

Weekday

SR 21-445 Att4. Route Performance (Weekday)

Route Information (as of June 30, 2021)					FY 20/21 Totals		FY 19/20 Effectiveness						FY 20/21 Effectiveness						FY 20/21 vs FY 19/20 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
1/1T	Trunk/BRT	10	10	Yes	52,624	61,057	9,140	37.8	43.4	57.23%	21.60	13.07	7,621	31.6	36.6	78.2%	19.03	11.23	-16.6%	-16.5%	-15.5%	20.9%	-11.9%	-14.1%
6	Trunk	12	12-20	Yes	43,826	34,538	4,632	35.3	27.4	72.09%	14.79	8.41	2,189	16.0	12.6	77.5%	8.89	5.16	-52.7%	-54.6%	-53.8%	5.4%	-39.9%	-38.6%
7	Suburban Crosstown	30	30	No	11,132	8,193	606	13.4	11.0	81.87%	7.41	4.27	198	6.1	4.5	82.3%	3.69	2.42	-67.2%	-54.4%	-58.9%	0.5%	-50.2%	-43.3%
10	Major Corridor	17	17-20	Yes	32,070	25,959	2,389	24.2	19.3	84.06%	10.96	7.03	1,600	15.6	12.6	87.7%	8.41	5.51	-33.0%	-35.4%	-34.7%	3.7%	-23.3%	-21.6%
12	Urban Crosstown	30	30	No	17,710	24,644	2,192	18.7	25.8	65.53%	11.68	5.57	881	9.0	12.6	72.7%	7.16	3.79	-59.8%	-51.6%	-51.3%	7.2%	-38.7%	-32.0%
14	Urban Crosstown	17	17	Yes	29,779	33,470	3,727	29.0	34.2	68.71%	17.11	8.58	1,885	14.3	16.0	77.6%	8.97	4.92	-49.4%	-50.9%	-53.2%	8.9%	-47.6%	-42.7%
18	Trunk	20	20-30	Yes	27,071	29,155	3,621	24.3	29.0	72.70%	13.40	6.79	1,634	14.2	15.3	72.9%	8.53	4.42	-54.9%	-41.5%	-47.3%	0.2%	-36.3%	-34.9%
19	Urban Crosstown	60	60	Yes	9,333	8,623	631	11.8	8.3	75.75%	5.90	3.41	216	6.3	5.8	79.6%	4.69	2.87	-65.8%	-46.3%	-29.2%	3.8%	-20.5%	-15.8%
20	Major Corridor	30	30	Yes	18,949	19,809	2,265	28.5	29.8	67.60%	11.48	6.09	1,260	16.1	16.8	67.6%	8.86	4.80	-44.4%	-43.5%	-43.6%	0.0%	-22.8%	-21.2%
21	Urban Crosstown	30	30	Yes	14,832	16,180	1,448	21.6	23.5	66.05%	10.60	5.77	924	14.4	15.8	69.3%	9.14	5.08	-36.2%	-33.0%	-32.8%	3.3%	-13.8%	-12.0%
28	Urban Crosstown	60	60	Yes	8,602	11,129	862	12.4	14.9	64.76%	7.38	4.08	392	8.9	11.5	74.9%	7.09	4.12	-54.5%	-28.3%	-22.6%	10.1%	-3.9%	1.0%
29	Urban Crosstown	30	30	Yes	16,698	16,399	1,206	17.0	16.8	76.33%	8.30	3.90	493	7.6	7.5	75.3%	4.81	2.54	-59.1%	-55.3%	-55.4%	-1.1%	-42.0%	-34.9%
33	Urban Crosstown	20	20	No	24,900	20,378	2,584	22.4	23.2	71.81%	12.67	5.74	927	11.5	9.4	79.6%	6.46	3.45	-64.1%	-48.7%	-59.4%	7.8%	-49.0%	-39.9%
34	Urban Crosstown	60	60	Yes	8,602	10,496	665	10.8	12.2	63.84%	7.23	3.93	365	8.8	10.7	69.7%	7.14	4.17	-45.1%	-18.4%	-11.8%	5.8%	-1.2%	6.1%
35	Urban Crosstown	60	60	Yes	8,602	10,448	809	13.1	14.8	79.59%	8.43	4.66	368	8.9	10.8	78.4%	7.25	4.16	-54.5%	-32.2%	-26.7%	-1.2%	-14.0%	-10.7%
36	Urban Crosstown	30	30	Yes	18,722	18,054	1,531	21.2	20.7	66.42%	9.69	4.65	646	9.1	8.7	73.1%	5.50	3.01	-57.8%	-57.3%	-57.8%	6.7%	-43.2%	-35.3%
39	Urban Crosstown	60	60	Yes	7,366	3,746	497	35.2	17.5	67.32%	12.41	7.47	225	15.2	7.7	79.9%	4.95	2.31	-54.7%	-56.8%	-55.9%	12.6%	-60.1%	-69.1%
40	Trunk	10	10-20	Yes	47,833	49,073	7,068	38.6	39.5	67.76%	17.91	10.53	3,408	17.6	18.0	79.6%	10.80	6.34	-51.8%	-54.5%	-54.3%	11.9%	-39.7%	-39.8%
41	Urban Crosstown	60	60	Yes	8,602	7,842	515	11.9	11.2	83.50%	7.41	4.39	311	10.0	9.1	83.1%	6.63	4.02	-39.7%	-15.6%	-18.6%	-0.4%	-10.5%	-8.4%
45	Urban Crosstown	15	30	Yes	21,012	20,878	1,462	18.9	18.9	77.56%	9.48	4.59	868	10.5	10.5	80.9%	6.38	3.10	-40.6%	-44.3%	-44.6%	3.3%	-32.7%	-32.5%
46	Urban Crosstown	Suspended Aug 2020			2,943	1,499	213	17.0	8.6	71.34%	6.10	3.35	76	6.1	3.1	67.5%	2.94	1.56	-64.3%	-64.2%	-63.9%	-3.8%	-51.8%	-53.4%
46L	Urban Crosstown	60	60	Yes	3,591	1,829	194	14.1	7.2	74.73%	5.58	3.20	83	6.1	3.1	70.8%	2.86	1.87	-57.1%	-57.1%	-57.1%	-3.9%	-48.7%	-41.6%
47	Urban Crosstown	Suspended Mar 2020					147	16.4	7.7	72.49%	6.83	3.41							Suspended Mar 2020					
51A	Trunk	10	12-20	No	47,062	47,467	6,878	37.0	38.4	67.26%	19.04	10.30	3,360	17.9	18.1	78.2%	9.90	5.70	-51.1%	-51.6%	-52.9%	10.9%	-48.0%	-44.7%
