

Weekday

Att4. Route Performance (Weekday)

Route Information (as of June 30, 2024)					FY 23/24 Totals		FY 22/23 Effectiveness					FY 23/24 Effectiveness					FY 23/24 vs FY 22/23 Comparison							
Route	Route Type	Peak Frequency	Off Peak Frequency	Minority Route	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor
1T	BRT	10	10-30	Yes	55,220	59,043	13,387	57.7	62.1	72.7%	27.31	15.80	15,770	67.0	71.7	75.01%	29.31	17.78	17.8%	16.2%	15.4%	2.3%	7.3%	12.5%
6	Trunk	12	12-20	Yes	44,460	33,474	4,855	37.3	27.0	69.3%	16.40	9.28	5,219	39.1	29.5	68.76%	18.11	10.85	7.5%	4.9%	9.3%	-0.5%	10.4%	16.9%
7	Suburban Crosstown	30	30	No	16,086	22,596	423	12.5	9.2	81.4%	6.97	4.11	2,368	26.3	37.0	71.17%	21.11	8.18	469.9%	111.3%	301.8%	-10.2%	202.9%	99.0%
10	Major Corridor	17	17-20	Yes	32,379	26,241	2,028	19.4	15.7	81.6%	10.18	5.00	2,232	21.4	13.3	72.29%	10.81	6.79	114.1%	10.4%	10.1%	-4.2%	6.3%	17.3%
12	Urban Crosstown	23	23-30	No	22,854	30,876	1,993	15.2	20.4	66.4%	10.53	4.86	2,364	19.2	26.0	66.56%	12.76	6.19	18.6%	26.1%	27.4%	0.2%	21.2%	27.4%
14	Urban Crosstown	17	17	Yes	31,124	34,338	2,939	21.7	23.7	71.7%	12.29	5.90	3,112	22.7	25.1	75.54%	13.38	6.73	5.9%	4.6%	5.9%	3.8%	18.9%	14.1%
18	Trunk	16	16-30	Yes	34,328	37,558	3,053	20.7	18.1	64.4%	11.59	5.30	3,608	24.1	26.4	64.43%	13.56	6.72	18.2%	16.3%	21.2%	0.1%	17.0%	26.8%
19	Urban Crosstown	60	60	Yes	8,056	6,632	219	6.9	6.6	72.2%	5.03	2.59	229	8.8	7.1	77.59%	5.18	2.80	4.4%	28.2%	7.4%	5.4%	3.0%	8.1%
20	Major Corridor	27	27-34	Yes	17,308	19,243	1,898	22.8	24.4	67.2%	11.84	6.10	1,967	25.7	28.5	72.07%	14.27	7.78	3.7%	12.7%	17.1%	4.9%	20.5%	27.5%
21	Urban Crosstown	27	27-34	Yes	14,774	15,703	1,299	18.3	19.4	75.0%	10.98	5.59	1,260	20.1	21.4	72.57%	12.66	6.53	-3.0%	10.3%	10.1%	-2.4%	15.3%	16.8%
28	Urban Crosstown	60	60	Yes	8,534	12,315	498	10.2	14.7	78.1%	8.57	4.74	625	12.7	18.4	76.30%	10.36	5.94	25.4%	25.3%	25.4%	-1.8%	20.9%	25.3%
29	Urban Crosstown	24	24-30	Yes	18,766	20,178	942	12.0	11.7	79.2%	7.17	3.49	4,227	15.3	16.4	82.42%	9.51	4.87	30.3%	26.9%	40.0%	3.2%	32.6%	39.5%
33	Urban Crosstown	16	16-30	No	28,738	26,128	1,958	17.7	16.3	74.0%	10.76	4.59	1,231	22.6	20.5	78.34%	12.68	6.39	20.1%	27.8%	26.0%	4.3%	17.8%	39.2%
34	Urban Crosstown	60	60	Yes	8,534	10,409	558	13.4	16.4	72.3%	9.75	5.19	647	15.6	19.0	69.85%	11.08	6.02	16.0%	16.0%	16.0%	-2.4%	13.6%	16.0%
35	Urban Crosstown	60	60	Yes	8,785	10,664	550	13.0	15.7	80.1%	9.84	5.06	630	14.8	18.0	77.86%	11.04	5.96	14.5%	13.9%	14.5%	-2.3%	12.2%	17.8%
36	Urban Crosstown	30	30	Yes	18,574	17,900	1,686	23.6	22.8	72.3%	14.30	6.26	1,920	26.9	25.9	74.99%	16.8	7.97	13.9%	14.0%	13.9%	2.7%	17.5%	27.3%
39	Urban Crosstown	55	55-65	Yes	10,221	6,561	372	22.6	11.2	66.9%	8.08	4.32	458	17.5	11.2	77.84%	8.17	4.09	23.0%	-22.4%	0.7%	10.9%	1.1%	-5.3%
40	Trunk	10-20	10-20	Yes	49,447	52,037	5,391	26.8	27.4	72.8%	15.42	8.19	5,868	28.3	29.8	75.42%	16.44	9.25	8.9%	5.6%	8.8%	2.7%	6.6%	12.9%
41	Urban Crosstown	60	60	Yes	8,534	8,346	472	14.2	13.9	81.9%	9.80	5.12	572	17.2	16.8	79.80%	11.12	6.46	21.0%	21.0%	21.0%	-2.1%	14.3%	26.2%
45	Urban Crosstown	20	20-30	Yes	20,475	19,974	1,198	14.2	13.8	75.5%	8.07	3.63	1,218	15.3	14.9	76.61%	8.82	4.00	1.6%	7.7%	8.4%	1.1%	9.3%	10.2%
46L	Urban Crosstown	60	60-63	Yes	6,777	3,419	108	10.8	5.5	72.4%	4.87	2.56	170	12.5	6.3	80.47%	5.54	3.06	56.8%	15.1%	14.1%	8.1%	13.8%	19.5%
51A	Trunk	10	12-20	No	44,237	46,362	5,363	29.6	28.2	67.1%	14.82	7.69	5,832	31.6	33.1	76.77%	16.94	9.36	8.7%	6.7%	17.2%	9.7%	14.3%	21.7%
51B	Trunk	12	12-20	No	43,842	35,941	7,445	52.5	41.1	74.7%	23.27	11.20	7,904	55.2	45.3	72.14%	24.87	12.70	6.2%	5.2%	10.0%	-2.6%	6.9%	13.4%
