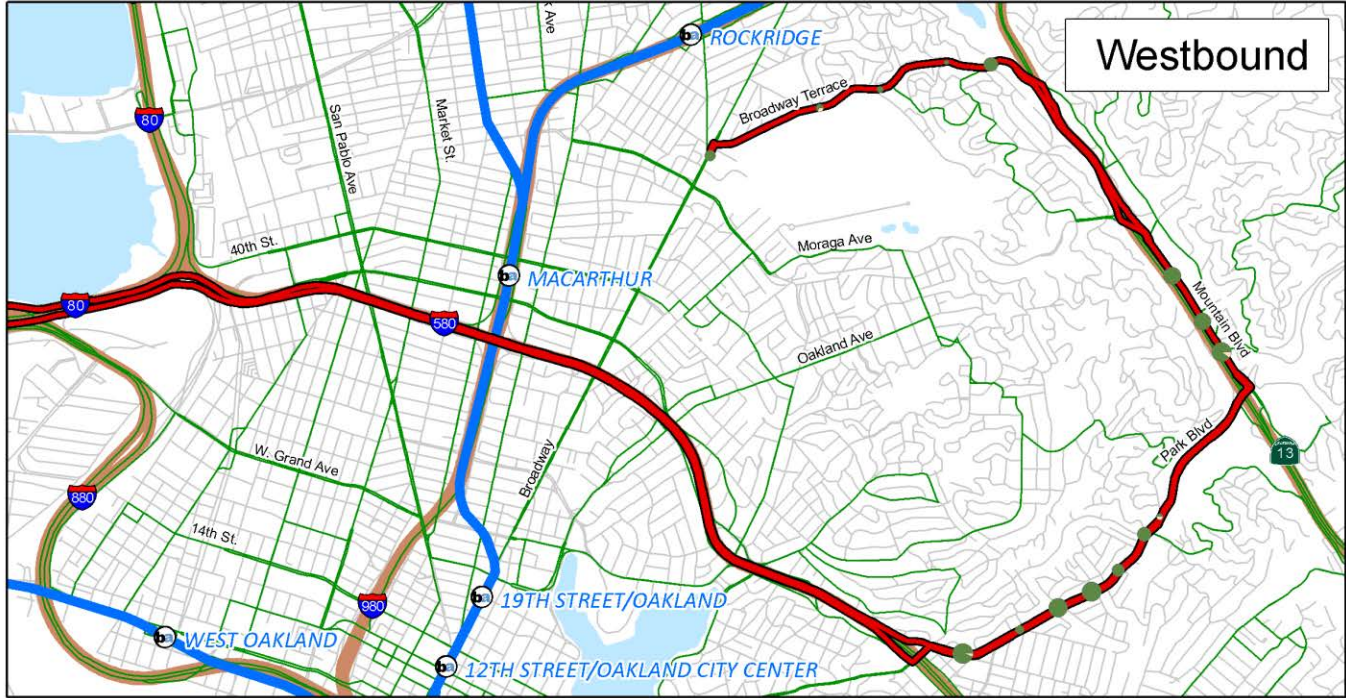


Inner East Bay  
Comprehensive Operational Analysis (COA)  
Transbay Route Profiles

November 2012





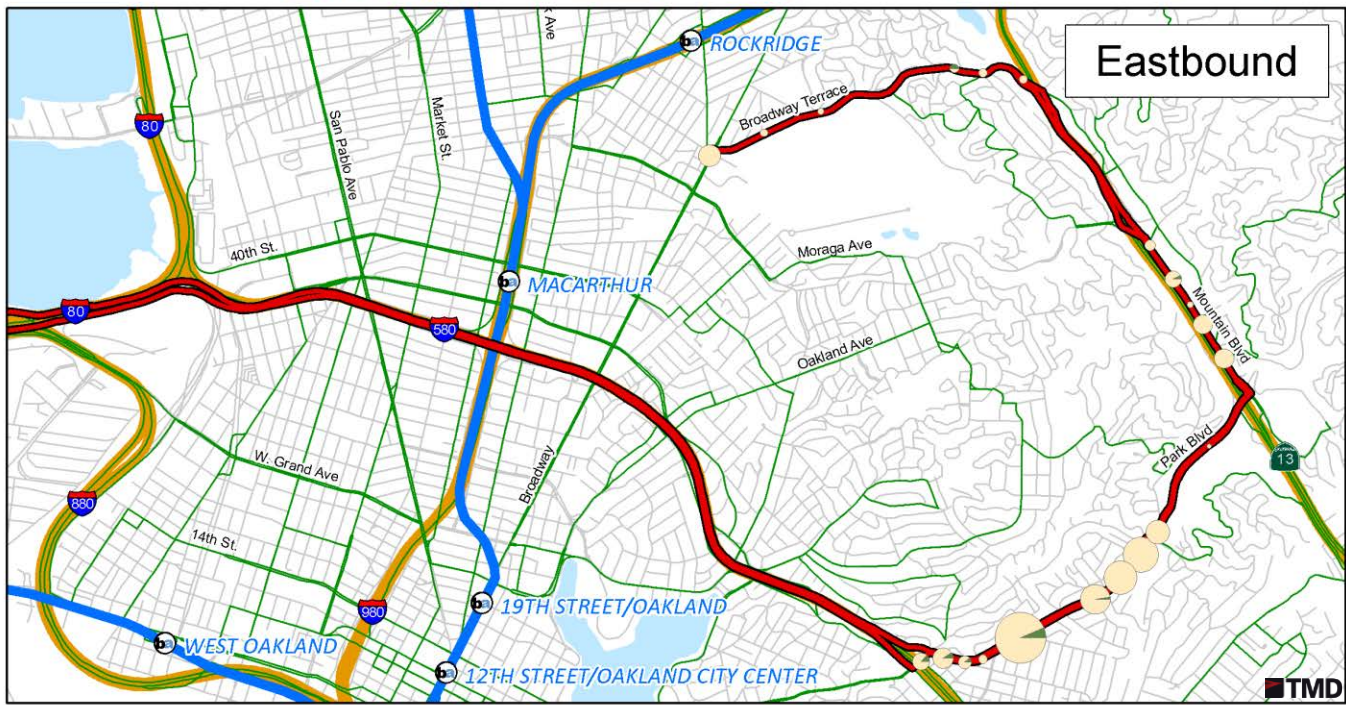
**Westbound**

**Transbay Route V**  
Montclair – San Francisco

**Description**

Transbay Route V operates local stop service on Broadway Terrace, an express segment on SR 13, local stop service on Park Blvd, and an express segment to Transbay Terminal via I-580.

- Broadway Terrace segment experiences light ridership.
- Park Blvd local segment generates more intense ridership.
- Eastbound trips have higher ridership, both in terms of total and average passenger volumes.



**Eastbound**

**Adjacent Services**

- Transbay Route CB overlies the local segment on Broadway Terrace and is also close to Rockridge BART.
- 12<sup>th</sup> Street and Lake Merritt are the BART stations closest to the Park Blvd segment.
- Route 18 shares an alignment with the Park Blvd local segment. It provides service between 5:15AM and 12:45 AM every 15 minutes during peak periods and every 30 minutes during off-peak periods and weekends.

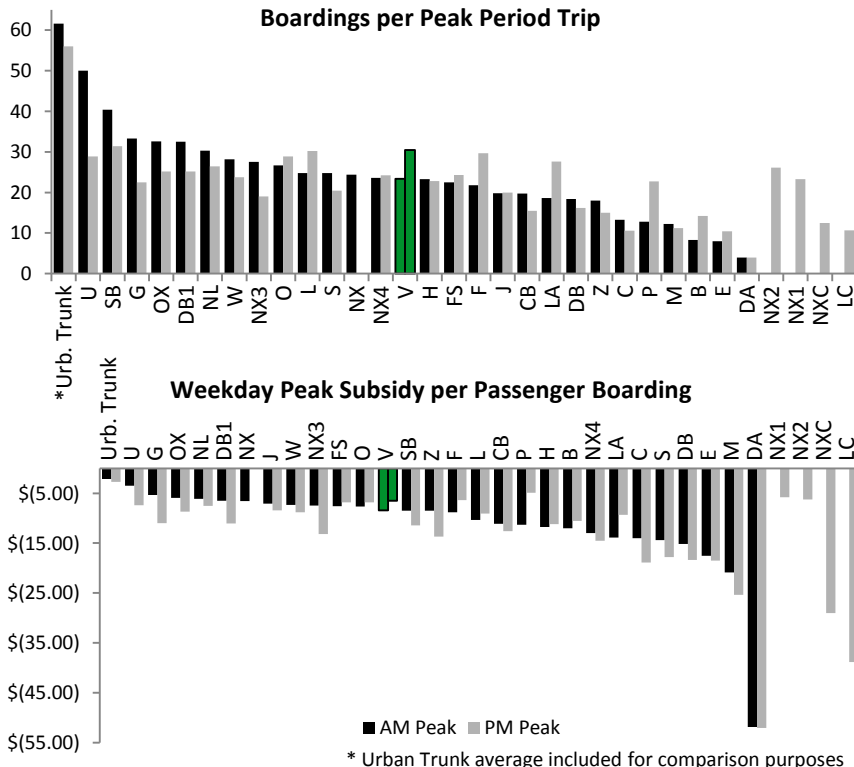
**Boardings/Alightings (Weekday)**

AC Transit Network	Ons 300	Offs 300
Featured Route	150	
BART Network	75	



# Transbay Route V Performance

- In the AM peak, it operates 6 trips to San Francisco (140 boardings).
- In the PM peak, it operates 14 return trips from San Francisco (426 boardings) and 3 trips in the early evening (55 boardings).
- AC Transit utilizes three buses to provide service in the AM peak and 10 buses to provide PM peak service. More casual carpooling in the AM
- Service productivity is highest in the PM peak period (30 pass. per one-way trip, subsidy of \$6.47 per pass. boarding)
- The AM peak period is less productive (23 pass. per one-way trip, subsidy of \$8.39 per pass. boarding).
- 96.3% of riders cross the bay; little local usage.



One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	6 Trips	6 Trips	--	--	--	--	--
Eastbound	17 Trips	--	--	14 Trips	3 Trips	--	--

Span					
Westbound	5:42 - 8:11			--	--
Eastbound	16:10 - 18:15			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	23.9	5.8	--	15.1	3.1	--	--
Revenue Miles	375.5	98.1	--	228.5	49.0	--	--
Peak Buses Required		3	--	10	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$( 7.40)	\$( 8.39)	--	\$( 6.47)	\$( 12.06)	--	--
Farebox Recovery Ratio	28.0%	25.5%	--	30.8%	19.3%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	621	140	--	426	55	--	--
Pass. / One-Way Trip	27	23	--	30	18	--	--
Seat Utilization	36.7%	31.2%	--	42.3%	24.2%	--	--
Pass. / Rev. Hour	26	24	--	28	18	--	--
Riders going Crossbay	96.3%						

Interlining	
AM Interlines with:	Routes O, W
PM Interlines with:	Routes OX, NX1, W, 643, 648, 654, 657, 682

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Rockridge to Embarcadero)	\$3.55

# Transbay Route F

## Berkeley – San Francisco

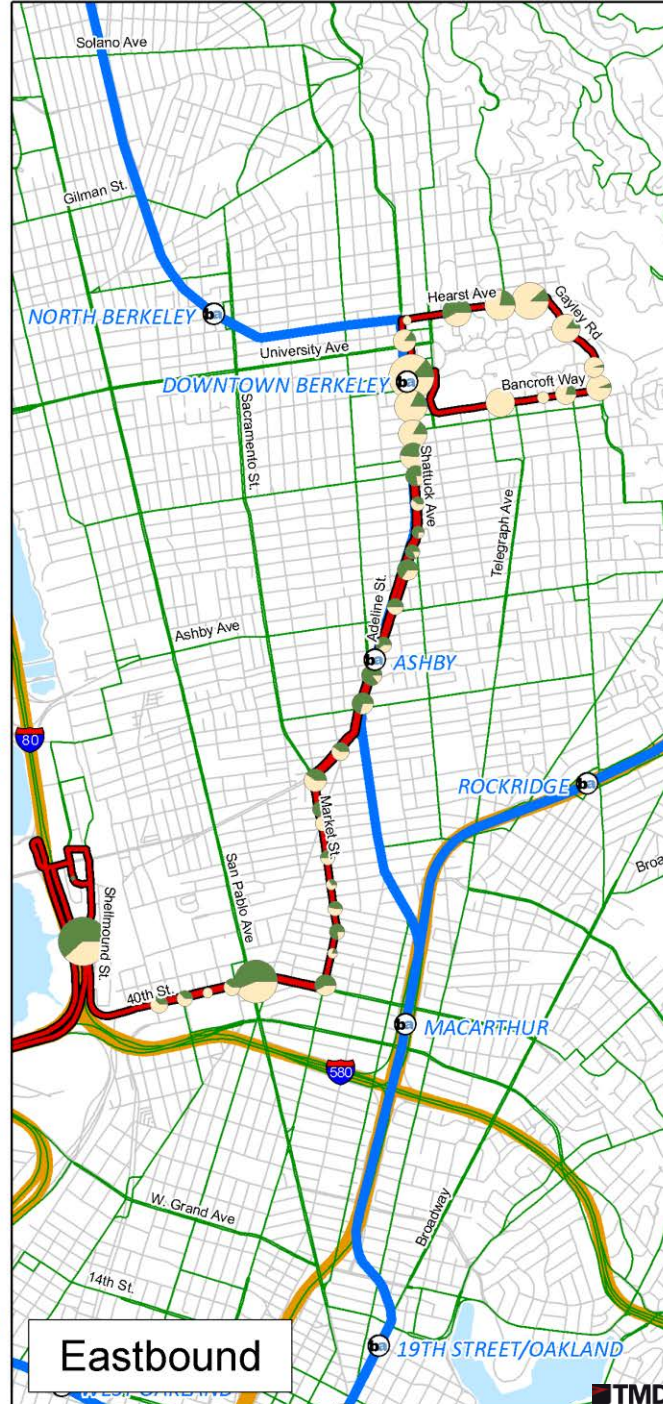
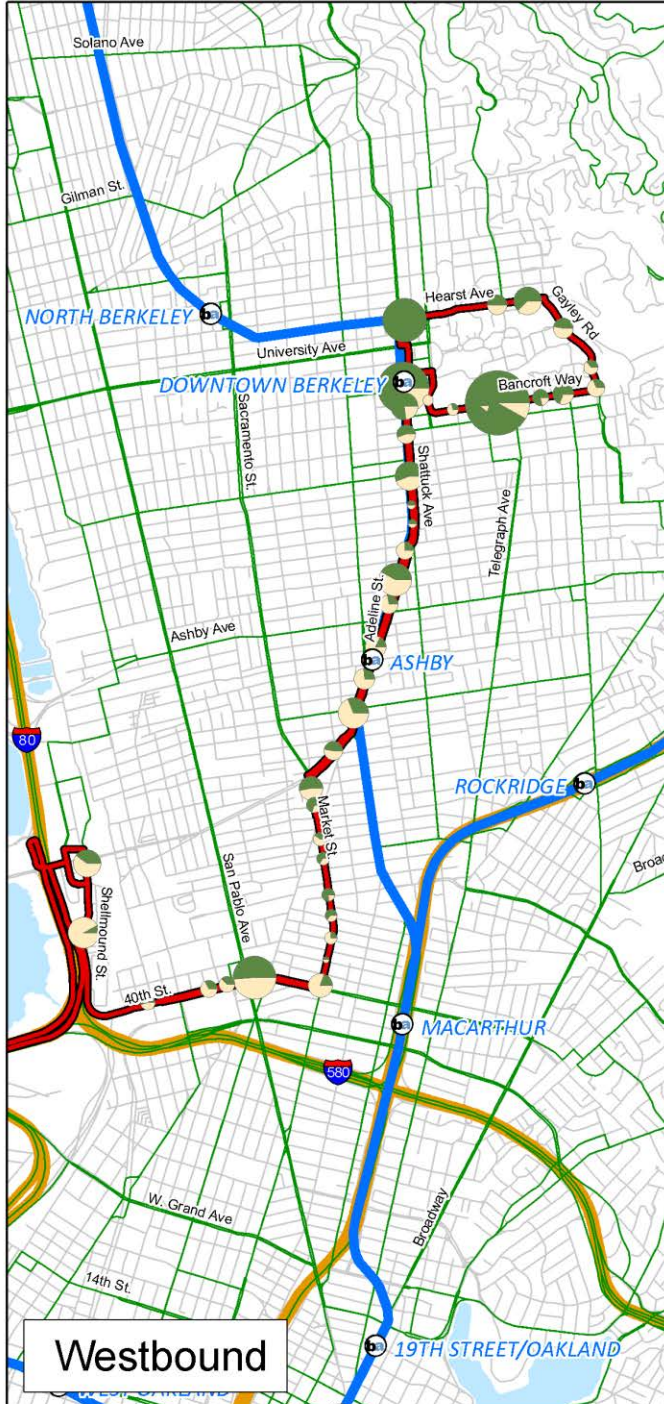
### Description

Transbay Route F operates local service around the UC Berkeley campus, and along Shattuck Ave, Adeline St., Market St., 40<sup>th</sup> St., and Shellmount St., and an express segment to Transbay Terminal via I-80.

- Light ridership on along Market St. segment.
- Key centers of activity include UC Berkeley, Downtown Berkeley, San Pablo and 40<sup>th</sup> St, Downtown Emeryville.
- Major transfer point at San Pablo and 40<sup>th</sup> Street to the San Pablo corridor and its adjacent services.

### Adjacent Services

- Transbay Route FS overlies the route segment in Downtown Berkeley and connects with BART.
- Transbay Route J and Z share Route F's alignment along Shellmount St.
- Route F connects with Ashby and Downtown Berkeley BART.
- Routes 1, 1R, 7, 18, 25, 49, 51B, 52, 65, 67, and 88 connect with Route F in Downtown Berkeley.
- Routes 72, 72R, and 72M connect with Route F at San Pablo Avenue.

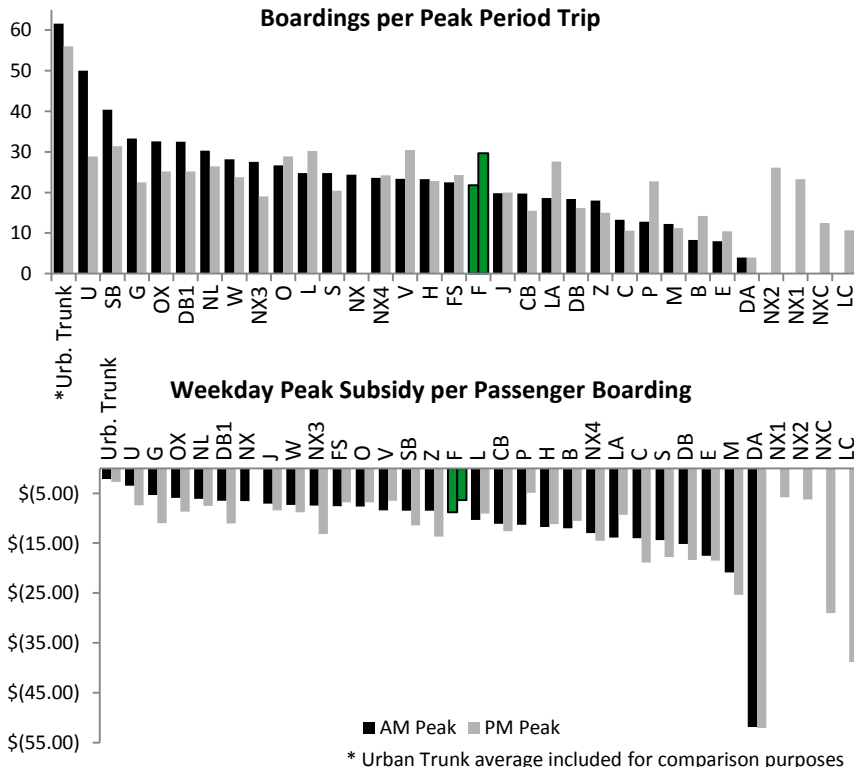


**Boardings/Alightings (Weekday)**

Service	Ons	Offs
AC Transit Network	300	300
Featured Route	150	150
BART Network	75	75

# Transbay Route F Performance

- Route F offers all-day service 7 days a week.
- It operates 6 trips in each peak period between Berkeley and San Francisco (261 AM boardings, 356 PM boardings).
- Service levels are relatively consistent throughout the week.
- Service productivity is highest in the PM peak period (30 pass. per one-way trip, subsidy of \$6.34 per pass. boarding).
- The AM peak period is less productive (22 pass. per one-way trip, subsidy of \$8.82 per pass. boarding). Other time periods served are much less productive.
- AC Transit utilizes 4 buses in each peak period to serve Route F.
- Only 37.3% of riders cross the bay; the route experiences primarily local ridership along the portion between Berkeley and Emeryville. However, all trips go across the bay.



One-Way Trips							
Direction	Weekday Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	39 Trips	6 Trips	12 Trips	6 Trips	15 Trips	36 Trips	36 Trips
Eastbound	37 Trips	6 Trips	12 Trips	6 Trips	13 Trips	35 Trips	35 Trips

Span		
Westbound	5:10 – 24:52	5:14 – 23:52
Eastbound	6:10 – 24:55	6:10 – 24:56

Service Provided							
	Weekday Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	12.1	1.8	4.4	2.3	3.5	70.2	70.2
Revenue Miles	291.9	47.3	110.4	47.3	86.8	990.5	990.5
Peak Buses Required		4	--	4	--	--	--

Financial							
	Weekday Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (9.92)	\$ (8.82)	\$ (9.00)	\$ (6.34)	\$ (17.24)	\$ (9.00)	\$ (13.12)
Farebox Recovery Ratio	22.5%	24.6%	24.2%	31.2%	14.3%	24.2%	18.0%

Productivity							
	Weekday Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	303	70	78	76	79	1,530	1,136
Pass. / One-Way Trip	20	22	22	30	12	22	16
Seat Utilization	15.7%	23.1%	15.5%	22.3%	9.0%	18.0%	13.1%
Pass. / Rev. Hour	20	22	22	27	13	22	16
Riders going Crossbay	37.3%						

Interlining	
AM Interlines with:	Routes O, W
PM Interlines with:	Routes OX, NX1, W, 643, 648, 654, 657, 682

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Rockridge to Embarcadero)	\$3.55

# Transbay Route SB

Hayward – Newark – SF

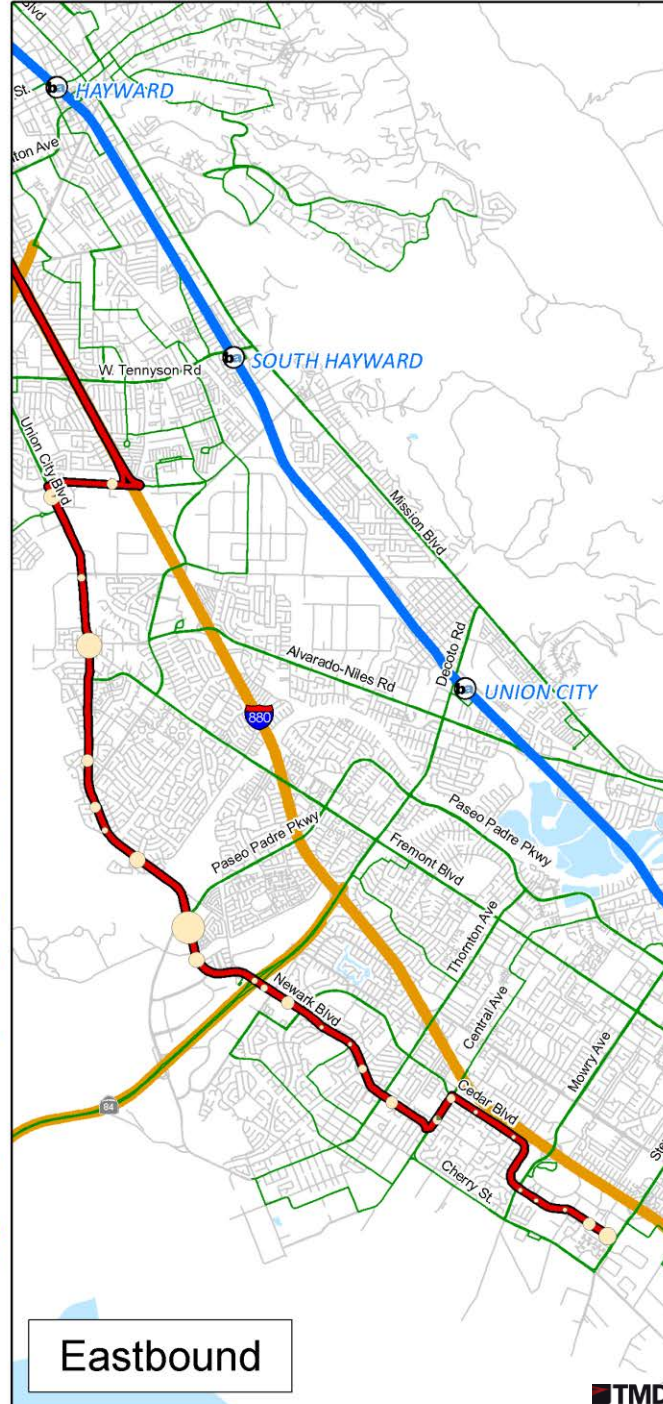
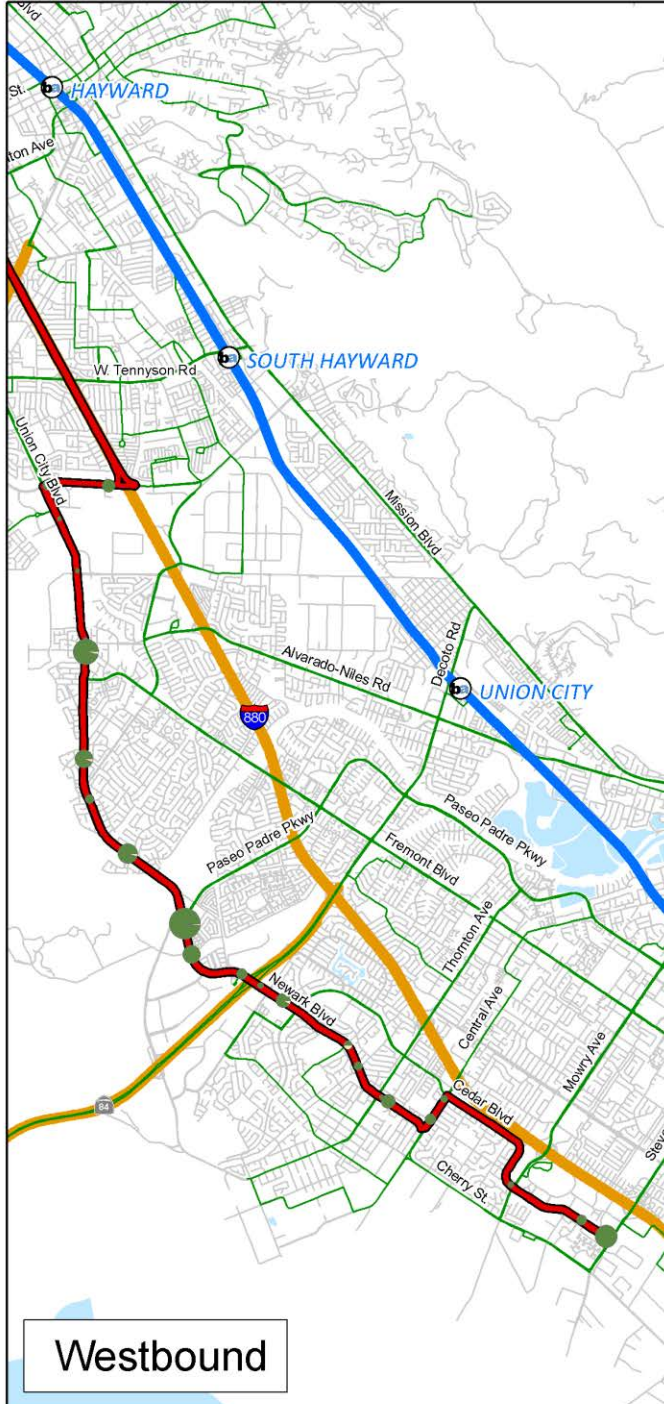
## Description

Transbay Route SB operates local service along Union City Blvd, Newark Blvd, Central Ave, and Cedar Blvd., and an express segment to Transbay Terminal via I-880.

- The Route SB local segment is long, makes many stops, and has boardings distributed throughout its alignment.
- Slightly more significant boarding locations include the Newpark Mall, the Ardenwood Park & Ride, and the Southland Mall.

## Adjacent Services

- Routes 232 and 332 overlie the route segment between the Newpark Mall and the Ardenwood Park and Ride. They connect with Union City BART.
- Routes 216, 242, and 251 connect the Newpark Mall and Fremont BART. Route 215 follows the Route SB alignment between the Newpark Mall and Central Ave.
- Route 97 overlies Route SB between Alvarado Blvd and Industrial Parkway.



Westbound

Eastbound

### Boardings/Alightings (Weekday)

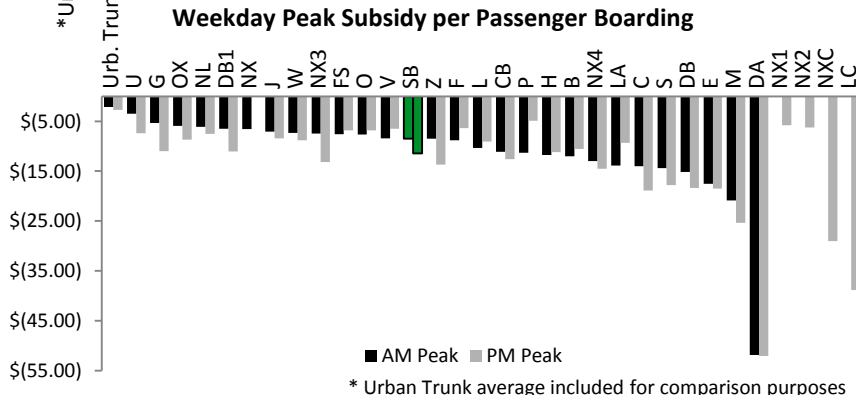
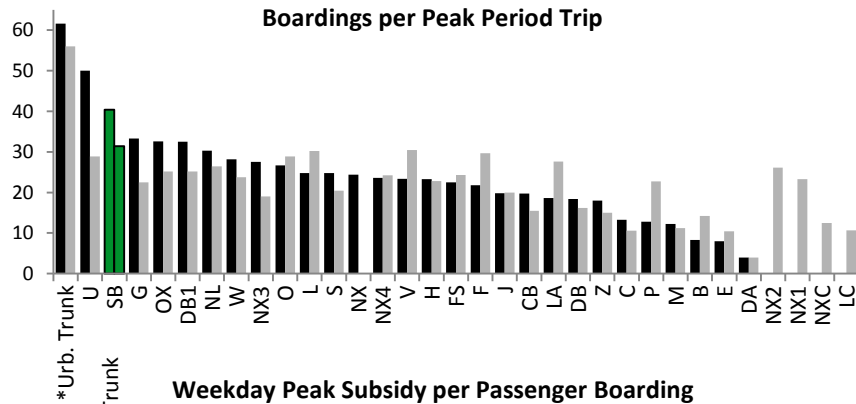
Service	Ons	Offs
AC Transit Network	300	300
Featured Route	150	150
BART Network	75	75



# Transbay Route SB

## Performance

- In the AM peak, it operates 5 trips to San Francisco (202 boardings), and 1 trip in the early morning (33 boardings).
- In the PM peak, it operates 7 return trips from San Francisco (220 boardings).
- AC Transit utilizes 5 buses to provide service in the AM peak and 6 buses to provide PM peak service.
- Service productivity is highest in the AM peak period (40 pass. per one-way trip, subsidy of \$8.51 per pass. boarding)
- The PM peak period is less productive (31 pass. per one-way trip, subsidy of \$11.43 per pass. boarding).
- 98% of riders cross the bay; little local usage.



\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction (Avg. Runtime)	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	6 Trips	5 Trips	--	--	1 Trip	--	--
Eastbound	7 Trips	--	--	7 Trips	--	--	--

Span					
Westbound	5:25 - 9:00			--	--
Eastbound	16:00 - 20:00			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	17.9	7.1	--	9.6	1.2	--	--
Revenue Miles	490.5	188.9	--	263.9	37.8	--	--
Peak Buses Required		5	--	6	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (10.02)	\$ (8.51)	--	\$ (11.43)	\$ (9.87)	--	--
Farebox Recovery Ratio	22.3%	25.3%	--	20.1%	22.6%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	455	202	--	220	33	--	--
Pass. / One-Way Trip	35	40	--	31	33	--	--
Seat Utilization	51.8%	60.3%	--	46.4%	47.9%	--	--
Pass. / Rev. Hour	25	28	--	23	27	--	--
Riders going Crossbay	98.0%						

Interlining	
AM Interlines with:	Route S
PM Interlines with:	Routes 95, 97, 620, 623

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Union City to Embarcadero)	\$5.25

# Transbay Route S

## Hayward – San Francisco

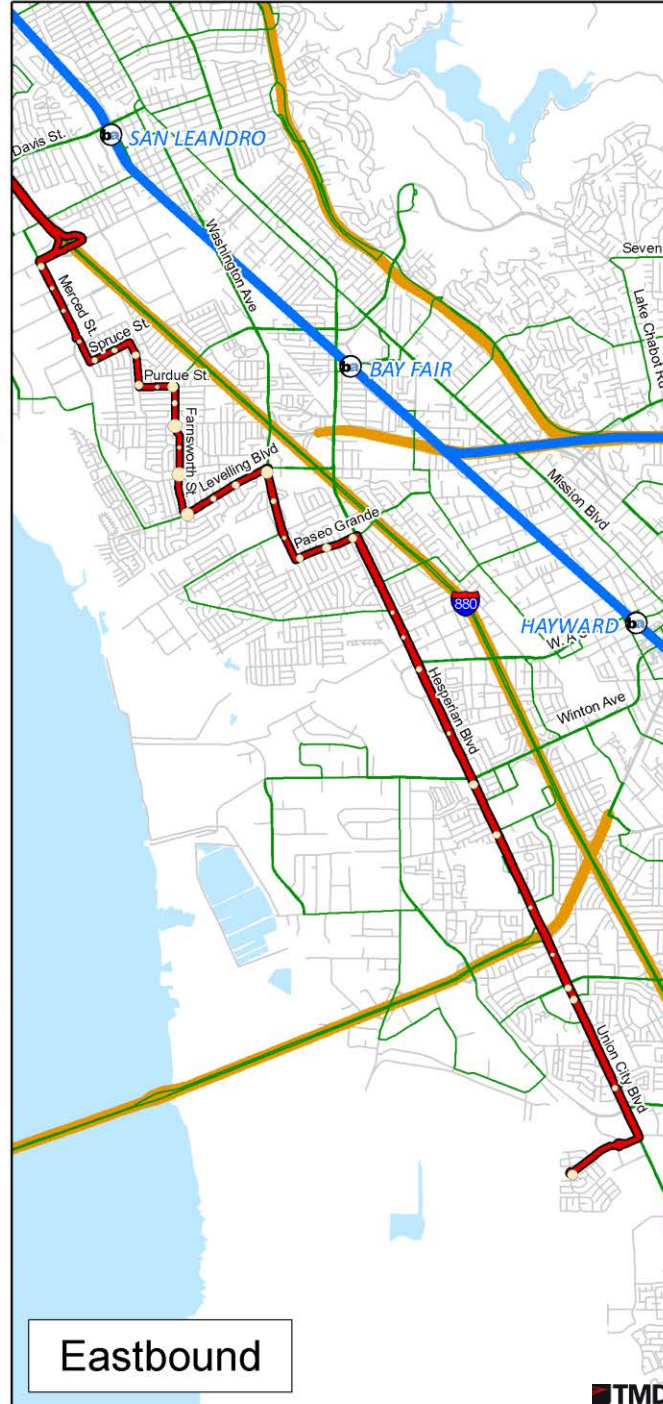
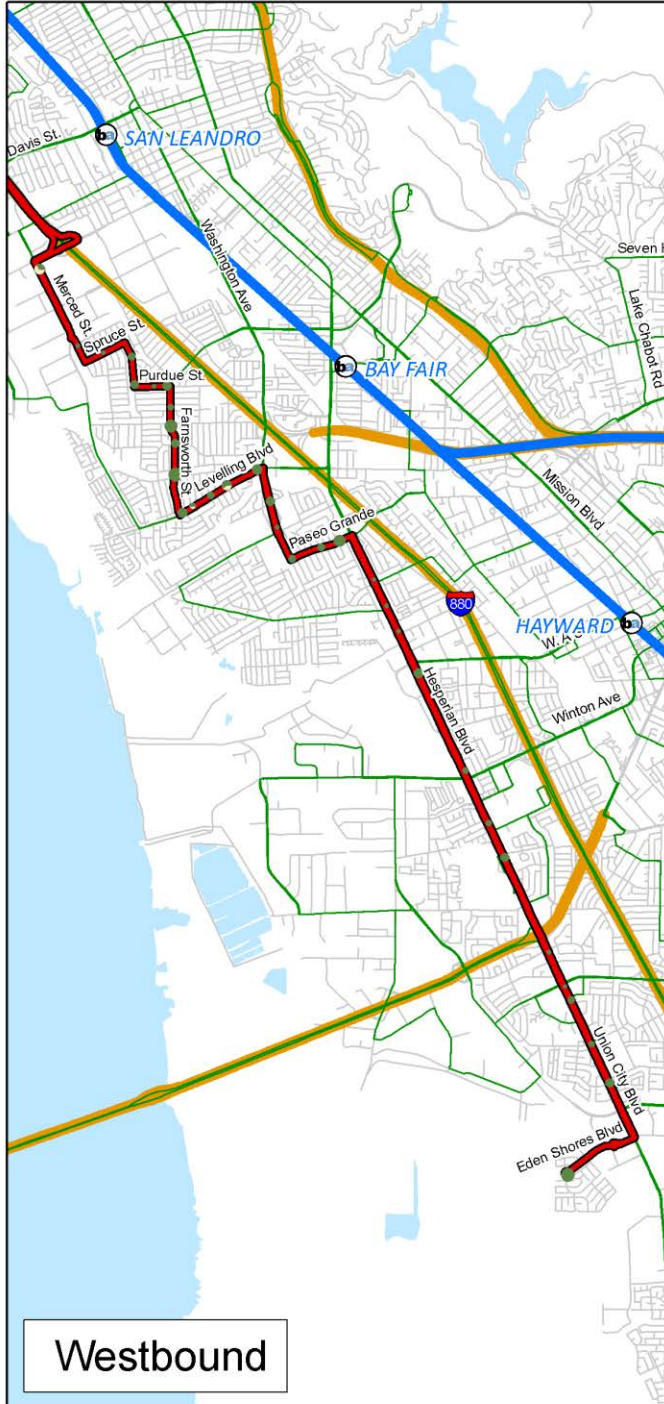
### Description

Transbay Route S operates local service along Merced St., Spruce St., Wiley St., Purdue St., Farnsworth St., Levelling Blvd, Washington Ave, Paseo Grande, Hesperian Blvd, Union City Blvd, Eden Shores Blvd, and an express segment to Transbay Terminal via I-880.

