# AGENDA

# MAPLE GROVE TRANSIT COMMISSION

**6:30 P.M.**
**May 29, 2012**
**Mayors Conference Room**
**Maple Grove Government Center**

A. Call to Order by Chair / Introductions

B. Open Forum

C. Approval of Minutes: April 3, 2012

D. Transit Commission Interviews

E. Discussion of Routes and Statistics

F. Miscellaneous Updates

G. Adjournment / Next Meeting: July 31, 2012

## REQUEST FOR TRANSIT COMMISSION ACTION

**Meeting Date:** 5/29/12 **Item Number: A**

**Agenda Item:** Call to Order / Roll Call

The Regular Meeting was called to order by Transit Commission Chair

_____ at _____ p.m.

Committee Members Present:

Committee Members Absent:

Also Present:

# REQUEST FOR TRANSIT COMMISSION ACTION

**Meeting Date:** 5/29/12 **Item Number: B.**

**Agenda Item:** Open Forum

## REQUEST FOR TRANSIT COMMISSION ACTION

**Meeting Date:** 5/29/12 **Item Number:** C,

**Agenda Item:** Approval of Minutes

Motion by Commission Member _____ and Second by Commission Member _____to approve, or approve as amended the meeting minutes of the:

- May 29, 2012

**MAPLE GROVE TRANSIT COMMISSION**
**City of Maple Grove**
**Meeting of April 3, 2012**

**MINUTES**

**Members Present:** Rose Peterson, Terry Coss, Jodi Carman Kortsha, Jaime Renner, and Teri Anderson.

**Members Absent:** Michelle Driessen.

**Also Present:** Mike Opatz – City of Maple Grove, Bill Patten-Midwest Paratransit, Colleen Swann-Metro Transit, and Doyne Parsons-Metro Transit.

**Call to Order**

Transit Commission Chair Rose Peterson called the meeting to order at 6:30 p.m.

**Presentation of 2012 Transit Awards**

The following Metro Transit drivers received a 2012 Maple Grove Transit "Distinguished Service Award". Congratulations and many thanks to these drivers for the excellent service they provide.

- Brenda Lutzke
- Marvin Hill
- Milton Jones
- Bruce Ekdahl
- Ronald Jones
- Nora Kurkowski
- Wayne Dalida

**Oath of Office**

No Oath of Office was administered for Michelle Driessen as she resigned from the Transit Commission via e-mail on April 3, 2012.

**Open Forum**

No one from the public spoke during the open forum.

**Approve Minutes**

The Commission approved the meeting minutes January 31, 2012.

**Discussion of Routes and Statistics**

Opatz reviewed the monthly ridership summaries for January and February 2012 and the most recent daily ridership reports. The Commissioners gave updates regarding their commute and routes:

- Rose Peterson – No issues to report.
- Michelle Driessen – Absent/Resigned.
- Jodi Carman Kortsha – The 788 bus was late a couple of times and the Crosswinds lot is getting full.
- Terry Coss – No major issues to discuss, and the new start point on the 783 a.m. trips appears to attract riders.
- Teri Anderson – No major issues to report and all seems to be going well..
- Jaime Renner – All is going well on the 785 trips. Drivers have been calling out streets and wearing seat belts.

**Route 789 Service Changes for September 2012**

Opatz stated that the Route 789 pm trip # 2 at 5:45 p.m. only averaged 9 riders per day in February 2012 and historically has been an underperforming trip. As a result, the following changes are recommended effective September 4, 2012:

- Eliminate the trip starting at 5:45 p.m.
- Reinvest the savings into a new trip starting at 2:45 p.m.
- The 4:45 p.m. trip will now be labeled as trip #2.

Opatz stated that he has had numerous requests by students to have a midday return trip on the Route 789 and in the past have conducted a rider survey on this topic. The Commission approved the change, but stated that the riders should be notified this spring.

**Phase 2 Parkway Station**

Opatz said that the City of Maple Grove completed Phase I of the Parkway Transit Station in February 2011. The project was funded with a federal CMAQ grant, RTC bonds, and City transit funds. Parkway Station is served by the Maple Grove Transit Route 785, which presently has nine express trips to and from Minneapolis. Phase I included a 498-stall park-and-ride lot, dedicated bus way and indoor passenger station. In anticipation of future growth, Phase I also included the footings and foundation for a future one level parking structure.

In only one year of operation, the parking stalls are 67 percent occupied by commuters. As a result, the City of Maple Grove is seeking bond funds from the State of Minnesota to construct Phase 2. The total project cost is estimated at $4,438,000. The City is seeking state bond funding equal to 80 percent of the total project cost or $3,550,400. The City of Maple Grove will commit to contributing 20 percent of the total project cost as the local match totaling $887,600. The local share will come from the Maple Grove Transit account.

The Parkway Station Phase II project includes the construction, predesign, design, administration, and materials testing to provide elevated parking stalls over the existing parking lot. As footings and foundations are in place from Phase I, the construction period will be shortened by approximately 20%. The Land Use/PUD approval by the Maple Grove City Council for Phase I also included Phase II, so no additional city land use approvals are required. As a result, the City could move forward within 90 days of receiving funding approval.

A resolution was adopted by the Maple Grove City Council supporting the request of state bond funds to construct Phase 2. It is unknown at this time if this project will be approved by the State Legislature and signed by the Governor. Opatz stated that he did testify at a House hearing on the bill and the project was well received, but at this time it did not make the list of projects being considered for state bond project. However, at the moment no transit project are included and they could be negotiated back in.

**10 Millionth Ridership Mark**

Opatz stated that it is projected that Maple Grove Transit will reach the 10 millionth ridership mark in May 2012 since beginning operations in June 1990. On June 7, 2005, Maple Grove Transit celebrated serving its five millionth rider and 15 years of providing bus service since the system started in June 1990. It only took seven years to provide the next 5 millions rides. The Commission directed Opatz to develop an event to celebrate this milestone.

**Transit Commission Vacancies** *(item added to the agenda)*

The Commissioners directed Opatz to solicit applicants for the following vacancies on the Transit Commission:

- 780 – Michelle Driessen resigned on 4/3/12.
- 782 - Pending resignation of Chair Rose Peterson.
- 789 - Newly created position.
- 781A - Ronda Zegar did not seek reappointment after the 12/31/11 term expired.
- Dial-A-Ride - Laura Ayala did not seek reappointment after the 12/31/11 term expired.

**Adjourn / Next Meeting**

- Next Scheduled Regular Meeting: May 29, 2012
- Being no other business, the meeting was adjourned at 7:35 p.m.
- Minutes submitted by Mike Opatz, Transit Administrator.

## REQUEST FOR TRANSIT COMMISSION ACTION

**Meeting Date:** 5/29/12 **Item Number:** D.

**Agenda Item:** Transit Commission Interviews

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The City of Maple Grove recently solicited applications for four vacancies on the Maple Grove Transit Commission representing Routes 780, 781A, 782, and 789.

The Commission will interview three applicants for the following positions:

- 6:45 PM - Jeremy Miller: Route 782
- 7:00 PM - Mandy Knudsen: Route 780
- 7:15 PM - Mark Davidson: Route 789 (also rides 781, 781A, and 785)

The application is not public data, so it is not being provided at this time. Attached are the interview questions.

We also received the following applications that will be retained for one year per City policy:

- Nancy Vos - Rt. 780: application was received after the deadline.
- Alex Isic - Rt. 781: currently have that represented on 781.
- Daniel Wexler - Rt. 781: currently have that represented on 781.

Maple Grove Transit

# New Transit Commissioner Interview

Applicants Name_____ Date:

**1)** Are you are current rider of MGT?

- How long have you used MGT?
- Which route or service do you ride?
- How often do ride on a weekly basis?
- Do you use a Park and Ride Lot?

**2)** What do you feel are some good aspects of the current bus system?

**3)** Did you feel there is any areas that could be improved on?

**4)** What do you see as the role of a Transit Commissioner and why do you want to be a Commissioner?

**5)** Do you have any questions regarding this Commission position?

# REQUEST FOR TRANSIT COMMISSION ACTION

**Meeting Date:** 5/29/12 **Item Number:** E.

**Agenda Item:** Discussion of Routes and Statistics

**Recommended Committee Action:** Discussion

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## A. Ridership Report

The monthly ridership summaries for March and April 2012 are attached, plus the most recent daily ridership reports. For the year, ridership is up 5.53 percent over 2011.

| | 2011 | 2012 | 2011 vs 2012 |
|---|---|---|---|
| Jan | 66,022 | 70,645 | 7.00% |
| Feb | 63,415 | 71,473 | 12.71% |
| Mar | 73,490 | 72,562 | -1.26% |
| Apr | 67,575 | 70,770 | 4.73% |
| May | | | |
| Jun | | | |
| Jul | | | |
| Aug | | | |
| Sep | | | |
| Oct | | | |
| Nov | | | |
| Dec | | | |
| **Total** | **270,502** | **285,450** | **5.53%** |

## B. Member Comments

- The Transit Commission members report on events and issues related to the route they represent.

## Maple Grove Transit System - Statistical Summary — March 2012

| Ridership Analysis | Total | 781 | 782 | 780 | 783 | 785 | 788 | Dial-A-Ride | 787 | Rt 789 |
|---|---|---|---|---|---|---|---|---|---|---|
| Rides Current Month - | 72,562 | 39,615 | 4,697 | 3,193 | 5,768 | 13,447 | 489 | 2,847 | 565 | 1941 |
| % of Total | 100% | 60.0% | 6.2% | 4.3% | 7.3% | 13.4% | 0.7% | 4.0% | 0.7% | 3.4% |
| Avg Daily Riders - 22 days | 3,298 | 1,801 | 214 | 145 | 262 | 611 | 22 | 129 | 26 | 75 |

*Previous Month: Avg. Daily Riders* 3,403

| Ridership Comparison | Total | 781 | 782 | 780 | 783 | 785 | 788 | Dial-A-Ride | 787 | Rt 789 |
|---|---|---|---|---|---|---|---|---|---|---|
| Rides Previous Month | 71,473 | 39,108 | 4,526 | 3,049 | 5,993 | 12,773 | 513 | 2,667 | 528 | 2316 |
| % Change | 2% | 1% | 4% | 5% | -4% | 5% | -5% | 7% | 7% | -16% |
| Same Month Prev. Yr. | 73,490 | 42,766 | 4,368 | 2,983 | 5,826 | 11,416 | 532 | 2,733 | 487 | 2,379 |
| % Change | -1% | -7% | 8% | 7% | -1% | 18% | -8% | 4% | 16% | NA |

## Maple Grove Transit System - Statistical Summary — April 2012

| Ridership Analysis | Total | 781 | 782 | 780 | 783 | 785 | 788 | Dial-A-Ride | 787 | Rt 789 |
|---|---|---|---|---|---|---|---|---|---|---|
| Rides Current Month - | 70,770 | 38,653 | 4,778 | 3,040 | 5,600 | 12,968 | 472 | 2,751 | 576 | 1932 |
| % of Total | 100% | 60.0% | 6.2% | 4.3% | 7.3% | 13.4% | 0.7% | 4.0% | 0.7% | 3.4% |
| Avg Daily Riders - 21 days | 3,370 | 1,841 | 228 | 145 | 267 | 618 | 22 | 110 | 27 | 77 |

*Previous Month: Avg. Daily Riders* *3,298*

| Ridership Comparison | Total | 781 | 782 | 780 | 783 | 785 | 788 | Dial-A-Ride | 787 | Rt 789 |
|---|---|---|---|---|---|---|---|---|---|---|
| Rides Previous Month | 72,562 | 39,615 | 4,697 | 3,193 | 5,768 | 13,447 | 489 | 2,847 | 565 | 1941 |
| % Change | -2% | -2% | 2% | -5% | -3% | -4% | -3% | -3% | 2% | 0% |
| Same Month Prev. Yr. | 67,575 | 38,616 | 3,984 | 2,849 | 5,375 | 10,820 | 533 | 2,554 | 509 | 2,335 |
| % Change | 5% | 0% | 20% | 7% | 4% | 20% | -11% | 8% | 13% | NA |

# Maple Grove April 2012 Week "1"

| Route | Trip Time | Trip # | Run # | Mon 0402 | Tue 0403 | Wed 0404 | Thu 0405 | Fri 0406 | Mon - Fri Total | Mon - Fri Avg 5 | Mon - Thu Total | Mon - Thu Avg 4 | Artic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 780 | 553AM | 1 | 3419 | 19 | 19 | 17 | 19 | 12 | 86 | 17 | 74 | 19 | 40 Foot |
| | 625AM | 2 | 3023 | 15 | 12 | 17 | 16 | 11 | 71 | 14 | 60 | 15 | 40 Foot |
| | 656AM | 3 | 3032 | 27 | 19 | 25 | 19 | 16 | 106 | 21 | 90 | 23 | 40 Foot |
| | 728AM | 4 | 3419 | 16 | 18 | 15 | 15 | 9 | 73 | 15 | 64 | 16 | 40 Foot |
| *AM Totals* | | | | *77* | *68* | *74* | *69* | *48* | 336 | 67 | 288 | 72 | |
| 780 | 335PM | 1 | 3418 | 13 | 9 | 9 | 10 | 15 | 56 | 11 | 41 | 10 | 40 Foot |
| | 404PM | 2 | 3067 | 21 | 16 | 27 | 21 | 9 | 94 | 19 | 85 | 21 | 40 Foot |
| | 432PM | 3 | 3403 | 25 | 26 | 19 | 28 | 9 | 107 | 21 | 98 | 25 | 40 Foot |
| | 514PM | 4 | 3427 | 11 | 12 | 13 | 20 | 7 | 63 | 13 | 56 | 14 | 40 Foot |
| *PM Totals* | | | | *70* | *63* | *68* | *79* | *40* | 320 | 64 | 280 | 70 | |
| *780 Total* | | | | *147* | *131* | *142* | *148* | *88* | 656 | 131 | 568 | 142 | |
| 781 | 548AM | 1 | 3414 | 46 | 49 | 48 | 38 | 34 | 215 | 43 | 181 | 45 | Artic |
| | 542AM | 2 | 3407 | 41 | 45 | 47 | 38 | 18 | 189 | 38 | 171 | 43 | Artic |
| | 553AM | 3 | 3415 | 34 | 32 | 27 | 30 | 29 | 152 | 30 | 123 | 31 | 40' - Artic |
| | *622AM* | *4* | *3432* | *29* | *34* | *36* | *37* | *16* | *152* | *30* | *136* | *34* | *Coach* |
| | 610AM | 5 | 3423 | 44 | 54 | 45 | 60 | 29 | 232 | 46 | 203 | 51 | 40' - Artic |
| | 641AM | 6 | 3445 | 61 | 44 | 52 | 56 | 47 | 260 | 52 | 213 | 53 | Artic |
| | *647AM* | *7* | *3447* | *33* | *42* | *39* | *26* | *19* | *159* | *32* | *140* | *35* | *Coach* |
| | 654AM | 8 | 3453 | 48 | 50 | 58 | 49 | 31 | 236 | 47 | 205 | 51 | Artic |
| | 642AM | 9 | 3441 | 55 | 59 | 55 | 41 | 30 | 240 | 48 | 210 | 53 | Artic |
| | 708AM | 10 | 3414 | 43 | 43 | 40 | 49 | 22 | 197 | 39 | 175 | 44 | Artic |
| | 710AM | 11 | 3402 | 20 | 21 | 28 | 20 | 14 | 103 | 21 | 89 | 22 | 40 Foot |
| | 654AM | 12 | 3027 | 47 | 59 | 52 | 47 | 34 | 239 | 48 | 205 | 51 | Artic |
| | 722AM | 13 | 3415 | 58 | 62 | 61 | 60 | 45 | 286 | 57 | 241 | 60 | Artic |
| | 727AM | 14 | 3038 | 66 | 52 | 55 | 57 | 25 | 255 | 51 | 230 | 58 | Artic |
| | 712AM | 15 | 3455 | 51 | 49 | 49 | 50 | 25 | 224 | 45 | 199 | 50 | Artic |
| | *738AM* | *16* | *3432* | *49* | *50* | *44* | *49* | *28* | *220* | *44* | *192* | *48* | *Coach* |
| | 725AM | 17 | 3407 | 41 | 36 | 47 | 34 | 21 | 179 | 36 | 158 | 40 | Artic |
| | 755AM | 18 | 3445 | 41 | 41 | 41 | 44 | 35 | 202 | 40 | 167 | 42 | Artic |
| | 804AM | 19 | 3453 | 40 | 46 | 48 | 47 | 26 | 207 | 41 | 181 | 45 | Artic |
| | 802AM | 20 | 3423 | 78 | 58 | 55 | 61 | 49 | 301 | 60 | 252 | 63 | Artic |
| | 1129AM | 21 | 3009 | 15 | 13 | 16 | 16 | 16 | 76 | 15 | 60 | 15 | 40 Foot |
| *AM Totals* | | | | *940* | *939* | *943* | *909* | *593* | 4,324 | 865 | 3,731 | 933 | |
| 781 | 1212PM | 1 | 3009 | 20 | 15 | 19 | 31 | 69 | 154 | 31 | 85 | 21 | 40 Foot |
| | 212PM | 2 | 3011 | 40 | 46 | 38 | 57 | 74 | 255 | 51 | 181 | 45 | 40 Foot |
| | 309PM | 3 | 3446 | 52 | 44 | 45 | 52 | 66 | 259 | 52 | 193 | 48 | Artic |
| | 332PM | 4 | 3444 | 58 | 70 | 63 | 66 | 54 | 311 | 62 | 257 | 64 | Artic |
| | 340PM | 5 | 3432 | 31 | 30 | 31 | 32 | 25 | 149 | 30 | 124 | 31 | 40' - Artic |
| | 351PM | 6 | 3433 | 54 | 55 | 76 | 44 | 39 | 268 | 54 | 229 | 57 | Artic |
| | 400PM | 7 | 3409 | 61 | 67 | 49 | 67 | 28 | 272 | 54 | 244 | 61 | Artic |
| | *405PM* | *8* | *3404* | *42* | *41* | *33* | *25* | *24* | *165* | *33* | *141* | *35* | *Coach* |
| | 407PM | 9 | 3435 | 28 | 13 | 28 | 30 | 10 | 109 | 22 | 99 | 25 | 40 Foot |
| | 414PM | 10 | 3449 | 25 | 37 | 37 | 29 | 18 | 146 | 29 | 128 | 32 | 40 Foot |
| | *421PM* | *11* | *3412* | *46* | *49* | *53* | *49* | *17* | *214* | *43* | *197* | *49* | *Coach* |
| | *424PM* | *12* | *3437* | *71* | *34* | *44* | *41* | *22* | *212* | *42* | *190* | *48* | *Coach* |
| | 430PM | 13 | 3446 | 75 | 58 | 50 | 48 | 36 | 267 | 53 | 231 | 58 | Artic |
| | 435PM | 14 | 3410 | 47 | 49 | 59 | 56 | 18 | 229 | 46 | 211 | 53 | Artic |
| | 441PM | 15 | 3020 | 23 | 35 | 28 | 30 | 22 | 138 | 28 | 116 | 29 | Artic |
| | 455PM | 16 | 3071 | 70 | 64 | 61 | 71 | 33 | 299 | 60 | 266 | 67 | Artic |
| | 456PM | 17 | 3445 | 40 | 42 | 38 | 33 | 17 | 170 | 34 | 153 | 38 | Artic |
| | 504PM | 18 | 3444 | 40 | 56 | 61 | 50 | 15 | 222 | 44 | 207 | 52 | Artic |
| | 506PM | 19 | 3432 | 17 | 17 | 14 | 9 | 8 | 65 | 13 | 57 | 14 | Artic |
| | 518PM | 20 | 3409 | 43 | 32 | 51 | 32 | 12 | 170 | 34 | 158 | 40 | 40' - Artic |
| | 532PM | 21 | 3433 | 47 | 66 | 42 | 34 | 17 | 206 | 41 | 189 | 47 | Artic |
| | *602PM* | *22* | *3437* | *38* | *57* | *39* | *42* | *24* | *200* | *40* | *176* | *44* | *Coach* |
| | 632PM | 23 | 3445 | 23 | 35 | 31 | 32 | 11 | 132 | 26 | 121 | 30 | 40' - Artic |
| *PM Totals* | | | | *991* | *1,012* | *990* | *960* | *659* | 4,612 | 922 | 3,953 | 988 | |
| *781 Total* | | | | *1,931* | *1,951* | *1,933* | *1,869* | *1,252* | 8,936 | 1,787 | 7,684 | 1,921 | |

