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JACK LONDON BART STATION SITING

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Prepared for BART and the Link21 Project Team



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Appendix A – Ridership Data

EXECUTIVE SUMMARY

The Link21 Program includes a new train crossing under the San Francisco Bay, which will improve connectivity between the Peninsula/Downtown San Francisco and the East Bay, as well as improve service frequency and mitigate congestion across the Bay Bridge. Six concepts have been developed for Link21, two of which involve a BART transfer station in the Jack London District. The scope of our project involves an existing conditions analysis and plans/policies review prior to conducting a BART station siting process for a potential Jack London BART station. Jack London is one of Oakland's oldest business districts and is located south of Downtown Oakland, bisected from the city core by Interstate 980 and Interstate 880 overhead. Jack London's position by the Oakland Estuary waterfront positions itself as a hub for port/industrial activities, commuter ferry passengers, intercity rail (Amtrak) passengers, and tourism.

ACS data reveals insights into the demographic composition of the Jack London District and the Downtown Oakland census tracts bordering the north end of Jack London. This data illustrates notable population variations within the study area, suggesting diverse community dynamics. The higher populations in Oakland's Chinatown indicate higher urban residential density, in addition to recent development in Jack London District. On the contrary, lower populations are observed closer to port/industrial land uses. The Jack London study area is a region characterized by its ethnic diversity; the different racial and ethnic groups, as delineated across its various adjacent census tracts, highlight the broad impact that a potential BART station in Jack London can have within and between these neighborhoods.

Jack London District is serviced by AC Transit bus services, San Francisco Bay Ferry routes from the Oakland Ferry Terminal, and intercity rail services through Amtrak at the Jack London Square Station. Within a walking distance of Jack London District are two BART stations: 12th Street Oakland City Center Station and Lake Merritt Station, each of which service different BART catchment areas given their positioning in the overall BART system. Additionally, several existing and proposed cycling and walking improvements are slated for our study area, which was taken into consideration in the station siting process for multimodal connectivity.

This report was completed as the City of Oakland undergoes updates to their General Plan. Jack London District is currently composed of commercial and industrial land use designations, with pockets of residential zoning districts. The proposed zoning amendments that affect Jack London District include more residential and mixed-use zoning for the eastern Jack London District area, as well as the Broadway corridor. These zoning amendments align with the locations of proposed developments for Jack London District.

Our BART station siting process included development of alignment options, development of criteria, determination of criteria weights for a weighted decision matrix (WDM), and multicriteria evaluation and scoring. The six alignment options developed for consideration were Market Street, Alice Street, Clay Street, Washington Street, Broadway, and Franklin Street. The top option that prevailed in our multicriteria evaluation was the Broadway alignment, through both our primary evaluation as well as scenario testing under various lens (e.g. prodevelopment, administrative staff, etc.). A multimodal station access plan was devised focusing on the Broadway alignment option, with recommendations for transit, bicycle, pedestrian, and vehicle access. A summary of recommendations for a potential future BART station in Jack London is as follows:

- Prioritize east-west bus and bike connectivity
- Utilize existing parking facilities
- Center the pedestrian experience in planning and station design
- Continued community engagement
- Construction impacts mitigation
- Examine engineering feasibility
- Build on existing zoning to encourage transit-oriented development

INTRODUCTION

LINK21 PROPOSED IMPROVEMENTS

The Link21 Program includes a new train crossing between Oakland and San Francisco, which will improve connectivity and service frequency and alleviate traffic across the Bay Bridge¹. In summer of 2023, Link21 released six concepts, two of which feature BART-gauge tracks in the new crossing and four of which feature standard-gauge (Regional Rail) tracks. The BART Concepts C and D shown below (Figure 1, Figure 2) both feature a new transfer station at Jack London. In this report, we propose station siting considerations and recommendations for Jack London BART.



Figure 1: Link21 Concept C - BART 1st & Howard via Alameda

¹ Link21, "Concepts."



Figure 2: Link21 Concept D - BART 3rd & Mission via Mission Bay and Alameda

Source: Link21.

JACK LONDON STUDY AREA

Jack London is a waterfront commercial district located south of Downtown Oakland. It is served by the Oakland Jack London Amtrak station and the Jack London ferry terminal. The closest BART stations are 12th Street BART and Lake Merritt BART. Jack London is separated from Downtown Oakland by Interstates 880 and 980, which act as major barriers to connectivity and a pleasant pedestrian experience in the district. The commercial district is bordered by industrial and manufacturing uses to the east and west, including Howard Terminal and other Port of Oakland land.

The study area (Figure 3) is defined by census tract boundaries (Tracts 4030, 4031, 4033.01, 4033.02, and 9832)².

² U.S. Census Bureau, "2016–2020 American Community Survey 5–Year Estimates."

Figure 3: Jack London Study Area



Source: City of Oakland GIS.

Figure 4 shows the broader context of Jack London. Jack London, Downtown Oakland, and the Port of Oakland act as a regional hub for the East Bay's transportation, goods movement, and commercial needs.





Source: City of Oakland GIS.

STUDY AREA CHALLENGES AND OPPORTUNITIES

The prospect of siting a new BART station in Jack London presents many challenges and opportunities. The existing at-grade railroad tracks pose traffic safety issues that must be mitigated ahead of any increase in pedestrian activity. The shared right-of-way between passenger service and freight makes it difficult to expand passenger service, and results in long delays for both modes. The study area overlaps with three jurisdictions, which can create

coordination challenges: City of Oakland right-of-way on publicly-owned streets, Port of Oakland land along the waterfront, and Caltrans right-of-way under the I-880 and I-980. Lastly, the Jack London waterfront area is one of the neighborhoods in Oakland most vulnerable to sea level rise.

However, Jack London is also an area of projected growth and revitalization from numerous housing developments and transportation projects in the pipeline. A new BART station could promote sustainable population growth, improve connections between Jack London and equity priority communities in West Oakland, East Oakland, and Chinatown, and address past harms caused by freeway construction.

EXISTING CONDITIONS

HISTORICAL CONTEXT

The historical narrative of Jack London District is a captivating journey through time, encapsulating centuries of cultural, economic, and urban development. The roots of the area begin with the pre-19th century Native American presence of the Ohlone Huichin tribe and subsequent Spanish colonization, setting the stage for the dynamic transformations to come through the expansion of the railroad in the late 19th century. The late 19th and early 20th centuries saw the arrival of Jack London, whose life and connection to Oakland became integral to the District's narrative³. Concurrently, the era witnessed the start of industrialization and port development, shaping the physical and economic landscape closer to the image we have of the modern-day Jack London District.

As the city evolved, so did Jack London. The mid-20th century ushered in its role as a cultural hub, especially during the vibrant Jazz Age of the 1920s, when the District became a focal point for artistic and social expression. However, this cultural prominence was later overshadowed by a mid-20th-century decline, prompting urban redevelopment plans like the construction of the Interstate-880 dividing Jack London District from Downtown Oakland and Chinatown⁴. The era of freeway expansion was harmful to the urban core communities of color in Downtown, West Oakland and Chinatown due to forced displacement and bearing the brunt of construction impacts.

The 1970s to the 1990s marked a period of efforts to rejuvenate Jack London Square, resulting in the proliferation of dining, shopping, and entertainment options. This transformation solidified Jack London Square as a contemporary landmark, blending its historic charm with modern amenities. However, the opening of the Interstate-980⁵ through West Oakland, connecting to the Interstate-880, continued California's legacy of urban renewal freeway expansion. The late 20th century witnessed a remarkable revival, as concerted efforts were made to breathe new life into Jack London through Oakland Redevelopment Agency funding⁶. Today, it stands as a vibrant destination, hosting diverse businesses, attractions, and cultural events, and playing a pivotal role in Oakland's waterfront community.

³ San Francisco Maritime National Park Association, "San Francisco Maritime National Park Association – Jack London Square Then and Now."

⁴ "California Highways: Route 880."

⁵ "California Highways: Route 980."

⁶ City of Oakland, "Archive Page for Former Oakland Redevelopment Agency."

Despite its successes, Jack London grapples with ongoing issues of access, sparking community initiatives to address and overcome challenges. Looking forward, future development plans are underway to connect this historic locale. These initiatives aim to ensure that Jack London District continues to thrive, adapting to the ever-changing urban landscape while preserving its rich history and cultural significance. The narrative of Jack London District remains a testament to the resilience and adaptability of urban spaces, reflecting the dynamic interplay between history, development, and community engagement.

DEMOGRAPHICS



Figure 5: Jack London Study Area Census Tracts

Source: U.S. Census Bureau, 2020.

Population

Table 1: Jack London Population by Census Tract, 2020

	Jack London Area	Census Tract 4030	Census Tract 4031	Census Tract 4033.01	Census Tract 4033.02	Census Tract 9832
Total						
population	9,518	2,850	2,077	1,615	2,389	587

Source: Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates, Table S0101

Figure 6: Jack London Population by Census Tract, 2020



Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates, Table S0101.

As of 2020, the total population in the Jack London Area stands at 9,518. Analyzing the distribution across census tracts, Census Tract 4030 emerges with the highest population at

2,850 residents, followed by Census Tract 4033.02 with 2,389 individuals. Census Tract 4031 and Census Tract 4033.01 have populations of 2,077 and 1,615, respectively, while Census Tract 9832 has the smallest population with 587 residents.

This data underscores the notable population variations within the area, suggesting diverse community dynamics. The higher populations in Census Tracts 4030 and 4033.02 indicate higher residential density in Chinatown and recent development in Jack London. On the contrary, the lower residential populations in Census Tracts 4031, 4033.01, and 9832 align with the area's commercial or industrial uses.

Understanding the demographic nuances across these census tracts is crucial for resource allocation, and community development initiatives. Further exploration of age-specific trends in Chinatown and community needs within each tract could provide valuable insights for targeted interventions and tailored services in Jack London.

Housing Units

In 2010, the total population in Jack London stood at 5,123. Notable figures included Census Tract 4033.01 with 2,236 residents and Census Tract 4030 with 1,732 inhabitants. As of 2020, the overall population has increased to 5,993. Census Tract 4033.02 now boasts the highest population at 1,859, while Census Tract 4031 has seen an increase to 986 residents. A new census tract (9832) was drawn in 2020 with a population of 554. This suggests potential urban development or demographic shifts in the area.

Table 2: Jack London Number of Housing Units, 2010–2020

Year	Jack London Area	Census Tract				
	Total	4030	4031	4033.01	4033.02	9832
2020	5,993	1,763	986	831	1,859	554
2010	5,123	1,732	751	2,236		404

Source: U.S. Census Bureau, 2006-2010 and 2016-2020 American Community Survey 5-Year Estimates. Note: The 2020 Census separated Census Tract 4033 into two tracts, 4033.01 and 4033.02

In summary, Jack London has experienced significant growth over the decade, with fluctuations in specific census tracts and the emergence of new ones, indicating evolving community dynamics. Further investigation into the driving factors behind these changes would provide valuable insights.

	Jack A	London Irea	Censo 40	us Tract 030	Censu 4	us Tract 031	Cens 4C	us Tract 033.01	Censo 400	us Tract 33.02	Cens 9	us Tract 832
SELECTED AGE CATEGORIES	Total	Percent	Total	Percent	Total	Percent	Total	Percent	Total	Percent	Total	Percent
Total population	9518	(X)	2,850	(X)	2,077	(X)	1,615	(X)	2,389	(X)	587	(X)
Under 18 years	727	8%	182	6%	132	6%	236	15%	151	6%	26	4%
18 to 24 years	698	7%	124	4%	260	13%	186	12%	110	5%	18	3%
25 to 34 years	2130	21%	305	11%	559	27%	106	7%	1054	44%	106	18%
35 to 44 years	1761	19%	367	13%	404	19%	125	8%	704	30%	161	27%
45 to 54 years	1196	14%	345	12%	298	14%	292	18%	139	6%	122	21%
55 to 64 years	1076	12%	359	13%	203	10%	302	19%	144	6%	68	12%
65 years and over	1930	19%	1,168	41%	221	11%	368	23%	87	4%	86	15%
Median age (years)	44.28	(X)	56.9	(X)	36.7	(X)	50.8	(X)	33.8	(X)	43.2	(X)

Table 3: Jack London Population Age, 2020

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates, Table S0101

Table 3 and Figure 7 provide insights into the age distribution of the total population.

- Under 18 Years: Individuals under 18 years old represent 8% of the total population in the Jack London Area. Census Tract 4033.02 stands out with 15%, indicating a higher concentration of younger individuals.
- 18 to 24 Years: This age group constitutes 7% of the total population. Census Tract 4033.01 has the highest percentage at 13%, suggesting a relatively higher population of young adults.
- **25 to 34 Years:** Individuals aged 25 to 34 years represent 21% of the total population, with Census Tract 9832 reporting the highest percentage at 44%, indicative of a significant concentration of young adults.
- **35 to 44 Years:** The 35 to 44 age group accounts for 19% of the population. Census Tract 4033.01 has a notable percentage of 27%, suggesting a higher concentration of individuals in this age range.
- **45 to 54 Years:** This age group represents 14% of the total population. Census Tract 4030 and Census Tract 4033.02 report higher percentages, indicating a relatively older population.

- **55 to 64 Years:** Individuals aged 55 to 64 years constitute 12% of the total population. Census Tract 4030 and Census Tract 4033.02 have higher percentages, suggesting a notable presence of individuals in this age range.
- **65 Years and Over:** This age group accounts for 19% of the total population. Census Tract 4031 reports the highest percentage at 41%, indicating a significant population of individuals aged 65 and over.



Figure 7: Jack London Percent Over 65 Years Old by Census Tract, 2020

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates, Table S0101.

The overall median age for the Jack London Area is 44.3 years. Census Tract 4030 reports the highest median age at 56.9 years, while Census Tract 4033.02 has the lowest at 33.8 years. This demographic analysis provides valuable insights into the age distribution within the Jack London Area. Policymakers and community leaders can utilize this information to address services, healthcare, and community initiatives to meet the diverse needs of different age groups.

Race and Ethnicity

Table 4: Jack London Race and Ethnicity by Census Tract, 2020

Race and Ethnicity	Jack London Area Total	Census Tract 4030	Census Tract 4031	Census Tract 4033.01	Census Tract 4033.02	Census Tract 9832
Total:	9,518	2,850	2,077	1,615	2,389	587
Not Hispanic or Latino:	8,767	2,796	1,723	1,543	2,151	554
White alone	2,391	214	614	228	993	342
Black or African American alone	732	110	426	18	111	67
American Indian and Alaska Native alone	160	33	-	121	_	6
Asian alone	4,788	2,182	593	1,085	814	114
Native Hawaiian and Other Pacific Islander alone	126	110	14	_	_	2
Some other race alone	56	11	7	33	-	5
Hispanic or Latino:	751	54	354	72	238	33
Race and Ethnicity	Jack London Area Total	Census Tract 4030	Census Tract 4031	Census Tract 4033.01	Census Tract 4033.02	Census Tract 9832
	Percentage	Percentage	Percentage	Percentage	Percentage	Percentage
Total:	100%	100%	100%	100%	100%	100%
Not Hispanic or Latino:	92%	98%	83%	96%	90%	94%
White alone	25%	8%	30%	14%	42%	58%
Black or African American alone	8%	4%	21%	1%	5%	11%
American Indian and Alaska Native alone	2%	1%	0%	7%	0%	1%
Asian alone	50%	77%	29%	67%	34%	19%
Native Hawaiian and Other Pacific Islander alone	1%	4%	1%	0%	0%	0%
Some other race alone	1%	0%	0%	2%	0%	1%
Hispanic or Latino:	8%	2%	17%	4%	10%	6%

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates, Table B030021.

Table 4 offers a comprehensive view of race and ethnicity in Jack London. The study area, which includes much of Oakland Chinatown, is primarily non-Hispanic Asian at 50% of the population, and 25% non-Hispanic white, 8% Black or African American, and 8% Hispanic or Latino.

Differences between census tracts are evident. The non-Hispanic Asian population ranges from 29% to 77% of the total population in different tracts. The non-Hispanic White population ranges from 8% to 58%, and the Black or African American population ranges from 1% to 21%.

This demographic analysis reveals Jack London as a region characterized by its ethnic diversity. The interplay of different racial and ethnic groups, as delineated across various census tracts, underscores the importance of considering both raw numbers and percentage distributions to gain a comprehensive understanding of the area's population dynamics. This nuanced perspective is crucial for informed decision-making and community engagement within Jack London.

Commute Mode

Table 5 provides insights into the transportation habits and work patterns of individuals aged 16 and over in the census tracts within the Jack London Area. The focus is on the number of workers, their modes of transportation to work, travel times, and the availability of vehicles in households. The total number of workers aged 16 and over in the Jack London Area is 5,403. Among the various census tracts, the highest concentration of workers is in Census Tract 4030, with 1,159 individuals, while Census Tract 4033.01 has the lowest at 651 individuals.

	Jack London Area	Census Tract 4030	Census Tract 4031	Census Tract 4033.01	Census Tract 4033.02	Census Tract 9832
	5 400	1150	11/0	(5)	1.070	450
Workers 16 years and over	5,403	1,159	1,168	651	1,972	453
TO WORK						
Car, truck, or van	34%	40%	28%	41%	29%	33%
Drove alone	30%	38%	28%	34%	25%	26%
Carpooled	4%	3%	1%	7%	4%	7%
Workers per car, truck, or van	108%	103%	102%	115%	107%	113%
Public transportation	39%	34%	52%	33%	45%	33%
Walked	11%	19%	7%	18%	7%	5%
Bicycle	1%	0%	0%	0%	7%	0%
Taxicab, motorcycle, or other						
means	2%	0%	2%	0%	6%	2%
Worked from home	12%	7%	11%	8%	7%	28%
Workers 16 years and over who						
did not work from home	4874	1,074	1,042	597	1,833	328
TRAVEL TIME TO WORK						

Table 5: Jack London Commute Statistics and Vehicle Availability, 2020

Mean travel time to work (minutes)	33.98	29	38.5	35.6	31.6	35.2
VEHICLES AVAILABLE						
Workers 16 years and over in households	1,071	1,159	1,118	651	1,972	453
No vehicle available	16%	28%	22%	11%	17%	1%
1 vehicle available	56%	52%	56%	46%	56%	68%
2 vehicles available	27%	18%	21%	41%	27%	27%
3 or more vehicles available	2%	3%	1%	2%	0%	4%

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates, Table S0801.

The predominant mode of transportation to work in the Jack London Area is by car, truck, or van, constituting 34–41% across different tracts. Driving alone is the most common method, representing 25–38%, while carpooling ranges from 1% to 7%. Notably, Census Tract 4033.02 stands out with a higher percentage of carpooling at 7%. Public transportation is also a significant choice, ranging from 33% to 52%, with Census Tract 4033.01 in the neighborhood of Chinatown having the highest percentage. Walking is notable in Census Tract 4031 in the Old Oakland neighborhood at 19%, and working from home is most prevalent in Census Tract 9832, in the Jack London District, with 28%.

The mean travel time to work varies across tracts, with Census Tract 4033.01 having the highest at 38.5 minutes and Census Tract 4031 the lowest at 29 minutes. Overall, the average travel time for workers in the Jack London Study Area is approximately 33.98 minutes. Examining the availability of vehicles in households, Census Tract 4030 has the highest percentage of households (28%) with no vehicles available. In contrast, Census Tract 4033.02 has the highest percentage (68%) of households with one vehicle available. The availability of two vehicles is notable in Census Tract 4033.01 (41%), while Census Tract 9832 stands out with 4% of households having three or more vehicles available.

Income

Table 6 presents a comprehensive overview of household income in the Jack London Area, with a focus on the five census tracts and the median income for various racial and ethnic groups. The data sheds light on the economic diversity across communities and provides insights into disparities in income based on race and Hispanic or Latino origin. The median income for households in the Jack London Area is \$96,445.60. Census Tract 4033.01, in the Jack London District stands out with a notably higher median income of \$120,227.00, while Census Tract 4033.02, in Chinatown, has the lowest at \$22,132.00.

	Jack London Area	Census Tract 4030	Census Tract 4031	Census Tract 4033.01	Census Tract 4033.02	Census Tract 9832
Households	\$96,445.60	\$30,219.00	\$120,227.00	\$22,132.00	\$148,025.00	\$161,625.00
White	\$126,158.00	\$120,119.00	\$191,875.00	NA	\$156,809.00	\$161,987.00
Black or African American	\$166,059.00	NA	\$184,118.00	NA	NA	\$148,000.00
Asian	\$76,535.75	\$23,125.00	NA	\$16,750.00	\$75,435.00	\$190,833.00
Hispanic or Latino origin (of						
any race)	\$194,500.00	NA	\$233,375.00	NA	\$155,625.00	NA
White alone, not Hispanic or						
Latino	\$154,283.75	\$120,119.00	\$134,548.00	NA	\$201,058.00	\$161,410.00

Table 6: Jack London Median Household Income, 2020

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates, Table S1903.

Figure 8: Jack London Median Household Income, 2020



Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates, Table S1903.

White households in the Jack London Area exhibit a varied economic landscape. Census Tract 4033.01 has the highest median income among White households at \$191,875.00, while Census Tract 4033.02 and Census Tract 4030 also report relatively high figures at \$156,809.00 and \$126,158.00, respectively. Limited data is available for this demographic in the table due to sample sizes, but Census Tract 4030 reports a notably high median income of \$166,059.00. Asian households in Census Tract 9832 show the highest median income at \$190,833.00. However, Census Tract 4033.01 and Census Tract 4030 also have substantial median incomes at \$75,435.00 and \$76,535.75, respectively. Census Tract 4030 reports a notably high median incomes at \$75,435.00 of for households of Hispanic or Latino origin. Census Tract 4033.01 also exhibits a high median income of \$233,375.00 in this category. This category shows significant income disparities. Census Tract 4033.01 has the highest median income at \$201,058.00, while Census Tract 4033.02 and Census Tract 4030 also report relatively high figures at \$161,410.00 and \$154,283.75, respectively.

The data highlights a diverse economic landscape in the study, with income disparities across Jack London District and Chinatown in racial/ethnic categories. Understanding these variations is crucial for policymakers and community leaders to address economic inequalities and mitigate displacement across all communities within the Jack London Area.

Educational Attainment

Table 7 provides a detailed snapshot of the educational attainment of adults aged 25 and over in the Jack London Area, offering insights into the distribution of educational achievements across different census tracts. The data spans from individuals with less than a 9th-grade education to those holding graduate or professional degrees.

Population 25 years and over	Jack London Area	Census Tract 4030	Census Tract 4031	Census Tract 4033.01	Census Tract 4033.02	Census Tract 9832
Less than 9th grade	11%	20%	6%	23%	0%	4%
9th to 12th grade, no diploma	7%	12%	9%	12%	2%	0%
High school graduate (includes equivalency)	15%	19%	14%	35%	4%	3%
Some college, no degree	10%	11%	10%	14%	4%	10%
Associate's degree	4%	4%	3%	5%	5%	3%
Bachelor's degree	33%	20%	29%	8%	62%	47%
Graduate or professional degree	21%	13%	30%	2%	24%	34%

Table 7: Jack London Educational Attainment, 2020

Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates, Table S1501.

In Jack London, 11% of individuals aged 25 and over have educational attainment below the 9th grade. Census Tract 4030 stands out with a higher percentage at 20%. The population with some high school education but no diploma ranges from 7% in the overall Jack London Area to 12% in Census Tract 4031. Approximately 15% of the population in the Jack London Area has achieved a high school diploma or equivalent. Census Tract 4033.02 reports a notably higher percentage at 35%, indicating a concentration of high school graduates in that area. The percentage of individuals with some college education but no degree ranges from 10% in Census Tract 4030 to 14% in Census Tract 4033.02. Around 4% to 5% of the population in different census tracts have earned an Associate's degree, with Census Tract 4030 reporting the highest at 5%. A significant portion of the population holds a bachelor's degree, ranging from 20% in Census Tract 4030 to 62% in Census Tract 9832. The percentage of individuals with graduate or professional degrees varies, with Census Tract 4030 reporting 21% and Census Tract 9832 reporting 34%. The educational disparities across tracts are very apparent, Census Tract 9832 stands out with a notably high percentage of individuals holding bachelor's degrees (62%) and graduate or professional degrees (34%). Census Tract 4033.02 has a higher proportion of individuals with less than a 9th-grade education (23%) compared to other tracts.

Limited English Proficiency

In examining language diversity within households across the Jack London Area, Table 8 offers a detailed perspective on the percentage of limited English-speaking households across different census tracts. The data categorizes households by various language groups, highlighting the prevalence of limited English proficiency within specific communities.

The overall rate of limited English-speaking households in the Jack London Area is 19.20%, with notable variations observed across census tracts, ranging from 0.00% in Census Tract 9832 to 39.00% in Census Tract 4030.

In analyzing limited English-speaking households by language group reveals distinctive patterns, Spanish-Speaking Households in Census Tracts 4031, 4033.01, 4033.02, and 9832 report 0.00%, while Census Tract 4030 stands out with a substantial 26.20%. Other Indo-European Languages Households in Census Tract 4030 reports a significant 19.30%, contrasting with lower or nonexistent percentages in other tracts. Most notably, Asian and Pacific Island Language Households in Census Tract 4030 reports 58.40%, and Census Tract 4033.02 reports 54.50%, highlighting a diverse linguistic landscape within this category. The data does not provide information for other languages.

Percent limited English- speaking households	Jack London Area	Census Tract 4030	Census Tract 4031	Census Tract 4033.01	Census Tract 4033.02	Census Tract 9832
All households	19.20%	39.00%	18.20%	37.70%	1.10%	0.00%
Households speaking -						
Spanish	5.24%	26.20%	0.00%	0.00%	0.00%	0.00%
Other Indo-European languages	3.86%	19.30%	0.00%	0.00%	0.00%	0.00%
Asian and Pacific Island languages	35.68%	58.40%	58.30%	54.50%	7.20%	0.00%
Other languages	-	-	-	-	-	-

Table 8: Jack London Limited English Proficiency Households, 2022

Source: U.S. Census Bureau, 2018–2022 American Community Survey 5-Year Estimates, Table S1602⁷.

Key observations include Census Tract 4030 having the highest overall percentage of limited English-speaking households at 39.00%, with a significant proportion being Spanish-speaking (26.20%). In contrast, limited English-speaking households are less prevalent in Census Tract 9832 (1.10%), showcasing a diverse linguistic landscape with no reported Spanish-speaking or other Indo-European language households. In conclusion, understanding the distribution of limited English-speaking households and their language preferences is crucial for developing community outreach, language-accessible services to conduct the planning of a Jack London Station.

⁷ U.S. Census Bureau, "2018-2022 American Community Survey 5-Year Estimates."



Figure 9: Jack London Limited English Proficiency Households, 2022

Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates, Table S1602.

EXISTING PLANS AND POLICIES

Land Use Plans

Downtown Oakland Specific Plan: Preliminary Draft Plan

The City of Oakland began the planning process for a Downtown Oakland Specific Plan (DOSP) in 2015 as an amendment to the General Plan. The final DOSP aims to recommend programs and policies that support the economic, housing, mobility, culture keeping, community health, and land use goals of Downtown Oakland, which includes Jack London District. A Preliminary Draft Plan was released on January 2019 as a first version of the DOSP. Within the Preliminary Draft Plan, planning code amendments were proposed for adoption; these zoning changes are discussed in the Land Use section of this report.⁸

⁸ City of Oakland, "Downtown Oakland Specific Plan (DOSP) – Preliminary Draft Plan."

Estuary Policy Plan

Jack London District falls within the scope of the City of Oakland's Estuary Policy Plan (EPP), which is a collaborative effort with the Port of Oakland and is part of Oakland's General Plan. The EPP's goals include maximizing the benefit of Oakland's waterfront, addressing new development in the Estuary Planning Area, and improving connectivity between the waterfront and adjacent neighborhoods. The Estuary Planning Area spans the Oakland Estuary waterfront from Adeline Street to 66th Avenue, between the shoreline and Interstate 880. The EPP's policies supersede those recommended for the Estuary Planning Area in the General Plan. Similarly, the EPP's land use designations supersede and act as an overlay to the existing municipal zoning for Jack London District. The EPP land use designations map is provided in Figure 10 below.⁹



Figure 10: Estuary Policy Plan Land Use Designation Map

Source: City of Oakland, Zoning and Estuary Policy Plan, 2022.

The Estuary Policy Plan names Jack London District as a vital component to repositioning Downtown Oakland as a "multidimensional activity center" and making the waterfront a more prominent part of the city. From the EPP land use designations map, residential and commercial land uses are encouraged in Jack London District, especially as infill development and as sites that "infuse new vitality" into the district. An annotated EPP land use map with development strategies for central Jack London District is shown in Figure 11.

⁹ City of Oakland, "Estuary Policy Plan."

Figure 11: Central Jack London District Illustrative Development Strategy



Source: City of Oakland & Port of Oakland, Estuary Policy Plan, 1999

BART Transit Oriented Development Policy

The BART Transit-Oriented Development Policy was adopted on June 9, 2016 and most recently amended on April 23, 2020 to set guidelines for its real estate assets to invest in the important relationship between land use planning and transportation at and surrounding BART stations. BART has set transit-oriented development policies to work in partnership with local and regional governments for housing and economic development opportunities to support connectivity for riders and residents. Affordable housing is a key strategy to better leverage BART real estate and has set a target of "35 percent of all units to be affordable, with a priority to very low (<50% AMI), low (51-80% AMI) and/or transit-dependent populations"¹⁰. BART lists six Transit Oriented Development goals to meet with its joint development projects:

¹⁰ Bay Area Rapid Transit, "TOD Guidelines and Procedures."

- A. Complete Communities: Partner to ensure BART contributes to neighborhood/district vitality, creating places offering a mix of uses and incomes.
- B. Sustainable Communities Strategy: Lead in the delivery of the region's land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.
- C. Ridership: Increase BART ridership, particularly in locations and times when the system has capacity to grow.
- D. Value Creation and Value Capture: Enhance the stability of BART's financial base by capturing the value of transit, and reinvesting in the program to maximize TOD goals.
- E. Transportation Choice: Leverage land use and urban design to encourage non-auto transportation choices both on and off BART property, through enhanced walkability and bikeability, and seamless transit connectivity.
- F. Affordability: Serve households of all income levels by linking housing affordability with access to opportunity.

Assembly Bill (AB) 2923 and TOD

On September 30, 2018, AB 2923 affected zoning requirements on existing BART-owned property in Alameda, Contra Costa, and San Francisco counties within a half-mile of stations¹¹. AB 2923 includes two core components:

- Transit-Oriented Development (TOD) Zoning Standards: Cities and counties had until July 1, 2022 to rezone non-conforming parcels to align with the AB 2923 Transit-Oriented Development (TOD) Zoning Standards.
- Development Streamlining: Developers with BART may apply for expedited approval from local cities and counties, if (1) the project is at least 50% residential; (2) a minimum of 20% of proposed housing is affordable to low- or very low- income households; (3) the height is within one story of the tallest approved height within a half-mile; and (4) the construction plan meets required labor standards described in the bill.

The AB 2923 TOD Zoning Standards (Figure 12) defined "TOD Place Types" for the stations and the half-mile radius surrounding the station. The TOD Place Types of both 12th Street Oakland Civic Center and Lake Merritt BART Station are designated as Regional Center.

¹¹ Bay Area Rapid Transit, "AB 2923 Implementation."



Figure 12: BART AB 2923 Baseline Zoning Standards by TOD Place Type

Source: Bay Area Rapid Transit AB 2923 Implementation, 2022

BART Lake Merritt Station Area Plan + Lake Merritt Plaza Upgrade

The BART Lake Merritt Station Area Plan¹², adopted in 2014, outlines an implementation action plan created with dozens of stakeholders encompassing community-based organizations, business owners, government agencies to set programmatic and project-based improvement goals across 25 years. The goals for the half-mile radius area surrounding the Lake Merritt BART Station include:

- 4,900 new housing units
- 4,100 new jobs
- 404,000 square feet of additional retail

¹² City of Oakland, "Lake Merritt BART Transit-Oriented Development (TOD) Project."

• 1,229,000 square feet of office retail

The half-mile area radius of the station area plan overlaps with a sizable portion of our Jack London study area. Lake Merritt serves as a case study due to its extensive community outreach starting in 2008 and for encompassing the same and neighboring communities of Jack London Square. The opportunity to build a Jack London Station and create its own station area plan will utilize the Lake Merritt Station Area Plan recommendations and strengthen the existing programming and projects serving the local community.

Currently the Lake Merritt Plaza itself is being developed as a BART Transit-Oriented Development (TOD) Project The project proposes 557 residential units (including 233 affordable units), up to 500,000 square feet of office space, up to 16,500 square feet of ground floor retail and food service, approximately 2,000 square feet for a commercial kitchen, 6,200 square feet for daycare, and a total of 408 parking spaces.

Transportation Plans

Jack London Feasibility Study (2004)

In 2004, BART conducted a study for an infill station in the Jack London District following The City of Oakland's Estuary Policy Plan (1999) highlighted the need to connect JLD to Downtown Oakland and BART¹³. The feasibility study identified 5 alternatives to connect the community of Jack London:

- 1. Infill BART Station
- 2. Group Rapid Transit (GRT)
- 3. Underground BART Shuttle
- 4. Streetcar
- 5. Distinctive Bus or Shuttle

The Infill Station, GRT, and Underground BART Shuttle were removed as options due to cost and engineering infeasibility. Based on stakeholder and PAC input, the options focused on the streetcar alternative and distinctive bus or shuttle alternative. Interestingly the bus or shuttle alternative was not mentioned with collaboration with AC Transit, but mentioned a discontinued Broadway Shopper shuttle that mirrored the most recently defunct Broadway B Shuttle. Additionally, the report does not list the potential for stronger regional connections, although the Underground BART Shuttle mentions potential to connect to the City of Alameda and beyond, for Amtrak but focusses Jack London District as the destination.

¹³ Bay Area Rapid Transit, "Jack London BART Feasibility Study."

Capitol Corridor Vision Implementation Plan (2016)

The Capitol Corridor Vision Implementation Plan refers to Jack London as the "single greatest bottleneck on the existing alignment."¹⁴ The Plan lays out three options for realignments:

- Grade-separate the existing Embarcadero right-of-way with a shallow trench capped by a raised berm. This would restrict business access along Embarcadero and create a visual barrier along the waterfront.
- Tunnel under Fifth Street to avoid the shallow Posey and Webster Tubes, and connect to a new viaduct alongside the BART tracks through West Oakland. This would require additional analysis and land acquisition.
- Tunnel under Downtown Oakland from east of Jack London to south of Emeryville, and create a new station that connects to 19th Street BART. This is expected to be extremely expensive.

Alameda Countywide Transit Plan (2016)

The Countywide Transit Plan recommends improving service between San Francisco and Brooklyn Basin, potentially through a new ferry terminal in Brooklyn Basin.¹⁵ Alternatively, the Plan suggests improving bus transit services between Brooklyn Basin and the existing ferry terminal at Jack London Square.

The Plan also recommends improvements between Richmond and Jack London Square, which is a high transit demand corridor that serves West Contra Costa County, Berkeley, Central Oakland, and Downtown Oakland. Improvements include transit lanes, transit signal priority, traffic signal improvements, bus stop and station improvements, and off-board fare collection. The Plan does not prescribe a specific route or alignment for these recommendations.

Alameda Countywide Transportation Plan (2020)

The Alameda CTP identifies a 10-year priority project list that will guide transportation policy and funding decisions into 2030.¹⁶The list of projects to improve multimodal access to or near Jack London Square includes:

- New ferry service between Redwood City, Jack London Square, and San Francisco
- Downtown Oakland East-West Safe Streets
- East Bay BRT Corridor Safety Improvements
- Lake Merritt Transit-Oriented Development
- ¹⁴ Capitol Corridor Joint Powers Association, "Capitol Corridor Vision Plan."

¹⁵ Alameda CTC, "Countywide Transit Plan."

¹⁶ "Countywide Transportation Plan."

- Rail Safety and Connectivity
- Oakland-Alameda Bicycle/Pedestrian Bridge
- Oakland Alameda Access Project

BART Multimodal Access Design Guidelines

The Multimodal Access Design Guidelines (MADG), adopted in 2017, are required to be followed for new station construction projects. The design guidelines place pedestrians at the top of the BART access hierarchy, followed by bicyclists; transit, paratransit, and shuttles; drop-offs and pick-ups; and lastly auto parking. MADG provides detailed standards for a comprehensive list of facilities, including bus stops, crosswalks, and cycle tracks, surrounding BART stations.¹⁷

City of Oakland Bicycle Plan (2019)

The 2019 Bicycle Plan sets the goal of increasing the percentage of residents who can access commercial areas and major transit stops, including Jack London Square and the Jack London Ferry Terminal, via a 10-minute ride on low-stress bikeways.¹⁸

The Plan recommends a list of bike facilities to improve both north-south and east-west connections in Jack London Square. The following facilities have been completed in the four years since the Plan's adoption:

- Buffered bike lanes on 2nd Street and Washington Street
- Shared-use path in the Posey Tube (Completed)

The following facilities were recommended in the Plan but have not been implemented yet:

- Separated bike lanes on 3rd Street and Oak Street
- Shared-use paths on Embarcadero West, Middle Harbor Road, and along the waterfront

Separated bike lanes on 3rd Street would provide a low-stress, all ages and abilities bicycle route from Jack London to East Oakland and Hayward by connecting to the proposed East Bay

¹⁷ Bay Area Rapid Transit, "BART's Multimodal Access Guidelines."

¹⁸ City of Oakland, "Oakland Bicycle Plan."

Greenway.¹⁹ The long-term vision of the East Bay Greenway is an off-street, shared-use trail running along the BART alignment from Lake Merritt BART to South Hayward BART.

City of Oakland Pedestrian Plan (2017)

The 2017 Pedestrian Plan identifies the Downtown Planning Area, which includes Downtown Oakland, Uptown, Chinatown, Old Oakland, and Jack London Square, as the neighborhood with the highest average pedestrian injuries per 100,000 residents – 259 injuries annually, compared to the citywide average of 66 injuries.²⁰

Jack London District does not have any High-Injury Intersections or High-Injury Corridors, so the Plan does not recommend specific pedestrian improvements in the commercial area. However, the Plan does identify several sections of sidewalk gaps in the commercial district as of 2006 (the most recent available data). Compared to Downtown Oakland, which has almost zero sidewalk gaps, the sidewalks in Jack London District are less ADA-accessible and pedestrianfriendly.

Environmental Plans

City of Oakland Preliminary Sea Level Rise Road Map (2017)

The Road Map recommends that the City identify funding to complete a citywide vulnerability and risk assessment, particularly for West Oakland, the Central Estuary, and Jack London Square which are particularly vulnerable to sea level rise.

Figure 13 maps the 48-inch and 72-inch sea level rise scenarios, where water levels rise above mean higher high water (MHHW). Jack London Square already sees urban stormwater flooding during heavy rains combined with high tides.²¹

¹⁹ "East Bay Greenway."

²⁰ City of Oakland, "Oakland Pedestrian Plan."

²¹ "Preliminary Sea Level Rise Road Map."


Figure 13: Oakland 48-Inch and 72-Inch Sea Level Rise Scenarios

Source: City of Oakland Preliminary Sea Level Rise Road Map, 2017.

Transportation Projects in the Pipeline

Embarcadero West Rail Safety and Access Improvements

In June 2023, the City of Oakland received a \$30.2 million Trade Corridor Enhancement Program (TCEP) grant from the California Transportation Commission for safety and reliability improvements to the Embarcadero West Rail Corridor in Jack London Square. The upgrades will include the reconstruction of three at-grade crossings, fencing, and a shared-use path on Embarcadero West from Martin Luther King Jr. Way to Washington Street.²²he project also

²² "Embarcadero West Rail Safety and Access Improvements."

includes relocating the truck route serving the Port of Oakland to reduce air pollution impacts to the community.

The City also applied for \$43.3 million in funding from the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program for additional safety upgrades.

Figure 14: Embarcadero West Rail Safety and Access Improvements Project Rendering



Source: City of Oakland.

Broadway Streetscape Improvements

The City of Oakland's Broadway Streetscape Improvement Project will make enhancements to bus operations and pedestrian safety on Broadway between 2nd Street and 11th Street. The project will include bus-only lanes, transit signal priority, new ADA curb ramps, high-visibility crosswalks, and Broadway/I-880 underpass lighting and placemaking. The project is in the design phase and has \$47 million in funding.²³

²³ Oakland Department of Transportation, "OakDOT Major Projects Ver 2.3."

3rd Street Corridor Streetscape Improvements

The Port of Oakland's 3rd Street Corridor Streetscape Improvement Project will rehabilitate aging infrastructure, restripe vehicle lanes, and improve pedestrian facilities between Market Street and Broadway. The project is in the design phase and has \$11 million in funding. Proposed improvements are part of the Port's larger Arterial Roadway Improvements Project, which aims to reduce congestion, improve safety, and increase access on five critical arterial routes serving the Port.²⁴

East Bay Greenway Multimodal Project

Alameda County Transportation Commission's East Bay Greenway Multimodal Project will connect Lake Merritt BART to South Hayward BART via E 10th, E 8th, E 12th, and San Leandro Streets. Phase 1 of the project includes a regional bikeway along city streets, as well as pedestrian and transit improvements. Phase 2, also known as the East Bay Greenway Urban Trail Project, would construct an off-street trail on existing Union Pacific railroad right-of-way.²⁵



Figure 15: East Bay Greenway Multimodal Project Scope

Source: Alameda County Transportation Commission.

²⁴ Port of Oakland, "Arterial Roadway Improvements Project."

²⁵ "East Bay Greenway."

TRANSPORTATION

Transit Services

Bus

There are 21 AC Transit bus routes that serve the larger study area. Five of these routes (24 percent) have headways of 15 minutes or less during weekday and weekend peak hours²⁶ (Table 9).

The Jack London Square commercial district is served by nine bus stops and two bus routes: Line 12 and Lines 72/72M/72R. East-west transit connections to the commercial district are lacking, as service focuses on getting riders from the north to Jack London Square (Figure 3). The 72 series, which runs north-south along San Pablo Avenue, and the 12, which runs northsouth along MLK Jr. Way and Broadway, provide a bus connection to the ferry terminal. Line 12 also connects to the Amtrak station. The 19 and 96 provide east-west connections from Jack London to East Oakland via Alameda, but neither line stops in the commercial district.

Within Jack London District, just north of the commercial district of Jack London Square, bus stops along 5th Street service two AC Transit transbay lines connecting San Francisco, Oakland, and Alameda: Line O and Line W.

Lines 12 and 96 serve low-income communities of color within one-quarter mile of bus stops. Line 12 is in the 90th-percentile for low-income residents and 62nd-percentile for residents of color. Line 96 is in the 79th-percentile for low-income residents and 52nd-percentile for residents of color. Data is not available for all AC Transit lines, including Line 72, as this metric was only developed for lines that saw service cuts during COVID-19.²⁷

²⁶ Alameda-Contra Costa Transit District, "Maps & Schedules I Alameda-Contra Costa Transit District."

²⁷ Alameda-Contra Costa Transit District, "Updated Service Recovery Priorities Memo."

Figure 16: AC Transit Lines Serving Study Area



Table 9: AC Transit Lines Serving Study Area

Line	Weekday Peak Headways (mins)	Weekend Peak Headways (mins)	Route
40	10	15	Downtown Oakland to Bay Fair BART
1T	10	10	Uptown Oakland to San Leandro BART
72R	12	15	San Pablo Rapid — Contra Costa College to Jack London Square
51A	12	15	Rockridge BART to Fruitvale BART

6	12	15	Downtown Oakland to Downtown Berkeley
18	16	20	University Village, Albany, to Lake Merritt BART
33	16	20	Piedmont to Montclair
14	17	20	West Oakland BART to Fruitvale BART
62	19	30	West Oakland BART to Fruitvale BART
88	20	20	Downtown Berkeley to Lake Merritt BART
12	23	30	Gilman St. & 6th St., Berkeley to Oakland Amtrak
29	24	30	Public Market Emeryville to Lakeshore Ave. & Mandana Blvd., Oakland
72	30	30	Hilltop Mall to Jack London Square
72M	30	30	Point Richmond to Jack London Square
0	30	30	Fruitvale BART to Salesforce Transit Center
800	30	30	All Nighter — Richmond BART to 24th St. BART
96	32	32	Alameda Point to Dimond District
20	34	34	Dimond District, Oakland, to Downtown Oakland
19	60	60	Downtown Oakland to East Oakland
851	60	60	All Nighter — Downtown Berkeley to Fruitvale BART
840	60	60	All Nighter — Uptown Oakland to Eastmont Transit Center

Source: AC Transit website, September 2023.

