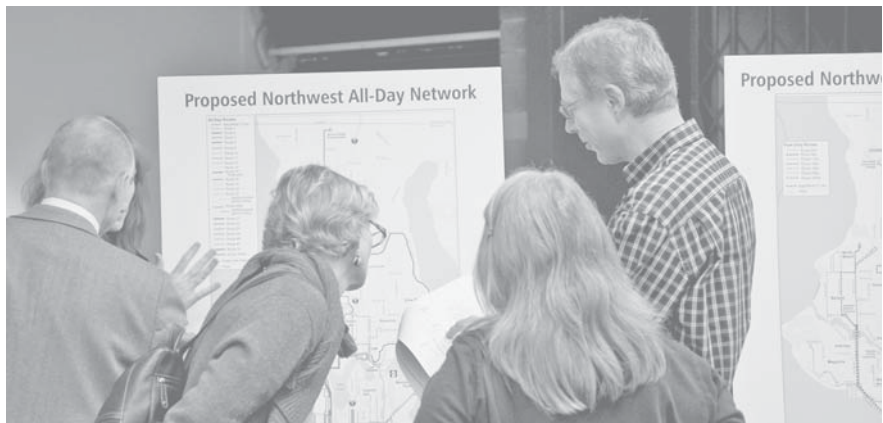


|                                     |  |                       |   |
|-------------------------------------|--|-----------------------|---|
| Land Use                            | Households within 1/4 mile of stops per corridor mile                        | 50% of highest score  | 4 |
|                                     | Jobs within 1/4 mile of stops per corridor mile                              | 33% of highest score  | 0 |
| Social Equity and Geographic Value  | Percent of boardings in low-income census tracts <sup>1</sup>                | 16% of highest score  | 5 |
|                                     |  | <16% of highest score | 0 |
|                                     | Percent of boardings in minority census tracts <sup>2</sup>                  | Above system average  | 5 |
|                                     |  | Below system average  | 0 |
|                                     | Primary connection between regional growth, manufacturing/industrial centers | Above system average  | 5 |
|                                     |  | Below system average  | 0 |
| Connection between transit activity | Yes  | 5                     |   |
|                                     | No   | 0                     |   |



# King County Metro Transit 2011 Service Guidelines Report

March 2012  
Amended June 27, 2012



This page intentionally left blank.

# King County Metro Transit **2011 Service Guidelines Report**

March 2012

Amended June 27, 2012



*We'll Get You There*

**Department of Transportation  
Metro Transit Division**  
King Street Center, KSC-TR-0415  
201 S. Jackson St  
Seattle, WA 98104  
206-553-3000 TTY Relay: 711  
[www.kingcounty.gov/metro](http://www.kingcounty.gov/metro)

Alternative Formats Available

206-263-5277 TTY Relay: 711

12020/comm 1202M

# Contents

|  |           |
|--|-----------|
| <b>EXECUTIVE SUMMARY</b>   | <b>1</b>  |
| <b>INTRODUCTION</b>  | <b>3</b>  |
| Social equity  | 6         |
| Geographic value   | 7         |
| <b>SECTION 1. CORRIDOR ANALYSIS</b>  | <b>8</b>  |
| The analysis process   | 8         |
| Results  | 10        |
| Service levels and families  | 10        |
| Balancing productivity, social equity and geographic value                           | 10        |
| Underserved and overserved corridors   | 12        |
| Peak routes  | 16        |
| The complete network: complementing Sound Transit                                    | 18        |
| <b>SECTION 2. ROUTE PERFORMANCE ANALYSIS</b>   | <b>24</b> |
| Results  | 25        |
| Using the results to improve efficiency and effectiveness                            | 26        |
| Performance highlights   |           |
| • Routes that do not serve the Seattle core  | 27        |
| • Routes that serve the Seattle core   | 28        |
| <b>SECTION 3. SERVICE QUALITY ANALYSIS</b>   | <b>40</b> |
| Passenger loads  | 40        |
| Schedule reliability   | 42        |
| <b>SECTION 4. THE GUIDELINES AT WORK:<br/>THE B LINE RESTRUCTURING</b>               | <b>46</b> |
| <b>SECTION 5. POTENTIAL CHANGES TO THE SERVICE<br/>GUIDELINES AND STRATEGIC PLAN</b> | <b>50</b> |
| <b>APPENDICES</b>  | <b>51</b> |
| A. Map of Low Income and Minority<br>Census Tracts in King County                    | A-2       |
| B. Map of Activity Centers   | A-3       |
| C. Peak Corridor Analysis Results  | A-4       |
| D. Routes with Poor Reliability  | A-6       |
| E. List of 2011 Service Changes  | A-8       |
| F. System Hours by Subarea   | A-9       |
| G. Master Corridor Table   | A-11      |

## Maps, tables, and graphs

|  |    |
|--|----|
| Map: All-day and peak network.....   | 5  |
| Table: Needed investment percentages .....   | 6  |
| Map: Transit activity centers .....  | 7  |
| Table: Corridors with regional and activity center connections .....                             | 7  |
| Table: All-day and peak network assessment process .....   | 8  |
| Table: Summary of typical service levels by family.....  | 9  |
| Table: Hours and rides on all-day and peak network by service family .....                       | 10 |
| Map: Corridors by service family .....   | 11 |
| Graph: Service adequacy analysis: number of corridors with at least one period in category ..... | 12 |
| Graph: Adequacy of service by service type for corridors .....                                   | 13 |
| Table: 2011 underserved corridors and estimated hours to meet service level targets .....        | 13 |
| Map: Underserved corridors .....   | 14 |
| Map: Overserved corridors .....  | 15 |
| Graph: 2011 Peak route analysis results.....   | 16 |
| Map: Peak routes that meet none or one criteria .....  | 17 |
| Table: Corridors served primarily by Sound Transit .....   | 18 |
| Table: Complementary Metro-Sound Transit service in a shared corridor.....                       | 18 |
| Graph: Metro and Sound Transit ridership between Issaquah and downtown Seattle .....             | 19 |
| Table: Corridors primarily served by Metro.....  | 19 |
| Table: 2011 Corridor service family and level of service summary .....                           | 20 |
| Table: Spring 2011 threshold values for route performance .....                                  | 25 |
| Table: Low- and high-performing Metro routes .....   | 26 |
| Table: Priority for reducing services in the bottom 25% on both measures .....                   | 27 |
| Table: Top performers on both performance measures, non-Seattle core.....                        | 27 |
| Table: Top performers connecting regional centers .....  | 28 |
| Table: Top performers on both performance measures, Seattle core .....                           | 28 |
| Table: Top performers with connections centers within Seattle .....                              | 29 |
| Table: Top performers connecting Seattle and suburban King County .....                          | 29 |
| Map: Routes that do not serve the Seattle core .....   | 30 |
| Table: Spring 2011 route performance: routes that do not serve the Seattle core .....            | 31 |
| Map: Routes that serve the Seattle core.....   | 34 |
| Table: Spring 2011 route performance: routes that serve the Seattle core .....                   | 35 |
| Table: Routes exceeding passenger load threshold.....  | 40 |
| Map: Routes with overcrowding .....  | 41 |
| Table: Routes failing reliability threshold, September 2010–August 2011 .....                    | 42 |
| Map: Routes with poor on-time performance.....   | 45 |
| Table: Routes with service quality issues .....  | 46 |
| Table: Routes converted to B Line .....  | 47 |
| Table: New/improved 15-minute all-day connections on Eastside .....                              | 47 |
| Table: Improving underserved Eastside corridors .....  | 48 |
| Table: Peak routes deleted due to duplication .....  | 48 |

This page intentionally left blank.

## ■ EXECUTIVE SUMMARY

The King County Council adopted Metro Transit's service guidelines as part of our new *Strategic Plan for Public Transportation* in July 2011. The plan and guidelines are consistent with the recommendations of the Regional Transit Task Force. The guidelines help us plan and manage the transit system, and enable the public to see the basis of our proposals to expand, reduce or revise service.

The guidelines are designed to help us use tax and fare dollars as effectively as possible to provide high-quality service that gets people where they want to go. The guidelines strike a balance between productivity, social equity and geographic value. They help us make sure we serve areas that have many low-income and minority residents and others who may depend on transit (social equity), and that we respond to public transportation needs throughout the county (geographic value).

Metro prepared this *2011 Service Guidelines Report* to comply with Section 5 of King County Ordinance 17143, which adopted the service guidelines. As the first annual guidelines report, this report contains the results of our 2011 assessment and will serve as the baseline for future analyses. This report does not recommend specific service changes; rather, it provides the information that is the foundation for service planning. This report replaces and expands on Metro's annual route performance report.

### The analysis

A foundation for our guidelines analysis is the All-Day and Peak Network, made up of major transit corridors in King County that connect designated regional growth centers, manufacturing/industrial centers and other areas of concentrated activity. We set target service levels for the 113 all-day corridors in the All-Day and Peak Network based on objective criteria that reflect productivity, social equity and geographic value. We measured how close Metro's actual service comes to matching the targets, and designated each corridor as adequately served, underserved, or overserved.

We also assessed the performance of 244 bus routes, using two different ways of measuring productivity. Comparing the performance of similar routes and times of day, we identified those in the bottom 25 percent, in the middle group from 25 to 75 percent, and in the top 25 percent performance level. We also examined the quality of service on each route by finding how often the buses are overcrowded or late.

### The guidelines and service changes

This analysis of transit corridors and individual routes points to areas where we could improve the transit system. It identifies corridors and routes where the investment of more service hours is needed to improve service quality. It also identifies potential opportunities to adjust routes to improve performance or re-allocate investments from lower performing services to areas where needs are more pressing.

We use this analysis to identify potential opportunities for improvement and to inform the service planning process. This report does not recommend specific service changes or mandate a course of actions. Service change proposals are developed through a multilateral process that takes into account many factors. We look at how the network serves our customers and consider the tradeoffs that result from changing service. Public input is critically important as well; Metro conducts extensive public outreach around major service changes, sharing initial ideas and modifying them in response to what we hear. Proposed major changes must be approved by the County Council, and policy makers also consider public input and the broad implications of changes in transit service.



## Highlights of the results

The following is a summary of our major findings:

1. **Assessment of service adequacy.** Our service adequacy analysis found that 99 of the 113 all-day corridors have adequate service in one or more periods of the day (peak, off-peak or night), 49 corridors are underserved in one or more periods of the day, and 29 corridors have a higher level of service than is warranted in at least one time period.
2. **Investment priorities.** The guidelines identify routes that have low-quality service—regularly overcrowded or behind schedule—and underserved corridors as the highest priority candidates for investments. A total of nearly 400,000 annual service hours would be required to reduce overcrowding, improve on-time performance, and meet unmet target service levels on corridors. The system’s largest need for investment or reallocation of service hours is in corridors that are currently underserved during at least one time period.
3. **Opportunities to improve efficiency and effectiveness.** Of the 244 bus routes<sup>1</sup> examined, 65 routes are in the bottom 25 percent on both performance measures in at least one time period. Of these 65 routes, 39 serve the Seattle core and 26 do not serve the Seattle core. Four routes that serve the Seattle core and nine that do not serve the Seattle core are in the bottom 25 percent on both measures in multiple time periods.

Routes that are low performers are identified for further review. In some cases, these routes might be candidates for reduction or revision. In other cases, they might be retained because they provide an important connection within the network. We may consider alternatives to improve a route’s performance. In some instances, Metro may identify alternative service delivery strategies to meet the mobility needs of communities that are served by low-performing routes. These strategies could include dial-a-ride-transit as an alternative to existing fixed-route service, or other services such as ridesharing, community vans, or Community Access Transportation. The guidelines indicate that we must maintain a fixed-route or alternative service in urban areas adjacent to rural areas when such service is the only Metro route available, regardless of its performance.

## The guidelines at work: 2011 service changes

While the guidelines were still being developed, we used the concepts in them as we planned a major restructure of Metro’s Eastside transit service that took effect in fall 2011. Our planning was based on analysis of corridors and routes, consideration of social equity and geographic value, and input gathered through an extensive public outreach project.

The restructure added frequent all-day service—including the new RapidRide B Line—between key centers, increased service to meet target levels, reduced duplicative services, revised and reduced services that had low productivity, and reallocated service hours to improve service quality on several routes. We made these changes with the expectation of attracting more riders, improving productivity, connecting major centers on the Eastside and around the county, and advancing social equity by serving people who depend on transit.

<sup>1</sup> Includes route parts as separate routes – for example, the northern portion of Route 3 (3 N) is analyzed separately from the southern portion of Route 3 (3S)



## ■ INTRODUCTION

King County Metro Transit prepared this *2011 Service Guidelines Report* to comply with Section 5 of King County Ordinance 17143, which adopted Metro's service guidelines. The required contents are at right.

As the first annual guidelines report, this one establishes baseline data for future reports (although data collection may change somewhat after the downtown Seattle Ride Free Area is eliminated in fall 2012, resulting in systemwide operational changes).

### The service guidelines

Relevant service guidelines are summarized throughout the report. To read the complete guidelines, visit <http://metro.kingcounty.gov/planning> and select the "Service Guidelines" tab, or use this direct link to a PDF file: [http://metro.kingcounty.gov/planning/pdf/KCMT\\_ServiceGuidelines\\_07-11-11.pdf](http://metro.kingcounty.gov/planning/pdf/KCMT_ServiceGuidelines_07-11-11.pdf)

### Corridors and routes

This report discusses both corridors and routes. It is important to understand these terms.

Corridors are major transit pathways that connect regional growth, manufacturing/industrial, and activity centers; serve park-and-rides and transit hubs; and provide mobility throughout King County. The service guidelines evaluate 113 major all-day transit corridors in King County that form the basis of Metro's All-Day and Peak Network.

Some Metro routes do not travel on the All-Day and Peak Network. These routes generally circulate within a local area or provide custom service for a school or other institution.

Bus routes are the actual services provided. Service within a single corridor might be provided by multiple bus routes. For example, the corridor from Fremont to downtown Seattle via Dexter Avenue North combines segments of two different bus routes, 26 and 28, and both of these routes extend beyond Fremont.

Some routes might cover multiple corridors. For example, the Route 271 serves three distinct travel markets: Issaquah-Eastgate, Eastgate-Bellevue, and Bellevue-University District. Metro identified each of these segments as a separate corridor to enable analysis of the different travel markets served by a single route.

### Information sources

This report is based on ridership and reliability information gathered by computers on Metro buses. The automated vehicle location (AVL) system installed on all Metro buses gathers data about bus locations that we use to track on-time performance. An automatic passenger counter (APC) system, installed on about 15 percent of Metro's buses, provides us with ridership data. (See inset box on next page for more information).



### Annual service guidelines report requirements

- Corridors in the All-Day and Peak Network, scores and assigned service levels
- Over- and under-served corridors and estimated number of hours needed to meet needs
- Route performance, changes in thresholds for productivity, lateness and overcrowding measures
- List of service changes made since last report
- Network and rider connectivity delivered by other providers
- Potential changes to Metro's strategic plan and service guidelines

For this report, we used ridership and service information from the spring 2011 service change, between February 5 and June 10, 2011. This is the most recent full spring service change for which we had final information. We typically use either spring or fall information because summer data includes seasonal service cuts that occur in the summer, related to the University of Washington schedule. It takes several weeks following the end of a service change to finalize ridership information, and additional time to analyze the information by route. Fall 2011 data was not available at the time this report was compiled because the service change ended February 17, 2012, during the time this report was being prepared.

## Metro at a glance

Metro offers a broad range of public transportation services across King County. The focus of this report is Metro's large network of bus and trolley routes. A growing part of this network is RapidRide bus rapid transit service. Metro launched its first RapidRide line, the A Line, in fall 2010. The B Line followed in 2011, and four more lines will be in operation by fall 2013. Metro also operates the South Lake Union Streetcar. Altogether Metro's fixed-route services provided about 112.8 million passenger trips in 2011. This is a 2.9 percent increase over our 2010 ridership of 109.6 million.

In addition to these routes, Metro provides the following services:

- Dial-a-ride transit (DART), which provided about 827,000 passenger trips in 2011, and other alternative services that are more cost-effective than fixed-route service in meeting local needs.
- Door-to-door paratransit service for people with disabilities who cannot use regular bus service. Metro's Access van service and taxi scrip programs combined provided more than 1.2 million passenger trips in 2011.
- Ride-sharing programs, including 1,200 commuter vanpools that accounted for approximately 3.1 million passenger trips in 2011. Metro also hosts an online ridematch service for people who want to form or join carpools.

Metro's overall ridership for all fixed-route, DART, paratransit and vanpool services in 2011 was 117 million passenger trips—a 3 percent increase from the 113.7 million trips provided in 2010.

Metro also operates Sound Transit's Express buses and Link light rail in King County as well. We do not analyze these services using our service guidelines; Sound Transit has its own process of planning and managing services. Coordination between Metro and Sound Transit is important, though, and we describe how we provide complementary services in the report.

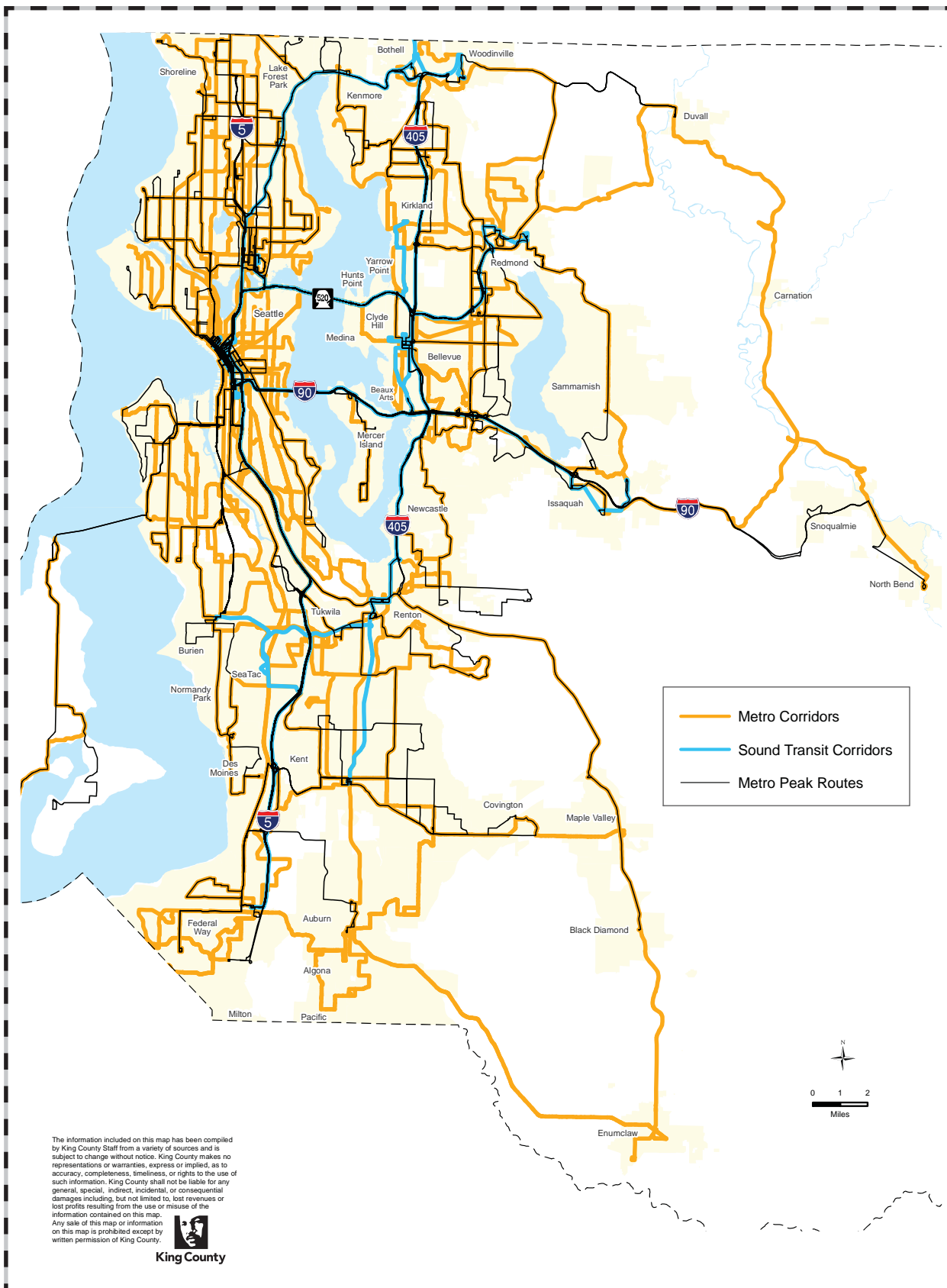
## Ridership and reliability data sources: AVL and APC

The automated vehicle location (AVL) system installed on all Metro buses gathers data about bus locations that we use to track on-time performance.

An automatic passenger counter (APC) system is installed on about 15 percent of Metro's buses. It provides information about the number of riders, boardings and exits, passenger miles, and the number of passengers on board. Buses equipped with APCs are randomly assigned to trips, with a goal of getting at least three observations during each service-change period. Occasionally, some trips have few or no APC observations, so we estimate ridership. In this report we have noted where data was estimated. Ridership for DART service is collected using driver count cards.

Metro is installing new on-board systems (OBS) on all Metro buses. OBS tracks bus locations using GPS-technology and, like AVL, will provide data on schedule adherence. About 15 to 20 percent of Metro's buses will be equipped with new APC units, so ridership data will continue to be based on samples. During the transition to OBS, more trips than usual may have few or no observations.

**FIG. 1**  
All-Day and Peak Network, Spring 2011



## *A balanced system: social equity and geographic value in the guidelines*

Metro strives to provide a transit system that contributes to equitable access to transportation for everyone in our community and that delivers value throughout King County. The service guidelines help us by incorporating processes and criteria that focus on social equity and geographic value.



One of the most important processes defined in the guidelines is that of setting target service levels for the All-Day and Peak Network. Measures of social equity and geographic value each account for 25 percent of each corridor's total service-level score in this process. Productivity factors based on land use comprise the remaining 50 percent. These factors consider how many people live and work near transit corridors. Corridors that score well on social equity and geographic value factors will be targeted for at least an all-day service level of 30-minute frequency.

In the guidelines-based analysis conducted in 2011, three corridors were targeted for Very Frequent Service and 10 corridors for Frequent service despite receiving no points for land use. More detail about corridor scoring and the results of the 2011 assessment follow.

### Social equity

In our work to plan a transit system that gives King County residents equitable transportation opportunities, we consider how our system serves historically disadvantaged populations. Using the guidelines, we identify areas where many low-income or minority people live, and target higher levels of services in those areas. Specifically, we look at transit boardings in census tracts where the percentage of low-income or minority residents is higher than the county average. Our 2011 analysis identified 61 low-income and 61 minority corridors. Forty-two of the corridors are both low-income and minority.

Our investment priorities also benefit low-income and minority corridors. The guidelines place a high priority on reducing overcrowding and improving schedule reliability. The investment of service hours needed to address overcrowding and poor on-time performance systemwide and in low-income and minority routes and corridors is presented in the table below.

| Priority investment category | Estimated total hours | Hours on minority routes/corridors | %   | Hours on low-income routes/corridors | %   |
|------------------------------|-----------------------|------------------------------------|-----|--------------------------------------|-----|
| Passenger loads              | 7,700                 | 5,600                              | 73% | 4,900                                | 64% |
| Schedule reliability         | 32,500                | 13,200                             | 41% | 16,900                               | 52% |
| Underserved corridors        | 349,000               | 244,000                            | 70% | 213,000                              | 61% |

Source: Spring 2011 APC

We also consider historically disadvantaged populations and people who depend on transit when we develop proposals to add, reduce or revise service to make the transit system more productive and effective. We strive to maintain appropriate levels of service based on established service targets. Even when reducing low-performing service, we avoid making reductions on underserved corridors.

When we plan significant service changes, we conduct a robust public outreach process and strive for meaningful engagement of people who have low incomes or are members of minority groups, including those who speak little or no English. Our efforts include developing partnerships with community

organizations, having public open houses and information tables at convenient times and locations, translating public communication materials, and offering interpreters at meetings.

We follow the requirements and guidance of Title VI of the Civil Rights Act, which prohibits discrimination on the basis of race, color or national origin; King County Ordinance 16948, related to the “fair and just” principle of the King County Strategic Plan, which strives to eliminate inequities and social injustices based on race, income, and neighborhood; and the Executive Order on Translation, which requires all county agencies to ensure that public communications are culturally and linguistically appropriate for the target audience, including people who do not speak English well.

For example, Ordinance 16948 includes 13 “determinants of equity.” When planning service changes we ensure that the revised services will continue to provide public transportation connections and access to health, education, food, housing, employment and other activities of daily living and civic engagement.

### Geographic value

To help us deliver value throughout the county’s geographic area, the guidelines identify the primary transit connections between centers on the basis of ridership and travel time. Centers are activity nodes that are the basis of the countywide transit network. They include regional growth centers, manufacturing/industrial centers, and transit activity centers. Transit activity centers include major destinations and transit attractions such as large employment sites and health and social service facilities.

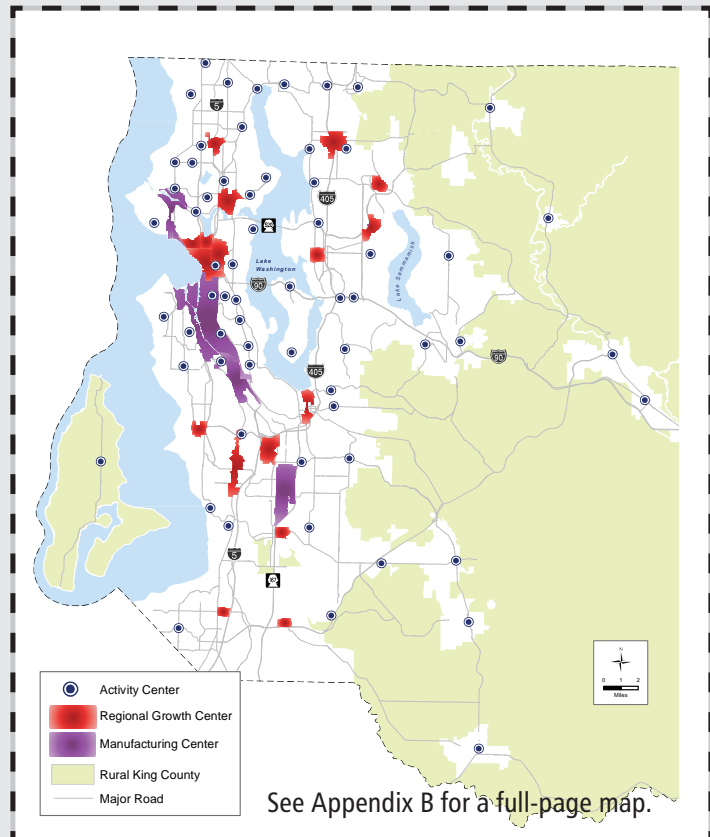
Through the corridor scoring process, we assign higher target service levels to corridors that serve as primary connections between centers.