- Route S has few major boarding locations, even where it intersects with Park and Rides.
- Boardings are distributed throughout Route S's local alignment, which is lengthy.
- Route S travels through industrial areas along Hesperian Blvd and Merced St.

### Adjacent Services

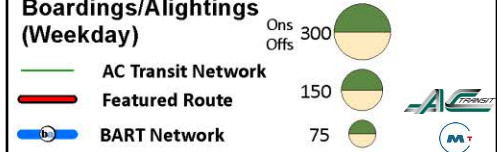
- Route 75 overlies Route S between Marina Blvd and Lewlling Blvd, and Route 89 follows on Farnsworth St; both connect with BART.
- Route 97 overlies Route S along Hesperian Blvd and connects with Bay Fair BART.
- Route S' Eden Shores Blvd terminus is just over a half mile away from Hesperian Blvd.



Westbound

Eastbound

### Boardings/Alightings (Weekday)

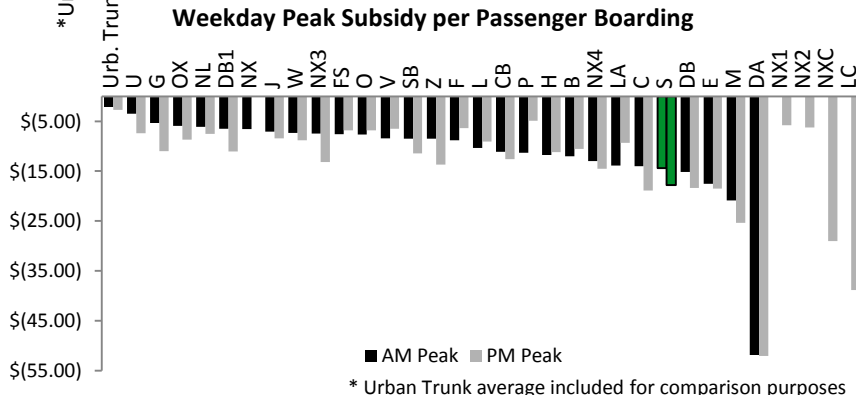
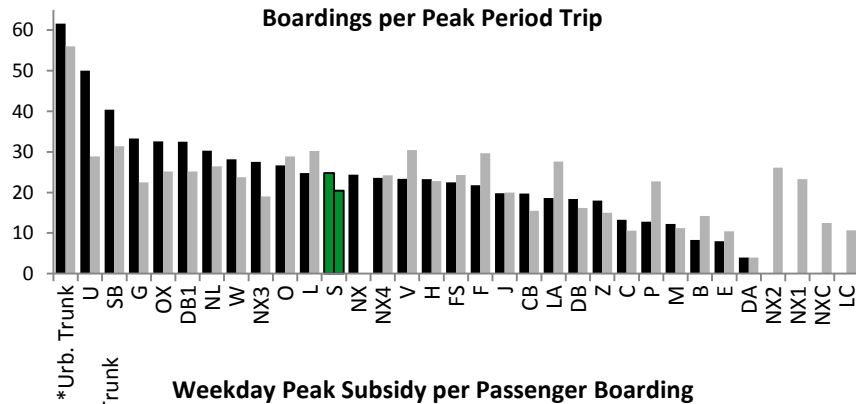




# Transbay Route S Performance

## Performance

- In the AM peak, it operates 5 trips to San Francisco (99 boardings), and 1 trip in the early morning (22 boardings).
- In the PM peak, it operates 7 return trips from San Francisco (102 boardings)
- AC Transit utilizes 4 buses to provide service in the AM peak and 4 buses to provide PM peak service.
- Service productivity is highest in the AM peak period (25 pass. per one-way trip, subsidy of \$14.39 per pass. boarding)
- The PM peak period is less productive (20 pass. per one-way trip, subsidy of \$17.79 per pass. boarding).
- 96.9% of riders cross the bay; little local usage.



\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	5 Trips	4 Trips	--	--	1 Trips	--	--
Eastbound	6 Trips	--	--	6 Trips	--	--	--

Span					
Westbound	5:10 – 8:50			--	--
Eastbound	16:15 - 20:15			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	16.0	5.9	--	7.3	2.7	--	--
Revenue Miles	320.6	116.8	--	145.4	58.3	--	--
Peak Buses Required		4	--	4	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (17.88)	\$(14.39)	--	\$ (17.79)	\$ (34.04)	--	--
Farebox Recovery Ratio	13.9%	16.7%	--	13.9%	7.8%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	223	99	--	102	22	--	--
Pass. / One-Way Trip	20	25	--	20	11	--	--
Seat Utilization	27.6%	33.1%	--	27.8%	15.2%	--	--
Pass. / Rev. Hour	14	17	--	14	8	--	--
Riders going Crossbay	96.9%						

Interlining	
AM Interlines with:	Route SB
PM Interlines with:	Routes 626, 628

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (South Hayward to Embarcadero)	\$4.85

# Transbay Route B

## Trestle Glen – SF







### Description



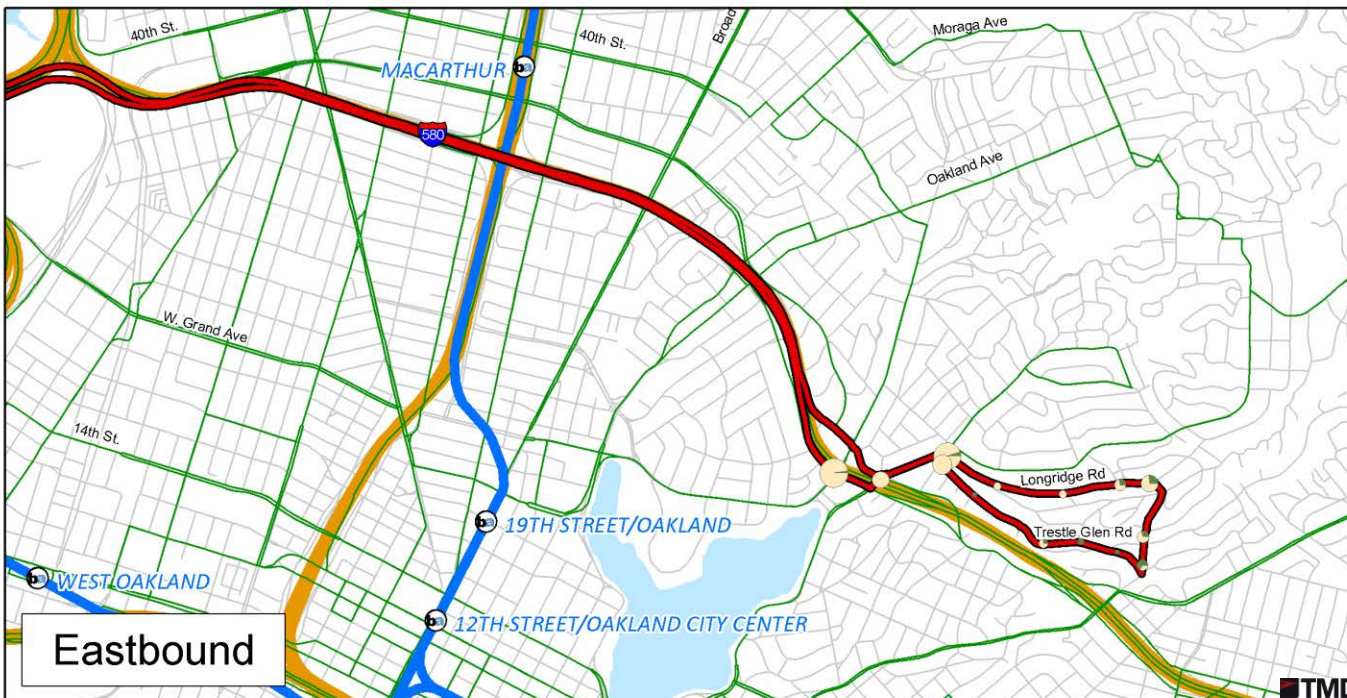
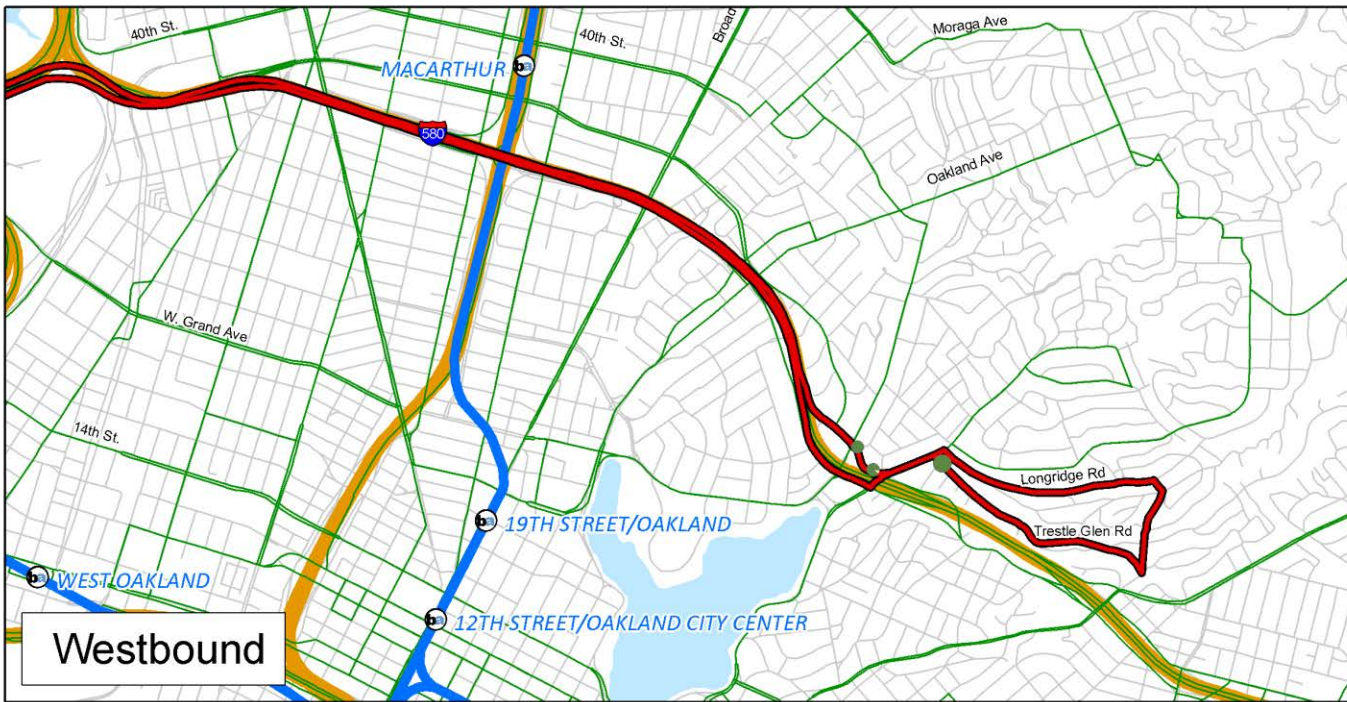
Transbay Route B operates local service along Lakeshore Blvd, Trestle Glen Rd, Grosvenor Place, and Longridge Rd, and an express segment to Transbay Terminal via I-580.

- Very few people use Route B reverse commute service.
- Route B's local alignment is very short.
- Ridership is heavier during the PM peak.

### Adjacent Services

- Transbay Routes NL, NX1, and V are close to Route B along MacArthur Blvd.
- Routes 12, 58L, and NL serve 19<sup>th</sup> St. BART.
- Routes 18 and 26 serve 12<sup>th</sup> St. BART.
- Route 57 serves MacArthur BART.

Boardings/Alightings (Weekday)		Ons	Offs
	AC Transit Network	300	
	Featured Route	150	
	BART Network	75	

Westbound

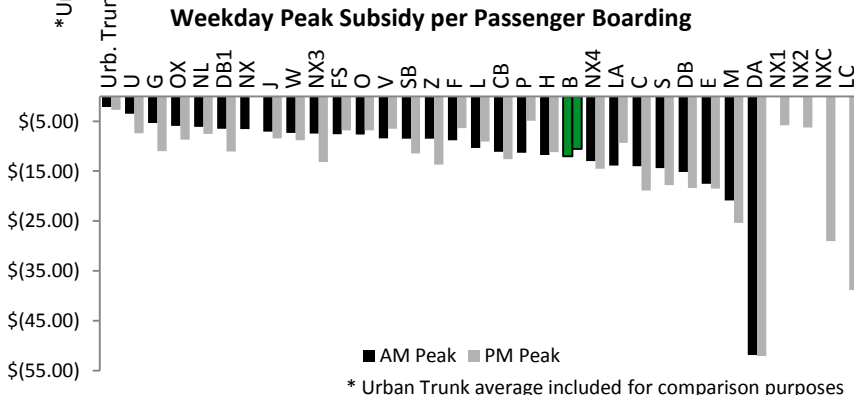
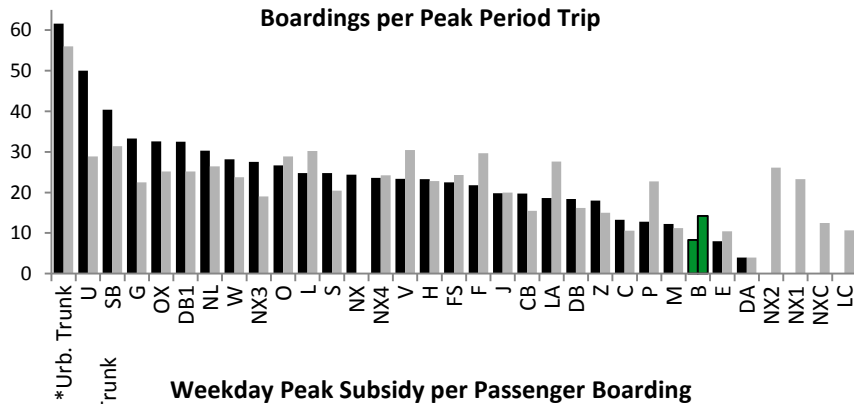
Eastbound



# Transbay Route B

## Performance

- In the AM peak, it operates 3 trips to San Francisco, and 1 trip from San Francisco (52 total boardings)
- In the PM peak, it operates 1 trip to San Francisco and 6 return trips from San Francisco (128 boardings)
- AC Transit utilizes 1 bus to provide service in the AM peak and 3 buses to provide PM peak service.
- Service productivity is highest in the PM peak period (14 pass. per one-way trip, subsidy of \$10.53 per pass. boarding)
- The PM peak period is less productive (8 pass. per one-way trip, subsidy of \$11.99 per pass. boarding).
- 88.2% of riders cross the bay; little local usage.



\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	6 Trips	3 Trips	--	3 Trips	--	--	--
Eastbound	7 Trips	1 Trip	--	6 Trips	--	--	--

Span					
Westbound	6:39 – 8:48, 16:48 – 18:46			--	--
Eastbound	7:26 – 7:57, 16:30 – 19:28			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	9.1	2.7	--	6.3	--	--	--
Revenue Miles	149.4	46.0	--	103.4	--	--	--
Peak Buses Required		1	--	3	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (10.94)	\$ (11.99)	--	\$ (10.53)	--	--	--
Farebox Recovery Ratio	20.8%	19.4%	--	21.5%	--	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	178	50	--	128	--	--	--
Pass. / One-Way Trip	12	8	--	14	--	--	--
Seat Utilization	22.0%	13.7%	--	25.7%	--	--	--
Pass. / Rev. Hour	20	18	--	20	--	--	--
Riders going Crossbay	88.2%						

Interlining	
AM Interlines with:	Route 662
PM Interlines with:	Routes 642, 658

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (MacArthur to Embarcadero)	\$3.30

# Transbay Route C

## Piedmont – San Francisco

### Description

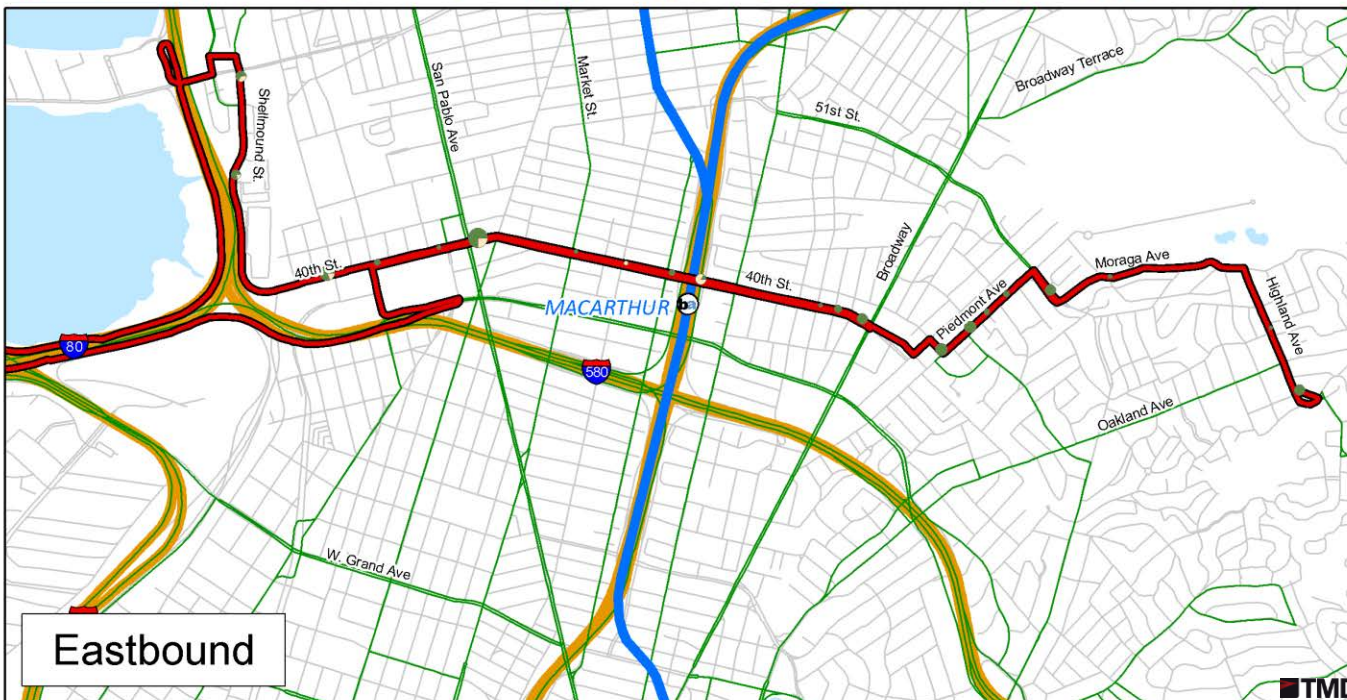
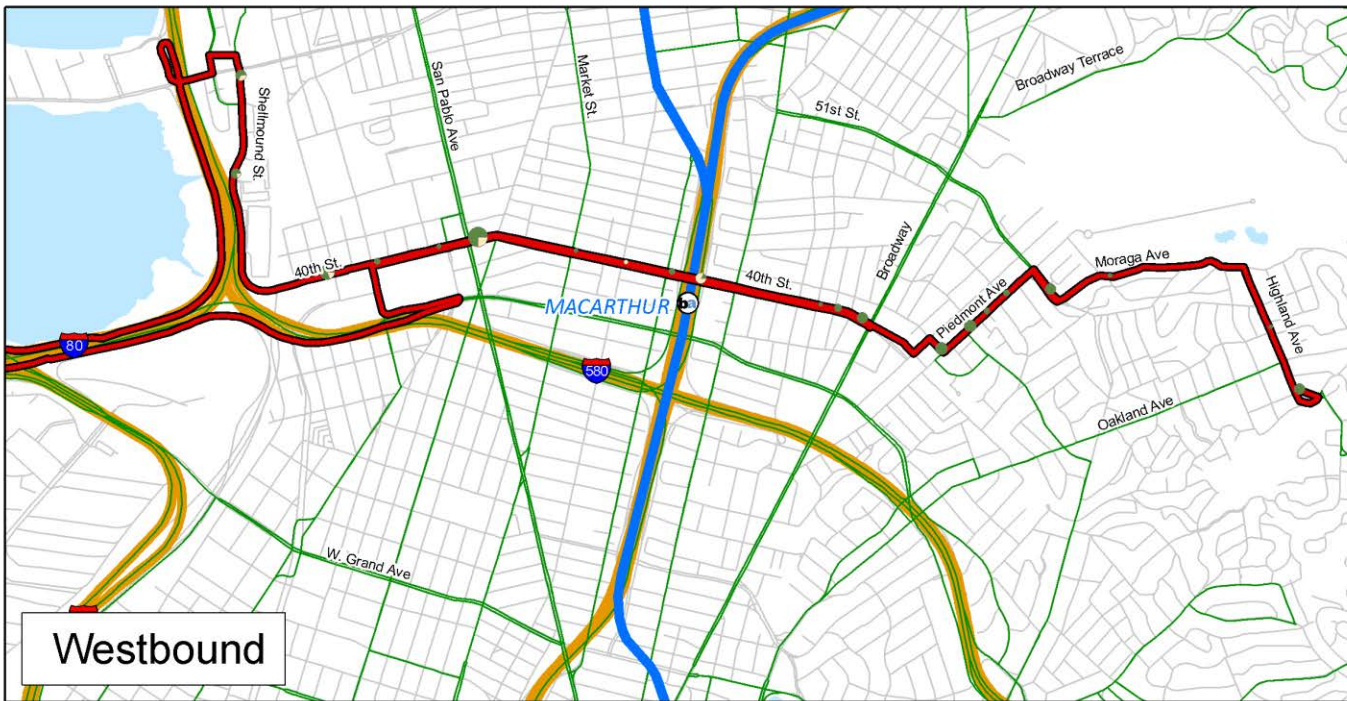
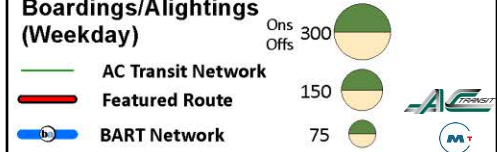
Transbay Route C operates local service along Highland St., Moraga Ave, Piedmont Ave, 40<sup>th</sup> St., Shellmond Street, downtown Emeryville, and an express segment to Transbay Terminal via I-80.

- Light ridership along most of the alignment.
- 40<sup>th</sup> and San Pablo Ave serves as a transfer point.

### Adjacent Services

- Route C passes by MacArthur BART.
- Routes 11 and P serve Piedmont via Oakland Avenue. Route 11 connects to 19<sup>th</sup> St. BART.
- Piedmont Ave is within walking distance of Route 51A which connects to MacArthur and Rock Ridge BART.
- Piedmont Ave is also within walking distance of Route CB.
- Route C duplicates Routes 26, 57, and L along 40<sup>th</sup> Street.
- Routes 72/72M/72R connect with 19<sup>th</sup> Street BART via San Pablo Ave.
- Route 26 connects with West Oakland BART.

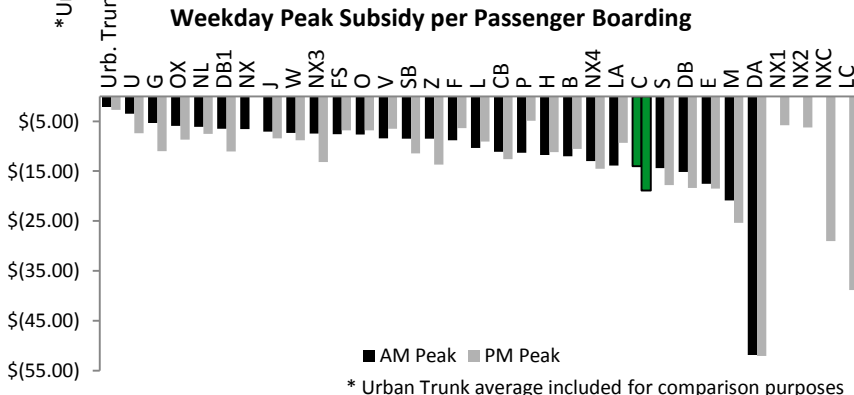
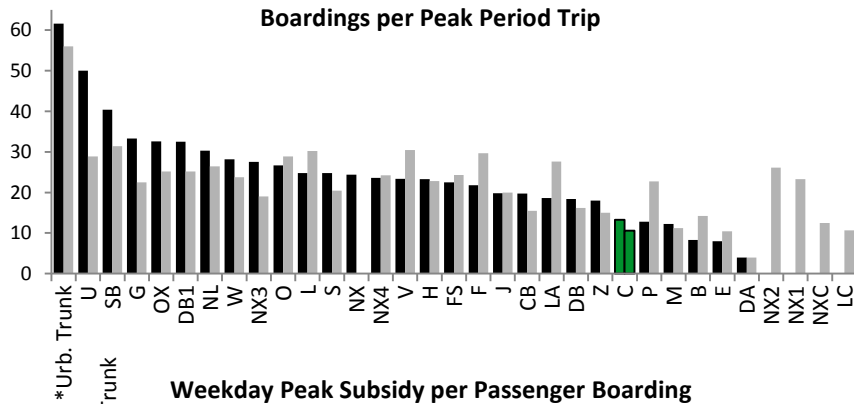
### Boardings/Alightings (Weekday)



# Transbay Route C

## Performance

- In the AM peak, it operates 5 trips to San Francisco, and 2 trips from San Francisco (93 total boardings).
- In the PM peak, it operates 5 return trips from San Francisco (53 boardings) and 1 return trip in the evening (9 boardings).
- AC Transit utilizes 3 buses to provide service in the AM peak and 4 buses to provide PM peak service.
- Service Productivity is highest in the AM peak period (13 pass. per one-way trip, subsidy of \$14.01 per pass. boarding).
- The PM peak period is less productive (11 pass. per one-way trip, subsidy of \$18.87 per pass. boarding).
- 88.2% of riders cross the bay; little local usage.



\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	5 Trips	5 Trips	--	--	--	--	--
Eastbound	8 Trips	2 Trips	--	5 Trips	1 Trip	--	--

Span					
Westbound	5:44 – 7:48			--	--
Eastbound	6:27 – 8:36, 16:15 – 19:40			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	12.2	6.1	--	4.6	1.6	--	--
Revenue Miles	169.4	85.9	--	59.1	24.4	--	--
Peak Buses Required		3	--	4	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (17.42)	\$ (14.01)	--	\$ (18.87)	\$ (44.08)	--	--
Farebox Recovery Ratio	14.2%	17.1%	--	13.2%	6.1%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	155	93	--	53	9	--	--
Pass. / One-Way Trip	11	13	--	11	5	--	--
Seat Utilization	15.0%	17.4%	--	14.8%	7.0%	--	--
Pass. / Rev. Hour	13	15	--	12	6	--	--
Riders going Crossbay	78.1%						

Interlining	
AM Interlines with:	None
PM Interlines with:	Routes E, 618, 634, 651

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Rockridge to Embarcadero)	\$3.55

# Transbay Route CB

## Montclair – San Francisco

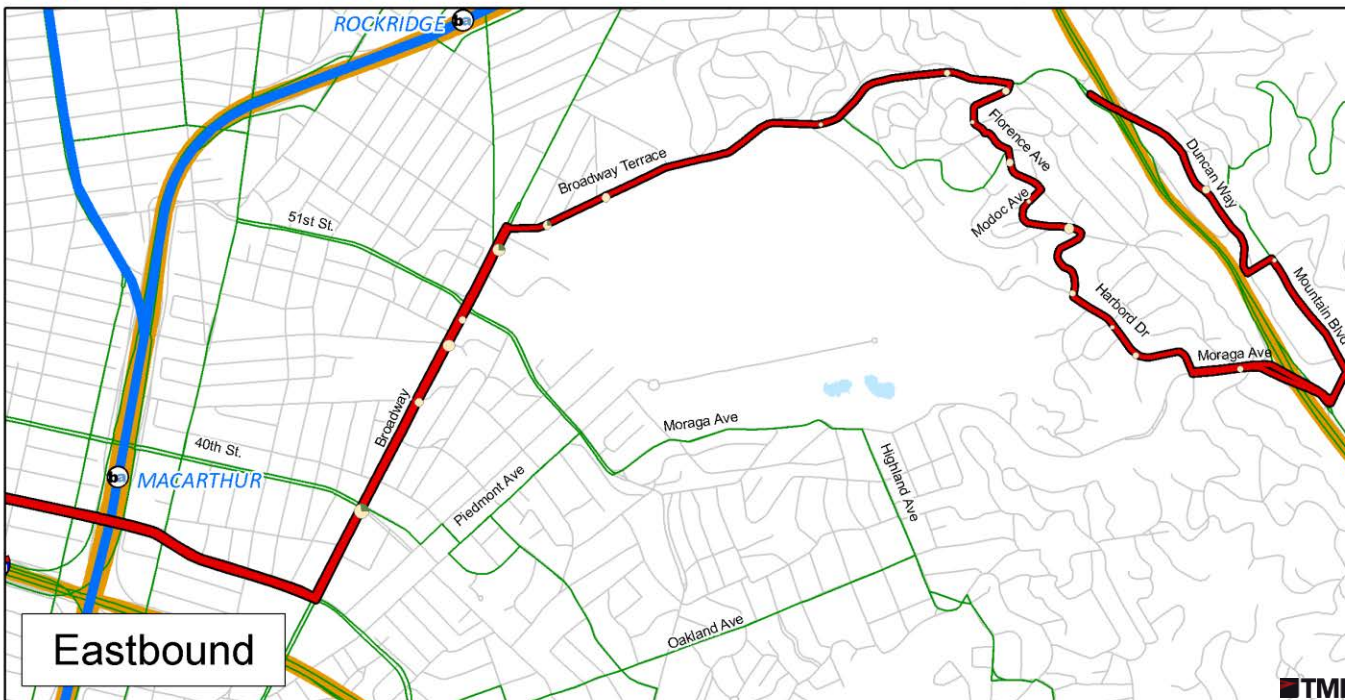
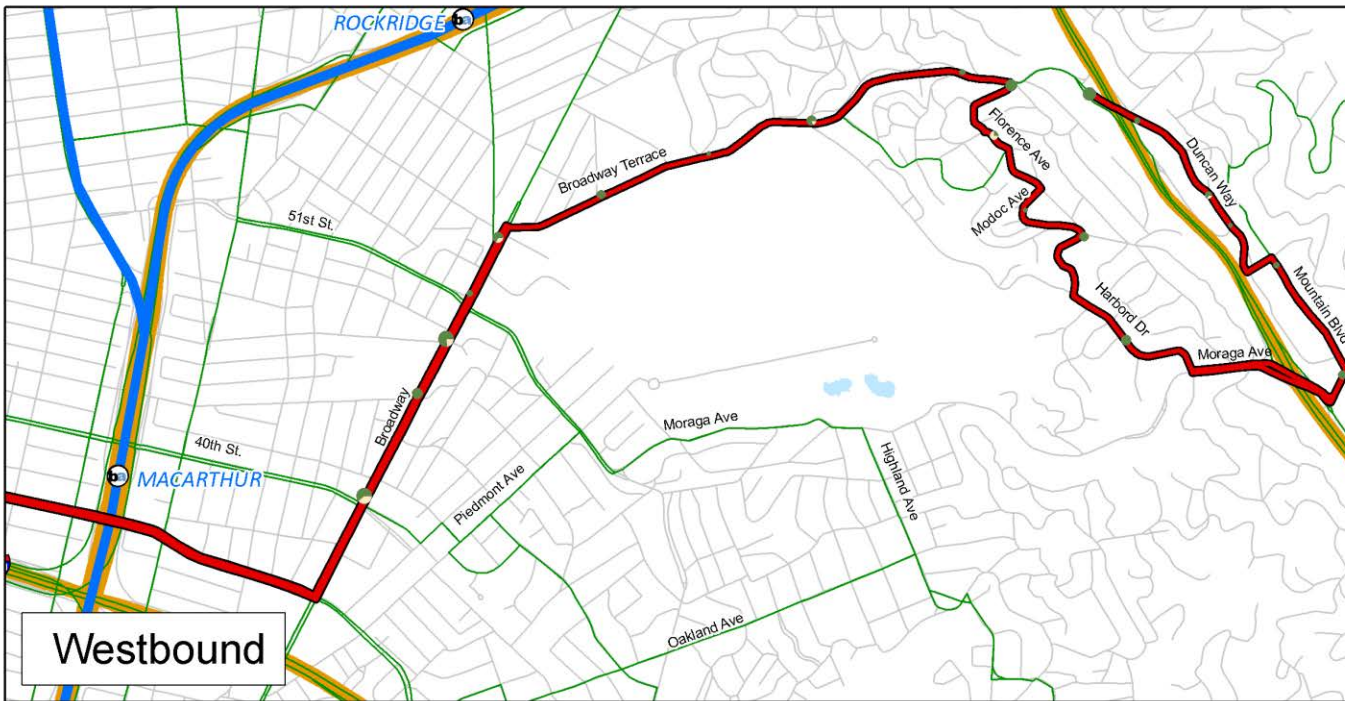
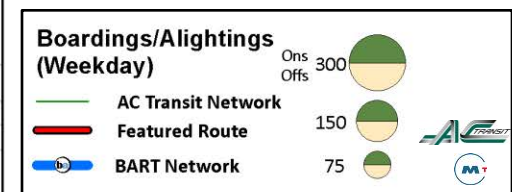
### Description

Transbay Route CB operates local service along Duncan Way, Mountain Blvd, Moraga Ave, Harbord Dr, Modoc Ave, Florence Ave, Broadway Terrace, Broadway, and an express segment to Transbay Terminal via Macarthur Blvd and I-80.

- The Montclair segment travels via narrow streets.
- The Broadway segment is more productive.
- The rest of the alignment has light ridership.

### Adjacent Services

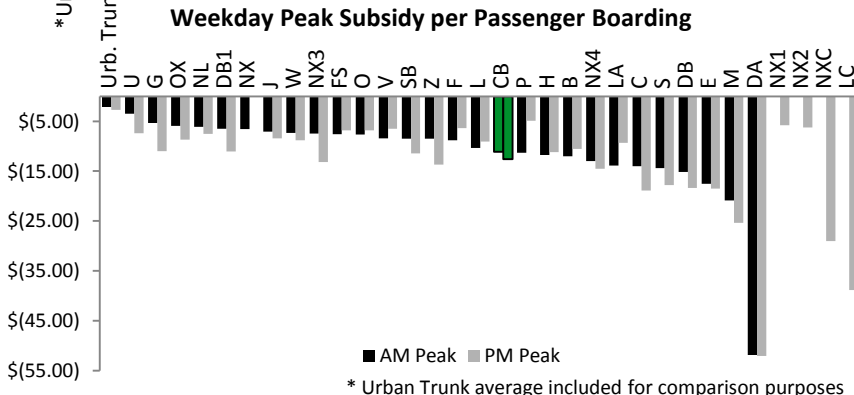
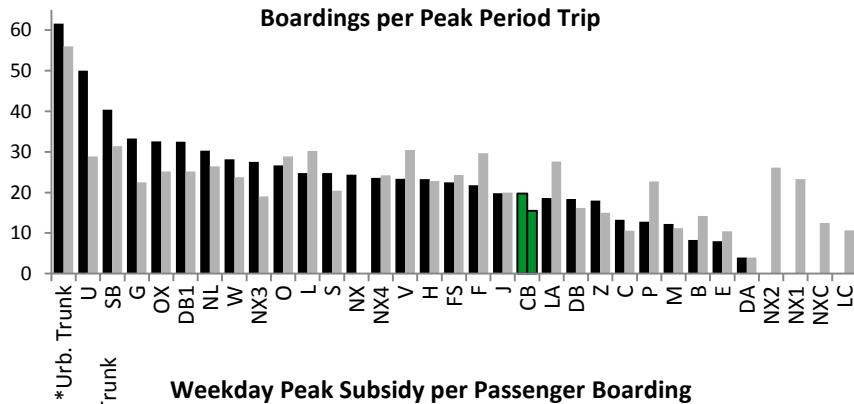
- Most of Route CB's local alignment is duplicated by Route V. Route C also crosses Broadway at 40<sup>th</sup> Street.
- Route 51A serves Broadway with high frequencies and connects with Rock Ridge and 19<sup>th</sup> Street BART.
- Route 57 connects with Macarthur along 40<sup>th</sup> Street.



# Transbay Route CB

## Performance

- In the AM peak, it operates 4 trips to San Francisco (79 boardings).
- In the PM peak, it operates 4 trips from San Francisco (62 boardings).
- AC Transit utilizes 3 buses to provide service in the AM peak and 2 buses to provide PM peak service.
- Service productivity is highest in the AM peak period (20 pass. per one-way trip, subsidy of \$11.14 per pass. boarding).
- The PM peak period is less productive (16 pass. per one-way trip, subsidy of \$12.59 per pass. boarding).
- 85.1% of riders cross the bay; little local usage.



■ AM Peak ■ PM Peak  
\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	4 Trips	4 Trips	--	--	--	--	--
Eastbound	4 Trips	--	--	4 Trips	--	--	--

Span					
Westbound	6:30 – 8:55			--	--
Eastbound	17:00 – 19:10			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	7.8	4.2	--	3.6	--	--	--
Revenue Miles	117.8	62.3	--	55.4	--	--	--
Peak Buses Required		3	--	2	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (11.78)	\$ (11.14)	--	\$ (12.59)	--	--	--
Farebox Recovery Ratio	19.7%	20.5%	--	18.6%	--	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	141	79	--	62	--	--	--
Pass. / One-Way Trip	18	20	--	16	--	--	--
Seat Utilization	24.6%	27.0%	--	21.9%	--	--	--
Pass. / Rev. Hour	15	19	--	17	--	--	--
Riders going Crossbay	85.1%						

Interlining	
AM Interlines with:	Routes OX, 651
PM Interlines with:	Routes 618, 651

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Rockridge to Embarcadero)	\$3.55

# Transbay Route E

## Caldecott Tunnel to SF

### Description

Transbay Route SB operates local service along Caldecott Lane, Tunnel Rd, Ashby Ave, and Claremont Ave, and an express segment to Transbay Terminal via SR 24 and I-580.



- The entire route experiences light ridership.
- Boardings and alightings are evenly distributed throughout the alignment.
- No boardings or alightings occur between the Caldecott Lane terminus and halfway down Tunnel Rd.

