

Appendix 4-2
Transit Line Capacity Calculations

**Table 21: Muni Downtown Screenlines – AM Peak Hour Inbound
(Maximum Commercial Scenario)**

Muni Screenline	Baseline			Baseline Plus Project			
	Ridership	Capacity	Utilization	Project Trips	Ridership	Utilization	% Contribution
Northeast							
Kearny/Stockton	2,273	3,157	72%	80	2,353	75%	3.40%
Other lines	867	1,470	59%	119	986	67%	12.07%
E Embarcadero OB	63	280	23%	12	75	27%	16.00%
F Market & Wharves OB	406	560	73%	0	406	73%	0.00%
10 Townsend OB	304	315	97%	82	386	123%	21.24%
11 Downtown Connector OB	94	315	30%	25	119	38%	21.01%
12 Folsom Pacific IB							
<i>Screenline Total</i>	<i>3,140</i>	<i>4,627</i>	<i>68%</i>	<i>199</i>	<i>3,339</i>	<i>72%</i>	<i>5.96%</i>
Northwest							
Geary	2,302	3,763	61%	0	2,302	61%	0.00%
California	1,436	2,010	71%	0	1,436	71%	0.00%
Sutter/Clement	514	630	82%	0	514	82%	0.00%
Fulton/Hayes	1,505	2,237	67%	0	1,505	67%	0.00%
Balboa	553	1,008	55%	0	553	55%	0.00%
<i>Screenline Total</i>	<i>6,310</i>	<i>9,648</i>	<i>65%</i>	<i>0</i>	<i>6,310</i>	<i>65%</i>	<i>0.00%</i>
Southeast							
Third Street	1,025	3,808	27%	178	1,203	32%	14.80%
Mission	2,155	2,632	82%	0	2,155	82%	0.00%
San Bruno/Bayshore	1,867	2,197	85%	0	1,867	85%	0.00%
Other lines	1,577	1,712	92%	115	1,692	99%	6.80%
J Church IB	883	893	99%	0	883	99%	0.00%
10 Townsend IB	378	315	120%	55	433	137%	12.70%
12 Folsom Pacific IB							
19 Polk IB	188	252	75%	0	188	75%	0.00%
27 Bryant IB	128	252	51%	60	188	75%	31.91%
<i>Screenline Total</i>	<i>6,624</i>	<i>10,349</i>	<i>64%</i>	<i>293</i>	<i>6,917</i>	<i>67%</i>	<i>4.24%</i>
Southwest							
Subway lines	6,783	7,020	97%	204	6,987	100%	2.92%
Haight/Noriega	1,178	1,596	74%	0	1,178	74%	0.00%
Other lines	474	560	85%	0	474	85%	0.00%
<i>Screenline Total</i>	<i>8,435</i>	<i>9,176</i>	<i>92%</i>	<i>204</i>	<i>8,639</i>	<i>94%</i>	<i>2.36%</i>
<i>Muni Screenlines Total</i>	<i>24,509</i>	<i>33,800</i>	<i>73%</i>	<i>696</i>	<i>25,205</i>	<i>75%</i>	<i>2.76%</i>
Project Specific Cordon							
<i>Project-Specific Cordon Total</i>	<i>4,022</i>	<i>9,090</i>	<i>44%</i>	<i>362</i>	<i>4,384</i>	<i>48%</i>	<i>8.26%</i>
Individual Muni Routes - AM Peak Hour							
Muni Route & Muni Direction							
30 Stockton IB	134	705	19%	60	194	28%	30.93%
30 Stockton OB	485	705	69%	27	512	73%	5.27%
45 Union/Stockton IB	223	473	47%	20	243	51%	8.23%
45 Union/Stockton OB	347	473	73%	9	356	75%	2.53%
N Judah IB	408	2,596	16%	111	519	20%	21.39%
N Judah OB	415	2,596	16%	49	464	18%	10.56%
T Third IB	1,097	3,808	29%	402	1,499	39%	26.82%
T Third OB	1,931	3,808	51%	178	2,109	55%	8.44%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015. See **Appendix C** for Transit Line Capacity Calculations.

TABLE 6: MUNI DOWNTOWN SCREENLINES AND PROJECT-SPECIFIC CORDON – EXISTING CONDITIONS

Screenline	AM Peak Hour (Inbound)			PM Peak Hour (Outbound)		
	Ridership	Capacity	Utilization	Ridership	Capacity	Utilization
Northeast						
Kearny/Stockton	2,211	3,050	72%	2,245	3,327	67%
Other lines	538	1,141	47%	683	1,078	63%
F Market & Wharves OB	210	700	30%	377	700	54%
10 Townsend OB	208	252	83%	168	189	89%
12 Folsom Pacific IB	120	189	63%	138	189	73%
Screenline Total	2,749	4,191	66%	2,928	4,405	66%
Northwest						
Geary	1,821	2,490	73%	1,964	2,623	75%
California	1,610	2,010	80%	1,322	1,752	75%
Sutter/Clement	480	630	76%	425	630	67%
Fulton/Hayes	1,277	1,680	76%	1,184	1,323	89%
Balboa	758	1,019	74%	625	974	64%
Screenline Total	5,946	7,829	76%	5,520	7,302	76%
Southeast						
Third Street	350	793	44%	782	793	99%
Mission	1,643	2,509	65%	1,407	2,601	54%
San Bruno/Bayshore	1,689	2,134	79%	1,536	2,134	72%
Other lines	1,466	1,756	83%	1,084	1,675	65%
J Church	754	793	95%	539	793	68%
10 Townsend	244	270	90%	153	189	81%
12 Folsom Pacific	120	189	63%	108	189	57%
19 Polk	188	252	75%	168	252	67%
27 Bryant	160	252	63%	116	252	46%
Screenline Total	5,148	7,192	72%	4,809	7,203	67%
Southwest						
Subway lines	6,330	6,205	102%	4,904	6,164	80%
Haight/Noriega	1,121	1,554	72%	977	1,554	63%
Other lines	465	700	66%	555	700	79%
Screenline Total	7,916	8,459	94%	6,436	8,418	76%
Muni Screenlines Total	21,759	27,671	79%	19,693	27,328	72%
Project Specific Cordon						
Project-Specific Cordon Total	2,168	5,000	43%	1,765	5,255	34%
Individual Muni Routes						
Muni Route & Muni Direction	AM Peak Hour			PM Peak Hour		
30 Stockton IB	154	327	47%	314	1,224	26%
30 Stockton OB	454	690	66%	366	1,248	29%
45 Union/Stockton IB	275	473	58%	120	302	40%
45 Union/Stockton OB	351	473	74%	179	315	57%
N Judah IB	424	2,040	21%	433	2,197	20%
N Judah OB	445	2,040	22%	405	2,197	18%
KT Ingleside IB	381	793	48%	314	793	40%
KT Ingleside OB	310	793	39%	550	793	69%
10 Townsend	201	270	74%	170	189	90%
47 Van Ness	221	378	58%	145	378	38%
81x Caltrain Express	71	104	68%			
83x Mid-Market Express	44	252	17%	33	172	19%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015. See **Appendix C** for Transit Line Capacity Calculations.