The guidelines also incorporate geographic value by classifying routes by market served. This classification allows us to compare similar routes when assessing productivity. We classify our routes into two groups:

- Seattle core routes, which serve the greater downtown Seattle area and the University District.
- Non-Seattle core routes, which operate in other areas of Seattle and King County.

Routes that serve the Seattle core are expected to perform at a higher level because their market potential is greater than routes serving other parts of King County.

### Transit Activity Centers



| Primary connections                          | Number of corridors |
|--|---------------------|
| Primary connections between regional centers | 29                  |
| Primary connection between activity centers  | 47                  |

## SECTION 1

## ■ CORRIDOR ANALYSIS

We use the service guidelines to evaluate the All-Day and Peak Network and establish target service levels for transit corridors throughout King County. The guidelines use factors of productivity, social equity and geographic value. Our analysis also assesses how well we are achieving the service level targets.



### The analysis process

Target service levels are set through a three-step process outlined in the service guidelines. Step one assigns a preliminary level of service based on how many households or jobs are nearby, how many riders board buses in areas with relatively large low-income or minority populations, and how the corridors connect to transit activity centers and the type of centers those are.

Step two compares the actual number of transit riders with the level recommended in step one, and increases the service level if necessary to accommodate existing riders.

Step three determines if peak-period service is appropriate. The guidelines say peak service is warranted if it has higher ridership and provides a faster connection than all-day service alternatives.

### All-Day and Peak Network Assessment Process

| STEP ONE: SET SERVICE LEVELS       |   |
|------------------------------------|---|
| Factor                             | Purpose   |
| Land Use                           | Support areas of higher employment and household density (50%)  |
| Social Equity and Geographic Value | Serve historically disadvantaged communities (25%)              |
|                                    | Provide appropriate service levels throughout King County (25%) |

| STEP TWO: ADJUST SERVICE LEVELS |  |
|---------------------------------|--|
| Factor                          | Purpose  |
| Loads                           | Provide sufficient capacity for existing transit demand          |
| Use                             | Improve effectiveness and financial stability of transit service |
| Service Span                    | Provide adequate levels of service throughout the day            |

| STEP THREE: IDENTIFY PEAK OVERLAY |  |
|-----------------------------------|--|
| Factor                            | Purpose  |
| Travel Time                       | Ensure that peak service provides a travel time advantage compared to other service alternatives |
| Ridership                         | Ensure that peak service is highly used  |

### OUTCOME: ALL-DAY AND PEAK NETWORK

After identifying target service levels, we assign each corridor a service family. Service families are defined by frequency and hours of service. Frequency is the number of minutes between consecutive trips in the same direction. Hours of service, or span, is the time between the first trip and the last trip leaving the terminal in the predominant direction of travel.

The service families are:

- **Very frequent** – the highest level of all-day service, generally serving very large employment and transit activity centers and high-density residential areas.
- **Frequent** – a high level of all-day service, generally serving major employment and transit activity centers and high-density residential areas.
- **Local** – a moderate level of all-day service, generally serving regional growth centers and low-to medium-density residential areas.
- **Hourly** – all-day service no more frequent than every hour, generally connecting low-density residential areas to regional growth centers.
- **Peak** – specialized service in the periods of highest demand, generally connecting to a major employment center in the morning and away from the center in the afternoon.

### Setting target service levels: the role of social equity and geographic value

Target service levels are set using an approach that balances multiple factors. To illustrate, some corridors that have low density and score poorly on land use measures still warrant high levels of service because they score highly on geographic value and social equity measures. For example, corridor 3 between Auburn and Burien gets zero points for land use. However, it is a highly used corridor that gets the maximum number of possible points for geographic value and social equity and is identified as a frequent-service corridor as a result.

Corridors 55 between Lake City, Northgate, and downtown Seattle and 106 between Bellevue and the University District are additional examples of corridors targeted for very frequent service that did not score well on land use. Each of these corridors gets only four points out of 20 possible points for land use measures but get the maximum score on geographic value and social equity.

### Summary of Typical Service Levels by Family

| Service family | Frequency (minutes) |              |                 | Days of service | Hours of service |
|----------------|---------------------|--------------|-----------------|-----------------|------------------|
|                | Peak <sup>1</sup>   | Off-peak     | Night           |                 |                  |
| Very frequent  | 15 or better        | 15 or better | 30 or better    | 7 days          | 16-20 hours      |
| Frequent       | 15 or better        | 30           | 30              | 7 days          | 16-20 hours      |
| Local          | 30                  | 30 - 60      | -- <sup>2</sup> | 5-7 days        | 12-16 hours      |
| Hourly         | 60 or worse         | 60 or worse  | --              | 5 days          | 8-12 hours       |
| Peak           | 8 trips/day minimum | --           | --              | 5 days          | Peak             |

1 Peak periods are 5-9 a.m. and 3-7 p.m. weekdays; off-peak are 9 a.m. to 3 p.m. weekdays and 5 a.m. to 7 p.m. weekends; night is 7 p.m. to 5 a.m. all days

2 Night service on local corridors is determined by ridership and connections.

In addition to the service families described above, Metro provides alternative services such as ridesharing, community vans, and Community Access Transportation. These alternative services provide mobility in flexible ways and complement the network of Metro corridors. (Dial-a-ride transit, DART, is included in Metro's regular service families.)

The next step is to compare the target service level to the existing service level to determine whether a corridor is underserved, overserved, or adequately served in the peak, off-peak and night time periods.

## RESULTS

### Service levels and families

Our analysis of the 113 all-day corridors found that 63 corridors are targeted for Very Frequent or Frequent service, 35 are targeted for Local service, and 15 corridors are classified as Hourly. The table below shows the hours and rides on services that are currently operating on corridors assigned to a given service family.

#### Hours and Rides of Routes on All-Day and Peak Network by Service Family (Spring 2011)

|  |                               | Estimated hours <sup>1</sup> |                         | Estimated rides <sup>2</sup> |                         |
|--|-------------------------------|------------------------------|-------------------------|------------------------------|-------------------------|
| Service family   | Number of corridors in family | Service hours in family      | % of Total <sup>3</sup> | Total                        | % of Total <sup>3</sup> |
| Very Frequent  | 35                            | 1,473,000                    | 42%                     | 64,135,000                   | 54%                     |
| Frequent   | 28                            | 613,000                      | 18%                     | 21,051,000                   | 18%                     |
| Local  | 35                            | 547,000                      | 16%                     | 12,825,000                   | 11%                     |
| Hourly   | 15                            | 175,000                      | 5%                      | 4,248,000                    | 4%                      |
| Peak Services  |                               |                              |                         |                              |                         |
| Peak routes <sup>4</sup>   |                               | 491,000                      | 14%                     | 10,869,000                   | 9%                      |
| <sup>1</sup> Estimates of hours are based on annualized spring 2011 hours.<br><sup>2</sup> Ridership estimates are based on annualized spring 2011 ridership data.<br><sup>3</sup> Total ridership includes rides on all services evaluated in the route analysis. Some of those services do not travel in corridors evaluated as part of the corridor analysis, and are not included in the service family categories. The hours and rides of these services are not shown here, so percentages will not total 100. These estimates are based on spring data and will not precisely match our year-end NTD report which includes Metro services that are not included in the guidelines analysis.<br><sup>4</sup> Three corridors are served only by peak-only routes. The hours and rides shown here duplicate approximately 13,000 hours and 332,000 rides that are reported in the service families. |                               |                              |                         |                              |                         |

### Balancing productivity, social equity and geographic value

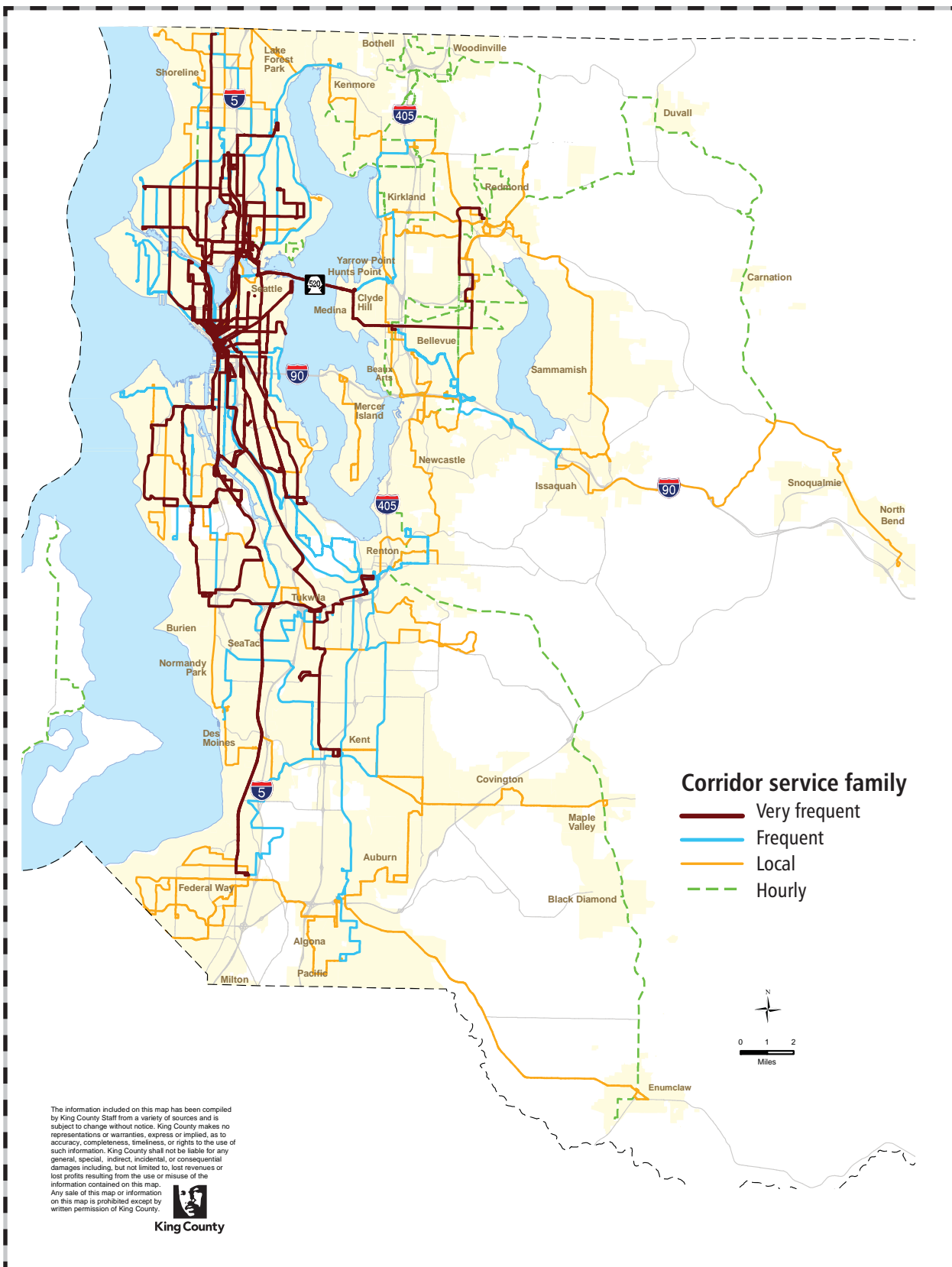
A comparison of the hours and riders served by different service families illustrates how the guidelines lead to a balance of productivity, social equity, and geographic value:

- Metro's significant investment in services in Very Frequent corridors reflects our commitment to high levels of service. Service in Very Frequent corridors is generally more productive, with a larger percentage of riders than hours. Many of the Very Frequent corridors serve areas with high concentrations of low-income and minority populations.
- Services assigned to the Local and Hourly corridors together represent 21 percent of Metro's hours and 15 percent of the system's riders. The guidelines recognize the value of providing connections in these corridors even though their ridership may not be as high. They provide important access to the system for transit-reliant populations and smaller, less densely developed urban areas.
- Peak routes have approximately 5 percent fewer system riders compared to system hours. The guidelines assess the value of peak-period trips by counting the number of riders boarding per hour, as well as by looking at travel-time advantages of peak service and the number of passenger-miles traveled. Peak services also play an important role in conveniently connecting people to employment centers.

The Spring 2011 Corridor Analysis table at the end of this section shows the assigned service family for each corridor. For actual corridor scores, see the appendix.



**FIG. 2**  
**Corridors by Service Family, Spring 2011**

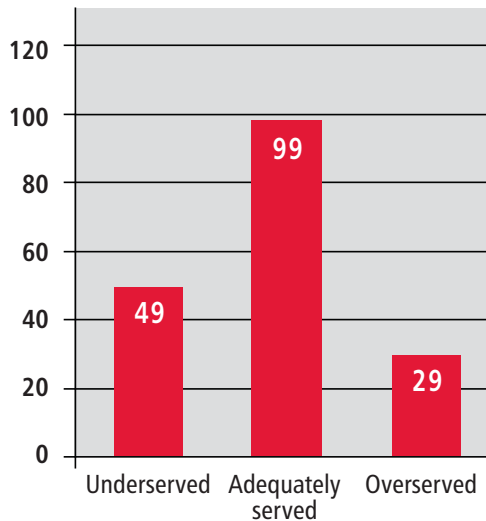


## Underserved and overserved corridors

Our service adequacy analysis found that 99 of the 113 all-day corridors have adequate service in one or more periods of the day (peak, off-peak or night), 49 corridors are underserved in one or more period of the day, and 29 corridors have a higher level of service than is warranted in at least one time period.

Corridors are assessed in multiple time periods, so the sum of the number of corridors per category will be greater than the total number of corridors in the network. Maps showing the under- and overserved corridors are on the pages following the table.

**Service Adequacy Analysis:  
Number of Corridors With at Least  
One Period in Category, 2011**



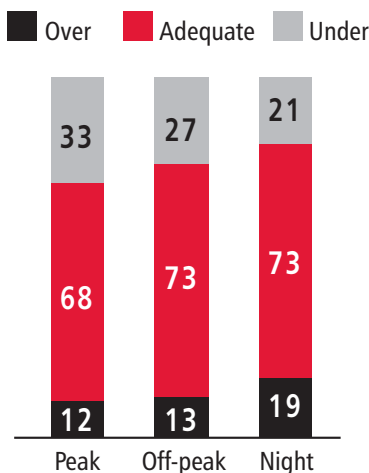
A major investment of about 349,000 annual service hours would be required to bring service levels up to the target levels for all corridors in all time periods.

The bottom chart at left shows that there were slightly more underserved corridors during the peak period, reflecting the county's peak period needs.

### Investment priority

The table on the next page lists the corridors identified as underserved in the service adequacy analysis. Underserved corridors are among the higher priorities for investment of additional service. Priority among underserved corridors is established by ordering the underserved corridors in descending order of points, first by the geographic value score, then by the land-use score, and finally by the social equity score. This helps ensure that service enhancements are equitably distributed and productive.

**Adequacy of Service by Service Type  
for Corridors, 2011**

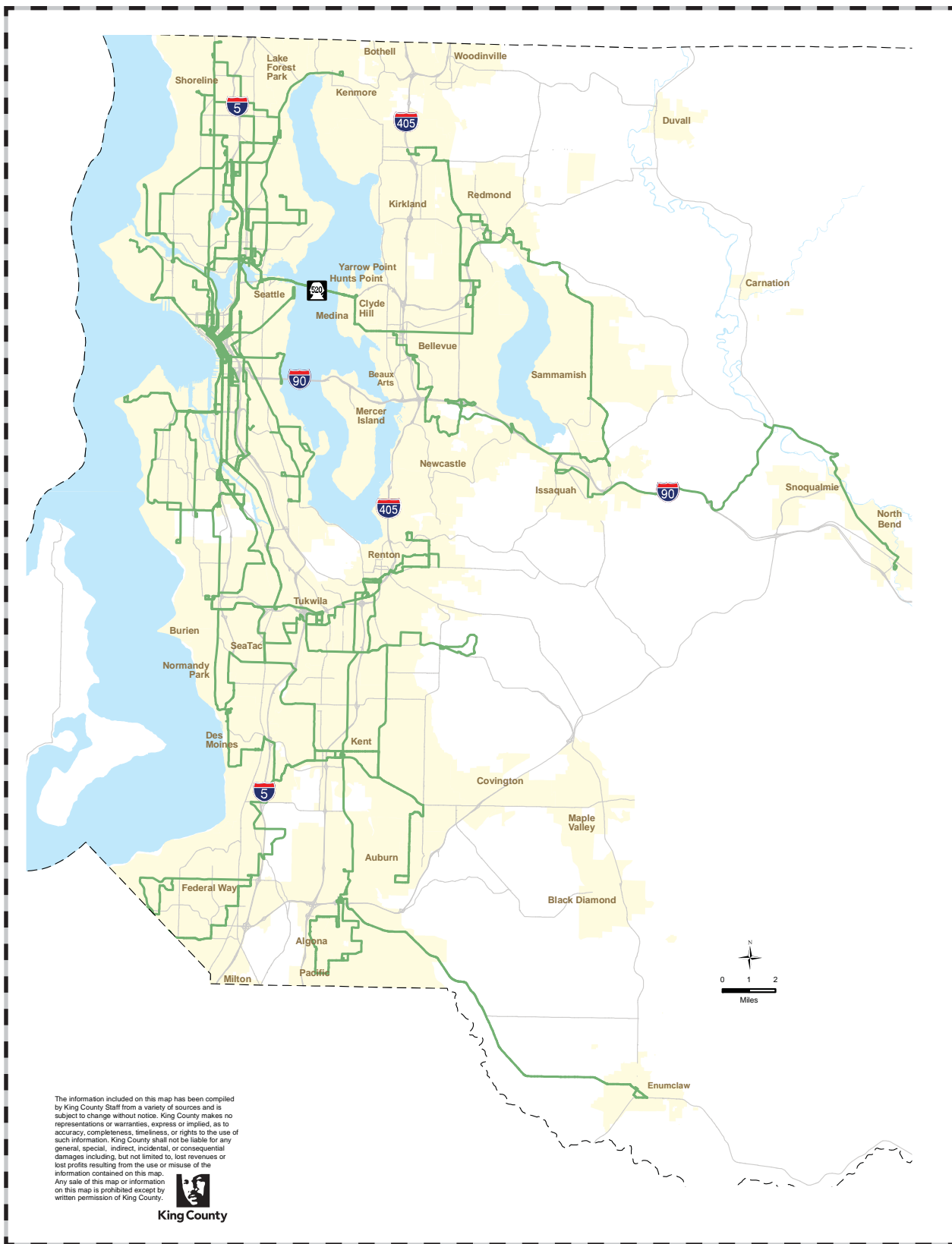


### 2011 Underserved Corridors and Estimated Hours to Meet Service Level Targets Ordered by Investment Priority

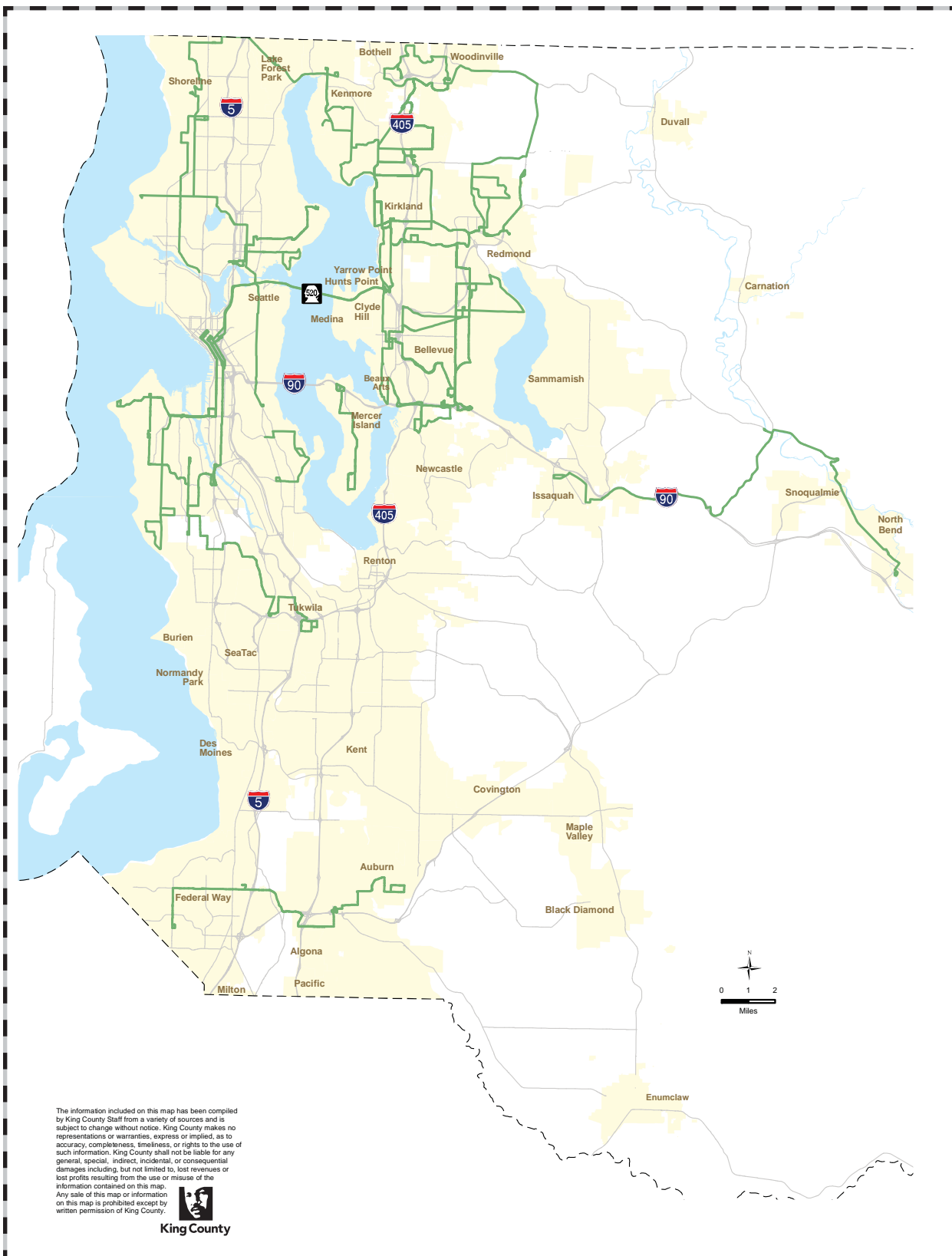
This table is ordered by priority investment. Priority among underserved corridors is established by ordering the underserved corridors in descending order of points, first by the geographic value score, then by the land-use score, and finally by the social equity score.

| Corridor number | Between          | And              | Major route  | Estimated hours to meet target |
|-----------------|------------------|------------------|--------------|--------------------------------|
| 25              | Cowen Park       | Downtown Seattle | 73 TB EX     | 4,000                          |
| 19              | Burien           | Downtown Seattle | 132 TB       | 18,000                         |
| 20              | Capitol Hill     | White Center     | 60           | 11,000                         |
| 55              | Lake City        | Downtown Seattle | 41           | 2,000                          |
| 106             | U. District      | Bellevue         | 271          | 5,000                          |
| 99              | Tukwila          | Downtown Seattle | 124          | 4,000                          |
| 9               | Ballard          | Lake City        | 75           | 10,000                         |
| 15              | Bellevue         | Redmond          | B            | 23,000                         |
| 3               | Auburn           | Burien           | 180          | 10,000                         |
| 83              | Renton           | Burien           | 140          | 8,000                          |
| 33              | Federal Way      | Kent             | 183          | 10,000                         |
| 52              | Kent             | Renton           | 153          | 10,000                         |
| 100             | Tukwila          | Des Moines       | 156          | 12,000                         |
| 50              | Kent             | Renton           | 169          | 6,000                          |
| 81              | Redmond          | Totem Lake       | 930          | 7,000                          |
| 59              | Madison Park     | Downtown Seattle | 11           | 11,000                         |
| 35              | Fremont          | U. District      | 30/31        | 2,000                          |
| 69              | Northgate        | Downtown Seattle | 16           | 8,000                          |
| 5               | Aurora Village   | Downtown Seattle | 358          | 7,000                          |
| 111             | West Seattle     | Downtown Seattle | 54           | 19,000                         |
| 94              | Shoreline CC     | Northgate        | 345          | 5,000                          |
| 18              | Burien           | Downtown Seattle | 131 TB       | 12,000                         |
| 87              | Renton           | Renton Highlands | 105          | 2,000                          |
| 112             | White Center     | Downtown Seattle | 125          | 3,000                          |
| 95              | Shoreline CC     | Lake City        | 330          | 4,000                          |
| 48              | Kent             | Burien           | 131/166      | 4,000                          |
| 37              | Green River CC   | Kent             | 164          | 1,000                          |
| 41              | Issaquah         | Overlake         | 269          | 11,000                         |
| 30              | Enumclaw         | Auburn           | 186          | 5,000                          |
| 101             | Tukwila          | Fairwood         | 155          | 5,000                          |
| 42              | Issaquah         | North Bend       | 209          | 3,000                          |
| 76              | Queen Anne       | Downtown Seattle | 3 N          | 3,000                          |
| 24              | Colman Park      | Downtown Seattle | 27           | 3,000                          |
| 26              | Discovery Park   | Downtown Seattle | 33           | 9,000                          |
| 107             | U. District      | Downtown Seattle | 25           | 3,000                          |
| 12              | Ballard          | Downtown Seattle | 17           | 7,000                          |
| 2               | Alki             | Downtown Seattle | 56           | 4,000                          |
| 71              | Othello Station  | Columbia City    | 39           | 5,000                          |
| 79              | Rainier Beach    | Capitol Hill     | 9            | 9,000                          |
| 110             | Wedgwood         | Cowen Park       | 71           | 6,000                          |
| 45              | Kenmore          | U. District      | 372          | 4,000                          |
| 70              | Northgate        | U. District      | 68           | 10,000                         |
| 40              | Issaquah         | Eastgate         | 271          | 4,000                          |
| 67              | NE Tacoma        | Federal Way      | 182          | 3,000                          |
| 103             | Twin Lakes       | Federal Way      | 187          | 2,000                          |
| 89              | Renton Highlands | Renton           | 908          | 4,000                          |
| 28              | Eastgate         | Bellevue         | 246          | 5,000                          |
| 74              | Pacific          | Auburn           | 917          | 4,000                          |
| 93              | Shoreline        | U. District      | 373          | 22,000                         |
|                 |                  |                  | <b>Total</b> | <b>349,000</b>                 |

**FIG. 3**  
**Underserved Corridors, Spring 2011**



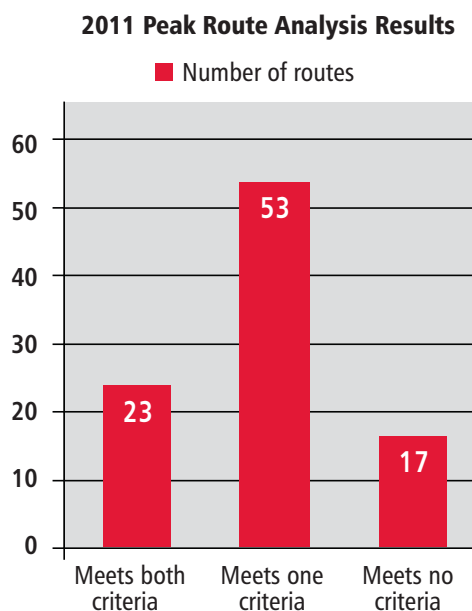
**FIG. 4**  
**Overserved Corridors, Spring 2011**



## Peak routes

Metro's peak-only network has about 491,000 annual service hours, or 14 percent of the total service on the All-Day and Peak Network. This is a substantial service investment that connects much of the county directly with the largest employment centers, including the University District, Redmond, Bellevue, and downtown Seattle. Most of these connections complement all-day services that may be overcrowded during the peak period, stop more frequently than the peak service, or require transfers.