### Adjacent Services

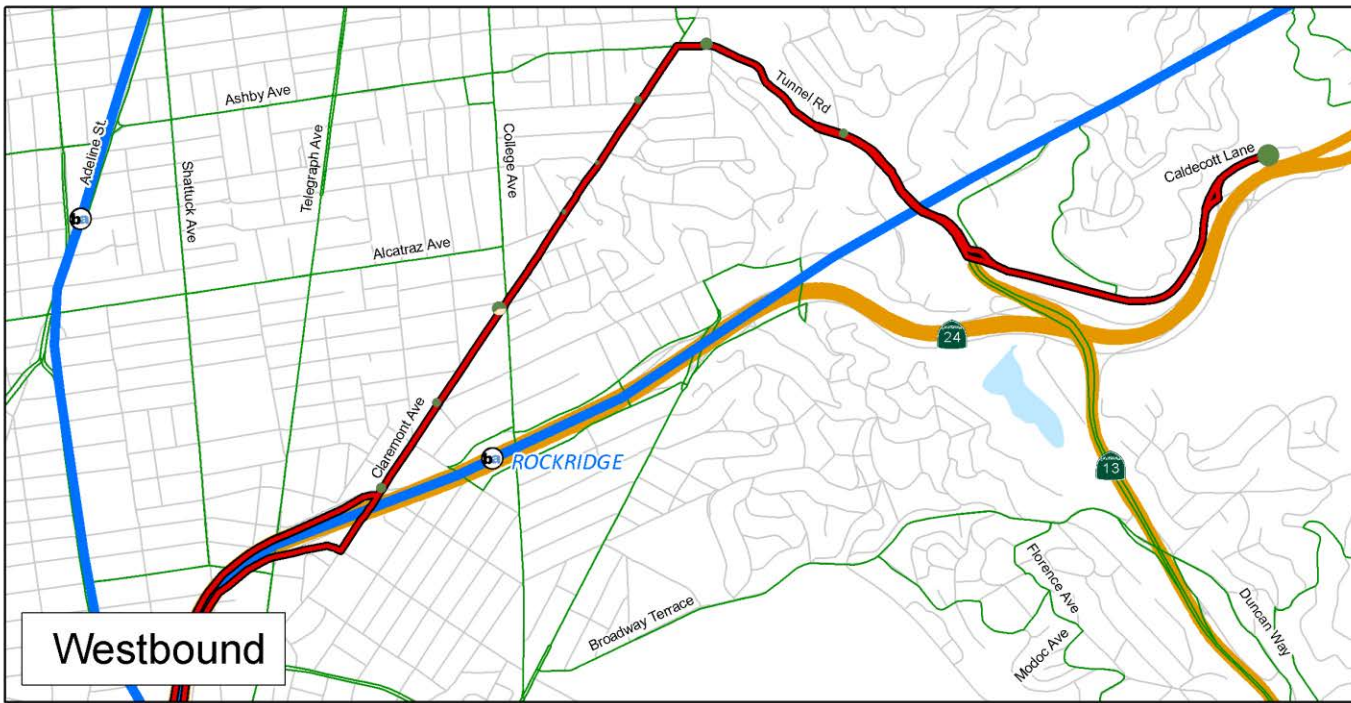
- Route E overlies Route 49 along Claremont Ave.
- Route E's alignment takes it relatively close to Rock Ridge BART.

**Boardings/Alightings (Weekday)**

Network	Ons	Offs
AC Transit Network	300	300
Featured Route	150	150
BART Network	75	75

**TMD**

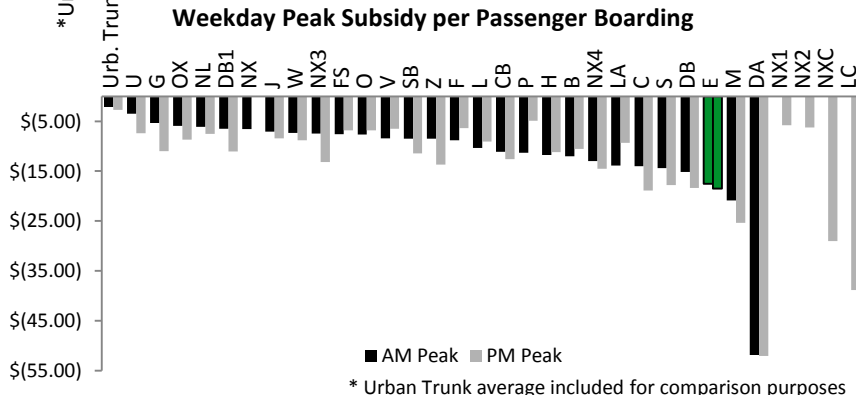
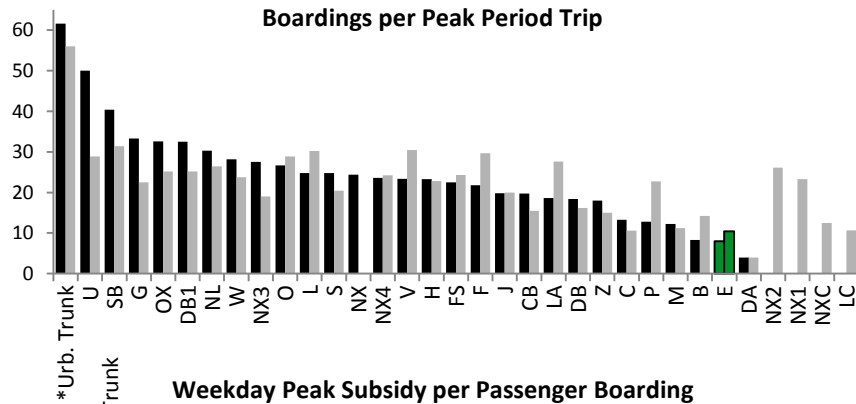




# Transbay Route E

## Performance

- In the AM peak, it operates 4 trips to San Francisco, 1 eastbound trip from San Francisco, and three eastbound trips from Claremont and Hudson (64 boardings).
- In the PM peak, it operates 4 trips from San Francisco, and one trip to San Francisco (52 total boardings). In the evening, it operates 1 trip from San Francisco (9 boardings).
- AC Transit utilizes 2 buses to provide service in the AM peak and 2 buses to provide PM peak service.
- Service productivity is highest in the PM peak period (8 pass. per one-way trip, subsidy of \$17.55 per pass. boarding).
- The PM peak period is less productive (10 pass. per one-way trip, subsidy of \$18.48 per pass. boarding).
- 89.6% of riders cross the bay; little local usage.



\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	6 Trips	4 Trips	--	1 Trip	--	--	--
Eastbound	9 Trips	4 Trips	--	4 Trips	1 Trip	--	--

Span					
Westbound	6:19 – 8:47, 17:26 - 18:00			--	--
Eastbound	6:05 – 8:13, 16:45 – 19:44			--	--

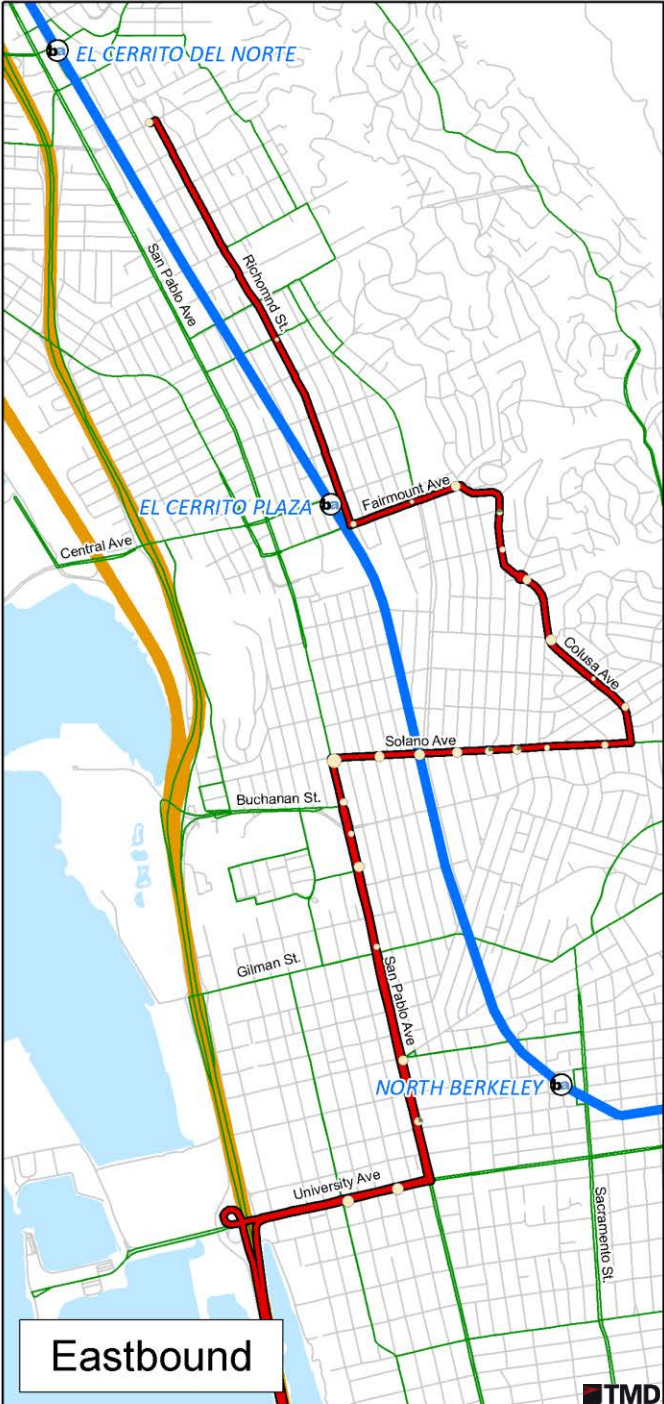
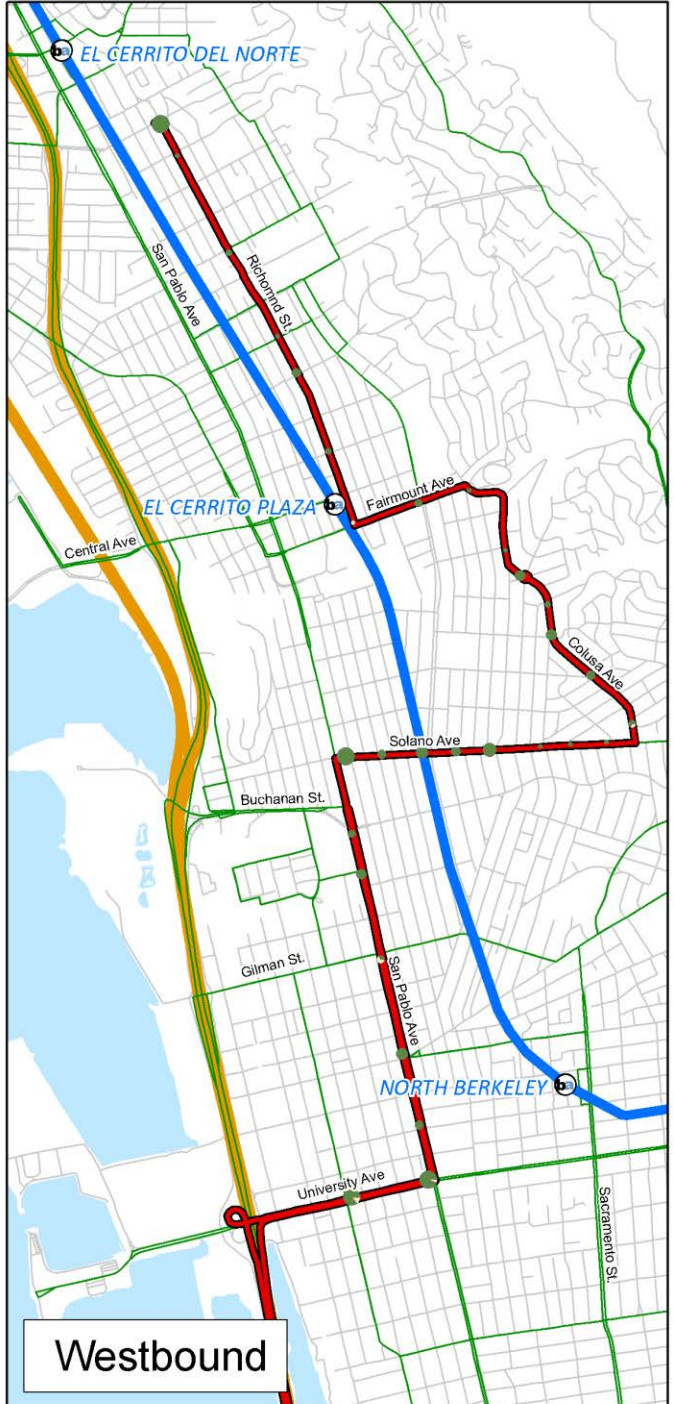
Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	10.0	5.0	--	4.2	0.8	--	--
Revenue Miles	151.8	73.9	--	65.0	13.0	--	--
Peak Buses Required		2	--	2	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (18.26)	\$ (17.56)	--	\$ (18.48)	\$ (21.90)	--	--
Farebox Recovery Ratio	13.6%	14.1%	--	13.5%	11.6%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	125	64	--	52	9	--	--
Pass. / One-Way Trip	9	8	--	10	9	--	--
Seat Utilization	17.4%	17.5%	--	17.9%	14.1%	--	--
Pass. / Rev. Hour	13	13	--	12	11	--	--
Riders going Crossbay	89.6%						

Interlining	
AM Interlines with:	None
PM Interlines with:	Routes C, CB, P, 604, 618, 634

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Rockridge to Embarcadero)	\$3.55



# Transbay Route G

## El Cerrito – San Francisco

### Description

Transbay Route G operates local service along Richmond St., Fairmount Ave, Colusa Ave, Solano Ave, San Pablo Ave, and University Ave, and an express segment to Transbay Terminal via I-80.

- The Solano Ave segment has the highest ridership. University Ave also experiences heavier ridership patterns.
- Light ridership on Richmond St.



### Adjacent Services

- On San Pablo Ave, Route 72, 72M, and 72R provide frequent service and connections to El Cerrito Plaza BART.
- Route L is within walking distance of Richmond St.
- Route 25 runs along the same alignment between on Fairmount and Colusa, and Route 18 runs along the same stretch of Solano Ave.
- Route 52 provides a connection to North Berkeley BART.
- Routes 51B, FS, and Z overlies the route segment along University Ave and connects with BART.

Westbound

Eastbound

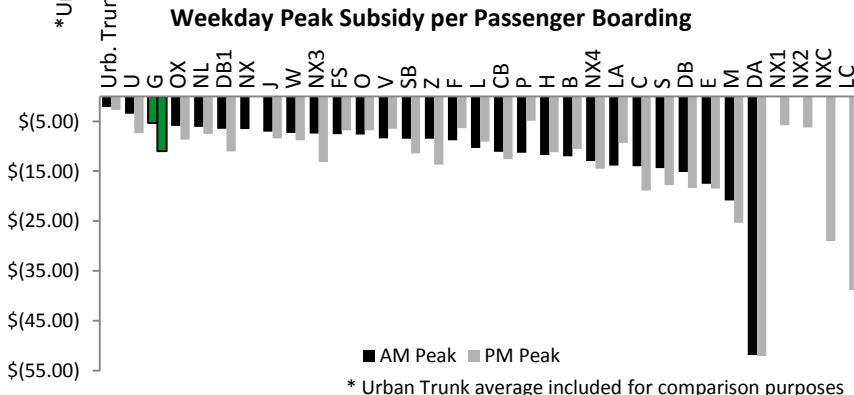
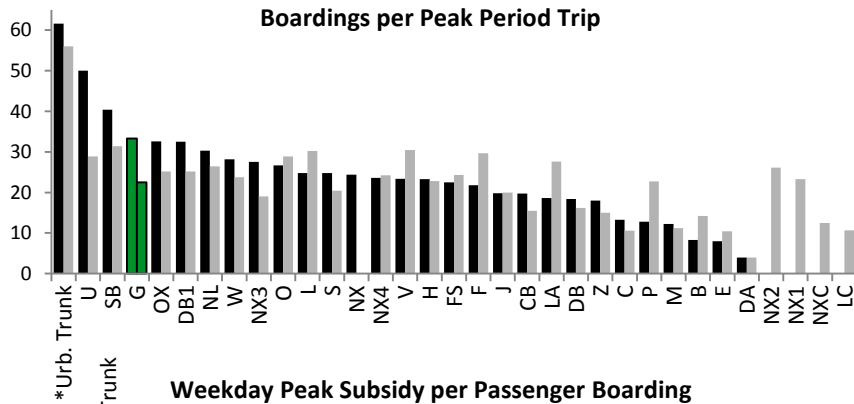
Boardings/Alightings (Weekday)		Ons	Offs
	AC Transit Network	150	150
	Featured Route	75	75
	BART Network	75	75


# Transbay Route G

## Performance

- In the AM peak, it operates 4 trips to San Francisco (133 boardings).
- In the PM peak, it operates 4 trips from San Francisco (90 boardings).
- In the early morning, it operates one trip to San Francisco. It also operates one trip in the evening (21 total boardings).
- AC Transit utilizes 4 buses to provide service in the AM peak and 4 buses to provide PM peak service.
- Service productivity is highest in the AM peak period (33 pass. per one-way trip, subsidy of \$5.36 per pass. boarding)
- The PM peak period is less productive (23 pass. per one-way trip, subsidy of \$10.98 per pass. boarding).
- 95.5% of riders cross the bay; little local usage.



\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	5 Trips	4 Trips	--	--	1 Trip	--	--
Eastbound	5 Trips	--	--	4 Trips	1 Trip	--	--

Span					
Westbound	5:33 – 8:45			--	--
Eastbound	16:00 - 20:00			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	10.8	4.1	--	4.9	1.8	--	--
Revenue Miles	160.9	64.2	--	64.5	32.2	--	--
Peak Buses Required		4	--	4	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (8.76)	\$ (5.36)	--	\$ (10.98)	\$ (20.81)	--	--
Farebox Recovery Ratio	24.7%	34.9%	--	20.8%	12.2%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	244	133	--	90	21	--	--
Pass. / One-Way Trip	24	33	--	23	11	--	--
Seat Utilization	32.3%	43.2%	--	29.8%	14.4%	--	--
Pass. / Rev. Hour	23	32	--	18	12	--	--
Riders going Crossbay	95.5%						

Interlining	
AM Interlines with:	Route Z
PM Interlines with:	Routes H, L, 667, 671

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (El Cerrito del Norte to Embarcadero)	\$4.05

# Transbay Route H

## Richmond – San Francisco

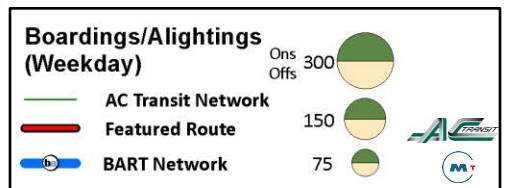
### Description

Transbay Route H operates local service along Barrett Ave, Arlington Blvd, Arlington Ave, Monterey Ave, Gilman St., and an express segment to Transbay Terminal via I-80.

- Route H's serves winding Arlington Blvd., sometimes with very closely-spaced stops.
- Boardings and alightings are well-distributed throughout the route's alignment.
- Gilman St. exhibits the strongest ridership on the route.

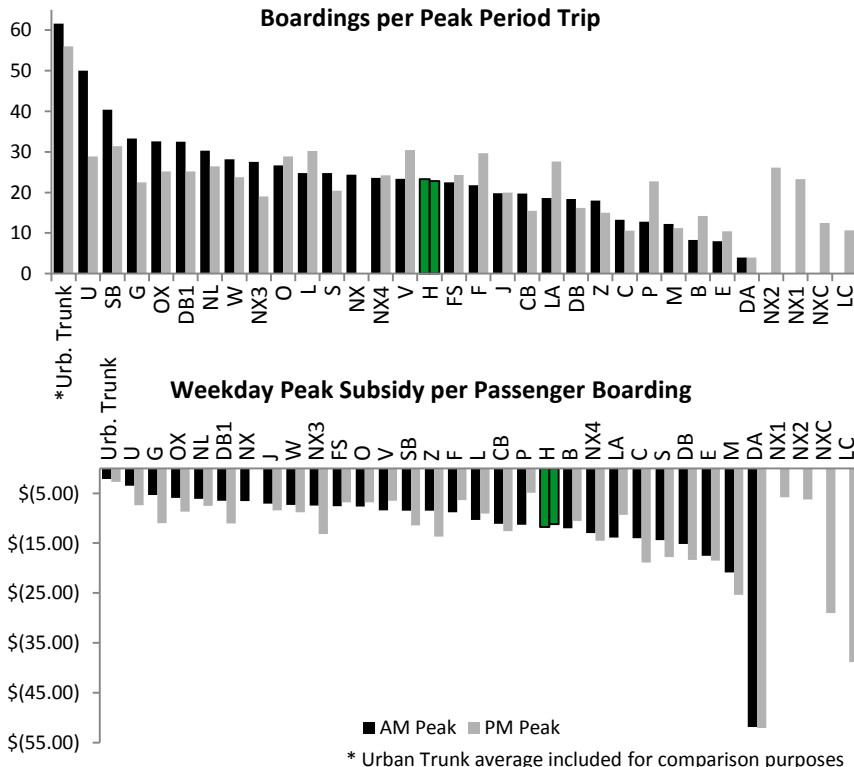
### Adjacent Services

- Route H overlaps with Route 7 on all of Barrett Avenue, Arlington Blvd, and Arlington Ave.
- Route 7 connects with El Cerrito del Norte BART and Berkeley BART, delivering equivalent or faster travel times with a transfer.
- Route 25 serves Gilman Street and connects with the Downtown Berkeley and El Cerrito Plaza BART stations.
- Route Z overlaps its alignment along Gilman south of San Pablo Ave.



# Transbay Route H Performance

- In the AM peak, it operates 7 trips to San Francisco (163 boardings).
- In the PM peak, it operates 10 trips from San Francisco (182 boardings).
- In the evening, it operates one trip to San Francisco. It also operates one trip in the evening (25 boardings).
- AC Transit utilizes 5 buses to provide service in the AM peak and 4 buses to provide PM peak service.
- Service productivity is highest in the PM peak period (23 pass. per one-way trip, subsidy of \$11.16 per pass. boarding).
- The AM peak period is less productive (23 pass. per one-way trip, subsidy of \$11.77 per pass. boarding).
- 96.2% of riders cross the bay; little local usage.



One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	7 Trips	7 Trips	--	--	--	--	--
Eastbound	11 Trips	--	--	10 Trips	1 Trip	--	--

Span					
Westbound	6:10 – 9:12			--	--
Eastbound	16:15 – 20:08			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	21.2	9.3	--	9.7	2.2	--	--
Revenue Miles	311.7	128.5	--	146.5	36.6	--	--
Peak Buses Required		5	--	4	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (12.11)	\$ (11.77)	--	\$ (11.16)	\$ (21.29)	--	--
Farebox Recovery Ratio	19.2%	19.7%	--	20.5%	11.9%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	370	163	--	182	25	--	--
Pass. / One-Way Trip	22	23	--	23	13	--	--
Seat Utilization	27.9%	29.4%	--	29.7%	16.0%	--	--
Pass. / Rev. Hour	18	18	--	19	11	--	--
Riders going Crossbay	96.2%						

Interlining	
AM Interlines with:	Route FS
PM Interlines with:	None

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (El Cerrito del Norte to Embarcadero)	\$4.05

# Transbay Route J

## Berkeley – San Francisco

### Description

Transbay Route J operates local service along University Ave, Sacramento St., Ashby Ave, Hollis St., 65<sup>th</sup> St., Christie Ave, 40<sup>th</sup> St., and Shellmound St., and an express segment to Transbay Terminal via I-80.

- The strongest segment of the route is downtown Emeryville.
- Lighter ridership along the Sacramento St. and Ashby Ave.
- Key destinations include downtown Emeryville and University Ave.

### Adjacent Services

- Route J's University Ave terminus is within walking distance of North Berkeley BART.
- Route 49 overlies Route J along Ashby Ave and connects with Ashby BART.
- Route 88 overlies Route J along Sacramento St.
- Route 26 serves downtown Emeryville and connects with West Oakland BART.



Westbound

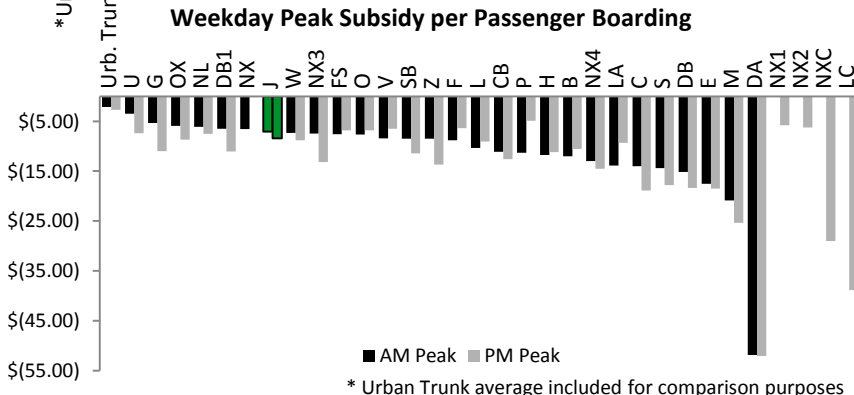
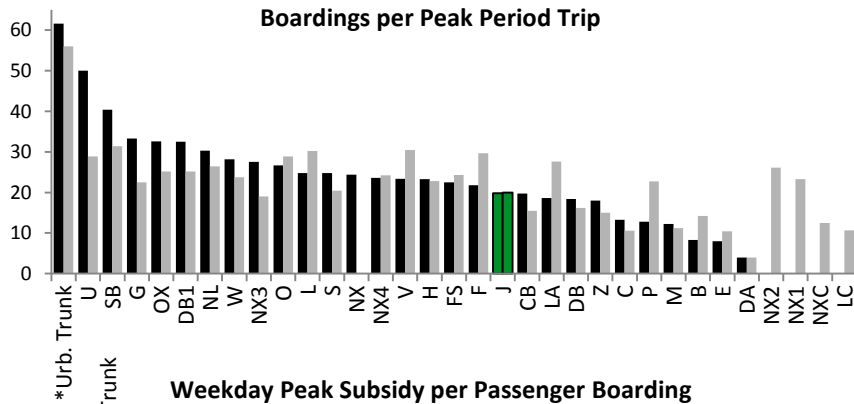
Eastbound

Boardings/Alightings (Weekday)		Ons	Offs
	AC Transit Network	150	150
	Featured Route	75	75
	BART Network	75	75



# Transbay Route J Performance

- In the AM peak, it operates 5 trips to San Francisco (99 boardings).
- In the PM peak, it operates 7 trips from San Francisco (120 boardings).
- In the evening, it operates one trip to San Francisco. It also operates one trip in the evening (21 total boardings).
- AC Transit utilizes 4 buses to provide service in the AM peak and 4 buses to provide PM peak service.
- Service Productivity is highest in the AM peak period (20 pass. per one-way trip, subsidy of \$7.08 per pass. boarding).
- The PM peak period is less productive (20 pass. per one-way trip, subsidy of \$8.44 per pass. boarding).
- 97.1% of riders cross the bay; little local usage.



\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	6 Trips	5 Trips	--	--	1 Trip	--	--
Eastbound	7 Trips	--	--	6 Trips	1 Trip	--	--

Span					
Westbound	5:48 – 9:30			--	--
Eastbound	16:45 – 20:08			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	10.3	3.7	--	5.2	1.4	--	--
Revenue Miles	155.1	56.0	--	75.4	23.8	--	--
Peak Buses Required		4	--	4	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (8.48)	\$ (7.08)	--	\$ (8.44)	\$ (15.35)	--	--
Farebox Recovery Ratio	25.3%	28.9%	--	25.4%	15.8%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	240	99	--	120	21	--	--
Pass. / One-Way Trip	19	20	--	20	11	--	--
Seat Utilization	29.7%	32.1%	--	31.4%	18.3%	--	--
Pass. / Rev. Hour	23	26	--	23	15	--	--
Riders going Crossbay	97.1%						

Interlining	
AM Interlines with:	Route FS
PM Interlines with:	Routes 668, 669

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (North Berkeley to Embarcadero)	\$3.70

# Transbay Route L

## El Sobrante – San Francisco

### Description

Transbay Route L operates local service along San Pablo Dam Rd, El Portal Ave, Glenlock St., Rollingwood Dr, Church Ln., San Pablo Ave, Central Ave., Pierce St., Buchanan St., and an express segment to Transbay Terminal via I-80.

- Route L's alignment is long, and the end of the line runs through low-density residential neighborhoods.
- The heaviest ridership is on Pierce St, along with segments of San Pablo Ave.
- Key activity centers include San Pablo Ave and the Pacific East Mall.

### Adjacent Services

- Route 74 overlies the route segment north of San Pablo Ave in San Pablo.
- Routes 72 and 72R overlie the route between Church and El Cerrito del Norte BART; at the latter they're joined by Route 72M. They all connect with BART there and at El Cerrito Plaza BART.
- Route 25 serves Pierce St and connects with El Cerrito Plaza BART.



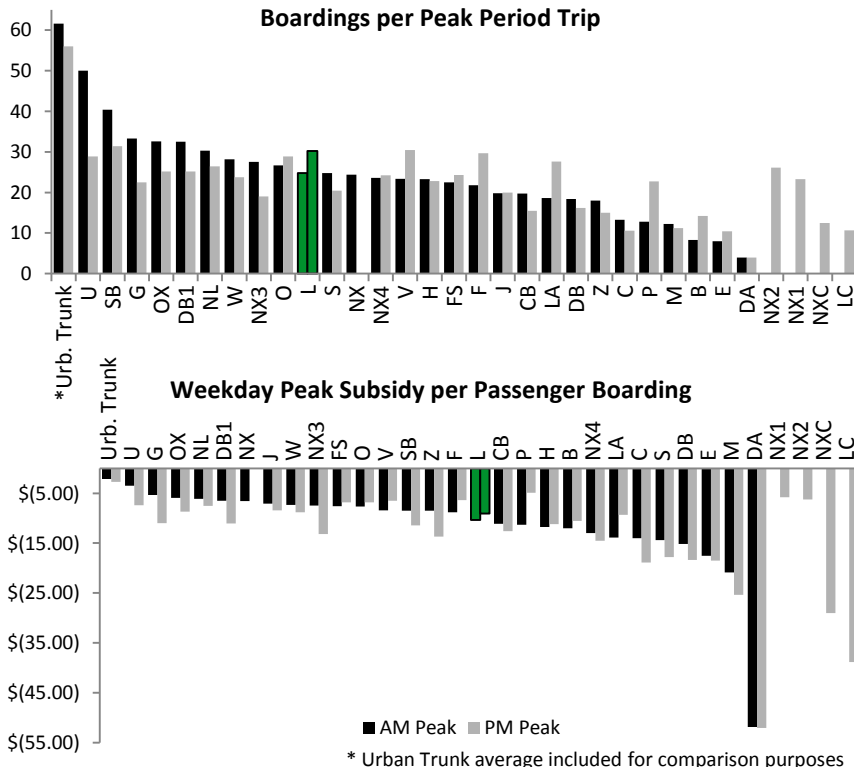
Boardings/Alightings (Weekday)		Ons	Offs
	AC Transit Network	150	300
	Featured Route	150	300
	BART Network	75	300



# Transbay Route L

## Performance

- In the AM peak, it operates 6 trips to San Francisco (149 boardings).
- In the PM peak, it operates 11 trips from San Francisco (272 boardings).
- In the early AM, it operates 2 trips to San Francisco.(65 boardings).
- AC Transit utilizes 5 buses to provide service in the AM peak and 8 buses to provide PM peak service.
- Service productivity is highest in the PM peak period (30 pass. per one-way trip, subsidy of \$9.05 per pass. boarding).
- The AM peak period is less productive (25 pass. per one-way trip, subsidy of \$10.38 per pass. boarding).
- 99.0% of riders cross the bay; little local usage.



One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	8 Trips	6 Trips	--	--	2 Trips	--	--
Eastbound	11 Trips	--	--	11 Trips	--	--	--

Span					
Westbound	5:30 – 9:07			--	--
Eastbound	15:10 – 19:55			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	24.6	7.4	1.3	12.6	3.2	--	--
Revenue Miles	366.6	116.6	19.2	172.8	58.1	--	--
Peak Buses Required		5	--	8	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (9.99)	\$ (10.38)	\$ (17.72)	\$ (9.05)	\$ (11.03)	--	--
Farebox Recovery Ratio	22.4%	21.7%	14.0%	24.1%	20.7%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	503	149	17	272	65	--	--
Pass. / One-Way Trip	27	25	17	30	22	--	--
Seat Utilization	34.5%	31.6%	21.8%	40.1%	28.5%	--	--
Pass. / Rev. Hour	20	20	13	22	20	--	--
Riders going Crossbay	99.0%						

Interlining	
AM Interlines with:	Routes G, LA, Z
PM Interlines with:	Routes G, H,LA, LC, Z, 667, 668, 672, 676

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (El Cerrito del Norte to Embarcadero)	\$4.05

# Transbay Route LA

El Sobrante – San Francisco

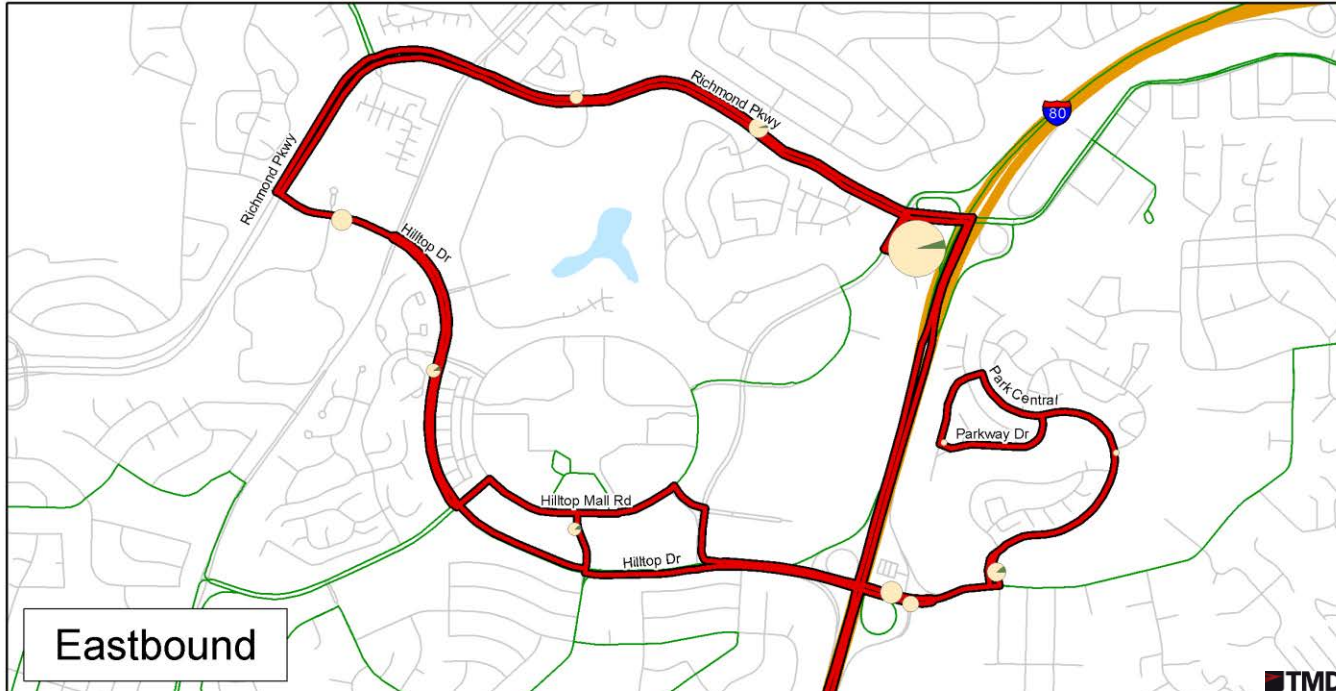
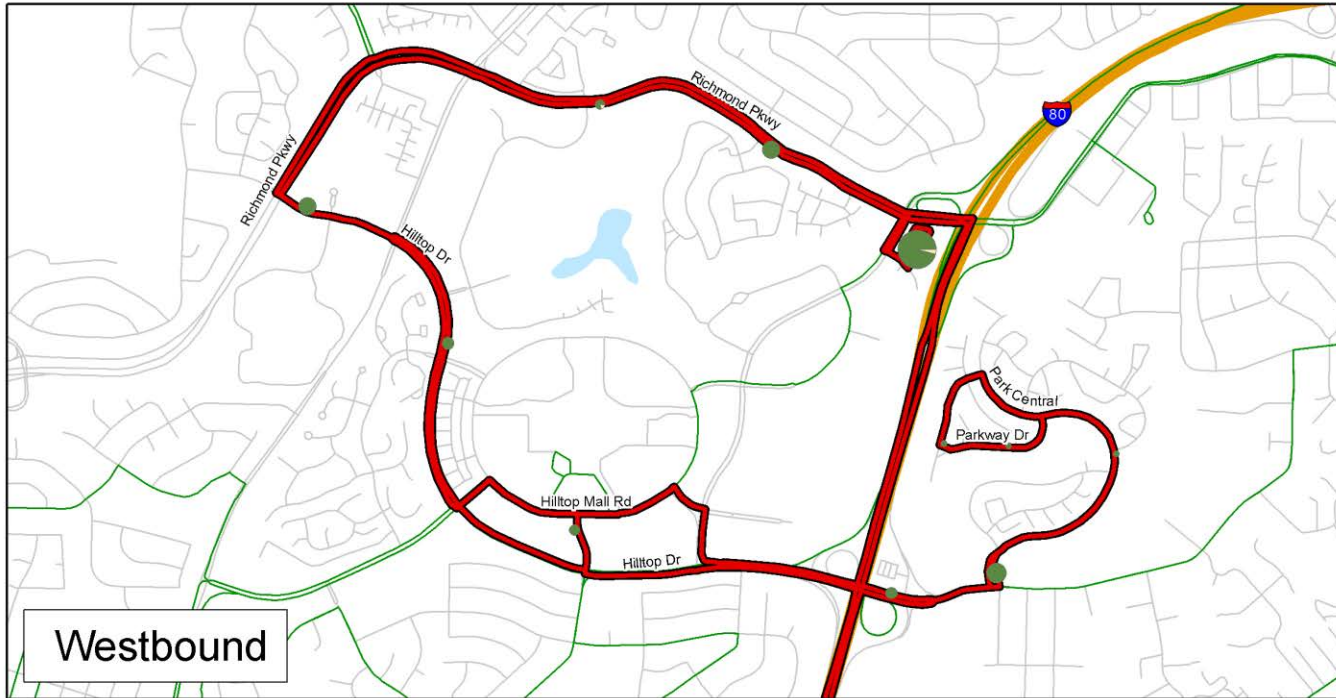
## Description

Transbay Route LA operates local service along Parkway Dr., Park Central, Richmond Pkwy, Hilltop Mall Rd, Hilltop Dr., and an express segment to Transbay Terminal via I-80.

- The largest concentration of ridership is centered around the Richmond Parkway Transit Center.
- The rest of the route experiences light ridership.
- Key destinations include the Hilltop Mall and the Richmond Parkway Transit Center.
- The San Pablo and 40<sup>th</sup> Street stop is a transfer point to the San Pablo corridor and adjacent services.

