



# 2021 System Evaluation







## Alternative Formats Available

206-263-3548 Relay: 711

Para solicitar esta información en español, sírvase llamar al 206-263-9988 o envíe un mensaje de correo electrónico a [community.relations@kingcounty.gov](mailto:community.relations@kingcounty.gov)

The information in the maps in this report was compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information in the maps. Any sale of the maps or information on the maps is prohibited except by written permission of King County.

# Table of Contents

Executive Summary . . . . .	1
Introduction . . . . .	3
COVID-19 Pandemic Impacts . . . . .	4
Bus Service Evaluation . . . . .	10
Crowding (Priority 1). . . . .	10
Reliability (Priority 2). . . . .	11
Service Growth (Priority 3). . . . .	14
Route Productivity (Priority 4) . . . . .	14
The Complete Network: Integration with Sound Transit. . . . .	13
Peak Analysis . . . . .	15
Marine Service . . . . .	15
Flexible Services . . . . .	16

## Figures

Figure 1. COVID-19 Pandemic Impacts - Service Area . . . . .	5
Figure 2. COVID-19 Pandemic Impacts - Ridership . . . . .	7
Figure 3. Metro Bus Routes Needing Investment to Improve Reliability per the Service Guidelines . . . . .	12

## Appendices

Appendix A: Methodologies and Process Descriptions. . . . .	19
Appendix B: Route Productivity Data . . . . .	22
Appendix C: Route-level Reliability . . . . .	29
Appendix D: Route-level Ridership and Hours . . . . .	31
Appendix E: Service Changes and Corridor Changes . . . . .	42
Appendix F: Route Changes . . . . .	46

## Executive Summary

This report presents Metro Transit's annual assessment of the transit network as required by King County Ordinances 17143 and 18413 and Motion 13736.

The report includes information about bus, Dial-A-Ride Transit (DART), water taxi, and flexible services—all part of Metro's portfolio of mobility solutions.

In years past, Metro's System Evaluation used data from March through June, reflecting the spring service change period. In 2020, the System Evaluation used information from the September 2019 service change, spanning mid-September 2019 to mid-March 2020, capturing most of the period before the COVID-19 pandemic.

This 2021 System Evaluation again uses the fall service change period, from mid-September 2020 to mid-March 2021. The information presented here is entirely within the period of the COVID-19 pandemic.

## COVID-19 and Impacts to 2020 Service

The COVID-19 pandemic had a significant impact on Metro service in 2020. Ridership declined dramatically as people stayed home and limited travel. To promote public and employee safety and respond to ridership declines and staff availability, Metro suspended some bus, DART, flexible, and water taxi services, once in March and twice in April 2020. Service suspensions included both selected trips and full schedules. Some services were restored by June 2020, and by September 2020, Metro was operating about 85 percent of pre-COVID service levels with plans for substantial service restorations in October 2021. Metro did not make substantial changes to service levels at the March 2021 service change.

Metro has been monitoring ridership trends and passenger loads closely throughout the pandemic and adjusted service to support delivery of a core network. Metro will not be using fall 2020 data to make near-term service change decisions. Instead, Metro will continue to use 2019 as the baseline to inform these decisions. Ridership data from the 2021 and 2020 System Evaluation Reports are included in Appendix D for reference. Metro continues to actively monitor ridership, productivity, equity, and other factors on an ongoing basis to inform decision-making.

## Findings

The 2021 System Evaluation Report will not be used for making service decisions as it has under normal circumstances. The large decline in ridership and large number of suspended routes in 2020 made it a significant challenge to evaluate data in a meaningful way for this year's report. The data for routes, if operated, would not be representative of their performance or potential. As a result, this year's report does not include an analysis for Service Growth (Priority 3) or the associated Peak Analysis.

At the same time, the data and trends revealed during the pandemic provided valuable insights and confirmation of transit planning assumptions into who continued to use Metro services and where and when they needed transit. Specific services, routes, and times of day retained more of their ridership than others.

- » The AM and PM peak periods realized larger ridership declines than off-peak periods.
- » Some of the largest declines in ridership were peak-only routes.
- » Many of the routes that retained a higher share of their ridership serve south King County.

The decline in traffic congestion and ridership in 2020 due to the pandemic reduced the need for investment in crowding and reliability. The data analysis did find that a small investment of 5,500 annual service hours is needed for reliability (Priority 2). No investment is needed for crowding (Priority 1).

## Service Investments

In fall 2020, Metro invested 3,900 annual service hours in service growth (Priority 3) to meet the needs identified through the Renton-Kent-Auburn Area Mobility Plan. Metro invested zero hours to relieve crowding (Priority 1) and improve reliability (Priority 2).





## Seattle Investments

Metro and the City of Seattle worked together to plan and implement reductions in service funded by the Seattle Transportation Benefit District (STBD). The renewed STBD provides lower funding for transit service, so Metro reduced service in 2020 and again in 2021. Reductions to Seattle funded service in fall 2020 totaled 175,000 annual service hours. The reductions were necessary to align service with the reduced funding levels established in the new STBD measure. Metro will continue to work with Seattle to implement new and continued STBD-funded service.

## Flexible Services

This report includes performance data for pilot services that were operating between September 2020 and February 2021. The program works with local governments and community partners to develop innovative and cost-efficient transportation solutions in areas of King County that do not have the infrastructure, density, street network, or land use to support regular bus service. Many of the pilot services operated in 2019 were suspended in 2020 because of the pandemic and are not included in this report. However, one new pilot service, Crossroads Connect, was started in 2020.

## Marine Services

Metro's Marine Division operates water taxi services on two routes that connect Colman Dock in downtown Seattle with Vashon Island and West Seattle. Information about water taxi services is included in the Marine Service section and the tables on page 15.

# Introduction

## What is the System Evaluation?

This report is a snapshot of the performance of the Metro Transit system: bus, DART, water taxi, and flexible services. It is based on the Service Guidelines, which contain criteria and processes for analyzing and planning changes to the transit system. The King County Council adopted the guidelines (Ordinances 18301 and 18413), and required Metro to produce an annual evaluation of the transit network (Ordinances 17143 and 18413 and Motion 13736). The report contains the following:

- » Bus service evaluation
- » Flexible services evaluation
- » Marine service evaluation

For the bus service evaluation, reducing crowding and improving reliability—the primary service quality indicators—are Metro’s top two investment priorities because they most directly affect the quality of service experienced by customers. Improvements in these areas help retain current riders and attract new ones.

The third priority is to invest in growing the system, generally with added frequency or span of service. More service supports better mobility options and helps Metro meet demand and reach climate action goals. It also helps the region’s economy to continue growing without expanding roadways.

The fourth investment priority is to invest in highly productive routes that carry the highest number of riders per hour and per mile of service across the county.

This year’s report does not include an analysis for Service Growth (Priority 3) or the associated Peak Analysis because of data issues related to the large decline in ridership and number of suspended routes related to the COVID pandemic. The data for routes, if operated, would not be representative of the routes’ performance or potential. The report also does not include a Metro Connects Progress Report for the same reason. Productivity (Priority 2) was modified, not classifying routes into the top and bottom 25 percent because suspended and partially suspended routes skew relative performance. Metro also will not use the results of the 2021 System Evaluation as the basis for future service decisions because of the same data challenges.

## How Will Metro Use the 2021 System Evaluation Report?

Metro is presently planning to make some permanent service changes in 2023. These could include additions, changes, or permanent reductions. Metro will not be using fall 2020 data to make near-term service change decisions. Instead, Metro will continue to use 2019 as the baseline to inform these decisions. To inform service investment decisions for the fall 2022 service change and beyond, Metro proposes to use 2019 data, pandemic-era data, and any pandemic recovery data available at the time. As a result, the 2021 System Evaluation Report will not be used as it has been in the past.





## How Can Transit Customers Use the System Evaluation Report?

Riders can find their route(s) on the maps in this report and in the appendices, and can see how the route data compares to other routes in the system. They are able to tell at a glance if there are identified problems on a route (such as crowding), and what is needed to fix those problems. Keep in mind that this report provides a snapshot in time; some problems come and go, and Metro uses the latest available data to make service change proposals. As stated elsewhere in this report, crowding and reliability problems were generally minimal during the pandemic.

## Metro Policy Updates

In 2021, the Executive proposed updates to the agency's three main policy documents: the Strategic Plan, the Metro Connects long-range plan, and the Service Guidelines. All three documents were updated to align with the Mobility Framework's guiding principles and recommendations, which were adopted by the King County Council in March 2020. These updates place an increased emphasis on how values like equity and sustainability are addressed through Metro business practices, planning, and operations. Updates to all three documents were also needed to reflect changes at Metro since the policies' previous adoption, including Metro becoming a stand-alone department and adding passenger ferry service to Metro's services.

Metro worked with the King County Council, Regional Transit Committee, and stakeholders to develop proposed policy changes. The updated policy documents are anticipated to be formally adopted by the end of 2021 or early 2022.

The Service Guidelines updates will have a direct effect on future System Evaluation reports. The updates include a stronger focus on advancing equity and addressing climate change. The guidelines better integrate Metro Connects with the Service Guidelines. They also include the addition of clear evaluation metrics for flexible and marine services.

## COVID-19 Pandemic Impacts

The COVID-19 pandemic had a significant impact on Metro service. Ridership declined dramatically in 2020 as people stayed home and limited travel. Many routes had

reduced service or were suspended entirely. This section summarizes changes to Metro's service and ridership, crowding implications, and equity impacts during the fall 2020 service-change period. These changes provide insights about customers who continued to ride Metro services for essential trips.

## Service Changes

Metro made many changes to service through 2020. These changes promoted safety for riders and employees and responded to declines in ridership, operator availability, and passenger loads. Initially, Metro reduced service across the system in a series of cuts to fixed-route bus, DART, flexible, and water taxi services. Service reductions started on March 23, 2020 and continued with two more rounds of cuts in April. By the end of April, Metro was essentially operating Saturday service volumes on weekdays—75 percent of pre-pandemic service levels. In June, Metro restored service to 85 percent of pre-pandemic levels. In addition to suspending service, Metro also implemented load limits to support social distancing, thereby reducing the capacity of Metro vehicles (see Passenger Loads below for more information), and a mask mandate.

The September 2020 service change did not lead to a change in the overall level of service; Metro still operated 85 percent of pre-pandemic service. Many routes continued to operate with reduced service or were suspended entirely. Many of the suspended routes provided peak-only service and had low productivity before the pandemic. In total, 58 routes were fully suspended during the September service change, and 21 routes were partially suspended. Peak-only routes comprised 73 percent of all suspended routes. Figure 1 shows the status of routes in October 2020.

However, many non-peak Metro routes—including most routes in south King County—maintained more of their pre-pandemic ridership and provided full service throughout 2020. These routes have more riders who cannot telecommute or have limited transportation options. Metro even increased coach trips on some routes when passenger loads exceeded the social-distancing load limits. Metro also implemented a large restructure of routes in south King County during the fall service change as part of the Renton-Kent-Auburn Area Mobility Plan. All routes affected by the mobility plan received the full amount of service that had been planned to meet the transportation needs of south King County.





## Ridership

Ridership declined dramatically in March 2020 at the start of the pandemic and remained relatively low through the rest of the year. By the end of April, average weekday ridership was about 100,000—less than 25 percent of pre-pandemic ridership. In September, ridership had grown to more than 150,000 average weekday boardings. However, ridership declined again to less than 120,000 average weekday boardings by the end of 2020 as a result of the second wave of the pandemic. Metro also began collecting, but not enforcing, fares again on October 1, 2020, after not collecting fares for more than six months. The resumption of fare collection might have contributed to the dip in ridership.

The ridership patterns throughout the day also changed during the pandemic. Ridership declined more during the AM and PM peak periods than in off-peak periods. At its lowest point in May, ridership during the AM peak, which is heavily commuter-focused, had less than 20 percent of its pre-pandemic ridership. In comparison, ridership in the mid-day, evening, and night periods was 30 to 40 percent of pre-pandemic levels, indicating that the span of operation is an important aspect of service for riders who take transit for essential trips.

Ridership changes by route also differed considerably by the type and location of the route. As expected, routes with the largest declines in ridership were peak-only and infrequent routes. Routes with the smallest declines were generally frequent, all-day routes; routes serving south King County; and RapidRide routes. Large declines in transit ridership during the pandemic is a broad trend experienced by most transit agencies. Metro is working with other transit agencies regionally, nationally, and internationally to understand these changes and their impacts. Figure 2 shows the routes with the highest and lowest ridership in October 2020.

