

Weekday

Route Information (as of March 30, 2020)					FY 19/20 Totals		FY 18/19 Effectiveness					FY 19/20 Effectiveness					FY 19/20 vs FY 18/19 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
1	Trunk	8	10-15	Yes	53,534	61,391	11,346	43.5	48.8	69.02%	26.04	15.50	9,140	37.8	43.4	57.23%	21.60	13.07	-19.4%	-13.2%	-11.1%	-11.8%	-17.1%	-15.7%
6	Trunk	10	10-20	Yes	43,014	33,319	5,682	37.8	30.2	75.50%	17.64	10.25	4,632	35.3	27.4	72.09%	14.79	8.41	-18.5%	-6.6%	-9.5%	-3.4%	-16.2%	-18.0%
7	Suburban Crosstown	30	30	No	14,011	11,456	713	14.5	12.1	78.06%	9.54	5.27	606	13.4	11.0	81.87%	7.41	4.27	-15.0%	-7.5%	-9.1%	3.8%	-22.3%	-19.0%
10	Major Corridor	15	15-20	Yes	31,372	25,122	3,142	26.3	22.1	82.68%	13.43	8.24	2,389	24.2	19.3	84.06%	10.96	7.03	-24.0%	-8.3%	-12.6%	1.4%	-18.4%	-14.7%
12	Urban Crosstown	20	20-30	No	21,560	29,829	2,897	20.9	29.7	66.54%	14.37	6.35	2,192	18.7	25.8	65.53%	11.68	5.57	-24.3%	-10.6%	-12.9%	-1.0%	-18.7%	-12.3%
14	Urban Crosstown	15	15-30	Yes	27,661	32,602	4,466	30.4	35.5	70.19%	18.75	9.30	3,727	29.0	34.2	68.71%	17.11	8.58	-16.6%	-4.5%	-3.7%	1.5%	-8.7%	-7.7%
18	Trunk	15	15-30	Yes	31,714	37,925	4,244	27.0	32.4	73.52%	15.77	7.91	3,621	24.3	29.0	72.70%	13.40	6.79	-14.7%	-10.2%	-10.5%	-0.8%	-15.0%	-14.2%
19	Urban Crosstown	20	30	Yes	19,410	13,593	744	13.5	9.3	72.16%	6.96	3.63	631	11.8	8.3	75.75%	5.90	3.41	-15.3%	-12.5%	-11.3%	3.6%	-15.2%	-6.1%
20	Major Corridor	30	30	Yes	19,304	20,208	2,609	32.7	34.3	65.82%	16.45	8.71	2,265	28.5	29.8	67.60%	11.48	6.09	-13.2%	-12.9%	-13.2%	1.8%	-30.2%	-30.1%
21	Urban Crosstown	30	30	Yes	15,677	17,063	1,661	24.3	26.4	61.72%	14.98	8.16	1,448	21.6	23.5	66.05%	10.60	5.77	-12.8%	-11.4%	-11.0%	4.3%	-29.2%	-29.3%
28	Urban Crosstown	30	30	Yes	14,684	17,613	977	12.1	14.8	61.48%	8.46	4.57	862	12.4	14.9	64.76%	7.38	4.08	-11.8%	2.9%	0.7%	3.3%	-12.8%	-10.7%
29	Urban Crosstown	20	30	Yes	18,276	17,997	1,353	16.7	16.6	69.03%	9.98	4.50	1,206	17.0	16.8	76.33%	8.30	3.90	-10.9%	1.8%	1.2%	7.3%	-16.8%	-13.3%
33	Urban Crosstown	15	20	No	28,265	29,251	3,149	25.2	26.2	75.20%	17.31	7.68	2,584	22.4	23.2	71.81%	12.67	5.74	-18.0%	-10.9%	-11.5%	-3.4%	-26.8%	-25.3%
34	Urban Crosstown	30	30	Yes	13,870	15,661	795	10.5	12.3	59.95%	8.19	4.52	665	10.8	12.2	63.84%	7.23	3.93	-16.3%	2.4%	-1.2%	3.9%	-11.7%	-13.1%
35	Urban Crosstown	30	30	Yes	13,928	15,641	909	14.1	14.0	72.33%	9.43	5.01	809	13.1	14.8	79.59%	8.43	4.66	-11.0%	-6.8%	5.5%	7.3%	-10.6%	-7.0%
36	Urban Crosstown	30	30	Yes	18,796	18,324	1,570	21.5	21.2	63.10%	14.71	8.50	1,531	21.2	20.7	66.42%	9.69	4.65	-2.5%	-1.3%	-2.5%	3.3%	-34.1%	-45.3%
39	Urban Crosstown	60	60	Yes	5,364	2,672	450	31.7	15.5	65.11%	12.50	7.59	497	35.2	17.5	67.32%	12.41	7.47	10.5%	11.1%	12.7%	2.2%	-0.7%	-1.6%
40	Trunk	10	10-20	Yes	45,501	46,460	8,596	42.4	44.3	67.41%	23.66	13.82	7,068	38.6	39.5	67.76%	17.91	10.53	-17.8%	-8.9%	-10.9%	0.3%	-24.3%	-23.8%
41	Urban Crosstown	40	40	Yes	11,660	11,023	561	11.8	11.2	79.79%	7.87	4.38	515	11.9	11.2	83.50%	7.41	4.39	-8.2%	0.2%	0.0%	3.7%	-5.8%	0.2%
45	Urban Crosstown	15	30	Yes	19,693	19,656	1,762	20.2	20.2	77.21%	11.40	5.37	1,462	18.9	18.9	77.56%	9.48	4.59	-17.0%	-6.5%	-6.9%	0.3%	-16.8%	-14.5%
46	Urban Crosstown	60	60	Yes	6,303	3,183	258	18.3	9.2	82.29%	7.54	3.90	213	17.0	8.6	71.34%	6.10	3.35	-17.5%	-7.2%	-6.9%	-10.9%	-19.1%	-14.1%
46L	Urban Crosstown	60	60	Yes	5,103	2,599	172	12.5	6.4	73.11%	5.30	2.59	194	14.1	7.2	74.73%	5.58	3.20	-12.9%	12.9%	12.9%	1.6%	5.3%	23.6%
47	Urban Crosstown	60	n/a	Yes	3,591	1,689	126	14.1	6.6	71.42%	5.70	2.98	147	16.4	7.7	72.49%	6.83	3.41	16.5%	16.4%	16.5%	1.1%	19.8%	14.4%
51A	Trunk	10	12-20	No	45,508	47,257	8,876	43.6	45.4	71.40%	23.46	12.33	6,878	37.0	38.4	67.26%	19.04	10.30	-22.5%	-15.3%	-15.5%	-4.1%	-18.8%	-16.5%
51B	Trunk	10	15-20	No	47,851	37,282	8,795	57.0	43.1	71.04%	22.22	11.23	7,765	52.9	41.2	70.08%	17.89	8.79	-11.7%	-7.1%	-4.4%	-1.0%	-19.5%	-21.7%
