## Weekday PM Peak Most Congested Hours' Volume to Capacity Ratio

Potent al Potent	tai	
Potent al Bus Bus		
Requed Requed Bus Saving Saving	18	
Requ ed BPH (90% BPH (80% Sav ng (90% (80%	6	
BPH (Total Plann ng Plann ng (Total Plann ng Plann r		
Route D Capac ty) Capac ty) Capac ty) Capac ty) Capac ty) Capac ty		70
12 1 3.9 4.4 4.9 6.9 6.5 6.0	0% 0% 0% 0% 5% 5% 5% 20% 24% 25% 26% 30% 38% 38% 34% 32% 31% 30% 28% 29% 27% 25% 24% 18% 16% 18% 26% 22% 20% 17% 17% 13% 10% 6% 0%	
12 2 2.9 3.3 3.7 8.1 7.8 7.4		
171 1 2.4 2.7 3.1 4.3 4.1 3.8		
171 2 4.1 4.6 5.2 2.8 2.4 1.8		
177 1 3.1 3.4 3.9 3.4 3.1 2.6	10% 11% 11% 11% 11% 11% 12% 12% 14% 13% 12% 25% 34% 34% 34% 34% 34% 34% 34% 34% 34% 35% 25% 25% 25% 25% 34% 34% 35% 35% 35% 35% 35% 35% 35% 35% 35% 35	
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197 2 2.6 2.9 3.2 2.3 2.1 17		
343 1 3.8 4.3 4.8 3.8 3.3 2.8 343 2 25 28 31 57 54 51	3K 15K 13K 15K 15K 15K 15K 15K 15K 15K 15K 15K 15	
	111% 188% 17% 17% 188% 17% 166% 148% 138% 148% 17% 268% 30% 29% 27% 268 29% 29% 29% 29% 26% 25% 26% 25% 26% 25% 19% 11% 138% 138% 138% 56% 55% 56% 25% 25% 25% 25% 25% 25% 25% 25% 25% 25	
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36 2 5.0 5.6 6.3 5.4 4.8 42 363 1 21 23 26 42 40 37		
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37 2 2.7 3.0 3.4 2.9 2.7 2.3		
281 1 21 24 27 24 27 29	78 245 265 255 255 255 255 255 255 255 255 25	
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436 2 42 47 53 34 30 24	7% 14% 10% 30% 34% 34% 35% 39% 40% 41% 50% 55% 52% 49% 49% 49% 49% 49% 49% 49% 43% 37% 35% 35% 35% 35% 35% 35% 35% 35% 35% 25% 35% 55% 55%	
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P12 2 2.4 2.7 3.0 2.7 2.5 2.1	1% 5% 16% 15% 16% 17% 17% 16% 14% 13% 13% 14% 15% 16% 18% 20% 23% 25% 25% 30% 31% 25% 42% 46% 48% 48% 46% 48% 30% 28% 25% 25% 25% 25% 25% 25% 30% 31% 32% 25% 25% 30% 31% 32% 25% 25% 30% 31% 35% 35% 35% 35% 35% 35% 25% 25% 25% 30% 31% 35% 35% 35% 35% 35% 35% 35% 35% 35% 35	
P13 1 1.7 1.9 2.2 2.0 1.8 16		
P13 2 1.4 1.6 1.8 2.2 2.1 19	4% 7% 8% 8% 11% 12% 16% 17% 29% 31% 30% 30% 30% 30% 26% 26% 26% 26% 26% 26% 26% 26% 26% 26	

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