Prior to the COVID-19 pandemic, the City's Department of Transportation ran the Broadway Shuttle program in association with AC Transit. This free shuttle operated between Downtown Oakland (Grand Avenue) and Jack London Square (Embarcadero West) weekdays from 7 AM to 7 PM with 11-minute peak hour headways as part of its day service. The night service ran on weekdays between 27th Street and Jack London Square (Embarcadero West) from 7 PM to 10 PM with 12-minute headways²⁸.

²⁸ City of Oakland, "Free Broadway Shuttle."

Figure 17: Broadway Shuttle Bus (left) and Route Map (right)





Sources: Jack London Improvement District; City of Oakland.

A private Brooklyn Basin commuter shuttle runs on weekdays at 30-minute headways from Brooklyn Basin (Orion Apartments) to Lake Merritt BART, Uptown and Downtown Oakland, and Jack London Square from 6:30 AM to 10:10 AM and 3:00 PM to 7:10 PM.

Rapid Rail

The nearest BART stations to Jack London District are Lake Merritt BART, 12th Street Oakland City Center BART, and West Oakland BART. A variety of BART lines serve these stations; Lake Merritt BART is serviced by the Orange, Green, and Blue lines, whereas the 12th Street Oakland/City Center BART station is serviced by the Red, Orange, and Yellow lines. West Oakland BART offers connections to/from San Francisco for East Bay commuters through the Red, Yellow, Green, and Blue lines. An overview of the relevant, nearest BART lines that provide rapid rail transit services to commuters in the Jack London District are provided in Table 10 below²⁹.

Table 10: BART Lines Serving Stations Near Study Area

Line	Weekday Peak Headways (mins)	Weekend Peak Headways (mins)	Route
Red	20	20	Richmond-Millbrae
Orange	20	20	Richmond-Berryessa/North San José
Yellow	10	20	Antioch-SFO International Airport
Green	20	20	Daly City-Berryessa/North San José
Blue	20	20	Daly City-Dublin/Pleasanton

Source: BART website, 2023.

²⁹ Bay Area Rapid Transit, "Schedules."

Intercity Passenger Rail

The Oakland Jack London Square/C. L. Dellums (OKJ) Station is one of two Amtrak stations in Oakland. Located at the south end of Alice Street fronting 2nd Street, this train station is serviced by Amtrak's Capitol Corridor, Coast Starlight, and San Joaquins trains. Table 11 summarizes the intercity passenger rail services at this Amtrak station³⁰.

Figure 18: Oakland Jack London Square Amtrak Station Platform (left) and Tracks (right)



Source: Team Site Visit Photos, Oct. 16, 2023.

Table 11: Amtrak Lines Serving OKJ Station



Line	Weekday Daily Train Arrival Frequency @ OKJ	Weekend Daily Train Arrival Frequency @ OKJ	Route
Capitol Corridor	24	22	San José-Auburn
Coast Starlight	2	2	Seattle-Los Angeles
San Joaquins	10	10	Bakersfield-Oakland, Bakersfield-Sacramento

Source: Amtrak and Capitol Corridor websites, 2023

³⁰ Amtrak, "Amtrak Schedules and Train Routes."

Ferry

San Francisco Bay Ferry operates regular commuter ferry services between Oakland, Alameda, South San Francisco, and San Francisco from the Oakland Ferry Terminal at Jack London Square. The ferry remains an attractive option for weekday commuters, especially for those who work in South San Francisco or Downtown San Francisco and live equidistant to other transit options in Oakland. Ferry service is also provided for home games at Oracle Park and Chase Center. A summary of the San Francisco Bay Ferry services at the Oakland Ferry Terminal is shown in Table 12³¹.

Destination	Weekday Peak Headways (mins)	Weekend Peak Headways (mins)	Route
South San	40	No Sorvice	Alameda-Oakland-South San
Francisco	00	NO SELVICE	Francisco
Orgolo Dark	Saa Tabla Nataa	Saa Tabla Natas	Alameda-Oakland-Oracle
Oracle Park	See Table Notes	See Tuble Notes	Park
Chase Center	Saa Tabla Nataa	Saa Tabla Natas	Alameda-Oakland-Chase
Chase Center	See Tuble Notes	See Tuble Notes	Center
Downtown San	25	50	Oakland-Alameda-
Francisco		50	Downtown San Francisco
Alameda	25	No Service	Oakland-Alameda Short Hop
Oracle Park Chase Center Downtown San Francisco Alameda	See Table Notes See Table Notes 25 25	See Table Notes See Table Notes 50 No Service	Alameda-Oakland-Oracle Park Alameda-Oakland-Chase Center Oakland-Alameda- Downtown San Francisco Oakland-Alameda Short Hop

Table 12: San Francisco Bay Ferry Routes Serving Oakland Ferry Terminal

Source: San Francisco Bay Ferry website, 2023.

Notes:

- No direct service to Oracle Park from Oakland/Alameda for afternoon games; direct service provided for all evening games as one ferry to/from Oracle Park before/after the game, respectively
- Chase Center ferry service dependent on Warriors' home game dates/times

Transit Ridership

This section summarizes the travel patterns and Jack London District-specific trends observed in collected ridership data. Ridership data is provided in Appendix A.

Bus

Average 2022 fall weekday ridership for the following lines were acquired from AC Transit:

- Line 12 (MLK Jr. Temescal Grand)
- Line 19 (Buena Vista Fruitvale Seminary Ave.)

³¹ San Francisco Bay Ferry, "Routes & Schedules."

- Line 72 (Hilltop Contra Costa College San Pablo)
- Line 72M (Macdonald San Pablo)
- Line 72R (San Pablo Rapid)
- Line 96 (Alameda Pt. 14th Ave. Dimond)
- Line O (Santa Clara Encinal Transbay)
- Line W (High South Shore Transbay)

For the purposes of assessing transit ridership to/from Jack London District, our team took a closer look at Line 12 and Line 72/72M/72R. Line 12 runs between Oakland Amtrak at Jack London Square to Gilman Street/6th Street in North Berkeley, and follows Broadway, Grand Avenue, and MLK Jr. Way for the majority of the route. Per the average 2022 fall weekday ridership data for this line, the Jack London Square Amtrak station stop at Alice Street/2nd Street remains one of the top ten busiest stops on this route out of approximately 80 stops per direction of travel. A typical day in 2022 saw approximately 50 boardings and alightings at the start of Route 12 northbound in Jack London Square Amtrak station for the southbound direction. The busiest stops on Line 12 remain those closest to the 12th and 19th Street BART stations, and MLK Jr. Way/University Avenue by the UC Berkeley campus. Figure 19 and Figure 20 summarize the stop-level ridership data for Route 12 per travel direction.



Figure 19: 2022 Average Fall Weekday Ridership (Route 12 Northbound)



Figure 20: 2022 Average Fall Weekday Ridership (Route 12 Southbound)

Line 72, Line 72M, and Line 72R follow the same route from Jack London Square to Richmond/San Pablo along San Pablo Avenue, but have different destinations on the north end of the line starting at San Pablo Avenue/Macdonald Avenue as noted in the bulleted list above. Per the average 2022 fall weekday ridership data for Line 72, the terminus station at Washington Street/2nd Street by the Oakland Ferry Terminal had about 40 onboarding passengers/day in the northbound direction and 30 alighting passengers/day in the southbound direction. Jack London District does not see nearly as much ridership from the 72-series route; with a total of approximately 90 stops per travel direction, the Jack London District ridership numbers pale in comparison to stops near 12th Street BART Station, Del Norte BART Station, San Pablo Avenue/40th Street, and Contra Costa College. Figure 21 and Figure 22 summarize the stop-level ridership data for Route 72 per travel direction.



Figure 21: 2022 Average Fall Weekday Ridership (Route 72 Northbound)





Rapid Rail

BART monthly ridership data was obtained through BART's published monthly ridership reports and used to calculate annual ridership for each station. BART ridership data for the years 2018 to 2022 (inclusive)³² were assessed to confirm whether or not rapid rail origin-destination (OD) pairs have held consistently even through the COVID-19 pandemic. The BART study stations of interest for this project are the 12th Street/Oakland City Center Station and Lake Merritt Station, given their walkable proximity to Jack London District (Figure 23).



Figure 23: AC Transit and BART Weekday Ridership, 2023

³² Bay Area Rapid Transit, "Index of /Ridership."

To better understand high-level OD pairings from BART ridership data, we divided BART's service area into 11 aggregated catchments with consideration for factors such as commercial/residential clustering and typical Bay Area commute flows, population, historic ridership trends, and each BART line's coverage. Table 13 below summarizes the BART ridership catchment areas for OD analysis.

Catchment Area	BART Stations Included
Richmond/El Cerrito	RichmondEl Cerrito del NorteEl Cerrito Plaza
Berkeley North Oakland	 North Berkeley Downtown Berkeley Ashby MacArthur Rockridge
Downtown/West Oakland	 19th Street Oakland 12th Street Oakland City Center Lake Merritt West Oakland
East Oakland	FruitvaleColiseumOAK Airport
East Alameda County	Castro ValleyDublin/PleasantonWest Dublin/Pleasanton
South Alameda County	 San Leandro Bay Fair Hayward South Hayward Union City
Fremont/South Bay	 Fremont Warm Springs/South Fremont Milpitas Berryessa/North San José
Central/East (Contra Costa) County	ConcordPleasant Hill/ Contra Costa Centre

	Walnut Creek
	• Lafayette
	• Orinda
	North Concord/Martinez
	Pittsburg/Bay Point
	Pittsburg Center
	Antioch
	Embarcadero
	Montgomery Street
Downtown San Francisco	Powell Street
	Civic Center/UN Plaza
	 16th Street Mission
	• 24 th Street Mission
Mission/Southeast San Francisco	• Glen Park
	• Balboa Park
	Daly City
	• Colma
Care Markes County	South San Francisco
San Mateo County	• San Bruno
	SFO Airport
	• Millbrae

Source: BART.

For Lake Merritt Station, using ridership data from 2018 to 2022, the majority of inbound passengers were commuting from these catchment areas: Downtown SF (42%), South Alameda County (15%), and Mission/Southeast SF (9%). For outbound passengers from Lake Merritt Station, the majority of BART riders were similarly destined for these areas: Downtown SF (44%), South Alameda County (14%), and Mission/Southeast SF (10%).

For 12th Street Station, using ridership data from 2018 to 2022, the majority of inbound passengers were commuting from these catchment areas: Downtown SF (33%), Central/East Contra Costa County (12%), and Berkeley/North Oakland (10%). Similarly, for outbound passengers, the majority of BART riders were destined for these areas: Downtown SF (33%), Central/East Contra Costa County (12%), and Berkeley/North Oakland (11%).

The greatest majority of ridership for our study stations (Lake Merritt and 12th Street) is observed to be coming from and going to Downtown SF. Both Lake Merritt and 12th Street stations are serviced by the Orange BART line, however Lake Merritt is also serviced by the Green and Blue

lines which run between the SF Peninsula to the East/South Bay, which may explain the greater share of South Alameda County and Mission/Southeast SF ridership for this station. Additionally, 12th Street Station is serviced by the Red and Yellow BART lines which run between the SF Peninsula to the northern parts of the East Bay and towards Contra Costa County, which may explain the greater share of ridership to these areas. Overall, this OD analysis indicates a large geographic reach for a potential BART station in Jack London District, given that our study area is at the nexus of several BART lines that converge and diverge at Lake Merritt and 12th Street stations.

Intercity Passenger Rail

Amtrak ridership was obtained through Amtrak fact sheets by fiscal year (FY). For perspective, out of California's 74 Amtrak stations, the Oakland Jack London Square (OKJ) Amtrak Station was the 17th-busiest in FY 2022 with approximately 154,300 passengers boarding and alighting daily. In the San Francisco Bay Area, OKJ Station was the 3rd busiest, behind Emeryville and Martinez Amtrak stations. Figure 24 below illustrates the FY 2022 Amtrak ridership from all stations in California, with the San Francisco Bay Area stations indicated in light red and OKJ Station indicated in red³³.

³³ Amtrak, "Amtrak Fact Sheet Fiscal Year 2022 State of California."

Figure 24: Amtrak Ridership by Station, California, Fiscal Year 2022



Amtrak FY 2022 Ridership by Station - California

Source: Amtrak Fact Sheet Fiscal Year 2022 State of California, June 2023.

At the route level, ridership pertaining to the three Amtrak routes that service the Oakland Jack London Square Station for fiscal years 2018 to 2023 are shown in the figure below³⁴.

³⁴ Amtrak, "Amtrak Reports & Documents."



Figure 25: Amtrak Ridership for OKJ Station Routes by Fiscal Year, FY 2018-2023.

Source: Amtrak Route Ridership Reports, FY 2018 to 2023.

As seen in Figure 25, Capitol Corridor saw the greatest rate of ridership loss due to the pandemic compared to Coast Starlight and San Joaquins trains. However, Capitol Corridor possesses the quickest ridership recovery rate, with FY 2023 ridership almost triple that of FY 2021. Coast Starlight and San Joaquins ridership in FY 2023 was nearly double those of FY 2021, respectively. With Amtrak seeing a steady recovery across an array of intercity passenger rail services, from commuter-primary trains to mixed recreational-commuter trains, Jack London Square will remain a rail hub for passengers from around the Northern California Megaregion and US west coast.

Ferry

San Francisco Bay Ferry ridership data relevant to the Oakland Ferry Terminal for fiscal years 2018 to 2023 was provided by Water Emergency Transportation Authority. This ridership data is summarized in Table 14 and Table 15 for trips originating from and destined for the Oakland Ferry Terminal, respectively.

		Rou	ıte	
Fiscal Year	Oakland- Alameda- Downtown SF	Chase Center	Oracle Park	South SF
2018	269,482	-	8,624	47,952
2019	270,384	-	8,444	47,415
2020	205,468	3,049	3,443	36,084
2021	24,618	-	-	-
2022	163,186	6,236	1,061	8,802
2023	204,003	5,055	5,566	27,620

Table 14: San Francisco Bay Ferry Ridership by Fiscal Year (FY) - Trips Originating from Oakland

Source: SF Bay Ferry.

Table 15: San Francisco Bay Ferry Ridership by Fiscal Year (FY) - Trips Destined for Oakland

	Route				
Fiscal Year	Oakland- Alameda- Downtown SF	Chase Center	Oracle Park	South SF	
2018	254,904	-	9,347	44,161	
2019	263,073	-	8,595	43,793	
2020	195,515	4,369	3,534	32,317	
2021	22,413	-	-	-	
2022	156,974	5,962	1,001	8,175	
2023	196,053	5,263	5,971	24,743	

Source: SF Bay Ferry.

With the exception of the Chase Center ferry service that began operations in late-2019, most ferry services saw a post-pandemic recovery. The strongest recovery is seen in the Oakland-Alameda-Downtown San Francisco route with FY 2023 ridership at 75% of the pre-pandemic ridership in FY 2019, followed by the Oracle Park ferry service at 70% of pre-pandemic ridership and the South San Francisco service at just under 60% of pre-pandemic ridership. Additionally, the route with the most ridership across all fiscal years is the Oakland-Alameda-Downtown San Francisco ferry service, potentially due to the work-based trips reliant on this service compared to the event-based trips reliant on the Oracle Park and Chase Center ferries.

Parking

There are three parking garages in Jack London Square, in addition to on-street parking. Combined, these facilities provide approximately 4,000 existing parking spaces (Table 16).

A typical target parking utilization rate is 85 percent, which reduces "cruising," or time spent looking for parking, while ensuring that parking is not provided in excess of demand.³⁵ A 2019 study found that parking utilization in Jack London below 85 percent – around 83 percent during the afternoon peak period and 55 percent during the evening peak period (Figure 27). This suggests that existing parking is sufficient to meet demand. However, travel patterns and parking utilization have likely changed dramatically as a result of the COVID-19 pandemic. The City of Oakland has not conducted a post-pandemic curb inventory that would provide insight into these changes.

Parking	Location	# of Spaces
Market Garage	255 2 nd Street at Harrison	1,066
Broadway & Embarcadero West	98 Broadway	248
Garage		
Washington Garage	101 Washington Street	1,000
On-Street Parking		1,635
Total Parking Spaces		3,949

Table 16: On-Street and Off-Street Parking Inventory in Study Area

Source: City of Oakland GIS.

Notes: On-street parking includes all parking spaces within the study area that were studied for the 2019 Jack London On-Street Curb Inventory.

³⁵ Metropolitan Transporation Commission, "Parking Best Practices & Strategies For Supporting Transit Oriented Development In the San Francisco Bay Area."



Figure 26: Jack London Daily Average Curb Occupancy, 2023

Source: City of Oakland, 2023.

Figure 27: On-Street Parking Utilization, 2019



Source: City of Oakland GIS, 2019.

Notes: On-street parking includes all parking spaces within the study area that were studied for the 2019 Jack London On-Street Curb Inventory.

Pedestrian Infrastructure

Pedestrian infrastructure in Jack London is deficient and should be improved to serve the new pedestrian demand that a BART station would bring to the neighborhood. ADA non-compliant curb ramps, missing curb ramps, unmarked crosswalks at intersections, poor sidewalk and crosswalk pavement quality, and uninviting freeway underpasses (Figure 28) all contribute to a poor pedestrian experience. Furthermore, a 2006 study conducted by the City of Oakland shows several gaps in the sidewalk network in Jack London³⁶.

³⁶ City of Oakland, "Oakland Pedestrian Plan."

Figure 28: Jack London Pedestrian Deficiencies



Source: Team Site Visit Photos, Oct. 16, 2023.

Bicycle Infrastructure

The existing bicycle facilities in Jack London have room for improvement, which is reflected in the network proposed by the City of Oakland's 2019 Bicycle Plan (Figure 29). There are two east-west routes via a standard bike lane on 2nd Street and a shared-use trail along the waterfront, and three north-south routes via buffered bike lanes on Washington Street, Oak Street, and Madison Street. The City's Bicycle Plan proposes additional east-west routes on 3rd Street, 4th Street, and Embarcadero West, and north-south routes on Martin Luther King Jr. Way, Broadway, Webster Street, and Jackson Street. The Plan also includes the proposed bicycle-pedestrian bridge between Oakland and Alameda at Washington Street. (Note: Figure 29 appears to show a shared-use trail along Harrison Street – this is the underground path in the Posey Tube, largely considered to be substandard. In addition, the recommended buffered bike lanes along Broadway are not included in the City's Broadway Streetscape Improvements Project, and are therefore unlikely to be implemented in the near future).



Figure 29: Jack London Existing and Proposed Bikeways, 2023

Source: City of Oakland GIS, 2023.

LAND USE

Existing Land Use

The City of Oakland's existing zoning for the Jack London District is shown in Figure 30. The land use designations are from the City's General Plan and take into consideration the zoning amendments specific to the Estuary Policy Plan (EPP), as discussed in the Existing Plans and Policies section above. Note that Figure 30 below simplifies the existing municipal zoning map into major land use designations (i.e. residential, commercial, etc.) for ease of review³⁷.



Figure 30: Jack London Existing Zoning, 2023

Source: City of Oakland GIS.

Jack London District is mainly designated commercial and industrial/manufacturing, with some residential and open space land uses by the waterfront on the southeast end towards the Lake Merritt Channel. The commercial land use designation captures the produce markets along

³⁷ City of Oakland, "City of Oakland General Plan Update."

Franklin Street, as well as the historic Waterfront Warehouse District between Webster Street to Madison Street (west-east boundaries) and 5th Street to 3rd Street (north-south boundaries).

A portion of Jack London District is within the Port of Oakland's jurisdiction, as seen in Figure 31. The Port of Oakland's land stewardship of relevant waterfront properties in Jack London District was a consideration in our station siting process.





Future Land Use

The Draft Downtown Oakland Specific Plan proposes zoning amendments to the General Plan. A map of those zoning amendments is shown in Figure 32 below. A move towards more mixeduse land designation is seen on the east side of Jack London District where the proposed Victory Court Development is planned to be, as well as a pedestrian commercial corridor along Broadway³⁸.



Figure 32: Draft Downtown Oakland Specific Plan Proposed Zoning

Source: City of Oakland, 2022.

Lake Merritt BART Transit-Oriented Development

The Lake Merritt BART Transit-Oriented Development (TOD) Project³⁹ proposes a two-block development at 51 9th Street and 107 8th Street. The plan includes 557 residential units (233 affordable), up to 500,000 sq ft of office space, 16,500 sq ft of retail, a commercial kitchen,

³⁸ City of Oakland, "See the City Zoning Map."

³⁹ City of Oakland, "Lake Merritt BART Transit-Oriented Development (TOD) Project."

daycare facilities (6,200 sq ft), and 408 parking spaces, complemented by a public paseo and BART plaza.

Currently in progress since February 26, 2020, the project stems from the Lake Merritt Station Area Plan initiated in 2008. Identified as "Opportunity Sites," the blocks were selected for Transit-Oriented Development on BART property to revise the community impacts of the original Lake Merritt station development on the Chinatown community. The STRADA/EBALC team, chosen in September 2018, submitted the Preliminary Development Plan in February 2020. The California Environmental Quality Act (CEQA) review began, and the application was deemed complete in November 2020.

Howard Terminal

The Oakland Athletics, who unfortunately announced their departure for Las Vegas in November 2023, proposed an ambitious project known as the Oakland Waterfront Ballpark District at Howard Terminal⁴⁰. The centerpiece of the initiative is the construction of a Major League Baseball park with a capacity of approximately 35,000 people. In addition to the ballpark, the project envisioned a mixed-use development that included up to 1.77 million square feet of commercial space, a maximum of 3,000 residential units, a new hotel featuring around 400 rooms, and a performance venue with a capacity of approximately 3,500 individuals.

The proposed site spans about 55 acres, encompassing the Charles P. Howard Terminal and adjacent parcels. Positioned at the Port of Oakland along the Inner Harbor of the Oakland-Alameda Estuary, the project site is bordered by the Oakland Estuary Middle Harbor to the south, Jack London Square to the east, Union Pacific railroad tracks and Embarcadero West to the north, and Schnitzer Steel, a heavy metal recycling center, to the west. Since the announced departure of the Oakland Athletics after the 2024 Season, the development status of Howard Terminal is unknown.

Other Major Projects

The City of Oakland Major Projects Development Pipeline⁴¹ lists upcoming planning developments with a sizable footprint in residential, commercial, and public real estate. Table 15 displays the list of major projects in the study area including the number of dwelling units, completion status, building type, and project common name. The table provides a peek into the

⁴⁰ City of Oakland, "Oakland Waterfront Ballpark District at Howard Terminal."

⁴¹ City of Oakland, "Major Development Projects."

projects that will be accessible to residents in the Jack London study area and taking advantage of the increasing density of Jack London, Chinatown, and Downtown Oakland. The continued investment of housing, amenities, and transportation provides thriving walkable communities that residents and visitors can enjoy.

	Project	Total				
	Status	Dwelling				# of
Address	Update	Units	Completed	Common Name	Building Type	Stories
					Mixed Use -	
430 BROADWAY	2023-03-30	71	Ν	430 Broadway	Residential/Retail	5
				Samuel Merritt		
525 12TH ST	2022-12-22	0	Ν	University	University	9
335 3 RD ST	2022-12-19	38	Ν	R2	Residential	8
					Mixed Use -	
419 4TH ST	2022-11-01	69	Ν	419 4th Street	Residential/Retail	8
					Mixed Use -	
220 ALICE ST	2022-09-06	210	Ν	220 Alice Street	Residential/Retail	6
				Estuary Park		
				Renovation and		
80 FALLON ST	2022-09-06	0	N	Expansion	Park	0
				Lincoln Square	Recreation	
250 10TH ST	2022-08-18	0	Ν	Recreation Center	Center	1
				Lake Merrit –	Mixed Use -	
51 9TH ST	2022-08-04	97	N	Block 1 Building B	Residential/Retail	7
				Lake Merrit –	Mixed Use -	
51 9TH ST	2022-08-04	557	Ν	Block 1 Building A	Residential/Retail	28
233 BROADWAY	2022-06-03	130	Ν	Z-Hotel	Residential	3
578 7TH ST	2021-11-30	57	Ν	578 7th Street	Residential	5
					Mixed Use -	
316 12TH ST	2021-08-26	21	Y	Momentum	Residential/Retail	5
					Mixed Use -	
325 7TH ST	2020-08-21	380	Ν	325 7th Street	Residential/Retail	27
					Mixed Use -	
385 14 ST	2020-07-22	633	Y	Atlas	Residential/Retail	40
901 BROADWAY	2020-02-18	0	Y	Delger Block	Retail	3
420 13TH ST	2019-11-14	0	Ν	Ken's Garage	Parking Structure	9
				Kaiser		
				Convention	Convention	
10 10TH ST	2019-07-09	0	Ν	Center	Center/Theater	1
					Mixed Use -	
412 MADISON ST	2018-11-27	157	Y	412 Madison	Residential/Retail	7

Table 17: Major Projects in City of Oakland Development Pipeline, 2023

				Jack London Mixed Use -
PARCEL F2	2018-04-10	328	Y	Square Parcel F2 Residential/Retail 8
40 JACK LONDON				
SQ	2018-03-21	0	Ν	F3 Site Hotel 5
431 MADISON ST	2016-08-08	330	Y	431 Madison Residential 5
601 12TH ST	2016-04-18	0	Y	601 City Center Office 23
				Mixed Use -
459 8TH ST	2015-02-13	50	Y	459 8 th Street Residential/Retail 5
1110 JACKSON ST	2014-03-14	71	Y	Prosperity Place Residential 5

Source: City of Oakland Current Major Development Projects List (as of May 4, 2023)*

KEY STAKEHOLDERS AND COMMUNITY BENEFITS

Jack London Stakeholders

Key stakeholders in Jack London that should continue to be engaged throughout the Link21 process include:

- City of Oakland
- Port of Oakland
- Jack London Improvement District
- Alameda County
- BART
- SF Bay Ferry
- Amtrak
- Union Pacific Railroad
- Chinatown CBOs
- West Oakland CBOs
- Bike and Pedestrian Advocates
- Transit Advocates

Previous Community Benefit Agreements

The Lake Merritt Station Area Plan and Howard Terminal Ballpark Community Benefit Agreements provide a blueprint for future consideration in meeting the needs of Jack London and surrounding community members in Chinatown and West Oakland. Community Benefit Agreements need to provide proper community input and demands for station integration that benefits the local neighborhood and address previous harm from large infrastructure projects. Previous infrastructure projects like the Interstate 880, Lake Merritt BART Station and West Oakland BART are cited by community members as destructive to the social fabric of the neighborhood⁴². Additionally, the Community Benefits Agreement process empower and integrate perspectives of Jack London residents, business owners that may experience interruption during construction of the project, and communities most vulnerable to displacement not immediately apparent to traditional planners, engineers, and government officials. be made to accommodate the residents.

Lake Merritt Station Area Plan Community Benefit Agreements

As mentioned previously in the literature review, the BART Lake Merritt Station Area Plan, adopted in 2014⁴³, outlines an implementation action plan created with dozens of stakeholders encompassing community-based organizations, business owners, government agencies to set programmatic and project-based improvement goals across 25 years. The goals for the half-mile radius area surrounding the Lake Merritt BART Station include:

- 4,900 new housing units
- 4,100 new jobs
- 404,000 square feet of additional retail
- 1,229,000 square feet of office retail

In addition to the goals of real estate development, the plan includes community benefits for affordable housing, greenspace improvements, streetscape improvements, community center renovations, and a Downtown Façade Improvement Program. The goals of each plan are listed below:

Goal	Community Benefits
Affordable Housing	• 1,372 affordable units
_	• At least 15% if new units in planning are affordable
Parks and Recreation Centers	Lincoln Recreation Center Renovations
	Madison Square Park Renovations
Circulation and Streetscape Improvements	• Street lighting on 8th, 9th, 10th, Webster, Harrison,
	Alice, Jackson, Madison, and Oak streets, and in
	the I-880 undercrossings;
	 Street trees on specified blocks;
	• Prioritized (not all) intersection improvements, as
	specified in Chapter 6;
	 Festival streets on two blocks of Fallon Street;

⁴² "City Planners Targeted a Black Community for Heavy Pollution. Can the Damage Be Undone?"

⁴³ City of Oakland, "Lake Merritt BART Transit-Oriented Development (TOD) Project."

	 Pedestrian scramble intersections at 8th and Harrison Streets, 9th and Harrison Streets, and 10th and Webster Streets; Additional mid-block pedestrian crossings on 10th and 7th Streets; Bike lane and lane reduction restriping on 9th Street between Harrison and Fallon Streets and on 10th Street between Madison and Oak Streets.
Kaiser Convention Center and Fire Alarm Building	• Reuse of both as accessible public use spaces
Downtown Façade and Tenant Improvement Program	• Grants used for approved exterior renovations to commercial and mixed-use properties

Howard Terminal Community Benefit Agreements

The more recent Community Benefits Agreements for the defunct Howard Terminal A's Stadium Project Benefit Agreements focus on seven funding priorities⁴⁴. The priorities include: Culture and History, Economic Development/Employment, Housing, Education, Environment, Community Health and Safety, and Transportation. The top two programmatic opportunities to support each funding priority:

Goal	Community Benefits
Culture and History	 Donate to Sogorea Te Land Trust (refer to the Sogorea Te scale on website). Fund the construction and establishment of a West Oakland Cultural and History Center (WOCHC), and contribute to the cost of ongoing operations over the term of the project life. Convene a community committee to determine the location of the center.
Economic Development/Employment	 Create mandates for companies and employers to make priority hires for West & East Oakland residents from zip codes 94608; 94607; 94601; 94621; 94603 and 94605. Targeted hire for people who lived in one of these zip codes in the past 5 years (to account for displaced people). Currently lives or, for a period of at least 4 years within the past 10 years, did live within (a) West Oakland, (b) Old Oakland, (c)

⁴⁴ City of Oakland, "Oakland Waterfront Ballpark District at Howard Terminal."

	Chinatown, (d) Jack London, (e) East Oakland below I-580.
Housing	 Create an investment fund for land trusts or nonprofits to purchase non-regulated housing to stabilize these properties as permanently affordable. Developer shall employ black general contractors, subcontractors, and workers for housing construction at the maximum level and/or develop programs to guarantee such contracts and jobs for and by blacks. In addition, developer shall employ black-owned management, maintenance, grounds, and other relevant companies upon completion of the housing to maintain the development, as well as hiring blacks for other related jobs.
Education	 Fund pedestrian safety improvements (focused on inadequate sidewalks and other pedestrian infrastructure) for the most dangerous streets in the four neighborhoods as determined by the High Injury Network to increase walkability. Fund the redesign and upgrading of underpasses (in addition to Broadway and Market) to provide safe, well lit, attractive passages for pedestrians to encourage walking.
Environment	 Fund pedestrian safety improvements (focused on inadequate sidewalks and other pedestrian infrastructure) for the most dangerous streets in the four neighborhoods as determined by the High Injury Network to increase walkability. Fund the redesign and upgrading of underpasses (in addition to Broadway and Market) to provide safe, well lit, attractive passages for pedestrians to encourage walking.
Community Health and Safety	 Provide ongoing funding to a non-profit to create a community walk edged with fruit and vegetables (option), raised food beds, urban garden space within target communities, education surrounding the benefits of healthy food. Increase in farmers markets in neighborhoods. Scheduled "vegetable" shuttle service to drop food off and to get to food providers [stores and farmer's markets] for those without vehicles or need assistance.

	• Clean up, improvement and beautification of 25th St. mini park: increase trash clean up/ pick up services, have park attendants on site during most-used hours.
Transportation	 Improve underpasses along Broadway, from City Center to HT, from Chinatown to HT, etc. Improvements include: providing tree canopies, well-lit underpasses, and murals while ensuring hostile architecture is not incorporated into design. Provide electrification for trucks and provide charging stations for trucks at Port of Oakland.

SITE VISIT

Our team conducted a site visit on the afternoon of Monday, October 16, 2023. Our aim was to experience accessing Jack London District by foot from Downtown Oakland, and additionally assess existing conditions first-hand. Some key observations from this site visit include:

- Intimidating pedestrian experience under freeway to walk to Jack London District from Downtown Oakland along Broadway with large pedestrian crossing distances and many perceived conflict points with vehicles, especially those attempting to access the southbound freeway on-ramp and vehicles navigating to the Webster Tube to Alameda
- Many historical landmarks, especially by the Jack London Public Dock and the historic Waterfront Warehouse District along 4th Street
- No grocery stores
- Lots of parking
- Confusing experience trying to locate the staircase for the overhead pedestrian bridge west of Alice Street providing access to the Jack London Square Amtrak station on the north side of Embarcadero West
- Vacant commercial buildings
- Poor pavement quality for some pedestrian facilities and some missing curb ramps



Figure 33: Looking Northbound at Broadway/5th Street; I-880 and Webster Tube On-Ramps

Source: Team Site Visit Photos, Oct. 16, 2023.

Figure 34: Amtrak Train Approaching Jack London Square Station



Source: Team Site Visit Photos, Oct. 16, 2023.





Source: Team Site Visit Photos, Oct. 16, 2023.
STATION SITING STATION SITING METHODOLOGY

Proposed Alignments

We developed six proposed alignments based on existing and future uses, as well as proximity to transit. All alignments are north-south, which allows for a connection with the future Alameda BART Station detailed in the Link21 concepts.



Figure 36: Proposed Station Siting Alignments

Source: City of Oakland GIS.

Market Street

The Market Street alignment would serve the proposed Howard Terminal project, which consists of a new 35,000-seat baseball stadium and residential, office, and retail development⁴⁵. As of the time of this report, the future of Howard Terminal is uncertain due to the Oakland A's walking away from ballpark negotiations and announcing their decision to leave Oakland for Las Vegas.

Clay Street

The Clay Street alignment would provide the most direct connection to the Oakland Ferry Terminal, which sits at the end of Clay Street in Jack London Square. This option serves businesses in Jack London Square that are not currently served by a BART station.

Washington Street

The Washington Street alignment would locate the BART station on a bicycle corridor and next to the under-utilized Washington Street parking garage. Similar to the Clay Street alignment, this option also serves businesses in Jack London Square.

Broadway

The Broadway alignment would locate the BART station along a major pedestrian and transit corridor, in line with 12th Street BART and 19th Street BART further north. This option also serves businesses in Jack London Square.

Franklin Street

The Franklin Street alignment would locate the BART station on a street utilized by several longstanding wholesale produce markets. This option also serves businesses in Jack London Square.

Alice Street

The Alice Street alignment would provide the most direct connection to the Jack London Square Amtrak Station at Alice and 2nd Street. Additionally, several existing and proposed residential developments are within proximity of Alice Street.

Evaluation Criteria

In evaluating the six proposed alignments, we considered the following criteria:

- Trip Generation
- Population Projections and Employment Density
- Opportunities for Station Entrances

⁴⁵ City of Oakland.

- Consistency with Adopted Plans
- Administrative Hurdles
- Construction Impacts
- Rail and Ferry Connectivity
- Bus Connectivity
- Pedestrian Connectivity
- Bicycle and Micromobility Connectivity
- Parking and Traffic Impacts
- Social Equity
- Environmental Factors

Trip Generation

To examine existing and future demand in Jack London, we conducted trip generation analysis; the trip generation results helped guide us in our evaluation, since there was emphasis from the client team to orient major transit hubs near dense residential and employment zones. Furthermore, the results from trip generation were used as a proxy to see areas with high activity.

Vehicle trip generation was estimated for the existing land uses as well as a "future scenario" with proposed developments within the Jack London District, per the ITE Trip Generation methodology and using vehicle trip rates from ITE's Trip Generation Manual, 11th Edition (2021)⁴⁶. The time period assessed was the weekday PM peak period, described in the ITE Trip Generation Manual as the "peak hour of adjacent street traffic, one hour between 4 and 6 PM". Note that the Howard Terminal area was not included in trip generation analysis after discussions with our client team and stakeholders that indicated that the future of this ballpark development was uncertain at the time of this study.

Figure 37 below illustrates the projected vehicle trips for the Jack London District, which includes known proposed developments. Figure 38 shows the difference between the projected and existing conditions trip generation scenarios. The greatest areas of growth are seen in Jack London Square at the base of Broadway by the waterfront commercial area, the Victory Court area on the east end of Jack London District by Estuary Park and the Lake Merritt Channel, and just south of I-880 by Washington Street and Clay Street, which will be future mixed-use and affordable housing developments.

⁴⁶ Institute of Transportation Engineers, "Trip Generation 11th Edition – Print Edition."



Figure 37: Projected Vehicle Trips for Weekday PM Peak Period, 2023

Source: ITE Trip Generation Manual, 11th Edition (2021).

Figure 38: Difference between Projected and Existing Trip Generation Results: Areas of Projected Growth



Source: ITE Trip Generation Manual, 11th Edition (2021).

Population Projections and Employment Density

We used Esri's projected population growth 2023–2028 by census tract to understand areas of positive and negative growth surrounding the proposed alignments.

|--|

Proposed Alignment	Projected Population Growth 2023-2028	2023 Population	2028 Population
Market Street	-0.29	209	206
Clay Street	5.68	1,891	2,493
Washington Street	5.68	1,891	2,493
Broadway	5.68	1,891	2,493
Franklin Street	5.68	1,891	2,493
Alice Street	1.38	3,162	3,386

Source: Esri Projected Population Growth 2023-2028 in the US <u>https://oakgis-hub.maps.arcgis.com/apps/mapviewer/index.html?webmap=de22cl8ec9d945e9b222c81707af2c4d</u> Notes: Clay, Washington, Broadway, and Franklin alignments are located in the same census tract.

Opportunities for Station Entrances

We used Google Streetview and the City of Oakland's building footprints GIS layer to flag vacant lots, vacant buildings, and parking lots as opportunities for station entrances. According to Link21's Station Design Guidelines, station entrances require additional right-of-way acquisition as they are often too large to be accommodated on existing sidewalk and street right-of-way. In order to minimize impacts on existing businesses, residences, and other productive land uses, we prioritized vacant lots and parking lots for station entrance siting.

Consistency with Adopted Plans

We reviewed a wide range of adopted plans, detailed further in the Existing Conditions chapter, and considered the consistency between each proposed alignment and the recommendations set forth in the plans. One plan of particular emphasis was the Draft Downtown Oakland Specific Plan, which proposes zoning amendments that will significantly alter the land uses and densities that are allowed in the study area.

Administrative Hurdles

We analyzed administrative hurdles associated with multi-agency coordination, conflicts with existing institutions, and engineering feasibility. A significant portion of Jack London is owned by the Port of Oakland, and the area underneath the I-880 and I-980 is Caltrans right-of-way. Siting a new station on land owned across multiple jurisdictions would likely result in additional administrative burden and delays. We also sought to minimize the complications and impacts of eminent domain by considering existing uses, especially those that serve a community or cultural purpose. While we did not conduct an engineering feasibility study, we did consider track alignment turn radii, as well as the potential obstacles created by the freeway and the Webster and Posey Tubes.

Construction Impacts

Since the construction of a new BART station will be a multi-year process, we considered the noise and revenue impacts of construction on businesses and residents in Jack London. While disruption cannot be avoided, we were conscious of BART's history with construction effects on retail merchants in the Mission District and the Ashby neighborhood⁴⁷. In addition to taking

⁴⁷ Gussman, Schnetlage, and Falcke, "Study Of BART's Construction Impacts. Land Use and Urban Development Project. BART Impact Program."

construction impacts into account from the very beginning when siting a new station, we recommend that impacts be mitigated through a construction management plan and small business support, where possible.

Rail and Ferry Connectivity

We analyzed rail and ferry connectivity by looking at walk times from the proposed alignment to the Amtrak station and ferry terminal, in addition to a qualitative judgement of pedestrian experience. We distinguished this criterion from bus, pedestrian, and bicycle connectivity because rail and ferry are relatively immobile. It would take significant planning and funding to relocate the Amtrak station or ferry terminal, whereas bus route changes, pedestrian improvements, or bicycle network changes would be comparatively less cost-prohibitive.

Bus Connectivity

We considered the routes and stops of existing bus lines, as well as any potential changes to bus lines that could occur as part of AC Transit's Realign process⁴⁸. In addition, we looked at previous and future transit planning efforts, such as AC Transit's Major Corridors Study⁴⁹, that signal the importance of a certain corridor for bus service.

Pedestrian Connectivity

The lack of street connectivity between Jack London and Downtown Oakland is a major barrier to an improved pedestrian experience. Out of 11 north-south streets connecting the two neighborhoods on either side of the freeway, only five streets provide a through connection under the freeway. Due to the sizeable investment it would take to reconnect these neighborhoods, this was a major consideration in station siting. Siting a station on a street without a through connection would result in pedestrians needing to take detours to get to and from the BART station. We also looked at other aspects of the pedestrian experience, including major arterial crossings, crosswalk presence and controls at intersections, and sidewalk quality.

Bicycle and Micromobility Connectivity

We took a network-level approach by looking at the bicycle facility recommendations proposed in the City of Oakland's 2019 Bicycle Plan, in addition to projects that are currently in the planning or design phase. We considered the presence, feasibility, and directness of low-stress bicycle routes that would provide the following connections to and from the proposed alignment:

• Connections to West Oakland and East Oakland

⁴⁸ AC Transit, "AC Transit Realign."

⁴⁹ Major Corridors Study I Alameda-Contra Costa Transit District, "Major Corridors Study."

- North-west connections between Downtown Oakland and Jack London
- East-west connections through Jack London itself

Parking and Traffic Impacts

While driving mode share to and from BART can be limited with a strong transportation demand management strategy and multimodal station access plan, parking and traffic changes will inevitably occur as a result of the new station. We considered the available curb space for pick-ups and drop-offs, and conflicts with existing curb uses on each proposed alignment. We also analyzed proximity to underutilized on-street and off-street parking to ensure that BART riders can take advantage of existing parking facilities, instead of needing additional facilities be built.

Social Equity

Navigating the intricate landscape of the Jack London study area encompasses multifaceted considerations, with social equity emerging as a pivotal theme in proposing a new station. Gentrification concerns in Chinatown and West Oakland underscore the need for a nuanced approach, preserving socio-economic diversity as the housing stock grows. Aligning with Transit-Oriented Development (TOD) Bart Plans, commitments to affordable housing are crucial steps in fostering inclusivity. Safety concerns within the Oakland High Injury Network and environmental challenges, including air and noise pollution, accentuate the need for an equitable approach as people of color, the disabled, and elderly are most at risk of serious harm. Addressing homelessness through a racial equity lens and recognizing the importance of compassion to improve transportation and walkability conditions must ensure care for unhoused community members and avoid the integration of hostile architecture. Balancing the needs of sheltered and unsheltered communities and fostering regional alignment and partnerships in both private and public sectors are critical components of a comprehensive strategy for social equity.

Housing and Transportation Affordability Index Figure 39: Jack London Housing and Transportation Affordability Index



< 24% 24-36% 36-45% 45-54% 54-66% 66-78% 78-87% 87%+</p>



The Housing and Transportation Affordability Index is a metric designed to assess the financial burden placed on households within a specific area in terms of housing and transportation costs⁵⁰. This index considers the combined impact of these two significant expenses, recognizing that they constitute a substantial portion of a household's overall budget. The goal is to evaluate the affordability of living in a particular community by examining the proportion of income that residents allocate to cover both housing and transportation expenses.

In practical terms, the index typically calculates the percentage of income that households spend on housing and transportation costs combined. The affordability benchmark is often set at 30% of a household's income, with figures above this threshold indicating a higher financial burden on residents. The Housing and Transportation Affordability Index within the study area is

⁵⁰ Center for Neighborhood Technology (CNT), "Housing +Transportation Affordability Index."

a critical metric, with households allocating a substantial portion of their income, ranging from 24% to 66%, to cover housing and transportation costs.