52	Urban Crosstown	15	20	No	27,165	16,784	2,793	38.1	23.3	68.88%	15.48	8.40	2,431	36.8	22.7	72.76%	11.77	6.50	-12.9%	-3.3%	-2.3%	3.9%	-24.0%	-22.6%
54	Urban Crosstown	10	15-60	Yes	27,879	13,170	1,987	41.6	16.2	80.68%	13.62	8.02	1,713	33.0	15.6	85.03%	11.80	7.28	-13.8%	-20.7%	-3.9%	4.4%	-13.4%	-9.2%
56	Urban Crosstown	40	40	Yes	11,660	11,619	458	9.0	9.2	74.23%	7.14	4.36	413	9.0	9.0	73.60%	6.37	4.08	-9.9%	0.1%	-1.8%	-0.6%	-10.8%	-6.4%
57	Trunk	15	15	Yes	33,705	45,689	5,972	29.1	38.5	64.73%	18.82	10.00	4,907	27.3	37.0	67.07%	16.36	8.75	-17.8%	-6.3%	-3.9%	2.3%	-13.1%	-12.5%
60	Suburban Crosstown	20	20	No	24,840	16,753	1,201	17.1	11.3	73.51%	8.11	4.27	1,102	16.7	11.3	73.54%	6.96	3.67	-8.3%	-2.6%	-0.6%	0.4%	-14.2%	-14.1%
62	Urban Crosstown	15	15-20	Yes	26,480	23,362	3,306	28.1	24.3	77.58%	14.78	7.48	2,545	27.7	24.4	78.81%	13.58	7.28	-23.0%	-1.4%	0.5%	1.2%	-8.1%	-2.7%
65	Suburban Crosstown	30	30	No	13,278	6,504	613	20.8	10.2	67.43%	8.93	5.16	667	26.1	12.8	61.53%	8.50	4.77	8.9%	25.4%	25.1%	-5.9%	-4.8%	-7.6%
67	Suburban Crosstown	30	30	No	13,633	5,571	441	19.6	7.7	71.85%	7.31	4.52	361	16.4	6.7	72.45%	5.30	3.51	-18.3%	-16.2%	-13.2%	0.6%	-27.5%	-22.3%
70	Urban Crosstown	30	30	Yes	12,280	9,573	859	19.9	15.0	69.44%	10.41	6.56	725	19.2	15.0	73.68%	9.57	5.94	-15.6%	-3.4%	0.0%	4.2%	-8.1%	-9.5%
71	Urban Crosstown	30	30	Yes	12,912	15,844	1,339	18.8	23.1	71.30%	12.62	6.66	1,096	17.6	21.6	74.88%	11.04	6.04	-18.2%	-6.7%	-6.6%	3.6%	-12.5%	-9.3%
72	Trunk	30	30-40	Yes	18,796	34,240	3,673	26.7	49.6	63.75%	19.97	10.73	3,238	24.0	43.8	65.81%	17.24	8.96	-11.8%	-10.2%	-11.8%	2.1%	-13.7%	-16.5%
72M	Trunk	30	30-40	Yes	18,454	31,182	3,573	28.9	49.7	65.25%	19.56	9.97	3,195	26.0	44.0	65.31%	16.37	8.14	-10.6%	-9.9%	-11.6%	0.1%	-16.3%	-18.4%
72R	Rapid	12	12	Yes	29,428	39,505	5,340	30.0	40.0	64.13%	18.95	11.11	4,260	27.4	36.8	62.99%	15.92	9.07	-20.2%	-8.6%	-8.1%	-1.1%	-16.0%	-18.4%
73	Major Corridor	15	15-60	Yes	36,576	17,928	2,604	36.3	18.1	82.06%	12.80	6.69	2,272	32.2	15.8	80.55%	10.86	5.87	-12.7%	-11.4%	-12.7%	1.5%	-15.2%	-12.3%
74	Urban Crosstown	30	30	Yes	16,232	15,671	1,253	19.1	18.5	69.08%	8.52	3.69	1,097	17.8	17.2	67.36%	8.17	3.74	-12.4%	-6.9%	-7.4%	-1.7%	-4.1%	1.4%
76	Urban Crosstown	30	30	Yes	16,057	19,591	2,385	30.0	36.4	62.67%	19.30	10.50	2,010	26.1	31.8	73.87%	15.69	8.59	-15.7%	-13.1%	-12.6%	11.2%	-18.7%	-18.2%
79	Urban Crosstown	30	30	No	17,189	14,819	1,683	25.8	25.4	73.19%	15.72	7.75	1,635	28.0	24.2	73.54%	10.59	5.03	-2.8%	8.7%	-5.0%	0.4%	-32.6%	-35.1%
80	Urban Crosstown	20	20	No	24,638	20,090	967	10.3	10.1	74.47%	5.74	2.94	808	10.2	8.3	75.38%	4.77	2.58	-16.4%	-0.9%	-17.2%	0.9%	-16.9%	-12.2%
83	Suburban Crosstown	30																						

Weekday

Att4. Route Performance (Weekday)

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	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Maximum Load Factor	Average Load Factor
642	Supplemental	1 trip	n/a	No	160	131	47	56.8	46.6	84.77%	20.18	9.74	54	65.2	53.5	77.21%	22.70	12.16	14.8%	14.8%	14.8%	-7.6%	12.5%	24.8%						
646	Supplemental	6 trips	n/a	Yes	960	816	336	67.2	56.0	76.78%	25.01	21.38	306	60.0	51.0	79.03%	21.22	17.82	-8.9%	-10.7%	-8.9%	2.3%	-15.2%	-16.7%						
648	Supplemental	6 trips	n/a	Yes	960	699	233	54.5	38.8	61.58%	17.89	12.73	239	54.7	39.8	76.21%	17.60	13.36	2.7%	0.4%	2.7%	14.6%	-1.6%	4.9%						
649	Supplemental	4 trips	n/a	No	640	509	90	28.8	22.6	78.43%	10.29	7.97	83	26.0	20.7	79.36%	10.12	7.98	-8.3%	-9.8%	-8.3%	0.9%	-1.7%	0.1%						
650	Supplemental	2 trips	n/a	No	320	323	74	36.8	37.2	60.02%	22.07	15.59	82	40.7	41.1	56.22%	23.69	17.97	10.5%	10.5%	10.5%	-3.8%	7.3%	15.3%						
652	Supplemental	2 trips	n/a	Yes	320	208	112	89.7	56.1	63.93%	21.27	17.06	112	86.1	56.0	68.06%	22.04	17.94	-0.2%	-4.0%	-0.2%	4.1%	3.6%	5.2%						
653	Supplemental	2 trips	n/a	No	320	286	88	48.9	43.8	75.04%	27.46	14.70	93	51.8	46.4	80.71%	29.82	16.78	5.9%	5.9%	5.9%	5.7%	8.6%	14.1%						