52	Urban Crosstown	16	16-20	No	31,615	20,627	3,032	37.9	22.5	72.3%	13.74	6.88	2,940	35.8	23.3	69.32%	14.26	7.46	-3.0%	-5.5%	3.9%	-3.0%	3.8%	8.4%
54	Urban Crosstown	17	17	Yes	29,476	12,564	1,333	21.1	10.2	88.1%	8.65	4.00	1,330	28.6	11.3	88.44%	9.66	5.39	-0.2%	25.9%	11.3%	0.3%	11.7%	34.8%
56	Urban Crosstown	60	60	Yes	8,534	8,346	368	11.1	10.8	69.5%	8.34	5.12	428	12.9	12.6	64.17%	9.03	5.62	16.3%	16.3%	16.3%	-5.3%	8.3%	9.8%
57	Trunk	15	15	Yes	40,629	53,400	4,110	19.4	25.6	72.5%	13.77	6.77	4,928	23.2	30.4	68.29%	15.77	8.20	19.9%	19.5%	19.1%	-4.2%	14.5%	21.1%
60	Suburban Crosstown	40	40	No	13,554	13,348	931	17.5	17.2	77.5%	9.85	4.90	1,040	19.6	19.3	76.04%	10.87	5.78	11.8%	11.7%	11.8%	-1.4%	10.4%	18.0%
62	Urban Crosstown	19	19-20	Yes	28,614	25,118	1,907	19.1	16.7	81.6%	10.40	4.98	2,024	20.2	17.8	82.63%	11.03	5.76	6.1%	5.9%	6.1%	0.8%	6.1%	15.7%
65	Suburban Crosstown	40	40	No	9,538	6,095	325	14.6	8.9	79.3%	7.10	3.70	469	8.2	8.3	68.67%	7.61	4.31	44.1%	-6.8%	-40.6%	0.4%	11.4%	16.5%
67	Suburban Crosstown	30	30	No	11,834	5,764	314	13.8	6.8	91.8%	5.97	3.57	338	6.3	3.1	69.62%	5.99	3.46	7.5%	-54.7%	-55.3%	-22.2%	0.3%	-3.1%
70	Urban Crosstown	60	60	Yes	7,279	6,953	351	14.0	12.1	73.3%	8.28	4.78	403	14.5	13.9	75.19%	9.88	5.72	14.8%	3.5%	14.8%	1.9%	19.3%	19.7%
71	Urban Crosstown	30	30	Yes	14,809	18,155	753	10.6	13.4	79.1%	8.32	4.34	911	12.6	15.4	79.15%	9.5	5.25	21.1%	18.5%	15.0%	0.1%	14.2%	21.0%
72	Trunk	30	30-40	Yes	18,825	32,127	2,594	20.5	34.8	61.3%	15.61	7.74	2,888	22.6	38.5	62.00%	17.45	8.94	11.3%	10.0%	10.7%	0.7%	11.8%	15.5%
72M	Trunk	30	30-40	Yes	18,039	28,958	2,498	21.6	34.8	64.2%	15.24	7.47	2,632	22.8	36.6	64.23%	16.83	8.46	5.4%	5.8%	5.3%	0.0%	10.4%	13.3%
72R	Rapid	12	12	Yes	33,132	43,737	3,726	20.8	28.4	70.5%	14.92	7.99	3,433	22.6	29.9	72.82%	16.09	9.05	5.8%	8.6%	5.0%	2.3%	7.8%	13.3%
73	Major Corridor	15	15-60	Yes	36,144	17,768	1,870	26.4	13.0	81.3%	8.90	4.55	1,936	27.3	13.4	77.38%	9.65	5.30	3.5%	3.6%	3.5%	-4.0%	8.4%	16.5%
74	Urban Crosstown	30	30	Yes	17,068	16,505	890	13.5	13.1	70.9%	8.06	3.53	1,028	15.6	15.1	68.31%	9.12	4.17	15.5%	15.4%	15.5%	-2.6%	13.2%	18.1%
76	Urban Crosstown	30	30	Yes	16,569	23,043	1,694	21.5	26.1	71.8%	14.00	6.98	1,872	20.4	28.4	74.05%	15.21	7.99	10.5%	-5.0%	8.8%	2.2%	8.6%	14.5%
78	Urban Crosstown	Discontinued August 2023			576	383	154	9.5	6.4	71.9%	4.93	2.37	134	8.4	5.6	84.80%	4.49	2.57	-12.9%	-11.9%	-12.9%	1.2%	-8.9%	8.4%
79	Urban Crosstown	30	30-34	No	16,387	15,250	1,745	27.2	26.2	80.8%	17.69	6.93	1,986	32.7	30.4	78.70%	18.43	8.18	13.8%	20.4%	16.0%	-2.1%	4.2%	18.0%
86	Suburban Crosstown	30	30	Yes	19,095	17,044	1,069	18.7	15.1	79.7%	10.40	5.80	1,203	17.7	15.8	82.84%	10.55	6.18	12.5%	-5.1%	5.0%	3.1%	1.4%	6.6%
88	Major Corridor	20	20-30	Yes	27,468	21,938	1,773	18.6	14.6	74.7%	9.48	4.65	1,937	22.2	17.7	79.44%	10.87	5.88	9.2%	19.3%	21.2%	4.7%	17.7%	26.5%
90	Urban Crosstown	20	20	Yes	26,104	10,637	720	14.7	6.9	85.5%	5.48	3.21	685	16.2	6.6	82.90%	5.64	3.43	-4.9%	10.1%	-4.9%	-2.6%	2.9%	6.9%
93	Suburban Crosstown	45	45	Yes	12,451	13,440	608	11.5	12.5	72.7%	7.82	4.18	759	14.2	15.3	71.31%	8.89	4.85	24.8%	23.7%	22.4%	-1.4%	13.7%	16.0%
95	Suburban Crosstown	40	40	Yes	10,978	3,645	199	13.7	4.5	84.6%	3.94	2.45	254	17.5	5.8	79.05%	4.71	3.01	27.9%	27.7%	27.7%	-5.6%	19.5%	22.9%
96	Urban Crosstown	32	32	Yes	15,658	16,173	1,099	17.0	16.6	69.3%	11.71	4.82	1,341	20.8	21.5	63.38%	12.24	6.20	22.0%	22.7%	29.1%	-5.9%	26.1%	28.6%
97	Major Corridor	15																						

Route	Route Type	Peak Frequency	Off Peak Frequency	Minority Route	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor	