## Adjacent Services

- Route LC overlies the route during evenings.
- Routes 72, 74, 76, and 376 serve the Hilltop Mall.
- Routes 72 connects with at San Pablo Avenue and El Cerrito del Norte BART.
- Route 71 serves Richmond Pkwy and connects with Richmond BART.



**Boardings/Alightings (Weekday)**

Service	Ons	Offs
AC Transit Network	300	300
Featured Route	150	150
BART Network	75	75

# Transbay Route LA Performance

- In the AM peak, it operates 7 trips to San Francisco (130 boardings).
- In the PM peak, it operates 11 trips from San Francisco (248 boardings).
- In the early AM, it operates 2 trips to San Francisco, and in the evening operates 1 trip from San Francisco.(41 total boardings).
- AC Transit utilizes 5 buses to provide service in the AM peak and 5 buses to provide PM peak service.
- Service productivity is highest in the PM peak period (28 pass. per one-way trip, subsidy of \$9.31 per pass. boarding).
- The AM peak period is less productive (19 pass. per one-way trip, subsidy of \$13.89 per pass. boarding).
- 96.2% of riders cross the bay; little local usage.

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	9 Trips	7 Trips	--	--	2 Trips	--	--
Eastbound	12 Trips	--	--	11 Trips	1 Trip	--	--

Span					
Westbound	5:25 - 9:00			--	--
Eastbound	16:00 - 20:00			--	--

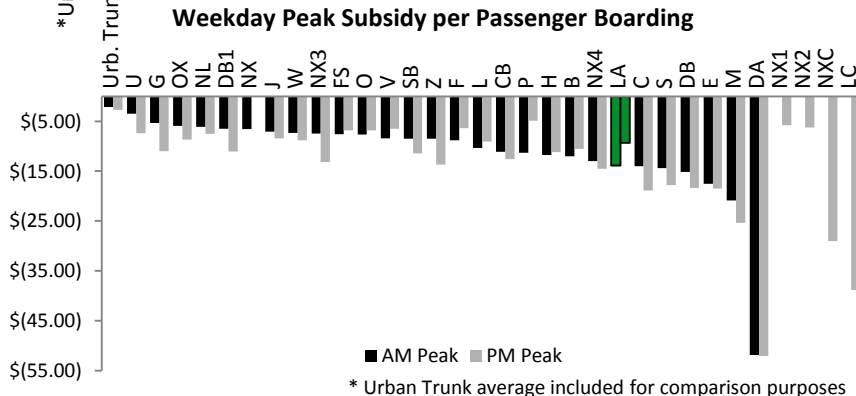
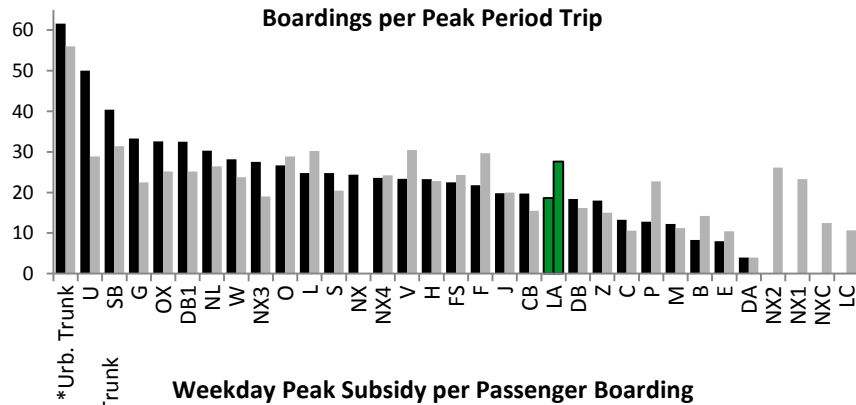
Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	22.8	7.3	2.1	10.3	3.1	--	--
Revenue Miles	487.5	157.9	45.9	212.6	71.1	--	--
Peak Buses Required		5	--	5	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (12.19)	\$ (13.89)	\$ (17.89)	\$ (9.31)	\$ (20.05)	--	--
Farebox Recovery Ratio	19.1%	17.2%	13.9%	23.6%	12.6%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	449	130	30	248	41	--	--
Pass. / One-Way Trip	21	19	15	28	14	--	--
Seat Utilization	31.3%	27.7%	21.3%	39.9%	19.6%	--	--
Pass. / Rev. Hour	15	18	14	24	13	--	--
Riders going Crossbay	96.2%						

Interlining	
AM Interlines with:	Route L
PM Interlines with:	Routes H, L, LC, 664, 668, 671, 675, 686

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (El Cerrito del Norte to Embarcadero)	\$4.05



\* Urban Trunk average included for comparison purposes

# Transbay Route LC

## San Francisco – El Sobrante

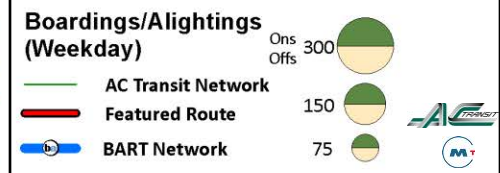
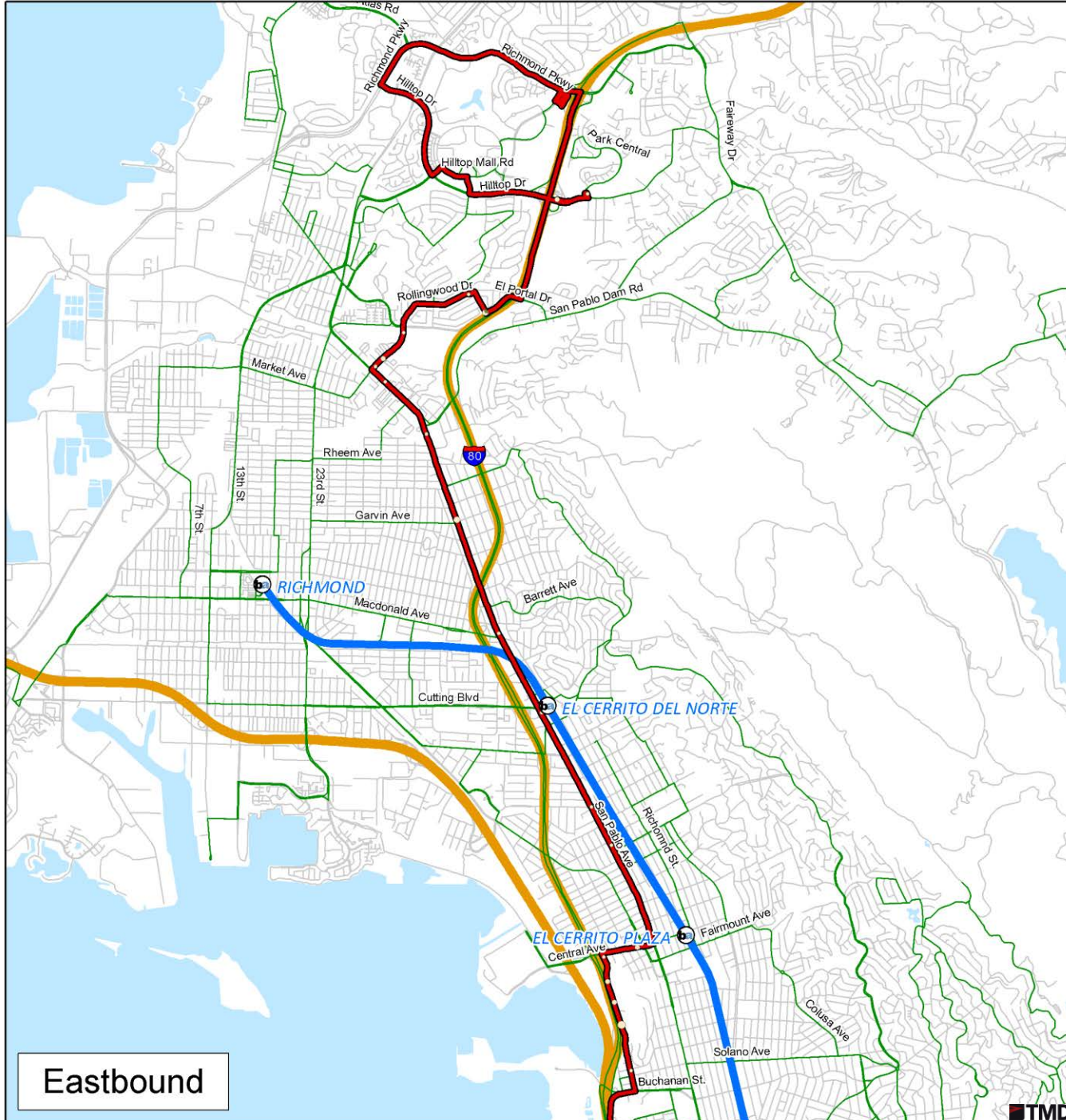
### Description

Transbay Route SB operates an express segment from Transbay Terminal via I-80, and local service along Buchanan St., Pierce St., Central Ave, San Pablo Ave, Rollingwood Drive, Glenlock St., I-80, Richmond Pkwy, Hilltop Dr., and Hilltop Mall Rd.

- Route LC combines the L and LA alignments.
- The entire alignment has light ridership, but the Pierce St. segment is the strongest.
- Route LC stops relatively close to El Cerrito Plaza and El Cerrito del Norte BART.

### Adjacent Services

- Transbay Route J and Z share Route F's alignment along Shellmound St.
- Routes 72 and 72R overlie the route between Church and El Cerrito del Norte BART; at the latter they're joined by Route 72M. They all connect with BART there and at El Cerrito Plaza BART.
- Route 25 serves Pierce St and connects with El Cerrito Plaza BART, but does not run late enough for a connection with Route LC.



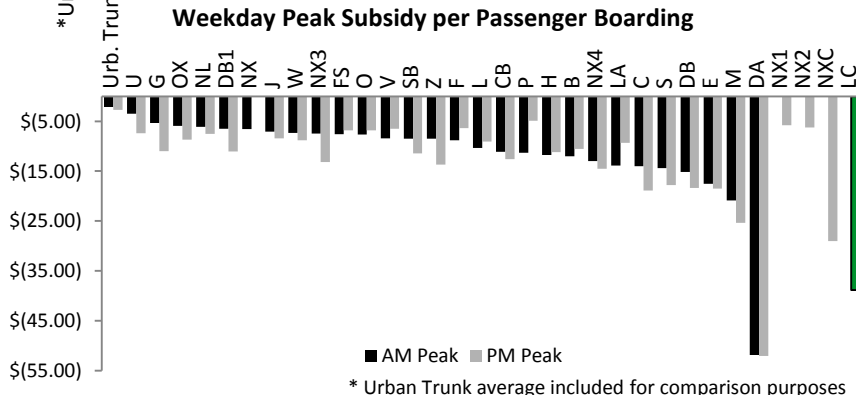
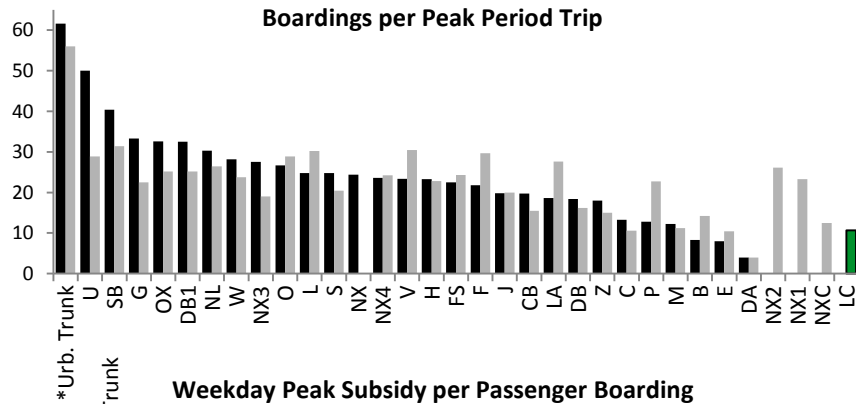
Eastbound



# Transbay Route LC

## Performance

- In the evening, it operates 3 trips from San Francisco (32 boardings).
- AC Transit utilizes 3 buses to provide service in the AM peak and 5 buses to provide PM peak service.
- Service Productivity is low (11 pass. per one-way trip, subsidy of \$38.82 per pass. boarding).
- 96.9% of riders cross the bay; little local usage.



\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	--	--	--	--	--	--	--
Eastbound	3 Trips	--	--	--	3 Trips	--	--

Span					
Westbound	--			--	--
Eastbound	19:30 – 22:19			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	5.1	--	--	--	5.1	--	--
Revenue Miles	73.3	--	--	--	73.3	--	--
Peak Buses Required		0	--	3	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (38.82)	--	--	--	\$ (38.82)	--	--
Farebox Recovery Ratio	6.9%	--	--	--	6.9%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	32	--	--	--	32	--	--
Pass. / One-Way Trip	11	--	--	--	11	--	--
Seat Utilization	11.3%	--	--	--	11.3%	--	--
Pass. / Rev. Hour	6	--	--	--	6	--	--
Riders going Crossbay	96.9%						

Interlining	
AM Interlines with:	--
PM Interlines with:	Routes L, LA, 671, 675

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (El Cerrito del Norte to Embarcadero)	\$4.05

# Transbay Route M

## Hayward – San Mateo

### Description

Transbay Route M operates limited-stop service in Hayward on Grand St., D St., Winton Ave, Southland Dr, Hesperian Blvd, an express segment to San Mateo via SR 82, and limited stop service to Foster City near Chess Dr., Hillsdale in San Mateo, and and at Oracle Headquarters in Belmont.

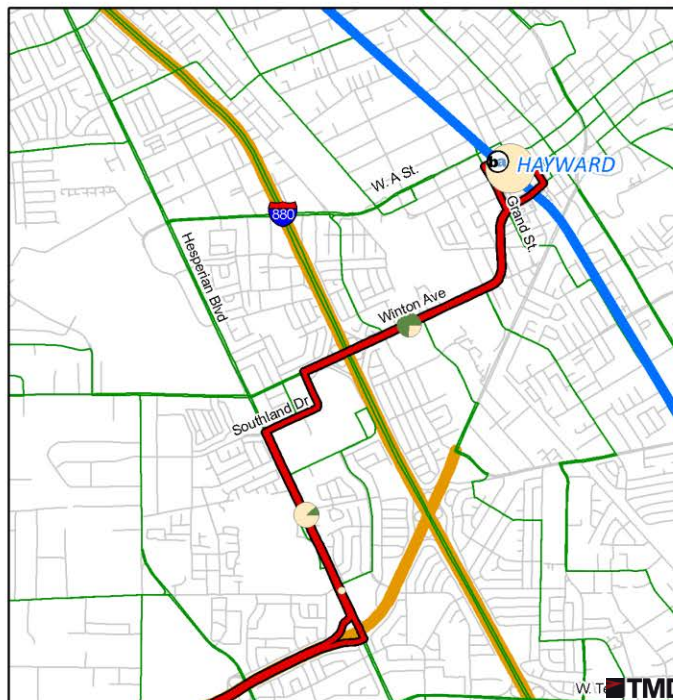
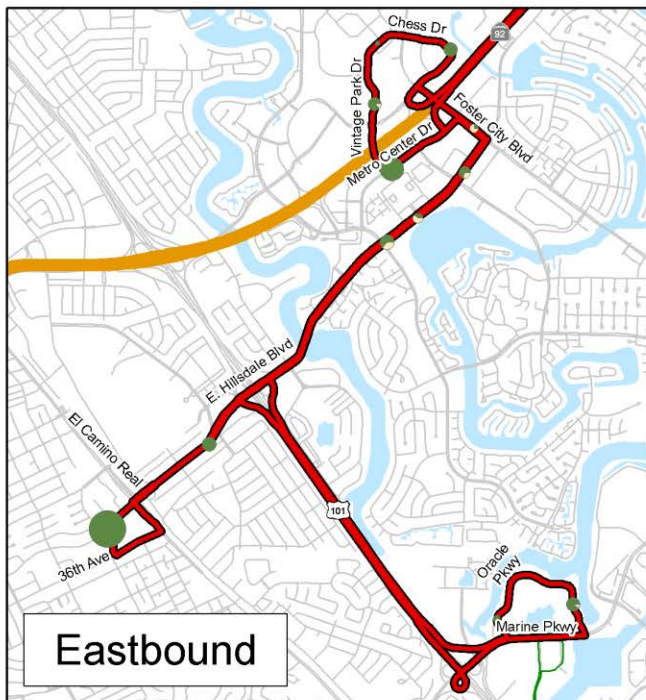
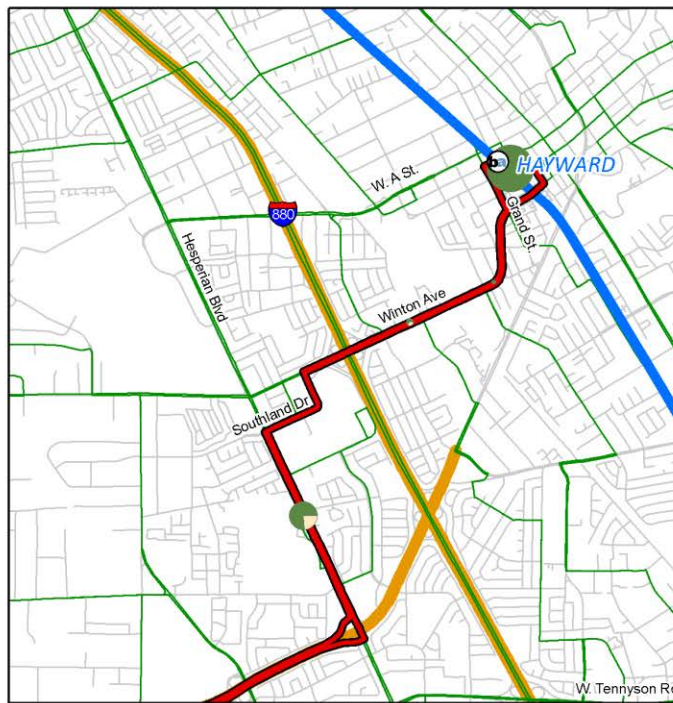
- The Route F segment along Market St. has light ridership.
- Significant ridership generators include Hayward BART, Chabot College, Foster City, and Hillsdale.
- Oracle Headquarters is served by peak-only service, but has low ridership.

### Adjacent Services

- Route 22 serves W. Winton Ave with local service.
- Hesperian Blvd is served by Route 97 and 86.
- Route M connects with Caltrain and a number of SamTrans bus lines at Hillsdale that provide connections to elsewhere on the Peninsula.

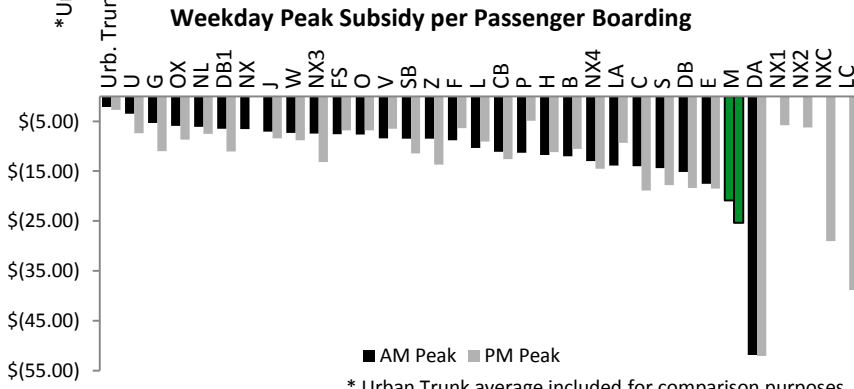
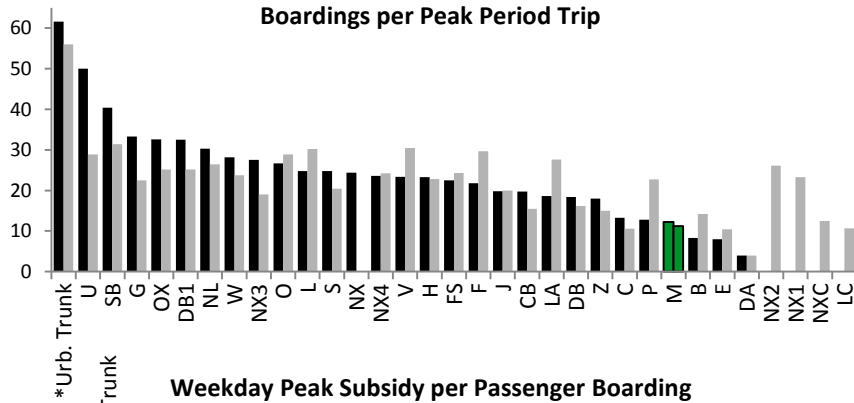
### Boardings/Alightings (Weekday)

Service	Ons	Offs
AC Transit Network	300	300
Featured Route	150	150
BART Network	75	75



# Transbay Route M Performance

- In the AM peak, it operates 6 trips to San Mateo and 5 trips back to Hayward BART (130 total boardings).
- In the PM peak, it operates 7 trips to Hayward BART and 6 trips back to San Mateo. (248 total boardings).
- In the Midday, it operates 4 trips to San Mateo and 5 trips back to Hayward (30 total boardings).
- In the early AM, it operates 1 trips to San Mateo (41 boardings).
- AC Transit utilizes 5 buses to provide service in the AM peak and 5 buses to provide PM peak service.
- Service productivity is highest in the AM peak period (12 pass. per one-way trip, subsidy of \$20.86 per pass. boarding).
- The PM peak period is less productive (19 pass. per one-way trip, subsidy of \$25.39 per pass. boarding).
- 96.2% of riders cross the bay; little local usage.



\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	17 Trips	6 Trips	4 Trips	6 Trips	1 Trip	--	--
Eastbound	17 Trips	5 Trips	5 Trips	7 Trips	--	--	--

Span					
Westbound	5:25 – 18:39			--	--
Eastbound	6:30 – 19:50			--	--

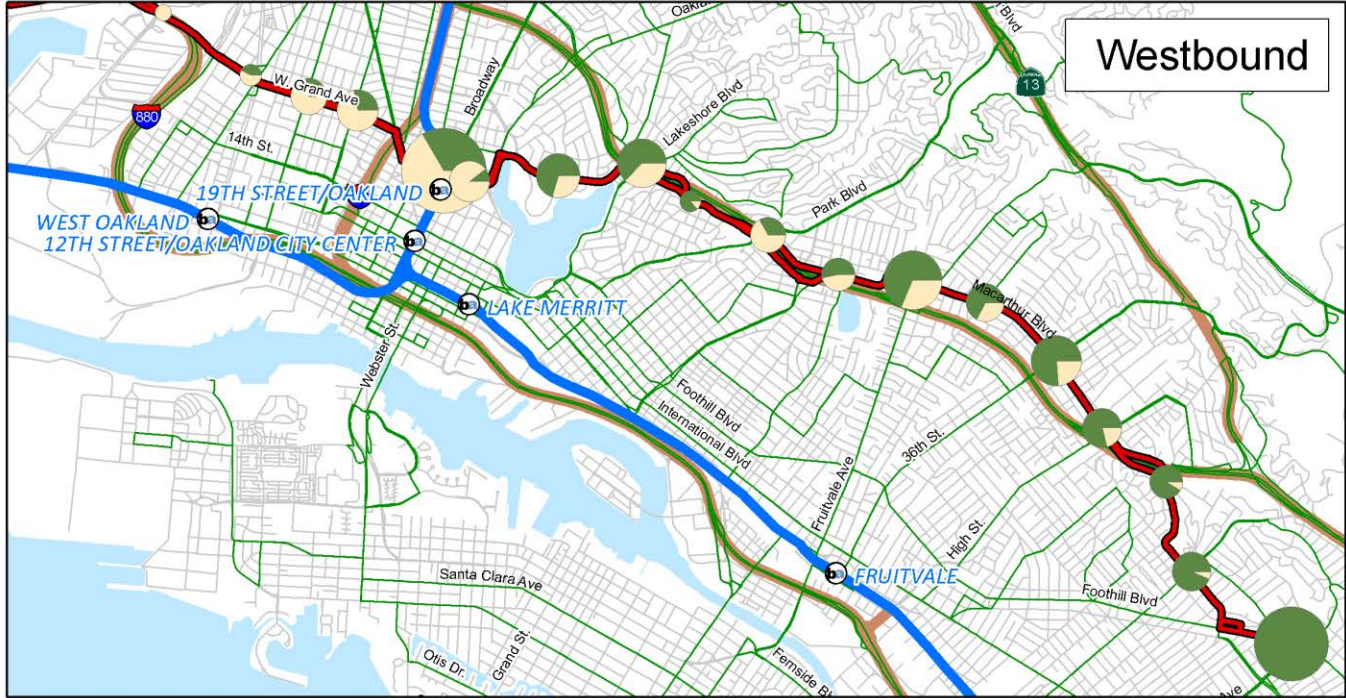
Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	22.8	7.3	2.1	10.3	3.1	--	--
Revenue Miles	487.5	157.9	45.9	212.6	71.1	--	--
Peak Buses Required		5	--	5	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (24.03)	\$ (20.86)	\$ (26.25)	\$ (25.39)	\$ (27.17)	--	--
Farebox Recovery Ratio	12.1%	9.9%	10.2%	9.6%	10.7%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	365	134	108	112	11	--	--
Pass. / One-Way Trip	11	12	9	11	11	--	--
Seat Utilization	31.3%	27.7%	21.3%	39.9%	19.6%	--	--
Pass. / Rev. Hour	15	18	14	24	13	--	--
Riders going Crossbay	96.2%						

Interlining	
AM Interlines with:	None
PM Interlines with:	None

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare	N/A



### Westbound

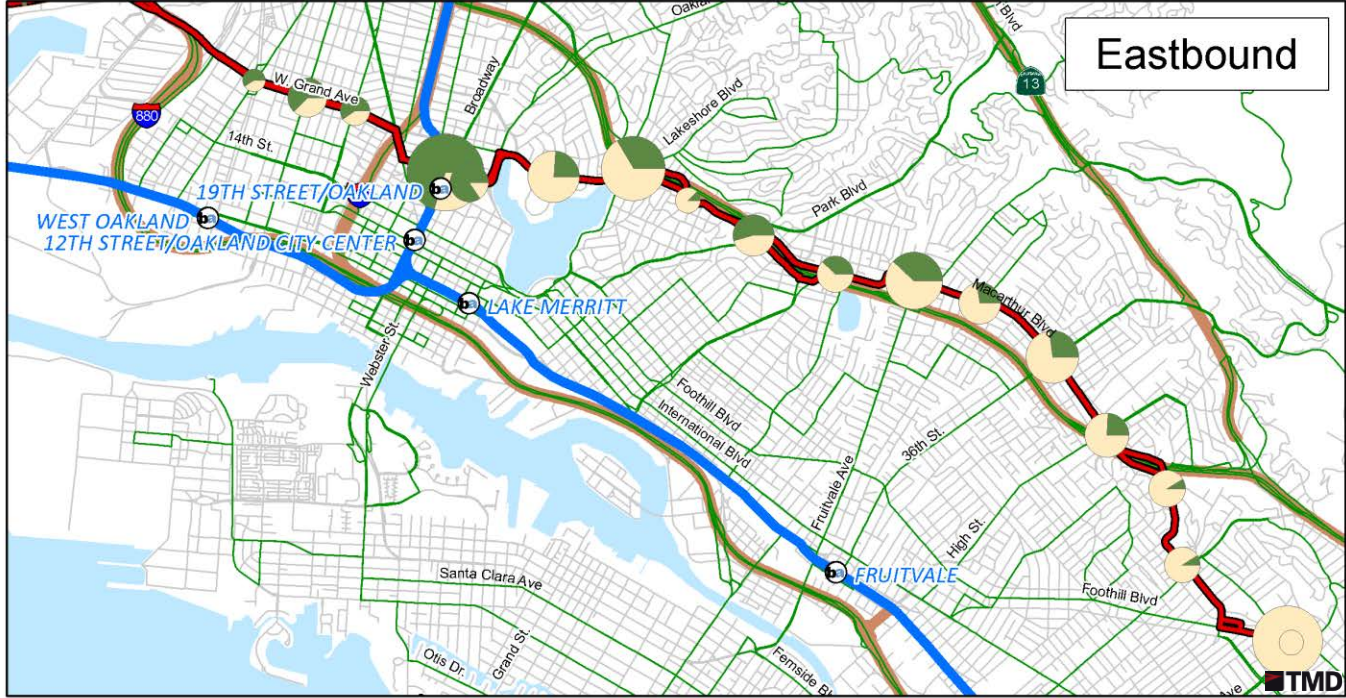
# Transbay Route NL

## Eastmont – San Francisco

### Description

Transbay Route NL operates limited-stop service along MacArthur Blvd, Lake Park Ave, Grand Ave, T.L. Berkley Way, San Pablo Ave, and an express segment to Transbay Terminal via I-80.

- Route NL has strong ridership throughout its alignment.
- Major turnover points include Foothill Square, Eastmont Transit Center, Fruitvale Ave, Lakeshore Blvd, and 20<sup>th</sup> Street BART.
- Key activity centers served include Foothill Square, Eastmont Transit Center, Mills College, and Uptown Oakland destinations including BART HQ and the Kaiser Center.



### Eastbound

### Adjacent Services

- Connects with 19<sup>th</sup> St. BART. A number of other services connect with other BART stations.
- Notable perpendicular services: Routes 11 (Oakland Ave and 14<sup>th</sup> Ave), 14 (High St.) 18 (Park Blvd), 73 (73<sup>rd</sup> Ave/Hegenberger), and others.
- Route 58L utilizes a matching stop pattern and alignment until 20<sup>th</sup> St.
- Route 57 overlays this route until Lakeshore.

**Boardings/Alightings (Weekday)**

AC Transit Network	Ons 300	Offs 300	
Featured Route	Ons 150	Offs 150	
BART Network	Ons 75	Offs 75	

**TMD**

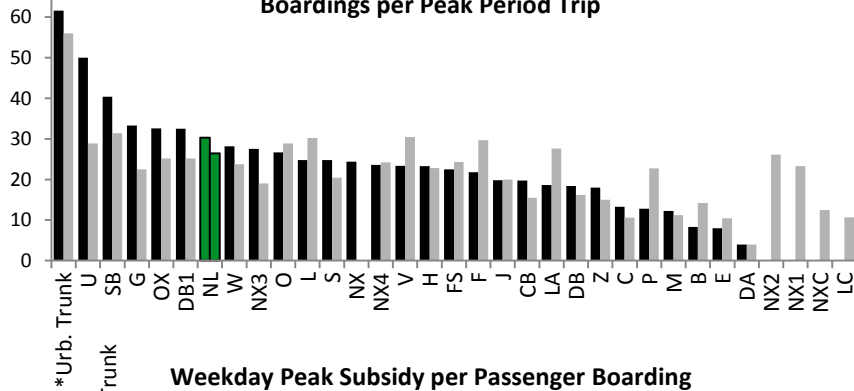


# Transbay Route NL

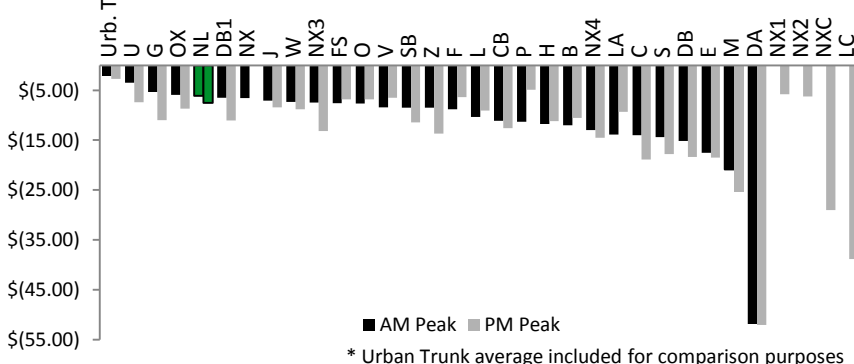
## Performance

- In the AM peak, it operates 9 trips to San Francisco and 8 trips back to Eastmont Transit Center (515 total boardings).
- In the PM peak, it operates 7 trips to Eastmont and 6 trips back to San Francisco (608 total boardings).
- In the Midday, it operates 12 trips to San Francisco and 12 trips back to Eastmont (930 total boardings).
- In the early AM and evening, it operates 12 trips to San Francisco and 13 trips back (415 total boardings).
- AC Transit utilizes 7 buses to provide service in the AM peak and 8 buses to provide PM peak service.
- Service productivity is highest in the Midday (33 pass. per one-way trip, subsidy of \$5.15 per pass. boarding).
- The PM peak period is less productive (26 pass. per one-way trip, subsidy of \$7.55 per pass. boarding).
- 39.5% of riders cross the bay: majority local usage.

**Boardings per Peak Period Trip**



**Weekday Peak Subsidy per Passenger Boarding**



\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Weekday Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	45 Trips	9 Trips	12 Trips	12 Trips	12 Trips	38 Trips	38 Trips
Eastbound	47 Trips	8 Trips	12 Trips	14 Trips	13 Trips	37 Trips	37 Trips

Span		
Westbound	5:05 – 24:20	5:05 - 24:21
Eastbound	6:06 – 24:50	6:06 – 24:50

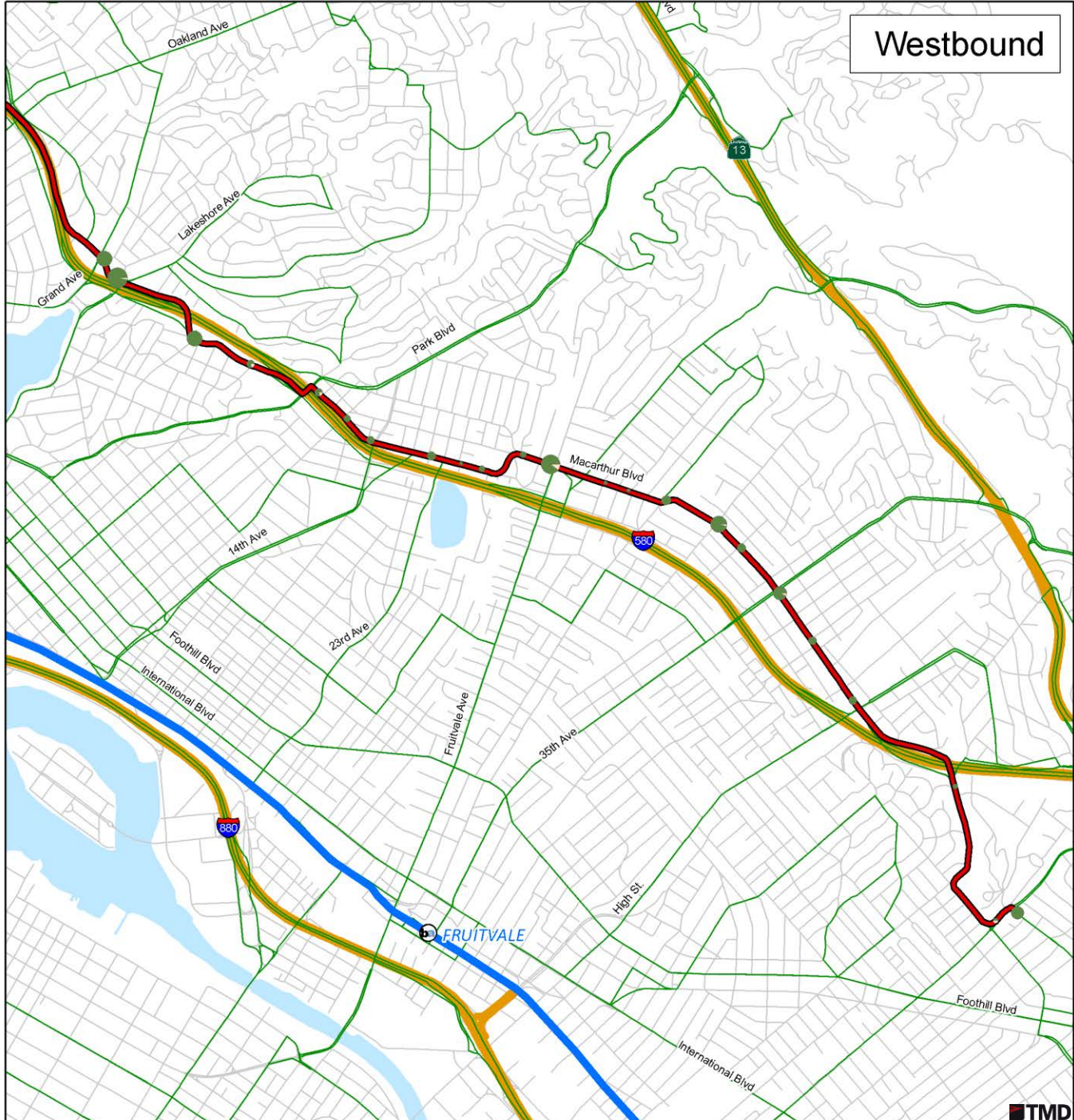
Service Provided							
	Weekday Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	93.3	17.4	27.8	24.0	24.2	73.1	73.1
Revenue Miles	1,473.7	269.4	443.7	364.5	396.1	1,188.6	1,188.6
Peak Buses Required		7	--	8	--	--	--

Financial							
	Weekday Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (7.24)	\$ (6.11)	\$ (5.15)	\$ (7.55)	\$ (12.91)	\$ (10.77)	\$ (16.89)
Farebox Recovery Ratio	28.4%	38.1%	60.2%	69.2%	64.9%	21.1%	14.6%

Productivity							
	Weekday Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	2,468	515	930	608	415	1,447	999
Pass. / One-Way Trip	27	30	33	26	17	19	13
Seat Utilization	21.8%	12.7%	22.8%	29.2%	29.2%	14.9%	10.5%
Pass. / Rev. Hour	26	30	34	25	17	20	14
Riders going Crossbay	39.5%						

Interlining	
AM Interlines with:	Route 641
PM Interlines with:	Route 662

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Coliseum to Embarcadero)	\$3.55



Westbound

# Transbay Route NX

E. Oakland to San Francisco







## Description




Transbay Route NX operates local service along MacArthur Blvd between Eastmont Transit Center and Grand Ave and an express segment to Transbay Terminal via I-580.

- Ridership is distributed evenly along the alignment.
- A few transfer points have higher boardings— Eastmont, 36<sup>th</sup> Ave, Fruitvale, Grand, Lakeshore.

## Adjacent Services

- Transbay Route NL , NX1, and NX2 serve the same alignment .
- Routes 57 and 58L also follow MacArthur.
- Numerous routes connect to BART, including:
- Routes 20, 21, and 54, which connect with Fruitvale BART;
- Route 11, which connects with Lake Merritt BART;
- Routes 18 and 26, which connect with 12<sup>th</sup> Street BART; and
- Route 12, which connects with 19<sup>th</sup> Street BART.