51B	Trunk	12	12-24	No	44,767	38,424	7,765	52.9	41.2	70.08%	17.89	8.79	2,296	15.1	13.0	76.4%	8.45	4.48	-70.4%	-71.4%	-68.5%	6.3%	-52.8%	-49.0%
52	Urban Crosstown	30	30	No	17,404	11,506	2,431	36.8	22.7	72.76%	11.77	6.50	402	8.8	5.8	71.6%	4.23	2.43	-83.5%	-76.0%	-74.3%	-1.2%	-64.1%	-62.6%
54	Urban Crosstown	15	15	Yes	30,902	15,235	1,713	33.0	15.6	85.03%	11.80	7.28	726	12.0	5.9	88.9%	5.35	2.77	-57.6%	-63.5%	-61.9%	3.9%	-54.7%	-62.0%
56	Urban Crosstown	60	60	Yes	8,602	8,412	413	9.0	9.0	73.60%	6.37	4.08	233	7.0	6.9	76.9%	5.32	3.45	-43.5%	-22.3%	-23.7%	3.3%	-16.5%	-15.4%
57	Trunk	18	18	Yes	33,673	40,664	4,907	27.3	37.0	67.07%	16.36	8.75	2,448	15.2	18.4	64.6%	9.70	5.17	-50.1%	-44.2%	-50.3%	-2.5%	-40.7%	-40.9%
60	Suburban Crosstown	40	40	No	13,662	9,018	1,102	16.7	11.3	73.54%	6.96	3.67	352	9.9	6.5	78.9%	4.85	2.44	-68.1%	-41.0%	-42.2%	5.4%	-30.3%	-33.5%
62	Urban Crosstown	19	19-20	Yes	27,828	24,425	2,545	27.7	24.4	78.81%	13.58	7.28	1,247	12.9	11.3	81.9%	7.47	4.34	-51.0%	-53.3%	-53.6%	3.1%	-45.0%	-40.4%
65	Suburban Crosstown	60	60	No	6,072	2,996	667	26.1	12.8	61.53%	8.50	4.77	101	8.5	4.2	80.0%	3.02	1.86	-84.9%	-67.4%	-67.2%	18.4%	-64.5%	-61.0%
67	Suburban Crosstown	30	30	No	11,132	5,401	361	16.4	6.7	72.45%	5.30	3.51	136	6.4	3.1	87.0%	2.86	2.00	-62.1%	-61.1%	-53.8%	14.5%	-46.0%	-43.0%
70	Urban Crosstown	60	60	Yes	7,337	5,442	725	19.2	15.0	73.68%	9.57	5.94	328	15.2	11.3	78.3%	8.06	4.91	-54.8%	-20.9%	-24.7%	4.6%	-15.8%	-17.3%
71	Urban Crosstown	60	60	Yes	7,590	9,279	1,096	17.6	21.6	74.88%	11.04	6.04	407	11.1	13.6	77.3%	8.10	4.50	-62.9%	-36.9%	-37.1%	2.4%	-26.6%	-25.5%
72	Trunk	30	30-40	Yes	18,722	33,575	3,238	24.0	43.8	65.81%	17.24	8.96	1,957	14.7	26.4	71.0%	12.47	6.68	-39.6%	-38.6%	-39.6%	5.2%	-27.7%	-25.4%
72M	Trunk	30	30-40	Yes	18,164	30,659	3,195	26.0	44.0	65.31%	16.37	8.14	1,920	15.8	26.7	70.3%	12.41	6.23	-39.9%	-39.1%	-39.2%	5.0%	-24.2%	-23.5%
72R	Rapid	13	13-15	Yes	30,085	38,439	4,260	27.4	36.8	62.99%	15.92	9.07	2,500	16.5	21.0	72.2%	11.54	6.66	-41.3%	-39.9%	-42.8%	9.2%	-27.5%	-26.6%
73	Major Corridor	15	15-60	Yes	36,432	17,557	2,272	32.2	15.8	80.55%	10.86	5.87	1,439	20.7	10.0	77.7%	7.45	4.08	-36.7%	-35.6%	-36.7%	-2.9%	-31.4%	-30.5%
74	Urban Crosstown	30	30	Yes	13,156	12,384	1,097	17.8	17.2	67.36%	8.17	3.74	452	9.2	8.7	76.9%	5.54	2.78	-58.8%	-48.1%	-49.4%	9.5%	-32.2%	-25.7%
76	Urban Crosstown	30	30	Yes	14,034	17,106	2,010	26.1	31.8	73.87%	15.69	8.59	1,013	15.0	18.3	78.8%	10.09	5.84	-49.6%	-42.5%	-42.6%	5.0%	-35.7%	-32.0%
79	Urban Crosstown	33	33-34	No	13,318	10,928	1,635	28.0	24.2	73.54%	10.59	5.03	361	8.4	6.9	76.1%	4.94	2.80	-77.9%	-70.2%	-71.6%	2.5%	-53.4%	-44.3%
80	Urban Crosstown	Suspended Aug 2020			2,619	2,131	808	10.2	8.3	75.38%	4.77	2.58	480	6.1	4.9	75.7%	4.94	2.80	-40.6%	-40.5%	-40.6%	0.3%	3.6%	8.5%
83	Suburban Crosstown	Suspended Mar 2020					999	15.4	15.1	76.76%	9.33	5.68							Suspended Mar 2020					
86	Suburban Crosstown	35	35	Yes	17,711	13,870	983	13.9	12.9	82.83%	8.43	4.99	838	15.3	12.0	82.4%	8.41	5.10	-14.8%	9.7%	-7.5%	-0.4%	-0.2%	2.2%
88	Major Corridor	20	20	Yes	25,300	20,698	2,007	23.1	18.8	74.53%	10.14	5.47	997	12.2	10.0	78.2%	6.90							

Weekday

SR 21-445 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	
625	Supplemental	Suspended Mar 2020						219	199.1	73.0	70.35%	42.05	31.02							Suspended Mar 2020					
626	Supplemental	2 trips	n/a	Yes	78	36	40	23.3	19.8	69.19%	19.05	16.87	10	10.9	5.0	65.9%	3.91	2.25	-74.8%	-53.3%	-74.8%	-3.3%	-79.5%	-86.7%	
628	Supplemental	2 trips	n/a	Yes	78	32	50	60.8	24.9	75.04%	15.93	12.21	10	12.2	5.0	78.3%	3.50	2.29	-79.9%	-79.9%	-79.9%	3.3%	-78.0%	-81.2%	
