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JACK LONDON

BART STATION SITING

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Prepared for BART and the Link21 Project Team



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APPENDICES

Appendix A – Ridership Data

EXECUTIVE SUMMARY

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

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

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

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

District area, as well as the Broadway corridor. These zoning amendments align with the locations of proposed developments for Jack London District.

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

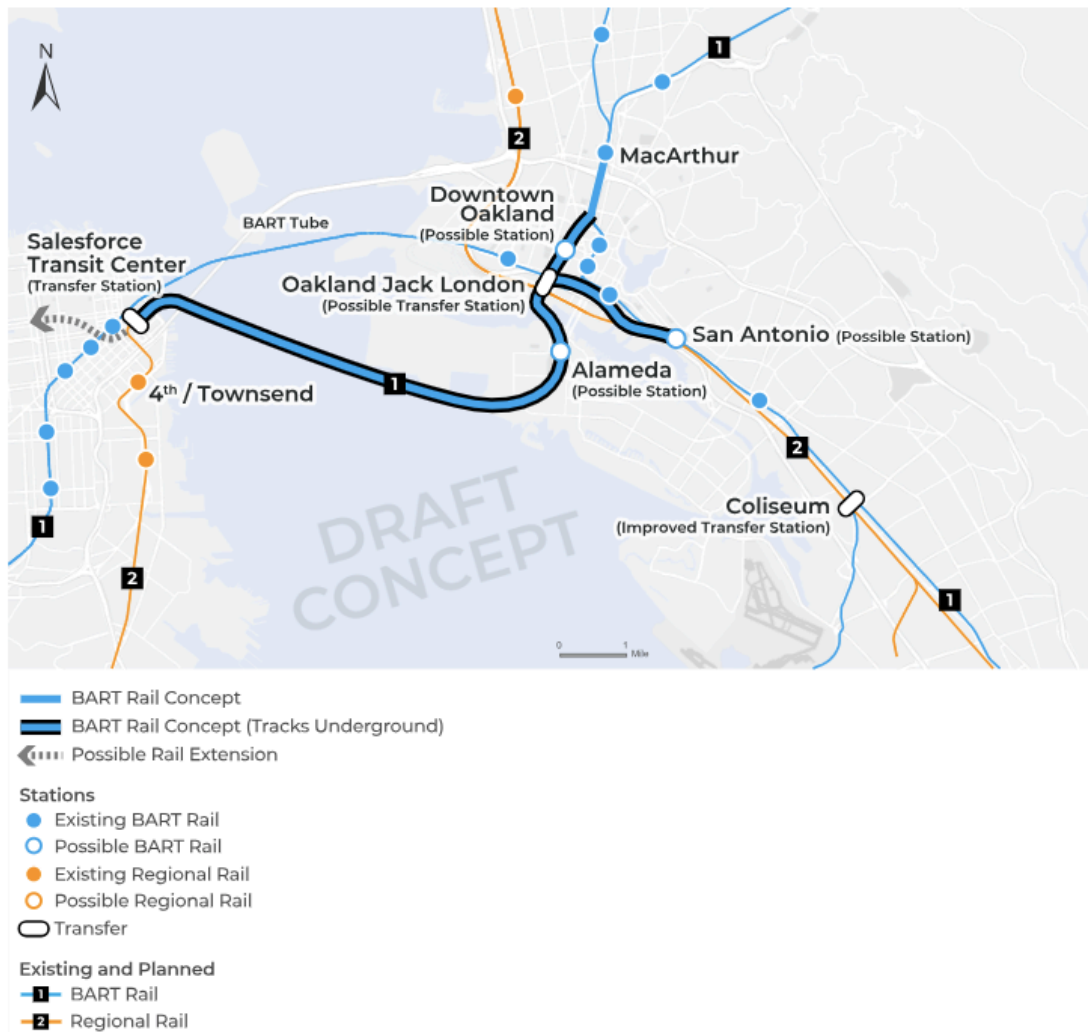
- Prioritize east-west bus and bike connectivity
- Utilize existing parking facilities
- Center the pedestrian experience in planning and station design
- Continued community engagement
- Construction impacts mitigation
- Examine engineering feasibility
- Build on existing zoning to encourage transit-oriented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

INTRODUCTION

LINK21 PROPOSED IMPROVEMENTS

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

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



Source: Link21.

¹ Link21, "Concepts."

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



Source: Link21.

JACK LONDON STUDY AREA

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

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

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

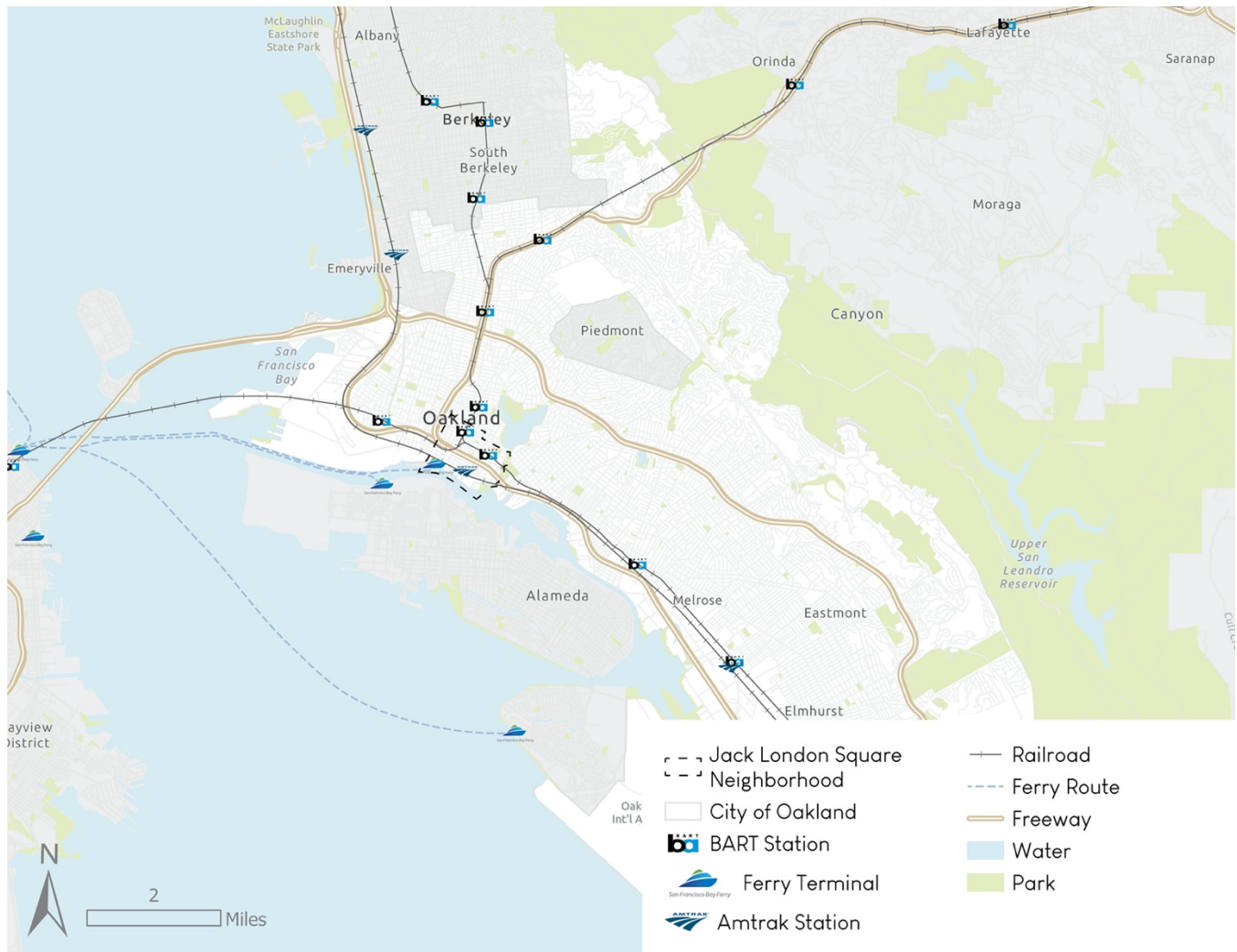
Figure 3: Jack London Study Area



Source: City of Oakland GIS.

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

Figure 4: Study Area Broader Context



Source: City of Oakland GIS.

STUDY AREA CHALLENGES AND OPPORTUNITIES

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

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

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

EXISTING CONDITIONS

HISTORICAL CONTEXT

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

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

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

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

⁴ "California Highways: Route 880."

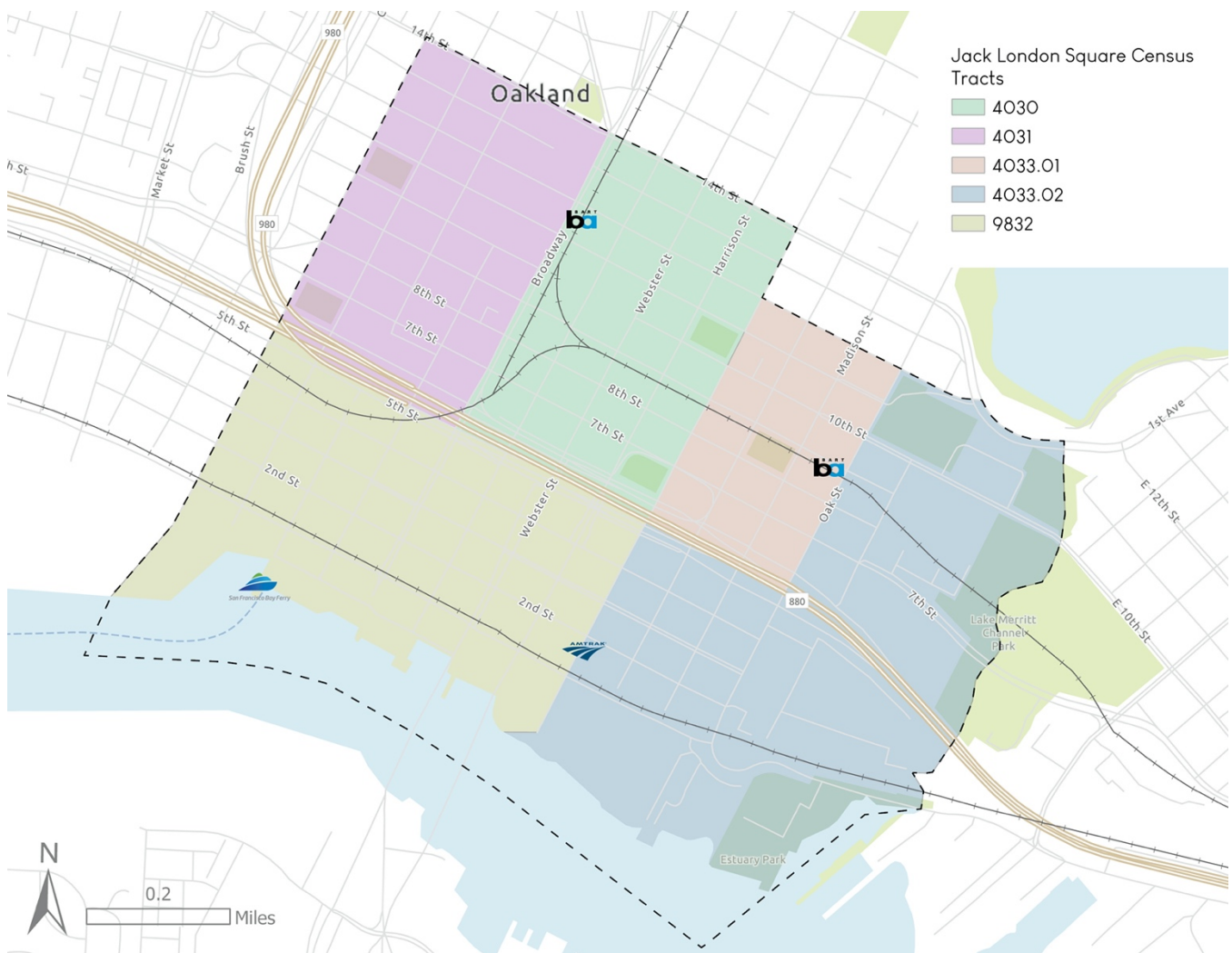
⁵ "California Highways: Route 980."

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

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

DEMOGRAPHICS

Figure 5: Jack London Study Area Census Tracts



Source: U.S. Census Bureau, 2020.

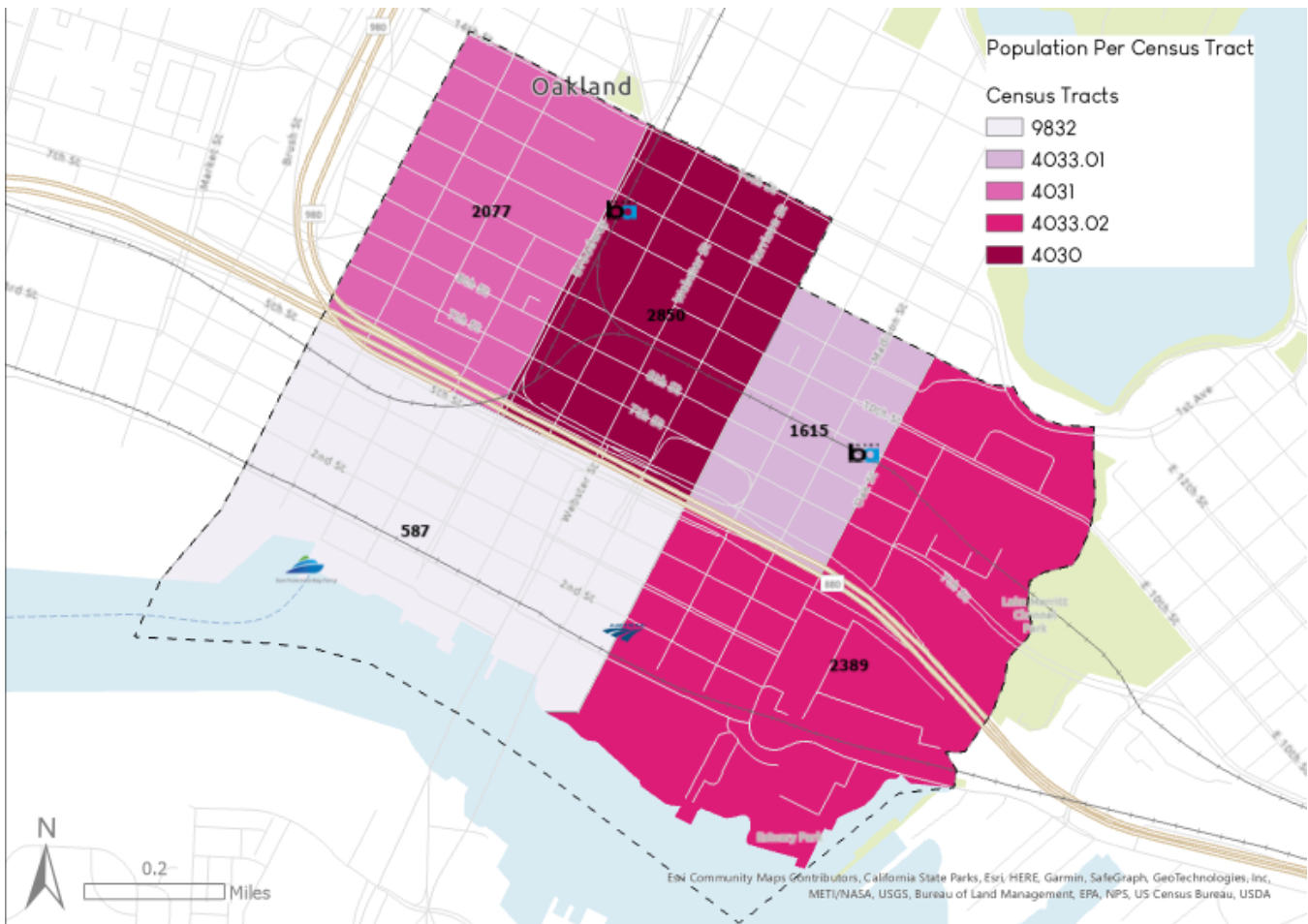
Population

Table 1: Jack London Population by Census Tract, 2020

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

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

Figure 6: Jack London Population by Census Tract, 2020



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

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

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

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

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

Housing Units

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

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

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

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

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

Age

Table 3: Jack London Population Age, 2020

SELECTED AGE CATEGORIES	Jack London Area		Census Tract 4030		Census Tract 4031		Census Tract 4033.01		Census Tract 4033.02		Census Tract 9832	
	Total	Percent	Total	Percent	Total	Percent	Total	Percent	Total	Percent	Total	Percent
Total population	9518	(X)	2,850	(X)	2,077	(X)	1,615	(X)	2,389	(X)	587	(X)
Under 18 years	727	8%	182	6%	132	6%	236	15%	151	6%	26	4%
18 to 24 years	698	7%	124	4%	260	13%	186	12%	110	5%	18	3%
25 to 34 years	2130	21%	305	11%	559	27%	106	7%	1054	44%	106	18%
35 to 44 years	1761	19%	367	13%	404	19%	125	8%	704	30%	161	27%
45 to 54 years	1196	14%	345	12%	298	14%	292	18%	139	6%	122	21%
55 to 64 years	1076	12%	359	13%	203	10%	302	19%	144	6%	68	12%
65 years and over	1930	19%	1,168	41%	221	11%	368	23%	87	4%	86	15%
Median age (years)	44.28	(X)	56.9	(X)	36.7	(X)	50.8	(X)	33.8	(X)	43.2	(X)

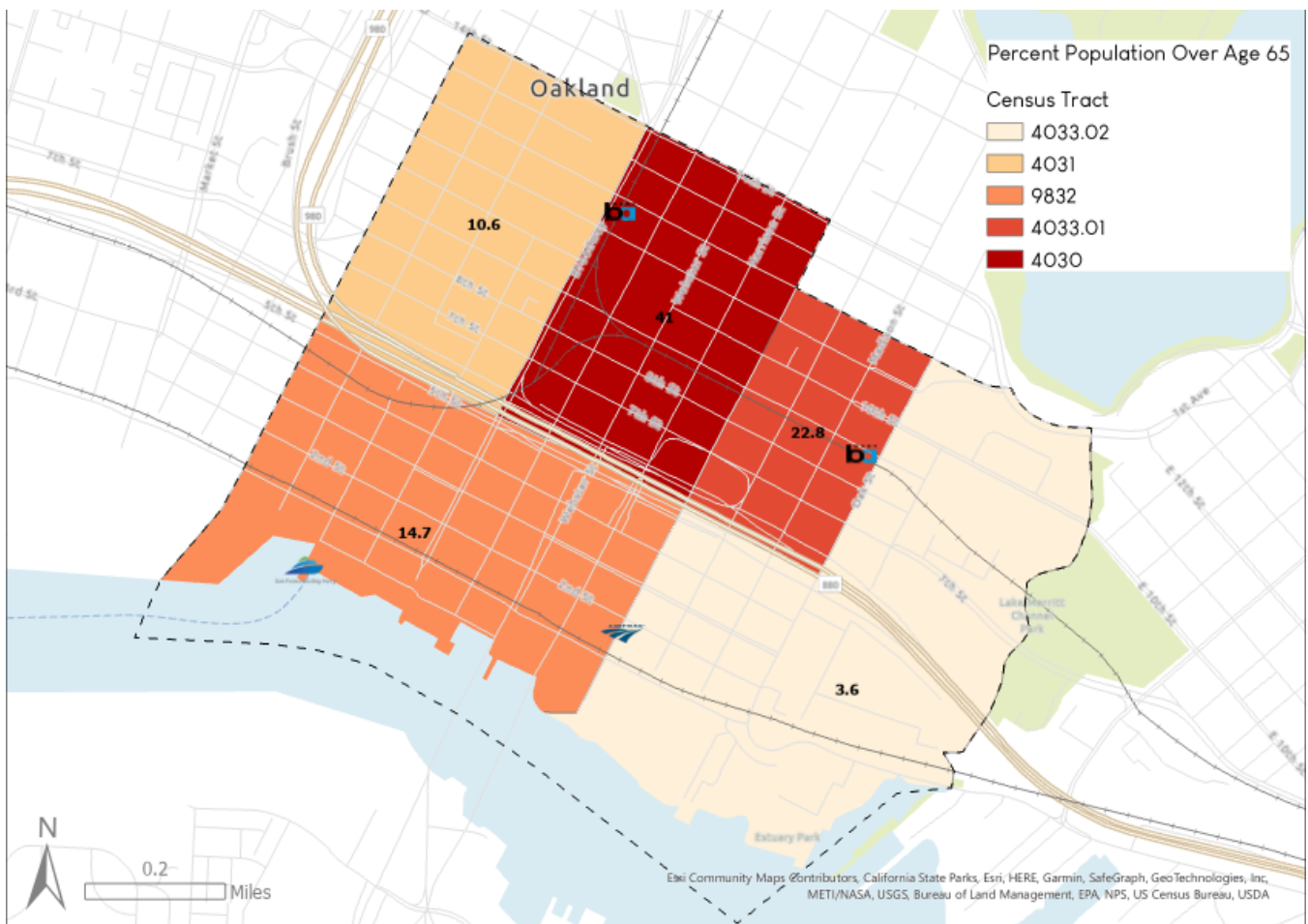
Source: U.S. Census Bureau, 2016–2020 American Community Survey 5-Year Estimates, Table S0101

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

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

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

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



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

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

Race and Ethnicity

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

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

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

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

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

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

Commute Mode

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

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

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

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

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

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

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

Income

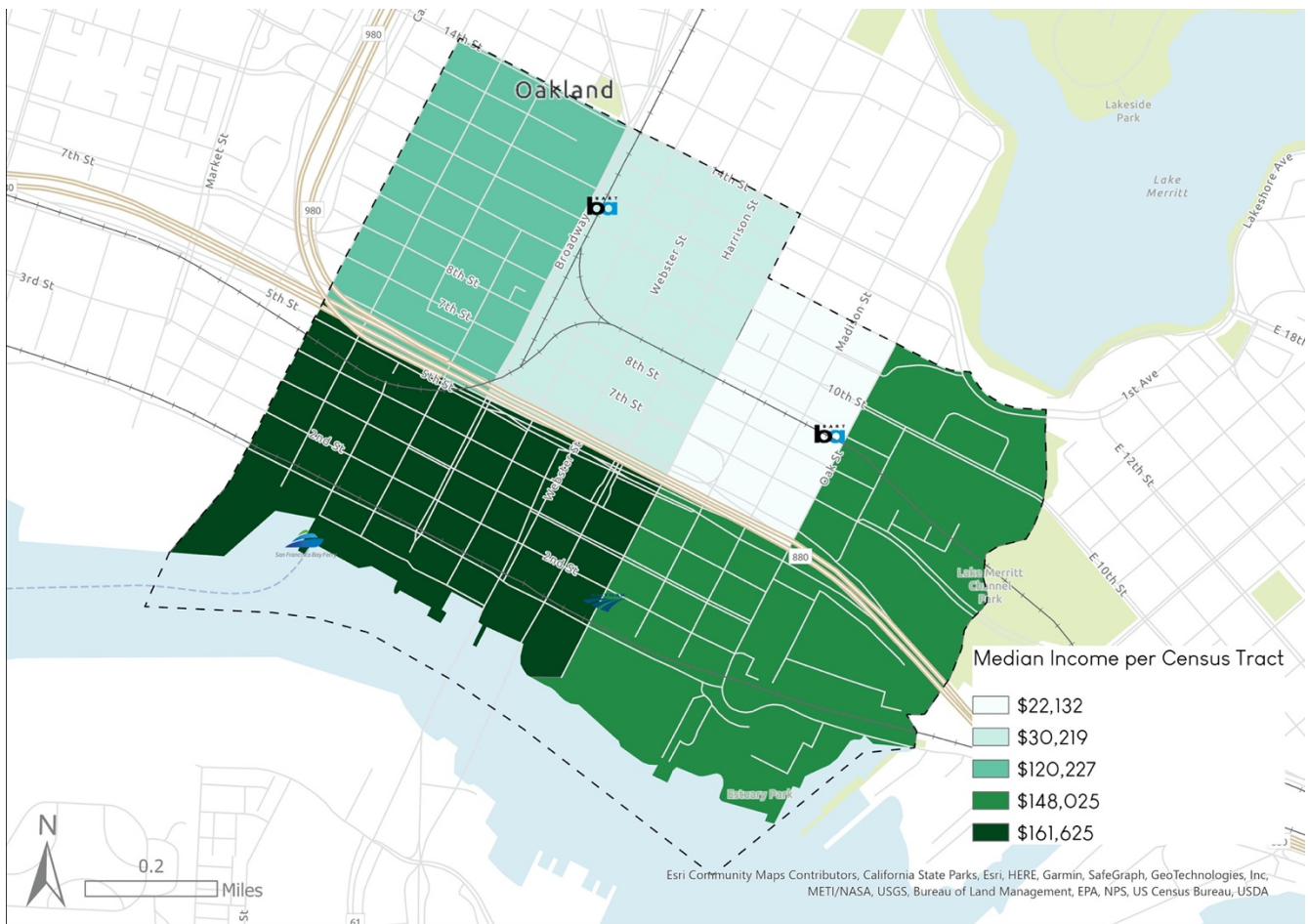
Table 6 presents a comprehensive overview of household income in the Jack London Area, with a focus on the five census tracts and the median income for various racial and ethnic groups. The data sheds light on the economic diversity across communities and provides insights into disparities in income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

Table 6: Jack London Median Household Income, 2020

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

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

Figure 8: Jack London Median Household Income, 2020



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

White households in the Jack London Area exhibit a varied economic landscape. Census Tract 4033.01 has the highest median income among White households at \$191,875.00, while Census Tract 4033.02 and Census Tract 4030 also report relatively high figures at \$156,809.00 and \$126,158.00, respectively. Limited data is available for this demographic in the table due to sample sizes, but Census Tract 4030 reports a notably high median income of \$166,059.00. Asian households in Census Tract 9832 show the highest median income at \$190,833.00. However, Census Tract 4033.01 and Census Tract 4030 also have substantial median incomes at \$75,435.00 and \$76,535.75, respectively. Census Tract 4030 reports a notably high median income of \$194,500.00 for households of Hispanic or Latino origin. Census Tract 4033.01 also exhibits a high median income of \$233,375.00 in this category. This category shows significant income disparities. Census Tract 4033.01 has the highest median income at \$201,058.00, while Census Tract 4033.02 and Census Tract 4030 also report relatively high figures at \$161,410.00 and \$154,283.75, respectively.