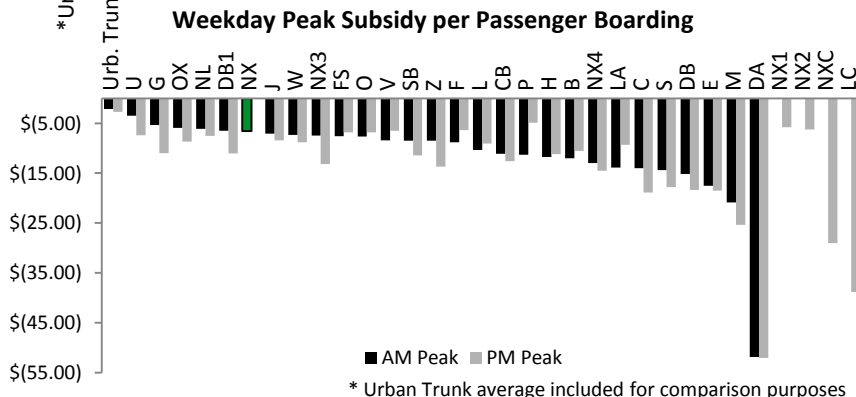
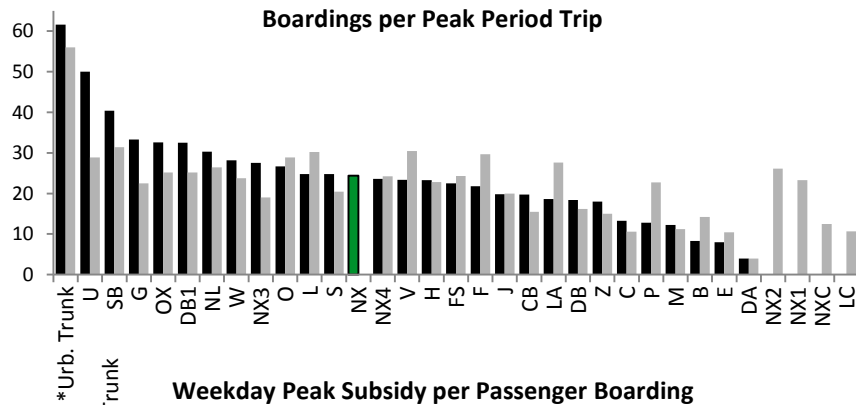
Boardings/Alightings (Weekday)		Ons	Offs
	AC Transit Network	300	
	Featured Route	150	
	BART Network	75	

# Transbay Route NX

## Performance

- In the AM peak, it operates 8 trips to San Francisco (195 boardings).
- In the early AM, it operates 1 trip to San Francisco (9 boardings).
- AC Transit utilizes 4 buses to provide service in the AM peak.
- Service productivity is highest in the AM peak period (24 pass. per one-way trip, subsidy of \$6.57 per pass. boarding).
- The early AM is less productive (9 pass. per one-way trip, subsidy of \$21.40 per pass. boarding).
- 95.6% of riders cross the bay; little local usage.



\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	9 Trips	8 Trips	--	--	1 Trip	--	--
Eastbound	--	--	--	--	--	--	--

Span					
Westbound	5:53 – 9:16			--	--
Eastbound	--			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	7.3	6.6	--	--	0.8	--	--
Revenue Miles	134.8	119.9	--	--	15.0	--	--
Peak Buses Required		4	--	0	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (7.23)	\$ (6.57)	--	--	\$ (21.40)	--	--
Farebox Recovery Ratio	28.5%	52.3%	--	--	20.3%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	204	195	--	--	9	--	--
Pass. / One-Way Trip	22.67	24	--	--	9	--	--
Seat Utilization	29.6%	31.7%	--	--	12.2%	--	--
Pass. / Rev. Hour	28	30	--	--	12	--	--
Riders going Crossbay	95.6%						

Interlining	
AM Interlines with:	Route NX3, NX4
PM Interlines with:	None

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Fruitvale to Embarcadero)	\$3.50

# Transbay Route NX1

## E. Oakland – San Francisco

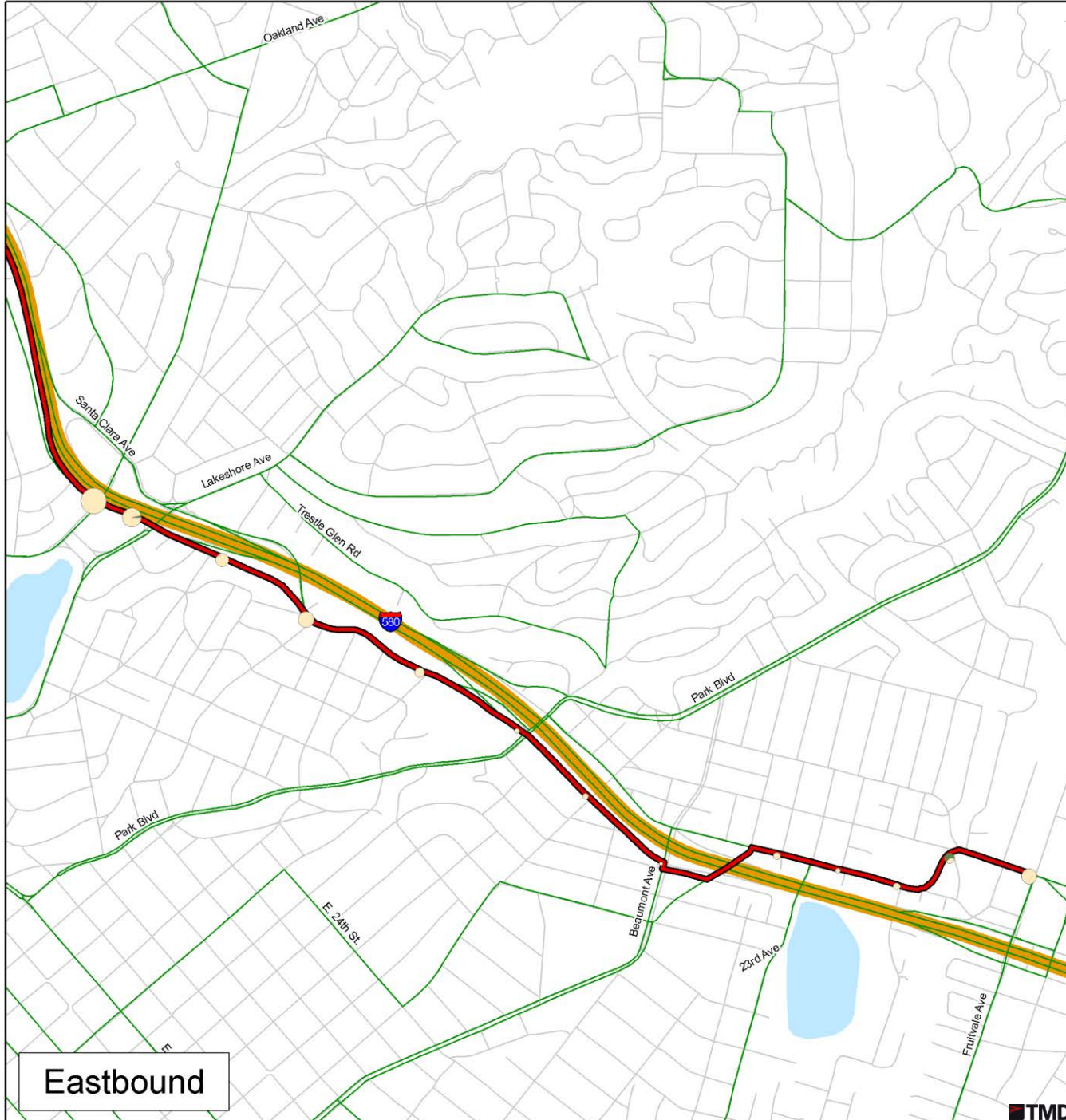
### Description

Transbay Route NX1 operates local service along MacArthur Blvd between Fruitvale and Grand Ave and an express segment to Transbay Terminal via I-580.

- Ridership is distributed along the alignment.
- A few transfer points have higher boardings – Fruitvale, Grand, Lakeshore.
- Overall, there are many local stops where only a handful of people get on—but still make the bus have to stop.



### Adjacent Services

- Transbay Route NL, NX, and NX2 serve the same alignment that Route NX1 does.
- Routes 57 and 58L also follow MacArthur.
- Numerous routes connect to BART, including:
  - Routes 20, 21, and 54, which connect with Fruitvale BART;
  - Route 11, which connects with Lake Merritt BART;
  - Routes 18 and 26, which connect with 12<sup>th</sup> Street BART; and
  - Route 12, which connects with 19<sup>th</sup> Street BART.



Eastbound

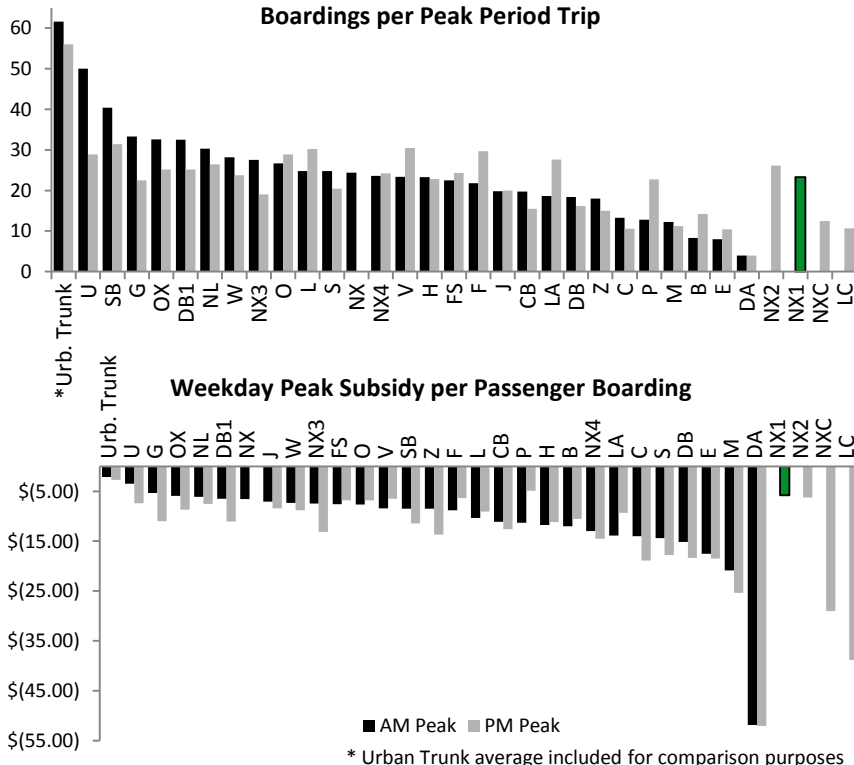
Boardings/Alightings (Weekday)	
AC Transit Network	Ons 300 Offs 300
Featured Route	150
BART Network	75



# Transbay Route NX1

## Performance

- In the PM peak, it operates 7 trips from San Francisco (163 boardings).
- AC Transit utilizes 1 buses to provide service in the PM peak.
- Service productivity during the PM peak period is 23 pass. per one-way trip, subsidy of \$5.80 per pass. boarding)
- 96.3% of riders cross the bay; little local usage.



One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	--	--	--	--	--	--	--
Eastbound	7 Trips	--	--	7 Trips	--	--	--

Span					
Westbound	--			--	--
Eastbound	16:15 – 18:45			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	5.2	--	--	5.2	--	--	--
Revenue Miles	84.6	--	--	84.6	--	--	--
Peak Buses Required		0	--	1	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (5.80)	--	--	\$ (5.80)	--	--	--
Farebox Recovery Ratio	33.2%	--	--	33.2%	--	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	163	--	--	163	--	--	--
Pass. / One-Way Trip	23	--	--	23	--	--	--
Seat Utilization	35.5%	--	--	35.5%	--	--	--
Pass. / Rev. Hour	31	--	--	31	--	--	--
Riders going Crossbay	96.3%						

Interlining	
AM Interlines with:	None
PM Interlines with:	Routes NX2, NX4, NXC, OX, V, W, 604, 638, 650, 654

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Fruitvale to Embarcadero)	\$3.50

# Transbay Route NX2

## E. Oakland – San Francisco

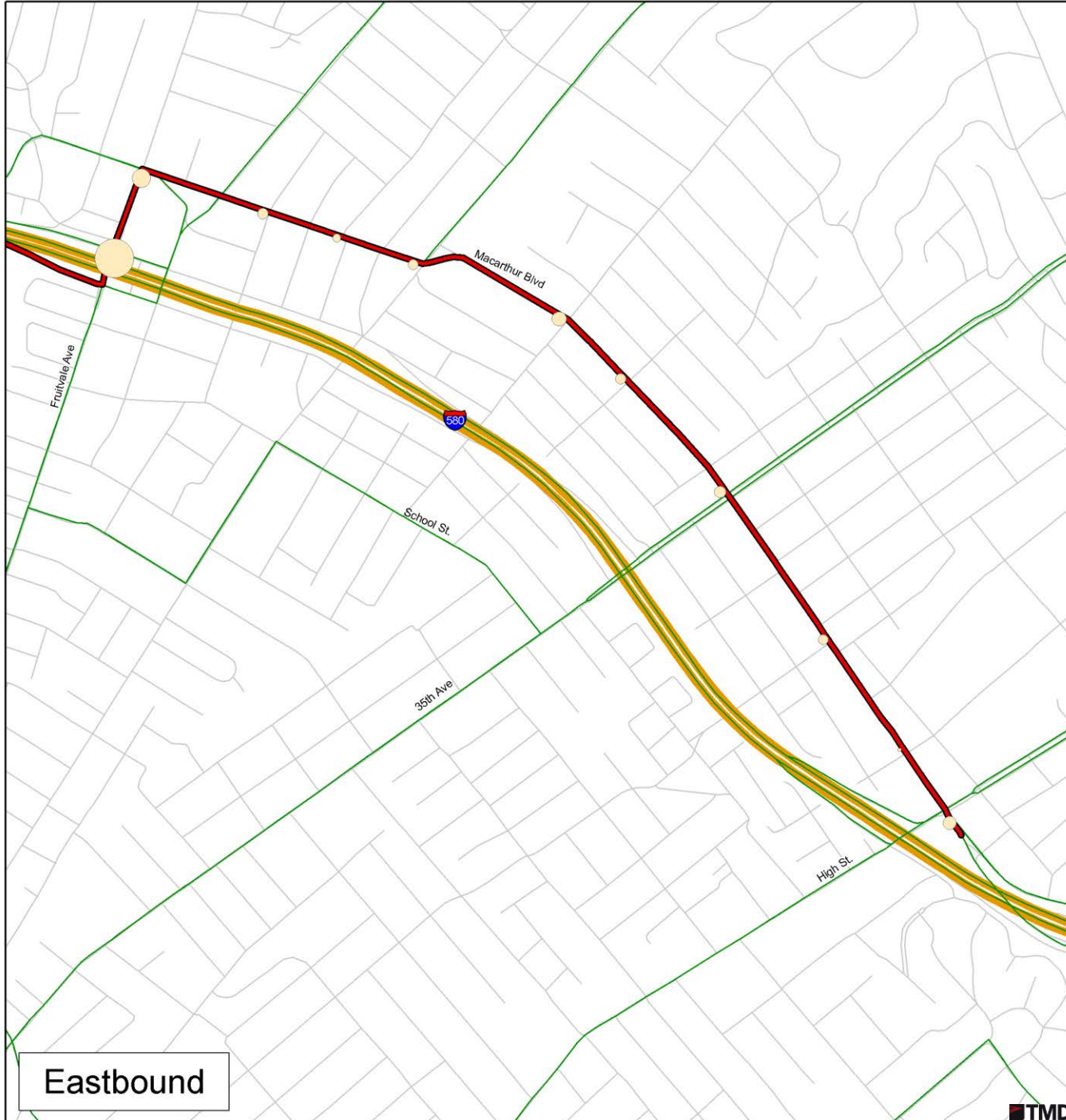
### Description

Transbay Route NX operates local service along MacArthur Blvd until Fruitvale Ave and an express segment to Transbay Terminal via I-580.

- Ridership is distributed evenly along the alignment.
- Fruitvale Ave experiences the highest ridership.

### Adjacent Services

- Transbay Routes NL and NX serve the same alignment that Route NX2 does.
- Routes 57 and 58L also follow MacArthur.
- Numerous routes connect to BART, including:
- Routes 20, 21, and 54, which connect with Fruitvale BART.



Eastbound

Boardings/Alightings (Weekday)	
AC Transit Network	300
Featured Route	150
BART Network	75

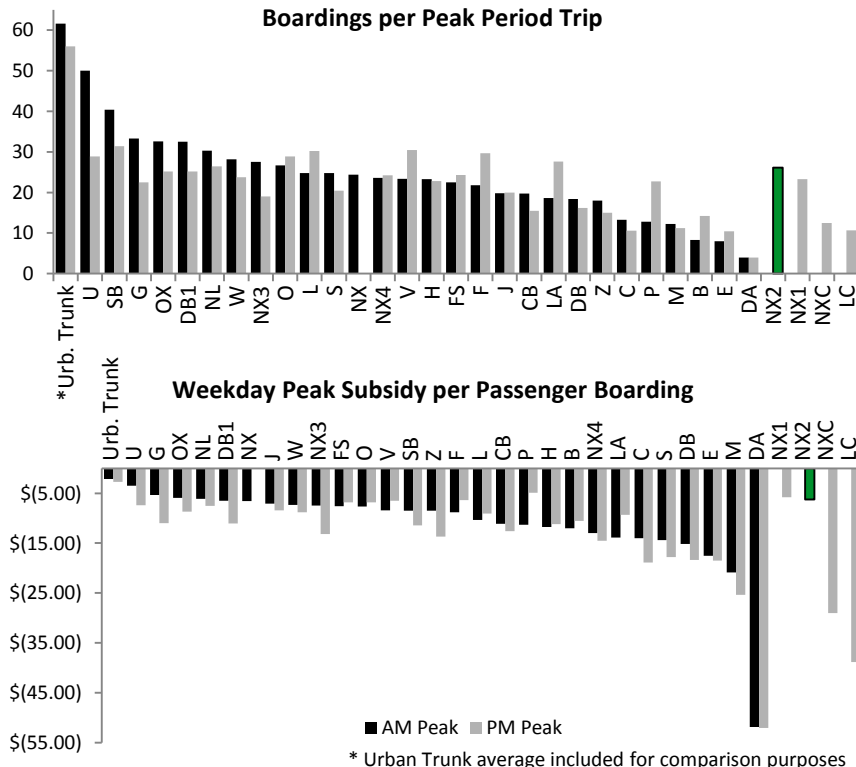
Ons  
Offs



# Transbay Route NX2

## Performance

- In the PM peak, it operates 9 trips from San Francisco (235 boardings).
- AC Transit utilizes 3 buses to provide service in the PM peak.
- Service productivity during the PM peak period is 26 pass. per one-way trip, subsidy of \$6.25 per pass. boarding).
- 99.6% of riders cross the bay; little local usage.



One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	--	--	--	--	--	--	--
Eastbound	9 Trips	--	--	9 Trips	--	--	--

Span					
Westbound	5:25 - 9:00			--	--
Eastbound	16:00 - 20:00			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	8.1	--	--	8.1	--	--	--
Revenue Miles	123.5	--	--	123.5	--	--	--
Peak Buses Required		0	--	3	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (6.25)	--	--	\$ (6.25)	--	--	--
Farebox Recovery Ratio	31.5%	--	--	31.5%	--	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	235	--	--	235	--	--	--
Pass. / One-Way Trip	26	--	--	26	--	--	--
Seat Utilization	41.1%	--	--	41.1%	--	--	--
Pass. / Rev. Hour	29	--	--	29	--	--	--
Riders going Crossbay	99.6%						

Interlining	
AM Interlines with:	None
PM Interlines with:	Routes OX, NX1, 631, 650, 657

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Fruitvale to Embarcadero)	\$3.50

# Transbay Route NX3

## San Leandro – SF

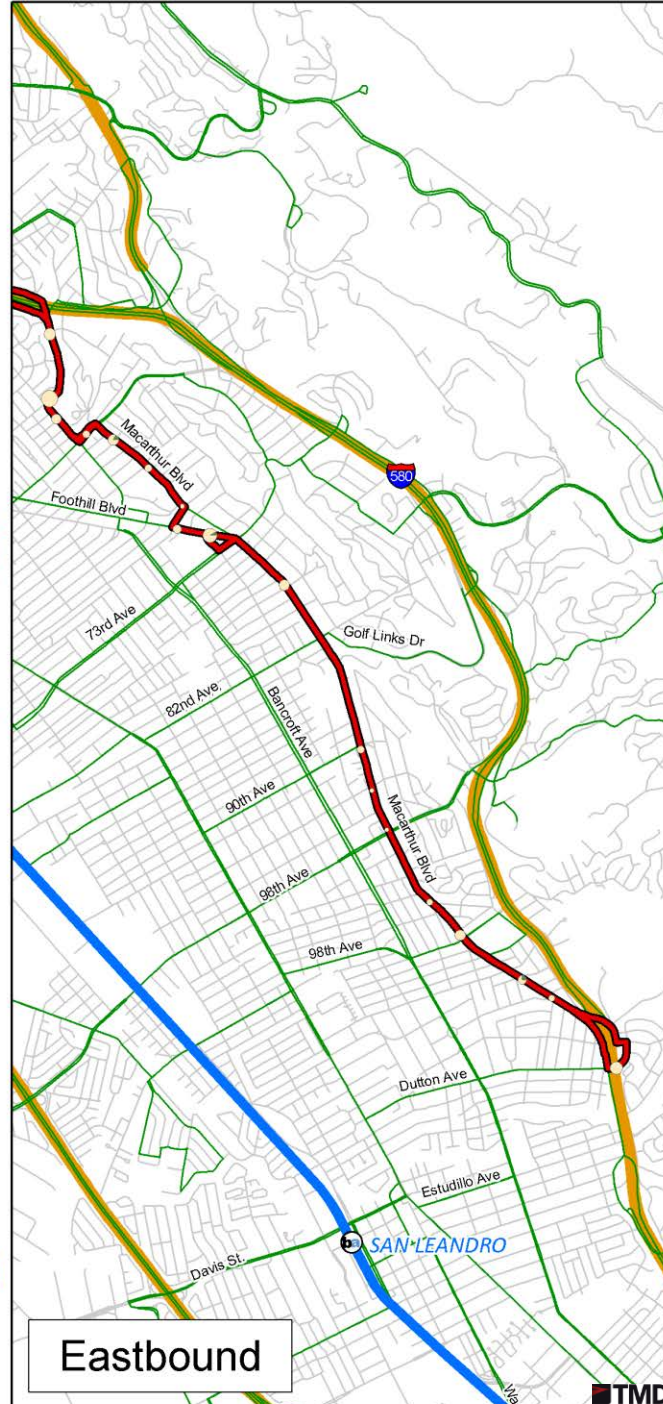
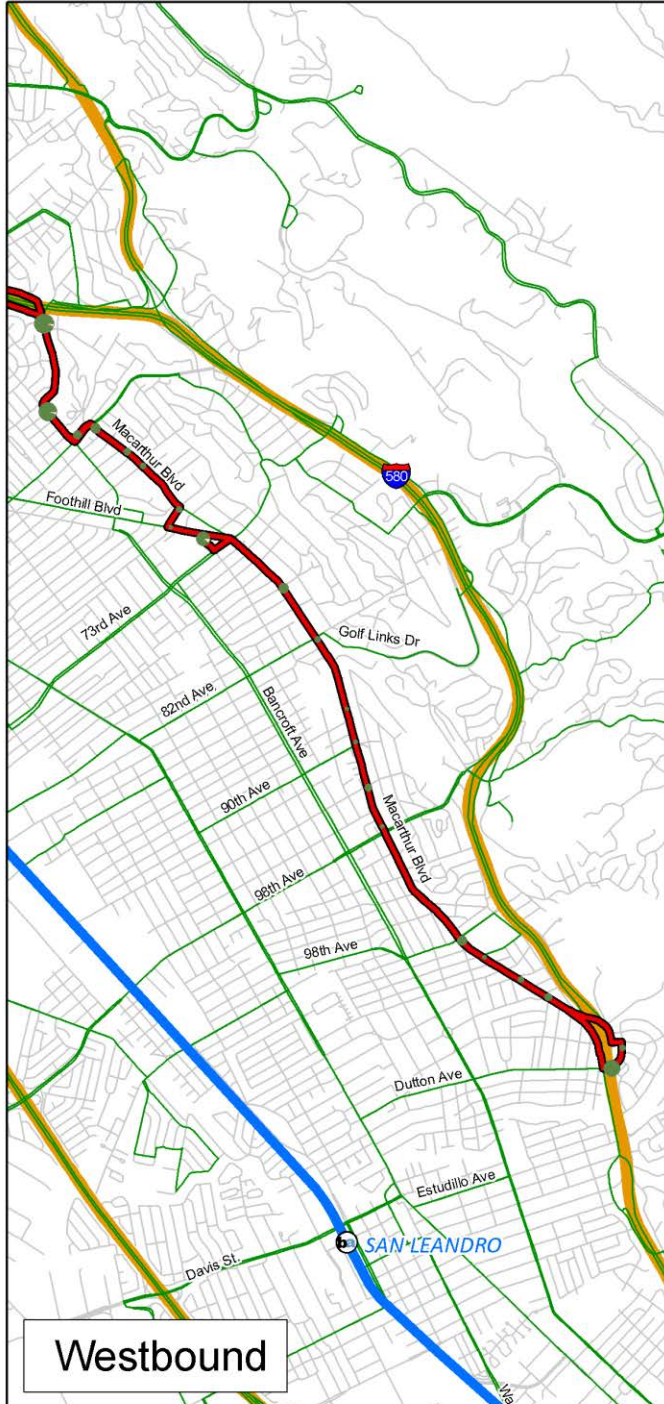
### Description

Transbay Route NX3 operates local service along Macarthur Blvd between Sheffield Village and Mills College and an express segment to Transbay Terminal via I-580.

- Ridership along Route NX3's alignment is distributed evenly along the alignment.
- Key centers of activity include Mills College and the Foothill Square shopping center.
- Eastmont Transit Center is a transfer point to the 73<sup>rd</sup> St. corridor and its adjacent services.

### Adjacent Services

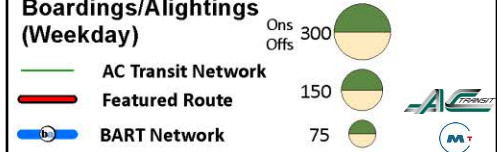
- Transbay Route NL serves Eastmont and points north on Macarthur, and Route NX serves Mills College.
- Route 75 connects with BART at San Leandro.
- Routes 45, 46, and 73 connect with BART at Coliseum.
- Routes 57 and 58L follow Route NX3 on Macarthur Blvd.



Westbound

Eastbound

### Boardings/Alightings (Weekday)

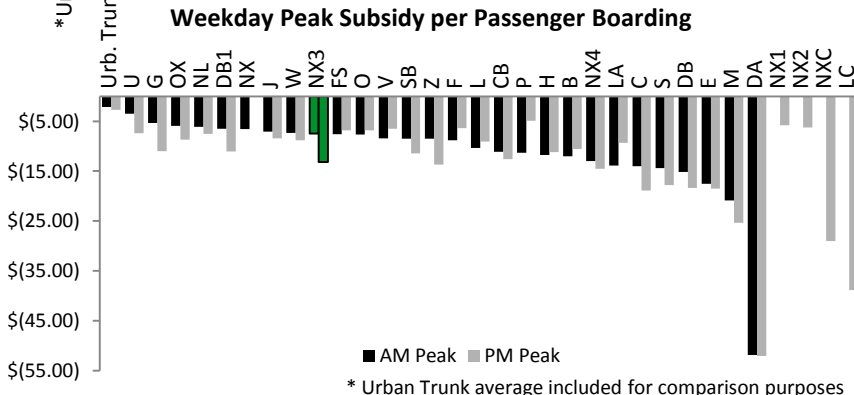
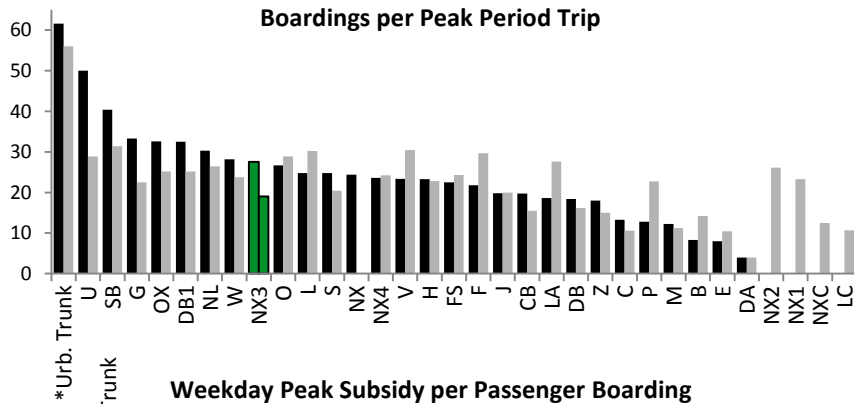




# Transbay Route NX3 Performance

## Performance

- In the AM peak, it operates 4 trips to San Francisco (110 total boardings).
- In the PM peak, it operates 7 trips from San Francisco (133 boardings).
- In the early AM, it operates 1 trip to San Francisco (14 boardings).
- AC Transit utilizes 4 buses to provide service in the AM peak and 4 buses to provide PM peak service.
- Service productivity is highest in the AM peak period (28 pass. per one-way trip, subsidy of \$7.48 per pass. boarding).
- The PM peak period is less productive (19 pass. per one-way trip, subsidy of \$13.17 per pass. boarding).
- 97.3% of riders cross the bay; little local usage.



\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	5 Trips	4 Trips	--	--	1 Trip	--	--
Eastbound	7 Trips	--	--	7 Trips	--	--	--

Span					
Westbound	5:50 – 9:00			--	--
Eastbound	16:35 – 19:35			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	12.7	4.0	--	7.8	0.8	--	--
Revenue Miles	226.3	75.9	--	131.4	19.0	--	--
Peak Buses Required		4	--	4	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (10.84)	\$ (7.48)	--	\$ (13.17)	\$ (15.03)	--	--
Farebox Recovery Ratio	21.0%	27.8%	--	17.9%	16.1%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	257	110	--	133	14	--	--
Pass. / One-Way Trip	22	28	--	19	14	--	--
Seat Utilization	29.8%	38.2%	--	26.4%	19.7%	--	--
Pass. / Rev. Hour	20	27	--	17	17	--	--
Riders going Crossbay	97.3%						

Interlining	
AM Interlines with:	Route NX
PM Interlines with:	Routes NXC, NX4, OX, 646, 649, 680

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Fruitvale to Embarcadero)	\$3.50

# Transbay Route NX4

## Castro Valley – SF

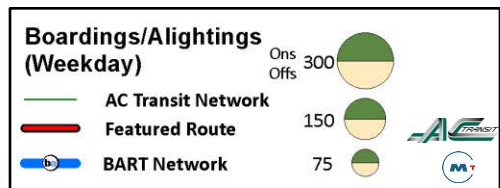
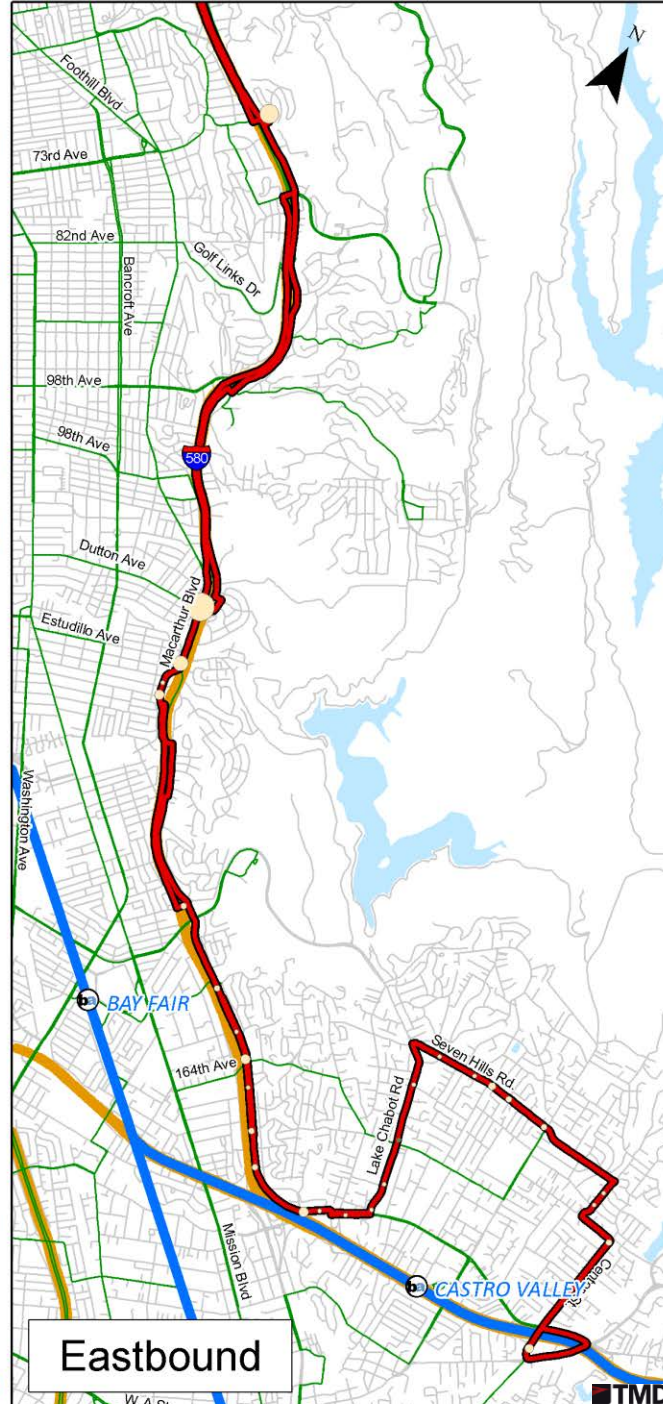
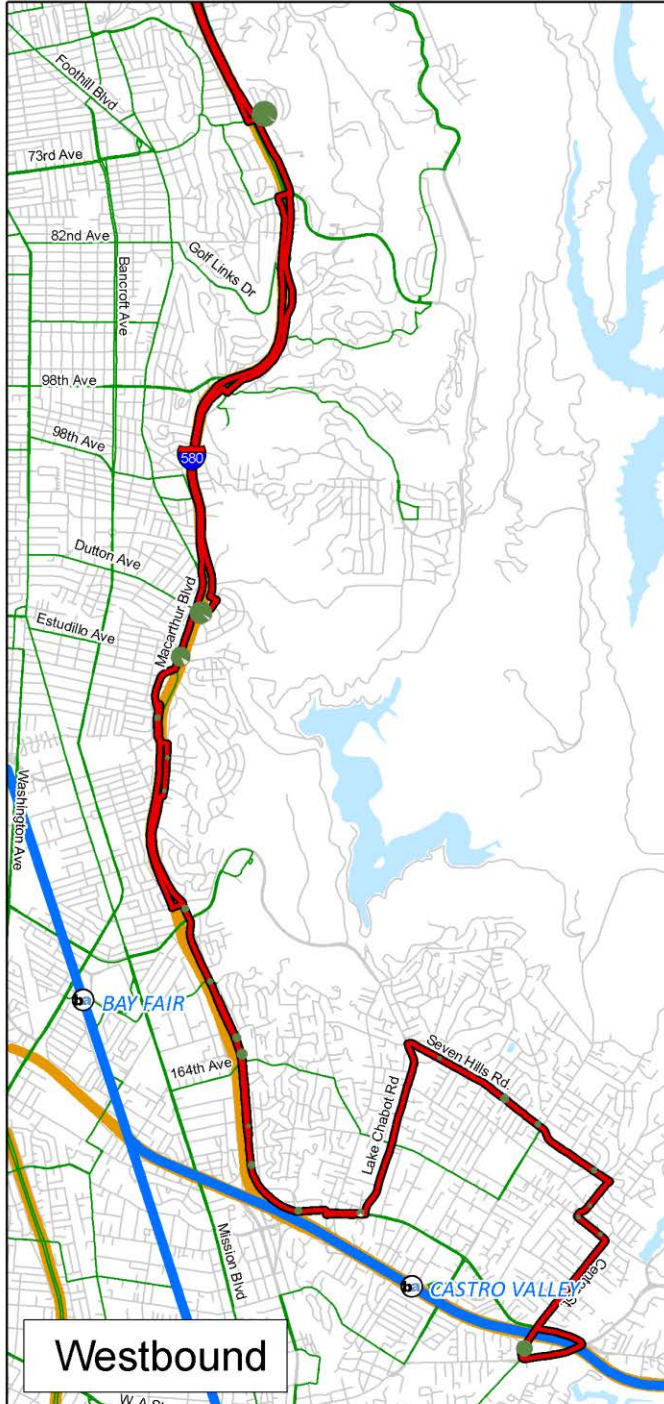
### Description

Transbay Route NX4 operates express service to San Francisco via I-580, and limited stop service on Mountain Blvd, Foothill Way, Macarthur Blvd, Foothill Blvd, Castro Valley Blvd, Lake Chabot Rd, Seven Hills Road, Madison St, Heyer Ave, Center St., and Grove Way.

- The Castro Valley segment experiences light ridership with no concentrations of boardings.
- There is higher ridership on Macarthur and Monte Vista Villas (Mountain Blvd).

### Adjacent Services

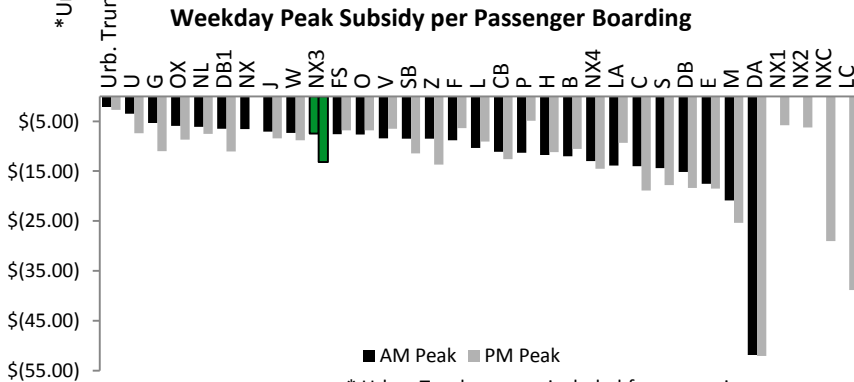
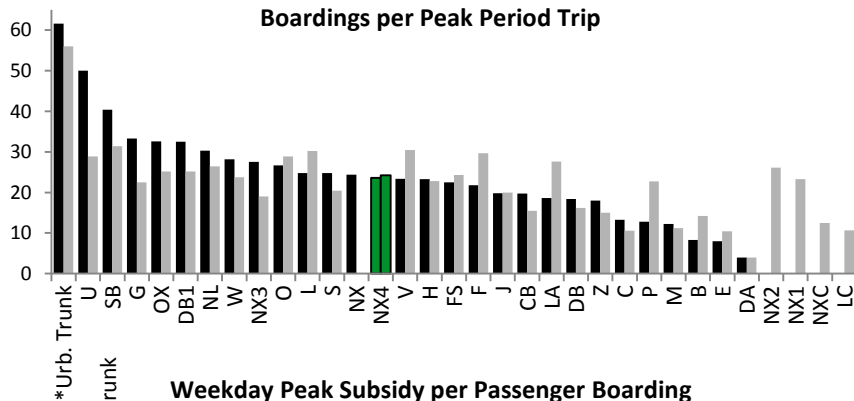
- Route 32 overlaps Route NX4 on Center Street, Lake Chabot Rd, and Foothill Blvd, and connects to Hayward, Castro Valley, and Bay Fair BART.
- Route 48 parallels Route NX4 along Center St., Heyer Ave, Madison Ave, Seven Hills Rd, Lake Chabot Rd, Castro Valley Blvd, and Foothill Blvd. It also provides connections to Castro Valley and Bay Fair BART.
- Route 75 parallels Route NX4 on Grand Avenue and Macarthur Blvd. It connects with Bay Fair and San Leandro BART.