# Maple Grove April 2012 Week "1"

| Route | Trip Time | Trip # | Run # | Mon 0402 | Tue 0403 | Wed 0404 | Thu 0405 | Fri 0406 | Mon - Fri Total | Mon - Fri Avg 5 | Mon - Thu Total | Mon - Thu Avg 4 | Artic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 782 | 530AM | 1 | 3402 | 14 | 12 | 11 | 9 | 5 | 51 | 10 | 46 | 12 | 40 Foot |
| | 559AM | 2 | 3417 | 15 | 20 | 19 | 19 | 9 | 82 | 16 | 73 | 18 | 40 Foot |
| | 627AM | 3 | 3433 | 29 | 31 | 30 | 33 | 13 | 136 | 27 | 123 | 31 | 40 Foot |
| | 657AM | 4 | 3449 | 33 | 29 | 38 | 37 | 15 | 152 | 30 | 137 | 34 | 40 Foot |
| | 723AM | 5 | 3456 | 29 | 33 | 27 | 26 | 17 | 132 | 26 | 115 | 29 | 40 Foot |
| *AM Totals* | | | | *120* | *125* | *125* | *124* | *59* | 553 | 111 | 494 | 124 | |
| 782 | 336PM | 1 | 3427 | 21 | 21 | 24 | 38 | 17 | 121 | 24 | 104 | 26 | 40 Foot |
| | 406PM | 2 | 3434 | 31 | 33 | 28 | 27 | 7 | 126 | 25 | 119 | 30 | 40 Foot |
| | 436PM | 3 | 3401 | 36 | 37 | 42 | 33 | 15 | 163 | 33 | 148 | 37 | 40 Foot |
| | 505PM | 4 | 3418 | 23 | 22 | 25 | 26 | 8 | 104 | 21 | 96 | 24 | 40 Foot |
| | 534PM | 5 | 3449 | 7 | 9 | 8 | 5 | 3 | 32 | 6 | 29 | 7 | 40 Foot |
| *PM Totals* | | | | *118* | *122* | *127* | *129* | *50* | 546 | 109 | 496 | 124 | |
| *782 Total* | | | | *238* | *247* | *252* | *253* | *109* | 1,099 | 220 | 990 | 248 | |
| 783 | 533AM | 1 | 3404 | 15 | 18 | 17 | 15 | 7 | 72 | 14 | 65 | 16 | 40 Foot |
| | 601AM | 2 | 3418 | 45 | 15 | 16 | 21 | 9 | 106 | 21 | 97 | 24 | 40 Foot |
| | 628AM | 3 | 3434 | 19 | 21 | 18 | 21 | 10 | 89 | 18 | 79 | 20 | 40 Foot |
| | *658AM* | *4* | *3450* | *42* | *44* | *46* | *40* | *25* | *197* | *39* | *172* | *43* | *Coach* |
| | 728AM | 5 | 3404 | 22 | 24 | 24 | 27 | 22 | 119 | 24 | 97 | 24 | 40 Foot |
| | 821AM | 6 | 3434 | 18 | 27 | 21 | 19 | 13 | 98 | 20 | 85 | 21 | 40 Foot |
| *AM Totals* | | | | *161* | *149* | *142* | *143* | *86* | 681 | 136 | 595 | 149 | |
| 783 | 338PM | 1 | 3451 | 13 | 12 | 21 | 23 | 20 | 89 | 18 | 69 | 17 | 40 Foot |
| | 410PM | 2 | 3423 | 24 | 34 | 26 | 22 | 11 | 117 | 23 | 106 | 27 | 40 Foot |
| | *439PM* | *3* | *3024* | *42* | *34* | *33* | *44* | *16* | *169* | *34* | *153* | *38* | *Coach* |
| | 509PM | 4 | 3451 | 27 | 27 | 35 | 23 | 14 | 126 | 25 | 112 | 28 | 40 Foot |
| | 539PM | 5 | 3412 | 21 | 25 | 19 | 15 | 5 | 85 | 17 | 80 | 20 | 40' - Coach |
| *PM Totals* | | | | *127* | *132* | *134* | *127* | *66* | 586 | 117 | 520 | 130 | |
| *783 Total* | | | | *288* | *281* | *276* | *270* | *152* | 1,267 | 253 | 1,115 | 279 | |
| 785 | *548AM* | *1* | *3409* | *26* | *29* | *30* | *29* | *10* | *124* | *25* | *114* | *29* | *Coach* |
| | *623AM* | *2* | *3430* | *40* | *38* | *43* | *33* | *15* | *169* | *34* | *154* | *39* | *Coach* |
| | 648AM | 3 | 3446 | 37 | 48 | 43 | 45 | 19 | 192 | 38 | 173 | 43 | 40' - Artic |
| | *702AM* | *4* | *3454* | *43* | *47* | *46* | *45* | *30* | *211* | *42* | *181* | *45* | *Coach* |
| | *715AM* | *5* | *3409* | *50* | *57* | *51* | *44* | *30* | *232* | *46* | *202* | *51* | *Coach* |
| | 730AM | 6 | 3037 | 28 | 26 | 34 | 30 | 16 | 134 | 27 | 118 | 30 | 40 Foot |
| | *745AM* | *7* | *3430* | *27* | *37* | *23* | *32* | *21* | *140* | *28* | *119* | *30* | *Coach* |
| | 800AM | 8 | 3417 | 28 | 26 | 39 | 25 | 11 | 129 | 26 | 118 | 30 | 40 Foot |
| | 818AM | 8 | 3446 | 66 | 42 | 38 | 34 | 23 | 203 | 41 | 180 | 45 | Artic |
| *AM Totals* | | | | *345* | *350* | *347* | *317* | *175* | 1,534 | 307 | 1,359 | 340 | |
| 785 | 308PM | 1 | 3453 | 12 | 24 | 21 | 22 | 26 | 105 | 21 | 79 | 20 | 40' - Coach |
| | 333PM | 2 | 3028 | 31 | 46 | 40 | 39 | 21 | 177 | 35 | 156 | 39 | 40' - Artic |
| | 402PM | 3 | 3436 | 58 | 46 | 54 | 53 | 50 | 261 | 52 | 211 | 53 | Artic |
| | 415PM | 4 | 3406 | 23 | 31 | 22 | 23 | 12 | 111 | 22 | 99 | 25 | 40 Foot |
| | 434PM | 5 | 3425 | 68 | 56 | 66 | 56 | 23 | 269 | 54 | 246 | 62 | Artic |
| | 448PM | 6 | 3070 | 21 | 29 | 36 | 24 | 8 | 118 | 24 | 110 | 28 | 40 Foot |
| | 502PM | 7 | 3028 | 57 | 50 | 47 | 41 | 20 | 215 | 43 | 195 | 49 | Artic |
| | 533PM | 8 | 3436 | 31 | 34 | 29 | 29 | 16 | 139 | 28 | 123 | 31 | 40' - Artic |
| | 603PM | 9 | 3425 | 11 | 19 | 14 | 14 | 3 | 61 | 12 | 58 | 15 | 40' - Artic |
| *PM Totals* | | | | *312* | *335* | *329* | *301* | *179* | 1,456 | 291 | 1,277 | 319 | |
| *785 Total* | | | | *657* | *685* | *676* | *618* | *354* | 2,990 | 598 | 2,636 | 659 | |
| 789 | 658AM | 1 | 3030 | 30 | 30 | 34 | 29 | 20 | 143 | 29 | 123 | 31 | 40 Foot |
| | 801AM | 2 | 3447 | 40 | 35 | 39 | 39 | 31 | 184 | 37 | 153 | 38 | 40' - Coach |
| *AM Totals* | | | | *70* | *65* | *73* | *68* | *51* | 327 | 65 | 276 | 69 | |
| 789 | *443PM* | *1* | *3453* | *28* | *24* | *25* | *21* | *23* | *121* | *24* | *98* | *25* | *Coach* |
| | 543PM | 2 | 3435 | 7 | 15 | 10 | 14 | 7 | 53 | 11 | 46 | 12 | 40 Foot |
| *PM Totals* | | | | *35* | *39* | *35* | *35* | *30* | 174 | 35 | 144 | 36 | |
| 789 Total | | | | 105 | 104 | 108 | 103 | 81 | 501 | 100 | 420 | 105 | |
| Grand Total | | | | 3,366 | 3,399 | 3,387 | 3,261 | 2,036 | 15,449 | 3,090 | 13,413 | 3,353 | |
| | | | | 21.79% | 22.00% | 21.92% | 21.11% | 13.18% | 100.00% | | | | |

| | | |
|---|---|---|
| 656 | 131 | 780 |
| 8,936 | 1,787 | 781-A |
| 1,099 | 220 | 782 |
| 1,267 | 253 | 783 |
| 2,990 | 598 | 785 |
| 501 | 100 | 789 |
| **15,449** | 3,090 | Total |