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

Educational Attainment

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

Table 7: Jack London Educational Attainment, 2020

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

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

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

Limited English Proficiency

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

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

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

Table 8: Jack London Limited English Proficiency Households, 2022

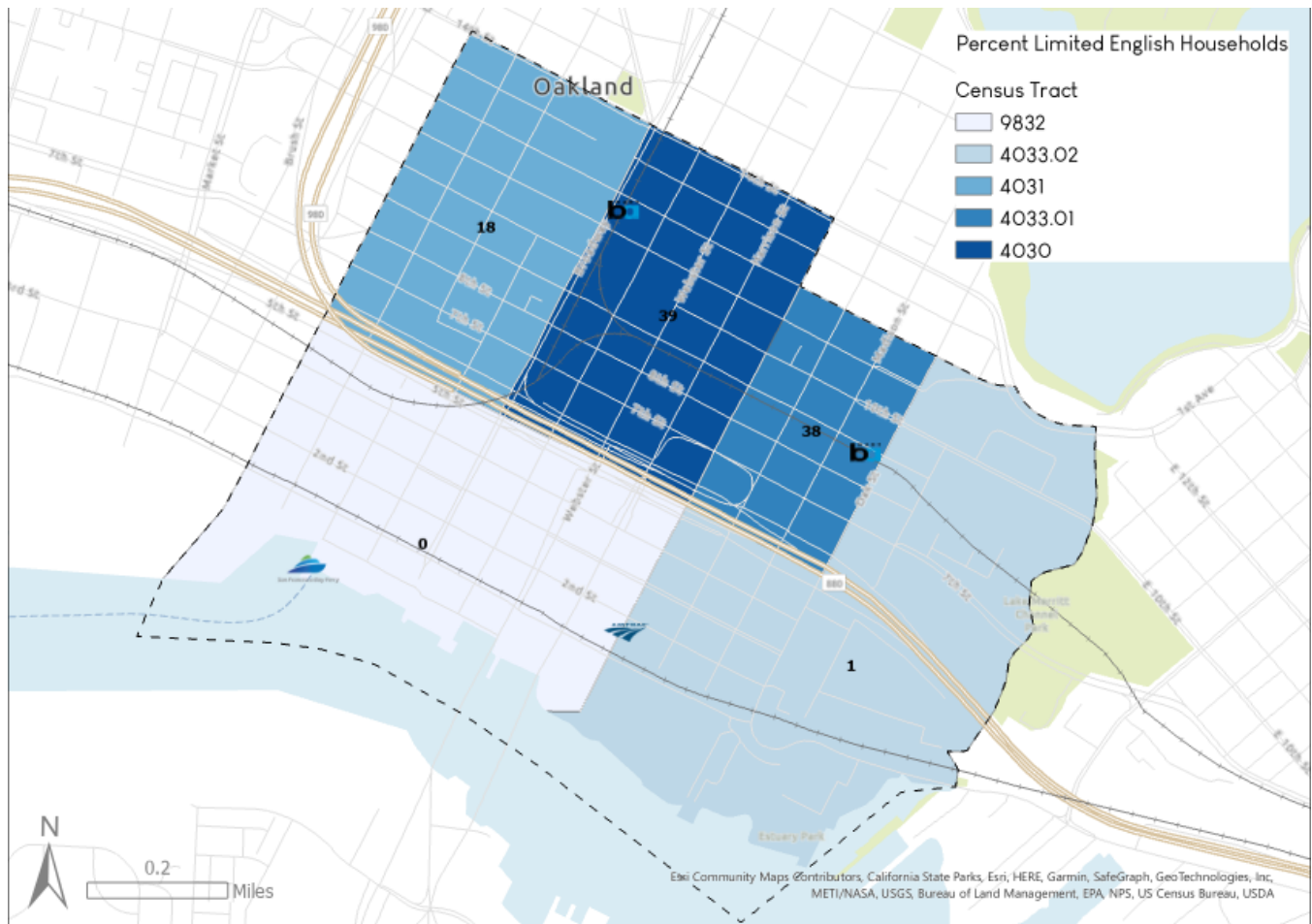
Percent limited English-speaking households	Jack London Area	Census Tract 4030	Census Tract 4031	Census Tract 4033.01	Census Tract 4033.02	Census Tract 9832
All households	19.20%	39.00%	18.20%	37.70%	1.10%	0.00%
Households speaking -						
Spanish	5.24%	26.20%	0.00%	0.00%	0.00%	0.00%
Other Indo-European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

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

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

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

Figure 9: Jack London Limited English Proficiency Households, 2022



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

EXISTING PLANS AND POLICIES

Land Use Plans

Downtown Oakland Specific Plan: Preliminary Draft Plan

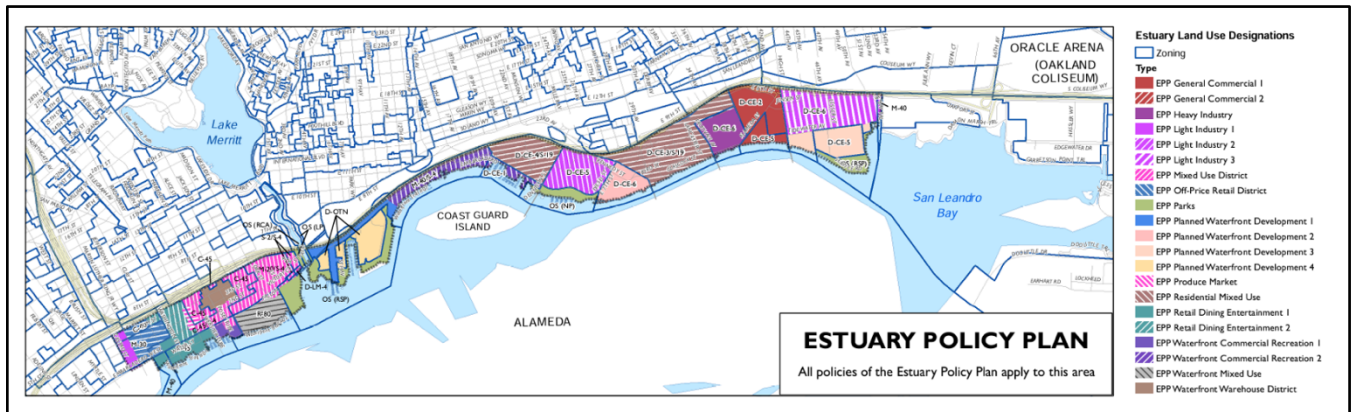
The City of Oakland began the planning process for a Downtown Oakland Specific Plan (DOSP) in 2015 as an amendment to the General Plan. The final DOSP aims to recommend programs and policies that support the economic, housing, mobility, culture keeping, community health, and land use goals of Downtown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

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

Estuary Policy Plan

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

Figure 10: Estuary Policy Plan Land Use Designation Map

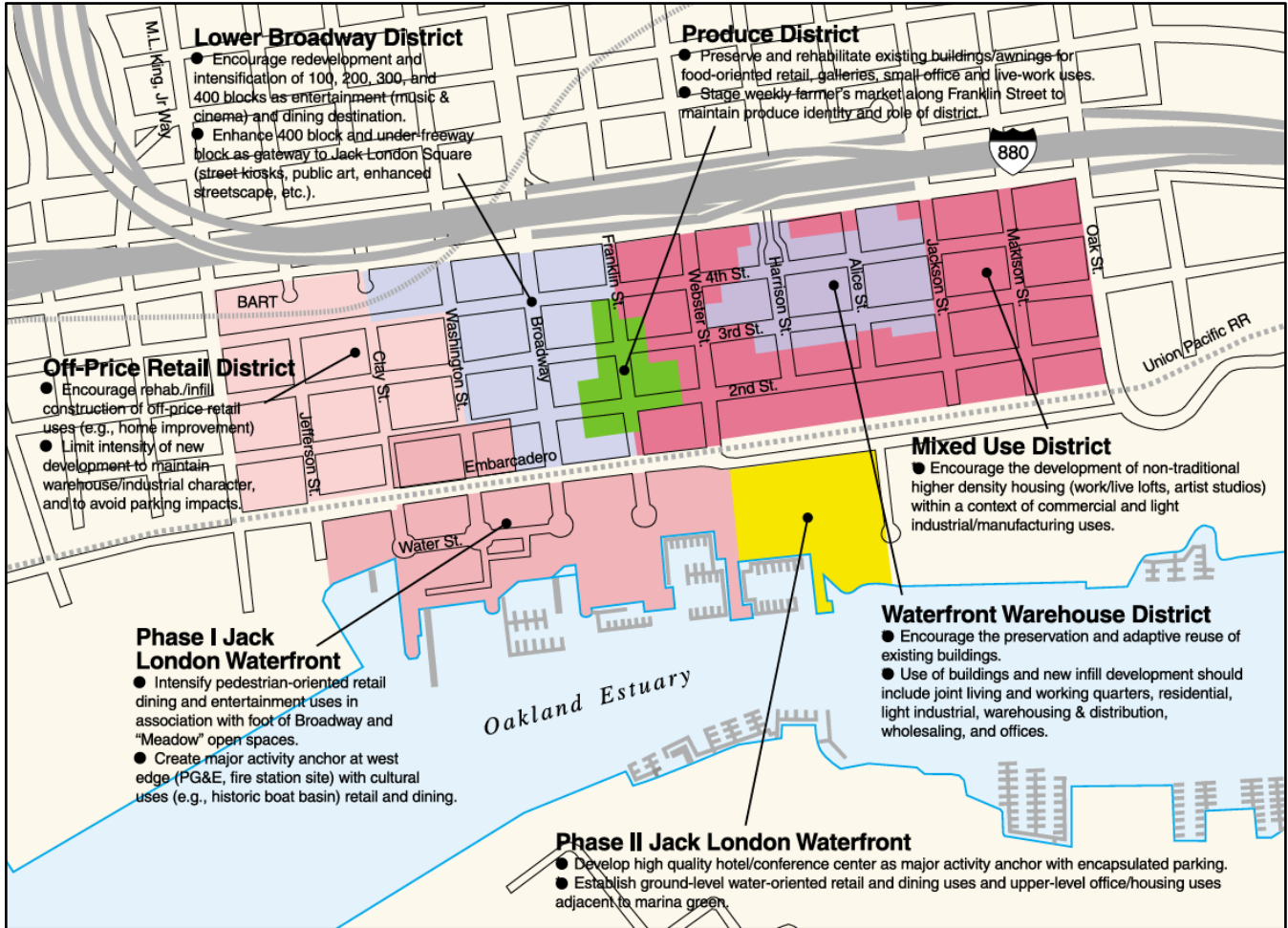


Source: City of Oakland, Zoning and Estuary Policy Plan, 2022.

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

⁹ City of Oakland, “Estuary Policy Plan.”

Figure 11: Central Jack London District Illustrative Development Strategy



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

BART Transit Oriented Development Policy

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

¹⁰ Bay Area Rapid Transit, “TOD Guidelines and Procedures.”

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

Assembly Bill (AB) 2923 and TOD

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

AB 2923 includes two core components:

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

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

¹¹ Bay Area Rapid Transit, “AB 2923 Implementation.”

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

● Neighborhood/ Town Center	● Urban Neighborhood/ City Center	● Regional Center
Allowable Residential Density		
75 dwelling units per acre or higher		
Allowable Height		
5 stories or higher	7 stories or higher	12 stories or higher
Allowable Floor Area Ratio (FAR)		
3.0 FAR or higher	4.2 FAR or higher	7.2 FAR or higher
Minimum Vehicle Parking		
Zero for all land uses (no minimum requirement allowed)		
Maximum Residential Vehicle Parking		
1.0 spaces per unit or lower	0.5 spaces per unit or lower	0.375 spaces per unit or lower
Maximum Office Vehicle Parking		
2.5 per 1,000 square feet or lower	1.6 per 1,000 square feet or lower	0 per 1,000 square feet
Shared Or Unbundled Vehicle Parking		
Allowed (neither prohibited nor required)		
Minimum Secure Bike Parking		
1 space per residential unit or higher		

Source: Bay Area Rapid Transit AB 2923 Implementation, 2022

BART Lake Merritt Station Area Plan + Lake Merritt Plaza Upgrade

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

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

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

- 1,229,000 square feet of office retail

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

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

Transportation Plans

Jack London Feasibility Study (2004)

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

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

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

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

Capitol Corridor Vision Implementation Plan (2016)

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

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

Alameda Countywide Transit Plan (2016)

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

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

Alameda Countywide Transportation Plan (2020)

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

- New ferry service between Redwood City, Jack London Square, and San Francisco
- Downtown Oakland East-West Safe Streets
- East Bay BRT Corridor Safety Improvements
- Lake Merritt Transit-Oriented Development

¹⁴ Capitol Corridor Joint Powers Association, “Capitol Corridor Vision Plan.”

¹⁵ Alameda CTC, “Countywide Transit Plan.”

¹⁶ “Countywide Transportation Plan.”

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

BART Multimodal Access Design Guidelines

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

City of Oakland Bicycle Plan (2019)

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

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

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

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

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

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

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

¹⁸ City of Oakland, "Oakland Bicycle Plan."

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

City of Oakland Pedestrian Plan (2017)

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

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

Environmental Plans

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

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

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

¹⁹ “East Bay Greenway.”

²⁰ City of Oakland, “Oakland Pedestrian Plan.”

²¹ “Preliminary Sea Level Rise Road Map.”

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



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

Transportation Projects in the Pipeline

Embarcadero West Rail Safety and Access Improvements

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

²² "Embarcadero West Rail Safety and Access Improvements."

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

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

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



Source: City of Oakland.

Broadway Streetscape Improvements

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

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

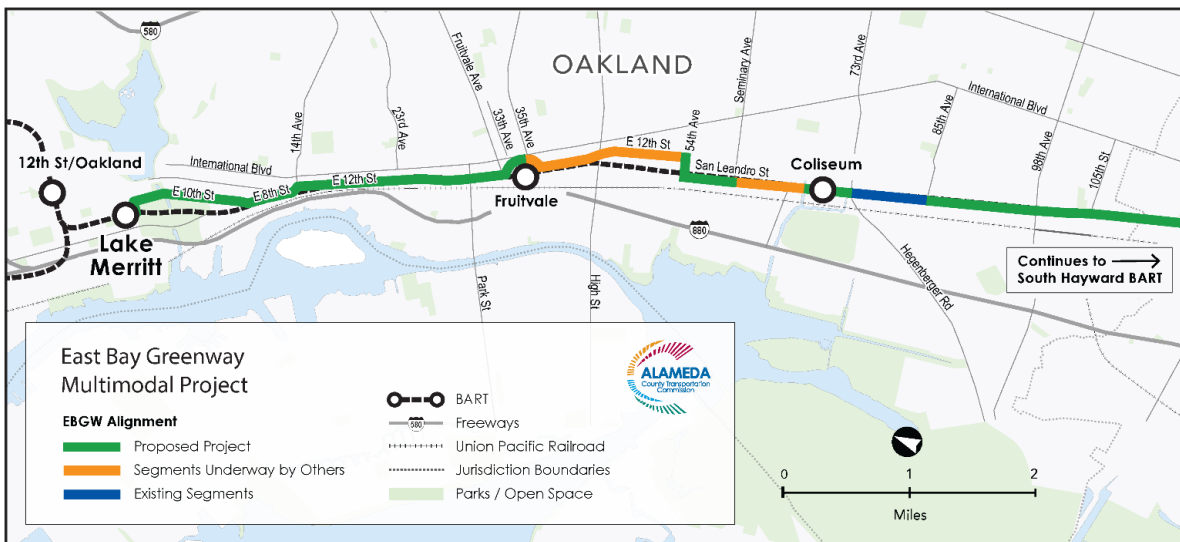
3rd Street Corridor Streetscape Improvements

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

East Bay Greenway Multimodal Project

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

Figure 15: East Bay Greenway Multimodal Project Scope



Source: Alameda County Transportation Commission.

²⁴ Port of Oakland, “Arterial Roadway Improvements Project.”

²⁵ “East Bay Greenway.”

TRANSPORTATION

Transit Services

Bus

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

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

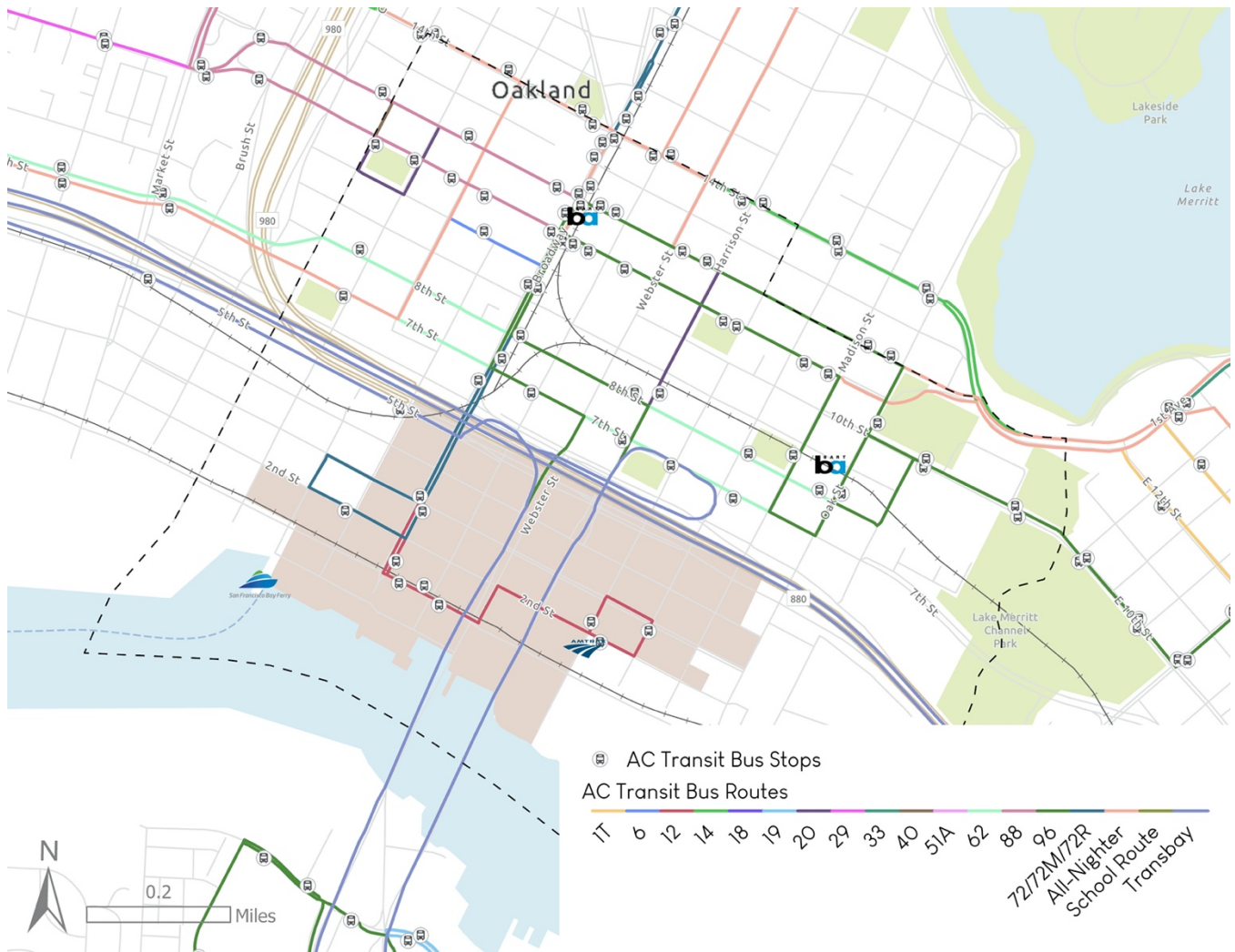
Within Jack London District, just north of the commercial district of Jack London Square, bus stops along 5th Street service two AC Transit transbay lines connecting San Francisco, Oakland, and Alameda: Line O and Line W.

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

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

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

Figure 16: AC Transit Lines Serving Study Area



Source: AC Transit website, September 2023.

Table 9: AC Transit Lines Serving Study Area

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

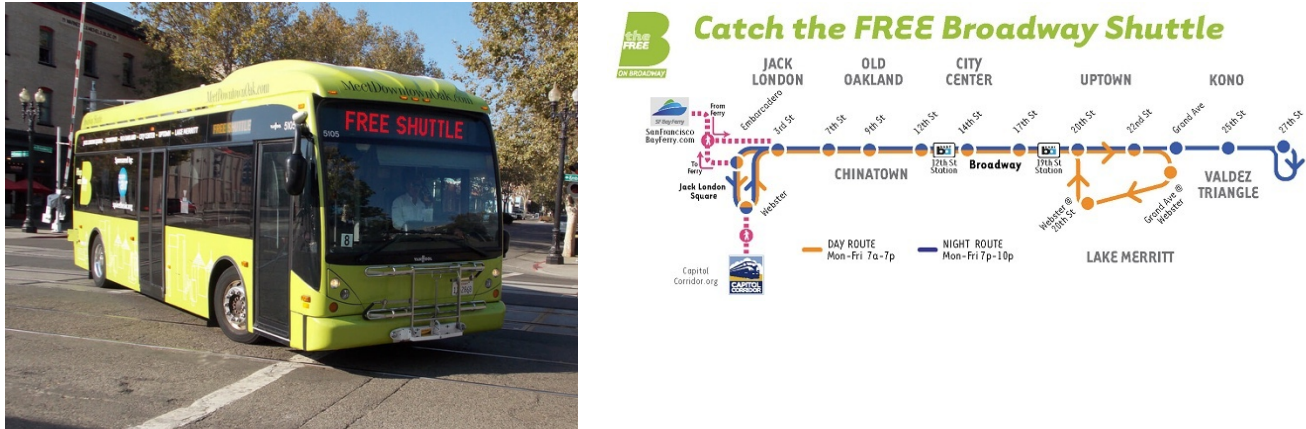
6	12	15	Downtown Oakland to Downtown Berkeley
18	16	20	University Village, Albany, to Lake Merritt BART
33	16	20	Piedmont to Montclair
14	17	20	West Oakland BART to Fruitvale BART
62	19	30	West Oakland BART to Fruitvale BART
88	20	20	Downtown Berkeley to Lake Merritt BART
12	23	30	Gilman St. & 6th St.,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

Source: AC Transit website, September 2023.

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

²⁸ City of Oakland, “Free Broadway Shuttle.”

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



Sources: Jack London Improvement District; City of Oakland.

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

Rapid Rail

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

Table 10: BART Lines Serving Stations Near Study Area

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

Source: BART website, 2023.

²⁹ Bay Area Rapid Transit, “Schedules.”

Intercity Passenger Rail

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

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



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

Table 11: Amtrak Lines Serving OKJ Station

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

Source: Amtrak and Capitol Corridor websites, 2023

³⁰ Amtrak, “Amtrak Schedules and Train Routes.”

Ferry

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

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

Destination	Weekday Peak Headways (mins)	Weekend Peak Headways (mins)	Route
South San Francisco	60	No Service	Alameda-Oakland-South San Francisco
Oracle Park	See Table Notes	See Table Notes	Alameda-Oakland-Oracle Park
Chase Center	See Table Notes	See Table Notes	Alameda-Oakland-Chase Center
Downtown San Francisco	25	50	Oakland-Alameda-Downtown San Francisco
Alameda	25	No Service	Oakland-Alameda Short Hop

Source: San Francisco Bay Ferry website, 2023.

Notes:

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

Transit Ridership

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

Bus

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

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

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

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

For the purposes of assessing transit ridership to/from Jack London District, our team took a closer look at Line 12 and Line 72/72M/72R. Line 12 runs between Oakland Amtrak at Jack London Square to Gilman Street/6th Street in North Berkeley, and follows Broadway, Grand Avenue, and MLK Jr. Way for the majority of the route. Per the average 2022 fall weekday ridership data for this line, the Jack London Square Amtrak station stop at Alice Street/2nd Street remains one of the top ten busiest stops on this route out of approximately 80 stops per direction of travel. A typical day in 2022 saw approximately 50 boardings and alightings at the start of Route 12 northbound in Jack London Square and approximately 60 boardings and alightings at the terminus stop by Jack London Square Amtrak station for the southbound direction. The busiest stops on Line 12 remain those closest to the 12th and 19th Street BART stations, and MLK Jr. Way/University Avenue by the UC Berkeley campus. Figure 19 and Figure 20 summarize the stop-level ridership data for Route 12 per travel direction.

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

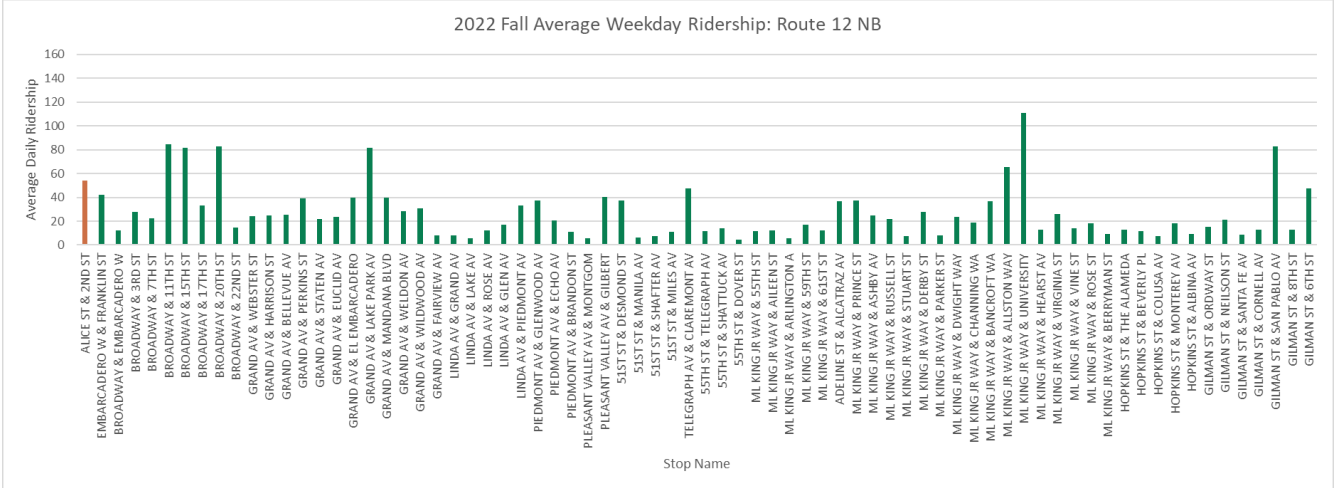
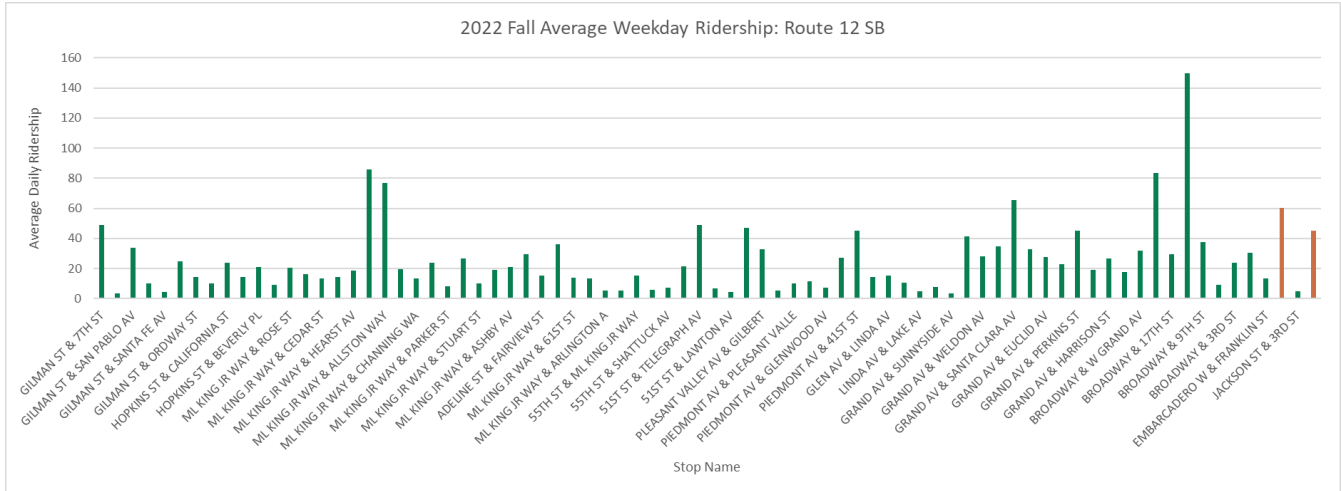


Figure 20: 2022 Average Fall Weekday Ridership (Route 12 Southbound)



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

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

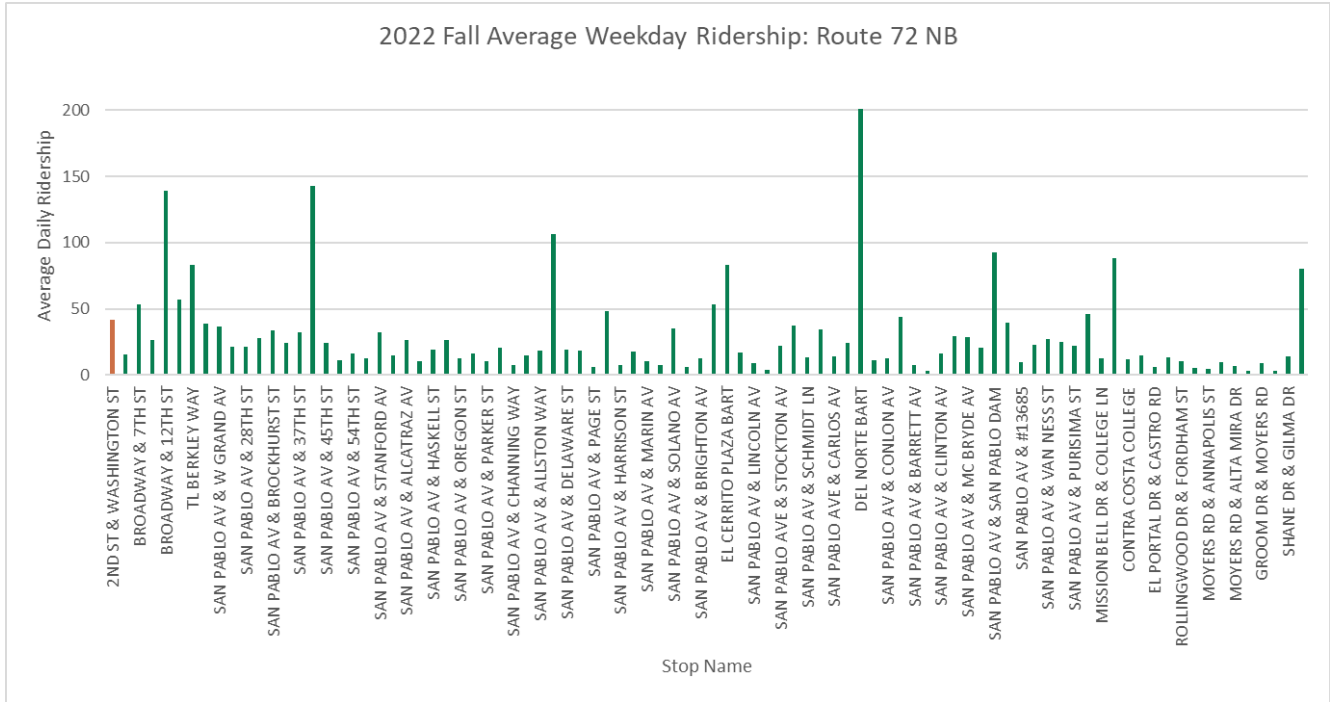
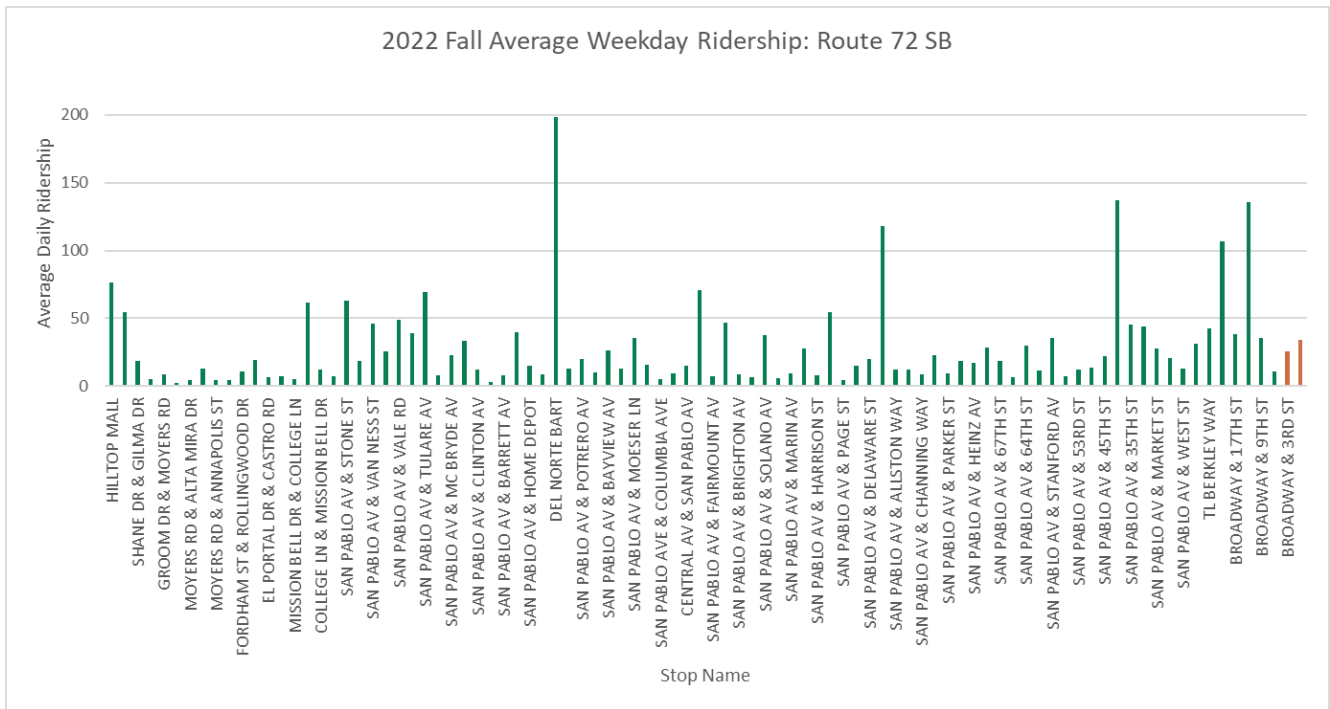