# Transbay Route NX4 Performance

## Performance

- In the AM peak, it operates 5 trips to San Francisco (118 boardings).
- In the PM peak, it operates 5 trips to Castro Valley (121 boardings).
- In the early AM, it operates 1 trip to San Francisco (12 boardings).
- AC Transit utilizes 4 buses to provide service in the AM peak and 5 buses to provide PM peak service.
- Service productivity is highest in the AM peak period (24 pass. per one-way trip, subsidy of \$12.95 per pass. boarding).
- The PM peak period is slightly less productive (24 pass. per one-way trip, subsidy of \$14.50 per pass. boarding).
- 97.6% of riders cross the bay; little local usage.



■ AM Peak ■ PM Peak  
 \* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	6 Trips	5 Trips	--	--	1 Trip	--	--
Eastbound	5 Trips	--	--	5 Trips	--	--	--

Span					
Westbound	5:30 – 9:00			--	--
Eastbound	16:15 – 19:30			--	--

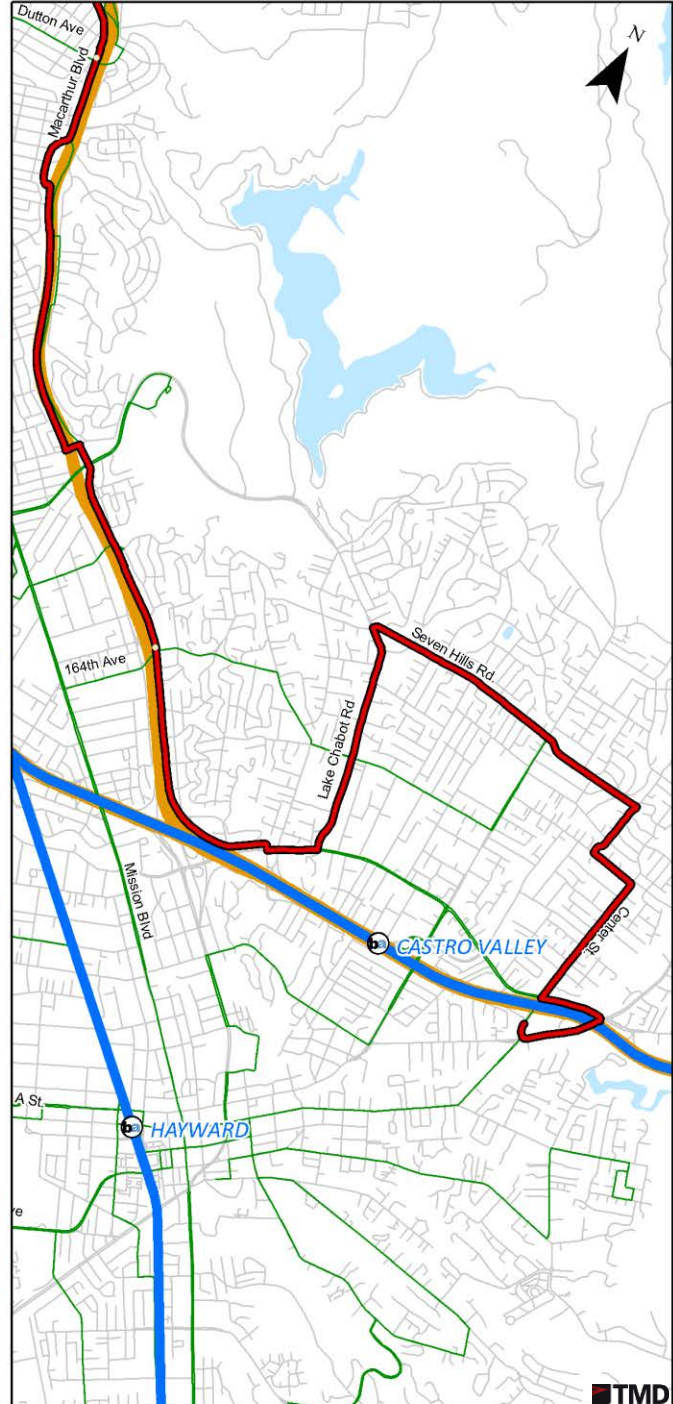
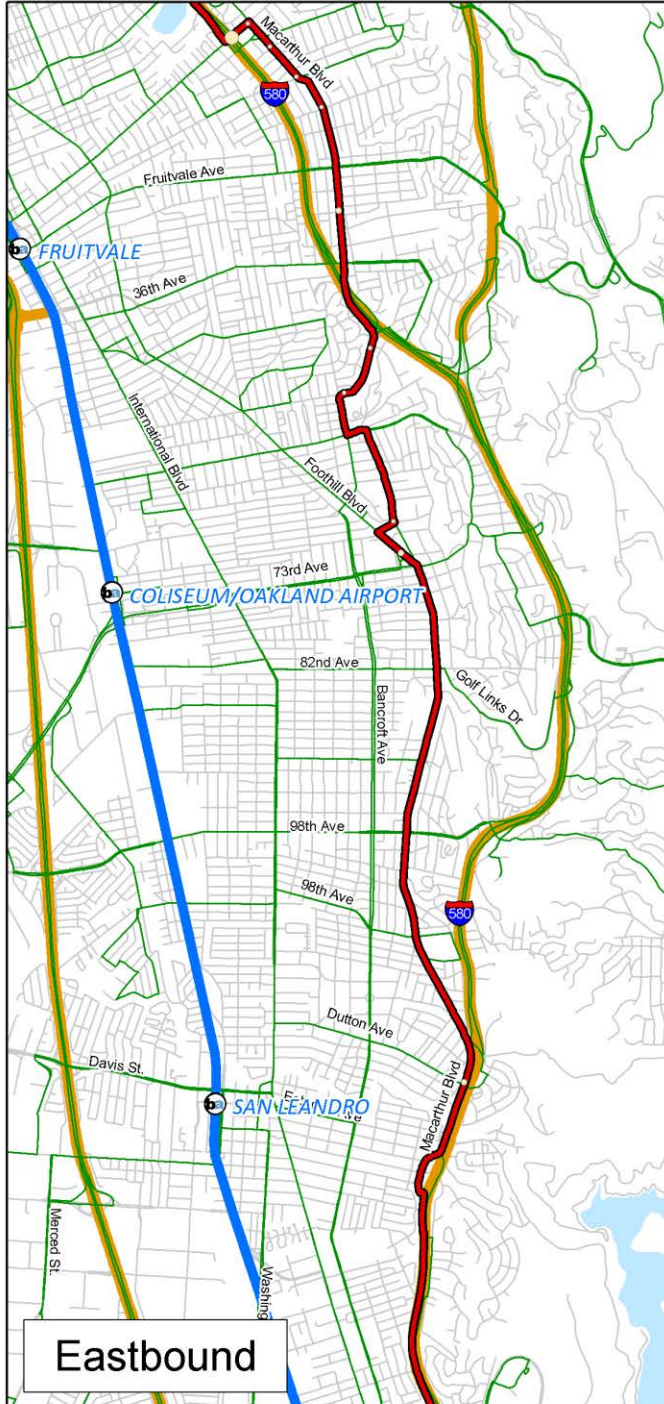
Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	14.6	6.1	--	7.3	1.2	--	--
Revenue Miles	312.4	140.6	--	143.7	28.1	--	--
Peak Buses Required		4	--	5	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (14.41)	\$ (12.95)	--	\$ (14.50)	\$ (27.88)	--	--
Farebox Recovery Ratio	16.7%	18.2%	--	16.6%	9.4%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	251	118	--	121	12	--	--
Pass. / One-Way Trip	23	24	--	24	12	--	--
Seat Utilization	28.5%	29.9%	--	29.9%	15.0%	--	--
Pass. / Rev. Hour	17	19	--	17	10	--	--
Riders going Crossbay	97.6%						

Interlining	
AM Interlines with:	None
PM Interlines with:	Routes NX1, OX, W, 631, 654, 660

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Castro Valley to Embarcadero)	\$4.55



# Transbay Route NXC

## SF – Castro Valley

### Description

Transbay Route NXC operates an express segment from Transbay Terminal via I-580, and local service along Macarthur Blvd, Foothill Blvd, Lake Chabot Rd., and Seven Hills Rd, and Center St.




- The entire alignment experiences light ridership, distributed evenly throughout the route’s alignment.
- The local alignment is very long.

### Adjacent Services

- A number of different routes connect BART with the Macarthur Corridor and Castro Valley in the evening, including Routes 14, 18, 32, 45, 48, 54, 62, and 98.
- Note that not all of these routes connect with or offer alternatives to both of Route NXC’s trips. See timetables for details.

Eastbound

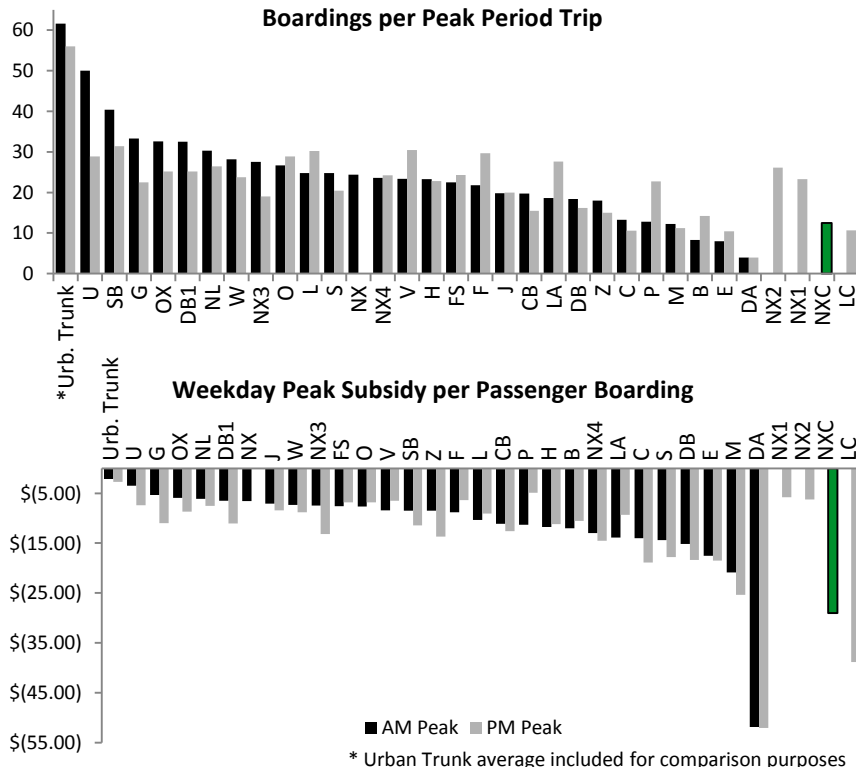
Boardings/Alightings (Weekday)		Ons	Offs
	AC Transit Network	150	150
	Featured Route	75	75
	BART Network	75	75

# Transbay Route NXC

## Performance

- In the evening AM, it operates 2 trips from San Francisco (25 boardings).
- AC Transit utilizes 2 buses to provide peak service.
- Service productivity is low (12.5 pass. per one-way trip, subsidy of \$29.04 per pass. boarding).
- 100% of riders cross the bay; no local usage.



One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	--	--	--	--	--	--	--
Eastbound	2 Trips	--	--	--	2 Trips	--	--

Span			
Westbound	--	--	--
Eastbound	19:15 – 21:51	--	--

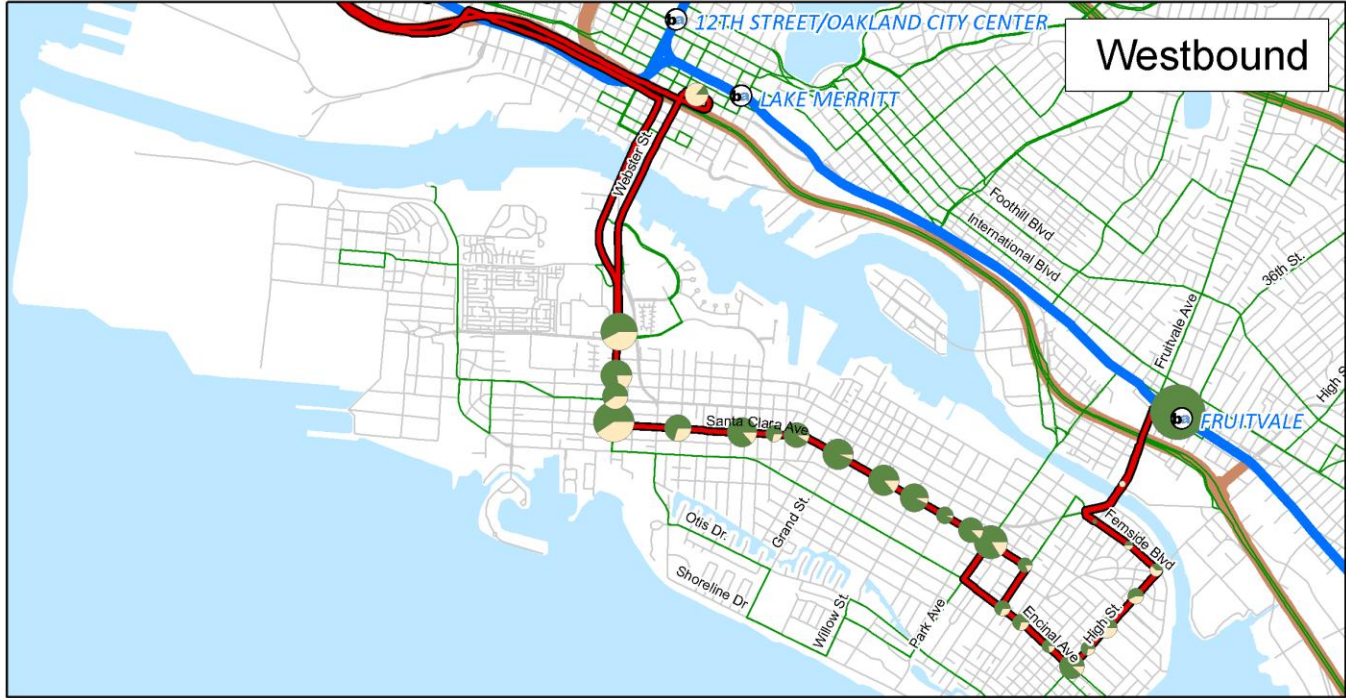
Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	2.7	--	--	--	2.7	--	--
Revenue Miles	57.1	--	--	--	57.1	--	--
Peak Buses Required		0	--	2	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (29.04)	--	--	--	\$ (29.04)	--	--
Farebox Recovery Ratio	9.0%	--	--	--	9.0%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	25	--	--	--	25	--	--
Pass. / One-Way Trip	12.50	--	--	--	13	--	--
Seat Utilization	10.9%	--	--	--	10.9%	--	--
Pass. / Rev. Hour	9	--	--	--	9	--	--
Riders going Crossbay	100.0%						

Interlining	
AM Interlines with:	--
PM Interlines with:	Routes OX, NX1, NX3, and 638

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Embarcadero to Castro Valley)	\$4.55



**Westbound**

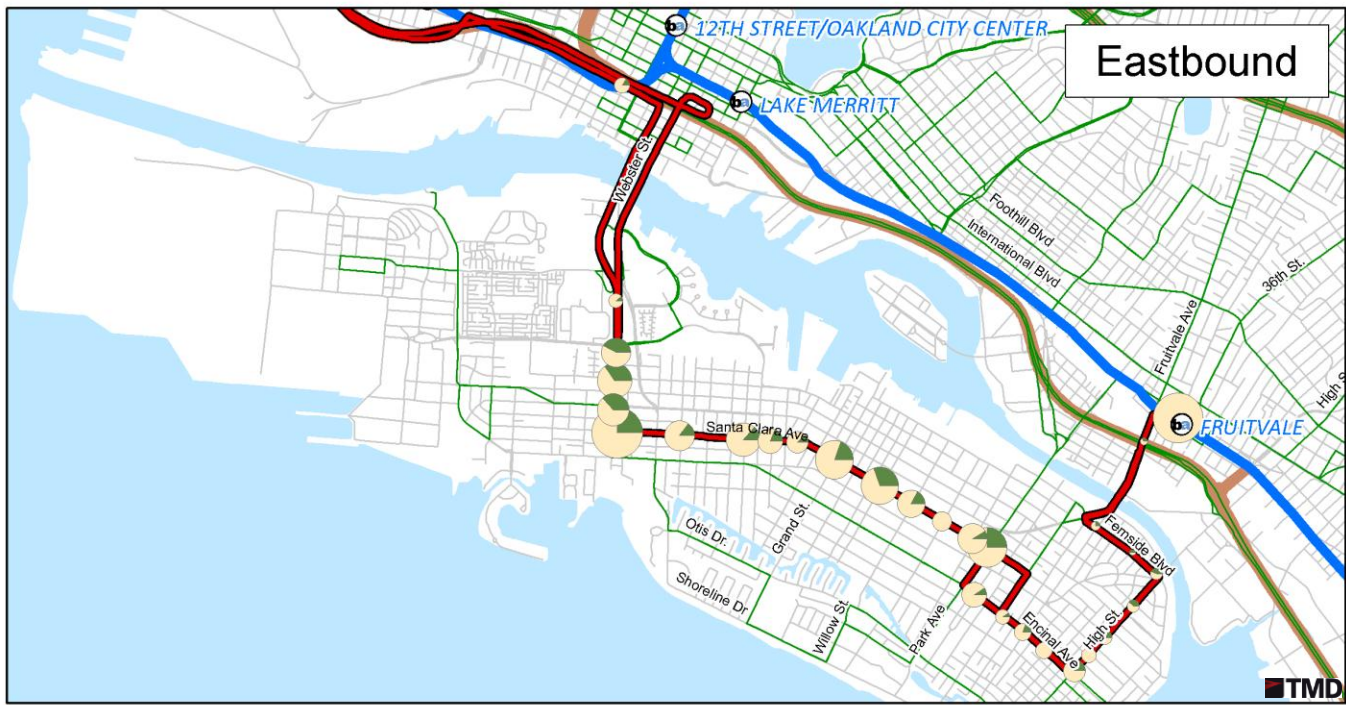
# Transbay Route O

## Alameda – San Francisco

### Description

Transbay Route O operates local service between downtown Oakland, (via 5<sup>th</sup> St., 7<sup>th</sup> St, Jackson St., Harrison St.) Alameda, (via Webster St., Santa Clara Ave, Park St., Broadway, Encinal Ave, High St., Fernside Blvd,) and Fruitvale BART, and an express segment to Transbay Terminal via I-880.

- Ridership is heaviest along Webster St. and Santa Clara Ave.
- Ridership is lighter along Fernside, High, and Encinal Ave.
- Key activity centers include downtown Oakland, downtown Alameda, and Fruitvale.



**Eastbound**

### Adjacent Services

- Route O serves Fruitvale BART directly, and stops within walking distance of Lake Merritt BART.
- Transbay Route W overlies the route segment on Webster and High Streets.
- Route 20 duplicates the O alignment along Webster St. and Park St.
- Route 31 serves Webster St. and 12<sup>th</sup> St. BART.
- Route 51A follows its alignment without deviating via Park, Encinal, High, and Fernside, instead traveling via Broadway and Fruitvale Ave. It serves Fruitvale and 12<sup>th</sup> St. BART.

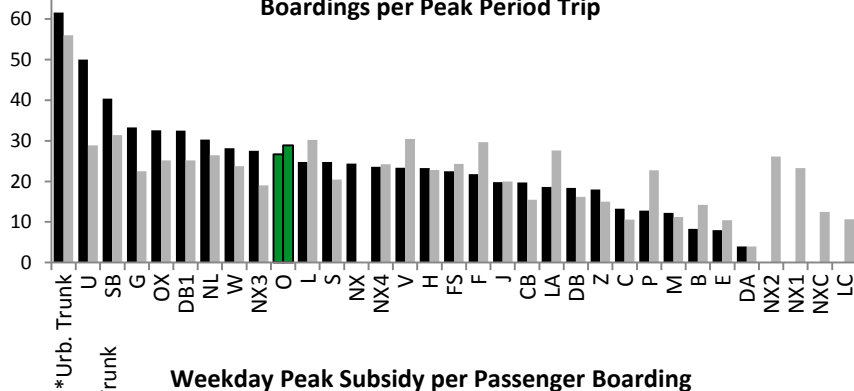
**Boardings/Alightings (Weekday)**

AC Transit Network	Ons 300	Offs 300
Featured Route	150	
BART Network	75	

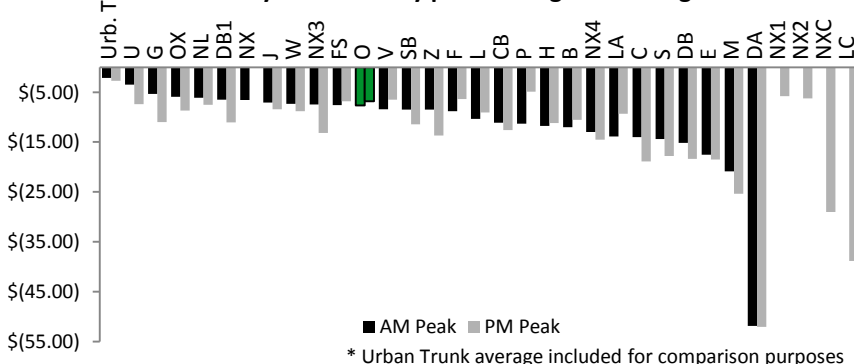
# Transbay Route O Performance

- In the AM peak, it operates 12 trips to San Francisco and 6 trips back to Alameda (480 total boardings).
- In the PM peak, it operates 7 trips to San Francisco and 16 trips back to Alameda (577 total boardings).
- In the Midday, it operates 6 trips to San Francisco and 6 trips back to Alameda (30 total boardings).
- In the early AM and evening periods, it operates 5 trips to San Francisco and 5 trips back (185 total boardings).
- AC Transit utilizes 4 buses to provide service in the AM peak and 5 buses to provide PM peak service.
- Service productivity is highest in the PM peak period (29 pass. per one-way trip, subsidy of \$6.79 per pass. boarding).
- The AM peak period is less productive (27 pass. per one-way trip, subsidy of \$7.62 per pass. boarding).
- 73.8% of riders cross the bay; moderate local usage.

**Boardings per Peak Period Trip**



**Weekday Peak Subsidy per Passenger Boarding**



■ AM Peak ■ PM Peak

\* Urban Trunk average included for comparison purposes

One-Way Trips%							
Direction	Weekday Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	30 Trips	12 Trips	6 Trips	7 Trips	5 Trips	16 Trips	16 Trips
Eastbound	33 Trips	6 Trips	6 Trips	16 Trips	5 Trips	16 Trips	16 Trips

Span					
Westbound	6:00 – 22:45			5:00 - 21:38	5:00 - 21:38
Eastbound	5:00 – 21:48			6:00 - 22:39	6:00 - 22:39

Service Provided							
	Weekday Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	63.9	18.6	15.0	20.6	9.7	33.5	33.5
Revenue Miles	1,067.2	306.6	254.0	337.1	169.5	576.3	576.3
Peak Buses Required		8	--	9	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (7.86)	\$ (7.62)	\$ (7.96)	\$ (6.79)	\$ (11.63)	\$ (11.85)	\$ (18.91)
Farebox Recovery Ratio	26.8%	27.4%	26.6%	29.8%	19.9%	19.6%	13.2%

Productivity							
	Weekday Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	1,621	480	379	577	185	626	423
Pass. / One-Way Trip	26	27	25	29	19	18	12
Seat Utilization	30.5%	33.5%	26.3%	32.9%	25.9%	21.3%	15.5%
Pass. / Rev. Hour	25	26	25	28	19	19	13
Riders going Crossbay	73.8%						

Interlining	
AM Interlines with:	Route V
PM Interlines with:	Routes 631, 646, 648, 654, 660

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Fruitvale to Embarcadero)	\$3.50

# Transbay Route OX

## Bay Farm Island – SF

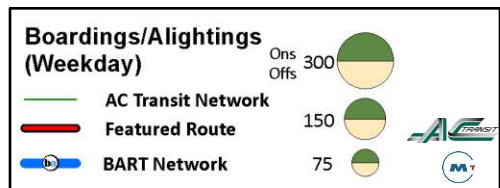
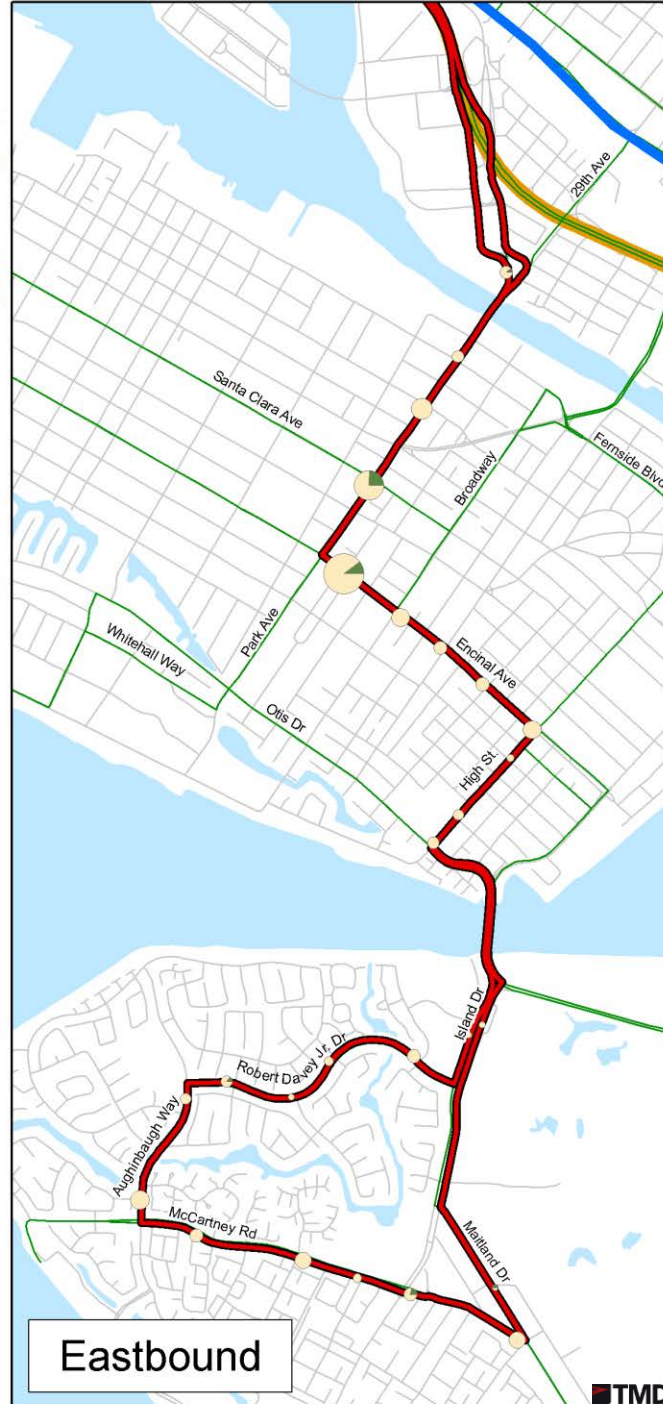
### Description

Transbay Route OX operates local service along Maitland Dr, McCartney Rd, Aughinbaugh Way, Robert Davey Jr. Dr, Island Dr, High St., Encinal Ave, Park Ave, 29<sup>th</sup> Ave, and an express segment to Transbay Terminal via I-880.

- Higher ridership on Encinal and Park Ave, and at Santa Clara Ave.
- Lighter ridership on Bay Farm Island.

### Adjacent Services

- Transbay Route O serves Encinal Ave, and Route W serves High St.
- Routes 20, 21, and 51A serve Fruitvale BART.

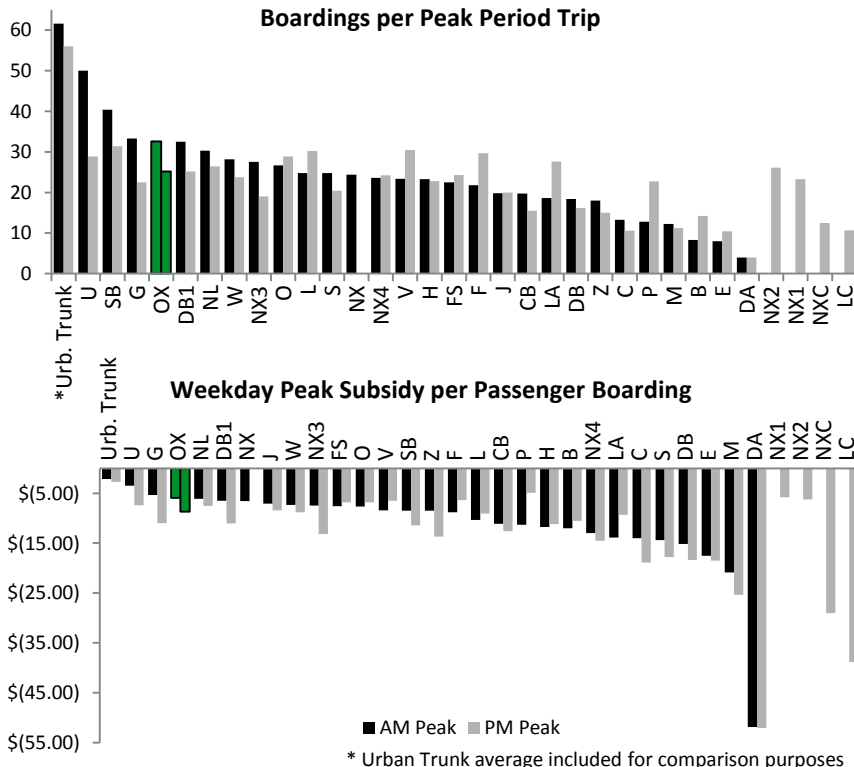




# Transbay Route OX

## Performance

- In the AM peak, it operates 7 trips to San Francisco (228 boardings).
- In the PM peak, it operates 12 trips to Bay Farm Island (302 boardings).
- In the early AM, it operates 1 trip to San Francisco, and in the evening, it operates 1 trip to Bay Farm Island (34 total boardings).
- AC Transit utilizes 5 buses to provide service in the AM peak and 8 buses to provide PM peak service.
- Service productivity is highest in the AM peak period (33 pass. per one-way trip, subsidy of \$5.94 per pass. boarding).
- The PM peak period is less productive (25 pass. per one-way trip, subsidy of \$8.69 per pass. boarding).
- 87.2% of riders cross the bay; little local usage.



One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	8 Trips	7 Trips	--	--	1 Trip	--	--
Eastbound	13 Trips	--	--	12 Trips	1 Trip	--	--

Span					
Westbound	5:38 – 8:47			--	--
Eastbound	16:15 – 20:38			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	21.7	7.4	--	12.6	1.8	--	--
Revenue Miles	382.5	123.7	--	222.61	36.22	--	--
Peak Buses Required		5	--	8	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (7.80)	\$ (5.94)	--	\$ (8.69)	\$ (12.36)	--	--
Farebox Recovery Ratio	27.0%	32.7%	--	24.9%	18.9%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	564	228	--	302	34	--	--
Pass. / One-Way Trip	27	33	--	25	17	--	--
Seat Utilization	34.7%	40.7%	--	33.2%	23.0%	--	--
Pass. / Rev. Hour	26	31	--	34	19	--	--
Riders going Crossbay	87.2%						

Interlining	
AM Interlines with:	Routes CB, P, W
PM Interlines with:	Routes NX3, NX4, NXC, O, W, V, 604, 631, 648, 654, 657

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Fruitvale to Embarcadero)	\$3.50

# Transbay Route P

## Piedmont – San Francisco

### Description

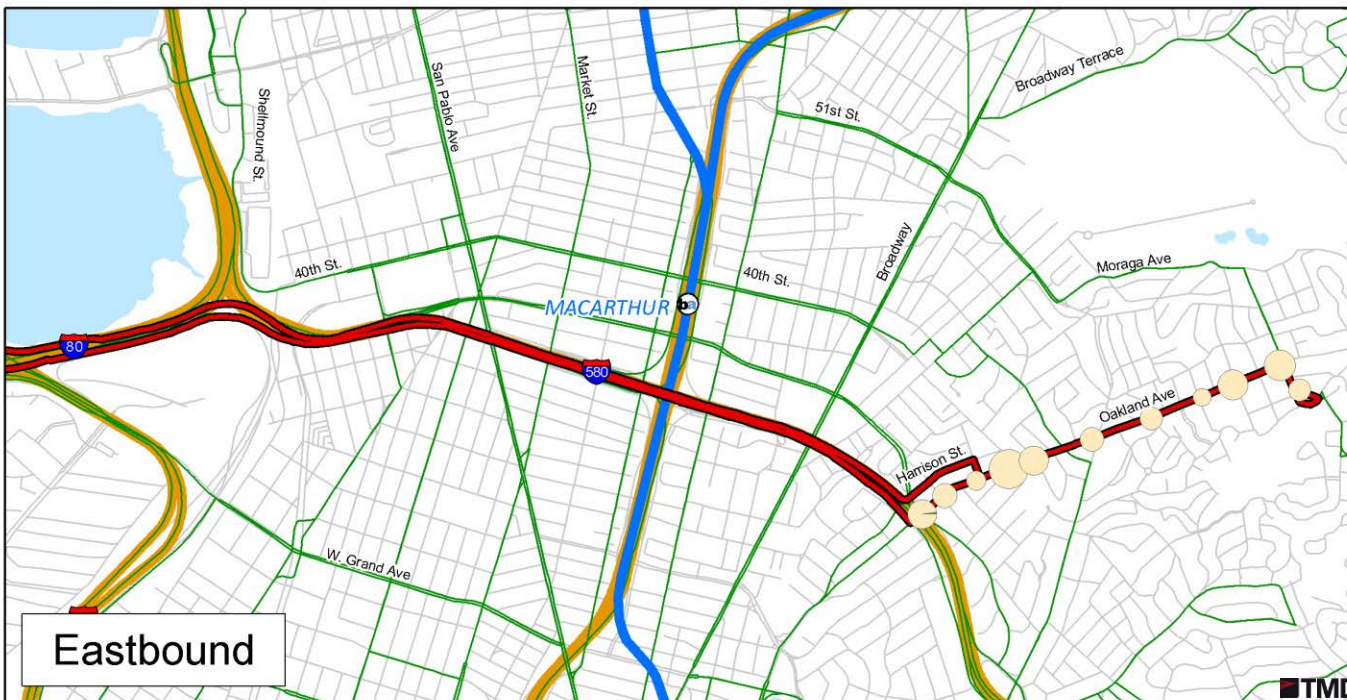
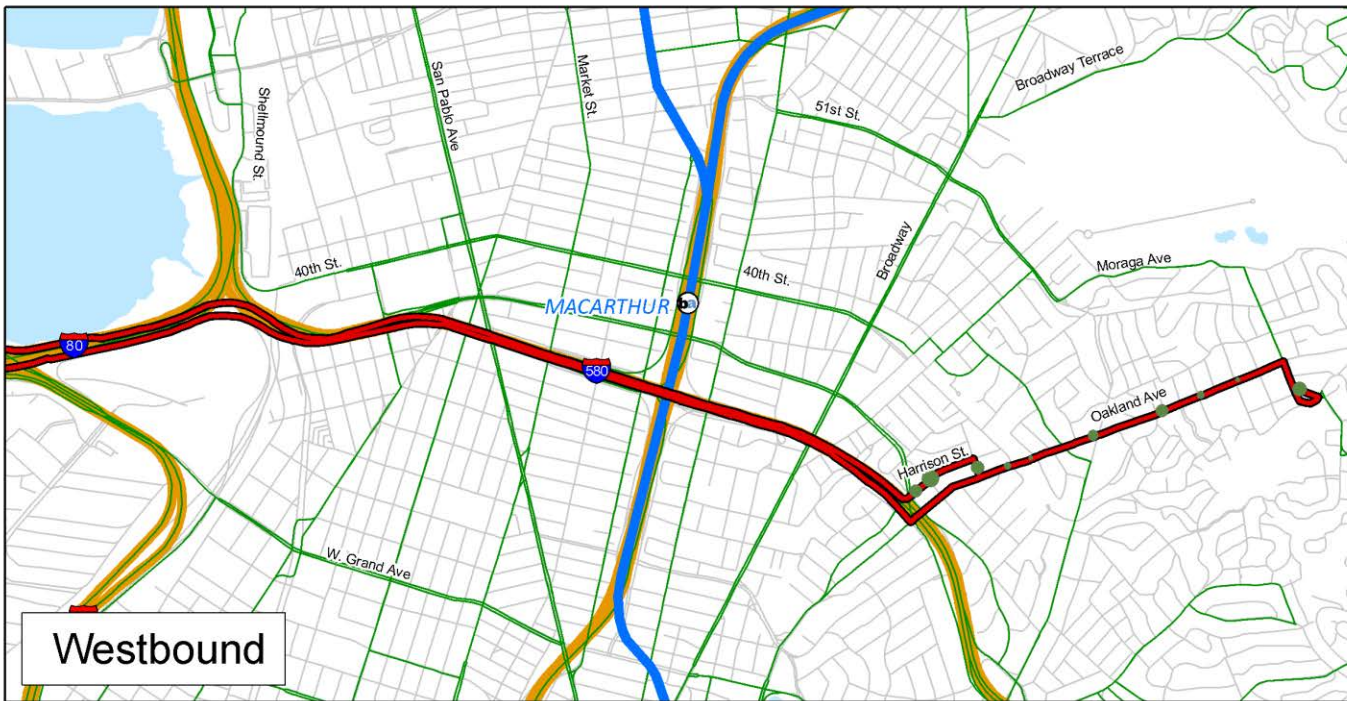
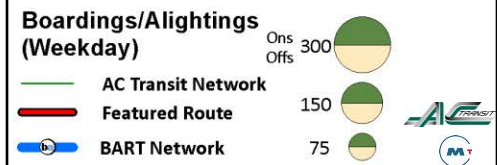
Transbay Route P operates local service along Highland Way, Oakland Ave, Harrison St, and express segment to Transbay Terminal via I-580.