# Maple Grove April 2012 Week "2"

| Route | Trip Time | Trip # | Run # | Mon | Tue | Wed | Thu | Fri | Mon - Fri Total | Mon - Fri Avg | Mon - Thu Total | Mon - Thu Avg | Artic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 0409 | 0410 | 0411 | 0412 | 0413 | | 5 | | 4 | |
| 780 | 553AM | 1 | 3419 | 17 | 16 | 18 | 15 | 15 | 81 | 16 | 66 | 17 | 40 Foot |
| | 625AM | 2 | 3023 | 20 | 16 | 18 | 17 | 15 | 86 | 17 | 71 | 18 | 40 Foot |
| | 656AM | 3 | 3032 | 23 | 22 | 25 | 22 | 20 | 112 | 22 | 92 | 23 | 40 Foot |
| | 728AM | 4 | 3419 | 20 | 18 | 21 | 15 | 21 | 95 | 19 | 74 | 19 | 40 Foot |
| ***AM Totals*** | | | | ***80*** | ***72*** | ***82*** | ***69*** | ***71*** | **374** | **75** | **303** | **76** | |
| 780 | 335PM | 1 | 3418 | 13 | 13 | 13 | 9 | 20 | 68 | 14 | 48 | 12 | 40 Foot |
| | 404PM | 2 | 3067 | 28 | 21 | 24 | 20 | 17 | 110 | 22 | 93 | 23 | 40 Foot |
| | 432PM | 3 | 3403 | 18 | 18 | 23 | 19 | 12 | 90 | 18 | 78 | 20 | 40 Foot |
| | 514PM | 4 | 3427 | 16 | 16 | 16 | 12 | 14 | 74 | 15 | 60 | 15 | 40 Foot |
| ***PM Totals*** | | | | ***75*** | ***68*** | ***76*** | ***60*** | ***63*** | **342** | **68** | **279** | **70** | |
| ***780 Total*** | | | | ***155*** | ***140*** | ***158*** | ***129*** | ***134*** | **716** | **143** | **582** | **146** | |
| 781 | 548AM | 1 | 3414 | 40 | 53 | 56 | 48 | 44 | 241 | 48 | 197 | 49 | Artic |
| | 542AM | 2 | 3407 | 39 | 40 | 35 | 38 | 33 | 185 | 37 | 152 | 38 | Artic |
| | 553AM | 3 | 3415 | 30 | 46 | 42 | 34 | 24 | 176 | 35 | 152 | 38 | 40' - Artic |
| | *622AM* | *4* | *3432* | ***33*** | ***35*** | ***36*** | ***41*** | ***32*** | *177* | *35* | *145* | *36* | *Coach* |
| | 610AM | 5 | 3423 | 47 | 55 | 51 | 58 | 39 | 250 | 50 | 211 | 53 | 40' - Artic |
| | 641AM | 6 | 3445 | 48 | 54 | 54 | 58 | 50 | 264 | 53 | 214 | 54 | Artic |
| | *647AM* | *7* | *3447* | ***39*** | ***34*** | ***47*** | ***34*** | ***24*** | *178* | *36* | *154* | *39* | *Coach* |
| | 654AM | 8 | 3453 | 47 | 57 | 47 | 38 | 39 | 228 | 46 | 189 | 47 | Artic |
| | 642AM | 9 | 3441 | 62 | 55 | 56 | 46 | 42 | 261 | 52 | 219 | 55 | Artic |
| | 708AM | 10 | 3414 | 36 | 33 | 39 | 40 | 43 | 191 | 38 | 148 | 37 | Artic |
| | 710AM | 11 | 3402 | 20 | 30 | 21 | 30 | 22 | 123 | 25 | 101 | 25 | 40 Foot |
| | 654AM | 12 | 3027 | 50 | 48 | 33 | 51 | 41 | 223 | 45 | 182 | 46 | Artic |
| | 722AM | 13 | 3415 | 56 | 54 | 55 | 56 | 54 | 275 | 55 | 221 | 55 | Artic |
| | 727AM | 14 | 3038 | 50 | 53 | 57 | 56 | 52 | 268 | 54 | 216 | 54 | Artic |
| | 712AM | 15 | 3455 | 47 | 55 | 56 | 38 | 42 | 238 | 48 | 196 | 49 | Artic |
| | *738AM* | *16* | *3432* | ***37*** | ***39*** | ***51*** | ***44*** | ***42*** | *213* | *43* | *171* | *43* | *Coach* |
| | 725AM | 17 | 3407 | 45 | 50 | 39 | 48 | 30 | 212 | 42 | 182 | 46 | Artic |
| | 755AM | 18 | 3445 | 44 | 55 | 50 | 36 | 49 | 234 | 47 | 185 | 46 | Artic |
| | 804AM | 19 | 3453 | 42 | 46 | 43 | 53 | 38 | 222 | 44 | 184 | 46 | Artic |
| | 802AM | 20 | 3423 | 62 | 52 | 57 | 64 | 53 | 288 | 58 | 235 | 59 | Artic |
| | 1129AM | 21 | 3009 | 21 | 35 | 24 | 15 | 11 | 106 | 21 | 95 | 24 | 40 Foot |
| ***AM Totals*** | | | | ***895*** | ***979*** | ***949*** | ***926*** | ***804*** | **4,553** | **911** | **3,749** | **937** | |
| | 1212PM | 1 | 3009 | 19 | 2 | 18 | 33 | 44 | 116 | 23 | 72 | 18 | 40 Foot |
| | 212PM | 2 | 3011 | 41 | 45 | 45 | 34 | 46 | 211 | 42 | 165 | 41 | 40 Foot |
| | 309PM | 3 | 3446 | 34 | 48 | 45 | 50 | 47 | 224 | 45 | 177 | 44 | Artic |
| | 332PM | 4 | 3444 | 65 | 50 | 81 | 74 | 75 | 345 | 69 | 270 | 68 | Artic |
| | 340PM | 5 | 3432 | 29 | 31 | 33 | 33 | 36 | 162 | 32 | 126 | 32 | 40' - Artic |
| | 351PM | 6 | 3433 | 41 | 42 | 42 | 49 | 53 | 227 | 45 | 174 | 44 | Artic |
| | 400PM | 7 | 3409 | 66 | 71 | 66 | 67 | 43 | 313 | 63 | 270 | 68 | Artic |
| | *405PM* | *8* | *3404* | ***30*** | ***54*** | ***33*** | ***46*** | ***45*** | *208* | *42* | *163* | *41* | *Coach* |
| | 407PM | 9 | 3435 | 19 | 29 | 35 | 27 | 13 | 123 | 25 | 110 | 28 | 40 Foot |
| | 414PM | 10 | 3449 | 41 | 32 | 32 | 42 | 33 | 180 | 36 | 147 | 37 | 40 Foot |
| | *421PM* | *11* | *3412* | ***44*** | ***57*** | ***49*** | ***46*** | ***42*** | *238* | *48* | *196* | *49* | *Coach* |
| | *424PM* | *12* | *3437* | ***37*** | ***41*** | ***35*** | ***53*** | ***39*** | *205* | *41* | *166* | *42* | *Coach* |
| | 430PM | 13 | 3446 | 57 | 74 | 82 | 64 | 59 | 336 | 67 | 277 | 69 | Artic |
| | 435PM | 14 | 3410 | 55 | 33 | 65 | 39 | 30 | 222 | 44 | 192 | 48 | Artic |
| | 441PM | 15 | 3020 | 34 | 37 | 26 | 31 | 17 | 145 | 29 | 128 | 32 | Artic |
| | 455PM | 16 | 3071 | 66 | 64 | 67 | 48 | 23 | 268 | 54 | 245 | 61 | Artic |
| | 456PM | 17 | 3445 | 29 | 49 | 39 | 59 | 61 | 237 | 47 | 176 | 44 | Artic |
| | 504PM | 18 | 3444 | 50 | 44 | 41 | 25 | 23 | 183 | 37 | 160 | 40 | Artic |
| | 506PM | 19 | 3432 | 24 | 15 | 11 | 8 | 10 | 68 | 14 | 58 | 15 | Artic |
| | 518PM | 20 | 3409 | 32 | 42 | 50 | 49 | 30 | 203 | 41 | 173 | 43 | 40' - Artic |
| | 532PM | 21 | 3433 | 44 | 57 | 47 | 35 | 23 | 206 | 41 | 183 | 46 | Artic |
| | *602PM* | *22* | *3437* | ***37*** | ***50*** | ***52*** | ***50*** | ***30*** | *219* | *44* | *189* | *47* | *Coach* |
| | 632PM | 23 | 3445 | 32 | 30 | 22 | 36 | 17 | 137 | 27 | 120 | 30 | 40' - Artic |
| ***PM Totals*** | | | | ***926*** | ***997*** | ***1,016*** | ***998*** | ***839*** | **4,776** | **955** | **3,937** | **984** | |
| ***781 Total*** | | | | ***1,821*** | ***1,976*** | ***1,965*** | ***1,924*** | ***1,643*** | **9,329** | **1,866** | **7,686** | **1,922** | |

# Maple Grove April 2012 Week "2"

| Route | Trip Time | Trip # | Run # | Mon 0409 | Tue 0410 | Wed 0411 | Thu 0412 | Fri 0413 | Mon - Fri Total | Mon - Fri Avg 5 | Mon - Thu Total | Mon - Thu Avg 4 | Artic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 782 | 530AM | 1 | 3402 | 14 | 15 | 46 | 14 | 7 | 96 | 19 | 89 | 22 | 40 Foot |
| | 559AM | 2 | 3417 | 17 | 19 | 18 | 17 | 17 | 88 | 18 | 71 | 18 | 40 Foot |
| | 627AM | 3 | 3433 | 29 | 25 | 26 | 25 | 24 | 129 | 26 | 105 | 26 | 40 Foot |
| | 657AM | 4 | 3449 | 38 | 35 | 45 | 39 | 34 | 191 | 38 | 157 | 39 | 40 Foot |
| | 723AM | 5 | 3456 | 29 | 30 | 23 | 28 | 25 | 135 | 27 | 110 | 28 | 40 Foot |
| *AM Totals* | | | | *127* | *124* | *158* | *123* | *107* | 639 | 128 | 532 | 133 | |
| 782 | 336PM | 1 | 3427 | 28 | 21 | 33 | 32 | 21 | 135 | 27 | 114 | 29 | 40 Foot |
| | 406PM | 2 | 3434 | 20 | 28 | 30 | 23 | 15 | 116 | 23 | 101 | 25 | 40 Foot |
| | 436PM | 3 | 3401 | 35 | 39 | 31 | 34 | 37 | 176 | 35 | 139 | 35 | 40 Foot |
| | 505PM | 4 | 3418 | 29 | 24 | 26 | 26 | 20 | 125 | 25 | 105 | 26 | 40 Foot |
| | 534PM | 5 | 3449 | 13 | 10 | 5 | 6 | 4 | 38 | 8 | 34 | 9 | 40 Foot |
| *PM Totals* | | | | *125* | *122* | *125* | *121* | *97* | 590 | 118 | 493 | 123 | |
| *782 Total* | | | | *252* | *246* | *283* | *244* | *204* | 1,229 | 246 | 1,025 | 256 | |
| 783 | 533AM | 1 | 3404 | 13 | 12 | 10 | 17 | 12 | 64 | 13 | 52 | 13 | 40 Foot |
| | 601AM | 2 | 3418 | 9 | 21 | 17 | 18 | 13 | 78 | 16 | 65 | 16 | 40 Foot |
| | 628AM | 3 | 3434 | 24 | 22 | 26 | 21 | 16 | 109 | 22 | 93 | 23 | 40 Foot |
| | *658AM* | *4* | *3450* | *46* | *45* | *48* | *36* | *39* | *214* | *43* | *175* | *44* | *Coach* |
| | 728AM | 5 | 3404 | 34 | 29 | 35 | 26 | 21 | 145 | 29 | 124 | 31 | 40 Foot |
| | 821AM | 6 | 3434 | 19 | 20 | 18 | 21 | 18 | 96 | 19 | 78 | 20 | 40 Foot |
| *AM Totals* | | | | *145* | *149* | *154* | *139* | *119* | 706 | 141 | 587 | 147 | |
| 783 | 338PM | 1 | 3451 | 16 | 13 | 20 | 17 | 24 | 90 | 18 | 66 | 17 | 40 Foot |
| | 410PM | 2 | 3423 | 28 | 28 | 31 | 27 | 21 | 135 | 27 | 114 | 29 | 40 Foot |
| | *439PM* | *3* | *3024* | *39* | *40* | *41* | *29* | *33* | *182* | *36* | *149* | *37* | *Coach* |
| | 509PM | 4 | 3451 | 33 | 29 | 31 | 30 | 24 | 147 | 29 | 123 | 31 | 40 Foot |
| | 539PM | 5 | 3412 | 12 | 19 | 22 | 23 | 10 | 86 | 17 | 76 | 19 | 40' - Coach |
| *PM Totals* | | | | *128* | *129* | *145* | *126* | *112* | 640 | 128 | 528 | 132 | |
| *783 Total* | | | | *273* | *278* | *299* | *265* | *231* | 1,346 | 269 | 1,115 | 279 | |
| 785 | *548AM* | *1* | *3409* | *26* | *30* | *27* | *22* | *15* | *120* | *24* | *105* | *26* | *Coach* |
| | *623AM* | *2* | *3430* | *43* | *51* | *43* | *46* | *29* | *212* | *42* | *183* | *46* | *Coach* |
| | 648AM | 3 | 3446 | 47 | 46 | 53 | 43 | 33 | 222 | 44 | 189 | 47 | 40' - Artic |
| | *702AM* | *4* | *3454* | *38* | *39* | *47* | *44* | *32* | *200* | *40* | *168* | *42* | *Coach* |
| | *715AM* | *5* | *3409* | *50* | *56* | *43* | *54* | *38* | *241* | *48* | *203* | *51* | *Coach* |
| | 730AM | 6 | 3037 | 32 | 27 | 22 | 27 | 40 | 148 | 30 | 108 | 27 | 40 Foot |
| | *745AM* | *7* | *3430* | *34* | *38* | *32* | *30* | *30* | *164* | *33* | *134* | *34* | *Coach* |
| | 800AM | 8 | 3417 | 27 | 25 | 36 | 26 | 22 | 136 | 27 | 114 | 29 | 40 Foot |
| | 818AM | 8 | 3446 | 37 | 34 | 29 | 38 | 33 | 171 | 34 | 138 | 35 | Artic |
| *AM Totals* | | | | *334* | *346* | *332* | *330* | *272* | 1,614 | 323 | 1,342 | 336 | |
| 785 | 308PM | 1 | 3453 | 21 | 22 | 27 | 26 | 19 | 115 | 23 | 96 | 24 | 40' - Coach |
| | 333PM | 2 | 3028 | 32 | 33 | 35 | 37 | 25 | 162 | 32 | 137 | 34 | 40' - Artic |
| | 402PM | 3 | 3436 | 51 | 58 | 56 | 60 | 52 | 277 | 55 | 225 | 56 | Artic |
| | 415PM | 4 | 3406 | 26 | 24 | 36 | 18 | 22 | 126 | 25 | 104 | 26 | 40 Foot |
| | 434PM | 5 | 3425 | 50 | 67 | 70 | 53 | 42 | 282 | 56 | 240 | 60 | Artic |
| | 448PM | 6 | 3070 | 26 | 34 | 40 | 42 | 20 | 162 | 32 | 142 | 36 | 40 Foot |
| | 502PM | 7 | 3028 | 58 | 55 | 37 | 28 | 40 | 218 | 44 | 178 | 45 | Artic |
| | 533PM | 8 | 3436 | 22 | 20 | 25 | 28 | 16 | 111 | 22 | 95 | 24 | 40' - Artic |
| | 603PM | 9 | 3425 | 14 | 21 | 19 | 19 | 16 | 89 | 18 | 73 | 18 | 40' - Artic |
| *PM Totals* | | | | *300* | *334* | *345* | *311* | *252* | 1,542 | 308 | 1,290 | 323 | |
| *785 Total* | | | | *634* | *680* | *677* | *641* | *524* | 3,156 | 631 | 2,632 | 658 | |
| 789 | 658AM | 1 | 3030 | 29 | 33 | 37 | 33 | 20 | 152 | 30 | 132 | 33 | 40 Foot |
| | 801AM | 2 | 3447 | 35 | 36 | 22 | 35 | 28 | 156 | 31 | 128 | 32 | 40' - Coach |
| *AM Totals* | | | | *64* | *69* | *59* | *68* | *48* | 308 | 62 | 260 | 65 | |
| 789 | *443PM* | *1* | *3453* | *26* | *29* | *22* | *28* | *19* | *124* | *25* | *105* | *26* | *Coach* |
| | 543PM | 2 | 3435 | 7 | 9 | 10 | 6 | 7 | 39 | 8 | 32 | 8 | 40 Foot |
| *PM Totals* | | | | *33* | *38* | *32* | *34* | *26* | 163 | 33 | 137 | 34 | |
| 789 Total | | | | 97 | 107 | 91 | 102 | 74 | 471 | 94 | 397 | 99 | |
| Grand Total | | | | 3,232 | 3,427 | 3,473 | 3,305 | 2,810 | 16,247 | 3,249 | 13,437 | 3,359 | |
| | | | | 19.89% | 21.09% | 21.38% | 20.34% | 17.30% | 100.00% | | | | |

| | | |
|---|---|---|
| 716 | 143 | 780 |
| 9,329 | 1,866 | 781-A |
| 1,229 | 246 | 782 |
| 1,346 | 269 | 783 |
| 3,156 | 631 | 785 |
| 471 | 94 | 789 |
| 16,247 | 3,249 | Total |