Housing Affordability

Gentrification concerns are particularly pronounced in the Chinatown and West Oakland neighborhoods, necessitating a nuanced approach to maintain socio-economic diversity. From the 2010 Census to the most recent 2020 Census, the housing stock in the study area has witnessed growth, surging from 5,123 to 5,993 units. A notable increase is observed in Census Tract 4033.02 and 9832, situated below the I-880 freeway. It's imperative to recognize the overlapping income dynamics, with median incomes of \$148,025.00 for Census Tract 4033.02 and \$161,625.00 for Census Tract 9832, representing the highest figures in the study area.

In alignment with Transit-Oriented Development (TOD) Bart Plans⁵¹, BART Real Estate is committed to ensuring that at least 35% of the housing developed is affordable. Within the City of Oakland's development pipeline for the study area, a 3,199 housing units are proposed, contributing significantly to the housing landscape.

A detailed examination of Oakland's 2019 Permanent Access to Housing (PATH) Framework⁵², along with an exploration of supportive services along 5th street, provides insight to follow the values of:

- Racial equity must be central to every homelessness intervention, as African American Oaklanders suffer disproportionately.
- Housing is the solution to homelessness and, as a result, every emergency intervention or bed should have a robust housing exit attached.
- Compassion and basic health and hygiene are critical for providing human dignity even when housing is not available.
- Interventions must balance the needs of both sheltered and unsheltered communities.
- Regional alignment and partnerships both private/ public and across governments are critical to success.

Interventions needed to improve transportation and walkability conditions should ensure the care of unhoused community members and avoid integration of hostile architecture.

⁵¹ Bay Area Rapid Transit, "TOD Guidelines and Procedures."

⁵² City of Oakland, "2019 Permanent Access to Housing (PATH) Framework Update."

Safety

Traffic safety is a paramount consideration, particularly within the Oakland High Injury Network. A thorough Statewide Integrated Traffic Records System (SWITRS) analysis is essential to identify and address potential hazards for pedestrians. At-grade rail safety issues related to Amtrak and concerns over community safety, especially for neighbors residing near freeway underpasses, require urgent attention. The lack of supportive services and the absence of regular street sweeping exacerbate these challenges.



Figure 40: Traffic Collisions in Jack London, 2018–2022

Source: UC Berkeley Transportation Injury Mapping System, 2018–2022.

Environmental Quality

CalEnviroScreen 4.0 is a tool developed by the California Environmental Protection Agency (CalEPA) to assess environmental and socioeconomic vulnerabilities in various communities across California⁵³. CalEnviroScreen 4.0 reveals that all five census tracts in the study area rank at least in the 67th percentile, emphasizing the need for environmental considerations. Air quality concerns, especially related to the freeway and port pollution highlight the need for walkable and transit oriented development in Jack London and surrounding communities.

⁵³ August, "CalEnviroScreen 4.0."



Figure 41: Jack London CalEnviroScreen 4.0 Rankings

Source: CalEnviroScreen 4.0.

Figure 42: Jack London Noise Pollution Levels



Source: National Noise Pollution Map.

The National Noise Pollution Map is a tool provided by the U.S. Environmental Protection Agency (EPA) to visualize and analyze noise pollution levels across the United States. The map integrates data from various sources, including transportation, industry, and other human activities, to generate a comprehensive view of noise pollution in decibels (dBA) at the national level. The National Noise Pollution Map highlights elevated decibel levels around the Jack London District due to trains and the I-880, necessitating measures to mitigate noise pollution are a need for residents currently and in the future as more transit is available in Jack London District.

Quality of Life

Quality of life indicators such as food security, access to medical care centers, and green spaces are integral components of community well-being. The absence of grocery stores and medical centers west of I-880 underscores the need for targeted interventions. As the population grows, ensuring green space access, primarily centered around the waterfront, becomes paramount. While the district lacks education and cultural centers, the surrounding areas, particularly Downtown and Chinatown, offer rich resources that could potentially enhance the quality of life for residents.

Environmental Factors

Lastly, we considered environmental factors, primarily sea level rise (SLR). According to the City of Oakland's Sea Level Rise Road Map, Jack London is one of the neighborhoods that is most vulnerable to sea level rise. We used the City's online GIS tool to map the projected SLR zone and assess the impact that it could have on a new underground BART station in Jack London.

Weighted Decision Matrix

When decisions are made on the basis of several different criteria, a common practice is to employ a weighted decision matrix (WDM). The evaluation criteria determined in the previous sections are part of the inputs in a WDM, along with an assigned relative weight for each based on the importance or priority that criterion is for this project. Each criterion is rated on a scale from 0 (poor) to 10 (excellent) for each of the alignment options proposed. At the end, each alignment option's criteria ratings are multiplied by their respective weights to produce a weighted rating for each criterion that is summed for a final score. The option with the highest score will not necessarily be the one to choose, but the relative scores can generate meaningful discussion and provide the team with insight on the strongest candidate options.

Figure 43: WDM – Multicriteria Evaluation for Jack London BART Station Options

		Marke	rket St Clay St		Washington St		Broadway		Franklin St		Alice	e St	
Criteria	Criteria Weight	Raw Score	Weighted	Raw Score	Weighted	Raw Score	Weighted	Raw Score	Weighted	Raw Score	Weighted	Raw Score	Weighted
	0.10	(0-10)	Score	(0-10)	Score	(0-10)	Score	(0-10)	Score	(0-10)	Score	(0-10)	Score
Demand	0.12	1	0.12	/	0.84	8	0.96	9	1.08	6	0.72	9	1.08
Social Equity	0.13	5	0.65	6	0.78	8	1.04	9	1.17	7	0.91	6	0.78
Rail and Ferry Connectivity	0.08	1	0.08	8	0.64	7	0.56	5	0.4	5	0.4	7	0.56
Population Projections and Employment Density	0.10	1	0.1	5	0.5	6	0.6	9	0.9	7	0.7	8	0.8
Opportunities for Station Entrances	0.15	8	1.2	9	1.35	4	0.6	7	1.05	3	0.45	5	0.75
Administrative Hurdles	0.02	8	0.16	8	0.16	8	0.16	8	0.16	8	0.16	5	0.1
Consistency with Adopted Plans	0.10	4	0.4	6	0.6	6	0.6	8	0.8	2	0.2	6	0.6
Bus Connectivity	0.05	2	0.1	4	0.2	5	0.25	7	0.35	5	0.25	5	0.25
Bike Connectivity	0.05	7	0.35	2	0.1	7	0.35	6	0.3	2	0.1	2	0.1
Pedestrian Connectivity and Experience	0.08	1	0.08	2	0.16	7	0.56	8	0.64	2	0.16	1	0.08
Construction Impacts	0.10	2	0.2	6	0.6	5	0.5	1	0.1	3	0.3	2	0.2
Parking and Traffic Impacts	0.02	3	0.06	9	0.18	8	0.16	6	0.12	2	0.04	8	0.16
Total Weighted Score	1.00		3.50		6.11		6.34		7.07		4.39		5.46

Note: Environmental considerations omitted from WDM exercise given that all alignment options were generally similarly impacted by forecasted sea level rise.

To test the resiliency of the top scoring alignment option, our team conducted additional rounds of assessment using the developed WDM but altering weights for each criterion for three different viewpoints: resistant to development, pro-development, and a pragmatic/administrative lens.

Resultant Rankings

From the WDM, our resultant rankings for each alignment option for the main assessment and subsequent scenario testing are shown in Table 19. The Broadway alignment prevailed in most scenarios tested; given the density of businesses along Broadway, the "Resistant to Development" scenario was more critical of this alignment option considering disruptions from construction, consequent traffic, and right-of-way acquisition.

Table 19: Resultant Rankings from Weighted Decision Matrix

Rank	Main Assessment	Resistant to Development	Pro-Development	Administrative
1	Broadway	Clay St	Broadway	Broadway
2	Washington St	Washington St	Washington St	Clay St
3	Clay St	Broadway	Clay St	Washington St
4	Alice St	Alice St	Alice St	Alice St
5	Franklin St	Franklin St	Franklin St	Market St
6	Market St	Market St	Market St	Franklin St

STATION SITING RECOMMENDATIONS

Based on the results of our siting evaluation, we propose two alignment concepts that consistently scored the highest across all categories.

- Option 1: Broadway Alignment
- Option 2: Clay Street Alignment

Per Link21's Conceptual Design Guidance, both alignments assume a station location under existing public right-of-way to reduce disruption and the need for right-of-way acquisition. Each station has two entrances, as is standard for a high-ridership station. Station entrances are sited on private property, as existing sidewalks in Jack London are not wide enough to accommodate new entrances. Platform length is assumed to be the BART standard of 700 feet.

Option 1: Broadway Alignment

The first station siting option is a Broadway alignment located between Embarcadero West and 2nd Street (Figure 44). In this option, the two station entrances are sited on a parking lot and a vacant lot. There is currently no development proposal on the vacant lot. The parking lot is used by Jack London Square employees and visitors – however, there are a variety of alternative parking options, outlined in the Station Access Plan, that would mitigate the parking loss that would come with this station entrance.

Broadway is a high pedestrian demand corridor, making it a natural choice for a new BART station. Zoned as Downtown Pedestrian Commercial in the Draft Downtown Oakland Specific Plan, Broadway will have the advantage of future dense development with active, pedestrian-oriented ground floor uses. The street also provides a through connection between Jack London and Downtown Oakland under the freeway, which allows for a more direct walking route for station users. By providing a direct connection to Jack London Square, a key trip generator, the station has the potential to draw significant ridership from employees, tourists, visitors, and residents.

Broadway is also a high transit demand corridor, which facilitates first-last mile connections to BART. AC Transit's 72 series, one of the agency's highest ridership lines, runs along the corridor. In addition, it will see a slate of transit improvements in the near future via the City of Oakland's Broadway Streetscape Improvement Project, which will implement bus lanes and underpass improvements between 2nd Street and 11th Street. This alignment provides convenient transfer options to the Jack London ferry terminal, the Jack London Amtrak station, and bus transit options. Potential concerns include construction impacts to businesses, which must be mitigated through small business support and a strong construction management plan. There are also engineering considerations, including redundancy or conflict with the existing BART alignment.



Figure 44: Option 1 - Broadway Alignment

Source: Google Earth.

This option would create new access to BART for large swaths of the Jack London neighborhood (Figure 45). The ferry terminal, Amtrak station, and Jack London Square are key destinations that are currently not served by any BART station within a 10-minute walk. A Jack London BART station sited on Broadway would serve these destinations via a 5-minute walk or less. Other notable trip generators within a 5-minute walk are the Regal movie theater, Waterfront Hotel, the Landing Apartments (282 units), and the proposed mixed-use affordable housing on Alameda County-owned parcels at Broadway and 5th Street.



Figure 45: Broadway Alignment 5-Minute and 10-Minute Walksheds

Source: ESRI.

Option 2: Clay Alignment

The second station siting option is a Clay Street alignment located between Embarcadero West and 2nd Street (Figure 46). This proposal includes the relocation of the existing Amtrak station platform to Clay Street, creating a BART-Amtrak transfer station that also provides a direct transfer to the ferry terminal located at the end of Clay Street. In addition, the project would provide a new bicycle-pedestrian bridge over the freeway to improve connectivity and access. Clay Street does not currently run under the freeway since the street is cut off by existing BART tracks. Restoring this connection would be a significant community benefit that aligns with the recommendations in the Lake Merritt Station Area Plan and Howard Terminal Ballpark Community Benefit Agreements.

Clay Street is zoned Downtown Commercial in the Draft Downtown Oakland Specific Plan, which encourages dense development, albeit with less of a focus on active ground-floor uses than Broadway's Pedestrian Commercial designation. In this option, the two station entrances are both sited on parking lots. The first lot is used as parking for the World Market furniture store, and the second lot was previously used as parking for Bed Bath & Beyond before the store went out of business.

Potential limitations include the additional cost and planning needed to relocate the Amtrak station platform and create the bicycle-pedestrian bridge. Additional right-of-way acquisition would likely be needed for the new Amtrak platform.



Figure 46: Option 2 - Clay Street Alignment

Source: Google Earth.

Similar to the Broadway alignment, the Clay alignment creates new access to BART for much of Jack London (Figure 47). The ferry terminal and relocated Amtrak station are within the 5minute walkshed. If a Clay alignment is chosen without moving forward with the Amtrak relocation, the existing Amtrak station would be within a 10-minute walk. Other notable trip generators within a 5-minute walk are Line 51 Brewing Company, Ace Hardware, Yoshi's, and the Port of Oakland offices.



Figure 47: Clay Street Alignment 5-Minute and 10-Minute Walksheds

Source: ESRI.

Final Station Siting Recommendation

Ultimately, the Broadway alignment provides the greatest potential for ridership given high pedestrian demand and commercial activity, future investment and development, and connectivity to existing ferry, bus, and rail services. For these reasons, we recommend siting the Jack London BART station on Broadway.

STATION ACCESS PLAN

TRANSIT ACCESS

As AC Transit is in Phase 3 of 5 in the AC Transit Realign Plan⁵⁴, there is a great opportunity to assess the future public transit needs of Jack London District. The AC Transit Realign Plan is a comprehensive review of the existing bus network to adapt and respond to changing ridership patterns. Three scenarios are part of the AC Transit Realign Plan: Balanced Coverage Scenario, Frequent Service Scenario, and Unconstrained Vision Scenario. In each of these scenarios, there are no bus routes that provide east-west service in Jack London District, which our client team has highlighted as a gap in the transit system. Additionally, with the City's Broadway Streetscape Improvements, a future Jack London BART Station can benefit from the investments being made to Broadway, especially transit signal priority, improved signal coordination, and bus-only lanes.

Figure 48 below proposes a revision to AC Transit's Route 72 that could be explored under the Broadway alignment option. The blue lines and stop markers indicate existing transit facilities to be retained, and the green lines and stop markers indicate proposed transit facilities to better connect Jack London District from the west (Brush Street) to the east (proposed Victory Court development) while also servicing areas with known proposed developments and the hypothetical BART station on Broadway. This route amendment could potentially be adopted as a standalone Broadway shuttle, similar to the free Broadway commuter shuttle that was in operation prior to the COVID-19 pandemic.

⁵⁴ AC Transit, "AC Transit Realign."

Figure 48: Proposed Transit Route Changes



BICYCLE ACCESS

In order to facilitate bicycle travel to and from Jack London BART, Link21 must work with the City of Oakland to prioritize recommendations laid out in the City's 2019 Bicycle Plan. The Plan recommends separated bicycle lanes on Market Street, 3rd Street, and Oak Street. Delivering these projects alongside construction of the new BART station will enable safe bicycling and provide key connections to the rest of the City's bicycle network.

However, the Bicycle Plan does not propose a direct, continuous north-south route between Downtown Oakland and Jack London. Portions of Franklin Street and Webster Street are recommended for bicycle facilities, but a few blocks of each street are left out of the Plan. Due to the lack of through streets that cross under the freeway, there are few other options for a strong north-south connection. We propose that additional community outreach, primarily to the wholesale produce markets on Franklin and Chinatown businesses on Webster, be conducted to determine the best route for a continuous bike facility. This route should be delivered alongside station construction and reflected in the next iteration of the Bicycle Plan.



Figure 49: Proposed Bike Facility Improvements

Source: City of Oakland GIS.

In addition, there are several projects currently underway that will build out the bicycle network. The City of Oakland's Embarcadero West Rail Safety and Access Improvements Project⁵⁵ will implement a shared-use trail on Embarcadero West, providing connections to Market Street and West Oakland to the west and Brooklyn Basin to the east. Alameda County Transportation

⁵⁵ "Embarcadero West Rail Safety and Access Improvements."

Commission's East Bay Greenway Multimodal Project⁵⁶ will construct a shared-use trail from Lake Merritt BART to South Hayward BART, providing connections to East Oakland. The Oakland-Alameda Estuary Bridge Project, a partnership between the City of Oakland and the City of Alameda, will construct a bicycle-pedestrian bridge between the two cities.

PEDESTRIAN ACCESS

The Interstate-880 underpass between Downtown Oakland and Jack London District was the obstacle each stakeholder mentioned and both the Howard Terminal and Lake Station Area Plan Community Benefits Agreements mention addressing the poor pedestrian experience walking under the freeway (). The Broadway Streetscape improvement provide an opportunity to collaborate with Caltrans, the entity that manages the land underneath the interstates, to provide regular clean ups, services for unhoused residents, and improved lighting. Additionally, the pedestrian experience to connect towards Alameda with the planned Oakland-Alameda Estuary Bridge. This connection will replace the inhospitable path in the State Route 260 Posey Tube with bicycle and pedestrian bridge connecting both waterfronts of the Oakland Estuary.

⁵⁶ "East Bay Greenway."

Figure 50: Freeway Underpass Between Jack London and Downtown Oakland



Source: Team Site Visit Photos, Oct. 16, 2023.

VEHICLE ACCESS

Following Metropolitan Transportation Commission's, "Parking Best Practices & Strategies For Supporting Transit Oriented Development In the San Francisco Bay Area, new development projects should not contribute to increased parking supply⁵⁷. The Jack London District has many off-street parking facilities contributing to over 3,949 number of parking spaces. The majority curb occupancy of Jack London along Broadway is below average of parking occupancy standards of 85%⁵⁸. Parking for both on-street and off-street supply within the district is more than what is currently necessary for the vehicular traffic in the district. In the development of a station, current lots are an opportunity to not add additional parking to the project.

⁵⁷ Metropolitan Transportation Commission, "Parking Best Practices & Strategies For Supporting Transit Oriented Development In the San Francisco Bay Area."

⁵⁸ Oakland Department of Transportation, "Jack London On-Street Curb Inventory."

CONCLUSION

In our comprehensive analysis of the Jack London area, Broadway emerges as the recommended alignment based on the weighted scoring matrix, primarily attributed to its high pedestrian traffic and strategic accessibility to major transportation hubs such as Amtrak, the ferry, and bus services. This dual advantage positions Broadway as a focal point for community engagement and economic activity.

However, in the broader context of the Jack London community, there's a notable gap in East-West connectivity for both bikes and buses. Addressing this deficiency could significantly enhance community mobility and connectivity, thereby contributing to the overall well-being of residents.

Parking occupancy rates in Jack London are already low, and the presence of numerous parking facilities further highlights the potential for sustainable transportation alternatives. Leveraging the existing infrastructure, there is an opportunity to promote alternative modes of transit and reduce dependence on private vehicles.

A critical aspect of Jack London's success lies in its pedestrian-friendliness. Recognizing this, efforts should be directed towards maintaining and enhancing this characteristic, ensuring that the community remains inviting and accessible. Moreover, the Interstate-880 freeway, acting as a substantial barrier to Oakland's waterfront identity, presents an urban design challenge that warrants careful consideration.

To capitalize on existing infrastructure, station entrances can be transformed into green spaces, serving as vibrant and welcoming nodes that connect pedestrians and contribute to the overall aesthetic appeal of the area. Importantly, our analysis highlights the need for a comprehensive approach to safety. This includes initiatives to improve safety for both pedestrians and unhoused residents, recognizing that a safe and secure environment is fundamental to fostering a thriving and inclusive community. By strategically allocating resources to address pedestrian safety and walkability, Jack London can take advantage of the years of community redevelopment and historical infrastructure to be a success transit hub.

Recommendation	Stage	Rationale
Prioritize east-west bike & bus connectivity	Planning	Currently crossing to East Oakland is not easy or possible with current transit or bike alignments
Utilize existing parking facilities	Design; Construction	To combat negative impacts of sprawl and reduce costs there is no need to add to Jack London's ample parking supply
Center the pedestrian experience in planning and station design	Design	Continue years of requests to design better alternatives to the I-880 barriers
Continued community engagement	Planning	The blueprint of West Oakland and Chinatown engagement can integrate Jack London in the planning process
Construction impacts mitigation	Construction	Proposing the alignment on Broadway implies significant impact on small businesses and should be planned with care to reduce externalities
Further examine engineering feasibility	Design	The sea level rise, Rail right of way, BART right of way, and Alameda Tubes provide several obstacles in building on any of the proposed alternatives
Build on existing development zoning for Transit Oriented Development	Planning	The City of Oakland and BART have several density bonus opportunities to continue the redevelopment that Jack London had in the last 20 years

Table 20: Jack London BART Station Siting Recommendations

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APPENDIX A

AC TRANSIT 2022 AVERAGE FALL WEEKDAY RIDERSHIP

ROUTE_N/ ROUTE	DAY	DIR	STOP	STOPNAME	DAY_ON	DAY_OFF	DAY_TOT	CMLTV_LOAD
12 :	12 Weekday	Northbound	1	ALICE ST & 2ND ST	54	0	54	61
12 :	12 Weekday	Northbound	2	EMBARCADERO W & FRANKLIN ST	33	10	42	90
12 :	12 Weekday	Northbound	3	BROADWAY & EMBARCADERO W	12	1	12	102
12	12 Weekday	Northbound	4	BROADWAY & 3RD ST	25	3	28	126
12 :	12 Weekday	Northbound	5	BROADWAY & 7TH ST	18	4	22	141
12 :	12 Weekday	Northbound	6	BROADWAY & 11TH ST	57	27	85	173
12	12 Weekday	Northbound	7	BROADWAY & 15TH ST	66	16	82	224
12	12 Weekday	Northbound	8	BROADWAY & 17TH ST	28	5	33	247
12	12 Weekday	Northbound	9	BROADWAY & 20TH ST	73	10	83	310
12 :	, 12 Weekdav	Northbound	10	BROADWAY & 22ND ST	8	6	14	312
12	12 Weekday	Northbound	11	GRAND AV & WEBSTER ST	16	8	24	321
12	12 Weekday	Northbound	12	GRAND AV & HARRISON ST	-0	10	24	326
12	12 Weekday	Northbound	13	GRAND AV & BELLEVILE AV	16	-•	26	332
12 .	12 Weekday	Northbound	1/		20	10	20	222
12 .	12 Weekuay	Northbound	14		10	13	33	221
12	12 Weekuay	Northbound	15		10	12	22	221
12 .	12 Weekuay	Northbound	10		12	12	24	331
12	12 Weekday	Northbound	1/		20	20	40	331
12	12 Weekday	Northbound	18	GRAND AV & LAKE PARK AV	41	40	82	332
12 :	12 Weekday	Northbound	19	GRAND AV & MANDANA BLVD	20	20	40	333
12 :	12 Weekday	Northbound	20	GRAND AV & WELDON AV	9	19	28	323
12 :	12 Weekday	Northbound	21	GRAND AV & WILDWOOD AV	13	18	31	318
12 :	12 Weekday	Northbound	22	GRAND AV & FAIRVIEW AV	4	4	8	317
12 :	12 Weekday	Northbound	23	LINDA AV & GRAND AV	4	4	8	318
12 :	12 Weekday	Northbound	24	LINDA AV & LAKE AV	3	3	6	317
12	12 Weekday	Northbound	25	LINDA AV & ROSE AV	4	8	12	314
12	12 Weekday	Northbound	26	LINDA AV & GLEN AV	4	13	17	305
12 :	12 Weekday	Northbound	27	LINDA AV & PIEDMONT AV	14	19	33	299
12	12 Weekday	Northbound	28	PIEDMONT AV & GLENWOOD AV	16	21	38	295
12	12 Weekday	Northbound	29	PIEDMONT AV & ECHO AV	6	14	21	287
12 :	, 12 Weekdav	Northbound	30	PIEDMONT AV & BRANDON ST	6	5	11	287
12	12 Weekday	Northbound	31	PLEASANT VALLEY AV & MONTGOM	1	4	6	284
12	12 Weekday	Northbound	32	PLEASANT VALLEY AV & GILBERT	16	24	40	276
12	12 Weekday	Northbound	33	51ST ST & DESMOND ST	28	9	37	295
12	12 Weekday	Northbound	34	51ST ST & MANILA AV	20	3	7	295
12	12 Weekday	Northbound	35	51ST ST & SHAFTER AV	1	1	, 8	295
12	12 Weekday	Northbound	36	51ST ST & MILES AV	-	7	11	201
12 .	12 Weekday	Northbound	27			, 25	10	201
12	12 Weekuay	Northbound	20		23	25	40	290
12 .	12 Weekuay	Northbound	30		0	5 10	12	291
12 .	12 Weekuay	Northbound	39		4	10	14	265
12 .	12 Weekday	Northbound	40		2	3	5	283
12	12 Weekday	Northbound	41	MILKING JR WAY & 551H ST	4	8	12	279
12	12 Weekday	Northbound	42	ML KING JR WAY & AILEEN ST	5	8	12	276
12	12 Weekday	Northbound	43	ML KING JR WAY & ARLINGTON A	3	3	6	276
12 :	12 Weekday	Northbound	44	ML KING JR WAY & 591H ST	6	11	1/	270
12 :	12 Weekday	Northbound	45	ML KING JR WAY & 61ST ST	5	8	12	267
12 :	12 Weekday	Northbound	46	ADELINE ST & ALCATRAZ AV	18	19	37	266
12 :	12 Weekday	Northbound	47	ML KING JR WAY & PRINCE ST	19	19	38	267
12 :	12 Weekday	Northbound	48	ML KING JR WAY & ASHBY AV	18	7	25	277
12 :	12 Weekday	Northbound	49	ML KING JR WAY & RUSSELL ST	15	6	22	286
12 :	12 Weekday	Northbound	50	ML KING JR WAY & STUART ST	5	3	8	288
12 :	12 Weekday	Northbound	51	ML KING JR WAY & DERBY ST	17	10	28	295
12 :	12 Weekday	Northbound	52	ML KING JR WAY & PARKER ST	4	4	8	296
12	12 Weekday	Northbound	53	ML KING JR WAY & DWIGHT WAY	13	11	24	298
12 :	12 Weekday	Northbound	54	ML KING JR WAY & CHANNING WA	10	9	19	299
12	12 Weekday	Northbound	55	ML KING JR WAY & BANCROFT WA	19	17	37	302
12	, 12 Weekdav	Northbound	56	ML KING JR WAY & ALLSTON WAY	33	33	66	302
12	, 12 Weekdav	Northbound	57	ML KING JR WAY & UNIVERSITY	33	78	111	258
12	12 Weekdav	Northbound	58	ML KING JR WAY & HEARST AV	6	7	13	256
12	12 Weekdav	Northbound	59	ML KING JR WAY & VIRGINIA ST	6	20	26	243
12	12 Weekday	Northbound	60	ML KING JR WAY & VINF ST	2	_0 12	14	233
·	12 Weekday	Northhound	50 61	MI KING IR WAY & ROSE ST	2	16	12	220
	Weekuuy	u	51		5	10	10	220

12	12 Weekday	Northbound	62	ML KING JR WAY & BERRYMAN ST	1	9	9	212
12	12 Weekday	Northbound	63	HOPKINS ST & THE ALAMEDA	2	10	13	204
12	12 Weekday	Northbound	64	HOPKINS ST & BEVERLY PL	1	11	12	195
12	12 Weekday	Northbound	65	HOPKINS ST & COLUSA AV	1	6	7	190
12	12 Weekday	Northbound	66	HOPKINS ST & MONTEREY AV	5	14	18	181
12	12 Weekday	Northbound	67	HOPKINS ST & ALBINA AV	2	7	9	177
12	12 Weekday	Northbound	68	GILMAN ST & ORDWAY ST	1	14	15	165
12	12 Weekday	Northbound	69	GILMAN ST & NEILSON ST	2	19	21	147
12	12 Weekday	Northbound	70	GILMAN ST & SANTA FE AV	1	8	9	140
12	12 Weekday	Northbound	71	GILMAN ST & CORNELL AV	0	13	13	127
12	12 Weekday	Northbound	72	GILMAN ST & SAN PABLO AV	16	67	83	84
12	12 Weekday	Northbound	73	GILMAN ST & 8TH ST	2	11	13	77
12	12 Weekday	Northbound	74	GILMAN ST & 6TH ST	0	47	47	30
12	12 Weekday	Southbound	1	GILMAN ST & 7TH ST	49	0	49	51
12	12 Weekday	Southbound	2	GILMAN ST & 10TH ST	2	1	3	54
12	12 Weekday	Southbound	3	GILMAN ST & SAN PABLO AV	29	4	34	82
12	12 Weekday	Southbound	4	GILMAN ST & CORNELL AV	10	0	10	92
12	12 Weekday	Southbound	5	GILMAN ST & SANTA FE AV	4	0	4	94
12	12 Weekday	Southbound	6	GILMAN ST & CURTIS ST	22	3	25	114
12	12 Weekday	Southbound	7	GILMAN ST & ORDWAY ST	12	2	14	124
12	12 Weekday	Southbound	8	HOPKINS ST & SACRAMENTO ST	8	2	10	131
12	12 Weekday	Southbound	9	HOPKINS ST & CALIFORNIA ST	21	3	24	150
12	12 Weekday	Southbound	10	HOPKINS ST & CARLOTTA AV	12	3	15	159
12	, 12 Weekday	Southbound	11	HOPKINS ST & BEVERLY PL	16	5	21	170
12	, 12 Weekday	Southbound	12	ML KING JR WAY & BERRYMAN ST	8	1	9	177
12	, 12 Weekday	Southbound	13	ML KING JR WAY & ROSE ST	18	2	20	193
12	12 Weekday	Southbound	14	ML KING JR WAY & VINE ST	14	2	16	205
12	12 Weekday	Southbound	15	ML KING JR WAY & CEDAR ST	10	3	13	212
12	12 Weekday	Southbound	16	ML KING JR WAY & VIRGINIA ST	13	2	14	224
12	12 Weekday	Southbound	17	ML KING JR WAY & HEARST AV	14	5	18	232
12	12 Weekday	Southbound	18	ML KING JR WAY & UNIVERSITY	60	25	86	268
12	12 Weekday	Southbound	19	ML KING JR WAY & ALLSTON WAY	34	43	77	259
12	12 Weekday	Southbound	20	ML KING JR WAY & BANCROFT WA	13	6	20	266
12	12 Weekday	Southbound	21	ML KING JR WAY & CHANNING WA	8	6	14	269
12	12 Weekday	Southbound	22	ML KING JR WAY & DWIGHT WAY	14	10	24	272
12	12 Weekday	Southbound	23	ML KING JR WAY & PARKER ST	4	5	8	270
12	12 Weekday	Southbound	24	ML KING JR WAY & DERBY ST	11	15	27	267
12	12 Weekday	Southbound	25	ML KING JR WAY & STUART ST	3	7	10	261
12	12 Weekday	Southbound	26	ML KING JR WAY & RUSSELL ST	8	11	19	259
12	12 Weekday	Southbound	27	ML KING JR WAY & ASHBY AV	7	14	21	252
12	12 Weekday	Southbound	28	ML KING JR WAY & PRINCE ST	12	17	29	247
12	12 Weekday	Southbound	29	ADELINE ST & FAIRVIEW ST	7	8	15	245
12	12 Weekday	Southbound	30	ADELINE ST & ALCATRAZ AV	18	18	36	245
12	12 Weekday	Southbound	31	ML KING JR WAY & 61ST ST	7	6	14	245
12	12 Weekday	Southbound	32	ML KING JR WAY & 59TH ST	8	5	14	248
12	12 Weekday	Southbound	33	ML KING JR WAY & ARLINGTON A	3	3	5	248
12	12 Weekday	Southbound	34	ML KING JR WAY & AILEEN ST	4	2	6	249
12	12 Weekday	Southbound	35	55TH ST & ML KING JR WAY	10	5	16	254
12	12 Weekday	Southbound	36	55TH ST & DOVER ST	4	2	6	257
12	12 Weekday	Southbound	37	55TH ST & SHATTUCK AV	5	2	7	260
12	12 Weekday	Southbound	38	55TH ST & TELEGRAPH AV	12	10	22	262
12	12 Weekday	Southbound	39	51ST ST & TELEGRAPH AV	30	19	49	272
12	12 Weekday	Southbound	40	51ST ST & WEBSTER ST	3	4	7	272
12	12 Weekday	Southbound	41	51ST ST & LAWTON AV	1	3	5	270
12	12 Weekday	Southbound	42	51ST ST & BROADWAY	19	28	47	261
12	12 Weekday	Southbound	43	PLEASANT VALLEY AV & GILBERT	17	16	33	262
12	12 Weekday	Southbound	44	PLEASANT VALLEY AV & MONTGOM	2	3	5	261
12	12 Weekday	Southbound	45	PIEDMONT AV & PLEASANT VALLE	4	6	10	259
12	12 Weekday	Southbound	46	PIEDMONT AV & JOHN ST	8	4	11	263
12	12 Weekday	Southbound	47	PIEDMONT AV & GLENWOOD AV	4	3	7	265
12	12 Weekday	Southbound	48	PIEDMONT AV & RIDGEWAY AV	13	14	27	263
12	12 Weekday	Southbound	49	PIEDMONT AV & 41ST ST	26	20	45	269

12 Weekday	Southbound	50 GLEN AV & PA	NAMA CT	11	4	14	277
12 Weekday	Southbound	51 GLEN AV & LIN	DA AV	14	2	15	288
12 Weekday	Southbound	52 LINDA AV & RO	DSE AV	6	4	11	290
12 Weekday	Southbound	53 LINDA AV & LA	KE AV	2	3	5	290
12 Weekday	Southbound	54 LINDA AV & GI	RAND AV	4	4	8	290
12 Weekday	Southbound	55 GRAND AV & S	UNNYSIDE AV	1	2	3	289
12 Weekday	Southbound	56 GRAND AV & J	EAN ST	24	18	42	295
12 Weekday	Southbound	57 GRAND AV & V	VELDON AV	18	10	28	304
12 Weekday	Southbound	58 GRAND AV & E	LWOOD AV	20	15	35	308
12 Weekday	Southbound	59 GRAND AV & S	ANTA CLARA AV	38	28	66	319
12 Weekday	Southbound	60 GRAND AV & N	ACARTHUR BLVD	12	21	33	310
12 Weekday	Southbound	61 GRAND AV & E	UCLID AV	16	12	28	315
12 Weekday	Southbound	62 GRAND AV & S	TATEN AV	13	10	23	318
12 Weekday	Southbound	63 GRAND AV & F	ERKINS ST	30	15	45	333
12 Weekday	Southbound	64 GRAND AV & F	ARK VIEW TER	8	11	19	331
12 Weekday	Southbound	65 GRAND AV & H	IARRISON ST	13	14	27	329
12 Weekday	Southbound	66 GRAND AV & V	ALDEZ ST	5	13	18	321
12 Weekday	Southbound	67 BROADWAY &	W GRAND AV	11	21	32	311
12 Weekday	Southbound	68 BROADWAY &	19TH ST	7	77	83	242
12 Weekday	Southbound	69 BROADWAY &	17TH ST	7	22	30	227
12 Weekday	Southbound	70 BROADWAY &	12TH ST	48	102	150	176
12 Weekday	Southbound	71 BROADWAY &	9TH ST	6	32	38	150
12 Weekday	Southbound	72 BROADWAY &	7TH ST	1	8	9	144
12 Weekday	Southbound	73 BROADWAY &	3RD ST	3	21	24	127
12 Weekday	Southbound	74 EMBARCADER	O W & BROADWAY	2	29	31	101
12 Weekday	Southbound	75 EMBARCADER	O W & FRANKLIN ST	1	12	14	90
12 Weekday	Southbound	76 2ND ST & OAK	LAND AMTRAK	19	42	60	73
12 Weekday	Southbound	77 JACKSON ST &	3RD ST	1	4	5	71
12 Weekday	Southbound	78 ALICE ST & 2N	D ST	2	43	45	32
	12 Weekday 12 Weekday	12WeekdaySouthbound <tr< td=""><td>12WeekdaySouthbound50GLEN AV & PA12WeekdaySouthbound51GLEN AV & LIN12WeekdaySouthbound52LINDA AV & RO12WeekdaySouthbound53LINDA AV & LA12WeekdaySouthbound54LINDA AV & GF12WeekdaySouthbound55GRAND AV & S12WeekdaySouthbound56GRAND AV & V12WeekdaySouthbound57GRAND AV & V12WeekdaySouthbound59GRAND AV & V12WeekdaySouthbound60GRAND AV & S12WeekdaySouthbound61GRAND AV & S12WeekdaySouthbound63GRAND AV & S12WeekdaySouthbound64GRAND AV & P12WeekdaySouthbound66GRAND AV & P12WeekdaySouthbound67BROADWAY & P12WeekdaySouthbound68BROADWAY & P12WeekdaySouthbound69BROADWAY & P12WeekdaySouthbound69BROADWAY & P12WeekdaySouthbound71BROADWAY & P12WeekdaySouthbound71BROADWAY & P12WeekdaySouthbound71BROADWAY & P12WeekdaySouthbound71BROADWAY & P12WeekdaySouthbound71BROADWAY & P12Weekday<t< td=""><td>12 WeekdaySouthbound50 GLEN AV & PANAMA CT12 WeekdaySouthbound51 GLEN AV & LINDA AV12 WeekdaySouthbound52 LINDA AV & ROSE AV12 WeekdaySouthbound53 LINDA AV & ROSE AV12 WeekdaySouthbound54 LINDA AV & GRAND AV12 WeekdaySouthbound55 GRAND AV & SUNNYSIDE AV12 WeekdaySouthbound56 GRAND AV & SUNNYSIDE AV12 WeekdaySouthbound56 GRAND AV & WELDON AV12 WeekdaySouthbound57 GRAND AV & WELDON AV12 WeekdaySouthbound58 GRAND AV & WELDON AV12 WeekdaySouthbound59 GRAND AV & WELDON AV12 WeekdaySouthbound59 GRAND AV & SANTA CLARA AV12 WeekdaySouthbound60 GRAND AV & ELUCID AV12 WeekdaySouthbound61 GRAND AV & EUCLID AV12 WeekdaySouthbound63 GRAND AV & SATTEN AV12 WeekdaySouthbound64 GRAND AV & PARK VIEW TER12 WeekdaySouthbound65 GRAND AV & VALDEZ ST12 WeekdaySouthbound67 BROADWAY & VALDEZ ST12 WeekdaySouthbound69 BROADWAY & 17H ST12 WeekdaySouthbound70 BROADWAY & 17H ST12 WeekdaySouthbound71 BROADWAY & 3RD ST12 WeekdaySouthbound72 BROADWAY & 3RD ST12 WeekdaySouthbound74 EMBARCADERO W & BROADWAY12 WeekdaySouthbound75 EMBARCADERO W & FRANKLIN ST12 WeekdaySouthbound74 EMBARCADERO W & FRANKLIN ST12 WeekdaySouthbound74 E</td><td>12WeekdaySouthbound50GLEN AV & PANAMA CT1112WeekdaySouthbound51GLEN AV & LINDA AV1412WeekdaySouthbound52LINDA AV & ROSE AV612WeekdaySouthbound53LINDA AV & GRAND AV412WeekdaySouthbound54LINDA AV & GRAND AV412WeekdaySouthbound55GRAND AV & SUNNYSIDE AV112WeekdaySouthbound56GRAND AV & WELDON AV1812WeekdaySouthbound57GRAND AV & WELDON AV1812WeekdaySouthbound59GRAND AV & SUNNYSIDE AV2012WeekdaySouthbound59GRAND AV & SUNNYSIDE AV2012WeekdaySouthbound59GRAND AV & SUNNYSIDE AV1212WeekdaySouthbound60GRAND AV & SUNNYSIDE AV1312WeekdaySouthbound60GRAND AV & SUNNYSIDE AV1312WeekdaySouthbound61GRAND AV & MACARTHUR BLVD1212WeekdaySouthbound62GRAND AV & PARK VIEW TER812WeekdaySouthbound63GRAND AV & VALDEZ ST512WeekdaySouthbound66GRAND AV & VALDEZ ST512WeekdaySouthbound67BROADWAY & 111412WeekdaySouthbound70BROADWAY & 17H ST712Wee</td><td>12WeekdaySouthbound50GLEN AV & PANAMA CT11412WeekdaySouthbound51GLEN AV & LINDA AV14212WeekdaySouthbound52LINDA AV & ROSE AV6412WeekdaySouthbound53LINDA AV & LAKE AV2312WeekdaySouthbound54LINDA AV & GRAND AV4412WeekdaySouthbound55GRAND AV & GRAND AV1212WeekdaySouthbound55GRAND AV & SUNNYSIDE AV1212WeekdaySouthbound56GRAND AV & WELDON AV181012WeekdaySouthbound59GRAND AV & SUNNYSIDE AV201512WeekdaySouthbound59GRAND AV & SUNNY CLARA AV382812WeekdaySouthbound60GRAND AV & SUNNY CLARA AV382812WeekdaySouthbound61GRAND AV & EUCLID AV161212WeekdaySouthbound62GRAND AV & PARK VIEW TER81112WeekdaySouthbound66GRAND AV & VALDEZ ST51312WeekdaySouthbound66GRAND AV & VALDEZ ST51312WeekdaySouthbound67BROADWAY & 17H ST77712WeekdaySouthbound68BROADWAY & 17H ST77712WeekdaySouthbound71</td><td>12WeekdaySouthbound50GLEN AV & PANAMA CT1141412WeekdaySouthbound51GLEN AV & LINDA AV1421512WeekdaySouthbound52LINDA AV & CAKE AV23512WeekdaySouthbound53LINDA AV & LAKE AV23312WeekdaySouthbound55GRAND AV & GRAND AV44812WeekdaySouthbound55GRAND AV & SUNNYSIDE AV12312WeekdaySouthbound55GRAND AV & SUNNYSIDE AV12312WeekdaySouthbound55GRAND AV & BLENON AV18102812WeekdaySouthbound56GRAND AV & ELWOOD 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P12WeekdaySouthbound71BROADWAY & P12WeekdaySouthbound71BROADWAY & P12WeekdaySouthbound71BROADWAY & P12WeekdaySouthbound71BROADWAY & P12WeekdaySouthbound71BROADWAY & P12Weekday <t< td=""><td>12 WeekdaySouthbound50 GLEN AV & PANAMA CT12 WeekdaySouthbound51 GLEN AV & LINDA AV12 WeekdaySouthbound52 LINDA AV & ROSE AV12 WeekdaySouthbound53 LINDA AV & ROSE AV12 WeekdaySouthbound54 LINDA AV & GRAND AV12 WeekdaySouthbound55 GRAND AV & SUNNYSIDE AV12 WeekdaySouthbound56 GRAND AV & SUNNYSIDE AV12 WeekdaySouthbound56 GRAND AV & WELDON AV12 WeekdaySouthbound57 GRAND AV & WELDON AV12 WeekdaySouthbound58 GRAND AV & WELDON AV12 WeekdaySouthbound59 GRAND AV & WELDON AV12 WeekdaySouthbound59 GRAND AV & SANTA CLARA AV12 WeekdaySouthbound60 GRAND AV & ELUCID AV12 WeekdaySouthbound61 GRAND AV & EUCLID AV12 WeekdaySouthbound63 GRAND AV & SATTEN AV12 WeekdaySouthbound64 GRAND AV & PARK VIEW TER12 WeekdaySouthbound65 GRAND AV & VALDEZ ST12 WeekdaySouthbound67 BROADWAY & VALDEZ ST12 WeekdaySouthbound69 BROADWAY & 17H ST12 WeekdaySouthbound70 BROADWAY & 17H ST12 WeekdaySouthbound71 BROADWAY & 3RD ST12 WeekdaySouthbound72 BROADWAY & 3RD ST12 WeekdaySouthbound74 EMBARCADERO W & BROADWAY12 WeekdaySouthbound75 EMBARCADERO W & FRANKLIN ST12 WeekdaySouthbound74 EMBARCADERO W & FRANKLIN ST12 WeekdaySouthbound74 E</td><td>12WeekdaySouthbound50GLEN AV & PANAMA CT1112WeekdaySouthbound51GLEN AV & LINDA AV1412WeekdaySouthbound52LINDA AV & ROSE AV612WeekdaySouthbound53LINDA AV & GRAND AV412WeekdaySouthbound54LINDA AV & GRAND AV412WeekdaySouthbound55GRAND AV & SUNNYSIDE AV112WeekdaySouthbound56GRAND AV & WELDON AV1812WeekdaySouthbound57GRAND AV & WELDON AV1812WeekdaySouthbound59GRAND AV & SUNNYSIDE AV2012WeekdaySouthbound59GRAND AV & SUNNYSIDE AV2012WeekdaySouthbound59GRAND AV & SUNNYSIDE AV1212WeekdaySouthbound60GRAND AV & SUNNYSIDE AV1312WeekdaySouthbound60GRAND AV & SUNNYSIDE AV1312WeekdaySouthbound61GRAND AV & MACARTHUR BLVD1212WeekdaySouthbound62GRAND AV & PARK VIEW TER812WeekdaySouthbound63GRAND AV & VALDEZ ST512WeekdaySouthbound66GRAND AV & VALDEZ ST512WeekdaySouthbound67BROADWAY & 111412WeekdaySouthbound70BROADWAY & 17H ST712Wee</td><td>12WeekdaySouthbound50GLEN AV & PANAMA CT11412WeekdaySouthbound51GLEN AV & LINDA AV14212WeekdaySouthbound52LINDA AV & ROSE AV6412WeekdaySouthbound53LINDA AV & LAKE AV2312WeekdaySouthbound54LINDA AV & GRAND AV4412WeekdaySouthbound55GRAND AV & GRAND AV1212WeekdaySouthbound55GRAND AV & SUNNYSIDE AV1212WeekdaySouthbound56GRAND AV & WELDON AV181012WeekdaySouthbound59GRAND AV & SUNNYSIDE AV201512WeekdaySouthbound59GRAND AV & SUNNY CLARA AV382812WeekdaySouthbound60GRAND AV & SUNNY CLARA AV382812WeekdaySouthbound61GRAND AV & EUCLID AV161212WeekdaySouthbound62GRAND AV & PARK VIEW TER81112WeekdaySouthbound66GRAND AV & VALDEZ ST51312WeekdaySouthbound66GRAND AV & VALDEZ ST51312WeekdaySouthbound67BROADWAY & 17H ST77712WeekdaySouthbound68BROADWAY & 17H ST77712WeekdaySouthbound71</td><td>12WeekdaySouthbound50GLEN AV & PANAMA 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ROUTE_N/ ROUTE	DAY	DIR	STOP		STOPNAME	DAY_ON	DAY_OFF	DAY_TOT	CMLTV_LOAD
19	19 Weekday	Eastbound		1	11TH ST & JEFFERSON ST	9	0	9	10
19	19 Weekday	Eastbound		2	11TH ST & CLAY ST	2	1	3	12
19	19 Weekday	Eastbound		3	11TH ST & BROADWAY	13	3	16	26
19	19 Weekday	Eastbound		4	BROADWAY & 9TH ST	8	1	9	35
19	19 Weekday	Eastbound		5	7TH ST & FRANKLIN ST	14	1	15	51
19	19 Weekday	Eastbound		6	MARINER SQ LOOP & WILLIE STA	4	4	8	54
19	19 Weekday	Eastbound		7	MARINA VILLAGE PKWY & MARINE	7	4	11	54
19	19 Weekday	Eastbound		8	MARINA VILLAGE PKWY & MARINE	0	1	1	54
19	19 Weekday	Eastbound		9	1201 MARINA VILLAGE PKWY	1	1	2	54
19	19 Weekday	Eastbound	1	0	947 MARINA VILLAGE PKWY	2	3	4	53
19	19 Weekday	Eastbound	1	1	CHALLENGER DR & MARINA VILLA	3	3	6	53
19	19 Weekday	Eastbound	1	2	ATLANTIC AV & CHALLENGER DR	1	1	2	54
19	19 Weekday	Eastbound	1	.3	ATLANTIC AV & TRIUMPH DR	1	1	2	55
19	19 Weekday	Eastbound	1	.4	BUENA VISTA AV & SHERMAN ST	3	4	7	53
19	19 Weekday	Eastbound	1	.5	BUENA VISTA AV & STANTON ST	1	1	2	53
19	19 Weekday	Eastbound	1	.6	BUENA VISTA AV & GRAND ST	3	3	6	53
19	19 Weekday	Eastbound	1	.7	BUENA VISTA AV & CHESTNUT ST	1	4	5	50
19	19 Weekday	Eastbound	1	.8	BUENA VISTA AV & WILLOW ST	3	1	5	52
19	19 Weekday	Eastbound	1	9	BUENA VISTA AV & WALNUT ST	1	2	2	51
19	19 Weekday	Eastbound	2	20	BUENA VISTA AV & PARK ST	4	6	10	48
19	19 Weekday	Eastbound	2	21	BLANDING AV & BROADWAY	3	2	6	49
19	19 Weekday	Eastbound	2	22	FRUITVALE AV & E 9TH ST	1	2	2	48
19	19 Weekday	Eastbound	2	23	FRUITVALE BART	20	14	34	54
19	19 Weekday	Eastbound	2	24	SEMINARY AV & DIV 4 GATE	0	42	42	13
19	19 Weekday	Westbound		1	SEMINARY AV & DIV 4 GATE	50	0	50	50
19	19 Weekday	Westbound		2	FRUITVALE BART	13	30	43	35
19	19 Weekday	Westbound		3	FRUITVALE AV & E 9TH ST	1	3	5	33
19	19 Weekday	Westbound		4	BROADWAY & BLANDING AV	2	1	3	34
19	19 Weekday	Westbound		5	BROADWAY & TILDEN WAY	1	1	1	34
19	19 Weekday	Westbound		6	BUENA VISTA AV & PARK ST	4	2	6	36
19	19 Weekday	Westbound		7	BUENA VISTA AV & WALNUT ST	4	1	5	39
19	19 Weekday	Westbound		8	BUENA VISTA AV & WILLOW ST	4	2	6	41
19	19 Weekday	Westbound		9	BUENA VISTA AV & CHESTNUT ST	1	0	2	42
19	19 Weekday	Westbound	1	0	BUENA VISTA AV & GRAND ST	2	1	3	42
19	19 Weekday	Westbound	1	1	BUENA VISTA AV & STANTON ST	2	2	4	42
19	19 Weekday	Westbound	1	2	SHERMAN ST & BUENA VISTA AV	7	4	11	45
19	19 Weekday	Westbound	1	.3	ATLANTIC AV & #1105	0	0	0	45
19	19 Weekday	Westbound	1	4	ATLANTIC AV & TRIUMPH DR	1	3	4	44
19	19 Weekday	Westbound	1	.5	CHALLENGER DR & ATLANTIC AV	1	1	2	44
19	19 Weekday	Westbound	1	.6	MARINA VILLAGE PKWY & CHALLE	2	2	4	44
19	19 Weekday	Westbound	1	.7	1080 MARINA VILLAGE PKWY	1	1	2	44
19	19 Weekday	Westbound	1	.8	1250 MARINA VILLAGE PKWY	1	3	4	42
19	19 Weekday	Westbound	1	.9	MARINA VILLAGE PKWY & MARINE	1	3	4	40
19	19 Weekday	Westbound	2	20	HARRISON ST & 8TH ST	1	9	10	33
19	19 Weekday	Westbound	2	21	12TH ST & HARRISON ST	0	0	0	33
19	19 Weekday	Westbound	2	22	12TH ST & BROADWAY	1	18	19	16
19	19 Weekday	Westbound	2	23	12TH & CLAY ST	1	2	3	15
19	19 Weekday	Westbound	2	24	11TH ST & JEFFERSON ST	0	10	10	5