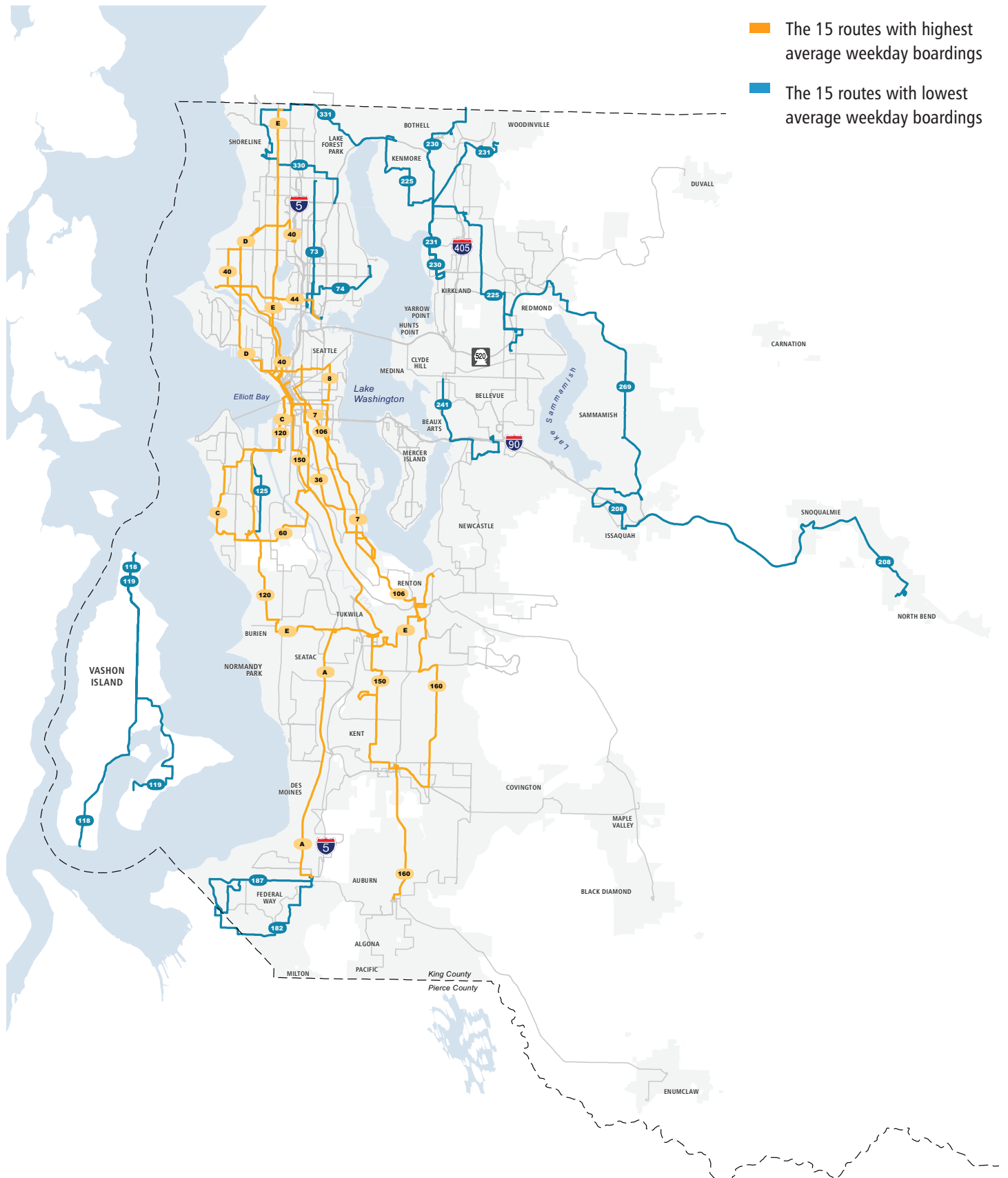
## Passenger Loads

During the early phase of the pandemic, Metro limited passenger loads on vehicles to maintain social distancing and improve operator and passenger safety. Load limits were first enacted on April 22, 2020. Regular 40-foot-long buses had a maximum load limit of 12 passengers. Articulated 60-foot buses had a maximum load limit of 18 passengers.

The load limits did not affect most trips because of low ridership. However, some routes did have trips where rider demand reached or exceeded the load limits. Drivers passed up people at stops if the bus was at its load limit. Most of these trips occurred in the mid-day or late afternoon on high-ridership routes serving areas with a high proportion of priority populations. Just a few routes, particularly the A Line, E Line, 7, and 36, regularly had trips exceeding the load limits.

To address these “crowded” trips or buses passing up riders at stops, Metro added scheduled and unscheduled, supplemental trips for routes and times where trips were regularly at or above the load limits to support demand. For the September 2020 service change, Metro added 24,000 service hours of scheduled service to three routes to accommodate riders on trips regularly at or above the load limits.

Figure 2. COVID-19 Pandemic Impacts - October 2020 Ridership







## On-Time Performance

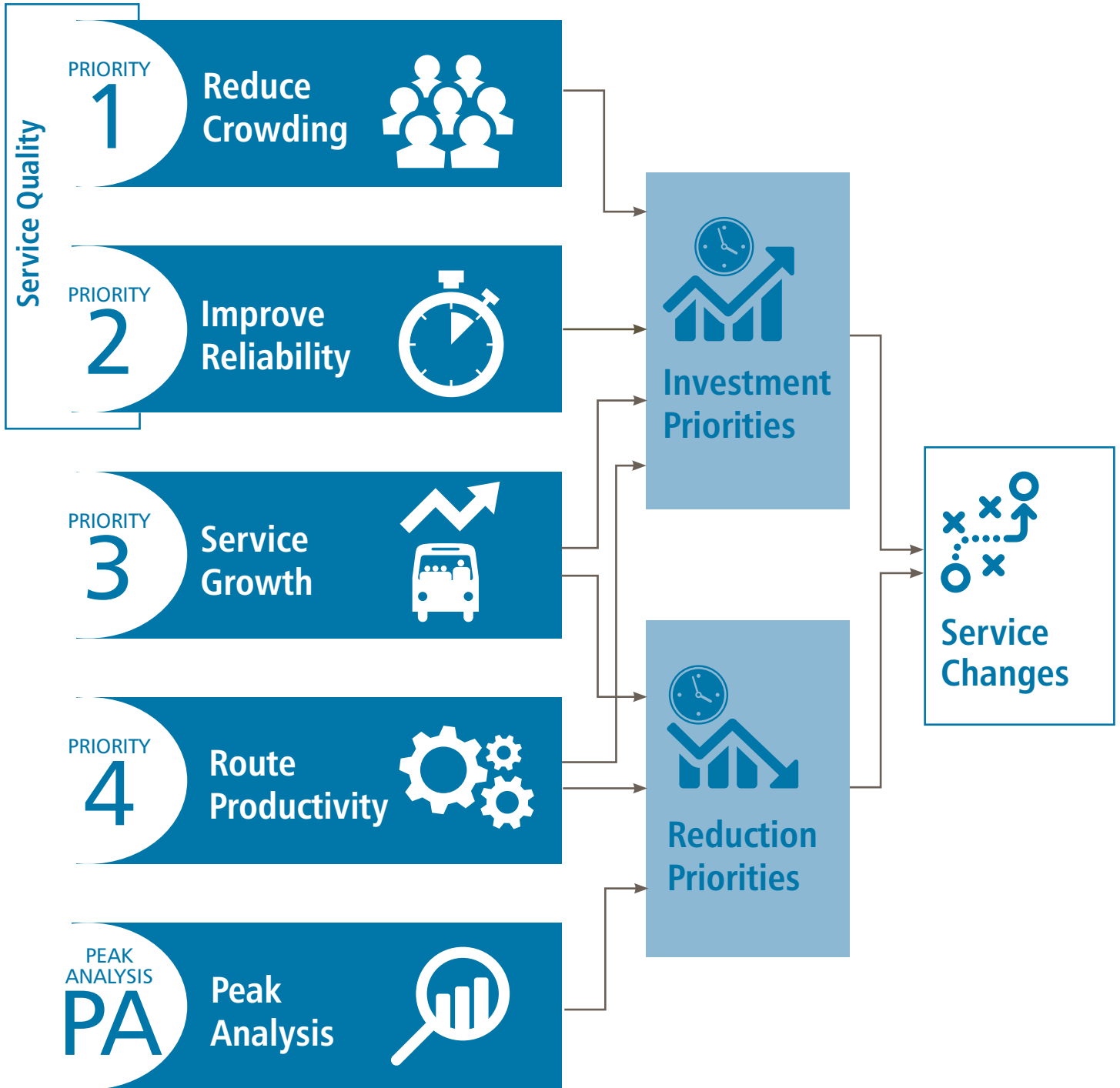
A positive outcome for service in 2020 was improved on-time performance. Traffic congestion decreased because more people were working at home and limiting non-essential trips. As a result, on-time performance initially increased dramatically at the start of the pandemic. On-time performance then dropped because buses arrived too early and ran ahead of schedule. Metro responded by adjusting schedules to account for less traffic congestion for the September 2020 service change. After the September 2020 service change, on-time performance increased to over 80 percent. In comparison, on-time performance was around 76 percent for the same period in 2019.

## Equity Impacts

Overall, the COVID-19 pandemic demonstrated the critical role of transit in maintaining mobility for essential workers, those unable to telecommute, and others who rely on transit. The ridership patterns and related service changes in 2020 highlight the specific services, routes, and times of day that support these essential trips. As expected, routes that Metro had identified as Low-income or Minority retained more of their ridership than other routes. Many of these routes serve south Seattle and south King County. These same routes also experienced more pass-ups at stops when buses reached the load limits, necessitating additional service for those routes and times of the day.

The data and trends revealed during the pandemic provide valuable insights into who continued to use Metro services and where and when they needed transit. These lessons can be carried forward in planning for the growth and improvement of the Metro system.

# How the System Evaluation Works





# Bus Service Evaluation

Investment need



0  
bus hours

## Crowding (Priority 1)

### What is Crowding?

- » The vehicle's average maximum load is more than the crowding threshold for the type of vehicle.
- » The average passenger load is more than the number of seats for 20 or more minutes.
- » Trips must be crowded consistently for several months to be identified for investment.

### Findings

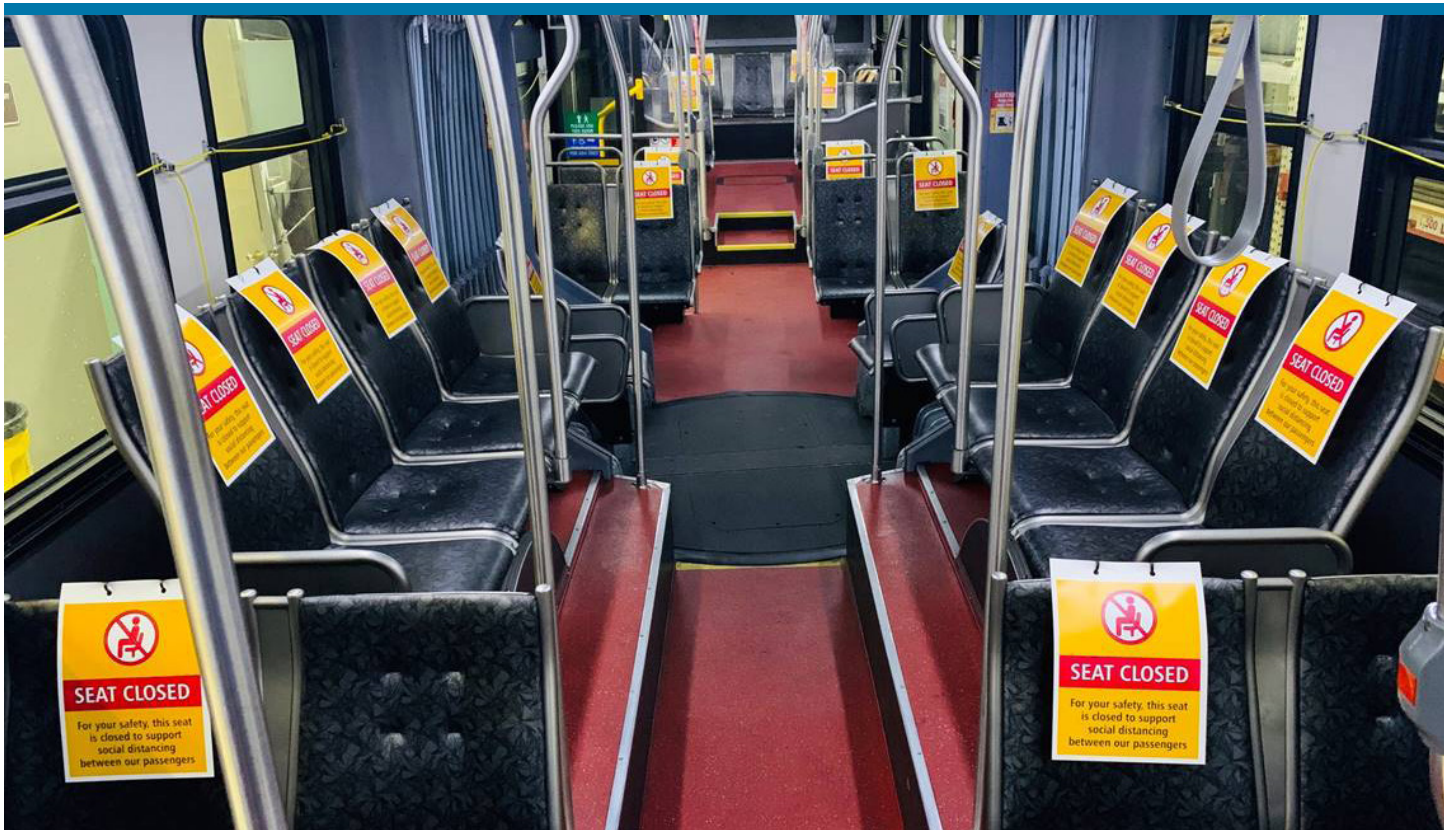
The 2021 System Evaluation found that zero bus hours are needed to reduce crowding. Because of the large decline in ridership during the pandemic, no routes had chronically crowded trips.

### What's Been Done

Between fall 2020 and spring 2021, zero hours were added to the transit system to reduce crowding as defined in the Service Guidelines. In September 2020, Metro did add 24,000 service hours to three routes (A Line, D Line, and E Line) to address crowding caused by the load limits established to maintain social distancing.

### What's Next?

As the pandemic recedes, Metro will continue to monitor ridership trends, the status of workplace and school reopening, and employees returning to central workplaces to understand when and where to expect ridership growth and potential crowding.



## Reliability (Priority 2)

### What is Reliability?

In a transit context, reliability refers to the extent to which buses arrive on time. Metro considers routes to be candidates for investment when their buses arrive late more than 20 percent of the time all day, or more than 35 percent of the time during the afternoon peak period. Metro can invest by adding running time to schedules, and also partners with cities on infrastructure improvements. These improvements help buses move faster and more reliably, saving money and providing a better customer experience.

Investment need



5,500  
bus hours

### Findings

The 2021 System Evaluation found that 5,500 additional bus hours are needed to improve reliability. The investment need decreased from last year's figure by about 13,000 annual hours. This report lists 19 routes needing investment; three of them are new to the list. Forty-five routes that were on last year's list are now within standards. The rest have new or outstanding needs.

See Appendix C for route-by-route reliability numbers.

#### » South county routes

Six routes were identified as needing reliability investments. Routes 128 and 183, are new to the list. The other four (124, 125, 131, and 132) still have outstanding needs. The investment needs are relatively small.

#### » East county routes

One route, 208, is on the list and was also on last year's list.

#### » Seattle routes

Reliability needs were identified on 12 routes. Route 27 is new to the list. The other 11 routes still have outstanding needs that comprise the majority of the investment needed.