Some peak-only routes represent the only service in a given corridor or community. In some cases, hours of service may be extended based on use, demand or additional development. The guidelines assume that the primary reasons for peak-only service are capacity and speed. Accordingly, the guidelines analysis compares rides per trip on peak routes to those on the local alternative, and the peak route's travel time advantage over the local alternative. Either of these measures may be a sufficient reason to operate a peak-only service, and a peak route that achieves advantages on both measures provides even more value.

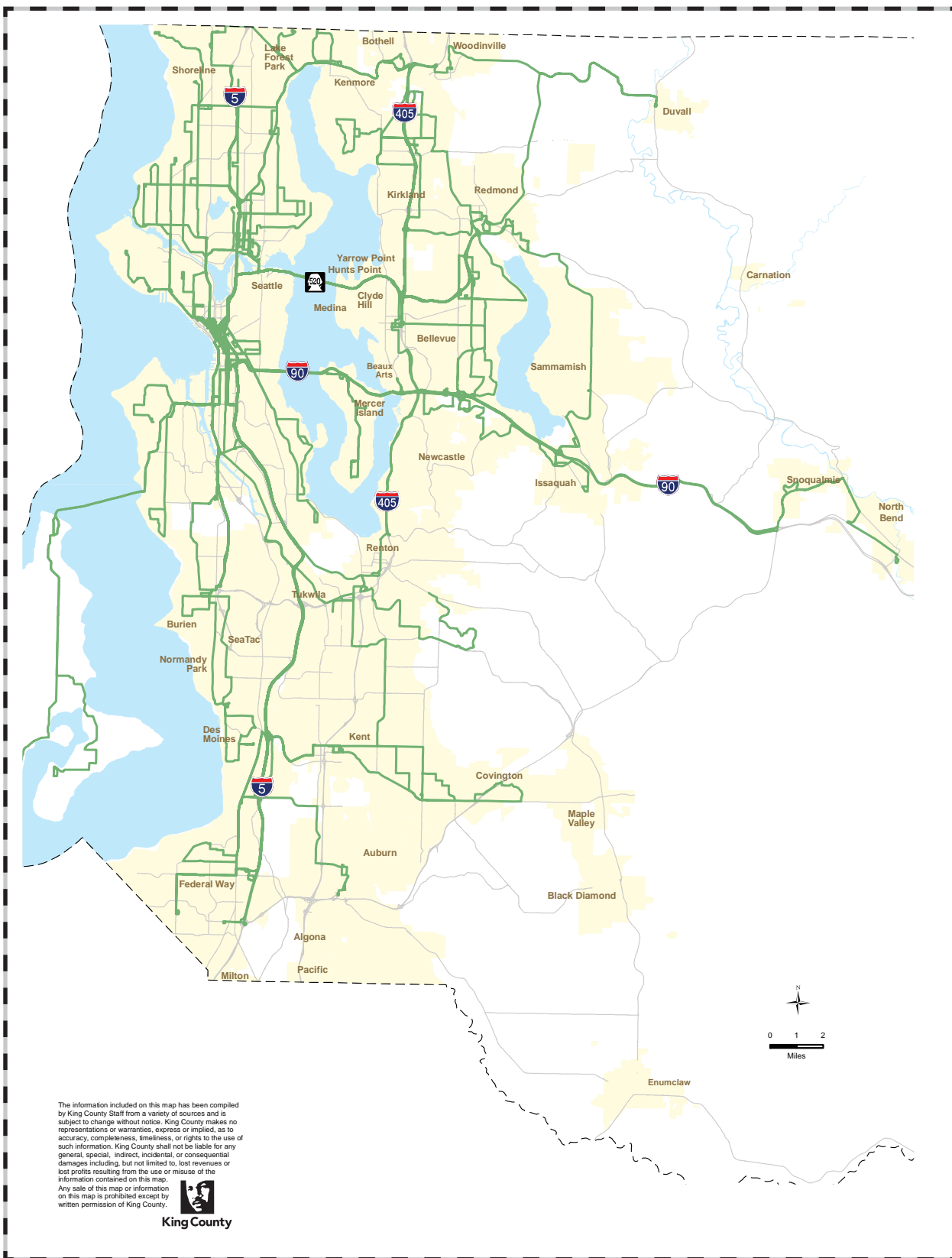


By using two criteria, the guidelines help us identify areas of potential improvement. Where a peak service does not meet one of the two criteria we can consider changes such as adjusting stop spacing or routing to improve the speed, directness, or attractiveness of a peak route.

The guidelines analysis found that the majority of Metro's peak-only services meet one or more of the peak criteria. Peak routes that meet only one of the criteria are providing valuable service, but may present opportunities for improvement.

The chart at left summarizes the results of the peak-route analysis. The list of routes not meeting one or both criteria is in the appendix.

**FIG. 5**  
Peak Routes that Meet None or One Criteria, Spring 2011





## **The complete network: integration with Sound Transit**

The 113 corridors in Metro's All-Day Network do not include corridors where Sound Transit is the primary provider of all-day service. Key corridors in King County where Sound Transit is the primary provider of two-way, all-day transit service are listed in the table below. Metro operates service within many of these corridors, but these are mainly peak services that complement Sound Transit's all-day service.

### **Corridors Served Primarily by Sound Transit**

| Between     | And              | Via   | Major Route     |
|-------------|------------------|---|-----------------|
| Woodinville | Downtown Seattle | Bothell, Kenmore, Lake Forest Park, Lake City | 522             |
| UW Bothell  | CCC-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         |
| SeaTac      | Downtown Seattle | Rainier Valley                                | Link light rail |

The I-90 corridor between Issaquah, Eastgate, and downtown Seattle is an example of the way Sound Transit and Metro coordinate service in a shared corridor. Sound Transit's Route 554 provides service all day, seven days a week, operating more than 70 daily trips. During peak periods, Metro operates routes that complement Route 554 and provide the majority of peak service between Issaquah and downtown Seattle.

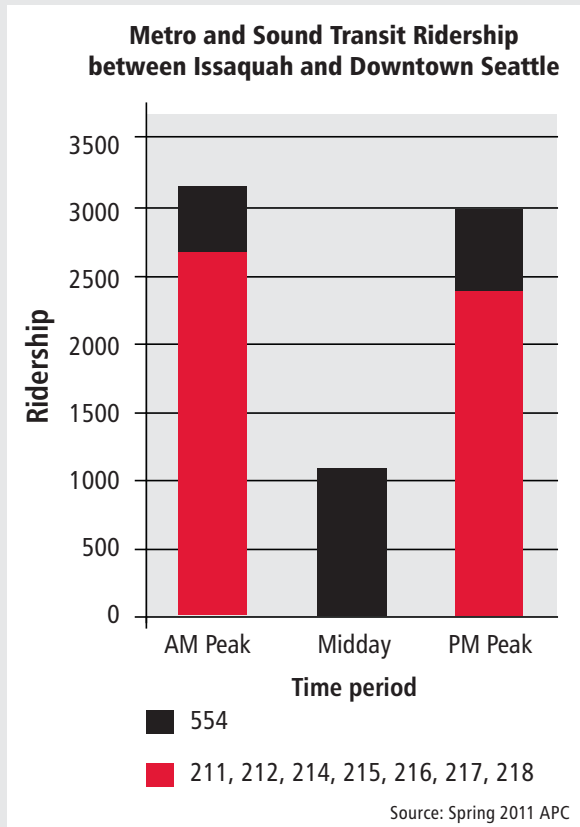
### **Complementary Metro-Sound Transit Service in a Shared Corridor**

| Route | Between            | And                 | Via  | Number of peak trips | Average rides per trip |
|-------|--------------------|---------------------|------|----------------------|------------------------|
| 554   | Issaquah           | Downtown Seattle    | I-90 | 28                   | 40                     |
| 211   | Issaquah Highlands | First Hill, Seattle | I-90 | 9                    | 29                     |
| 212   | Eastgate           | Downtown Seattle    | I-90 | 39                   | 36                     |
| 214   | Issaquah           | Downtown Seattle    | I-90 | 20                   | 32                     |
| 215   | North Bend         | Downtown Seattle    | I-90 | 10                   | 48                     |
| 216   | Sahalee            | Downtown Seattle    | I-90 | 10                   | 45                     |
| 217   | Downtown Seattle   | Issaquah            | I-90 | 5                    | 42                     |
| 218   | Issaquah Highlands | Downtown Seattle    | I-90 | 29                   | 53                     |

Source: Spring 2011



The next chart shows current ridership demand between Issaquah, Eastgate and downtown Seattle. As the chart shows, Metro provides most of the peak rides but Sound Transit service provides connections in the midday for more than 1,000 daily riders between Issaquah Highlands and downtown Seattle. The chart also shows how Sound Transit and Metro schedule service to be complementary, with Metro services accommodating high peak demand. The combination of Metro's more frequent peak trips and Sound Transit's all-day service with 20-minute frequency in the midday meets overall transit demand in the corridor.



In many corridors, Sound Transit provides at least 30-minute service all day, typically 5 a.m. to 12 a.m., while Metro provides additional service in the peak periods to help meet demand. By making the reduction of overcrowding our number-one priority, Metro ensures that additional demand is served.

The balance between Sound Transit and Metro corridors will continue to evolve. Currently, we analyze Metro services on selected regional, freeway-based corridors where Sound Transit does not provide service, or where Metro provides the major all-day connection. These corridors include Renton-to-downtown Seattle via I-5, and Northgate-to-downtown Seattle via I-5. The table below lists additional regional freeway-based corridors where Metro is the primary all-day service provider.

As Link service expands, Sound Transit will become the primary provider in additional corridors such as the Northgate-to-downtown Seattle corridor. As services are introduced and modified, Metro and Sound Transit will make adjustments to the network.

### Corridors Primarily Served by Metro

| Between             | And                 | Via                         | Major route |
|---------------------|---------------------|-----------------------------|-------------|
| Cowen Park          | Downtown Seattle    | University Way, I-5         | 73          |
| Lake City           | Downtown Seattle    | NE 125th St, Northgate, I-5 | 41          |
| Renton              | Downtown Seattle    | MLK Jr Way, I-5             | 101         |
| Kent                | Downtown Seattle    | Tukwila                     | 150         |
| Totem Lake          | Downtown Seattle    | Kirkland, SR-520            | 255         |
| University District | Bellevue            | SR-520                      | 271         |
| Kenmore             | University District | Lake Forest Park, Lake City | 372         |
| West Seattle        | Downtown Seattle    | Fauntleroy, Alaska Junction | 54          |
| Burien              | Downtown Seattle    | Delridge, Ambaum            | 120         |

## 2011 Corridor Service Family and Level of Service Summary

| Corridor                                       | Connections      |                |   | Major route | Final suggested service levels |          |       |
|--|------------------|----------------|---|-------------|--------------------------------|----------|-------|
|  | Between          | And            | Via   |             | Peak                           | Off-Peak | Night |
| <b>Resulting service family: Very Frequent</b> |                  |                |   |             |                                |          |       |
| 5  | Aurora Village   | Seattle CBD    | Aurora Ave N                                    | E           | < 15                           | 15       | 15    |
| 8  | Ballard          | U. District    | Green Lake, Greenwood                           | 48 N        | < 15                           | 15       | 30    |
| 10   | Ballard          | Seattle CBD    | 15th Ave W                                      | D           | < 15                           | < 15     | 15    |
| 11   | Ballard          | U. District    | Wallingford (N 45th St)                         | 44          | < 15                           | 15       | 15    |
| 13   | Beacon Hill      | Seattle CBD    | Beacon Ave                                      | 36          | < 15                           | < 15     | 15    |
| 15   | Bellevue         | Redmond        | NE 8th St, 156th Ave NE                         | B           | < 15                           | 15       | 15    |
| 17   | Burien           | Seattle CBD    | Delridge, Ambaum                                | 120         | < 15                           | 15       | 30    |
| 19   | Burien           | Seattle CBD    | Des Moines Mem Dr, South Park                   | 132         | 15                             | 15       | 30    |
| 20   | Capitol Hill     | White Center   | South Park, Georgetown, Beacon Hill, First Hill | 60          | < 15                           | 15       | 30    |
| 21   | Capitol Hill     | Seattle CBD    | 15th Ave E                                      | 10          | < 15                           | 15       | 30    |
| 22   | Capitol Hill     | Seattle CBD    | Madison St                                      | 12          | < 15                           | 15       | 30    |
| 23   | Central District | Seattle CBD    | E Jefferson St                                  | 3S          | < 15                           | < 15     | 15    |
| 25   | Cowen Park       | Seattle CBD    | University Way, I-5                             | 73 EX       | < 15                           | < 15     | 30    |
| 32   | Federal Way      | SeaTac         | SR-99   | A           | < 15                           | 15       | 15    |
| 34   | Fremont          | Seattle CBD    | Dexter Ave N                                    | 26/28       | < 15                           | 15       | 15    |
| 35   | Fremont          | U. District    | N 40th St                                       | 30/31       | < 15                           | 15       | 30    |
| 38   | Greenwood        | Seattle CBD    | Greenwood Ave N                                 | 5           | 15                             | 15       | 30    |
| 51   | Kent             | Seattle CBD    | Tukwila   | 150         | 15                             | 15       | 30    |
| 55   | Lake City        | Seattle CBD    | NE 125th St, Northgate, I-5                     | 41          | < 15                           | 15       | 30    |
| 59   | Madison Park     | Seattle CBD    | Madison St                                      | 11          | < 15                           | 15       | 30    |
| 60   | Madrona          | Seattle CBD    | Union St  | 2 S         | < 15                           | 15       | 30    |
| 66   | Mount Baker      | U. District    | 23rd Ave E                                      | 48 S        | < 15                           | 15       | 30    |
| 68   | Northgate        | U. District    | Roosevelt                                       | 67          | < 15                           | 15       | 30    |
| 69   | Northgate        | Seattle CBD    | Green Lake, Wallingford                         | 16          | 15                             | 15       | 30    |
| 70   | Northgate        | U. District    | Roosevelt Way NE, NE 75th St                    | 68          | 15                             | 15       | 30    |
| 75   | Queen Anne       | Seattle CBD    | Queen Anne Ave N                                | 13          | < 15                           | 15       | 15    |
| 76   | Queen Anne       | Seattle CBD    | Taylor Ave N                                    | 3 N         | < 15                           | < 15     | 15    |
| 77   | Rainier Beach    | Seattle CBD    | Rainier Ave                                     | 7           | < 15                           | < 15     | 15    |
| 78   | Rainier Beach    | Seattle Center | MLK Jr Wy, E John St, Denny Way                 | 8           | 15                             | 15       | 30    |
| 83   | Renton           | Burien         | S 154th St                                      | F           | < 15                           | 15       | 15    |
| 104  | U. District      | Seattle CBD    | Eastlake, Fairview                              | 70          | < 15                           | 15       | 15    |
| 105  | U. District      | Seattle CBD    | Broadway  | 49          | 15                             | 15       | 15    |
| 106  | U. District      | Bellevue       | SR-520  | 271         | < 15                           | < 15     | 30    |
| 110  | Wedgwood         | Cowen Park     | View Ridge, NE 65th St                          | 71          | < 15                           | 15       | 30    |
| 111  | West Seattle     | Seattle CBD    | Fauntleroy, Alaska Junction                     | C           | < 15                           | 15       | 15    |

KEY =

|             |
|-------------|
| UNDERSERVED |
| OVERSERVED  |

| Corridor                                  | Connections    |                  |  | Major route | Final suggested service levels |          |       |
|---|----------------|------------------|--|-------------|--------------------------------|----------|-------|
|   | Between        | And              | Via                                      |             | Peak                           | Off-Peak | Night |
| <b>Resulting service family: Frequent</b> |                |                  |  |             |                                |          |       |
| 2   | Alki           | Seattle CBD      | Admiral Way                              | 56          | 15                             | 60       | 30    |
| 3   | Auburn         | Burien           | Kent, SeaTac                             | 180         | 15                             | 30       | 30    |
| 9   | Ballard        | Lake City        | Holman Road, Northgate                   | 75          | < 15                           | 30       | 30    |
| 12  | Ballard        | Seattle CBD      | W Nickerson, Westlake Av N, 9th Ave      | 17          | 15                             | 30       | 30    |
| 14  | Bellevue       | Eastgate         | Lake Hills Connector                     | 271         | 15                             | 30       | 30    |
| 18  | Burien         | Seattle CBD      | 1st Ave S, South Park, Airport Wy        | 131         | 15                             | 30       | 30    |
| 24  | Colman Park    | Seattle CBD      | Leschi, Yesler                           | 27          | 15                             | 30       | 30    |
| 26  | Discovery Park | Seattle CBD      | Gilman Ave W, 22nd Ave W, Thorndyke Av W | 33          | 15                             | 30       | 30    |
| 33  | Federal Way    | Kent             | Military Road                            | 183         | 15                             | 30       | 30    |
| 40  | Issaquah       | Eastgate         | Newport Way                              | 271         | 15                             | 30       | 30    |
| 45  | Kenmore        | U. District      | Lake Forest Park, Lake City              | 372         | 15                             | 30       | 30    |
| 50  | Kent           | Renton           | Kent East Hill                           | 169         | 15                             | 30       | 30    |
| 52  | Kent           | Renton           | 84th Av S, Lind Av SW                    | 153         | 15                             | 30       | 30    |
| 56  | Lake City      | U. District      | Lake City, Sand Point                    | 75          | 15                             | 30       | 30    |
| 57  | Lake City      | U. District      | 35th Ave NE                              | 65          | 15                             | 30       | 30    |
| 61  | Magnolia       | Seattle CBD      | 34th Ave W, 28th Ave W                   | 24          | 15                             | 30       | 30    |
| 64  | Mount Baker    | Seattle CBD      | 31st Av S, S Jackson St                  | 145         | 15                             | 30       | 30    |
| 79  | Rainier Beach  | Capitol Hill     | Rainier Ave                              | 9           | < 15                           | 30       | 30    |
| 84  | Renton         | Seattle CBD      | MLK Jr Wy, I-5                           | 101         | < 15                           | 30       | 30    |
| 85  | Renton         | Rainier Beach    | West Hill, Rainier View                  | 107         | 15                             | 30       | 30    |
| 86  | Renton         | Seattle CBD      | Skyway, S. Beacon Hill                   | 106         | 15                             | 30       | 30    |
| 87  | Renton         | Renton Highlands | NE 4th St, Union Ave NE                  | 105         | 15                             | 30       | 30    |
| 93  | Shoreline      | U. District      | Jackson Park, 15th Av NE                 | 373         | 15                             | 60       | 30    |
| 94  | Shoreline CC   | Northgate        | N 130th St, Meridian Av N                | 345         | 15                             | 30       | 30    |
| 97  | Totem Lake     | Seattle CBD      | Kirkland, SR-520                         | 255         | < 15                           | 30       | 30    |
| 99  | Tukwila        | Seattle CBD      | Pacific Hwy S, 4th Ave S                 | 124         | 15                             | 30       | 30    |
| 100                                       | Tukwila        | Des Moines       | McMicken Heights, Sea-Tac                | 156         | 15                             | 30       | 30    |

KEY =

UNDERSERVED

OVERSERVED

## 2011 Corridor Service Family and Level of Service Summary (continued)

| Corridor                               | Connections       |                 |   | Major route | Final suggested service levels |          |       |
|--|-------------------|-----------------|---|-------------|--------------------------------|----------|-------|
|  | Between           | And             | Via                                       |             | Peak                           | Off-Peak | Night |
| 112                                    | White Center      | Seattle CBD     | 16th Ave SW, SSCC                         | 125         | < 15                           | 30       | 30    |
| <b>Resulting service family: Local</b> |                   |                 |   |             |                                |          |       |
| 1                                      | Admiral District  | Southcenter     | California Ave SW, Military Rd, TIBS      | 128         | 30                             | 30       | 60    |
| 4                                      | Auburn/GRCC       | Federal Way     | 15th St SW, Lea Hill Rd                   | 181         | 30                             | 30       | 60    |
| 6                                      | Aurora Village    | Northgate       | Meridian Av N                             | 346         | 30                             | 30       | 60    |
| 7                                      | Avondale          | Kirkland        | NE 85th St, NE Redmond Wy, Avondale Wy NE | 248         | 30                             | 30       | 60    |
| 16                                     | Bellevue          | Renton          | Newcastle, Factoria                       | 240         | 30                             | 30       | 60    |
| 28                                     | Eastgate          | Bellevue        | Somerset, Factoria, Woodridge             | 246         | 30                             | 30       | 0     |
| 30                                     | Enumclaw          | Auburn          | Auburn Wy S, SR 164                       | 186         | 30                             | 30       | 0     |
| 31                                     | Fairwood          | Renton          | S Puget Dr, Royal Hills                   | 148         | 30                             | 30       | 60    |
| 36                                     | Fremont           | Broadview       | 8th Av NW, 3rd Av NW                      | 28          | 30                             | 60       | 60    |
| 37                                     | Green River CC    | Kent            | 132nd Ave SE                              | 164         | 30                             | 30       | 30    |
| 39                                     | High Point        | Seattle CBD     | 35th Ave SW                               | 21          | 30                             | 30       | 60    |
| 41                                     | Issaquah          | Overlake        | Sammamish, Bear Creek                     | 269         | 30                             | 30       | 0     |
| 42                                     | Issaquah          | North Bend      | Fall City, Snoqualmie                     | 209         | 30                             | 60       | 0     |
| 43                                     | Kenmore           | Kirkland        | Juanita                                   | 234         | 30                             | 60       | 0     |
| 44                                     | Kenmore           | Shoreline       | Lake Forest Park, Aurora Village TC       | 331         | 30                             | 30       | 0     |
| 48                                     | Kent              | Burien          | Kent-DM Rd, S. 240th St, 1st Av S         | 131/ 166    | 30                             | 30       | 30    |
| 49                                     | Kent              | Maple Valley    | Kent-Kangley Road                         | 168         | 30                             | 30       | 60    |
| 53                                     | Kirkland          | Bellevue        | South Kirkland                            | 230 W       | 30                             | 30       | 60    |
| 54                                     | Kirkland          | Factoria        | Overlake, Crossroads, Eastgate            | 245         | 30                             | 30       | 60    |
| 62                                     | Mercer Island     | S Mercer Island | Island Crest Way                          | 204         | 30                             | 60       | 0     |
| 63                                     | Mirror Lake       | Federal Way     | S 312th St                                | 901         | 30                             | 30       | 60    |
| 65                                     | Mountlake Terrace | Northgate       | 15th Ave NE, 5th Ave NE                   | 347         | 30                             | 30       | 60    |
| 67                                     | NE Tacoma         | Federal Way     | SW 356th St, 9th Ave S                    | 182         | 30                             | 30       | 0     |
| 71                                     | Othello Station   | Columbia City   | Seward Park                               | 39          | 30                             | 30       | 0     |
| 74                                     | Pacific           | Auburn          | Algona                                    | 917         | 30                             | 30       | 0     |
| 81                                     | Redmond           | Totem Lake      | Willows Road                              | 930         | 30                             | 30       | 60    |
| 89                                     | Renton Highlands  | Renton          | NE 7th St, Edmonds Av NE                  | 908         | 30                             | 30       | 0     |
| 90                                     | Richmond Beach    | Northgate       | Richmond Bch Rd, 15th Ave NE              | 348         | 30                             | 30       | 60    |
| 92                                     | Sand Point        | U. District     | NE 55th St                                | 30          | 30                             | 60       | 30    |
| 95                                     | Shoreline CC      | Lake City       | N 155th St, Jackson Park                  | 330         | 30                             | 30       | 0     |
| 101                                    | Tukwila           | Fairwood        | S 180th St, Carr Road                     | 155         | 30                             | 30       | 0     |
| 102                                    | Twin Lakes        | Federal Way     | SW Campus Dr, 1st Ave S                   | 903         | 30                             | 30       | 60    |
| 103                                    | Twin Lakes        | Federal Way     | S 320th St                                | 187         | 30                             | 30       | 60    |
| 107                                    | U. District       | Seattle CBD     | Lakeview                                  | 25          | 30                             | 30       | 0     |

KEY =

|             |
|-------------|
| UNDERSERVED |
| OVERSERVED  |

| Corridor                                | Connections    |             |   | Major route | Final suggested service levels |          |       |
|---|----------------|-------------|---|-------------|--------------------------------|----------|-------|
|   | Between        | And         | Via                                     |             | Peak                           | Off-Peak | Night |
| 113                                     | White Center   | Seattle CBD | Highland Park, 4th Ave S                | 23          | 30                             | 30       | 60    |
| <b>Resulting service family: Hourly</b> |                |             |   |             |                                |          |       |
| 27                                      | Eastgate       | Bellevue    | Newport Wy , S. Bellevue, Beaux Arts    | 222         | 60                             | 60       | 0     |
| 29                                      | Eastgate       | Overlake    | Phantom Lake                            | 926         | 60                             | 60       | 0     |
| 46                                      | Kenmore        | Totem Lake  | Finn Hill, Juanita                      | 935         | 60                             | 60       | 0     |
| 47                                      | Kennydale      | Renton      | Edmonds Av NE                           | 909         | 60                             | 60       | 0     |
| 58                                      | Laurelhurst    | U. District | NE 45th St                              | 25          | 60                             | 60       | 0     |
| 72                                      | Overlake       | Bellevue    | Bell-Red Road                           | 233         | 60                             | 60       | 60    |
| 73                                      | Overlake       | Bellevue    | Sammamish Viewpoint, Northup Wy         | 249         | 60                             | 60       | 0     |
| 80                                      | Redmond        | Eastgate    | 148th Ave, Crossroads, Bellevue College | 221         | 60                             | 60       | 60    |
| 82                                      | Redmond        | Fall City   | Duvall, Carnation                       | 224         | 60                             | 60       | 0     |
| 88                                      | Renton         | Enumclaw    | Maple Valley, Black Diamond             | 149         | 60                             | 60       | 0     |
| 91                                      | S Vashon       | N Vashon    | Valley Center                           | 118         | 60                             | 60       | 0     |
| 96                                      | Shoreline CC   | Greenwood   | Greenwood Av N                          | 5           | 60                             | 60       | 60    |
| 98                                      | Totem Lake     | Kirkland    | Kingsgate                               | 236         | 60                             | 60       | 0     |
| 108                                     | UW Bothell     | Redmond     | Woodinville, Cottage Lake               | 251         | 60                             | 60       | 0     |
| 109                                     | UW Bothell/CCC | Kirkland    | 132nd Ave NE, Lk Wash Voch Tech         | 238         | 60                             | 60       | 0     |

KEY =

UNDERSERVED

OVERSERVED

## SECTION 2

## ROUTE PERFORMANCE ANALYSIS

Metro applies performance guidelines to assess the productivity and service quality of its routes. We evaluate individual routes and identify where adjustments could make service more cost-effective and could reduce crowding and improve on-time performance.