**Table 22: Muni Downtown Screenlines – PM Peak Hour Outbound
(Maximum Commercial Scenario)**

Muni Screenline	Baseline			Baseline Plus Project			
	Ridership	Capacity	Utilization	Project Trips	Ridership	Utilization	% Contribution
Northeast							
Kearny/Stockton	2,444	3,327	73%	72	2,516	76%	2.86%
Other lines	1,134	1,750	65%	111	1,245	71%	8.92%
E Embarcadero IB	89	280	32%	9	98	35%	9.18%
F Market & Wharves IB	517	840	62%	0	517	62%	0.00%
10 Townsend IB	386	315	123%	84	470	149%	17.87%
11 Downtown Connector IB	142	315	45%	18	160	51%	11.26%
12 Folsom Pacific OB							
<i>Screenline Total</i>	<i>3,578</i>	<i>5,077</i>	<i>70%</i>	<i>183</i>	<i>3,761</i>	<i>74%</i>	<i>4.87%</i>
Northwest							
Geary	2,913	3,621	80%	0	2,913	80%	0.00%
California	1,349	1,752	77%	0	1,349	77%	0.00%
Sutter/Clement	523	630	83%	0	523	83%	0.00%
Fulton/Hayes	1,544	1,838	84%	0	1,544	84%	0.00%
Balboa	537	974	55%	0	537	55%	0.00%
<i>Screenline Total</i>	<i>6,866</i>	<i>8,815</i>	<i>78%</i>	<i>0</i>	<i>6,866</i>	<i>78%</i>	<i>0.00%</i>
Southeast							
Third Street	1,836	3,808	48%	243	2,079	55%	11.69%
Mission ¹	1,927	2,632	73%	0	1,927	73%	0.00%
San Bruno/Bayshore	1,035	2,134	49%	0	1,035	49%	0.00%
Other lines	1,213	1,612	75%	115	1,328	82%	8.66%
J Church OB	642	793	81%	0	642	81%	0.00%
10 Townsend OB	299	315	95%	64	363	115%	17.63%
12 Folsom Pacific OB							
19 Polk OB	168	252		0	168	67%	0.00%
27 Bryant OB	104	252		51	155	62%	32.90%
<i>Screenline Total</i>	<i>6,011</i>	<i>10,186</i>	<i>59%</i>	<i>358</i>	<i>6,369</i>	<i>63%</i>	<i>5.62%</i>
Southwest							
Subway lines	5,433	6,804	80%	194	5,627	83%	3.45%
Haight/Noriega	1,065	1,596	67%	0	1,065	67%	0.00%
Other lines	655	840	78%	0	655	78%	0.00%
<i>Screenline Total</i>	<i>7,153</i>	<i>9,240</i>	<i>77%</i>	<i>194</i>	<i>7,347</i>	<i>80%</i>	<i>2.64%</i>
<i>Muni Screenlines Total</i>	<i>23,608</i>	<i>33,318</i>	<i>71%</i>	<i>735</i>	<i>24,343</i>	<i>73%</i>	<i>3.02%</i>
Project Specific Cordon							
<i>Project-Specific Cordon Total</i>	<i>3,426</i>	<i>8,292</i>	<i>41%</i>	<i>485</i>	<i>3,911</i>	<i>47%</i>	<i>12.40%</i>
Individual Muni Routes - PM Peak Hour							
Muni Route & Muni Direction							
30 Stockton IB	338	470	72%	36	374	80%	9.63%
30 Stockton OB	424	470	90%	54	478	102%	11.30%
45 Union/Stockton IB	108	315	34%	12	120	38%	10.00%
45 Union/Stockton OB	222	315	70%	45	267	85%	16.85%
N Judah IB	413	2,380	17%	67	480	20%	13.96%
N Judah OB	298	2,380	13%	103	401	17%	25.69%
T Third IB	1,940	3,808	51%	243	2,183	57%	11.13%
T Third OB	1,742	3,808	46%	373	2,115	56%	17.65%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015. See **Appendix C** for Transit Line Capacity Calculations.