### What's Been Done

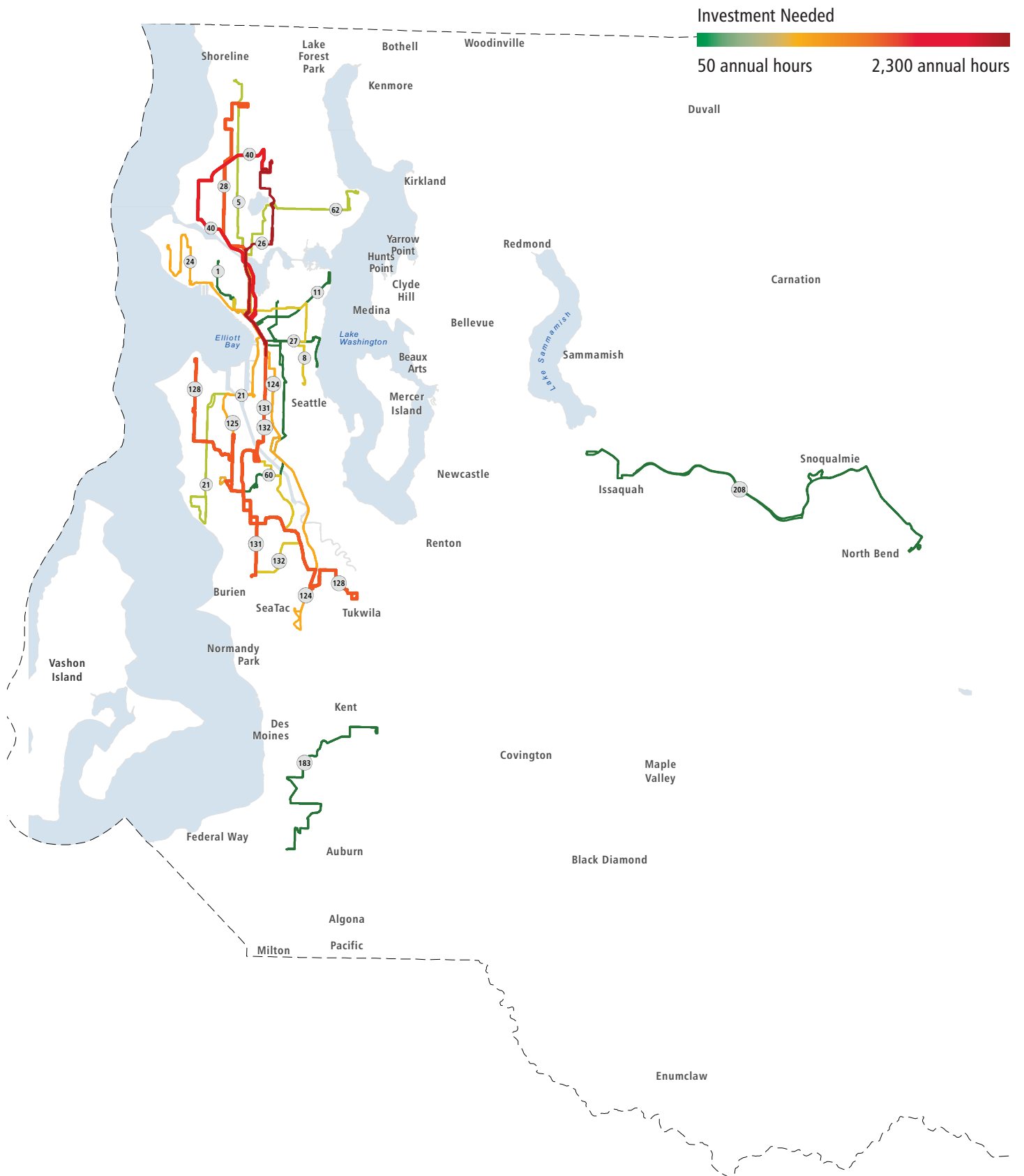
For the fall 2020 service change, zero hours were added to address reliability as defined in the Service Guidelines.

### What's Next?

Service reliability improved during the COVID-19 pandemic as a result of declines in overall travel and traffic congestion. However, traffic congestion is increasing as the region and economy recovers from the pandemic, and reliability remains a concern for 2021 and the future.

Metro will monitor routes and adjust schedules to reflect evolving conditions, and will continue seeking opportunities to provide transit-supportive infrastructure that enables fast and reliable transit service as travel demand increases.

Figure 3. Metro Bus Routes Needing Investment to Improve Reliability per the Service Guidelines







## The Complete Network: Integration with Sound Transit

Metro and Sound Transit continue joint planning together and with jurisdictions. Their goal is to create an integrated network that gives riders the best possible transfers when Link light rail is extended to Northgate and Overlake. Their coordinated work will maximize the total regional investment in transit service.

In 2021, Sound Transit is opening three new Link stations in north Seattle, extending from the current terminus at University of Washington – Husky Stadium to Northgate Transit Center. To prepare for the extension of Link to Northgate, respond to changing mobility needs, and improve mobility and access for historically underserved populations, Metro will implement the North Link Connections Mobility Project in north King County. The project will serve the north Seattle, Shoreline, and North Shore communities. The project will result in an updated mobility network that integrates with and complements Link starting in October 2021.

Starting in 2023, Sound Transit plans to open the East Link extension between downtown Seattle and Redmond. Metro is currently engaged in the East Link Connections Mobility Project to improve transit connections throughout the Eastside as Link service expands through 2024. Metro and Sound Transit are co-leading the project in coordination with their many agency and jurisdictional partners. Metro’s current bus service and mobility options will integrate with Link. This coordination will offer current and future Metro customers fast, frequent, and reliable connections to jobs, education, and other opportunities that advance social equity for all.

Table 1 lists key corridors in King County where Sound Transit is the primary provider of two-way, all-day transit service. As Link service continues to expand, Sound Transit will become the high-capacity transit provider in more corridors. As services are introduced and modified, Metro and Sound Transit will continue to integrate them to maximize mobility.

*Table 1. Corridors Served Primarily by Sound Transit*

Between	And	Via	Major Route
Woodinville	Downtown Seattle	Bothell, Kenmore, Lake Forest Park, Lake City	522
UW Bothell	Bellevue	Totem Lake	535
Redmond	Downtown Seattle	Overlake	545
Bellevue	Downtown Seattle	Mercer Island	550
Issaquah	Downtown Seattle	Eastgate, Mercer Island	554
Burien	Bellevue	SeaTac, Renton	560
Auburn	Overlake	Kent, Renton, Bellevue	566
SeaTac	Federal Way	I-5	574
Federal Way	Downtown Seattle	I-5	577/578
Angle Lake	University District	SeaTac, Rainier Valley, downtown Seattle, Capitol Hill	Link light rail

---

## Service Growth (Priority 3)

### What is Service Growth?

The Service Guidelines include criteria for determining target service levels—how often buses should arrive throughout the day on major transit corridors in Metro’s existing system. The target service level analysis is based on a combination of land-use, productivity, social equity factors, and how well each corridor connects growth and activity centers in the county. The gap between how much service Metro currently provides and how much service is needed constitutes the investment needed to meet target service levels.

Investment need



0  
bus hours

The 2021 System Evaluation excluded this analysis from the report. This is because data from September 2020 to March 2021 would not be representative of a route’s performance or potential under regular conditions because of the pandemic and the suspension of many Metro services. As a result, the analysis will not be used to inform decisions about service levels.

### What’s Next?

As King County continues to have longer-term growth, investments in Priority 3 remain important. Metro plans to continue working with the public and with private partners to expand mobility based on available resources.

---

## Route Productivity (Priority 4)

### What is Productivity?

Productivity is a measure of efficiency and an indicator of how much demand there is for service. High productivity indicates high demand for transit, so the region has an interest in meeting that demand and helping it grow even more. Much of the transit service growth envisioned by Metro Connects will happen on routes and in areas that are highly productive. See Appendix A for more information about how Metro measures productivity.



Route productivity statistics (Appendix B) inform decisions about service investments, restructures, and reductions. Typically, routes in the top 25 percent are eligible for investment, and routes in the bottom 25 percent are eligible for reduction when the budget requires service reductions. This 2021 System Evaluation report did not classify routes into the top and bottom 25 percent because suspended and partially suspended routes skew relative performance.

The bus service system is divided into three service types (urban, suburban, and DART/shuttles), and each route is compared only to other routes of the same service type for the peak, off-peak, and night periods. See Appendix A for definitions of these categories. Productivity on all service types and periods of the day had sizable declines during the pandemic.

## Peak Analysis

### What is Peak Analysis?

Peak-only services are routes, including express routes, that run only during the morning and afternoon peak periods on weekdays. Peak-only services add to the all-day network and provide more service at times of peak demand, usually in one direction.

This 2021 System Evaluation excluded this analysis because most peak-only routes were suspended for extended periods during the COVID-19 pandemic.



## Marine Service

Metro's Marine Division provides passenger ferry service in King County. As of September 2020, Metro operates two water taxi routes. The Vashon Island/downtown Seattle route provides year-round service during weekday commute periods. The West Seattle/downtown Seattle route provides a similar weekday commuter ferry service year-round and expands in the summer to all-day, seven-days-a-week, and late-night service on Friday and Saturdays.



### Water Taxi Performance

Metro monitors water taxi performance with four performance measures: ridership, productivity, passenger loads, and schedule reliability. Please see Appendix A for the method used to develop performance measures. See Table 2 for a summary of service performance from September 2020 to March 2021.

### What's Been Done

In 2020, Metro maintained the winter schedule throughout the year, with commute period service only for both routes. In April 2020, commute service was further reduced because of low ridership, to two round-trips to West Seattle and one round trip to Vashon. From May through October 2020 the water taxi returned to providing commute period service for both routes on a Monday-through-Friday only schedule.

### What's Next

The near-term plan for spring 2021 was to restore daily service on the West Seattle route for the summer season, with daily service every day, all day, and late nights on Friday and Saturday. In fall 2021 the West Seattle route will resume commute period service Monday through Friday. No changes are planned for the Vashon Island route.

Table 2. Marine Service Data: September 2021 to March 2021

Route	Average Weekday Boardings	Average Weekday Rides per Round Trip	Trips > 95% of Capacity	Percent Late Trips
West Seattle	187	16	0	0.65%
Vashon Island	153	26	0	0.64%





## Flexible Services

Metro’s flexible services program complements bus service in communities that lack the land use and density to support a productive bus service network. These services develop and advance projects that build Metro’s understanding and experience with new, innovative mobility solutions.

A defining feature of the flexible services program is the ability to launch, test, and refine innovative service solutions in partnership with communities. These services leverage Metro’s long-standing success in both DART and ridesharing services in combination with emerging mobility technologies. In addition to the current pilot services described below, Metro is continuing to develop new products and services through ideas that emerge from community partnerships and needs, as well as emerging national and international best practices for mobility services.

## Pilot Services

- » **Community Ride:** Reservation-based or on-demand services for local trips, or connecting to bus service.
- » **Community Shuttle:** Metro routes with flexible service areas, provided through community partnerships.
- » **Community Van:** Metro vans for local group trips requested by the community and scheduled by a community transportation coordinator to meet local needs.
- » **Feeder to Fixed Route:** Users can hail trips to and from a transit hub, on demand, using a phone or mobile app.

## Pilot Service Performance

Metro collects and analyzes ridership data for pilot services deployed through the flexible services program. Pilot services in operation from September 2020 to February 2021 are listed in Table 3. Please see Appendix A for the method used to develop performance measures.

## What's Next

During the COVID-19 pandemic, Metro suspended operations of many flexible services along with other Metro services. Community Van continued to operate throughout the pandemic, Via to Transit service was restored in June 2020, and Sammamish Community Ride was restored in September 2020. Trailhead Direct was canceled for the 2020 season (April to September). In partnership with the City of Bellevue, Metro launched the Crossroads Connect service in October 2020. Small vehicle size was a particular challenge for flexible services during the pandemic because of the need to ensure safety for customers and drivers. Metro took actions such as using barriers between customers and drivers, requiring masks, and limiting loads on flexible services as well as on bus service.

Metro moved forward with several services planned during the period in which this report was produced. Sammamish Community Van launched in summer 2020, and Juanita Area Community Ride launched in September 2020. Flexible services pilots planned for 2021 include expansion of Via to Transit into Renton Highlands and Skyway, Kent Industrial Valley Feeder to fixed route, Tukwila Community Van, and Algona – Pacific Community Van. Most of these new services were developed as part of the Renton-Kent-Auburn Area Mobility Plan and the North Eastside Mobility Project. For these projects, Metro engaged communities to assess needs and develop flexible services that complement bus service changes, contributing to expanded mobility.

At the same time these projects are going forward, Metro faces ongoing financial challenges, and future changes in 2021 and 2022 will likely include discontinuing or not restoring some pilot services.

*Table 3: Pilot Services in Operation October 2020 to February 2021 - Period Averages*

Service	Average Daily Ridership	Cost per Boarding
Community Ride - Juanita	3	\$484
Community Ride - Sammamish	2	\$401
Community Shuttle - Burien (Route 631)	39	\$43
Community Shuttle - Des Moines (Route 635)	48	\$54
Crossroads Connect	23	\$151
Via to Transit - Othello*	33	\$39
Via to Transit - Rainier Beach*	80	\$39
Via to Transit - Tukwila*	6	\$39

\* Cost per boarding is based on Via total combined average. Vehicles travel between stations and are not assigned to a specific station.





# Appendices

- Appendix A: Methodologies and Process Descriptions . . . . . 19
- Appendix B: Route Productivity Data . . . . . 22
- Appendix C: Route-level Reliability . . . . . 29
- Appendix D: Route-level Ridership and Hours . . . . . 31
- Appendix E: Service Changes and Corridor Changes . . . . . 42
- Appendix F: Route Changes . . . . . 46



## Appendix A: Methodologies and Process Descriptions

### Crowding (Priority 1)

Data is processed for two metrics: crowding and 20-minute standing loads.

**Crowding.** Data from Automated Passenger Counters (APCs) are collected, validated, cleaned, and compiled for each unique trip in the system (for example, the Route 5 trip that leaves Shoreline Community College at 5:15 a.m. on weekdays). Metro uses several months of data to determine the average maximum load on each trip. This figure is compared to the crowding threshold of the scheduled coach assignment. Each coach type Metro operates has its own crowding threshold. This threshold is determined by adding the number of seats on the coach to the number of standing passengers the coach can accommodate if each passenger has at least 4 square feet of floor space. For example, a coach with 50 seats and 100 square feet of floor space available for passengers to stand would have a crowding threshold of  $50 + 100/4 = 75$ . If a trip's average maximum load is greater than its crowding threshold, it is then determined if other trips that arrive within 15 minutes have the capacity to take the excess load without being overcrowded themselves. If excess capacity does not exist, the route is identified as needing investment. This process prevents Metro from adding too much capacity where it already exists. Estimated investment need is based on the number of hours it takes to provide a trip on the identified route in the identified time period.