629	Supplemental	2 trips	n/a	Yes	78	40	128	125.4	64.0	72.69%	40.98	28.97	6	5.9	3.0	63.0%	2.96	2.28	-95.3%	-95.3%	-95.3%	-9.6%	-92.8%	-92.1%	
631	Supplemental	Suspended Mar 2020						258	68.9	51.7	66.73%	35.14	28.17							Suspended Mar 2020					
638	Supplemental	2 trips	n/a	Yes	78	50	127	89.3	63.4	77.66%	24.11	19.19	9	7.0	4.5	74.8%	3.04	2.45	-92.9%	-92.2%	-92.9%	-2.8%	-87.4%	-87.2%	
639	Supplemental	6 trips	n/a	No	234	67	Introduced Apr 2021						10	5.8	1.7	78.1%	1.25	1.19	n/a	n/a	n/a	n/a	n/a	n/a	
642	Supplemental	Suspended Mar 2020						54	65.2	53.5	77.21%	22.70	12.16							Suspended Mar 2020					
646	Supplemental	4 trips	n/a	Yes	78	59	306	60.0	51.0	79.03%	21.22	17.82	18	12.0	9.0	56.0%	1.77	1.61	-94.1%	-80.0%	-82.4%	-23.0%	-91.7%	-91.0%	
648	Supplemental	6 trips	n/a	Yes	78	55	239	54.7	39.8	76.21%	17.60	13.36	32	22.5	16.0	59.7%	4.07	3.19	-86.6%	-58.8%	-59.8%	-16.5%	-76.9%	-76.1%	
649	Supplemental	4 trips	n/a	No	78	48	83	26.0	20.7	79.36%	10.12	7.98	9	7.3	4.5	58.7%	3.25	3.63	-89.1%	-72.1%	-78.2%	-20.7%	-67.9%	-54.5%	
650	Supplemental	Suspended Mar 2020						82	40.7	41.1	56.22%	23.69	17.97							Suspended Mar 2020					
651	Supplemental	2 trips	n/a	No	39	21	Introduced Apr 2021						6	11.3	6.0	71.0%	2.93	2.05	n/a	n/a	n/a	n/a	n/a	n/a	
652	Supplemental	2 trips	n/a	Yes	78	46	112	86.1	56.0	68.06%	22.04	17.94	3	2.6	1.5	73.6%	2.24	1.74	-97.3%	-97.0%	-97.3%	5.5%	-89.8%	-90.3%	
653	Supplemental	Suspended Mar 2020						93	51.8	46.4	80.71%	29.82	16.78							Suspended Mar 2020					
654	Supplemental	Suspended Mar 2020						459	77.1	57.3	81.94%	18.80	13.19							Suspended Mar 2020					
655	Supplemental	Suspended Mar 2020						152	95.2	76.1	53.44%	44.22	30.12							Suspended Mar 2020					
657	Supplemental	Suspended Mar 2020						439	81.3	62.7	57.39%	28.37	15.34							Suspended Mar 2020					
658	Supplemental	2 trips	n/a	No	78	61	280	61.6	56.1	72.94%	18.71	10.78	10	6.4	5.0	70.6%	2.17	1.51	-96.4%	-89.6%	-91.1%	-2.4%	-88.4%	-86.0%	
660	Supplemental	Suspended Mar 2020						131	77.3	65.7	68.24%	31.49	16.06							Suspended Mar 2020					
662	Supplemental	2 trips	n/a	No	78	61	104	61.1	51.8	80.66%	22.72	11.59	4	2.5	2.0	62.6%	1.76	1.22	-96.1%	-95.8%	-96.1%	-18.1%	-92.3%	-89.5%	
663	Supplemental	Suspended Mar 2020						72	30.9	18.0	59.39%	16.83	9.03							Suspended Mar 2020					
667	Supplemental	Suspended Mar 2020						122	48.8	30.4	63.13%	15.69	8.33							Suspended Mar 2020					
668	Supplemental	Suspended Mar 2020						161	55.6	40.3	59.55%	19.64	10.67							Suspended Mar 2020					
669	Supplemental	5 trips	n/a	Yes	195	163	100	42.4	33.4	56.76%	19.40	12.44	19	4.5	3.8	50.4%	2.86	2.29	-81.3%	-89.4%	-88.8%	-6.4%	-85.3%	-81.6%	
671	Supplemental	Suspended Mar 2020						110	51.2	27.4	71.52%	14.90	11.68							Suspended Mar 2020					
672	Supplemental	5 trips	n/a	Yes	195	149	42	24.6	21.1	69.15%	13.33	8.98	13	3.4	2.6	68.3%	2.80	2.62	-69.2%	-86.2%	-87.7%	-0.8%	-79.0%	-70.8%	
675	Supplemental	Suspended Mar 2020						271	52.0	45.1	64.99%	23.74	12.23							Suspended Mar 2020					
676	Supplemental	5 trips	n/a	Yes	195	157	136	64.5	33.9	80.33%	22.81	16.86	16	4.0	3.2	63.9%	2.37	2.02	-88.2%	-93.8%	-90.6%	-16.5%	-89.6%	-88.0%	
677	Supplemental	Suspended Mar 2020						110	78.8	54.8	78.02%	34.95	21.36							Suspended Mar 2020					
679	Supplemental	Suspended Mar 2020						50	40.4	24.9	77.15%	14.97	7.97							Suspended Mar 2020					
680	Supplemental	2 trips	n/a	Yes	78	50	67	52.4	33.3	64.48%	33.30	26.25	15	11.8	7.5	72.6%	7.00	5.97	-77.5%	-77.5%	-77.5%	8.2%	-79.0%	-77.3%	
681	Supplemental	6 trips	n/a	Yes	234	155	73	73.1	36.6	75.31%	24.30	14.43	11	2.6	1.8	86.0%	1.29	1.76	-85.6%	-96.4%	-95.2%	10.7%	-94.7%	-87.8%	