652	Supplemental	2 trips	n/a	Yes	436	283	95	73.3	47.7	62.9%	31.05	24.47	82	63.0	41.0	74.89%	25.89	22.66	-14.0%	-14.0%	-14.0%	12.0%	-16.6%	-7.4%	
653	Supplemental	2 trips	n/a	No	436	368	73	44.6	36.6	54.3%	26.89	13.50	92	54.3	45.9	67.99%	31.33	16.24	25.6%	21.9%	25.6%	13.7%	16.5%	20.3%	
654	Supplemental	6 trips	n/a	Yes	1,308	1,007	307	66.4	51.1	71.8%	29.09	19.94	290	62.8	48.4	78.21%	26.51	17.46	-5.4%	-5.4%	-5.4%	6.4%	-8.9%	-12.4%	
655	Supplemental	2 trips	n/a	Yes	436	347	112	79.7	55.8	64.5%	36.68	21.00	134	84.0	66.8	81.85%	41.59	24.45	19.7%	5.4%	19.7%	-2.7%	13.4%	16.4%	
657	Supplemental	6 trips	n/a	Yes	1,474	1,008	250	58.5	41.6	60.7%	20.45	9.54	259	56.0	38.3	54.17%	15.79	7.46	3.7%	-4.3%	-8.0%	-6.6%	-22.8%	-21.8%	
658	Supplemental	4 trips	n/a	No	872	698	193	59.8	48.2	69.3%	24.35	13.95	209	65.2	52.2	74.91%	28.79	16.89	8.1%	8.9%	8.1%	5.6%	18.2%	21.1%	
660	Supplemental	2 trips	n/a	No	436	295	75	45.8	37.5	76.0%	17.46	8.60	76	55.8	37.8	82.38%	18.85	9.65	0.7%	21.9%	0.7%	6.4%	8.0%	12.2%	
662	Supplemental	2 trips	n/a	No	436	371	86	50.7	43.1	70.8%	25.37	11.97	88	51.6	43.8	79.83%	24.44	12.18	1.8%	1.8%	1.8%	9.0%	-3.7%	1.8%	
663	Supplemental	2 trips	n/a	No	436	244	56	50.3	28.1	67.2%	11.89	5.89	73	65.5	36.7	58.54%	13.92	5.90	30.3%	30.3%	30.3%	-8.7%	17.1%	0.2%	
667	Supplemental	4 trips	n/a	Yes	872	600	95	35.8	23.8	55.1%	11.95	6.53	142	51.5	35.4	51.11%	16.39	8.15	48.9%	43.7%	48.9%	-4.0%	37.2%	24.8%	
669	Supplemental	3 trips	n/a	Yes	654	592	70	25.5	23.3	59.7%	15.10	8.80	71	26.1	23.6	65.91%	13.83	8.29	1.5%	2.4%	1.5%	6.2%	-8.4%	-5.8%	
671	Supplemental	4 trips	n/a	Yes	872	584	109	42.6	27.1	71.4%	17.51	12.32	114	42.7	28.6	77.93%	18.63	14.70	5.3%	0.3%	5.3%	6.6%	6.4%	19.3%	
672	Supplemental	2 trips	n/a	Yes	436	294	23	16.8	11.3	58.0%	6.13	5.73	17	12.5	8.4	75.37%	3.33	3.01	-25.8%	-25.8%	-25.8%	17.4%	-45.7%	-47.5%	
675	Supplemental	7 trips	n/a	Yes	1,526	1,323	274	48.9	39.1	60.5%	21.69	11.00	312	51.5	44.6	59.19%	24.98	12.81	14.1%	5.2%	14.1%	-1.3%	15.2%	16.5%	
676	Supplemental	3 trips	n/a	Yes	654	486	82	39.7	27.3	72.3%	18.61	14.43	102	45.9	34.1	75.43%	18.19	12.17	25.1%	15.5%	25.1%	3.1%	-2.3%	-15.7%	
677	Supplemental	2 trips	n/a	No	436	318	120	81.2	60.1	62.6%	25.50	13.10	95	65.1	47.5	74.35%	24.04	11.41	-21.0%	-19.9%	-21.0%	11.8%	-5.7%	-12.9%	
680	Supplemental	2 trips	n/a	Yes	436	281	50	38.7	24.8	70.0%	23.76	19.08	60	46.3	29.9	72.88%	29.02	24.89	20.5%	19.8%	20.5%	2.9%	22.1%	30.5%	
681	Supplemental	2 trips	n/a	Yes	436	225	31	30.6	15.7	66.4%	10.01	6.73	21	20.8	10.7	64.17%	7.43	4.49	-31.8%	-31.8%	-31.8%	-2.2%	-25.8%	-33.3%	
682	Supplemental	5 trips	n/a	No	1,090	698	226	57.8	37.7	63.6%	30.63	18.60	219	68.3	43.7	60.05%	34.97	21.41	-3.4%	18.3%	15.9%	-3.6%	14.2%	15.1%	
683	Supplemental	1 trip	n/a	Yes	218	76	76						30	85.2	29.8	90.89%	30.2	27.49							
684	Supplemental	4 trips	n/a	Yes	872	581	154	58.5	38.6	58.7%	35.19	19.40	197	73.8	49.2	66.27%	33.08	18.63							
687	Supplemental	3 trips	n/a	No	654	284	168	127.1	55.9	73.4%	33.02	21.55	193	148.4	64.5	69.97%	39.14	26.39	15.3%	16.8%	15.3%	-3.4%	18.5%	22.5%	
688	Supplemental	2 trips	n/a	No	436	386	50	28.1	24.9	67.9%	22.42	13.50	69	38.9	34.4	60.34%	31.42	17.14	38.5%	38.5%	38.5%	-7.5%	40.1%	27.0%	
696	Supplemental	2 trips	n/a	No	436	262	30	24.7	14.8	56.9%	9.14	5.88	39	32.6	19.5	69.82%	11.49	6.11	31.6%	31.6%	31.6%	12.9%	25.7%	9.5%	
701	Early Bird	2 trips	n/a	n/a	744	558	51	23.1	17.4	75.3%	15.58	15.55	50	22.6	17.0	91.73%	16.12	16.12	-0.4%	-1.8%	-2.6%	16.5%	3.5%	3.7%	
702	Early Bird	1 trip	n/a	n/a	493	296	14	12.2	7.4	86.5%	6.58	6.47	14	12.2	7.3	89.92%	5.59	5.59	3.0%	0.2%	-0.5%	3.4%	-15.0%	-13.6%	