**Twenty-minute standing loads.** Metro compiles data from APCs for each unique trip in the system. Several months of data is used to determine the average departing load from each bus stop served by the trip. The data is also used to determine the average time when buses leave each stop (known as the "passing minute"). These data are then processed to determine whether the passenger load exceeded the number of seats on the scheduled coach assignment for a period of at least 20 consecutive minutes. Where this happens, other trips that arrive within 15 minutes are checked to determine if they have the capacity to take those standing passengers without having standing loads themselves. If excess capacity is not found, the route is identified as needing investment. Note that this measure does not determine if any individual passengers were standing for more than 20 minutes, as Metro is unable to collect such data. Investment need is estimated as above.

### Reliability (Priority 2)

On-time performance is measured by comparing actual arrival times at time stops to scheduled arrival times. Buses that arrive at time stops up to 1.5 minutes before the scheduled time and up to 5.5 minutes after the scheduled time are considered to be on time. This allows for random variations resulting from operating in mixed traffic without prompting an unnecessary allocation of resources. All arrivals at time stops are recorded by systems on the bus. This data is then validated and cleaned. For the System Evaluation, late arrivals are analyzed by route and by time period.

The four time periods used are weekdays all day, weekday PM peak, Saturdays all day, and Sundays all day. For each route and each time period, the percentage of recorded arrivals at time stops that are late (more than 5.5 minutes after the scheduled arrival time) are calculated. For all-day measures, routes that arrive late more than 20 percent of the time are identified for investment. For the weekday PM peak period, routes that arrive late more than 35 percent of the time are identified for investment. Investment need is estimated based on how much time must be added to schedules to ensure the route meets the 20 percent or 35 percent goal.

## Methodologies and Process Descriptions continued

### Service Growth (Priority 3)

Service growth evaluates corridors to determine the target service levels for corridors, which are major transit pathways throughout the county. A combination of productivity, geographic value, and social equity factors are used to determine how much service each corridor should have. The 2021 System Evaluation excluded this analysis from the report because results using data from September 2020 to March 2021 would not be representative of routes performance or potential due to the large decline in ridership and number of suspended routes. As a result, the analysis is not planned to be used to inform decisions about service levels.

### Route Productivity (Priority 4)

Two measures of productivity are calculated for three time periods (peak, off-peak, and night):

- » **Rides per platform hour.** Annualized ridership for each route in each time period is determined based on data collected in one service period (between one service change and the next). Annualized platform hours are similarly calculated. Rides are then divided by platform hours.
- » **Passenger miles per platform mile.** Annualized passenger miles (the sum of miles every individual passenger travels) are divided by the number of miles buses traveled on each route in each time period.

Routes are separated into three service types: urban, suburban, and DART/Shuttle:

- » **Urban routes** primarily serve the densest parts of the county: the PSRC-designated Regional Growth Centers of Seattle Downtown, First Hill/Capitol Hill, South Lake Union, the University Community, and Uptown.
- » **Suburban routes** primarily serve passengers in suburban and rural areas in Seattle and King County.
- » **DART/Shuttle routes** are those that provide flexible, community-based service that has different characteristics than the bus service system.

### Peak Analysis

The Peak Analysis compares each route that operates only in the peak period to an underlying local alternative, if one exists. The 2021 System Evaluation excluded this analysis from the report because most peak-only routes were suspended for extended periods during the COVID-19 pandemic.

## Methodologies and Process Descriptions continued

### Marine Service

The table below summarizes the performance measures for evaluating flexible services.

Performance Measure	Description of methodology:
Ridership: Average weekday boardings	The average daily ridership is measured and reported for each route for weekdays, Saturdays, and Sundays.
Productivity: Rides per round trip	Total passengers per round trip include the average number of riders on a vessel for both the initial departure and the return trip.
Crowding: Trips at or greater than 95 percent of capacity	Trips are considered to be crowded if they reach 95 percent or greater capacity, as regulated by the U.S. Coast Guard, more than five times per month over a 12-month period.
Reliability: Trips departing more than five minutes late	Trip departures within five minutes of the published schedule are considered to be on time. The overall goal is for 98 percent of all trips to be on time.

### Flexible Services

The table below summarizes the performance measures for evaluating flexible services.

Performance Measure	Description of methodology: Community Shuttle, Community Ride, and Ride2	Description of methodology: Via to Transit
Average daily ridership	Measure the level of use of these flexible services over time. High ridership may trigger additional trips and/or conditional conversion to bus service service. Low ridership may trigger re-evaluation of the service and potential right-sizing.	
Direct (or fixed) cost per boarding per passenger	<p>Determine the direct cost per passenger of the service contract with Hopelink. Cost includes service operation, vehicle maintenance and administration conducted by the service provider. (Because fuel prices are highly variable, this cost was excluded from this measure to enable numerical targets for a particular route. Including fuel prices in this measure would require Metro to forecast the future price of fuel in order to set realistic performance targets.)</p> <p>Example: A shuttle that costs \$1,200 per day to operate and provides an average of 100 boardings per day costs \$12 per boarding.</p> <p>An uncharacteristically high cost per boarding may trigger a re-evaluation of the service.</p>	<p>Determine the direct cost per passenger of the service contract with Via. Cost includes service operation, full vehicle costs, and fuel.</p> <p>The hourly cost for Via during the evaluation period was approximately \$61.66 and the average rides/vehicle/hour was 1.6, resulting in an average cost of \$38.54 per boarding.</p> <p>An uncharacteristically high cost per boarding may trigger a re-evaluation of the service.</p>



## Appendix B: Route Productivity Data

### Suburban Routes

Route	Description	Peak		Off Peak		Night	
		Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile
50	West Seattle - SODO - Beacon Hill - Columbia City	8.1	2.6	10.0	3.2	5.8	1.9
105	Renton Highlands - Renton Transit Center	8.4	2.4	12.8	3.8	8.3	2.5
107	Renton Transit Center - Rainier Beach	6.9	2.2	9.8	3.2	6.1	2.1
118	Tahlequah - Vashon - Downtown Seattle	3.9	1.9	7.4	2.3	2.3	0.9
119	Dockton - Vashon - Downtown Seattle	4.6	2.4	6.2	2.5		
128	Southcenter - Alaska Junction - Admiral District	9.5	3.7	12.1	4.2	8.7	3.0
148	Fairwood - Renton Transit Center	6.3	2.7	7.5	3.0	7.1	2.9
153	Kent Sounder Station - Renton Transit Center	10.0	3.8	9.5	3.8		
156	Southcenter - SeaTac - Des Moines - Highline Coll	5.6	1.8	7.8	3.2	5.6	2.2
160	Renton TC - Kent Station - Auburn Station	13.7	5.0	15.9	6.2	15.1	5.6
161	Burien - Kent Station	11.7	4.5	12.4	5.6	9.9	3.9
165	Green River College - Kent - Des Moines - Burien	9.6	2.9	13.0	4.4	8.8	2.8
168	Maple Valley - Kent Sounder Station	11.7	4.5	11.6	5.1	8.0	3.0
181	Twin Lakes P&R - Auburn Station - Green River Coll	9.1	2.6	14.0	5.3	9.4	3.0
182	Northeast Tacoma - Federal Way TC	8.5	2.4	11.6	4.0	7.4	2.4
183	Federal Way TC - Star Lake - Kent Station	11.2	4.2	11.6	5.2	7.5	2.4
184	Auburn Station - White River Junction	11.6	2.8	16.7	5.3	10.9	2.4
187	Federal Way - Twin Lakes	11.3	2.9	15.8	4.9	8.5	2.0
208	North Bend - Issaquah Transit Center	3.8	2.0	5.3	2.8	3.9	2.4
221	Education Hill - Crossroads - Eastgate	4.8	1.3	5.8	1.7	4.8	1.2

## Route Productivity Data continued

Route	Description	Peak		Off Peak		Night	
		Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile
225	Kenmore - Totem Lake TC - Overlake TC	3.6	1.4	3.9	1.4	2.9	1.1
226	Eastgate P&R-Crossroads-Overlake-Bellevue TC	5.6	2.0	6.6	2.1	4.9	1.7
230	North Creek - Bothell - Juanita - Kirkland TC	2.7	0.8	2.8	1.0	2.6	0.8
231	Woodinville - Brickyard - Juanita - Kirkland TC	3.0	1.0	3.2	1.4	3.2	1.0
239	UW/Cascadia Coll - Totem Lake TC - Kirkland TC	5.2	1.6	4.7	1.7	3.3	1.2
240	Bellevue Transit Center - Renton Transit Center	7.1	3.3	9.7	4.2	7.3	3.4
241	Eastgate P&R - Bellevue Transit Center	3.6	1.3	3.8	1.5	3.2	1.2
245	Kirkland Transit Center - Crossroads - Factoria	5.3	1.9	6.3	2.4	7.1	2.3
250	Avondale - Redmond TC - Kirkland TC - Bellevue TC	6.8	2.5	7.2	3.0	7.2	2.5
269	Issaquah Transit Center - Overlake P&R	4.1	2.1	3.7	2.4		
330	Shoreline Community College - Lake City	5.5	1.9	6.3	2.4		
331	Shoreline Comm Coll-Aurora Village TC-Kenmore P&R	5.0	2.4	5.6	2.5	5.2	1.9
345	Shoreline Community College - Northgate TC	9.7	3.3	11.6	3.7	5.6	1.9
346	Aurora Village TC - Northgate TC	8.9	3.2	9.1	3.4	5.0	2.2
347	Mountlake Terrace - Northgate TC	9.5	3.2	9.6	2.8	7.7	2.3
348	Richmond Beach - Shoreline - Northgate TC	9.8	2.8	10.7	3.0	7.8	2.5
A Line	Federal Way TC - SeaTac - Tukwila Intl Blvd Sta	29.4	9.2	27.9	9.2	24.9	8.3
B Line	Redmond TC - Overlake TC - Bellevue TC	11.3	3.7	14.6	5.0	11.6	3.7
F Line	Burien TC - Tukwila Intl Blvd Sta - Renton Landing	15.7	5.4	20.6	8.3	15.3	5.5

## Route Productivity Data continued

### DART/Shuttle Routes

Route	Description	Peak		Off Peak		Night	
		Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile
204	S Mercer Island-Island Crest Way-Mercer Island P&R	1.0	0.5	1.0	0.7		
224	Duvall - Redmond Transit Center	3.2	0.8	3.6	1.0		
773	Seacrest Park - West Seattle Junction	3.4	0.7	2.3	0.4		
775	Seacrest Park - Admiral District - Alki	3.8	0.8	4.3	0.7		
901	Mirror Lake - Federal Way TC	6.1	1.8	7.0	1.9	4.6	1.4
903	Twin Lakes - Federal Way TC	4.3	1.0	5.0	1.1	2.4	0.5
906	Fairwood - Southcenter - Tukwila Sounder Station	12.0	3.5	17.2	5.8	8.8	3.1
907	Enumclaw - Renton TC			2.2	1.0		
914	Downtown Kent - Kent East Hill			4.2	1.3	1.8	0.6
915	Enumclaw - Auburn Station	18.2	5.6	18.3	6.4	6.0	1.8
917	Pacific - Algona - Auburn Station	4.5	1.5	4.0	1.3	1.5	0.4
930	Kingsgate P&R - Redmond Town Center	5.9	2.3	7.0	2.8		



## Route Productivity Data continued

### Urban Routes

Route	Description	Peak		Off Peak		Night	
		Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile
1	Kinnear - Downtown Seattle	11.4	2.9	15.1	3.4	11.8	2.4
2	Seattle Pacific - Downtown Seattle - Madrona Park	15.7	4.0	19.2	4.5	11.8	2.8
3	North Queen Anne - Downtown Seattle - Madrona	14.7	3.0	16.8	3.6	10.4	2.2
4	East Queen Anne - Downtown Seattle - Judkins Park	14.8	3.0	13.7	3.7	12.7	2.5
5	Shoreline CC - Greenwood - Downtown Seattle	13.1	4.9	14.4	5.3	11.2	3.7
7	Prentice St - Rainier Beach - Downtown Seattle	21.1	7.1	25.6	8.6	20.4	6.2
8	Seattle Center - Capitol Hill - Rainier Beach	14.8	3.6	19.4	4.9	13.4	3.2
10	Capitol Hill - Downtown Seattle	14.3	2.9	22.8	4.9	15.7	3.2
11	Madison Park - Capitol Hill - Downtown Seattle	13.2	2.7	20.8	4.6	12	2.3
12	Interlaken Park - First Hill - Downtown Seattle	13.8	2.9	14.2	3.3	8.2	2.1
13	Seattle Pacific - Downtown Seattle	12.5	3.6	15.7	4.1	13.4	3.0
14	Mt Baker - Downtown Seattle	12.4	2.4	16.6	3.2	11.8	2.0
21	Arbor Heights-Westwood Village-Downtown Seattle	10.5	3.6	12.7	4.5	9.1	3.2
21X	Arbor Heights-Westwood Village-Downtown Seattle	3.5	1.6				
24	West Magnolia - Downtown Seattle	7.7	2.7	9.0	3.6	6.7	2.4
26X	Northgate TC - East Green Lake - Downtown Seattle	6.9	2.7	7.8	3.8	5.2	2.0
27	Colman Park - Downtown Seattle	7.5	1.6	7.9	1.7	8.0	1.7
28X	Whittier Heights - Fremont - Downtown Seattle	5.1	1.7	8.7	3.3	5.5	2.0