ROUTE_N/ ROUTE	DAY	DIR	STOP		STOPNAME	DAY_ON	DAY_OFF	DAY_TOT	CMLTV_LOAD
72 7	'2 Weekday	Northbound		1	2ND ST & WASHINGTON ST	41	1	42	50
72 7	'2 Weekday	Northbound		2	BROADWAY & 3RD ST	14	2	16	63
72 7	'2 Weekday	Northbound		3	BROADWAY & 7TH ST	40	13	53	109
72 7	'2 Weekday	Northbound		4	BROADWAY & 9TH ST	24	3	26	129
72 7	'2 Weekday	Northbound		5	BROADWAY & 12TH ST	123	16	139	239
72 7	'2 Weekday	Northbound		6	BROADWAY & 17TH ST	50	7	57	283
72 7	2 Weekday	Northbound		7	TL BERKLEY WAY	70	13	83	341
72 7	2 Weekday	Northbound		8	TL BERKLEY WAY	26	13	39	353
72 7	'2 Weekday	Northbound		9	SAN PABLO AV & W GRAND AV	23	14	37	361
72 7	2 Weekday	Northbound		10	SAN PABLO AV & 25TH ST	12	9	21	365
72 7	2 Weekday	Northbound		11	SAN PABLO AV & 28TH ST	10	11	21	363
72 7	2 Weekday	Northbound		12	SAN PABLO AV & 30TH ST	15	13	28	365
72 7	2 Weekday	Northbound		13	SAN PABLO AV & BROCKHURST ST	16	18	34	362
72 7	2 Weekday	Northbound		14	SAN PABLO AV & 34TH ST	9	15	24	356
72 7	2 Weekday	Northbound		15	SAN PABLO AV & 37TH ST	10	22	32	344
72 7	2 Weekday	Northbound		16	SAN PABLO AV & 40TH ST	78	65	143	357
72 7	2 Weekday	Northbound		17	SAN PABLO AV & 45TH ST	9	16	24	351
72 7	2 Weekday	Northbound		18	SAN PABLO AV & 47TH ST	6	6	12	351
72 7	2 Weekday	Northbound		19	SAN PABLO AV & 54TH ST	7	10	16	349
72 7	2 Weekdav	Northbound		20	SAN PABLO AV & 56TH ST	4	9	13	343
72 7	2 Weekday	Northbound		21	SAN PABLO AV & STANFORD AV	13	19	32	337
72 7	2 Weekday	Northbound		22	SAN PABLO AV & 62ND ST	3	11	15	330
72 7	2 Weekdav	Northbound		23	SAN PABLO AV & ALCATRAZ AV	14	13	27	331
72 7	2 Weekday	Northbound		24	SAN PABLO AV & 66TH ST	3	7	11	327
72 7	2 Weekday	Northbound		25	SAN PABLO AV & HASKELL ST	7	12	19	321
72 7	2 Weekday	Northbound		26	SAN PABLO AV & ASHBY AV	16	11	26	326
72 7	2 Weekday	Northbound		27	SAN PABLO AV & OREGON ST	9	4	13	331
72 7	2 Weekday	Northbound		28	SAN PABLO AV & GRAYSON ST	6	11	16	326
72 7	2 Weekday	Northbound		29	SAN PABLO AV & PARKER ST	4	7	11	323
72 7	2 Weekday	Northbound		30	SAN PABLO AV & DWIGHT WAY	11	9	21	325
72 7	2 Weekday	Northbound		31	SAN PABLO AV & CHANNING WAY	4	3	7	326
72 7	2 Weekday	Northbound		32	SAN PABLO AV & BANCROFT WAY	. 7	8	15	324
72 7	2 Weekday	Northbound		33	SAN PABLO AV & ALLSTON WAY	5	13	18	316
72 7	2 Weekday	Northbound		34	SAN PABLO AV & LINIVERSITY AV	48	59	107	306
72 7	2 Weekday	Northbound		35	SAN PABLO AV & DELAWARE ST	8	11	19	302
72 7	2 Weekday	Northbound		36	SAN PABLO AV & CEDAR ST	9	10	19	302
72 7	2 Weekday	Northbound		37	SAN PABLO AV & PAGE ST	2	10		300
72 7	2 Weekday	Northbound		38	SAN PABLO AV & GILMAN ST	23	25	48	298
72 7	2 Weekday	Northbound		39	SAN PABLO AV & HARRISON ST		23	8	296
72 7	2 Weekday	Northbound		40	SAN PABLO AV & MONROF ST	9	9	18	296
72 7	2 Weekday	Northbound		41	SAN PABLO AV & MARIN AV	6	4	10	299
72 7	2 Weekday	Northbound		42	SAN PABLO AV & BLICHANAN ST	5	2	-10	301
72 7	2 Weekday	Northbound		43	SAN PABLO AV & SOLANO AV	20	15	35	306
72 7	2 Weekday	Northbound		44	SAN PABLO AV & PORTLAND AV	20	13	6	305
72 7	2 Weekday	Northbound		45	SAN PABLO AV & BRIGHTON AV	2	10	13	297
72 7	2 Weekday	Northbound		45 46	SAN PABLO AV & CARISON BLVD	31	20	53	306
72 7	2 Weekday	Northbound		40 47		54	22	83	332
72 7	2 Weekday	Northbound		קע ⊿		10	23	17	335
72 7	2 Weekday	Northbound		40 //Q		10	, 3	1,	335
י זי ד כד	2 Weekuay	Northbound		49 50		1	2	3	337
י ז' ד רב	2 Weekuay	Northbound		50		10	10	-+	330
י זי ד כד	2 Weekudy	Northbound		51		10	21	22	221
יע 12 ד כד	2 Weekudy	Northbound		52		1/	21	12	227
72 7		Northbound		55		14	0	15	327
י גע די כד		Northbound		54 55		14	21	54	321 317
י גע ר כד				22		5	9	14	51/ 212
12 / TO T		Northbaurd		50 57		10	14	24	313
12 / 72 -		Northberry		5/ 50		147	54	201	407
12 / 72 -		Northhered		20		/	5	11	408
12 /		Dnuodnirovi		29		/	6	13	409
12 / 72 -	2 weekday	Northbound		00		27	1/	44	418
12 7 72 7	2 weekday	Northbound		01 62		3	5	8	414
12 7	2 Weekday	Northbound		62	SAIN PABLO AV & I-80 FWY	0	3	3	413
72	72 Weekday	Northbound	63	SAN PABLO AV & CLINTON AV	2	14	16	402	
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72	72 Weekday	Northbound	64	SAN PABLO AV & GARVIN AV	7	22	29	387	
72	72 Weekday	Northbound	65	SAN PABLO AV & MC BRYDE AV	8	21	29	374	
72	72 Weekday	Northbound	66	SAN PABLO AV & MONTOYA AV	2	19	21	357	
72	72 Weekday	Northbound	67	SAN PABLO AV & SAN PABLO DAM	20	73	93	304	
72	72 Weekday	Northbound	68	SAN PABLO AV & VALE RD	15	24	40	295	
72	, 72 Weekday	Northbound	69	SAN PABLO AV & #13685	1	8	10	289	
72	72 Weekday	Northbound	70	SAN PABLO AV & CHURCH LN	4	19	23	273	
72	72 Weekday	Northbound	71	SAN PABLO AV & VAN NESS ST	6	22	27	256	
72	72 Weekday	Northbound	72	SAN PABLO AV & 23RD ST	2	23	25	236	
72	72 Weekday	Northbound	72	SAN PABLO AV & PUBISIMA ST	2	19	20	220	
72	72 Weekday	Northbound	73		10	36	46	10/	
72	72 Weekday	Northbound	74		10	11	13	185	
72	72 Weekuay	Northbound	75		26	E2	13	171	
72	72 Weekudy	Northbound	70		50	55	00	1/1	
72	72 Weekuay	Northbound	// רר		5	/ 	12	174	
72	72 Weekday	Northbound	77	EL PORTAL DR & MISSION BELL	9	5	15	174	
72	72 Weekday	Northbound	/8	EL PORTAL DR & CASTRO RD	2	4	6	1/4	
72	72 Weekday	Northbound	/9	ROLLINGWOOD DR & GREENWOOD D	2	12	14	165	
72	72 Weekday	Northbound	80	ROLLINGWOOD DR & FORDHAM ST	2	9	11	152	
72	72 Weekday	Northbound	81	MOYERS RD & DUKE DR	1	4	5	149	
72	72 Weekday	Northbound	82	MOYERS RD & ANNAPOLIS ST	1	4	4	147	
72	72 Weekday	Northbound	83	MOYERS RD & PARKER RD	2	8	10	140	
72	72 Weekday	Northbound	84	MOYERS RD & ALTA MIRA DR	0	7	7	134	
72	72 Weekday	Northbound	85	MOYERS RD & BENJAMIN DR	0	3	3	131	
72	72 Weekday	Northbound	86	GROOM DR & MOYERS RD	0	9	9	123	
72	72 Weekday	Northbound	87	GROOM DR & ALTA MIRA DR	0	3	3	120	
72	72 Weekday	Northbound	88	SHANE DR & GILMA DR	0	14	14	106	
72	72 Weekday	Northbound	89	HILLTOP MALL	6	74	80	39	
72	72 Weekday	Southbound	1	HILLTOP MALL	76	0	76	77	
72	72 Weekday	Southbound	2	SHANE DR & HILLTOP MALL RD	37	18	55	109	
72	72 Weekday	Southbound	3	SHANE DR & GILMA DR	14	4	19	139	
72	, 72 Weekday	Southbound	4	GROOM DR & ALTA MIRA DR	4	0	5	144	
72	72 Weekday	Southbound	5	GROOM DR & MOYERS RD	8	1	9	148	
72	72 Weekday	Southbound	6	MOYERS RD & BENJAMIN DR	2	0	2	150	
72	72 Weekday	Southbound	7	MOYERS RD & AI TA MIRA DR	5	0	5	156	
72	72 Weekday	Southbound	, 8	MOVERS RD & PHILLIPS CT	11	2	13	163	
72	72 Weekday	Southbound	9	MOYERS RD & ANNAPOLIS ST	4	0	4	167	
72	72 Weekday	Southbound	10	MOVERS RD & DUKE DR	-	1	4	173	
72	72 Weekday	Southbound	11		9	2	11	176	
72	72 Weekuay	Southbound	12		16	2	10	205	
72	72 Weekudy	Southbound	12		10	1	15	205	
72	72 Weekuay	Southbound	15		0	1	7	208	
72	72 Weekday	Southbound	14	EL PORTAL DR & MISSION BELL	2	5	/	202	
72	72 Weekday	Southbound	15	MISSION BELL DR & COLLEGE LN	3	2	5	199	
72	72 Weekday	Southbound	16		45	1/	62	226	
72	72 Weekday	Southbound	1/	COLLEGE LN & MISSION BELL DR	9	3	12	233	
/2	72 Weekday	Southbound	18	SAN PABLO AV & RUMRILL BLVD	5	3	/	235	
72	72 Weekday	Southbound	19	SAN PABLO AV & STONE ST	53	10	63	278	
72	72 Weekday	Southbound	20	SAN PABLO AV & #14041	12	6	18	284	
72	72 Weekday	Southbound	21	SAN PABLO AV & VAN NESS ST	40	6	46	318	
72	72 Weekday	Southbound	22	WEST CONTRA COSTA HEALTH CEN	17	9	26	333	
72	72 Weekday	Southbound	23	SAN PABLO AV & VALE RD	31	18	49	340	
72	72 Weekday	Southbound	24	SAN PABLO AV & SAN PABLO DAM	23	16	39	345	
72	72 Weekday	Southbound	25	SAN PABLO AV & TULARE AV	60	9	70	397	
72	72 Weekday	Southbound	26	SAN PABLO AV & RHEEM AV	5	3	8	398	
72	72 Weekday	Southbound	27	SAN PABLO AV & MC BRYDE AV	13	10	23	401	
72	72 Weekday	Southbound	28	SAN PABLO AV & GARVIN AV	27	6	33	422	
72	72 Weekday	Southbound	29	SAN PABLO AV & CLINTON AV	8	4	12	426	
72	72 Weekday	Southbound	30	SAN PABLO AV & I-80 FWY	1	2	3	425	
72	72 Weekday	Southbound	31	SAN PABLO AV & BARRETT AV	3	5	8	426	
72	72 Weekday	Southbound	32	SAN PABLO AV & MACDONALD AV	16	24	40	417	
72	72 Weekday	Southbound	33	SAN PABLO AV & HOME DEPOT	6	9	15	414	
72	72 Weekdav	Southbound	34	SAN PABLO AV & WALL AV	4	5	9	413	
72	72 Weekday	Southbound	35	DEL NORTE BART	45	154	199	303	
	-								

72	72 Weekday	Southbound	36 SAN PABLO AV & HILL ST	7	6	13	305
72	72 Weekday	Southbound	37 SAN PABLO AV & POTRERO AV	13	7	20	310
72	72 Weekday	Southbound	38 SAN PABLO AV & JEFFERSON AV	6	4	10	312
72	72 Weekday	Southbound	39 SAN PABLO AV & BAYVIEW AV	15	11	26	315
72	72 Weekday	Southbound	40 SAN PABLO AV & ORCHARD AV	5	8	13	312
72	72 Weekday	Southbound	41 SAN PABLO AV & MOESER LN	20	16	36	317
72	72 Weekday	Southbound	42 SAN PABLO AV & PANAMA AV	9	7	16	318
72	72 Weekday	Southbound	43 SAN PABLO AVE & COLUMBIA AVE	3	2	5	320
72	72 Weekday	Southbound	44 SAN PABLO AV & EL DORADO ST	3	7	9	316
72	, 72 Weekdav	Southbound	45 CENTRAL AV & SAN PABLO AV	5	10	15	313
72	, 72 Weekdav	Southbound	46 EL CERRITO PLAZA BART	30	41	71	302
72	72 Weekday	Southbound	47 SAN PABLO AV & FAIRMOUNT AV	4	4	7	301
72	72 Weekday	Southbound	48 SAN PABLO AV & CARLSON BLVD	34	13	47	322
72	72 Weekday	Southbound	49 SAN PABLO AV & BRIGHTON AV	5	4	9	323
72	72 Weekday	Southbound	50 SAN PABLO AV & CASTRO ST	3	4	7	323
72	72 Weekday	Southbound	51 SAN PABLO AV & SOLANO AV	18	19	38	322
72	72 Weekday	Southbound	52 SAN PABLO AV & BUCHANAN ST		3	6	321
72	72 Weekday	Southbound	53 SAN PABLO AV & MARIN AV	4	5	9	321
72	72 Weekday	Southbound	54 SAN PABLO AV & MONROF ST	14	13	27	322
72	72 Weekday	Southbound	55 SAN PABLO AV & HARRISON ST	2	6	27	318
72	72 Weekday	Southbound	56 SAN PABLO AV & GILMAN ST	32	23	54	310
72	72 Weekday	Southbound		J2 1	25	5	225
72	72 Weekday	Southbound	57 SAN PABLO AV & FAGL ST	1 Q	5	15	323
72	72 Weekday	Southbound		8	12	20	224
72	72 Weekday	Southbound		68	50	110	2/2
72	72 Weekudy	Southbound		08	50	110	54Z
72	72 Weekudy	Southbound		0	0	12	243
72	72 Weekudy	Southbound	62 SAN PABLO AV & BANCROFT WAT	0	0	12	342
72	72 Weekday	Southbound	63 SAN PABLO AV & CHANNING WAY	3	0	9	240
72	72 Weekday	Southbound		14	9	22	344 245
72	72 Weekudy	Southbound	65 SAN PABLO AV & PARKER ST	5	4	9	345
72	72 Weekday	Southbound	66 SAN PABLO AV & GRAYSON ST	10	8	19	346
72	72 Weekday	Southbound	67 SAN PABLO AV & HEINZ AV	6	11	1/	342
72	72 Weekday	Southbound	68 SAN PABLO AV & ASHBY AV	14	14	28	342
72	72 Weekday	Southbound	69 SAN PABLO AV & 67TH ST	12	6	18	348
72	72 Weekday	Southbound	70 SAN PABLO AV & 65TH ST	3	4	/	347
72	72 Weekday	Southbound	71 SAN PABLO AV & 64TH ST	20	10	30	358
72	72 Weekday	Southbound	72 SAN PABLO AV & 62ND ST	/	5	12	360
72	72 Weekday	Southbound	73 SAN PABLO AV & STANFORD AV	21	14	35	366
72	72 Weekday	Southbound	74 SAN PABLO AV & 56TH ST	4	4	8	367
72	72 Weekday	Southbound	75 SAN PABLO AV & 53RD ST	5	/	12	365
72	72 Weekday	Southbound	76 SAN PABLO AV & 471H ST	8	6	13	367
72	72 Weekday	Southbound	77 SAN PABLO AV & 45TH ST	11	11	22	366
72	72 Weekday	Southbound	78 SAN PABLO AV & 401H ST	/2	66	137	3/1
72	72 Weekday	Southbound	79 SAN PABLO AV & 35TH ST	29	16	45	384
72	72 Weekday	Southbound	80 SAN PABLO AV & 32ND ST	22	22	44	383
72	72 Weekday	Southbound	81 SAN PABLO AV & MARKET ST	15	12	28	386
72	72 Weekday	Southbound	82 SAN PABLO AV & MILTON ST	8	13	21	382
72	72 Weekday	Southbound	83 SAN PABLO AV & WEST ST	4	9	13	377
72	72 Weekday	Southbound	84 SAN PABLO AV & W GRAND AV	11	20	31	368
72	72 Weekday	Southbound	85 TL BERKLEY WAY	11	31	42	348
72	72 Weekday	Southbound	86 TL BERKLEY WAY	12	95	106	265
72	72 Weekday	Southbound	87 BROADWAY & 17TH ST	5	34	38	237
72	72 Weekday	Southbound	88 BROADWAY & 12TH ST	16	120	136	135
72	72 Weekday	Southbound	89 BROADWAY & 9TH ST	4	32	36	107
72	72 Weekday	Southbound	90 BROADWAY & 7TH ST	1	10	11	99
72	72 Weekday	Southbound	91 BROADWAY & 3RD ST	2	24	26	78
72	72 Weekday	Southbound	92 2ND ST & WASHINGTON ST	0	34	34	45

ROUTE_N/ ROUTE	DAY	DIR	STOP		STOPNAME	DAY_ON	DAY_OFF	DAY_TOT	CMLTV_LOAD
72M (721) 72	21 Weekday	Northbound		1	2ND ST & WASHINGTON ST	38	3	41	49
72M (721) 72	21 Weekday	Northbound		2	BROADWAY & 3RD ST	13	2	15	60
72M (721) 72	21 Weekday	Northbound		3	BROADWAY & 7TH ST	38	13	51	97
72M (721) 72	21 Weekday	Northbound		4	BROADWAY & 9TH ST	23	3	26	118
72M (721) 72	21 Weekday	Northbound		5	BROADWAY & 12TH ST	135	19	154	236
72M (721) 72	21 Weekday	Northbound		6	BROADWAY & 17TH ST	48	7	54	279
72M (721) 72	, 21 Weekdav	Northbound		7	TL BERKELEY WAY	73	13	86	339
72M (721) 72	, 21 Weekday	Northbound		8	TL BERKLEY WAY	27	14	40	350
72M (721) 72	21 Weekday	Northbound		9	SAN PABLO AV & W GRAND AV	21	13	35	359
72M (721) 72	21 Weekday	Northbound		10		11	10	21	359
72NA (721) 72	21 Weekday	Northbound		11		10	12	21	256
72IVI (721) 72 72NA (721) 72	21 Weekuay	Northbound		12		10	12	23	350
72IVI (721) 72		Northbound		12		15	15	27	350
72IVI (721) 72	21 Weekday	Northbound		13	SAN PABLO AV & BROCKHURST ST	14	19	32	351
/2M(/21) /2	21 Weekday	Northbound		14	SAN PABLO AV & 341H SI	8	13	21	346
/2M (/21) /2	21 Weekday	Northbound		15	SAN PABLO AV & 37TH ST	12	21	33	337
72M (721) 72	21 Weekday	Northbound		16	SAN PABLO AV & 40TH ST	72	67	140	343
72M (721) 72	21 Weekday	Northbound		17	SAN PABLO AV & 45TH ST	7	13	20	338
72M (721) 72	21 Weekday	Northbound		18	SAN PABLO AV & 47TH ST	5	6	11	338
72M (721) 72	21 Weekday	Northbound		19	SAN PABLO AV & 54TH ST	6	9	16	335
72M (721) 72	21 Weekday	Northbound		20	SAN PABLO AV & 56TH ST	3	8	11	331
72M (721) 72	21 Weekday	Northbound		21	SAN PABLO AV & STANFORD AV	15	19	34	327
72M (721) 72	21 Weekday	Northbound		22	SAN PABLO AV & 62ND ST	3	13	16	318
72M (721) 72	21 Weekday	Northbound		23	SAN PABLO AV & ALCATRAZ AV	13	14	26	317
72M (721) 72	21 Weekday	Northbound		24	SAN PABLO AV & 66TH ST	3	8	11	312
72M (721) 72	21 Weekday	Northbound		25	SAN PABLO AV & HASKELL ST	6	13	19	305
72M (721) 72	21 Weekday	Northbound		26	SAN PARIO AV & ASHRY AV	13	8	21	310
72M (721) 72	21 Weekday	Northbound		20	SAN PABLO AV & OREGON ST	Q	4	13	315
72M (721) 72	21 Weekday	Northbound		29	SAN PABLO AV & GRAVSON ST	5	10	14	310
72101 (721) 72	21 Weekday	Northbound		20		1	10	10	200
72101 (721) 72		Northbound		29		4	0	10	308
72IVI (721) 72		Northbound		30		11	9	20	310
72IVI (721) 72	21 Weekday	Northbound		31	SAN PABLO AV & CHANNING WAY	3	3	6	311
/2M(/21) /2	21 Weekday	Northbound		32	SAN PABLO AV & BANCROFT WAY	/	/	14	311
/2M (/21) /2	21 Weekday	Northbound		33	SAN PABLO AV & ALLSTON WAY	6	13	18	303
72M (721) 72	21 Weekday	Northbound		34	SAN PABLO AV & UNIVERSITY AV	47	57	105	294
72M (721) 72	21 Weekday	Northbound		35	SAN PABLO AV & DELAWARE ST	7	11	19	290
72M (721) 72	21 Weekday	Northbound		36	SAN PABLO AV & CEDAR ST	10	10	20	290
72M (721) 72	21 Weekday	Northbound		37	SAN PABLO AV & PAGE ST	2	4	6	289
72M (721) 72	21 Weekday	Northbound		38	SAN PABLO AV & GILMAN ST	24	26	50	287
72M (721) 72	21 Weekday	Northbound		39	SAN PABLO AV & HARRISON ST	3	4	7	285
72M (721) 72	21 Weekday	Northbound		40	SAN PABLO AV & MONROE ST	7	9	16	284
72M (721) 72	21 Weekday	Northbound		41	SAN PABLO AV & MARIN AV	6	3	9	286
72M (721) 72	21 Weekday	Northbound		42	SAN PABLO AV & BUCHANAN ST	5	3	8	288
72M (721) 72	21 Weekday	Northbound		43	SAN PABLO AV & SOLANO AV	21	16	37	294
72M (721) 72	21 Weekdav	Northbound		44	SAN PABLO AV & PORTLAND AV	2	4	7	292
72M (721) 72	21 Weekday	Northbound		45	SAN PABLO AV & BRIGHTON AV	3	10	12	285
72M (721) 72	21 Weekday	Northbound		46	SAN PABLO AV & CARLSON BLVD	25	21	46	288
72M (721) 72	21 Weekday	Northbound		47	FL CERRITO PLAZA BART	46	25	71	310
72M (721) 72	21 Weekday	Northbound		18		۵. ۵		16	312
72NI (721) 72	21 Weekday	Northbound		40 //0		1	, 2	10	21/
72101(721) 72		Northbound		49		4	2	0	212
72IVI (721) 72	21 Weekday	Northbound		50	SAN PABLO AV & EUREKA AV	1	3	4	313
72IVI (721) 72	21 Weekday	Northbound		51	SAN PABLO AV & STUCKTUN AV	9	10	19	311
/2M (/21) /2	21 Weekday	Northbound		52	SAN PABLO AV & MOESER LN	24	19	44	316
/2M (/21) /2	21 Weekday	Northbound		53	SAN PABLO AV & SCHMIDT LN	/	/	14	316
/2M (721) 72	21 Weekday	Northbound		54	SAN PABLO AV & MANILA AV	14	21	34	309
72M (721) 72	21 Weekday	Northbound		55	SAN PABLO AVE & CARLOS AVE	5	9	14	305
72M (721) 72	21 Weekday	Northbound		56	SAN PABLO AV & POTRERO AV	6	15	21	297
72M (721) 72	21 Weekday	Northbound		57	DEL NORTE BART	93	52	145	340
72M (721) 72	21 Weekday	Northbound		58	SAN PABLO AV & WALL AV	6	7	12	339
72M (721) 72	21 Weekday	Northbound		59	SAN PABLO AV & CONLON AV	9	6	16	345
72M (721) 72	21 Weekday	Northbound		60	MACDONALD AV & WILSON AV	40	17	57	368
72M (721) 72	21 Weekday	Northbound		61	MACDONALD AV & 44TH ST	22	18	40	372
72M (721) 72	21 Weekday	Northbound		62	MACDONALD AV & 42ND ST	10	8	18	373

72M (721)	721 Weekday	Northbound	63	MACDONALD AV & 37TH ST	10	31	41	352
72M (721)	721 Weekday	Northbound	64	MACDONALD AV & 33RD ST	21	14	36	359
72M (721)	721 Weekday	Northbound	65	MACDONALD AV & 30TH ST	5	9	14	355
72M (721)	721 Weekday	Northbound	66	MACDONALD AV & CIVIC CENTER	5	17	22	334
72M (721)	721 Weekday	Northbound	67	MACDONALD AV & 25TH ST	5	17	21	323
72M (721)	721 Weekday	Northbound	68	MACDONALD AV & 23RD ST	5	29	34	297
72M (721)	, 721 Weekdav	Northbound	69	MACDONALD AV & 21ST ST	17	27	44	287
72M (721)	721 Weekday	Northbound	70	RICHMOND BART	35	56	91	273
72M (721)	721 Weekday	Northbound	71	MACDONALD AV & MARINA WAY	17	34	51	258
72M (721)	721 Weekday	Northbound	72	MACDONALD AV & 11TH ST	9	23	33	200
72M (721)	721 Weekday	Northbound	72		3	25	28	274
72101 (721)	721 Weekday	Northbound	73		2	20	20	10/
72101 (721)	721 Weekday	Northbound	74		2	35 45	18	154
72101 (721)	721 Weekuay	Northbound	75		2	45	40	104
72101 (721)	721 Weekuay	Northbound	70		3	20	20	132
72101 (721)	721 Weekday	Northbound	77		0	4	4	127
72IVI (721)	721 Weekday	Northbound	/8	S GARRARD BLVD & W CUTTING B	1	35	36	98
72M (721)	721 Weekday	Northbound	/9	TEWKSBURY AV & WASHINGTON AV	25	35	60	89
72M (721)	721 Weekday	Northbound	80	TEWKSBURY AV & CASTRO ST	5	51	57	36
72M (721)	721 Weekday	Southbound	1	TEWKSBURY AV & CASTRO ST	54	0	54	55
72M (721)	721 Weekday	Southbound	2	TEWKSBURY AV & WASHINGTON AV	32	15	46	83
72M (721)	721 Weekday	Southbound	3	S GARRARD BLVD & W CUTTING B	30	3	32	118
72M (721)	721 Weekday	Southbound	4	S GARRARD BLVD & CANAL BLVD	6	1	7	121
72M (721)	721 Weekday	Southbound	5	W MACDONALD AV & RICHMOND PK	2	1	3	126
72M (721)	721 Weekday	Southbound	6	W MACDONALD AV & CURRY ST	28	3	31	152
72M (721)	721 Weekday	Southbound	7	MACDONALD AV & 1ST ST	37	4	41	185
72M (721)	721 Weekday	Southbound	8	MACDONALD AV & 4TH ST	30	5	36	210
72M (721)	721 Weekday	Southbound	9	MACDONALD AV & 7TH ST	26	4	30	232
72M (721)	721 Weekday	Southbound	10	MACDONALD AV & 12TH ST	41	14	55	249
72M (721)	721 Weekday	Southbound	11	MACDONALD AV & MARINA WAY	17	4	22	273
72M (721)	721 Weekday	Southbound	12	RICHMOND BART	62	39	101	296
72M (721)	721 Weekday	Southbound	13	MACDONALD AV & 21ST ST	22	17	39	292
72M (721)	721 Weekday	Southbound	14	MACDONALD AV & 23RD ST	21	7	28	303
72M (721)	, 721 Weekday	Southbound	15	MACDONALD AV & 25TH ST	20	7	27	323
72M (721)	, 721 Weekdav	Southbound	16	MACDONALD AV & 27TH ST	13	5	18	342
72M (721)	721 Weekday	Southbound	17	MACDONALD AV & 31ST ST	7	4	10	346
72M (721)	721 Weekday	Southbound	18	MACDONALD AV & HARRY FLLS PI	11	12	23	346
72M (721)	721 Weekday	Southbound	19	MACDONALD AV & 37TH ST	16		23	353
72M (721)	721 Weekday	Southbound	20	MACDONALD AV & 39TH ST	6	4	9	355
72M (721)	721 Weekday	Southbound	21	MACDONALD AV & 42ND ST	7	17	23	343
72M (721)	721 Weekday	Southbound	22	MACDONALD AV & 44TH ST	12	11	23	344
72M (721)	721 Weekday	Southbound	22			35	23 //1	317
72101 (721)	721 Weekday	Southbound	23		6	16	41 22	205
72101 (721)	721 Weekday	Southbound	24		0	10	23	295
72101 (721)	721 Weekuay	Southbound	25		4	4 57	104	297
72101 (721)	721 Weekday	Southbound	20		47	57	104	200
72101 (721)	721 Weekday	Southbound	27		5	4	9	200
72IVI (721)	721 Weekday	Southbound	28	SAN PABLO AV & PUTRERU AV	14	8	23	292
72M (721)	721 Weekday	Southbound	29	SAN PABLO AV & JEFFERSON AV	5	5	11	292
72M (721)	721 Weekday	Southbound	30	SAN PABLO AV & BAYVIEW AV	12	11	23	293
72M (721)	721 Weekday	Southbound	31	SAN PABLO AV & ORCHARD AV	5	9	14	290
72M (721)	721 Weekday	Southbound	32	SAN PABLO AV & MOESER LN	18	14	32	294
72M (721)	721 Weekday	Southbound	33	SAN PABLO AV & PANAMA AV	8	9	17	292
72M (721)	721 Weekday	Southbound	34	SAN PABLO AV & COLUMBIA AV	3	2	5	293
72M (721)	721 Weekday	Southbound	35	SAN PABLO AV & EL DORADO ST	3	4	7	291
72M (721)	721 Weekday	Southbound	36	CENTRAL AV & SAN PABLO AV	4	6	11	290
72M (721)	721 Weekday	Southbound	37	EL CERRITO PLAZA BART	25	33	59	283
72M (721)	721 Weekday	Southbound	38	SAN PABLO AV & FAIRMOUNT AV	4	4	8	284
72M (721)	721 Weekday	Southbound	39	SAN PABLO AV & CARLSON BLVD	31	10	40	304
72M (721)	721 Weekday	Southbound	40	SAN PABLO AV & BRIGHTON AV	5	3	8	307
72M (721)	721 Weekday	Southbound	41	SAN PABLO AV & CASTRO ST	3	4	7	307
72M (721)	721 Weekday	Southbound	42	SAN PABLO AV & SOLANO AV	21	21	42	307
72M (721)	721 Weekday	Southbound	43	SAN PABLO AV & BUCHANAN ST	2	4	6	305
72M (721)	721 Weekday	Southbound	44	SAN PABLO AV & MARIN AV	5	5	10	305
72M (721)	721 Weekday	Southbound	45	SAN PABLO AV & MONROE ST	13	13	26	305

72M (721)	721 Weekday	Southbound	46 SAN PABLO AV & HARRISON	ST 3	4	7	304
72M (721)	721 Weekday	Southbound	47 SAN PABLO AV & GILMAN ST	36	20	55	320
72M (721)	721 Weekday	Southbound	48 SAN PABLO AV & PAGE ST	2	3	5	319
72M (721)	721 Weekday	Southbound	49 SAN PABLO AV & CEDAR ST	9	6	15	322
72M (721)	721 Weekday	Southbound	50 SAN PABLO AV & DELAWARE	ST 9	13	22	318
72M (721)	721 Weekday	Southbound	51 SAN PABLO AV & UNIVERSIT	YAV 72	50	122	340
72M (721)	721 Weekday	Southbound	52 SAN PABLO AV & ALLSTON W	/AY 7	6	13	342
72M (721)	721 Weekday	Southbound	53 SAN PABLO AV & BANCROFT	WAY 6	7	13	341
72M (721)	721 Weekday	Southbound	54 SAN PABLO AV & CHANNING	WAY 3	4	7	340
72M (721)	721 Weekday	Southbound	55 SAN PABLO AV & DWIGHT W	AY 14	10	24	344
72M (721)	721 Weekday	Southbound	56 SAN PABLO AV & PARKER ST	4	5	9	344
72M (721)	721 Weekday	Southbound	57 SAN PABLO AV & GRAYSON S	бт 9	7	16	345
72M (721)	721 Weekday	Southbound	58 SAN PABLO AV & HEINZ AV	6	13	20	338
72M (721)	721 Weekday	Southbound	59 SAN PABLO AV & ASHBY AV	12	15	28	335
72M (721)	721 Weekday	Southbound	60 SAN PABLO AV & 67TH ST	12	9	20	338
72M (721)	721 Weekday	Southbound	61 SAN PABLO AV & 65TH ST	3	5	8	337
72M (721)	721 Weekday	Southbound	62 SAN PABLO AV & 64TH ST	21	10	32	348
72M (721)	721 Weekday	Southbound	63 SAN PABLO AV & 62ND ST	6	7	13	347
72M (721)	721 Weekday	Southbound	64 SAN PABLO AV & STANFORD	AV 21	16	37	352
72M (721)	721 Weekday	Southbound	65 SAN PABLO AV & 56TH ST	4	3	7	354
72M (721)	721 Weekday	Southbound	66 SAN PABLO AV & 53RD ST	5	6	11	353
72M (721)	721 Weekday	Southbound	67 SAN PABLO AV & 47TH ST	6	5	11	353
72M (721)	721 Weekday	Southbound	68 SAN PABLO AV & 45TH ST	9	11	20	352
72M (721)	721 Weekday	Southbound	69 SAN PABLO AV & 40TH ST	70	65	135	355
72M (721)	721 Weekday	Southbound	70 SAN PABLO AV & 35TH ST	25	16	41	364
72M (721)	721 Weekday	Southbound	71 SAN PABLO AV & 32ND ST	19	21	40	361
72M (721)	721 Weekday	Southbound	72 SAN PABLO AV & MARKET ST	. 14	12	27	363
72M (721)	721 Weekday	Southbound	73 SAN PABLO AV & MILTON ST	8	11	19	361
72M (721)	721 Weekday	Southbound	74 SAN PABLO AV & WEST ST	3	11	14	353
72M (721)	721 Weekday	Southbound	75 SAN PABLO AV & W GRAND	AV 11	19	30	346
72M (721)	721 Weekday	Southbound	76 TL BERKLEY WAY	11	31	42	326
72M (721)	721 Weekday	Southbound	77 TL BERKLEY WAY	10	91	101	246
72M (721)	721 Weekday	Southbound	78 BROADWAY & 17TH ST	5	33	38	218
72M (721)	721 Weekday	Southbound	79 BROADWAY & 12TH ST	16	116	132	121
72M (721)	721 Weekday	Southbound	80 BROADWAY & 9TH ST	3	32	35	93
72M (721)	721 Weekday	Southbound	81 BROADWAY & 7TH ST	1	8	9	85
72M (721)	721 Weekday	Southbound	82 BROADWAY & 3RD ST	3	22	25	68
72M (721)	721 Weekday	Southbound	83 2ND ST & WASHINGTON ST	0	31	31	38