682	Supplemental	4 trips	n/a	No	156	108	237	70.2	43.5	71.68%	39.66	26.65	53	19.1	13.3	62.9%	12.36	7.10	-77.6%	-72.8%	-69.5%	-8.8%	-68.8%	-73.4%	
684	Supplemental	8 trips	n/a	Yes	312	112	144	73.9	47.9	58.61%	25.74	15.45	14	4.9	1.8	67.1%	2.38	1.63	-90.3%	-93.4%	-96.3%	8.5%	-90.8%	-89.4%	
687	Supplemental	Suspended Mar 2020						184	139.4	61.3	69.30%	38.02	29.60							Suspended Mar 2020					
688	Supplemental	Suspended Mar 2020						43	24.2	21.5	59.23%	19.04	10.47							Suspended Mar 2020					
696	Supplemental	2 trips	n/a	No	78	66	125	57.6	41.7	74.46%	22.90	13.21	5	2.9	2.5	60.8%	1.64	1.06	-96.0%	-94.9%	-94.0%	-13.7%	-92.8%	-92.0%	
701	Early Bird	2 trips	n/a	n/a	506	463	151	47.2	43.3	90.63%	35.80	35.79	27	14.8	13.5	94.8%	13.52	13.39	-82.1%	-68.7%	-68.8%	4.1%	-62.2%	-62.6%	
702	Early Bird	1 trip	n/a	n/a	253	195	78	40.7	31.2	97.29%	24.32	24.26	7	8.8	6.8	96.8%	6.63	6.63	-91.3%	-78.4%	-78.3%	-0.5%	-72.7%	-72.7%	
703	Early Bird	Suspended Apr 2020						43	15.6	14.3	94.79%	11.91	11.35							Suspended Apr 2020					
706	Early Bird	1 trip	n/a	n/a	253	185	47	25.8	18.9	93.95%	16.09	13.66	9	12.7	9.3	89.7%	8.74	7.12	-80.4%	-50.9%	-51.1%	-4.3%	-45.7%	-47.9%	
707	Early Bird	Suspended Apr 2020						15	8.5	7.5	94.87%	5.92	5.45							Suspended Apr 2020					
800	Owl	n/a	30	Yes	7,438	12,570	312	16.5	23.9	71.02%	13.05	7.88	309	6.2	10.5	64.3%	6.78	4.11	-1.0%	-62.5%	-56.2%	-6.7%	-48.0%	-47.8%	
801	Owl	n/a	30	Yes	6,308	9,062	328	15.3	25.2	65.60%	16.19	10.98	289	8.1	11.6	70.9%	8.61	6.23	-11.8%	-47.4%	-53.9%	5.3%	-46.8%	-43.3%	
802	Owl	n/a	60	Yes	2,783	1,344	94	17.6	8.6	68.55%	6.51	3.60	65	12.3	5.9	68.3%	4.72	2.88	-30.9%	-30.4%	-30.9%	-0.3%	-27.5%	-20.0%	
805	Owl	n/a	60	Yes	3,036	3,357	139	11.2	11.6	78.85%	7.80	4.22	85	6.4	7.1	82.5%	5.35	3.04	-38.8%	-42.8%	-38.8%	3.6%	-31.4%	-28.0%	
840	Owl	n/a	60	Yes	3,036	1,478	114	19.4	9.5	67.82%	7.71	5.06	75	12.8	6.2	73.7%	5.08	3.36	-34.5%	-34.2%	-34.5%	5.9%	-34.1%	-33.6%	
851	Owl	n/a	60	No	2,530	2,431	95	9.8	9.5	60.66%	5.85	3.17	54	5.6	5.4	62.2%	3.77	2.00	-43.5%	-43.3%	-43.5%	1.6%	-35.6%	-36.9%	
B	Transbay	Suspended Mar 2020						305	30.5	23.5	61.88%	22.70	16.47							Suspended Mar 2020					
BSD	Contract Shuttle	Suspended Mar 2020						1,494	45.9	13.6	74.79%	10.07	6.20							Suspended Mar 2020					
BSN	Contract Shuttle	Suspended Mar 2020						170	17.3	5.0	81.50%	4.19	2.29							Suspended Mar 2020					
C	Transbay	Suspended Mar 2020						479	33.1	34.2	83.64%	29.11	18.37							Suspended Mar 2020					
CB	Transbay	Suspended Mar 2020						322	34.5	35.8	72.51%	31.69	20.06							Suspended Mar 2020					
E	Transbay	Suspended Mar 2020						457	52.5	42.2	65.96%	40.87	29.79							Suspended Mar 2020					
F	Transbay	30	30	No	19,879	24,340	1,826	19.5	23.4	75.45%	14.03	8.38	794	8.3	10.1	75.7%	7.39	4.31	-56.5%	-57.7%	-56.9%	0.3%	-47.3%	-48.6%	
FS	Transbay	Suspended Mar 2020						770	43.5	51.8	82.39%	47.12	35.67							Suspended Mar 2020					
G	Transbay	2 trips	n/a	No	452	604	488	32.8	37.5	75.46%	36.21	24.07	12	4.6	6.1	70.7%	4.57	3.31	-97.5%	-86.0%	-83.6%	-4.8%	-87.4%	-86.2%	
H	Transbay	Suspended Mar 2020						676	30.4	37.6	68.84%	35.93	21.74							Suspended Mar 2020					
J	Transbay	4 trips	n/a	No	904	859	1,167	53.1	50.7	71.81%	48.95	33													

Route Information (as of June 30, 2021)				FY 20/21 Totals		FY 19/20 Effectiveness						FY 20/21 Effectiveness						FY 20/21 vs FY 19/20 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	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/T	Trunk/BRT	10	Yes	11,368	12,083	6,776	29.2	31.8	n/a	10.30	17.11	6,771	29.1	31.0	75.4%	9.97	16.77	-0.1%	-0.1%	-2.7%	n/a	-3.2%	-2.0%