## Route Productivity Data continued

Route	Description	Peak		Off Peak		Night	
		Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile
31	Univ District - Fremont - Central Magnolia	6.7	2.1	6.2	2.1	3.9	1.2
32	Univ District-Fremont-Interbay-Seattle Center West	8.9	3.5	7.5	2.8	7.5	2.5
33	Discovery Park - Downtown Seattle	7.5	2.4	10.6	3.5	5.8	1.9
36	Othello Station - Beacon Hill - Downtown Seattle	14.8	3.9	19.4	5.0	14.9	3.6
40	Northgate-Ballard-Fremont-Westlake-Downtown Seattle	11.0	3.4	16.1	5.2	10.6	3.4
41	Lake City - Northgate TC - Downtown Seattle	8.0	4.4	9.7	4.9	7.3	3.7
43	Univ Dist-Montlake-Capitol Hill-Downtown Seattle	9.1	1.7	11.0	2.7	7.9	1.8
44	Ballard - Montlake	15.9	4.4	17.4	5.2	13.1	3.4
45	Loyal Heights - University District	10.6	2.7	15.6	5.0	10.7	2.9
48	Mt Baker - University District	10.0	3.3	13.1	4.2	7.4	2.1
49	Univ District - Broadway - Downtown Seattle	13.7	5.4	16.9	6.5	15.7	5.7
55	Admiral District-Alaska Junction-Downtown Seattle	3.1	1.2				
56	Alki - Admiral District - Downtown Seattle	3.5	1.5	3.8	1.6		
57	Alaska Junction - Genesee Hill - Admiral District	3.7	1.5				
60	Westwood Village - Georgetown - Broadway	13.2	4.3	15.9	5.3	12.3	3.8
62	Sand Point - Green Lake - Downtown Seattle	8.4	2.7	10.5	3.6	7.7	2.8
64X	Lake City - Univ Dist - S Lake Union - First Hill	5.2	1.8				
65	Lake City - University District	13.3	4.6	13.6	4.6	10.0	3.2
67	Northgate - Roosevelt - University District	14.2	4.9	14.6	4.7	11.5	3.2
70	University District - Eastlake - Downtown Seattle	13.9	4.8	15.1	5.5	10.5	3.6

## Route Productivity Data continued

Route	Description	Peak		Off Peak		Night	
		Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile
73	Jackson Park - Univ District - Downtown Seattle			8.7	3.6	7.0	3.0
74	Sand Point - Downtown Seattle	3.9	1.5	3.2	1.2		
75	Northgate - Lake City - Sand Point - Univ District	10.9	3.3	10.2	3.0	7.5	2.3
101	Renton Transit Center - Downtown Seattle	10.7	7.3	12.2	8.7	13.0	8.7
102	Fairwood - Downtown Seattle	8.0	5.0				
106	Renton Transit Center - Skyway - Downtown Seattle	14.1	4.4	18.1	5.8	12.6	4.2
111	Lake Kathleen - Downtown Seattle	2.1	1.8				
120	Burien TC - Westwood Village - Downtown Seattle	13.0	5.8	17.1	8.1	13.4	5.6
124	Tukwila International Blvd Sta - Downtown Seattle	14.4	5.1	18.5	6.0	12.6	4.8
125	Westwood Vill - S Seattle Coll - Downtown Seattle	4.6	2.0	5.2	2.5	3.5	1.4
131	Burien TC - Georgetown - Downtown Seattle	15.7	6.0	23.4	9.5	13.9	4.8
132	Burien TC - South Park - Downtown Seattle	14.8	5.8	18.1	7.2	11.6	4.0
150	Kent Station - Southcenter - Downtown Seattle	12.2	8.4	13.3	10.0	10.4	7.4
162	Lake Meridean P&R - Downtown Seattle	3.9	2.5				
193X	Federal Way S 320th P&R- Federal Way TC-First Hill	7.1	5.9				
212	Eastgate P&R - Downtown Seattle	3.4	1.9	1.8	0.9		
218	Issaquah Highlands - Downtown Seattle	2.3	1.4				
255	Totem Lake TC-Kirkand TC-UW Link Sta-Univ Dist	5.2	2.7	5.9	3.4	3.7	2.1
257	Brickyard P&R - Downtown Seattle	2.9	1.7				

## Route Productivity Data continued

Route	Description	Peak		Off Peak		Night	
		Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile
271	Issaquah - University District	5.3	2.4	5.7	3.0	6.4	3.0
301	Aurora Vill TC - Richmond Beach - Downtown Seattle	3.3	2.3				
303X	Shoreline - Northgate TC - First Hill	9.2	5.1				
304	Richmond Beach - Downtown Seattle	3.1	1.9				
309X	Kenmore P&R - South Lake Union - First Hill	5.5	2.7				
311	Woodinville - Downtown Seattle	2.3	1.4				
372X	UW/Cascadia College - University District	7.0	2.2	8.0	2.7	7.0	1.8
373X	Aurora Village TC - University District	8.2	3.6	8.0	3.3		
C Line	Valley St/Fairview Av N - SW Barton St/26 Av SW	10.3	4.1	14.9	6.8	10.3	4.6
D Line	Blue Ridge/Crown Hill - Ballard - Downtown Seattle	16.9	4.9	22.8	7.5	18.0	5.4
E Line	Aurora Village Transit Center - Downtown Seattle	17.9	6.7	24.8	10.0	22.3	8.7



## Appendix C: Route-level Reliability

over the lateness threshold

Route	All-Day % Late	PM % Late	Saturday % Late	Sunday % Late
1	7.0 %	3.5 %	22.4 %	11.1 %
2	9.8 %	6.5 %	12.3 %	15.2 %
3	7.0 %	6.5 %	5.7 %	7.6 %
4	10.2 %	7.7 %	13.3 %	10.5 %
5	18.3 %	19.5 %	24.2 %	17.6 %
7	8.2 %	8.7 %	14.1 %	10.1 %
8	16.1 %	17.8 %	19.0 %	26.7 %
10	6.7 %	4.0 %	7.0 %	5.5 %
11	14.5 %	13.1 %	14.8 %	22.5 %
12	5.6 %	3.8 %	3.5 %	7.4 %
13	8.6 %	3.7 %	10.2 %	10.4 %
14	5.7 %	4.1 %	16.6 %	6.6 %
21	17.3 %	23.0 %	22.3 %	14.0 %
21X	7.9 %	5.2 %		
24	17.5 %	15.6 %	33.0 %	30.4 %
26X	26.9 %	21.2 %	23.1 %	22.0 %
27	6.9 %	7.4 %	22.8 %	14.6 %
28X	21.5 %	20.1 %	26.7 %	35.7 %
31	8.3 %	9.2 %		
32	10.9 %	12.4 %	14.9 %	15.8 %
33	13.8 %	14.3 %	16.4 %	19.1 %
36	6.3 %	6.0 %	7.6 %	7.5 %
40	10.0 %	9.5 %	22.7 %	33.9 %
41	7.8 %	8.4 %	7.1 %	4.8 %
43	7.9 %	6.2 %	10.9 %	11.2 %
44	5.8 %	3.4 %	8.3 %	3.2 %
45	10.3 %	12.0 %	14.6 %	13.4 %
48	9.8 %	7.6 %	15.3 %	12.1 %
49	9.9 %	4.6 %	7.8 %	11.0 %
50	10.7 %	13.6 %	14.0 %	18.0 %
55	7.2 %	6.9 %		
56	4.4 %	7.0 %		
57	5.2 %	6.4 %		
60	12.2 %	14.6 %	21.9 %	16.0 %
62	14.0 %	11.3 %	22.9 %	19.7 %
64X	7.0 %	5.4 %		
65	6.9 %	6.6 %	9.9 %	6.3 %
67	8.3 %	7.5 %	10.6 %	7.1 %

Route	All-Day % Late	PM % Late	Saturday % Late	Sunday % Late
70	9.4%	8.7%	10.9%	7.3%
73	4.9%		7.4%	8.8%
74	2.9 %	6.7 %		
75	8.5 %	8.7 %	10.7 %	10.6 %
101	4.6 %	3.7 %	8.0 %	7.9 %
102	3.0 %	2.6 %		
105	2.1 %	3.2 %	5.4 %	11.5 %
106	12.5 %	10.0 %	16.3 %	12.3 %
107	9.3 %	8.9 %	13.4 %	16.7 %
111	4.5 %	1.9 %		
118	15.4 %	10.0 %	10.8 %	8.3 %
119	12.3 %	8.1 %		
120	9.8 %	9.7 %	15.5 %	9.3 %
124	14.4 %	14.2 %	23.7 %	27.2 %
125	21.4 %	26.2 %	22.1 %	
128	20.1 %	25.0 %	28.8 %	16.4 %
131	22.0 %	27.9 %	29.3 %	26.4 %
132	19.6 %	25.9 %	22.7 %	26.7 %
148	7.1 %	11.5 %	12.1 %	18.5 %
150	5.9 %	5.9 %	7.7 %	8.0 %
153	10.1 %	21.4 %		
156	5.6 %	9.6 %	14.2 %	13.5 %
160	8.5 %	9.5 %	6.4 %	14.9 %
161	8.2 %	8.0 %	12.7 %	7.8 %
162	2.3 %	2.8 %		
165	5.0 %	5.5 %	11.4 %	18.2 %
168	10.7 %	15.3 %	13.8 %	6.2 %
181	6.7 %	10.0 %	16.8 %	7.7 %
182	6.5 %	9.9 %	12.7 %	7.6 %
183	9.1 %	8.6 %	21.9 %	
184	3.9 %	5.5 %	6.6 %	4.9 %
187	7.7 %	13.4 %	7.6 %	7.7 %
193X	5.0 %	5.2 %		
208	13.6 %	12.8 %	21.4 %	
212	0.6 %	0.8 %		
218	0.3 %	0.4 %		
221	5.0 %	6.1 %	13.2 %	12.5 %
225	15.0 %	15.9 %	10.8 %	7.8 %

## Route-level Reliability continued

Route	All-Day % Late	PM % Late	Saturday % Late	Sunday % Late
226	8.5 %	7.7 %	6.8 %	9.9 %
230	5.7 %	4.2 %	8.2 %	8.9 %
231	7.4 %	8.9 %	10.3 %	13.0 %
239	10.3 %	11.2 %	10.6 %	14.0 %
240	8.9 %	15.9 %	11.0 %	10.3 %
241	15.0 %	15.1 %	6.2 %	9.9 %
245	7.5 %	6.2 %	16.5 %	13.1 %
250	4.8 %	4.3 %	13.7 %	9.6 %
255	3.6 %	1.3 %	9.9 %	3.9 %
257	6.5 %	8.8 %		
269	6.0 %	4.4 %		
271	4.5 %	3.7 %	13.8 %	12.1 %
301	1.4 %			
301X	1.7 %	3.3 %		
303X	5.0 %	4.2 %		
304	1.3 %	1.3 %		
309X	3.1 %	5.6 %		
311	3.2 %	9.2 %		
330	9.2 %	7.0 %		
331	5.1 %	5.3 %	11.5 %	5.3 %
345	3.3 %	4.3 %	4.7 %	4.8 %
346	3.0 %	6.3 %	1.8 %	2.3 %
347	6.7 %	10.8 %	6.0 %	4.6 %
348	4.7 %	5.8 %	6.1 %	3.5 %
372X	4.0 %	3.3 %	4.1 %	2.3 %
373X	4.5 %	3.0 %		

## Appendix D: Route-level Ridership and Hours 2019–2020

Route	Fall 2020 Route Status	Avg Weekday Rides in Fall 2019	Avg Weekday Rides in Fall 2020	Change in Rides	Weekday Platform Hours in Fall 2019	Weekday Platform Hours in Fall 2020	Change in Platform Hours
1	Partial Suspension	2,694	945	-1,749	78	78	0
2	Partial Suspension	5,872	2,049	-3,823	137	136	-1
3	Partial Suspension	6,749	2,440	-4,309	167	156	-12
4	Partial Suspension	3,839	1,362	-2,477	109	103	-6
5	Partial Suspension	6,380	1,809	-4,571	180	146	-34
5X	Suspended	1,330			38		
7	Partial Suspension	11,158	6,648	-4,510	260	261	2
8	Partial Suspension	8,772	2,529	-6,243	195	168	-27
9X	Suspended	966			37		
10	Partial Suspension	3,159	1,415	-1,744	94	88	-7
11	Partial Suspension	4,127	1,209	-2,918	97	83	-14
12	Partial Suspension	3,466	1,055	-2,411	86	84	-2
13	Partial Suspension	2,299	796	-1,503	64	63	-1
14	Partial Suspension	3,331	1,347	-1,984	104	101	-3
15X	Suspended	1,463			35		
17X	Suspended	1,143			29		
18X	Suspended	944			27		
19	Suspended	336			13		
21	Partial Suspension	3,590	1,342	-2,248	122	128	6
21X	Partial Suspension	1,021	127	-894	36	37	1
22	Suspended	198			17		
24	Partial Suspension	2,066	533	-1,533	74	70	-4
26X	Partial Suspension	2,670	581	-2,089	96	92	-4
27	Partial Suspension	1,263	351	-912	50	47	-2
28X	Partial Suspension	3,001	572	-2,429	109	103	-7
29	Suspended	993			38		
31	Partial Suspension	1,763	392	-1,371	67	65	-2
32	Partial Suspension	2,389	518	-1,871	77	70	-7
33	Partial Suspension	1,979	429	-1,550	60	54	-6
36	Partial Suspension	9,201	4,554	-4,647	241	240	-1
37	Suspended	165			13		
40	Partial Suspension	13,233	3,594	-9,639	342	309	-33
41	Partial Suspension	6,729	2,198	-4,531	279	266	-12
43	Partial Suspension	682	216	-466	32	24	-9
44	Partial Suspension	8,873	2,532	-6,341	178	165	-14
45	Partial Suspension	6,850	2,066	-4,784	186	178	-8
47	Suspended	578			23		
48	Partial Suspension	5,210	1,607	-3,603	204	163	-41