- Ridership in the PM peak is significantly heavier than ridership in the AM peak.
- Ridership is well distributed along the corridor.

### Adjacent Services

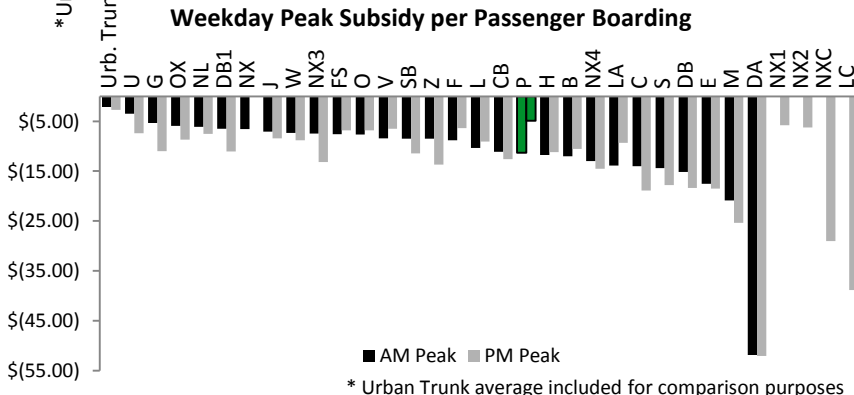
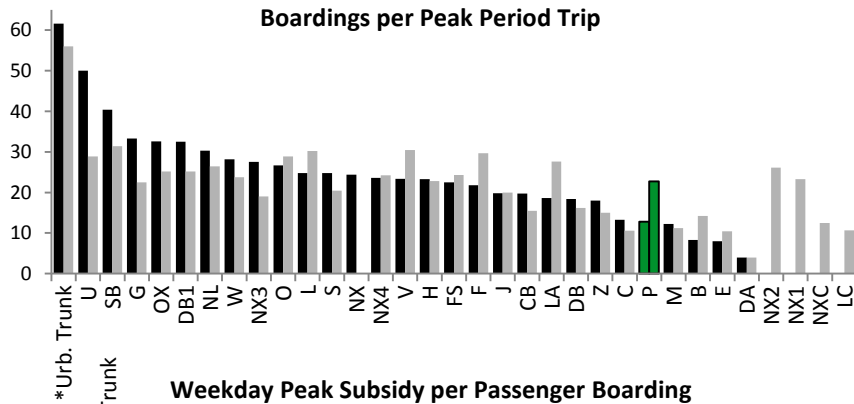
- Transbay Route C shares a terminus with Route P.
- Route 11 overlays Route P for all of its local alignment and connects with 19<sup>th</sup> St. BART.

### Boardings/Alightings (Weekday)



# Transbay Route P Performance

- In the AM peak, it operates 5 trips to San Francisco (64 boardings).
- In the PM peak, it operates 15 trips back to Piedmont (341 boardings).
- In the early AM, it operates 3 trips to Piedmont (56 total boardings).
- AC Transit utilizes 2 buses to provide service in the AM peak and 6 buses to provide PM peak service.
- Service productivity is highest in the PM peak period (23 pass. per one-way trip, subsidy of \$4.91 per pass. boarding).
- The AM peak period is less productive (13 pass. per one-way trip, subsidy of \$11.31 per pass. boarding).
- 99.8% of riders cross the bay; little local usage.



\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	5 Trips	5 Trips	--	--	--	--	--
Eastbound	18 Trips	--	--	15 Trips	3 Trips	--	--

Span					
Westbound	6:55 – 9:27			--	--
Eastbound	15:30 – 20:23			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	15.4	3.4	0.6	9.7	1.6	--	--
Revenue Miles	261.0	54.1	10.9	163.3	32.7	--	--
Peak Buses Required		2	--	6	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (5.92)	\$ (11.31)	\$ (6.96)	\$ (4.91)	\$ (5.60)	--	--
Farebox Recovery Ratio	32.7%	20.3%	29.3%	37.0%	34.0%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	479	64	18	341	56	--	--
Pass. / One-Way Trip	20	13	18	23	19	--	--
Seat Utilization	36.6%	23.5%	33.6%	41.6%	34.1%	--	--
Pass. / Rev. Hour	31	19	28	35	34	--	--
Riders going Crossbay	99.8%						

Interlining	
AM Interlines with:	Route V
PM Interlines with:	Routes 631, 646, 648, 654, 660

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Rockridge to Embarcadero)	\$3.55



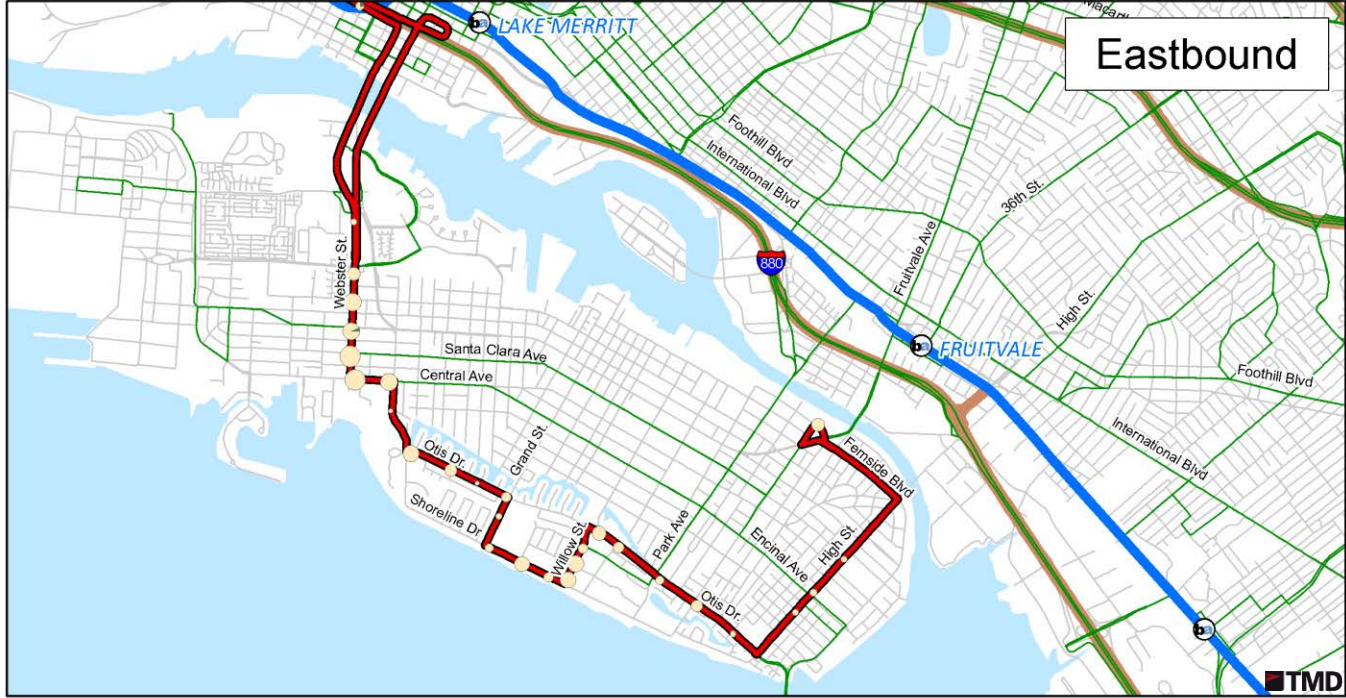
# Transbay Route W

## Alameda – San Francisco

### Description

Transbay Route W operates local service along Webster St., Otis Dr, Grand St., Shoreline Dr, Willow St., High St., Fernside Blvd, and an express segment to Transbay Terminal via I-880.

- Ridership is well distributed throughout the alignment, except for light ridership between the route's terminus at Fernside and Tilden Way and Otis and High Street.
- Very few riders ride to downtown Oakland.



### Adjacent Services

- Transbay Route O and OX together serve all of Route W's High Street alignment. Route O connects with Fruitvale BART.
- Route 20 follows Route W's alignment north of Park St. and connects with Fruitvale BART.
- Route 31 and 51A parallel Route W on Webster and connect to Lake Merritt and 12<sup>th</sup> St. BART.
- Route 51A meets with Route W at its terminus at Fernside and Tilden Way and connects to Fruitvale BART.

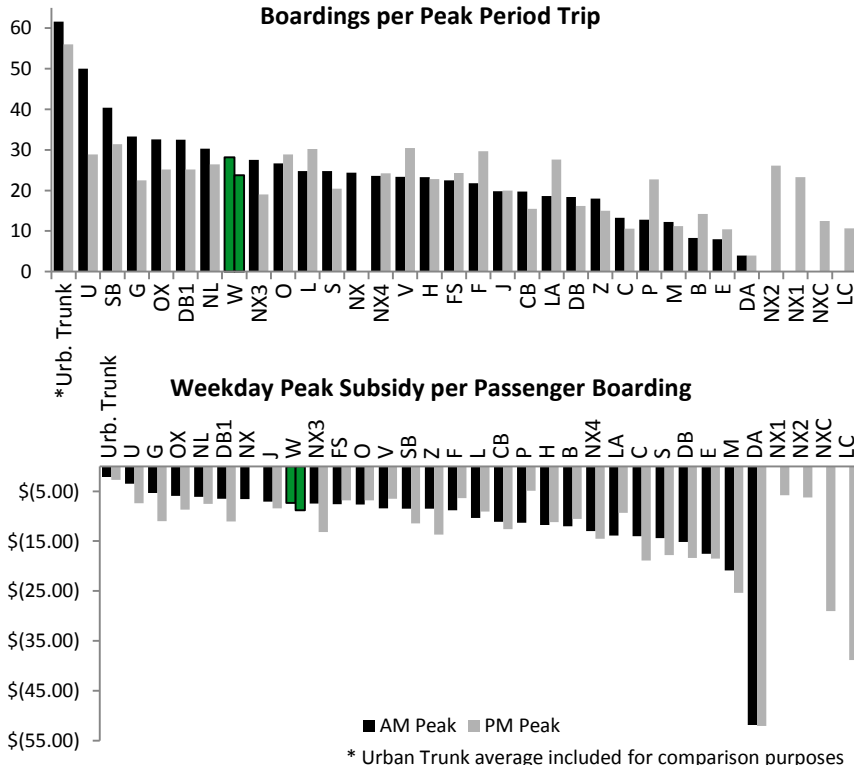
**Boardings/Alightings (Weekday)**

AC Transit Network	Ons 300	Offs 300
Featured Route	150	150
BART Network	75	75

TMD

# Transbay Route W Performance

- In the AM peak, it operates 7 trips to San Francisco (197 boardings).
- In the PM peak, it operates 9 trips to Alameda (214 boardings).
- In the early AM, it operates 1 trip to San Francisco, and in the evening, it operates 2 trips to Alameda (41 total boardings).
- AC Transit utilizes 6 buses to provide service in the AM peak and 5 buses to provide PM peak service.
- Service productivity is highest in the AM peak period (28 pass. per one-way trip, subsidy of \$7.33 per pass. boarding).
- The PM peak period is less productive (24 pass. per one-way trip, subsidy of \$8.83 per pass. boarding).
- 97.8% of riders cross the bay; little local usage.



One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	8 Trips	7 Trips	--	--	1 Trip	--	--
Eastbound	11 Trips	--	--	9 Trips	2 Trips	--	--

Span					
Westbound	5:25 - 9:00			--	--
Eastbound	16:00 - 20:00			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	19.5	7.4	--	9.3	2.8	--	--
Revenue Miles	323.9	122.0	--	150.9	51.0	--	--
Peak Buses Required		6	--	5	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (8.84)	\$ (7.33)	--	\$ (8.83)	\$ (16.15)	--	--
Farebox Recovery Ratio	24.6%	28.2%	--	24.6%	15.1%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	452	197	--	214	41	--	--
Pass. / One-Way Trip	24	28	--	24	14	--	--
Seat Utilization	33.6%	37.3%	--	35.4%	19.2%	--	--
Pass. / Rev. Hour	23	27	--	23	15	--	--
Riders going Crossbay	97.8%						

Interlining	
AM Interlines with:	Route V
PM Interlines with:	Routes NX4, OX, V, 631, 643, 646, 649, 655, 657

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Fruitvale to Embarcadero)	\$3.50

# Transbay Route FS

## Berkeley – San Francisco

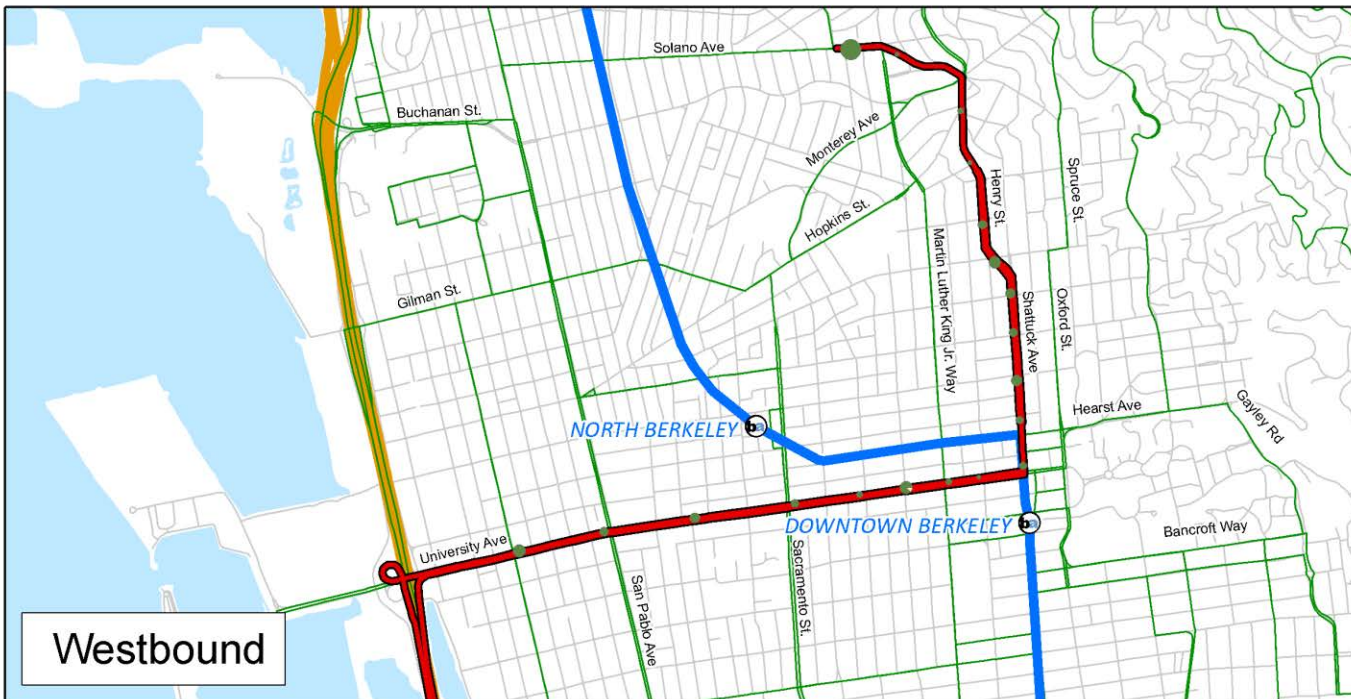
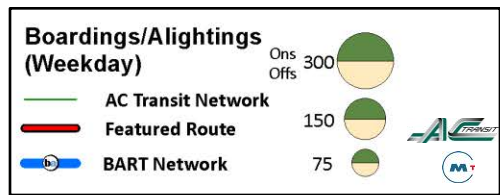
### Description

Transbay Route FS operates local service in Berkeley via Solano Ave, Henry St., Shattuck Ave, University Ave, and an express segment to Transbay Terminal via I-80.

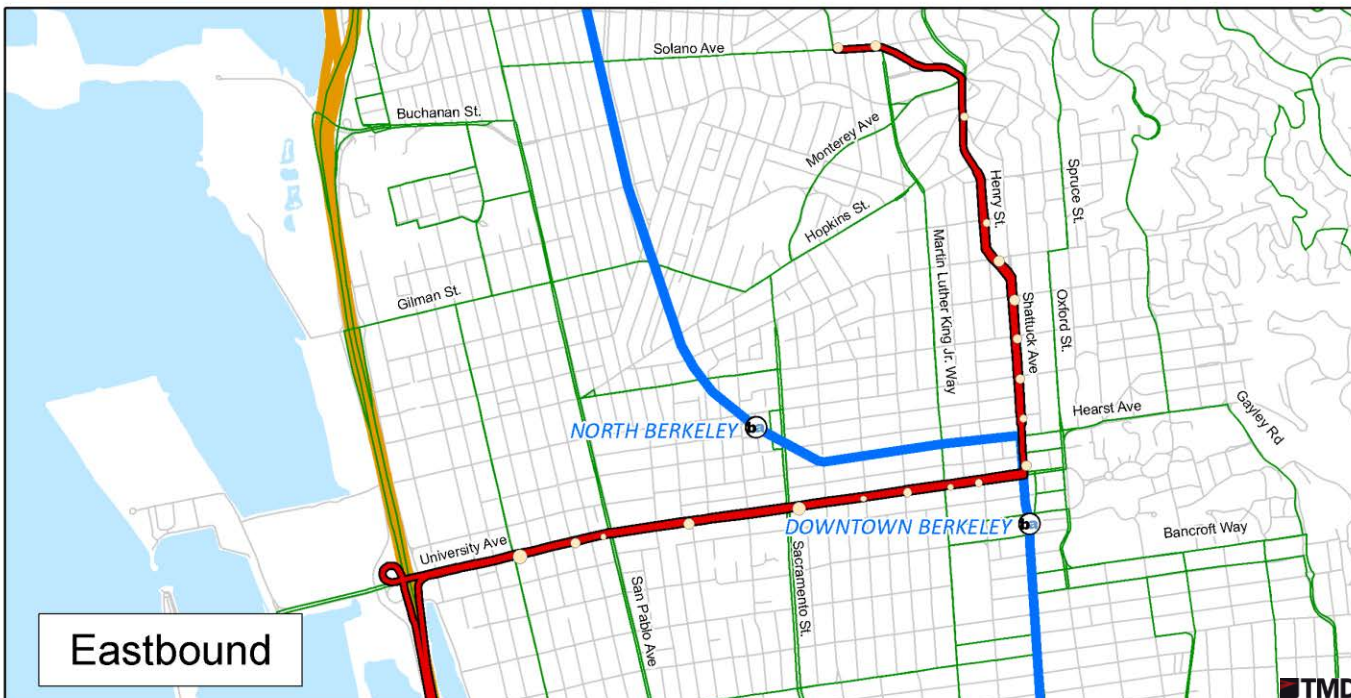
- Ridership is distributed evenly throughout the alignment.
- Key activity centers include the Solano Ave business district, downtown Berkeley, and University Ave.
- The San Pablo and 40<sup>th</sup> Street stop is a major transfer point to the San Pablo corridor and its adjacent services.

### Adjacent Services

- Route FS runs within walking distance of both Downtown Berkeley and North Berkeley BART.
- Route F connects with Ashby and Downtown Berkeley BART.
- Route 51B parallels the route segment along University Ave.
- Routes 7 and 18 parallel the Shattuck and Henry alignment and connect with Downtown Berkeley BART.



Westbound



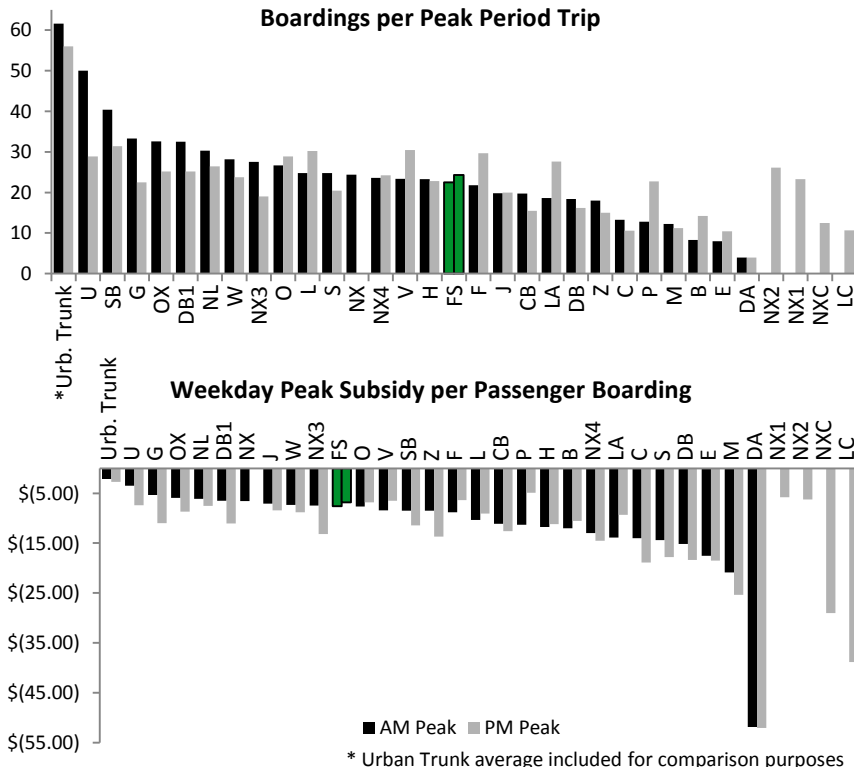
Eastbound



# Transbay Route FS

## Performance

- In the AM peak, it operates 4 trips to San Francisco (90 boardings).
- In the PM peak, it operates 3 trips to Berkeley (73 boardings).
- In the evening, it operates 1 trip to Berkeley (15 boardings).
- Service productivity is highest in the PM peak period (24 pass. per one-way trip, subsidy of \$6.83 per pass. boarding).
- The AM peak period is less productive (23 pass. per one-way trip, subsidy of \$7.60 per pass. boarding). Other time periods served are much less productive.
- AC Transit utilizes 4 buses in each peak period to serve Route F.
- 99.4% of riders cross the bay; little local usage.



One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	4 Trips	4 Trips	--	--	--	--	--
Eastbound	4 Trips	--	--	3 Trips	1 Trip	--	--

Span					
Westbound	6:15 - 8:53			--	--
Eastbound	17:00 - 19:35			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	7.1	3.6	--	2.7	0.8	--	--
Revenue Miles	106.7	53.2	--	40.2	13.4	--	--
Peak Buses Required		3	--	1	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	(7.61)	\$ (7.60)	--	\$ (6.83)	\$ (11.48)	--	--
Farebox Recovery Ratio	27.5%	27.5%	--	29.7%	20.1%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	178	90	--	73	15	--	--
Pass. / One-Way Trip	22	23	--	24	15	--	--
Seat Utilization	34.2%	35.0%	--	36.9%	22.6%	--	--
Pass. / Rev. Hour	25	25	--	27	19	--	--
Riders going Crossbay	99.4%						

Interlining	
AM Interlines with:	Routes H, J
PM Interlines with:	Routes H, J, 76

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Rockridge to Embarcadero)	\$3.55

# Transbay Route Z

## Albany – San Francisco

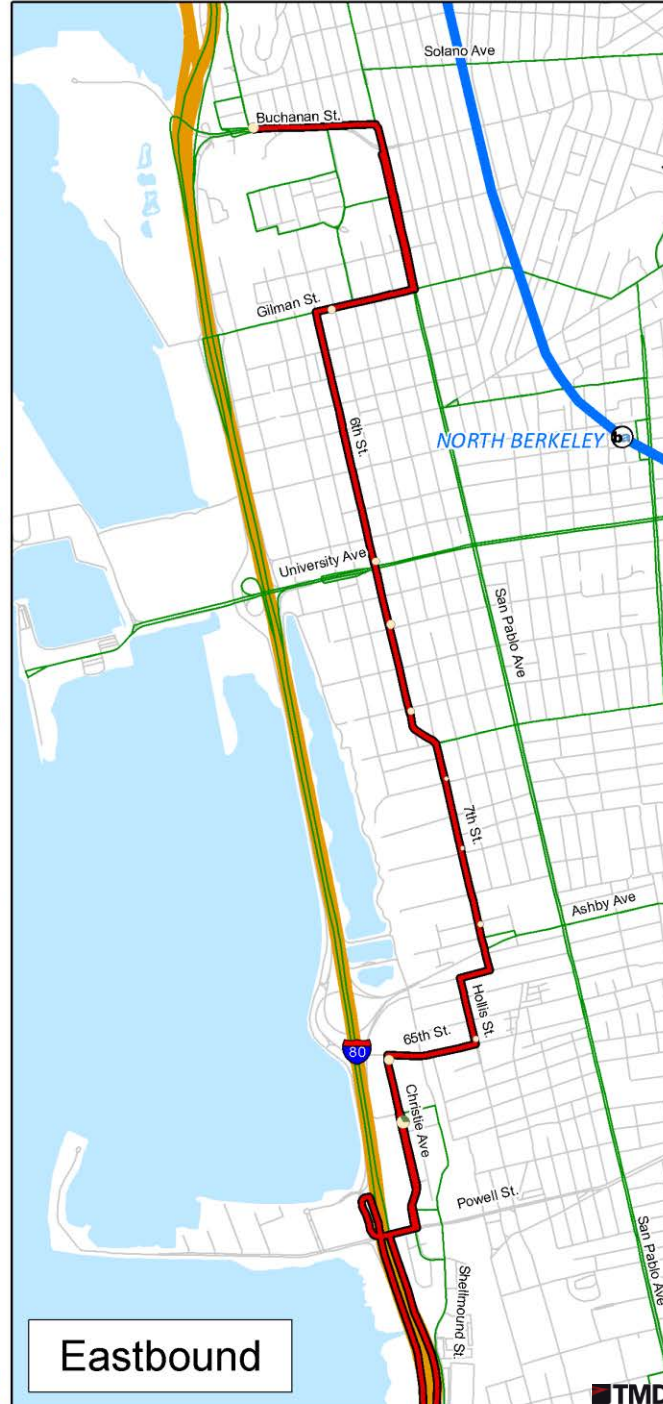
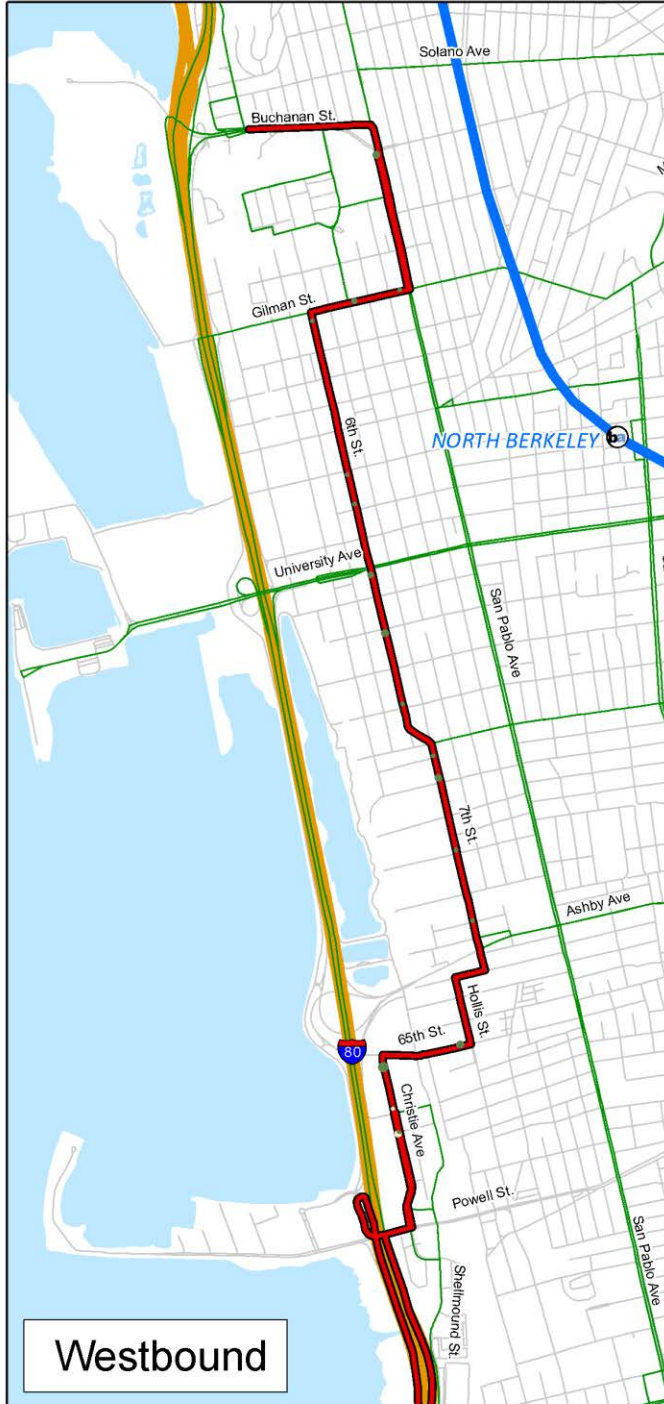
### Description

Transbay Route Z operates local service in Berkeley via Buchanan St., San Pablo Ave, Gilman St., 6<sup>th</sup> St., 7<sup>th</sup> St., Hollis St., 65<sup>th</sup> St., Christie Ave, Powell St., and an express segment to Transbay Terminal via I-80. It offers reverse commute service; the eastbound segment operates in the AM peak, and the westbound segment in the PM peak.

- Ridership is distributed fairly evenly throughout the alignment.
- The alignment largely serves light industrial and commercial neighborhoods.
- While some residential neighborhoods are within walking distance, most of the residential areas are closer to San Pablo Ave.

### Adjacent Services

- Route G, H, FS, J, C, and F all get crossed by Route Z along its alignment, but only Route F offers reverse commute service.
- Route 49 connects with Ashby BART.
- Route 52 connects to North Berkeley BART.
- Route 72/72M/72R offer spontaneous use frequencies on San Pablo Ave
- Route 51B connects to Downtown Berkeley BART at University Ave.



Westbound

Eastbound

### Boardings/Alightings (Weekday)

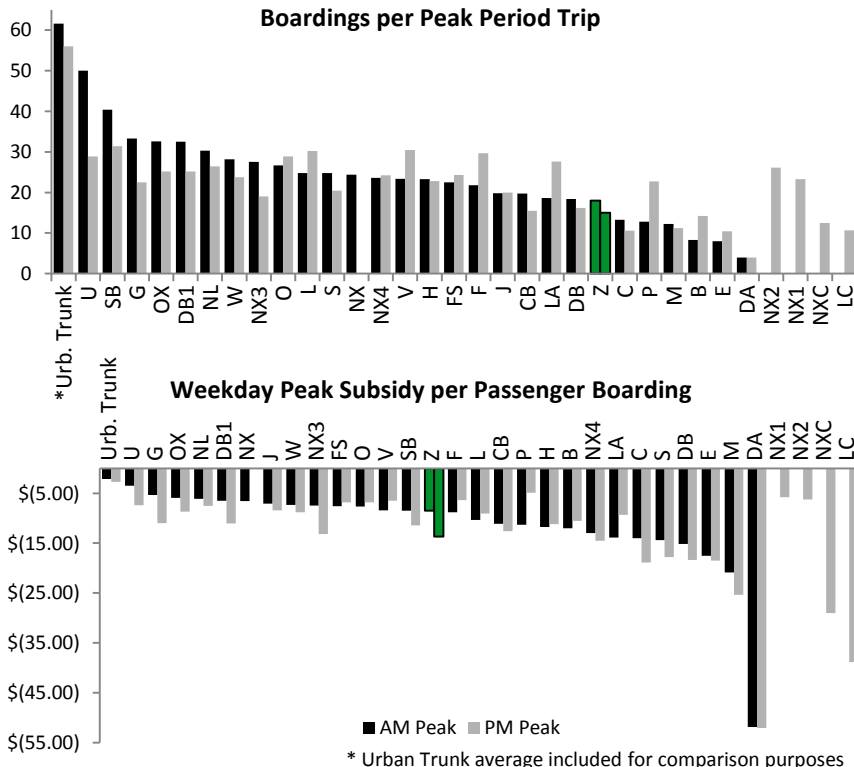
Service	Ons	Offs
AC Transit Network	300	300
Featured Route	150	150
BART Network	75	75





# Transbay Route Z Performance

- Route Z provides reverse commute service.
- In the AM peak, it operates 2 trips to Berkeley (36 boardings).
- In the PM peak, it operates 2 trips to San Francisco (30 boardings).
- Service productivity is highest in the AM peak period (18 pass. per one-way trip, subsidy of \$8.51 per pass. boarding).
- The AM peak period is less productive (15 pass. per one-way trip, subsidy of \$13.68 per pass. boarding).
- AC Transit utilizes 1 bus in the AM peak and 1 bus in the PM peak to serve Route Z.
- 90.9% of riders cross the bay; little local usage.



One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	2 Trips	--	--	2 Trips	--	--	--
Eastbound	2 Trips	2 Trips	--	--	--	--	--

Span					
Westbound	16:45 – 18:30			--	--
Eastbound	7:26 – 9:00			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	3.5	1.5	--	2.0	--	--	--
Revenue Miles	48.2	24.6	--	23.7	--	--	--
Peak Buses Required		0	--	1	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (10.86)	\$ (8.51)	--	\$ (13.68)	--	--	--
Farebox Recovery Ratio	21.0%	25.5%	--	17.4%	--	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	66	36	--	30	--	--	--
Pass. / One-Way Trip	17	18	--	15	--	--	--
Seat Utilization	22.5%	23.4%	--	21.4%	--	--	--
Pass. / Rev. Hour	14	24	--	15	--	--	--
Riders going Crossbay	90.9%						

Interlining	
AM Interlines with:	Routes G, L
PM Interlines with:	Routes H, L

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare (Rockridge to Embarcadero)	\$3.55

# Transbay Route DA

Fremont – Oracle HQ

## Description

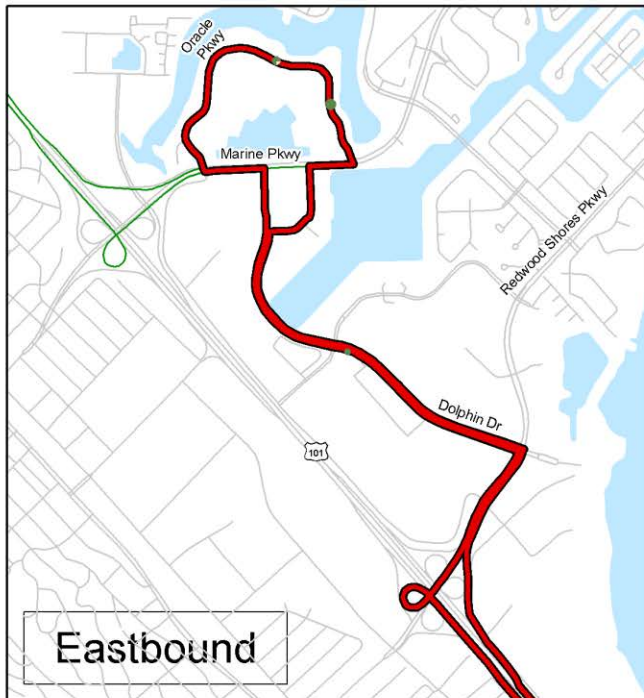
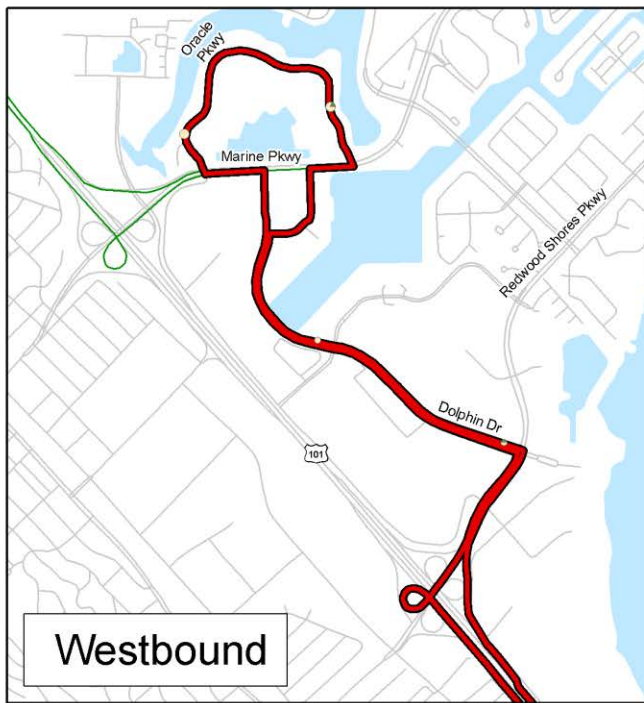
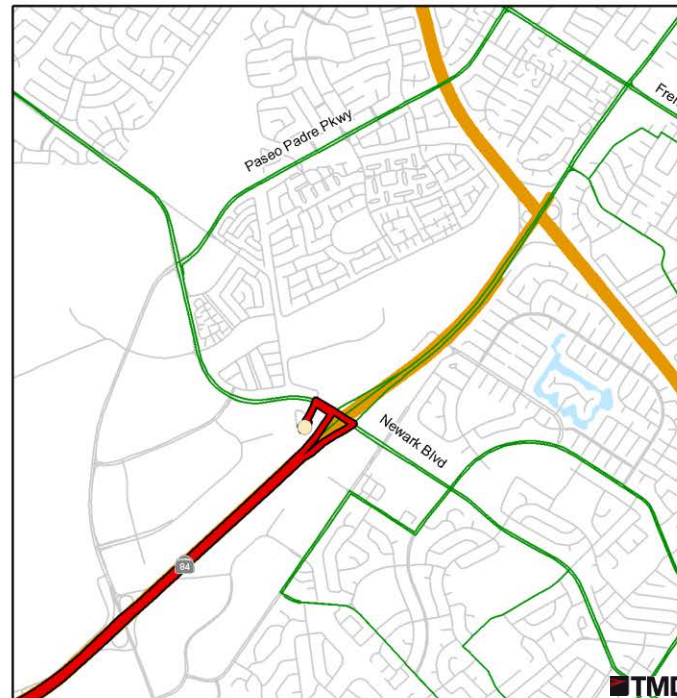
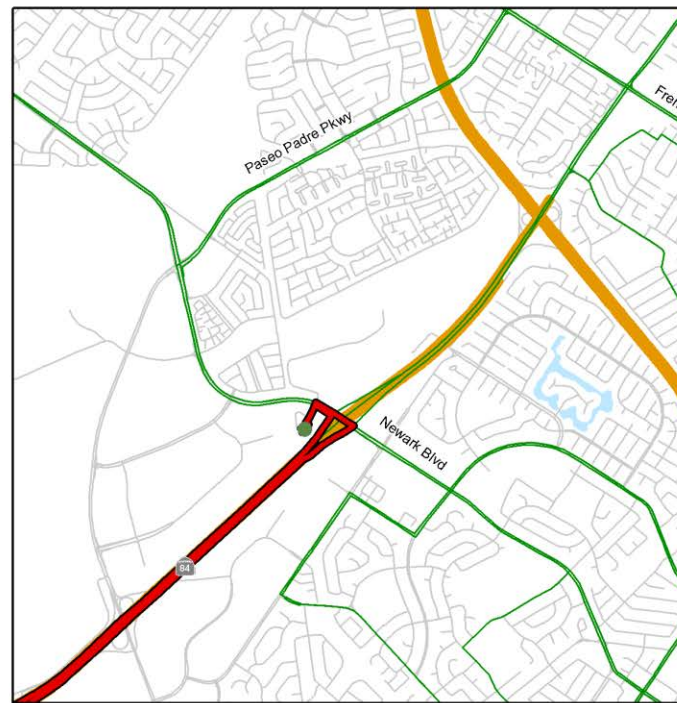
Transbay Route DA operates an express segment from the Ardenwood Park and Ride to Redwood City via the SR 84 and the Dumbarton Bridge, with local service along Redwood Shores Parkway, Dolphin Dr, Marine Pkwy, and Oracle Pkwy.