**Table 23: Muni Downtown Screenlines – AM Peak Hour Inbound
(Maximum Residential Scenario)**

Muni Screenline	Baseline			Baseline Plus Project			
	Ridership	Capacity	Utilization	Project Trips	Ridership	Utilization	% Contribution
Northeast							
Kearny/Stockton	2,273	3,157	72%	66	2,339	74%	2.82%
Other lines	867	1,470	59%	101	968	66%	10.43%
E Embarcadero OB	63	280	23%	11	74	26%	14.86%
F Market & Wharves OB	406	560	73%	0	406	73%	0.00%
10 Townsend OB	304	315	97%	68	372	118%	18.28%
11 Downtown Connector OB	94	315	30%	22	116	37%	18.97%
12 Folsom Pacific IB							
<i>Screenline Total</i>	3,140	4,627	68%	167	3,307	71%	5.05%
Northwest							
Geary	2,302	3,763	61%	0	2,302	61%	0.00%
California	1,436	2,010	71%	0	1,436	71%	0.00%
Sutter/Clement	514	630	82%	0	514	82%	0.00%
Fulton/Hayes	1,505	2,237	67%	0	1,505	67%	0.00%
Balboa	553	1,008	55%	0	553	55%	0.00%
<i>Screenline Total</i>	6,310	9,648	65%	0	6,310	65%	0.00%
Southeast							
Third Street	1,025	3,808	27%	199	1,224	32%	16.26%
Mission ¹	2,155	2,632	82%	0	2,155	82%	0.00%
San Bruno/Bayshore	1,867	2,197	85%	0	1,867	85%	0.00%
Other lines	1,577	1,712	92%	108	1,685	98%	6.41%
J Church IB	883	893	99%	0	883	99%	0.00%
10 Townsend IB	378	315	120%	51	429	136%	11.89%
12 Folsom Pacific IB							
19 Polk IB	188	252	75%	0	188	75%	0.00%
27 Bryant IB	128	252	51%	57	185	73%	30.81%
<i>Screenline Total</i>	6,624	10,349	64%	307	6,931	67%	4.43%
Southwest							
Subway lines	6,783	7,020	97%	168	6,951	99%	2.42%
Haight/Noriega	1,178	1,596	74%	0	1,178	74%	0.00%
Other lines	474	560	85%	0	474	85%	0.00%
<i>Screenline Total</i>	8,435	9,176	92%	168	8,603	94%	1.95%
<i>Muni Screenlines Total</i>	24,509	33,800	73%	642	25,151	74%	2.55%
Project Specific Cordon							
<i>Project-Specific Cordon Total</i>	4,022	9,090	44%	398	4,420	49%	9.00%
Individual Muni Routes - AM Peak Hour							
Muni Route & Muni Direction							
30 Stockton IB	134	705	19%	50	184	26%	27.17%
30 Stockton OB	485	705	69%	29	514	73%	5.64%
45 Union/Stockton IB	223	473	47%	16	239	51%	6.69%
45 Union/Stockton OB	347	473	73%	9	356	75%	2.53%
N Judah IB	408	2,596	16%	92	500	19%	18.40%
N Judah OB	415	2,596	16%	54	469	18%	11.51%
T Third IB	1,097	3,808	29%	336	1,433	38%	23.46%
T Third OB	1,931	3,808	51%	199	2,130	56%	9.34%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015. See **Appendix C** for Transit Line Capacity Calculations.

**Table 24: Muni Downtown Screenlines – PM Peak Hour Outbound
(Maximum Residential Scenario)**

Muni Screenline	Baseline			Baseline Plus Project			
	Ridership	Capacity	Utilization	Project Trips	Ridership	Utilization	% Contribution
Northeast							
Kearny/Stockton	2,444	3,327	73%	65	2,509	75%	2.59%
Other lines	1,134	1,750	65%	101	1,235	71%	8.18%
E Embarcadero IB	89	280	32%	10	99	35%	10.10%
F Market & Wharves IB	517	840	62%	0	517	62%	0.00%
10 Townsend IB	386	315	123%	72	458	145%	15.72%
11 Downtown Connector IB	142	315	45%	19	161	51%	11.81%
12 Folsom Pacific OB							
<i>Screenline Total</i>	<i>3,578</i>	<i>5,077</i>	<i>70%</i>	<i>166</i>	<i>3,744</i>	<i>74%</i>	<i>4.43%</i>
Northwest							
Geary	2,913	3,621	80%	0	2,913	80%	0.00%
California	1,349	1,752	77%	0	1,349	77%	0.00%
Sutter/Clement	523	630	83%	0	523	83%	0.00%
Fulton/Hayes	1,544	1,838	84%	0	1,544	84%	0.00%
Balboa	537	974	55%	0	537	55%	0.00%
<i>Screenline Total</i>	<i>6,866</i>	<i>8,815</i>	<i>78%</i>	<i>0</i>	<i>6,866</i>	<i>78%</i>	<i>0.00%</i>
Southeast							
Third Street	1,836	3,808	48%	266	2,102	55%	12.65%
Mission ¹	1,927	2,632	73%	0	1,927	73%	0.00%
San Bruno/Bayshore	1,035	2,134	49%	0	1,035	49%	0.00%
Other lines	1,213	1,612	75%	120	1,333	83%	9.00%
J Church OB	642	793	81%	0	642	81%	0.00%
10 Townsend OB	299	315	95%	64	363	115%	17.63%
12 Folsom Pacific OB							
19 Polk OB	168	252	0%	0	168	67%	0.00%
27 Bryant OB	104	252	0%	56	160	63%	35.00%
<i>Screenline Total</i>	<i>6,011</i>	<i>10,186</i>	<i>59%</i>	<i>386</i>	<i>6,397</i>	<i>63%</i>	<i>6.03%</i>
Southwest							
Subway lines	5,433	6,804	80%	165	5,598	82%	2.95%
Haight/Noriega	1,065	1,596	67%	0	1,065	67%	0.00%
Other lines	655	840	78%	0	655	78%	0.00%
<i>Screenline Total</i>	<i>7,153</i>	<i>9,240</i>	<i>77%</i>	<i>165</i>	<i>7,318</i>	<i>79%</i>	<i>2.25%</i>
<i>Muni Screenlines Total</i>	<i>23,608</i>	<i>33,318</i>	<i>71%</i>	<i>717</i>	<i>24,325</i>	<i>73%</i>	<i>2.95%</i>
Project Specific Cordon							
<i>Project-Specific Cordon Total</i>	<i>3,426</i>	<i>8,292</i>	<i>41%</i>	<i>530</i>	<i>3,956</i>	<i>48%</i>	<i>13.40%</i>
Individual Muni Routes - PM Peak Hour							
Muni Route & Muni Direction							
30 Stockton IB	338	470	72%	40	378	80%	10.58%
30 Stockton OB	424	470	90%	21	445	95%	4.72%
45 Union/Stockton IB	108	315	34%	13	121	38%	10.74%
45 Union/Stockton OB	222	315	70%	44	266	84%	16.54%
N Judah IB	413	2,380	17%	73	486	20%	15.02%
N Judah OB	298	2,380	13%	89	387	16%	23.00%
T Third IB	1,940	3,808	51%	266	2,206	58%	12.06%
T Third OB	1,742	3,808	46%	321	2,063	54%	15.56%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015. See **Appendix C** for Transit Line Capacity Calculations.