654	Supplemental	8 trips	n/a	Yes	1,280	952	447	79.0	55.8	72.19%	18.06	12.31	459	77.1	57.3	81.94%	18.80	13.19	2.7%	-2.4%	2.7%	9.8%	4.1%	7.1%						
655	Supplemental	2 trips	n/a	Yes	320	256	111	69.6	55.7	67.48%	35.81	24.25	152	95.2	76.1	53.44%	44.22	30.12	36.7%	36.7%	36.7%	-14.0%	23.5%	24.2%						
657	Supplemental	7 trips	n/a	Yes	1,120	864	323	59.8	46.1	59.78%	23.41	12.61	439	81.3	62.7	57.39%	28.37	15.34	36.0%	36.0%	36.0%	-2.4%	21.2%	21.6%						
658	Supplemental	5 trips	n/a	No	800	728	264	58.6	52.7	65.56%	17.26	9.39	280	61.6	56.1	72.94%	18.71	10.78	6.3%	5.2%	6.3%	7.4%	8.4%	14.8%						
660	Supplemental	2 trips	n/a	No	320	272	92	53.9	45.8	79.29%	22.41	9.28	131	77.3	65.7	68.24%	31.49	16.06	43.4%	43.4%	43.4%	-11.0%	40.5%	73.1%						
662	Supplemental	2 trips	n/a	No	320	271	91	56.6	45.5	69.18%	16.84	8.94	104	61.1	51.8	80.66%	22.72	11.59	13.7%	8.0%	13.7%	11.5%	34.9%	29.6%						
663	Supplemental	4 trips	n/a	No	640	373	59	29.4	14.7	69.40%	12.65	7.52	72	30.9	18.0	59.39%	16.83	9.03	22.7%	5.3%	22.7%	-10.0%	33.0%	20.1%						
667	Supplemental	4 trips	n/a	Yes	640	398	107	43.3	26.8	63.51%	13.16	6.41	122	48.8	30.4	63.13%	15.69	8.33	13.3%	12.7%	13.3%	-0.4%	19.2%	30.0%						
668	Supplemental	4 trips	n/a	Yes	640	464	159	54.9	39.8	58.72%	18.75	10.61	161	55.6	40.3	59.55%	19.64	10.67	1.1%	1.1%	1.1%	0.8%	4.7%	0.6%						
669	Supplemental	3 trips	n/a	Yes	480	378	89	37.8	29.7	64.61%	16.93	10.80	100	42.4	33.4	56.76%	19.40	12.44	12.3%	12.3%	12.3%	-7.9%	14.6%	15.2%						
671	Supplemental	4 trips	n/a	Yes	640	342	104	48.8	28.1	73.92%	14.93	11.90	110	51.2	27.4	71.52%	14.90	11.68	5.0%	5.0%	5.0%	-2.4%	-0.2%	-1.8%						
672	Supplemental	2 trips	n/a	Yes	320	275	43	28.9	21.7	58.86%	14.82	11.16	42	24.6	21.1	69.15%	13.33	8.98	-2.7%	-15.1%	-2.7%	10.3%	-10.1%	-19.3%						
675	Supplemental	5 trips	n/a	Yes	960	832	240	50.7	43.2	68.06%	26.07	11.78	271	52.0	45.1	64.99%	23.74	12.23	12.7%	2.7%	4.5%	-3.1%	-8.9%	3.8%						
676	Supplemental	4 trips	n/a	Yes	640	336	161	76.5	40.2	81.30%	25.14	17.86	136	64.5	33.9	80.33%	22.81	16.86	-15.6%	-15.6%	-15.6%	-1.0%	-9.3%	-5.6%						
677	Supplemental	2 trips	n/a	No	320	222	106	76.4	53.1	78.97%	34.14	19.31	110	78.8	54.8	78.02%	34.95	21.36	3.1%	3.1%	3.1%	-1.0%	2.4%	10.6%						
679	Supplemental	2 trips	n/a	Yes	320	197	47	38.2	23.5	76.38%	14.05	6.82	50	40.4	24.9	77.15%	14.97	7.97	5.7%	5.7%	5.7%	0.8%	6.5%	16.9%						
680	Supplemental	2 trips	n/a	Yes	320	203	58	45.7	29.0	66.41%	28.45	21.28	67	52.4	33.3	64.48%	33.30	26.25	14.6%	14.6%	14.6%	-1.9%	17.0%	23.4%						
681	Supplemental	2 trips	n/a	Yes	320	160	60	60.3	30.2	71.75%	20.37	12.81	73	73.1	36.6	75.31%	24.30	14.43	21.2%	21.2%	21.2%	3.6%	19.3%	12.6%						
682	Supplemental	5 trips	n/a	No	872	540	190	68.7	37.9	73.89%	37.06	24.42	237	70.2	43.5	71.68%	39.66	26.65	25.0%	2.2%	14.7%	-2.2%	7.0%	9.1%						
684	Supplemental	3 trips	n/a	Yes	480	312	127	47.5	42.3	56.70%	25.03	13.66	144	73.9	47.9	58.61%	25.74	15.45	13.4%	55.5%	13.4%	1.9%	2.8%	13.1%						
687	Supplemental	3 trips	n/a	No	480	211	207	157.1	69.1	68.67%	40.94	38.56	184	139.4	61.3	69.30%	38.02	29.60	-11.3%	-11.3%	-11.3%	0.6%	-7.1%	-23.2%						
688	Supplemental	2 trips	n/a	No	320	283	46	26.0	23.1	71.19%	20.45	13.15	43	24.2	21.5	59.23%	19.04	10.47	-6.7%	-6.7%	-6.7%	-12.0%	-6.9%	-20.4%						
696	Supplemental	3 trips	n/a	No	480	347	104	48.1	34.8	66.01%	20.93	10.91	125	57.6	41.7	74.46%	22.90	13.21	19.7%	19.7%	19.7%	8.4%	9.4%	21.1%						
701	Early Bird	4 trips	n/a	n/a	886	813	174	42.3	35.7	77.93%	41.61	40.67	151	47.2	43.3	90.63%	35.80	35.79	-13.2%	11.7%	21.9%	12.7%	-14.0%	-12.0%						
702	Early Bird	3 trips	n/a	n/a	632	485	117	43.7	30.1	92.90%	32.06	30.77	78	40.7	31.2	97.29%	24.32	24.26	-33.8%	-6.9%	3.6%	4.4%	-24.1%	-21.2%						
703	Early Bird	3 trips	n/a	n/a	567	520	63	22.3	21.0	92.79%	N/A	N/A	43	15.6	14.3	94.79%	11.91	11.35	-31.9%	-30.2%	-31.9%	2.0%	N/A	N/A						