703	Early Bird	1 trip	n/a	n/a	251	177	10	13.5	9.5	95.5%	8.49	10.69	8	10.8	7.6	88.11%	8.08	9.18	-20.0%	-20.5%	-19.6%	-7.4%	-4.8%	-14.1%	
706	Early Bird	2 trips	n/a	n/a	502	326	12	9.7	6.3	93.3%	6.73	5.53	11	8.6	5.6	93.24%	5.92	4.60	-6.2%	-11.0%	-11.0%	0.0%	-12.0%	-16.8%	
707	Early Bird	1 trip	n/a	n/a	251	183	2	3.0	2.2	67.0%	2.01	2.01	3	4.1	3.0	87.54%	2.33	2.33	33.0%	36.6%	34.5%	20.5%	15.9%	16.1%	
800	Owl	n/a	30	Yes	6,873	10,201	367	7.1	11.9	63.9%	8.41	4.77	389	9.6	14.2	62.57%	9.69	5.52	5.8%	35.5%	19.7%	-1.3%	15.2%	15.7%	
801	Owl	n/a	30	Yes	6,526	9,242	298	8.1	11.5	76.7%	7.84	4.94	296	8.0	11.4	75.62%	7.46	4.78	-0.7%	-0.6%	-0.7%	-1.1%	-4.8%	-3.2%	
802	Owl	n/a	60	Yes	2,761	1,323	60	11.4	5.4	84.4%	4.58	2.55	66	12.6	6.0	82.27%	4.92	2.86	10.6%	10.6%	10.6%	-2.2%	7.4%	12.2%	
805	Owl	n/a	60	Yes	3,012	2,756	83	7.6	6.9	81.2%	5.01	2.56	98	9.0	8.2	85.77%	6.1	3.56	18.5%	17.9%	18.5%	4.2%	21.8%	39.1%	
840	Owl	n/a	60	Yes	3,012	1,562	59	9.7	4.9	75.7%	4.09	2.36	60	9.6	5.0	87.44%	4.28	2.74	0.8%	-1.0%	0.8%	11.7%	4.6%	16.1%	
851	Owl	n/a	60	No	2,510	2,380	71	7.5	7.1	69.0%	4.51	2.17	84	8.9	8.4	66.64%	5.17	2.62	18.3%	18.0%	18.3%	-2.3%	14.6%	20.7%	
E	Transbay	8 trips	n/a	No	2,008	1,604	123	19.9	15.4	70.9%	13.23	9.83	135	21.1	16.9	70.83%	15.35	11.05	9.4%	6.1%	9.4%	0.0%	16.0%	12.4%	
F	Transbay	30	30	No	19,829	23,285	1,935	21.0	24.5	74.6%	17.08	9.06	2,075	22.4	26.3	67.42%	18.83	10.23	7.3%	6.7%	7.3%	-7.2%	10.2%	12.9%	
FS	Transbay	4 trips	n/a	No	1,004	1,278	80	16.1	20.0	77.9%	17.44	13.50	93	18.2	23.1	76.31%	20.47	15.72	15.6%	12.7%	15.6%	-1.6%	17.4%	16.4%	
G	Transbay	7 trips	n/a	No	1,757	2,158	147	16.7	20.9	78.6%	20.96	14.19	191	22.2	27.3	71.36%	25.89	17.79	30.3%	32.6%	30.3%	-7.3%	23.5%	25.4%	
J	Transbay	10 trips	n/a	No	2,296	2,473	187	22.1	23.3	71.1%	22.92	16.07	216	21.9	23.6	78.46%	22.9	15.94	15.8%	-0.8%	1.3%	7.4%	-0.1%	-0.8%	
L	Transbay	6 trips	n/a	Yes	1,506	2,332	117	15.6	19.8	68.4%	20.08	13.84	139	15.0	23.2	64.10%	19.97	13.20	19.1%	-4.0%	17.0%	-4.3%	-0.5%	-4.6%	
LA	Transbay	5 trips	n/a	Yes	1,255	1,770	71	11.9	13.8	54.7%	13.23	10.36	72	10.2	14.4	53.37%	14.92	12.24	1.7%	-14.4%	3.8%	-1.3%	12.8%	18.1%	
NL	Transbay	15	20-30	Yes	28,363	32,019	1,922	14.9	17.0	76.0%	11.68	7.06	2,129	16.7	18.8	72.70%	12.74	7.78	10.8%	12.0%	10.8%	-3.3%	9.1%	10.2%	
NX	Transbay	8 trips	n/a	No	1,901	1,840	127	18.0	18.2	68.3%	17.95	11.87	146	19.9	19.2	65.62%	17.97	11.62	14.3%	10.6%	5.6%	-2.7%	0.1%	-0.4%	
NX3	Transbay	7 trips	n/a	No	1,757	2,271	91	10.3	13.0	72.2%	14.10	9.73	99	10.9	14.1	68.15%	15.14	10.30	6.3%	8.6%	8.6%	-4.1%	7.4%	5.9%	
O	Transbay	30	30	Yes	16,710	16,861	935	13.7	14.2	71.2%	11.57	7.02	1,065	15.9	16.0	70.98%	12.48	7.92	13.9%	15.6%	12.9%	-0.2%	7.9%	12.8%	
OX	Transbay	8 trips	n/a	No	2,008	2,569	86	8.9	10.7	60.6%	11.36	8.19	93	9.0	11.6	57.32%	12.05	8.59	8.0%	4.3%	8.0%	-3.2%	6.1%	4.9%	
P	Transbay	12 trips	n/a	No	3,012	2,486	237	24.0	19.7	75.4%	18.66	15.02	287	29.0	23.9	74.46%	22.02	18.06	21.2%	20.4%	21.2%	-0.9%	18.0%	20.2%	
U	Transbay	11 trips	n/a	Yes	2,761	4,268	183	10.8	16.7	67.9%	16.14	10.95	219	12.9	19.9	67.58%	18.06	12.15	19.6%	19.3%	19.6%	-0.3%	11.9%	11.0%	
V	Transbay	8 trips	n/a	No	6,526	9,242	143	18.5	20.5	74.0%	22.88	15.77	157	19.9	20.7	67.95%	19.49	13.18	9.4%	7.7%	1.1%	-6.1%	-14.8%	-16.4%	
W	Transbay	8 trips	n/a	No	2,761	1,323	119	12.4	14.9	62.5%	16.18	10.50	119	11.9	14.9	58.01%	16.42	10.58	0.0%	-3.6%	0.0%	-4.5%	1.5%	0.8%	
TOTALS					1,374,631	1,354,918	116,121	22.4	21.3	73.3%			131,337	25.1	24.4	73.86%			13.1%	11.9%	14.7%				

Route Information (as of June 30, 2024)				FY 23/24 Totals		FY 22/23 Effectiveness						FY 23/24 Effectiveness						FY 23/24 vs FY 22/23 Comparison					