# Maple Grove April 2012 Week "3"

| Route | Trip Time | Trip # | Run # | Mon 0416 | Tue 0417 | Wed 0418 | Thu 0419 | Fri 0420 | Mon - Fri Total | Mon - Fri Avg 5 | Mon - Thu Total | Mon - Thu Avg 4 | Artic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 780 | 553AM | 1 | 3419 | 21 | 17 | 17 | 18 | 18 | 91 | 18 | 73 | 18 | 40 Foot |
| | 625AM | 2 | 3023 | 16 | 13 | 17 | 12 | 17 | 75 | 15 | 58 | 15 | 40 Foot |
| | 656AM | 3 | 3032 | 19 | 22 | 17 | 29 | 16 | 103 | 21 | 87 | 22 | 40 Foot |
| | 728AM | 4 | 3419 | 21 | 14 | 21 | 20 | 18 | 94 | 19 | 76 | 19 | 40 Foot |
| *AM Totals* | | | | *77* | *66* | *72* | *79* | *69* | **363** | **73** | **294** | **74** | |
| 780 | 335PM | 1 | 3418 | 16 | 7 | 11 | 7 | 16 | 57 | 11 | 41 | 10 | 40 Foot |
| | 404PM | 2 | 3067 | 24 | 24 | 23 | 24 | 13 | 108 | 22 | 95 | 24 | 40 Foot |
| | 432PM | 3 | 3403 | 21 | 19 | 24 | 23 | 19 | 106 | 21 | 87 | 22 | 40 Foot |
| | 514PM | 4 | 3427 | 12 | 14 | 12 | 16 | 9 | 63 | 13 | 54 | 14 | 40 Foot |
| *PM Totals* | | | | *73* | *64* | *70* | *70* | *57* | **334** | **67** | **277** | **69** | |
| *780 Total* | | | | *150* | *130* | *142* | *149* | *126* | **697** | **139** | **571** | **143** | |
| 781 | 548AM | 1 | 3414 | 45 | 43 | 51 | 39 | 44 | 222 | 44 | 178 | 45 | Artic |
| | 542AM | 2 | 3407 | 29 | 38 | 40 | 32 | 27 | 166 | 33 | 139 | 35 | Artic |
| | 553AM | 3 | 3415 | 49 | 40 | 32 | 38 | 28 | 187 | 37 | 159 | 40 | 40' - Artic |
| | *622AM* | *4* | *3432* | *33* | *41* | *44* | *42* | *28* | *188* | *38* | *160* | *40* | *Coach* |
| | 610AM | 5 | 3423 | 36 | 61 | 40 | 47 | 43 | 227 | 45 | 184 | 46 | 40' - Artic |
| | 641AM | 6 | 3445 | 53 | 51 | 44 | 54 | 50 | 252 | 50 | 202 | 51 | Artic |
| | *647AM* | *7* | *3447* | *37* | *39* | *36* | *38* | *32* | *182* | *36* | *150* | *38* | *Coach* |
| | 654AM | 8 | 3453 | 64 | 55 | 54 | 49 | 42 | 264 | 53 | 222 | 56 | Artic |
| | 642AM | 9 | 3441 | 43 | 59 | 43 | 44 | 34 | 223 | 45 | 189 | 47 | Artic |
| | 708AM | 10 | 3414 | 32 | 35 | 39 | 48 | 32 | 186 | 37 | 154 | 39 | Artic |
| | 710AM | 11 | 3402 | 26 | 32 | 24 | 29 | 30 | 141 | 28 | 111 | 28 | 40 Foot |
| | 654AM | 12 | 3027 | 45 | 50 | 52 | 40 | 43 | 230 | 46 | 187 | 47 | Artic |
| | 722AM | 13 | 3415 | 49 | 45 | 50 | 44 | 49 | 237 | 47 | 188 | 47 | Artic |
| | 727AM | 14 | 3038 | 46 | 64 | 65 | 45 | 56 | 276 | 55 | 220 | 55 | Artic |
| | 712AM | 15 | 3455 | 64 | 52 | 51 | 57 | 48 | 272 | 54 | 224 | 56 | Artic |
| | *738AM* | *16* | *3432* | *38* | *44* | *53* | *35* | *38* | *208* | *42* | *170* | *43* | *Coach* |
| | 725AM | 17 | 3407 | 36 | 40 | 43 | 51 | 29 | 199 | 40 | 170 | 43 | Artic |
| | 755AM | 18 | 3445 | 50 | 52 | 43 | 54 | 45 | 244 | 49 | 199 | 50 | Artic |
| | 804AM | 19 | 3453 | 44 | 41 | 64 | 51 | 41 | 241 | 48 | 200 | 50 | Artic |
| | 802AM | 20 | 3423 | 74 | 63 | 50 | 55 | 53 | 295 | 59 | 242 | 61 | Artic |
| | 1129AM | 21 | 3009 | 17 | 14 | 20 | 13 | 12 | 76 | 15 | 64 | 16 | 40 Foot |
| *AM Totals* | | | | *910* | *959* | *938* | *905* | *804* | **4,516** | **903** | **3,712** | **928** | |
| 781 | 1212PM | 1 | 3009 | 33 | 32 | 36 | 19 | 41 | 161 | 32 | 120 | 30 | 40 Foot |
| | 212PM | 2 | 3011 | 47 | 48 | 41 | 36 | 45 | 217 | 43 | 172 | 43 | 40 Foot |
| | 309PM | 3 | 3446 | 50 | 51 | 46 | 65 | 31 | 233 | 47 | 202 | 51 | Artic |
| | 332PM | 4 | 3444 | 49 | 44 | 75 | 67 | 79 | 314 | 63 | 235 | 59 | Artic |
| | 340PM | 5 | 3432 | 35 | 33 | 23 | 18 | 27 | 136 | 27 | 109 | 27 | 40' - Artic |
| | 351PM | 6 | 3433 | 50 | 54 | 42 | 48 | 39 | 233 | 47 | 194 | 49 | Artic |
| | 400PM | 7 | 3409 | 44 | 68 | 79 | 53 | 66 | 310 | 62 | 244 | 61 | Artic |
| | *405PM* | *8* | *3404* | *41* | *42* | *32* | *44* | *39* | *198* | *40* | *159* | *40* | *Coach* |
| | 407PM | 9 | 3435 | 21 | 25 | 21 | 12 | 15 | 94 | 19 | 79 | 20 | 40 Foot |
| | 414PM | 10 | 3449 | 45 | 30 | 48 | 30 | 30 | 183 | 37 | 153 | 38 | 40 Foot |
| | *421PM* | *11* | *3412* | *43* | *49* | *40* | *28* | *42* | *202* | *40* | *160* | *40* | *Coach* |
| | *424PM* | *12* | *3437* | *50* | *41* | *38* | *46* | *21* | *196* | *39* | *175* | *44* | *Coach* |
| | 430PM | 13 | 3446 | 48 | 73 | 72 | 69 | 52 | 314 | 63 | 262 | 66 | Artic |
| | 435PM | 14 | 3410 | 43 | 49 | 63 | 61 | 34 | 250 | 50 | 216 | 54 | Artic |
| | 441PM | 15 | 3020 | 32 | 37 | 29 | 34 | 14 | 146 | 29 | 132 | 33 | Artic |
| | 455PM | 16 | 3071 | 66 | 61 | 64 | 70 | 66 | 327 | 65 | 261 | 65 | Artic |
| | 458PM | 17 | 3445 | 49 | 32 | 40 | 38 | 21 | 180 | 36 | 159 | 40 | Artic |
| | 504PM | 18 | 3444 | 51 | 63 | 46 | 34 | 46 | 240 | 48 | 194 | 49 | Artic |
| | 506PM | 19 | 3432 | 10 | 16 | 21 | 16 | 7 | 70 | 14 | 63 | 16 | Artic |
| | 518PM | 20 | 3409 | 42 | 39 | 34 | 43 | 21 | 179 | 36 | 158 | 40 | 40' - Artic |
| | 532PM | 21 | 3433 | 52 | 55 | 58 | 41 | 28 | 234 | 47 | 206 | 52 | Artic |
| | *602PM* | *22* | *3437* | *46* | *53* | *48* | *56* | *35* | *238* | *48* | *203* | *51* | *Coach* |
| | 632PM | 23 | 3445 | 16 | 21 | 35 | 27 | 26 | 125 | 25 | 99 | 25 | 40' - Artic |
| *PM Totals* | | | | *963* | *1,016* | *1,031* | *945* | *825* | **4,780** | **956** | **3,955** | **989** | |
| *781 Total* | | | | *1,873* | *1,975* | *1,969* | *1,850* | *1,629* | **9,296** | **1,859** | **7,667** | **1,917** | |

# Maple Grove April 2012 Week "3"

| Route | Trip Time | Trip # | Run # | Mon | Tue | Wed | Thu | Fri | Mon - Fri Total | Mon - Fri Avg | Mon - Thu Total | Mon - Thu Avg | Artic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 0416 | 0417 | 0418 | 0419 | 0420 | | 5 | | 4 | |
| 782 | 530AM | 1 | 3402 | 13 | 11 | 10 | 13 | 8 | 55 | 11 | 47 | 12 | 40 Foot |
| | 559AM | 2 | 3417 | 16 | 21 | 18 | 22 | 15 | 92 | 18 | 77 | 19 | 40 Foot |
| | 627AM | 3 | 3433 | 27 | 30 | 25 | 21 | 18 | 121 | 24 | 103 | 26 | 40 Foot |
| | 657AM | 4 | 3449 | 32 | 34 | 38 | 27 | 21 | 152 | 30 | 131 | 33 | 40 Foot |
| | 723AM | 5 | 3456 | 25 | 26 | 18 | 25 | 18 | 112 | 22 | 94 | 24 | 40 Foot |
| *AM Totals* | | | | *113* | *122* | *109* | *108* | *80* | **532** | **106** | **452** | **113** | |
| 782 | 336PM | 1 | 3427 | 28 | 25 | 25 | 18 | 23 | 119 | 24 | 96 | 24 | 40 Foot |
| | 406PM | 2 | 3434 | 25 | 24 | 27 | 29 | 13 | 118 | 24 | 105 | 26 | 40 Foot |
| | 436PM | 3 | 3401 | 28 | 36 | 29 | 38 | 24 | 155 | 31 | 131 | 33 | 40 Foot |
| | 505PM | 4 | 3418 | 20 | 30 | 19 | 12 | 14 | 95 | 19 | 81 | 20 | 40 Foot |
| | 534PM | 5 | 3449 | 13 | 9 | 7 | 9 | 11 | 49 | 10 | 38 | 10 | 40 Foot |
| *PM Totals* | | | | *114* | *124* | *107* | *106* | *85* | **536** | **107** | **451** | **113** | |
| *782 Total* | | | | *227* | *246* | *216* | *214* | *165* | **1,068** | **214** | **903** | **226** | |
| 783 | 533AM | 1 | 3404 | 14 | 13 | 14 | 14 | 10 | 65 | 13 | 55 | 14 | 40 Foot |
| | 601AM | 2 | 3418 | 15 | 18 | 17 | 18 | 15 | 83 | 17 | 68 | 17 | 40 Foot |
| | 628AM | 3 | 3434 | 21 | 27 | 19 | 23 | 17 | 107 | 21 | 90 | 23 | 40 Foot |
| | *658AM* | *4* | *3450* | *43* | *43* | *47* | *36* | *37* | *206* | *41* | *169* | *42* | *Coach* |
| | 728AM | 5 | 3404 | 29 | 27 | 29 | 31 | 26 | 142 | 28 | 116 | 29 | 40 Foot |
| | 821AM | 6 | 3434 | 19 | 17 | 18 | 14 | 15 | 83 | 17 | 68 | 17 | 40 Foot |
| *AM Totals* | | | | *141* | *145* | *144* | *136* | *120* | **686** | **137** | **568** | **142** | |
| 783 | 338PM | 1 | 3451 | 21 | 19 | 18 | 19 | 25 | 102 | 20 | 77 | 19 | 40 Foot |
| | 410PM | 2 | 3423 | 19 | 24 | 23 | 24 | 14 | 104 | 21 | 90 | 23 | 40 Foot |
| | *439PM* | *3* | *3024* | *37* | *50* | *36* | *38* | *23* | *184* | *37* | *161* | *40* | *Coach* |
| | 509PM | 4 | 3451 | 35 | 30 | 26 | 25 | 17 | 133 | 27 | 116 | 29 | 40 Foot |
| | 539PM | 5 | 3412 | 20 | 19 | 27 | 26 | 17 | 109 | 22 | 92 | 23 | 40' - Coach |
| *PM Totals* | | | | *132* | *142* | *130* | *132* | *96* | **632** | **126** | **536** | **134** | |
| *783 Total* | | | | *273* | *287* | *274* | *268* | *216* | **1,318** | **264** | **1,102** | **276** | |
| 785 | *548AM* | *1* | *3409* | *26* | *27* | *26* | *24* | *16* | *119* | *24* | *103* | *26* | *Coach* |
| | *623AM* | *2* | *3430* | *43* | *43* | *41* | *45* | *27* | *199* | *40* | *172* | *43* | *Coach* |
| | 648AM | 3 | 3446 | 38 | 47 | 47 | 43 | 37 | 212 | 42 | 175 | 44 | 40' - Artic |
| | *702AM* | *4* | *3454* | *41* | *47* | *36* | *47* | *27* | *198* | *40* | *171* | *43* | *Coach* |
| | *715AM* | *5* | *3409* | *45* | *42* | *40* | *44* | *43* | *214* | *43* | *171* | *43* | *Coach* |
| | 730AM | 6 | 3037 | 42 | 34 | 35 | 36 | 31 | 178 | 36 | 147 | 37 | 40 Foot |
| | *745AM* | *7* | *3430* | *38* | *38* | *33* | *30* | *33* | *172* | *34* | *139* | *35* | *Coach* |
| | 800AM | 8 | 3417 | 24 | 34 | 35 | 37 | 27 | 157 | 31 | 130 | 33 | 40 Foot |
| | 818AM | 8 | 3446 | 35 | 28 | 33 | 29 | 23 | 148 | 30 | 125 | 31 | Artic |
| *AM Totals* | | | | *332* | *340* | *326* | *335* | *264* | **1,597** | **319** | **1,333** | **333** | |
| 785 | 308PM | 1 | 3453 | 15 | 19 | 24 | 23 | 22 | 103 | 21 | 81 | 20 | 40' - Coach |
| | 333PM | 2 | 3028 | 36 | 34 | 35 | 38 | 33 | 176 | 35 | 143 | 36 | 40' - Artic |
| | 402PM | 3 | 3436 | 52 | 55 | 55 | 52 | 49 | 263 | 53 | 214 | 54 | Artic |
| | 415PM | 4 | 3406 | 25 | 20 | 21 | 23 | 19 | 108 | 22 | 89 | 22 | 40 Foot |
| | 434PM | 5 | 3425 | 52 | 70 | 53 | 43 | 38 | 256 | 51 | 218 | 55 | Artic |
| | 448PM | 6 | 3070 | 31 | 24 | 28 | 22 | 19 | 124 | 25 | 105 | 26 | 40 Foot |
| | 502PM | 7 | 3028 | 42 | 42 | 51 | 63 | 35 | 233 | 47 | 198 | 50 | Artic |
| | 533PM | 8 | 3436 | 32 | 34 | 24 | 29 | 14 | 133 | 27 | 119 | 30 | 40' - Artic |
| | 603PM | 9 | 3425 | 15 | 14 | 18 | 11 | 10 | 68 | 14 | 58 | 15 | 40' - Artic |
| *PM Totals* | | | | *300* | *312* | *309* | *304* | *239* | **1,464** | **293** | **1,225** | **306** | |
| *785 Total* | | | | *632* | *652* | *635* | *639* | *503* | **3,061** | **612** | **2,558** | **640** | |
| 789 | 658AM | 1 | 3030 | 27 | 31 | 36 | 30 | 24 | 148 | 30 | 124 | 31 | 40 Foot |
| | 801AM | 2 | 3447 | 32 | 39 | 29 | 31 | 24 | 155 | 31 | 131 | 33 | 40' - Coach |
| *AM Totals* | | | | *59* | *70* | *65* | *61* | *48* | **303** | **61** | **255** | **64** | |
| | *443PM* | *1* | *3453* | *17* | *23* | *22* | *23* | *24* | *109* | *22* | *85* | *21* | *Coach* |
| | 543PM | 2 | 3435 | 6 | 12 | 4 | 8 | 7 | 37 | 7 | 30 | 8 | 40 Foot |
| *PM Totals* | | | | *23* | *35* | *26* | *31* | *31* | **146** | **29** | **115** | **29** | |
| 789 Total | | | | 82 | 105 | 91 | 92 | 79 | **449** | **90** | **370** | **93** | |
| Grand Total | | | | 3,237 | 3,395 | 3,327 | 3,212 | 2,718 | **15,889** | **3,178** | **13,171** | **3,293** | |
| | | | | 20.37% | 21.37% | 20.94% | 20.22% | 17.11% | 100.00% | | | | |

| | | | |
|---|---|---|---|
| 697 | 139 | | 780 |
| 9,296 | 1,859 | | 781-A |
| 1,068 | 214 | | 782 |
| 1,318 | 264 | | 783 |
| 3,061 | 612 | | 785 |
| 449 | 90 | | 789 |
| **15,889** | 3,178 | | Total |