706	Early Bird	3 trips	n/a	n/a	632	463	56	26.7	18.6	92.49%	16.58	14.15	47	25.8	18.9	93.95%	16.09	13.66	-15.7%	-3.1%	1.7%	1.5%	-3.0%	-3.5%						
707	Early Bird	2 trips	n/a	n/a	378	333	24	13.1	12.0	96.21%	10.73	10.41	15	8.5	7.5	94.87%	5.92	5.45	-37.6%	-34.9%	-37.6%	-1.3%	-44.8%	-47.6%						
710	Early Bird	2 trips	n/a	n/a	351	364	67	6.7	7.1	92.64%	5.19	4.31	22	7.0	7.2	95.98%	6.41	5.42	-30.9%	-4.7%	2.8%	3.3%	23.5%	25.8%						
800	Owl	n/a	n/a	Yes	3,308	4,785	302	18.9	25.2	69.37%	14.95	8.95	312	16.5	23.9	71.02%	13.05	7.88	3.2%	-12.4%	-4.9%	1.6%	-12.7%	-12.0%						
801	Owl	n/a	60	Yes	3,308	5,425	414	18.2	34.5	52.58%	20.95	12.85	328	15.3	25.2	65.60%	16.19	10.98	-20.8%	-15.7%	-27.0%	13.0%	-22.7%	-14.6%						
802	Owl	n/a	60	Yes	2,794	1,359	94	17.5	8.5	72.62%	6.53	3.57	94	17.6	8.6	68.55%	6.51	3.60	0.6%	0.6%	0.6%	-4.1%	-0.3%	0.8%						
805	Owl	n/a	60	Yes	3,048	3,148	123	10.7	10.2	78.85%	7.27	3.82	139	11.2	11.6	78.85%	7.80	4.22	13.6%	4.6%	13.6%	2.0%	7.3%	10.5%						
840	Owl	n/a	60	Yes	3,048	1,491	114	19.5	9.5	71.53%	8.22	5.61	114	19.4	9.5	67.82%	7.71	5.06	-0.2%	-0.7%	-0.2%	-3.7%	-6.2%	-9.8%						
851	Owl	n/a	60	No	2,540	2,451	113	11.6	11.3	68.28%	6.97	3.88	95	9.8	9.5	60.66%	5.85	3.17	-16.0%	-15.5%	-16.0%	-7.6%	-16.1%	-18.3%						
B	Transbay	20-70	n/a	No	2,457	1,893	284	28.7	21.9	53.51%	21.50	15.07	305	30.5	23.5	61.88%	22.70	16.47	7.2%	6.2%	7.2%	8.4%	5.6%	9.3%						
BSD	Contract Shuttle	12	12-17	Yes	20,790	6,148	1,754	53.9	15.9	77.74%	11.32	6.82	1,494	45.9	13.6	74.79%	10.07	6.20	-14.8%	-14.8%	-14.8%	-3.0%	-11.0%	-9.1%						
BSN	Contract Shuttle	n/a	12	Yes	6,426	1,854	197	20.1	5.8	74.13%	4.70	2.34	170	17.3	5.0	81.50%	4.19	2.29	-13.9%	-13.9%	-13.9%	7.4%	-10.9%	-2.1%						
C	Transbay	20-70	n/a	No	2,646	2,737	416	30.8	30.8	74.83%	27.96	16.91	479	33.1	34.2	83.64%	29.11	18.37	15.2%	7.4%	11.2%	8.8%	4.1%	8.6%						
CB	Transbay	20-40	n/a	No	1,701	1,767	282	31.3	31.3	70.09%	30.05	18.09	322	34.5	35.8	72.51%	31.69	20.06	14.3%	22.0%	14.3%	2.4%	5.5%	10.9%						
E	Transbay	30-60	n/a	No	2,050	1,645	398	58.3	36.1	58.20%	31.78	21.98	457	52.5	42.2	65.96%	40.87	29.79	14.9%	-1.4%	16.9%	7.8%	28.6%	35.5%						
F	Transbay	30	30	No	19,806	23,775	1,976	19.9	25.0	73.34%	17.03	10.01	1,826	19.5	23.4	75.45%	14.03	8.38	-7.5%	-2.0%	-6.3%	2.1%	-17.6%	-16.3%						
FS	Transbay	20-55	n/a	No	2,806	3,343	624	46.1	49.8	70.77%	50.92	34.67	770	43.5	51.8	82.39%	47.12	35.67	23.2%	-5.5%	4.2%	11.6%	-7.5%	2.9%						
G	Transbay	30-60	n/a	No	2,457	2,810	467	31.6	37.3	65.75%	36.67	21.58	488	32.8	37.5	75.46%	36.21	24.07	4.4%	3.9%	0.5%	9.7%	-1.3%	11.5%						
H	Transbay	20-35	n/a	No	3,402	4,210	636	28.7	36.3	60.88%	34.96	20.82	676	30.4	37.6	68.84%	35.93	21.74	6.3%	5.6%	3.4%	8.0%	2.8%	4.4%						
J	Transbay	20-60	n/a	No	4,347	4,155	1,038	52.4	46.1	64.85%	44.59	28.71	1,167	53.1	50.7	71.81%	48.95	33.05	12.4%	1.3%	10.0%	7.0%	9.8%	15.1%						
L	Transbay	15-50	n/a	Yes	4,347	5,268	584	19.4	26.5	65.71%	26.15	16.73	578	20.7	25.1	68.36%	22.67	15.96	-1.0%	6.8%	-5.2%	2.6%	-13.3%	-4.6%						
LA	Transbay	15-30	n/a	Yes	4,318	6,311	594	20.0	24.3	66.20%	23.63	15.07	702	21.0	30.7	68.02%	29.11	17.84	18.2%	5.4%	26.3%	1.8%	23.2%	18.4%						

Route Information (as of March 30, 2020)				FY 19/20 Totals		FY 18/19 Effectiveness						FY 19/20 Effectiveness						FY 19/20 vs FY 18/19 Comparison					
Route	Route Type	Frequency	Minority Route ¹	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
1	Trunk	10	Yes	11,068	12,085	7,078	30.5	32.7	72.2%	12.00	20.18	6,776	29.2	31.8	56.21%	10.30	17.11	-4.3%	-4.3%	-2.7%	-16.0%	-14.2%	-15.2%
6	Trunk	15	Yes	7,752	5,817	2,949	26.9	19.9	74.6%	7.40	12.90	3,042	27.2	20.4	75.59%	7.29	12.56	3.1%	1.2%	2.4%	1.0%	-1.5%	-2.6%
7	Suburban Crosstown	30	No	2,288	1,742	792	23.6	18.0	74.0%	4.19	7.49	356	10.6	8.1	80.89%	3.31	5.76	-55.1%	-55.1%	-55.1%	6.9%	-21.0%	-23.1%
10	Major Corridor	20	Yes	5,616	4,551	2,156	24.1	19.7	74.4%	7.23	11.40	1,652	18.9	15.3	83.63%	5.77	8.99	-23.4%	-21.8%	-22.3%	9.3%	-20.2%	-21.1%