**Table 34: Muni Downtown Screenlines AM Peak Hour Inbound
(Maximum Commercial Scenario)**

Muni Screenline	Cumulative			Cumulative Plus Project			
	Ridership	Capacity	Utilization	Project Trips	Ridership	Utilization	% Contribution
Northeast							
Kearny/Stockton	7,394	9,473	78%	68	7,462	79%	0.91%
Other lines	758	1,785	42%	119	877	49%	13.57%
E Embarcadero OB	75	280	27%	12	87	31%	13.79%
F Market & Wharves OB	315	560	56%	0	315	56%	0.00%
10 Townsend OB	259	630	41%	82	341	54%	24.05%
11 Downtown Connector OB	109	315	35%	25	134	43%	18.66%
12 Folsom Pacific OB							
<i>Screenline Total</i>	<i>8,152</i>	<i>11,258</i>	<i>72%</i>	<i>187</i>	<i>8,339</i>	<i>74%</i>	<i>2.24%</i>
Northwest							
Geary	2,673	3,763	71%	0	2,673	71%	0.00%
California	1,989	2,306	86%	0	1,989	86%	0.00%
Sutter/Clement	581	756	77%	0	581	77%	0.00%
Fulton/Hayes	1,962	1,977	99%	0	1,962	99%	0.00%
Balboa	690	1,008	68%	0	690	68%	0.00%
<i>Screenline Total</i>	<i>7,895</i>	<i>9,810</i>	<i>80%</i>	<i>0</i>	<i>7,895</i>	<i>80%</i>	<i>0.00%</i>
Southeast							
Third Street	2,422	5,712	42%	185	2,607	46%	7.11%
Mission	3,117	3,008	104%	0	3,117	104%	0.00%
San Bruno/Bayshore	1,952	2,197	89%	0	1,952	89%	0.00%
Other lines	1,795	2,027	89%	90	1,885	93%	4.77%
J Church IB	915	893	102%	0	915	102%	0.00%
10 Townsend IB	544	630	86%	55	599	95%	9.18%
12 Folsom Pacific IB							
19 Polk IB	160	252	63%	0	160	63%	0.00%
27 Bryant IB	176	252	70%	35	211	84%	16.59%
<i>Screenline Total</i>	<i>9,286</i>	<i>12,944</i>	<i>72%</i>	<i>275</i>	<i>9,561</i>	<i>74%</i>	<i>2.88%</i>
Southwest							
Subway lines	6,314	7,020	90%	210	6,524	93%	3.22%
Haight/Noriega	1,415	1,596	89%	0	1,415	89%	0.00%
Other lines	175	560	31%	0	175	31%	0.00%
<i>Screenline Total</i>	<i>7,904</i>	<i>9,176</i>	<i>86%</i>	<i>210</i>	<i>8,114</i>	<i>88%</i>	<i>2.59%</i>
<i>Muni Screenlines Total</i>	<i>33,237</i>	<i>43,188</i>	<i>77%</i>	<i>672</i>	<i>33,909</i>	<i>79%</i>	<i>1.98%</i>
Project Specific Cordon							
<i>Project-Specific Cordon Total</i>	<i>5,541</i>	<i>10,994</i>	<i>50%</i>	<i>364</i>	<i>5,905</i>	<i>54%</i>	<i>6.17%</i>
Individual Muni Routes - AM Peak Hour							
Muni Route & Muni Direction							
30 Stockton IB	215	705	30%	60	275	39%	21.82%
30 Stockton OB	478	705	68%	27	505	72%	5.35%
45 Union/Stockton IB	606	473	128%	8	614	130%	1.30%
45 Union/Stockton OB	485	473	103%	4	489	103%	0.82%
N Judah IB	382	2,596	15%	111	493	19%	22.52%
N Judah OB	398	2,596	15%	49	447	17%	10.96%
T Third IB	1,554	5,712	27%	418	1,972	35%	21.19%
T Third OB	3,327	5,712	58%	185	3,513	61%	5.28%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015. See **Appendix C** for Transit Line Capacity Calculations.