6	Trunk	15	Yes	7,800	5,794	3,042	27.2	20.4	75.6%	7.29	12.56	1,810	16.2	12.1	77.7%	5.00	8.54	-40.5%	-40.3%	-40.5%	2.1%	-31.4%	-32.0%
7	Suburban Crosstown	Suspended Aug 2020				356	10.6	8.1	80.9%	3.31	5.76	199	5.9	4.5	87.7%	2.10	3.50	-44.1%	-44.1%	-44.1%	6.9%	-36.6%	-39.2%
10	Major Corridor	20	Yes	5,616	4,559	1,652	18.9	15.3	83.6%	5.77	8.99	1,377	15.7	12.7	86.5%	5.77	8.74	-16.7%	-16.8%	-16.7%	2.9%	0.0%	-2.8%
12	Urban Crosstown	30	No	3,640	5,051	1,490	15.6	21.3	68.1%	4.35	8.87	827	8.5	11.8	72.5%	3.60	7.02	-44.5%	-45.2%	-44.5%	4.4%	-17.2%	-20.9%
14	Urban Crosstown	30	Yes	3,380	3,774	1,860	25.5	28.6	71.2%	6.79	13.61	1,177	16.2	18.1	76.8%	5.37	9.78	-36.7%	-36.3%	-36.7%	5.7%	-20.9%	-28.1%
18	Trunk	20-30	Yes	5,564	5,983	2,458	21.1	23.1	72.3%	5.38	10.92	1,512	13.1	14.1	74.0%	4.22	8.24	-38.5%	-37.6%	-38.9%	1.7%	-21.6%	-24.5%
19	Urban Crosstown	60	Yes	1,551	1,403	369	7.6	5.6	72.8%	2.31	4.03	167	4.9	4.4	76.9%	2.26	3.65	-54.6%	-35.7%	-20.8%	4.1%	-2.2%	-9.4%
20	Major Corridor	30	Yes	3,952	3,914	1,733	22.1	22.8	71.9%	5.38	9.85	1,164	15.5	15.3	64.0%	4.42	8.23	-32.8%	-30.0%	-32.8%	7.9%	-17.8%	-16.4%
21	Urban Crosstown	30	Yes	3,024	3,091	1,024	16.4	17.7	69.5%	5.13	9.40	836	14.1	14.4	69.1%	4.61	8.21	-18.4%	-14.0%	-18.6%	0.4%	-10.1%	-12.7%
28	Urban Crosstown	60	Yes	1,768	2,008	392	10.7	11.5	60.3%	3.77	6.72	314	8.1	9.2	76.0%	3.47	5.98	-19.9%	-23.7%	-19.9%	15.7%	-8.0%	-11.0%
29	Urban Crosstown	Suspended Aug 2020				650	10.0	9.8	74.5%	2.51	5.28	457	7.1	6.9	70.1%	2.11	3.88	-29.7%	-29.6%	-29.7%	-4.4%	-15.9%	-26.5%
33	Urban Crosstown	20	No	5,098	4,178	1,238	15.4	12.6	76.0%	4.24	8.47	762	9.5	7.8	80.3%	3.08	5.95	-38.5%	-38.5%	-38.5%	4.2%	-27.4%	-29.8%
34	Urban Crosstown	60	Yes	1,768	2,157	377	9.1	11.1	70.2%	3.78	6.54	331	8.0	9.7	73.3%	3.96	6.80	-12.1%	-12.2%	-12.1%	3.1%	4.8%	4.0%
35	Urban Crosstown	60	Yes	1,768	2,161	451	10.9	13.3	73.1%	3.33	6.78	347	8.3	10.2	77.0%	3.45	6.70	-23.1%	-23.1%	-23.1%	4.0%	3.6%	-1.2%
36	Urban Crosstown	30	Yes	3,848	3,710	1,101	15.4	14.9	72.8%	4.25	7.87	622	8.7	8.4	77.1%	3.38	5.88	-43.5%	-43.2%	-43.5%	4.3%	-20.5%	-25.3%
40	Trunk	15-30	Yes	6,812	6,758	4,088	31.6	31.2	74.9%	9.05	15.10	2,601	20.0	19.9	76.9%	6.83	11.52	-36.4%	-36.6%	-36.4%	2.0%	-24.5%	-23.7%
41	Urban Crosstown	60	Yes	1,768	1,475	301	10.0	8.9	78.0%	3.85	6.37	255	9.0	7.5	80.3%	3.46	5.78	-15.4%	-10.4%	-15.4%	2.3%	-10.1%	-9.3%
45	Urban Crosstown	40	Yes	2,600	2,548	695	14.2	13.9	79.1%	3.72	7.61	575	11.7	11.5	84.7%	3.32	6.40	-17.2%	-17.2%	-17.2%	5.6%	-10.8%	-15.9%
46	Urban Crosstown	Suspended Aug 2020				81	10.0	5.1	72.9%	2.43	3.69	55	6.7	3.4	71.5%	1.41	2.86	-32.2%	-32.2%	-32.2%	-1.4%	-42.0%	-22.5%
51A	Trunk	15-20	No	6,851	6,829	3,796	28.1	28.8	74.8%	7.16	12.59	2,431	18.5	18.5	73.8%	5.94	10.17	-36.0%	-34.2%	-35.8%	-1.0%	-17.0%	-19.2%
51B	Trunk	15-30	No	7,528	6,526	5,156	42.6	36.1	73.7%	9.82	19.16	2,108	16.8	14.6	76.9%	5.27	9.77	-59.1%	-60.6%	-59.6%	3.2%	-46.3%	-49.0%
52	Urban Crosstown	20	No	3,558	2,361	1,111	24.8	16.1	77.1%	5.46	10.04	378	8.3	5.5	69.3%	2.26	4.03	-66.0%	-66.4%	-65.7%	7.8%	-58.6%	-59.9%
54	Urban Crosstown	30	Yes	2,496	1,213	566	24.3	11.8	87.5%	5.48	9.15	379	16.3	7.9	88.8%	3.70	6.79	-33.0%	-33.2%	-33.0%	1.3%	-32.5%	-25.8%
56	Urban Crosstown	60	Yes	1,768	1,729	227	6.8	6.7	73.5%	3.39	4.80	194	5.8	5.7	79.4%	2.99	4.68	-14.4%	-14.4%	-14.4%	5.8%	-11.8%	-2.5%
57	Trunk	18	Yes	6,917	8,335	3,699	22.8	29.7	66.8%	6.72	12.59	2,300	14.4	17.3	60.5%	4.90	9.36	-37.8%	-37.1%	-41.8%	-6.3%	-27.1%	-25.7%
60	Suburban Crosstown	40	No	2,808	1,853	453	12.7	8.4	78.6%	3.06	6.10	295	8.3	5.5	80.8%	2.13	4.13	-34.9%	-35.0%	-34.9%	2.2%	-30.4%	-32.3%
62	Urban Crosstown	30	Yes	3,796	3,173	1,306	21.5	17.9	75.3%	6.22	11.23	846	13.9	11.6	80.2%	4.53	7.64	-35.2%	-35.7%	-35.2%	4.9%	-27.2%	-32.0%