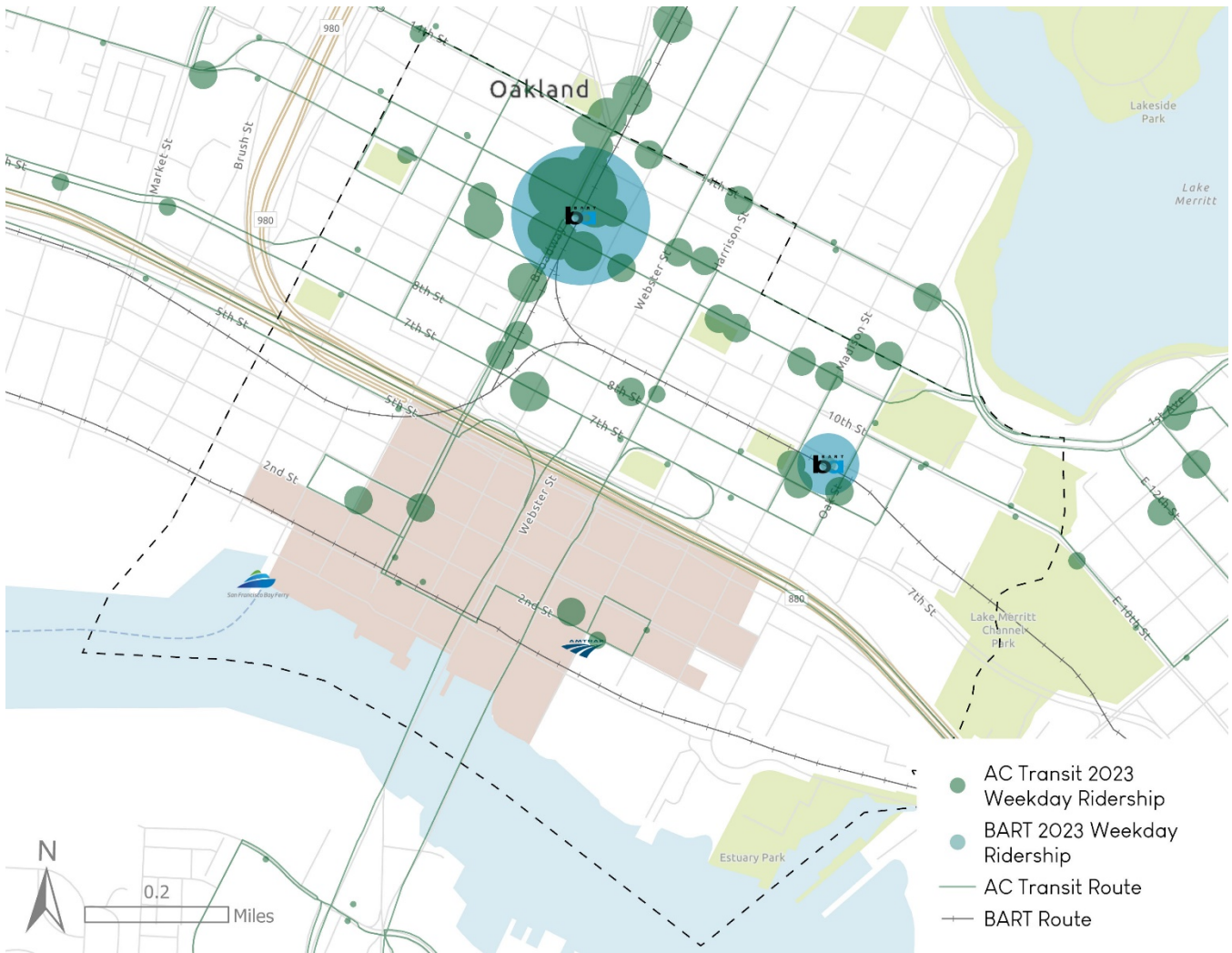
Figure 22: 2022 Average Fall Weekday Ridership (Route 72 Southbound)



Rapid Rail

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

Figure 23: AC Transit and BART Weekday Ridership, 2023



³² Bay Area Rapid Transit, “Index of /Ridership.”

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

Table 13: BART Ridership Catchment Areas

Catchment Area	BART Stations Included
Richmond/El Cerrito	<ul style="list-style-type: none"> • Richmond • El Cerrito del Norte • El Cerrito Plaza
Berkeley North Oakland	<ul style="list-style-type: none"> • North Berkeley • Downtown Berkeley • Ashby • MacArthur • Rockridge
Downtown/West Oakland	<ul style="list-style-type: none"> • 19th Street Oakland • 12th Street Oakland City Center • Lake Merritt • West Oakland
East Oakland	<ul style="list-style-type: none"> • Fruitvale • Coliseum • OAK Airport
East Alameda County	<ul style="list-style-type: none"> • Castro Valley • Dublin/Pleasanton • West Dublin/Pleasanton
South Alameda County	<ul style="list-style-type: none"> • San Leandro • Bay Fair • Hayward • South Hayward • Union City
Fremont/South Bay	<ul style="list-style-type: none"> • Fremont • Warm Springs/South Fremont • Milpitas • Berryessa/North San José
Central/East (Contra Costa) County	<ul style="list-style-type: none"> • Concord • Pleasant Hill/ Contra Costa Centre

	<ul style="list-style-type: none"> • Walnut Creek • Lafayette • Orinda • North Concord/Martinez • Pittsburg/Bay Point • Pittsburg Center • Antioch
Downtown San Francisco	<ul style="list-style-type: none"> • Embarcadero • Montgomery Street • Powell Street • Civic Center/UN Plaza
Mission/Southeast San Francisco	<ul style="list-style-type: none"> • 16th Street Mission • 24th Street Mission • Glen Park • Balboa Park
San Mateo County	<ul style="list-style-type: none"> • Daly City • Colma • South San Francisco • San Bruno • SFO Airport • Millbrae

Source: BART.

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

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

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

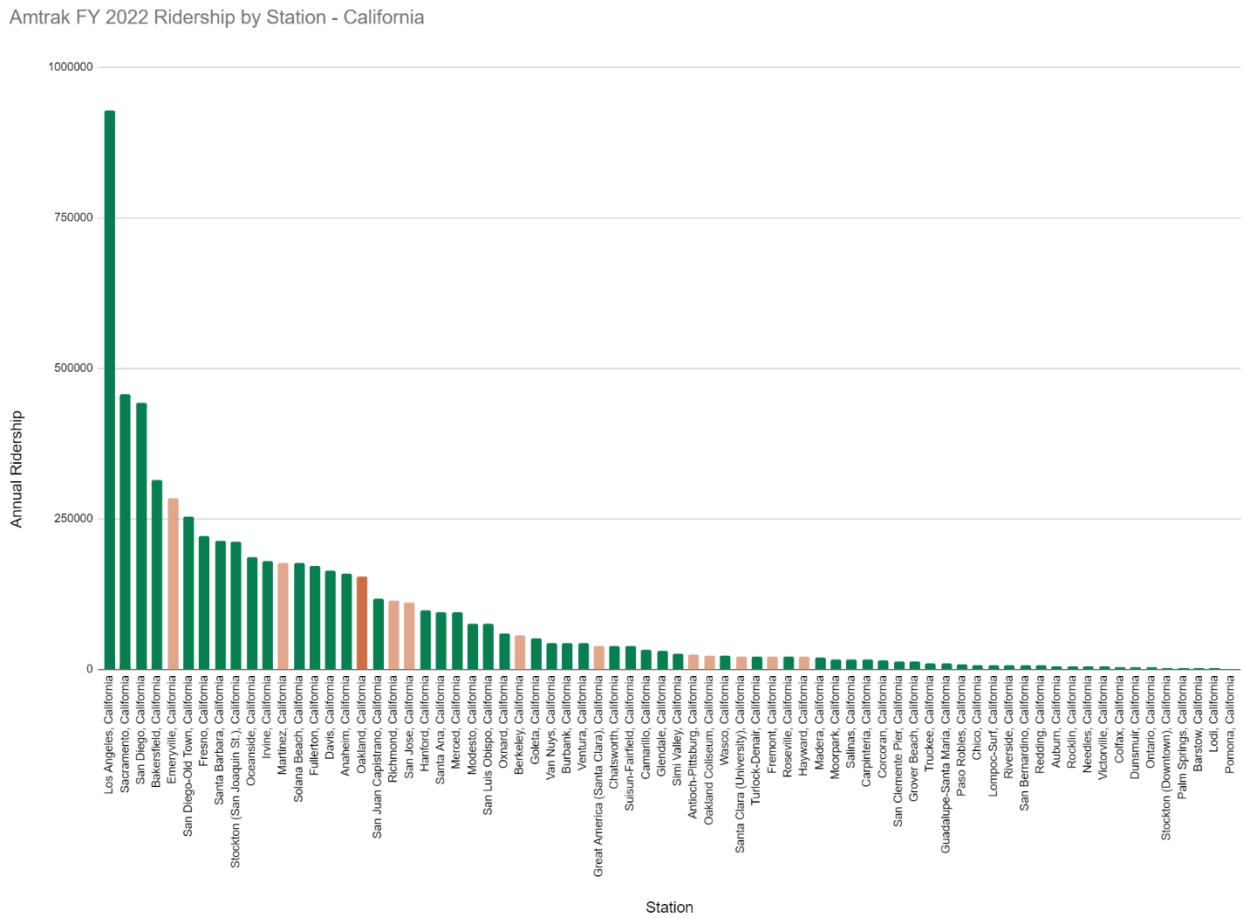
lines which run between the SF Peninsula to the East/South Bay, which may explain the greater share of South Alameda County and Mission/Southeast SF ridership for this station. Additionally, 12th Street Station is serviced by the Red and Yellow BART lines which run between the SF Peninsula to the northern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

Intercity Passenger Rail

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

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

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

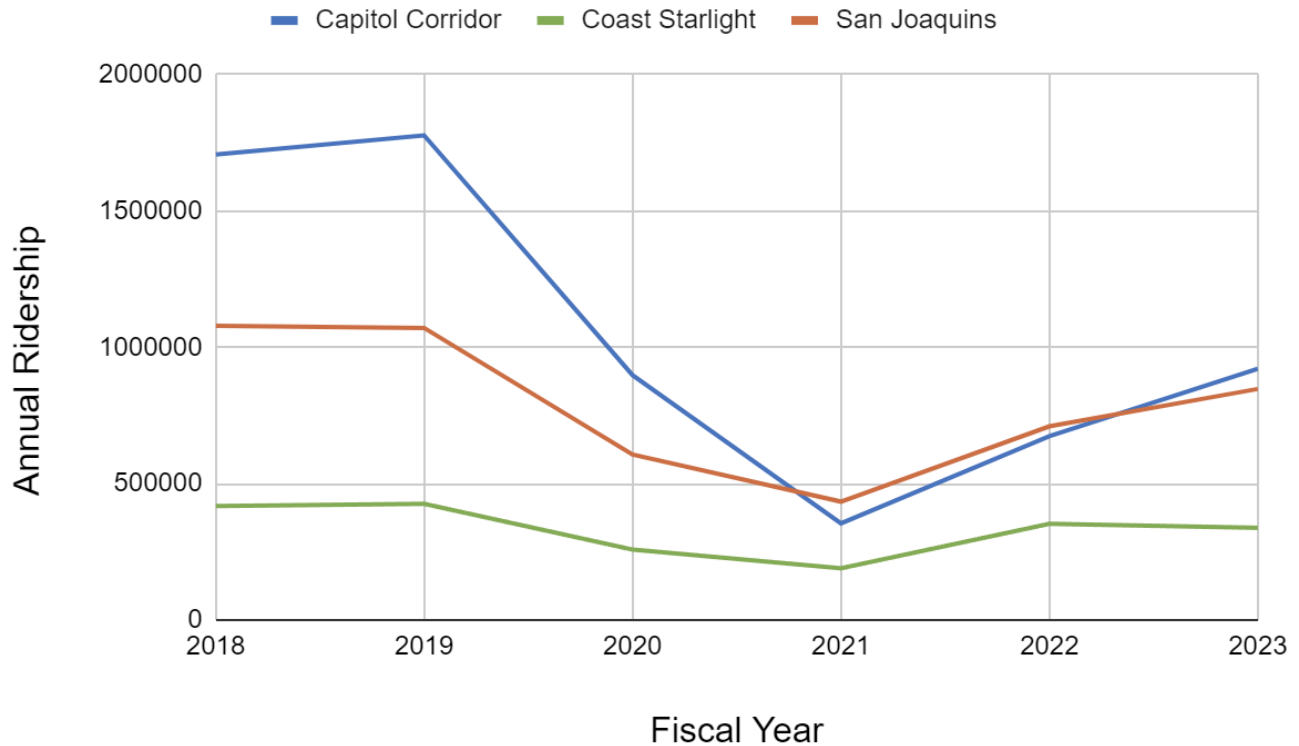


Source: Amtrak Fact Sheet Fiscal Year 2022 State of California, June 2023.

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

³⁴ Amtrak, “Amtrak Reports & Documents.”

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



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

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

Ferry

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

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

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

Source: SF Bay Ferry.

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

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

Source: SF Bay Ferry.

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

Parking

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

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

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

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

Source: City of Oakland GIS.

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

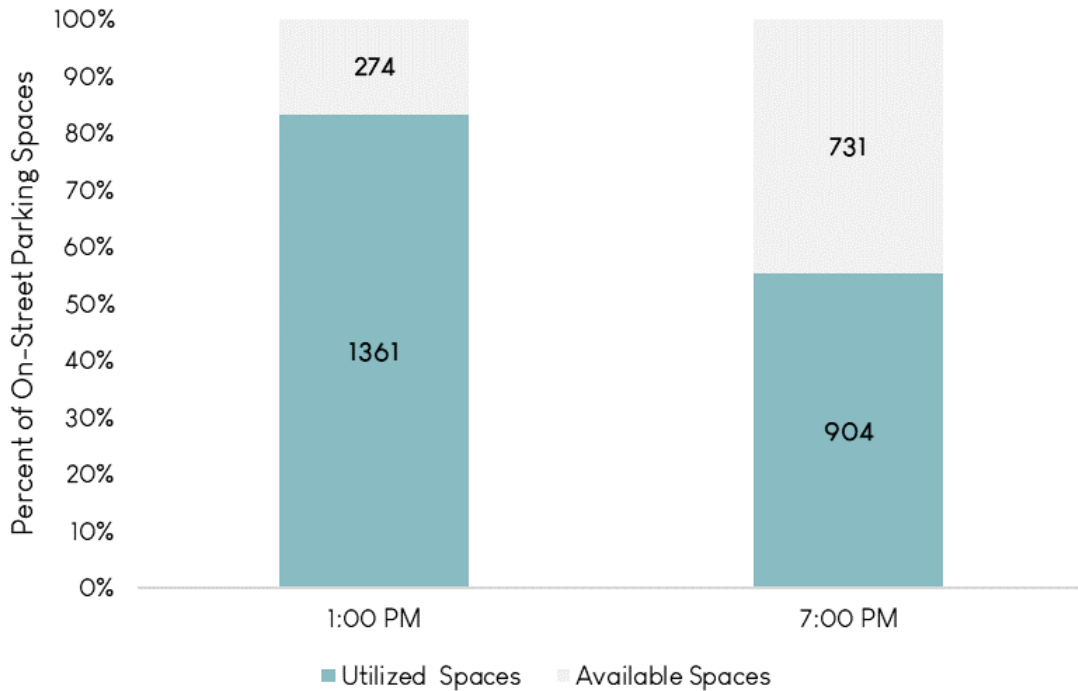
³⁵ Metropolitan Transportation Commission, “Parking Best Practices & Strategies For Supporting Transit Oriented Development In the San Francisco Bay Area.”

Figure 26: Jack London Daily Average Curb Occupancy, 2023



Source: City of Oakland, 2023.

Figure 27: On-Street Parking Utilization, 2019



Source: City of Oakland GIS, 2019.

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

Pedestrian Infrastructure

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

³⁶ City of Oakland, "Oakland Pedestrian Plan."

Figure 28: Jack London Pedestrian Deficiencies

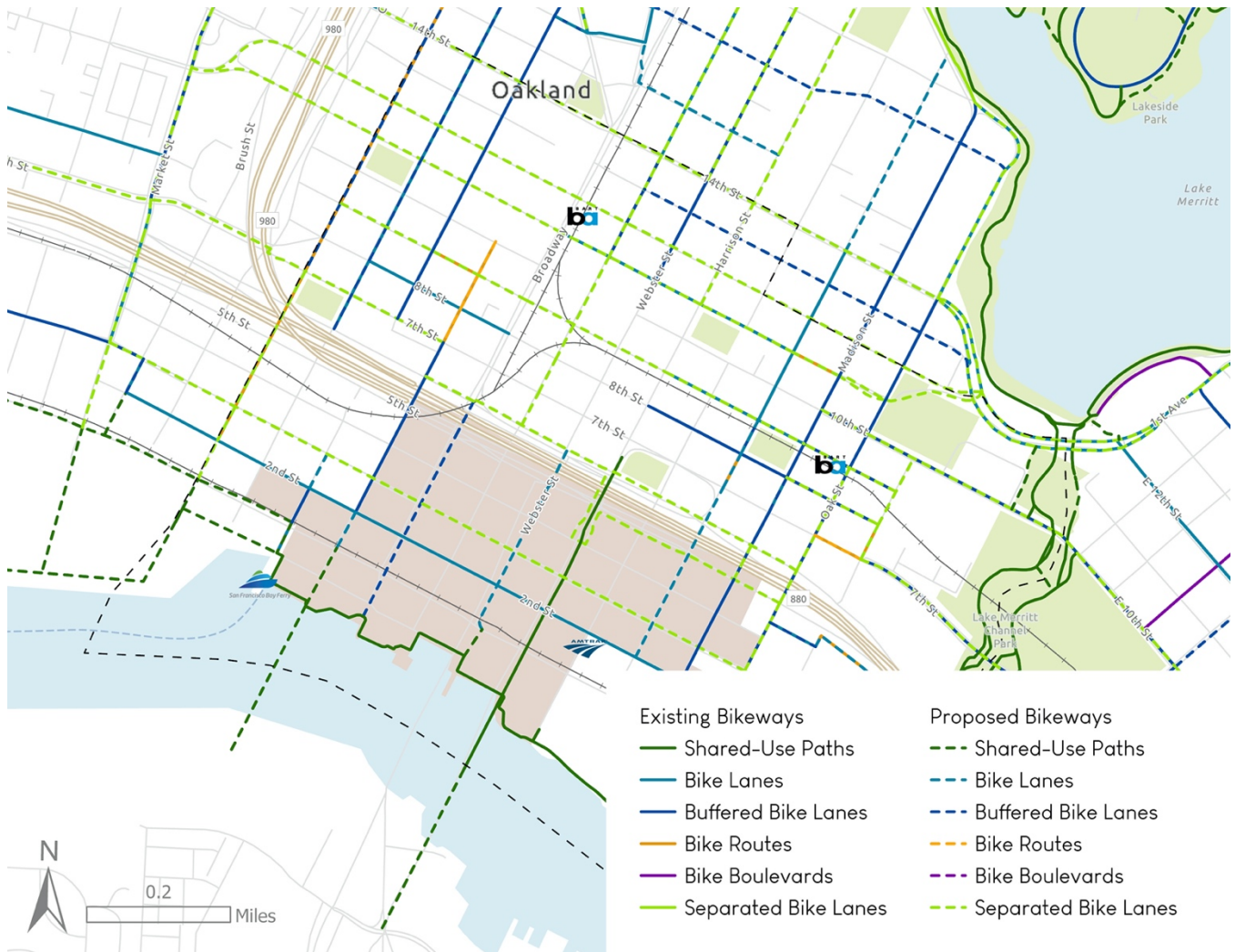


Source: Team Site Visit Photos, Oct. 16, 2023.

Bicycle Infrastructure

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

Figure 29: Jack London Existing and Proposed Bikeways, 2023



Source: City of Oakland GIS, 2023.

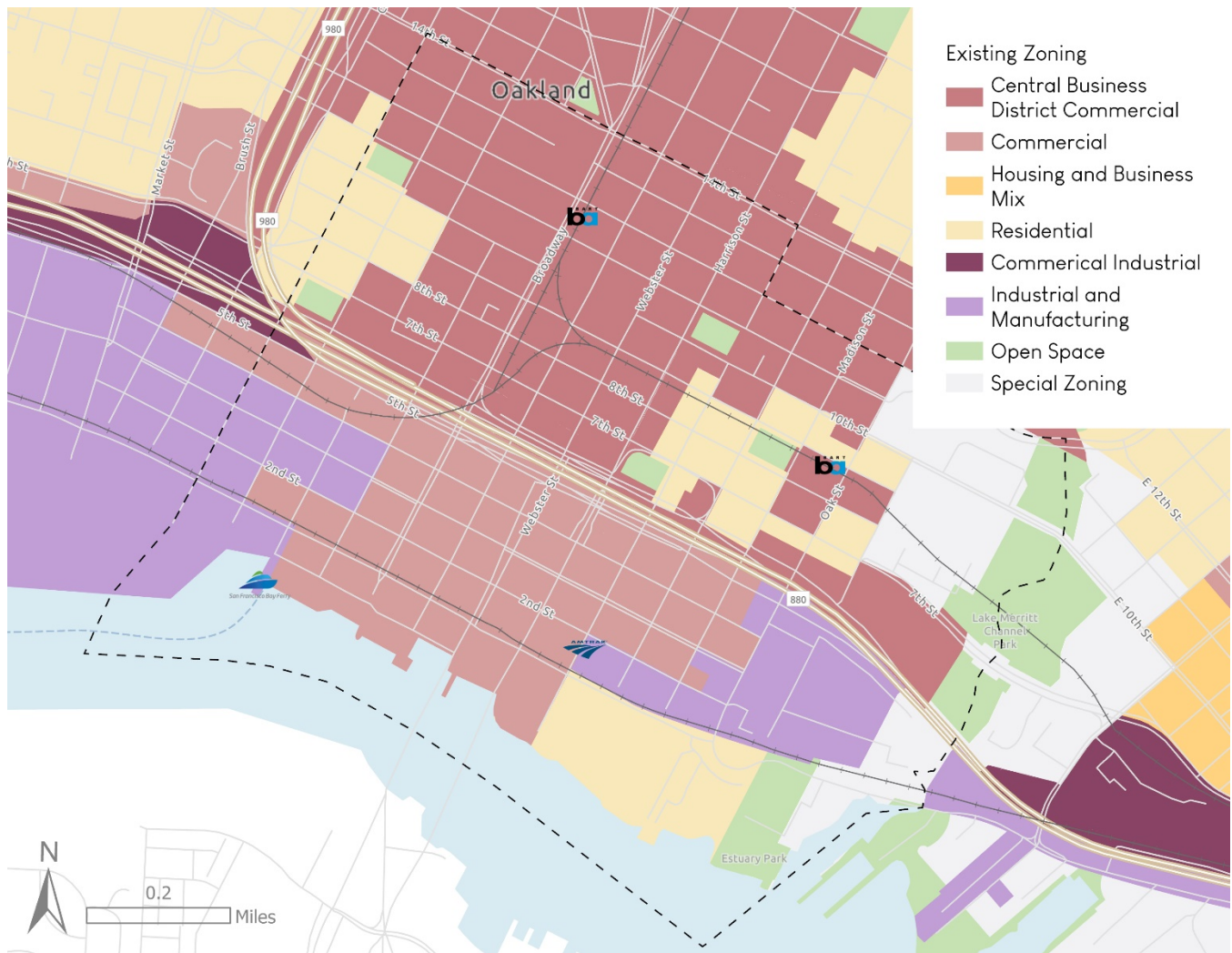
LAND USE

Existing Land Use

The City of Oakland’s existing zoning for the Jack London District is shown in Figure 30. The land use designations are from the City’s General Plan and take into consideration the zoning amendments specific to the Estuary Policy Plan (EPP), as discussed in the Existing Plans and

Policies section above. Note that Figure 30 below simplifies the existing municipal zoning map into major land use designations (i.e. residential, commercial, etc.) for ease of review³⁷.

Figure 30: Jack London Existing Zoning, 2023



Source: City of Oakland GIS.