### Productivity measures

Two productivity measures are used to evaluate individual route performance:

1. **Rides per platform hour** is the total rides per hour that a bus provides from the time it leaves its base until it returns. Routes with many riders boarding the bus during each trip tend to perform well on this measure.
2. **Passenger miles per platform mile** is the sum of miles traveled by all passengers per mile the bus operates from its base until it returns. Routes that have full, even loading tend to perform well on this measure—including routes that pick up many riders at transit centers or park-and-rides, then travel long distances with few people getting on or off on the way to their destination.

Rides per platform mile and passenger miles per platform hour measure different types of performance. The comparison of routes 10 and 101, in the box at right, illustrates the differences between the two measures.

We also divide routes into two categories based on the market served:

- **Seattle core** routes serve downtown Seattle, First Hill, Capitol Hill, South Lake Union, the University District, or Uptown.
- **Non-Seattle-core** routes serve other areas of Seattle and King County.

Routes serving the Seattle core are expected to perform at a higher level because their potential market is greater than for routes serving other areas of King County.

### Defining high and low performance

Within the two markets, we analyze route productivity for peak, off-peak, and night periods. In accordance with the guidelines,



### How two productivity measures give the full picture

Route 10 provides service between Capitol Hill and downtown Seattle. It tends to have many riders on board between downtown Seattle and Broadway, with fewer riders on board east of that point. It is among the top 25 percent of routes in rides per platform hour but among the bottom 25 percent in passenger miles per platform mile. In other words, it serves many riders per hour of service, but since many riders don't ride the full length of the route, it has fewer passenger miles relative to the total miles that it operates.

Route 101 provides service between Renton and downtown Seattle. Many riders board Route 101 near the ends of the route and ride almost the full length. It is among the top 25 percent of routes in passenger miles per platform hour, indicating a full and even load. However, it is not among the top routes for rides per platform hour, because it has fewer individual riders boarding the route each hour than the top routes have.

**Both of these routes provide value to the transit network, but illustrate how looking at performance on just one measure does not give a full picture of route performance.**

we consider routes to be high performers if they rank in the top 25 percent of routes that operate in the same time period and serve the same market. We consider routes to be low performers if they rank in the bottom 25 percent.

Since the thresholds for performance are defined as the top and bottom 25 percent, the numerical value of the thresholds changes for every analysis. For the spring 2011 analysis, the values of the route performance thresholds were higher than they were in fall 2010, indicating a systemwide improvement in productivity. This improvement resulted from growth in Metro's systemwide ridership, from service cuts targeting low-performing trips, and from actions taken to improve scheduling efficiency that focused on reducing platform hours while maintaining existing trips. The charts below illustrate the threshold values for route performance for spring 2011.

Threshold values for route performance were highest for the off-peak on both measures, followed by threshold values for peak and night periods. This was true for both Seattle core and non-Seattle core routes. This difference occurred because buses spend more time and miles carrying no passengers during peak hours as they travel to places where they will provide single-direction service to major employment centers.

### Spring 2011 Threshold Values

| Routes that serve Seattle core | Peak                       |   | Off-peak                   |   | Night                      |   |
|--------------------------------|----------------------------|---|----------------------------|---|----------------------------|---|
|                                | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile |
| Top 25%                        | 42.0                       | 12.9                                    | 52.6                       | 15.2                                    | 32.0                       | 8.4                                     |
| Bottom 25%                     | 18.6                       | 7.9                                     | 29.4                       | 9.8                                     | 17.7                       | 5.8                                     |

| Routes that do not serve Seattle core | Peak                       |   | Off-peak                   |   | Night                      |   |
|---------------------------------------|----------------------------|---|----------------------------|---|----------------------------|---|
|                                       | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile |
| Top 25%                               | 27.0                       | 7.2                                     | 27.4                       | 9.3                                     | 20.3                       | 6.2                                     |
| Bottom 25%                            | 9.8                        | 2.9                                     | 12.7                       | 3.3                                     | 8.8                        | 2.6                                     |

## RESULTS

The 2011 analysis compared the performance of 244 routes — 161 routes serving the Seattle core and 83 routes not serving the Seattle core. School and custom bus routes were not included. Local and express variants with the same number were analyzed separately if both routes operated in the same direction and time period. Routes with parts (e.g. Route 2 North and 2 South) were analyzed separately. We calculated performance measures based on ridership and service levels in spring 2011.

The following table shows the number of low- and high-performing Metro routes. Some routes were high or low performers on both measures, clearly indicating how a route was performing. However, some routes performed highly on one measure but not the other.

Of the 244 bus routes examined, 65 routes are in the bottom 25 percent on both performance measures in at least one time period. Of these 65 routes, 39 serve the Seattle core and 26 do not serve the Seattle core. Four routes that serve the Seattle core and nine that do not serve the Seattle core are in the bottom 25 percent on both measures in multiple time periods.

Routes and their associated hours as depicted in the table may be counted in more than one performance category since routes are evaluated for different time periods and measures. For example, a route may be a top performer during the peak, but a low performer at night.

### Low-and High-Performing Metro Routes

| Performance  | # Seattle core routes |          |       | # Non-Seattle core routes |          |       | Annual hours |
|--|-----------------------|----------|-------|---------------------------|----------|-------|--------------|
|  | Peak                  | Off-peak | Night | Peak                      | Off-peak | Night |              |
| Top 25% in both measures                             | 18                    | 8        | 8     | 17                        | 13       | 9     | 755,000      |
| Top 25% in rides per platform hour only              | 21                    | 10       | 9     | 2                         | 4        | 2     | 381,000      |
| Top 25% in passenger miles per platform mile only    | 23                    | 10       | 9     | 2                         | 3        | 2     | 461,000      |
| Bottom 25% in both measures                          | 24                    | 11       | 8     | 15                        | 11       | 9     | 274,000*     |
| Bottom 25% in rides per platform hour only           | 15                    | 7        | 9     | 3                         | 5        | 1     | 274,000*     |
| Bottom 25% in passenger miles per platform mile only | 14                    | 6        | 8     | 3                         | 4        | 1     | 197,000      |

\*It is coincidental that the number of hours in services in the bottom 25% in rides per platform hour only matches the number of hours in the bottom 25% in both measures.

### Using the results to improve efficiency and effectiveness

This analysis highlights areas where we might make adjustments to improve the overall performance of the Metro system. As the table shows, for spring 2011 Metro had 274,000 annual service hours invested in routes that were low performers on both performance measures. We review low-performing routes to identify opportunities to revise, consolidate, or eliminate services in order to improve performance. Reducing investments in low-performing routes and reallocating resources to better-performing routes is one way to make our system more efficient. In other instances, modifying routes can make them more attractive to riders. Service restructures that address multiple routes are another way to help the system work better.

Before any service reductions or changes are made, however, routes are reviewed within the context of the network and according to the guidelines. Some routes provide value because they are the only connection between activity centers or the only service in a community.

When we are faced with making service reductions, the guidelines ensure that social equity and geographic value are primary considerations as those decisions are made. We do not propose reduction or elimination of low-performing services that offer the only public transportation option in a geographic area, or that serve a community with a high proportion of people who depend on public transportation, until other opportunities are considered. In some instances, Metro may identify alternative service delivery strategies to meet the mobility needs of communities served by low-performing routes. These strategies could include dial-a-ride-transit as an alternative to existing fixed-route service, or other services such as ridesharing, community vans, or Community Access Transportation.

The table shows the hours of low-productivity services by their reduction priority. (For a full discussion of reduction priorities, see page SG-16 in the Service Guidelines.) The services at the top of the table would be the first to be considered for reduction. If more hours were needed for reductions or reinvestments, services farther down the list would be considered.



### Priority for Reducing Services in the Bottom 25% on Both Measures\*

| Category  | Number of Seattle core routes | Number of non-Seattle core routes | Annual hours |
|---|-------------------------------|-----------------------------------|--------------|
| Peak routes not meeting one or more peak criteria   | 8                             | 0                                 | 70,000       |
| All-day routes that operate on over-served corridors  | 3                             | 6                                 | 31,000       |
| All-day routes that operate on adequately served corridors  | 6                             | 14                                | 68,000       |
| All-day routes that operate on under-served corridors   | 5                             | 3                                 | 23,000       |
| *Additional low productivity hours (approximately 80,000 hours) are on peak routes meeting peak criteria or on routes that are not on the All-Day and Peak Network. |                               |                                   |              |

Sources: Spring 2011 APC, 2011 corridor analysis

The guidelines analysis also helps guide service investments. For example, when new service hours or funds are available, investment in top-performing routes is another way to improve overall system performance.

## PERFORMANCE HIGHLIGHTS

### Routes that do not serve the Seattle core

#### Top 25 percent on both measures

Top performers among routes that do not serve the Seattle core included seven routes that were in the top 25 percent in all time periods on both measures: the A Line between Federal Way and Tukwila and the routes shown in the table below. This set of top-performers includes routes on all three of Metro's six proposed RapidRide corridors that will not serve Seattle. The 253 was one of the routes replaced by the B Line in fall 2011, and the 140 will be replaced by the F Line in fall 2013.

The other top routes offer all-day service primarily in south King County, to regional growth and activity centers such as Des Moines, Green River Community College, Kent, Southcenter, Renton, and West Seattle's Alaska Junction.

#### Top Performers on Both Performance Measures, Non-Seattle Core, Spring 2011

| Route  | Between     | And                           | Via                              |
|--------|-------------|-------------------------------|----------------------------------|
| A Line | Federal Way | Tukwila                       | Kent, Des Moines and SeaTac      |
| 128    | Southcenter | Admiral District              | Alaska Junction and White Center |
| 140    | Burien      | Renton                        | Tukwila and Southcenter          |
| 164    | Kent        | Green River Community College | Lake Meridian P&R                |
| 166    | Des Moines  | Kent                          | Highline Community College       |
| 169    | Renton      | Kent                          | Kent East Hill                   |
| 253    | Redmond     | Bellevue                      | Overlake                         |

#### Connections between centers

Other top performers in multiple time periods and measures included routes connecting activity centers and regional growth centers. All-day routes in south and east King County that performed well connect many of the largest regional growth centers outside of Seattle, including Auburn, Bellevue, Federal Way, Kent, Overlake, Renton, Redmond, and SeaTac. All-day routes in north Seattle and Shoreline that performed well include the network of routes in north Seattle that were created through a service restructure in the early 2000s. These top-performing routes are shown in the table on the next page.

### Top Performers Connecting Regional Centers, Spring 2011

| Route                   | Between                     | And            | Via                               |
|-------------------------|-----------------------------|----------------|-----------------------------------|
| <i>South &amp; East</i> |                             |                |                                   |
| 105                     | Renton Highlands            | Renton         | Renton Technical College          |
| 180                     | Burien                      | Auburn         | Kent and SeaTac                   |
| 181                     | Federal Way                 | Green River CC | Auburn                            |
| 187                     | Twin Lakes                  | Federal Way    | SW 320th Street                   |
| 230 East                | Redmond                     | Bellevue       | Crossroads and Overlake           |
| 230 West                | Kingsgate P&R               | Bellevue       | Kirkland                          |
| 240                     | Bellevue                    | Renton         | Newcastle, Factoria, and Eastgate |
| <i>North</i>            |                             |                |                                   |
| 330                     | Shoreline                   | Lake City      | Fircrest                          |
| 331                     | Shoreline Community College | Kenmore        | Lake Forest Park                  |
| 345                     | Shoreline                   | Northgate      | North Seattle Community College   |
| 346                     | Aurora Village              | Northgate      | Meridian Avenue                   |
| 347                     | Mountlake Terrace           | Northgate      | North City                        |
| 348                     | Richmond Beach              | Northgate      | North City                        |

### Routes that serve the Seattle core

#### Top 25 percent in both measures

Top performers among Seattle core routes were the 49 and 72—the only routes that performed in the top 25 percent on both measures in all time periods. These two routes travel between downtown Seattle and the University District, the most popular transit destinations in King County. Route 72 also provides service north of the University District to Lake City. Other routes between downtown Seattle and the University District were also top performers, as were cross-town services to the University District. Several routes in the future RapidRide D and E line corridors were also top performers. These top performing routes are shown in the table below.

#### Top Performers on Both Performance Measures, Seattle Core, Spring 2011

| Route    | Between             | And                 | Via                       |
|----------|---------------------|---------------------|---------------------------|
| 15       | Blue Ridge          | Downtown Seattle    | Ballard and Uptown        |
| 15EX     | Blue Ridge          | Downtown Seattle    | Ballard                   |
| 18       | North Beach         | Downtown Seattle    | Ballard                   |
| 18EX     | North Beach         | Downtown Seattle    | Ballard and Uptown        |
| 43       | University District | Downtown Seattle    | Capitol Hill              |
| 44       | Ballard             | University District | Wallingford               |
| 48 South | Mount Baker         | University District | Capitol Hill and Montlake |
| 49       | University District | Downtown Seattle    | Capitol Hill and Broadway |
| 71       | Wedgwood            | Downtown Seattle    | University District       |
| 72       | Lake City           | Downtown Seattle    | University District       |
| 73       | Jackson Park        | Downtown Seattle    | University District       |
| 358      | Aurora Village      | Downtown Seattle    | Green Lake                |

## Connections within Seattle

Routes connecting downtown Seattle with central Seattle neighborhoods and employment centers were also among the top performers, especially in rides per platform hour. Routes 1, 2N, 3N, 4N, and 13 connecting Queen Anne and downtown Seattle as well as routes 2S, 3S, and 4S connecting Capitol Hill and central Seattle were top performers on this measure. They illustrate a characteristic of many central-Seattle routes that have high rides per platform hour but are not top performers in passenger miles per platform mile. In central Seattle many routes begin in residential neighborhoods where relatively few riders are on board the bus at the beginning of a route. While many riders may be on board at other points, if a route has relatively few riders at some points it will have lower performance on passenger miles per platform mile.

### Top Performers With Connections Within Seattle, Spring 2011

| Route | Between                    | And              |
|-------|----------------------------|------------------|
| 1     | Kinnear                    | Downtown Seattle |
| 2     | West Queen Anne            | Downtown Seattle |
| 2     | Madrona                    | Downtown Seattle |
| 3     | North Queen                | Downtown Seattle |
| 3     | Madrona                    | Downtown Seattle |
| 4     | East Queen Anne            | Downtown Seattle |
| 4     | Judkins Park               | Downtown Seattle |
| 13    | Seattle Pacific University | Downtown Seattle |

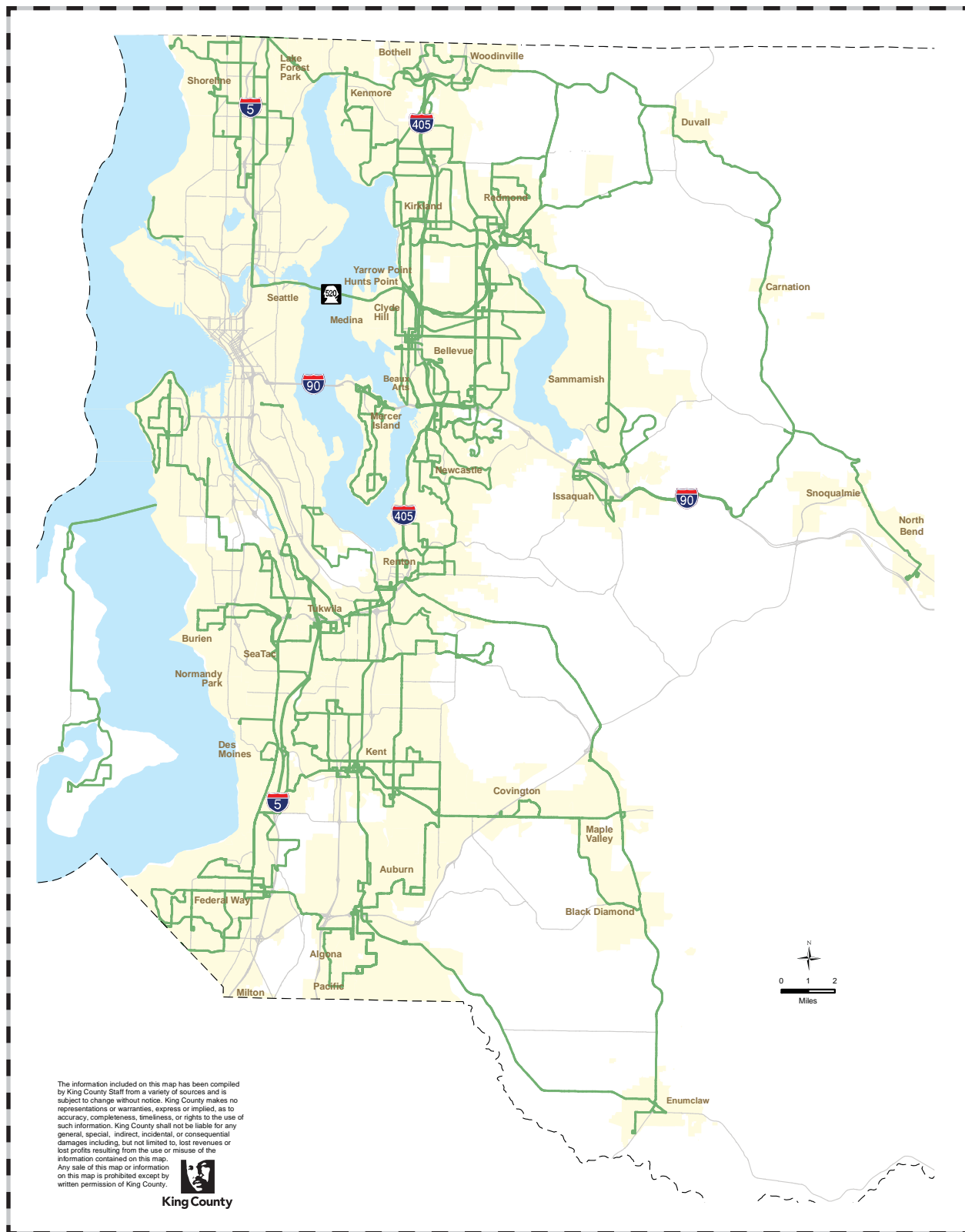
## Suburban King County and downtown Seattle connections

Routes connecting east and south King County to downtown Seattle included several top performers. All-day routes 101, 120, and 150, providing connections with Burien, Kent, Renton, and Tukwila, were among the top performers on passenger miles per platform mile in all time periods. However, only Route 120 was also a top performer in rides per platform hour in any time period. The two top performers overall for passenger miles per platform mile were peak-only Route 218 serving Eastgate and Issaquah Highlands and Route 301 serving Richmond Beach and Shoreline. Riders on these routes generally board very close to the beginning of the route and ride long distances relative to the total route distance.

### Top Performers Connecting Seattle and Suburban King County, Spring 2011

| Route | Between                | And              | Via                       |
|-------|------------------------|------------------|---------------------------|
| 101   | Renton                 | Downtown Seattle | ML King Jr. Way           |
| 120   | Burien                 | Downtown Seattle | White Center and Delridge |
| 150   | Kent                   | Downtown Seattle | Southcenter               |
| 218   | Issaquah Highlands P&R | Downtown Seattle | I-90                      |
| 301   | Richmond Beach         | Downtown Seattle | Shoreline                 |

**FIG. 6**  
Routes that Do Not Serve the Seattle Core, Spring 2011



## Route Data

## Spring 2011 Route Performance: Routes that Do Not Serve the Seattle Core

| Route   | Between          | And                                 | Via                                  | Peak                       |   | Off-peak                   |   | Night                      |   |
|---|------------------|-------------------------------------|--------------------------------------|----------------------------|---|----------------------------|---|----------------------------|---|
|   |                  |                                     |                                      | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile |
| A Line  | Federal Way      | Tukwila                             | Kent, Des Moines,<br>SeaTac          | 35.6                       | 10.6                                    | 42.8                       | 14.6                                    | 27.6                       | 9.1                                     |
| 38  | Beacon Hill      | Mount Baker                         | S. McClellan St.                     |                            |   | 14.6                       | <b>1.3</b>                              |                            |   |
| 51  | Alaska Junction  | Admiral District                    | 35th Ave SW,<br>Admiral Way          | 25.1                       | 3.2                                     | 19.5                       | 3.6                                     |                            |   |
| 53  | Alaska Junction  | Alki                                | Beach Dr Harbor<br>Ave SW            |                            |   | <b>12.5</b>                | 3.6                                     |                            |   |
| 105   | Renton Highlands | Renton Transit Cntr                 | Renton Technical<br>College          | 39.2                       | 8.2                                     | 39.2                       | 8.9                                     | 20.4                       | 4.1                                     |
| 107   | Renton           | Rainier Beach                       | Rainier Ave S.                       | 26.1                       | 6.6                                     | 25.1                       | 7.7                                     | 15.7                       | 4.9                                     |
| 110   | Southwest Renton | N Renton Tukwila<br>Sounder Station | Renton Transit<br>Center             | 16.6                       | <b>1.8</b>                              |                            |   |                            |   |
| 118   | Vashon Island    | Tahlequah                           | Vashon Hwy SW                        | 23.3                       | 4.6                                     | <b>9.6</b>                 | <b>2.4</b>                              | <b>4.6</b>                 | <b>1.0</b>                              |
| 119   | Vashon Island    | Dockton                             | Vashon Hwy SW                        | 16.3                       | 4.8                                     | 13.9                       | <b>3.1</b>                              | <b>2.5</b>                 | <b>0.3</b>                              |
| 128   | Southcenter      | Admiral District                    | White Center                         | 38.7                       | 13.4                                    | 36.5                       | 17.1                                    | 20.4                       | 6.4                                     |
| 129   | Riverton Heights | Tukwila Int'l Blvd<br>Station       | 24th Ave S –<br>Military Rd S        | <b>7.9</b>                 | <b>0.8</b>                              |                            |   |                            |   |
| 139   | Burien           | Highline Comm<br>Hosp               | 4 Ave-164St – 21 St<br>SW – SW 152.. | 20.9                       | 2.9                                     | 14.8                       | <b>2.5</b>                              | <b>8.0</b>                 | <b>1.1</b>                              |
| 140   | Burien via       | Renton                              | Tukwila and<br>Southcenter           | 28.8                       | 9.7                                     | 31.0                       | 11.2                                    | 29.2                       | 10.6                                    |
| 148   | Fairwood         | Renton                              |                                      | 23.5                       | 6.5                                     | 25.5                       | 8.9                                     | 21.1                       | 6.1                                     |
| 149   | Enumclaw         | Renton                              | Maple Valley                         | <b>3.7</b>                 | <b>2.2</b>                              | <b>4.6</b>                 | <b>2.7</b>                              |                            |   |
| 153   | Renton           | Kent                                | E Valley Road                        | 23.6                       | 5.4                                     | 29.0                       | 8.3                                     |                            |   |
| 154   | Tukwila          | Federal Center S                    | E Marginal Way                       | 14.5                       | 3.9                                     |                            |   |                            |   |
| 155   | Southcenter      | Carriagewood                        | S Center Prkwy – S<br>80             | 16.3                       | 3.9                                     | 19.4                       | 5.7                                     |                            |   |
| 156   | Tukwila          | SeaTac<br>South Center              | Intl Blvd – S 176 –<br>Military Rd   | 13.1                       | 3.2                                     | <b>11.2</b>                | 3.3                                     |                            |   |
| 164   | Kent             | Green River CC                      | Lake Meridian P&R                    | 50.9                       | 11.2                                    | 54.8                       | 14.9                                    | 29.8                       | 6.3                                     |
| 166   | Des Moines       | Kent                                | Highline<br>Community<br>College     | 36.5                       | 11.9                                    | 35.2                       | 13.5                                    | 22.7                       | 7.1                                     |
| 168   | Kent             | Timberlane                          | Lake Meridian P&R                    | 25.1                       | 5.9                                     | 25.7                       | 6.9                                     | 15.8                       | 4.7                                     |
| 169   | Renton           | Kent                                | Canyon Dr<br>104th/108th Ave SE      | 45.6                       | 16.4                                    | 42.2                       | 18.0                                    | 26.1                       | 8.4                                     |
| 173   | Federal Way      | Federal Center S                    | E. Marginal Way<br>– I-5             | 9.8                        | 4.7                                     |                            |   |                            |   |
| 180   | Burien           | Auburn                              | Kent                                 | 35.0                       | 12.1                                    | 32.2                       | 13.1                                    | 15.3                       | 5.5                                     |
| 181   | Federal Way      | Auburn                              | SW 320 St –<br>Peasley Canyon Rd     | 31.3                       | 9.4                                     | 29.9                       | 10.2                                    | 20.2                       | 4.9                                     |
| 182   | Federal Way      | Twin Lakes                          | Federal Way TC –<br>Auburn Station   | 17.3                       | 3.7                                     | 23.4                       | 7.6                                     | 10.8                       | 2.6                                     |
| 183   | Kent             | Federal Way                         | Star Lake                            | 23.3                       | 5.9                                     | 28.7                       | 11.1                                    |                            |   |
| <b>KEY:</b> Spring 2011 threshold values for routes that<br>do not serve the Seattle core |                  |                                     | Top 25%                              | 27.0                       | 7.2                                     | 27.4                       | 9.3                                     | 20.3                       | 6.2                                     |
|   |                  |                                     | Bottom 25%                           | <b>9.8</b>                 | <b>2.9</b>                              | <b>12.7</b>                | <b>3.3</b>                              | <b>8.8</b>                 | <b>2.6</b>                              |