# Maple Grove April 2012 Week "4"

| Route | Trip Time | Trip # | Run # | Mon | Tue | Wed | Thu | Fri | Mon - Fri Total | Mon - Fri Avg | Mon - Thu Total | Mon - Thu Avg | Artic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 0423 | 0424 | 0425 | 0426 | 0427 | | 5 | | 4 | |
| 780 | 553AM | 1 | 3419 | 13 | 16 | 13 | 16 | 11 | 69 | 14 | 58 | 15 | 40 Foot |
| | 625AM | 2 | 3023 | 20 | 15 | 22 | 18 | 17 | 92 | 18 | 75 | 19 | 40 Foot |
| | 656AM | 3 | 3032 | 62 | 26 | 27 | 30 | 20 | 165 | 33 | 145 | 36 | 40 Foot |
| | 728AM | 4 | 3419 | 19 | 22 | 15 | 21 | 22 | 99 | 20 | 77 | 19 | 40 Foot |
| *AM Totals* | | | | *114* | *79* | *77* | *85* | *70* | 425 | 85 | 355 | 89 | |
| 780 | 335PM | 1 | 3418 | 11 | 10 | 13 | 10 | 15 | 59 | 12 | 44 | 11 | 40 Foot |
| | 404PM | 2 | 3067 | 21 | 21 | 27 | 29 | 18 | 116 | 23 | 98 | 25 | 40 Foot |
| | 432PM | 3 | 3403 | 26 | 22 | 28 | 23 | 19 | 118 | 24 | 99 | 25 | 40 Foot |
| | 514PM | 4 | 3427 | 12 | 17 | 11 | 14 | 16 | 70 | 14 | 54 | 14 | 40 Foot |
| *PM Totals* | | | | *70* | *70* | *79* | *76* | *68* | 363 | 73 | 295 | 74 | |
| *780 Total* | | | | *184* | *149* | *156* | *161* | *138* | 788 | 158 | 650 | 163 | |
| 781 | 548AM | 1 | 3414 | 42 | 53 | 43 | 43 | 37 | 218 | 44 | 181 | 45 | Artic |
| | 542AM | 2 | 3407 | 46 | 39 | 37 | 51 | 33 | 206 | 41 | 173 | 43 | Artic |
| | 553AM | 3 | 3415 | 24 | 27 | 38 | 28 | 29 | 146 | 29 | 117 | 29 | 40' - Artic |
| | *622AM* | *4* | *3432* | *36* | *31* | *35* | *47* | *37* | *186* | *37* | *149* | *37* | *Coach* |
| | 610AM | 5 | 3423 | 44 | 56 | 45 | 39 | 37 | 221 | 44 | 184 | 46 | 40' - Artic |
| | 641AM | 6 | 3445 | 58 | 55 | 57 | 58 | 46 | 274 | 55 | 228 | 57 | Artic |
| | *647AM* | *7* | *3447* | *33* | *55* | *44* | *42* | *33* | *207* | *41* | *174* | *44* | *Coach* |
| | 654AM | 8 | 3453 | 49 | 50 | 52 | 51 | 45 | 247 | 49 | 202 | 51 | Artic |
| | 642AM | 9 | 3441 | 53 | 55 | 57 | 30 | 31 | 226 | 45 | 195 | 49 | Artic |
| | 708AM | 10 | 3414 | 29 | 42 | 36 | 38 | 35 | 180 | 36 | 145 | 36 | Artic |
| | 710AM | 11 | 3402 | 34 | 26 | 27 | 23 | 15 | 125 | 25 | 110 | 28 | 40 Foot |
| | 654AM | 12 | 3027 | 46 | 37 | 50 | 42 | 45 | 220 | 44 | 175 | 44 | Artic |
| | 722AM | 13 | 3415 | 68 | 59 | 61 | 58 | 50 | 296 | 59 | 246 | 62 | Artic |
| | 727AM | 14 | 3038 | 46 | 44 | 53 | 42 | 51 | 236 | 47 | 185 | 46 | Artic |
| | 712AM | 15 | 3455 | 60 | 47 | 49 | 50 | 41 | 247 | 49 | 206 | 52 | Artic |
| | *738AM* | *16* | *3432* | *43* | *45* | *39* | *52* | *38* | *217* | *43* | *179* | *45* | *Coach* |
| | 725AM | 17 | 3407 | 50 | 34 | 28 | 34 | 33 | 179 | 36 | 146 | 37 | Artic |
| | 755AM | 18 | 3445 | 50 | 47 | 64 | 43 | 52 | 256 | 51 | 204 | 51 | Artic |
| | 804AM | 19 | 3453 | 35 | 39 | 45 | 41 | 28 | 188 | 38 | 160 | 40 | Artic |
| | 802AM | 20 | 3423 | 75 | 60 | 64 | 62 | 41 | 302 | 60 | 261 | 65 | Artic |
| | 1129AM | 21 | 3009 | 17 | 16 | 23 | 18 | 17 | 91 | 18 | 74 | 19 | 40 Foot |
| *AM Totals* | | | | *938* | *917* | *947* | *892* | *774* | 4,468 | 894 | 3,694 | 924 | |
| 781 | 1212PM | 1 | 3009 | 30 | 28 | 30 | 29 | 48 | 165 | 33 | 117 | 29 | 40 Foot |
| | 212PM | 2 | 3011 | 40 | 35 | 38 | 43 | 60 | 216 | 43 | 156 | 39 | 40 Foot |
| | 309PM | 3 | 3446 | 54 | 52 | 44 | 54 | 62 | 266 | 53 | 204 | 51 | Artic |
| | 332PM | 4 | 3444 | 69 | 47 | 57 | 51 | 65 | 289 | 58 | 224 | 56 | Artic |
| | 340PM | 5 | 3432 | 28 | 29 | 29 | 27 | 17 | 130 | 26 | 113 | 28 | 40' - Artic |
| | 351PM | 6 | 3433 | 49 | 60 | 57 | 39 | 50 | 255 | 51 | 205 | 51 | Artic |
| | 400PM | 7 | 3409 | 64 | 53 | 74 | 82 | 45 | 318 | 64 | 273 | 68 | Artic |
| | *405PM* | *8* | *3404* | *50* | *55* | *47* | *42* | *31* | *225* | *45* | *194* | *49* | *Coach* |
| | 407PM | 9 | 3435 | 28 | 24 | 35 | 27 | 10 | 124 | 25 | 114 | 29 | 40 Foot |
| | 414PM | 10 | 3449 | 26 | 28 | 32 | 25 | 49 | 160 | 32 | 111 | 28 | 40 Foot |
| | *421PM* | *11* | *3412* | *46* | *61* | *44* | *50* | *33* | *234* | *47* | *201* | *50* | *Coach* |
| | *424PM* | *12* | *3437* | *48* | *29* | *69* | *37* | *27* | *210* | *42* | *183* | *46* | *Coach* |
| | 430PM | 13 | 3446 | 71 | 48 | 32 | 60 | 57 | 268 | 54 | 211 | 53 | Artic |
| | 435PM | 14 | 3410 | 44 | 64 | 38 | 56 | 47 | 249 | 50 | 202 | 51 | Artic |
| | 441PM | 15 | 3020 | 58 | 44 | 37 | 37 | 12 | 188 | 38 | 176 | 44 | Artic |
| | 455PM | 16 | 3071 | 54 | 66 | 71 | 77 | 44 | 312 | 62 | 268 | 67 | Artic |
| | 456PM | 17 | 3445 | 32 | 35 | 32 | 30 | 19 | 148 | 30 | 129 | 32 | Artic |
| | 504PM | 18 | 3444 | 46 | 34 | 51 | 33 | 34 | 198 | 40 | 164 | 41 | Artic |
| | 506PM | 19 | 3432 | 15 | 36 | 18 | 18 | 8 | 95 | 19 | 87 | 22 | Artic |
| | 518PM | 20 | 3409 | 40 | 56 | 42 | 32 | 34 | 204 | 41 | 170 | 43 | 40' - Artic |
| | 532PM | 21 | 3433 | 57 | 51 | 50 | 37 | 30 | 225 | 45 | 195 | 49 | Artic |
| | *602PM* | *22* | *3437* | *32* | *44* | *44* | *37* | *29* | *186* | *37* | *157* | *39* | *Coach* |
| | 632PM | 23 | 3445 | 23 | 29 | 29 | 30 | 14 | 125 | 25 | 111 | 28 | 40' - Artic |
| *PM Totals* | | | | *1,004* | *1,008* | *1,000* | *953* | *825* | 4,790 | 958 | 3,965 | 991 | |
| *781 Total* | | | | *1,942* | *1,925* | *1,947* | *1,845* | *1,599* | 9,258 | 1,852 | 7,659 | 1,915 | |

# Maple Grove April 2012 Week "4"

| Route | Trip Time | Trip # | Run # | Mon 0423 | Tue 0424 | Wed 0425 | Thu 0426 | Fri 0427 | Mon - Fri Total | Mon - Fri Avg 5 | Mon - Thu Total | Mon - Thu Avg 4 | Artic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 782 | 530AM | 1 | 3402 | 13 | 14 | 14 | 12 | 11 | 64 | 13 | 53 | 13 | 40 Foot |
| | 559AM | 2 | 3417 | 14 | 18 | 13 | 19 | 18 | 82 | 16 | 64 | 16 | 40 Foot |
| | 627AM | 3 | 3433 | 25 | 28 | 27 | 29 | 17 | 126 | 25 | 109 | 27 | 40 Foot |
| | 657AM | 4 | 3449 | 49 | 30 | 40 | 37 | 30 | 186 | 37 | 156 | 39 | 40 Foot |
| | 723AM | 5 | 3456 | 26 | 29 | 23 | 23 | 23 | 124 | 25 | 101 | 25 | 40 Foot |
| *AM Totals* | | | | *127* | *119* | *117* | *120* | *99* | 582 | 116 | 483 | 121 | |
| 782 | 336PM | 1 | 3427 | 27 | 31 | 20 | 27 | 25 | 130 | 26 | 105 | 26 | 40 Foot |
| | 406PM | 2 | 3434 | 22 | 25 | 27 | 26 | 18 | 118 | 24 | 100 | 25 | 40 Foot |
| | 436PM | 3 | 3401 | 30 | 34 | 31 | 40 | 21 | 156 | 31 | 135 | 34 | 40 Foot |
| | 505PM | 4 | 3418 | 28 | 29 | 33 | 21 | 20 | 131 | 26 | 111 | 28 | 40 Foot |
| | 534PM | 5 | 3449 | 6 | 6 | 4 | 9 | 5 | 30 | 6 | 25 | 6 | 40 Foot |
| *PM Totals* | | | | *113* | *125* | *115* | *123* | *89* | 565 | 113 | 476 | 119 | |
| *782 Total* | | | | *240* | *244* | *232* | *243* | *188* | 1,147 | 229 | 959 | 240 | |
| 783 | 533AM | 1 | 3404 | 10 | 11 | 13 | 15 | 15 | 64 | 13 | 49 | 12 | 40 Foot |
| | 601AM | 2 | 3418 | 22 | 23 | 24 | 19 | 14 | 102 | 20 | 88 | 22 | 40 Foot |
| | 628AM | 3 | 3434 | 25 | 19 | 23 | 26 | 16 | 109 | 22 | 93 | 23 | 40 Foot |
| | *658AM* | *4* | *3450* | *48* | *48* | *40* | *35* | *37* | *208* | *42* | *171* | *43* | *Coach* |
| | 728AM | 5 | 3404 | 28 | 28 | 22 | 28 | 25 | 131 | 26 | 106 | 27 | 40 Foot |
| | 821AM | 6 | 3434 | 32 | 19 | 21 | 22 | 19 | 113 | 23 | 94 | 24 | 40 Foot |
| *AM Totals* | | | | *165* | *148* | *143* | *145* | *126* | 727 | 145 | 601 | 150 | |
| 783 | 338PM | 1 | 3451 | 16 | 25 | 17 | 23 | 18 | 99 | 20 | 81 | 20 | 40 Foot |
| | 410PM | 2 | 3423 | 35 | 25 | 30 | 33 | 26 | 149 | 30 | 123 | 31 | 40 Foot |
| | *439PM* | *3* | *3024* | *39* | *35* | *34* | *35* | *26* | *169* | *34* | *143* | *36* | *Coach* |
| | 509PM | 4 | 3451 | 39 | 28 | 27 | 28 | 18 | 140 | 28 | 122 | 31 | 40 Foot |
| | 539PM | 5 | 3412 | 28 | 17 | 16 | 21 | 14 | 96 | 19 | 82 | 21 | 40' - Coach |
| *PM Totals* | | | | *157* | *130* | *124* | *140* | *102* | 653 | 131 | 551 | 138 | |
| *783 Total* | | | | *322* | *278* | *267* | *285* | *228* | 1,380 | 276 | 1,152 | 288 | |
| 785 | *548AM* | *1* | *3409* | *27* | *26* | *25* | *24* | *14* | *116* | *23* | *102* | *26* | *Coach* |
| | *623AM* | *2* | *3430* | *39* | *39* | *48* | *40* | *39* | *205* | *41* | *166* | *42* | *Coach* |
| | 648AM | 3 | 3446 | 36 | 45 | 48 | 37 | 42 | 208 | 42 | 166 | 42 | 40' - Artic |
| | *702AM* | *4* | *3454* | *50* | *48* | *45* | *56* | *36* | *235* | *47* | *199* | *50* | *Coach* |
| | *715AM* | *5* | *3409* | *52* | *49* | *45* | *33* | *29* | *208* | *42* | *179* | *45* | *Coach* |
| | 730AM | 6 | 3037 | 33 | 30 | 37 | 30 | 23 | 153 | 31 | 130 | 33 | 40 Foot |
| | *745AM* | *7* | *3430* | *41* | *41* | *33* | *36* | *37* | *188* | *38* | *151* | *38* | *Coach* |
| | 800AM | 8 | 3417 | 29 | 36 | 37 | 26 | 25 | 153 | 31 | 128 | 32 | 40 Foot |
| | 818AM | 8 | 3446 | 26 | 34 | 27 | 31 | 32 | 150 | 30 | 118 | 30 | Artic |
| *AM Totals* | | | | *333* | *348* | *345* | *313* | *277* | 1,616 | 323 | 1,339 | 335 | |
| 785 | 308PM | 1 | 3453 | 23 | 23 | 20 | 23 | 26 | 115 | 23 | 89 | 22 | 40' - Coach |
| | 333PM | 2 | 3028 | 41 | 36 | 34 | 33 | 31 | 175 | 35 | 144 | 36 | 40' - Artic |
| | 402PM | 3 | 3436 | 64 | 62 | 66 | 49 | 45 | 286 | 57 | 241 | 60 | Artic |
| | 415PM | 4 | 3406 | 17 | 17 | 25 | 22 | 20 | 101 | 20 | 81 | 20 | 40 Foot |
| | 434PM | 5 | 3425 | 53 | 53 | 55 | 55 | 51 | 267 | 53 | 216 | 54 | Artic |
| | 448PM | 6 | 3070 | 32 | 35 | 19 | 29 | 17 | 132 | 26 | 115 | 29 | 40 Foot |
| | 502PM | 7 | 3028 | 50 | 48 | 51 | 39 | 24 | 212 | 42 | 188 | 47 | Artic |
| | 533PM | 8 | 3436 | 21 | 24 | 25 | 30 | 25 | 125 | 25 | 100 | 25 | 40' - Artic |
| | 603PM | 9 | 3425 | 14 | 13 | 18 | 15 | 7 | 67 | 13 | 60 | 15 | 40' - Artic |
| *PM Totals* | | | | *315* | *311* | *313* | *295* | *246* | 1,480 | 296 | 1,234 | 309 | |
| *785 Total* | | | | *648* | *659* | *658* | *608* | *523* | 3,096 | 619 | 2,573 | 643 | |
| 789 | 658AM | 1 | 3030 | 28 | 26 | 27 | 25 | 22 | 128 | 26 | 106 | 27 | 40 Foot |
| | 801AM | 2 | 3447 | 35 | 30 | 25 | 30 | 26 | 146 | 29 | 120 | 30 | 40' - Coach |
| *AM Totals* | | | | *63* | *56* | *52* | *55* | *48* | 274 | 55 | 226 | 57 | |
| | *443PM* | *1* | *3453* | *19* | *25* | *26* | *20* | *18* | *108* | *22* | *90* | *23* | *Coach* |
| | 543PM | 2 | 3435 | 11 | 11 | 8 | 8 | 4 | 42 | 8 | 38 | 10 | 40 Foot |
| *PM Totals* | | | | *30* | *36* | *34* | *28* | *22* | 150 | 30 | 128 | 32 | |
| 789 Total | | | | 93 | 92 | 86 | 83 | 70 | 424 | 85 | 354 | 89 | |
| Grand Total | | | | 3,429 | 3,347 | 3,346 | 3,225 | 2,746 | 16,093 | 3,219 | 13,347 | 3,337 | |
| | | | | 21.31% | 20.80% | 20.79% | 20.04% | 17.06% | 100.00% | | | | |

| | | |
|---|---|---|
| 788 | 158 | 780 |
| 9,258 | 1,852 | 781-A |
| 1,147 | 229 | 782 |
| 1,380 | 276 | 783 |
| 3,096 | 619 | 785 |
| 424 | 85 | 789 |
| **16,093** | 3,219 | Total |