65	Suburban Crosstown	Suspended Aug 2020				165	14.0	6.9	66.3%	2.27	3.43	86	7.3	3.6	66.4%	n/a	n/a	-47.8%	-47.8%	-47.8%	0.1%	n/a	n/a
67	Suburban Crosstown	Suspended Aug 2020				236	11.6	5.4	79.8%	2.67	4.21	142	7.0	3.2	85.7%	1.76	2.85	-40.0%	-40.0%	-40.0%	5.9%	-34.1%	-32.3%
70	Urban Crosstown	60	Yes	1,508	1,129	383	17.9	13.2	72.3%	5.94	9.29	262	12.1	9.0	75.7%	4.00	6.56	-31.5%	-32.4%	-31.5%	3.4%	-32.7%	-29.4%
71	Urban Crosstown	60	Yes	1,560	1,895	498	13.5	16.6	77.1%	5.37	9.53	318	8.7	10.6	78.9%	3.62	6.47	-36.2%	-35.5%	-36.2%	1.9%	-32.6%	-32.1%
72	Trunk	30-40	Yes	3,848	6,537	2,793	22.2	37.7	67.6%	7.94	15.10	1,893	15.1	25.6	67.6%	6.62	12.33	-32.2%	-32.0%	-32.2%	-0.1%	-16.6%	-18.3%
72M	Trunk	30-40	Yes	3,900	6,372	2,503	20.6	33.4	66.6%	6.67	13.34	1,737	14.2	23.2	68.4%	5.77	11.38	-30.6%	-31.2%	-30.6%	1.7%	-13.5%	-14.7%
72R	Rapid	15	Yes	5,096	6,867	2,990	22.7	30.5	68.7%	8.02	14.08	2,059	15.6	11.70	69.5%	6.73	11.70	-31.1%	-31.2%	-31.1%	0.8%	-16.1%	-16.9%
73	Major Corridor	15-60	Yes	7,488	3,599	1,592	23.0	11.1	88.5%	4.17	8.03	1,208	17.4	8.4	82.5%	3.41	6.38	-24.2%	-24.1%	-24.2%	-6.0%	-18.2%	-20.5%
74	Urban Crosstown	30-60	Yes	2,704	2,553	465	9.5	8.9	73.0%	2.73	5.61	358	7.3	6.9	74.7%	2.40	4.74	-22.9%	-22.9%	-22.9%	1.7%	-12.1%	-15.5%
76	Urban Crosstown	30	Yes	2,808	3,438	1,135	17.2	21.0	77.9%	6.85	11.47	798	12.1	14.8	78.5%	5.26	8.83	-29.7%	-29.7%	-29.7%	0.5%	-23.2%	-23.0%
79	Urban Crosstown	Suspended Aug 2020				1,111	25.8	19.2	63.0%	4.27	8.86	301	7.0	5.2	73.9%	1.97	3.58	-72.9%	-72.9%	-72.9%	10.9%	-53.9%	-59.6%
80	Urban Crosstown	Suspended Aug 2020				701	8.9	7.2	76.4%	2.50	4.52	458	5.8	4.7	78.2%	2.02	3.48	-34.6%	-34.6%	-34.6%	1.8%	-19.2%	-23.0%
86	Suburban Crosstown	35	Yes	3,413	2,764	656	13.0	10.6	85.7%	3.70	6.29	549	10.3	8.4	86.9%	3.66	6.14	-16.3%	-20.8%	-20.9%	1.2%	-1.1%	-2.4%
88	Major Corridor	20	Yes	5,200	4,238	1,328	16.1	13.3	76.9%	4.86	8.70	873	10.7	8.7	81.2%	3.57	6.22	-34.3%	-33.6%	-34.3%	4.3%	-26.5%	-28.5%
90	Urban Crosstown	30	Yes	3,432	1,721	536	16.2	8.1	85.1%	3.72	6.23	337	10.2	5.1	87.5%	2.76	4.50	-37.1%	-37.2%	-37.1%	2.4%	-25.8%	-27.8%
93	Suburban Crosstown	60	Yes	1,768	1,758	317	9.4	9.3	76.7%	2.82	4.83	255	7.5	7.5	75.5%	2.96	5.10	-19.6%	-20.1%	-19.6%	-1.2%	5.0%	5.6%
95	Suburban Crosstown	40	Yes	2,184	718	141	10.2	3.4	83.6%	1.91	2.77	116	8.4	2.8	81.6%	1.81	2.59	-17.9%	-17.9%	-17.9%	-1.9%	-5.2%	-6.5%
96	Urban Crosstown	30	Yes	3,432	3,384	930	14.3	14.1	73.0%	3.28	6.35	546	8.4	8.3	74.6%	2.92	5.51	-41.2%	-41.2%	-41.2%	1.7%	-11.0%	-13.2%
97	Major Corridor	30	Yes	3,692	4,360	1,551	18.6	21.8	79.0%	7.03	11.51	1,131	13.5	15.9	79.1%	5.93	9.74	-27.1%	-27.6%	-27.1%	0.1%	-15.6%	-15.4%
98	Urban Crosstown	30	Yes	3,432	2,480	599	12.5	9.1	79.7%	3.83	6.28	434	9.1	6.6	83.6%	2.97	5.00	-27.5%	-27.4%	-27.5%	3.9%	-22.5%	-20.4%
99	Major Corridor	25-30	Yes	4,264	5,546	1,289	12.1	15.7	79.1%	5.36	8.69	1,053	9.9	12.8	78.8%	4.85	7.86	-18.3%	-18.2%				

Route Information (as of June 30, 2021)				FY 20/21 Totals		FY 19/20 Effectiveness						FY 20/21 Effectiveness						FY 20/21 vs FY 19/20 Comparison					
Route	Route Type	Frequency	Minority Route ²	Revenue Trips	Total Revenue Hours	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	Average Daily Ridership	Productivity (Pax/RevHr)	Passengers per Trip	On Time Performance	Average Load Factor	Average Maximum Load Factor
1/T	Trunk/BRT	10	Yes	13,128	13,950	6,103	26.5	28.8	n/a	9.71	16.14	6,167	26.5	28.2	77.9%	9.04	15.47	1.0%	0.0%	-2.3%	n/a	-6.9%	-4.2%
6	Trunk	15-20	Yes	9,000	6,685	2,546	22.9	17.1	76.6%	6.05	10.71	1,502	13.5	10.0	77.6%	4.43	7.50	-41.0%	-41.2%	-41.5%	1.0%	-26.8%	-30.0%