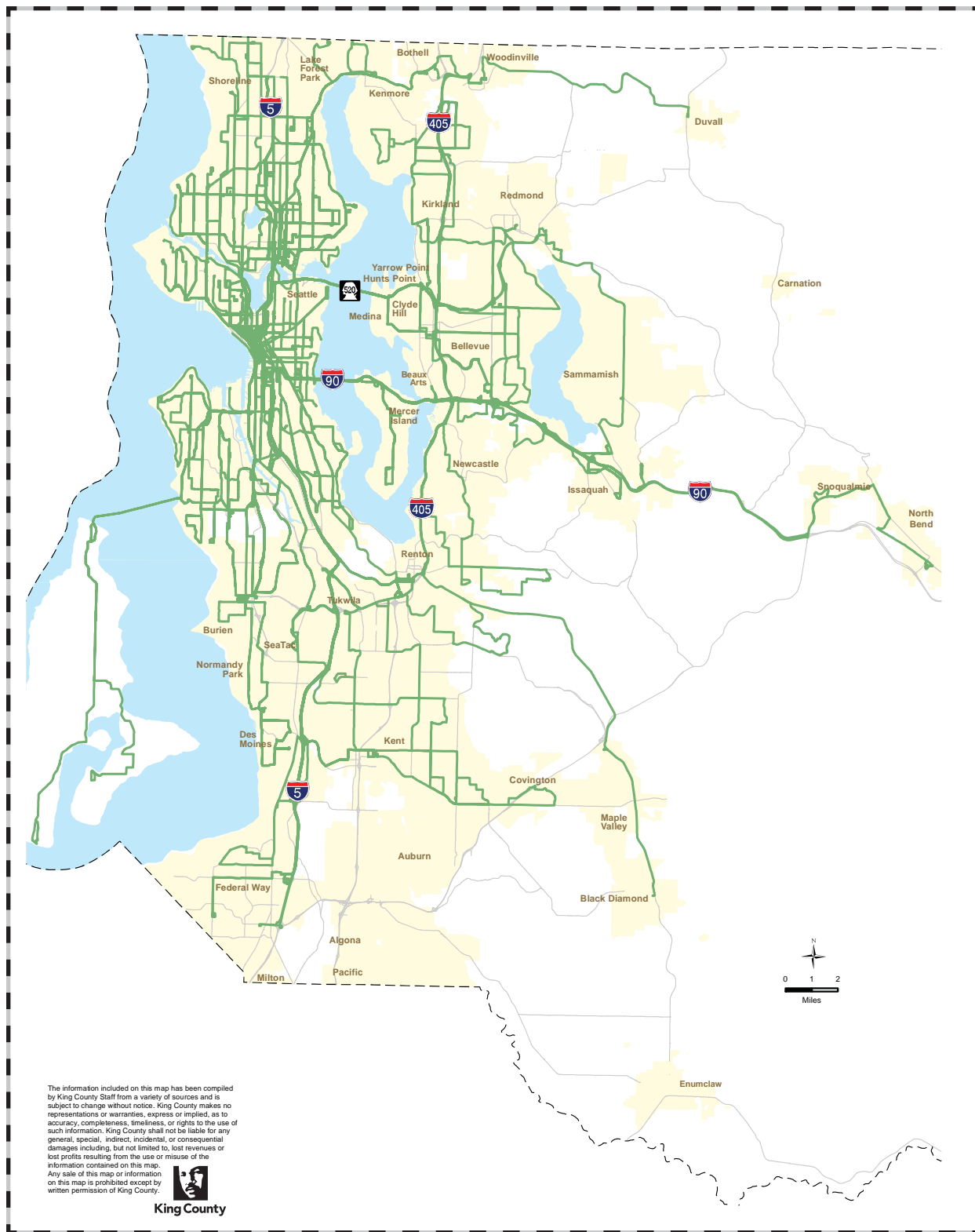
| Route      | Between         | And               | Via                             | Peak                       |   | Off-peak                   |   | Night                      |   |
|------------|-----------------|-------------------|---------------------------------|----------------------------|---|----------------------------|---|----------------------------|---|
|            |                 |                   |                                 | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile |
| 186        | Auburn          | Enumclaw          | Auburn-Enumclaw Rd              | 14.5                       | 3.8                                     | 17.4                       | 6.6                                     |                            |   |
| 187        | Twin Lakes      | Federal Way       | S 320 St                        | 34.0                       | 5.9                                     | 39.4                       | 8.5                                     | 14.9                       | 2.7                                     |
| 200        | North Issaquah  | Downtown Issaquah | Pickering Place, Gilman Village | 9.3                        | 1.7                                     | 14.7                       | 3.8                                     |                            |   |
| 201*       | S Mercer Island | N Mercer Island   | W Mercer Way                    | 4.0                        |   |                            |   |                            |   |
| 203*       | N Mercer Island | E Mercer Island   | Mercer Island City Hall         | 17.7                       |   | 32.4                       |   |                            |   |
| 204*       | N Mercer Island | S Mercer Island   | 78 Ave – Island Crest Way       |                            |   | 13.9                       |   |                            |   |
| 209        | North Bend      | Issaquah          | I-90                            | 10.4                       | 5.6                                     | 12.8                       | 8.1                                     | 5.4                        | 2.3                                     |
| 213*       | N Mercer Island | E Mercer Island   | Covenant Shores                 |                            |   | 23.1                       |   |                            |   |
| 219        | Newcastle       | Factoria          | Newport Hills                   | 4.2                        | 0.5                                     |                            |   |                            |   |
| 221        | Redmond         | Eastgate          | Crossroads                      | 17.0                       | 5.0                                     | 17.8                       | 5.7                                     | 12.4                       | 2.7                                     |
| 222 (241)  | Bellevue        | Eastgate          | Beaux Arts, Factoria            | 15.6                       | 3.3                                     | 16.0                       | 4.7                                     | 8.3                        | 2.4                                     |
| 224        | Redmond         | Fall City         | Duvall, Stillwater, Carnation   | 4.4                        | 1.4                                     | 4.8                        | 1.7                                     |                            |   |
| 230E       | Redmond         | Bellevue          | Crossroads, Overlake            | 36.3                       | 8.6                                     | 25.9                       | 9.6                                     | 26.1                       | 6.5                                     |
| 230W (235) | Kingsgate P&R   | Bellevue          | Kirkland                        | 28.2                       | 7.2                                     | 21.4                       | 7.9                                     | 11.9                       | 4.5                                     |
| 232        | Duvall          | Bellevue          | Redmond, Overlake               | 15.5                       | 4.8                                     |                            |   |                            |   |
| 233 (226)  | Bellevue        | Bear Creek P&R    | Overlake                        | 23.0                       | 5.5                                     | 22.2                       | 6.4                                     | 13.5                       | 3.2                                     |
| 234        | Kenmore         | Bellevue          | Kirkland TC                     | 16.2                       | 5.7                                     | 12.7                       | 5.6                                     | 8.8                        | 3.3                                     |
| 236        | Woodinville     | Kirkland          | Brickyard P&R                   | 9.8                        | 2.8                                     | 9.3                        | 3.3                                     | 4.8                        | 1.3                                     |
| 237        | Woodinville     | Bellevue          | I-405                           | 13.7                       | 5.1                                     |                            |   |                            |   |
| 238        | Bothell         | Kirkland          | Brickyard P&R                   | 13.6                       | 3.7                                     | 14.1                       | 4.6                                     | 6.3                        | 2.1                                     |
| 240        | Bellevue        | Renton            | Newcastle, Factoria, Eastgate   | 27.9                       | 9.9                                     | 24.5                       | 12.6                                    | 12.9                       | 5.5                                     |
| 242        | Northgate       | Overlake          | Greenlake P&R                   | 16.7                       | 9.1                                     |                            |   |                            |   |
| 244EX      | Kenmore         | Overlake          | Kingsgate                       | 11.7                       | 4.7                                     |                            |   |                            |   |
| 245        | Kirkland        | Factoria          | Overlake, Crossroads, Eastgate  | 22.4                       | 6.2                                     | 20.2                       | 6.0                                     | 15.7                       | 3.7                                     |
| 246        | Bellevue        | Eastgate          | Factoria                        | 9.6                        | 1.8                                     | 8.5                        | 2.0                                     |                            |   |
| 247        | Kent/Renton     | Overlake          | Eastgate                        | 4.8                        | 1.3                                     |                            |   |                            |   |
| 248        | Kirkland        | Avondale          | Redmond, Bear Creek P&R         | 20.1                       | 5.5                                     | 17.5                       | 5.0                                     | 12.4                       | 3.2                                     |
| 249        | Bellevue        | Overlake          | South Kirkland                  | 15.6                       | 4.5                                     | 14.9                       | 5.3                                     | 5.0                        | 1.4                                     |
| 251        | Bothell         | Redmond           | Woodinville                     | 8.6                        | 2.9                                     | 9.8                        | 3.5                                     | 5.9                        | 1.3                                     |
| 253        | Redmond         | Bellevue          | Overlake                        | 35.2                       | 11.3                                    | 36.4                       | 12.5                                    | 31.6                       | 8.9                                     |
| 269        | Overlake        | Issaquah          | Sammamish                       | 8.0                        | 3.2                                     | 11.0                       | 5.0                                     | 8.6                        | 3.1                                     |
| 330        | Shoreline       | Lake City         | Fircrest                        | 29.3                       | 5.9                                     |                            |   |                            |   |

|  |            |      |     |      |     |      |     |
|--|------------|------|-----|------|-----|------|-----|
| <b>KEY:</b> Spring 2011 threshold values for routes that do not serve the Seattle core | Top 25%    | 27.0 | 7.2 | 27.4 | 9.3 | 20.3 | 6.2 |
|  | Bottom 25% | 9.8  | 2.9 | 12.7 | 3.3 | 8.8  | 2.6 |

| Route  | Between                | And             | Via                                    | Peak                       |   | Off-peak                   |   | Night                      |   |     |
|--|------------------------|-----------------|--|----------------------------|---|----------------------------|---|----------------------------|---|-----|
|  |                        |                 |  | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile |     |
| 331  | Shoreline CC           | Kenmore         | LFP                                    | 19.4                       | 7.2                                     | 23.0                       | 8.1                                     | 9.7                        | 3.8                                     |     |
| 342  | Shoreline              | Renton          | Bellevue                               | 14.7                       | 4.7                                     |                            |   |                            |   |     |
| 345  | Shoreline              | Northgate       | North Sea CC, NW Hosp                  | 41.5                       | 11.1                                    | 40.1                       | 12.1                                    | 16.2                       | 6.3                                     |     |
| 346  | Aurora Vllg Trnst Cntr | Northgate       | Meridian Avenue                        | 40.1                       | 10.8                                    | 32.8                       | 10.8                                    | 15.1                       | 5.7                                     |     |
| 347  | Mountlake Terrace      | Northgate       | North City                             | 28.2                       | 8.0                                     | 26.5                       | 8.5                                     | 19.8                       | 5.4                                     |     |
| 348  | Richmond Beach         | Northgate       | North City                             | 29.7                       | 7.4                                     | 27.7                       | 9.6                                     | 18.1                       | 6.5                                     |     |
| 901DART  | Federal Way DART       |                 | SW 312 – SW Dash Rd                    | 18.6                       | 3.2                                     | 19.0                       | 2.8                                     | 14.3                       | 2.4                                     |     |
| 903DART  | Federal Way DART       |                 | Federal Way Community Center           | 18.1                       | 4.3                                     | 15.9                       | 3.6                                     | 11.8                       | 3.6                                     |     |
| 908DART  | Renton Highlands       | Renton          | Group Health, Renton Technical College | 7.8                        | 2.0                                     | 6.6                        | 1.8                                     |                            |   |     |
| 909DART  | Kennydale              | Renton DART     | Group Health                           | 12.5                       | 3.1                                     | 10.8                       | 2.8                                     |                            |   |     |
| 910DART  | N Auburn               | Supermall       | Auburn Station                         |                            |   | 7.5                        | 1.7                                     |                            |   |     |
| 912  | Enumclaw               | Covington       | Black Diamond                          | 1.2                        | 0.3                                     |                            |   |                            |   |     |
| 913DART  | Riverview              | Kent            | Riverside Blvd S, 76th Ave S           | 4.3                        | 1.2                                     | 4.3                        | 1.1                                     |                            |   |     |
| 914DART  | Kent DART              |                 | Kent East Hill                         |                            |   | 19.7                       | 6.9                                     |                            |   |     |
| 916DART  | Kent DART              |                 | 76th Ave S                             |                            |   | 17.1                       | 9.8                                     |                            |   |     |
| 917DART  | Auburn                 | Pacific         | Algona                                 | 14.7                       | 3.9                                     | 13.1                       | 3.4                                     |                            |   |     |
| 918DART  | North Kent             | Kent            | 64th Ave S, 76th Ave S                 | 10.3                       | 1.9                                     |                            |   |                            |   |     |
| 919DART  | Auburn DART            |                 | Auburn Way S                           |                            |   | 15.4                       | 3.7                                     |                            |   |     |
| 925DART  | Newcastle              | Factoria        | Newport Hills                          | 1.0                        | 0.5                                     |                            |   |                            |   |     |
| 926DART  | Eastgate               | Crossroads DART | Phantom Lake                           | 8.4                        | 2.2                                     | 7.4                        | 1.9                                     |                            |   |     |
| 927DART  | Issaquah               | Sammamish       | Issaquah Commons, Highlands            | 6.0                        | 2.6                                     | 5.2                        | 2.1                                     |                            |   |     |
| 930DART  | Redmond                | Totem Lake      | Willows Rd                             | 8.4                        | 2.7                                     |                            |   |                            |   |     |
| 935DART  | Kenmore                | Totem Lake      | Juanita Dr NE – NE 141 – 84th Ave      | 4.8                        | 1.7                                     | 3.4                        | 1.2                                     |                            |   |     |
| <b>KEY:</b> Spring 2011 threshold values for routes that do not serve the Seattle core |                        |                 |  | Top 25%                    | 27.0                                    | 7.2                        | 27.4                                    | 9.3                        | 20.3                                    | 6.2 |
|  |                        |                 |  | Bottom 25%                 | 9.8                                     | 2.9                        | 12.7                                    | 3.3                        | 8.8                                     | 2.6 |

\* Passenger miles data was unavailable on some routes and time periods due to lack of APC data; see page 4 for details.

**FIG. 7**  
**Routes that Serve the Seattle Core, Spring 2011**





## Spring 2011 Route Performance: Routes that Serve the Seattle Core

| Route | Between               | And              | Via                              | Peak                       |   | Off-peak                   |   | Night                      |   |
|-------|-----------------------|------------------|----------------------------------|----------------------------|---|----------------------------|---|----------------------------|---|
|       |                       |                  |                                  | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile |
| 1     | Queen Anne Hill       | Downtown Seattle | Olympic Way                      | 74.8                       | 14.7                                    | 68.9                       | 15.4                                    | 34.0                       | 6.6                                     |
| 2N    | Queen Anne Hill       | Downtown Seattle | Queen Anne Ave.                  | 66.8                       | 11.7                                    | 76.2                       | 15.7                                    | 34.6                       | 6.0                                     |
| 2NEX  | Queen Anne Hill       | Downtown Seattle | Queen Anne Ave.                  | 30.9                       | 5.1                                     |                            |   |                            |   |
| 2S    | Madrona               | Downtown Seattle | Queen Anne Ave.                  | 57.2                       | 10.3                                    | 57.8                       | 11.6                                    | 29.1                       | 5.8                                     |
| 3N    | N Queen Anne Hill     | Downtown Seattle | East Queen Anne                  | 72.2                       | 12.1                                    | 71.9                       | 13.4                                    | 37.7                       | 8.7                                     |
| 3S    | Madrona               | Downtown Seattle | E Jefferson St.                  | 58.2                       | 10.3                                    | 57.5                       | 12.0                                    | 28.3                       | 5.9                                     |
| 4N    | E Queen Anne Hill     | Downtown Seattle | Seattle Center                   | 76.3                       | 14.0                                    | 63.7                       | 11.2                                    | 31.4                       | 7.2                                     |
| 4S    | Judkins Park          | Downtown Seattle | E Jefferson St.                  | 51.1                       | 10.5                                    | 44.9                       | 9.9                                     | 26.9                       | 5.9                                     |
| 5     | Greenwood             | Downtown Seattle | Phinney Ave                      | 46.8                       | 12.1                                    | 49.0                       | 14.6                                    | 30.1                       | 8.3                                     |
| 5EX   | Greenwood             | Downtown Seattle | I-5                              | 37.3                       | 13.4                                    |                            |   |                            |   |
| 7     | Rainier Beach         | Downtown Seattle | Rainier Ave                      | 43.6                       | 13.6                                    | 53.0                       | 17.4                                    | 27.9                       | 7.9                                     |
| 7EX   | Rainier Beach         | Downtown Seattle | Rainier Ave                      | 25.0                       | 6.4                                     |                            |   |                            |   |
| 8     | Rainier Beach         | Queen Anne       | Capitol Hill                     | 52.4                       | 11.8                                    | 42.6                       | 12.0                                    | 32.1                       | 8.3                                     |
| 9EX   | Rainier Beach         | Capitol Hill     | Columbia City                    | 38.1                       | 10.7                                    | 40.4                       | 15.9                                    |                            |   |
| 10    | Capitol Hill          | Downtown Seattle | 15 Ave – Pine St.                | 51.0                       | 7.7                                     | 56.7                       | 10.9                                    | 34.0                       | 4.8                                     |
| 11    | Madison Park          | Downtown Seattle | E. Madison – Pine St.            | 50.4                       | 8.7                                     | 56.3                       | 12.0                                    | 34.9                       | 5.6                                     |
| 12    | Capitol Hill          | Downtown Seattle | E. Madison                       | 50.3                       | 9.5                                     | 44.7                       | 10.5                                    | 19.3                       | 3.7                                     |
| 13    | Sea Pac U, Queen Anne | Downtown Seattle | East Queen Anne                  | 67.7                       | 11.6                                    | 66.3                       | 13.3                                    | 29.2                       | 6.2                                     |
| 14N   | Summit                | Downtown Seattle | Pine – 3rd Ave                   | 46.1                       | 6.2                                     | 46.2                       | 6.8                                     | 19.9                       | 3.3                                     |
| 14S   | Mount Baker           | Downtown Seattle | S. Jackson – 31st Ave S.         | 34.8                       | 6.3                                     | 43.4                       | 9.7                                     | 21.3                       | 3.7                                     |
| 15    | Blue Ridge            | Downtown Seattle | Ballard                          | 64.0                       | 13.8                                    | 64.5                       | 16.9                                    | 31.2                       | 8.4                                     |
| 15EX  | Blue Ridge            | Downtown Seattle | Ballard, Uptown                  | 47.1                       | 16.5                                    |                            |   |                            |   |
| 16    | Northgate             | Downtown Seattle | Green Lake, Wallingford          | 37.7                       | 12.5                                    | 36.1                       | 12.6                                    | 20.5                       | 7.7                                     |
| 17EX  | Ballard               | Downtown Seattle | Ballard                          | 42.1                       | 14.6                                    |                            |   |                            |   |
| 17    | Loyal Heights         | Downtown Seattle | Ballard, S Lake Union            | 38.4                       | 10.2                                    | 36.5                       | 12.6                                    | 17.8                       | 6.9                                     |
| 18EX  | N Beach               | Downtown Seattle | Ballard                          | 49.7                       | 16.5                                    |                            |   |                            |   |
| 18    | N Beach               | Downtown Seattle | Ballard, Uptown                  | 58.0                       | 12.0                                    | 59.9                       | 15.3                                    | 33.0                       | 8.1                                     |
| 19    | W Magnolia            | Downtown Seattle | Seattle Center                   | 23.1                       | 7.7                                     |                            |   |                            |   |
| 21EX  | Arbor Heights         | Downtown Seattle | 35th Ave SW, Alaskan Way Viaduct | 32.8                       | 12.9                                    |                            |   |                            |   |
| 21    | Arbor Heights         | Downtown Seattle | 35th Ave SW, 4th Ave S           | 24.9                       | 7.4                                     | 24.2                       | 9.9                                     | 14.0                       | 5.1                                     |
| 22    | White Center          | Downtown Seattle | Alaska Junction, SODO            | 25.2                       | 8.3                                     | 20.3                       | 8.8                                     |                            |   |
| 23    | White Center          | Downtown Seattle | Highland Pk Wy                   | 37.5                       | 14.4                                    | 28.2                       | 11.0                                    | 15.0                       | 5.8                                     |
| 24    | Magnolia              | Downtown Seattle | Viewmont Way – Elliott Ave W.    | 39.2                       | 10.7                                    | 29.3                       | 9.0                                     | 13.8                       | 4.9                                     |
| 25    | Laurelhurst           | Downtown Seattle | U District                       | 18.7                       | 4.9                                     | 13.1                       | 4.9                                     |                            |   |
| 26    | Wallingford           | Downtown Seattle | Fremont                          | 59.4                       | 11.8                                    | 52.9                       | 11.7                                    | 32.8                       | 7.0                                     |
| 26EX  | Wallingford           | Downtown Seattle | NE 40th St-N35th-Dexter Ave N    | 37.9                       | 9.2                                     |                            |   |                            |   |

|   |            |      |      |      |      |      |     |
|---|------------|------|------|------|------|------|-----|
| <b>KEY:</b> Spring 2011 threshold values for routes that serve the Seattle core | Top 25%    | 42.0 | 12.9 | 52.6 | 15.2 | 32.0 | 8.4 |
|   | Bottom 25% | 18.6 | 7.9  | 29.4 | 9.8  | 17.7 | 5.8 |