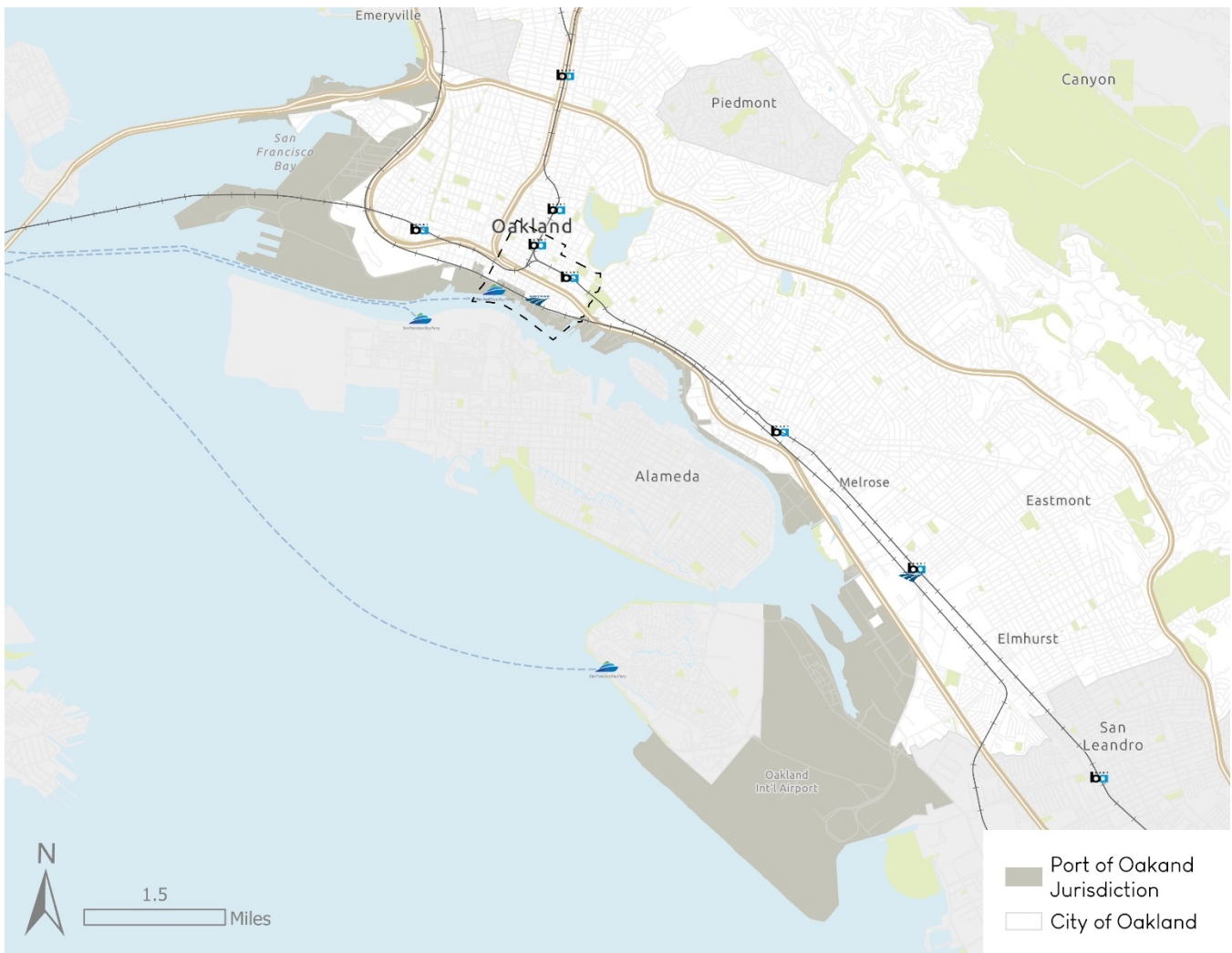
Jack London District is mainly designated commercial and industrial/manufacturing, with some residential and open space land uses by the waterfront on the southeast end towards the Lake Merritt Channel. The commercial land use designation captures the produce markets along

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

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

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

Figure 31: Port of Oakland Jurisdiction



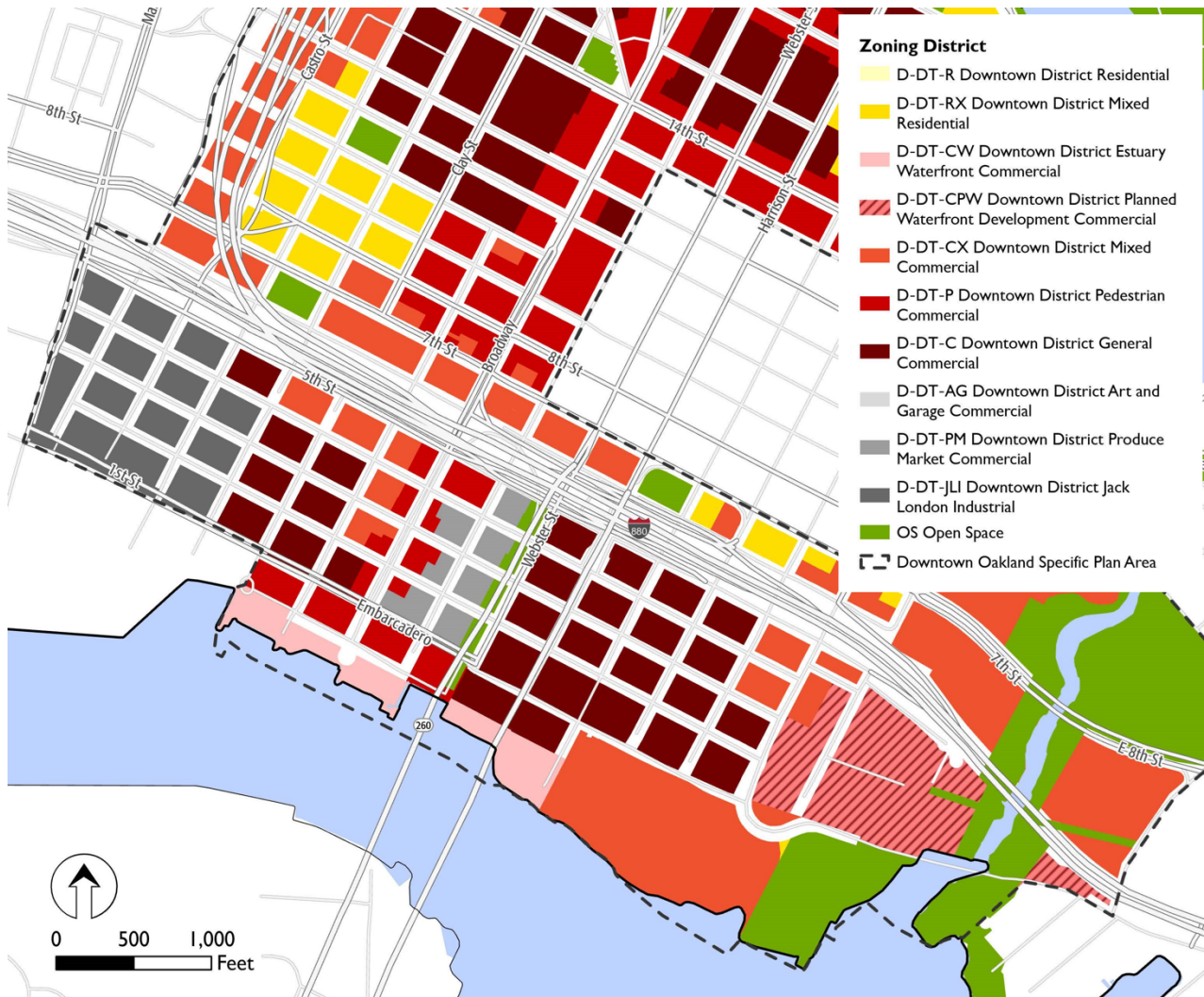
Source: <https://www.arcgis.com/home/item.html?id=9476e4be37754612846b5ef0f4e98ca9>.

Future Land Use

The Draft Downtown Oakland Specific Plan proposes zoning amendments to the General Plan. A map of those zoning amendments is shown in Figure 32 below. A move towards more mixed-use land designation is seen on the east side of Jack London District where the proposed Victory

Court Development is planned to be, as well as a pedestrian commercial corridor along Broadway³⁸.

Figure 32: Draft Downtown Oakland Specific Plan Proposed Zoning



Source: City of Oakland, 2022.

Lake Merritt BART Transit-Oriented Development

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

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

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

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

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

Howard Terminal

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

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

Other Major Projects

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

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

⁴¹ City of Oakland, "Major Development Projects."

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

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

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

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

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

KEY STAKEHOLDERS AND COMMUNITY BENEFITS

Jack London Stakeholders

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

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

Previous Community Benefit Agreements

The Lake Merritt Station Area Plan and Howard Terminal Ballpark Community Benefit Agreements provide a blueprint for future consideration in meeting the needs of Jack London and surrounding community members in Chinatown and West Oakland. Community Benefit Agreements need to provide proper community input and demands for station integration that benefits the local neighborhood and address previous harm from large infrastructure projects. Previous infrastructure projects like the Interstate 880, Lake Merritt BART Station and West Oakland BART are cited by community members as destructive to the social fabric of the

neighborhood⁴². Additionally, the Community Benefits Agreement process empower and integrate perspectives of Jack London residents, business owners that may experience interruption during construction of the project, and communities most vulnerable to displacement not immediately apparent to traditional planners, engineers, and government officials. be made to accommodate the residents.

Lake Merritt Station Area Plan Community Benefit Agreements

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

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

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

Goal	Community Benefits
Affordable Housing	<ul style="list-style-type: none"> • 1,372 affordable units • At least 15% if new units in planning are affordable
Parks and Recreation Centers	<ul style="list-style-type: none"> • Lincoln Recreation Center Renovations • Madison Square Park Renovations
Circulation and Streetscape Improvements	<ul style="list-style-type: none"> • Street lighting on 8th, 9th, 10th, Webster, Harrison, Alice, Jackson, Madison, and Oak streets, and in the I-880 undercrossings; • Street trees on specified blocks; • Prioritized (not all) intersection improvements, as specified in Chapter 6; • Festival streets on two blocks of Fallon Street;

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

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

	<ul style="list-style-type: none"> • Pedestrian scramble intersections at 8th and Harrison Streets, 9th and Harrison Streets, and 10th and Webster Streets; • Additional mid-block pedestrian crossings on 10th and 7th Streets; • Bike lane and lane reduction restriping on 9th Street between Harrison and Fallon Streets and on 10th Street between Madison and Oak Streets.
Kaiser Convention Center and Fire Alarm Building	<ul style="list-style-type: none"> • Reuse of both as accessible public use spaces
Downtown Façade and Tenant Improvement Program	<ul style="list-style-type: none"> • Grants used for approved exterior renovations to commercial and mixed-use properties

Howard Terminal Community Benefit Agreements

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

Goal	Community Benefits
Culture and History	<ul style="list-style-type: none"> • Donate to Sogorea Te Land Trust (refer to the Sogorea Te scale on website). • Fund the construction and establishment of a West Oakland Cultural and History Center (WOCHC), and contribute to the cost of ongoing operations over the term of the project life. Convene a community committee to determine the location of the center.
Economic Development/Employment	<ul style="list-style-type: none"> • Create mandates for companies and employers to make priority hires for West & East Oakland residents from zip codes 94608; 94607; 94601; 94621; 94603 and 94605. • Targeted hire for people who lived in one of these zip codes in the past 5 years (to account for displaced people). Currently lives or, for a period of at least 4 years within the past 10 years, did live within (a) West Oakland, (b) Old Oakland, (c)

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

	Chinatown, (d) Jack London, (e) East Oakland below I-580.
Housing	<ul style="list-style-type: none"> • Create an investment fund for land trusts or nonprofits to purchase non-regulated housing to stabilize these properties as permanently affordable. • Developer shall employ black general contractors, subcontractors, and workers for housing construction at the maximum level and/or develop programs to guarantee such contracts and jobs for and by blacks. In addition, developer shall employ black-owned management, maintenance, grounds, and other relevant companies upon completion of the housing to maintain the development, as well as hiring blacks for other related jobs.
Education	<ul style="list-style-type: none"> • Fund pedestrian safety improvements (focused on inadequate sidewalks and other pedestrian infrastructure) for the most dangerous streets in the four neighborhoods as determined by the High Injury Network to increase walkability. • Fund the redesign and upgrading of underpasses (in addition to Broadway and Market) to provide safe, well lit, attractive passages for pedestrians to encourage walking.
Environment	<ul style="list-style-type: none"> • Fund pedestrian safety improvements (focused on inadequate sidewalks and other pedestrian infrastructure) for the most dangerous streets in the four neighborhoods as determined by the High Injury Network to increase walkability. • Fund the redesign and upgrading of underpasses (in addition to Broadway and Market) to provide safe, well lit, attractive passages for pedestrians to encourage walking.
Community Health and Safety	<ul style="list-style-type: none"> • Provide ongoing funding to a non-profit to create a community walk edged with fruit and vegetables (option), raised food beds, urban garden space within target communities, education surrounding the benefits of healthy food. Increase in farmers markets in neighborhoods. Scheduled “vegetable” shuttle service to drop food off and to get to food providers [stores and farmer's markets] for those without vehicles or need assistance.

	<ul style="list-style-type: none"> • Clean up, improvement and beautification of 25th St. mini park: increase trash clean up/ pick up services, have park attendants on site during most-used hours.
Transportation	<ul style="list-style-type: none"> • Improve underpasses along Broadway, from City Center to HT, from Chinatown to HT, etc. Improvements include: providing tree canopies, well-lit underpasses, and murals while ensuring hostile architecture is not incorporated into design. • Provide electrification for trucks and provide charging stations for trucks at Port of Oakland.

SITE VISIT

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

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

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



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

Figure 34: Amtrak Train Approaching Jack London Square Station



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

Figure 35: Historical Landmarks at Jack London Public Dock (left) and Waterfront Warehouse District (right)



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

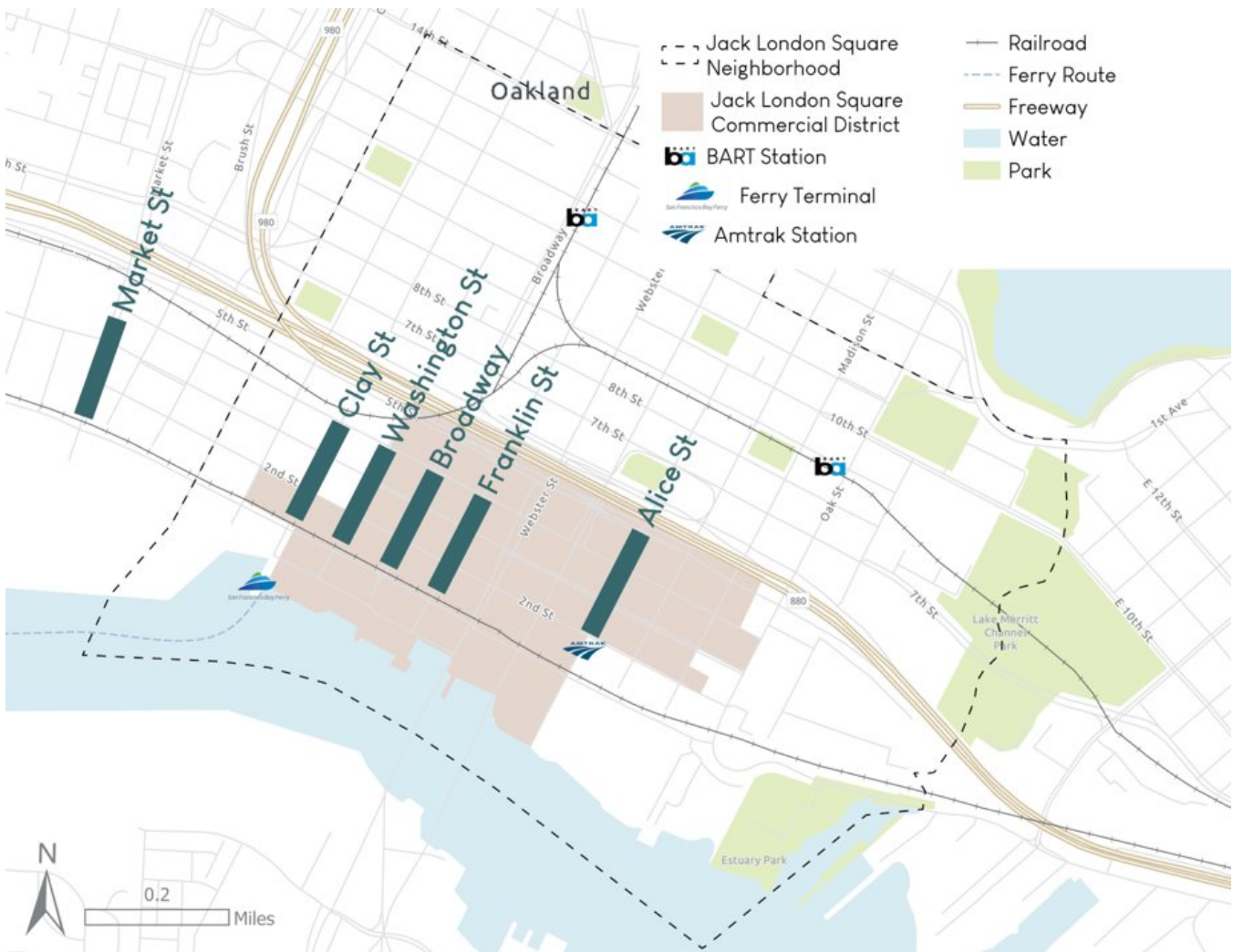
STATION SITING

STATION SITING METHODOLOGY

Proposed Alignments

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

Figure 36: Proposed Station Siting Alignments



Source: City of Oakland GIS.

Market Street

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

Clay Street

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

Washington Street

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

Broadway

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

Franklin Street

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

Alice Street

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

Evaluation Criteria

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

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

⁴⁵ City of Oakland.

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

Trip Generation

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

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

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

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

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



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

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



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

Population Projections and Employment Density

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

Table 18: Esri Projected Population Growth by Census Tract, 2023-2028

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

Source: Esri Projected Population Growth 2023–2028 in the US <https://oakgis-hub.maps.arcgis.com/apps/mapviewer/index.html?webmap=de22c18ec9d945e9b222c81707af2c4d>
Notes: Clay, Washington, Broadway, and Franklin alignments are located in the same census tract.

Opportunities for Station Entrances

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

Consistency with Adopted Plans

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

Administrative Hurdles

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

Construction Impacts

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

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

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

Rail and Ferry Connectivity

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

Bus Connectivity

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

Pedestrian Connectivity

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

Bicycle and Micromobility Connectivity

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

- Connections to West Oakland and East Oakland

⁴⁸ AC Transit, "AC Transit Realign."

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

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

Parking and Traffic Impacts

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

Social Equity

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

Housing and Transportation Affordability Index

Figure 39: Jack London Housing and Transportation Affordability Index



Source: Housing + Transportation Affordability Index.

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

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

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

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

Housing Affordability

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

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

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

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

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

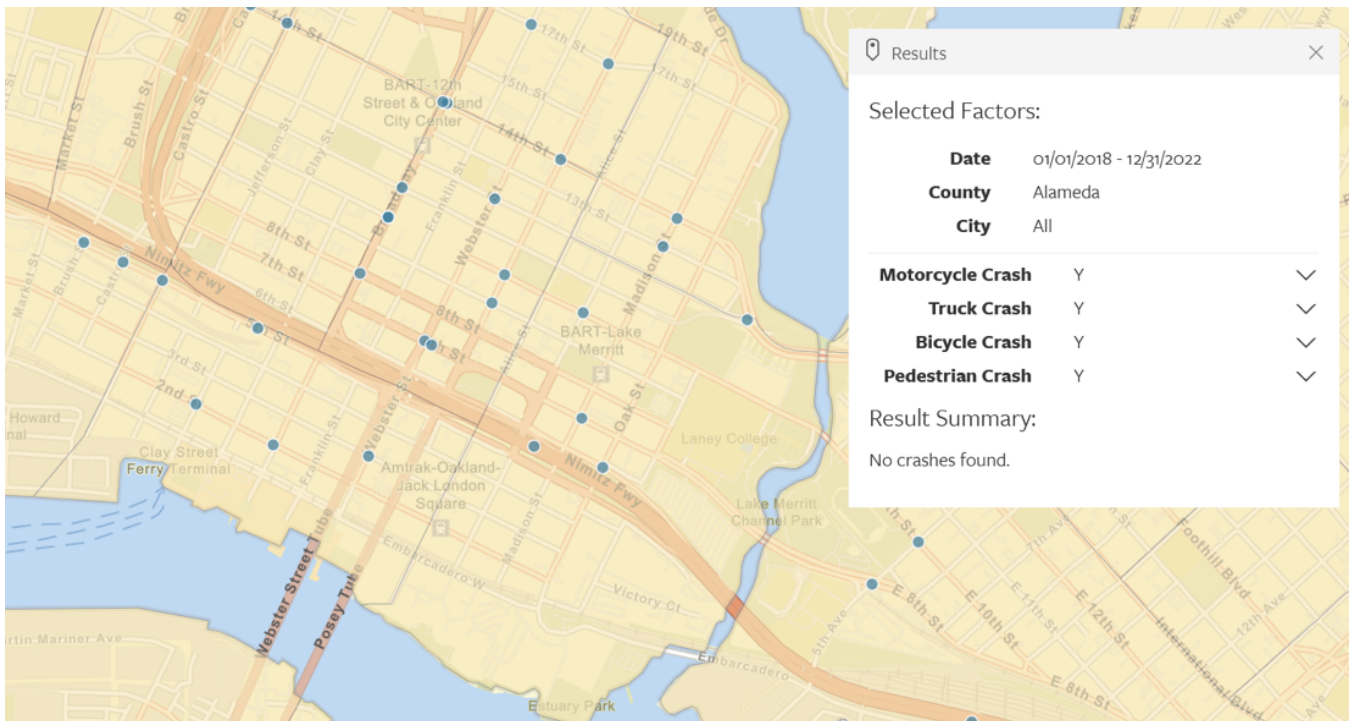
⁵¹ Bay Area Rapid Transit, "TOD Guidelines and Procedures."

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

Safety

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

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



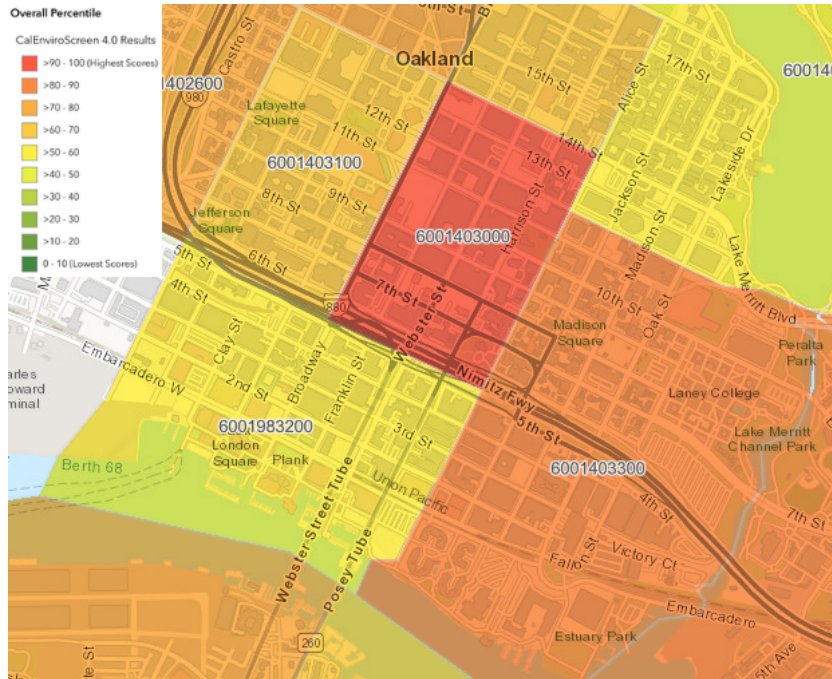
Source: UC Berkeley Transportation Injury Mapping System, 2018-2022.

Environmental Quality

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

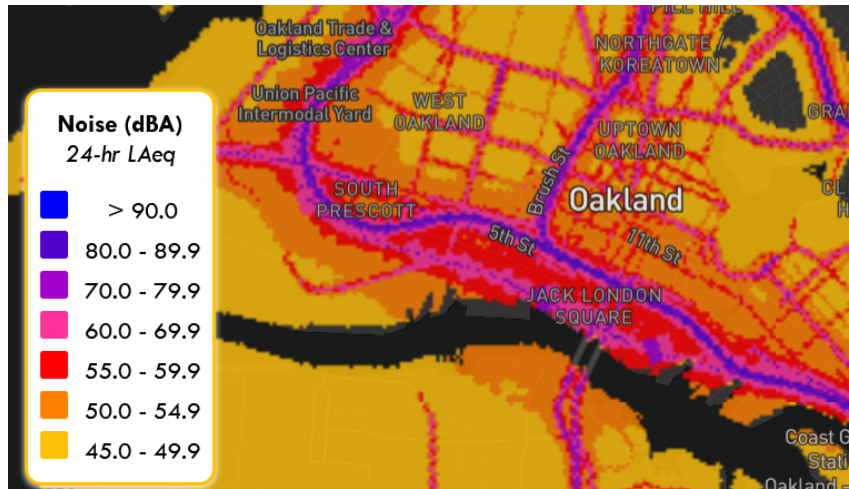
⁵³ August, "CalEnviroScreen 4.0."

Figure 41: Jack London CalEnviroScreen 4.0 Rankings



Source: CalEnviroScreen 4.0.

Figure 42: Jack London Noise Pollution Levels



Source: National Noise Pollution Map.

The National Noise Pollution Map is a tool provided by the U.S. Environmental Protection Agency (EPA) to visualize and analyze noise pollution levels across the United States. The map integrates data from various sources, including transportation, industry, and other human activities, to generate a comprehensive view of noise pollution in decibels (dBA) at the national level. The National Noise Pollution Map highlights elevated decibel levels around the Jack

London District due to trains and the I-880, necessitating measures to mitigate noise pollution are a need for residents currently and in the future as more transit is available in Jack London District.

Quality of Life

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

Environmental Factors

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

Weighted Decision Matrix

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

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

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

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

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

Resultant Rankings

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

Table 19: Resultant Rankings from Weighted Decision Matrix

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

STATION SITING RECOMMENDATIONS

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

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

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

Option 1: Broadway Alignment

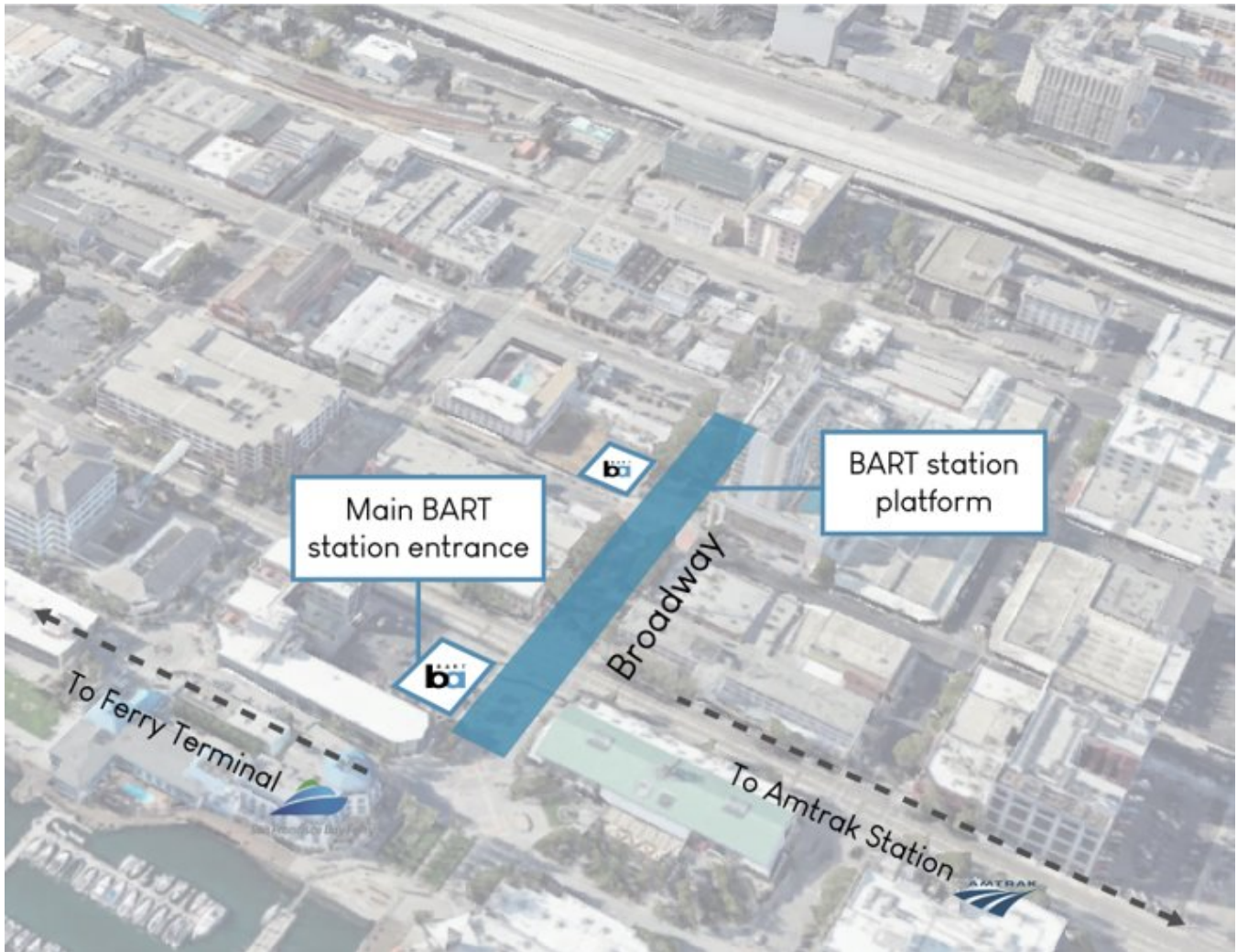
The first station siting option is a Broadway alignment located between Embarcadero West and 2nd Street (Figure 44). In this option, the two station entrances are sited on a parking lot and a vacant lot. There is currently no development proposal on the vacant lot. The parking lot is used by Jack London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

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

Broadway is also a high transit demand corridor, which facilitates first-last mile connections to BART. AC Transit's 72 series, one of the agency's highest ridership lines, runs along the corridor. In addition, it will see a slate of transit improvements in the near future via the City of Oakland's Broadway Streetscape Improvement Project, which will implement bus lanes and underpass improvements between 2nd Street and 11th Street. This alignment provides convenient transfer options to the Jack London ferry terminal, the Jack London Amtrak station, and bus transit options.

Potential concerns include construction impacts to businesses, which must be mitigated through small business support and a strong construction management plan. There are also engineering considerations, including redundancy or conflict with the existing BART alignment.

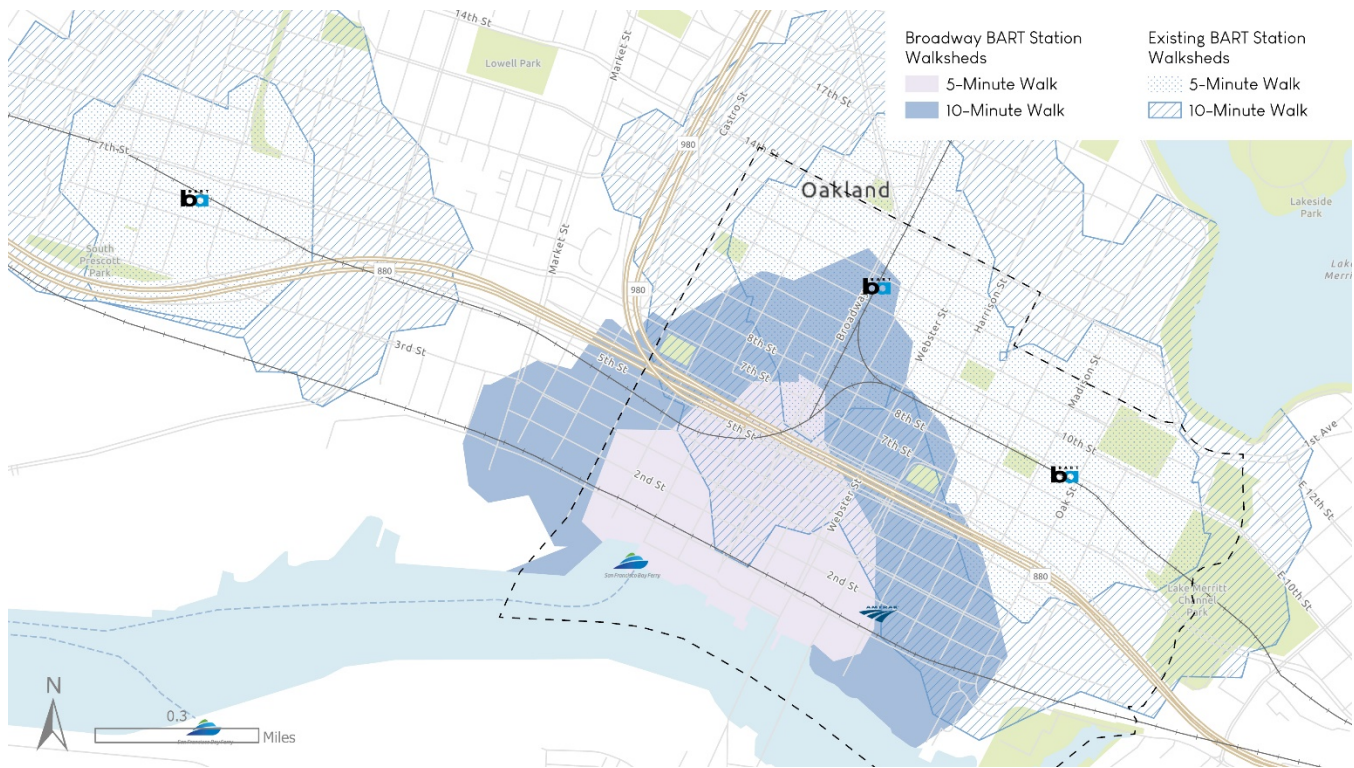
Figure 44: Option 1 - Broadway Alignment



Source: Google Earth.