12	Urban Crosstown	30	No	3,640	4,982	1,369	14.0	19.6	69.0%	4.96	10.64	1,490	15.6	21.3	68.08%	4.35	8.87	8.8%	11.4%	8.8%	-1.0%	-12.3%	-16.6%
14	Urban Crosstown	30	Yes	3,380	3,799	2,030	28.0	31.2	69.9%	8.22	16.05	1,860	25.5	28.6	71.18%	6.79	13.61	-8.4%	-8.9%	-8.4%	1.3%	-17.4%	-15.2%
18	Trunk	20-30	Yes	5,525	6,068	2,362	20.1	22.3	70.1%	5.93	12.21	2,458	21.1	23.1	72.28%	5.38	10.92	4.1%	4.9%	3.8%	2.2%	-9.3%	-10.6%
19	Urban Crosstown	30	Yes	3,432	2,519	438	9.1	6.6	68.6%	2.60	5.02	369	7.6	5.6	72.78%	2.31	4.03	-15.9%	-16.0%	-15.9%	4.2%	-11.2%	-19.7%
20	Major Corridor	30	Yes	3,952	4,078	1,755	22.4	23.1	67.2%	7.22	13.19	1,733	22.1	22.8	71.93%	5.38	9.85	-1.3%	-1.3%	-1.3%	4.7%	-25.5%	-25.3%
21	Urban Crosstown	30	Yes	3,016	3,255	1,219	19.5	21.0	64.9%	6.64	11.53	1,024	16.4	17.7	69.46%	5.13	9.40	-16.0%	-16.0%	-16.0%	4.5%	-22.7%	-18.5%
28	Urban Crosstown	60	Yes	1,768	1,914	368	9.8	10.8	51.0%	4.08	7.40	392	10.7	11.5	60.29%	3.77	6.72	6.6%	8.8%	6.6%	9.3%	-7.6%	-9.2%
29	Urban Crosstown	30	Yes	3,036	2,983	662	10.2	10.0	64.5%	2.92	6.76	650	10.0	9.8	74.48%	2.51	5.28	-1.8%	-1.4%	-1.8%	10.0%	-14.0%	-21.9%
33	Urban Crosstown	20	No	5,096	4,176	1,287	16.0	13.1	78.2%	4.45	9.43	1,238	15.4	12.6	76.40%	4.24	8.47	-3.8%	-3.7%	-3.8%	-2.2%	-4.7%	-10.2%
34	Urban Crosstown	60	Yes	1,768	2,156	1,362	32.9	40.1	65.9%	3.94	7.47	377	9.1	11.1	70.20%	3.78	6.54	-72.3%	-72.3%	-72.3%	4.3%	-4.1%	-12.4%
35	Urban Crosstown	60	Yes	1,768	2,161	482	11.6	14.2	68.2%	4.42	9.29	451	10.9	13.3	73.06%	3.33	6.78	-6.4%	-6.4%	-6.4%	4.9%	-24.7%	-27.0%
36	Urban Crosstown	30	Yes	3,848	3,727	955	13.1	12.9	67.1%	5.10	8.88	1,101	15.4	14.9	72.75%	4.25	7.87	15.3%	17.0%	15.3%	5.7%	-16.7%	-11.4%
40	Trunk	15-30	Yes	6,812	6,730	3,826	29.0	29.2	73.9%	11.56	19.46	4,088	31.6	31.2	74.89%	9.05	15.10	6.8%	8.9%	6.8%	1.0%	-21.7%	-22.4%
41	Urban Crosstown	60	Yes	1,768	1,563	1,305	44.2	38.4	75.1%	4.21	6.86	301	10.0	8.9	77.97%	3.85	6.37	-76.9%	-77.3%	-76.9%	2.9%	-8.6%	-7.1%
45	Urban Crosstown	40	Yes	2,600	2,548	1,803	36.8	36.1	82.4%	4.12	8.75	695	14.2	13.9	79.09%	3.72	7.61	-61.5%	-61.5%	-61.5%	-3.4%	-9.7%	-13.0%
46	Urban Crosstown	60	Yes	832	424	310	38.0	19.4	79.8%	2.62	4.39	81	10.0	5.1	72.89%	2.43	3.69	-73.8%	-73.8%	-73.8%	-6.9%	-7.3%	-15.9%
51A	Trunk	15-20	No	6,864	7,020	3,835	28.3	29.1	76.1%	9.89	17.84	3,796	28.1	28.8	74.83%	7.16	12.59	-1.0%	-0.7%	-1.0%	-1.3%	-27.6%	-29.4%
51B	Trunk	15-20	No	7,436	6,289	4,625	36.6	32.3	76.0%	10.49	19.93	5,156	42.6	36.1	73.72%	9.82	19.16	11.5%	16.5%	11.5%	-2.3%	-6.4%	-3.9%
52	Urban Crosstown	20	No	3,588	2,332	1,890	42.2	27.4	74.7%	5.47	10.83	1,111	24.8	16.1	77.09%	5.46	10.04	-41.2%	-41.2%	-41.2%	2.4%	-0.2%	-7.3%
54	Urban Crosstown	30	Yes	2,496	1,211	587	25.3	12.2	87.9%	5.71	10.83	566	24.3	11.8	87.47%	5.48	9.15	-3.6%	-3.8%	-3.6%	-0.5%	-4.0%	-15.5%
56	Urban Crosstown	60	Yes	1,564	1,530	495	14.8	14.6	77.8%	3.69	5.94	227	6.8	6.7	73.52%	3.39	4.80	-54.1%	-54.0%	-54.1%	-4.3%	-8.1%	-19.2%
57	Trunk	15	Yes	6,474	8,435	4,497	23.0	30.2	66.7%	8.33	15.16	3,699	22.8	29.7	66.80%	6.72	12.59	-17.7%	-0.7%	-1.7%	0.1%	-19.3%	-17.0%
60	Suburban Crosstown	40	No	2,808	1,851	480	13.5	8.9	78.6%	3.21	6.47	453	12.7	8.4	78.59%	3.06	6.10	-5.6%	-5.4%	-5.6%	0.0%	-4.7%	-5.7%
62	Urban Crosstown	30	Yes	3,796	3,154	1,374	22.5	18.8	76.6%	7.26	13.82	1,306	21.5	17.9	75.29%	6.22	11.23	-5.0%	-4.2%	-5.0%	-1.4%	-14.3%	-18.7%
65	Suburban Crosstown	60	No	672	331	259	21.9	10.8	70.2%	3.87	6.33	165	14.0	6.9	66.30%	2.27	3.43	-36.1%	-36.1%	-36.1%	-3.9%	-41.3%	-45.8%
67	Suburban Crosstown	30	No	2,288	1,057	852	41.9	19.4	78.0%	2.34	4.33	236	11.6	5.4	79.81%	2.67	4.21	-72.2%	-72.2%	-72.2%	1.8%	14.1%	-2.8%
70	Urban Crosstown	60	Yes	1,508	1,114	907	43.0	31.3	69.0%	6.15	9.61	383	17.9	13.2	72.35%	5.94	9.29	-57.8%	-58.5%	-57.8%	3.3%	-3.4%	-3.3%
71	Urban Crosstown	60	Yes	1,560	1,916	1,163	31.3	38.8	74.4%	5.49	9.97	498	13.5	16.6	77.05%	5.37	9.53	-57.1%	-56.8%	-57.1%	2.6%	-2.2%	-4.4%