**Table 36: Muni Downtown Screenlines AM Peak Hour Inbound
(Maximum Residential Scenario)**

Muni Screenline	Cumulative			Cumulative Plus Project			
	Ridership	Capacity	Utilization	Project Trips	Ridership	Utilization	% Contribution
Northeast							
Kearny/Stockton	7,394	9,473	78%	57	7,451	79%	0.76%
Other lines	758	1,785	42%	101	859	48%	11.76%
E Embarcadero OB	75	280	27%	11	86	31%	12.79%
F Market & Wharves OB	315	560	56%	0	315	56%	0.00%
10 Townsend OB	259	630	41%	68	327	52%	20.80%
11 Downtown Connector OB	109	315	35%	22	131	42%	16.79%
12 Folsom Pacific OB							
<i>Screenline Total</i>	<i>8,152</i>	<i>11,258</i>	<i>72%</i>	<i>158</i>	<i>8,310</i>	<i>74%</i>	<i>1.90%</i>
Northwest							
Geary	2,673	3,763	71%	0	2,673	71%	0.00%
California	1,989	2,306	86%	0	1,989	86%	0.00%
Sutter/Clement	581	756	77%	0	581	77%	0.00%
Fulton/Hayes	1,962	1,977	99%	0	1,962	99%	0.00%
Balboa	690	1,008	68%	0	690	68%	0.00%
<i>Screenline Total</i>	<i>7,895</i>	<i>9,810</i>	<i>80%</i>	<i>0</i>	<i>7,895</i>	<i>80%</i>	<i>0.00%</i>
Southeast							
Third Street	2,422	5,712	42%	207	2,629	46%	7.86%
Mission	3,117	3,008	104%	0	3,117	104%	0.00%
San Bruno/Bayshore	1,952	2,197	89%	0	1,952	89%	0.00%
Other lines	1,795	2,027	89%	87	1,882	93%	4.62%
J Church IB	915	893	102%	0	915	102%	0.00%
10 Townsend IB	544	630	86%	51	595	94%	8.57%
12 Folsom Pacific IB							
19 Polk IB	160	252	63%	0	160	63%	0.00%
27 Bryant IB	176	252	70%	36	212	84%	16.98%
<i>Screenline Total</i>	<i>9,286</i>	<i>12,944</i>	<i>72%</i>	<i>294</i>	<i>9,580</i>	<i>74%</i>	<i>3.06%</i>
Southwest							
Subway lines	6,314	7,020	90%	173	6,487	92%	2.67%
Haight/Noriega	1,415	1,596	89%	0	1,415	89%	0.00%
Other lines	175	560	31%	0	175	31%	0.00%
<i>Screenline Total</i>	<i>7,904</i>	<i>9,176</i>	<i>86%</i>	<i>173</i>	<i>8,077</i>	<i>88%</i>	<i>2.14%</i>
<i>Muni Screenlines Total</i>	<i>33,237</i>	<i>43,188</i>	<i>77%</i>	<i>625</i>	<i>33,862</i>	<i>78%</i>	<i>1.84%</i>
Project Specific Cordon							
<i>Project-Specific Cordon Total</i>	<i>5,541</i>	<i>10,994</i>	<i>50%</i>	<i>401</i>	<i>5,941</i>	<i>54%</i>	<i>6.74%</i>
Individual Muni Routes - AM Peak Hour							
Muni Route & Muni Direction							
30 Stockton IB	215	705	30%	50	265	38%	18.87%
30 Stockton OB	478	705	68%	29	507	72%	5.72%
45 Union/Stockton IB	606	473	128%	7	613	130%	1.14%
45 Union/Stockton OB	485	473	103%	4	489	103%	0.82%
N Judah IB	382	2,596	15%	92	474	18%	19.41%
N Judah OB	398	2,596	15%	54	452	17%	11.95%
T Third IB	1,554	5,712	27%	350	1,905	33%	18.39%
T Third OB	3,327	5,712	58%	207	3,534	62%	5.84%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015. See **Appendix C** for Transit Line Capacity Calculations.

Table 35: Muni Downtown Screenlines PM Peak Hour Outbound
(Maximum Commercial Scenario)

Muni Screenline	Cumulative			Cumulative Plus Project			
	Ridership	Capacity	Utilization	Project Trips	Ridership	Utilization	% Contribution
Northeast							
Kearny/Stockton	6,295	8,329	76%	63	6,358	76%	0.99%
Other lines	1,229	2,065	60%	111	1,340	65%	8.28%
E Embarcadero IB	96	280	34%	9	105	38%	8.57%
F Market & Wharves IB	490	840	58%	0	490	58%	0.00%
10 Townsend IB	482	630	77%	84	566	90%	14.84%
11 Downtown Connector IB	161	315	51%	18	179	57%	10.06%
12 Folsom Pacific OB							
<i>Screenline Total</i>	<i>7,524</i>	<i>10,394</i>	<i>72%</i>	<i>174</i>	<i>7,698</i>	<i>74%</i>	<i>2.26%</i>
Northwest							
Geary	2,996	3,621	83%	0	2,996	83%	0.00%
California	1,766	2,021	87%	0	1,766	87%	0.00%
Sutter/Clement	749	756	99%	0	749	99%	0.00%
Fulton/Hayes	1,762	1,878	94%	0	1,762	94%	0.00%
Balboa	776	974	80%	0	776	80%	0.00%
<i>Screenline Total</i>	<i>8,049</i>	<i>9,250</i>	<i>87%</i>	<i>0</i>	<i>8,049</i>	<i>87%</i>	<i>0.00%</i>
Southeast							
Third Street	2,300	5,712	40%	253	2,553	45%	9.90%
Mission	2,673	3,008	89%	0	2,673	89%	0.00%
San Bruno/Bayshore	1,817	2,134	85%	0	1,817	85%	0.00%
Other lines	1,582	1,927	82%	97	1,679	87%	5.78%
J Church OB	655	793	83%	0	655	83%	0.00%
10 Townsend OB	627	630	100%	64	691	110%	9.26%
12 Folsom Pacific OB							
19 Polk OB	160	252	63%	0	160	63%	0.00%
27 Bryant OB	140	252	56%	33	173	69%	19.08%
<i>Screenline Total</i>	<i>8,372</i>	<i>12,781</i>	<i>66%</i>	<i>350</i>	<i>8,722</i>	<i>68%</i>	<i>4.01%</i>
Southwest							
Subway lines	5,692	6,804	84%	201	5,893	87%	3.41%
Haight/Noriega	1,265	1,596	79%	0	1,265	79%	0.00%
Other lines	380	840	45%	0	380	45%	0.00%
<i>Screenline Total</i>	<i>7,337</i>	<i>9,240</i>	<i>79%</i>	<i>201</i>	<i>7,538</i>	<i>82%</i>	<i>2.67%</i>
<i>Muni Screenlines Total</i>	<i>31,282</i>	<i>41,665</i>	<i>75%</i>	<i>725</i>	<i>32,007</i>	<i>77%</i>	<i>2.26%</i>
Project Specific Cordon							
<i>Project-Specific Cordon Total</i>	<i>5,552</i>	<i>10,805</i>	<i>51%</i>	<i>488</i>	<i>6,040</i>	<i>56%</i>	<i>8.08%</i>
Individual Muni Routes - PM Peak Hour							
Muni Route & Muni Direction							
30 Stockton OB	347	705	49%	36	383	54%	9.40%
30 Stockton IB	400	705	57%	54	454	64%	11.89%
45 Union/Stockton OB	297	473	63%	5	302	64%	1.66%
45 Union/Stockton IB	323	473	68%	9	332	70%	2.71%
N Judah OB	338	2,596	13%	67	405	16%	16.54%
N Judah IB	265	2,596	10%	103	368	14%	27.99%
T Third IB	3,758	5,712	66%	253	4,011	70%	6.30%
T Third OB	2,219	5,712	39%	389	2,608	46%	14.91%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015. See **Appendix C** for Transit Line Capacity Calculations.