ROUTE_N/ ROUTE	DAY	DIR	STOP		STOPNAME	DAY_ON	DAY_OFF	DAY_TOT	CMLTV_LC RANK	
72R (372)	372 Weekday	Northbound		1	2ND ST & WASHINGTON ST	69	1	70	98	24
72R (372)	372 Weekday	Northbound		2	BROADWAY & 3RD ST	17	3	20	115	26
72R (372)	372 Weekday	Northbound		3	BROADWAY & 7TH ST	106	27	133	238	11
72R (372)	372 Weekday	Northbound		4	BROADWAY & 12TH ST	302	40	342	506	2
72R (372)	372 Weekday	Northbound		5	TL BERKELEY WAY	167	23	190	651	7
72R (372)	372 Weekday	Northbound		6	SAN PABLO AV & W GRAND AV	53	31	84	672	21
72R (372)	372 Weekday	Northbound		7	SAN PABLO AV & 30TH ST	46	48	93	670	20
72R (372)	372 Weekday	Northbound		8	SAN PABLO AV & 40TH ST	158	147	304	680	3
72R (372)	372 Weekday	Northbound		9	SAN PABLO AV & STANFORD AV	41	55	97	669	17
72R (372)	372 Weekday	Northbound		10	SAN PABLO AV & ALCATRAZ AV	31	52	83	648	22
72R (372)	, 372 Weekday	Northbound		11	SAN PABLO AV & ASHBY AV	52	44	96	656	18
72R (372)	, 372 Weekday	Northbound		12	SAN PABLO AV & DWIGHT WAY	35	44	80	647	23
72R (372)	, 372 Weekdav	Northbound		13	SAN PABLO AV & UNIVERSITY AV	123	150	274	618	4
72R (372)	372 Weekday	Northbound		14	SAN PABLO AV & GILMAN ST	70	86	156	602	8
72R (372)	372 Weekday	Northbound		15	SAN PABLO AV & SOLANO AV	50	44	94	609	19
72R (372)	372 Weekday	Northbound		16	SAN PABLO AV & CARLSON BLVD	74	78	153	606	9
72R (372)	372 Weekday	Northbound		17	SAN PABLO AV & MOESER IN	54	59	113	599	13
72R (372)	372 Weekday	Northbound		18	SAN PABLO AV & POTRERO AV	25	40		585	25
72R (372)	372 Weekday	Northbound		19	DEL NORTE BART	332	110	442	806	1
72R (372)	372 Weekday	Northbound		20	SAN PABLO AV & MACDONALD AV	57		110	807	15
72R (372)	372 Weekday	Northbound		21	SAN PABLO AV & GARVIN AV	19	97	117	732	12
72R (372)	372 Weekday	Northbound		22	SAN PABLO AV & SAN PABLO DAM	32	213	245	552	
72R (372)	372 Weekday	Northbound		23	SAN PABLO AV & VALE RD	24		102	499	16
72R (372)	372 Weekday	Northbound		24	SAN PABLO AV & VAN NESS ST	7	106	113	393	14
72R (372)	372 Weekday	Northbound		25	SAN PABLO AV & FL PORTAL DR	, 5	134	139	267	10
72R (372)	372 Weekday	Northbound		26	CONTRA COSTA COLLEGE	1	193	194	80	6
72R (372)	372 Weekday	Southbound		-0		- 187	0	188	190	7
72R (372)	372 Weekday	Southbound		2	SAN PABLO AV & STONE ST	200	48	248	382	5
72R (372)	372 Weekday	Southbound		3	SAN PABLO AV & VAN NESS ST	110	.0	118	486	12
72R (372)	372 Weekday	Southbound		4	SAN PABLO AV & VALERD	03	, 34	127	557	11
72R (372)	372 Weekday	Southbound		5	SAN PABLO AV & THLARE AV	149	29	178	678	8
72R (372)	372 Weekday	Southbound		6		14J Q1	17	108	752	13
72R (372)	372 Weekday	Southbound		7		/7	57	100	732	1/
72N (372)	372 Weekday	Southbound		, 0		106	יכ כדר	279	568	14
72R (372)	72 Weekday	Southbound		0		100	272	570	586	22
72N (372)	372 Weekday	Southbound		10		40 5 <i>1</i>	40	02	580 601	10
72N (372)	372 Weekday	Southbound		11		54 70	40 80	150	502	10
721((372)	272 Weekday	Southbound		11		/0	50	100	532	17
72R (572) 3	272 Weekuay	Southbound		12		40	55 57	152	575	1/
72R (572) 3	272 Weekudy	Southbound		14		151	107	100	507	9
72R (572) 3	272 Weekuay	Southbound		14		25	20	200	599	4
72R (572) 3	272 Weekudy	Southbound		10		30	50	75	590	10
72R (572) 3	572 Weekuay	Southbound		10		40	50	90	566	19
72R (572) 3	272 Weekuay	Southbound		10		50	12	09	620	10
72R (572) 3	572 Weekuay	Southbound		10	SAN PABLO AV & STANFORD AV	144	42	99 207	629	د 12
72R (572) 3	272 Weekudy	Southbound		19		144	104 E1	297	613	16
72R (372) :	372 Weekday	Southbound		20		40	51	97	612	10
72R (372) :	372 Weekday	Southbound		21		31	53	83	589	21
/ ∠r (5/2) :		Southbourd		22		22	207	229	400	ט ר
/ ∠r (5/2) :		Southbourd		∠3 24		43	288	330	10/	2
ノムN (3/2) : フクロ (272)	272 Weekudy	Southbound		24 2⊑		2	30 E0	52	140 0E	20
ノムN (3/2) : フクロ (272)	272 Weekudy	Southbound		25 26		4	50	54 24	32	24 วะ
121 (312) 3	JIZ WEEKUAY	Journpound		20		0	34	34	00	25

ROUTE_N/ ROUTE	DAY	DIR	STOP		STOPNAME	DAY_ON	DAY_OFF	DAY_TOT	CMLTV_LOAD
96	96 Weekday	Eastbound		1	W MIDWAY AV & MONARCH ST	30	0	30	31
96	96 Weekday	Eastbound		2	W TOWER AV & LEXINGTON ST	4	2	6	35
96	96 Weekday	Eastbound		3	PAN AM WAY & W TOWER AV	15	2	17	49
96	96 Weekday	Eastbound		4	PAN AM WAY & W MIDWAY AV	16	2	18	64
96	96 Weekday	Eastbound		5	W MIDWAY AV & ORION ST	53	4	57	115
96	96 Weekday	Eastbound		6	W ATLANTIC AV & ORION ST	35	4	39	147
96	96 Weekday	Eastbound		7	MAIN ST & ATLANTIC AV	12	1	13	159
96	96 Weekday	Eastbound		8	PACIFIC AV & CENTRAL AV	12	0	13	171
96	96 Weekday	Eastbound		9	PACIFIC AV & 3RD ST	26	1	27	195
96	96 Weekday	Eastbound		10	PACIFIC AV & 4TH ST	10	1	11	204
96	96 Weekday	Eastbound		11	LINCOLN AV & 5TH ST	13	3	16	214
96	96 Weekday	Eastbound		12	LINCOLN AV & 6TH ST	1	1	2	215
96	96 Weekday	Eastbound		13	WEBSTER ST & LINCOLN AV	16	39	55	192
96	96 Weekday	Eastbound		14	WEBSTER ST & BUENA VISTA AV	17	16	33	193
96	96 Weekday	Eastbound		15	WEBSTER ST & ATLANTIC AV	16	9	25	199
96	96 Weekday	Eastbound		16	5TH ST & SINGLETON AV	30	18	48	211
96	96 Weekday	Eastbound		17	MITCHELL AV & 5TH ST	19	4	23	227
96	96 Weekday	Eastbound		18	MARINA VILLAGE PKWY & MARINE	15	3	18	236
96	96 Weekday	Eastbound		19	8TH ST & HARRISON ST	13	27	40	222
96	96 Weekday	Eastbound		20	8TH ST & BROADWAY	9	17	26	215
96	96 Weekday	Eastbound		21	BROADWAY & 11TH ST	26	98	124	147
96	96 Weekday	Eastbound		22	11TH ST & FRANKLIN ST	10	7	17	151
96	96 Weekday	Eastbound		23	11TH ST & HARRISON ST	8	7	16	152
96	96 Weekday	Eastbound		24	11TH ST & JACKSON ST	5	5	9	152
96	96 Weekday	Eastbound		25	MADISON ST & 9TH ST	1	2	4	151
96	96 Weekday	Eastbound		26	OAK ST & 8TH ST	27	15	42	163
96	96 Weekday	Eastbound		27	10TH ST & FALLON ST	6	5	11	165
96	96 Weekday	Eastbound		28	10TH ST & KAISER CONVENTION	1	1	2	165
96	96 Weekday	Eastbound		29	E 10TH ST & 2ND AV	2	2	4	164
96	96 Weekday	Eastbound		30	E 10TH ST & 4TH AV	1	2	2	164
96	96 Weekday	Eastbound		31	5TH AV & E 10TH ST	1	3	5	161
96	96 Weekday	Eastbound		32	5TH AV & E 12TH ST	1	3	5	159
96	96 Weekday	Eastbound		33	E 12TH ST & 11TH AV	3	8	12	154
96	96 Weekday	Eastbound		34	14TH AV & INTERNATIONAL BLVD	5	4	9	156
96	96 Weekday	Eastbound		35	14TH AV & E 15TH ST	3	2	5	156
96	96 Weekday	Eastbound		36	15TH AV & E 17TH ST	3	5	9	154
96	96 Weekday	Eastbound		37	14TH AV & E 21ST ST	4	12	16	145
96	96 Weekday	Eastbound		38	14TH AV & E 24TH ST	3	13	15	136
96	96 Weekday	Eastbound		39	14TH AV & E 26TH ST	1	5	6	132
96	96 Weekday	Eastbound		40	14TH AV & VALLECITO PL	1	4	5	128
96	96 Weekday	Eastbound		41	14TH AV & 19TH AV	2	9	11	121
96	96 Weekday	Eastbound		42	14TH AV & E 31ST ST	3	15	17	109
96	96 Weekday	Eastbound		43	14TH AV & E 33RD ST	1	4	5	107
96	96 Weekday	Eastbound		44	MACARTHUR BLVD & RANDOLPH AV	3	9	12	102
96	96 Weekday	Eastbound		45	MACARTHUR BLVD & WOODRUFF AV	1	3	4	99
96	96 Weekday	Eastbound		46	MACARTHUR BLVD & SHEFFIELD A	1	8	9	93
96	96 Weekday	Eastbound		47	MACARTHUR BLVD & ADELL CT	0	10	10	84
96	96 Weekday	Eastbound		48	MACARTHUR BLVD & FRUITVALE A	16	52	69	48
96	96 Weekday	Eastbound		49	MONTANA ST & FRUITVALE AV	0	21	21	27
96	, 96 Weekday	Westbound		1	MONTANA ST & FRUITVALE AV	35	0	36	56
96	, 96 Weekdav	Westbound		2	MACARTHUR BLVD & FRUITVALE A	9	1	9	64
96	96 Weekday	Westbound		3	MACARTHUR BLVD & CANON AV	11	3	14	73
96	, 96 Weekdav	Westbound		4	MACARTHUR BLVD & SHEFFIELD A	21	8	28	97
96	96 Weekdav	Westbound		5	MACARTHUR BLVD & WOODRUFF AV		1	_3	98
96	96 Weekdav	Westbound		6	MACARTHUR BLVD & RANDOLPH AV	13	- 3	16	108
96	96 Weekday	Westhound		7	BEAUMONT AV & MACARTHUR BIVD	4	1	-0	111
96	96 Weekday	Westhound		8	BEAUMONT AV & E 31ST ST	13	2	15	122
96	96 Weekday	Westhound		9	14TH AV & E 29TH ST	11	1	13	132
96	96 Weekday	Westhound		10	14TH AV & VALLECITO PI	5	1	-10	136
96	96 Weekday	Westhound		11	14TH AV & E 26TH ST	6	2	, 7	140
96	96 Weekday	Westhound		12	14TH AV & F 24TH ST	15	2	, 17	153
96	96 Weekday	Westhound		12	14TH AV & F 21ST ST	15	2	12	165
	so weekuay					10	5	10	100

96	96 Weekday	Westbound	14	14TH AV & E 18TH ST	12	4	16	173
96	96 Weekday	Westbound	15	14TH AV & INTERNATIONAL BLVD	4	7	11	171
96	96 Weekday	Westbound	16	INTERNATIONAL BLVD & 11TH AV	8	5	13	174
96	96 Weekday	Westbound	17	5TH AV & E 12TH ST	5	4	9	175
96	96 Weekday	Westbound	18	5TH AV & E 10TH ST	3	1	4	178
96	96 Weekday	Westbound	19	E 10TH ST & 4TH AV	2	1	3	179
96	96 Weekday	Westbound	20	E 10TH ST & 2ND AV	5	3	8	181
96	96 Weekday	Westbound	21	E 10TH ST & KAISER CONVENTIO	2	4	6	180
96	96 Weekday	Westbound	22	E 10TH ST & FALLON ST	4	3	7	181
96	96 Weekday	Westbound	23	OAK ST & 8TH ST	27	42	69	166
96	96 Weekday	Westbound	24	OAK ST & 10TH ST	1	2	3	165
96	96 Weekday	Westbound	25	12TH ST & OAK ST	10	7	18	168
96	96 Weekday	Westbound	26	12TH ST & HARRISON ST	0	1	1	168
96	96 Weekday	Westbound	27	BROADWAY & 12TH ST	89	46	136	211
96	96 Weekday	Westbound	28	BROADWAY & 9TH ST	30	18	49	223
96	96 Weekday	Westbound	29	7TH ST & FRANKLIN ST	33	7	40	249
96	96 Weekday	Westbound	30	MARINER SQ LOOP & WILLIE STA	3	21	24	238
96	96 Weekday	Westbound	31	MITCHELL AV & DILLER ST	1	5	6	241
96	96 Weekday	Westbound	32	5TH ST & SINGLETON AV	5	7	11	240
96	96 Weekday	Westbound	33	WEBSTER ST & WILLIE STARGELL	26	61	87	204
96	96 Weekday	Westbound	34	WEBSTER ST & RALPH APPEZZATO	13	13	26	204
96	96 Weekday	Westbound	35	WEBSTER ST & BUENA VISTA AV	22	15	37	211
96	96 Weekday	Westbound	36	LINCOLN AV & WEBSTER ST	34	15	49	230
96	96 Weekday	Westbound	37	LINCOLN AV & 6TH ST	0	1	2	229
96	96 Weekday	Westbound	38	LINCOLN AV & 5TH ST	4	13	17	220
96	96 Weekday	Westbound	39	PACIFIC AV & 4TH ST	2	13	14	209
96	96 Weekday	Westbound	40	PACIFIC AV & 3RD ST	2	26	28	186
96	96 Weekday	Westbound	41	PACIFIC AV & MAIN ST	0	6	6	181
96	96 Weekday	Westbound	42	W ATLANTIC AV & MAIN ST	2	15	17	167
96	96 Weekday	Westbound	43	W ATLANTIC AV & ORION ST	3	35	38	136
96	96 Weekday	Westbound	44	W MIDWAY AV & ORION ST	2	51	53	87
96	96 Weekday	Westbound	45	W MIDWAY AV & PAN AM WAY	2	32	34	59
96	96 Weekday	Westbound	46	W MIDWAY AV & SARATOGA ST	2	6	8	54
96	96 Weekday	Westbound	47	W MIDWAY AV & MONARCH ST	0	37	37	18

ROUTE_N/ ROUT	E DAY	DIR	STOP	STOPNAME	DAY_ON	DAY_OFF	DAY_TOT	CMLTV_LOAD
W (119)	119 Weekday	Eastbound	1	SALESFORCE TRANSIT CENTER BA	60	0	60	60
W (119)	119 Weekday	Eastbound	2	2 I-80 FWY & TOLL PLAZA	0	0	0	59
W (119)	119 Weekday	Eastbound	3	3 5TH ST & MARKET ST	0	0	0	60
W (119)	119 Weekday	Eastbound	4	WEBSTER ST & WILLIE STARGELL	0	2	2	59
W (119)	119 Weekday	Eastbound	5	WEBSTER ST & RALPH APPEZZATO	3	7	11	55
W (119)	119 Weekday	Eastbound	6	WEBSTER ST & LINCOLN AV	0	8	8	48
W (119)	119 Weekday	Eastbound	7	WEBSTER ST & SANTA CLARA AV	0	6	6	42
W (119)	, 119 Weekdav	Eastbound	8	3 CENTRAL AV & WEBSTER ST	0	5	5	38
W (119)	119 Weekday	Fastbound		CENTRAL AV & 8TH ST	0	3	3	36
W (119)	119 Weekday	Fastbound	1() 8TH ST & PORTOLA AV	0	0	0	35
W (119)	119 Weekday	Eastbound	11		0	3	3	32
W (115)	110 Weekday	Eastbound	11		0	2	3	20
W (119)	119 Weekday	Eastbound	13		0	2	2	20
W (119)	119 Weekudy	Eastbound	1.		0	2	2	20
W (119)	119 Weekday	Eastbound	14		0	3	3	26
W (119)	119 Weekday	Eastbound	1:		0	2	2	24
W (119)	119 Weekday	Eastbound	10	WILLOW ST & SHORELINE DR	0	5	6	20
W (119)	119 Weekday	Eastbound	1.	WILLOW ST & FRANCISCAN WAY	0	5	5	15
W (119)	119 Weekday	Eastbound	18	3 OTIS DR & WILLOW ST	0	5	5	11
W (119)	119 Weekday	Eastbound	19	OTIS DR & S SHORE CTR	0	2	2	9
W (119)	119 Weekday	Eastbound	20) OTIS DR & PARK ST	0	2	2	8
W (119)	119 Weekday	Eastbound	22	L OTIS DR & BROADWAY	0	1	1	7
W (119)	119 Weekday	Eastbound	22	2 HIGH ST & CALHOUN ST	0	1	1	7
W (119)	119 Weekday	Eastbound	23	B HIGH ST & SAN JOSE AV	0	1	1	7
W (119)	119 Weekday	Eastbound	24	HIGH ST & ENCINAL AV	0	1	1	6
W (119)	119 Weekday	Eastbound	25	5 HIGH ST & SANTA CLARA AV	0	0	0	6
W (119)	119 Weekday	Eastbound	26	5 HIGH ST & FAIRVIEW AV	0	0	0	6
W (119)	119 Weekday	Eastbound	27	FERNSIDE BLVD & HIGH ST	0	0	0	6
W (119)	119 Weekday	Eastbound	28	3 FERNSIDE BLVD & HARVARD DR	0	0	0	4
W (119)	, 119 Weekdav	Eastbound	29	FERNSIDE BLVD & VERSAILLES A	0	0	0	2
W (119)	119 Weekday	Fastbound	3() BLANDING AV & BROADWAY	0	0	0	2
W (119)	119 Weekday	Westhound		BROADWAY & BLANDING AV	0	0	0	0
W (119)	119 Weekday	Westbound	-	E FERNSIDE BLVD & VERSAULES A	0	0	0	0
W (110)	110 Weekday	Westbound			0	0	0	1
W (119)	119 Weekday	Westbound	-		0	0	0	1
W (119)	119 Weekudy	Westbound	-		0	0	0	1
W (119)	119 Weekday	westbound			0	0	0	1
W (119)	119 weekday	westbound	t	HIGH ST & SANTA CLARA AV	0	0	0	1
W (119)	119 Weekday	Westbound		HIGH ST & ENCINAL AV	2	0	2	3
W (119)	119 Weekday	Westbound	8	B HIGH ST & SAN JOSE AV	0	0	0	3
W (119)	119 Weekday	Westbound	9	HIGH ST & FILLMORE ST	0	0	0	3
W (119)	119 Weekday	Westbound	10) HIGH ST & OTIS DR	1	0	2	4
W (119)	119 Weekday	Westbound	11	L OTIS DR & BROADWAY	2	0	2	6
W (119)	119 Weekday	Westbound	12	2 OTIS DR & PARK ST	2	0	2	8
W (119)	119 Weekday	Westbound	13	3 OTIS DR & #2217	3	0	3	11
W (119)	119 Weekday	Westbound	14	WILLOW ST & SANDCREEK WAY	1	0	1	12
W (119)	119 Weekday	Westbound	15	5 WILLOW ST & FRANCISCAN WAY	2	0	2	15
W (119)	119 Weekday	Westbound	16	5 WILLOW ST & SHORELINE DR	2	0	2	17
W (119)	119 Weekday	Westbound	17	7 SHORELINE DR & #2019	1	0	1	18
W (119)	119 Weekday	Westbound	18	SHORELINE DR & KITTY HAWK RD	3	0	3	21
W (119)	, 119 Weekdav	Westbound	19	GRAND ST & SHORELINE DR	1	0	1	22
W (119)	119 Weekday	Westbound	20) OTIS DR & GRAND ST	-	0	1	23
W (119)	119 Weekday	Westhound	2		- 2	0	- 2	25
W (119)	119 Weekday	Westhound	2.	WESTLINE DR & OTIS DR	2	0	2	23
W (119)	110 Weekday	Wethound	22		2 0	0	2	27
W (110)	110 Wookday	Westbound	2:		0 ר	0	0	27
vv (119)	110 Weekudy	Westberg	24	A CLIVITAL AV & OTT JI	2	0	2	29
vv (119)	110 W/	westbound	25		3	0	3	32
vv (119)	110 Weekday	westbound	26		6	2	8	35
vv (119)	119 Weekday	westbound	27	WEBSIEK SI & LINCOLN AV	4	0	4	40
w (119)	119 Weekday	Westbound	28	WEBSIER SI & ATLANTIC AV	2	1	3	41
W (119)	119 Weekday	Westbound	29	WEBSTER ST & WILLIE STARGELL	1	0	1	41
W (119)	119 Weekday	Westbound	30)7TH ST & ALICE ST	1	0	1	41

W (119)	119 Weekday	Westbound	31 I-80 FWY & TOLL PLAZA	0	0	0	41
W (119)	119 Weekday	Westbound	32 SALESFORCE TRANSIT CENTER BA	0	39	39	3

BART RIDERSHIP

Exit stations Entry stati	1 6.00	OTAL		2018	Total																																									
RM	EN E	P N	в вк	AS	MA	19	12	LM F	ev o	L S	SL E	BF F	ir s	н ис	EM	CN	PH	wc	LF	OR F	IR C	W EI	M N	AT F	L C	C 16	3 2	4 G	P BF	P D	c ca	I CV	ED	NC 1	NP S	S SB	so	MB	WD	OA	WS	ML	BE	PC A	N Ex?	dis.
RM 5.030	32.805	26.607	20.878 1	15.586 2	9.828 38.	43.723	52.616	12.532	26.982	22.415	10.268	6.930	9.695	5.525	4.577	8.665 5.	16 4.43	6.443	1.865	2.038	6.851	7.189	116.898	109.827	135.761	96.563	52,426	52.946	13.938	19.747	23.100	4.672 1	57 4.678	1.174	7.817	3.577	5.758 1	8.801	8.094	1.718 4.4	37 3.823	3.	-	1.481	2.011 4	1,199,010
EN 35,719	7,367	26,970	27,588 2	39,928 4	1,369 72,	43 126,980	152,964	30,856	34,097	46,092	17,157	13,545	20,166	7,377 1	0,304 1	6,512 8,	99 5,39	9,313	2,711	3,390	9,583	11,818	270,399	276,496	277,702	214,606	79,808	62,833	24,409	32,863	40,139	8,766 2,	98 7,699	1,839	6,649	9,291	11,940 4	0,416 1	18,895	4,013 13,00	79 10,196	5 -	-	1,045	1,895 2	2,396,621
EP 27,548	25,306	4,606	15,959 1	99,789 2	5,034 38,	88 83,356	92,981	20,855	16,312	20,388	8,916	5,594	7,517	2,639	5,047 1	0,538 5,	130 5,14	7,74	2,757	2,024	8,941	4,294	166,616	182,570	133,563	122,194	39,439	22,521	9,902	10,709	14,059	1,935 1,	15 4,459	1,111	3,368	2,440	3,494 2	4,695	8,932	2,446 10,73	29 4,881		-	635	906 1	1,419,825
NB 21,150	25,428	15,994	6,029	56,697 1	8,588 24,5	39 74,882	70,740	16,690	19,809	18,725	8,852	5,637	7,949	2,835	5,770	8,992 5,	87 6,58	8,05	2,543	2,730	4,987	3,988	184,156	195,194	124,788	137,343	51,211	31,998	10,126	9,905	11,678	1,881 1;	91 4,519	1,216	3,835	2,283	2,967 3	2,889 1	11,640	2,116 13,0	30 6,090		-	837	1,094 1	1,287,232
BK 127,841	256,836	202,620	62,167	17,368 10	15,019 104,1	28 163,404	154,900	70,440	85,345	56,134	53,788	41,940	38,803	22,672 4	6,137 6	3,695 32,	190 45,64	37,65	21,624	15,760	13,238	23,123	308,011	284,216	255,350	226,494	104,765	78,859	43,405	34,303	38,047	9,816 15,	72 38,028	11,643	25,126	10,394	12,310 6	0,917 4	47,602 1	16,264 27,03	26 40,064	4 -	-	4,308	8,243 3	3,563,633
AS 31,861	38,244	25,255	17,651	92,982	6,433 26,	93 75,062	73,099	19,532	31,031	26,249	14,805	10,530	10,492	5,591	9,738	0,920 7,	67 7,76	7,23	2,704	1,870	3,878	8,435	200,761	210,608	138,182	148,083	70,331	40,292	11,012	12,422	12,621	2,632 2,	47 6,150	1,863	6,275	2,914	3,782 2	1,971	11,000	3,690 9,6	70 7,733	3 -	-	953	2,095 1	1,492,703
MA 43,070	73,653	34,890	24,392 1	00,103 2	7,463 13,	137 56,479	65,316	18,622	49,609	49,105	34,541	27,709	27,207	15,931 2	0,518 2	9,494 43,	87 49,02	41,90	14,517	12,4/8	17,409	15,1/1	302,954	321,428	246,673	245,441	116,768	70,156	23,642	24,715	23,265	6,638 6,	0/ 19,3/9	14,606	52,415	8,445	9,310 3	9,939 1	19,083	7,613 10,70	51 12,586		-	6,991 1	9,936 2	2,513,900
12 40,400	157.436	99,104	71 000 1	90,211 /	4,003 54,1	14 720	12,002	11,521	61 767	90,425	05,261	00,287	79 977	47 205 6	4 1 2 7 6	3,044 02, 2,211 00	100 100,37	90,014	27.019	32,702	40,729	19,007	360,630	350 272	201 202	200,201	00 772	97,032	52 271	56 057	50.097	24 901 21	20 67.440	40 227	75 502	24.475	24,160 4	5,3/0 3	14 305 3	12,791 12,34	+/ 35,025 10 22,220		-	0,420 2	20.405	3,677,317
IM 12 102	29 775	21 705	19 229	51,001 7	1 445 10	12 12 001	12 100	7 511	52 012	92 219	01.690	77 704	44.524	25.027 3	6.062 3	7.067 10	72 7.63	0.00,111	3 2 2 6	2,910	9,535	11 095	260,059	292.421	229 717	196 702	92 129	50 591	20,275	27 246	30,715	2 522 26	73 59 645	2 9 20	10,693	2.016	4,100 4	3,600	5 545	0,254 10,0	23 20.020			1 4 4 5	3 665	2 101 614
EV 28.259	33 761	16 349	20.905	85 172 3	0.817 50	79 57 314	65.410	51 244	9.960	84 554	68.357	69 914	58,908	27.455 2	2813	6172 14	91 807	11.39	5 196	6773	14 885	29.758	266,238	274 404	287 495	241 370	97.418	69.622	21,609	29.221	35.057	2 957 18	70 39.919	2953	12 133	4 552	7 977 2	3.445	9 142	0.513 4.9	30 20.543			1933	4 307 2	2 404 697
CL 24.884	48.318	20.496	19.834	54.364 2	6.563 50.	79 59.909	85.272	70.151	80.907	8,904	61.319	66.486	53.609	29.666 3	9.748	2,733 23	49 21.31	20.673	12.248	10.731	16,140	29.620	179.434	162.698	178.885	130.005	50.235	43.128	22.827	24,137	40.697	5.332 26	18 89.936	7.658	24.937	7.487	8.908 1	2.852	10.630 3	7.253 13.8	49.620		-	4.519	9.688 7	2.129.803
SL 10,452	18,728	9,094	9,880	53,141 1	5,463 35,	69,062	98,581	92,314	69,957	65,569	6,150	40,631	43,483	21,485 2	5,439 3	5,685 8,	168 7,72	7,110	2,185	2,485	6,919	13,284	211,463	223,870	190,632	149,180	47,685	29,720	14,471	21,912	27,182	3,147 11,	27 30,587	2,858	7,476	4,195	4,404 1	6,157	3,398 1	6,567 3,4	18,018	3 -	-	1,435	2,625 1	1,810,785
BF 7,063	12,858	5,335	5,925	40,552 1	0,420 28,	39 61,852	87,672	73,022	66,137	65,563	38,354	5,683	34,882	20,437 2	6,910 4	8,238 6,	187 3,51	3,772	1,074	947	4,077	11,891	189,635	191,649	175,519	130,396	43,046	26,178	10,491	15,194	21,909	3,610 16,	97 41,021	1,614	4,851	3,248	5,320 1	0,072	3,473 2	4,400 2,5	17 18,535	э.	-	1,011	1,478 1	1,612,171
HY 10,827	21,182	7,736	8,289	36,612 1	0,716 27,4	11 58,064	77,481	42,037	60,634	55,532	46,013	34,155	6,048	27,305 5	4,973 7	4,860 8,	65 4,70	5,74	1,688	1,513	5,510	9,560	132,362	140,967	103,706	83,546	27,819	17,352	9,359	10,779	14,135	1,888 6,	90 20,767	2,770	11,229	2,079	3,907	7,658	2,441 1	10,529 3,83	37 27,414	4 -	-	1,568	3,947 1	1,343,611
SH 5,805	7,891	2,728	2,880	21,125	5,586 15,1	510 38,563	43,890	22,346	26,178	29,824	19,919	20,882	23,907	4,043 2	3,432 3	6,499 2,	2,49	3,308	777	534	2,083	4,923	113,607	105,286	73,439	67,070	22,119	12,575	4,825	7,046	13,215	2,010 3,	82 10,954	896	3,880	1,285	2,285	4,923	1,744	6,275 2,4	13 17,399	э.	-	598	1,086	846,577
UC 5,213	10,810	5,273	5,714	45,364 1	0,638 20,3	59,324	62,283	34,476	24,424	39,010	26,092	27,672	55,001	22,243	7,157 8	2,494 4,	29 5,03	4,69	1,404	1,084	3,407	4,176	245,455	209,518	113,019	91,051	25,673	11,447	4,191	6,546	15,271	1,840 5,	35 17,536	1,007	4,488	1,893	1,570	8,774	1,216	7,621 5,8	54 17,055		-	695	1,672 1	1,336,488
FM 9,238	18,729	10,295	9,268	63,725 1	1,103 29,0	842 82,717	79,383	36,573	39,014	52,319	37,206	50,487	77,565	41,583 5	6,929 1	4,218 6,	150 7,17	6,549	2,166	3,063	5,730	4,840	374,874	305,758	140,581	104,841	32,949	12,345	7,890	9,931	15,959	2,342 8,	85 21,702	1,700	7,430	1,642	2,736 1	3,506	1,526	8,272 9,00	30 18,135	5 -	-	791	2,264 1	1,861,602
CN 6,795	9,022	5,830	6,131	32,775	7,449 43,	155 81,999	87,946	10,054	13,931	22,881	8,029	6,033	8,469	2,634	4,554	7,106 9,	85 31,05	73,690	25,249	12,527	26,959	5,612	237,313	235,603	159,057	130,330	40,854	25,679	15,005	16,508	26,396	7,931 1,	02 2,870	14,171	66,596	7,113	7,445 4	5,112	9,901	893 11,4	70 4,036		-	15,036 1	7,009 1	1,648,200
PH 4,659	5,558	5,315	6,/18	44,328 20,405	7,941 49,	182 102,752	109,976	6,510	7,017	19,873	7,421	3,706	5,245	2,313	4,882	7,046 28,	8,81	35,1/0	14,863	9,474	36,838	3,950	443,451	454,434	192,648	168,679	50,307	23,658	25,097	14,107	19,647	4,296 1,	15 1,563	10,310	31,149	7,274	9,019 5	9,737	7,581	987 16,6	52 3,720		-	5,672	7,476 2	2,096,823
15 2.178	2,999	2.524	2,550	39,400	2,776 141	13 90,404	28.062	3,080	4 992	11 439	2,009	4,036	1,009	3,004	4,439	0,000 03, 2122 28	10 37,63 121 1710	10 000	5.011	5 201	40,273	1 721	240,501	212 810	95.055	78.050	17 965	12 083	6 701	3,690	6.420	1,522	93 550	3 744	10.522	1 702	2 2 2 2 2 2 2	1,403	4,000	772 10,14	+/ 2,/44 76 1.005		-	2,592	2,021 1	997 395
OP 2.070	2.90/	2.024	2.000	1.332	2.170 143	004 444.700 055 31.010	36.063	2,716	9.002	0.957	2.069	912	1.665	529	000	2.122 20.	101 17.19	13 31	6 205	4 222	19.520	1.721	240.501	102 845	79,902	69 292	19 900	10.522	7 993	4.679	5.659	071	o3 000 95 753	2.144	4 6 2 4	2.475	2.330 3	3.040	3 710	232 0.4	10 1.002		-	1 215	1.621	997.399
RR 7.674	10 509	9.054	5.836	14 872	4078 17	07 57.801	55 367	8 860	14 813	15 287	6.674	3 196	4 892	2 905	3 720	6.042 25	155 34.98	43.98	21 321	18 953	8.061	6.605	308 314	317 744	179 203	186 780	67 133	36.863	16,499	13 1 15	11,430	1 824 1	13 3 368	6.602	13.681	3,308	3,803 4	R 821	8 724	1510 7.1	18 3 335			2.815	5 806 1	1 658 205
OW 7.156	11.074	3.804	3.646	20.942	7.813 14.	43 19.502	29.690	9.161	29.377	30.075	13.099	11.597	9,116	4.509	4.016	4.384 5.	74 3.40	5.35	1.580	1.225	6.538	8.362	505.479	430.887	352.991	266.384	122.731	75.766	21,160	23.525	19.184	4.533 3	88 9.018	1.643	7.604	4.727	8.042 4	0.071 1	11.074	3.069 3.3	12 4.151		-	1.573	3.165 7	2,189.019
EM 146.472	308.910	203.795	215.034 3	55.411 25	9.525 372	03 494.275	453.684	333.189	333.122	204.696	272.698	241.387	168.817 1	43.148 28	3.570 43	0.282 296.	77 567.60	459.692	280.348	254.279	351.076	637.428	56.155	35.731	153.237	171.310	318.968	501.651	354.057	448.957	381.609	29.777 183.	56 682.604	140.526	224.287 1	73.496 1	73.663 14	8.536 30	05.070 26	1.948 50.8	46 216.879		-	22.259 7	/7.620 17	3.380.064
MT 133,843	275,385	181,480	185,351 2	50,343 22	0,509 322,	85 403,501	324,119	301,310	290,320	165,951	234,407	208,686	155,756 1	17,332 21	9,757 31	4,692 250,	467,15	354,10	197,756	184,661	293,275	490,788	40,037	46,553	51,660	156,156	387,642	640,652	450,938	743,374	535,186	801,894 153,	68 493,917	118,479	194,690 2	22,644 2	08,670 14	0,440 40	13,405 19	3,963 33,0	19 195,444	4 -	-	17,002 5	39,310 12	2,342,462
PL 118,564	209,470	105,523	104,103 2	11,227 11	6,115 207,3	62 239,639	243,984	188,827	235,552	159,714	152,947	141,339	86,921	65,327 9	0,285 11	6,171 127,	148,26	133,74	67,157	62,931	136,804	334,216	218,938	84,709	44,158	105,819	412,120	525,785	348,682	631,380	413,129	166,108 75;	89 213,873	62,889	141,254 1	28,829 1	123,707 39	5,371 21	19,881 8	\$4,645 39,67	73 76,012	2 -	-	15,052 4	(2,991 8	8,374,570
CC 92,224	175,095	107,203	118,536 1	81,446 13	18,230 222,	67 250,674	212,054	166,775	216,366	113,159	128,256	113,298	79,196	60,299 8	4,218 9	6,501 112,	126 147,50	119,593	69,056	59,925	158,975	272,536	171,099	157,686	99,223	26,480	182,854	288,654	221,298	375,241	245,861	140,077 67,	67 175,008	61,407	114,203 1	12,805 1	104,714 15	3,543 19	91,707 7	0,410 20,43	26 66,005	5 -	-	12,078 3	J7,049 6	6,591,310
16 46,087	65,314	34,929	47,913	96,851 6	8,319 109,	128,102	88,973	72,087	87,135	48,350	40,753	39,420	25,366	21,227 2	1,234 2	7,212 32,	187 41,64	30,940	16,051	16,790	57,935	125,923	327,103	404,415	471,156	201,034	12,903	65,786	98,073	179,195	97,816	45,653 19,	54 52,276	16,449	40,743	38,126	41,995 6	8,551 8	82,096	80,447 8,1	70 16,717		-	4,521 1	.3,191 3	3,715,952
24 48,505	53,640	20,329	30,738	/3,012 3	9,343 69,	15 92,782	80,156	46,728	65,978	42,190	26,933	24,197	16,961	12,26/ 1	0,824 1	1,525 22,	54 21,59	20,07	11,156	10,357	34,685	79,291	441,703	546,968	616,770	305,692	69,071	15,187	83,392	161,970	83,649	38,762 8,	70 24,256	10,559	33,852	30,014	40,781 6	0,480 6	10,635	001 8,5	18 8,418	-	-	3,601	9,903 3	3,647,368
GP 12,063	21,327	9,047	9,043	30,024 1	0,803 22,	40,100	40,000	04,070	20,230	22,061	12,320	9,276	0,203	5,920	5,009	0,429 12,	29 14,23	13,12	0,410	3,006	14,410	23,004	310,774	305,050	393,010	197,100	90,019	452,210	9,205	34,005	20,078	10,271 5,	00 19,774	4,023	13,257	10,751	19,031 3	7,952 3	30,070	0,004 0,30	3 3,800		-	1,930	0,179 2	2,110,206
DC 24.540	41 927	14.025	11 655	24 004 1	2 160 22	12 40.076	56 346	21,000	25 104	42 303	29,221	21.195	14 610	12 202 1	4 755 1	7617 25	10.60	19.73	6.437	5,500	10 707	22,649	355 754	403,043	471 509	227.406	101.940	90,621	20.097	21.491	10,289	12,003 0,	90 21 490	12 355	29,006	20.169	39 214 2	0.205 2	75 952	3 479 5.5	1 0.426			2 224	10 204	2 719 092
CM 4.042	7 934	1 750	2 114	9 788	2626 6	18 678	31.825	3 2 3 9	2657	4 846	2.857	2,800	1 794	1.657	1798	1683 7	25 3.81	5.33	2 045	937	1.694	5.005	223 207	261.950	191 616	129 991	41.950	38.671	14 629	23,699	11 746	4 500 1	88 4 914	1 564	7 519	4 990	14 534 4	5 801	25 576	1043 7	10 664			589	2.641	1 188 765
CV 1.531	2.274	1.491	2.266	15.061	2.685 5.	45 19.332	29.956	35.278	17.065	26,173	12,705	17.035	6.737	4.461	5.287	8,778 1.	66 1.18	1.40	490	731	1.741	4,140	148,147	149.939	92,415	72.006	22,445	9.695	6.564	6.574	10.611	1.252 3.	95 29.769	381	747	1.002	2.078	8.004	1.826	1.887 3.14	43 4.336		-	128	327	822.097
ED 5,137	8,604	4,401	4,606	39,498	6,685 19,4	61,177	65,693	54,432	41,568	84,516	30,073	41,231	19,350	10,757 1	7,672 2	1,312 2	25 1,65	2,30	698	810	3,431	9,213	566,248	481,624	238,710	186,937	64,245	25,995	20,854	22,157	32,377	4,735 32,	51 14,610	515	2,113	6,363	4,147 4	5,814	5,729 1	4,995 26,5	6 8,563	3 -	-	314	829 7	2,363,543
NC 995	1,969	1,247	1,428	10,281	2,144 14,1	576 37,132	37,666	2,605	2,763	7,064	2,782	1,680	2,455	685	1,015	1,780 12,	28 9,20	16,374	3,436	1,575	7,460	1,763	109,908	107,589	70,747	66,136	19,195	11,595	5,397	5,886	11,241	1,585	22 540	3,345	10,122	2,525	3,640 1	8,944	2,739	330 4,2	43 1,306	5.	-	2,597	3,670	646,212
WP 8,431	7,104	3,081	3,835	23,584	6,155 54,3	230 57,930	72,438	9,481	12,086	22,346	7,184	5,106	10,105	3,944	3,903	7,024 67,	108 31,00	52,908	9,852	5,673	15,107	8,097	175,001	163,040	167,865	137,381	47,378	38,980	18,680	20,241	28,867	7,683	67 1,977	11,330	10,404	8,853	10,937 4	9,054	8,071	1,051 8,83	73 5,165	5 -	-	3,100	4,747 1	1,437,455
SS 3,713	9,034	2,192	2,328	10,121	2,714 8,3	17,900	23,100	4,109	4,586	7,251	4,029	3,356	2,115	1,489	1,761	1,509 7,	41 7,32	6,330	1,688	2,499	3,718	5,322	164,894	199,913	141,805	108,689	36,228	31,360	10,868	19,948	20,587	4,746 1;	25 6,209	2,496	8,665	4,712	9,070 2	0,024 1	18,634	2,228 9	55 844	ŧ -	-	863	3,552	962,054
SB 6,295	11,841	3,251	3,099	11,684	3,883 8,1	97 18,835	22,880	5,610	7,958	9,166	4,424	5,120	3,711	2,041	1,475	2,479 6,	107 8,53	6,565	2,434	2,304	3,618	8,707	171,644	190,094	144,549	103,070	43,741	42,419	20,427	38,955	41,161	14,791 1,	26 4,154	3,529	11,420	9,675	5,182 2	2,270 1	14,452	1,340 1,5	58 702	2 -	-	1,168	3,720 1	1,063,174
SO 18,582	37,317	22,754	30,009	52,695 2	0,281 37,	35 31,555	39,533	14,042	20,946	11,737	13,894	8,865	6,379	5,193	6,723	9,586 44,	47 55,92	57,76	31,672	28,468	44,183	43,877	132,117	134,624	305,430	124,202	54,943	47,082	30,506	35,892	62,423	43,028 6,	37 38,788	19,532	50,693	16,885	17,722 2	1,470 7	76,684	1,420 6,0	35 4,383	3 -	-	3,218 1	.6,480 1	1,953,620
MB 8,842	19,134	8,977	11,399	46,497 1	0,490 19,	13 34,865	39,371	6,112	9,143	9,202	3,377	3,261	2,329	1,541	984	1,354 8,	42 7,00	7,67	3,583	3,448	7,722	11,413	282,241	351,168	222,116	168,422	73,269	61,617	36,017	45,880	73,877	24,084 1,	33 5,988	2,722	8,258	19,035	11,227 9	0,669	14,914	1,834 2,2	22 527		-	1,043	3,021 1	1,787,362
WD 1,695	4,585	2,761	2,444	16,942	3,900 8,	30,951	32,943	28,666	21,808	36,811	16,525	26,325	12,002	6,269	7,959	8,613	48 1,15	81	240	259	1,582	3,485	234,228	205,025	103,268	83,469	24,559	12,315	7,688	7,781	15,050	1,144 24,	49 15,988	382	1,146	2,307	1,704 1	5,824	2,153	5,535 11,9	3,634		-	163	496 1	1,057,769
WG 4100	11,043	5,010	6 192	21,992 A4 084	9.521 121	11,740	24,327	29.279	3,367	47,700	17 221	17.951	3,127	2,124	5 250 4	7,731 9,	03 14,40	2 7 2	0,400	4,100	3,595	2,070	49,707	197 250	95.547	22,100	17 950	9,380	4,620	2,930	4,000	621 2	29 21,200	1 290	5 351	000	679	5 0/0	614	2,204 4,50	13 3,000 17 9,600		-	475	3,372	1 012 497
M .	11,200	5,010	0,102				54,545	20,210	20,001	47,700			20,400	-						1,040	-	4,000	101,02.5	100,000		10,120		0,200	4,555	0,400	3,320	021 0,		1,2.00	3,351		015		014	0,004 4,0	. 0,000	· :		-	1,201 1	1,010,407
BE	-		-		-											-											-	-				-					-							-		
PC 1.247	977	557	591	3.330	796 6.	69 7.121	7.478	1.442	1.935	3.687	1.122	1.036	1.261	538	759	750 13.	96 5.33	7.05	2.230	1.093	2.653	1.328	14.440	13.316	15.722	11.395	4.624	3.812	2.143	2.279	2.935	724	20 317	2.440	2.746	643	1.213	3.362	836	189 7	59 902	2 -	-	1.142	4.355	165,104
AN 2.514	2.368	962	1.067	8.198	1.964 20.3	20.005	28.265	3.567	4.495	9.513	2.920	1.601	4.034	1.385	1.600	2.320 18.	8.38	15.839	2.818	1.691	6.353	3.393	62.195	51.479	50.353	42.980	16.421	10.732	6.767	7.468	10.300	3.067	96 729	4.141	5.798	3.554	3.930 1	8.214	3.234	521 4.8	54 2.443	3 -	-	4.690	5.139	493.108
Entries 1.262.435	2.311.347	1.399.385 1	.274.904 3.3	54.484 1.53	9.332 2.512.	021 3.709.926	3.778.398	2.074.804 2	2.375.118	2.101.716 1	1.787.522	1.634.853 1	.357.851 8	86.701 1.34	8.248 1.85	8.911 1.658.	10 2.149.11	1.914.91	979.364	860.561	1.572.787	.400.796 1	1.420.263 1	11.587.854	.495.277 7	027.439 3.	.745.912 3	1.739.547 2	.270.869 3.	.346.090 2	.734.997 1.	29.544 833.	89 2.430.438	682.062	1.456.645 9	83.115 1.0	47.286 2.23	2.057 1.90	04.985 1.01	0.660 493.1	20 1.033.407	· ·	-	186.883 48	J6.373 119	9.482.415

