

Bottom Quarter Performing Routes by Service Type - Description/Proposed Adjustments [FY24-25 Weekday]								
Service Type	Route	Peak Frequency	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers Per Trip	Bottom 25% Performing Routes - Proposed Adjustments
Early Bird	703	1 trip	252	222	14	15.8	13.9	No adjustments proposed. Line 703 is part of the Early Bird Express network funded and operated solely at BART's discretion.
Major Corridor	210	30	17,388	17,035	1,222	18.1	17.7	Although no changes were made to Line 210 for this reporting period, its productivity and ridership have increased for the third consecutive fiscal year. Continue to monitor and assess performance.
	99	20	29,232	38,143	2,394	15.8	20.6	Route discontinued August 2025 as part of Realign to redirect resources to improvements elsewhere. Its component route segments have been incorporated into Lines 9 and 211.
Owl	801	n/a	6,552	9,263	289	7.9	11.1	Service reduced to every 60 minutes effective August 2025 as part of Realign to improve the line's productivity. Continue to monitor and assess performance following the change.
	376	n/a	5,040	4,754	135	7.2	6.7	Route discontinued August 2025 as part of Realign to redirect resources to improvements elsewhere. To partially compensate, Line 76 span of service was increased to midnight.
Suburban Crosstown	93	45	13,628	17,050	866	12.8	16	Schedule changes to better meet school bell times in the previous fiscal year resulted in an improvement in both ridership and productivity during this reporting period. Continue to monitor and assess performance following the change.
	67	30	10,704	5,165	294	12.7	6.1	Service reduced to every 60 minutes August 2025 under Realign to improve productivity. Continue to monitor and assess performance following the change.
Transbay	NX3	7 trips	1,764	2,215	135	15.4	19.3	While Line NX3 is a bottom quarter performing route, both productivity and ridership have increased significantly between this fiscal year and the previous one by 41% and 37% respectively as return-to-office work in Downtown San Francisco gains momentum. Continue to monitor and assess performance.
	L	6 trips	1,782	2,461	141	14.4	19.9	Service extended to Richmond Parkway Transit Center August 2025 under Realign as a mitigation for the discontinuation of Line LA. Continue to monitor and assess performance following the change.
	OX	8 trips	2,016	2,597	105	10.2	13.2	Route discontinued August 2025 under Realign to redirect resources to improvements elsewhere. Service to Bay Farm Island was incorporated into Line W.
	LA	5 trips	1,260	2,019	74	9.3	14.9	Route discontinued August 2025 under Realign to redirect resources to improvements elsewhere. Service to Richmond Parkway Transit Center was incorporated into Line L.

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Urban Crosstown	74	30	17,136	16,650	1,024	15.5	15.1	Service eliminated in the Olinda Road/San Pablo Dam Road area August 2025 under Realign to improve productivity. Continue to monitor and assess performance following the change.
	70	60	7,308	7,043	410	14.7	14.1	Service extended to Del Norte BART August 2025 as part of Realign to provide better connections and increased frequency along Cutting Boulevard. Continue to monitor and assess performance following the change.
	71	30	14,868	18,162	1,001	13.9	17	Although no service changes were made to Line 71 for this reporting period, its productivity and ridership have increased for the third consecutive fiscal year. In addition, the Rumrill Boulevard improvements implemented by the City of San Pablo may be contributed to the improved performance. Continue to monitor and assess performance.
	28	60	8,568	12,357	655	13.3	19.3	Service increased to every 40 minutes effective August 2025 under Realign as a general improvement. Service modified to serve the San Leandro Boys and Girls Club under Realign to serve a new destination. In addition, schedule changes to better meet school bell times in the previous fiscal year resulted in an improvement in both ridership and productivity during this reporting period. Continue to monitor and assess performance following the change.
	46L	60	6,804	3,434	174	12.8	6.4	With the formal discontinuation of Line 46 under Realign, Staff will evaluate adding additional stops to improve access to schools and other ridership generators to improve route productivity. Continue to monitor and evaluate opportunities for improvements.
	56	60	8,568	8,813	444	12.7	13.1	Service increased to every 40 minutes effective August 2025 under Realign as a general improvement. Continue to monitor and assess performance following the change.
	19	60	8,064	6,477	252	9.8	7.9	Service modified to serve Alameda Point August 2025 as part of Realign to serve new destinations. Continue to monitor and assess performance following the change.
Trunk	72M	30	18,115	31,899	2,954	23.3	41.1	The reduction in corridor-wide frequency as part of Realign's implementation of Line 72L in place of Line 72R will likely result in a spillover effect of increased utilization on Line 72. Continue to monitor and assess performance following the change.
	72	30	18,900	33,759	2,986	22.3	39.8	The reduction in corridor-wide frequency as part of Realign's implementation of Line 72L in place of Line 72R will likely result in a spillover effect of increased utilization on Line 72M. Continue to monitor and assess performance following the change.
Very Low Density	239	30	15,372	15,077	628	10.5	10.3	Service modified to serve Pacific Commons August 2025 and weekend service introduced under Realign as general improvements. Continue to monitor and assess performance following the change.
	215	60	7,560	6,814	192	7.1	6.4	Route discontinued August 2025 as part of Realign to redirect resources to improvements elsewhere. Certain route segments have been incorporated into Lines 231 and 239.