| Route | Between          | And                           | Via                                  | 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 |
| 27    | Colman Park      | Downtown Seattle              | Yesler Way                           | 40.0                | 7.5                           | 31.1                | 7.0                           | 18.7                | 5.2                           |
| 28    | Broadview        | Downtown Seattle              | Fremont                              | 48.5                | 10.9                          | 48.1                | 13.0                          | 29.9                | 7.4                           |
| 28EX  | Broadview        | Downtown Seattle              | Whittier Heights                     | 36.3                | 11.7                          |                     |                               |                     |                               |
| 30    | Sand Point       | Queen Anne                    | U District                           | 36.4                | 11.6                          | 30.6                | 10.1                          | 25.4                | 7.7                           |
| 31    | Magnolia         | U District                    | Fremont                              | 35.2                | 9.7                           | 24.4                | 9.6                           |                     |                               |
| 33    | Magnolia         | Downtown Seattle              | Elliott Ave W                        | 47.9                | 11.1                          | 30.5                | 8.5                           | 15.0                | 4.2                           |
| 34EX  | Seward Park      | Downtown Seattle              | Rainier Ave                          | 22.3                | 6.3                           |                     |                               |                     |                               |
| 35    | Harbor Island    | Downtown Seattle              | 4th Ave                              | 8.6                 | 1.6                           |                     |                               |                     |                               |
| 36    | Othello Station  | Downtown Seattle              | Beacon Hill                          | 44.9                | 11.2                          | 47.9                | 14.6                          | 24.6                | 6.7                           |
| 37    | Alaska Junction  | Downtown Seattle              | Beach Dr, Harbor Ave SW              | 16.6                | 6.4                           |                     |                               |                     |                               |
| 39    | Rainier Beach    | Downtown Seattle              | Seward Park, Beacon Hill             | 28.0                | 7.7                           | 23.6                | 8.5                           | 9.9                 | 3.4                           |
| 41    | Northgate        | Downtown Seattle              | I-5                                  | 48.4                | 16.9                          | 45.4                | 21.8                          | 34.8                | 17.0                          |
| 42    | Pioneer Square   | Columbia Public Health Center | Rainier Ave – ML King Jr Way         | 9.1                 | 1.8                           | 10.3                | 2.5                           |                     |                               |
| 43    | U District       | Downtown Seattle              | Capitol Hill                         | 48.4                | 14.1                          | 44.0                | 14.1                          | 30.3                | 8.2                           |
| 44    | Ballard          | U District                    | Wallingford                          | 56.8                | 18.1                          | 49.7                | 19.6                          | 31.5                | 7.7                           |
| 45EX  | Queen Anne       | U District                    | N 40th                               | 19.7                | 5.2                           |                     |                               |                     |                               |
| 46    | Shilshole        | U District                    | Fremont                              | 19.8                | 4.2                           | 6.6                 | 1.2                           |                     |                               |
| 48N   | Loyal Heights    | U District                    | Greenlake                            | 47.8                | 8.8                           | 51.7                | 10.9                          | 31.3                | 6.3                           |
| 48NEX | Loyal Heights    | U District                    | Greenwood                            | 32.3                | 9.1                           |                     |                               |                     |                               |
| 48S   | Mount Baker      | U District                    | Capitol Hill Montlake                | 66.5                | 14.8                          | 60.8                | 13.9                          | 33.8                | 7.6                           |
| 49    | U District       | Downtown Seattle              | Capitol Hill, Broadway               | 50.8                | 16.9                          | 54.2                | 17.5                          | 48.5                | 12.8                          |
| 54    | White Center     | Downtown Seattle              | Fauntleroy                           | 29.5                | 11.5                          | 36.2                | 14.6                          | 24.7                | 10.2                          |
| 54EX  | Fauntleroy       | Downtown Seattle              | Alaskan Way Viaduct                  | 34.3                | 12.6                          |                     |                               |                     |                               |
| 55    | Admiral District | Downtown Seattle              | California Ave – Alaskan Way Viaduct | 38.9                | 15.1                          | 31.9                | 12.6                          | 17.4                | 7.2                           |
| 56    | Alki             | Downtown Seattle              | SW Admiral Way                       | 30.4                | 10.1                          | 23.2                | 8.8                           | 11.4                | 4.2                           |
| 57    | Alaska Junction  | Downtown Seattle              | Admiral                              | 21.6                | 8.1                           |                     |                               |                     |                               |
| 60    | Broadway         | White Center                  | Georgetown, Beacon Hill              | 31.3                | 9.3                           | 29.8                | 9.5                           | 16.1                | 4.7                           |
| 64EX  | Lake City        | First Hill                    | Wedgwood, U District                 | 30.0                | 11.2                          |                     |                               |                     |                               |
| 65    | Lake City        | U District                    | Wedgwood                             | 39.6                | 8.4                           | 38.3                | 9.7                           | 19.8                | 4.9                           |
| 66EX  | Northgate        | Downtown Seattle              | Roosevelt Dist, Eastlake             | 35.8                | 12.4                          | 28.2                | 12.2                          | 20.6                | 7.1                           |
| 67    | Northgate        | U District                    | Roosevelt Way, 11th Ave – 12 Ave     | 44.5                | 9.3                           | 61.0                | 14.7                          | 43.6                | 6.8                           |
| 68    | Northgate        | U District                    | Roosevelt, 25th Ave NE               | 60.0                | 13.8                          | 66.3                | 17.0                          |                     |                               |
| 70    | U District       | Downtown Seattle              | Eastlake                             | 39.8                | 10.4                          | 32.2                | 10.2                          | 15.9                | 3.5                           |
| 71    | Wedgwood         | U District                    | Latona                               | 54.3                | 16.6                          | 48.8                | 19.0                          | 32.6                | 10.8                          |
| 72    | Lake City        | Downtown Seattle              | Ravenna                              | 52.2                | 17.1                          | 53.2                | 20.7                          | 34.0                | 11.1                          |
| 73    | Jackson Park     | Downtown Seattle              | Maple Leaf – U District              | 48.5                | 14.3                          | 48.9                | 18.2                          | 36.9                | 11.9                          |

|   |            |      |      |      |      |      |     |
|---|------------|------|------|------|------|------|-----|
| <b>KEY:</b> Spring 2011 threshold values for routes that serve the Seattle core | Top 25%    | 42.0 | 12.9 | 52.6 | 15.2 | 32.0 | 8.4 |
|   | Bottom 25% | 18.6 | 7.9  | 29.4 | 9.8  | 17.7 | 5.8 |

| Route | Between               | And                       | Via                       | 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 |
| 74EX  | Sand Point            | Downtown Seattle          | U District                | 43.2                | 11.6                          |                     |                               |                     |                               |
| 75    | Ballard               | U District                | Northgate                 | 45.8                | 12.7                          | 41.2                | 11.7                          | 25.8                | 8.0                           |
| 76    | Wedgwood              | Downtown Seattle          | Hawthorne Hills           | 40.3                | 12.4                          |                     |                               |                     |                               |
| 77EX  | North City            | Downtown Seattle          | Maple Leaf                | 28.1                | 10.8                          |                     |                               |                     |                               |
| 79EX  | Lake City             | Downtown Seattle          | Ravenna – U District      | 18.5                | 5.9                           |                     |                               |                     |                               |
| 81    | Owl: Downtown Seattle | Loyal Hghts               | Ballard                   |                     |                               |                     |                               | 18.5                | 3.4                           |
| 82    | Owl: Downtown Seattle | Greenwood                 | Queen Anne, Greenlake     |                     |                               |                     |                               | 19.7                | 8.4                           |
| 83    | Owl: Maple Leaf       | Downtown Seattle          | U District                |                     |                               |                     |                               | 24.3                | 9.8                           |
| 84    | Owl: Downtown Seattle | Madison Park              | Madrona                   |                     |                               |                     |                               | 7.7                 | 2.2                           |
| 85    | Owl: Downtown Seattle | White Center              | West Seattle              |                     |                               |                     |                               | 17.5                | 8.8                           |
| 99    | Intl Dist             | Waterfront                | Jackson                   | 32.0                | 7.4                           | 21.1                | 5.1                           |                     |                               |
| 101   | Renton                | Downtown Seattle          | I-5 – ML King Jr Way      | 32.5                | 17.3                          | 38.8                | 20.5                          | 28.1                | 15.5                          |
| 102   | Renton/Fairwood       | Downtown Seattle          | Tukwila, I-5              | 29.0                | 16.7                          |                     |                               |                     |                               |
| 106   | Renton                | Downtown Seattle          | S Beacon Hill, Georgetown | 31.7                | 10.0                          | 30.1                | 12.1                          | 19.9                | 8.2                           |
| 111   | Renton                | Downtown Seattle          | I-90                      | 20.8                | 12.8                          |                     |                               |                     |                               |
| 113   | Shorewood             | Downtown Seattle          | White Center, SR-509      | 25.6                | 10.8                          |                     |                               |                     |                               |
| 114   | Renton                | Downtown Seattle          | I-90                      | 17.8                | 10.4                          |                     |                               |                     |                               |
| 116EX | Fauntleroy            | Downtown Seattle          | SODO                      | 12.4                | 5.3                           |                     |                               |                     |                               |
| 118EX | Downtown Seattle      | Vashon Heights, Tahlequah | SODO                      | 13.7                | 5.7                           |                     |                               |                     |                               |
| 119EX | Downtown Seattle      | Vashon Heights, Dockton   | SODO                      | 13.0                | 7.2                           |                     |                               |                     |                               |
| 120   | Burien                | Downtown Seattle          | White Center, Delridge    | 44.3                | 17.4                          | 47.2                | 21.9                          | 36.2                | 16.6                          |
| 121   | Des Moines            | Downtown Seattle          | Burien                    | 25.2                | 10.4                          | 21.6                | 9.3                           |                     |                               |
| 122   | Highline CC           | Downtown Seattle          | Normandy Park, Burien     | 25.9                | 11.4                          |                     |                               |                     |                               |
| 123EX | Burien                | Downtown Seattle          | SR-509                    | 15.2                | 7.5                           |                     |                               |                     |                               |
| 124   | SeaTac                | Downtown Seattle          | Marginal Way S            | 39.0                | 16.1                          | 36.3                | 17.3                          | 22.4                | 9.5                           |
| 125   | Shorewood             | Downtown Seattle          | SSCC                      | 36.2                | 12.3                          | 33.6                | 13.4                          | 17.6                | 7.1                           |
| 131   | Midway/Des Moines     | Downtown Seattle          | Burien                    | 20.3                | 8.0                           | 20.0                | 9.8                           | 14.6                | 6.8                           |
| 132   | Highline CC           | Downtown Seattle          | Burien                    | 26.2                | 10.9                          | 27.6                | 12.9                          | 12.4                | 6.0                           |
| 133   | U District            | Burien                    | White Center              | 17.3                | 10.5                          |                     |                               |                     |                               |
| 134   | Burien                | Downtown Seattle          | Georgetown                | 10.6                | 4.1                           |                     |                               |                     |                               |
| 143EX | Maple Valley          | Downtown Seattle          | Renton                    | 19.8                | 11.7                          |                     |                               |                     |                               |
| 150   | Kent via Tukwila      | Downtown Seattle          | I-5                       | 29.1                | 17.1                          | 30.7                | 20.7                          | 24.5                | 16.6                          |
| 152   | Auburn                | Downtown Seattle          | I-5                       | 13.2                | 10.1                          |                     |                               |                     |                               |
| 157   | Lake Meridian P&R     | Downtown Seattle          | I-5                       | 11.5                | 7.1                           |                     |                               |                     |                               |
| 158   | Lake Meridian         | Downtown Seattle          | Kent                      | 19.3                | 12.9                          |                     |                               |                     |                               |
| 159   | Timberlane            | Downtown Seattle          | Kent                      | 15.6                | 9.9                           |                     |                               |                     |                               |
| 161   | Kent East Hill        | Downtown Seattle          | Tukwila                   | 15.2                | 7.5                           |                     |                               |                     |                               |
| 162   | Kent                  | Downtown Seattle          | Tukwila                   | 15.1                | 8.7                           |                     |                               |                     |                               |

|   |            |      |      |      |      |      |     |
|---|------------|------|------|------|------|------|-----|
| <b>KEY:</b> Spring 2011 threshold values for routes that serve the Seattle core | Top 25%    | 42.0 | 12.9 | 52.6 | 15.2 | 32.0 | 8.4 |
|   | Bottom 25% | 18.6 | 7.9  | 29.4 | 9.8  | 17.7 | 5.8 |

| Route | Between               | And              | Via                         | Peak                       |   | Off-peak                   |   | Night                      |   |
|-------|-----------------------|------------------|-----------------------------|----------------------------|---|----------------------------|---|----------------------------|---|
|       |                       |                  |                             | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile |
| 167   | S Renton P&R          | U District       | Bellevue                    | 22.3                       | 16.7                                    |                            |   |                            |   |
| 175   | W Federal Way         | Downtown Seattle | Midway                      | 11.4                       | 7.0                                     |                            |   |                            |   |
| 177   | Federal Way           | Downtown Seattle | I-5                         | 18.4                       | 11.6                                    |                            |   |                            |   |
| 179   | Twin Lakes P&R        | Downtown Seattle | Federal Way- I-5            | 18.1                       | 13.4                                    |                            |   |                            |   |
| 190   | Star Lake via I-5     | Downtown Seattle | I-5                         | 17.9                       | 9.4                                     |                            |   |                            |   |
| 192   | Star Lake P&R         | Downtown Seattle | Kent-Des Moines P&R         | 15.6                       | 7.8                                     |                            |   |                            |   |
| 193EX | Star lake via I-5     | First Hill       | Kent-Des Moines P&R         | 25.2                       | 14.1                                    |                            |   |                            |   |
| 196   | S Federal Way         | Downtown Seattle | I-5                         | 13.2                       | 9.1                                     |                            |   |                            |   |
| 197   | Federal Way           | U District       | Kent-Des Moines P&R         | 17.1                       | 12.0                                    |                            |   |                            |   |
| 202   | Mercer Island         | Downtown Seattle | I-90                        | 12.3                       | 4.4                                     |                            |   |                            |   |
| 205EX | Mercer Island         | U District       | First Hill                  | 17.4                       | 5.2                                     |                            |   |                            |   |
| 210   | Issaquah              | Downtown Seattle | Factoria                    | 10.7                       | 5.0                                     |                            |   |                            |   |
| 211EX | Issaquah Hghlnds P&R  | First Hill       | Eastgate                    | 16.9                       | 4.8                                     |                            |   |                            |   |
| 212   | Eastgate P&R          | Downtown Seattle | I-90                        | 36.7                       | 15.8                                    |                            |   |                            |   |
| 214TB | Issaquah              | Downtown Seattle | I-90                        | 20.0                       | 9.0                                     |                            |   |                            |   |
| 215   | Snoqualmie            | Downtown Seattle | I-90                        | 19.7                       | 11.1                                    |                            |   |                            |   |
| 216   | Sahalee               | Downtown Seattle | Sammamish, Issaquah         | 21.2                       | 13.9                                    |                            |   |                            |   |
| 217   | Issaquah              | Downtown Seattle | Eastgate                    | 30.4                       | 16.0                                    |                            |   |                            |   |
| 218   | Issaquah Hghlnds P&R  | Downtown Seattle | I-90                        | 37.6                       | 20.8                                    |                            |   |                            |   |
| 225   | Overlake              | Downtown Seattle | 164th Ave SE, I-90          | 24.5                       | 12.4                                    |                            |   |                            |   |
| 229   | Overlake              | Downtown Seattle | 156th Ave SE and I-90       | 27.2                       | 14.3                                    |                            |   |                            |   |
| 243   | Jackson Park          | Wilburton P&R    | Bellevue Trnst Cntr         | 24.2                       | 8.9                                     |                            |   |                            |   |
| 250   | Overlake              | Downtown Seattle | SR-520                      | 9.2                        | 4.5                                     |                            |   |                            |   |
| 252   | Kingsgate             | Downtown Seattle | SR-520 – I-405              | 21.4                       | 12.5                                    |                            |   |                            |   |
| 255   | Brickyard P&R         | Downtown Seattle | Kirkland                    | 27.0                       | 14.7                                    | 20.5                       | 12.1                                    | 17.5                       | 11.8                                    |
| 256   | Overlake Trnst Cntr   | Downtown Seattle | SR-520                      | 17.9                       | 9.4                                     |                            |   |                            |   |
| 257   | Brickyard P&R         | Downtown Seattle | I-5–SR-520–I-405            | 18.5                       | 11.4                                    |                            |   |                            |   |
| 260   | Finn Hill             | Downtown Seattle | I-5–SR-520–I-405            | 12.5                       | 7.9                                     |                            |   |                            |   |
| 261   | Overlake              | Downtown Seattle | Crossroads, Bellevue        | 17.2                       | 7.2                                     |                            |   |                            |   |
| 265   | Overlake              | First Hill       | Rose Hill, downtown Seattle | 11.0                       | 5.6                                     |                            |   |                            |   |
| 266   | Redmond               | Downtown Seattle | 148th Ave NE, SR-520        | 13.5                       | 7.1                                     |                            |   |                            |   |
| 268   | Bear Creek            | Downtown Seattle | I-5–SR-520                  | 16.8                       | 10.0                                    |                            |   |                            |   |
| 271   | U District            | Issaquah         | Bellevue                    | 23.3                       | 10.0                                    | 26.7                       | 13.6                                    | 16.9                       | 7.9                                     |
| 272   | Eastgate via          | U District       | Houghton P&R                | 14.3                       | 6.1                                     |                            |   |                            |   |
| 277   | Juanita               | U District       | Kingsgate & Houghton P&R    | 13.0                       | 5.1                                     |                            |   |                            |   |
| 280*  | Owl: Downtown Seattle | Renton           | Bellevue                    |                            |   |                            |   | 9.8                        |   |
| 301   | Richmond Beach        | Downtown Seattle | Shoreline                   | 34.8                       | 20.3                                    |                            |   |                            |   |
| 303EX | Shoreline             | First Hill       | I-5                         | 36.7                       | 14.8                                    |                            |   |                            |   |

|   |            |      |      |      |      |      |     |
|---|------------|------|------|------|------|------|-----|
| <b>KEY:</b> Spring 2011 threshold values for routes that serve the Seattle core | Top 25%    | 42.0 | 12.9 | 52.6 | 15.2 | 32.0 | 8.4 |
|   | Bottom 25% | 18.6 | 7.9  | 29.4 | 9.8  | 17.7 | 5.8 |

| Route | Between                   | And              | Via                            | Peak                       |   | Off-peak                   |   | Night                      |   |
|-------|---------------------------|------------------|--------------------------------|----------------------------|---|----------------------------|---|----------------------------|---|
|       |                           |                  |                                | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile | Rides/<br>Platform<br>hour | Passenger<br>miles/<br>Platform<br>mile |
| 304   | Richmond Beach            | Downtown Seattle | I-5                            | 23.3                       | 14.6                                    |                            |   |                            |   |
| 306EX | Kenmore P&R               | Downtown Seattle | Lake City                      | 26.8                       | 13.5                                    |                            |   |                            |   |
| 308   | Horizon View              | Downtown Seattle | NE 45th St                     | 21.6                       | 11.4                                    |                            |   |                            |   |
| 309EX | Kenmore                   | First Hill       | Lake Forest Park,<br>Lake City | 21.6                       | 9.2                                     |                            |   |                            |   |
| 311   | Duvall                    | Downtown Seattle | I-5–SR-520 – I-405             | 15.1                       | 10.4                                    |                            |   |                            |   |
| 312EX | Bothell                   | Downtown Seattle | Kenmore                        | 25.0                       | 11.8                                    |                            |   |                            |   |
| 316   | Aurora Village Trnst Cntr | Downtown Seattle | Green Lake                     | 41.8                       | 12.9                                    |                            |   |                            |   |
| 355EX | Shoreline CC              | Downtown Seattle | Bitter Lake,<br>Greenwood      | 24.1                       | 9.8                                     |                            |   |                            |   |
| 358EX | Aurora Village            | Downtown Seattle | Green Lake                     | 48.6                       | 19.5                                    | 51.7                       | 26.5                                    | 36.0                       | 17.7                                    |
| 372EX | U District                | Woodinville      | Kenmore                        | 32.5                       | 11.2                                    | 38.5                       | 14.1                                    | 26.4                       | 6.6                                     |
| 373EX | Aurora Village Trnst Cntr | U District       | Jackson Park                   | 32.1                       | 12.7                                    |                            |   |                            |   |
| 600   | South Base Tukwila        | Downtown Seattle | S Boeing Access<br>Rd          | 11.5                       | 1.9                                     |                            |   |                            |   |
| 661   | NE 145th                  | Downtown Seattle | I-5                            |                            |   | 5.2                        | 3.7                                     |                            |   |

|   |            |      |      |      |      |      |     |
|---|------------|------|------|------|------|------|-----|
| <b>KEY:</b> Spring 2011 threshold values for routes that serve the Seattle core | Top 25%    | 42.0 | 12.9 | 52.6 | 15.2 | 32.0 | 8.4 |
|   | Bottom 25% | 18.6 | 7.9  | 29.4 | 9.8  | 17.7 | 5.8 |

## SECTION 3

## SERVICE QUALITY ANALYSIS

### Passenger loads

Following the guidelines, we measured passenger loads by comparing the maximum number of riders on a bus during a trip with the number of seats on the bus. The ratio of riders to seats is called "load factor." A trip is defined as overloaded if the average of the maximum load factor is greater than 1.25 or 1.5, depending on service frequency; or if the average maximum load factor is greater than 1.0 for longer than 20 minutes. This measure is designed to identify trips that are significantly and continually overloaded.



For weekdays, we calculated average trip ridership for fall 2010 and spring 2011. For weekends, we averaged trip ridership for fall 2009, spring 2010, fall 2010, and spring 2011. We averaged trip ridership to make sure we used enough data from automatic passenger counters about a specific trip to get an accurate measurement of loads. Our analysis identified the routes listed in the table below as having one or more trips that exceeded the service guidelines' passenger-load threshold during the periods shown.

### RESULTS

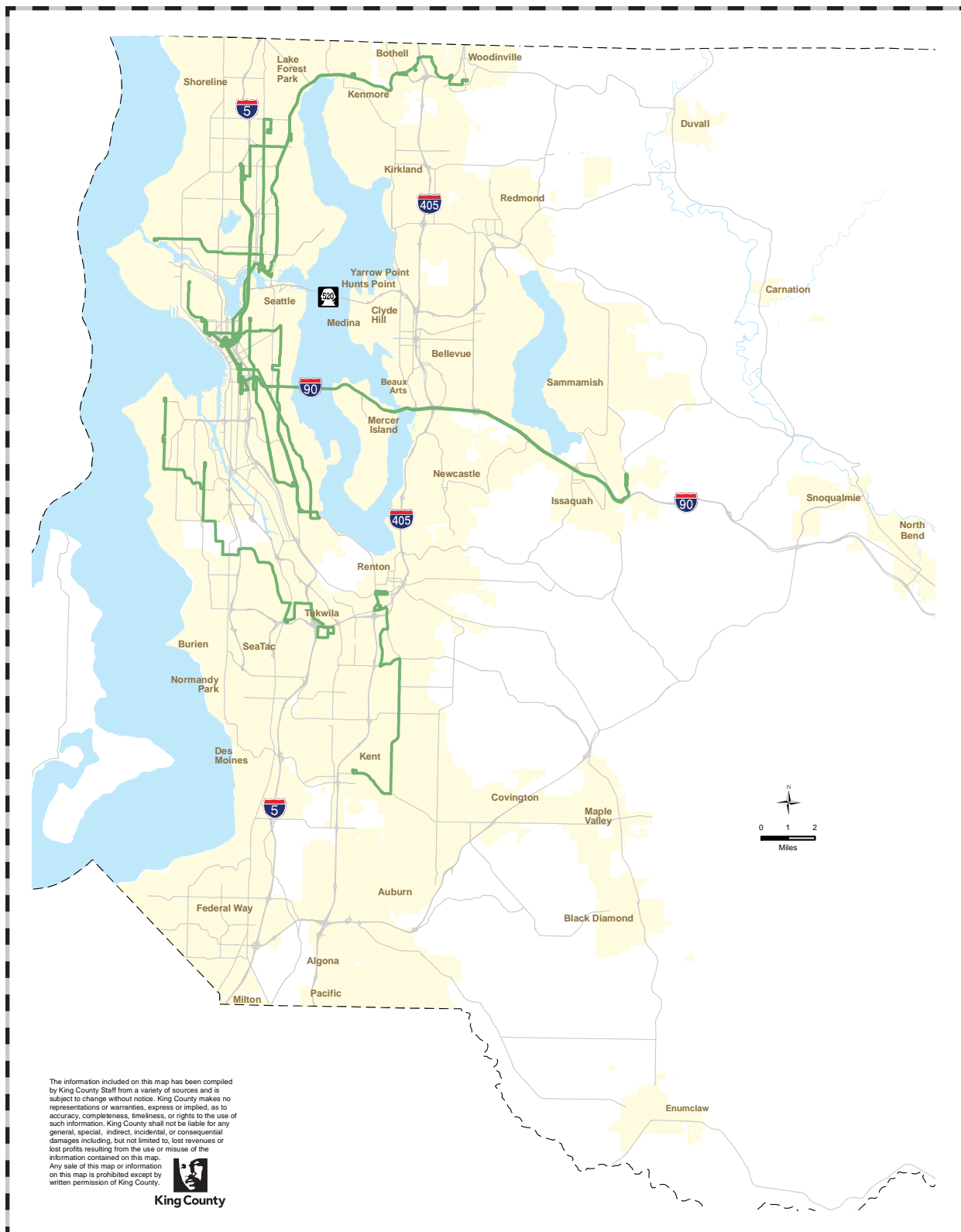
Based on our analysis, we estimate that about 7,700 annual service hours are needed to address existing overcrowding problems through addition of new trips. Other actions might be considered as well, such as assigning bigger buses to reduce crowding or changing the schedule to keep buses on time.

#### Routes Exceeding Passenger Load Threshold

| Route | Between                | And                 | Via                              | Day     | Estimate cost (annual hours) |
|-------|------------------------|---------------------|----------------------------------|---------|------------------------------|
| 1     | Kinnear                | Downtown Seattle    |                                  | Weekday | 300                          |
| 8     | Rainier Beach          | Queen Anne          | Capitol Hill                     | Weekday | 400                          |
| 9     | Rainier Beach          | Capitol Hill        |                                  | Weekday | 400                          |
| 36    | Othello Station        | Downtown Seattle    | Beacon Hill                      | Sunday  | 300                          |
| 41    | Northgate              | Downtown Seattle    | I-5                              | Weekday | 400                          |
| 44    | Ballard                | University District | Wallingford                      | Weekday | 1,300                        |
| 73    | Jackson Park           | Downtown Seattle    | University District              | Sunday  | 1,900                        |
| 128   | Southcenter            | Admiral District    | Alaska Junction and White Center | Weekday | 1,000                        |
| 169   | Renton                 | Kent                | Kent East Hill                   | Weekday | 400                          |
| 218   | Issaquah Highlands P&R | Downtown Seattle    |                                  | Weekday | 500                          |
| 372   | University District    | Woodinville         |                                  | Weekday | 800                          |
| Total |                        |                     |                                  |         | 7,700                        |

Source: Fall 2009-Spring 2011

**FIG. 8**  
**Routes with Overcrowding, Spring 2011**



## Schedule reliability

We measured reliability by identifying trips as on-time or late. A trip is considered late if it arrives at any time point along its route more than five minutes after the scheduled time. The service guidelines do not consider early trips when identifying schedule reliability problems; they address only late operation because those reliability problems are more likely to require investment to fix.

The guidelines suggest that we consider investing more service hours in routes to improve their reliability if they are late more than 20 percent of the time on an average weekday or weekend, or more than 35 percent of the time in the weekday PM peak period. The threshold is lower for the PM peak because of the high variability of travel times and heavy congestion during that period.