Route	Route Type	Frequency	Minority Route¹	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/Rev Hr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/Rev Hr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor
1T	BRT	10-30	Yes	11,660	12,213	10,449	44.7	47.5	71.21%	12.96	22.61	11,905	51.7	54.1	70.12%	14.76	24.85	13.9%	15.6%	13.9%	-1.1%	13.9%	9.9%
6	Trunk	15-20	Yes	7,950	5,568	3,534	33.6	23.6	72.75%	7.78	13.88	3,759	35.8	25.1	64.94%	9.12	15.35	6.4%	6.5%	6.4%	-7.8%	17.2%	10.6%
7	Urban Crosstown	30	No	3,102	4,496	Introduced August 2023						2,274	23.8	34.5	71.02%	6.93	18.29	Introduced August 2023					
10	Major Corridor	20	Yes	5,724	4,619	1,366	15.7	12.6	79.67%	4.84	8.45	1,469	16.9	13.6	75.97%	5.60	8.86	7.5%	7.1%	7.5%	-3.7%	15.7%	4.9%
12	Urban Crosstown	30	No	3,710	5,126	1,296	13.4	18.5	66.66%	4.49	9.40	1,648	17.0	23.5	71.06%	5.88	11.56	27.2%	27.2%	27.2%	4.4%	31.0%	23.0%
14	Urban Crosstown	30	Yes	3,445	3,754	1,333	18.7	20.5	70.43%	5.43	11.21	1,484	20.9	22.8	70.18%	6.34	12.00	11.3%	11.9%	11.3%	-0.2%	16.8%	7.0%
18	Trunk	20-30	Yes	5,671	6,174	2,325	20.0	21.7	64.03%	5.26	11.92	2,706	23.2	25.3	65.43%	6.43	13.33	16.4%	16.3%	16.4%	1.4%	22.2%	11.8%
19	Urban Crosstown	60	Yes	1,749	1,698	169	5.3	5.1	75.80%	2.03	3.87	189	5.9	5.7	84.31%	2.28	4.48	11.9%	11.9%	11.9%	8.5%	12.3%	15.8%
20	Major Corridor	30-34	Yes	3,652	3,992	1,515	19.0	19.9	68.92%	5.17	10.15	1,636	21.7	23.7	67.74%	6.68	12.12	8.0%	14.3%	19.1%	-1.2%	29.2%	19.4%
21	Urban Crosstown	34	Yes	2,910	3,075	950	14.6	15.3	74.83%	4.39	8.61	945	16.3	17.2	72.34%	5.46	10.27	-0.6%	11.9%	12.2%	-2.5%	24.4%	19.3%
28	Urban Crosstown	60	Yes	1,802	2,046	307	8.0	9.0	65.52%	3.10	5.72	412	10.7	12.1	63.51%	4.15	7.17	34.3%	34.1%	34.3%	-2.0%	33.9%	25.3%
29	Urban Crosstown	30	Yes	3,498	3,439	562	8.7	8.5	79.81%	2.56	5.55	776	12.0	11.8	81.91%	3.49	7.08	38.1%	38.1%	38.1%	2.1%	36.3%	27.6%
33	Urban Crosstown	20	No	5,565	4,552	1,095	12.8	10.5	78.21%	3.53	7.13	1,255	14.6	11.9	79.36%	4.33	8.13	14.6%	13.8%	13.8%	1.1%	22.7%	14.0%
34	Urban Crosstown	60	Yes	1,802	2,209	463	11.1	13.6	74.94%	4.78	8.91	523	12.5	15.4	70.12%	5.25	9.65	12.9%	12.7%	12.9%	-4.8%	9.8%	8.3%
35	Urban Crosstown	60	Yes	1,802	2,202	460	11.1	13.5	77.97%	3.91	8.38	512	12.3	15.1	76.63%	4.48	9.04	11.2%	11.1%	11.2%	-1.3%	14.6%	7.9%
36	Urban Crosstown	30	Yes	3,922	3,764	1,318	18.5	17.8	75.65%	5.04	10.27	1,565	22.0	21.2	74.06%	7.01	12.88	18.8%	19.1%	18.8%	-1.6%	39.1%	25.4%
40	Trunk	15-30	Yes	6,943	6,921	2,945	22.5	22.5	78.17%	7.00	13.24	3,098	23.7	23.6	77.49%	7.77	13.73	5.2%	5.2%	5.2%	-0.7%	11.0%	3.7%
41	Urban Crosstown	60	Yes	1,802	1,500	315	11.1	9.3	74.33%	3.79	6.66	390	13.8	11.5	73.81%	4.80	7.94	23.7%	24.3%	23.7%	-0.5%	26.6%	19.2%
45	Urban Crosstown	40	Yes	2,650	2,959	499	10.2	10.0	81.45%	2.75	6.23	541	11.0	10.8	83.31%	3.16	6.76	8.4%	8.5%	8.4%	1.9%	14.9%	8.5%
51A	Trunk	15-20	No	7,225	7,362	3,168	24.7	24.2	69.11%	6.87	12.78	3,560	25.6	26.1	78.26%	7.67	13.61	12.4%	3.8%	8.0%	9.1%	11.6%	6.5%
51B	Trunk	15-30	No	7,450	5,809	6,138	53.3	42.3	73.99%	11.85	23.60	6,366	58.1	45.3	72.92%	13.33	23.89	3.7%	8.9%	7.0%	-1.1%	12.5%	1.2%
52	Urban Crosstown	30	No	3,710	2,432	1,206	26.0	17.2	76.66%	5.14	11.37	1,255	27.3	17.9	69.54%	6.43	12.92	4.1%	5.2%	4.1%	-7.1%	13.6%	13.6%
54	Urban Crosstown	30	Yes	3,498	1,723	652	20.7	10.2	85.34%	3.40	7.72	610	18.8	9.2	92.53%	3.97	8.19	-6.5%	-9.5%	-9.4%	7.2%	16.8%	6.1%
56	Urban Crosstown	60	Yes	1,802	1,709	259	7.9	7.6	72.54%	3.61	5.95	303	9.4	8.9	71.10%	4.26	6.61	16.9%	18.5%	16.9%	-1.4%	18.0%	11.1%