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

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



Source: ESRI.

Option 2: Clay Alignment

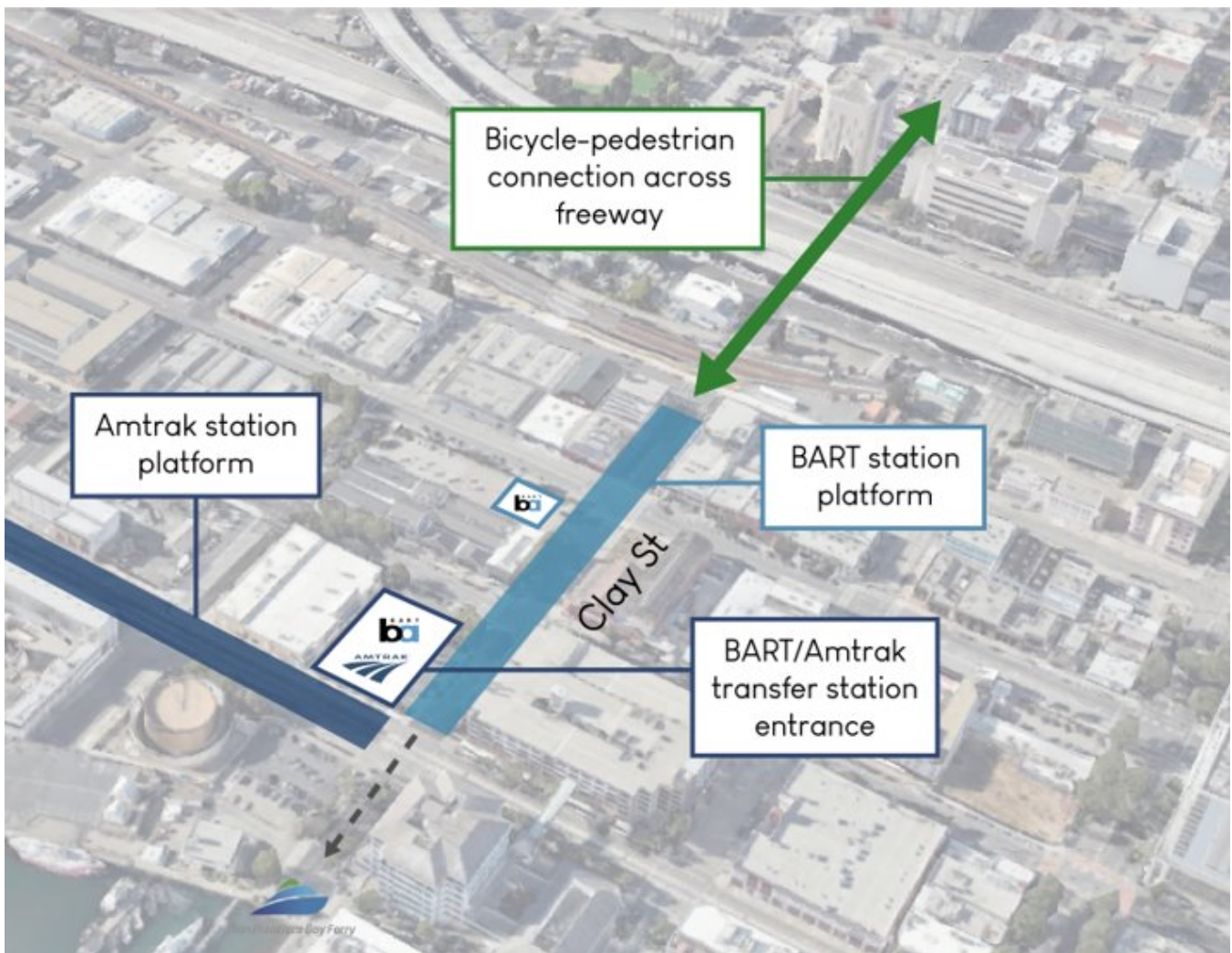
The second station siting option is a Clay Street alignment located between Embarcadero West and 2nd Street (Figure 46). This proposal includes the relocation of the existing Amtrak station platform to Clay Street, creating a BART-Amtrak transfer station that also provides a direct transfer to the ferry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

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

and the second lot was previously used as parking for Bed Bath & Beyond before the store went out of business.

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

Figure 46: Option 2 - Clay Street Alignment

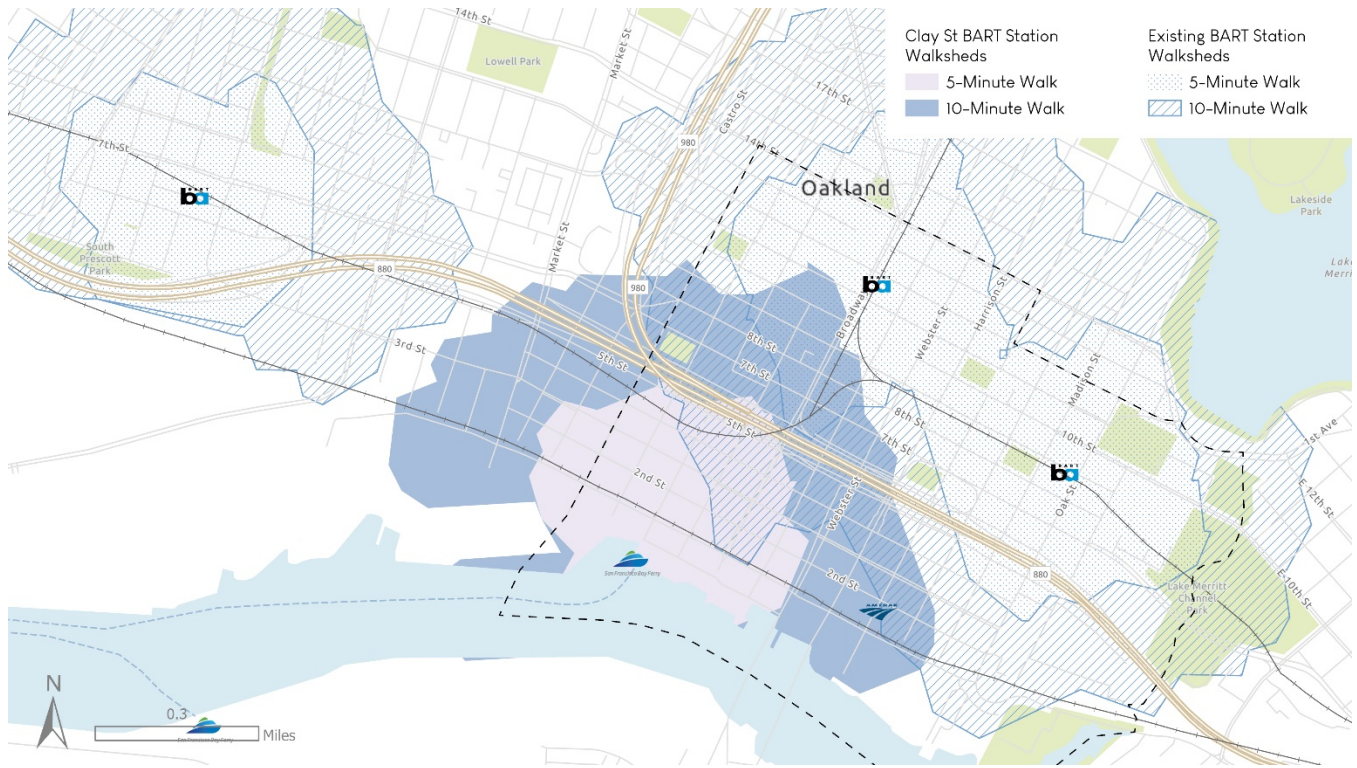


Source: Google Earth.

Similar to the Broadway alignment, the Clay alignment creates new access to BART for much of Jack London (Figure 47). The ferry terminal and relocated Amtrak station are within the 5-minute walkshed. If a Clay alignment is chosen without moving forward with the Amtrak relocation, the existing Amtrak station would be within a 10-minute walk. Other notable trip

generators within a 5-minute walk are Line 51 Brewing Company, Ace Hardware, Yoshi's, and the Port of Oakland offices.

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



Source: ESRI.

Final Station Siting Recommendation

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

STATION ACCESS PLAN

TRANSIT ACCESS

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

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

⁵⁴ AC Transit, "AC Transit Realign."

Figure 48: Proposed Transit Route Changes



Source: AC Transit.

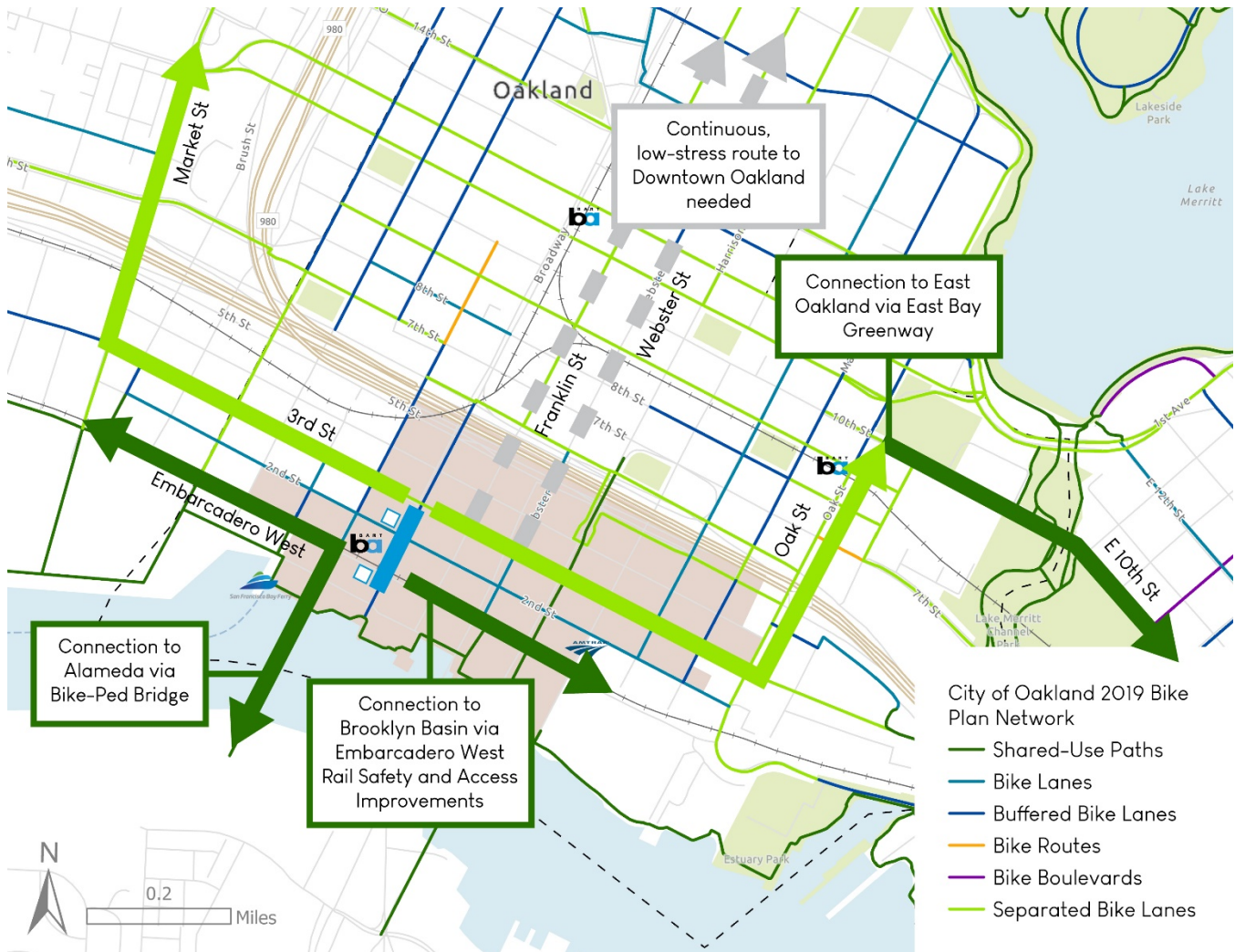
BICYCLE ACCESS

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

However, the Bicycle Plan does not propose a direct, continuous north-south route between Downtown Oakland and Jack London. Portions of Franklin Street and Webster Street are recommended for bicycle facilities, but a few blocks of each street are left out of the Plan. Due to the lack of through streets that cross under the freeway, there are few other options for a strong

north-south connection. We propose that additional community outreach, primarily to the wholesale produce markets on Franklin and Chinatown businesses on Webster, be conducted to determine the best route for a continuous bike facility. This route should be delivered alongside station construction and reflected in the next iteration of the Bicycle Plan.

Figure 49: Proposed Bike Facility Improvements



Source: City of Oakland GIS.

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

⁵⁵ “Embarcadero West Rail Safety and Access Improvements.”

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

PEDESTRIAN ACCESS

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

⁵⁶ “East Bay Greenway.”

Figure 50: Freeway Underpass Between Jack London and Downtown Oakland



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

VEHICLE ACCESS

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

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

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

CONCLUSION

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

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

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

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

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

Table 20: Jack London BART Station Siting Recommendations

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

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APPENDIX A

AC TRANSIT 2022 AVERAGE FALL WEEKDAY RIDERSHIP

ROUTE_N#/ROUTE	DAY	DIR	STOP	STOPNAME	DAY_ON	DAY_OFF	DAY_TOT	CMLTV_LOAD
12	12	Weekday	Northbound	1 ALICE ST & 2ND ST	54	0	54	61
12	12	Weekday	Northbound	2 EMBARCADERO W & FRANKLIN ST	33	10	42	90
12	12	Weekday	Northbound	3 BROADWAY & EMBARCADERO W	12	1	12	102
12	12	Weekday	Northbound	4 BROADWAY & 3RD ST	25	3	28	126
12	12	Weekday	Northbound	5 BROADWAY & 7TH ST	18	4	22	141
12	12	Weekday	Northbound	6 BROADWAY & 11TH ST	57	27	85	173
12	12	Weekday	Northbound	7 BROADWAY & 15TH ST	66	16	82	224
12	12	Weekday	Northbound	8 BROADWAY & 17TH ST	28	5	33	247
12	12	Weekday	Northbound	9 BROADWAY & 20TH ST	73	10	83	310
12	12	Weekday	Northbound	10 BROADWAY & 22ND ST	8	6	14	312
12	12	Weekday	Northbound	11 GRAND AV & WEBSTER ST	16	8	24	321
12	12	Weekday	Northbound	12 GRAND AV & HARRISON ST	15	10	24	326
12	12	Weekday	Northbound	13 GRAND AV & BELLEVUE AV	16	9	26	332
12	12	Weekday	Northbound	14 GRAND AV & PERKINS ST	20	19	39	333
12	12	Weekday	Northbound	15 GRAND AV & STATEN AV	10	12	22	331
12	12	Weekday	Northbound	16 GRAND AV & EUCLID AV	12	12	24	331
12	12	Weekday	Northbound	17 GRAND AV & EL EMBARCADERO	20	20	40	331
12	12	Weekday	Northbound	18 GRAND AV & LAKE PARK AV	41	40	82	332
12	12	Weekday	Northbound	19 GRAND AV & MANDANA BLVD	20	20	40	333
12	12	Weekday	Northbound	20 GRAND AV & WELDON AV	9	19	28	323
12	12	Weekday	Northbound	21 GRAND AV & WILDWOOD AV	13	18	31	318
12	12	Weekday	Northbound	22 GRAND AV & FAIRVIEW AV	4	4	8	317
12	12	Weekday	Northbound	23 LINDA AV & GRAND AV	4	4	8	318
12	12	Weekday	Northbound	24 LINDA AV & LAKE AV	3	3	6	317
12	12	Weekday	Northbound	25 LINDA AV & ROSE AV	4	8	12	314
12	12	Weekday	Northbound	26 LINDA AV & GLEN AV	4	13	17	305
12	12	Weekday	Northbound	27 LINDA AV & PIEDMONT AV	14	19	33	299
12	12	Weekday	Northbound	28 PIEDMONT AV & GLENWOOD AV	16	21	38	295
12	12	Weekday	Northbound	29 PIEDMONT AV & ECHO AV	6	14	21	287
12	12	Weekday	Northbound	30 PIEDMONT AV & BRANDON ST	6	5	11	287
12	12	Weekday	Northbound	31 PLEASANT VALLEY AV & MONTGOM	1	4	6	284
12	12	Weekday	Northbound	32 PLEASANT VALLEY AV & GILBERT	16	24	40	276
12	12	Weekday	Northbound	33 51ST ST & DESMOND ST	28	9	37	295
12	12	Weekday	Northbound	34 51ST ST & MANILA AV	3	3	7	295
12	12	Weekday	Northbound	35 51ST ST & SHAFTER AV	4	4	8	295
12	12	Weekday	Northbound	36 51ST ST & MILES AV	4	7	11	291
12	12	Weekday	Northbound	37 TELEGRAPH AV & CLAREMONT AV	23	25	48	290
12	12	Weekday	Northbound	38 55TH ST & TELEGRAPH AV	6	5	12	291
12	12	Weekday	Northbound	39 55TH ST & SHATTUCK AV	4	10	14	285
12	12	Weekday	Northbound	40 55TH ST & DOVER ST	2	3	5	283
12	12	Weekday	Northbound	41 ML KING JR WAY & 55TH ST	4	8	12	279
12	12	Weekday	Northbound	42 ML KING JR WAY & AILEEN ST	5	8	12	276
12	12	Weekday	Northbound	43 ML KING JR WAY & ARLINGTON A	3	3	6	276
12	12	Weekday	Northbound	44 ML KING JR WAY & 59TH ST	6	11	17	270
12	12	Weekday	Northbound	45 ML KING JR WAY & 61ST ST	5	8	12	267
12	12	Weekday	Northbound	46 ADELINE ST & ALCATRAZ AV	18	19	37	266
12	12	Weekday	Northbound	47 ML KING JR WAY & PRINCE ST	19	19	38	267
12	12	Weekday	Northbound	48 ML KING JR WAY & ASHBY AV	18	7	25	277
12	12	Weekday	Northbound	49 ML KING JR WAY & RUSSELL ST	15	6	22	286
12	12	Weekday	Northbound	50 ML KING JR WAY & STUART ST	5	3	8	288
12	12	Weekday	Northbound	51 ML KING JR WAY & DERBY ST	17	10	28	295
12	12	Weekday	Northbound	52 ML KING JR WAY & PARKER ST	4	4	8	296
12	12	Weekday	Northbound	53 ML KING JR WAY & DWIGHT WAY	13	11	24	298
12	12	Weekday	Northbound	54 ML KING JR WAY & CHANNING WA	10	9	19	299
12	12	Weekday	Northbound	55 ML KING JR WAY & BANCROFT WA	19	17	37	302
12	12	Weekday	Northbound	56 ML KING JR WAY & ALLSTON WAY	33	33	66	302
12	12	Weekday	Northbound	57 ML KING JR WAY & UNIVERSITY	33	78	111	258
12	12	Weekday	Northbound	58 ML KING JR WAY & HEARST AV	6	7	13	256
12	12	Weekday	Northbound	59 ML KING JR WAY & VIRGINIA ST	6	20	26	243
12	12	Weekday	Northbound	60 ML KING JR WAY & VINE ST	2	12	14	233
12	12	Weekday	Northbound	61 ML KING JR WAY & ROSE ST	3	16	18	220

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

12	12 Weekday	Southbound	50 GLEN AV & PANAMA CT	11	4	14	277
12	12 Weekday	Southbound	51 GLEN AV & LINDA AV	14	2	15	288
12	12 Weekday	Southbound	52 LINDA AV & ROSE AV	6	4	11	290
12	12 Weekday	Southbound	53 LINDA AV & LAKE AV	2	3	5	290
12	12 Weekday	Southbound	54 LINDA AV & GRAND AV	4	4	8	290
12	12 Weekday	Southbound	55 GRAND AV & SUNNYSIDE AV	1	2	3	289
12	12 Weekday	Southbound	56 GRAND AV & JEAN ST	24	18	42	295
12	12 Weekday	Southbound	57 GRAND AV & WELDON AV	18	10	28	304
12	12 Weekday	Southbound	58 GRAND AV & ELWOOD AV	20	15	35	308
12	12 Weekday	Southbound	59 GRAND AV & SANTA CLARA AV	38	28	66	319
12	12 Weekday	Southbound	60 GRAND AV & MACARTHUR BLVD	12	21	33	310
12	12 Weekday	Southbound	61 GRAND AV & EUCLID AV	16	12	28	315
12	12 Weekday	Southbound	62 GRAND AV & STATEN AV	13	10	23	318
12	12 Weekday	Southbound	63 GRAND AV & PERKINS ST	30	15	45	333
12	12 Weekday	Southbound	64 GRAND AV & PARK VIEW TER	8	11	19	331
12	12 Weekday	Southbound	65 GRAND AV & HARRISON ST	13	14	27	329
12	12 Weekday	Southbound	66 GRAND AV & VALDEZ ST	5	13	18	321
12	12 Weekday	Southbound	67 BROADWAY & W GRAND AV	11	21	32	311
12	12 Weekday	Southbound	68 BROADWAY & 19TH ST	7	77	83	242
12	12 Weekday	Southbound	69 BROADWAY & 17TH ST	7	22	30	227
12	12 Weekday	Southbound	70 BROADWAY & 12TH ST	48	102	150	176
12	12 Weekday	Southbound	71 BROADWAY & 9TH ST	6	32	38	150
12	12 Weekday	Southbound	72 BROADWAY & 7TH ST	1	8	9	144
12	12 Weekday	Southbound	73 BROADWAY & 3RD ST	3	21	24	127
12	12 Weekday	Southbound	74 EMBARCADERO W & BROADWAY	2	29	31	101
12	12 Weekday	Southbound	75 EMBARCADERO W & FRANKLIN ST	1	12	14	90
12	12 Weekday	Southbound	76 2ND ST & OAKLAND AMTRAK	19	42	60	73
12	12 Weekday	Southbound	77 JACKSON ST & 3RD ST	1	4	5	71
12	12 Weekday	Southbound	78 ALICE ST & 2ND ST	2	43	45	32

ROUTE_N#/ROUTE	DAY	DIR	STOP	STOPNAME	DAY_ON	DAY_OFF	DAY_TOT	CMLTV_LOAD
19	19 Weekday	Eastbound	1	11TH ST & JEFFERSON ST	9	0	9	10
19	19 Weekday	Eastbound	2	11TH ST & CLAY ST	2	1	3	12
19	19 Weekday	Eastbound	3	11TH ST & BROADWAY	13	3	16	26
19	19 Weekday	Eastbound	4	BROADWAY & 9TH ST	8	1	9	35
19	19 Weekday	Eastbound	5	7TH ST & FRANKLIN ST	14	1	15	51
19	19 Weekday	Eastbound	6	MARINER SQ LOOP & WILLIE STA	4	4	8	54
19	19 Weekday	Eastbound	7	MARINA VILLAGE PKWY & MARINE	7	4	11	54
19	19 Weekday	Eastbound	8	MARINA VILLAGE PKWY & MARINE	0	1	1	54
19	19 Weekday	Eastbound	9	1201 MARINA VILLAGE PKWY	1	1	2	54
19	19 Weekday	Eastbound	10	947 MARINA VILLAGE PKWY	2	3	4	53
19	19 Weekday	Eastbound	11	CHALLENGER DR & MARINA VILLA	3	3	6	53
19	19 Weekday	Eastbound	12	ATLANTIC AV & CHALLENGER DR	1	1	2	54
19	19 Weekday	Eastbound	13	ATLANTIC AV & TRIUMPH DR	1	1	2	55
19	19 Weekday	Eastbound	14	BUENA VISTA AV & SHERMAN ST	3	4	7	53
19	19 Weekday	Eastbound	15	BUENA VISTA AV & STANTON ST	1	1	2	53
19	19 Weekday	Eastbound	16	BUENA VISTA AV & GRAND ST	3	3	6	53
19	19 Weekday	Eastbound	17	BUENA VISTA AV & CHESTNUT ST	1	4	5	50
19	19 Weekday	Eastbound	18	BUENA VISTA AV & WILLOW ST	3	1	5	52
19	19 Weekday	Eastbound	19	BUENA VISTA AV & WALNUT ST	1	2	2	51
19	19 Weekday	Eastbound	20	BUENA VISTA AV & PARK ST	4	6	10	48
19	19 Weekday	Eastbound	21	BLANDING AV & BROADWAY	3	2	6	49
19	19 Weekday	Eastbound	22	FRUITVALE AV & E 9TH ST	1	2	2	48
19	19 Weekday	Eastbound	23	FRUITVALE BART	20	14	34	54
19	19 Weekday	Eastbound	24	SEMINARY AV & DIV 4 GATE	0	42	42	13
19	19 Weekday	Westbound	1	SEMINARY AV & DIV 4 GATE	50	0	50	50
19	19 Weekday	Westbound	2	FRUITVALE BART	13	30	43	35
19	19 Weekday	Westbound	3	FRUITVALE AV & E 9TH ST	1	3	5	33
19	19 Weekday	Westbound	4	BROADWAY & BLANDING AV	2	1	3	34
19	19 Weekday	Westbound	5	BROADWAY & TILDEN WAY	1	1	1	34
19	19 Weekday	Westbound	6	BUENA VISTA AV & PARK ST	4	2	6	36
19	19 Weekday	Westbound	7	BUENA VISTA AV & WALNUT ST	4	1	5	39
19	19 Weekday	Westbound	8	BUENA VISTA AV & WILLOW ST	4	2	6	41
19	19 Weekday	Westbound	9	BUENA VISTA AV & CHESTNUT ST	1	0	2	42
19	19 Weekday	Westbound	10	BUENA VISTA AV & GRAND ST	2	1	3	42
19	19 Weekday	Westbound	11	BUENA VISTA AV & STANTON ST	2	2	4	42
19	19 Weekday	Westbound	12	SHERMAN ST & BUENA VISTA AV	7	4	11	45
19	19 Weekday	Westbound	13	ATLANTIC AV & #1105	0	0	0	45
19	19 Weekday	Westbound	14	ATLANTIC AV & TRIUMPH DR	1	3	4	44
19	19 Weekday	Westbound	15	CHALLENGER DR & ATLANTIC AV	1	1	2	44
19	19 Weekday	Westbound	16	MARINA VILLAGE PKWY & CHALLE	2	2	4	44
19	19 Weekday	Westbound	17	1080 MARINA VILLAGE PKWY	1	1	2	44
19	19 Weekday	Westbound	18	1250 MARINA VILLAGE PKWY	1	3	4	42
19	19 Weekday	Westbound	19	MARINA VILLAGE PKWY & MARINE	1	3	4	40
19	19 Weekday	Westbound	20	HARRISON ST & 8TH ST	1	9	10	33
19	19 Weekday	Westbound	21	12TH ST & HARRISON ST	0	0	0	33
19	19 Weekday	Westbound	22	12TH ST & BROADWAY	1	18	19	16
19	19 Weekday	Westbound	23	12TH & CLAY ST	1	2	3	15
19	19 Weekday	Westbound	24	11TH ST & JEFFERSON ST	0	10	10	5