72	Trunk	30-40	Yes	3,848	6,556	2,813	22.1	38.0	65.4%	9.67	18.06	2,793	22.2	37.7	67.63%	7.94	15.10	-0.7%	0.3%	-0.7%	2.2%	-17.9%	-16.4%
72M	Trunk	30-40	Yes	3,900	6,314	2,248	18.2	30.0	63.7%	7.74	15.19	2,503	20.6	33.4	66.65%	6.67	13.34	11.4%	13.3%	11.4%	3.0%	-13.8%	-12.2%
72R	Rapid	15	Yes	5,096	6,856	2,880	21.5	29.4	66.9%	9.65	16.64	2,990	22.7	30.5	68.71%	8.02	14.08	3.8%	5.4%	3.8%	1.8%	-16.9%	-15.4%
73	Major Corridor	15-60	Yes	7,488	3,604	1,530	22.1	10.6	87.9%	4.55	8.87	1,592	23.0	11.1	88.50%	4.17	8.03	4.1%	4.1%	4.1%	0.6%	-8.4%	-9.5%
74	Urban Crosstown	30	Yes	2,704	2,554	532	10.8	10.2	70.0%	2.64	5.74	465	9.5	8.9	72.97%	2.73	5.61	-12.7%	-12.7%	-12.7%	3.0%	3.4%	-2.3%
76	Urban Crosstown	30	Yes	2,808	3,438	1,156	17.5	21.4	70.3%	8.00	13.18	1,135	17.2	21.0	77.93%	6.85	11.47	-1.8%	-2.0%	-1.8%	7.7%	-14.4%	-13.0%
79	Urban Crosstown	30	No	3,016	2,239	1,211	21.6	20.9	76.2%	5.63	11.52	1,111	25.8	19.2	63.02%	4.27	8.86	-8.3%	19.6%	-8.3%	-13.2%	-24.2%	-23.0%
80	Urban Crosstown	40	No	5,044	4,105	646	6.9	6.7	68.6%	2.38	4.67	701	8.9	7.2	76.35%	2.50	4.52	8.5%	28.9%	7.4%	7.8%	5.0%	-3.2%
86	Suburban Crosstown	35	Yes	3,224	2,615	523	10.4	8.4	86.0%	3.72	6.71	656	13.0	10.6	85.72%	3.70	6.29	25.5%	25.5%	25.5%	-0.3%	-0.5%	-6.3%
88	Major Corridor	20	Yes	5,200	4,278	1,126	13.6	11.3	72.3%	4.79	8.86	1,328	16.1	13.3	76.90%	4.86	8.70	17.9%	18.3%	17.9%	4.6%	1.5%	-1.8%
90	Urban Crosstown	30	Yes	3,432	1,720	605	18.3	9.2	87.1%	3.86	6.77	536	16.2	8.1	85.14%	3.72	6.23	-11.4%	-11.5%	-11.4%	-2.0%	-3.6%	-8.0%
93	Suburban Crosstown	60	Yes	1,768	1,747	648	19.3	19.1	72.5%	3.04	5.80	317	9.4	9.3	76.67%	2.82	4.83	-51.1%	-51.1%	-51.1%	4.2%	-7.2%	-16.7%
95	Suburban Crosstown	30	Yes	2,184	718	270	19.6	6.4	86.4%	2.66	3.87	141	10.2	3.4	83.58%	1.91	2.77	-47.9%	-47.9%	-47.9%	-2.8%	-28.2%	-28.4%
96	Urban Crosstown	30	Yes	3,432	3,384	1,205	18.5	18.3	68.6%	5.38	9.82	930	14.3	14.1	72.98%	3.28	6.35	-22.9%	-22.7%	-22.9%	4.3%	-39.0%	-35.3%
97	Major Corridor	30	Yes	3,692	4,327	1,640	19.9	23.1	77.8%	8.51	13.92	1,551	18.6	21.8	79.02%	7.03	11.51	-5.4%	-6.3%	-5.4%	1.3%	-17.4%	-17.3%
98	Urban Crosstown	30	Yes	3,432	2,485	660	13.8	10.0	85.2%	4.30	7.09	599	12.5	9.1	79.72%	3.83	6.28	-9.1%	-9.1%	-9.1%	-5.5%	-10.9%	-11.4%
99	Major Corridor	20	Yes	4,264	5,555	1,282	11.5	15.0	78.1%	5.62	9.15	1,289	12.1	15.7	79.11%	5.36	8.69	0.6%	4.7%	4.6%	1.0%	-4.6%	-5.0%
200	Suburban Crosstown	30	Yes	3,640	3,927	640	8.6	9.1	65.5%	4.40	7.27	751	9.9	10.7	68.84%	4.06	6.58	17.4%	15.2%	17.4%	3.3%	-7.7%	-9.5%
210	Major Corridor	30	Yes	2,704	2,628	655	12.8	12.6	71.2%	4.03	7.74	577	11.4	11.1	75.04%	3.58	6.78	-11.9%	-10.5%	-11.9%	3.8%	-11.2%	-12.4%
212	Very Low Density	30	Yes	3,432	1,998	386	9.5	5.5	77.8%	3.34	5.24	392	10.2	5.9	80.32%	3.01	4.61	1.7%	7.1%	7.8%	2.5%	-9.9%	-12.0%
216	Very Low Density	60	Yes	1,352	1,315	171	6.8	6.6	68.1%	2.65	4.98	166	6.6	6.4	75.56%	2.44	4.42	-2.6%	-3.3%	-2.6%	7.5%	-7.9%	-11.2%
217	Very Low Density	30	Yes	3,120	3,629	550	7.9	9.2	63.8%	4.55	6.94	556	8.0	9.3	67.34%	3.81	6.04	1.0%	0.8%	1.0%	3.5%	-16.3%	-13.0%
232	Very Low Density	60	Yes	1,352	1,426	240	8.7	9.2	76.4%	3.02	5.40	180	6.6	6.9	74.37%	2.63	4.44	-25.0%	-24.8%	-25.0%	-2.0%	-12.9%	-17.8%
251	Very Low Density	60	Yes	1,352	777	191	12.7	7.3															

Route Information (as of March 30, 2020)				FY 19/20 Totals		FY 18/19 Effectiveness						FY 19/20 Effectiveness						FY 19/20 vs FY 18/19 Comparison					
Route	Route Type	Frequency	Minority Route ¹	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
O	Transbay	60	Yes	1,768	1,733	493	14.8	14.5	69.8%	7.21	11.80	447	13.4	13.2	79.10%	6.16	9.18	-9.2%	-9.2%	-9.2%	9.3%	-14.6%	-22.2%
TOTALS				219,773	209,674	84,992	20.5	19.7	71.6%			75,909	18.8	17.9	73.16%				-8.2%	-9.2%	1.6%		

Route Information (as of March 30, 2020)				FY 19/20 Totals		FY 18/19 Effectiveness						FY 19/20 Effectiveness						FY 19/20 vs FY 18/19 Comparison						