7	Suburban Crosstown	Suspended Aug 2020				326	9.7	7.4	81.0%	3.01	4.93	176	5.3	4.0	86.5%	1.87	2.97	-46.1%	-46.1%	-46.1%	5.5%	-37.9%	-39.8%
10	Major Corridor	20	Yes	6,480	5,170	1,378	16.0	12.8	87.2%	5.22	8.25	1,107	12.8	10.2	89.1%	1.83	7.37	-19.7%	-19.9%	-19.7%	2.0%	-7.5%	-10.7%
12	Urban Crosstown	30	No	4,200	5,804	1,162	12.0	16.6	71.7%	4.14	8.55	673	7.0	9.6	72.0%	3.21	6.09	-42.1%	-41.8%	-42.1%	0.2%	-22.5%	-28.8%
14	Urban Crosstown	30	Yes	3,900	4,350	1,541	21.0	23.7	75.3%	6.50	12.65	971	13.4	14.9	78.6%	4.63	8.41	-37.0%	-36.3%	-37.0%	3.3%	-28.8%	-33.5%
18	Trunk	20-30	Yes	6,420	6,906	2,157	18.7	20.2	75.8%	5.34	10.85	1,276	11.1	11.9	78.3%	3.64	7.15	-40.8%	-40.8%	-40.8%	2.5%	-31.8%	-34.1%
19	Urban Crosstown	60	Yes	2,178	2,006	356	7.3	5.4	74.6%	2.92	4.63	162	4.9	4.5	80.1%	2.40	3.68	-54.3%	-33.8%	-17.0%	5.5%	-17.8%	-20.5%
20	Major Corridor	30	Yes	4,560	4,488	1,439	18.3	18.9	80.4%	5.40	9.90	950	12.7	12.5	74.8%	3.69	7.11	-34.0%	-30.8%	-34.0%	-5.6%	-31.7%	-28.2%
21	Urban Crosstown	30	Yes	3,492	3,557	873	13.9	15.1	79.1%	5.02	9.00	702	11.8	12.1	77.7%	4.06	7.13	-19.6%	-15.1%	-19.9%	-1.5%	-19.1%	-20.8%
28	Urban Crosstown	60	Yes	2,040	2,319	323	8.8	9.5	60.7%	3.35	5.96	259	6.7	7.6	79.5%	3.02	5.22	-19.7%	-24.0%	-19.7%	18.8%	-9.9%	-12.4%
29	Urban Crosstown	Suspended Aug 2020				502	7.8	7.6	77.6%	2.16	4.37	408	6.3	6.2	70.2%	1.78	3.34	-18.8%	-18.8%	-18.8%	-7.4%	-17.6%	-23.6%
33	Urban Crosstown	20	No	5,883	4,821	1,070	13.3	10.9	80.1%	3.91	7.64	613	7.6	6.3	79.7%	2.64	4.99	-42.7%	-42.8%	-42.8%	-0.4%	-32.5%	-34.7%
34	Urban Crosstown	60	Yes	2,040	2,488	336	8.1	9.9	72.1%	3.27	5.78	261	6.3	7.7	75.6%	3.39	5.59	-22.3%	-22.3%	-22.3%	3.5%	3.7%	-3.3%
35	Urban Crosstown	60	Yes	2,040	2,494	411	9.9	12.1	74.3%	2.96	5.85	287	6.9	8.4	77.7%	2.94	5.57	-30.3%	-30.3%	-30.3%	3.4%	-0.7%	-4.8%
36	Urban Crosstown	30	Yes	4,440	4,282	1,025	14.5	13.9	70.3%	3.33	6.14	509	7.1	6.9	78.1%	2.70	4.81	-50.3%	-50.9%	-50.3%	7.8%	-18.9%	-21.7%
40	Trunk	15-30	Yes	7,860	7,602	3,548	29.1	27.1	71.1%	9.10	15.32	2,100	16.6	16.0	77.8%	5.52	9.60	-40.8%	-43.1%	-40.8%	6.7%	-39.3%	-37.3%
41	Urban Crosstown	60	Yes	2,040	1,700	253	8.4	7.4	76.8%	3.13	5.15	214	7.6	6.3	82.0%	3.08	5.01	-15.3%	-9.6%	-15.3%	5.1%	-1.6%	-2.7%
45	Urban Crosstown	40	Yes	3,000	2,940	567	11.6	11.3	79.5%	3.40	6.83	442	9.0	8.8	84.0%	2.73	5.47	-22.1%	-22.1%	-22.1%	4.5%	-19.7%	-19.9%
46	Urban Crosstown	Suspended Aug 2020				66	8.1	4.1	77.2%	2.18	3.33	45	5.5	2.8	66.5%	0.95	2.08	-32.1%	-32.1%	-32.1%	-10.7%	-56.4%	-37.5%
51A	Trunk	15-20	No	7,887	7,649	2,986	22.3	22.6	78.1%	6.92	12.56	1,893	14.8	14.4	78.6%	4.83	8.48	-36.6%	-33.5%	-36.4%	0.6%	-30.2%	-32.5%
51B	Trunk	15-30	No	8,688	7,529	4,429	36.5	31.0	77.5%	7.92	15.80	1,748	13.9	12.1	77.6%	4.29	8.14	-60.5%	-61.8%	-61.0%	0.1%	-45.8%	-48.5%
52	Urban Crosstown	20	No	4,110	2,728	983	21.9	14.2	72.9%	4.69	8.79	324	7.1	4.7	70.0%	1.95	3.52	-67.0%	-67.5%	-66.8%	-2.9%	-58.4%	-60.0%
54	Urban Crosstown	30	Yes	2,880	1,400	456	19.6	9.5	89.2%	4.41	8.05	317	13.6	6.6	84.4%	3.11	5.73	-30.4%	-30.6%	-30.4%	-4.8%	-29.5%	-28.8%
56	Urban Crosstown	60	Yes	2,040	1,995	203	6.1	6.0	79.8%	2.87	4.25	167	5.0	4.9	78.8%	2.71	4.14	-17.5%	-17.5%	-17.5%	-1.0%	-5.6%	-2.6%
57	Trunk	18	Yes	7,995	9,625	3,102	19.3	24.6	69.5%	7.03	13.01	1,876	11.7	14.1	68.0%	4.00	7.73	-39.5%	-39.5%	-42.8%	-1.5%	-43.1%	-40.6%
60	Suburban Crosstown	40	No	3,240	2,139	364	10.2	6.7	84.4%	2.42	4.55	241	6.8	4.5	83.7%	1.88	3.49	-33.9%	-34.0%	-33.9%	-0.7%	-22.3%	-23.3%
62	Urban Crosstown	30	Yes	4,380	3,664	1,093	18.1	15.0	80.4%	5.75	10.27	724	11.8	9.9	80.0%	4.00	6.80	-33.8%	-34.4%	-33.8%	0.3%	-30.4%	-33.8%
65	Suburban Crosstown	Suspended Aug 2020				176	14.9	7.3	65.5%	3.49	5.91	92	7.8	3.8	68.1%	2.94	2.60	-47.8%	-47.8%	-47.8%	2.5%	-15.8%	-56.0%