Table 37: Muni Downtown Screenlines PM Peak Hour Outbound
(Maximum Residential Scenario)

Muni Screenline	Cumulative			Cumulative Plus Project			
	Ridership	Capacity	Utilization	Project Trips	Ridership	Utilization	% Contribution
Northeast							
Kearny/Stockton	6,295	8,329	76%	56	6,351	76%	0.88%
Other lines	1,229	2,065	60%	101	1,330	64%	7.59%
E Embarcadero IB	96	280	34%	10	106	38%	9.43%
F Market & Wharves IB	490	840	58%	0	490	58%	0.00%
10 Townsend IB	482	630	77%	72	554	88%	13.00%
11 Downtown Connector IB	161	315	51%	19	180	57%	10.56%
12 Folsom Pacific OB							
<i>Screenline Total</i>	<i>7,524</i>	<i>10,394</i>	<i>72%</i>	<i>157</i>	<i>7,681</i>	<i>74%</i>	<i>2.04%</i>
Northwest							
Geary	2,996	3,621	83%	0	2,996	83%	0.00%
California	1,766	2,021	87%	0	1,766	87%	0.00%
Sutter/Clement	749	756	99%	0	749	99%	0.00%
Fulton/Hayes	1,762	1,878	94%	0	1,762	94%	0.00%
Balboa	776	974	80%	0	776	80%	0.00%
<i>Screenline Total</i>	<i>8,049</i>	<i>9,250</i>	<i>87%</i>	<i>0</i>	<i>8,049</i>	<i>87%</i>	<i>0.00%</i>
Southeast							
Third Street	2,300	5,712	40%	276	2,576	45%	10.71%
Mission	2,673	3,008	89%	0	2,673	89%	0.00%
San Bruno/Bayshore	1,817	2,134	85%	0	1,817	85%	0.00%
Other lines	1,582	1,927	82%	102	1,684	87%	6.06%
J Church OB	655	793	83%	0	655	83%	0.00%
10 Townsend OB	627	630	100%	64	691	110%	9.26%
12 Folsom Pacific OB							
19 Polk OB	160	252	63%	0	160	63%	0.00%
27 Bryant OB	140	252	56%	38	178	71%	21.35%
<i>Screenline Total</i>	<i>8,372</i>	<i>12,781</i>	<i>66%</i>	<i>378</i>	<i>8,750</i>	<i>68%</i>	<i>4.32%</i>
Southwest							
Subway lines	5,692	6,804	84%	170	5,862	86%	2.90%
Haight/Noriega	1,265	1,596	79%	0	1,265	79%	0.00%
Other lines	380	840	45%	0	380	45%	0.00%
<i>Screenline Total</i>	<i>7,337</i>	<i>9,240</i>	<i>79%</i>	<i>170</i>	<i>7,507</i>	<i>81%</i>	<i>2.26%</i>
<i>Muni Screenlines Total</i>	<i>31,282</i>	<i>41,665</i>	<i>75%</i>	<i>705</i>	<i>31,987</i>	<i>77%</i>	<i>2.20%</i>
Project Specific Cordon							
<i>Project-Specific Cordon Total</i>	<i>5,552</i>	<i>10,805</i>	<i>51%</i>	<i>532</i>	<i>6,084</i>	<i>56%</i>	<i>8.74%</i>
Individual Muni Routes - PM Peak Hour							
Muni Route & Muni Direction							
30 Stockton OB	347	705	49%	40	387	55%	10.34%
30 Stockton IB	400	705	57%	49	449	64%	10.91%
45 Union/Stockton OB	297	473	63%	5	302	64%	1.66%
45 Union/Stockton IB	323	473	68%	7	330	70%	2.12%
N Judah OB	338	2,596	13%	73	411	16%	17.76%
N Judah IB	265	2,596	10%	89	354	14%	25.14%
T Third IB	3,758	5,712	66%	276	4,034	71%	6.84%
T Third OB	2,219	5,712	39%	335	2,554	45%	13.11%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015. See **Appendix C** for Transit Line Capacity Calculations.

Table 8: Regional Transit Screenlines – Existing Conditions

Regional Screenline	AM Peak Hour (Inbound)			PM Peak Hour (Outbound)		
	Ridership	Capacity	Utilization	Ridership	Capacity	Utilization
East Bay						
BART	25,399	23,256	109%	24,488	22,784	107%
AC Transit	1,568	2,829	55%	2,256	3,926	57%
Ferries	810	1,170	69%	805	1,615	50%
<i>Screenline Total</i>	<i>27,777</i>	<i>27,255</i>	102%	<i>27,549</i>	<i>28,325</i>	<i>97%</i>
North Bay						
Golden Gate Transit Bus	1,330	2,543	52%	1,384	2,817	49%
Ferries	1,082	1,959	55%	968	1,959	49%
<i>Screenline Total</i>	<i>2,412</i>	<i>4,502</i>	<i>54%</i>	<i>2,352</i>	<i>4,776</i>	<i>49%</i>
South Bay						
BART	14,150	19,367	73%	13,500	18,900	71%
Caltrain	2,171	3,100	70%	2,377	3,100	77%
SamTrans	255	520	49%	141	320	44%
Ferries	-	-	-	-	-	-
<i>Screenline Total</i>	<i>16,576</i>	<i>22,987</i>	<i>72%</i>	<i>16,018</i>	<i>22,320</i>	<i>72%</i>
<i>Regional Screenlines Total</i>	<i>46,765</i>	<i>54,744</i>	<i>85%</i>	<i>45,919</i>	<i>55,421</i>	<i>83%</i>

Notes: **Bold** indicates capacity utilization of 100 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015.