Route	Route Type	Frequency	Minority Route ¹	Revenue Trips	Total Revenue Hours	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor	2006CV Riders	Average Daily Ridership	Productivity (Pax/RevHr)	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
1	Trunk	10	Yes	12,694	13,809	6,884	31.5	32.0	71.6%	10.86	18.53	5,280	6,103	26.5	28.8	60.15%	9.71	16.14	-11.3%	-15.8%	-9.9%	-11.4%	-10.6%	-12.9%
6	Trunk	15	Yes	8,922	6,664	2,650	24.3	17.9	74.9%	6.32	10.97	1,579	2,546	22.9	17.1	76.57%	6.05	10.71	-3.9%	-5.5%	-4.5%	1.7%	-4.3%	-2.4%
7	Suburban Crosstown	30	No	2,376	1,809	383	11.4	8.7	77.9%	4.11	6.53	176	326	9.7	7.4	81.05%	3.01	4.93	-14.7%	-14.7%	-14.7%	3.1%	-26.8%	-24.5%
10	Major Corridor	20	Yes	6,480	5,153	1,625	18.7	14.8	83.9%	6.14	9.68	1,256	1,378	16.0	12.8	87.19%	5.22	8.25	-15.2%	-14.3%	-14.0%	3.2%	-15.0%	-14.8%
12	Urban Crosstown	30	No	4,200	5,826	1,242	12.4	17.7	73.6%	3.84	8.49	718	1,162	12.0	16.6	71.75%	4.14	8.55	-6.4%	-3.8%	-6.4%	-1.9%	7.8%	0.7%
14	Urban Crosstown	30	Yes	3,900	4,392	1,635	22.6	25.2	75.6%	7.11	13.70	987	1,541	21.0	23.7	75.28%	6.50	12.65	-5.8%	-6.9%	-5.8%	-0.3%	-8.6%	-7.7%
18	Trunk	20-30	Yes	6,420	6,916	2,184	18.9	20.4	73.8%	5.54	11.15	1,379	2,157	18.7	20.7	75.82%	5.34	10.85	-1.2%	-1.2%	-1.2%	2.0%	-3.6%	-2.7%
19	Urban Crosstown	30	Yes	3,960	2,907	383	7.9	5.8	73.2%	2.48	4.46	282	356	7.3	5.4	74.60%	2.92	4.63	-7.2%	-7.4%	-7.2%	1.4%	17.7%	3.8%
20	Major Corridor	30	Yes	4,560	4,705	1,564	19.9	20.6	77.3%	5.55	10.48	1,080	1,439	18.3	18.9	80.43%	5.40	9.90	-8.0%	-8.0%	-8.0%	3.1%	-2.7%	-5.5%
21	Urban Crosstown	30	Yes	3,480	3,756	940	15.0	16.2	73.5%	5.38	9.46	741	873	13.9	15.1	79.14%	5.02	9.00	-7.1%	-7.1%	-7.1%	5.7%	-6.7%	-4.9%
28	Urban Crosstown	60	Yes	2,040	2,194	342	9.1	10.1	62.9%	3.75	6.59	247	323	8.8	9.5	60.70%	3.35	5.96	-5.8%	-3.4%	-5.8%	9.2%	-10.7%	-9.6%
29	Urban Crosstown	30	Yes	3,960	3,889	566	8.7	8.6	67.7%	2.43	5.45	408	502	7.8	7.6	77.62%	2.16	4.37	-11.3%	-10.9%	-11.3%	9.9%	-11.1%	-19.8%
33	Urban Crosstown	20	No	5,880	4,819	1,146	14.2	11.7	82.1%	3.80	8.03	690	1,070	13.3	10.9	80.15%	3.91	7.64	-6.6%	-6.4%	-6.6%	-2.0%	2.9%	-4.9%
34	Urban Crosstown	60	Yes	2,040	2,488	323	7.8	9.5	70.7%	3.53	6.63	227	336	8.1	9.9	72.12%	3.27	5.78	4.0%	4.0%	4.0%	1.4%	-7.4%	-12.8%
35	Urban Crosstown	60	Yes	2,040	2,494	427	10.3	12.6	71.2%	3.91	7.97	272	411	9.9	12.1	74.26%	2.96	5.85	-3.7%	-3.7%	-3.7%	3.1%	-24.3%	-26.6%
36	Urban Crosstown	30	Yes	4,440	4,231	774	10.7	10.5	73.4%	3.51	6.93	501	1,025	14.5	13.9	70.27%	3.33	6.14	32.5%	36.0%	32.5%	-3.1%	-5.1%	-11.4%
40	Trunk	15-30	Yes	7,860	7,306	3,788	31.1	28.9	72.0%	9.68	16.55	2,573	3,548	29.1	27.1	71.11%	9.10	15.32	-6.3%	-6.3%	-6.3%	-0.9%	-6.0%	-7.4%
41	Urban Crosstown	60	Yes	2,040	1,815	250	8.5	7.4	80.4%	3.86	6.24	213	253	8.4	7.4	76.83%	3.13	5.15	1.1%	-1.1%	1.1%	-3.5%	-18.9%	-17.5%
45	Urban Crosstown	40	Yes	3,000	2,940	620	12.7	12.4	85.8%	3.38	7.31	498	567	11.6	11.3	79.52%	3.40	6.83	-8.6%	-8.6%	-8.6%	-6.3%	0.6%	-6.6%
46	Urban Crosstown	60	Yes	960	489	68	8.3	4.2	77.9%	2.54	3.97	45	66	8.1	4.1	77.16%	2.18	3.33	-2.0%	-2.0%	-2.0%	-0.7%	-14.2%	-16.1%
51A	Trunk	15-20	No	7,920	8,021	3,661	27.4	27.7	81.3%	8.13	14.84	1,852	2,986	22.3	22.6	78.05%	6.92	12.56	-18.4%	-18.4%	-18.4%	-3.3%	-14.9%	-15.4%
51B	Trunk	15-20	No	8,580	7,284	4,827	38.0	33.8	78.4%	9.22	18.02	1,612	4,429	36.5	31.0	77.51%	7.92	15.80	-8.2%	-4.1%	-8.2%	-0.9%	-14.1%	-12.3%
52	Urban Crosstown	20	No	4,140	2,691	1,077	24.0	15.6	74.2%	4.96	9.98	335	983	21.9	14.2	72.86%	4.69	8.79	-8.7%	-8.7%	-8.7%	-1.4%	-5.4%	-11.9%
54	Urban Crosstown	30	Yes	2,880	1,397	485	20.9	10.1	85.8%	4.46	8.61	338	456	19.6	9.5	89.16%	4.41	8.05	-5.9%	-6.1%	-5.9%	3.3%	-1.1%	-6.5%
56	Urban Crosstown	60	Yes	1,836	1,796	204	6.1	6.0	79.8%	3.19	4.89	174	203	6.1	6.0	79.81%	2.87	4.25	-0.4%	-0.1%	-0.4%	0.0%	-10.0%	-13.1%
57	Trunk	15	Yes	7,560	9,635	3,591	19.4	24.1	69.2%	6.95	12.82	2,291	3,102	19.3	24.6	69.53%	7.03	13.01	-13.6%	-0.5%	2.0%	0.4%	1.2%	1.5%