# Maple Grove April 2012 Week "5"

| | | | Mon | | Mon - Fri Total | Mon - Fri Avg | Mon - Thu Total | Mon - Thu Avg | Artic |
|---|---|---|---|---|---|---|---|---|---|
| Route | Trip Time | Trip # | Run # | 0430 | | 1 | | 1 | |
| 780 | 553AM | 1 | 3419 | 17 | 17 | 17 | 17 | 17 | 40 Foot |
| | 625AM | 2 | 3023 | 21 | 21 | 21 | 21 | 21 | 40 Foot |
| | 656AM | 3 | 3032 | 29 | 29 | 29 | 29 | 29 | 40 Foot |
| | 728AM | 4 | 3419 | 30 | 30 | 30 | 30 | 30 | 40 Foot |
| *AM Totals* | | | | *97* | 97 | 97 | 97 | 97 | |
| 780 | 335PM | 1 | 3418 | 13 | 13 | 13 | 13 | 13 | 40 Foot |
| | 404PM | 2 | 3067 | 30 | 30 | 30 | 30 | 30 | 40 Foot |
| | 432PM | 3 | 3403 | 28 | 28 | 28 | 28 | 28 | 40 Foot |
| | 514PM | 4 | 3427 | 15 | 15 | 15 | 15 | 15 | 40 Foot |
| *PM Totals* | | | | *86* | 86 | 86 | 86 | 86 | |
| *780 Total* | | | | *183* | 183 | 183 | 183 | 183 | |
| 781 | 548AM | 1 | 3414 | 45 | 45 | 45 | 45 | 45 | Artic |
| | 542AM | 2 | 3407 | 38 | 38 | 38 | 38 | 38 | Artic |
| | 553AM | 3 | 3415 | 35 | 35 | 35 | 35 | 35 | 40' - Artic |
| | *622AM* | *4* | *3432* | *27* | *27* | *27* | *27* | *27* | *Coach* |
| | 610AM | 5 | 3423 | 45 | 45 | 45 | 45 | 45 | 40' - Artic |
| | 641AM | 6 | 3445 | 54 | 54 | 54 | 54 | 54 | Artic |
| | *647AM* | *7* | *3447* | *32* | *32* | *32* | *32* | *32* | *Coach* |
| | 654AM | 8 | 3453 | 54 | 54 | 54 | 54 | 54 | Artic |
| | 642AM | 9 | 3441 | 50 | 50 | 50 | 50 | 50 | Artic |
| | 708AM | 10 | 3414 | 32 | 32 | 32 | 32 | 32 | Artic |
| | 710AM | 11 | 3402 | 23 | 23 | 23 | 23 | 23 | 40 Foot |
| | 654AM | 12 | 3027 | 50 | 50 | 50 | 50 | 50 | Artic |
| | 722AM | 13 | 3415 | 52 | 52 | 52 | 52 | 52 | Artic |
| | 727AM | 14 | 3038 | 57 | 57 | 57 | 57 | 57 | Artic |
| | 712AM | 15 | 3455 | 41 | 41 | 41 | 41 | 41 | Artic |
| | *738AM* | *16* | *3432* | *42* | *42* | *42* | *42* | *42* | *Coach* |
| | 725AM | 17 | 3407 | 50 | 50 | 50 | 50 | 50 | Artic |
| | 755AM | 18 | 3445 | 41 | 41 | 41 | 41 | 41 | Artic |
| | 804AM | 19 | 3453 | 51 | 51 | 51 | 51 | 51 | Artic |
| | 802AM | 20 | 3423 | 63 | 63 | 63 | 63 | 63 | Artic |
| | 1129AM | 21 | 3009 | 16 | 16 | 16 | 16 | 16 | 40 Foot |
| *AM Totals* | | | | *898* | 898 | 898 | 898 | 898 | |
| 781 | 1212PM | 1 | 3009 | 30 | 30 | 30 | 30 | 30 | 40 Foot |
| | 212PM | 2 | 3011 | 45 | 45 | 45 | 45 | 45 | 40 Foot |
| | 309PM | 3 | 3446 | 48 | 48 | 48 | 48 | 48 | Artic |
| | 332PM | 4 | 3444 | 60 | 60 | 60 | 60 | 60 | Artic |
| | 340PM | 5 | 3432 | 27 | 27 | 27 | 27 | 27 | 40' - Artic |
| | 351PM | 6 | 3433 | 51 | 51 | 51 | 51 | 51 | Artic |
| | 400PM | 7 | 3409 | 52 | 52 | 52 | 52 | 52 | Artic |
| | *405PM* | *8* | *3404* | *30* | *30* | *30* | *30* | *30* | *Coach* |
| | 407PM | 9 | 3435 | 28 | 28 | 28 | 28 | 28 | 40 Foot |
| | 414PM | 10 | 3449 | 27 | 27 | 27 | 27 | 27 | 40 Foot |
| | *421PM* | *11* | *3412* | *33* | *33* | *33* | *33* | *33* | *Coach* |
| | *424PM* | *12* | *3437* | *61* | *61* | *61* | *61* | *61* | *Coach* |
| | 430PM | 13 | 3446 | 42 | 42 | 42 | 42 | 42 | Artic |
| | 435PM | 14 | 3410 | 50 | 50 | 50 | 50 | 50 | Artic |
| | 441PM | 15 | 3020 | 46 | 46 | 46 | 46 | 46 | Artic |
| | 455PM | 16 | 3071 | 60 | 60 | 60 | 60 | 60 | Artic |
| | 456PM | 17 | 3445 | 42 | 42 | 42 | 42 | 42 | Artic |
| | 504PM | 18 | 3444 | 40 | 40 | 40 | 40 | 40 | Artic |
| | 506PM | 19 | 3432 | 16 | 16 | 16 | 16 | 16 | Artic |
| | 518PM | 20 | 3409 | 27 | 27 | 27 | 27 | 27 | 40' - Artic |
| | 532PM | 21 | 3433 | 53 | 53 | 53 | 53 | 53 | Artic |
| | *602PM* | *22* | *3437* | *44* | *44* | *44* | *44* | *44* | *Coach* |
| | 632PM | 23 | 3445 | 23 | 23 | 23 | 23 | 23 | 40' - Artic |
| *PM Totals* | | | | *935* | 935 | 935 | 935 | 935 | |
| *781 Total* | | | | *1,833* | 1,833 | 1,833 | 1,833 | 1,833 | |

# Maple Grove April 2012 Week "5"

| Route | Trip Time | Trip # | Mon Run # | Mon 0430 | Mon - Fri Total | Mon - Fri Avg | Mon - Thu Total | Mon - Thu Avg | Artic |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | 1 | | 1 | |
| 782 | 530AM | 1 | 3402 | 11 | 11 | 11 | 11 | 11 | 40 Foot |
| | 559AM | 2 | 3417 | 19 | 19 | 19 | 19 | 19 | 40 Foot |
| | 627AM | 3 | 3433 | 29 | 29 | 29 | 29 | 29 | 40 Foot |
| | 657AM | 4 | 3449 | 34 | 34 | 34 | 34 | 34 | 40 Foot |
| | 723AM | 5 | 3456 | 25 | 25 | 25 | 25 | 25 | 40 Foot |
| *AM Totals* | | | | *118* | 118 | 118 | 118 | 118 | |
| 782 | 336PM | 1 | 3427 | 25 | 25 | 25 | 25 | 25 | 40 Foot |
| | 406PM | 2 | 3434 | 25 | 25 | 25 | 25 | 25 | 40 Foot |
| | 436PM | 3 | 3401 | 37 | 37 | 37 | 37 | 37 | 40 Foot |
| | 505PM | 4 | 3418 | 20 | 20 | 20 | 20 | 20 | 40 Foot |
| | 534PM | 5 | 3449 | 8 | 8 | 8 | 8 | 8 | 40 Foot |
| *PM Totals* | | | | *115* | 115 | 115 | 115 | 115 | |
| *782 Total* | | | | *233* | 233 | 233 | 233 | 233 | |
| 783 | 533AM | 1 | 3404 | 14 | 14 | 14 | 14 | 14 | 40 Foot |
| | 601AM | 2 | 3418 | 18 | 18 | 18 | 18 | 18 | 40 Foot |
| | 628AM | 3 | 3434 | 22 | 22 | 22 | 22 | 22 | 40 Foot |
| | *658AM* | *4* | *3450* | *42* | *42* | *42* | *42* | *42* | *Coach* |
| | 728AM | 5 | 3404 | 32 | 32 | 32 | 32 | 32 | 40 Foot |
| | 821AM | 6 | 3434 | 19 | 19 | 19 | 19 | 19 | 40 Foot |
| *AM Totals* | | | | *147* | 147 | 147 | 147 | 147 | |
| 783 | 338PM | 1 | 3451 | 18 | 18 | 18 | 18 | 18 | 40 Foot |
| | 410PM | 2 | 3423 | 26 | 26 | 26 | 26 | 26 | 40 Foot |
| | *439PM* | *3* | *3024* | *47* | *47* | *47* | *47* | *47* | *Coach* |
| | 509PM | 4 | 3451 | 33 | 33 | 33 | 33 | 33 | 40 Foot |
| | 539PM | 5 | 3412 | 18 | 18 | 18 | 18 | 18 | 40' - Coach |
| *PM Totals* | | | | *142* | 142 | 142 | 142 | 142 | |
| *783 Total* | | | | *289* | 289 | 289 | 289 | 289 | |
| 785 | *548AM* | *1* | *3409* | *23* | *23* | *23* | *23* | *23* | *Coach* |
| | *623AM* | *2* | *3430* | *40* | *40* | *40* | *40* | *40* | *Coach* |
| | 648AM | 3 | 3446 | 34 | 34 | 34 | 34 | 34 | 40' - Artic |
| | *702AM* | *4* | *3454* | *50* | *50* | *50* | *50* | *50* | *Coach* |
| | *715AM* | *5* | *3409* | *53* | *53* | *53* | *53* | *53* | *Coach* |
| | 730AM | 6 | 3037 | 29 | 29 | 29 | 29 | 29 | 40 Foot |
| | *745AM* | *7* | *3430* | *37* | *37* | *37* | *37* | *37* | *Coach* |
| | 800AM | 8 | 3417 | 35 | 35 | 35 | 35 | 35 | 40 Foot |
| | 818AM | 8 | 3446 | 41 | 41 | 41 | 41 | 41 | Artic |
| *AM Totals* | | | | *342* | 342 | 342 | 342 | 342 | |
| 785 | 308PM | 1 | 3453 | 19 | 19 | 19 | 19 | 19 | 40' - Coach |
| | 333PM | 2 | 3028 | 32 | 32 | 32 | 32 | 32 | 40' - Artic |
| | 402PM | 3 | 3436 | 64 | 64 | 64 | 64 | 64 | Artic |
| | 415PM | 4 | 3406 | 28 | 28 | 28 | 28 | 28 | 40 Foot |
| | 434PM | 5 | 3425 | 49 | 49 | 49 | 49 | 49 | Artic |
| | 448PM | 6 | 3070 | 31 | 31 | 31 | 31 | 31 | 40 Foot |
| | 502PM | 7 | 3028 | 56 | 56 | 56 | 56 | 56 | Artic |
| | 533PM | 8 | 3436 | 24 | 24 | 24 | 24 | 24 | 40' - Artic |
| | 603PM | 9 | 3425 | 20 | 20 | 20 | 20 | 20 | 40' - Artic |
| *PM Totals* | | | | *323* | 323 | 323 | 323 | 323 | |
| *785 Total* | | | | *665* | 665 | 665 | 665 | 665 | |
| 789 | 658AM | 1 | 3030 | 36 | 36 | 36 | 36 | 36 | 40 Foot |
| | 801AM | 2 | 3447 | 22 | 22 | 22 | 22 | 22 | 40' - Coach |
| *AM Totals* | | | | *58* | 58 | 58 | 58 | 58 | |
| | *443PM* | *1* | *3453* | *24* | *24* | *24* | *24* | *24* | *Coach* |
| | 543PM | 2 | 3435 | 5 | 5 | 5 | 5 | 5 | 40 Foot |
| *PM Totals* | | | | *29* | 29 | 29 | 29 | 29 | |
| 789 Total | | | | 87 | 87 | 87 | 87 | 87 | |
| Grand Total | | | | 3,290 | 3,290 | 3,290 | 3,290 | 3,290 | |

100.00% 100.00%

| | | |
|---|---|---|
| 183 | 183 | 780 |
| 1,833 | 1,833 | 781-A |
| 233 | 233 | 782 |
| 289 | 289 | 783 |
| 665 | 665 | 785 |
| 87 | 87 | 789 |
| 3,290 | 3,290 | Total |

# Maple Grove May 2012 Week "1"

| Route | Trip Time | Trip # | Run # | Tue 0501 | Wed 0502 | Thu 0503 | Fri 0504 | Mon - Fri Total | Mon - Fri Avg 4 | Mon - Thu Total | Mon - Thu Avg 3 | Artic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 780 | 553AM | 1 | 3419 | 14 | 17 | 16 | 8 | 55 | 14 | 47 | 16 | 40 Foot |
| | 625AM | 2 | 3023 | 18 | 17 | 18 | 18 | 71 | 18 | 53 | 18 | 40 Foot |
| | 656AM | 3 | 3032 | 25 | 25 | 27 | 19 | 96 | 24 | 77 | 26 | 40 Foot |
| | 728AM | 4 | 3419 | 21 | 23 | 19 | 21 | 84 | 21 | 63 | 21 | 40 Foot |
| *AM Totals* | | | | *78* | *82* | *80* | *66* | 306 | 77 | 240 | 80 | |
| 780 | 335PM | 1 | 3418 | 11 | 9 | 16 | 12 | 48 | 12 | 36 | 12 | 40 Foot |
| | 404PM | 2 | 3067 | 26 | 24 | 19 | 19 | 88 | 22 | 69 | 23 | 40 Foot |
| | 432PM | 3 | 3403 | 19 | 22 | 25 | 18 | 84 | 21 | 66 | 22 | 40 Foot |
| | 514PM | 4 | 3427 | 18 | 16 | 14 | 14 | 62 | 16 | 48 | 16 | 40 Foot |
| *PM Totals* | | | | *74* | *71* | *74* | *63* | 282 | 71 | 219 | 73 | |
| *780 Total* | | | | *152* | *153* | *154* | *129* | 588 | 147 | 459 | 153 | |
| 781 | 548AM | 1 | 3414 | 47 | 48 | 39 | 39 | 173 | 43 | 134 | 45 | Artic |
| | 542AM | 2 | 3407 | 44 | 37 | 38 | 34 | 153 | 38 | 119 | 40 | Artic |
| | 553AM | 3 | 3415 | 33 | 37 | 39 | 33 | 142 | 36 | 109 | 36 | 40' - Artic |
| | *622AM* | *4* | *3432* | *47* | *39* | *34* | *31* | *151* | *38* | *120* | *40* | *Coach* |
| | 610AM | 5 | 3423 | 39 | 50 | 39 | 40 | 168 | 42 | 128 | 43 | 40' - Artic |
| | 641AM | 6 | 3445 | 67 | 59 | 48 | 42 | 216 | 54 | 174 | 58 | Artic |
| | *647AM* | *7* | *3447* | *40* | *31* | *31* | *34* | *136* | *34* | *102* | *34* | *Coach* |
| | 654AM | 8 | 3453 | 54 | 59 | 55 | 46 | 214 | 54 | 168 | 56 | Artic |
| | 642AM | 9 | 3441 | 53 | 47 | 61 | 44 | 205 | 51 | 161 | 54 | Artic |
| | 708AM | 10 | 3414 | 40 | 37 | 26 | 34 | 137 | 34 | 103 | 34 | Artic |
| | 710AM | 11 | 3402 | 25 | 18 | 20 | 19 | 82 | 21 | 63 | 21 | 40 Foot |
| | 654AM | 12 | 3027 | 41 | 45 | 54 | 35 | 175 | 44 | 140 | 47 | Artic |
| | 722AM | 13 | 3415 | 59 | 59 | 52 | 55 | 225 | 56 | 170 | 57 | Artic |
| | 727AM | 14 | 3038 | 61 | 55 | 44 | 49 | 209 | 52 | 160 | 53 | Artic |
| | 712AM | 15 | 3455 | 53 | 55 | 47 | 40 | 195 | 49 | 155 | 52 | Artic |
| | *738AM* | *16* | *3432* | *40* | *45* | *55* | *39* | *179* | *45* | *140* | *47* | *Coach* |
| | 725AM | 17 | 3407 | 59 | 49 | 41 | 39 | 188 | 47 | 149 | 50 | Artic |
| | 755AM | 18 | 3445 | 47 | 47 | 48 | 38 | 180 | 45 | 142 | 47 | Artic |
| | 804AM | 19 | 3453 | 46 | 41 | 41 | 34 | 162 | 41 | 128 | 43 | Artic |
| | 802AM | 20 | 3423 | 51 | 58 | 78 | 48 | 235 | 59 | 187 | 62 | Artic |
| | 1129AM | 21 | 3009 | 10 | 18 | 16 | 15 | 59 | 15 | 44 | 15 | 40 Foot |
| *AM Totals* | | | | *956* | *934* | *906* | *788* | 3,584 | 896 | 2,796 | 932 | |
| 781 | 1212PM | 1 | 3009 | 23 | 28 | 27 | 50 | 128 | 32 | 78 | 26 | 40 Foot |
| | 212PM | 2 | 3011 | 40 | 48 | 36 | 65 | 189 | 47 | 124 | 41 | 40 Foot |
| | 309PM | 3 | 3446 | 51 | 46 | 40 | 69 | 206 | 52 | 137 | 46 | Artic |
| | 332PM | 4 | 3444 | 54 | 64 | 68 | 67 | 253 | 63 | 186 | 62 | Artic |
| | 340PM | 5 | 3432 | 41 | 20 | 28 | 26 | 115 | 29 | 89 | 30 | 40' - Artic |
| | 351PM | 6 | 3433 | 44 | 49 | 55 | 59 | 207 | 52 | 148 | 49 | Artic |
| | 400PM | 7 | 3409 | 63 | 75 | 77 | 45 | 260 | 65 | 215 | 72 | Artic |
| | *405PM* | *8* | *3404* | *47* | *43* | *27* | *39* | *156* | *39* | *117* | *39* | *Coach* |
| | 407PM | 9 | 3435 | 18 | 16 | 23 | 20 | 77 | 19 | 57 | 19 | 40 Foot |
| | 414PM | 10 | 3449 | 38 | 36 | 43 | 25 | 142 | 36 | 117 | 39 | 40 Foot |
| | *421PM* | *11* | *3412* | *48* | *61* | *60* | *49* | *218* | *55* | *169* | *56* | *Coach* |
| | *424PM* | *12* | *3437* | *44* | *50* | *34* | *31* | *159* | *40* | *128* | *43* | *Coach* |
| | 430PM | 13 | 3446 | 60 | 67 | 63 | 46 | 236 | 59 | 190 | 63 | Artic |
| | 435PM | 14 | 3410 | 71 | 38 | 60 | 48 | 217 | 54 | 169 | 56 | Artic |
| | 441PM | 15 | 3020 | 37 | 41 | 31 | 22 | 131 | 33 | 109 | 36 | Artic |
| | 455PM | 16 | 3071 | 68 | 57 | 58 | 35 | 218 | 55 | 183 | 61 | Artic |
| | 456PM | 17 | 3445 | 43 | 46 | 39 | 28 | 156 | 39 | 128 | 43 | Artic |
| | 504PM | 18 | 3444 | 34 | 41 | 34 | 32 | 141 | 35 | 109 | 36 | Artic |
| | 506PM | 19 | 3432 | 17 | 16 | 22 | 16 | 71 | 18 | 55 | 18 | Artic |
| | 518PM | 20 | 3409 | 43 | 39 | 45 | 39 | 166 | 42 | 127 | 42 | 40' - Artic |
| | 532PM | 21 | 3433 | 40 | 43 | 45 | 33 | 161 | 40 | 128 | 43 | Artic |
| | *602PM* | *22* | *3437* | *39* | *54* | *35* | *37* | *165* | *41* | *128* | *43* | *Coach* |
| | 632PM | 23 | 3445 | 39 | 31 | 28 | 23 | 121 | 30 | 98 | 33 | 40' - Artic |
| *PM Totals* | | | | *1,002* | *1,009* | *978* | *904* | 3,893 | 973 | 2,989 | 996 | |
| *781 Total* | | | | *1,958* | *1,943* | *1,884* | *1,692* | 7,477 | 1,869 | 5,785 | 1,928 | |