57	Trunk	15	Yes	8,639	10,705	3,008	15.2	18.8	73.37%	5.18	10.39	3,967	19.6	24.3	75.83%	6.69	12.51	31.9%	29.0%	29.3%	2.5%	29.2%	20.4%
60	Suburban Crosstown	40	No	2,862	2,812	600	11.3	11.1	81.29%	3.21	6.70	697	13.1	12.9	82.93%	4.07	7.74	16.0%	16.0%	16.0%	1.6%	26.8%	15.5%
62	Urban Crosstown	30	Yes	3,869	3,322	945	15.2	12.9	80.30%	4.14	8.59	1,028	16.4	14.1	82.75%	4.88	9.14	8.8%	8.1%	8.8%	2.5%	17.9%	6.4%
70	Urban Crosstown	60	Yes	1,537	1,203	289	12.6	10.0	81.10%	3.95	7.04	324	14.3	11.2	76.06%	4.79	7.77	12.2%	12.9%	12.2%	-5.0%	21.3%	10.4%
71	Urban Crosstown	60	Yes	1,590	1,874	339	9.6	11.3	76.27%	3.66	6.82	383	10.8	12.8	71.40%	4.51	7.84	13.0%	13.0%	13.0%	-4.9%	23.2%	15.0%
72	Trunk	30-40	Yes	3,922	6,601	2,271	18.2	30.7	65.85%	6.71	14.09	2,448	19.7	33.1	68.28%	7.94	15.62	7.8%	7.8%	7.8%	2.4%	18.3%	10.9%
72M	Trunk	30-40	Yes	3,975	6,123	2,121	18.4	28.3	64.71%	6.09	12.72	2,142	18.5	28.6	65.64%	6.74	13.49	1.0%	0.9%	1.0%	0.9%	10.7%	6.1%
72R	Rapid	15	Yes	5,194	6,530	2,387	19.4	24.4	58.27%	7.12	13.40	2,628	21.3	26.8	58.71%	7.85	14.07	10.1%	10.1%	10.1%	0.4%	10.3%	5.0%
73	Major Corridor	15-60	Yes	7,632	3,754	1,265	17.9	8.8	84.57%	3.24	6.53	1,292	18.2	8.0	83.26%	3.66	6.80	2.1%	2.2%	2.1%	-1.3%	13.0%	4.1%
74	Urban Crosstown	30-60	Yes	2,756	2,604	379	7.8	7.3	78.43%	2.37	4.79	415	8.4	9.0	73.80%	2.50	5.26	9.4%	8.1%	9.4%	-4.6%	5.5%	9.8%
76	Urban Crosstown	30	Yes	2,862	3,529	934	14.1	17.3	76.83%	5.00	9.87	989	14.9	18.3	76.74%	5.71	10.24	5.9%	5.5%	5.9%	-0.1%	14.2%	3.7%
79	Urban Crosstown	36	No	2,698	2,410	1,332	23.6	23.0	80.21%	6.07	14.72	1,231	27.1	24.2	82.38%	6.80	14.66	-7.6%	14.6%	5.2%	2.2%	12.0%	-0.4%
86	Suburban Crosstown	35	Yes	3,657	2,957	577	10.3	8.4	84.91%	3.22	5.97	642	11.5	9.3	84.98%	3.89	6.53	11.2%	11.2%	11.2%	0.1%	20.8%	9.4%
88	Major Corridor	20	Yes	5,677	4,549	1,104	12.5	10.2	79.93%	3.24	6.70	1,209	14.1	11.3	82.71%	3.91	7.20	9.5%	12.8%	10.4%	2.8%	20.7%	7.5%
90	Urban Crosstown	30	Yes	3,545	1,572	393	11.9	6.0	87.37%	2.93	5.04	376	12.7	5.6	82.75%	3.15	4.95	-4.4%	6.7%	-5.6%	-4.6%	7.5%	-1.8%
93	Suburban Crosstown	60	Yes	1,802	1,794	331	9.8	9.7	69.09%	3.48	6.38	394	11.6	11.6	65.09%	3.80	6.94	18.9%	18.9%	18.9%	-4.0%	9.2%	8.8%
95	Suburban Crosstown	40	Yes	2,226	731	125	9.0	3.0	79.81%	1.76	2.70	141	10.2	3.4	81.19%	2.20	3.23	13.2%	13.2%	13.2%	1.4%	25.0%	19.6%
96	Urban Crosstown	32	Yes	3,310	3,432	822	12.7	12.4	73.35%	3.65	7.56	1,005	15.5	16.1	60.29%	4.98	9.75	22.3%	22.6%	29.2%	-13.1%	36.4%	29.0%
97	Major Corridor	30	Yes	3,763	4,476	1,353	16.1	19.1	78.37%	6.16	10.98	1,452	17.2	20.5	76.42%	7.09	11.39	7.3%	6.5%	7.3%	-2.0%	15.1%	3.7%
98	Urban Crosstown	30	Yes	3,498	2,711	482	10.1	7.3	82.84%	3.04	5.35	472	9.2	7.2	86.05%	3.13	5.28	-2.1%	-8.7%	-2.1%	3.2%	3.0%	-1.3%
99	Major Corridor	25-30	Yes	4,346	5,634	1,169	11.0	14.3	77.41%	4.89	8.30	1,306	12.3	15.9	81.33%	5.57	9.00	11.7%	11.8%	11.7%	3.9%	13.9%	8.4%
200	Suburban Crosstown	24	Yes	4,872	4,785	965	9.1	9.0	77.37%	3.44	6.13	963	10.7	10.5	76.84%	3.98	6.64	-0.2%	17.4%	16.2%	-0.5%	15.7%	8.3%
210	Major Corridor	30	Yes	2,756	2,624	555	11.3	10.7	77.80%	3.81	7.27	624	12.6	12.0	77.30%	4.28	7.79	12.4%	11.7%	12.4%	-0.5%	12.3%	7.2%
212	Very Low Density	30	Yes	2,862	1,733	377	11.7	7.0	83.86%	3.75	5.68	434	13.3	8.0	85.89%	4.09	5.91	15.1%	12.9%	15.1%	2.0%	9.1%	4.0%
216	Very Low Density	60	Yes	1,378	1,367	185	7.3	7.1	76.79%	2.81	5.30	204	7.9	7.8	77.15%	2.80	5.43	10.4%	8.4%	10.4%	0.4%	-0.4%	2.5%
217	Very Low Density	30	Yes	3,180	3,745	503	7.1	8.4	77.12%	3.41	5.97	581	8.2	9.7	82.52%	4.00	6.73	15.6%	15.6%	15.6			

Route Information (as of June 30, 2024)				FY 23/24 Totals		FY 22/23 Effectiveness						FY 23/24 Effectiveness						FY 23/24 vs FY 22/23 Comparison					