67	Suburban Crosstown	Suspended Aug 2020				232	11.4	5.3	78.9%	2.27	3.56	126	6.2	2.9	86.2%	1.33	2.31	-45.5%	-45.5%	-45.5%	7.3%	-41.4%	-35.1%
70	Urban Crosstown	60	Yes	1,740	1,304	323	15.1	11.1	78.6%	5.14	7.92	225	10.3	7.8	82.2%	3.49	5.85	-30.3%	-31.3%	-30.3%	3.6%	-32.1%	-26.1%
71	Urban Crosstown	60	Yes	1,800	2,185	413	11.2	13.8	77.4%	4.52	8.08	283	7.8	9.4	77.0%	3.43	6.03	-31.4%	-30.6%	-31.4%	-0.4%	-24.1%	-25.4%
72	Trunk	30-40	Yes	4,440	7,501	2,269	18.2	30.7	73.0%	7.12	13.61	1,543	12.3	20.9	72.8%	5.65	10.59	-32.0%	-32.3%	-32.0%	-0.1%	-20.6%	-22.2%
72M	Trunk	30-40	Yes	4,500	7,162	2,121	18.6	28.3	70.4%	6.27	12.51	1,431	12.0	19.1	72.0%	4.84	9.75	-32.5%	-35.5%	-32.5%	1.6%	-22.8%	-22.1%
72R	Rapid	15	Yes	5,880	7,517	2,398	19.1	24.5	74.3%	7.30	12.93	1,645	13.1	16.8	76.0%	5.70	9.93	-31.4%	-31.1%	-31.4%	1.7%	-21.9%	-23.2%
73	Major Corridor	15-60	Yes	8,640	4,153	1,351	19.5	9.4	88.5%	3.92	7.22	1,029	14.9	7.1	85.4%	3.03	5.59	-23.8%	-23.7%	-23.8%	-3.1%	-22.7%	-22.6%
74	Urban Crosstown	30-60	Yes	3,120	2,945	413	8.4	7.9	78.8%	2.43	5.15	311	6.3	6.0	79.7%	2.16	4.23	-24.6%	-24.6%	-24.6%	0.9%	-11.1%	-17.9%
76	Urban Crosstown	30	Yes	3,240	3,967	971	14.7	18.0	81.0%	5.95	10.26	696	10.5	12.9	78.6%	4.42	7.58	-28.3%	-28.3%	-28.3%	-2.4%	-25.7%	-26.1%
79	Urban Crosstown	Suspended Aug 2020				1,112	25.8	19.2	68.7%	3.92	8.24	296	6.9	5.1	79.0%	1.88	3.55	-73.4%	-73.4%	-73.4%	10.3%	-52.0%	-56.9%
80	Urban Crosstown	Suspended Aug 2020				558	7.1	5.8	76.6%	2.08	3.83	372	4.7	3.8	77.3%	1.71	3.01	-33.4%	-33.4%	-33.4%	0.7%	-17.8%	-21.4%
86	Suburban Crosstown	35	Yes	3,987	3,210	476	9.5	7.7	88.2%	2.98	5.24	455	8.5	6.9	85.6%	3.21	5.34	-4.2%	-10.0%	-10.7%	-2.6%	7.7%	1.9%
88	Major Corridor	20	Yes	6,000	4,909	1,194	14.5	11.9	81.6%	3.96	7.10	735	9.0	7.4	78.9%	3.12	5.52	-38.4%	-38.1%	-38.4%	-2.7%	-21.2%	-22.3%
90	Urban Crosstown	30	Yes	3,960	1,986	444	13.4	6.7	87.2%	3.51	5.77	309	9.3	4.7	87.9%	2.55	4.13	-30.5%	-30.5%	-30.5%	0.7%	-27.4%	-28.4%
93	Suburban Crosstown	60	Yes	2,040	2,011	253	7.5	7.4	80.3%	2.61	4.49	224	6.7	6.6	79.7%	2.61	4.59	-11.4%	-11.1%	-11.4%	-0.6%	0.0%	2.2%
95	Suburban Crosstown	40	Yes	2,520	828	137	9.9	3.3	83.5%	1.82	2.69	106	7.7	2.5	82.9%	1.70	2.40	-22.9%	-22.9%	-22.9%	-0.6%	-6.6%	-10.8%
96	Urban Crosstown	30	Yes	3,960	3,904	837	12.9	12.7	71.1%	3.42	6.54	474	7.3	7.2	73.7%	2.57	4.89	-43.4%	-43.4%	-43.4%	2.6%	-24.9%	-25.2%
97	Major Corridor	30	Yes	4,260	5,031	1,277	15.4	18.0	83.1%	6.27	10.19	946	11.3	13.3	79.5%	5.04	8.35	-25.9%	-26.5%	-25.9%	-3.6%	-19.6%	-18.1%
98	Urban Crosstown	30	Yes	3,960	2,862	509	10.7	7.7	82.3%	3.58	5.76	381	8.0	5.8	81.4%	2.70	4.52	-25.1%	-25.1%	-25.1%	-0.9%	-24.6%	-21.5%
99	Major Corridor	30	Yes	4,920	6,408	1,123	10.5	13.7	81.9%	4.76	7.88	905	8.5	11.0	80.6%	4.46	7.14	-19.4%	-19.4%	-19.4%	-1.3%	-6.3%	-9.4%
200	Suburban Crosstown	20	Yes	4,311	4,996	650	8.8	9.3	70.0%	3.57	5.64	483	5.8	6.7	79.1%	3.10	5.03	-25.8%	-33.8%	-27.7%	9.2%	-13.2%	-10.8%
210	Major Corridor	30	Yes	3,120	3,023	486	9.5	9.3	72.6%	3.06	5.64	385	7.6	7.4	78.1%	2.59	4.93	-20.8%	-19.7%	-20.8%	5.5%	-15.4%	-12.6%
212	Very Low Density	30	Yes	3,240	1,893	271	8.4	5.0	78.1%	2.67	4.02	237	7.5	4.4	81.4%	2.43	3.51	-12.8%	-10.9%	-12.6%	3.3%	-9.0%	-12.7%
216	Very Low Density	60	Yes	1,560	1,510	138	5.5	5.3	77.1%	1.98	3.66	119	4.7	4.6	80.6%	2.11	3.58	-13.4%	-13.7%	-13.4%	3.5%	6.6%	-2.2%
217	Very Low Density	30	Yes	3,600	4,387	533	7.6	8.9	68.2%	3.59	5.50	316	4.3	5.3	75.5%	2.60	3.98	-40.7%	-43.3%	-40.7%	7.3%	-27.6%	-27.6%
232	Very Low Density	60	Yes	1,560	1,666	177	6.4	6.8	76.2%	2.86	4.64	122	4.4	4.7	76.8%	2.15	3.58	-30.9%	-30.7%	-30.9%	0.6%	-24.8%	-22