Exit stations Entry stations.>	TOTAL	2019 Total																																		
RM EN	EP NB BK	AS MA	19 1	12 LN	FV	CL	SL	BF	HY SH	UC	FM CI	PH	wc	LF O	R RR	ow	EM	MT	PL	CC 1	6 24	GP	BP	DC	CM CV	ED	NC W	IP SS	SB S	SO ME	B WD	OA W	IS ML	BE F	PC AN	Exits
EN 35,000 7,854	27.844 20.450 12 25,140 24,887 22	1.625 28.283 39 2,299 38,874 69	(140 117,937	49.169	13.749 2 27,692 3	5.263 21.1. 0,586 39,58	1 11.854	11,779	8.887 5.2 18,980 6,9	54 5.180 56 9,448	11,228	5.901 4. 8,999 5,	257 6.63 566 7,98	9 1.806 1 2,476	3,473	9,010 11,0	04 252,55	4 116.492 D 251,501	266,517	207,488	81,873	60,415 24	4.437 21.23 94,427 31,94	4 25.016 2 37,818	9,232 2,5	12 4.074 32 7,153	1.1/2 1,527	3,870 8,448	6.444 11,100	42,487	18,239 3,461	4.3/5	13,605 -		2,481 3,	265 2,264,155
EP 28,009 25,137	4,628 16,717 20	3,371 23,936 37	,894 79,665	89,955	19,244 14	4,988 17,63	9,242	5,109	7,374 2,5	59 4,913	7,932	5,742 5,	134 6,95	2 2,554	2,010	8,989 4,2	83 162,83	4 170,505	132,773	123,610	42,121	21,776 9	9,448 11,19	9 14,862	1,793 1,5	2 3,513	1,015	2,295 2,174	3,544	24,764	9,120 1,838	9,690	7,705 -	-	909 1,	439 1,394,462
NB 21,232 24,025 RK 131,754 236,175	16,037 5,639 5	7,643 16,732 26	256 69,540	69,624	15,737 1	9,328 15,9	7 8,408	5,927	8,295 2,5	53 5,561	6,976	5,973 6,	165 6,77	2 2,122	2,792	4,720 4,4	47 180,61	2 179,097	244 278	137,985	51,344	30,763 10	0,409 10,95	1 10,920	2,106 1,9	18 4,234 15 37.106	1,209	2,273 2,011	2,846	30,951	9,904 1,778	3 11,748	7,916 -		1,167 1,	36 1,240,495
AS 29,728 36,308	24,278 18,531 8	9,985 6,140 26	476 72,005	70,153	19,416 2	9,796 23,1	12 13,612	9,950	9,976 5,7	76 9,438	7,843	6,803 6,	498 6,02	5 2,335	2,208	3,536 7,9	77 197,20	5 201,489	132,276	142,998	70,899	36,309 10	0,952 12,14	1 11,046	2,839 2,4	8 5,585	1,639	3,335 2,792	4,064	20,513	9,485 3,316	5 8,537	10,947 -		1,517 2,	377 1,433,297
MA 43,980 68,547	34,163 24,761 9	9,555 28,641 14	,321 61,555	66,030	19,656 4	5,315 45,4	1 32,600	24,923	25,488 13,6	70 19,590	21,878	39,013 45,	467 40,11	8 16,363	11,090	18,443 14,1	56 317,87	3 334,480	244,811	252,774	121,171	67,277 24	4,793 24,30	3 23,490	7,460 7,5	8 18,983	11,455	37,650 6,993	8,390	39,677	17,585 6,288	10,141	19,154 -		14,167 31,	372 2,523,919
19 48,458 123,686 12 54,633 152,256	80,081 /1,961 14 87,304 70,780 12	4,320 72,064 59 9,455 68,055 62	(436 13,490 617 14,290	15,585	11,612 5 10,297 6	2,143 53,1 1,397 74,21	IU 63,380 IR 93,970	55,951	76 821 47 5	55 53,114 11 63,438	65,580 72,233	75,115 97, 83,074 118	297 81,59 523 82,51	5 43,987 5 40,443	31,587 4	19,606 19,7 19,047 26,9	73 402,40 07 370,33	2 423,996 R 359,986	282,553	295,424	139,443	92.135 5	6,538 40,73 3,527 54.48	5 39,922 4 61.170	20,328 20,4	1 58,423	32,226	45,602 17,788	18,400	34,332 45,250	35,447 28,743	s 11,159 15,683	52 731		15,252 33,	199 3,876,029
LM 12,537 26,647	18,299 16,839 6	3,862 20,406 19	786 11,796	10,834	6,871 4	8,092 78,2	3 86,665	73,012	42,967 23,3	48 32,068	30,920	9,717 6,	502 7,32	1 2,223	2,853	9,448 10,3	13 261,74	4 282,050	214,187	186,537	80,230	46,689 18	8,558 24,88	9 26,977	2,041 35,2	2 55,311	1,987	6,471 3,260	4,643	11,720	4,641 26,466	8,094	29,425 -	-	2,683 6,	165 2,011,639
FV 27,505 30,094	15,510 20,878 8	3,165 30,529 47	,270 55,488	65,203	46,565	8,779 78,9	2 65,232	61,264	56,051 23,8	77 22,802	27,247	12,690 6,	917 11,14	7 4,504	6,554	16,266 27,1	29 262,71	1 265,454	265,405	229,939	101,284	68,254 20	0,503 29,15	9 34,298	3,303 15,5	37,833	1,992	7,755 4,301	7,229	21,694	7,220 19,538	4,989	24,833 -		3,682 5,	J33 2,294,535
SL 12.018 17.676	8.681 8.873 5	9,516 24,290 40 3.277 14.417 33	888 65.971	97.803	88.465 6	+,676 9,7 5.367 55.8	0 5.704	36,201	41.584 19.1	P4 32,236 75 23,482	28,417	8,270 7.	261 6.35	1 2.281	2,559	6.792 12.2	28 210.42	5 225.676	188,782	152,323	50.579	30,395 13	3,427 21,47	7 27.843	2,455 11.9	6 17,363 6 30,299	2,399	4.422 4.070	3.899	16.604	3.340 17.548	3 3.170	22.941 -		2.350 4.	631 1.774.673
BF 7,008 11,281	4,577 5,852 3	7,593 9,943 26	174 59,682	85,310	69,860 5	8,957 55,2	7 34,493	5,833	29,219 18,3	33 24,211	37,215	5,839 2,	780 3,17	1 1,051	1,014	3,949 10,3	91 189,35	9 189,949	173,889	131,535	44,520	24,707 10	0,099 15,48	4 21,013	3,259 13,0	1 38,990	1,207	2,500 2,967	4,470	10,146	3,256 21,100	2,449	23,730 -		1,321 2,	257 1,540,251
HY 9,674 19,903	7,283 8,259 3	5,556 11,039 26	155 57,953	74,954	40,857 5	5,650 49,17	3 41,178	28,456	6,081 28,0	B6 50,970	61,572	8,397 4,	799 5,13	7 2,068	1,493	4,628 9,2	06 135,12	3 138,981	106,704	84,395	29,954	17,852 9	9,617 10,53	7 15,324	1,676 5,5	20,823	2,631	6,601 2,075	3,469	8,167	1,933 9,897	3,527	37,565 -		2,783 6,	192 1,311,179 525 929,273
UC 5,499 9,353	5,022 5,582 4	2,828 10,237 18	,880 53,694	60,966	31,827 2	3,893 31,8	13 24,349	24,830	50,020 18,9	35 7,113	50,720	4,242 3,	992 4,58	9 1,057	993	2,958 4,1	97 237,63	5 205,243	112,879	97,565	30,280	11,685 4	4,499 6,72	4 15,295	1,921 4,1	12 17,645	594	2,645 1,535	1,356	8,463	1,243 8,274	5,288	30,113 -		1,244 3,	071 1,306,889
FM 7,674 11,934	7,658 7,208 4	6,495 8,540 21	,932 67,176	70,452	30,391 2	9,109 37,2	15 28,887	37,354	63,015 30,8	34 61,066	11,262	4,674 5,	002 3,27	0 1,647	1,906	4,041 4,2	83 344,07	3 284,872	125,815	102,455	34,155	11,383 5	5,371 6,78	6 13,467	1,489 6,6	17 15,245	1,000	2,771 1,337	2,398	11,544	1,190 6,976	6,376	31,547 -	-	1,369 2,	.i86 1,623,878
PH 4,733 5,984	5,976 6,009 2	9,434 7,131 38 8.841 6.506 45	716 74,466 584 97.752	84,281 113,752	9,314 1.	2,412 17,9	19 8,016 13 6,560	6,185 2 989	4 925 1.9	49 4,451 90 3,777	4,660	8,961 28, 27,416 8	944 00,43 784 32,55	3 14 105	9.517	04,222 5,5 34,014 4,2	61 226,84 43 437.33	5 220,611 0 434,501	193,085	129,069	43,303	24,529 14 23,751 24	4,729 15,64	5 24,/1/ 0 19.972	6,727 1,3	2,969	13,404	45,984 6,571 23,709 6,666	8 531	44,054 58,853	8,3// 1,268 6.982 992	5 10,461 9 14,647	5,009 -		9,432 15	.43 1,569,535 933 2,051,681
WC 7,044 8,534	7,509 7,219 3	5,841 6,416 43	155 84,400	87,698	6,982 1	0,586 16,5	5 6,956	3,435	5,109 3,00	82 4,159	3,753	73,333 35,	586 8,21	9 17,544	10,919	13,844 5,6	17 366,43	5 348,833	157,162	137,116	40,414	20,785 14	4,543 12,52	2 16,673	4,390 1,2	1,499	14,159	37,535 6,212	6,239	58,045	7,645 676	13,056	4,603 -	-	14,332 26,	366 1,854,563
LF 2.264 2.509	2.394 2.329 1	8.703 2.615 16	414 43.562	41.010	2.281	4.321 9.1	5 2.032	926	1.887 6	10 907	1.554	28.320 15.	198 17.09	5 4.997	4.239 2	21.008 1.5	64 235.89	3 218.089	84.737	81.023	21.454	11.216 5	5.942 3.71	6 6.211	1.193 2	4 433	2.769	8.908 1.715	2.571	32.743	4.437 216	5 7.484	1.440 -		4.199 4.	124 988.941
RR 7.088 9.695	9.379 5.374 1	5.045 3.524 18	360 56.320	56.273	9.144 1	4.779 13.9	6.763	2.860	4.193 1.9	70 965 89 3.153	4.263	22.988 32.	299 11.36 560 42.69	5 19.733	17.300	7.818 6.1	78 220.00 165 306.08	5 297.610	177.569	186.069	69.599	35.698 17	7.156 13.43	0 11.572	1.348 1.5	1 3.102	5.948	10.161 3.255	3.894	48.826	8.495 1.584	6.177	4.258 -		5.413 10.	325 1.621.172
OW 7.433 10.181	3.772 4.495 2	1.376 7.926 14	.076 19.191	28.151	8.443 2	5.578 26.0	8 11.339	9.984	8.474 3.8	87 4.310	3.910	4.797 3.	894 5.02	9 1.714	1.123	6.650 9.1	56 505.48	6 426.103	344.648	267.804	121.221	69.987 19	9.352 21.19	0 18.376	4.170 3.0	6 8.415	1.605	4.857 5.329	7.399	37.979	11.541 3.227	3.126	4.738 -	-	2.451 5.	232 2.149.300
EM 149.610 292.791 MT 144.575 255.849	197.088 212.165 34 176.936 175.051 25	5.374 255.453 392 9.390 214.609 332	304 530.672 849 421.475	474.434 3	335.996 33 308.342 28	1.816 200.0 4.029 162.9	7 277.291 0 237.548	240.454	173.022 142.8	36 281.404 75 217.869	397.817	84.785 548. 23.861 445	105 439.68 483 334.23	7 282.305 2 8 202.027 1	51.411 31 77.032 28	55.163 648.4 32.571 489.2	98 68.93 77 39.85	5 35.316 5 57.643	49 198	178.508	337.029 5	29.995 349 48.750 450	9.874 448.52 3.812 723.54	1 383.820 2 538.949	234.357 179.19	01 672.770 14 485.745	109.243 98.676	170.710 174.440	212 922	131.878	302.538 260.964	49.277	241.044 -		41.904 130. 35.633 99	.42 13.394.563 813 12.265.311
PL 129,150 204,601	102,294 96,635 19	5,348 112,502 200	773 239,936	241,255	179,494 21	8,212 142,1	9 152,026	137,971	86,439 64,1	38 90,214	101,665	18,408 152	031 122,45	7 69,531	64,133 13	8,237 324,6	48 206,40	1 81,349	56,088	98,024	402,391 5	03,418 327	7,178 598,16	9 394,510	162,796 70,8	07 209,983	51,835	101,878 121,565	122,014	358,250	203,289 77,063	33,551	82,961 -	-	30,994 71,	332 8,050,643
CC 94,499 171,676	109,287 118,510 17	4,953 135,295 228	688 253,478	215,823	71,517 21	0,775 110,33	16 131,989	116,367	79,632 64,4	99 88,576	93,266	11,190 149,	380 117,90	7 73,459	65,110 16	90,803 273,7	29 172,95	4 156,088	91,576	35,790	181,225 2	81,969 216	6,115 361,46	1 250,324	139,446 68,6	18 184,725	51,638	84,016 106,696	106,916	149,959	188,365 70,477	17,926	75,488 -	-	22,923 64,	J52 6,599,521
16 52,253 66,773 24 52,443 52,623	20.142 29.625 7	5,633 67,555 111 0.632 35,783 64	.081 130,777	96,398 80.661	43.723 6	1,545 46,0 4,971 40,1	12 43,188 10 28.334	40,740	27,740 21,8	13 26,325 56 10.865	29,136	34,802 44, 21.718 21.	535 31,88 565 19,37	9 18,161 9 10.862	10.839 3	90,289 123,8 33,223 73,4	15 338,36 90 451,18	8 422,079 9 547,453	459,572	204,795	18,240	19.098 81	1,015 1/9,22	4 106,781 5 86,789	49,050 20,3	ns 59,520 31 23,210	16,239	35,154 41,955 26,742 31,195	43,562 39,585	67,669 59,434	66.538 10.235	7,533	25,198 - 9.453 -		9,894 24, 6.636 14,	579 3,588,288
GP 13,060 20,543	8,480 10,120 3	7,134 10,975 23	286 43,837	47,274	15,481 1	9,369 19,8	1 12,109	8,787	8,297 4,1	10 4,150	4,254	12,162 13,	452 11,52	1 4,908	5,605	15,395 21,2	89 303,36	0 358,848	372,469	194,455	96,012	80,705 9	9,377 33,71	8 20,142	15,573 4,3	17,623	4,895	10,402 9,565	20,446	37,850	36,907 6,922	4,846	4,294 -	-	3,065 9,	410 2,060,603
BP 19,076 24,800 DC 27,146 40,919	9,144 9,731 2	8,516 10,756 21	,463 34,843 501 39,912	44,091	20,692 2	4,059 19,00 E 464 35.90	17,969 5 27,967	12,700	9,077 5,1	09 5,300 15 15 207	5,393	12,967 11, 24,905 19	198 10,52 798 16,63	5 2,694	3,553	11,780 24,0	96 366,83	5 472,825 5 460,914	712,257	315,148	160,603 14	43,841 33	3,633 14,11	4 26,132	22,219 6,4	16,249	3,478	11,765 17,702	2 32,918	45,049	39,862 6,542	2,958	4,766 -		4,013 10,	J57 2,868,862
CM 4,957 8,051	1,805 2,055 1	0,157 2,680 6	865 18,994	30,820	2,875	3,064 3,64 3,064 3,64	10 2,134	2,477	1,572 1,4	5 1,727	1,185	6,813 3,	491 4,32	0 1,482	862	1,565 4,4	27 224,97	B 261,213	187,540	129,908	45,564	37,298 14	4,150 22,93	9 11,535	4,195 9	17 4,455	1,041	5,292 5,696	14,278	50,071	23,971 955	5 944	833 -		1,892 4,	604 1,183,754
CV 1,481 2,535	1,855 2,085 1	5,444 2,898 7	152 20,980	30,313	34,773 14	4,653 23,9	5 11,644	13,900	5,330 3,7	53 4,698	6,571	1,448	833 1,23	1 405	846	1,677 3,3	85 142,23	B 149,024	87,745	74,198	23,502	9,838 5	5,309 6,78	6 10,547	1,091 3,4	8 29,057	374	352 1,290	1,984	7,421	1,896 20,058	3 2,684	5,184 -	-	153	383 798,389
ED 4,121 7,543	3,710 4,291 3	9,093 6,820 18	380 58,389	70,895	2 105	8,773 73,12	29,706	38,806	19,044 10,9	90 17,968 15 615	14,893	2,774 1,	490 1,64	5 553	734	3,289 8,6	96 557,63 97 95.05	B 475,164	236,526	198,421	70,341 :	26,429 19	9,667 18,63	7 32,500	4,714 29,4	57 13,706 10 220	2 702	1,347 6,472	2 4,045	42,203	5,026 14,971	22,621	13,556 -		682 1,	165 2,323,169
WP 5,462 4,482	2,135 2,289 1	9,503 3,847 38	001 45,408	58,718	6,014	7,718 11,9	3 4,327	2,639	6,121 2,1	70 2,587	2,503	45,602 21	870 36,50	5 8,104	4,207	11,276 5,0	04 141,15	1 131,689	132,118	106,751	40,580	30,920 13	3,531 15,24	4 21,230	5,129 4	1,267	6,126	7,265 5,720	7,376	36,313	4,832 594	5,657	4,500 -	-	5,093 7,	441 1,089,440
SS 4,203 8,461	1,970 2,530	9,629 2,562 7	123 17,613	23,944	3,690	4,263 5,9	7 3,528	2,990	2,237 1,5	23 1,287	1,313	6,211 6,	667 5,90	1 1,813	1,896	3,216 6,4	05 165,83	1 190,534	137,354	103,558	40,602	31,630 9	9,963 19,33	9 20,160	5,744 1,6	3 6,483	2,049	5,066 4,645	9,760	20,991	17,702 1,890	1,001	1,111 -	-	2,239 5,	352 941,881
SO 19.348 38.425	3,664 3,035 1 22,359 29,306 5	1,214 4,158 8 0.907 19.718 37	460 32.107	22,342 39.672	12.626 1	7,083 7,08 9,907 12,90	9 14,466	4,343	2,992 2,3	53 1,350 97 6,226	2,345	43.218 54.	/91 5,72 474 53.58	s 2,397 5 31.151	2,257 28.965 4	3,706 7,6	67 118.26	9 191,061 4 126,806	275.462	105,871	45,089	41,426 21 45.510 25	1,269 36,00 9,968 42,36	2 42,259 4 66,186	45,446 5,7	9 3,625	2,959	7,362 10,467	4,721	20,753	15,078 1,353 73.169 10.222	5 1,320	4.510 -		6.171 29.	453 1.886.817
MB 7,385 19,927	8,688 9,798 4	2,613 9,267 17	255 33,517	38,303	4,925	5,813 6,6	9 3,480	2,741	1,928 1,1	56 963	1,028	7,735 6,	617 6,90	9 3,897	3,440	7,705 12,1	59 275,39	0 342,836	203,247	165,767	73,645	59,122 34	4,936 44,27	4 69,802	24,240 1,5	4,996	1,726	4,605 17,773	11,116	84,954	15,496 1,817	1,715	500 -	-	1,638 4,	371 1,710,459
WD 1,745 3,807	2,187 2,046 1	5,076 3,561 7	134 30,448	35,727	28,249 1	9,671 32,4	1 17,810	21,949	10,866 6,5	27 8,611	7,049	1,125 1,	075 71	5 194	303	1,541 3,6	38 226,68	0 193,693	97,179	81,403	28,487	11,716 8	8,780 8,19	2 14,113	1,076 23,0	95 14,148	335	693 1,864	1,551	13,527	2,050 5,289	10,216	5,767 -	-	275	J38 1,014,185
WS 5,697 14,515	7,533 8,127 6	1,049 11,231 19	266 55,921	50,462	29,280 2	4,981 46,8	0 22,858	23,859	35,610 25,1	32 28,320	29,394	5,311 5,	393 9,69 333 4,48	+ 0,009 5 1,493	2,012	4,661 5,6	26 205,97	0 205,104	95,124	79,573	27,698	9,971 4	4,618 6,22	8 12,401	969 5,0	37 12,241	2,195	4,382 1,197	638	6,368	592 5,102	2,209	9,618 -		2,114 4,	010 1,234,898
ML				-	-			-		-	-						-		-		-					· · ·	-			-		-			-	
BE BC 2.912 2.274	054 1 124	7 420 1 700 13		-	2 401		- 1 002	1 469	2.401 8		- 1 160				- 2.249	4 002 2/	24 27.10		21.172	- 24 127	- 10.075	6 736 3	 3 975 5.03	2 5.005	2 020 1	-	4 369	4 505 1 601	2 979	6 125	1 354 309	- 1 197	1 020		1 995 7	201 219 904
AN 3.858 3.468	1.529 1.717 1	3.443 2.844 32	402 32.982	45.767	5.980	5.256 13.4	1.902	2.434	6.673 1.9	10 2.646	2.536	32.639 15.	850 27.76	1 4.572	3.255	10.584 5.3	01 104.16	3 86.255	84.599	75.888	31.631	17.013 12	2.109 12.68	9 19.775	5.589 5	400 1.355	6.687	8.012 5.711	7.296	32.012	5.071 535	5 7.166	4.445 -		8.001 6.	484 827.471
Entries sausant 2.200.047	1.369.199 1.232.278 3.25	8.748 1.487.704 2.514	458 3.708.708	3.808.711 2.0	022.754 2.27	6.113 1.913.7	0 1.757.633	1.554.079	1.326.776 866.5	22 1.331.590	1.619.090 1.	73.820 2.081.	944 1.806.85	5 981.409 8	60.559 1.5	9.584 2.374.6	37 11.319.09	1 11.406.304	9.202.084	7.058.276 3	3.878.297 3.7	13.725 2.223	3.995 3.256.58	4 2.723.224	1.224.983 810.7	2.379.756	569.212 1	.074.770 960.144	1.037.889	2.157.837 1.1	840.894 973.702	448.257 1	.264.511 -		351.564 816.	348 117.481.826

stati	ons Entry s	ations->	TOTAL		202	0 Total					-																																				
	RM	EN	EP I	NB BI	K AS	MA	19	12	LM	FV	CL :	SL E	IF HY	SH	UC	FM	CN	PH N	VC LI	OR	RR	ow	EM	MT	PL	CC .	16	24	G	SP B	P DC	CM	CV CV	ED	NC	VP SS	SB	so	MB	WD ·	OA V	.VS M	.L BE	. PC	AN	Exits	
EN	3,30	J 14,228	0.736	9,40/	41,300 11 64.587 15	1,008 17,4 5,068 25,4	32 15,693	17,920	0,728	13,217	10,190	7.053	3,204	3,922 2 8.370 3	709 1,90	2,084	3,019	2 354	2,008	1042 1	1,090 2	2,419 4, L080 5	310 751	1/5 4U 893 73	,111 DC 860 80	0,370 4 0.671 7	1,080	20,017	25 744	7,104	11 016 1	1,934 2, 1763 3	,307 D 901 0	2U 1,027 54 2,848	389	2,311 2	10D 4	U18 D,01.	2 2,008	0.39	1,304	3,824	431	443 1,	012 1.6	803 76	52 875
EP	12.38	9,399	1.635	6.471	55.297 8	3.980 12.9	20 20.321	24,929	5.229	6.919	3.648	3,405	2.004	2.039 1	285 1.95	2.048	1,955	1.609	1.978	697	635 2	2.594 1.	865 38.1	736 39	.372 34	1.235 3	2.083	11.584	7.334	2.524	3.326	3.417	674 6	58 1.009	459	995	821 1	.213 5.73	.5 2.622	523	1.945	1.831	228	303	498 6	658 38	84,980
NB	9,50	8,989	6,309	1,379	14,234 5	5,488 8,6	08 16,775	16,951	4,633	8,451	3,593	3,608	2,160	2,999	898 1,35	1,660	1,494	1,918	1,878	559	731 1	,041 1,	458 36,1	843 35	371 25	5,841 3	0,828	12,550	8,293	2,635	2,716	2,898	684 6	92 1,164	318	1,132	494	683 6,16	0 1,932	323	2,207	1,899	209	238	225 4	427 30	03,436
BK	46,88	69,772	56,448	15,576	5,244 27	7,648 31,3	46 41,252	42,899	17,456	28,316	15,784	15,067	11,220 1	0,923 6	144 10,14	9,020	7,352	8,468	7,776	4,121 3	3,102 3	3,072 7,	605 60,5	550 54	581 51	1,725 5	0,346	25,199	19,233	8,456	8,297	3,519 2,	,650 3,7	49 7,322	2,124	5,745 2	582 2	,631 12,38	.7 8,538	2,859	5,333	10,268	533	1,540 2	,044 3,9	337 86	63,786
AS	11,59	15,308	8,693	5,304	24,104 1	1,775 9,6	79 19,406	20,318	5,756	12,760	7,144	5,518	3,747	3,381 2	080 3,33	1 2,122	2,328	1,738	1,584	599	657 1	,042 3,	522 42,4	445 44	,561 32	2,545 3	6,775	17,975	9,813	2,864	3,873	2,765	745 7	74 1,623	420	1,345	878 1	,631 4,44	1 2,393	640	1,842	2,654	250	595	378 1,1	61 38	<i>48,879</i>
MA	19,84	3 25,579	12,350	8,410	28,683 10	0,238 5,3	16,791	21,550	6,821	20,453	15,238	12,146	9,787	9,065 5	619 6,52	3 6,550	12,989	11,968	12,589	4,478 2	2,885 6	5,061 6,	281 77,0	073 77	.042 66	3,936 71	0,132	35,598	20,116	8,255	7,166	7,001 3,	066 2,1	5,612	3,302	13,842 2	019 2	,361 9,61	J 4,342	1,992	2,436	4,847	722	980 6	696 10,9	J81 74	42,399
12	18.06	1 43 233	23 071	17.469	36,703 16	0,020 10,0	20 4 338	6,471	3,058	10.846	20.257	27.465	25.540 2	1.524 12	021 16.10	7 17 547	20,044	29,100	21 204	0.353 7	7.650 13	1,000 7,	145 954	668 82	557 80	1202 7	2,638	31 041	20,407	13,451	15 501 1	1,221 0, 1016 0	200 61	09 12,021	7.042	17,008 7	205 6	710 10.76	0 0.052	7.033	3 285	12 208	644	1,233 4,	100 14 1	104 101	22 014
LM	5.25	8.837	5.102	4,752	16.122 6	3.447 6.0	39 3.426	3,436	2,791	20.942	23,425	31.274	26,294 1	5.669 9	564 10.55	9.348	2.964	2.250	2,499	701	664 2	2.698 5.	050 67.3	771 70	.958 63	3.288 5	5.313	24.318	14,980	5.907	8.361	7.413	675 10.6	84 18,135	663	2.033 1	.002 1	.263 2.95	3 1.196	8.616	2.335	7.906	1.185	1.437 1	119 2.3	380 60	08.591
FV	13,32	13,870	6,974	8,501	27,610 13	8,089 19,6	59 18,651	22,573	18,589	5,176	30,824	34,378	31,785 2	6,948 13	499 10,56	11,826	4,792	2,965	4,591	2,153 3	3,332 6	6,419 14,	585 75,4	462 72	535 94	1,245 8	4,766	37,346	28,527	7,606	10,483 1	0,684 1,	284 8,6	87 19,227	648	3,062 1	376 2	,977 5,78	0 2,225	9,165	1,876	9,585	1,269	2,232 1	956 3,4	457 86	63,140
CL	10,35	11,847	3,895	3,633	14,142 7	7,287 16,1	42 16,245	24,364	18,745	29,240	3,368	16,206	19,957 1	6,467 9	780 7,16	2 6,829	4,112	2,848	2,464	918	886 2	2,871 11,	872 40,5	584 39	,243 44	4,770 41	0,096	18,803	14,881	5,790	6,821	7,982 1,	,358 4,9	94 12,118	992	3,942 1	631 2	,181 3,70	å 1,353	4,741	2,908	6,475	653	1,288 2	476 4,7	/38 53	36,155
SL	5,35	2 7,266	3,206	3,465	14,853 6	3,295 12,3	61 19,406	29,543	31,456	35,058	17,383	2,401	15,983 1	8,604 11	898 9,07	2 9,687	2,686	1,802	2,070	969	944 2	2,787 6,	773 59,3	252 62	436 59	9,084 41	8,414	18,124	12,040	4,591	6,459	7,997 1,	,236 6,0	31 12,237	658	1,702 1	635 1	,345 5,37	2 1,229	6,143	1,212	7,166	822	1,214 1.	417 2,2	128 60	J1,264
BF	3,14	4,847	1,675	2,440	11,080 3	3,799 10,4	30 18,605	26,753	26,177	31,410	20,236	16,036	2,664 1	2,575 9	471 9,66	1 14,215	2,679	1,162	1,594	509	747 1	627 6,	310 52,1	561 53	,849 54	4,968 4	7,175	17,721	10,156	4,000	6,054	5,120 1,	451 5,1	98 16,448	705	1,282 1	254 1	,484 3,74	3 1,203	7,935	821	7,815	1,049	1,270	483 1,1	.26 54	45,721
TH SH	4,19	J 0,701	2,009	2,995	5 760 1	5,840 9,4 1.581 5.4	08 10,000	21,713	8 756	20,304	0 158	19,439	0.075 1	2,359 11	350 19,07 813 7.5f	9 22,900	3,044	1,507	1,909	226	429 1	585 2	349 34,4 744 20,4	418 33 522 27	350 25	1,748 2	2,008	7.951	5,693	3,731	2 185	2,050	608 2,9 972 2.0	4D 8,100 50 3,000	188	1,834 1	027 1 838	444 2,45i 858 1.8£	3 1,108 6 646	3,383	920	12,047	1,949	1,901 1,	,141 Z,4 /127 S	.89 43. 976 26	37,610
UC	2,16	3.422	1.846	1.403	10.048 3	3.394 6.1	31 13.543	16,291	9,952	11.023	8.043	9.308	9.758 1	7.200 7	573 2.22	13.014	1.575	1.007	1.262	354	235	979 1.	381 46.3	784 43	.365 25	5.134 2	5.989	8.208	5.004	1.247	1.825	3.602	603 1.5	36 5.611	131	993	659	515 2.02	1 322	2,901	1,191	11.311	1,698	2.039	490 1.0	051 34	47.988
FM	2,88	5 4,250	2,085	1,672	8,772 2	2,224 6,1	49 15,214	17,095	9,295	12,823	7,540	10,318	12,928 2	2,905 12	205 26,72	5 3,010	1,609	1,366	732	297	528	952 1,	471 64,3	739 55	462 26	3,368 2	3,824	9,417	3,650	1,660	2,008	3,361	730 2,5	90 4,869	250	1,082	400	920 2,40	.2 479	1,614	1,425	9,172	2,804	2,926	557 1,0	J89 40	09,438
CN	3,26	5 3,710	1,945	1,753	7,417 2	2,258 13,3	169 20,669	22,145	2,943	5,154	4,424	2,737	2,659	3,237 1	325 1,54	1,633	3,822	11,005	25,077	12,183 4	1,701 7	,607 2,	807 57,3	289 56	521 48	3,735 4	4,481	14,185	10,464	5,682	5,236	8,183 2,	,095 3	96 1,051	5,744	19,855 2	135 2	,952 12,42	.ő 2,632	486	2,620	1,421	254	505 12	,653 13,8	397 49	99,273
PH	1,45	3 2,287	1,741	1,815	8,576 1	1,991 12,0	193 24,361	28,461	2,438	2,486	2,741	1,637	1,244	1,414	553 90	1,380	11,535	2,655	10,532	4,974 3	3,428 9	,858 1,	746 94,3	325 95	708 50	0,378 4	7,204	15,724	7,072	6,467	3,633	5,076 1,	,008 1	89 674	3,747	9,289 1	750 2	,590 12,76	4 1,732	294	3,341	1,297	111	270 4	847 5,5	J58 51	18,154
wc	2,69	3,252	2,182	2,016	8,047 1	1,700 13,0 894 E4	43 20,560	22,424	2,480	4,235	2,523	2,172	1,651	1,952	877 1,14	5 837	28,837	11,929	2,442	6,308 4	1,053 12	2,096 2,	071 77,4 575 40 -	481 75	827 38	3,133 3 750 4	3,673	11,332	6,301	3,392	3,569	1,831 1,	,221 4	16 621 73 464	4,945	14,218 1	677 1	854 12,24	J 1,645	188	2,683	917	116	228 7.	238 10,0	189 47 930 20	76,359
OR	1 23	5 1,008	724	699	3,017	726 34	46 7 188	8 112	629	2,237	761	848	696	341	168 21	a 513	3,901	3,093	4 315	1.386 1	1,362 0	1022	350 42	725 39	049 15	5463 1	5,369	5 243	2 814	1,404	927	1,357	184 2	15 182	440	1 248	354	575 4.91	5 826	60	979	363	18	74	944 8	.30 24 891 12	88 453
RR	2.91	3.329	2.921	1.281	3.550 1	1.050 6.1	21 14.373	15,281	2.782	6.783	2.685	2,793	1.459	1.882	604 1.03	1 1.039	7.280	10.323	11.824	5.344 4	1.838 2	2.077 2.	733 63.	102 60	423 38	3.296 4	2,212	15,982	8.822	4.030	3.479	2.729	464 3	54 867	1.800	4.587 1	.003 1	.079 9.91	0 1.932	308	1.209	848	48	164 2	.097 3.8	804 38	85.858
ow	3,40	4,182	1,549	1,325	6,992 3	3,102 6,	65 6,455	11,303	3,730	13,749	11,384	6,135	5,860	3,715 2	504 1,73	1,333	2,770	1,549	1,936	465	301 2	,499 3,	350 133,0	002 111	864 103	3,760 8	2,422	37,072	23,423	6,488	8,140	3,442 1,	,930 1,2	46 3,586	574	2,108 2	435 3	,463 9,67	5 3,108	792	898	1,191	164	319 1	327 2,5	ó10 65	55,434
EM	50,59	84,407	44,916	43,316	69,487 54	1,353 93,0	168 128,650	112,674	82,772	92,393	50,804	76,653	64,348 4	4,201 37	556 55,36	9 74,900	71,155	116,610	92,388	55,962 50	0,664 72	2,115 164,	989 14,5	501 7	595 29	9,385 3	9,162	78,362	123,498	80,634 1	15,931 9	5,757 54,	425 40,9	71 135,242	23,892	49,220 38	890 34	,642 25,79	7 55,031	52,291	8,282	45,854	1,226	2,457 12	795 39,6	J34 3,08	89,815
MT	51,21	3 78,393	40,999	35,145	53,823 47	693 80,0	181 103,922	82,849	77,486	82,582	46,833	70,723	61,829 3	9,999 30	832 46,93	57,706	61,704	97,792	72,919	3,418 36	3,853 57	,208 130,	384 8,1	840 12	,294 11	1,431 3	6,816 1	100,954	160,255 1	110,104 1	96,782 13	1,157 70,	,081 36,2	90 104,038	23,352	46,572 46	772 50	,132 27,61	1 76,711	37,976	5,515	42,041	1,791	2,548 10	,975 32,3	34 2,97	/5,687
PL	48,62	5 69,174	27,185	21,349	41,599 27 20.655 23	7,871 54,3 005 63.1	17 63,667	68,295	51,776	76,407	39,299	48,154	44,392 2	6,461 18 3,636 20	621 20,65	1 21,910	39,809	40,048	30,688	15,511 12	2,166 29	9,716 97,	735 40,	178 16	478 14	1,392 2	2,898 1	106,593 EE.0E4	140,031	88,720 1	78,449 12	0,184 47,	124 18,8	12 46,310	13,732	35,899 33	785 31	.301 64,69	3 38,679	16,226	5,724	15,441	1,246	2,181 12	434 24,5	176 2,17	71,918
16	24 17	3 26 821	10.370	10.947	23,456 16	3947 329	90 37 221	29 125	22 247	34 104	17 055	15 919	16 226 1	3,030 20 0.163 8	211 7.42	22,000	12 192	13 924	9.888	4 889 4	5,380 30 1,635 13	, 100 83, 1790 37	526 78	351 103	877 122	2874 6	3 4 2 6	5.466	18 840	31 118	64 075 4	1720 19	366 6.0	95 15 987	4 591	14 763 14	343 14	700 18.04	4 20,399	5 588	1.523	5 570	375	2,2/1 5, 867 F	498 111	145 1.14	40 212
24	24,55	23.238	6.557	7.890	17.931 9	9.803 19.9	60 24.466	22.797	14.351	26.654	14.550	11.804	9.272	6.538 5	630 4.59	4 3.523	9.281	6.869	6.055	3.217 2	2,782 8	3.362 25.	007 106.0	868 136	.537 163	3.341 9	5.253	19.605	6.152	27.464	53.347 3	3.943 17.	265 2.7	B3 6.364	2,995	11.553 14	.040 14	.871 15.32	4 16.868	2,934	1.612	2.391	465	691 3	272 6.2	231 1.07	77.857
GP	6,05	5 8,019	2,287	2,572	7,912 2	2,836 7,1	24 11,664	12,430	5,128	7,213	6,188	4,223	3,638	3,187 1	877 1,21	1,171	4,767	4,117	2,846	1,479 1	1,181 3	6,901 6,	560 71,1	820 91	809 101	1,299 5	6,143	30,625	27,285	3,632	10,758	7,770 5,	609 1,4	3,930	1,291	3,776 3	333 7	,729 9,29	4 9,469	2,124	896	1,236	206	208 1	408 3,8	d91 57	77,239
BP	8,18	9,916	2,844	2,656	7,184 3	3,513 6,6	10,185	13,689	7,504	9,555	6,206	5,549	5,658	3,393 2	137 1,65	7 1,656	4,457	3,039	3,435	1,048	798 3	8,051 9,	254 95,0	679 124	,059 217	7,241 10	6,618	57,104	51,929	10,891	4,638 1),259 9,	,569 1,8	16 4,090	952	4,460 7	774 14	,164 14,61	ó 12,624	1,815	821	1,375	190	416 1	,302 3,3	J97 89	31,021
DC	8,10	10,865	3,473	3,180	8,052 3	3,075 7,3	11,061	15,608	7,790	11,129	8,147	8,016	5,707	4,939 3	175 3,68	3 3,398	5,861	4,826	4,909	1,381 1	1,215 2	2,530 7,	386 92,3	212 114	071 144	1,265 8	2,662	45,788	36,585	7,826	12,120	5,900 4,	,243 2,1	93 7,435	2,676	5,919 7	732 14	,318 24,93	3 19,811	2,927	923	2,732	418	430 1,	947 6,2	237 79	39,149
CM	1,97	2,939	749	5/4 5/2	2,009	1/14 2,0	06 5,006	8,038	10.546	1,340	92D 5 185	5,018	1,230	750 1 088 1	770 1.81	3 000	1,890	165	1,222	394	216	432 1,	802 D1,6 304 32.6	602 D9 601 34	712 23	5,29U 38 2,756 11	9,002	7 501	3.031	1,519	1 0.40	3,830 1, 2,606	482 3	53 1,327 22 11.082	387	2,228 2	.009 D	730 17,34	3 8,033	205	103	420	120	120 1,	85 1	160 23	21 017
ED	1.59	3.221	1.003	1.148	7.620 1	1.990 5.0	88 13.136	16.304	16,363	19.344	11.892	11.052	16.575	7.049 4	317 5.56	4.877	996	632	777	192	187	798 3.	558 112.9	906 99	276 53	3.714 5	2,411	17.859	7.275	4.637	4.846	3.356 1.	.391 11.2	58 3.733	142	542 1	.696 1	.145 9.25	1 1.174	4.273	5.180	3.421	617	868	422 4	437 56	62.720
NC	35	9 724	411	395	1,907	426 3,0	83 7,626	7,337	662	572	744	701	722	530	155 11	3 246	5,065	3,228	4,255	836	299 1	,679	459 18,0	656 20	303 15	5,083 1	5,132	4,839	3,173	1,373	1,198	2,484	326 1	35 136	739	3,149	859	797 4,52	.5 413	49	860	272	23	60 2	146 2,1	152 14	41,416
WP	2,11	2,375	842	1,114	5,757 1	1,430 14,0	130 12,837	16,768	1,864	3,214	3,137	1,891	1,071	1,778 1	147 1,08	7 1,014	20,488	8,984	13,780	3,815 1	1,697 4	437 2,	500 40,4	430 38	423 46	3,426 31	8,456	15,938	13,333	4,359	5,351	3,879 2,	,269 1	77 667	3,254	2,881 1	939 2	,766 11,34	J 1,277	109	1,740	1,302	148	297 2	150 4,2	252 37	75,312
SS	1,97	3,470	734	615	2,361	858 2,	53 4,697	6,877	1,086	1,565	1,582	1,309	1,401	1,132	738 53	3 401	2,016	1,942	1,397	375	339	869 2,	608 38,0	081 41	,999 38	3,433 31	0,358	14,259	13,541	3,425	7,600	7,578 2,	,209 4	73 1,812	649	1,918 1	,691 3	,606 7,73	8 5,386	361	206	226	38	48	732 2,6	540 26	68,041
SB	3,81	3,937	1,223	695	2,525 1	1,691 2,3	189 4,638	6,242	1,514	2,799	2,072	1,550	1,624	1,230 1	042 49	7 1,017	3,020	2,176	1,664	519	548 1	1,202 3,	169 34,3	238 44	,400 36	3,161 3	0,173	16,324	15,428	7,959	14,563 1	5,718 5,	185 6	51 1,035	915	3,046 3	767 1	,733 6,45	3 4,167	275	339	261	241	67 1,	315 2,5	J02 29	39,618
50	4,98	10,495	4,002	4,858	8,901 3	3,003 8,4 0.079 4.1	201 7,075	8,018	2,841	4,800	3,108	4,008	3,133	2,044 1	089 1,00	J 1,4/2	11,753	11,199	10,524	0,941 4	4,708 8	5,032 9,	20,0	001 24 940 66	,0/1 DL 765 30	J,700 Z	7,435	13,738	10,919	0,783	13,840 2	J,940 14,	,700 1,3 ,424 2	3 6,910	3,947	11,103 5	783 4	.782 0,10	2 17,450	1,912	1,197	947	35	10 2.	219 10,3	-02 42 705 96	24,953
WD	2,00	5 0,004	2,378	362	2 789	738 19	66 6462	7 291	8 971	8 709	5.041	6 497	8.931	3 752 2	955 2.58	1756	536	323	239	45	73	362 3,	220 49,0 800 46	141 39	838 20	0.481 1	9.641	6 655	3 459	2 643	2 255	3,000 0,	290 89	R0 5.022	103	1,154 4	435	320 2.56	6 544	1 588	2 141	1 277	265	304	54 1,2	208 24	41 810
0A	87	2.473	1.579	1.712	3.704 1	1.279 1.0	97 2.151	3.052	1.353	1,182	1.899	803	505	692	759 88	3 1.080	2,114	2.671	2.074	1.077	604	790	580 7.1	822 6	188 5	5.190	3.810	1.544	1,235	733	890	780	127 4	44 3,712	622	1.644	162	302 1.64	0 193	1.522	569	612	133	131	305 1.5	578 7	79,483
WS	1,78	3,912	1,697	2,082	10,959 2	2,732 4,5	01 13,071	12,039	7,738	8,441	6,359	7,135	6,755 1	1,168 9	580 10,40	8,372	1,338	1,329	928	392	418	976 1,	272 39,	280 40	.036 17	7,389 1	6,437	6,245	2,616	1,438	1,720	3,030	453 1,4	01 3,502	275	1,287	213	193 1,56	.1 118	1,225	756	2,339	1,340	2,317	477 1,0	J72 28	82,110
ML	45	3 740	236	259	549	251	27 728	656	961	1,143	730	802	1,153	1,833 1	361 1,72	2,612	216	122	93	69	24	52	161 1,	159 1	,613 1	1,543	1,554	455	422	210	210	443	139 1	57 592	26	176	33	152 16	2 28	218	178	1,609	642	1,156	83 1	·61 3*	30,775
BE	57	1,051	347	262	1,727	660 1,0	122 1,336	1,226	1,653	2,368	1,376	1,493	1,275	2,087 1	806 2,27	3,192	512	302	252	59	87	148	421 2,3	221 2	250 2	2,788	2,539	925	753	262	476	537	81 1	54 919 54 206	69	344	61 704 4	50 12	3 27	277	217	2,560	1,076	1,021	94 2	:49 4	47,591
AN	1,00	910 7 1 (RRA	511	482	3,937 1	1384 117	101 4,080	4,891	2 1/9	3 240	4,900	1,408	1 155	2 169	826 1.00	L 300	14,132	+,032	9.558	1,323	1019 4	L 110 2	322 30	147 26	551 23	2,301 1 7.599 24	9,040	4,001	6,152	4 743	3,685	3015 2	839 1	οι 200 95 β°24	2.566	3,877 2	377 2	577 9.76	J 3/3	179	2 282	1 154	175	224 2	251 23	309 98	21,032
Entri	es 507.10	722,487	374.817	299.963 8	04.505 399	.938 737.	14 972.046	1.034.232	596.073	855.470	545,402	596.267	541,774 43	4.557 296	580 363.15	2 395,167	500,156	517,446	461.755 2	2.613 189	9.043 364	.396 712	461 2.625.0	033 2.689	263 2.519	9.785 2.02	9.786 1.1	45.888 1.	.096.896 6	609.205 9	82.785 79	1.248 356.	410 224.2	74 572.215	151.122	369.395 267	428 294	.596 510.75	404.911	230.544	96.605	291,598	30.336	44.000 137	530 293.7	723 32.22	20.445