ROUTE_N#/ROUTE	DAY	DIR	STOP	STOPNAME	DAY_ON	DAY_OFF	DAY_TOT	CMLTV_LOAD
72	72	Weekday	Northbound	1 2ND ST & WASHINGTON ST	41	1	42	50
72	72	Weekday	Northbound	2 BROADWAY & 3RD ST	14	2	16	63
72	72	Weekday	Northbound	3 BROADWAY & 7TH ST	40	13	53	109
72	72	Weekday	Northbound	4 BROADWAY & 9TH ST	24	3	26	129
72	72	Weekday	Northbound	5 BROADWAY & 12TH ST	123	16	139	239
72	72	Weekday	Northbound	6 BROADWAY & 17TH ST	50	7	57	283
72	72	Weekday	Northbound	7 TL BERKLEY WAY	70	13	83	341
72	72	Weekday	Northbound	8 TL BERKLEY WAY	26	13	39	353
72	72	Weekday	Northbound	9 SAN PABLO AV & W GRAND AV	23	14	37	361
72	72	Weekday	Northbound	10 SAN PABLO AV & 25TH ST	12	9	21	365
72	72	Weekday	Northbound	11 SAN PABLO AV & 28TH ST	10	11	21	363
72	72	Weekday	Northbound	12 SAN PABLO AV & 30TH ST	15	13	28	365
72	72	Weekday	Northbound	13 SAN PABLO AV & BROCKHURST ST	16	18	34	362
72	72	Weekday	Northbound	14 SAN PABLO AV & 34TH ST	9	15	24	356
72	72	Weekday	Northbound	15 SAN PABLO AV & 37TH ST	10	22	32	344
72	72	Weekday	Northbound	16 SAN PABLO AV & 40TH ST	78	65	143	357
72	72	Weekday	Northbound	17 SAN PABLO AV & 45TH ST	9	16	24	351
72	72	Weekday	Northbound	18 SAN PABLO AV & 47TH ST	6	6	12	351
72	72	Weekday	Northbound	19 SAN PABLO AV & 54TH ST	7	10	16	349
72	72	Weekday	Northbound	20 SAN PABLO AV & 56TH ST	4	9	13	343
72	72	Weekday	Northbound	21 SAN PABLO AV & STANFORD AV	13	19	32	337
72	72	Weekday	Northbound	22 SAN PABLO AV & 62ND ST	3	11	15	330
72	72	Weekday	Northbound	23 SAN PABLO AV & ALCATRAZ AV	14	13	27	331
72	72	Weekday	Northbound	24 SAN PABLO AV & 66TH ST	3	7	11	327
72	72	Weekday	Northbound	25 SAN PABLO AV & HASKELL ST	7	12	19	321
72	72	Weekday	Northbound	26 SAN PABLO AV & ASHBY AV	16	11	26	326
72	72	Weekday	Northbound	27 SAN PABLO AV & OREGON ST	9	4	13	331
72	72	Weekday	Northbound	28 SAN PABLO AV & GRAYSON ST	6	11	16	326
72	72	Weekday	Northbound	29 SAN PABLO AV & PARKER ST	4	7	11	323
72	72	Weekday	Northbound	30 SAN PABLO AV & DWIGHT WAY	11	9	21	325
72	72	Weekday	Northbound	31 SAN PABLO AV & CHANNING WAY	4	3	7	326
72	72	Weekday	Northbound	32 SAN PABLO AV & BANCROFT WAY	7	8	15	324
72	72	Weekday	Northbound	33 SAN PABLO AV & ALLSTON WAY	5	13	18	316
72	72	Weekday	Northbound	34 SAN PABLO AV & UNIVERSITY AV	48	59	107	306
72	72	Weekday	Northbound	35 SAN PABLO AV & DELAWARE ST	8	11	19	302
72	72	Weekday	Northbound	36 SAN PABLO AV & CEDAR ST	9	10	19	302
72	72	Weekday	Northbound	37 SAN PABLO AV & PAGE ST	2	4	6	300
72	72	Weekday	Northbound	38 SAN PABLO AV & GILMAN ST	23	25	48	298
72	72	Weekday	Northbound	39 SAN PABLO AV & HARRISON ST	3	4	8	296
72	72	Weekday	Northbound	40 SAN PABLO AV & MONROE ST	9	9	18	296
72	72	Weekday	Northbound	41 SAN PABLO AV & MARIN AV	6	4	10	299
72	72	Weekday	Northbound	42 SAN PABLO AV & BUCHANAN ST	5	2	7	301
72	72	Weekday	Northbound	43 SAN PABLO AV & SOLANO AV	20	15	35	306
72	72	Weekday	Northbound	44 SAN PABLO AV & PORTLAND AV	2	4	6	305
72	72	Weekday	Northbound	45 SAN PABLO AV & BRIGHTON AV	3	10	13	297
72	72	Weekday	Northbound	46 SAN PABLO AV & CARLSON BLVD	31	22	53	306
72	72	Weekday	Northbound	47 EL CERRITO PLAZA BART	54	29	83	332
72	72	Weekday	Northbound	48 CENTRAL AV & SAN PABLO AV	10	7	17	335
72	72	Weekday	Northbound	49 SAN PABLO AV & LINCOLN AV	6	3	9	337
72	72	Weekday	Northbound	50 SAN PABLO AV & EUREKA AV	1	3	4	336
72	72	Weekday	Northbound	51 SAN PABLO AVE & STOCKTON AV	10	12	22	335
72	72	Weekday	Northbound	52 SAN PABLO AV & MOESER LN	17	21	38	331
72	72	Weekday	Northbound	53 SAN PABLO AV & SCHMIDT LN	5	8	13	327
72	72	Weekday	Northbound	54 SAN PABLO AV & MANILA AV	14	21	34	321
72	72	Weekday	Northbound	55 SAN PABLO AVE & CARLOS AV	5	9	14	317
72	72	Weekday	Northbound	56 SAN PABLO AV & POTRERO AV	10	14	24	313
72	72	Weekday	Northbound	57 DEL NORTE BART	147	54	201	407
72	72	Weekday	Northbound	58 SAN PABLO AV & WALL AV	7	5	11	408
72	72	Weekday	Northbound	59 SAN PABLO AV & CONLON AV	7	6	13	409
72	72	Weekday	Northbound	60 SAN PABLO AV & MACDONALD AV	27	17	44	418
72	72	Weekday	Northbound	61 SAN PABLO AV & BARRETT AV	3	5	8	414
72	72	Weekday	Northbound	62 SAN PABLO AV & I-80 FWY	0	3	3	413

72	72 Weekday	Northbound	63 SAN PABLO AV & CLINTON AV	2	14	16	402
72	72 Weekday	Northbound	64 SAN PABLO AV & GARVIN AV	7	22	29	387
72	72 Weekday	Northbound	65 SAN PABLO AV & MC BRYDE AV	8	21	29	374
72	72 Weekday	Northbound	66 SAN PABLO AV & MONTOYA AV	2	19	21	357
72	72 Weekday	Northbound	67 SAN PABLO AV & SAN PABLO DAM	20	73	93	304
72	72 Weekday	Northbound	68 SAN PABLO AV & VALE RD	15	24	40	295
72	72 Weekday	Northbound	69 SAN PABLO AV & #13685	1	8	10	289
72	72 Weekday	Northbound	70 SAN PABLO AV & CHURCH LN	4	19	23	273
72	72 Weekday	Northbound	71 SAN PABLO AV & VAN NESS ST	6	22	27	256
72	72 Weekday	Northbound	72 SAN PABLO AV & 23RD ST	2	23	25	236
72	72 Weekday	Northbound	73 SAN PABLO AV & PURISIMA ST	3	19	22	220
72	72 Weekday	Northbound	74 SAN PABLO AV & EL PORTAL DR	10	36	46	194
72	72 Weekday	Northbound	75 MISSION BELL DR & COLLEGE LN	1	11	13	185
72	72 Weekday	Northbound	76 CONTRA COSTA COLLEGE	36	53	88	171
72	72 Weekday	Northbound	77 CONTRA COSTA COLLEGE	5	7	12	2
72	72 Weekday	Northbound	77 EL PORTAL DR & MISSION BELL	9	5	15	174
72	72 Weekday	Northbound	78 EL PORTAL DR & CASTRO RD	2	4	6	174
72	72 Weekday	Northbound	79 ROLLINGWOOD DR & GREENWOOD D	2	12	14	165
72	72 Weekday	Northbound	80 ROLLINGWOOD DR & FORDHAM ST	2	9	11	152
72	72 Weekday	Northbound	81 MOYERS RD & DUKE DR	1	4	5	149
72	72 Weekday	Northbound	82 MOYERS RD & ANNAPOLIS ST	1	4	4	147
72	72 Weekday	Northbound	83 MOYERS RD & PARKER RD	2	8	10	140
72	72 Weekday	Northbound	84 MOYERS RD & ALTA MIRA DR	0	7	7	134
72	72 Weekday	Northbound	85 MOYERS RD & BENJAMIN DR	0	3	3	131
72	72 Weekday	Northbound	86 GROOM DR & MOYERS RD	0	9	9	123
72	72 Weekday	Northbound	87 GROOM DR & ALTA MIRA DR	0	3	3	120
72	72 Weekday	Northbound	88 SHANE DR & GILMA DR	0	14	14	106
72	72 Weekday	Northbound	89 HILLTOP MALL	6	74	80	39
72	72 Weekday	Southbound	1 HILLTOP MALL	76	0	76	77
72	72 Weekday	Southbound	2 SHANE DR & HILLTOP MALL RD	37	18	55	109
72	72 Weekday	Southbound	3 SHANE DR & GILMA DR	14	4	19	139
72	72 Weekday	Southbound	4 GROOM DR & ALTA MIRA DR	4	0	5	144
72	72 Weekday	Southbound	5 GROOM DR & MOYERS RD	8	1	9	148
72	72 Weekday	Southbound	6 MOYERS RD & BENJAMIN DR	2	0	2	150
72	72 Weekday	Southbound	7 MOYERS RD & ALTA MIRA DR	5	0	5	156
72	72 Weekday	Southbound	8 MOYERS RD & PHILLIPS CT	11	2	13	163
72	72 Weekday	Southbound	9 MOYERS RD & ANNAPOLIS ST	4	0	4	167
72	72 Weekday	Southbound	10 MOYERS RD & DUKE DR	3	1	4	173
72	72 Weekday	Southbound	11 FORDHAM ST & ROLLINGWOOD DR	9	2	11	176
72	72 Weekday	Southbound	12 ROLLINGWOOD DR & GREENWOOD D	16	3	19	205
72	72 Weekday	Southbound	13 EL PORTAL DR & CASTRO RD	6	1	7	208
72	72 Weekday	Southbound	14 EL PORTAL DR & MISSION BELL	2	5	7	202
72	72 Weekday	Southbound	15 MISSION BELL DR & COLLEGE LN	3	2	5	199
72	72 Weekday	Southbound	16 CONTRA COSTA COLLEGE	45	17	62	226
72	72 Weekday	Southbound	17 COLLEGE LN & MISSION BELL DR	9	3	12	233
72	72 Weekday	Southbound	18 SAN PABLO AV & RUMRILL BLVD	5	3	7	235
72	72 Weekday	Southbound	19 SAN PABLO AV & STONE ST	53	10	63	278
72	72 Weekday	Southbound	20 SAN PABLO AV & #14041	12	6	18	284
72	72 Weekday	Southbound	21 SAN PABLO AV & VAN NESS ST	40	6	46	318
72	72 Weekday	Southbound	22 WEST CONTRA COSTA HEALTH CEN	17	9	26	333
72	72 Weekday	Southbound	23 SAN PABLO AV & VALE RD	31	18	49	340
72	72 Weekday	Southbound	24 SAN PABLO AV & SAN PABLO DAM	23	16	39	345
72	72 Weekday	Southbound	25 SAN PABLO AV & TULARE AV	60	9	70	397
72	72 Weekday	Southbound	26 SAN PABLO AV & RHEEM AV	5	3	8	398
72	72 Weekday	Southbound	27 SAN PABLO AV & MC BRYDE AV	13	10	23	401
72	72 Weekday	Southbound	28 SAN PABLO AV & GARVIN AV	27	6	33	422
72	72 Weekday	Southbound	29 SAN PABLO AV & CLINTON AV	8	4	12	426
72	72 Weekday	Southbound	30 SAN PABLO AV & I-80 FWY	1	2	3	425
72	72 Weekday	Southbound	31 SAN PABLO AV & BARRETT AV	3	5	8	426
72	72 Weekday	Southbound	32 SAN PABLO AV & MACDONALD AV	16	24	40	417
72	72 Weekday	Southbound	33 SAN PABLO AV & HOME DEPOT	6	9	15	414
72	72 Weekday	Southbound	34 SAN PABLO AV & WALL AV	4	5	9	413
72	72 Weekday	Southbound	35 DEL NORTE BART	45	154	199	303

72	72 Weekday	Southbound	36 SAN PABLO AV & HILL ST	7	6	13	305
72	72 Weekday	Southbound	37 SAN PABLO AV & POTRERO AV	13	7	20	310
72	72 Weekday	Southbound	38 SAN PABLO AV & JEFFERSON AV	6	4	10	312
72	72 Weekday	Southbound	39 SAN PABLO AV & BAYVIEW AV	15	11	26	315
72	72 Weekday	Southbound	40 SAN PABLO AV & ORCHARD AV	5	8	13	312
72	72 Weekday	Southbound	41 SAN PABLO AV & MOESER LN	20	16	36	317
72	72 Weekday	Southbound	42 SAN PABLO AV & PANAMA AV	9	7	16	318
72	72 Weekday	Southbound	43 SAN PABLO AVE & COLUMBIA AVE	3	2	5	320
72	72 Weekday	Southbound	44 SAN PABLO AV & EL DORADO ST	3	7	9	316
72	72 Weekday	Southbound	45 CENTRAL AV & SAN PABLO AV	5	10	15	313
72	72 Weekday	Southbound	46 EL CERRITO PLAZA BART	30	41	71	302
72	72 Weekday	Southbound	47 SAN PABLO AV & FAIRMOUNT AV	4	4	7	301
72	72 Weekday	Southbound	48 SAN PABLO AV & CARLSON BLVD	34	13	47	322
72	72 Weekday	Southbound	49 SAN PABLO AV & BRIGHTON AV	5	4	9	323
72	72 Weekday	Southbound	50 SAN PABLO AV & CASTRO ST	3	4	7	323
72	72 Weekday	Southbound	51 SAN PABLO AV & SOLANO AV	18	19	38	322
72	72 Weekday	Southbound	52 SAN PABLO AV & BUCHANAN ST	3	3	6	321
72	72 Weekday	Southbound	53 SAN PABLO AV & MARIN AV	4	5	9	321
72	72 Weekday	Southbound	54 SAN PABLO AV & MONROE ST	14	13	27	322
72	72 Weekday	Southbound	55 SAN PABLO AV & HARRISON ST	2	6	8	318
72	72 Weekday	Southbound	56 SAN PABLO AV & GILMAN ST	32	23	54	327
72	72 Weekday	Southbound	57 SAN PABLO AV & PAGE ST	1	3	5	325
72	72 Weekday	Southbound	58 SAN PABLO AV & CEDAR ST	9	6	15	328
72	72 Weekday	Southbound	59 SAN PABLO AV & DELAWARE ST	8	12	20	324
72	72 Weekday	Southbound	60 SAN PABLO AV & UNIVERSITY AV	68	50	118	342
72	72 Weekday	Southbound	61 SAN PABLO AV & ALLSTON WAY	6	6	12	343
72	72 Weekday	Southbound	62 SAN PABLO AV & BANCROFT WAY	6	6	12	342
72	72 Weekday	Southbound	63 SAN PABLO AV & CHANNING WAY	3	6	9	340
72	72 Weekday	Southbound	64 SAN PABLO AV & DWIGHT WAY	14	9	22	344
72	72 Weekday	Southbound	65 SAN PABLO AV & PARKER ST	5	4	9	345
72	72 Weekday	Southbound	66 SAN PABLO AV & GRAYSON ST	10	8	19	346
72	72 Weekday	Southbound	67 SAN PABLO AV & HEINZ AV	6	11	17	342
72	72 Weekday	Southbound	68 SAN PABLO AV & ASHBY AV	14	14	28	342
72	72 Weekday	Southbound	69 SAN PABLO AV & 67TH ST	12	6	18	348
72	72 Weekday	Southbound	70 SAN PABLO AV & 65TH ST	3	4	7	347
72	72 Weekday	Southbound	71 SAN PABLO AV & 64TH ST	20	10	30	358
72	72 Weekday	Southbound	72 SAN PABLO AV & 62ND ST	7	5	12	360
72	72 Weekday	Southbound	73 SAN PABLO AV & STANFORD AV	21	14	35	366
72	72 Weekday	Southbound	74 SAN PABLO AV & 56TH ST	4	4	8	367
72	72 Weekday	Southbound	75 SAN PABLO AV & 53RD ST	5	7	12	365
72	72 Weekday	Southbound	76 SAN PABLO AV & 47TH ST	8	6	13	367
72	72 Weekday	Southbound	77 SAN PABLO AV & 45TH ST	11	11	22	366
72	72 Weekday	Southbound	78 SAN PABLO AV & 40TH ST	72	66	137	371
72	72 Weekday	Southbound	79 SAN PABLO AV & 35TH ST	29	16	45	384
72	72 Weekday	Southbound	80 SAN PABLO AV & 32ND ST	22	22	44	383
72	72 Weekday	Southbound	81 SAN PABLO AV & MARKET ST	15	12	28	386
72	72 Weekday	Southbound	82 SAN PABLO AV & MILTON ST	8	13	21	382
72	72 Weekday	Southbound	83 SAN PABLO AV & WEST ST	4	9	13	377
72	72 Weekday	Southbound	84 SAN PABLO AV & W GRAND AV	11	20	31	368
72	72 Weekday	Southbound	85 TL BERKLEY WAY	11	31	42	348
72	72 Weekday	Southbound	86 TL BERKLEY WAY	12	95	106	265
72	72 Weekday	Southbound	87 BROADWAY & 17TH ST	5	34	38	237
72	72 Weekday	Southbound	88 BROADWAY & 12TH ST	16	120	136	135
72	72 Weekday	Southbound	89 BROADWAY & 9TH ST	4	32	36	107
72	72 Weekday	Southbound	90 BROADWAY & 7TH ST	1	10	11	99
72	72 Weekday	Southbound	91 BROADWAY & 3RD ST	2	24	26	78
72	72 Weekday	Southbound	92 2ND ST & WASHINGTON ST	0	34	34	45

ROUTE_N#	ROUTE	DAY	DIR	STOP	STOPNAME	DAY_ON	DAY_OFF	DAY_TOT	CMLTV_LOAD
72M (721)	721	Weekday	Northbound	1	2ND ST & WASHINGTON ST	38	3	41	49
72M (721)	721	Weekday	Northbound	2	BROADWAY & 3RD ST	13	2	15	60
72M (721)	721	Weekday	Northbound	3	BROADWAY & 7TH ST	38	13	51	97
72M (721)	721	Weekday	Northbound	4	BROADWAY & 9TH ST	23	3	26	118
72M (721)	721	Weekday	Northbound	5	BROADWAY & 12TH ST	135	19	154	236
72M (721)	721	Weekday	Northbound	6	BROADWAY & 17TH ST	48	7	54	279
72M (721)	721	Weekday	Northbound	7	TL BERKELEY WAY	73	13	86	339
72M (721)	721	Weekday	Northbound	8	TL BERKLEY WAY	27	14	40	350
72M (721)	721	Weekday	Northbound	9	SAN PABLO AV & W GRAND AV	21	13	35	359
72M (721)	721	Weekday	Northbound	10	SAN PABLO AV & 25TH ST	11	10	21	359
72M (721)	721	Weekday	Northbound	11	SAN PABLO AV & 28TH ST	10	13	23	356
72M (721)	721	Weekday	Northbound	12	SAN PABLO AV & 30TH ST	13	13	27	356
72M (721)	721	Weekday	Northbound	13	SAN PABLO AV & BROCKHURST ST	14	19	32	351
72M (721)	721	Weekday	Northbound	14	SAN PABLO AV & 34TH ST	8	13	21	346
72M (721)	721	Weekday	Northbound	15	SAN PABLO AV & 37TH ST	12	21	33	337
72M (721)	721	Weekday	Northbound	16	SAN PABLO AV & 40TH ST	72	67	140	343
72M (721)	721	Weekday	Northbound	17	SAN PABLO AV & 45TH ST	7	13	20	338
72M (721)	721	Weekday	Northbound	18	SAN PABLO AV & 47TH ST	5	6	11	338
72M (721)	721	Weekday	Northbound	19	SAN PABLO AV & 54TH ST	6	9	16	335
72M (721)	721	Weekday	Northbound	20	SAN PABLO AV & 56TH ST	3	8	11	331
72M (721)	721	Weekday	Northbound	21	SAN PABLO AV & STANFORD AV	15	19	34	327
72M (721)	721	Weekday	Northbound	22	SAN PABLO AV & 62ND ST	3	13	16	318
72M (721)	721	Weekday	Northbound	23	SAN PABLO AV & ALCATRAZ AV	13	14	26	317
72M (721)	721	Weekday	Northbound	24	SAN PABLO AV & 66TH ST	3	8	11	312
72M (721)	721	Weekday	Northbound	25	SAN PABLO AV & HASKELL ST	6	13	19	305
72M (721)	721	Weekday	Northbound	26	SAN PABLO AV & ASHBY AV	13	8	21	310
72M (721)	721	Weekday	Northbound	27	SAN PABLO AV & OREGON ST	9	4	13	315
72M (721)	721	Weekday	Northbound	28	SAN PABLO AV & GRAYSON ST	5	10	14	310
72M (721)	721	Weekday	Northbound	29	SAN PABLO AV & PARKER ST	4	6	10	308
72M (721)	721	Weekday	Northbound	30	SAN PABLO AV & DWIGHT WAY	11	9	20	310
72M (721)	721	Weekday	Northbound	31	SAN PABLO AV & CHANNING WAY	3	3	6	311
72M (721)	721	Weekday	Northbound	32	SAN PABLO AV & BANCROFT WAY	7	7	14	311
72M (721)	721	Weekday	Northbound	33	SAN PABLO AV & ALLSTON WAY	6	13	18	303
72M (721)	721	Weekday	Northbound	34	SAN PABLO AV & UNIVERSITY AV	47	57	105	294
72M (721)	721	Weekday	Northbound	35	SAN PABLO AV & DELAWARE ST	7	11	19	290
72M (721)	721	Weekday	Northbound	36	SAN PABLO AV & CEDAR ST	10	10	20	290
72M (721)	721	Weekday	Northbound	37	SAN PABLO AV & PAGE ST	2	4	6	289
72M (721)	721	Weekday	Northbound	38	SAN PABLO AV & GILMAN ST	24	26	50	287
72M (721)	721	Weekday	Northbound	39	SAN PABLO AV & HARRISON ST	3	4	7	285
72M (721)	721	Weekday	Northbound	40	SAN PABLO AV & MONROE ST	7	9	16	284
72M (721)	721	Weekday	Northbound	41	SAN PABLO AV & MARIN AV	6	3	9	286
72M (721)	721	Weekday	Northbound	42	SAN PABLO AV & BUCHANAN ST	5	3	8	288
72M (721)	721	Weekday	Northbound	43	SAN PABLO AV & SOLANO AV	21	16	37	294
72M (721)	721	Weekday	Northbound	44	SAN PABLO AV & PORTLAND AV	2	4	7	292
72M (721)	721	Weekday	Northbound	45	SAN PABLO AV & BRIGHTON AV	3	10	12	285
72M (721)	721	Weekday	Northbound	46	SAN PABLO AV & CARLSON BLVD	25	21	46	288
72M (721)	721	Weekday	Northbound	47	EL CERRITO PLAZA BART	46	25	71	310
72M (721)	721	Weekday	Northbound	48	CENTRAL AV & SAN PABLO AV	9	7	16	312
72M (721)	721	Weekday	Northbound	49	SAN PABLO AV & LINCOLN AV	4	2	6	314
72M (721)	721	Weekday	Northbound	50	SAN PABLO AV & EUREKA AV	1	3	4	313
72M (721)	721	Weekday	Northbound	51	SAN PABLO AV & STOCKTON AV	9	10	19	311
72M (721)	721	Weekday	Northbound	52	SAN PABLO AV & MOESER LN	24	19	44	316
72M (721)	721	Weekday	Northbound	53	SAN PABLO AV & SCHMIDT LN	7	7	14	316
72M (721)	721	Weekday	Northbound	54	SAN PABLO AV & MANILA AV	14	21	34	309
72M (721)	721	Weekday	Northbound	55	SAN PABLO AVE & CARLOS AVE	5	9	14	305
72M (721)	721	Weekday	Northbound	56	SAN PABLO AV & POTRERO AV	6	15	21	297
72M (721)	721	Weekday	Northbound	57	DEL NORTE BART	93	52	145	340
72M (721)	721	Weekday	Northbound	58	SAN PABLO AV & WALL AV	6	7	12	339
72M (721)	721	Weekday	Northbound	59	SAN PABLO AV & CONLON AV	9	6	16	345
72M (721)	721	Weekday	Northbound	60	MACDONALD AV & WILSON AV	40	17	57	368
72M (721)	721	Weekday	Northbound	61	MACDONALD AV & 44TH ST	22	18	40	372
72M (721)	721	Weekday	Northbound	62	MACDONALD AV & 42ND ST	10	8	18	373

72M (721)	721 Weekday	Northbound	63 MACDONALD AV & 37TH ST	10	31	41	352
72M (721)	721 Weekday	Northbound	64 MACDONALD AV & 33RD ST	21	14	36	359
72M (721)	721 Weekday	Northbound	65 MACDONALD AV & 30TH ST	5	9	14	355
72M (721)	721 Weekday	Northbound	66 MACDONALD AV & CIVIC CENTER	5	17	22	334
72M (721)	721 Weekday	Northbound	67 MACDONALD AV & 25TH ST	5	17	21	323
72M (721)	721 Weekday	Northbound	68 MACDONALD AV & 23RD ST	5	29	34	297
72M (721)	721 Weekday	Northbound	69 MACDONALD AV & 21ST ST	17	27	44	287
72M (721)	721 Weekday	Northbound	70 RICHMOND BART	35	56	91	273
72M (721)	721 Weekday	Northbound	71 MACDONALD AV & MARINA WAY	17	34	51	258
72M (721)	721 Weekday	Northbound	72 MACDONALD AV & 11TH ST	9	23	33	244
72M (721)	721 Weekday	Northbound	73 MACDONALD AV & 7TH ST	3	25	28	224
72M (721)	721 Weekday	Northbound	74 MACDONALD AV & 4TH ST	3	33	35	194
72M (721)	721 Weekday	Northbound	75 MACDONALD AV & 1ST ST	3	45	48	154
72M (721)	721 Weekday	Northbound	76 W MACDONALD AV & CURRY ST	3	26	28	132
72M (721)	721 Weekday	Northbound	77 GARRARD BLVD & CANAL BLVD	0	4	4	127
72M (721)	721 Weekday	Northbound	78 S GARRARD BLVD & W CUTTING B	1	35	36	98
72M (721)	721 Weekday	Northbound	79 TEWKSBURY AV & WASHINGTON AV	25	35	60	89
72M (721)	721 Weekday	Northbound	80 TEWKSBURY AV & CASTRO ST	5	51	57	36
72M (721)	721 Weekday	Southbound	1 TEWKSBURY AV & CASTRO ST	54	0	54	55
72M (721)	721 Weekday	Southbound	2 TEWKSBURY AV & WASHINGTON AV	32	15	46	83
72M (721)	721 Weekday	Southbound	3 S GARRARD BLVD & W CUTTING B	30	3	32	118
72M (721)	721 Weekday	Southbound	4 S GARRARD BLVD & CANAL BLVD	6	1	7	121
72M (721)	721 Weekday	Southbound	5 W MACDONALD AV & RICHMOND PK	2	1	3	126
72M (721)	721 Weekday	Southbound	6 W MACDONALD AV & CURRY ST	28	3	31	152
72M (721)	721 Weekday	Southbound	7 MACDONALD AV & 1ST ST	37	4	41	185
72M (721)	721 Weekday	Southbound	8 MACDONALD AV & 4TH ST	30	5	36	210
72M (721)	721 Weekday	Southbound	9 MACDONALD AV & 7TH ST	26	4	30	232
72M (721)	721 Weekday	Southbound	10 MACDONALD AV & 12TH ST	41	14	55	249
72M (721)	721 Weekday	Southbound	11 MACDONALD AV & MARINA WAY	17	4	22	273
72M (721)	721 Weekday	Southbound	12 RICHMOND BART	62	39	101	296
72M (721)	721 Weekday	Southbound	13 MACDONALD AV & 21ST ST	22	17	39	292
72M (721)	721 Weekday	Southbound	14 MACDONALD AV & 23RD ST	21	7	28	303
72M (721)	721 Weekday	Southbound	15 MACDONALD AV & 25TH ST	20	7	27	323
72M (721)	721 Weekday	Southbound	16 MACDONALD AV & 27TH ST	13	5	18	342
72M (721)	721 Weekday	Southbound	17 MACDONALD AV & 31ST ST	7	4	10	346
72M (721)	721 Weekday	Southbound	18 MACDONALD AV & HARRY ELLS PL	11	12	23	346
72M (721)	721 Weekday	Southbound	19 MACDONALD AV & 37TH ST	16	8	23	353
72M (721)	721 Weekday	Southbound	20 MACDONALD AV & 39TH ST	6	4	9	355
72M (721)	721 Weekday	Southbound	21 MACDONALD AV & 42ND ST	7	17	23	343
72M (721)	721 Weekday	Southbound	22 MACDONALD AV & 44TH ST	12	11	23	344
72M (721)	721 Weekday	Southbound	23 MACDONALD AV & SAN PABLO AV	6	35	41	312
72M (721)	721 Weekday	Southbound	24 SAN PABLO AV & HOME DEPOT	6	16	23	295
72M (721)	721 Weekday	Southbound	25 SAN PABLO AV & WALL AV	4	4	8	297
72M (721)	721 Weekday	Southbound	26 DEL NORTE BART	47	57	104	285
72M (721)	721 Weekday	Southbound	27 SAN PABLO AV & HILL ST	5	4	9	286
72M (721)	721 Weekday	Southbound	28 SAN PABLO AV & POTRERO AV	14	8	23	292
72M (721)	721 Weekday	Southbound	29 SAN PABLO AV & JEFFERSON AV	5	5	11	292
72M (721)	721 Weekday	Southbound	30 SAN PABLO AV & BAYVIEW AV	12	11	23	293
72M (721)	721 Weekday	Southbound	31 SAN PABLO AV & ORCHARD AV	5	9	14	290
72M (721)	721 Weekday	Southbound	32 SAN PABLO AV & MOESER LN	18	14	32	294
72M (721)	721 Weekday	Southbound	33 SAN PABLO AV & PANAMA AV	8	9	17	292
72M (721)	721 Weekday	Southbound	34 SAN PABLO AV & COLUMBIA AV	3	2	5	293
72M (721)	721 Weekday	Southbound	35 SAN PABLO AV & EL DORADO ST	3	4	7	291
72M (721)	721 Weekday	Southbound	36 CENTRAL AV & SAN PABLO AV	4	6	11	290
72M (721)	721 Weekday	Southbound	37 EL CERRITO PLAZA BART	25	33	59	283
72M (721)	721 Weekday	Southbound	38 SAN PABLO AV & FAIRMOUNT AV	4	4	8	284
72M (721)	721 Weekday	Southbound	39 SAN PABLO AV & CARLSON BLVD	31	10	40	304
72M (721)	721 Weekday	Southbound	40 SAN PABLO AV & BRIGHTON AV	5	3	8	307
72M (721)	721 Weekday	Southbound	41 SAN PABLO AV & CASTRO ST	3	4	7	307
72M (721)	721 Weekday	Southbound	42 SAN PABLO AV & SOLANO AV	21	21	42	307
72M (721)	721 Weekday	Southbound	43 SAN PABLO AV & BUCHANAN ST	2	4	6	305
72M (721)	721 Weekday	Southbound	44 SAN PABLO AV & MARIN AV	5	5	10	305
72M (721)	721 Weekday	Southbound	45 SAN PABLO AV & MONROE ST	13	13	26	305

