22	47	1.2
10	Sun	49	66	3.0	9	Sunday	22	49	1.2
25	Sat	14	44	2.9	12	Saturday	71	75	2.5
805	Sat	21	70	3.3	12	Sunday	45	51	1.6
852	Sat	17	384	0.85	615	Saturday	10	35	2.8
					675	Saturday	30	306	10.0
					675	Sunday	21	182	7.0
Total		184	1,319	15.1	Total		221	745	26.6

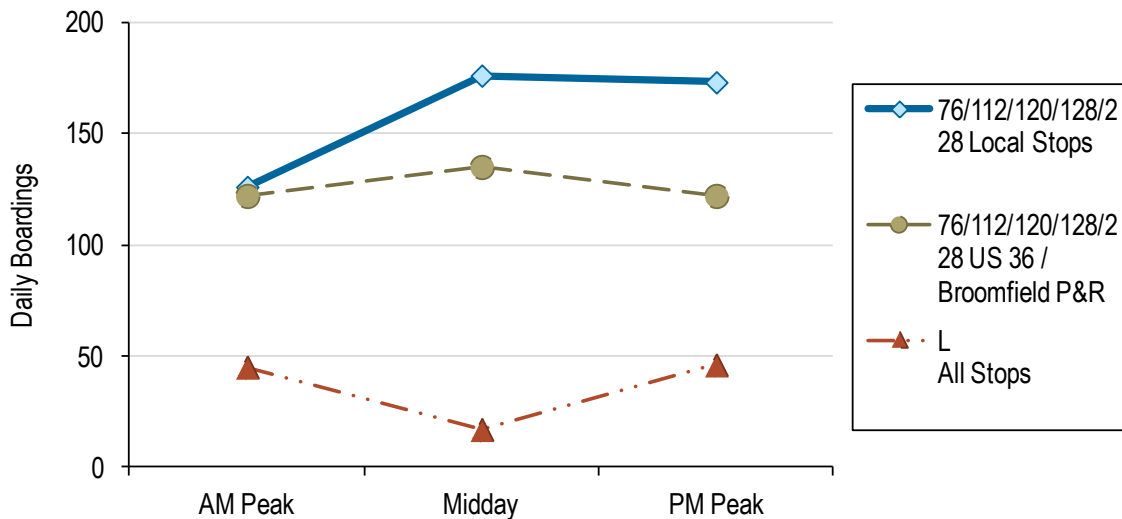
Note: Riders per weekday is defined as the sum of inbound ons and outbound offs.

NATIONAL PEER RIDERSHIP BY TIME OF DAY

This section provides additional data on boarding patterns by time of day for peer cities and routes. This data was only available for select peers.

Figure C-2 illustrates boarding patterns by route and time-of-day in Broomfield. On the L express route which serves downtown Denver, most boardings occur during peak commute periods (43% each) while only 16% of boardings occur during the midday. Boarding patterns for other routes have a larger share of midday boardings than the L but they are also oriented to the commute periods (over 60% of all boardings occur in the AM and PM peak periods. Midday demand is somewhat stronger at the local stops than at the park-and-ride.

Figure C-2 Boardings by Time of Day (Broomfield) – By Route



In Shoreline, midday demand for all peer routes is stronger than total peak period demand; peak period boardings are 88% of midday boardings, as shown in Figure C-3.

Figure C-3 Boardings by Time of Day (Shoreline) – All Peer Routes