stati	ons Entry sta	tions->	TOTAL		2021 To	tal																																								
	RM	EN	EP N	IB BK	AS	MA	19	12 I	.M F	FV C	CL 8	SL I	BF H	Y Sł	I UC	FM	CN	PH	wc	LF	OR	RR	ow I	EM P	IT F	L (C 1	6 24	GP	P BP	DC	CM	cv	ED	NC W	P SS	SB	so	MB	WD	OA V	√S ML	. BE	PC	AN	Exits
RM	3,625	13,444	10,615	7,802 36,	198 10,014	15,816	10,296	13,823	3,930	12,077	9,213	4,641	3,240	3,684	2,297	1,566	1,892 2	,644 1,	370 2,83	1,114	972	2,507	4,125	33,682	30,022	54,046	31,881	24,869 2	26,144	6,562 7	7,386 5,	5,646 2,	367 571	1,394	631	1,625	1,751 2	357 5,29	.1 2,263	466	1,858	1,687	949 1,	,604 1,47	1 1,459	428,026
ED	13,280	4,203	9,147	7,490 D3, 6,695 46	282 7 770	10,019	19,203	20,902	0,890	6 720	4 520	3,449	4,711	2.063	2,385	1.588	3,303 3 1724 1	758 1	032 3,51	1,001	1,280	2,020	4,300	28 108	24,803	28 714	24 727	24,318 2	7 817	0,982 5	9,290 8, 2,370 2	3,019 3, 0,631 -	303 500	2,231	733	1,933 .	2,407 3, 808	738 6.4	3 3,928	552	4,390	2,398	1,770 Z, 840 1	,001 1,21	10 1,3/5 01 640	598,682
NB	7.873	7.446	6.684	2.147 11.	506 4.372	7,153	9.741	8.531	3.347	8.350	5.187	2.601	1.603	2.221	763	1.002	1.492 1	.150 1.	532 1.65	622	568	1.066	1.602	24,640	19.635	19.922	22.227	10.906	7.897	2.434 2	2.613 2	2,464	604 563	873	303	1.246	660	519 7.1	35 1.205	218	2,924	1.121	824 1	163 1	76 494	4 233.008
BK	40,659	60,686	48,740	12,866 8,	699 22,159	24,253	30,137	30,946	10,825	23,903	16,776	12,639	9,035	8,719	5,451	8,995 8	3,043 5	702 5,	840 6,38	3,311	2,326	1,877	7,635	49,527	35,281	55,000	41,609	24,282 1	18,908	7,549 7	7,785 7	,242 1,	902 2,304	6,499	1,490	4,643	2,015 2.	656 12,8	23 7,408	2,191	8,836	4,164	6,493 9	494 1,60	05 3,712	742,024
AS	10,616	13,183	7,345	4,009 18,	053 2,581	7,552	12,150	12,748	4,292	11,646	8,008	4,479	3,491	2,698	1,638	2,317 2	2,054 2	,017 1,	416 1,46	721	242	722	2,970	24,478	21,210	26,625	25,580	14,298	8,279	2,342 3	3,124 2	2,077	715 398	1,431	196	760	695 1	378 5,01	20 1,514	438	2,719	1,601	1,579 2	.,176 30	09 1,094	288,449
MA	17,570	21,596	11,254	7,689 22,	949 8,655	5 4,859	9,970	13,873	4,544	20,705	16,170	11,350	7,352	6,398	3,927	4,901 4	4,837 8	,679 8,	962 10,45	3,294	3,004	5,002	6,010	50,241	42,282	55,425	49,393	30,905 2	20,071	6,440 7	7,305 4	1,987 2,	564 1,235	3,634	1,918	9,246	1,937 1,	381 11,05	.5 2,827	1,221	3,399	1,719 .	2,202 3.	,422 5,45	58 10,765	575,339
19	10,803	20,029	10,009	9,873 27, 8,777 26,	,038 11,008 475 11,438	9,908	4,047	2,097	2,133	11,452	13,017	10,615	10,054	8,280	6,210 6,246	8 200 3	4,449 10 7.127 12	192 9, 247 12	¥D/ 9,85 382 11.76	4,000	4 369	8,117	7 343	52 205	47,297	58,107 68,005	49,770	24.821 1	19,839	8 374 1	7,048 0, 1,604 11	0,794 Z, 1312 A	706 1.689	4.042	2,811	0.785	2,201 2,	726 11.1	9 2,890	1,009	3,000	2,0/9 .	2,099 3, 2,587 3	,08/ 2,/9	58 8,300 77 11 701	6/2,635
i M	3,892	7 256	4 236	3 630 13	067 4 372	4 877	1 977	2 073	3,039	18,008	24 171	26 958	21 240	12 798	9.268	8.562	7 879 2	434 1	575 1.89	701	486	1.365	3,445	45,906	39 267	54 064	40,500	22 231 1	14 921	6439 7	7 670 5	1046	750 10.463	15 528	705	1 4 3 9	788	786 2.9	4 635	6 365	3 708	4 795	3,416 4	1383 81	13 2 607	485 415
FV	12,286	14,562	6,889	8,340 24,	027 11,523	19,401	11,845	13,470	15,161	6,336	33,453	32,392	32,950	24,921	14,437 1	0,377 13	2,541 4	450 2	142 4,66	2,640	3,782	5,962	14,131	55,966	47,734	89,615	68,488	31,465 2	29,751	6,859 9	9,040 9	9,017 1,	577 7,968	18,549	781	2,969	1,483 3,	077 5,5'	32 1,636	9,285	2,408	7,937	4,026 5	,861 1,6 ^r	3 4,408	769,768
CL	9,625	12,348	4,663	5,291 15,	038 8,024	17,494	14,572	19,649	19,724	31,496	5,541	20,648	21,389	17,796	9,683	8,187 8	3,823 5	,388 4,	608 3,73	2,456	1,942	3,940	11,906	35,053	28,226	45,737	32,921	16,910 1	17,242	5,976 6	6,785 7.	7,206 1,	158 6,486	20,523	1,337	3,761	1,436 2,	346 3,7*	.6 1,707	7,333	5,420	6,633	3,943 7	,170 1,95	90 5,669	560,648
SL	4,868	6,645	3,301	2,596 12,	612 5,356	11,863	11,348	18,574	27,509	32,822	22,255	3,428	16,585	18,405	12,145	8,752 8	3,273 2	,495 1,	959 2,29	878	766	2,707	6,009	45,437	44,032	56,799	37,265	15,627 1	13,224	4,354 5	5,772 5	5,862	962 6,434	12,266	427	1,824	1,348 1,	498 4,80	,5 875	7,072	1,629	6,081	2,713 4.	,136 1,38	34 3,000	529,255
BF	3,326	4,863	2,043	1,978 8,	803 3,414	8,818	10,665	16,075	21,608	34,724	22,664	17,293	3,337	12,935	9,629	8,462 1	1,965 2	,697 1, E10 1	342 1,44 570 1,66) 410 549	917	1,583	5,684	39,514	36,129	51,553	32,375	13,850	8,824	3,557 4	4,945 4,	1,461 1, 1,000	262 5,033	14,608	595	1,194	1,424 1,	751 3,22	7 902	7,705	1,158	7,236 3	3,148 3,	,796 72	29 1,045	466,396
SH	2 4 3 5	2 352	1 498	822 5	523 1.606	4 236	4 979	7 286	7 977	13 552	8,906	11,810	9 181	10 576	1 871	6.068 1	1,009 2	192	5/2 1,05 842 94	189	163	710	2 723	18 383	16 033	19 165	14 754	5 377	5.342	1,676 1	1.587 2	2335	796 2.08	2 919	308	1,403	656	679 1.90	38 551	2 683	1,343	7.626	4 143 4	1574 3	3 2,100	233,686
UC	1,877	3,276	1,826	960 9,	193 2,328	4,983	5,926	8,499	8,289	10,822	8,821	9,636	8,317	16,688	5,710	2,350 10),214 1	235	502 1,05	215	147	1,086	1,960	20,388	15,640	17,721	15,080	6,433	3,431	1,255 1	1,509 2	2,070	682 1,495	4,313	137	753	471	270 2,3	1 266	2,129	1,789	9,048	6,515 6	5,700 64	13 1,097	248,057
FM	2,163	3,933	1,670	1,455 8,	388 2,165	5 5,102	4,750	7,583	7,607	13,050	8,873	9,385	11,541	17,793	9,449 1	0,379 3	3,474 1	,495 1,	238 65	188	414	905	1,364	19,214	15,757	17,021	13,668	5,851	3,645	1,274 1	1,816 2	2,493	691 2,153	3,787	186	1,227	336	530 2,5 ^r	+8 292	1,242	2,377	6,889 1	9,370 9	,106 3/	4 1,014	257,852
CN	2,723	3,113	1,869	1,300 5,	926 1,821	9,603	9,705	12,189	2,534	4,325	5,121	2,750	2,669	2,764	1,061	1,121	1,396 4	,716 9,	152 23,82	12,433	3,480	8,088	2,445	36,661	32,831	44,463	34,991	13,165 1	10,928	4,893 4	4,150 4,	1,447 1,	710 400	982	4,370	18,966	1,729 2	514 13,89	,4 2,016	405	3,705	752	1,163 1.	,159 12,42	34 14,467	403,332
PH	1,131	1,767	938	1,260 6,	323 1,662	2 9,139	9,643	11,897	1,899	2,085	4,132	1,849	987	1,308	576	485	677 23	826 2,	550 10,76 529 2.74	4,558	2,723	8,235	1,375	47,863	40,256	37,273	28,712	9,983	6,442	4,178 2	2,132 3,	5,211	763 233	831	2,368	8,126	1,178 2,	295 13,65	.0 1,199	201	4,517	554	431	773 4,64	17 5,423 0,693	325,878
LE	1 230	1 021	911	539 3	031 726	3 684	5 074	4 802	625	2 378	2 248	2,290	389	652	166	223	191 15	421 5	541 6.85	1 689	2 020	5 7 39	468	27 294	22.358	14 245	13,526	5 106	3,779	1 353	754 1	1067	473 141	213	4,302	3 242	240	572 8.5	13 512	25	2 294	173	215	308 2.2	53 5,063 73 1,898	177 765
OR	1,157	1,076	379	757 2,	330 336	2,860	3,760	4,564	453	3,207	1,617	654	863	513	151	145	417 3	604 2	558 4,46	1,866	1,185	4,828	496	24,182	18,868	11,906	9,965	4,605	2,103	1,296 1	1,044 1	,218	259 183	97	311	1,399	245	302 6,1	38 503	31	1,353	125	205	282 1,17	70 937	132,962
RR	2,339	3,659	3,290	1,479 1,	816 821	5,556	9,758	8,661	1,649	6,861	3,721	2,778	1,807	1,778	631	1,094	951 7	,682 9,	289 10,28	5,998	5,598	2,897	2,898	39,955	32,723	31,760	29,157	15,830	9,258	4,513 4	4,472 2	2,317	548 433	756	1,495	4,309	758	338 12,3	7 1,222	152	1,704	344	520	605 1,67	77 4,741	305,861
ow	3,412	3,975	1,016	1,268 6,	747 2,900	6,165	4,793	8,296	2,905	14,914	11,379	5,659	5,788	4,197	2,515	1,454	1,153 2	,504 1,	333 2,34	391	374	2,820	3,794	97,752	68,022	90,934	63,550	34,484 2	24,119	6,107 7	7,804 5	5,316 1,	975 1,383	3,087	323	2,010	2,563 2	531 10,44	.7 2,562	1,021	1,256	1,116	519 1.	,068 1,29	38 2,802	536,148
EM	37,589	69,160	32,138	31,211 57,	968 30,900	58,277	66,451 59,665	60,875	50,401	64,638	41,774	54,215	44,420	27,508	23,279 2	2,762 2	2,657 44	,185 57,	170 50,42	32,977	28,867	45,978	110,668	16,483	4,370	21,020	22,634	49,992 7	72,250 43	43,463 72	2,505 60.	0,260 22/	025 22,561	68,795	13,632	35,751 1	5,715 14,	/41 30,85	5 17,020	23,824	10,937	7,712 9	9,380 11,	,986 9,32	29 38,611	1,883,339
PI	44 328	64 757	24 676	17 737 47	558 23.343	46 610	49 262	58,875	43,844	74 266	40 476	45 958	40,442	22,330	15,312 1	5,000 10 5,845 14	5,306 36 1670 35	062 31	570 36,10 580 26.63	12 866	10 971	26 891	86 774	24 534	7 475	18 651	16 953	91 108 12	24.593 7/	74 709 139	9.068 102	2497 38	908 16.083	38.429	11,300	36.916 2	3,834 27	363 81.8	49 22 789	13 119	10 124	5 945	7.082 8	335 10.7	4 27 773	1,744,200
cc	28,991	47,307	22,111	22,236 36,	215 23,877	49,208	47,587	43,950	35,796	68,754	32,463	33,854	28,434	17,785	13,200 1	3,009 12	2,651 30	879 25,	507 24,31	13,082	9,874	26,942	66,166	21,545	15,061	15,300	12,099	38,863 6	60,632 4:	43,597 79	9,353 61	1,942 31,	124 12,709	28,909	9,950	26,195 2	1,870 21	602 36,7	31 23,298	10,253	4,793	4,512	5,551 7	,586 5,6'	32 24,460	1,397,805
16	22,924	23,217	9,259	11,511 22,	907 14,766	30,874	31,555	24,915	21,521	29,871	16,055	14,974	12,727	8,489	6,271	5,381 8	5,925 12	,326 9,	788 10,52	5,289	4,383	15,292	37,346	47,902	52,058	101,108	44,299	7,396 1	14,827 21	28,053 48	8,410 40	0,788 19,	710 4,288	10,391	3,570	14,517 13	2,513 15,	169 25,6'	J3 15,340	4,357	2,637	2,089	2,338 3	,349 4,95	50 11,295	945,080
24	23,738	23,983	7,554	8,233 18,	263 9,191	21,539	20,202	18,813	14,285	27,822	16,307	12,925	8,303	5,795	5,132	3,537 3	3,526 10	,137 6,	223 6,08	4,049	2,279	9,777	26,254	63,790	74,481	144,940	69,750	14,585	8,408 2	25,595 40	0,743 35	5,330 18,	482 2,352	6,176	3,301	11,896 14	4,090 16	/64 18,94	.6 13,673	3,132	2,626	1,218	1,622 2.	,372 3,70	6 8,644	920,558
GP	5,862	7,298	2,499	2,731 7,	626 2,225	6,576	7,368	8,568	5,648	6,306	4,992 6.493	3,868	3,350	2,528	1,647	1,049	885 4	276 3, 827 1	097 2,44 016 2,71	i 1,413	1,209	4,747	6,465	39,995	50,958	81,899	40,766	26,974 2	24,929 38.886	3,523 1	7,893 7.	7,359 5,	803 1,160	2,646	773	4,025 4	4,024 8, 5 804 13	153 11,18 302 13.8	2 6,648	1,254	1,614	496	524	673 1,20	18 4,240 14 3,457	443,378
DC	5,464	9,454	2,723	2.781 6.	752 2.235	5 5.090	6.520	10,209	5,186	9.442	7.641	5.582	4,246	3.937	2.301	2.433	2.375 3	.986 3.	371 4.04	1.058	1.276	2.260	6.001	59.059	63,750	123,190	67.008	41,988 3	36.057	7,720 8	8.966 5	5.204 4.	784 1.932	6.023	940	4.370	7.869 14	312 24.8	J4 14.009	1,748	1,479	1.625	1.423 1	1.524 1.8	9 5.906	623,954
CM	1,743	2,761	476	843 1,	792 722	1,924	2,238	4,377	826	1,694	1,166	902	967	774	919	608	611 1	632	811 1,35	544	256	616	2,069	21,205	23,997	46,246	29,864	17,282 1	17,887	6,109 10	0,241 4	,843 1,	970 310	840	389	2,715	1,823 5	/28 19,6'	12 6,233	109	181	175	212	124 1,02	26 2,672	254,499
CV	525	530	717	443 2,	395 710	1,539	1,625	2,059	10,181	7,168	6,681	7,254	5,949	2,537	1,920	1,709	1,832	280	278 46	131	211	490	1,561	19,147	19,366	18,994	13,323	4,888	2,487	1,431 1	1,415 2	2,045	294 1,268	10,695	158	97	558	314 1,84	0 277	7,415	801	773	410	733 F	30 159	168,656
ED	1,299	2,584	857	885 7,	101 1,745	5 3,951	3,825	4,672	13,339	18,238	20,281	11,685	13,422	6,458	3,552	4,339 3	3,678 1	,123	727 56	158	117	675	2,938	57,767	37,848	44,194	29,991	10,598	6,525 3	3,049 3	3,771 6	3,143	838 10,123	4,720	144	709	773	332 11,00	.0 950	3,567	7,623	1,958 3	2,121 2,	.694 25	58 601	376,708
WP	1 704	2 130	1 031	331 1, 976 4	481 270 674 029	2,067	2,300	2,853	1 287	2 807	1,243	1 736	1 312	313	201	783	1/3 3	,444 Z, 080 8	308 2,97 843 13.86	2 001	1 781	1,493	2 309	10,458	28 151	12,120	31 041	3,000	3,140	4 232 /	882 1, 4 907 4	1,031	392 100 597 136	564	3.022	3,188	1,029	J9/ 4,90 000 12.2	20 1.012	132	1,297	102	180	101 2,28 574 2.4/	53 Z,403 13 A 188	97,242
ss	1,913	2,997	841	675 2.	125 741	1.942	2.260	4.065	985	1.350	1.313	1.309	1.457	896	527	347	269 1	.625 1.	528 1.53	262	343	837	2.024	16.876	17.860	32,746	21.998	13.370 1	14.406	4,199 7	7.706 8	3.256 2.	.385 556	861	960	2.211	1.702 3.	329 8.3	J7 3.768	222	241	283	121	228 4	38 2.746	199.974
SB	3,209	3,548	785	610 2,	634 1,490	1,883	2,350	3,677	1,048	2,830	2,351	1,719	1,843	1,716	778	330	624 2	865 1,	968 1,72	670	314	1,216	2,860	14,814	17,569	33,328	22,887	16,910 1	16,904	8,915 14	4,521 15	5,392 5,	544 819	597	605	2,855	3,590 2.	453 8,2	0 3,153	277	435	93	275	85 8f	33 2,101	238,255
SO	4,619	9,720	5,118	6,774 12,	230 4,727	10,157	7,700	8,857	2,708	4,731	2,792	3,581	2,739	1,758	1,592	1,702	1,459 12	,772 12,	624 13,58	7,760	5,804	11,193	10,628	21,919	22,331	66,911	29,730	20,725 1	14,309 1	8,141 12	2,451 20	0,174 15,	,348 1,260	8,122	4,296	11,833	3,050 5.	107 7,74	1 24,100	2,193	2,300	674	759	366 1,84	11 12,141	488,150
MB	2,344	4,420	1,854	1,310 8,	480 1,686	3,147	2,798	4,552	781	1,483	1,866	817	1,009	648	468	324	283 1	,997 1,	108 1,09	517	342	1,025	2,753	15,500	20,028	25,009	21,503	13,463 1	11,788	6,028 11	1,362 14	1,264 5,	,543 224	790	206	924 :	3,356 2.	i02 31,31	.5 5,033	143	463	83	67	42 27	74 1,746	238,659
WD OA	488	1,047	2 287	248 2,	,3/1 402 013 2.167	2 1,240	1,833	2,061	2 3 27	1,537	7,173	877	8,002	3,962	2,790	1 207	1,327	4/2 051 3	381 20 445 2.05	1 674	853	200	1,007	8 753	5 027	10,000	11,777	4,378	3,275	1,720 1	1,001 1, 1,100 1	1,807	121 7,460	4,320	1 009	2 449	198	273 Z,90 315 2.8	8 187	1,784	2,775	662	1 163 1	961 /	1 200	158,182
ws	1,566	2,372	818	1,316 4,	551 1,469	1,760	3,078	2,895	5,081	6,721	6,825	5,335	5,585	7,401	6,570	7,578	5,635	751	581 25	1,074	114	400	1,022	7,226	6,122	6,322	4,734	2,235	1,288	565 1	1,034 1	,581	147 759	1,830		1,005	363	85 1,0	25 71	664	756	1,838	6,960 8	3,454 1/	55 669	135,854
ML	963	1,910	895	934 7,	199 1,699	2,211	2,695	2,885	2,949	3,948	3,662	2,850	3,034	6,013	3,924	6,688 9	9,872 1	147	469 62	194	196	583	476	8,549	6,307	8,654	5,995	2,456	1,656	615	770 1	1,475	255 55	2,053	170	453	139	233 1,0	4 82	651	1,318	7,522	2,700 2	.,382 27	74 477	124,767
BE	1,837	3,045	1,446	1,218 11,	277 2,594	3,712	3,925	3,809	4,703	6,101	7,009	4,385	3,944	6,938	4,789	6,926 9	9,842 1	127	878 87	347	298	693	1,449	11,181	7,999	10,231	7,977	3,426	2,641	726 1	1,341 1,	1,705	187 766	2,707	204	742	223	109 73	,9 76	967	1,596	9,525	2,230 2.	,851 21	16 803	164,337
PC	1,278	1,063	512	245 1,	662 358	5 5,320	2,931	2,927	708	1,635	1,655	1,329	650	692	359	441	306 11	,106 4,	0 20 5,68	2,036	1,137	1,624	1,067	7,207	6,089	11,916	7,026	4,499	3,719	1,715 1	1,261 1, 2,029 F	1,847	870 68	227	2,319	2,098	415	75 2,0f	6 243	69	580	235	260	251 90	01 4,119	111,594
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TOTAL TOTAL 11113 11113 110.657 110.657 110.657 110.657 110.657 110.657 110.657 123.470 123.470 123.470 123.470 123.470 123.470 123.470 123.470 123.470 124.452 1.142 1.1 2022 Teck 10,262 Teck 10,263 Teck 10,263 Teck 10,263 Teck 10,263 Teck 10,263 Teck 10,263 Teck 10,264 Teck 10,264 Teck 10,264 Teck 10,265
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AMTRAK RIDERSHIP

Amtrak[®] FY18 Ridership

Amtrak Route Ridership

FY18 vs FY17

			Ridership	
				% change vs
NEC Spine		FY18	FY17	FY17
Acela		3,428,338	3,442,188	-0.4
Northeast Regional		8,686,930	8,569,867	+1.4
NEC Special Trains		8,375	15,250	-45.1
Subtotal		12,123,643	12,027,305	+0.8
State Supported	by state(s)			
Northeast Routes	by state(s)			
Downeaster	ME	540,038	526,052	+2.7
Empire South	NY	1,150,498	1,158,555	-0.7
Empire West/Maple Leaf	NY	366,696	353,207	+3.8
Adirondack	NY	111,740	116,159	-3.8
Ethan Allen	NY/VT	49,669	49,950	-0.6
Vermonter	VT/MA/CT	97,909	95,796	+2.2
New Haven-Springfield	MA/CT	286,477	245,131	+16.9
Keystone	PA	1,519,936	1,505,518	+1.0
Pennsylvanian	PA	214,827	221,450	-3.0
Southern Routes	- 5			
Washington-Lynchburg/Roand	ke VA	206,252	189,811	+8.7
Washington-Newport News	VA	322,265	331,308	-2.7
Washington-Norfolk	VA	152,611	155,389	-1.8
Washington-Richmond	VA	158,318	174,935	-9.5
Carolinian	NC	256,886	279,097	-8.0
Piedmont	NC	167,203	147,960	+13.0
Heartland Flyer	OK/TX	68,075	71,340	-4.6
Midwest Routes				
Hoosier State	IN	27,876	29,504	-5.5
Wolverine	MI	483,670	459,106	+5.4
Blue Water	MI	185,020	186,282	-0.7
Pere Marguette	MI	95,540	93,449	+2.2
Hiawatha	WI/IL	844,396	829,109	+1.8
Lincoln Service	IL	586,166	590,497	-0.7
Illini/Saluki	IL	245.876	251,384	-2.2
Illinois Zephyr/Carl Sandburg		191 612	204 148	-6 1
Missouri River Runner	MO	169 471	173 840	-2.5
Western Routes		,		
Pacific Surfliner	CA	2 946 239	2 989 871	-15
Capitol Corridor	CA	1 706 849	1 607 277	+6.2
San Joaquins	CA	1 078 707	1 120 037	-37
Cascades	WA/OR	806 121	810 050	-0.5
Buses & Special Trains	TH VOIC	000,121	010,000	0.0
Non-NEC Special Trains		42 192	46 600	-9.5
Subtotal		15.079.135	15.012.812	+0.4
Leve Distance				
Southeast Boutes				
Silver Star		368 518	373 372	-13
Silver Meteor		337 023	3/1/06	-13
Palmetto		387 919	391 853	-10
Auto Train		224 837	228 9/3	-1.8
City of New Orleans		237 781	255 135	-6.9
Crescent		274 807	258 880	+6.2
Central Poutes		214,001	230,000	10.2
Cardinal		96 710	112 / 30	-14.0
Capitol Limited		210 022	231 214	- 5 3
Laka Shara Limitad		213,033	201,214	-0.0
Empire Builder		128 8F4	AEA AGE	- 5.6
California Zenhur		420,004	414,400	+0.7
California Zepriyr		410,203	415,540	+0.7
Southwest Chief		224 020	362 070	00
Coost Starlight		331,239	120 704	-0.0
Teves Feels		417,819	430,781	-4.8
Support Limited		07 070	09 640	-2.9
Subtotal		1 513 474	4 609 469	-1.0
Subtotal		4,515,474	4,030,438	-3.9
Amtrak Total		31,716,252	31,738,575	-0.1

Note: Ridership to some locations south and west of Chicago is shared by state-supported and long distance trains, as shown above. Combined Amtrak ridership for all trains on these corridors is as follows for FY18: Chicago-St. Louis, 716,744; Chicago-Carbondale, 308,165; and Chicago-Quincy, 227,972.

Amtrak Route Ridership FY19 vs. FY18

		Ridersh	ip
			% change vs.
NEC Spine	FY19	FY18	FY18
Acela	3,577,455	3,428,338	+4.3
Northeast Regional	8,940,745	8,686,930	+2.9
NEC Special Trains	7,402	8,375	-11.6
Subtotal	12,525,602	12,123,643	+3.3

State Supported		by state(s)			
Northeast Routes					
	Downeaster	ME	557,248	540,038	+3.2
	Empire South	NY	1,214,206	1,150,498	+5.5
	Empire West/Maple Leaf	NY	390,355	366,696	+6.5
	Adirondack	NY	117,490	111,740	+5.1
	Ethan Allen	NY/VT	50,515	49,669	+1.7
	Vermonter	VT/MA/CT	99,280	97,909	+1.4
	New Haven-Springfield	MA/CT	362,442	286,477	+26.5
	Keystone	PA	1,575,959	1,519,936	+3.7
	Pennsylvanian	PA	215,081	214,827	+0.1
Southern Routes					
	Washington-Lynchburg/Roanoke	VA	220,850	206,252	+7.1
	Washington-Newport News	VA	335,227	322,265	+4.0
	Washington-Norfolk	VA	239,929	152,611	+57.2
	Washington-Richmond	VA	128,651	158,318	-18.7
	Carolinian	NC	244,779	256,886	-4.7
	Piedmont	NC	214,218	167,203	+28.1
	Heartland Flyer	OK/TX	68,744	68,075	+1.0
Midwest Routes					
	Hoosier State	IN	20,853	27,876	-25.2
	Wolverine	MI	501,124	483,670	+3.6
	Blue Water	MI	181,832	185,020	-1.7
	Pere Marquette	MI	97,593	95,540	+2.1
	Hiawatha	WI/IL	882,189	844,396	+4.5
	Lincoln Service	IL	627,599	586,166	+7.1
	Illini/Saluki	IL	266,972	245,876	+8.6
	Illinois Zephyr/Carl Sandburg	IL	192,616	191,612	+0.5
	Missouri River Runner	MO	154,417	169,471	-8.9
Western Routes					
	Pacific Surfliner	CA	2,776,654	2,946,239	-5.8
	Capitol Corridor	CA	1,777,136	1,706,849	+4.1
	San Joaquins	CA	1,071,190	1,078,707	-0.7
	Cascades	WA/OR	828,247	806,121	+2.7
Buses & Special Train	S				
	Unallocated Buses*		-	-	-
	Non-NEC Special Trains		25 408	42 192	-39.8
	Subtotal		15.438.804	15.079.135	+2.4

Long Distance

Southeast Routes				
Silver S	Star	389,995	368,518	+5.8
Silver I	Meteor	353,466	337,023	+4.9
Palmet	tto	345,342	387,919	-11.0
Auto T	rain	236,041	224,837	+5.0
City of	New Orleans	235,670	237,781	-0.9
Cresce	ent	295,180	274,807	+7.4
Central Routes				
Cardina	al	108,935	96,710	+12.6
Capitol	Limited	209,578	219,033	-4.3
Lake S	hore Limited	357,682	337,882	+5.9
Empire	Builder	433,372	428,854	+1.1
Califori	nia Zephyr	410,844	418,203	-1.8
Southwest Routes				
Southw	vest Chief	338,180	331,239	+2.1
Coast	Starlight	426,029	417,819	+2.0
Texas	Eagle	321,694	335,771	-4.2
Sunset	t Limited	92,827	97,078	-4.4
S	Subtotal	4,554,835	4,513,474	+0.9
Am	trak Total	32,519,241	31,716,252	+2.5

*Ticket revenues on bus routes 70, 71, 72 and 73 are allocated to train routes 05, 39, 35, and 37 respectively. Ticket revenues on all other bus routes (74 to 85) are combined. Bus ridership is not shown in this report.

<u>Note</u>: Ridership to some locations south and west of Chicago is shared by state-supported and long distance trains, as shown above. Combined Amtrak ridership for all trains on these corridors is as follows for FY19: Chicago-St. Louis, 756,062 Chicago-Carbondale, 331,150; and Chicago-Quincy, 226,772.



Amtrak Route Ridership FY20 vs. FY19

		Ridersh	ip
			% change vs.
NEC Spine	FY20	FY19**	FY19
Acela	1,656,764	3,490,874	-52.5
Northeast Regional	4,486,837	8,718,469	-48.5
NEC Special Trains	3,880	7,402	-47.6
Subtotal	6,147,481	12,216,745	-49.7

State Supported		by state(s)			
Northeast Routes					
	Downeaster	ME	269,454	549,493	-51.0
	Empire South	NY	655,021	1,183,000	-44.6
	Empire West/Maple Leaf	NY	231,078	382,846	-39.6
	Adirondack	NY	44,214	112,506	-60.7
	Ethan Allen	NY/VT	23,275	47,741	-51.2
	Vermonter	VT/MA/CT	47,344	91,645	-48.3
	New Haven-Springfield	MA/CT	271,048	490,751	-44.8
	Keystone	PA	783,764	1,546,058	-49.3
	Pennsylvanian	PA	127,683	209,290	-39.0
Southern Routes					
	Washington-Lynchburg/Roanoke	VA	124,698	218,319	-42.9
	Washington-Newport News	VA	182,467	331,592	-45.0
	Washington-Norfolk	VA	152,558	237,390	-35.7
	Washington-Richmond	VA	50,277	127,289	-60.5
	Carolinian	NC	150,365	236,385	-36.4
	Piedmont	NC	113,891	209,053	-45.5
	Heartland Flyer	OK/TX	41,801	67,027	-37.6
Midwest Routes					
	Hoosier State	IN	0	20,354	-100.0
	Wolverine	MI	244,500	486,190	-49.7
	Blue Water	MI	98,173	175,930	-44.2
	Pere Marquette	MI	47,236	94,797	-50.2
	Hiawatha	WI/IL	403,112	873,537	-53.9
	Lincoln Service	IL	334,540	607,212	-44.9
	Illini/Saluki	IL	159,981	257,890	-38.0
	Illinois Zephyr/Carl Sandburg	IL	100,286	187,231	-46.4
	Missouri River Runner	MO	86,398	150,575	-42.6
Western Routes					
	Pacific Surfliner	CA	1,397,158	2,836,894	-50.8
	Capitol Corridor	CA	898,007	1,766,763	-49.2
	San Joaquins	CA	606,728	1,054,057	-42.4
	Cascades	WA/OR	343,497	802,895	-57.2
Buses & Special Trains	s				
	Unallocated Buses*		-	-	-
	Non-NEC Special Trains		15.819	25.387	-37.7
	Subtotal		8,004,373	15,380,097	-48.0

Long Distance

Southeast Routes			
Silver Star	218,514	377,342	-42.1
Silver Meteor	200,136	343,531	-41.7
Palmetto	199,248	335,475	-40.6
Auto Train	163,556	234,529	-30.3
City of New Orleans	132,656	228,831	-42.0
Crescent	168,055	286,539	-41.4
Central Routes			
Cardinal	63,223	105,364	-40.0
Capitol Limited	126,997	203,829	-37.7
Lake Shore Limited	220,227	346,993	-36.5
Empire Builder	253,486	420,855	-39.8
California Zephyr	247,535	397,793	-37.8
Southwest Routes			
Southwest Chief	186,470	327,276	-43.0
Coast Starlight	258,200	410,872	-37.2
Texas Eagle	196,078	311,367	-37.0
Sunset Limited	55,118	90,248	-38.9
Subtotal	2,689,499	4,420,844	-39.2
Amtrak Total	16,841,353	32,017,686	-47.4

*Ticket revenues on bus routes 70, 71, 72 and 73 are allocated to train routes 05, 39, 35, and 37 respectively. Ticket revenues on all other bus routes (74 to 85) are combined. Bus ridership is not shown in this report.

Note: Fiscal year 2019 ridership previously reported as 32.5 millions has been decreased to 32.0 million to reflect an updated company definition of ridership.

Amtrak Route Ridership FY21 vs. FY19

		Ridersh	ip
			% change vs.
NEC Spine	FY21	FY19**	FY19
Acela	897,639	3,577,455	-74.9
Northeast Regional	3,508,766	8,940,745	-60.8
NEC Special Trains	2,420	7,402	-67.3
Subtotal	4,408,825	12,525,602	-64.8

State Supported		by state(s)			
Northeast Routes					
	Downeaster	ME	205,674	557,248	-63.1
	Empire South	NY	613,171	1,214,206	-49.5
	Empire West/Maple Leaf	NY	245,079	390,383	-37.2
	Adirondack	NY	0	117,490	-100.0
	Ethan Allen	NY/VT	12,456	50,515	-75.3
	Vermonter	VT/MA/CT	18,585	99,280	-81.3
	New Haven-Springfield	MA/CT	192,584	362,442	-46.9
	Keystone	PA	394,279	1,575,959	-75.0
	Pennsylvanian	PA	128,451	215,081	-40.3
Southern Routes					
, in the second s	Washington-Lynchburg/Roanoke	VA	113,644	220,850	-48.5
, in the second s	Washington-Newport News	VA	195,099	335,227	-41.8
, in the second s	Washington-Norfolk	VA	142,014	239,929	-40.8
, in the second s	Washington-Richmond	VA	463	128,651	-99.6
	Carolinian	NC	194,675	244,779	-20.5
	Piedmont	NC	97,189	214,218	-54.6
	Heartland Flyer	OK/TX	42,299	68,744	-38.5
Midwest Routes					
	Wolverine	MI	153,923	501,124	-69.3
	Blue Water	MI	98,668	181,832	-45.7
	Pere Marquette	MI	52,367	97,593	-46.3
	Hiawatha	WI/IL	241,639	882,189	-72.6
	Lincoln Service	IL	261,160	627,599	-58.4
	Illini/Saluki	IL	150,148	266,972	-43.8
	Illinois Zephyr/Carl Sandburg	IL	78,179	192,616	-59.4
-	Missouri River Runner	MO	77,179	154,417	-50.0
Western Routes					
	Pacific Surfliner	CA	840,962	2,776,654	-69.7
	Capitol Corridor	CA	354,373	1,777,136	-80.1
	San Joaquins	CA	434,099	1,071,190	-59.5
(Cascades	WA/OR	181,495	828,247	-78.1
Buses & Special Trains					
	Unallocated Buses*		-	-	-
	Non-NEC Special Trains		77	25,408	-99.7
	Subtotal		5,519,931	15,438,832	-64.2

Long Distance

Southeast Routes			
Silver Star	187,152	389,995	-52.0
Silver Meteor	187,013	353,466	-47.1
Palmetto	147,745	345,342	-57.2
Auto Train	199,414	236,041	-15.5
City of New Orleans	100,816	235,670	-57.2
Crescent	114,280	295,180	-61.3
Central Routes			
Cardinal	69,098	108,935	-36.6
Capitol Limited	96,885	209,578	-53.8
Lake Shore Limited	195,850	357,682	-45.2
Empire Builder	220,681	433,372	-49.1
California Zephyr	184,667	410,844	-55.1
Southwest Routes			
Southwest Chief	135,901	338,180	-59.8
Coast Starlight	189,593	426,029	-55.5
Texas Eagle	151,393	321,694	-52.9
Sunset Limited	57,562	92,827	-38.0
Subtotal	2,238,050	4,554,835	-50.9
Amtrak Total	12,166,806	32.519.269	-62.6

Ticket revenues on bus routes 70, 71, 72 and 73 are allocated to train routes 05, 39, 35, and 37 respectively. Ticket revenues on all other bus routes (74 to 85) are combined. Bus ridership is not shown in this report.

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Amtrak Route Ridership FY22 vs. FY21

	Ridership		
			% change vs.
NEC Spine	FY22	FY21	FY21
Acela	2,144,369	897,639	+138.9
Northeast Regional	7,091,325	3,508,766	+102.1
NEC Special Trains	0	2,420	-100.0
Subtotal	9,235,694	4,408,825	+109.5

State Supported		by state(s)			
Northeast Routes					
	Downeaster	ME	444,812	205,674	+116.3
	Empire South	NY	1,019,187	613,171	+66.2
	Empire West/Maple Leaf	NY	384,971	245,079	+57.1
	Adirondack	NY	0	0	-
	Ethan Allen	NY/VT	63,356	12,456	+408.6
	Berkshire Flyer	MA	1,641	N/A	-
	Vermonter	VT/MA/CT	87,282	18,585	+369.6
	New Haven-Springfield	MA/CT	324,342	192,584	+68.4
	Keystone	PA	806,430	394,279	+104.5
	Pennsylvanian	PA	176,130	128,451	+37.1
Southern Routes					
	Washington-Lynchburg/Roanoke	VA	230,066	113,644	+102.4
	Washington-Newport News	VA	249,249	195,099	+27.8
	Washington-Norfolk	VA	311,242	142,014	+119.2
	Washington-Richmond	VA	93,298	463	+20050.8
	Carolinian	NC	270,050	194,675	+38.7
	Piedmont	NC	212,554	97,189	+118.7
	Heartland Flyer	OK/TX	63,052	42,299	+49.1
Midwest + Cascades					
	Wolverine	MI	367,254	153,923	+138.6
	Blue Water	MI	145,072	98,668	+47.0
	Pere Marquette	MI	86,148	52,367	+64.5
	Hiawatha	WI/IL	501,925	241,639	+107.7
	Lincoln Service	IL	476,180	261,160	+82.3
	Illini/Saluki	IL	224,271	150,148	+49.4
	Illinois Zephyr/Carl Sandburg	IL	134,235	78,179	+71.7
	Missouri River Runner	MO	120,187	77,179	+55.7
	Cascades	WA/OR	390,248	181,495	+115.0
California					
	Pacific Surfliner	CA	1,634,087	840,962	+94.3
	Capitol Corridor	CA	674,039	354,373	+90.2
	San Joaquins	CA	710,051	434,099	+63.6
Buses & Special Trains	5				
	Unallocated Buses*		-	-	-
	Non-NEC Special Trains		0	77	-100.0
	Subtotal		10,201,399	5.519.931	+84.8

Long Distance

Long Distance				
Southeast Routes				
	Silver Star	434,779	187,152	+132.3
	Silver Meteor	79,196	187,013	-57.7
	Palmetto	277,054	147,745	+87.5
	Auto Train	279,019	199,414	+39.9
	City of New Orleans	155,618	100,816	+54.4
	Crescent	202,686	114,280	+77.4
Central Routes				
	Cardinal	80,322	69,098	+16.2
	Capitol Limited	167,713	96,885	+73.1
	Lake Shore Limited	319,254	195,850	+63.0
	Empire Builder	303,568	220,681	+37.6
	California Zephyr	290,423	184,667	+57.3
Southwest Routes				
	Southwest Chief	223,654	135,901	+64.6
	Coast Starlight	352,725	189,593	+86.0
	Texas Eagle	253,491	151,393	+67.4
	Sunset Limited	73,904	57,562	+28.4
	Subtotal	3,493,406	2,238,050	+56.1
	Amtrak Total	22.930.499	12.166.806	+88.5

Ticket revenues on bus routes 70, 71, 72 and 73 are allocated to train routes 05, 39, 35, and 37 respectively. Ticket revenues on all other bus routes (74 to 85) are combined. Bus ridership is not shown in this report.