Our analysis identified the routes listed in the table below as failing the reliability guideline in at least one time period, based on travel-time data from September 2010 to August 2011. We estimate that about 32,500 annual service hours are needed to address reliability problems by adding travel time or changing schedules of these routes.

There are other ways to improve the percentage of trips that are on time, including giving buses priority through special traffic signals or dedicated lanes (e.g. HOV or BAT lanes).

Transit priority or road changes require planning and cooperation with the many cities that Metro serves. Seeking transit priority on roadways is a long-term strategy for improving reliability but does not avoid the need to invest in poor performing routes at present. Another way to improve reliability is to reduce the number of routes that are through-routed, where one route continues as a different route without any time or pause in between. While through-routing is efficient in saving hours and making use of limited road and bus-stop space, it can make service unreliable because any delays experienced on one route are carried over to the next route.

### Routes Failing Reliability Threshold, September 2010-August 2011

(% of late trips is listed only for the time periods that a route is failing)

N/A = No service on this route during that time period

| Route | Between       | And              | Via                             | Weekday<br>% late | PM Peak<br>% late | Saturday<br>% late | Sunday<br>% late |
|-------|---------------|------------------|---------------------------------|-------------------|-------------------|--------------------|------------------|
| 2     | Queen Anne    | Downtown Seattle | Queen Anne Ave N                | -                 | -                 | 20%                | -                |
| 5     | Greenwood     | Downtown Seattle | Aurora Ave N, Phinney           | -                 | -                 | 32%                | 25%              |
| 7     | Rainier Beach | Downtown Seattle | Rainier Ave                     | 23%               | -                 | -                  | -                |
| 8     | Rainier Beach | Queen Anne       | Capitol Hill                    | 25%               | 43%               | 21%                | 22%              |
| 15    | Blue Ridge    | Downtown Seattle | Ballard                         | 23%               | 39%               | 23%                | -                |
| 16    | Northgate     | Downtown Seattle | Greenlake                       | 33%               | 48%               | 34%                | 28%              |
| 17    | Loyal Heights | Downtown Seattle | Ballard, South Lake Union       | -                 | 36%               | 25%                | 22%              |
| 18    | North Beach   | Downtown Seattle | Ballard, Uptown                 | 22%               | 41%               | 22%                | -                |
| 21EX  | Arbor Heights | Downtown Seattle |                                 | -                 | 38%               | N/A                | N/A              |
| 21    | Arbor Heights | Downtown Seattle | 35th Ave SW, Alaskan Wy Viaduct | 24%               | 43%               | 21%                | -                |
| 22    | White Center  | Downtown Seattle | Alaska Junction, SODO           | 31%               | 49%               | 22%                | -                |
| 23    | White Center  | Downtown Seattle | Highland Park Wy                | 28%               | -                 | 30%                | 24%              |
| 24    | Magnolia      | Downtown Seattle | Viewmont Way–Elliott            | -                 | -                 | 30%                | -                |
| 26    | Wallingford   | Downtown Seattle | Fremont                         | -                 | -                 | 21%                | -                |
| 27    | Colman Park   | Downtown Seattle | Yesler                          | 22%               | -                 | 23%                | -                |
| 28    | Broadview     | Downtown Seattle | Fremont                         | 30%               | 36%               | 29%                | 31%              |
| 30    | Sand Point    | Queen Anne       | University District             | 23%               | 38%               | -                  | -                |

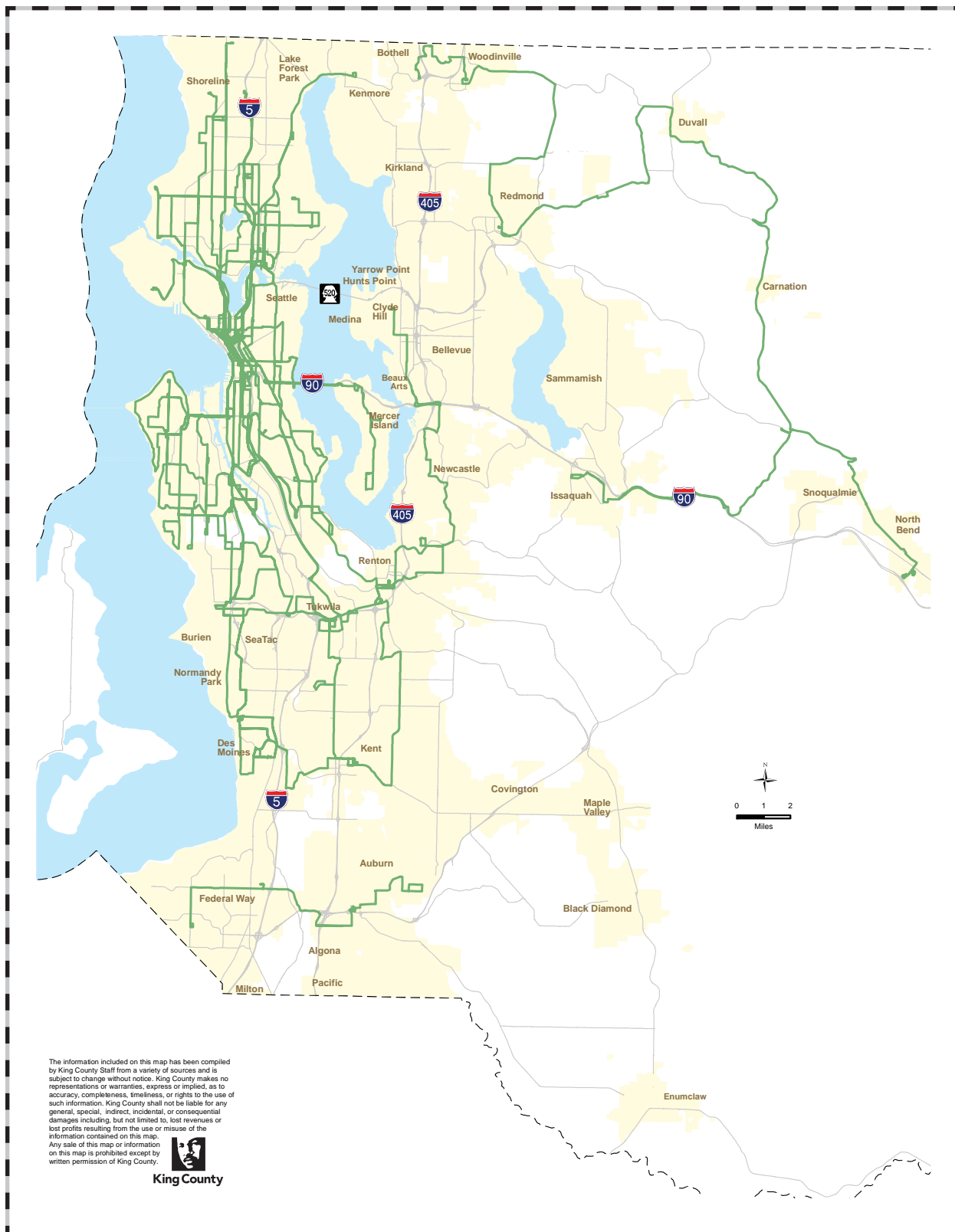


| Route | Between             | And                 | Via                                       | Weekday<br>% late | PM Peak<br>% late | Saturday<br>% late | Sunday<br>% late |
|-------|---------------------|---------------------|---|-------------------|-------------------|--------------------|------------------|
| 31    | Magnolia            | University District | Fremont                                   | 20%               | -                 | 22%                | N/A              |
| 33    | Magnolia            | Downtown Seattle    | Elliott Ave W                             | 21%               | -                 | -                  | -                |
| 37    | Alaska Junction     | Downtown Seattle    | Alki, Beach Drive                         | 35%               | 42%               | N/A                | N/A              |
| 38    | Rainier Ave         | Beacon Ave          | S. McClellan                              | 48%               |                   | 24%                | N/A              |
| 39    | Rainier Beach       | Downtown Seattle    | Seward Park, Beacon Hill                  | 28%               | 38%               | 26%                | 22%              |
| 43    | University District | Downtown Seattle    | Capitol Hill                              | -                 | -                 | 21%                | -                |
| 48    | Loyal Heights       | University District | Greenlake                                 | -                 | -                 | 28%                | -                |
| 49    | University District | Downtown Seattle    | Capitol Hill, Broadway                    | 22%               | -                 | -                  | -                |
| 54EX  | Fauntleroy          | Downtown Seattle    | Alaskan Way Viaduct                       | 27%               | 36%               | N/A                | N/A              |
| 54    | White Center        | Downtown Seattle    | Fauntleroy                                | 22%               | 38%               | 28%                | 22%              |
| 55    | Admiral District    | Downtown Seattle    | California Ave–Alaskan Way Viaduct        | -                 | 35%               | 26%                | -                |
| 57    | Alaska Junction     | Downtown Seattle    | Admiral Way                               | 36%               | 58%               | N/A                | N/A              |
| 60    | Broadway            | White Center        | Georgetown Beacon Hill                    | 27%               | -                 | 23%                | -                |
| 66EX  | Northgate           | Downtown Seattle    | Roosevelt District, Eastlake              | 21%               | -                 | -                  | -                |
| 68    | Northgate           | University District | Roosevelt                                 | 26%               | -                 | 27%                | N/A              |
| 71    | Wedgwood            | University District | Latona                                    | 24%               | N/A               | -                  | -                |
| 72    | Lake City           | Downtown Seattle    | Ravenna                                   |                   | N/A               | 20%                | -                |
| 81    | Downtown Seattle    | Loyal Heights       | Ballard                                   | 24%               | N/A               | 29%                | 28%              |
| 105   | Renton Highlands    | Renton              | Renton Technical College                  | 24%               | -                 | -                  | -                |
| 106   | Renton              | Downtown Seattle    | S Beacon Hill, Georgetown                 | 22%               | -                 | -                  | -                |
| 113   | Shorewood           | Downtown Seattle    | White Center, SR-509                      | -                 | 41%               | N/A                | N/A              |
| 119EX | Vashon/Dockton      | Downtown Seattle    | SODO                                      | 21%               | -                 | N/A                | N/A              |
| 120   | Burien              | Downtown Seattle    | White Center                              | -                 | -                 | 21%                | 21%              |
| 121   | Des Moines          | Downtown Seattle    | Burien                                    | 20%               | -                 | N/A                | N/A              |
| 122   | Highline CC         | Downtown Seattle    | Normandy Park, Burien                     | 21%               | -                 | N/A                | N/A              |
| 124   | SeaTac              | Downtown Seattle    | Marginal Way S                            | -                 | -                 | 22%                | -                |
| 125   | Shorewood           | Downtown Seattle    | SSCC                                      | 31%               | 46%               | 20%                | 21%              |
| 128   | Southcenter         | Admiral District    | White Center                              | 30%               | 42%               | 21%                | -                |
| 131   | Midway/DesMoines    | Downtown Seattle    | Burien                                    | 23%               | -                 | 34%                | -                |
| 132   | Burien              | Downtown Seattle    | Burien                                    | 22%               | -                 | 33%                | -                |
| 150   | Kent                | Downtown Seattle    | I-5                                       | -                 | -                 | -                  | 21%              |
| 166   | Des Moines          | Kent                | Highline Community College                | 24%               | -                 | -                  | -                |
| 169   | Renton              | Kent                | Canyon Dr, 104th/108th Ave SE             | 25%               | -                 | -                  | -                |
| 181   | Federal Way         | Auburn              | SW 320 St-Peasley Canyon Rd               | 22%               | -                 | -                  | -                |
| 182   | Federal Way         | Twin Lakes          | Federal Way Transit Center-Auburn Station | 21%               | -                 | -                  | -                |
| 187   | Twin Lakes          | Federal Way         | S 320th St                                | 23%               | 35%               | -                  | -                |
| 205EX | Mercer Island       | University District | First Hill                                | 20%               | -                 | N/A                | N/A              |
| 209   | North Bend          | Issaquah            | I-90                                      | -                 | -                 | 27%                | N/A              |
| 222   | Bellevue            | Eastgate            | Beaux Arts, Factoria                      | 23%               | -                 | -                  | -                |

| Route | Between                       | And                 | Via                           | Weekday % late | PM Peak % late | Saturday % late | Sunday % late |
|-------|-------------------------------|---------------------|-------------------------------|----------------|----------------|-----------------|---------------|
| 224   | Redmond                       | Fall City           | Duvall, Stillwater, Carnation | 57%            | 67%            | N/A             | N/A           |
| 233   | Bellevue                      | Bear Creek          | Overlake                      | 32%            | 43%            | -               | N/A           |
| 240   | Bellevue                      | Renton              | Newcastle, Factoria, Eastgate | 21%            | -              | 23%             | -             |
| 247   | Kent, Renton                  | Overlake            | Eastgate                      | 22%            | 49%            | N/A             | N/A           |
| 251   | Bothell                       | Redmond             | Woodinville                   | 27%            | 35%            | -               | N/A           |
| 255   | Brickyard P&R                 | Downtown Seattle    | Kirkland                      | -              | -              | 23%             | -             |
| 280   | Bellevue                      | Seattle             | Renton                        | -              | N/A            | 27%             | -             |
| 309EX | Kenmore                       | First Hill          | Lake Forest Park, Lake City   | 35%            | 56%            | N/A             | N/A           |
| 311   | Duvall                        | Downtown Seattle    | I-5, SR-520, I-405            | 20%            | -              | N/A             | N/A           |
| 330   | Shoreline                     | Lake City           | Fircrest                      | 21%            | -              | N/A             | N/A           |
| 358EX | Aurora Village Transit Center | Downtown Seattle    | Greenlake                     | 29%            | 41%            | -               | -             |
| 373EX | Aurora Village Transit Center | University District | Jackson Park                  | 22%            | 35%            | N/A             | N/A           |

In 2010 and 2011, we improved the efficiency of schedules by reducing the amount of recovery time relative to time picking up passengers. While this effort has saved money and brought Metro's schedule efficiency closer to that of its peers, it has also caused reliability to drop, because when a bus is running late it has less time to recover before the next trip. Any investments to improve reliability will be made with a goal of maintaining efficient schedules, but the addition of time to schedules may affect schedule efficiency.

**FIG. 9**  
**Routes with Poor On-Time Performance, Spring 2011**



## SECTION 4

## THE GUIDELINES AT WORK

### The RapidRide B Line and fall 2011 Eastside restructures

Several recent and planned transit investments prompted Metro to restructure service on the Eastside in fall 2011. The federal Urban Partnership Program gave Metro an opportunity to add cross-lake transit service to accommodate increased transit demand caused by tolling on the SR-520 Bridge. Sound Transit and Metro had built the Redmond Transit Center. Metro was planning to launch the RapidRide B Line in September. Sound Transit had expanded Overlake Transit Center and improved service on Route 545, and Metro had added layover space at Eastgate Park-and-Ride.

To make the best use of these opportunities and investments, we began in 2010 to plan a restructure of Metro service connecting Bellevue, Redmond, Kirkland, Overlake, Totem Lake, and Eastgate, conducting an extensive public outreach process called Bellevue and Redmond Connections.

Although the service guidelines were still under development, our planning was consistent with them in a number of ways. The guidelines define significant service investment as a trigger for restructuring service. They set priorities such as improving service quality, and define service design principles such as reducing duplication of service.

The following examples from the Eastside restructuring project illustrate how the guidelines can work and the results they can achieve.

#### Service quality

The top priority in the service guidelines is to improve service quality by reducing over-crowding and improving schedule reliability. The Eastside restructuring project allowed Metro to address service quality issues that we had identified using the service guidelines, as shown in the table below.

**Routes with Service Quality Issues**

| Route | Between  | And      | Via                      | Change   |
|-------|----------|----------|--------------------------|--|
| 222   | Bellevue | Eastgate | 104th Ave SE             | Streamlined new Route 241<br>Revised Route 249 |
| 233   | Bellevue | Redmond  | NE Bellevue Redmond Road | Replaced in part with B Line                   |



#### Geographic value and social equity in the Eastside restructure

- The Eastside restructure connects the regional growth and jobs centers of Bellevue, Overlake Redmond, downtown Seattle, Totem Lake, and the University District with 15-minute all-day service.
- The B Line serves the diverse and low-income Crossroads transit activity center, providing all-day service that connects historically disadvantaged populations to regional growth, job and other activity centers important to people who rely on transit for all their mobility needs.
- Design principles used in the restructure resulted in more frequent, direct and reliable transit service that moves people between the Eastside and regional areas where most daily activities take place.

## The B Line

The start of the RapidRide B Line moved the All-Day and Peak Network closer to the goal of high-quality, productive service for the Eastside. The B Line delivers geographic value by providing frequent connections to the regional growth and jobs centers of Bellevue, Overlake and Redmond with very frequent service. The B Line contributes to social equity by serving the diverse and low-income Crossroads transit activity center. As an all-day service it supports traditional and non-traditional work hours as well as travel for shopping and recreation—especially important for those who rely solely on transit for their mobility.

The B Line is also an example of how the guidelines can help Metro enhance existing services that are already productive. The B Line basically consolidated three top-performing routes on the Eastside. The combination of routes 230E, 233 and 253 into a single streamlined pattern resulted in improved network connections to services continuing to downtown Seattle, an easy-to-understand service design, and reduced duplication of service. These are all service-design principles that the guidelines suggest Metro consider when restructuring service. They have led to more frequent, direct and reliable transit service that moves people between the Eastside and regional activity centers.

### Routes Converted to B Line

| Route | Between  | And            | Via                     | Rides / Platform hour, Spring 2011 |          |       |
|-------|----------|----------------|-------------------------|------------------------------------|----------|-------|
|       |          |                |                         | Peak                               | Off-peak | Night |
| 230E  | Redmond  | Bellevue       | Crossroads and Overlake | 36.3                               | 25.9     | 26.1  |
| 233   | Bellevue | Bear Creek P&R | Overlake                | 23.0                               | 22.2     | 13.5  |
| 253   | Redmond  | Bellevue       | Overlake                | 32.5                               | 36.4     | 31.6  |
|       |          |                |                         | Top 25%                            |          |       |

## The All-Day and Peak Network

The guidelines state that the goal of restructuring is to improve the efficiency and effectiveness of transit services. The Eastside restructuring project integrated the RapidRide B Line with a network of frequent services connecting regional growth and activity centers, and the result is more productive services.

The project added 15-minute all-day connections between the centers shown in the table below. These frequent all-day connections are the key to increasing Eastside transit ridership and service productivity. This change has also delivered geographic value by providing high-quality connections among Eastside centers.

### New/Improved 15-Minute All-Day Connections on Eastside

| Regional Growth Centers        | Activity Centers                            | Route(s) |
|--------------------------------|---|----------|
| Totem Lake – Downtown Seattle  | Kirkland – Juanita                          | 255      |
| Overlake                       | Kirkland – Crossroads – Eastgate – Factoria | 245      |
| University District – Bellevue | Eastgate – Factoria                         | 271      |
| Bellevue – Overlake – Redmond  | Crossroads                                  | B Line   |
| Bellevue                       | Kirkland                                    | 234/235  |

## Providing target levels of service on underserved corridors

The improvement of service on the B Line and Route 271 allowed us to meet or move towards target service levels for two corridors. The table on the next page shows the improvements in two underserved corridors on the Eastside.

## Improving Underserved Eastside Corridors

| Corridor   | Target level of service compared to level of service before restructure |          |       | Level of service after restructure |          |       |
|--|---|----------|-------|------------------------------------|----------|-------|
|  | Peak  | Off-peak | Night | Peak                               | Off-peak | Night |
| Bellevue to Redmond via NE 8th St, 156th Ave NE (B Line) | < 15 min  | 15       | 15    | < 15 min                           | 15 min   | 15    |
| University District to Bellevue via SR-520 (Route 271)   | < 15 min  | < 15 min | 30    | < 15 min                           | < 15 min | 30    |
|  | Underserved   |          |       | Underserved                        |          |       |

Before the fall 2011 change, transit service in the corridor connecting Bellevue and Redmond via NE Eighth Street was provided by various routes. The corridor was underserved in the peak and night periods. With the start of the B Line, the Bellevue-Redmond corridor now meets the target service levels for all periods.

The peak and off-peak (midday) target service level for the corridor between the University District and Bellevue via SR-520 is better than 15 minutes. The B Line restructure boosted the peak service to better than 15 minutes and improved the off-peak frequency of Route 271 from 30 minutes to every 15 minutes. These improvements moved service in the University District-to-Bellevue corridor towards the guidelines-based target level of service, and are consistent with the priority the guidelines place on connections between regional growth centers.

### Reducing duplication

The Eastside restructure consolidated service in the B Line corridor and deleted several peak-period routes that overlapped with routes providing service in both directions all day, shown in the table below. Some of these routes were also performing poorly before the restructure, so deleting them allowed the hours from those routes to be reinvested in more productive services. These restructures reduced duplication of services connecting downtown Seattle with Eastgate, Kirkland, Overlake, and Redmond.

#### Peak Routes Deleted Due to Duplication

| Route | Between                 | And              | Via                             | All day route or alternative route |
|-------|-------------------------|------------------|---------------------------------|------------------------------------|
| 255   | Overlake Transit Center | Downtown Seattle | 164th Ave SE, Eastgate and I-90 | 212                                |
| 229   | Overlake Transit Center | Downtown Seattle | 156th Ave SE, Eastgate and I-90 | 212                                |
| 266   | Redmond                 | Downtown Seattle | 148th Ave NE and SR-520         | 250/268/545                        |

Before the restructure, routes 225 and 229 both duplicated service provided by other routes, including Route 212 between Eastgate Park-and-Ride and downtown Seattle. This service design divided the transit demand between Eastgate and downtown Seattle among three different routes. Long sections of routes 225 and 229 served neighborhood "tails" where there were relatively few riders compared to the riders traveling between Eastgate and downtown Seattle. We deleted the two routes, added trips to Route 212 to accommodate the riders using the routes between Eastgate and downtown Seattle, and added different routes to serve the neighborhoods north of Eastgate in a new way. The consolidation of these routes into a single all-day route maintains the needed peak-period capacity while eliminating the competition and the potential confusion for riders. Even though neither of the deleted routes was among the bottom 25 percent on the guidelines performance measures, their replacement is consistent with the guidelines.

Before the restructure, routes 250, 265 and 266 all traveled between Redmond and downtown Seattle via SR-520. All three routes were in the bottom 25 percent of routes serving the Seattle core on both performance measures. We consolidated these three routes into two routes, eliminating Route 266 and revising routes 250 and 265 to travel between Overlake Transit Center and downtown Seattle via SR-520. This consolidation should help improve the productivity of revised routes 250 and 265, making them more competitive with other routes serving the Seattle core.

### Revising and reducing low-productivity services

The guidelines help us identify services that could potentially be revised or reinvested to meet other needs. The Eastside restructuring project involved a number of reinvestments from services that were performing poorly to those that served areas or populations with greater needs. As described earlier, several low-performing peak-only services were consolidated into other services. Other ways we addressed low-performing services in this restructure included revising some low-performing routes to serve new destinations and reducing other routes.

#### Revised Route

| Route | Between  | And              | Change   |
|-------|----------|------------------|--|
| 211   | Eastgate | Downtown Seattle | Extended to Issaquah Highlands, a new activity center connection |

As part of a service partnership, Route 211 between Eastgate and downtown Seattle was extended from Eastgate to Issaquah Highlands to connect more places.

#### Eliminated Route

| Route | Between  | And         | Via                    | Alternate/revised routes |
|-------|----------|-------------|------------------------|--------------------------|
| 247   | Overlake | Kent/Boeing | 148th Ave NE and I-405 | 153/566/913              |

Routes 247 and 926 were among the bottom 25 percent of routes not serving the Seattle core on both performance measures. Route 247 connected Overlake and Kent Boeing, and overlapped all-day Sound Transit Route 566 between Overlake and Kent Transit Center. We deleted Route 247 while revising Route 913, serving Kent Transit Center, to ensure that people could still connect to Kent Boeing by using Route 566 from Overlake to Kent Transit Center and Route 913 between Kent Transit Center and Kent Boeing.

These types of service consolidations that combine the transit demand of low-performing services with the demand of larger transit markets are supported in the guidelines concerning productivity and service design.

The examples of changes to low-performing routes during the Eastside restructuring project show that low performance can prompt many different kinds of action. Where routes provide service to historically disadvantaged populations or important connections to transit activity centers, they may be revised or consolidated to continue meeting those needs while combining markets or eliminating unproductive sections of routes. Where services largely duplicate or compete for riders, low-performing services can be removed to increase the productivity of remaining services. Where low-performing services can be revised to make the service more frequent or faster or serve a larger market, the guidelines encourage Metro to pursue those actions.

SECTION 5

## POTENTIAL CHANGES TO THE SERVICE GUIDELINES AND STRATEGIC PLAN

Metro has begun to incorporate the principles and practices in our strategic plan and service guidelines into our service planning. We have not yet had the opportunity to assess the impact of the guidelines. As a result, it is still too early to propose changes to the guidelines or strategic plan. Over the next year, we will assess whether the use of the guidelines has helped lead us in the direction we anticipated. We have identified some preliminary areas that we will continue to monitor and review for potential changes in the future. We will consider the following issues along with updates to our strategic plan in 2013:

**Refine corridor definition.** The guidelines define a network of key transit corridors connecting centers and other transit activity areas. To maintain a clear distinction between corridors and the routes that serve them, and to allow consistent corridor monitoring as we manage a dynamic and evolving service network, we may need to consider ways to clarify and refine the processes of defining and evaluating the corridors.

**Refine methodologies.** We may need to continue refining the methods and measures for tracking and evaluating both corridor and route performance. We will strive to apply the best available tools to effectively manage our system and to align our evaluation processes with the best available data.

**Clarify.** We may need to continue clarifying terms and practices that are part of the guidelines analysis. We will also clarify how the corridor and route analyses work together and inform service planning and implementation.