## Route-level Ridership and Hours 2019–2020 continued

Route	Fall 2020 Route Status	Avg Weekday Rides in Fall 2019	Avg Weekday Rides in Fall 2020	Change in Rides	Weekday Platform Hours in Fall 2019	Weekday Platform Hours in Fall 2020	Change in Platform Hours
49	Partial Suspension	6,286	1,941	-4,345	169	130	-38
50	Partial Suspension	2,494	993	-1,501	147	128	-19
55	Partial Suspension	812	77	-735	36	25	-11
56	Partial Suspension	768	91	-677	26	26	0
57	Partial Suspension	466	43	-423	13	12	-2
60	Partial Suspension	5,557	2,663	-2,894	192	193	1
62	Partial Suspension	8,110	2,042	-6,068	245	240	-5
63X	Suspended	826			30		
64X	Partial Suspension	898	166	-732	30	32	2
65	Partial Suspension	5,848	1,393	-4,455	155	114	-41
67	Partial Suspension	5,989	1,413	-4,576	151	106	-44
70	Partial Suspension	8,130	2,515	-5,615	216	198	-18
71	Suspended	1,288			51		
73	Partial Suspension	647	142	-505	24	16	-9
74	Partial Suspension	1,038	160	-878	56	42	-14
75	Partial Suspension	4,265	1,155	-3,110	136	125	-11
76	Suspended	1,654			43		
77X	Suspended	1,139			37		
78	Suspended	215			14		
101	Active	3,825	1,825	-2,000	166	160	-6
102	Reduced	1,204	306	-898	46	38	-8
105	Active	917	499	-418	38	54	16
106	Partial Suspension	5,583	2,661	-2,922	178	175	-3
107	Active	2,507	869	-1,638	121	121	0
111	Active	836	105	-731	49	49	0
113	Suspended	239			14		
114	Suspended	438			31		
116X	Suspended	557			30		
118	Partial Suspension	319	103	-216	31	25	-6
119	Partial Suspension	178	64	-114	16	13	-3
120	Partial Suspension	8,209	3,963	-4,246	297	290	-7
121	Suspended	807			56		
122	Suspended	431			29		
123	Suspended	282			13		
124	Partial Suspension	4,064	2,130	-1,934	136	141	5
125	Partial Suspension	1,245	293	-952	62	63	2
128	Active	3,206	2,267	-939	138	236	97
131	Active	3,433	1,786	-1,647	96	96	0



## Route-level Ridership and Hours 2019–2020 continued

Route	Fall 2020 Route Status	Avg Weekday Rides in Fall 2019	Avg Weekday Rides in Fall 2020	Change in Rides	Weekday Platform Hours in Fall 2019	Weekday Platform Hours in Fall 2020	Change in Platform Hours
132	Active	2,959	1,592	-1,367	103	102	0
143	Suspended	542			35		
148	Active	535	283	-252	43	43	0
150	Active	5,394	2,729	-2,665	225	221	-3
153	Active	775	409	-366	42	42	0
154	Suspended	138			9		
156	Active	982	442	-540	72	72	0
157	Suspended	232			17		
160	New		3,106			200	
161	New		1,105			101	
162	New		183			48	
165	New		1,448			142	
167	Suspended	344			16		
168	Active	1,474	750	-724	74	71	-4
177	Suspended	471			37		
178	Suspended	427			35		
179	Suspended	735			44		
181	Active	2,001	1,094	-907	106	106	0
182	Active	429	272	-157	29	29	0
183	Active	1,060	560	-500	52	52	0
184	New		579			47	
187	Active	415	222	-193	20	20	0
190	Suspended	360			32		
193X	Active	414	276	-138	32	32	0
197	Suspended	525			40		
200	Suspended	111			14		
204	Partial Suspension	159	22	-137	17	17	0
208	Partial Suspension	113	62	-51	17	14	-3
212	Partial Suspension	2,949	153	-2,796	79	47	-32
214	Suspended	1,094			47		
216	Suspended	917			31		
217	Suspended	186			12		
218	Partial Suspension	1,464	103	-1,361	47	45	-2
219	Suspended	916			38		
221	Partial Suspension	1,486	394	-1,092	83	79	-4
224	Active	120	55	-65	16	16	0
225	Partial Suspension		268			77	

## Route-level Ridership and Hours 2019–2020 continued

Route	Fall 2020 Route Status	Avg Weekday Rides in Fall 2019	Avg Weekday Rides in Fall 2020	Change in Rides	Weekday Platform Hours in Fall 2019	Weekday Platform Hours in Fall 2020	Change in Platform Hours
226	Partial Suspension	1,472	401	-1,071	71	71	0
230	Active		138			53	
231	Active		175			55	
232	Suspended	339			24		
237	Suspended	94			6		
239	Active		307			69	
240	Partial Suspension	2,446	939	-1,507	136	121	-15
241	Partial Suspension	565	169	-396	48	48	0
245	Partial Suspension	3,511	900	-2,611	170	157	-13
246	Suspended	315			29		
249	Suspended	941			54		
250	Partial Suspension		1,054			154	
252	Suspended	655			34		
255	Partial Suspension	5,552	952	-4,600	264	186	-78
257	Active	645	71	-574	29	24	-5
268	Suspended	573			19		
269	Partial Suspension	983	297	-686	86	77	-9
271	Partial Suspension	5,319	1,091	-4,228	238	200	-38
301	Partial Suspension	103	6	-97	8	1	-7
301X	Partial Suspension	1,450	116	-1,334	41	35	-6
303X	Active	1,123	347	-776	40	38	-2
304	Active	397	56	-341	16	18	2
308	Suspended	187			13		
309X	Active	497	108	-389	19	20	1
311	Active	1,305	120	-1,185	60	53	-7
312X	Suspended	2,453			85		
316	Suspended	1,104			29		
330	Active	301	82	-219	13	14	0
331	Partial Suspension	842	261	-581	51	50	-2
342	Suspended	257			16		
345	Partial Suspension	1,043	393	-650	47	48	1
346	Active	965	701	-264	46	90	44
347	Active	1,022	503	-519	55	56	1
348	Active	1,100	554	-546	57	59	2
355X	Suspended	964			34		
372X	Partial Suspension	7,643	1,517	-6,126	215	216	1
373X	Partial Suspension	1,991	533	-1,458	63	64	2

## Route-level Ridership and Hours 2019–2020 continued

Route	Fall 2020 Route Status	Avg Weekday Rides in Fall 2019	Avg Weekday Rides in Fall 2020	Change in Rides	Weekday Platform Hours in Fall 2019	Weekday Platform Hours in Fall 2020	Change in Platform Hours
773/ 775	Partial Suspension	229	47	-182	15	15	0
901/ 903	Active	568	253	-315	46	37	-9
906	Active	365	314	-51	27	65	38
907	Active	76	27	-49	19	17	-2
914	Active	118	117	-1	11	22	11
915	Active	150	171	21	16	33	17
917	Active	113	68	-45	15	28	13
930	Active	147	89	-58	22	40	18
931	Suspended	200			28		
A Line	Covid Crowding Investment	9,078	5,753	-3,325	184	203	19
B Line	Active	6,079	2,011	-4,068	167	167	0
C Line	STBD Reduction	11,079	3,846	-7,233	335	341	6
D Line	Partial Suspension	13,763	4,994	-8,769	264	274	10
E Line	Covid Crowding Investment	22,184	7,831	-14,353	483	381	-102
F Line	Active	5,291	3,222	-2,069	196	196	0



## Route-level Ridership and Hours 2018–2019

Route	Weekday Rides in Fall 2018	Weekday Rides in Fall 2019	Change in Rides	Weekday Platform Hours in Fall 2018	Weekday Platform Hours in Fall 2019	Change in Platform Hours
1	2,400	2,700	300	67	78	11
2	5,900	5,900	0	138	137	-1
3	8,100	6,800	-1,300	190	168	-22
4	2,700	3,900	1,200	110	109	-1
5	8,000	7,700	-300	203	218	15
7	11,200	11,200	0	260	261	1
8	8,600	8,800	200	194	195	1
9	1,000	1,000	0	37	37	0
10	3,200	3,200	0	94	95	1
11	4,100	4,200	100	93	97	4
12	3,400	3,500	100	86	86	0
13	2,400	2,300	-100	64	65	1
14	3,000	3,400	400	87	104	17
15X	1,400	1,500	100	33	35	2
17X	1,100	1,200	100	27	30	3
18X	1,100	1,000	-100	27	27	1
19	300	400	100	13	14	1
21	4,800	4,600	-200	158	159	1
22	200	200	0	16	17	1
24	2,300	2,100	-200	74	74	0
26X	3,000	2,700	-300	95	97	2
27	1,200	1,300	100	50	50	0
28X	3,300	3,000	-300	106	110	4
29	1,100	1,000	-100	38	39	1
31	1,800	1,800	0	67	68	1
32	2,300	2,400	100	77	77	0
33	2,100	2,000	-100	60	60	0
36	9,200	9,200	0	237	242	5
37	200	200	0	13	13	1
40	12,600	13,200	600	315	343	28
41	8,800	6,800	-2,000	233	279	46
43	700	700	0	32	33	1
44	8,900	8,800	-100	177	179	2
45	6,800	6,800	0	186	186	0

## Route-level Ridership and Hours 2018–2019 continued

Route	Weekday Rides in Fall 2018	Weekday Rides in Fall 2019	Change in Rides	Weekday Platform Hours in Fall 2018	Weekday Platform Hours in Fall 2019	Change in Platform Hours
47	500	600	100	23	24	1
48	5,600	5,200	-400	199	205	6
49	6,000	6,300	300	169	169	0
50	2,400	2,500	100	137	148	11
55	900	900	0	37	37	0
56	700	800	100	26	27	1
57	500	500	0	13	14	1
60	5,700	5,600	-100	193	192	-1
62	8,100	8,100	0	244	245	1
63	700	900	200	30	30	0
64X	800	900	100	30	31	1
65	5,700	5,800	100	146	156	10
67	5,700	6,000	300	146	151	5
70	8,600	8,100	-500	216	217	1
71	1,300	1,300	0	51	51	0
73	700	700	0	24	25	1
74	1,300	1,100	-200	50	56	6
75	4,600	4,300	-300	136	136	0
76	1,600	1,700	100	44	44	0
77	1,100	1,200	100	36	37	1
78	200	300	100	14	14	0
101	4,700	3,900	-800	154	166	12
102	1,400	1,300	-100	40	46	6
105	900	1,000	100	38	38	0
106	5,800	5,600	-200	178	179	1
107	2,700	2,500	-200	117	121	4
111	800	900	100	43	49	6
113	200	300	100	13	14	1
114	400	500	100	31	32	1
116	600	600	0	29	30	1
118X	200	500	300	11	42	31
118	400	500	100	30	42	12
119X	100	300	200	5	22	17
119	200	300	100	12	22	10
120	8,400	8,200	-200	243	298	55
121	900	900	0	56	56	0
122	400	500	100	30	30	0

## Route-level Ridership and Hours 2018–2019 continued

Route	Weekday Rides in Fall 2018	Weekday Rides in Fall 2019	Change in Rides	Weekday Platform Hours in Fall 2018	Weekday Platform Hours in Fall 2019	Change in Platform Hours
123	300	300	0	14	14	0
124	4,200	4,100	-100	137	137	0
125	1,400	1,300	-100	60	62	2
128	3,400	3,200	-200	140	139	-1
131	3,300	3,500	200	93	97	4
132	2,900	3,000	100	103	103	0
143	500	600	100	35	36	1
148	600	600	0	43	44	1
150	6,300	5,400	-900	208	225	17
153	800	800	0	42	42	0
154	100	200	100	9	9	0
156	1,000	1,000	0	70	72	2
157	200	300	100	17	18	1
158	600	500	-100	31	33	2
159	300	400	100	25	27	2
164	1,700	1,700	0	48	55	7
166	1,700	1,800	100	86	86	0
167	300	400	100	16	17	1
168	1,500	1,500	0	72	75	3
169	3,300	3,300	0	144	145	1
177	500	500	0	36	38	2
178	400	500	100	32	35	3
179	700	800	100	42	44	2
180	4,600	4,700	100	183	183	1
181	2,200	2,000	-200	108	107	-1
182	500	500	0	29	30	1
183	1,000	1,100	100	52	52	0
186	200	300	100	21	21	0
187	500	500	0	19	20	1
190	400	400	0	29	33	4
192	100	200	100	14	16	2
193	400	500	100	31	32	1
197	500	600	100	40	41	1
200	100	200	100	13	14	1
201	50	0	-50	2	0	-2
204	200	200	0	19	21	2
208	100	200	100	17	18	1

## Route-level Ridership and Hours 2018–2019 continued

Route	Weekday Rides in Fall 2018	Weekday Rides in Fall 2019	Change in Rides	Weekday Platform Hours in Fall 2018	Weekday Platform Hours in Fall 2019	Change in Platform Hours
212	2,700	2,800	100	79	77	-2
214	1,200	1,100	-100	46	48	2
216	900	1,000	100	31	32	1
217	200	200	0	13	13	0
218	1,400	1,400	0	41	47	6
219	800	900	100	36	36	0
221	1,500	1,500	0	83	84	1
224	100	200	100	16	16	0
226	1,500	1,500	0	70	71	1
232	400	400	0	24	25	1
234	1,300	1,300	0	76	76	0
235	1,100	1,200	100	67	68	1
236	400	500	100	63	63	0
237	100	100	0	6	6	0
238	800	900	100	78	79	1
240	2,400	2,500	100	136	137	1
241	600	600	0	48	48	0
243	50	100	50	11	11	0
244	200	200	0	16	17	1
245	3,500	3,500	0	168	169	1
246	300	400	100	30	31	1
248	1,000	1,000	0	55	56	1
249	800	1,000	200	54	55	1
252	700	600	-100	26	29	3
255	6,300	5,500	-800	240	262	22
257	600	600	0	24	25	1
268	600	600	0	17	18	1
269	900	1,000	100	86	87	1
271	5,400	5,300	-100	236	237	1
277	200	300	100	19	20	1
301	1,600	1,600	0	49	50	1
303	1,200	1,200	0	39	41	2
304	400	400	0	16	17	1
308	200	200	0	13	14	1
309	500	500	0	19	19	0
311	1,300	1,200	-100	49	53	4
312	2,600	2,500	-100	84	86	2



## Route-level Ridership and Hours 2018–2019 continued

Route	Weekday Rides in Fall 2018	Weekday Rides in Fall 2019	Change in Rides	Weekday Platform Hours in Fall 2018	Weekday Platform Hours in Fall 2019	Change in Platform Hours
316	1,200	1,200	0	29	31	2
330	400	400	0	14	14	0
331	900	900	0	51	52	1
342	300	300	0	17	17	0
345	1,100	1,100	0	47	47	0
346	1,100	1,000	-100	44	47	3
347	1,200	1,100	-100	55	56	1
348	1,200	1,100	-100	57	57	0
355	900	1,000	100	34	35	1
372	7,800	7,600	-200	216	216	0
373	1,900	2,000	100	61	63	2
628	50	100	50	18	23	5
630	50	200	150	11	11	0
631	50	100	50	9	10	1
635	50	200	150	16	22	6
A Line	9,400	9,100	-300	182	184	2
B Line	6,200	6,100	-100	166	167	1
C Line	12,200	11,100	-1,100	339	336	-3
D Line	13,900	13,800	-100	261	264	3
E Line	16,800	16,700	-100	336	360	24
F Line	5,700	5,300	-400	191	197	6
773	200	200	0	7	7	0
775	200	200	0	8	8	0
823	100	100	0	2	3	1
824	100	100	0	2	2	0
886	50	100	50	2	2	0
887	100	100	0	2	3	1
888	100	100	0	2	3	1
889	100	100	0	2	3	1
891	100	100	0	3	3	0
892	100	100	0	2	3	1
893	100	100	0	2	2	0
894	100	100	0	2	3	1
895	100	100	0	2	2	0
901DART	300	400	100	18	23	5
903DART	200	400	200	24	23	-1
906DART	300	400	100	26	27	1