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

ROUTE_N#	ROUTE	DAY	DIR	STOP	STOPNAME	DAY_ON	DAY_OFF	DAY_TOT	CMLTV	LC RANK
72R (372)	372	Weekday	Northbound	1	2ND ST & WASHINGTON ST	69	1	70	98	24
72R (372)	372	Weekday	Northbound	2	BROADWAY & 3RD ST	17	3	20	115	26
72R (372)	372	Weekday	Northbound	3	BROADWAY & 7TH ST	106	27	133	238	11
72R (372)	372	Weekday	Northbound	4	BROADWAY & 12TH ST	302	40	342	506	2
72R (372)	372	Weekday	Northbound	5	TL BERKELEY WAY	167	23	190	651	7
72R (372)	372	Weekday	Northbound	6	SAN PABLO AV & W GRAND AV	53	31	84	672	21
72R (372)	372	Weekday	Northbound	7	SAN PABLO AV & 30TH ST	46	48	93	670	20
72R (372)	372	Weekday	Northbound	8	SAN PABLO AV & 40TH ST	158	147	304	680	3
72R (372)	372	Weekday	Northbound	9	SAN PABLO AV & STANFORD AV	41	55	97	669	17
72R (372)	372	Weekday	Northbound	10	SAN PABLO AV & ALCATRAZ AV	31	52	83	648	22
72R (372)	372	Weekday	Northbound	11	SAN PABLO AV & ASHBY AV	52	44	96	656	18
72R (372)	372	Weekday	Northbound	12	SAN PABLO AV & DWIGHT WAY	35	44	80	647	23
72R (372)	372	Weekday	Northbound	13	SAN PABLO AV & UNIVERSITY AV	123	150	274	618	4
72R (372)	372	Weekday	Northbound	14	SAN PABLO AV & GILMAN ST	70	86	156	602	8
72R (372)	372	Weekday	Northbound	15	SAN PABLO AV & SOLANO AV	50	44	94	609	19
72R (372)	372	Weekday	Northbound	16	SAN PABLO AV & CARLSON BLVD	74	78	153	606	9
72R (372)	372	Weekday	Northbound	17	SAN PABLO AV & MOESER LN	54	59	113	599	13
72R (372)	372	Weekday	Northbound	18	SAN PABLO AV & POTRERO AV	25	40	65	585	25
72R (372)	372	Weekday	Northbound	19	DEL NORTE BART	332	110	442	806	1
72R (372)	372	Weekday	Northbound	20	SAN PABLO AV & MACDONALD AV	57	52	110	807	15
72R (372)	372	Weekday	Northbound	21	SAN PABLO AV & GARVIN AV	19	97	117	732	12
72R (372)	372	Weekday	Northbound	22	SAN PABLO AV & SAN PABLO DAM	32	213	245	552	5
72R (372)	372	Weekday	Northbound	23	SAN PABLO AV & VALE RD	24	77	102	499	16
72R (372)	372	Weekday	Northbound	24	SAN PABLO AV & VAN NESS ST	7	106	113	393	14
72R (372)	372	Weekday	Northbound	25	SAN PABLO AV & EL PORTAL DR	5	134	139	267	10
72R (372)	372	Weekday	Northbound	26	CONTRA COSTA COLLEGE	1	193	194	80	6
72R (372)	372	Weekday	Southbound	1	CONTRA COSTA COLLEGE	187	0	188	190	7
72R (372)	372	Weekday	Southbound	2	SAN PABLO AV & STONE ST	200	48	248	382	5
72R (372)	372	Weekday	Southbound	3	SAN PABLO AV & VAN NESS ST	110	7	118	486	12
72R (372)	372	Weekday	Southbound	4	SAN PABLO AV & VALE RD	93	34	127	557	11
72R (372)	372	Weekday	Southbound	5	SAN PABLO AV & TULARE AV	149	29	178	678	8
72R (372)	372	Weekday	Southbound	6	SAN PABLO AV & GARVIN AV	91	17	108	752	13
72R (372)	372	Weekday	Southbound	7	SAN PABLO AV & MACDONALD AV	47	57	104	741	14
72R (372)	372	Weekday	Southbound	8	DEL NORTE BART	106	272	378	568	1
72R (372)	372	Weekday	Southbound	9	SAN PABLO AV & POTRERO AV	40	22	62	586	23
72R (372)	372	Weekday	Southbound	10	SAN PABLO AV & MOESER LN	54	40	94	601	18
72R (372)	372	Weekday	Southbound	11	SAN PABLO AV & CARLSON BLVD	70	80	150	592	10
72R (372)	372	Weekday	Southbound	12	SAN PABLO AV & SOLANO AV	40	55	96	579	17
72R (372)	372	Weekday	Southbound	13	SAN PABLO AV & GILMAN ST	80	73	153	587	9
72R (372)	372	Weekday	Southbound	14	SAN PABLO AV & UNIVERSITY AV	151	137	288	599	4
72R (372)	372	Weekday	Southbound	15	SAN PABLO AV & DWIGHT WAY	35	38	73	598	22
72R (372)	372	Weekday	Southbound	16	SAN PABLO AV & ASHBY AV	40	50	90	588	19
72R (372)	372	Weekday	Southbound	17	SAN PABLO AV & 64TH ST	58	31	89	615	20
72R (372)	372	Weekday	Southbound	18	SAN PABLO AV & STANFORD AV	57	42	99	629	15
72R (372)	372	Weekday	Southbound	19	SAN PABLO AV & 40TH ST	144	154	297	615	3
72R (372)	372	Weekday	Southbound	20	SAN PABLO AV & MARKET ST	46	51	97	612	16
72R (372)	372	Weekday	Southbound	21	SAN PABLO AV & W GRAND AV	31	53	83	589	21
72R (372)	372	Weekday	Southbound	22	TL BERKLEY WAY	22	207	229	406	6
72R (372)	372	Weekday	Southbound	23	BROADWAY & 12TH ST	43	288	330	167	2
72R (372)	372	Weekday	Southbound	24	BROADWAY & 7TH ST	2	30	32	140	26
72R (372)	372	Weekday	Southbound	25	BROADWAY & 3RD ST	4	50	54	95	24
72R (372)	372	Weekday	Southbound	26	2ND ST & WASHINGTON ST	0	34	34	60	25

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

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

ROUTE_N#/ROUTE	DAY	DIR	STOP	STOPNAME	DAY_ON	DAY_OFF	DAY_TOT	CMLTV_LOAD
W (119)	119 Weekday	Eastbound	1	SALESFORCE TRANSIT CENTER BA	60	0	60	60
W (119)	119 Weekday	Eastbound	2	I-80 FWY & TOLL PLAZA	0	0	0	59
W (119)	119 Weekday	Eastbound	3	5TH ST & MARKET ST	0	0	0	60
W (119)	119 Weekday	Eastbound	4	WEBSTER ST & WILLIE STARGELL	0	2	2	59
W (119)	119 Weekday	Eastbound	5	WEBSTER ST & RALPH APPEZZATO	3	7	11	55
W (119)	119 Weekday	Eastbound	6	WEBSTER ST & LINCOLN AV	0	8	8	48
W (119)	119 Weekday	Eastbound	7	WEBSTER ST & SANTA CLARA AV	0	6	6	42
W (119)	119 Weekday	Eastbound	8	CENTRAL AV & WEBSTER ST	0	5	5	38
W (119)	119 Weekday	Eastbound	9	CENTRAL AV & 8TH ST	0	3	3	36
W (119)	119 Weekday	Eastbound	10	8TH ST & PORTOLA AV	0	0	0	35
W (119)	119 Weekday	Eastbound	11	OTIS DR & WESTLINE DR	0	3	3	32
W (119)	119 Weekday	Eastbound	12	OTIS DR & LARCHMONT ISLE	0	2	2	30
W (119)	119 Weekday	Eastbound	13	GRAND ST & OTIS DR	0	2	2	28
W (119)	119 Weekday	Eastbound	14	SHORELINE DR & GRAND ST	0	3	3	26
W (119)	119 Weekday	Eastbound	15	SHORELINE DR & KITTY HAWK RD	0	2	2	24
W (119)	119 Weekday	Eastbound	16	WILLOW ST & SHORELINE DR	0	5	6	20
W (119)	119 Weekday	Eastbound	17	WILLOW ST & FRANCISCAN WAY	0	5	5	15
W (119)	119 Weekday	Eastbound	18	OTIS DR & WILLOW ST	0	5	5	11
W (119)	119 Weekday	Eastbound	19	OTIS DR & S SHORE CTR	0	2	2	9
W (119)	119 Weekday	Eastbound	20	OTIS DR & PARK ST	0	2	2	8
W (119)	119 Weekday	Eastbound	21	OTIS DR & BROADWAY	0	1	1	7
W (119)	119 Weekday	Eastbound	22	HIGH ST & CALHOUN ST	0	1	1	7
W (119)	119 Weekday	Eastbound	23	HIGH ST & SAN JOSE AV	0	1	1	7
W (119)	119 Weekday	Eastbound	24	HIGH ST & ENCINAL AV	0	1	1	6
W (119)	119 Weekday	Eastbound	25	HIGH ST & SANTA CLARA AV	0	0	0	6
W (119)	119 Weekday	Eastbound	26	HIGH ST & FAIRVIEW AV	0	0	0	6
W (119)	119 Weekday	Eastbound	27	FERNside BLVD & HIGH ST	0	0	0	6
W (119)	119 Weekday	Eastbound	28	FERNside BLVD & HARVARD DR	0	0	0	4
W (119)	119 Weekday	Eastbound	29	FERNside BLVD & VERSAILLES A	0	0	0	2
W (119)	119 Weekday	Eastbound	30	BLANDING AV & BROADWAY	0	0	0	2
W (119)	119 Weekday	Westbound	1	BROADWAY & BLANDING AV	0	0	0	0
W (119)	119 Weekday	Westbound	2	FERNside BLVD & VERSAILLES A	0	0	0	0
W (119)	119 Weekday	Westbound	3	FERNside BLVD & HARVARD DR	0	0	0	1
W (119)	119 Weekday	Westbound	4	FERNside BLVD & HIGH ST	0	0	0	1
W (119)	119 Weekday	Westbound	5	HIGH ST & FAIRVIEW AV	0	0	0	1
W (119)	119 Weekday	Westbound	6	HIGH ST & SANTA CLARA AV	0	0	0	1
W (119)	119 Weekday	Westbound	7	HIGH ST & ENCINAL AV	2	0	2	3
W (119)	119 Weekday	Westbound	8	HIGH ST & SAN JOSE AV	0	0	0	3
W (119)	119 Weekday	Westbound	9	HIGH ST & FILLMORE ST	0	0	0	3
W (119)	119 Weekday	Westbound	10	HIGH ST & OTIS DR	1	0	2	4
W (119)	119 Weekday	Westbound	11	OTIS DR & BROADWAY	2	0	2	6
W (119)	119 Weekday	Westbound	12	OTIS DR & PARK ST	2	0	2	8
W (119)	119 Weekday	Westbound	13	OTIS DR & #2217	3	0	3	11
W (119)	119 Weekday	Westbound	14	WILLOW ST & SANDCREEK WAY	1	0	1	12
W (119)	119 Weekday	Westbound	15	WILLOW ST & FRANCISCAN WAY	2	0	2	15
W (119)	119 Weekday	Westbound	16	WILLOW ST & SHORELINE DR	2	0	2	17
W (119)	119 Weekday	Westbound	17	SHORELINE DR & #2019	1	0	1	18
W (119)	119 Weekday	Westbound	18	SHORELINE DR & KITTY HAWK RD	3	0	3	21
W (119)	119 Weekday	Westbound	19	GRAND ST & SHORELINE DR	1	0	1	22
W (119)	119 Weekday	Westbound	20	OTIS DR & GRAND ST	1	0	1	23
W (119)	119 Weekday	Westbound	21	OTIS DR & LARCHMONT ISLE	2	0	2	25
W (119)	119 Weekday	Westbound	22	WESTLINE DR & OTIS DR	2	0	2	27
W (119)	119 Weekday	Westbound	23	8TH ST & PORTOLA AV	0	0	0	27
W (119)	119 Weekday	Westbound	24	CENTRAL AV & 8TH ST	2	0	2	29
W (119)	119 Weekday	Westbound	25	WEBSTER ST & CENTRAL AV	3	0	3	32
W (119)	119 Weekday	Westbound	26	WEBSTER ST & SANTA CLARA AV	6	2	8	35
W (119)	119 Weekday	Westbound	27	WEBSTER ST & LINCOLN AV	4	0	4	40
W (119)	119 Weekday	Westbound	28	WEBSTER ST & ATLANTIC AV	2	1	3	41
W (119)	119 Weekday	Westbound	29	WEBSTER ST & WILLIE STARGELL	1	0	1	41
W (119)	119 Weekday	Westbound	30	7TH ST & ALICE ST	1	0	1	41

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

BART RIDERSHIP

State	Employment	TOTAL	2019 Total													EN	BE	PC	AN	Exits																														
			RM	EN	EP	NS	BK	MA	19	12	14	17	FF	CV	CL						SL	BL	HY	SH	UC	FM	CN	PN	OW	MT	FL	CC	VA	24	GP	BP	CV	CM	CV	ED	NC	WP	SS	SB	SO	MB	WV	CA	WS	LA
RM	7,706	33,070	27,844	20,403	121,625	20,263	39,780	48,304	13,740	28,263	21,123	11,854	7,119	8,887	5,224	5,180	7,380	3,801	4,297	6,839	1,880	2,747	7,183	7,836	110,884	118,400	100,162	102,038	57,741	38,837	14,443	21,224	20,016	4,807	1,812	4,074	1,177	5,320	4,863	8,444	19,379	17,027	10,181	14,371	8,883	2,878	3,389	1,250,800		
EN	35,000	7,854	25,140	24,887	222,259	39,874	69,140	147,287	27,952	30,886	39,591	16,670	11,779	18,880	6,696	9,448	11,228	8,999	5,266	7,981	1,478	3,473	9,910	11,004	225,560	251,501	207,167	207,077	134,278	217,964	81,873	60,415	24,427	31,842	37,818	9,232	2,582	7,153	1,527	3,870	5,448	11,100	42,487	18,239	14,461	12,307	13,605	2,481	3,265	2,284,165
EP	28,009	25,137	4,028	16,717	203,371	23,938	37,894	79,665	89,956	19,244	14,888	17,635	9,242	5,109	7,374	2,669	4,013	7,552	5,742	6,134	6,982	2,024	2,010	9,899	4,283	102,834	170,009	132,773	123,010	42,121	21,776	9,448	11,199	14,968	1,793	1,542	3,913	1,015	2,295	2,174	3,944	24,764	9,120	1,898	8,690	7,705	909	1,439	1,984,462	
NS	13,232	24,205	6,937	5,639	57,463	16,732	26,266	49,640	69,624	15,727	19,328	15,977	8,408	5,927	8,296	2,563	5,961	6,976	5,973	5,165	6,772	2,122	2,792	4,720	4,447	190,612	179,097	118,205	137,985	51,844	39,763	16,409	10,920	2,106	1,948	4,294	3,209	2,273	2,011	2,846	30,951	9,904	17,748	7,916	1,167	1,638	1,540,465			
BK	131,794	236,175	200,951	61,473	18,789	98,654	104,238	157,063	151,411	66,143	83,156	93,222	52,919	37,078	37,753	22,669	42,789	46,688	29,438	39,890	34,064	19,676	15,734	13,041	23,023	297,107	272,077	244,278	217,964	103,365	76,224	41,794	33,130	39,895	10,245	16,835	37,106	8,973	19,921	10,926	11,937	56,216	42,845	14,285	23,764	56,603	8,862	13,091	3,422,223	
MA	29,278	36,308	24,278	18,521	89,895	6,140	4,765	72,005	70,163	19,416	23,162	13,612	9,905	9,976	5,776	9,438	7,843	6,003	6,468	6,036	2,386	2,008	3,036	7,077	197,206	201,498	142,998	142,998	70,889	39,309	10,952	12,141	11,048	2,839	3,335	2,792	4,048	20,513	9,495	3,916	6,337	10,847	1,517	2,077	1,433,297					
MA	43,380	68,547	34,763	24,761	99,550	28,641	14,321	61,555	66,030	19,956	45,315	45,441	32,600	24,923	25,488	13,670	19,590	21,978	39,013	45,467	40,118	16,363	11,090	18,443	14,156	317,873	334,896	244,811	252,774	121,171	67,277	24,793	24,303	23,480	7,460	7,568	18,383	11,455	37,660	6,993	8,390	30,677	17,585	6,288	10,141	19,154	14,167	31,762	2,823,919	
19	40,488	123,860	83,091	71,951	144,320	72,664	13,480	15,986	52,143	53,110	63,380	56,951	55,656	33,574	46,850	75,115	97,297	81,939	42,987	31,587	44,866	19,773	402,462	423,999	229,424	158,443	108,499	66,538	49,089	40,756	38,289	30,922	20,441	19,892	20,441	19,892	22,226	45,602	17,789	18,202	37,743	11,159	9,609	15,232	20,670	1,873,965				
12	54,633	152,256	87,304	70,780	129,455	68,616	42,720	65,488	60,307	46,197	44,200	54,338	49,370	58,841	78,621	47,511	63,438	72,233	39,014	55,216	40,443	32,081	49,047	26,507	37,873	208,244	216,516	167,115	167,000	62,235	53,527	24,484	61,170	32,038	31,747	72,160	34,550	60,534	25,510	42,962	46,260	41,947	26,689	16,683	52,731	16,194	47,199	1,876,929		
14	52,537	30,466	16,290	16,889	63,862	20,429	19,786	17,796	10,834	8,671	46,828	32,068	30,320	24,267	23,388	13,268	20,320	20,320	13,177	12,211	10,503	8,448	10,313	9,448	262,000	214,867	186,537	182,220	84,868	48,098	38,099	24,889	26,977	20,481	36,311	9,671	3,880	4,484	24,441	26,466	8,904	29,425	2,083	6,165	2,421,940					
17	27,055	30,094	15,510	20,878	83,166	30,529	47,270	65,488	65,203	46,565	8,779	78,972	65,232	61,264	56,061	23,877	22,802	27,247	12,690	6,917	11,147	4,004	6,554	16,266	27,129	292,711	265,454	256,825	295,930	101,284	68,254	30,503	29,159	34,268	3,363	15,987	37,833	1,992	7,755	4,201	7,229	2,604	13,222	10,538	4,689	24,833	3,682	5,933	1,284,536	
CL	22,733	30,368	18,154	16,733	43,495	20,426	46,521	66,840	80,833	66,182	74,878	9,717	13,710	50,633	48,964	27,994	32,238	37,017	19,045	17,500	17,055	9,830	10,515	14,557	26,945	109,836	105,950	100,820	122,088	49,970	40,306	19,895	21,050	34,486	4,409	23,118	77,363	8,300	13,788	6,046	7,285	13,737	7,900	37,786	12,997	48,940	6,534	13,003	1,926,330	
SL	12,018	17,076	6,681	8,673	53,277	14,417	33,888	49,971	97,803	68,465	66,367	9,704	36,201	41,864	19,175	23,482	28,477	8,270	7,261	6,951	2,081	2,059	6,792	12,208	122,323	103,779	90,396	102,323	50,379	39,396	13,427	21,477	27,963	2,465	11,329	3,299	4,422	4,070	3,999	16,604	4,346	11,793	22,841	2,302	4,031	1,774,871				
BL	7,008	11,302	4,577	5,862	37,593	9,843	26,174	69,882	85,310	69,860	58,567	95,237	34,403	8,833	29,819	18,333	24,211	21,215	9,339	2,780	3,171	1,051	1,014	3,949	10,380	189,389	189,349	173,889	131,535	44,520	24,707	10,099	15,484	21,013	3,209	13,071	39,390	2,007	2,800	2,867	4,470	10,146	3,256	21,120	2,449	23,730	1,321	2,287	1,646,251	
HY	8,674	19,903	7,293	8,269	39,596	11,039	29,165	79,963	74,664	60,867	58,660	69,173	41,178	28,456	6,081	28,066	10,970	16,192	8,297	4,799	5,137	2,068	1,483	4,628	9,306	155,123	138,981	106,704	84,396	29,984	17,862	9,617	10,037	15,324	1,076	5,321	20,823	2,631	6,691	2,079	3,469	8,167	1,933	8,897	3,927	37,665	2,783	4,402	1,311,179	
SH	5,277	7,382	2,399	2,833	20,595	8,890	13,184	38,917	44,794	21,871	22,530	23,918	18,209	18,530	23,918	11,711	20,210	25,879	3,044	2,417	3,027	676	707	1,749	4,144	113,811	105,982	73,678	69,794	33,260	11,686	4,469	6,724	15,298	1,921	4,112	17,645	984	2,846	1,838	1,356	8,463	1,243	8,274	5,388	30,113	683	1,526	823,373	
UC	5,489	9,383	5,022	5,382	42,828	10,237	18,893	53,984	60,966	31,927	23,893	31,863	24,349	24,526	50,020	18,835	7,113	67,226	4,242	3,982	4,699	1,957	993	2,968	4,197	237,868	205,243	112,879	95,289	30,280	11,685	4,469	6,724	15,298	1,921	4,112	17,645	984	2,846	1,838	1,356	8,463	1,243	8,274	5,388	30,113	1,244	3,071	1,306,899	
FM	7,674	11,934	7,658	7,208	46,495	8,540	21,932	67,176	70,452	30,391	20,109	37,354	24,887	37,354	63,015	30,834	61,061	11,262	4,474	5,944	3,270	1,647	1,906	4,041	4,283	34,473	28,472	12,815	10,245	34,185	11,383	5,371	6,786	13,407	4,689	6,617	15,245	1,000	2,771	1,337	3,688	11,644	1,190	6,376	31,547	1,369	2,586	1,823,878		
CN	6,831	8,861	5,970	6,009	29,434	7,130	38,710	74,466	84,281	31,314	12,612	17,940	8,016	6,185	8,964	3,049	4,491	4,660	8,261	2,882	3,004	2,085	11,436	24,222	5,901	203,845	220,611	150,409	129,099	43,303	24,529	14,729	15,645	24,717	6,727	1,312	2,969	10,404	40,984	6,671	7,449	44,054	6,377	1,068	10,461	5,669	27,390	31,943	1,869,535	
PN	4,733	5,964	5,362	6,288	38,841	6,508	45,884	67,762	113,792	61,902	16,393	6,860	2,989	7,623	4,525	1,900	3,777	5,016	27,416	8,784	32,033	14,106	9,517	34,014	4,343	407,330	434,051	333,051	173,731	53,251	23,791	24,503	13,922	3,745	903	1,493	5,964	23,709	6,666	6,931	68,603	6,962	992	14,647	5,094	9,432	15,933	2,055,881		
OW	7,044	8,534	7,509	7,219	39,841	6,416	43,195	84,400	87,698	62,082	10,986	16,575	6,956	3,435	5,109	3,052	4,159	3,753	73,333	33,898	8,219	17,644	10,919	43,844	5,617	306,436	3																							