- The entire route alignment experiences light ridership.

## Adjacent Services

- Transbay Route M also serves Oracle HQ, although via the San Mateo Bridge.
- Transbay Routes U, DA, DSB, and DB1 also connect with the Ardenwood Park and Ride
- Route 232 connects with the Ardenwood Park & Ride.

### Boardings/Alightings (Weekday)



Westbound

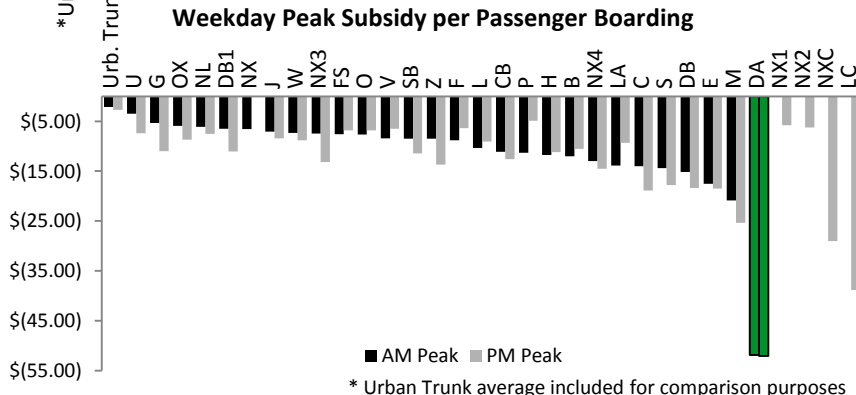
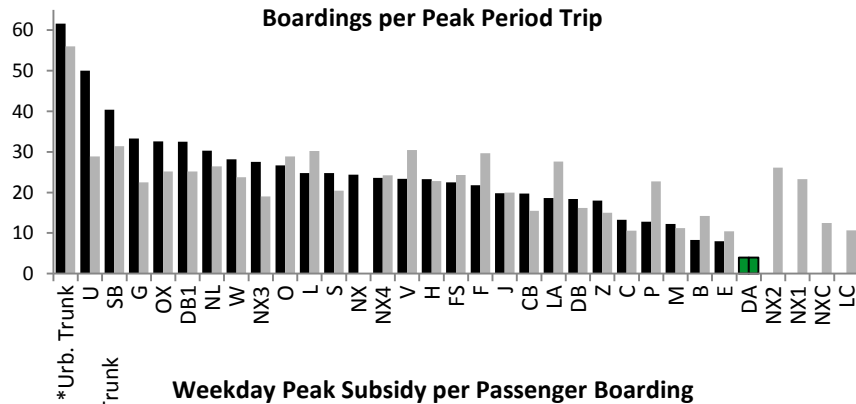
Eastbound



# Transbay Route DA

## Performance

- In the AM peak, it operates 1 trip to Oracle HQ and 1 trip to Ardenwood Park and Ride (8 total boardings).
- In the PM peak, it operates 1 trip to Oracle HQ and 2 trips to Ardenwood Park and Ride (12 total boardings).
- In the Midday, it operates 1 trip to Oracle HQ (5 boardings).
- Service productivity is best in the Midday period (5 pass. per one-way trip, subsidy of \$40.36 per pass. boarding).
- The AM peak period experiences lower productivity (4 pass. per one-way trip, subsidy of \$51.86 per pass. boarding).
- AC Transit utilizes 1 bus in each peak period to serve Route DA.
- 100% of riders cross the bay; no local usage.



\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	3 Trips	1 Trip	1 Trip	1 Trip	--	--	--
Eastbound	3 Trips	1 Trip	--	2 Trips	--	--	--

Span					
Westbound	5:25 - 9:00			--	--
Eastbound	16:00 - 20:00			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	4.2	1.4	0.7	2.1	--	--	--
Revenue Miles	102.8	34.3	16.6	51.9	--	--	--
Peak Buses Required		1	--	1	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (49.68)	\$ (51.86)	\$ (40.36)	\$ (52.10)	--	--	--
Farebox Recovery Ratio	5.5%	5.3%	6.7%	5.2%	--	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	25	8	5	12	--	--	--
Pass. / One-Way Trip	4	4	5	4	--	--	--
Seat Utilization	6.8%	6.0%	9.8%	6.4%	--	--	--
Pass. / Rev. Hour	6	6	7	6	--	--	--
Riders going Crossbay	100.0%						

Interlining	
AM Interlines with:	Route 217
PM Interlines with:	Route 97

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare	N/A

# Transbay Route U

Fremont – Stanford Univ.

## Description

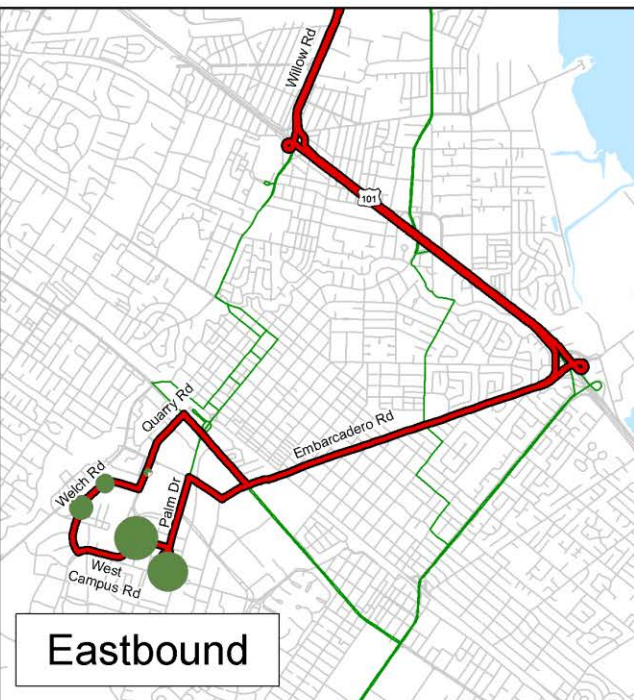
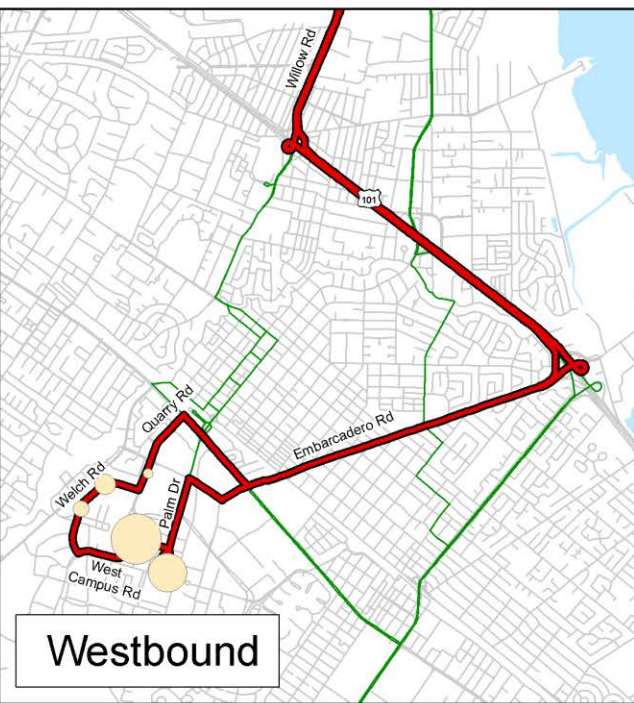
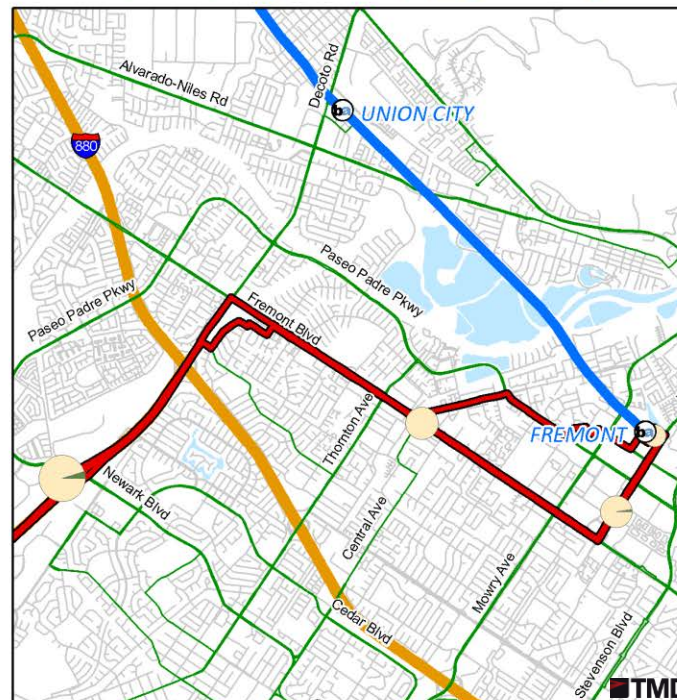
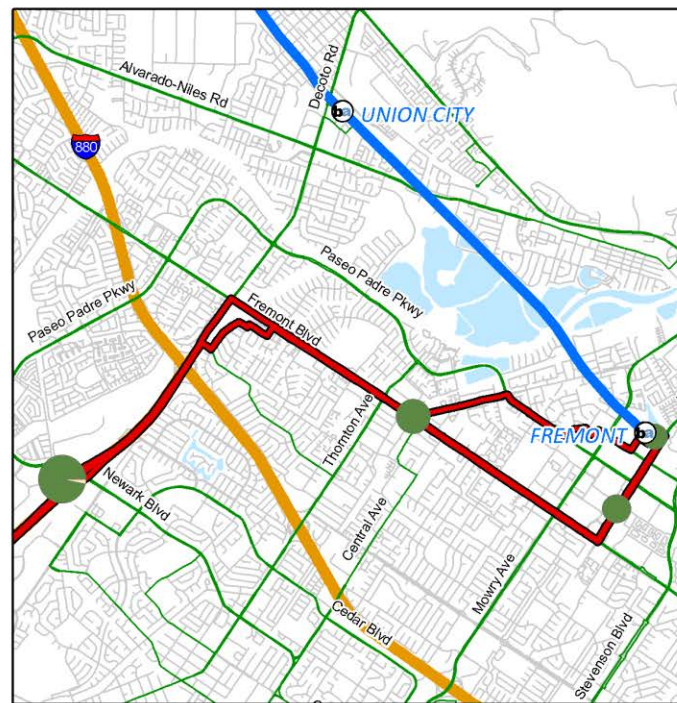
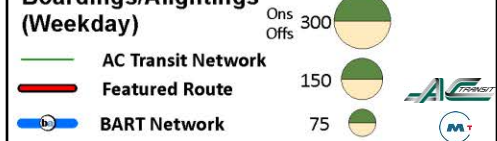
Transbay Route U operates a limited-stop alignment from Fremont BART via Fremont Blvd, the ACE Train Station, SR 84, the Ardenwood Park and Ride, and across and the Dumbarton Bridge, with local service around Stanford University, on Palm Dr, The Oval, Roth St., West Campus Dr., Welch Rd, and Quarry Rd.

- The route experiences concentrated ridership at most of the stops on both sides of the bay. A few of the Stanford stops are significantly less utilized than others.

## Adjacent Services

- Transbay Routes U, DA, DB, and DB1 also connect with the Ardenwood Park and Ride.
- Transbay Route DB serves the same alignment.
- Routes 99, 212, 215, 216, 217, 232, 239, 242, and 251 connect with Route U at Fremont BART.
- Route U stops at the
- Route 232 connects at the Ardenwood Park & Ride.

### Boardings/Alightings (Weekday)

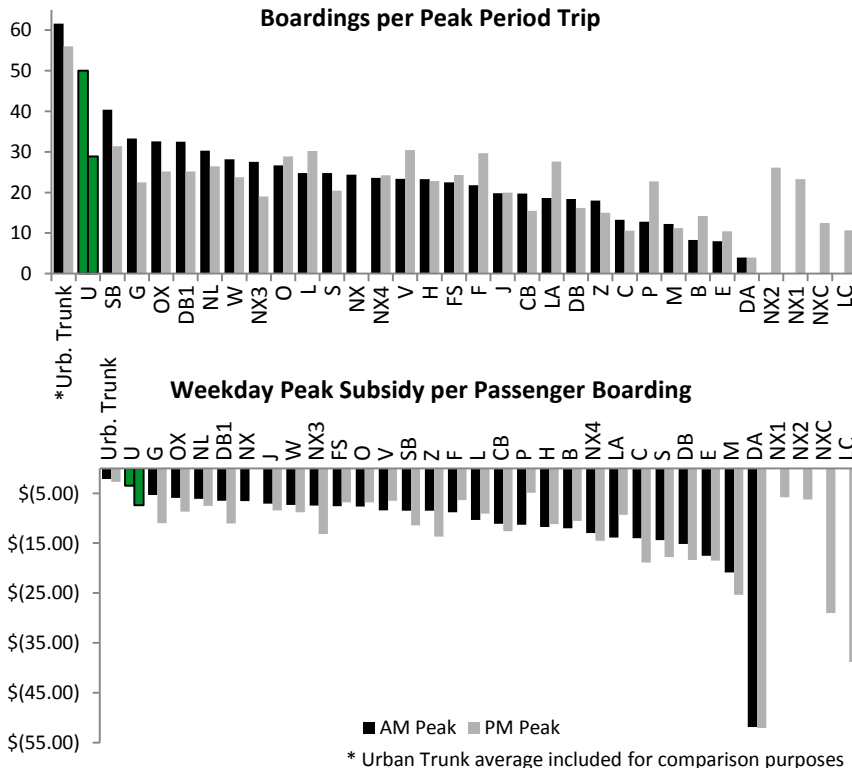


Westbound

Eastbound

# Transbay Route U Performance

- In the AM peak, it operates 5 trip to Stanford (250 boardings).
- In the PM peak, it operates 5 trips to Fremont BART (173 boardings).
- In the Midday, it operates 1 trip to Fremont BART (76 boardings).
- Service productivity is best in the AM peak period (50 pass. per one-way trip, subsidy of \$3.51 per pass. boarding).
- The PM peak period experiences lower productivity (29 pass. per one-way trip, subsidy of \$7.37 per pass. boarding).
- AC Transit utilizes 4 buses in each peak period to serve Route U.
- 98% of riders cross the bay; little local usage.



One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	5 Trips	5 Trips	--	--	--	--	--
Eastbound	6 Trips	--	1 Trip	5 Trips	--	--	--

Span					
Westbound	5:25 - 9:00			--	--
Eastbound	16:00 - 20:00			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	14.4	5.7	2.4	6.3	--	--	--
Revenue Miles	259.4	105.2	39.3	114.9	--	--	--
Peak Buses Required		4	--	4	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (5.17)	\$ (3.51)	\$ (5.61)	\$ (7.37)	--	--	--
Farebox Recovery Ratio	35.8%	45.1%	33.9%	28.1%	--	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	499	250	76	173	--	--	--
Pass. / One-Way Trip	38	50	38	29	--	--	--
Seat Utilization	52.7%	66.5%	53.9%	39.5%	--	--	--
Pass. / Rev. Hour	35	44	32	27	--	--	--
Riders going Crossbay	98.0%						

Interlining	
AM Interlines with:	None
PM Interlines with:	Route 217

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare	N/A

# Transbay Route DB

## Union City – Palo Alto

### Description

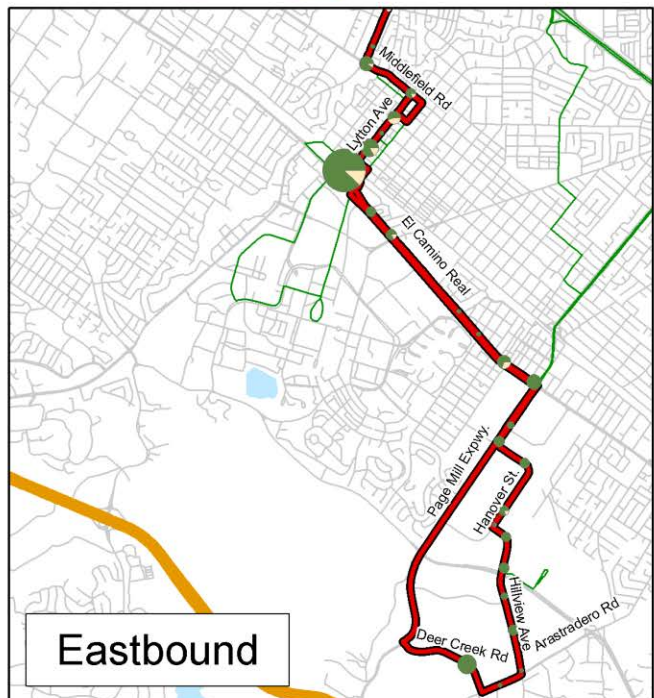
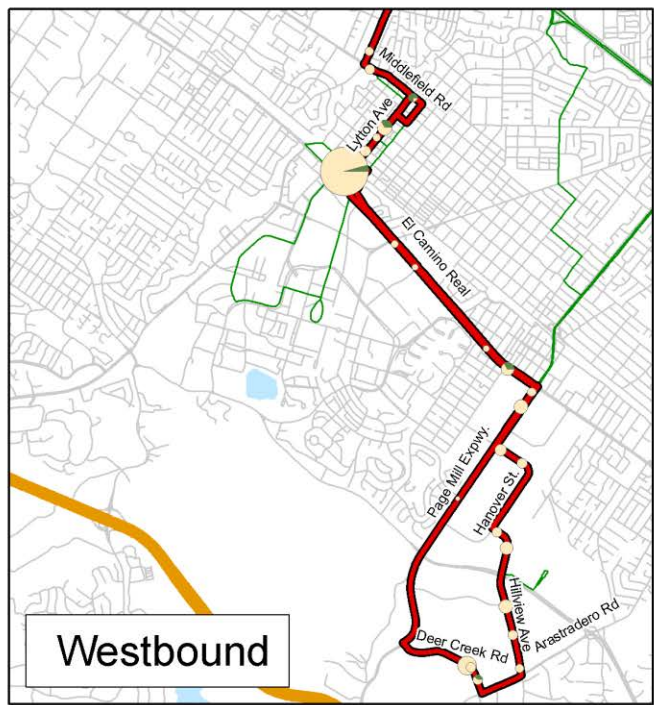
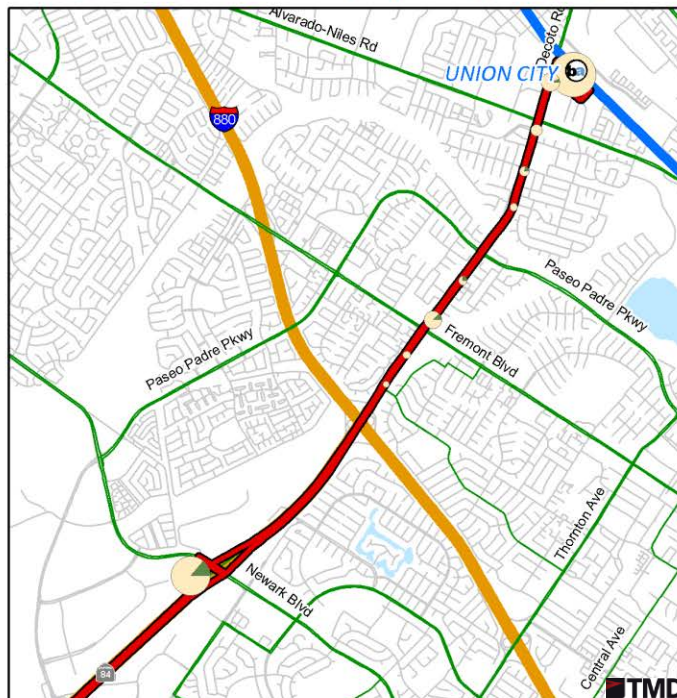
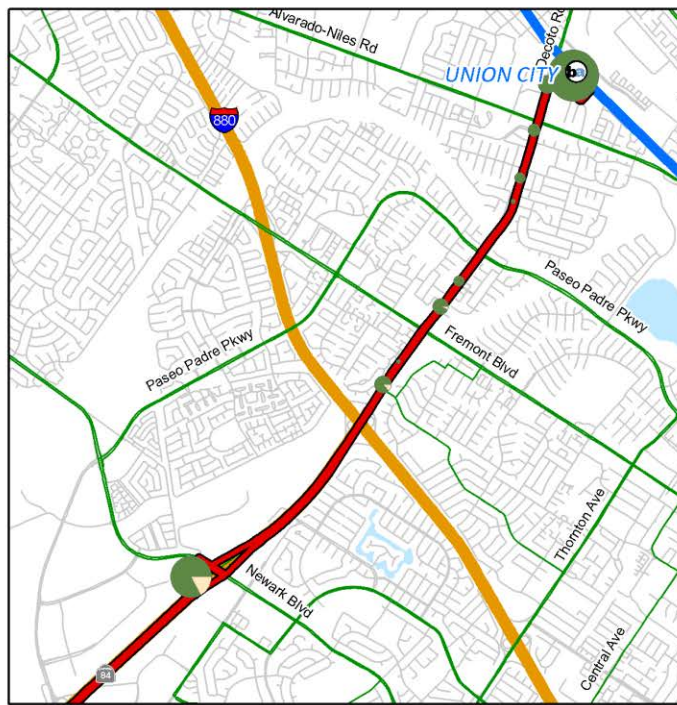
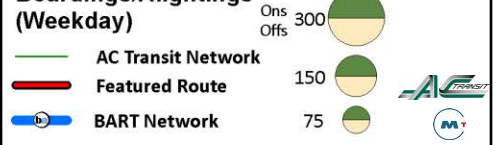
Transbay Route DB operates express service between Union City BART, Ardenwood Park and Ride, and the Peninsula via SR 84 and the Dumbarton Bridge. It operates limited-stop service along Middlefield Rd, Lytton Ave, El Camino Real, Page Mill Expwy, Deer Creek Rd, Arastradero Rd, Hillview Ave, and Hanover St.

- Ridership on the East Bay side is most concentrated at Union City BART and the Ardenwood Park and Ride.
- Palo Alto Caltrain is a major transfer point.
- Key activity centers include Stanford University and the VA Medical Center.

### Adjacent Services

- Transbay Routes U, DA, and DB1 also connect with the Ardenwood Park and Ride.
- Route 232 also serves the Ardenwood Park and Ride
- Route DB connects with a number of SamTrans service at Palo Alto Caltrain.

### Boardings/Alightings (Weekday)



Westbound

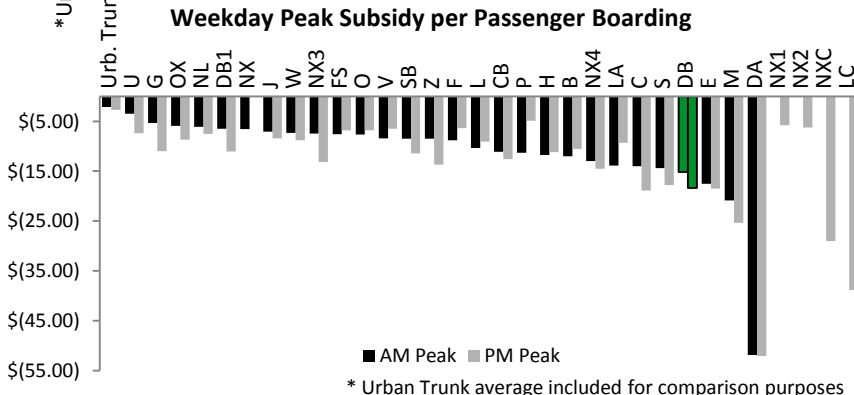
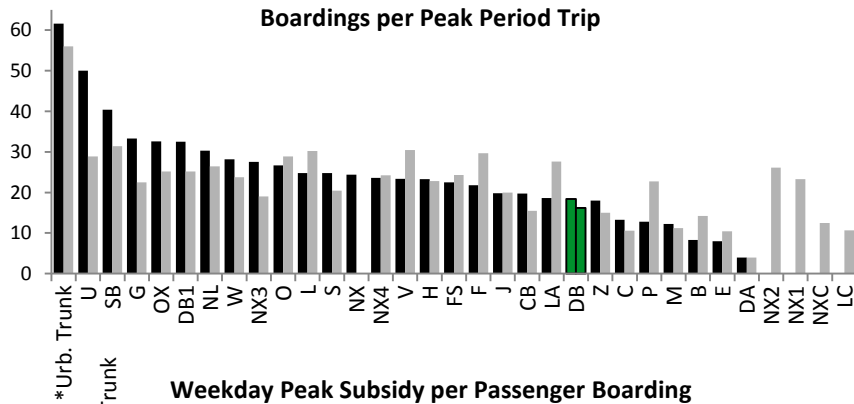
Eastbound



# Transbay Route DB

## Performance

- In the AM peak, it operates 6 trips to Palo Alto and 6 trips to Union City BART (202 total boardings).
- In the PM peak, it operates 7 trips to Palo Alto and 9 trips to Union City BART (178 total boardings).
- In the Midday, it operates 7 trips to Palo Alto and 7 trips to Union City BART (162 boardings).
- Service Productivity is highest in the morning (18 pass. per one-way trip, subsidy of \$15.14 per pass. boarding).
- The PM peak period experiences lower productivity (16 pass. per one-way trip, subsidy of \$18.39 per pass. boarding).
- AC Transit utilizes 9 buses in the AM peak and 7 buses in the PM peak to serve Route DB.
- 96.2% of riders cross the bay; little local usage.



\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	23Trips	6 Trips	7 Trips	7 Trips	3 Trips	--	--
Eastbound	24 Trips	6 Trips	7 Trips	9 Trips	2 Trips	--	--

Span					
Westbound	5:25 - 9:00			--	--
Eastbound	16:00 - 20:00			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	45.4	13.4	13.0	14.2	4.8	--	--
Revenue Miles	755.3	221.3	232.0	221.0	81.1	--	--
Peak Buses Required		9	--	7	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (17.35)	\$ (15.14)	\$ (19.44)	\$ (18.39)	\$ (16.24)	--	--
Farebox Recovery Ratio	14.2%	16.0%	12.9%	13.5%	15.1%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	611	202	162	178	69	--	--
Pass. / One-Way Trip	15	18	12	16	17	--	--
Seat Utilization	18.6%	21.3%	15.6%	18.8%	19.4%	--	--
Pass. / Rev. Hour	13	15	12	13	14	--	--
Riders going Crossbay	96.2%						

Interlining	
AM Interlines with:	None
PM Interlines with:	None

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare	N/A

# Transbay Route DB1

## Union City – Palo Alto

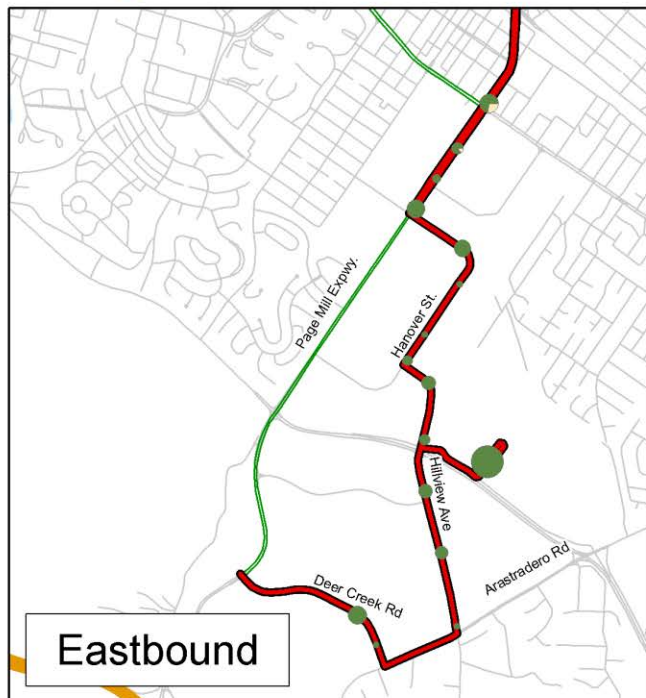
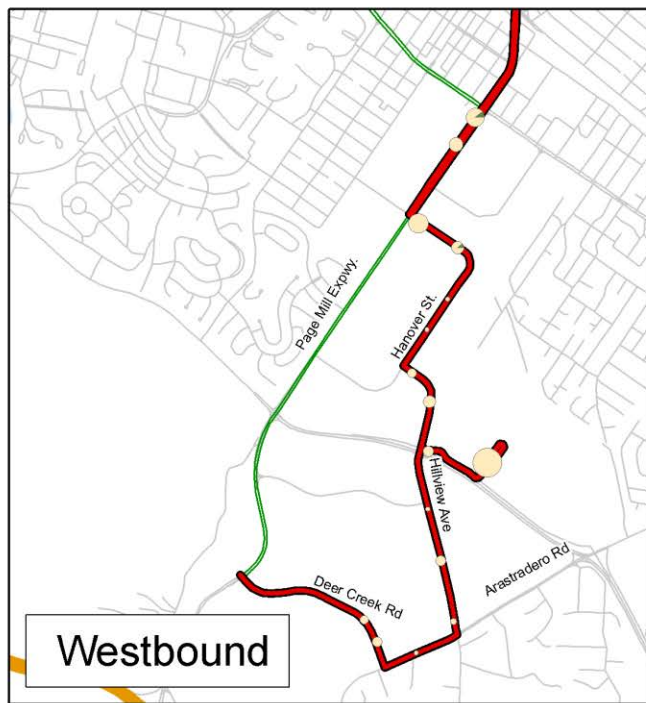
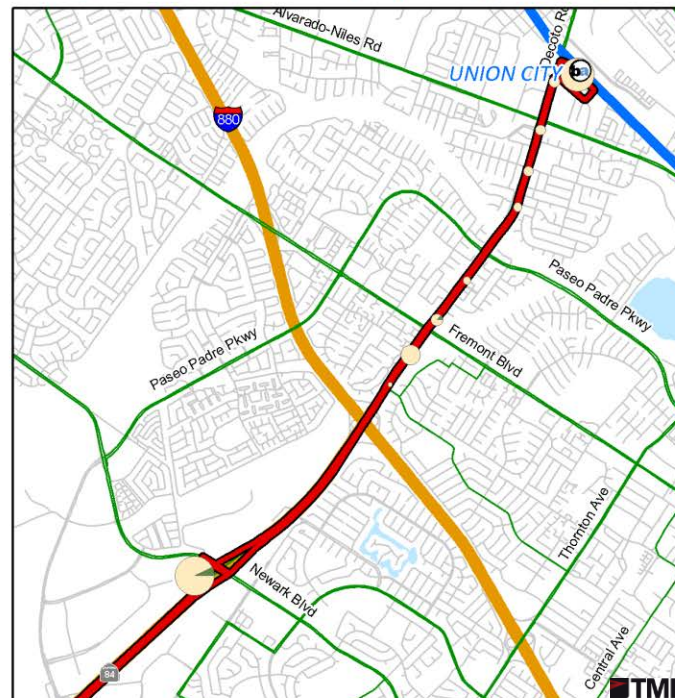
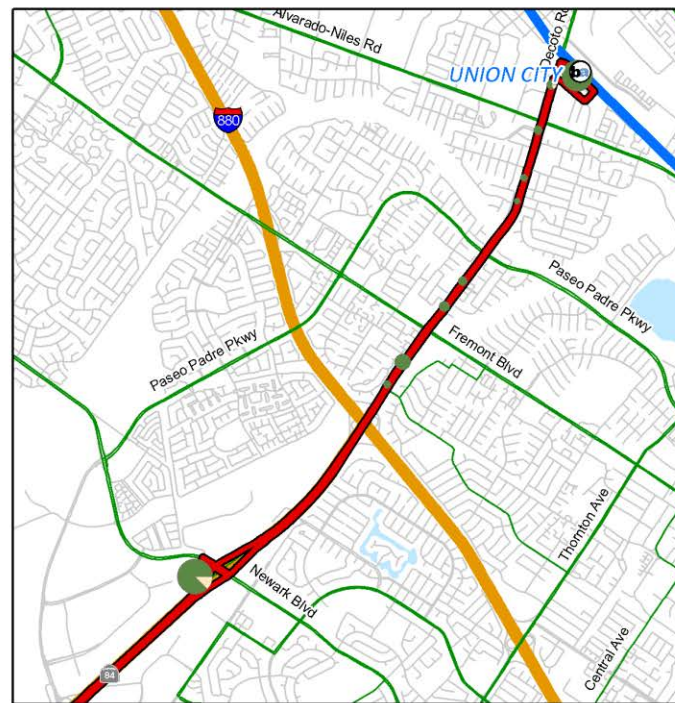
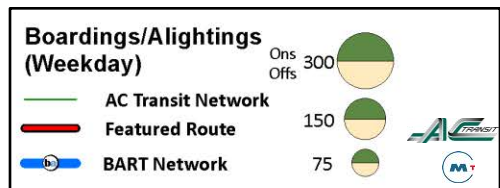
### Description

Transbay Route DB1 operates local service along SR 84 and the Ardenwood Park and Ride. It also operates an express segment to Palo Alto, along University Ave, US-101, the Oregon Expwy, Hanover St., Hillview Ave, Miranda Ave, the VA Medical Center, Arastradero Rd, and Deer Creek Rd.

- Ridership on the East Bay side is most concentrated at Union City BART and the Ardenwood Park and Ride.
- The Palo Alto segments exhibits ridership distributed across the alignment, with slightly denser ridership at the VA Medical Center.

### Adjacent Services

- Routes 97, 99, 211, 216, 232, 264, and 275 connect with Route DB1 at Union City BART.
- Transbay Routes U, DA, and DB also connect with the Ardenwood Park and Ride.
- Transbay Route DB also serves the Deer Creek Road Loop.



Westbound

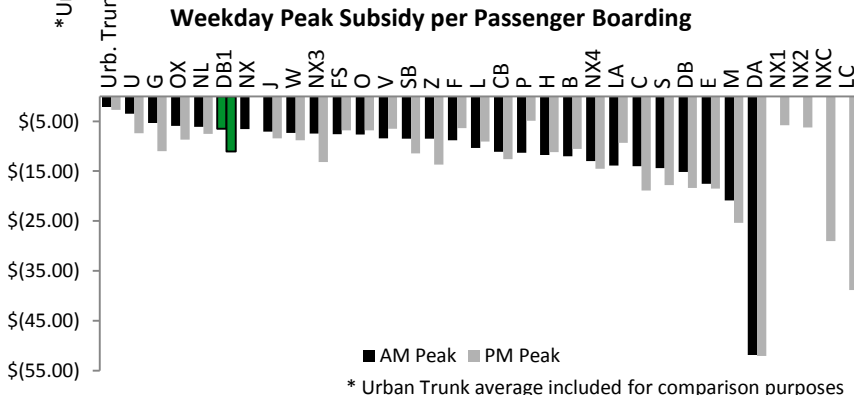
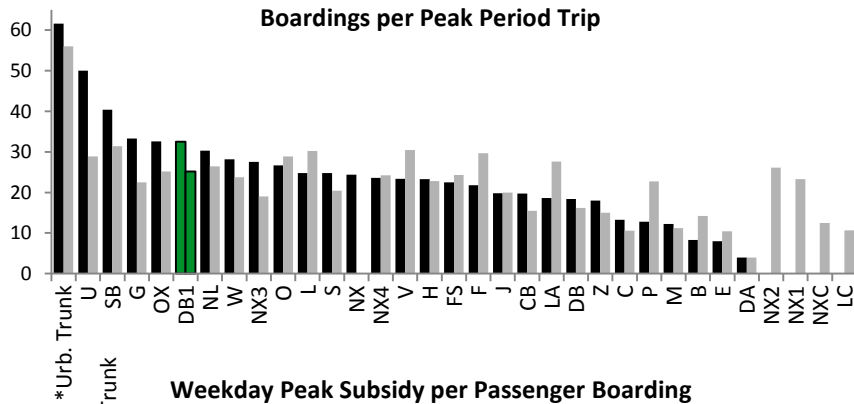
Eastbound



# Transbay Route DB1

## Performance

- In the AM peak, it operates 4 trips to Palo Alto (130 total boardings).
- In the PM peak, it operates 7 trips to Union City BART (126 total boardings).
- In the early AM, it operates 1 trip to Palo Alto, and 1 trip to Union City BART in the evening (27 total boardings).
- Service productivity is highest in the AM peak period (33 pass. per one-way trip, subsidy of \$6.51 per pass. boarding)
- The PM peak period experiences lower productivity (14 pass. per one-way trip, subsidy of \$10.09 per pass. boarding).
- AC Transit utilizes 2 buses in the PM peak period to serve Route DB1.
- 97.1% of riders cross the bay; little local usage.



\* Urban Trunk average included for comparison purposes

One-Way Trips							
Direction	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Westbound	5 Trips	4 Trips	--	--	1 Trip	--	--
Eastbound	8 Trips	--	--	7 Trips	1 Trip	--	--

Span					
Westbound	5:26 – 8:38, 13:35 – 19:39			--	--
Eastbound	6:27 – 9:39, 14:40 – 20:43			--	--

Service Provided							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Revenue Hours	15.6	4.3	--	9.0	2.3	--	--
Revenue Miles	268.9	82.5	--	145.2	41.3	--	--
Peak Buses Required		0	--	2	--	--	--

Financial							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Subsidy / Boarding	\$ (9.58)	\$ (6.51)	--	\$ (10.09)	\$ (20.85)	--	--
Farebox Recovery Ratio	23.1%	30.7%	--	22.2%	12.1%	--	--

Productivity							
	Total	Weekday				Sat	Sun
		AM	Mid	PM	Ear. AM/Eve		
Total Ridership	345	130	--	188	27	--	--
Pass. / One-Way Trip	27	33	--	27	14	--	--
Seat Utilization	38.7%	47.0%	--	39.9%	17.9%	--	--
Pass. / Rev. Hour	22.1	30	--	21	12	--	--
Riders going Crossbay	97.1%						

Interlining	
AM Interlines with:	None
PM Interlines with:	None

Fare Comparison	
AC Transit Fare	\$4.20
BART Fare	N/A