## Route-level Ridership and Hours 2018–2019 continued

Route	Weekday Rides in Fall 2018	Weekday Rides in Fall 2019	Change in Rides	Weekday Platform Hours in Fall 2018	Weekday Platform Hours in Fall 2019	Change in Platform Hours
907DART	100	100	0	17	19	2
908DART	100	100	0	10	11	1
910DART	100	100	0	9	10	1
913DART	100	200	100	13	13	0
914DART	100	200	100	10	11	1
915DART	300	200	-100	15	16	1
916DART	100	200	100	12	12	0
917DART	100	200	100	14	15	1
930DART	200	200	0	20	22	2
931DART	100	200	100	28	31	3
952	200	200	0	27	26	-1
980	50	<50	50	2	3	1
981	50	<50	50	3	3	0
982	100	100	0	4	5	1
984	50	<50	50	2	3	1
986	100	100	0	4	4	0
987	100	100	0	4	5	1
988	100	100	0	3	4	1
989	100	100	0	4	5	1
994	100	100	0	3	4	1
995	50	<50	50	3	4	1
West Seattle Water Taxi*	1,500	900	-600	8	10	1
Vashon Water Taxi*	1,000	950	-50	6	6	0
South Lake Union Streetcar	1,650	1,700	50	91	91	0
First Hill Streetcar	4,400	4,500	100	172	172	0

Rides are rounded to the nearest 100; rounding errors may appear in this table

\* Previous year data from March–June 2019; current year data from October 2019–March 2020

## Appendix E: Service Changes and Corridor Changes

### Service Changes

Route(s)	Summary of Change	Type of Change
FALL 2020		
C Line, 21, 21X, 50, 55, 56, 57	Re-route to use Spokane St. bridge as a result of the West Seattle bridge closure	Route revision
102	Delete 2 trips in the AM peak and 2 in the PM peak	Removed trips
105	Increase service from every 30 minutes to every 15 minutes from 5–9 a.m. and 3-6 p.m.	Added trips
120, 125	Re-route to use Spokane St. bridge as a result of the West Seattle bridge closure	Route revision
125	New turnaround in downtown Seattle to serve 3rd Av in both directions	Route revision
143, 157, 179	Re-route due to construction of 4th Ave protected bike lane	Route revision
148	Re-route to serve 116th Ave. SE and will no longer operate along Lake Youngs Way SE, 123rd Ave SE/126th Ave SE.	Route revision
150	Re-route to no longer serve 68th Ave. S. between S. 228th St. and W. James St.	Route revision
157	Re-route to no longer operate on Kent-Kangley Rd.	Route revision
158	Delete route	Route removal
159	Delete route	Route removal
160	Create a new frequent route between Renton, Kent and Auburn	Add route
161	Create a new route between Kent Station and Burien Transit Center	Add route
162	Create a new commuter route between Kent East and West Hill and downtown Seattle	Add route
164	Delete route and replace with other service	Route removal
165	Create a new route connecting Green River College, Kent, Highline College, Des Moines, and Burien	Add route
166	Delete route and replace with other service	Route removal
168	Re-route as route will no longer operate on 132nd Av SE, SE 256th St, 104th Av SE, and SE 240th St.	Route revision
169	Delete route and replace with other service	Route removal
180	Delete route and replace with other service	Route removal
183	Re-route to no longer operate on W. Meeker St east of 64th Av S, N. Lincoln Ave and W. Smith St.	Route revision
184	Create a new route between South Auburn and Auburn station	Add route
186	Delete route and replace with other service	Route removal
190	Serve Kent-Des Moines freeway stop in both directions	Route revision
192	Delete route and replace with other service	Route removal
200	Re-route to no longer serve Swedish Medical Center	Route revision
906	Re-route as route will no longer operate on 128th Ave SE, SE 168th St, or 116th Ave SE	Route revision
908	Delete route	Route removal
910	Delete route	Route removal

## Service Changes and Corridor Changes continued

Route(s)	Summary of Change	Type of Change
913	Delete route and replace with other service	Route removal
914	Revise routing to compliment changes as a part of the RKAAMP restructure	Route revision
915	All current route 186 trips will become route 915 trips	Added trips
916	Delete route	Route removal
917	Re-route to no longer serve Ellingson Rd. east of Pacific Ave N.	Route revision
952	Delete route	Route removal
D, E Lines	Base operations moved from Atlantic to Central base	Base change
D Line	Delete 4 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
E Line	Delete 11 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
2, 13	Delete 17 Saturday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
3	Delete 2 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
5, 5X, 21, 21X	Reduce service on weekday, Saturday and Sunday due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
8	Delete 19 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
10	Reduce service on weekday, Saturday and Sunday due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
11	Reduce service on weekday, Saturday and Sunday due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
17, 18	Delete 4 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
21	Re-route due to closure of the West Seattle bridge	Route revision
24	Delete 5 weekday, 5 Saturday and 5 Sunday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
26X	Delete 3 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
27, 33	Reduce service on weekday, Saturday and Sunday due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
28X	Delete 6 weekday, 4, Saturday and 4 Sunday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
36	Delete 4 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
37	Suspended	Route revision
40	Delete 10 weekday, 8 Saturday and 22 Sunday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
41	Reduce peak frequency due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips



## Service Changes and Corridor Changes continued

Route(s)	Summary of Change	Type of Change
43	Delete 8 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
45	Delete 8 weekday, 13 Saturday and 40 Sunday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
48	Delete 27 weekday and 40 Saturday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
49	Delete 46 weekday, 55 Saturday and 13 Sunday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
50	Delete 13 total trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
56, 57	Delete 3 trips between the routes due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
65, 67	Reduce service due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
70	Delete 13 weekday, 10 Saturday and 10 Sunday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
73, 373	Reduce service on weekdays and Saturday due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
76, 316	Delete 4 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
116, 118, 119	Re-route due to the closure of the West Seattle bridge	Route revision
120	Move base operations from Central to Atlantic base	Base change
125	Reduce Saturday service and delete Sunday service due to the reduced funding levels of the Seattle Transportation Benefit District	Removed trips
128	Move base operations from South to Ryerson base	Base change
331, 345	Delete 6 trips due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
372	Reduce weekend frequency due to reduced funding levels of the Seattle Transportation Benefit District	Removed trips
<b>SPRING 2021</b>		
2, 13	Restore Saturday service	Added trips
3, 4	Add seven trips to improve early morning, AM peak and evening frequency	Added trips
7	Add 36 trips to improve midday and peak weekday frequencies	Added trips
10	Add 36 trips on Saturday and 36 trips on Sundays to improve frequency	Added trips
11	Add 14 trips on Saturday to improve frequency	Added trips
12	Move base operations from Atlantic base to Central base	Base change
21X	Suspend six peak trips where ridership has not returned	Suspended trips
36	Add 14 trips on Sundays to improve frequency	Added trips
49	Add 16 trips on weekdays and Saturday and Sunday to improve evening frequency	Added trips
50	Change to first in-service westbound stop; convert layover zone into a reg-lay stop	Added stop

## Service Changes and Corridor Changes continued

Route(s)	Summary of Change	Type of Change
50	Add six trips to improve weekday midday and early morning frequencies	Added trips
55	Suspend two peak trips where ridership has not returned	Suspended trips
56, 57	Suspend one peak trip where ridership has not returned	Suspended trips
60	Add weekday and weekend trips to improve frequencies	Added trips
102	Suspend one peak trip where ridership has not returned	Suspended trips
106	Restore service to 30 minute headway in the 23:00 hour on weekends	Added trips
111	Suspend three peak trips where ridership has not returned	Suspended trips
113	Revise southbound pathway to directly access SR-99 from Alaskan Way S. instead of deviating onto E. Marginal Way	Route revision
121	Revise southbound pathway to directly access SR-99 from Alaskan Way S. instead of deviating onto E. Marginal Way	Route revision
122	Revise southbound pathway to directly access SR-99 from Alaskan Way S. instead of deviating onto E. Marginal Way	Route revision
123	Revise southbound pathway to directly access SR-99 from Alaskan Way S. instead of deviating onto E. Marginal Way	Route revision
128	Add 23 trips to improve weekday frequencies	Added trips
128	Drop off and layover moved to Bay 1 (zone 59312) and zone 60444 was closed.	Stop change
132	Add two trips to improve weekday frequency in the 5 am hour	Added trips
183	Per the October 2020 supplemental item, minor re-route exiting Kent Station	Route revision
193	Add one trip to address crowding issues	Added trips
212	Suspend six peak trips where ridership has not returned	Suspended trips
218	Suspend five peak trips where ridership has not returned	Suspended trips
301	Suspend three peak trips where ridership has not returned	Suspended trips
311	Suspend five peak trips where ridership has not returned	Suspended trips
671	Add 10 trips to improve weekday frequencies	Added trips
891, 892, 894	The contracted Mercer Island school routes have been suspended due to classes being online as a result of the Covid pandemic.	Suspended trips
893, 895	The contracted Lake Washington school routes have been suspended due to classes being online as a result of the Covid pandemic.	Suspended trips
980 981 982 984 986 987 988 989 992 994 995	The contracted Lakeside school routes have been suspended due to classes being online as a result of the Covid pandemic.	Suspended trips

## Appendix F: Route Changes

Route	Route Status Fall 2020	Route Status Spring 2021	Change in Weekday Trips Between Spring 2020 & Fall 2020	Change in Saturday Trips Between Spring 2020 & Fall 2020	Change in Sunday Trips Between Spring 2020 & Fall 2020	Change in Weekday Trips Between Fall 2020 & Spring 2021	Change in Saturday Trips Between Fall 2020 & Spring 2021	Change in Sunday Trips Between Fall 2020 & Spring 2021
1	Partial Suspension	Partial Suspension	-2	-20	0	0	0	0
2	Partial Suspension	Partial Restoration	-2	-72	0	0	71	0
3	Partial Suspension	Partial Restoration	-6	-4	-3	16	0	0
4	Partial Suspension	Partial Suspension	-1	-4	-1	0	0	0
5	Partial Suspension	Partial Suspension	-25	-40	-67	0	0	0
5X	Suspended	Suspended	-26	0	0	0	0	0
7	Partial Suspension	Partial Restoration	-11	-3	0	36	13	13
8	Partial Suspension	Partial Suspension	-22	0	0	0	0	0
9X	Suspended	Suspended	-30	0	0	0	0	0
10	Partial Suspension	Partial Restoration	-15	-73	-73	0	36	32
11	Partial Suspension	Partial Restoration	-26	-50	-6	0	14	0
12	Partial Suspension	Partial Restoration	-6	-62	0	0	0	1
13	Partial Suspension	Partial Restoration	-2	-10	0	0	10	0
14	Partial Suspension	Partial Suspension	-2	-16	-2	-1	0	0
15X	Suspended	Suspended	-23	0	0	0	0	0
17X	Suspended	Suspended	-20	0	0	0	0	0
18X	Suspended	Suspended	-17	0	0	0	0	0
19	Suspended	Suspended	-11	0	0	0	0	0
21	Partial Suspension	Partial Suspension	-1	-35	-63	0	0	0
21X	Partial Suspension	Partial Suspension	-1	0	0	-6	0	0
22	Suspended	Suspended	-29	-23	-21	0	0	0

## Route Changes continued

Route	Route Status Fall 2020	Route Status Spring 2021	Change in Weekday Trips Between Spring 2020 & Fall 2020	Change in Saturday Trips Between Spring 2020 & Fall 2020	Change in Sunday Trips Between Spring 2020 & Fall 2020	Change in Weekday Trips Between Fall 2020 & Spring 2021	Change in Saturday Trips Between Fall 2020 & Spring 2021	Change in Sunday Trips Between Fall 2020 & Spring 2021
24	Partial Suspension	Partial Suspension	-5	-5	-5	0	0	0
26X	Partial Suspension	Partial Suspension	-3	0	0	0	0	0
27	Partial Suspension	Partial Suspension	-5	-4	-24	0	0	0
28X	Partial Suspension	Partial Suspension	-4	-5	-5	0	0	0
29	Suspended	Suspended	-24	0	0	0	0	0
31	Partial Suspension	Partial Suspension	-5	-58	0	0	0	0
32	Partial Suspension	Partial Suspension	-11	0	0	0	0	0
33	Partial Suspension	Partial Suspension	-8	-4	-24	0	0	0
36	Partial Suspension	Partial Restoration	-4	0	0	27	20	14
37	Suspended	Suspended	-4	0	0	0	0	0
37X	Suspended	Suspended	-4	0	0	0	0	0
40	Partial Suspension	Partial Suspension	-19	-10	-25	0	0	0
41	Partial Suspension	Partial Suspension	-14	-3	-1	0	0	0
43	Partial Suspension	Partial Restoration	-12	-4	0	7	0	0
44	Partial Suspension	Partial Restoration	-29	-32	-14	1	0	0
45	Partial Suspension	Partial Suspension	-11	-12	-40	0	0	0
47	Suspended	Suspended	-70	-42	-42	0	0	0
48	Partial Suspension	Partial Suspension	-49	-42	-2	0	0	0
49	Partial Suspension	Partial Restoration	-44	-46	-10	9	8	8
50	Partial Suspension	Partial Restoration	-13	0	0	7	0	0