60	Suburban Crosstown	40	No	3,240	2,135	367	10.3	6.8	82.3%	2.47	5.10	266	364	10.2	6.7	84.35%	2.42	4.55	-0.8%	-0.6%	-0.8%	2.1%	-2.0%	-10.8%
62	Urban Crosstown	30	Yes	4,380	3,627	1,301	21.2	17.8	81.3%	6.12	11.85	749	1,093	18.1	15.0	80.38%	5.75	10.27	-16.0%	-14.8%	-16.0%	-0.9%	-6.0%	-13.3%
65	Suburban Crosstown	60	No	816	402	141	11.9	5.9	67.0%	3.33	5.34	92	176	14.9	7.3	65.53%	3.49	5.91	25.2%	25.1%	25.2%	-1.5%	4.8%	10.7%
67	Suburban Crosstown	30	No	2,376	1,097	230	11.3	5.2	83.5%	2.10	3.85	126	232	11.4	5.3	78.88%	2.27	3.56	0.9%	0.9%	0.9%	-4.6%	8.1%	-7.5%
70	Urban Crosstown	60	Yes	1,740	1,286	334	15.9	11.5	76.7%	5.26	8.32	224	323	15.1	11.1	78.59%	5.14	7.92	-3.5%	-5.1%	-3.5%	1.9%	-2.3%	-4.8%
71	Urban Crosstown	60	Yes	1,800	2,210	446	12.0	14.9	77.3%	4.99	8.85	310	413	11.2	13.8	77.45%	4.52	8.08	-7.5%	-6.6%	-7.5%	0.1%	-9.4%	-8.7%
72	Trunk	30-40	Yes	4,440	7,472	2,502	20.1	33.8	71.6%	8.31	15.24	1,797	2,269	18.2	30.7	72.99%	7.12	13.61	-9.3%	-9.3%	-9.3%	1.4%	-14.3%	-10.7%
72M	Trunk	30-40	Yes	4,500	6,842	2,311	20.4	30.8	67.5%	6.84	13.15	1,734	2,121	18.6	28.3	70.39%	6.27	12.51	-8.2%	-8.7%	-8.2%	2.9%	-8.3%	-7.9%
72R	Rapid	15	Yes	5,880	7,550	2,699	21.4	27.5	71.7%	8.14	14.04	1,782	2,398	19.1	24.5	74.33%	7.30	12.93	-11.1%	-11.1%	-11.1%	2.6%	-10.3%	-4.9%
73	Major Corridor	15-60	Yes	8,640	4,158	1,415	20.4	9.8	86.4%	3.89	7.55	1,327	1,351	19.5	9.4	88.49%	3.92	7.22	-4.5%	-4.5%	-4.5%	2.1%	0.8%	4.4%
74	Urban Crosstown	30	Yes	3,120	2,947	434	8.9	8.4	72.5%	2.21	4.86	333	413	8.4	7.9	78.77%	2.43	5.15	-4.9%	-5.0%	-4.9%	6.2%	10.0%	6.0%
76	Urban Crosstown	30	Yes	3,240	3,967	1,077	16.3	19.9	73.1%	6.62	11.38	816	971	14.7	18.0	81.04%	5.95	10.26	-9.8%	-10.0%	-9.8%	8.0%	-10.1%	-9.8%
79	Urban Crosstown	30	No	3,480	2,583	896	16.0	15.5	77.5%	4.93	9.67	296	1,112	25.8	19.2	68.71%	3.92	8.24	24.1%	61.4%	24.1%	-8.8%	-20.5%	-14.8%
80	Urban Crosstown	40	No	5,820	4,736	605	6.5	6.3	71.3%	2.38	4.46	372	558	7.1	5.8	76.64%	2.08	3.83	-7.7%	9.4%	-8.6%	5.4%	-12.6%	-14.1%
86	Suburban Crosstown	35	Yes	3,720	3,017	555	11.0	8.9	85.6%	3.57	6.26	456	476	9.5	7.7	88.20%	2.98	5.24	-14.3%	-14.3%	-14.3%	2.6%	-16.5%	-16.3%
88	Major Corridor	20	Yes	6,000	4,934	1,172	14.2	11.7	73.6%	4.19	7.67	850	1,194	14.5	11.9	81.64%	3.96	7.10	1.8%	2.2%	1.8%	8.0%	-5.5%	-7.4%
90	Urban Crosstown	30	Yes	3,960	1,986	461	13.9	7.0	88.4%	3.30	5.74	362	444	13.4	6.7	87.24%	3.51	5.77	-3.5%	-3.5%	-3.5%	-1.1%	6.4%	0.5%
93	Suburban Crosstown	60	Yes	2,040	2,016	268	8.0	7.9	79.4%	2.73	5.07	207	253	7.5	7.4	80.32%	2.61	4.49	-5.8%	-5.8%	-5.8%	1.0%	-4.4%	-11.4%
95	Suburban Crosstown	30	Yes	2,520	828	135	9.8	3.2	86.1%	1.90	2.98	120	137	9.9	3.3	83.54%	1.82	2.69	1.3%	1.3%	1.3%	-2.5%	-4.2%	-9.7%
96	Urban Crosstown	30	Yes	3,960	3,904	880	13.5	13.3	71.0%	4.36	8.33	470	837	12.9	12.7	71.07%	3.42	6.54	-4.8%	-4.6%	-4.8%	0.0%	-21.6%	-21.5%
97	Major Corridor	30	Yes	4,260	4,990	1,486	18.1	20.9	83.4%	7.35	12.28	969	1,277	15.4	18.0	83.05%	6.27	10.19	-14.1%	-15.0%	-14.1%	-0.3%	-14.7%	-17.0%
98	Urban Crosstown	30	Yes	3,960	2,862	539	11.3	8.2	83.7%	3.46	5.89	460	509	10.7	7.7	82.28%	3.58	5.76	-5.7%	-5.7%	-5.7%	-1.5%	3.5%	-2.2%
99	Major Corridor	20	Yes	4,920	6,412	1,348	12.1	15.8	79.4%	5.69	9.11	1,040	1,123	10.5	13.7	81.89%	4.76	7.88	-16.7%	-13.4%	-13.4%	2.5%	-16.3%	-13.5%
200	Suburban Crosstown	30	Yes	4,200	4,454	707	9.6	10.1	72.8%	4.12	6.88	510	650	8.8	9.3	69.95%	3.57	5.64	-8.0%	-8.7%	-8.0%	-2.8%	-13.3%	-18.0%
210	Major Corridor	30	Yes	3,120	3,066	555	10.8	10.7	71.5%	3.93	7.40	392	486	9.5	9.3	72.62%	3.06	5.64	-12.4%	-12.2%	-12.4%	1.1%	-22.1%	-23.8%
212	Very Low Density	30	Yes	3,240	1,930	332	10.1	6.1	75.4%	3.24	4.95	233	271	8.4	5.0	78.12%	2.67	4.02	-18.4%	-17.0%	-18.4%	2.7%	-17.6%	-18.8%
216	Very Low Density	60	Yes	1,560	1,505	153	6.0	5.9	68.5%	2.41	4.32	104	138	5.5	5.3	77.12%	1.98	3.66	-10.0%	-8.6%	-10.0%	8.6%	-17.8%	-15.3%
217	Very Low Density	30	Yes	3,600	4,190	547	7.9	9.1	69.6%	4.41	6.84	362	533	7.6	8.9	68.18								