Table 25: Regional Transit Screenlines – AM Peak Hour (Maximum Commercial Scenario)

Regional Screenline	Baseline			Baseline Plus Project			
	Ridership	Capacity	Utilization	Project Trips	Ridership	Utilization	% Contribution
East Bay							
BART	28,000	25,680	109%	301	28,301	110%	1.06%
AC Transit	1,596	2,829	56%	35	1,631	58%	2.15%
Ferries	818	1,170	70%	18	836	71%	2.15%
<i>Screenline Total</i>	<i>30,414</i>	<i>29,679</i>	102%	<i>354</i>	<i>30,768</i>	104%	<i>1.15%</i>
North Bay							
Golden Gate Transit Bus	1,344	2,543	53%	40	1,384	54%	2.89%
Ferries	1,088	1,959	56%	27	1,115	57%	2.42%
<i>Screenline Total</i>	<i>2,432</i>	<i>4,502</i>	<i>54%</i>	<i>67</i>	<i>2,499</i>	<i>56%</i>	<i>2.68%</i>
South Bay							
BART	16,000	21,400	75%	196	16,196	76%	1.21%
Caltrain	2,258	3,100	73%	52	2,310	75%	2.25%
SamTrans	266	520	51%	13	279	54%	4.66%
<i>Screenline Total</i>	<i>18,524</i>	<i>25,020</i>	<i>74%</i>	<i>261</i>	<i>18,785</i>	<i>75%</i>	<i>1.39%</i>
Regional Screenlines Total	51,370	59,201	87%	682	52,052	88%	1.31%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015.

Table 27: Regional Transit Screenlines – AM Peak Hour (Maximum Residential Scenario)

Regional Screenline	Baseline			Baseline Plus Project			
	Ridership	Capacity	Utilization	Project Trips	Ridership	Utilization	% Contribution
East Bay							
BART	28,000	25,680	109%	253	28,253	110%	0.90%
AC Transit	1,596	2,829	56%	30	1,626	57%	1.85%
Ferries	818	1,170	70%	15	833	71%	1.80%
<i>Screenline Total</i>	<i>30,414</i>	<i>29,679</i>	102%	<i>298</i>	<i>30,712</i>	103%	<i>0.97%</i>
North Bay							
Golden Gate Transit Bus	1,344	2,543	53%	31	1,375	54%	2.25%
Ferries	1,088	1,959	56%	21	1,109	57%	1.89%
<i>Screenline Total</i>	<i>2,432</i>	<i>4,502</i>	<i>54%</i>	<i>52</i>	<i>2,484</i>	<i>55%</i>	<i>2.09%</i>
South Bay							
BART	16,000	21,400	75%	199	16,199	76%	1.23%
Caltrain	2,258	3,100	73%	53	2,311	75%	2.29%
SamTrans	266	520	51%	13	279	54%	4.66%
<i>Screenline Total</i>	<i>18,524</i>	<i>25,020</i>	<i>74%</i>	<i>265</i>	<i>18,789</i>	<i>75%</i>	<i>1.41%</i>
Regional Screenlines Total	51,370	59,201	87%	615	51,985	88%	1.18%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015.

Table 26: Regional Transit Screenlines – PM Peak Hour (Maximum Commercial Scenario)

Regional Screenline	Baseline			Baseline Plus Project			
	Ridership	Capacity	Utilization	Project Trips	Ridership	Utilization	% Contribution
East Bay							
BART	27,000	25,680	105%	282	27,282	106%	1.03%
AC Transit	2,297	3,926	59%	33	2,330	59%	1.42%
Ferries	813	1,615	50%	17	830	51%	2.05%
<i>Screenline Total</i>	<i>30,110</i>	<i>31,221</i>	<i>96%</i>	<i>332</i>	<i>30,442</i>	<i>98%</i>	<i>1.09%</i>
North Bay							
Golden Gate Transit Bus	1,399	2,817	50%	39	1,438	51%	2.71%
Ferries	973	1,959	50%	26	999	51%	2.60%
<i>Screenline Total</i>	<i>2,372</i>	<i>4,776</i>	<i>50%</i>	<i>65</i>	<i>2,437</i>	<i>51%</i>	<i>2.67%</i>
South Bay							
BART	15,000	21,400	70%	195	15,195	71%	1.28%
Caltrain	2,472	3,100	80%	52	2,524	81%	2.06%
SamTrans	147	320	46%	13	160	50%	8.13%
<i>Screenline Total</i>	<i>17,619</i>	<i>24,820</i>	<i>71%</i>	<i>260</i>	<i>17,879</i>	<i>72%</i>	<i>1.45%</i>
Regional Screenlines Total	50,101	60,817	82%	657	50,758	83%	1.29%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015.

Table 28: Regional Transit Screenlines – PM Peak Hour (Maximum Residential Scenario)

Regional Screenline	Baseline			Baseline Plus Project			
	Ridership	Capacity	Utilization	Project Trips	Ridership	Utilization	% Contribution
East Bay							
BART	27,000	25,680	105%	242	27,242	106%	0.89%
AC Transit	2,297	3,926	59%	28	2,325	59%	1.20%
Ferries	813	1,615	50%	14	827	51%	1.69%
<i>Screenline Total</i>	<i>30,110</i>	<i>31,221</i>	<i>96%</i>	<i>284</i>	<i>30,394</i>	<i>97%</i>	<i>0.93%</i>
North Bay							
Golden Gate Transit Bus	1,399	2,817	50%	31	1,430	51%	2.17%
Ferries	973	1,959	50%	21	994	51%	2.11%
<i>Screenline Total</i>	<i>2,372</i>	<i>4,776</i>	<i>50%</i>	<i>52</i>	<i>2,424</i>	<i>51%</i>	<i>2.15%</i>
South Bay							
BART	15,000	21,400	70%	203	15,203	71%	1.34%
Caltrain	2,472	3,100	80%	54	2,526	81%	2.14%
SamTrans	147	320	46%	14	161	50%	8.70%
<i>Screenline Total</i>	<i>17,619</i>	<i>24,820</i>	<i>71%</i>	<i>271</i>	<i>17,890</i>	<i>72%</i>	<i>1.51%</i>
Regional Screenlines Total	50,101	60,817	82%	607	50,708	83%	1.20%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015.