Amtrak Route Ridership FY23 vs. FY22

NEC Spine FY23 FY23 FY23 FY23 FY23 Accla 2,959,384 2,144,369 +38.0 Northeast Regional 9,163,082 7,091,351 +292.0 Northeast Roules Subtotal 12,122,466 9,235,720 +31.3 State Supported by state(5) +22.0 +31.3 Northeast Roules Downeaster ME 542,633 444,684 +22.0 Empire South NY 12,124,276 1,019,770 +22.0 - Adirondeck NY 452,633 444,684 +22.0 - Empire WastMaple Leaf NY 452,711 384,971 +17.6 Mew Haven-Springlied MACCT 942,94 +43.7 +44.7 Wermontar PA 1,124 283.636 +34.4 Southern Routes Washington-Nevon News VA 450.0 +43.0 Washington-Nevon News VA 352,577 93.294 +45.2 Washington-Rouche VA 322,1783				Ridership		
NEC Spine FY23 FY22 FY22 Acola 2,959,34 21,44,369 +38.0 Northeast Regional 9,163,082 7,091,351 +29.2 NEC Special Trains 0 0 - - State Supported by state(s) 9,235,720 +31.3 State Supported by state(s) - - - Northeast Routes Downeester ME 542,639 444,684 +22.0 Empire South NY 1,242,761 138,4971 +17.6 - Adionodack NY 452,711 384,971 +17.6 - Berkshine Flyer MA 1,210 819 +47.7 - <t< th=""><th></th><th></th><th></th><th></th><th></th><th>% change vs.</th></t<>						% change vs.
Accia 2,959,384 2,144,369 +38.0 Northeast Regional NCC Special Trains 0 0 - Northeast Routes Subtotal 12,122,466 9,235,720 +31.3 State Supported by state(s) - - +31.3 Northeast Routes Downeaster ME 542,639 444,684 +22.0 Empire South ME 542,639 444,684 +22.0 + Adriondack NY 42,271 38,4971 +17.6 +17.4 Ethan Alten NYVTT 86,638 66,336 63.65 +6.7 New Haven-Springfield MACT 442,028 324,342 +36.3 Southern Routes Vashington-Networt News VA 356,309 249,249 +43.0 Washington-Routond VA 352,577 93,288 +45.0 Washington-Routond VA 356,309 249,249 +43.0 Washington-Routond VA 352,577 93,289 +45.0 Washington-Rou	NEC Spine			FY23	FY22	FY22
Northeast Regional 9,163,082 7,091,351 +29.2 NEC Special Trains 0 0	Acela			2 959 384	2 144 369	+38.0
Molinear Regulation 5,103,002 (7,037,301 +222 ICC Special Trains 0 0	Northoast Designal			0,162,082	7,001,251	120.2
NEC Special Irains 0 1 Subtotal 12,122,460 9,235,720 +31.3 State Supported by state(3)	Nontrieast Regional			9,163,082	7,091,351	+29.2
Subscrat 12,122,466 9,235,720 +31.3 State Supported by state(s)	NEC Special Trains	0.1.4.4		0	0	-
State Supported by state(s) Northeast Routes Downeaster ME 542,633 444,684 +22.0 Empire South NY 1,244,276 1,019,770 +22.0 Ethan Allen NY 26,832 0 - Ethan Allen NY 26,832 63,336 +36,77 Berkshire Fyer MA 1,210 819,974 87,282 +14,5 New Haven-Springfield MACT 442,028 324,342 +38,3 Southern Routes Pennsylvanian PA 111,5779 806,430 +38,4 Southern Routes Washington-Nortokik VA 356,309 249,249 +43,0 Washington-Nortokik VA 356,309 249,249 +43,0 Washington-Nortokik VA 329,163 230,066 +43,1 Carolinian NC 235,133 230,066 +44,1 Vashington-Norokik VA 356,309 249,249 +43,0 Washington-Norokik VA 355,371 270,059		Subtotal		12,122,466	9,235,720	+31.3
Joint Supported Dy State(3) Northeast Routes Downeaster ME 542,639 444,664 +22.0 Empire South NY 1,242,276 1,019,770 +22.0 Empire South NY 426,711 364,977 +22.0 Empire South NY 426,711 364,977 +22.0 Eleandaria NY 466,738 63,356 +6,7 Behashire Filer NY 166,838 63,356 +47,7 Washington-North VT/MCT 442,028 324,342 +36.3 Southern Routes VA 356,309 249,249 +43.1 Southern Routes VA 356,309 249,249 +43.1 Carolinian NC 315,751 270,006 +43.1 Carolinian NC 315,751 270,005 +16.5 Midwest + Cascades Wolverine MI 420,569 367,254 +14.5 Blue Water MI 66,864 501,925 +26.9 Midwest + Cascades <th>State Supported</th> <th></th> <th>by state(s)</th> <th></th> <th></th> <th></th>	State Supported		by state(s)			
Notices Downeaster Empire South ME 542.639 542.637 444.697 1.019.770 +22.0 Empire South NY 1.244.276 1.019.770 +22.0 Adirondack NY 452.711 364.971 +17.5 Ethan Allen NY 46.638 63.356 +36.7 Berkshire Fyer MA 1.214 87.282 +44.5 New Haven-Springfield WTMACT 49.974 87.282 +44.3 Southern Routes Pennsylverinia PA 115.778 806.433 +34.4 Southern Routes Washington-Nerport News VA 355.309 249.249 +43.0 Washington-Nerport News VA 355.309 241.55 21.555 <td< th=""><td>State Supported</td><td></td><td>by state(s)</td><td></td><td></td><td></td></td<>	State Supported		by state(s)			
Emine Sauth NY 1.544.257 1.113570 +22.5 Empire WasthMaple Leaf NY 452,711 384,971 +17.5 Adironadok NY 452,711 384,971 +17.5 Berkshine Flyer MA NY 86336 63356 +36.7 Berkshine Flyer MA MACT 442,028 332,432 +33.3 Vermonter VT/MACT 99,974 57,252 +14.5 Vermonter VT/MACT 99,974 57,252 +33.3 Southern Routes VA 356,303 249,249 +43.0 Washington-Newport News VA 356,303 249,249 +43.0 Washington-Norotik VA 480,047 311,242 +54.2 Washington-Norotik VA 320,052 +14.5 30.052 +14.5 Midwest + Cascades Wolverine M 420,569 367,254 +14.5 Bile Water M 168,848 145,072 +16.4 Heartand Fiver OV/TX	Northeast Routes	Downeaster		542 630	111 681	+22.0
Empire WestMaple Leaf NY Addinomatok NY 7.82,2711 7.384,971 +17.6 Addinomatok NY 26,633 63.35 +36.7 Berkshine Flyer MA 1210 119 +47.7 Berkshine Flyer MA/CT 9.974 87.282 +14.5 New Haven-Springfield MA/CT 9.974 87.282 +14.5 New Haven-Springfield MA/CT 9.974 87.282 +14.5 New Haven-Springfield MA/CT 9.974 87.282 +14.5 Southern Routes VA 420.249 +43.0 +43.0 Washington-Norfolk VA 480.047 312.422 +54.2 Washington-Norfolk VA 420.269 367.254 +14.3 Midwest + Cascades Wolverine MI 420.569 367.254 +14.5 Buv Water MI 168.845 501.925 +26.9 Lincolo Service IL 270.017 224.217 +20.4 Hierwatha WUL <td< th=""><td></td><td>Empire South</td><td>NY</td><td>1 244 276</td><td>1 019 770</td><td>+22.0</td></td<>		Empire South	NY	1 244 276	1 019 770	+22.0
Adirondack NY 26.892 0 1 Eithan Allen NY/T 86.33.56 +38.7 Berkshire Fyer NA 1.210 81.9 +47.7 Vermonter VT/MACT 42.028 324.342 +36.3 New Haven-Springfield MACT 442.028 324.342 +36.3 Keystone PA 1.115.779 306.430 +9.4 Southern Routes Washington-Network VA 356.300 249.249 +43.0 Washington-Network VA 480.047 311.242 +54.2 Washington-Netofok VA 480.047 311.242 +54.2 Washington-Netofok VA 480.047 315.781 230.066 +43.1 Carolinian NC 289.955 212.534 +36.4 Headmand Fiyer OV/T7 72.37 63.052 +14.5 Blue Water MI 420.569 367.254 +14.5 Blue Water MI 420.569 367.254 +14.9 <tr< th=""><td></td><td>Empire West/Maple Leaf</td><td>NY</td><td>452 711</td><td>384 971</td><td>+17.6</td></tr<>		Empire West/Maple Leaf	NY	452 711	384 971	+17.6
Ethan Allen NY/T Berkshine Flyer MA Berkshine Flyer VTMA/CT 99.974 87.282 +14.5 New Haven-Springfield MA/CT 99.974 87.282 +14.5 New Haven-Springfield MA/CT 99.974 87.282 +14.5 Southern Routes PA 1,115.779 806.430 +38.4 Washington-Newport News VA 356.309 249.249 +43.0 Washington-Richmond VA 135.257 93.298 +45.0 Washington-Richmond VA 135.257 93.298 +45.0 Washington-Richmond NC 311.242 +54.2 Washington-Richmond NC 315.781 270.050 +16.9 Piedmont NC 289.955 212.554 +43.1 Carolinian NC 136.247 73.376 63.052 +14.8 Midwest + Cascades Wolverine MI 420.569 367.254 +14.5 Blue Water MI 88.848 86.148 -0.4 <td></td> <td>Adirondack</td> <td>NY</td> <td>26.892</td> <td>0</td> <td>-</td>		Adirondack	NY	26.892	0	-
Berkshire Fyer MA 1.210 6.19 +47.7 Vermonter VTMACT 482.028 324.342 +36.3 New Haven-Springfield MA/CT 442.028 324.342 +36.3 Keystone PA 1,115.779 306.430 +34.4 Permsylvanian PA 112.728 176.130 +9.4 Southern Routes Washington-Norfolk VA 480.047 311.242 +54.2 Washington-Richmond VA 329.163 230.066 +43.1 Carolinian NC 289.955 212.554 +36.4 Heartland Flyer OK/IX 72.375 456.052 +14.5 Blue Water MI 88.448 445.072 +16.4 Heartland Flyer OK/IX 72.373 457.554 +14.5 Blue Water MI 88.448 465.072 +16.4 Heardmathe WILL 638.654 501.925 +26.9 Lincoln Service IL 270.017 224.271 +20.4 <td></td> <td>Ethan Allen</td> <td>NY/VT</td> <td>86.638</td> <td>63.356</td> <td>+36.7</td>		Ethan Allen	NY/VT	86.638	63.356	+36.7
Vermonter VT.MA/CT 99.974 87.282 +14.5 New Haven-Springfield MA/CT 442.028 324.342 +36.3 Southern Routes Pennsylvanian PA 1115.779 806.430 +38.4 Southern Routes Washington-Norfolk VA 48.0047 311.242 +54.2 Washington-Roirok VA 48.0047 311.242 +54.2 Washington-Roirok VA 329.763 230.066 +43.1 Carolinian NC 315.781 270.056 +16.9 Piedmont NC 289.952 212.554 +38.4 Heartland Flyer OK/TX 72.379 63.052 +14.5 Blue Water MI 420.569 367.254 +14.5 Blue Water MI 85.848 86.148 -0.4 Hiawatha WUL 638.854 501.925 +26.9 Lincoln Service L 52.304 476.180 +9.9 Jillin/Saluki L 270.017 224.211		Berkshire Flyer	MA	1,210	819	+47.7
New Haven-Springfield MA/CT 442,028 324,342 +36.3 Keystone PA 11,115,779 806,430 +38.4 Pennsylvanian PA 192,728 176,130 +9.4 Southern Routes Washington-Newport News VA 336,309 249,249 +43.0 Washington-Richmond VA 435,257 93,298 +45.0 Washington-Rootok VA 435,257 93,298 +45.0 Washington-Rootok VA 135,257 93,298 +45.0 Washington-Rootok VA 135,257 93,298 +45.0 Washington-Rootok VA 135,257 93,298 +45.0 Preidmont NC 289,955 212,554 +68.4 Midwest + Cascades Wolverine MI 420,569 367,254 +14.5 Blue Water MI 85,484 9.4 -4 -4 Heiwatha W/IL 636,854 50,1925 +22.6 -9 Ullini/Saluki IL		Vermonter	VT/MA/CT	99,974	87,282	+14.5
Keystone PA 1,115,779 806(430) +38.4 Southern Routes Washington-Norfolk VA 356,300 249,240 +43.0 Washington-Norfolk VA 356,300 249,240 +43.0 Washington-Norfolk VA 352,570 320,066 +43.1 Washington-Richmond VA 329,163 230,066 +43.1 Carolinian NC 315,781 270,050 +16.9 Priedmont NC 289,595 212,554 +14.5 Blue Water MI 420,569 367,254 +14.4 Blue Water MI 85,845 581,144 -0.4 Hiawatha W/U 56,854 501,925 +26.9 Lincoln Service IL 523,304 476,180 +9.9 Jillinois Zephyn/Carl Sandburg IL 114,521 143,235 -14.7 Missouri River Runner MO 669,820 390,244 +71.6 Castodes WAOR 669,820 390,244 +71.6 <td></td> <td>New Haven-Springfield</td> <td>MA/CT</td> <td>442,028</td> <td>324,342</td> <td>+36.3</td>		New Haven-Springfield	MA/CT	442,028	324,342	+36.3
Pennsylvanian PA 192,728 176,130 +9.4 Southern Routes Washington-Newport News VA 356,309 249,443 +43.0 Washington-Richmond VA 480,047 311,242 +54.2 Washington-Richmond VA 325,257 93,298 +45.0 Washington-Richmond VA 329,163 230,066 +43.1 Carolinian NC 289,955 212,554 +36.4 Heartland Flyer OK/TX 72,379 63,052 +14.8 Midwest + Cascades Wolverine Mi 420,569 367,254 +14.5 Blue Water Mi 85,864 501,925 +26.9 Lincoln Service L 523,304 476,180 +9.9 Hillin/Saluki L 270,017 224,271 +20.4 Missouri River Runner MO 153,181 120,877 +31.47 +16.5 California Perific Surfliner CA 1,517,425 1634,087 -7.1 Cascades WA/OR 6		Keystone	PA	1,115,779	806,430	+38.4
Southern Routes Washington-Newport News VA 356.309 249.249 +43.0 Washington-Notrolk VA 480.047 311.242 +54.2 Washington-Rotrolk VA 329.163 230.066 +43.1 Carolinian NC 239.163 230.066 +43.1 Carolinian NC 289.855 212.554 +56.4 Heardland Flyer OK/TX 72.379 63.052 +14.4.5 Blue Water MI 420.569 367.254 +14.5 Blue Water MI 85.845 580.124 -0.4 Hilmi/Saluki LL 270.057 +22.9 -26.9 Lincoln Service IL 523.304 476.180 +9.9 Lillinicis Zuphyr/Carl Sandburg IL 114.521 134.235 -14.7 Missouri River Runner MO 153.181 120.17 +22.5 California Cascades WA/OR 669.820 390.248 +71.6 California Cascades VA/OR		Pennsylvanian	PA	192,728	176,130	+9.4
Washington-Newport News VA 356,309 249,249 +43.0 Washington-Richmond VA 480,047 311,242 +54.2 Washington-Richmond VA 329,163 230,066 +43.1 Washington/Roanoke VA 329,163 220,066 +43.1 Piedmont NC 299,955 212,554 +64.4 Heardand Flyer OKT 77.2379 63,052 +14.8 Midwest + Cascades Wolverine MI 420,569 367,254 +14.5 Blue Water MI 168,848 86,148 -0.4 +14.8 Hiawatha WVIL 636,854 501,925 +26.9 Lincols Service IL 523,904 476,180 +9.9 Illini/Saluki IL 521,917 224,271 +20.4 Missouri River Runner MO 153,181 120,187 +27.5 Cascades WA/OR 669,820 390,248 +71.6 Cascades WA/OR 669,820 390,248	Southern Routes					
Washington-Norfolk VA 480,047 311,242 +54.2 Washington/Roanoke VA 135,257 93,288 +45.0 Washington/Roanoke VA 329,163 320,066 +43.1 Carolinian NC 218,781 270,065 +16.9 Piedmont NC 299,955 212,554 +36.4 Hidwest + Cascades Wolverine MI 168,845 46.148 -0.4 Blue Water MI 168,845 46.148 -0.4 +14.5 Hiawatha Will 63,854 501,925 +26.9 +14.7 Lincoin Service IL 523,304 476,180 +9.9 Illini/Saluki IL 1270,017 224,271 +20.4 Illini/Saluki IL 120,187 +27.5 -46.9 Cascades WAOR 669,820 390,248 +71.6 California Pacific Surfliner CA 1517,425 1.634,067 -7.1 Captol Corridor CA 347,364		Washington-Newport News	VA	356,309	249,249	+43.0
Washington-Richmond VA 135,257 93,298 +45.0 Washington/Roanoke VA 329,163 230,066 +43.1 Carolinian NC 315,781 220,066 +43.1 Piedmont NC 289,955 212,554 +36.4 Heartland Flyer OK/TX 72,379 63,052 +14.8 Midwest + Cascades Wolverine MI 420,569 367,254 +14.5 Pere Marquette MI 45,072 +16.4 -0.4 Hiawatha WI/L 63,854 501,925 +26.9 Lincoln Service IL 523,04 476,180 +9.9 Illin/Saluki IL 521,143 614,03 +27.5 Cascades WA/OR 669,820 390,248 +71.6 Casc		Washington-Norfolk	VA	480,047	311,242	+54.2
Washington/rkoanoke VA 329,163 230,066 +43,1 Carolinian NC 315,781 270,050 +16.9 Piedmont NC 289,955 212,554 +36.4 Midwest + Cascades Wolverine MI 420,569 367,254 +14.5 Blue Water MI 488,848 145,072 +16.4 Pere Marquetie MI 85,845 86,148 -0.4 Hilimi/Saluki IL 523,304 476,180 +9.9 Illini/Saluki IL 520,017 222.4271 +20.4 Illini/Saluki IL 523,034 476,180 +9.9 Illini/Saluki IL 520,017 222.4271 +20.4 Missouri River Runner MO 153,181 120,187 +27.5 California CA 1,517,425 1,634,087 -7.1 Capidi Corridor CA 921,112 674,039 +36.7 San Joaquins CA 847,364 710,051 +19.3		Washington-Richmond	VA	135,257	93,298	+45.0
Carolinian NC 2315,741 270,050 +16.9 Piedmont NC 239,955 221,254 +36.4 Midwest + Cascades Wolverine MI 420,569 367,254 +14.8 Blue Water MI 420,569 367,254 +14.8 Pere Marquette MI 63,685 86,148 -0.4 Hiewatha WI/L 636,854 501,925 +22.8 Lincoln Service IL 270,017 224,271 +20.4 Illini/Saluki IL 270,017 224,271 +20.4 Illini/Saluki IL 270,017 224,271 +20.4 Missouri River Runner MO 153,181 120,187 +27.5 Castades WAOR 669,820 390,248 +71.6 Capitol Corridor CA 1,517,425 1,634,087 -7.1 Castade Buses* - - - - San Joaquins CA 847,364 710,051 +19.3 Buses &		washington/Roanoke	VA	329,163	230,066	+43.1
Predmin NC 289 (95) 212,354 4-36.4 Midwest + Cascades Wolverine MI 420,569 367,254 +14.8 Blue Water MI 168,848 145,072 +16.4 Pere Marquette MI 85,845 86,148 -0.4 Hiawatha WVIL 63,854 501,925 +26.9 Lincoln Service IL 523,304 476,180 +9.9 Illini/Saluki IL 220,017 224,271 +20.4 Missouri River Runner MO 153,181 120,187 +27.5 Cascades WA/OR 669,820 390,248 +71.6 California Pacific Surfiner CA 1,517,425 1,634,087 -7.1 Capitol Corridor CA 921,112 674,039 +36.7 San Joaquins CA 847,364 710,051 +19.3 Buses & Special Trains 0 0 - - Mon-NEC Special Trains 2 12,512,626 10,200,992		Carolinian	NC	315,781	270,050	+16.9
Midwest + Cascades Wolverine MI 12,379 63,052 +14.5 Midwest + Cascades Wolverine MI 420,569 367,254 +14.5 Blue Water MI 420,569 367,254 +14.5 Blue Water MI 86,848 145,072 +16.4 Pere Marquette MI 86,854 501,925 +26.9 Lincoln Service IL 223,304 476,180 +9.9 Illinois Zephyr/Carl Sandburg IL 114,521 134,235 -14.7 Missouri River Runner MO 153,181 120,187 +27.5 Cascades WA/OR 669,820 390,248 +71.6 California Pacific Surfliner CA 1,517,425 1,634,087 -7.1 San Joaquins CA 847,364 710,051 +19.3 Buses & Special Trains 0 0 - - Mon-NEC Special Trains 0 0 - - Southeast Routes Silver Meteor 283		Pleamont		289,955	212,554	+36.4
Midwest + Cascades Wolverine MI 420,569 367,254 +14.5 Blue Water MI 188,848 145,072 +16.4 Pere Marquette MI 188,848 145,072 +16.4 Hiawatha WI/L 636,854 501,925 +26.9 Lincoln Service IL 523,304 476,180 +9.9 Illini/Saluki IL 270,017 224,271 +20.4 Missour River Runner MO 153,181 120,187 +27.5 Casicdes WA/OR 669,820 390,248 +71.6 California Pacific Surfliner CA 1,517,425 1,634,087 -7.1 Capitol Corridor CA 921,112 674,039 +36.7 San Joaquins CA 847,364 710,051 +19.3 Buses & Special Trains 0 0 - - Unallocated Buses* - - - - - Southeast Routes Silver Star 351,732 434,779	Midwaat , Caaaadaa	Heartland Flyer	UK/TX	72,379	63,052	+14.8
Workering Imit 420,393 301,234 11+3.3 Blue Water MI 168,848 145,072 +16.4 Pere Marguette MI 85,845 86,148 -0.4 Hiawatha WI/L 636,854 501,925 +26.9 Lincoln Service IL 223,304 476,180 +9.9 Illini/Saluki IL 270,017 224,271 +20.4 Illini/Saluki IL 270,017 224,271 +20.4 Missour River Runner MO 153,181 120,187 +27.5 Cascades WA/OR 669,820 390,248 +71.6 California Pacific Surfliner CA 1,517,425 1,634,087 -7.1 Capitol Corridor CA 921,112 674,039 +36.7 San Joaquins CA 847,364 710,051 +19.3 Buses & Special Trains - - - - Unallocated Buses* - - - - -	Midwest + Cascades	Walvarina	MI	420 560	267 254	114.5
Due Valen Imit Tot, Valen 10.7 Pare Marquette Mit 85,845 86,148 -0.4 Hiawatha WI/LL 638,854 501,925 +26.9 Lincoln Service IL 223,304 476,180 +9.9 Illini/Saluki IL 270,017 224,271 +20.4 Illini/Saluki IL 114,521 134,235 -14.7 Missouri River Runner MO 153,181 +27.5 Cascades WA/OR 669,820 390,248 +71.6 California Pacific Surfliner CA 1,517,425 1,634,087 -7.1 Capitol Corridor CA 921,112 674,039 +36.7 San Joaquins CA 1,517,425 1,634,087 -1.9 Buses & Special Trains 0 0 - - Unallocated Buses* - - - - Southeast Routes 0 0 - - Southeast Routes 212,512,626 <t< th=""><td></td><td>Rive Water</td><td>MI</td><td>420,509</td><td>145 072</td><td>+14.5</td></t<>		Rive Water	MI	420,509	145 072	+14.5
Hiawatha Will 638,854 501,925 +26.9 Lincoln Service IL 523,904 476,180 +9.9 Illini/Saluki IL 224,271 +20.4 Illini/Saluki IL 114,521 134,235 -14.7 Missouri River Runner MO 153,181 120,187 +27.5 Cascades WA/OR 669,820 390,248 +71.6 California Pacific Surfliner CA 1,517,425 1,634,087 -7.1 Capitol Corridor CA 847,364 710,051 +19.3 Buses & Special Trains 0 0 - - Non-NEC Special Trains 0 0 - - Silver Star 351,732 434,779 -19.1 +258.5 Palmetto 318,324 277,054 +14.9 Auto Train 283,932 79,196 +258.5 Palmetto 318,324 277,054 +14.9 Auto Train 283,646 279,021 +1.7		Pere Marquette	MI	85 845	86 148	-0.4
Lincoln Service IL 523,304 476,180 +9.9 Lilinois Zephyr/Carl Sandburg IL 270,017 224,271 +20.4 Illinois Zephyr/Carl Sandburg IL 271,425 1,634,087 -7.1 Casicol Corridor CA 921,112 674,039 +36.7 San Joaquins CA 847,364 710,051 +19.3 Buses & Special Trains 0 0 0 - Non-NEC Special Trains 0 0 0 - Subtotal 12,512,626 10,200,992 +22.7 Long Distance 5 Southeast Routes 5 Palmetto 318,322 79,196 +258.5 Palmetto 318,324 277,054 +114.9 Auto Train 283,646 279,021 +11.7 City of New Orleans 233,876 155,618 +50.3 Crescent 271,518 202,666 +334.0 Central Routes 6 Cardinal 282,705 80,322 +3.0 Capitol Limited 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255 +110.0 Empire Builder 348,983 303,568 +15.0 Capitol Limited 351,049 319,255 +110.0 Empire Builder 348,983 303,568 +15.0 Capitol Limited 351,049 319,255 +110.0 Empire Builder 348,989 303,568 +15.0 Capitol Limited 351,049 319,255 +110.0 Empire Builder 348,989 303,568 +15.0 Capitol Limited 351,049 319,255 +110.0 Empire Builder 348,989 303,568 +15.0 Capitol Limited 77,288 73,904 +14.2 Southwest Chief 253,838 223,654 +13.5 Coast Staright 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,124 +12.9 Amtrak Total 28,579,216 22,930,124 +24.6		Hiawatha	W1/II	636 854	501 925	+26.9
Illini/Saluki L 270,017 224,271 420.4 Illini/Saluki L 114,521 134,235 -14.7 Missouri River Runner MO 153,181 120,187 +27.5 Cascades WA/OR 669,820 390,248 +71.6 California Pacific Surfliner CA 1,517,425 1,634,087 -7.1 Capitol Corridor CA 921,112 674,039 +36.7 San Joaquins CA 847,364 710,051 +19.3 Buses & Special Trains 0 0 - - Non-NEC Special Trains 0 0 - - Southeast Routes Silver Star 351,732 434,779 -19.1 Silver Meteor 283,932 79,196 +258.5 Palmetto 318,324 277,054 +14.9 Auto Train 283,646 279.021 +1.7 Gity of New Orleans 23,876 155,618 +50.3 Creatiral Routes Cardinal 82,705 80,322 <t< th=""><td></td><td>l incoln Service</td><td>11.</td><td>523 304</td><td>476 180</td><td>+9.9</td></t<>		l incoln Service	11.	523 304	476 180	+9.9
Illinois Zephyr/Carl Sandburg L 114,521 134,235 -14.7 Missouri River Runner MO 153,181 120,187 +27.5 Cascades WA/OR 669,820 390,248 +71.6 California Pacific Surfliner CA 1,51,425 1,634,087 -7.1 Capitol Corridor CA 921,112 674,039 +36.7 San Joaquins CA 847,364 710,051 +19.3 Buses & Special Trains 0 - - - Non-NEC Special Trains 0 0 - - Subtotal 12,512,626 10,200,992 +22.7 Long Distance 0 0 - - Silver Meteor 283,322 79,196 +258,5 Palmetto 318,324 277,054 +14.9 Auto Train 283,876 155,618 +50.3 Cretral Routes Cardinal 82,705 80,322 +3.0 Capitol Limited 126,309 167,713 <		Illini/Saluki		270 017	224 271	+20.4
Missouri River Runner MO 153,181 120,187 +27.5 Cascades WA/OR 669,820 390,248 +71.6 California Pacific Surfliner CA 1,517,425 1,634,087 -7.1 Capitol Corridor CA 921,112 674,039 +36.7 San Joaquins CA 847,364 710,051 +19.3 Buses & Special Trains 0 0 - - Non-NEC Special Trains 0 0 - - Southeast Routes Silver Star 351,732 434,779 -19.1 Silver Meteor 283,932 79,196 +258.5 +258.5 Palmetto 318,324 277,054 +14.9 440.7 Auto Train 283,646 279.021 +1.7 City of New Orleans 233,876 155.618 +50.3 Crescent Cardinal 82,705 80,322 +30.0 -43.0 -43.0 Central Routes Cardinal 351,049 319,255 +10.0 Expr		Illinois Zephyr/Carl Sandburg	IL	114,521	134,235	-14.7
Cascades WA/OR 669,820 390,248 +71.6 California Pacific Surfliner CA 1,517,425 1,634,087 -7.1 Capitol Corridor CA 921,112 674,039 +36.7 San Joaquins CA 847,364 710,051 +19.3 Buses & Special Trains 0 - - Unallocated Buses* - - - Non-NEC Special Trains 0 0 - Southeast Routes Silver Star 351,732 434,779 -19.1 Silver Meteor 283,932 79,196 +258.5 -28.646 Palmetto 318,324 277,054 +14.9 -1.7 Auto Train 283,646 279,021 +1.7 City of New Orleans 233,876 155,618 +50.3 Crescent 271,518 202,686 +34.0 Central Routes Cardinal 82,705 80,322 +3.0 Casitol Limited 126,309 167,713 -24.7		Missouri River Runner	MO	153,181	120,187	+27.5
California Pacific Surfliner Capitol Corridor San Joaquins CA 1,517,425 1,634,087 -7.1 Buses & Special Trains 0 921,112 674,039 +36.7 Buses & Special Trains 0 0 - - Non-NEC Special Trains 0 0 - Subtotal 12,512,626 10,200,992 +22.7 Long Distance Silver Star 351,732 434,779 -19.1 Silver Meteor 283,932 79,196 +258.5 Palmetto 318,324 277,054 +14.9 Auto Train 283,646 279,021 +1.7 City of New Orleans 233,876 155,618 +50.3 Crescent 271,518 202,686 +34.0 Central Routes Cardinal 82,705 80,322 +30.0 Capitol Limited 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255 +10.0 Empire Builder 348,993 303,568 +15.0 Cadif		Cascades	WA/OR	669,820	390,248	+71.6
Pacific Surfliner CA 1,517,425 1,634,087 -7.1 Capitol Corridor CA 921,112 674,039 +36.7 Buses & Special Trains CA 847,364 710,051 +19.3 Buses & Special Trains 0 - - - Non-NEC Special Trains 0 0 - - Subtotal 12,512,626 10,200,992 +22.7 Long Distance - - - - Southeast Routes 351,732 434,779 -19.1 Silver Star 318,324 277,054 +14.9 Auto Train 283,646 279,021 +1.7 City of New Orleans 233,876 155,618 +50.3 Crescent 271,1518 202,686 +34.0 Cardinal 82,705 80,322 +3.0 Cardinal 126,309 167,713 -24.7 Lake Shore Limited 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255	California					
Capitol Corridor San Joaquins CA 921,112 674,039 +36.7 Buses & Special Trains 0 1419.3 Unallocated Buses* - - Non-NEC Special Trains 0 0 Subtotal 12,512,626 10,200,992 +22.7 Long Distance - - - Southeast Routes 351,732 434,779 -19.1 Silver Star 351,732 434,779 -19.1 Silver Meteor 283,932 79,196 +258.5 Palmetto 318,324 277,054 +14.9 Auto Train 283,646 279,021 +1.7 City of New Orleans 233,876 155,618 +50.3 Crescent 271,518 202,686 +34.0 Cardinal 82,705 80,322 +3.0 Cardinal 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255 +10.0 Empire Builder 348,993 303,568 +15.0 Ca		Pacific Surfliner	CA	1,517,425	1,634,087	-7.1
San Joaquins CA 847,364 710,051 +19.3 Buses & Special Trains 0 - <t< th=""><td></td><td>Capitol Corridor</td><td>CA</td><td>921,112</td><td>674,039</td><td>+36.7</td></t<>		Capitol Corridor	CA	921,112	674,039	+36.7
Buses & Special Trains -		San Joaquins	CA	847,364	710,051	+19.3
Unallocated Buses* Non-NEC Special Trains - - Subtotal 12,512,626 10,200,992 +22.7 Long Distance - - - Southeast Routes 351,732 434,779 -19.1 Silver Star 358,332 79,196 +258.5 Palmetto 283,932 79,019 +258.5 Palmetto 283,646 279,021 +11.7 City of New Orleans 233,876 155,618 +50.3 Crescent 271,518 202,686 +34.0 Candinal 82,705 80,322 +3.0 Capitol Limited 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255 +10.0 Empire Builder 348,993 303,568 +15.0 California Zephyr 328,458 290,424 +13.1 Southwest Routes 253,801 355,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +	Buses & Special Train	S				
Non-NEC Special Trains 0 0 - Subtotal 12,512,626 10,200,992 +22.7 Long Distance - - - Southeast Routes 351,732 434,779 -19.1 Silver Meteor 283,932 79,196 +258.5 Palmetto 318,324 277,054 +14.9 Auto Train 283,646 279,021 +1.7 City of New Orleans 233,876 155,618 +50.3 Crescent 271,518 202,686 +34.0 Central Routes 6 271,518 202,686 +34.0 Cadinal 82,705 80,322 +3.0 -24.7 Lake Shore Limited 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255 +10.0 Empire Builder 348,993 303,568 +15.0 California Zephyr 328,458 290,424 +13.1 Southwest Routes 5 5 -4.2 Southwest Chief 253,838 <td>-</td> <td>Unallocated Buses*</td> <td></td> <td>-</td> <td>-</td> <td>-</td>	-	Unallocated Buses*		-	-	-
Subtotal 12,512,626 10,200,992 +22.7 Long Distance 351,732 434,779 -19.1 Southeast Routes 351,732 434,779 -19.1 Silver Meteor 283,932 79,196 +258.5 Palmetto 318,324 277,054 +14.9 Auto Train 283,646 279,021 +1.7 City of New Orleans 233,876 155,618 +50.3 Crescent 271,518 202,686 +34.0 Central Routes Cardinal 82,705 80,322 +3.0 Capitol Limited 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255 +10.0 Empire Builder 348,993 303,568 +15.0 California Zephyr 328,458 290,424 +13.1 Southwest Chief 253,838 223,654 +13.5 Coast Starlight 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited		Non-NEC Special Trains		0	0	
Long Distance 351,732 434,779 -19.1 Southeast Routes 351,732 434,779 -19.1 Silver Meteor 283,932 79,196 +258.5 Palmetto 318,324 277,054 +14.9 Auto Train 283,646 279,021 +1.7 City of New Orleans 233,876 155,618 +50.3 Crescent 271,518 202,686 +34.0 Central Routes Cardinal 82,705 80,322 +3.0 Capitol Limited 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255 +10.0 Empire Builder 348,993 303,568 +15.0 California Zephyr 328,458 290,424 +13.1 Southwest Routes Southwest Chief 253,838 223,654 +13.5 Coast Starlight 338,017 352,727 -4.2 -4.2 Texas Eagle 294,439 253,491 +16.2 Subtotal 3,944,124 3,493,412 +12.9		Subtotal		12,512,626	10,200,992	+22.7
Long Distance Silver Star 351,732 434,779 -19.1 Silver Meteor 283,932 79,196 +258.5 Palmetto 318,324 277,054 +14.9 Auto Train 283,646 279,021 +1.7 City of New Orleans 233,876 155,618 +50.3 Crescent 271,518 202,686 +34.0 Central Routes Cardinal 82,705 80,322 +3.0 Capitol Limited 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255 +10.0 Empire Builder 348,993 303,568 +15.0 California Zephyr 328,458 290,424 +13.1 Southwest Routes Southwest Chief 253,838 223,654 +13.5 Coast Starlight 338,017 352,727 -4.2 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 <td></td> <td>- and to tai</td> <td></td> <td>,•,•_•</td> <td>.0,200,002</td> <td></td>		- and to tai		,•,•_•	.0,200,002	
Southeast Routes Silver Star 351,732 434,779 -19.1 Silver Meteor 283,932 79,196 +258.5 Palmetto 318,324 277,054 +14.9 Auto Train 283,646 279,021 +1.7 City of New Orleans 233,876 155,618 +50.3 Crescent 271,518 202,686 +34.0 Central Routes 6 223,876 155,618 +50.3 Crescent 271,518 202,686 +34.0 Capitol Limited 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255 +10.0 Empire Builder 348,993 303,568 +15.0 California Zephyr 328,458 290,424 +13.1 Southwest Routes 253,838 223,654 +13.5 Coast Starlight 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subt	Long Distance					
Silver Star 351,732 434,779 -19.1 Silver Meteor 283,932 79,196 +258.5 Palmetto 318,324 277,054 +14.9 Auto Train 283,646 279,021 +1.7 City of New Orleans 233,876 155,618 +50.3 Crescent 271,518 202,686 +34.0 Central Routes 6 271,518 202,686 +34.0 Cardinal 82,705 80,322 +3.0 Capitol Limited 126,309 167,713 -24.7 Lake Shore Limited 311,049 319,255 +10.0 Empire Builder 348,993 303,568 +15.0 California Zephyr 328,458 290,424 +13.1 Southwest Routes 253,831 223,654 +13.5 Coast Starlight 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124	Southeast Routes					
Silver Meteor 283,932 79,196 +258.5 Palmetto 318,324 277,054 +14.9 Auto Train 283,646 279,021 +1.7 City of New Orleans 233,876 155,618 +50.3 Crescent 271,518 202,686 +34.0 Central Routes 82,705 80,322 +3.0 Capitol Limited 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255 +10.0 Empire Builder 348,993 303,568 +15.0 California Zephyr 328,458 290,424 +13.1 Southwest Routes 253,838 223,654 +13.5 Coast Starlight 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 +12.9		Silver Star		351,732	434,779	-19.1
Palmetto 318,324 277,054 +14.9 Auto Train 283,646 279,021 +1.7 City of New Orleans 233,876 155,618 +50.3 Crescent 271,518 202,686 +34.0 Central Routes 82,705 80,322 +3.0 Capitol Limited 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255 +10.0 Empire Builder 348,993 303,568 +15.0 California Zephyr 328,458 290,424 +13.1 Southwest Routes 253,838 223,654 +13.5 Coast Starlight 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 +12.9		Silver Meteor		283,932	79,196	+258.5
Auto Train 283,646 279,021 +1.7 City of New Orleans 233,876 155,618 +50.3 Crescent 271,518 202,686 +34.0 Central Routes Cardinal 82,705 80,322 +3.0 Capitol Limited 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255 +10.0 Empire Builder 348,993 303,568 +15.0 California Zephyr 328,458 290,424 +13.1 Southwest Routes Southwest Chief 253,838 223,654 +13.5 Coast Starlight 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 +12.9		Palmetto		318,324	277,054	+14.9
City of New Orleans Crescent 233,876 155,618 +50.3 Central Routes 271,518 202,686 +34.0 Central Routes 82,705 80,322 +3.0 Capitol Limited 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255 +10.0 Empire Builder 348,993 303,568 +15.0 California Zephyr 328,458 290,424 +13.1 Southwest Routes 253,838 223,654 +13.5 Coast Starlight 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 +12.9		Auto Train		283,646	279,021	+1.7
Crescent 271,518 202,686 +34.0 Central Routes Cardinal 82,705 80,322 +3.0 Capitol Limited 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255 +10.0 Empire Builder 348,993 303,568 +15.0 California Zephyr 328,458 290,424 +13.1 Southwest Routes 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 +12.9		City of New Orleans		233,876	155,618	+50.3
Cardinal 82,705 80,322 +3.0 Capitol Limited 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255 +10.0 Empire Builder 348,993 303,568 +15.0 California Zephyr 328,458 290,424 +13.1 Southwest Routes 253,838 223,654 +13.5 Coast Starlight 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 +12.9 Amtrak Total 28,579,216 22,930,124 +24.6	Overfacel Develop	Crescent		271,518	202,686	+34.0
Cardiniar 82,705 80,322 +3.0 Capitol Limited 126,309 167,713 -24.7 Lake Shore Limited 351,049 319,255 +10.0 Empire Builder 348,993 303,568 +15.0 California Zephyr 328,458 290,424 +13.1 Southwest Routes Coast Starlight 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 +12.9	Central Koutes	Cordinal		00 705	00.000	.20
Capitol Limited 126,309 107,713 -24.7 Lake Shore Limited 351,049 319,255 +10.0 Empire Builder 334,993 303,568 +15.0 California Zephyr 328,458 290,424 +13.1 Southwest Routes 253,838 223,654 +13.5 Coast Starlight 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 +12.9 Amtrak Total 28,579,216 22,930,124 +24.6		Carullial Capitol Limited		02,705	00,322 167 712	+3.0
Lake Griore Limited 351 (049) 319,253 +10.0 Empire Builder 348,993 303,568 +15.0 California Zephyr 328,458 290,424 +13.1 Southwest Routes 253,838 223,654 +13.5 Coast Starlight 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 +12.9 Amtrak Total 28,579,216 22,930,124 +24.6		Lake Shore Limited		351 040	310 255	-24.7
California Zephyr 336,393 303,366 +13.0 Southwest Routes 328,458 290,424 +13.1 Southwest Chief 253,838 223,654 +13.5 Coast Starlight 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 +12.9 Amtrak Total 28,579,216 22,930,124 +24.6		Eane Shore Linnieu Empire Ruilder		3/19 002	313,200	+10.0
Southwest Routes 350,424 +13.1 Southwest Routes 253,838 223,654 +13.5 Coast Starlight 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 +12.9 Amtrak Total 28,579,216 22,930,124 +24.6		California Zenhvr		378 458	200,000	+13.0
Southwest Chief 253,838 223,654 +13.5 Coast Starlight 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 +12.9 Amtrak Total 28,579,216 22,930,124 +24.6	Southwest Routes	σαποιτία Ζεριτγι		520,400	230,424	T 13.1
Coast Starlight 338,017 352,727 -4.2 Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 +12.9 Amtrak Total 28,579,216 22,930,124 +24.6	Southwest Noules	Southwest Chief		253 838	223 654	+13.5
Texas Eagle 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 +12.9 Amtrak Total 28,579,216 22,930,124 +24.6		Coast Starlight		238 017	352 727	-4.2
rexas Lagie 294,439 253,491 +16.2 Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 +12.9 Amtrak Total 28,579,216 22,930,124 +24.6				004 400	050,121	-4.2
Sunset Limited 77,288 73,904 +4.6 Subtotal 3,944,124 3,493,412 +12.9 Amtrak Total 28,579,216 22,930,124 +24.6		i exas Eagle		294,439	253,491	+16.2
Subtotal 3,944,124 3,493,412 +12.9 Amtrak Total 28,579,216 22,930,124 +24.6		Sunset Limited		77,288	73,904	+4.6
Amtrak Total 28,579,216 22,930,124 +24.6		Subtotal		3,944,124	3,493,412	+12.9
		Amtrak Total		28,579,216	22,930,124	+24.6

Ticket revenues on bus routes 70, 71, 72 and 73 are allocated to train routes 05, 39, 35, and 37 respectively. Ticket revenues on all other bus routes (74 to 85) are combined. Bus ridership is not shown in this report.



SF BAY FERRY RIDERSHIP

	Route				
Year	AlaOak	Chase Center	Ballpark	South SF	
FY18	254,904		9,347	44,161	
FY19	263,073		8,595	43,793	
FY20	195,515	4,369	3,534	32,317	
FY21	22,413				
FY22	156,974	5,962	1,001	8,175	
FY23	196,053	5,263	5,971	24,743	

*Passengers Off

	Route				
Year	AlaOak	Chase Center	Ballpark	South SF	
FY18	269,482		8,624	47,952	
FY19	270,384		8,444	47,415	
FY20	205,468	3,049	3,443	36,084	
FY21	24,618				
FY22	163,186	6,236	1,061	8,802	
FY23	204,003	5,055	5,566	27,620	

*Passengers On