# Maple Grove May 2012 Week "1"

| Route | Trip Time | Trip # | Run # | Tue 0501 | Wed 0502 | Thu 0503 | Fri 0504 | Mon - Fri Total | Mon - Fri Avg 4 | Mon - Thu Total | Mon - Thu Avg 3 | Artic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 782 | 530AM | 1 | 3402 | 14 | 13 | 15 | 10 | 52 | 13 | 42 | 14 | 40 Foot |
| | 559AM | 2 | 3417 | 20 | 21 | 16 | 11 | 68 | 17 | 57 | 19 | 40 Foot |
| | 627AM | 3 | 3433 | 27 | 27 | 27 | 25 | 106 | 27 | 81 | 27 | 40 Foot |
| | 657AM | 4 | 3449 | 27 | 40 | 32 | 29 | 128 | 32 | 99 | 33 | 40 Foot |
| | 723AM | 5 | 3456 | 29 | 17 | 26 | 17 | 89 | 22 | 72 | 24 | 40 Foot |
| *AM Totals* | | | | *117* | *118* | *116* | *92* | 443 | 111 | 351 | 117 | |
| 782 | 336PM | 1 | 3427 | 27 | 26 | 26 | 17 | 96 | 24 | 79 | 26 | 40 Foot |
| | 406PM | 2 | 3434 | 25 | 19 | 23 | 22 | 89 | 22 | 67 | 22 | 40 Foot |
| | 436PM | 3 | 3401 | 31 | 37 | 40 | 37 | 145 | 36 | 108 | 36 | 40 Foot |
| | 505PM | 4 | 3418 | 22 | 16 | 19 | 15 | 72 | 18 | 57 | 19 | 40 Foot |
| | 534PM | 5 | 3449 | 7 | 6 | 8 | 7 | 28 | 7 | 21 | 7 | 40 Foot |
| *PM Totals* | | | | *112* | *104* | *116* | *98* | 430 | 108 | 332 | 111 | |
| *782 Total* | | | | *229* | *222* | *232* | *190* | 873 | 218 | 683 | 228 | |
| 783 | 533AM | 1 | 3404 | 15 | 12 | 12 | 9 | 48 | 12 | 39 | 13 | 40 Foot |
| | 601AM | 2 | 3418 | 17 | 16 | 25 | 18 | 76 | 19 | 58 | 19 | 40 Foot |
| | 628AM | 3 | 3434 | 18 | 24 | 25 | 15 | 82 | 21 | 67 | 22 | 40 Foot |
| | *658AM* | *4* | *3450* | *43* | *42* | *39* | *31* | *155* | *39* | *124* | *41* | *Coach* |
| | 728AM | 5 | 3404 | 30 | 28 | 25 | 19 | 102 | 26 | 83 | 28 | 40 Foot |
| | 821AM | 6 | 3434 | 15 | 20 | 17 | 16 | 68 | 17 | 52 | 17 | 40 Foot |
| *AM Totals* | | | | *138* | *142* | *143* | *108* | 531 | 133 | 423 | 141 | |
| 783 | 338PM | 1 | 3451 | 19 | 21 | 25 | 20 | 85 | 21 | 65 | 22 | 40 Foot |
| | 410PM | 2 | 3423 | 32 | 30 | 29 | 24 | 115 | 29 | 91 | 30 | 40 Foot |
| | *439PM* | *3* | *3024* | *39* | *41* | *37* | *25* | *142* | *36* | *117* | *39* | *Coach* |
| | 509PM | 4 | 3451 | 28 | 29 | 27 | 17 | 101 | 25 | 84 | 28 | 40 Foot |
| | 539PM | 5 | 3412 | 18 | 22 | 24 | 14 | 78 | 20 | 64 | 21 | 40' - Coach |
| *PM Totals* | | | | *136* | *143* | *142* | *100* | 521 | 130 | 421 | 140 | |
| *783 Total* | | | | *274* | *285* | *285* | *208* | 1,052 | 263 | 844 | 281 | |
| 785 | *548AM* | *1* | *3409* | *26* | *28* | *24* | *17* | *95* | *24* | *78* | *26* | *Coach* |
| | *623AM* | *2* | *3430* | *42* | *45* | *44* | *30* | *161* | *40* | *131* | *44* | *Coach* |
| | 648AM | 3 | 3446 | 52 | 46 | 38 | 34 | 170 | 43 | 136 | 45 | 40' - Artic |
| | *702AM* | *4* | *3454* | *46* | *47* | *46* | *40* | *179* | *45* | *139* | *46* | *Coach* |
| | *715AM* | *5* | *3409* | *55* | *45* | *54* | *38* | *192* | *48* | *154* | *51* | *Coach* |
| | 730AM | 6 | 3037 | 31 | 39 | 24 | 25 | 119 | 30 | 94 | 31 | 40 Foot |
| | *745AM* | *7* | *3430* | *38* | *41* | *33* | *34* | *146* | *37* | *112* | *37* | *Coach* |
| | 800AM | 8 | 3417 | 31 | 39 | 29 | 30 | 129 | 32 | 99 | 33 | 40 Foot |
| | 818AM | 8 | 3446 | 38 | 35 | 43 | 27 | 143 | 36 | 116 | 39 | Artic |
| *AM Totals* | | | | *359* | *365* | *335* | *275* | 1,334 | 334 | 1,059 | 353 | |
| 785 | 308PM | 1 | 3453 | 23 | 18 | 21 | 34 | 96 | 24 | 62 | 21 | 40' - Coach |
| | 333PM | 2 | 3028 | 35 | 39 | 39 | 22 | 135 | 34 | 113 | 38 | 40' - Artic |
| | 402PM | 3 | 3436 | 78 | 59 | 60 | 55 | 252 | 63 | 197 | 66 | Artic |
| | 415PM | 4 | 3406 | 19 | 25 | 24 | 18 | 86 | 22 | 68 | 23 | 40 Foot |
| | 434PM | 5 | 3425 | 47 | 55 | 59 | 48 | 209 | 52 | 161 | 54 | Artic |
| | 448PM | 6 | 3070 | 36 | 41 | 31 | 26 | 134 | 34 | 108 | 36 | 40 Foot |
| | 502PM | 7 | 3028 | 49 | 56 | 38 | 34 | 177 | 44 | 143 | 48 | Artic |
| | 533PM | 8 | 3436 | 40 | 31 | 27 | 29 | 127 | 32 | 98 | 33 | 40' - Artic |
| | 603PM | 9 | 3425 | 15 | 12 | 25 | 7 | 59 | 15 | 52 | 17 | 40' - Artic |
| *PM Totals* | | | | *342* | *336* | *324* | *273* | 1,275 | 319 | 1,002 | 334 | |
| *785 Total* | | | | *701* | *701* | *659* | *548* | 2,609 | 652 | 2,061 | 687 | |
| 789 | 658AM | 1 | 3030 | 27 | 23 | 25 | 18 | 93 | 23 | 75 | 25 | 40 Foot |
| | 801AM | 2 | 3447 | 31 | 25 | 27 | 29 | 112 | 28 | 83 | 28 | 40' - Coach |
| *AM Totals* | | | | *58* | *48* | *52* | *47* | 205 | 51 | 158 | 53 | |
| | *443PM* | *1* | *3453* | *19* | *18* | *18* | *17* | *72* | *18* | *55* | *18* | *Coach* |
| | 543PM | 2 | 3435 | 12 | 6 | 5 | 4 | 27 | 7 | 23 | 8 | 40 Foot |
| *PM Totals* | | | | *31* | *24* | *23* | *21* | 99 | 25 | 78 | 26 | |
| 789 Total | | | | 89 | 72 | 75 | 68 | 304 | 76 | 236 | 79 | |
| Grand Total | | | | 3,403 | 3,376 | 3,289 | 2,835 | 12,903 | 3,226 | 10,068 | 3,356 | |
| | | | | 26.37% | 26.16% | 25.49% | 21.97% | 100.00% | | | | |

| | | |
|---|---|---|
| 588 | 147 | 780 |
| 7,477 | 1,869 | 781-A |
| 873 | 218 | 782 |
| 1,052 | 263 | 783 |
| 2,609 | 652 | 785 |
| 304 | 76 | 789 |
| **12,903** | 3,226 | Total |