Exit stations	Entry stations	TOTAL		2020 Total		2019		2018		2017		2016		2015		2014		2013		2012		2011		2010		2009		2008		2007		2006		2005		2004		2003		2002		2001		2000		1999		1998		1997		1996		1995		1994		1993		1992		1991		1990		1989		1988		1987		1986		1985		1984		1983		1982		1981		1980		1979		1978		1977		1976		1975		1974		1973		1972		1971		1970		1969		1968		1967		1966		1965		1964		1963		1962		1961		1960		1959		1958		1957		1956		1955		1954		1953		1952		1951		1950		1949		1948		1947		1946		1945		1944		1943		1942		1941		1940		1939		1938		1937		1936		1935		1934		1933		1932		1931		1930		1929		1928		1927		1926		1925		1924		1923		1922		1921		1920		1919		1918		1917		1916		1915		1914		1913		1912		1911		1910		1909		1908		1907		1906		1905		1904		1903		1902		1901		1900		1899		1898		1897		1896		1895		1894		1893		1892		1891		1890		1889		1888		1887		1886		1885		1884		1883		1882		1881		1880		1879		1878		1877		1876		1875		1874		1873		1872		1871		1870		1869		1868		1867		1866		1865		1864		1863		1862		1861		1860		1859		1858		1857		1856		1855		1854		1853		1852		1851		1850		1849		1848		1847		1846		1845		1844		1843		1842		1841		1840		1839		1838		1837		1836		1835		1834		1833		1832		1831		1830		1829		1828		1827		1826		1825		1824		1823		1822		1821		1820		1819		1818		1817		1816		1815		1814		1813		1812		1811		1810		1809		1808		1807		1806		1805		1804		1803		1802		1801		1800		1799		1798		1797		1796		1795		1794		1793		1792		1791		1790		1789		1788		1787		1786		1785		1784		1783		1782		1781		1780		1779		1778		1777		1776		1775		1774		1773		1772		1771		1770		1769		1768		1767		1766		1765		1764		1763		1762		1761		1760		1759		1758		1757		1756		1755		1754		1753		1752		1751		1750		1749		1748		1747		1746		1745		1744		1743		1742		1741		1740		1739		1738		1737		1736		1735		1734		1733		1732		1731		1730		1729		1728		1727		1726		1725		1724		1723		1722		1721		1720		1719		1718		1717		1716		1715		1714		1713		1712		1711		1710		1709		1708		1707		1706		1705		1704		1703		1702		1701		1700		1699		1698		1697		1696		1695		1694		1693		1692		1691		1690		1689		1688		1687		1686		1685		1684		1683		1682		1681		1680		1679		1678		1677		1676		1675		1674		1673		1672		1671		1670		1669		1668		1667		1666		1665		1664		1663		1662		1661		1660		1659		1658		1657		1656		1655		1654		1653		1652		1651		1650		1649		1648		1647		1646		1645		1644		1643		1642		1641		1640		1639		1638		1637		1636		1635		1634		1633		1632		1631		1630		1629		1628		1627		1626		1625		1624		1623		1622		1621		1620		1619		1618		1617		1616		1615		1614		1613		1612		1611		1610		1609		1608		1607		1606		1605		1604		1603		1602		1601		1600		1599		1598		1597		1596		1595		1594		1593		1592		1591		1590		1589		1588		1587		1586		1585		1584		1583		1582		1581		1580		1579		1578		1577		1576		1575		1574		1573		1572		1571		1570		1569		1568		1567		1566		1565		1564		1563		1562		1561		1560		1559		1558		1557		1556		1555		1554		1553		1552		1551		1550		1549		1548		1547		1546		1545		1544		1543		1542		1541		1540		1539		1538		1537		1536		1535		1534		1533		1532		1531		1530		1529		1528		1527		1526		1525		1524		1523		1522		1521		1520		1519		1518		1517		1516		1515		1514		1513		1512		1511		1510		1509		1508		1507		1506		1505		1504		1503		1502		1501		1500		1499		1498		1497		1496		1495		1494		1493		1492		1491		1490		1489		1488		1487		1486		1485		1484		1483		1482		1481		1480		1479		1478		1477		1476		1475		1474		1473		1472		1471		1470		1469		1468		1467		1466		1465		1464		1463		1462		1461		1460		1459		1458		1457		1456		1455		1454		1453		1452		1451		1450		1449		1448		1447		1446		1445		1444		1443		1442		1441		1440		1439		1438		1437		1436		1435		1434		1433		1432		1431		1430		1429		1428		1427		1426		1425		1424		1423		1422		1421		1420		1419		1418		1417		1416		1415		1414		1413		1412		1411		1410		1409		1408		1407		1406		1405		1404		1403		1402		1401		1400		1399		1398		1397		1396		1395		1394		1393		1392		1391		1390		1389		1388		1387		1386		1385		1384		1383		1382		1381		1380		1379		1378		1377		1376		1375		1374		1373		1372		1371		1370		1369		1368		1367		1366		1365		1364		1363		1362		1361		1360		1359		1358		1357		1356		1355		1354		1353		1352		1351		1350		1349		1348		1347		1346		1345		1344		1343		1342		1341		1340		1339		1338		1337		1336		1335		1334		1333		1332		1331		1330		1329		1328		1327		1326		1325		1324		1323		1322		1321		1320		1319		1318		1317		1316		1315		1314		1313		1312		1311		1310		1309		1308		1307		1306		1305		1304		1303		1302		1301		1300		1299		1298		1297		1296		1295		1294		1293		1292		1291		1290		1289		1288		1287		1286		1285		1284		1283		1282		1281		1280		1279		1278		1277		1276		1275		1274		1273		1272		1271		1270		1269		1268		1267		1266		1265		1264		1263		1262		1261		1260		1259		1258		1257		1256		1255		1254		1253		1252		1251		1250		1249		1248		1247		1246		1245		1244		1243		1242		1241		1240		1239		1238		1237		1236		1235		1234		1233		1232		1231		1230		1229		1228		1227		1226		1225		1224		1223		1222		1221		1220		1219		1218		1217		1216		1215		1214		1213		1212		1211		1210		1209		1208		1207		1206		1205		1204		1203		1202		1201		1200		1199		1198		1197		1196		1195		1194		1193		1192		1191		1190		1189		1188		1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Exit stations	Entry stations		TOTAL	2021 Total																																																
	RM	EM		NB	BK	AS	MA	10	12	LM	FV	CL	SL	BF	HY	SH	WC	FM	OC	WC	LF	OR	RR	OW	16	24	GP	BP	CB	CV	ED	NA	WP	SS	SB	MB	WD	OA	WB	ML	BE	PC	AN	Exits								
RM	3,625	13,444	10,015	18,026	38,198	11,481	20,816	19,203	25,922	8,996	13,932	11,008	8,922	4,711	5,423	2,965	3,078	3,003	3,004	1,632	3,918	1,001	1,286	2,626	4,300	81,788	50,842	77,062	52,030	24,318	24,082	6,982	9,295	8,519	3,013	985	2,231	733	1,933	2,407	3,455	11,203	3,628	844	4,395	2,368	1,778	2,851	1,216	1,378	698,682	
EN	12,006	9,233	2,123	6,685	46,282	7,770	10,987	11,843	16,008	4,378	6,720	4,520	3,480	2,449	2,124	2,003	1,510	1,588	1,724	1,758	1,004	1,566	1,137	416	2,748	1,310	28,108	24,803	28,714	24,727	9,645	7,817	2,773	2,379	2,631	393	508	388	366	1,325	898	738	6,404	1,852	562	2,882	805	849	1,407	321	649	313,034
IN	7,873	7,446	6,684	2,147	11,506	4,372	7,153	9,741	8,531	3,347	8,350	5,187	2,801	1,803	2,221	763	1,002	1,492	1,100	1,532	1,633	622	968	1,086	1,802	34,640	19,655	19,922	22,227	10,906	7,887	2,434	2,613	2,464	804	963	873	303	1,246	690	919	1,055	1,205	218	2,624	1,121	824	1,163	176	484	233,008	
KB	40,669	60,086	49,745	32,869	8,289	22,156	29,253	20,137	30,631	10,625	23,903	16,778	15,639	9,035	8,719	5,451	8,965	8,043	6,702	5,840	6,384	3,311	2,308	1,877	7,056	49,527	35,281	59,000	41,609	24,282	18,008	7,949	7,786	7,242	1,902	2,384	6,499	1,490	4,443	2,015	2,056	12,823	7,408	2,191	8,836	4,164	6,893	5,494	1,603	3,712	742,004	
AS	10,616	13,183	7,345	4,009	18,083	2,581	7,552	12,150	12,748	4,292	11,648	8,008	4,479	3,491	2,698	1,838	2,317	2,054	2,021	1,416	1,485	731	242	722	2,970	24,478	21,210	26,825	25,580	14,298	8,279	2,342	3,124	2,077	715	398	1,431	196	760	695	1,378	5,020	1,514	438	2,719	1,601	1,579	2,176	309	1,084	288,449	
MA	17,570	21,198	11,254	7,689	22,949	8,855	4,889	9,907	13,878	4,544	20,735	16,170	11,380	7,352	6,398	3,927	4,801	4,837	4,879	8,982	10,457	2,984	3,004	3,002	6,010	50,241	42,282	55,426	49,393	30,905	20,071	6,440	7,305	4,987	2,564	1,235	3,834	1,918	2,246	1,837	1,881	11,055	2,837	1,221	3,369	1,719	2,202	3,422	5,488	10,765	678,699	
19	10,803	20,029	10,609	9,873	27,538	11,508	9,958	4,947	12,587	2,133	11,452	13,617	10,619	6,054	2,688	2,515	5,272	4,449	10,192	9,457	8,855	4,655	3,719	817	5,959	51,119	47,297	58,170	47,787	10,639	7,239	2,328	3,648	6,784	2,161	1,504	3,327	2,811	1,939	2,895	1,569	3,500	2,679	2,699	3,587	2,798	8,300	672,635				
12	14,389	27,681	18,965	8,777	26,475	11,438	13,427	2,995	5,204	2,006	12,008	16,628	17,390	13,786	12,716	6,246	8,290	7,127	12,247	13,382	11,766	4,698	4,368	7,507	7,343	52,206	42,963	69,995	68,588	24,821	19,204	8,374	11,004	11,312	4,706	1,689	4,042	2,925	9,785	3,979	3,726	11,109	4,947	1,274	3,177	3,362	2,587	3,885	3,377	11,791	647,139	
15	3,862	7,256	4,296	3,630	13,907	4,372	4,877	1,977	2,073	3,039	18,008	24,171	26,969	12,960	12,768	1,968	8,962	7,878	2,434	1,574	1,984	701	486	1,365	3,445	45,906	39,267	59,064	49,919	22,231	14,621	6,439	7,670	5,000	10,467	5,588	705	1,439	798	2,964	635	6,305	3,708	4,763	813	2,407	600,416					
FV	12,296	14,562	6,889	8,340	24,027	11,523	19,401	11,845	13,470	15,161	6,338	33,453	32,362	30,450	24,921	14,437	10,377	12,541	4,450	2,710	3,562	14,131	55,966	47,734	89,615	68,488	31,465	29,751	6,859	9,040	9,017	1,577	7,968	18,549	781	2,969	1,483	3,077	5,582	1,636	2,988	4,797	6,026	5,861	1,603	4,408	709,796					
CL	9,626	14,548	4,063	5,291	15,038	8,024	17,484	14,572	19,649	19,724	31,496	5,541	20,648	21,369	17,778	7,683	8,187	8,523	3,988	4,608	3,733	2,496	1,942	3,940	11,305	28,226	45,737	32,321	19,910	17,242	5,976	6,798	7,268	1,158	6,486	20,523	1,337	3,761	1,438	2,346	3,716	1,707	7,333	4,420	6,633	3,943	1,710	1,960	5,669	600,648		
BL	4,869	6,545	3,301	2,696	12,612	5,356	11,863	11,348	18,574	27,659	32,822	22,245	16,585	18,400	15,445	8,752	8,273	2,495	1,959	2,398	878	766	2,707	6,009	49,623	35,796	37,265	35,627	13,224	4,354	5,772	5,862	862	6,434	12,966	427	1,824	1,348	1,498	4,805	875	7,072	1,620	6,081	2,713	1,136	1,364	3,000	673,855			
BF	3,326	4,983	2,043	1,978	8,803	3,414	8,818	10,605	16,075	21,608	34,724	22,664	17,293	3,337	12,935	6,029	8,462	11,965	2,987	1,042	1,440	410	917	1,583	5,684	39,014	36,129	51,553	33,850	8,624	3,567	4,945	4,461	1,262	5,033	14,608	595	1,194	1,424	1,751	3,227	902	7,705	11,588	7,236	3,148	3,796	729	1,045	466,296		
HY	3,541	6,325	2,022	2,149	8,018	2,891	7,229	8,966	13,780	11,533	24,383	17,486	19,615	12,654	3,160	11,083	17,711	17,669	2,510	1,572	1,650	548	952	1,521	4,652	22,847	17,470	25,957	18,844	8,194	6,215	2,987	3,211	4,000	762	2,335	7,551	504	1,453	862	1,738	1,968	930	3,370	1,343	9,548	6,266	6,053	673	2,168	362,104	
SH	2,435	2,352	1,498	822	5,523	1,606	4,236	4,979	7,286	7,977	13,562	8,980	11,810	9,181	10,576	1,871	6,088	8,668	1,112	922	642	482	189	163	710	7,273	18,383	16,033	19,165	14,754	5,377	5,342	1,767	1,567	2,335	796	2,083	2,919	308	1,122	666	697	1,938	551	2,883	1,062	7,626	4,143	4,574	393	1,384	233,866
UC	1,877	3,276	1,826	906	9,193	2,328	4,968	5,026	8,499	8,289	10,622	8,821	9,396	8,317	10,688	1,750	2,300	10,214	1,295	602	1,051	215	147	1,086	1,908	15,640	17,721	15,080	6,433	3,431	1,255	1,500	2,075	2,000	682	1,495	4,313	137	753	471	270	2,311	266	2,129	1,789	9,048	6,515	6,700	643	1,097	248,697	
FM	2,163	3,933	1,670	1,455	8,398	2,165	5,102	4,750	7,983	7,607	13,650	8,873	9,385	11,541	17,763	9,469	10,378	3,474	3,767	1,495	1,238	657	188	414	905	1,364	19,214	15,757	17,021	13,668	6,851	3,645	1,274	1,816	2,463	691	2,153	3,787	180	1,227	398	530	2,468	292	1,242	3,277	809	910	344	1,014	377,882	
OC	2,723	3,113	1,869	1,300	5,506	1,821	9,603	9,705	12,189	2,534	4,325	5,121	2,750	2,669	2,764	1,061	1,121	1,396	4,716	9,152	23,827	12,433	3,480	8,088	2,445	36,681	32,831	44,463	34,991	13,165	10,928	4,893	4,150	4,447	1,710	406	982	3,470	18,996	1,729	2,514	13,884	2,016	405	3,705	752	1,163	1,159	12,434	14,467	403,332	
PH	1,131	1,707	808	1,260	6,623	1,862	5,139	8,643	11,897	1,889	2,085	4,132	1,848	987	1,308	576	485	1,189	8,268	2,850	10,763	4,568	2,723	8,235	1,375	47,863	40,256	37,273	28,712	9,983	6,442	4,178	2,132	3,211	763	232	611	2,368	6,128	1,178	2,256	13,698	1,189	201	4,517	554	431	773	4,647	6,423	328,878	
WC	2,273	4,455	1,712	1,917	6,965	1,640	10,284	10,933	12,274	2,210	4,563	3,221	2,295	1,623	1,543	947	1,102	877	27,600	11,528	2,745	6,301	4,317	11,253	2,495	43,162	36,027	30,720	26,658	10,776	6,445	2,635	2,800	4,076	1,387	419	885	4,382	14,377	1,558	301	531	879	5,693	5,883	301,327						
LF	1,230	1,021	911	539	3,031	726	3,684	4,074	4,802	625	2,378	2,248	781	389	652	166	223	191	16,421	5,451	6,887	1,889	2,020	5,739	468	27,294	22,368	14,445	13,528	5,106	3,779	1,333	754	1,067	473	142	213	804	3,242	240	572	8,513	512	25	2,294	173	215	308	2,273	1,888	177,765	
OR	1,157	1,076	379	787	2,330	336</																																														

AMTRAK RIDERSHIP

Amtrak® FY18 Ridership

Amtrak Route Ridership FY18 vs FY17

	Ridership		
	FY18	FY17	% change vs FY17
NEC Spine			
<i>Acela</i>	3,428,338	3,442,188	-0.4
<i>Northeast Regional</i>	8,686,930	8,569,867	+1.4
<i>NEC Special Trains</i>	8,375	15,250	-45.1
Subtotal	12,123,643	12,027,305	+0.8

State Supported		<i>by state(s)</i>		
Northeast Routes				
<i>Downeaster</i>	ME	540,038	526,052	+2.7
<i>Empire South</i>	NY	1,150,498	1,158,555	-0.7
<i>Empire West/Maple Leaf</i>	NY	366,696	353,207	+3.8
<i>Adirondack</i>	NY	111,740	116,159	-3.8
<i>Ethan Allen</i>	NY/VT	49,669	49,950	-0.6
<i>Vermont</i>	VT/MA/CT	97,909	95,796	+2.2
<i>New Haven-Springfield</i>	MA/CT	286,477	245,131	+16.9
<i>Keystone</i>	PA	1,519,936	1,505,518	+1.0
<i>Pennsylvanian</i>	PA	214,827	221,450	-3.0
Southern Routes				
<i>Washington-Lynchburg/Roanoke</i>	VA	206,252	189,811	+8.7
<i>Washington-Newport News</i>	VA	322,265	331,308	-2.7
<i>Washington-Norfolk</i>	VA	152,611	155,389	-1.8
<i>Washington-Richmond</i>	VA	158,318	174,935	-9.5
<i>Carolinian</i>	NC	256,886	279,097	-8.0
<i>Piedmont</i>	NC	167,203	147,960	+13.0
<i>Heartland Flyer</i>	OK/TX	68,075	71,340	-4.6
Midwest Routes				
<i>Hoosier State</i>	IN	27,876	29,504	-5.5
<i>Wolverine</i>	MI	483,670	459,106	+5.4
<i>Blue Water</i>	MI	185,020	186,282	-0.7
<i>Pere Marquette</i>	MI	95,540	93,449	+2.2
<i>Hiawatha</i>	WI/IL	844,396	829,109	+1.8
<i>Lincoln Service</i>	IL	586,166	590,497	-0.7
<i>Illini/Saluki</i>	IL	245,876	251,384	-2.2
<i>Illinois Zephyr/Carl Sandburg</i>	IL	191,612	204,148	-6.1
<i>Missouri River Runner</i>	MO	169,471	173,840	-2.5
Western Routes				
<i>Pacific Surfliner</i>	CA	2,946,239	2,989,871	-1.5
<i>Capitol Corridor</i>	CA	1,706,849	1,607,277	+6.2
<i>San Joaquins</i>	CA	1,078,707	1,120,037	-3.7
<i>Cascades</i>	WA/OR	806,121	810,050	-0.5
Buses & Special Trains				
<i>Non-NEC Special Trains</i>		42,192	46,600	-9.5
Subtotal		15,079,135	15,012,812	+0.4

Long Distance				
Southeast Routes				
<i>Silver Star</i>		368,518	373,372	-1.3
<i>Silver Meteor</i>		337,023	341,406	-1.3
<i>Palmetto</i>		387,919	391,853	-1.0
<i>Auto Train</i>		224,837	228,943	-1.8
<i>City of New Orleans</i>		237,781	255,435	-6.9
<i>Crescent</i>		274,807	258,880	+6.2
Central Routes				
<i>Cardinal</i>		96,710	112,439	-14.0
<i>Capitol Limited</i>		219,033	231,214	-5.3
<i>Lake Shore Limited</i>		337,882	388,722	-13.1
<i>Empire Builder</i>		428,854	454,465	-5.6
<i>California Zephyr</i>		418,203	415,348	+0.7
Southwest Routes				
<i>Southwest Chief</i>		331,239	363,272	-8.8
<i>Coast Starlight</i>		417,819	438,781	-4.8
<i>Texas Eagle</i>		335,771	345,679	-2.9
<i>Sunset Limited</i>		97,078	98,649	-1.6
Subtotal		4,513,474	4,698,458	-3.9
Amtrak Total		31,716,252	31,738,575	-0.1

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

Amtrak Route Ridership
FY19 vs. FY18

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

State Supported		by state(s)		
Northeast Routes				
Downeaster	ME	557,248	540,038	+3.2
Empire South	NY	1,214,206	1,150,498	+5.5
Empire West/Maple Leaf	NY	390,355	366,696	+6.5
Adirondack	NY	117,490	111,740	+5.1
Ethan Allen	NY/VT	50,515	49,669	+1.7
Vermont	VT/MA/CT	99,280	97,909	+1.4
New Haven-Springfield	MA/CT	362,442	286,477	+26.5
Keystone	PA	1,575,959	1,519,936	+3.7
Pennsylvanian	PA	215,081	214,827	+0.1
Southern Routes				
Washington-Lynchburg/Roanoke	VA	220,850	206,252	+7.1
Washington-Newport News	VA	335,227	322,265	+4.0
Washington-Norfolk	VA	239,929	152,611	+57.2
Washington-Richmond	VA	128,651	158,318	-18.7
Carolinian	NC	244,779	256,886	-4.7
Piedmont	NC	214,218	167,203	+28.1
Heartland Flyer	OK/TX	68,744	68,075	+1.0
Midwest Routes				
Hoosier State	IN	20,853	27,876	-25.2
Wolverine	MI	501,124	483,670	+3.6
Blue Water	MI	181,832	185,020	-1.7
Pere Marquette	MI	97,593	95,540	+2.1
Hiawatha	WI/IL	882,189	844,396	+4.5
Lincoln Service	IL	627,599	586,166	+7.1
Illini/Saluki	IL	266,972	245,876	+8.6
Illinois Zephyr/Carl Sandburg	IL	192,616	191,612	+0.5
Missouri River Runner	MO	154,417	169,471	-8.9
Western Routes				
Pacific Surfliner	CA	2,776,654	2,946,239	-5.8
Capitol Corridor	CA	1,777,136	1,706,849	+4.1
San Joaquins	CA	1,071,190	1,078,707	-0.7
Cascades	WA/OR	828,247	806,121	+2.7
Buses & Special Trains				
Unallocated Buses*		-	-	-
Non-NEC Special Trains		25,408	42,192	-39.8
Subtotal		15,438,804	15,079,135	+2.4

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

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

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

Amtrak Route Ridership
FY20 vs. FY19

	Ridership			
	FY20	FY19**	% change vs. FY19	
NEC Spine				
Acela	1,656,764	3,490,874	-52.5	
Northeast Regional	4,486,837	8,718,469	-48.5	
NEC Special Trains	3,880	7,402	-47.6	
Subtotal	6,147,481	12,216,745	-49.7	
State Supported by state(s)				
Northeast Routes				
Downeaster	ME	269,454	549,493	-51.0
Empire South	NY	655,021	1,183,000	-44.6
Empire West/Maple Leaf	NY	231,078	382,846	-39.6
Adirondack	NY	44,214	112,506	-60.7
Ethan Allen	NY/VT	23,275	47,741	-51.2
Vermont	VT/MA/CT	47,344	91,645	-48.3
New Haven-Springfield	MA/CT	271,048	490,751	-44.8
Keystone	PA	783,764	1,546,058	-49.3
Pennsylvanian	PA	127,683	209,290	-39.0
Southern Routes				
Washington-Lynchburg/Roanoke	VA	124,698	218,319	-42.9
Washington-Newport News	VA	182,467	331,592	-45.0
Washington-Norfolk	VA	152,558	237,390	-35.7
Washington-Richmond	VA	50,277	127,289	-60.5
Carolinian	NC	150,365	236,385	-36.4
Piedmont	NC	113,891	209,053	-45.5
Heartland Flyer	OK/TX	41,801	67,027	-37.6
Midwest Routes				
Hoosier State	IN	0	20,354	-100.0
Wolverine	MI	244,500	486,190	-49.7
Blue Water	MI	98,173	175,930	-44.2
Pere Marquette	MI	47,236	94,797	-50.2
Hiawatha	WI/IL	403,112	873,537	-53.9
Lincoln Service	IL	334,540	607,212	-44.9
Illini/Saluki	IL	159,981	257,890	-38.0
Illinois Zephyr/Carl Sandburg	IL	100,286	187,231	-46.4
Missouri River Runner	MO	86,398	150,575	-42.6
Western Routes				
Pacific Surfliner	CA	1,397,158	2,836,894	-50.8
Capitol Corridor	CA	898,007	1,766,763	-49.2
San Joaquins	CA	606,728	1,054,057	-42.4
Cascades	WA/OR	343,497	802,895	-57.2
Buses & Special Trains				
Unallocated Buses*		-	-	-
Non-NEC Special Trains		15,819	25,387	-37.7
Subtotal		8,004,373	15,380,097	-48.0
Long Distance				
Southeast Routes				
Silver Star		218,514	377,342	-42.1
Silver Meteor		200,136	343,531	-41.7
Palmetto		199,248	335,475	-40.6
Auto Train		163,556	234,529	-30.3
City of New Orleans		132,656	228,831	-42.0
Crescent		168,055	286,539	-41.4
Central Routes				
Cardinal		63,223	105,364	-40.0
Capitol Limited		126,997	203,829	-37.7
Lake Shore Limited		220,227	346,993	-36.5
Empire Builder		253,486	420,855	-39.8
California Zephyr		247,535	397,793	-37.8
Southwest Routes				
Southwest Chief		186,470	327,276	-43.0
Coast Starlight		258,200	410,872	-37.2
Texas Eagle		196,078	311,367	-37.0
Sunset Limited		55,118	90,248	-38.9
Subtotal		2,689,499	4,420,844	-39.2
Amtrak Total		16,841,353	32,017,686	-47.4

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

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

**Amtrak Route Ridership
FY21 vs. FY19**

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

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

Long Distance				
Southeast Routes				
<i>Silver Star</i>		187,152	389,995	-52.0
<i>Silver Meteor</i>		187,013	353,466	-47.1
<i>Palmetto</i>		147,745	345,342	-57.2
<i>Auto Train</i>		199,414	236,041	-15.5
<i>City of New Orleans</i>		100,816	235,670	-57.2
<i>Crescent</i>		114,280	295,180	-61.3
Central Routes				
<i>Cardinal</i>		69,098	108,935	-36.6
<i>Capitol Limited</i>		96,885	209,578	-53.8
<i>Lake Shore Limited</i>		195,850	357,682	-45.2
<i>Empire Builder</i>		220,681	433,372	-49.1
<i>California Zephyr</i>		184,667	410,844	-55.1
Southwest Routes				
<i>Southwest Chief</i>		135,901	338,180	-59.8
<i>Coast Starlight</i>		189,593	426,029	-55.5
<i>Texas Eagle</i>		151,393	321,694	-52.9
<i>Sunset Limited</i>		57,562	92,827	-38.0
Subtotal		2,238,050	4,554,835	-50.9
Amtrak Total		12,166,806	32,519,269	-62.6

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

**Amtrak Route Ridership
FY22 vs. FY21**

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

State Supported		by state(s)		
Northeast Routes				
<i>Downeaster</i>	ME	444,812	205,674	+116.3
<i>Empire South</i>	NY	1,019,187	613,171	+66.2
<i>Empire West/Maple Leaf</i>	NY	384,971	245,079	+57.1
<i>Adirondack</i>	NY	0	0	-
<i>Ethan Allen</i>	NY/VT	63,356	12,456	+408.6
<i>Berkshire Flyer</i>	MA	1,641	N/A	-
<i>Vermont</i>	VT/MA/CT	87,282	18,585	+369.6
<i>New Haven-Springfield</i>	MA/CT	324,342	192,584	+68.4
<i>Keystone</i>	PA	806,430	394,279	+104.5
<i>Pennsylvanian</i>	PA	176,130	128,451	+37.1
Southern Routes				
<i>Washington-Lynchburg/Roanoke</i>	VA	230,066	113,644	+102.4
<i>Washington-Newport News</i>	VA	249,249	195,099	+27.8
<i>Washington-Norfolk</i>	VA	311,242	142,014	+119.2
<i>Washington-Richmond</i>	VA	93,298	463	+20050.8
<i>Carolinian</i>	NC	270,050	194,675	+38.7
<i>Piedmont</i>	NC	212,554	97,189	+118.7
<i>Heartland Flyer</i>	OK/TX	63,052	42,299	+49.1
Midwest + Cascades				
<i>Wolverine</i>	MI	367,254	153,923	+138.6
<i>Blue Water</i>	MI	145,072	98,668	+47.0
<i>Pere Marquette</i>	MI	86,148	52,367	+64.5
<i>Hiawatha</i>	WI/IL	501,925	241,639	+107.7
<i>Lincoln Service</i>	IL	476,180	261,160	+82.3
<i>Illini/Saluki</i>	IL	224,271	150,148	+49.4
<i>Illinois Zephyr/Carl Sandburg</i>	IL	134,235	78,179	+71.7
<i>Missouri River Runner</i>	MO	120,187	77,179	+55.7
<i>Cascades</i>	WA/OR	390,248	181,495	+115.0
California				
<i>Pacific Surfliner</i>	CA	1,634,087	840,962	+94.3
<i>Capitol Corridor</i>	CA	674,039	354,373	+90.2
<i>San Joaquins</i>	CA	710,051	434,099	+63.6
Buses & Special Trains				
<i>Unallocated Buses*</i>		-	-	-
<i>Non-NEC Special Trains</i>		0	77	-100.0
Subtotal		10,201,399	5,519,931	+84.8

Long Distance				
Southeast Routes				
<i>Silver Star</i>		434,779	187,152	+132.3
<i>Silver Meteor</i>		79,196	187,013	-57.7
<i>Palmetto</i>		277,054	147,745	+87.5
<i>Auto Train</i>		279,019	199,414	+39.9
<i>City of New Orleans</i>		155,618	100,816	+54.4
<i>Crescent</i>		202,686	114,280	+77.4
Central Routes				
<i>Cardinal</i>		80,322	69,098	+16.2
<i>Capitol Limited</i>		167,713	96,885	+73.1
<i>Lake Shore Limited</i>		319,254	195,850	+63.0
<i>Empire Builder</i>		303,568	220,681	+37.6
<i>California Zephyr</i>		290,423	184,667	+57.3
Southwest Routes				
<i>Southwest Chief</i>		223,654	135,901	+64.6
<i>Coast Starlight</i>		352,725	189,593	+86.0
<i>Texas Eagle</i>		253,491	151,393	+67.4
<i>Sunset Limited</i>		73,904	57,562	+28.4
Subtotal		3,493,406	2,238,050	+56.1
Amtrak Total		22,930,499	12,166,806	+88.5

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

Amtrak Route Ridership
FY23 vs. FY22

NEC Spine	Ridership		
	FY23	FY22	% change vs. FY22
Acela	2,959,384	2,144,369	+38.0
Northeast Regional	9,163,082	7,091,351	+29.2
NEC Special Trains	0	0	-
Subtotal	12,122,466	9,235,720	+31.3

State Supported		by state(s)		
Northeast Routes				
Downeaster	ME	542,639	444,684	+22.0
Empire South	NY	1,244,276	1,019,770	+22.0
Empire West/Maple Leaf	NY	452,711	384,971	+17.6
Adirondack	NY	26,892	0	-
Ethan Allen	NY/VT	86,638	63,356	+36.7
Berkshire Flyer	MA	1,210	819	+47.7
Vermont	VT/MA/CT	99,974	87,282	+14.5
New Haven-Springfield	MA/CT	442,028	324,342	+36.3
Keystone	PA	1,115,779	806,430	+38.4
Pennsylvanian	PA	192,728	176,130	+9.4
Southern Routes				
Washington-Newport News	VA	356,309	249,249	+43.0
Washington-Norfolk	VA	480,047	311,242	+54.2
Washington-Richmond	VA	135,257	93,298	+45.0
Washington/Roanoke	VA	329,163	230,066	+43.1
Carolinian	NC	315,781	270,050	+16.9
Piedmont	NC	289,955	212,554	+36.4
Heartland Flyer	OK/TX	72,379	63,052	+14.8
Midwest + Cascades				
Wolverine	MI	420,569	367,254	+14.5
Blue Water	MI	168,848	145,072	+16.4
Pere Marquette	MI	85,845	86,148	-0.4
Hiawatha	WI/IL	636,854	501,925	+26.9
Lincoln Service	IL	523,304	476,180	+9.9
Illini/Saluki	IL	270,017	224,271	+20.4
Illinois Zephyr/Carl Sandburg	IL	114,521	134,235	-14.7
Missouri River Runner	MO	153,181	120,187	+27.5
Cascades	WA/OR	669,820	390,248	+71.6
California				
Pacific Surfliner	CA	1,517,425	1,634,087	-7.1
Capitol Corridor	CA	921,112	674,039	+36.7
San Joaquins	CA	847,364	710,051	+19.3
Buses & Special Trains				
Unallocated Buses*		-	-	-
Non-NEC Special Trains		0	0	-
Subtotal		12,512,626	10,200,992	+22.7

Long Distance				
Southeast Routes				
Silver Star		351,732	434,779	-19.1
Silver Meteor		283,932	79,196	+258.5
Palmetto		318,324	277,054	+14.9
Auto Train		283,646	279,021	+1.7
City of New Orleans		233,876	155,618	+50.3
Crescent		271,518	202,686	+34.0
Central Routes				
Cardinal		82,705	80,322	+3.0
Capitol Limited		126,309	167,713	-24.7
Lake Shore Limited		351,049	319,255	+10.0
Empire Builder		348,993	303,568	+15.0
California Zephyr		328,458	290,424	+13.1
Southwest Routes				
Southwest Chief		253,838	223,654	+13.5
Coast Starlight		338,017	352,727	-4.2
Texas Eagle		294,439	253,491	+16.2
Sunset Limited		77,288	73,904	+4.6
Subtotal		3,944,124	3,493,412	+12.9
Amtrak Total		28,579,216	22,930,124	+24.6

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

SF BAY FERRY RIDERSHIP

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

*Passengers Off

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

*Passengers On