

Ridership Summary Table

Alternative	Average Weekday Boardings	Per-Mile Boardings	New Systemwide Boardings	Systemwide Increase (%)
H3: Harbor Long Rapid Streetcar ¹	15,200	1,900	15,500	9.8%
H2: Harbor Long Streetcar	14,700	1,800	15,200	9.6%
H5: Harbor Bus Rapid Transit ^{1*}	14,600	1,200	15,500	9.8%
L2: Anaheim-Lemon Rapid Streetcar ¹	12,500	1,500	12,000	7.6%
L4: Anaheim-Lemon Bus Rapid Transit ^{1*}	12,000	1,000	11,500	7.3%
L1: Anaheim-Lemon Streetcar	11,300	1,300	10,300	6.5%
K3: Katella + Harbor Hybrid	7,000	700	3,100	2.0%
K1: Harbor-Katella Streetcar*	5,500	900	7,500	4.7%
L3: Anaheim-Lemon Enhanced Bus*	5,400	430	400	0.3%
H4: Harbor Enhanced Bus*	5,200	430	500	0.3%
K2: Katella + Anaheim-Lemon Enhanced Bus	4,900	470	400	0.3%
H1: Harbor Short Streetcar*	3,700	1,100	7,500	4.7%

¹Operates in a dedicated transit lane for at least 50% of the alignment.

*Extends to MacArthur Boulevard, consistent with existing Bravol Route 543 service area.