Route	Route Type	Frequenc y	Minority Route¹	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/RevHr)	Passenge rs per Trip	On Time Performa nce	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passenge rs per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	Average Daily Ridership	Productivity (Pax/RevHr)	Passenge rs per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor
1T	BRT	10-30	Yes	13,640	14,169	9,741	41.6	44.3	73.27%	12.30	21.63	11,223	49.1	51.0	73.31%	13.84	23.71	15.2%	17.9%	15.2%	0.0%	12.5%	9.6%
6	Trunk	15-30	Yes	9,300	6,513	2,947	28.0	19.6	75.27%	6.80	12.15	3,018	28.7	20.1	70.77%	7.83	12.96	2.4%	2.5%	2.4%	-4.5%	15.1%	6.7%
7	Urban Crosstown	30	No	3,696	5,358	Introduced August 2023						1,832	19.1	27.8	73.90%	6.30	16.33	Introduced August 2023					
10	Major Corridor	20	Yes	6,696	5,408	1,175	13.5	10.9	87.33%	4.26	7.54	1,300	14.9	12.0	85.63%	5.18	8.17	10.6%	10.2%	10.6%	-1.7%	21.6%	8.4%
12	Urban Crosstown	30	No	4,340	5,991	1,025	10.6	14.6	72.46%	3.80	7.75	1,292	13.4	18.5	77.58%	4.88	9.43	26.0%	26.0%	26.0%	5.1%	28.4%	21.7%
14	Urban Crosstown	30	Yes	4,030	4,375	1,181	16.8	18.2	75.95%	4.94	10.22	1,271	18.0	19.5	73.35%	5.51	10.55	7.6%	7.5%	7.6%	-2.6%	11.5%	3.2%
18	Trunk	20-30	Yes	6,634	7,223	1,947	16.7	18.2	71.20%	4.70	10.46	2,356	20.2	22.0	69.58%	5.82	11.74	21.0%	21.0%	21.0%	-1.6%	23.8%	12.2%
19	Urban Crosstown	60	Yes	2,046	1,986	156	4.9	4.7	75.71%	1.90	3.54	171	5.3	5.2	85.74%	2.00	4.00	9.6%	9.6%	9.6%	10.0%	5.3%	13.0%
20	Major Corridor	30-34	Yes	3,892	4,421	1,243	16.6	17.8	69.59%	4.65	9.24	1,396	19.6	22.2	71.24%	6.15	11.34	12.3%	18.3%	25.2%	1.6%	32.3%	22.7%
21	Urban Crosstown	34	Yes	3,396	3,577	794	12.5	12.8	78.94%	3.98	7.75	803	13.9	14.7	78.26%	4.70	8.89	1.2%	11.6%	14.5%	-0.7%	18.1%	14.7%
28	Urban Crosstown	60	Yes	2,108	2,394	297	7.7	8.7	76.96%	3.08	5.65	370	9.6	10.9	78.10%	3.84	6.63	24.7%	24.7%	24.7%	1.1%	24.7%	17.3%
29	Urban Crosstown	30	Yes	4,092	4,023	472	7.3	7.2	77.71%	2.29	4.85	656	10.1	9.9	81.91%	3.15	6.12	38.9%	38.9%	38.9%	4.2%	37.6%	26.2%
33	Urban Crosstown	20	No	6,510	5,325	900	10.5	8.6	79.70%	2.97	6.13	1,035	12.0	9.9	81.17%	3.67	6.96	15.0%	15.0%	15.0%	1.5%	23.6%	13.5%
34	Urban Crosstown	60	Yes	2,108	2,584	378	9.1	11.1	77.64%	4.10	7.50	428	10.3	12.6	77.67%	4.57	8.21	13.2%	13.0%	13.2%	0.0%	11.5%	9.5%
35	Urban Crosstown	60	Yes	2,108	2,576	389	9.4	11.4	77.37%	3.36	7.26	444	10.7	13.1	79.50%	3.95	8.03	14.1%	14.1%	14.1%	2.1%	17.6%	10.6%
36	Urban Crosstown	30	Yes	4,588	4,403	1,096	15.4	14.8	77.49%	4.43	8.96	1,267	17.8	17.1	82.62%	5.97	10.81	15.7%	15.9%	15.7%	5.1%	34.8%	20.6%
40	Trunk	15-30	Yes	8,122	8,057	2,501	19.2	19.1	78.84%	6.13	11.62	2,714	20.9	20.7	78.94%	6.84	12.14	8.5%	8.6%	8.5%	0.1%	11.8%	4.5%
41	Urban Crosstown	60	Yes	2,108	1,755	280	9.9	8.2	80.36%	3.63	6.23	338	12.0	10.0	85.12%	4.23	7.07	20.7%	20.4%	20.7%	4.8%	16.5%	13.5%
45	Urban Crosstown	40	Yes	3,100	3,035	453	9.2	9.1	80.44%	2.55	5.70	450	9.2	9.0	86.29%	2.54	5.03	-0.6%	-0.5%	-0.6%	5.8%	-0.4%	-1.2%
51A	Trunk	15-20	No	8,346	7,836	2,721	22.4	20.8	73.00%	6.00	11.25	2,872	22.7	21.3	72.79%	6.35	11.53	5.6%	1.5%	2.7%	-0.2%	5.8%	2.5%
51B	Trunk	15-30	No	8,486	6,641	5,094	44.7	35.1	76.42%	10.75	21.17	5,454	50.9	39.8	76.26%	12.00	22.30	7.1%	14.0%	13.4%	-0.2%	11.6%	5.3%
52	Urban Crosstown	20	No	4,340	2,845	1,030	22.2	14.7	77.05%	4.49	10.18	1,070	23.3	15.3	77.53%	5.52	11.14	3.9%	5.1%	3.9%	0.5%	22.9%	9.4%
54	Urban Crosstown	30	Yes	4,092	2,016	525	16.1	8.0	87.95%	2.84	6.52	513	15.8	7.8	90.79%	3.30	6.78	-2.3%	-2.3%	-2.3%	2.8%	16.2%	4.0%