## Route Changes continued

Route	Route Status Fall 2020	Route Status Spring 2021	Change in Weekday Trips Between Spring 2020 & Fall 2020	Change in Saturday Trips Between Spring 2020 & Fall 2020	Change in Sunday Trips Between Spring 2020 & Fall 2020	Change in Weekday Trips Between Fall 2020 & Spring 2021	Change in Saturday Trips Between Fall 2020 & Spring 2021	Change in Sunday Trips Between Fall 2020 & Spring 2021
55	Partial Suspension	Partial Suspension	-7	0	0	-2	0	0
56	Partial Suspension	Partial Suspension	-2	0	0	-1	0	0
57	Partial Suspension	Partial Suspension	-1	0	0	0	0	0
60	Partial Suspension	Partial Restoration	0	-5	-6	5	13	14
62	Partial Suspension	Partial Suspension	-4	-3	-8	0	0	0
63X	Partial Suspension	Suspended	-18	0	0	0	0	0
64X	Partial Suspension	Partial Suspension	-1	0	0	0	0	0
65	Partial Suspension	Partial Suspension	-64	-20	-19	0	0	0
67	Partial Suspension	Partial Suspension	-64	-20	-19	0	0	0
70	Partial Suspension	Partial Restoration	-22	-17	-19	2	0	0
71	Suspended	Suspended	-62	-60	0	0	0	0
73	Partial Suspension	Partial Restoration	-11	-10	2	0	0	0
74	Partial Suspension	Partial Suspension	-22	0	0	0	0	0
74	Partial Suspension	Partial Suspension	-22	0	0	0	0	0
75	Partial Suspension	Partial Suspension	-12	-58	0	0	0	0
76	Suspended	Suspended	-28	0	0	0	0	0
77X	Suspended	Suspended	-22	0	0	0	0	0
78	Suspended	Suspended	-40	0	0	0	0	0
101	Active	Active	0	0	0	0	0	0
102	Reduced	Active	-4	0	0	0	0	0
105	Active	Active	29	0	0	0	0	0
106	Partial Suspension	Partial Restoration	-2	-1	-1	0	1	1
107	Active	Active	0	0	0	0	0	0

## Route Changes continued

Route	Route Status Fall 2020	Route Status Spring 2021	Change in Weekday Trips Between Spring 2020 & Fall 2020	Change in Saturday Trips Between Spring 2020 & Fall 2020	Change in Sunday Trips Between Spring 2020 & Fall 2020	Change in Weekday Trips Between Fall 2020 & Spring 2021	Change in Saturday Trips Between Fall 2020 & Spring 2021	Change in Sunday Trips Between Fall 2020 & Spring 2021
111	Active	Partial Suspension	0	0	0	-3	0	0
113	Suspended	Suspended	-11	0	0	0	0	0
114	Suspended	Suspended	-14	0	0	0	0	0
116X	Suspended	Suspended	-17	0	0	0	0	0
118	Partial Suspension	Partial Suspension	-4	0	0	0	0	0
118X	Suspended	Suspended	-4	0	0	0	0	0
119X	Suspended	Suspended	-2	0	0	0	0	0
119	Partial Suspension	Partial Suspension	-2	0	0	0	0	0
120	Partial Suspension	Partial Suspension	-6	0	0	0	0	0
121	Suspended	Suspended	-37	0	0	0	0	0
122	Suspended	Suspended	-14	0	0	0	0	0
123	Suspended	Suspended	-9	0	0	0	0	0
124	Partial Suspension	Partial Suspension	0	-46	0	0	0	0
124	Partial Suspension	Partial Suspension	0	-46	0	0	0	0
125	Partial Suspension	Partial Suspension	0	-16	-50	0	0	0
128	Active	Active	0	0	0	23	3	0
131	Active	Active	0	0	1	5	0	0
132	Active	Active	0	0	-1	7	0	0
143X	Suspended	Suspended	-12	0	0	0	0	0
143	Suspended	Suspended	-2	0	0	0	0	0
148	Active	Active	0	0	0	0	0	0
150	Active	Active	0	0	0	0	0	0
153	Active	Active	0	0	0	0	0	0
154	Suspended	Suspended	-8	0	0	0	0	0
156	Active	Active	0	0	0	0	0	0
157	Suspended	Suspended	-7	0	0	0	0	0
158	Deleted	Deleted	-12	0	0	0	0	0
159	Deleted	Deleted	-9	0	0	0	0	0
160	New	Active	131	80	80	9	10	10
161	New	Active	100	80	80	0	1	1

## Route Changes continued

Route	Route Status Fall 2020	Route Status Spring 2021	Change in Weekday Trips Between Spring 2020 & Fall 2020	Change in Saturday Trips Between Spring 2020 & Fall 2020	Change in Sunday Trips Between Spring 2020 & Fall 2020	Change in Weekday Trips Between Fall 2020 & Spring 2021	Change in Saturday Trips Between Fall 2020 & Spring 2021	Change in Sunday Trips Between Fall 2020 & Spring 2021
162	New	Active	19	0	0	0	0	0
164	Deleted	Deleted	-70	-53	0	0	0	0
165	New	Active	79	68	34	0	0	0
166	Deleted	Deleted	-73	-63	-31	0	0	0
167	Suspended	Suspended	-9	0	0	0	0	0
168	Active	Active	7	34	41	0	0	0
169	Deleted	Deleted	-124	-63	-62	0	0	0
177	Suspended	Suspended	-18	0	0	0	0	0
178	Suspended	Suspended	-15	0	0	0	0	0
179	Suspended	Suspended	-19	0	0	0	0	0
180	Deleted	Deleted	-93	-78	-72	0	0	0
181	Active	Active	0	0	0	0	4	0
182	Active	Active	0	0	0	0	0	0
183	Active	Active	0	0	0	0	0	0
184	New	Active	84	70	70	0	0	0
186	Suspended	Suspended	-20	0	0	0	0	0
187	Active	Active	0	0	0	0	0	0
190	Suspended	Suspended	-15	0	0	0	0	0
192	Deleted	Deleted	-8	0	0	0	0	0
193X	Active	Active	0	0	0	3	0	0
197	Suspended	Suspended	-16	0	0	0	0	0
200	Suspended	Suspended	-18	0	0	0	0	0
204	Partial Suspension	Partial Suspension	0	-20	0	0	0	0
208	Partial Suspension	Partial Suspension	-3	-1	0	0	0	0
212	Partial Suspension	Partial Suspension	-23	0	0	-6	0	0
214	Suspended	Suspended	-27	0	0	0	0	0
216	Suspended	Suspended	-14	0	0	0	0	0
217	Suspended	Suspended	-7	0	0	0	0	0
218	Partial Suspension	Partial Suspension	-4	0	0	-5	0	0
219	Suspended	Suspended	-15	0	0	0	0	0
221	Partial Suspension	Partial Suspension	-5	-5	-3	0	0	0

## Route Changes continued

Route	Route Status Fall 2020	Route Status Spring 2021	Change in Weekday Trips Between Spring 2020 & Fall 2020	Change in Saturday Trips Between Spring 2020 & Fall 2020	Change in Sunday Trips Between Spring 2020 & Fall 2020	Change in Weekday Trips Between Fall 2020 & Spring 2021	Change in Saturday Trips Between Fall 2020 & Spring 2021	Change in Sunday Trips Between Fall 2020 & Spring 2021
224	Active	Active	0	0	0	0	0	0
225	Partial Suspension	Partial Suspension	-8	0	0	0	0	0
226	Partial Suspension	Partial Suspension	0	-29	0	0	0	0
230	Active	Active	0	0	0	0	0	0
231	Active	Active	0	0	0	0	0	0
232	Suspended	Suspended	-18	0	0	0	0	0
237	Suspended	Suspended	-5	0	0	0	0	0
239	Active	Active	0	0	0	0	0	0
240	Partial Suspension	Partial Suspension	-8	0	0	0	0	0
241	Partial Suspension	Partial Suspension	0	-19	0	0	0	0
245	Partial Suspension	Partial Suspension	-7	0	0	0	0	0
246	Suspended	Suspended	-29	0	0	0	0	0
249	Suspended	Suspended	-43	-32	-32	0	0	0
250	Partial Suspension	Partial Suspension	-5	0	0	0	0	0
252	Suspended	Suspended	-16	0	0	0	0	0
255	Partial Suspension	Partial Suspension	-18	-15	-15	0	0	0
257	Active	Active	0	0	0	0	0	0
268	Suspended	Suspended	-10	0	0	0	0	0
269	Partial Suspension	Partial Suspension	-6	-42	0	0	0	0
271	Partial Suspension	Partial Suspension	-25	-5	0	0	0	0
301X	Partial Suspension	Partial Suspension	-10	0	0	-3	0	0
301	Partial Suspension	Partial Suspension	-7	0	0	0	0	0
303X	Active	Active	0	0	0	0	0	0
304	Active	Active	0	0	0	0	0	0
308	Suspended	Suspended	-7	0	0	0	0	0
309X	Active	Active	0	0	0	0	0	0

## Route Changes continued

Route	Route Status Fall 2020	Route Status Spring 2021	Change in Weekday Trips Between Spring 2020 & Fall 2020	Change in Saturday Trips Between Spring 2020 & Fall 2020	Change in Sunday Trips Between Spring 2020 & Fall 2020	Change in Weekday Trips Between Fall 2020 & Spring 2021	Change in Saturday Trips Between Fall 2020 & Spring 2021	Change in Sunday Trips Between Fall 2020 & Spring 2021
311	Active	Partial Suspension	0	0	0	-5	0	0
312X	Suspended	Suspended	-46	0	0	0	0	0
316	Suspended	Suspended	-19	0	0	0	0	0
330	Active	Active	0	0	0	0	0	0
331	Partial Suspension	Partial Suspension	-3	0	0	0	0	0
342	Suspended	Suspended	-9	0	0	0	0	0
345	Partial Suspension	Partial Suspension	-3	0	0	0	0	0
346	Active	Active	0	0	0	0	0	0
347	Active	Active	0	0	0	0	0	0
348	Active	Active	0	0	0	0	0	0
355X	Suspended	Suspended	-19	0	0	0	0	0
372X	Partial Suspension	Partial Suspension	0	-48	-20	0	0	0
373X	Partial Suspension	Partial Suspension	-1	0	0	0	0	0
522X	Partial Suspension	Active	-5	0	0	5	0	0
541X	Suspended	Suspended	-9	0	0	0	0	0
542X	Partial Suspension	Partial Suspension	-9	-8	-8	0	0	0
545X	Partial Suspension	Partial Suspension	-18	0	0	0	0	0
550X	Partial Suspension	Partial Suspension	-18	0	0	0	0	0
554X	Active	Active	0	0	0	0	0	0
555X	Suspended	Suspended	-17	0	0	0	0	0
556X	Suspended	Suspended	-19	0	0	0	0	0
A Line	Covid Crowding Investment	Covid Crowding Investment	20	49	49	9	0	0
B Line	Active	Active	0	0	0	0	0	0
C Line	STBD Reduction	Active	-17	0	0	0	0	0



## Route Changes continued

Route	Route Status Fall 2020	Route Status Spring 2021	Change in Weekday Trips Between Spring 2020 & Fall 2020	Change in Saturday Trips Between Spring 2020 & Fall 2020	Change in Sunday Trips Between Spring 2020 & Fall 2020	Change in Weekday Trips Between Fall 2020 & Spring 2021	Change in Saturday Trips Between Fall 2020 & Spring 2021	Change in Sunday Trips Between Fall 2020 & Spring 2021
D Line	Partial Suspension	Covid Crowding Investment	8	-22	0	0	16	16
E Line	Covid Crowding Investment	Covid Crowding Investment	18	35	50	4	14	14
F Line	Active	Active	0	0	0	0	0	0
773	Partial Suspension	Partial Suspension	-10	-48	-48	0	0	0
775	Partial Suspension	Partial Suspension	-20	-50	-50	0	0	0
823	School Suspension	School Suspension	-2	0	0	0	0	0
824	School Suspension	School Suspension	-2	0	0	0	0	0
886	School Suspension	School Suspension	-2	0	0	0	0	0
887	School Suspension	School Suspension	-2	0	0	0	0	0
888	School Suspension	School Suspension	-2	0	0	0	0	0
889	School Suspension	School Suspension	-2	0	0	0	0	0
891	School Suspension	School Suspension	-2	0	0	0	0	0
892	School Suspension	School Suspension	-2	0	0	0	0	0
893	Suspended	School Suspension	-2	0	0	0	0	0
894	School Suspension	School Suspension	-2	0	0	0	0	0
895X	Suspended	School Suspension	-2	0	0	0	0	0
901	Active	Active	0	0	0	0	0	0
903	Active	Active	0	0	0	0	0	0
906	Active	Active	41	0	21	0	0	0
907	Active	Active	0	0	0	0	0	0

## Route Changes continued

Route	Route Status Fall 2020	Route Status Spring 2021	Change in Weekday Trips Between Spring 2020 & Fall 2020	Change in Saturday Trips Between Spring 2020 & Fall 2020	Change in Sunday Trips Between Spring 2020 & Fall 2020	Change in Weekday Trips Between Fall 2020 & Spring 2021	Change in Saturday Trips Between Fall 2020 & Spring 2021	Change in Sunday Trips Between Fall 2020 & Spring 2021
908	Deleted	Deleted	-20	-18	0	0	0	0
910	Deleted	Deleted	-18	-18	0	0	0	0
913	Deleted	Deleted	-27	0	0	0	0	0
914	Active	Active	1	-6	0	0	0	0
915	Active	Active	20	0	0	0	0	0
916	Deleted	Deleted	-15	-15	0	0	0	0
917	Active	Active	22	0	18	0	0	0
930	Active	Active	0	0	0	0	0	0
931	Suspended	Suspended	-30	0	0	0	0	0
952X	Deleted	Deleted	-8	0	0	0	0	0
980X	School Suspension	School Suspension	-1	0	0	0	0	0
981X	School Suspension	School Suspension	-1	0	0	0	0	0
982X	School Suspension	School Suspension	-2	0	0	0	0	0
984X	School Suspension	School Suspension	-1	0	0	0	0	0
986X	School Suspension	School Suspension	-2	0	0	0	0	0
987X	School Suspension	School Suspension	-2	0	0	0	0	0
988X	School Suspension	School Suspension	-2	0	0	0	0	0
989X	School Suspension	School Suspension	-2	0	0	0	0	0
994X	School Suspension	School Suspension	-2	0	0	0	0	0
995X	School Suspension	School Suspension	-2	0	0	0	0	0



King County  
**METRO**

King Street Center, KSC-TR-0415  
201 S. Jackson St  
Seattle, WA 98104

206-553-3000 Relay: 711  
[www.kingcounty.gov/metro](http://www.kingcounty.gov/metro)