Table 38: Regional Transit Screenlines AM Peak Hour – Cumulative Conditions (Maximum Commercial Scenario)

Regional Screenline	Cumulative			Cumulative Plus Project			
	Ridership	Capacity	Utilization	Project Trips	Ridership	Utilization	% Contribution
East Bay							
BART	38,000	32,100	118%	301	38,301	119%	0.79%
AC Transit	7,000	12,000	58%	35	7,035	59%	0.50%
Ferries	4682	5,940	79%	18	4,700	79%	0.38%
<i>Screenline Total</i>	<i>49,682</i>	<i>50,040</i>	99%	<i>354</i>	<i>50,036</i>	100%	<i>0.71%</i>
North Bay							
Golden Gate Transit Bus	1,990	2,543	78%	40	2,030	80%	1.97%
Ferries	1,619	1,959	83%	27	1,646	84%	1.64%
<i>Screenline Total</i>	<i>3,609</i>	<i>4,502</i>	80%	<i>67</i>	<i>3,676</i>	82%	<i>1.82%</i>
South Bay							
BART	21,000	28,808	73%	196	21,196	74%	0.92%
Caltrain	2,310	3,600	64%	52	2,362	66%	2.20%
SamTrans	271	520	52%	13	284	55%	4.58%
<i>Screenline Total</i>	<i>23,581</i>	<i>32,928</i>	72%	<i>261</i>	<i>23,842</i>	72%	<i>1.09%</i>
Regional Screenlines Total	76,872	87,470	88%	682	77,554	89%	0.88%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015.

Table 40: Regional Transit Screenlines AM Peak Hour – Cumulative Conditions (Maximum Residential Scenario)

Regional Screenline	Cumulative			Cumulative Plus Project			
	Ridership	Capacity	Utilization	Project Trips	Ridership	Utilization	% Contribution
East Bay							
BART	38,000	32,100	118%	253	38,253	119%	0.66%
AC Transit	7,000	12,000	58%	30	7,030	59%	0.43%
Ferries	4682	5,940	79%	15	4,697	79%	0.32%
<i>Screenline Total</i>	<i>49,682</i>	<i>50,040</i>	99%	<i>298</i>	<i>49,980</i>	100%	<i>0.60%</i>
North Bay							
Golden Gate Transit Bus	1,990	2,543	78%	31	2,021	79%	1.53%
Ferries	1,619	1,959	83%	21	1,640	84%	1.28%
<i>Screenline Total</i>	<i>3,609</i>	<i>4,502</i>	80%	<i>52</i>	<i>3,661</i>	81%	<i>1.42%</i>
South Bay							
BART	21,000	28,808	73%	199	21,199	74%	0.94%
Caltrain	2,310	3,600	64%	53	2,363	66%	2.24%
SamTrans	271	520	52%	13	284	55%	4.58%
<i>Screenline Total</i>	<i>23,581</i>	<i>32,928</i>	72%	<i>265</i>	<i>23,846</i>	72%	<i>1.11%</i>
Regional Screenlines Total	76,872	87,470	88%	615	77,487	89%	0.79%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015.

Table 39: Regional Transit Screenlines PM Peak Hour – Cumulative Conditions (Maximum Commercial Scenario)

Regional Screenline	Cumulative			Cumulative Plus Project			
	Ridership	Capacity	Utilization	Project Trips	Ridership	Utilization	% Contribution
East Bay							
BART	36,000	32,100	112%	282	36,282	113%	0.78%
AC Transit	7,000	12,000	58%	33	7,033	59%	0.47%
Ferries	5,319	5,940	90%	17	5,336	90%	0.32%
<i>Screenline Total</i>	<i>48,319</i>	<i>50,040</i>	97%	<i>332</i>	<i>48,651</i>	97%	<i>0.68%</i>
North Bay							
Golden Gate Transit Bus	2,070	2,817	74%	39	2,109	75%	1.85%
Ferries	1,619	1,959	83%	26	1,645	84%	1.58%
<i>Screenline Total</i>	<i>3,689</i>	<i>4,776</i>	<i>77%</i>	<i>65</i>	<i>3,754</i>	<i>79%</i>	<i>1.73%</i>
South Bay							
BART	20,000	28,808	69%	195	20,195	70%	0.97%
Caltrain	2,529	3,600	70%	52	2,581	72%	2.01%
SamTrans	150	320	47%	13	163	51%	7.98%
<i>Screenline Total</i>	<i>22,679</i>	<i>32,728</i>	<i>69%</i>	<i>260</i>	<i>22,939</i>	<i>70%</i>	<i>1.13%</i>
Regional Screenlines Total	74,687	87,544	85%	657	75,344	86%	0.87%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015.

Table 41: Regional Transit Screenlines PM Peak Hour – Cumulative Conditions (Maximum Residential Scenario)

Regional Screenline	Cumulative			Cumulative Plus Project			
	Ridership	Capacity	Utilization	Project Trips	Ridership	Utilization	% Contribution
East Bay							
BART	36,000	32,100	112%	242	36,242	113%	0.67%
AC Transit	7,000	12,000	58%	28	7,028	59%	0.40%
Ferries	5,319	5,940	90%	14	5,333	90%	0.26%
<i>Screenline Total</i>	<i>48,319</i>	<i>50,040</i>	97%	<i>284</i>	<i>48,603</i>	97%	<i>0.58%</i>
North Bay							
Golden Gate Transit Bus	2,070	2,817	74%	31	2,101	75%	1.48%
Ferries	1,619	1,959	83%	21	1,640	84%	1.28%
<i>Screenline Total</i>	<i>3,689</i>	<i>4,776</i>	<i>77%</i>	<i>52</i>	<i>3,741</i>	<i>78%</i>	<i>1.39%</i>
South Bay							
BART	20,000	28,808	69%	203	20,203	70%	1.00%
Caltrain	2,529	3,600	70%	54	2,583	72%	2.09%
SamTrans	150	320	47%	14	164	51%	8.54%
<i>Screenline Total</i>	<i>22,679</i>	<i>32,728</i>	<i>69%</i>	<i>271</i>	<i>22,950</i>	<i>70%</i>	<i>1.18%</i>
Regional Screenlines Total	74,687	87,544	85%	607	75,294	86%	0.81%

Notes: **Bold** indicates capacity utilization of 85 percent or greater.

Source: San Francisco Planning Department, "Transit Data for Transportation Impact Studies," May 2015.