56	Urban Crosstown	60	Yes	2,108	1,995	236	7.2	6.9	78.36%	3.28	5.34	271	8.4	8.0	78.79%	3.85	5.94	14.8%	16.3%	14.8%	0.4%	17.4%	11.2%
57	Trunk	15	Yes	10,106	12,523	2,556	12.9	15.9	75.07%	4.55	8.99	3,281	16.2	20.1	79.51%	5.75	10.86	28.3%	26.3%	26.6%	4.4%	26.4%	20.8%
60	Suburban Crosstown	40	No	3,348	3,289	510	9.6	9.4	84.20%	2.75	5.77	579	10.9	10.7	86.05%	3.36	6.50	13.6%	13.5%	13.6%	1.8%	22.2%	12.7%
62	Urban Crosstown	30	Yes	4,526	3,897	867	13.8	11.9	81.52%	3.86	7.95	928	14.8	12.7	82.47%	4.46	8.33	7.0%	7.1%	7.0%	0.9%	15.5%	4.8%
70	Urban Crosstown	60	Yes	1,798	1,384	243	10.9	8.4	81.20%	3.52	6.31	287	12.9	9.9	77.03%	4.40	7.18	18.1%	18.1%	18.1%	-4.2%	25.0%	13.8%
71	Urban Crosstown	60	Yes	1,860	2,209	298	8.4	9.9	76.97%	3.36	6.38	339	9.5	11.3	77.56%	4.08	7.12	13.9%	13.9%	13.9%	0.6%	21.4%	11.6%
72	Trunk	30-40	Yes	4,588	7,722	1,930	15.5	26.1	74.64%	6.07	12.63	2,037	16.4	27.5	76.32%	6.78	13.38	5.6%	5.6%	5.6%	1.7%	11.7%	5.9%
72M	Trunk	30-40	Yes	4,650	7,122	1,721	14.9	22.9	72.07%	5.31	11.26	1,881	16.3	25.1	73.83%	6.14	12.19	9.3%	9.2%	9.3%	1.8%	15.6%	8.3%
72R	Rapid	15	Yes	6,076	7,674	2,088	17.3	21.3	71.87%	6.18	11.66	2,287	18.5	23.3	71.93%	7.11	12.57	9.5%	6.9%	9.5%	0.1%	15.0%	7.8%
73	Major Corridor	15-60	Yes	8,928	4,391	1,116	15.8	7.8	87.94%	2.86	5.73	1,153	16.3	8.0	88.41%	3.33	6.16	3.3%	3.4%	3.3%	0.5%	16.4%	7.5%
74	Urban Crosstown	30-60	Yes	3,224	3,066	331	6.7	6.4	77.84%	2.40	4.62	376	7.6	7.2	80.65%	2.32	4.76	13.4%	12.8%	13.4%	2.8%	-3.3%	3.0%
76	Urban Crosstown	30	Yes	3,348	4,126	817	12.3	15.1	74.83%	4.58	9.08	874	13.1	16.2	74.32%	5.02	9.17	7.0%	6.6%	7.0%	-0.5%	9.6%	1.0%
79	Urban Crosstown	36	No	3,148	2,807	1,139	20.2	19.6	82.17%	5.06	12.97	1,058	23.4	20.8	84.87%	6.01	13.19	-7.0%	15.9%	6.2%	2.7%	18.8%	1.7%
86	Suburban Crosstown	35	Yes	4,278	3,460	510	9.1	7.4	85.27%	2.92	5.48	542	9.7	7.9	86.74%	3.26	5.54	6.1%	6.1%	6.1%	1.5%	11.6%	1.1%
88	Major Corridor	20	Yes	6,640	5,319	950	10.7	8.8	82.63%	2.80	5.86	1,102	12.8	10.3	84.79%	3.57	6.48	16.0%	19.6%	17.0%	2.2%	27.5%	10.6%
90	Urban Crosstown	30	Yes	4,148	1,835	347	10.5	5.3	88.33%	2.56	4.49	334	11.3	5.0	87.89%	2.72	4.37	-3.6%	7.8%	-4.9%	-0.4%	6.3%	-2.7%
93	Suburban Crosstown	60	Yes	2,108	2,099	286	8.4	8.4	73.19%	3.15	5.73	340	10.0	10.0	67.99%	3.44	6.12	18.9%	18.9%	18.9%	-5.2%	9.2%	6.8%
95	Suburban Crosstown	40	Yes	2,604	856	114	8.3	2.7	86.01%	1.59	2.48	134	9.7	3.2	83.14%	1.97	2.94	17.4%	17.4%	17.4%	-2.9%	23.9%	18.5%
96	Urban Crosstown	32	Yes	3,868	4,014	788	12.1	11.9	71.88%	3.68	7.39	895	13.8	14.3	82.24%	4.62	8.90	13.5%	13.8%	20.1%	-9.6%	25.5%	20.4%
97	Major Corridor	30	Yes	4,402	5,235	1,187	14.2	16.7	81.46%	5.55	9.91	1,261	14.9	17.8	83.88%	6.21	10.05	6.3%	5.4%	6.3%	2.4%	11.9%	1.4%
98	Urban Crosstown	30	Yes	4,092	3,176	435	9.1	6.6	82.39%	2.77	5.00	424	8.3	6.4	87.72%	2.82	4.84	-2.5%	-9.2%	-2.5%	5.3%	1.8%	-3.2%
99	Major Corridor	25-30	Yes	5,084	6,597	1,037	9.7	12.6	80.98%	4.39	7.66	1,154	10.8	14.1	86.48%	5.01	8.12	11.4%	11.3%	11.4%	5.5%	14.1%	6.0%
200	Suburban Crosstown	24	Yes	5,682	5,582	877	8.3	8.2	79.05%	3.22	5.68	874	9.7	9.5	80.72%	3.85	6.37	-0.4%	17.5%	16.3%	1.7%	19.6%	12.1%
210	Major Corridor	30	Yes	3,224	3,073	463	9.4	8.9	79.51%	3.15	6.15	562	11.3	10.8	81.28%	3.77	6.90	21.4%	20.5%	21.4%	1.8%	19.7%	12.2%
212	Very Low Density	30	Yes	3,348	2,024	311	9.8	5.8	85.11%	3.03	4.71	384	11.8	7.1	84.79%	3.73	5.48	23.6%	19.9%	23.6%	-0.3%	23.1%	16.3%
216	Very Low Density	60	Yes	1,612	1,582	153	6.0	5.9	72.38%	2.41	4.50	188	7.4	7.2	74.26%	2.60	4.97	22.8%	22.1%	22.8%	1.9%	7.9%	10.4%
217	Very Low Density	30	Yes	3,720	4,386	470	6.7	7.8	76.37%	3.35	5.59	534	7.6	8.9	82.70%	3.85	6.29	13.7%	13.5%	13.7%	6.3%	14.9%	12.5%