# Maple Grove May 2012 Week "2"

| Route | Trip Time | Trip # | Run # | Mon 0507 | Tue 0508 | Wed 0509 | Thu 0510 | Fri 0511 | Mon - Fri Total | Mon - Fri Avg 5 | Mon - Thu Total | Mon - Thu Avg 4 | Artic |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 780 | 553 | | 3419 | 14 | 16 | 14 | 14 | 10 | 68 | 14 | 58 | 15 | 40 Foot |
| | 625 | | 3023 | 15 | 21 | 22 | 14 | 17 | 89 | 18 | 72 | 18 | 40 Foot |
| | 656 | | 3032 | 27 | 23 | 26 | 26 | 21 | 123 | 25 | 102 | 26 | 40 Foot |
| | 728 | | 3419 | 26 | 15 | 21 | 20 | 31 | 113 | 23 | 82 | 21 | 40 Foot |
| *AM Totals* | | | | *82* | *75* | *83* | *74* | *79* | 393 | 79 | 314 | 79 | |
| 780 | 1535 | | 3418 | 12 | 11 | 17 | 11 | 18 | 69 | 14 | 51 | 13 | 40 Foot |
| | 1604 | | 3067 | 23 | 21 | 24 | 21 | 19 | 108 | 22 | 89 | 22 | 40 Foot |
| | 1632 | | 3403 | 29 | 27 | 24 | 22 | 23 | 125 | 25 | 102 | 26 | 40 Foot |
| | 1714 | | 3427 | 17 | 14 | 11 | 12 | 10 | 64 | 13 | 54 | 14 | 40 Foot |
| *PM Totals* | | | | *81* | *73* | *76* | *66* | *70* | 366 | 73 | 296 | 74 | |
| *780 Total* | | | | *163* | *148* | *159* | *140* | *149* | 759 | 152 | 610 | 153 | |
| 781 | 542 | | 3407 | 42 | 48 | 47 | 45 | 40 | 222 | 44 | 182 | 46 | Artic |
| | 548 | | 3414 | 46 | 49 | 51 | 39 | 35 | 220 | 44 | 185 | 46 | Artic |
| | 553 | | 3415 | 41 | 37 | 31 | 31 | 26 | 166 | 33 | 140 | 35 | 40' - Artic |
| | 610 | | 3423 | 41 | 41 | 51 | 45 | 35 | 213 | 43 | 178 | 45 | 40' - Artic |
| | 622 | | 3432 | 33 | 34 | 31 | 30 | 27 | 155 | 31 | 128 | 32 | Coach |
| | 641 | | 3445 | 62 | 54 | 54 | 47 | 39 | 256 | 51 | 217 | 54 | Artic |
| | 642 | | 3441 | 52 | 58 | 48 | 59 | 99 | 316 | 63 | 217 | 54 | Artic |
| | 647 | | 3447 | 37 | 47 | 36 | 39 | 37 | 196 | 39 | 159 | 40 | Coach |
| | 654 | | 3027 | 51 | 55 | 45 | 46 | 46 | 243 | 49 | 197 | 49 | Artic |
| | 654 | | 3453 | 49 | 44 | 49 | 31 | 46 | 219 | 44 | 173 | 43 | Artic |
| | 708 | | 3414 | 27 | 37 | 35 | 34 | 30 | 163 | 33 | 133 | 33 | Artic |
| | 710 | | 3402 | 16 | 29 | 19 | 18 | 16 | 98 | 20 | 82 | 21 | 40 Foot |
| | 712 | | 3455 | 53 | 50 | 61 | 43 | 37 | 244 | 49 | 207 | 52 | Artic |
| | 722 | | 3415 | 54 | 52 | 56 | 54 | 41 | 257 | 51 | 216 | 54 | Artic |
| | 725 | | 3407 | 35 | 45 | 46 | 48 | 42 | 216 | 43 | 174 | 44 | Artic |
| | 727 | | 3038 | 48 | 51 | 48 | 62 | 45 | 254 | 51 | 209 | 52 | Artic |
| | 738 | | 3432 | 45 | 41 | 46 | 40 | 40 | 212 | 42 | 172 | 43 | Coach |
| | 755 | | 3445 | 42 | 57 | 47 | 46 | 36 | 228 | 46 | 192 | 48 | Artic |
| | 802 | | 3423 | 64 | 69 | 51 | 66 | 49 | 299 | 60 | 250 | 63 | Artic |
| | 804 | | 3453 | 48 | 42 | 36 | 47 | 27 | 200 | 40 | 173 | 43 | Artic |
| | 1129 | | 3009 | 19 | 18 | 17 | 13 | 10 | 77 | 15 | 67 | 17 | 40 Foot |
| *AM Totals* | | | | *905* | *958* | *905* | *883* | *803* | 4,454 | 891 | 3,651 | 913 | |
| 781 | 1212 | | 3009 | 11 | 14 | 18 | 31 | 53 | 127 | 25 | 74 | 19 | 40 Foot |
| | 1412 | | 3011 | 24 | 31 | 25 | 24 | 50 | 154 | 31 | 104 | 26 | 40 Foot |
| | 1509 | | 3446 | 43 | 44 | 47 | 43 | 41 | 218 | 44 | 177 | 44 | Artic |
| | 1532 | | 3444 | 65 | 61 | 61 | 52 | 62 | 301 | 60 | 239 | 60 | Artic |
| | 1540 | | 3432 | 27 | 29 | 27 | 23 | 35 | 141 | 28 | 106 | 27 | 40' - Artic |
| | 1551 | | 3433 | 40 | 48 | 54 | 47 | 42 | 231 | 46 | 189 | 47 | Artic |
| | 1600 | | 3409 | 53 | 73 | 53 | 66 | 43 | 288 | 58 | 245 | 61 | Artic |
| | 1605 | | 3404 | 61 | 45 | 70 | 47 | 48 | 271 | 54 | 223 | 56 | Coach |
| | 1607 | | 3435 | 21 | 23 | 17 | 22 | 17 | 100 | 20 | 83 | 21 | 40 Foot |
| | 1614 | | 3449 | 23 | 39 | 24 | 37 | 23 | 146 | 29 | 123 | 31 | 40 Foot |
| | 1621 | | 3412 | 43 | 63 | 45 | 46 | 45 | 242 | 48 | 197 | 49 | Coach |
| | 1624 | | 3437 | 56 | 41 | 47 | 45 | 38 | 227 | 45 | 189 | 47 | Coach |
| | 1630 | | 3446 | 82 | 74 | 68 | 49 | 44 | 317 | 63 | 273 | 68 | Artic |
| | 1635 | | 3410 | 45 | 38 | 67 | 54 | 29 | 233 | 47 | 204 | 51 | Artic |
| | 1641 | | 3020 | 43 | 31 | 32 | 39 | 23 | 168 | 34 | 145 | 36 | Artic |
| | 1655 | | 3071 | 55 | 56 | 64 | 62 | 43 | 280 | 56 | 237 | 59 | Artic |
| | 1656 | | 3445 | 31 | 31 | 34 | 20 | 21 | 137 | 27 | 116 | 29 | Artic |
| | 1704 | | 3444 | 50 | 48 | 43 | 41 | 35 | 217 | 43 | 182 | 46 | Artic |
| | 1706 | | 3432 | 13 | 35 | 17 | 17 | 14 | 96 | 19 | 82 | 21 | Artic |
| | 1718 | | 3409 | 29 | 44 | 30 | 35 | 29 | 167 | 33 | 138 | 35 | 40' - Artic |
| | 1732 | | 3433 | 47 | 47 | 43 | 41 | 34 | 212 | 42 | 178 | 45 | Artic |
| | 1802 | | 3437 | 35 | 44 | 37 | 39 | 25 | 180 | 36 | 155 | 39 | Coach |
| | 1832 | | 3445 | 28 | 23 | 20 | 36 | 23 | 130 | 26 | 107 | 27 | 40' - Artic |
| *PM Totals* | | | | *925* | *982* | *943* | *916* | *817* | 4,583 | 917 | 3,766 | 942 | |
| *781 Total* | | | | *1,830* | *1,940* | *1,848* | *1,799* | *1,620* | 9,037 | 1,807 | 7,417 | 1,854 | |
| 782 | 530 | | 3402 | 11 | 12 | 13 | 13 | 5 | 54 | 11 | 49 | 12 | 40 Foot |
| | 559 | | 3417 | 18 | 17 | 21 | 18 | 20 | 94 | 19 | 74 | 19 | 40 Foot |
| | 627 | | 3433 | 22 | 26 | 26 | 22 | 18 | 114 | 23 | 96 | 24 | 40 Foot |
| | 657 | | 3449 | 37 | 43 | 38 | 36 | 34 | 188 | 38 | 154 | 39 | 40 Foot |
| | 723 | | 3456 | 20 | 19 | 20 | 26 | 15 | 100 | 20 | 85 | 21 | 40 Foot |
| *AM Totals* | | | | *108* | *117* | *118* | *115* | *92* | 550 | 110 | 458 | 115 | |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **782** | 1536 | | 3427 | 24 | 21 | 31 | 21 | 25 | 122 | 24 | 97 | 24 | 40 Foot |
| | 1606 | | 3434 | 25 | 31 | 29 | 26 | 22 | 133 | 27 | 111 | 28 | 40 Foot |
| | 1636 | | 3401 | 34 | 28 | 28 | 31 | 27 | 148 | 30 | 121 | 30 | 40 Foot |
| | 1705 | | 3418 | 15 | 29 | 28 | 20 | 17 | 109 | 22 | 92 | 23 | 40 Foot |
| | 1734 | | 3449 | 7 | 9 | 6 | 9 | 8 | 39 | 8 | 31 | 8 | 40 Foot |
| ***PM Totals*** | | | | ***105*** | ***118*** | ***122*** | ***107*** | ***99*** | **551** | **110** | **452** | **113** | |
| ***782 Total*** | | | | ***213*** | ***235*** | ***240*** | ***222*** | ***191*** | **1,101** | **220** | **910** | **228** | |
| **783** | 533 | | 3404 | 13 | 13 | 12 | 11 | 8 | 57 | 11 | 49 | 12 | 40 Foot |
| | 601 | | 3418 | 19 | 22 | 17 | 15 | 14 | 87 | 17 | 73 | 18 | 40 Foot |
| | 628 | | 3434 | 31 | 23 | 22 | 19 | 15 | 110 | 22 | 95 | 24 | 40 Foot |
| | 658 | | 3450 | 29 | 45 | 35 | 43 | 36 | 188 | 38 | 152 | 38 | Coach |
| | 728 | | 3404 | 28 | 31 | 23 | 30 | 23 | 135 | 27 | 112 | 28 | 40 Foot |
| | 821 | | 3434 | 19 | 15 | 18 | 20 | 15 | 87 | 17 | 72 | 18 | 40 Foot |
| ***AM Totals*** | | | | ***139*** | ***149*** | ***127*** | ***138*** | ***111*** | **664** | **133** | **553** | **138** | |
| **783** | 1538 | | 3451 | 13 | 23 | 22 | 18 | 30 | 106 | 21 | 76 | 19 | 40 Foot |
| | 1610 | | 3423 | 32 | 36 | 35 | 27 | 18 | 148 | 30 | 130 | 33 | 40 Foot |
| | 1639 | | 3024 | 50 | 45 | 33 | 36 | 21 | 185 | 37 | 164 | 41 | Coach |
| | 1709 | | 3451 | 29 | 26 | 26 | 31 | 14 | 126 | 25 | 112 | 28 | 40 Foot |
| | 1739 | | 3412 | 14 | 18 | 16 | 19 | 13 | 80 | 16 | 67 | 17 | 40' - Coach |
| ***PM Totals*** | | | | ***138*** | ***148*** | ***132*** | ***131*** | ***96*** | **645** | **129** | **549** | **137** | |
| ***783 Total*** | | | | ***277*** | ***297*** | ***259*** | ***269*** | ***207*** | **1,309** | **262** | **1,102** | **276** | |
| **785** | 548 | | 3409 | 23 | 24 | 28 | 21 | 16 | 112 | 22 | 96 | 24 | Coach |
| | 623 | | 3430 | 43 | 43 | 34 | 30 | 31 | 181 | 36 | 150 | 38 | Coach |
| | 648 | | 3446 | 41 | 43 | 45 | 40 | 30 | 199 | 40 | 169 | 42 | 40' - Artic |
| | 702 | | 3454 | 47 | 48 | 43 | 50 | 47 | 235 | 47 | 188 | 47 | Coach |
| | 715 | | 3409 | 48 | 48 | 36 | 44 | 29 | 205 | 41 | 176 | 44 | Coach |
| | 730 | | 3037 | 32 | 35 | 28 | 31 | 25 | 151 | 30 | 126 | 32 | 40 Foot |
| | 745 | | 3430 | 39 | 37 | 34 | 36 | 23 | 169 | 34 | 146 | 37 | Coach |
| | 800 | | 3417 | 34 | 26 | 24 | 27 | 24 | 135 | 27 | 111 | 28 | 40 Foot |
| | 818 | | 3446 | 32 | 35 | 39 | 28 | 18 | 152 | 30 | 134 | 34 | Artic |
| ***AM Totals*** | | | | ***339*** | ***339*** | ***311*** | ***307*** | ***243*** | **1,539** | **308** | **1,296** | **324** | |
| **785** | 1508 | | 3453 | 18 | 14 | 21 | 22 | 24 | 99 | 20 | 75 | 19 | 40' - Coach |
| | 1533 | | 3028 | 29 | 49 | 37 | 32 | 26 | 173 | 35 | 147 | 37 | 40' - Artic |
| | 1603 | | 3436 | 66 | 56 | 56 | 61 | 44 | 283 | 57 | 239 | 60 | Artic |
| | 1615 | | 3406 | 24 | 24 | 26 | 22 | 18 | 114 | 23 | 96 | 24 | 40 Foot |
| | 1634 | | 3425 | 49 | 58 | 54 | 48 | 33 | 242 | 48 | 209 | 52 | Artic |
| | 1648 | | 3070 | 34 | 25 | 35 | 31 | 20 | 145 | 29 | 125 | 31 | 40 Foot |
| | 1702 | | 3028 | 59 | 52 | 48 | 33 | 32 | 224 | 45 | 192 | 48 | Artic |
| | 1733 | | 3436 | 27 | 30 | 21 | 25 | 16 | 119 | 24 | 103 | 26 | 40' - Artic |
| | 1803 | | 3425 | 13 | 25 | 14 | 12 | 12 | 76 | 15 | 64 | 16 | 40' - Artic |
| ***PM Totals*** | | | | ***319*** | ***333*** | ***312*** | ***286*** | ***225*** | **1,475** | **295** | **1,250** | **313** | |
| ***785 Total*** | | | | ***658*** | ***672*** | ***623*** | ***593*** | ***468*** | **3,014** | **603** | **2,546** | **637** | |
| **789** | 658 | | 3030 | 15 | 13 | 16 | 15 | 15 | 74 | 15 | 59 | 15 | 40 Foot |
| | 801 | | 3447 | 17 | 12 | 14 | 15 | 11 | 69 | 14 | 58 | 15 | 40' - Coach |
| ***AM Totals*** | | | | ***32*** | ***25*** | ***30*** | ***30*** | ***26*** | **143** | **29** | **117** | **29** | |
| | 1643 | | 3453 | 15 | 8 | 7 | 13 | 11 | 54 | 11 | 43 | 11 | Coach |
| | 1743 | | 3435 | 4 | 7 | 5 | 6 | 4 | 26 | 5 | 22 | 6 | 40 Foot |
| ***PM Totals*** | | | | ***19*** | ***15*** | ***12*** | ***19*** | ***15*** | **80** | **16** | **65** | **16** | |
| ***789 Total*** | | | | ***51*** | ***40*** | ***42*** | ***49*** | ***41*** | **223** | **45** | **182** | **46** | |
| **Grand Total** | | | | **3,192** | **3,332** | **3,171** | **3,072** | **2,676** | **15,443** | **3,089** | **12,767** | **3,192** | |
| | | | | **20.67%** | **21.58%** | **20.53%** | **19.89%** | **17.33%** | **100.00%** | | | | |

| | | |
|---|---|---|
| 759 | 152 | 780 |
| 9,037 | 1,807 | 781-A |
| 1,101 | 220 | 782 |
| 1,309 | 262 | 783 |
| 3,014 | 603 | 785 |
| 223 | 45 | 789 |
| **15,443** | 3,089 | Total |

## Pick Eff 03/03/2012

Doubles To/From (Before Sort)
Ready 03/15/2012

Copy O-P-Q Before Sorting
27-Feb-12

| | Trip Time | Trip # | Run # |
|---|---|---|---|
| **to "780" (728/816am) | 553AM | 1 | 3419 |
| | 625AM | 2 | 3023 |
| | 656AM | 3 | 3032 |
| **from "780" (553/633am) | 728AM | 4 | 3419 |
| | | | |
| **to "782" (505/605pm) | 335PM | 1 | 3418 |
| | 404PM | 2 | 3067 |
| | 432PM | 3 | 3403 |
| **from "782" (336/434pm) | 514PM | 4 | 3427 |
| | | | |
| **to "781-A" (725/818am) | 542AM | 2 | 3407 |
| **to "781" (708/740am) | 548AM | 1 | 3414 |
| **to "781" (722/755am) | 553AM | 3 | 3415 |
| **to "781-A" (802/857am) | 610AM | 5 | 3423 |
| **to "781" (738/811am) | 622AM | 4 | 3432 |
| **to "781" (755/828am) | 641AM | 6 | 3445 |
| | 642AM | 9 | 3441 |
| to "789" (801/845am) | 647AM | 7 | 3447 |
| **to "781" (804/837am) | 654AM | 8 | 3453 |
| | 654AM | 12 | 3027 |
| **from "781" (548/618am) | 708AM | 10 | 3414 |
| **from "782" (530/622am) | 710AM | 11 | 3402 |
| | 712AM | 15 | 3455 |
| **from "781-A" (553/644am) | 722AM | 13 | 3415 |
| **from "781-A" (542/632am) | 725AM | 17 | 3407 |
| | 727AM | 14 | 3038 |
| **from "781" (622/655pm) | 738AM | 16 | 3432 |
| **from "781" (641/714am) | 755AM | 18 | 3445 |
| **from "781-A" (610/703am) | 802AM | 20 | 3423 |
| **from "781" (654/727am) | 804AM | 19 | 3453 |
| **to "781" (1212/1240pm) | 1129AM | 21 | 3009 |
| | | | |
| **from "781" (1129/1153am) | 1212PM | 1 | 3009 |
| | 212PM | 2 | 3011 |
| **to "781" (430/507pm) | 309PM | 3 | 3446 |
| **to "781-A" (504/601pm) | 332PM | 4 | 3444 |
| **to "781" (506/543pm) | 340PM | 5 | 3432 |
| **to "781-A" (532/626pm) | 351PM | 6 | 3433 |
| **to "781" (518/555pm) | 400PM | 7 | 3409 |
| | 405PM | 8 | 3404 |
| to "789" (543/627pm) | 407PM | 9 | 3435 |
| to "782" (534/632pm) | 414PM | 10 | 3449 |
| to "783" (539/629pm) | 421PM | 11 | 3412 |
| **to "781-A" (602/655pm) | 424PM | 12 | 3437 |
| **from "781" (309/345pm) | 430PM | 13 | 3446 |
| | 435PM | 14 | 3410 |
| | 441PM | 15 | 3020 |
| | 455PM | 16 | 3071 |
| **to 781 (632/710pm) | 456PM | 17 | 3445 |
| **from "781-A" (332/428pm) | 504PM | 18 | 3444 |
| **from "781" (340/416pm) | 506PM | 19 | 3432 |
| **from "781" (400/436pm) | 518PM | 20 | 3409 |
| **from "781-A" (351/446pm) | 532PM | 21 | 3433 |
| **from "781-A" (424/521pm) | 602PM | 22 | 3437 |
| **from "781-A" (456/552pm) | 632PM | 23 | 3445 |
| | | | |
| **to "781" (710/743am) | 530AM | 1 | 3402 |
| | 559AM | 2 | 3417 |
| | 627AM | 3 | 3433 |
| | 657AM | 4 | 3449 |
| | 723AM | 5 | 3456 |

| | | | |
|---|---|---|---|
| **to "780" (514/604pm) | 336PM | 1 | 3427 |
| | 406PM | 2 | 3434 |
| | 436PM | 3 | 3401 |
| **from "780" (335/420pm) | 505PM | 4 | 3418 |
| **from "781" (414/451pm) | 534PM | 5 | 3449 |

| | | | |
|---|---|---|---|
| **to "783" (728/823am) | 533AM | 1 | 3404 |
| | 601AM | 2 | 3418 |
| **to "783" (821/858am) | 628AM | 3 | 3434 |
| | 658AM | 4 | 3450 |
| **from "783" (533/620am) | 728AM | 5 | 3404 |
| **from "783" (628/723am) | 821AM | 6 | 3434 |

| | | | |
|---|---|---|---|
| **to "783" (509/603pm) | 338PM | 1 | 3451 |
| | 410PM | 2 | 3423 |
| | 439PM | 3 | 3024 |
| **from "783" (338/425pm) | 509PM | 4 | 3451 |
| from 781 (421/458pm) | 539PM | 5 | 3412 |

| | | | |
|---|---|---|---|
| **to "785" (715/754am) | 548AM | 1 | 3409 |
| **to "785" (745/824am) | 623AM | 2 | 3430 |
| **to "785" (818/854am) | 648AM | 3 | 3446 |
| | 702AM | 4 | 3454 |
| **from "785" (548/619am) | 715AM | 5 | 3409 |
| | 730AM | 6 | 3037 |
| **from "785" (623/654am) | 745AM | 7 | 3430 |
| from "782" (559/652am) | 800AM | 8 | 3417 |
| **from "785" (648/724am) | 818AM | 8 | 3446 |

| | | | |
|---|---|---|---|
| to "789" (443/528pm) | 308PM | 1 | 3453 |
| **to "785" (502/546pm) | 333PM | 2 | 3028 |
| **to "785" (533/615pm) | 402PM | 3 | 3436 |
| | 415PM | 4 | 3406 |
| **to "785" (603/645pm) | 434PM | 5 | 3425 |
| | 448PM | 6 | 3070 |
| **from "785" (333/412pm) | 502PM | 7 | 3028 |
| **from "785" (402/446pm) | 533PM | 8 | 3436 |
| **from "785" (434/518pm) | 603PM | 9 | 3425 |

| | | | |
|---|---|---|---|
| | 658AM | 1 | 3030 |
| from "781" (647/720am) | 801AM | 2 | 3447 |

| | | | |
|---|---|---|---|
| from "785" (308/347pm) | 443PM | 1 | 3453 |
| from "781" (407/444pm) | 543PM | 2 | 3435 |

**REQUEST FOR TRANSIT COMMISSION ACTION**

**Meeting Date:** 5/29/12 **Item Number:** F.

**Agenda Item:** Transit Commission Interview

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A brief update will be given on the following projects:

- 2012 Bus Orders
- Bottineau Transitway Study
- Parkway Station Phase 2 Bond Funding
- Route 788 Restructuring for September 2012
- Ten Millionth Rider Event
- Security Cameras for the Zachary lot
- Federal Transit Audit
- State Fair Bus Service

## REQUEST FOR TRANSIT COMMISSION ACTION

**Meeting Date:** 5/29/12 **Item Number:** G.

**Agenda Item:** Date and Time of Next Meeting / Adjournment

**Recommended Committee Action:**

Motion made by Commission member _____, seconded by Commission member _____, to adjourn.

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A. Next Scheduled Meeting:

- July 31, 2012