Transit activity center must result in a new primary connection to the network to address an area of projected all-day transit demand. The existence of a new corridor for analysis.

corridor using step-one of the All-Day and Peak Network assessment 30-minute service frequency or better.

| Thresholds and points used to set service levels      |                    |
|---|--------------------|
| Measure   | Threshold          |
| Households within 1/4 mile of stops per corridor mile | 75% of households  |
|   | 50% of households  |
| 1/4 mile of stops per corridor mile                   | 25% of households  |
|   | <25% of households |
| 1/4 mile of stops per corridor mile                   | 50%                |
|   | 33%                |
| 1/4 mile of stops per corridor mile                   | 16%                |
|   | <16%               |



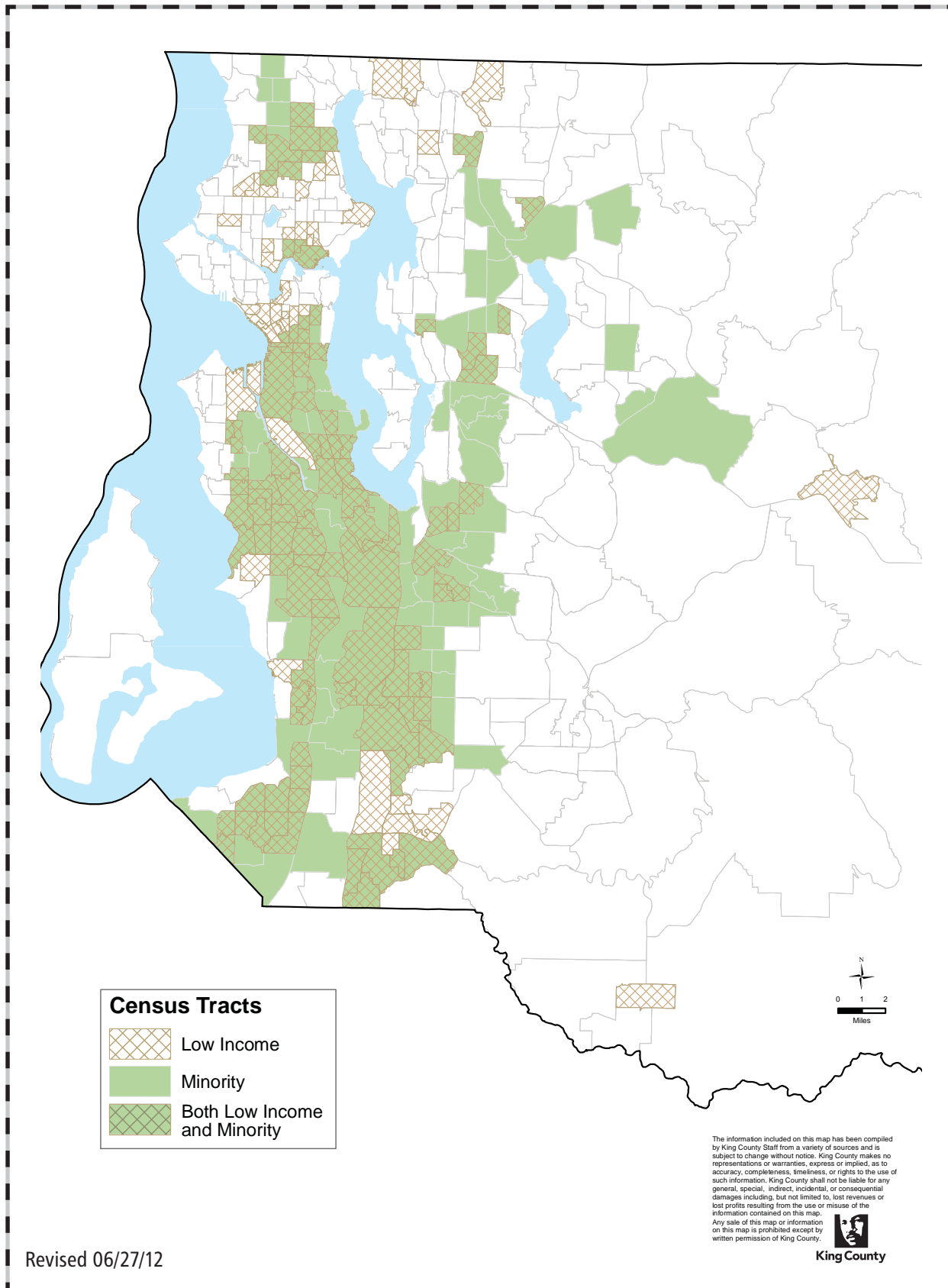
## ■ APPENDICES

|   |  |      |
|---|--|------|
| A | MAP OF LOW INCOME AND MINORITY<br>CENSUS TRACTS IN KING COUNTY ..... | A-2  |
| B | MAP OF ACTIVITY CENTERS .....  | A-3  |
| C | PEAK CORRIDOR ANALYSIS RESULTS .....                                 | A-4  |
| D | ROUTES WITH POOR RELIABILITY .....                                   | A-6  |
| E | LIST OF 2011 SERVICE CHANGES .....                                   | A-8  |
| F | SYSTEM HOURS BY SUBAREA .....  | A-9  |
| G | MASTER CORRIDOR TABLE .....  | A-11 |

**Note:** the tables in Appendix G are formatted to fit 11" x 17" (tabloid) size paper. If you have difficulty printing these pages and wish to view them online, visit <http://metro.kingcounty.gov/planning/>

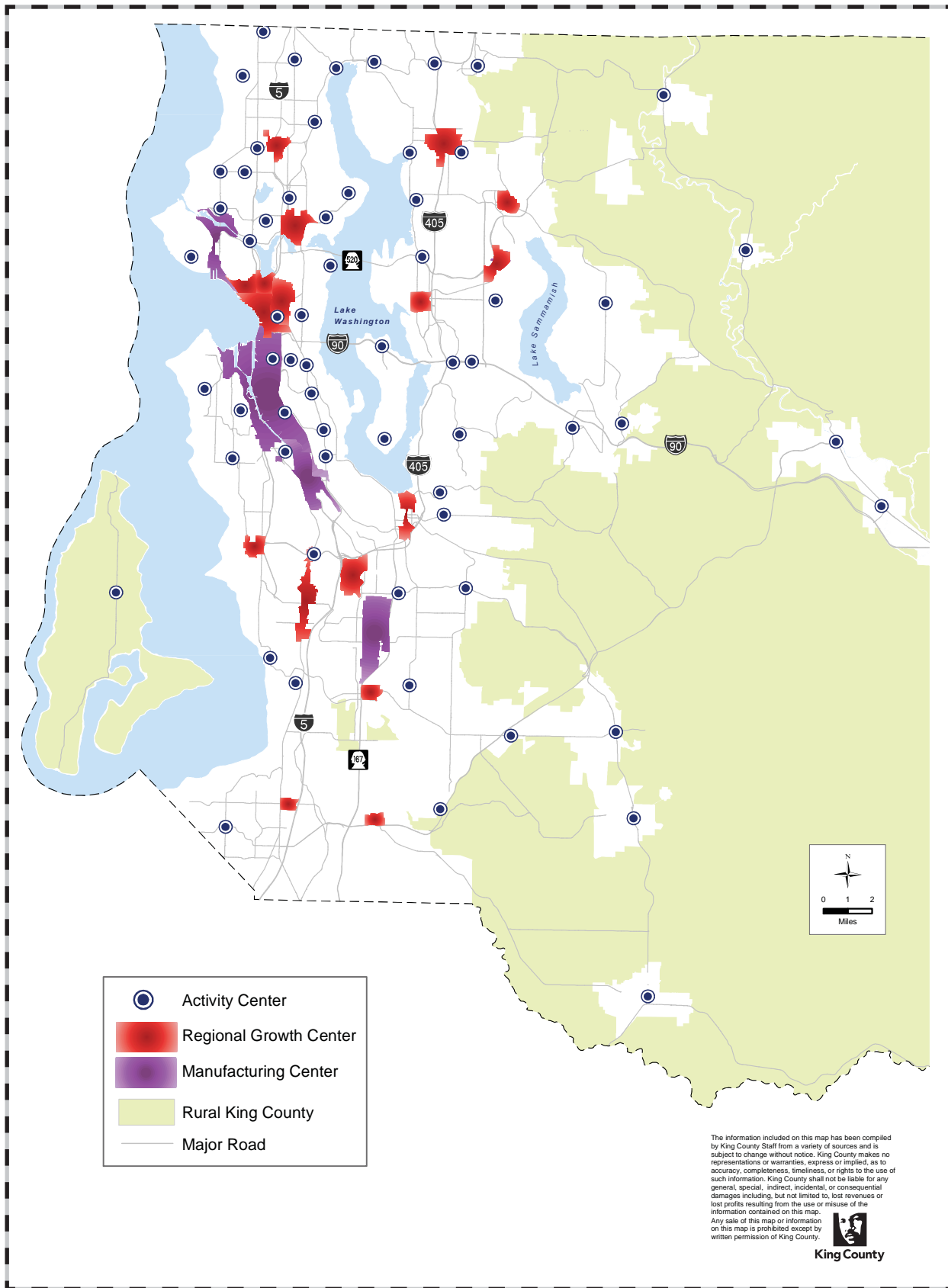
APPENDIX A:

King County Low Income and Minority Census Tracts (2010 Geography)



Revised 06/27/12

# APPENDIX B: Map of Activity Centers



## APPENDIX C:

## Peak Corridor Analysis Results

**Peak Route Performance Evaluation – Based on Spring 2011 Automatic Passenger  
Count Data and Scheduled Travel Times**

| Route | Between           | And                  | Via                 | Ridership            | Travel time                   |
|-------|-------------------|----------------------|---------------------|----------------------|-------------------------------|
|       |                   |                      |                     | ≥ 90% of alternative | ≥ 20% faster than alternative |
| 2NEX  | Queen Anne        | Downtown Seattle     | Uptown              | Yes                  | No                            |
| 5EX   | Greenwood         | Downtown Seattle     | Greenwood Ave N     | No                   | No                            |
| 7EX   | Rainier Beach     | Downtown Seattle     | Rainier Ave S       | No                   | Yes                           |
| 15EX  | Crown Hill        | Downtown Seattle     | Ballard             | Yes                  | No                            |
| 17EX  | Loyal Heights     | Downtown Seattle     | Ballard             | Yes                  | Yes                           |
| 18EX  | Loyal Heights     | Downtown Seattle     | Ballard             | Yes                  | No                            |
| 19    | Magnolia          | Downtown Seattle     | Elliott Ave W       | No                   | Yes                           |
| 21EX  | Roxhill           | Downtown Seattle     | West Seattle        | Yes                  | No                            |
| 26EX  | East Green Lake   | Downtown Seattle     | Wallingford         | No                   | No                            |
| 28EX  | Broadview         | Downtown Seattle     | Whittier Heights    | Yes                  | No                            |
| 34EX  | Rainier Beach     | Downtown Seattle     | Seward Park         | Yes                  | No                            |
| 35    | Harbor Island     | Downtown Seattle     | 4th Ave S           | Yes                  | Yes                           |
| 37EX  | Alaska Junction   | Downtown Seattle     | Alki                | Yes                  | Yes                           |
| 45EX  | Queen Anne        | University District  | Wallingford         | No                   | Yes                           |
| 46    | Shilshole         | University District  | Fremont             | No                   | No                            |
| 48NEX | Loyal Heights     | University District  | Greenwood           | Yes                  | No                            |
| 54EX  | Fauntleroy        | Downtown Seattle     | Fauntleroy Way SW   | Yes                  | Yes                           |
| 57    | Alaska Junction   | Downtown Seattle     | Admiral District    | No                   | Yes                           |
| 64EX  | Lake City         | First Hill           | Wedgwood            | No                   | Yes                           |
| 74EX  | Sandpoint         | Downtown Seattle     | University District | Yes                  | No                            |
| 76    | Wedgwood          | Downtown Seattle     | View Ridge          | Yes                  | No                            |
| 77EX  | North City        | Downtown Seattle     | Maple Leaf          | Yes                  | Yes                           |
| 79EX  | Lake City         | Downtown Seattle     | University District | Yes                  | No                            |
| 102   | Fairwood          | Downtown Seattle     | Renton              | Yes                  | No                            |
| 110   | Southwest Renton  | North Renton         | Renton TC           | No                   | Yes                           |
| 111   | Maplewood         | Downtown Seattle     | Lake Kathleen       | Yes                  | Yes                           |
| 113   | Shorewood         | Downtown Seattle     | White Center        | Yes                  | Yes                           |
| 114   | Renton Highlands  | Downtown Seattle     | Newport Hills       | Yes                  | Yes                           |
| 116EX | Fauntleroy        | Downtown Seattle     | Fauntleroy Way SW   | No                   | No                            |
| 118EX | Tahlequah         | Downtown Seattle     | Fauntleroy          | Yes                  | No                            |
| 119EX | Dockton           | Downtown Seattle     | Fauntleroy          | Yes                  | No                            |
| 121   | Highline CC       | Downtown Seattle     | Burien              | No                   | Yes                           |
| 122   | Highline CC       | Downtown Seattle     | Burien              | No                   | Yes                           |
| 123EX | Burien            | Downtown Seattle     | Gregory Heights     | No                   | Yes                           |
| 133   | Burien            | University District  | White Center        | No                   | Yes                           |
| 143EX | Black Diamond     | Downtown Seattle     | Maple Valley        | Yes                  | Yes                           |
| 152   | Auburn            | Downtown Seattle     | Star Lake           | No                   | Yes                           |
| 154   | Tukwila           | Federal Center South | Boeing Plant 2      | Yes                  | Yes                           |
| 157   | Lake Meridian P&R | Downtown Seattle     | Kent East Hill      | Yes                  | Yes                           |
| 158   | Lake Meridian     | Downtown Seattle     | Kent Station        | Yes                  | No                            |
| 159   | Timberlane        | Downtown Seattle     | Kent Station        | Yes                  | No                            |
| 161   | Lake Meridian P&R | Downtown Seattle     | Tukwila P&R         | No                   | Yes                           |
| 162   | Kent Station      | Downtown Seattle     | Kent-Des Moines P&R | No                   | No                            |
| 167   | Renton            | University District  | I-405               | Yes                  | Yes                           |

| Route   | Between               | And                   | Via                 | Ridership            | Travel time                   |
|---------|-----------------------|-----------------------|---------------------|----------------------|-------------------------------|
|         |                       |                       |                     | ≥ 90% of alternative | ≥ 20% faster than alternative |
| 173     | Federal Way           | Federal Center South  | Midway              | No                   | Yes                           |
| 175     | West Federal Way      | Downtown Seattle      | Midway              | No                   | No                            |
| 177     | South Federal Way P&R | Downtown Seattle      | I-5                 | No                   | No                            |
| 179     | Twin Lakes P&R        | Downtown Seattle      | Federal Way TC      | No                   | No                            |
| 190     | Redondo Heights P&R   | Downtown Seattle      | Star Lake P&R       | No                   | Yes                           |
| 192     | Star Lake P&R         | Downtown Seattle      | Kent-Des Moines P&R | No                   | Yes                           |
| 193EX   | Star Lake P&R         | First Hill            | Tukwila P&R         | Yes                  | Yes                           |
| 196     | South Federal Way P&R | Downtown Seattle      | I-5                 | No                   | Yes                           |
| 197     | Twin Lakes P&R        | Downtown Seattle      | Federal Way TC      | No                   | Yes                           |
| 202     | Mercer Island         | Downtown Seattle      | I-90                | No                   | No                            |
| 205EX   | Mercer Island         | University District   | First Hill          | No                   | No                            |
| 210     | Issaquah              | Downtown Seattle      | Lakemont            | No                   | No                            |
| 211EX   | Eastgate              | First Hill            | South Bellevue P&R  | No                   | No                            |
| 212     | Eastgate              | Downtown Seattle      | I-90                | Yes                  | Yes                           |
| 214     | Issaquah              | Downtown Seattle      | I-90                | Yes                  | No                            |
| 215     | North Bend            | Downtown Seattle      | Snoqualmie          | Yes                  | No                            |
| 216     | Bear Creek P&R        | Downtown Seattle      | Sammamish           | No                   | No                            |
| 217     | Downtown Seattle      | North Issaquah        | Eastgate            | Yes                  | No                            |
| 218     | Issaquah Highlands    | Downtown Seattle      | Eastgate            | Yes                  | Yes                           |
| 225     | Overlake              | Downtown Seattle      | Eastgate            | Yes                  | No                            |
| 229     | Overlake              | Downtown Seattle      | Eastgate            | Yes                  | No                            |
| 232     | Redmond               | Bellevue              | Overlake            | No                   | Yes                           |
| 232     | Duvall                | Bellevue              | Redmond             | No                   | Yes                           |
| 237     | Woodinville           | Downtown Seattle      | Totem Lake          | #N/A                 | Yes                           |
| 242     | Ridgecrest            | Downtown Seattle      | Northgate           | No                   | Yes                           |
| 243     | Jackson Park          | Bellevue              | Lake City           | Yes                  | Yes                           |
| 244EX   | Kenmore               | Overlake              | Kingsgate           | Yes                  | Yes                           |
| 250     | Redmond               | Downtown Seattle      | Overlake            | No                   | No                            |
| 252     | Kingsgate             | Downtown Seattle      | SR-520              | No                   | Yes                           |
| 257     | Brickyard P&R         | Downtown Seattle      | Kingsgate           | No                   | Yes                           |
| 260     | Juanita               | Downtown Seattle      | SR-520              | No                   | Yes                           |
| 265     | Redmond               | Downtown Seattle      | Houghton P&R        | No                   | Yes                           |
| 268     | Bear Creek P&R        | Downtown Seattle      | Overlake            | No                   | Yes                           |
| 272     | Eastgate              | University District   | Crossroads          | No                   | No                            |
| 277     | Juanita               | University District   | Kingsgate           | Yes                  | No                            |
| 301EX   | Aurora Village TC     | Downtown Seattle      | Shoreline P&R       | No                   | Yes                           |
| 304     | Richmond Beach        | Downtown Seattle      | I-5                 | No                   | Yes                           |
| 306EX   | Kenmore               | Downtown Seattle      | Lake City           | Yes                  | No                            |
| 308     | Horizon View          | Downtown Seattle      | Lake City           | No                   | Yes                           |
| 311     | Duvall                | Downtown Seattle      | Woodinville         | No                   | Yes                           |
| 312EX   | Bothell               | Downtown Seattle      | Lake City           | Yes                  | No                            |
| 316     | Meridian Park         | Downtown Seattle      | Green Lake          | Yes                  | Yes                           |
| 330     | Lake City             | Shoreline             | Fircrest            | Yes                  | Yes                           |
| 342     | Shoreline             | Renton                | Bellevue            | #N/A                 | No                            |
| 355EX   | Shoreline             | Downtown Seattle      | Greenwood           | No                   | No                            |
| 373EX   | Shoreline             | University District   | Maple Leaf          | Yes                  | Yes                           |
| 918DART | Kent Station          | North Kent Industrial |                     | Yes                  | Yes                           |
| 930DART | Kingsgate             | Redmond               | Willows Road        | No                   | No                            |

## APPENDIX D:

## Routes with Poor Reliability (September 2010-August 2011)

**Routes with Poor Reliability September 2010 – August 2011**  
 (Routes that will receive reliability investments beginning in June 2012)

| Route | All-day % late | PM % late | Weekday/ PM peak need | Saturday % late | Saturday need | Sunday % late | Sunday need | Total need |
|-------|----------------|-----------|-----------------------|-----------------|---------------|---------------|-------------|------------|
| 2     | -              | -         | 0                     | 20%             | 100           | -             | 0           | 100        |
| 5     | -              | -         | 0                     | 32%             | 400           | 25%           | 100         | 500        |
| 7     | 23%            | -         | 1,200                 | -               | 0             | -             | 0           | 1,200      |
| 8     | 25%            | 43%       | 1,400                 | 21%             | 100           | 22%           | 100         | 1,600      |
| 15    | 23%            | 39%       | 500                   | 23%             | 100           | -             | 0           | 600        |
| 16    | 33%            | 48%       | 2,300                 | 34%             | 500           | 28%           | 300         | 3,100      |
| 17    | -              | 36%       | 0                     | 25%             | 100           | 22%           | 100         | 300        |
| 18    | 22%            | 41%       | 200                   | 22%             | 100           | -             | 0           | 300        |
| 21EX  | -              | 38%       | 0                     | N/A             | 0             | N/A           | 0           | 100        |
| 21    | 24%            | 43%       | 600                   | 21%             | 100           | -             | 0           | 700        |
| 22    | 31%            | 49%       | 900                   | 22%             | 100           | -             | 0           | 1,000      |
| 23    | 28%            | -         | 600                   | 30%             | 200           | 24%           | 100         | 900        |
| 24    | -              | -         | 0                     | 30%             | 200           | -             | 0           | 200        |
| 26    | -              | -         | 0                     | 21%             | 100           | -             | 0           | 100        |
| 27    | 22%            | -         | 200                   | 23%             | 100           | 15%           | 0           | 300        |
| 28    | 30%            | 36%       | 1,300                 | 29%             | 200           | 31%           | 200         | 1,700      |
| 30    | 23%            | 38%       | 500                   | -               | 0             | 17%           | 0           | 500        |
| 31    | 20%            | -         | 100                   | 22%             | 100           | N/A           | 0           | 200        |
| 33    | 21%            | -         | 100                   | -               | 0             | -             | 0           | 100        |
| 37    | 35%            | 42%       | 100                   | N/A             | N/A           | N/A           | 0           | 100        |
| 38    | 48%            | 18%       | 300                   | 24%             | 100           | N/A           | 0           | 400        |
| 39    | 28%            | 38%       | 700                   | 26%             | 100           | 22%           | 100         | 900        |
| 43    | -              | -         | 0                     | 21%             | 100           | -             | 0           | 100        |
| 48    | -              | -         | 0                     | 28%             | 400           | -             | 0           | 400        |
| 49    | 22%            | -         | 700                   | -               | 0             | -             | 0           | 700        |
| 54EX  | 27%            | 36%       | 100                   | N/A             | 0             | N/A           | 0           | 100        |
| 54    | 22%            | 38%       | 600                   | 28%             | 100           | 22%           | 100         | 800        |
| 55    | -              | 35%       | 100                   | 26%             | 100           | -             | 0           | 200        |
| 57    | 36%            | 58%       | 300                   | N/A             | 0             | N/A           | 0           | 300        |
| 60    | 27%            | -         | 1,300                 | 23%             | 100           | -             | 0           | 1,400      |
| 66EX  | 21%            | -         | 200                   | -               | 0             | -             | 0           | 200        |
| 68    | 26%            | -         | 400                   | 27%             | 100           | N/A           | 0           | 500        |
| 71    | 24%            | N/A       | 100                   | -               | 0             | -             | 0           | 100        |
| 72    | 18%            | N/A       | 0                     | 20%             | 100           | -             | 0           | 100        |
| 81    | 24%            | N/A       | 100                   | 29%             | 100           | 28%           | 100         | 300        |
| 105   | 24%            | -         | 200                   | -               | 0             | -             | 0           | 200        |
| 106   | 22%            | -         | 300                   | -               | 0             | -             | 0           | 300        |
| 113   | -              | 41%       | 100                   | N/A             | 0             | N/A           | 0           | 100        |
| 119EX | 21%            | -         | 100                   | N/A             | 0             | N/A           | 0           | 100        |
| 120   | -              | -         | 0                     | 21%             | 100           | 21%           | 100         | 200        |
| 121   | 20%            | -         | 100                   | N/A             | 0             | N/A           | 0           | 100        |

CONTINUED

| Route | All-day % late | PM % late | Weekday/ PM peak need | Saturday % late | Saturday need | Sunday % late | Sunday need | Total need |
|-------|----------------|-----------|-----------------------|-----------------|---------------|---------------|-------------|------------|
| 122   | 21%            | -         | 100                   | N/A             | 0             | N/A           | 0           | 100        |
| 124   | -              | -         | 0                     | 22%             | 100           | 15%           | 0           | 100        |
| 125   | 31%            | 46%       | 1,000                 | 20%             | 100           | 21%           | 100         | 1,200      |
| 128   | 30%            | 42%       | 1,300                 | 21%             | 100           | -             | 0           | 1,400      |
| 131   | 23%            | -         | 300                   | 34%             | 200           | -             | 0           | 500        |
| 132   | 22%            | -         | 400                   | 33%             | 200           | -             | 0           | 600        |
| 150   | -              | -         | 0                     | -               | 0             | 21%           | 100         | 100        |
| 166   | 24%            | -         | 400                   | -               | 0             | -             | 0           | 400        |
| 169   | 25%            | -         | 600                   | -               | 0             | -             | 0           | 600        |
| 181   | 22%            | -         | 200                   | -               | 0             | -             | 0           | 200        |
| 182   | 21%            | -         | 100                   | -               | 0             | -             | 0           | 100        |
| 187   | 23%            | 35%       | 100                   | -               | 0             | -             | 0           | 100        |
| 205EX | 20%            | -         | 100                   | N/A             | 0             | N/A           | 0           | 100        |
| 209   | -              | -         | 0                     | 27%             | 100           | N/A           | 0           | 100        |
| 222   | 23%            | -         | 200                   | -               | 0             | -             | 0           | 200        |
| 224   | 57%            | 67%       | 900                   | N/A             | 0             | N/A           | 0           | 900        |
| 233   | 32%            | 43%       | 700                   | -               | 0             | N/A           | 0           | 700        |
| 240   | 21%            | -         | 200                   | 23%             | 100           | -             | 0           | 300        |
| 247   | 22%            | 49%       | 100                   | N/A             | 0             | N/A           | 0           | 100        |
| 251   | 27%            | 35%       | 400                   | -               | 0             | N/A           | 0           | 400        |
| 255   | -              | -         | 0                     | 23%             | 100           | -             | 0           | 100        |
| 280   | -              | N/A       | 0                     | 27%             | 100           | -             | 0           | 100        |
| 309EX | 35%            | 56%       | 200                   | N/A             | 0             | N/A           | 0           | 200        |
| 311   | 20%            | -         | 100                   | N/A             | 0             | N/A           | 0           | 100        |
| 330   | 21%            | -         | 100                   | N/A             | 0             | N/A           | 0           | 100        |
| 358EX | 29%            | 41%       | 2,500                 | -               | 0             | -             | 0           | 2,500      |
| 373EX | 22%            | 35%       | 100                   | N/A             | 0             | N/A           | 0           | 100        |

"-" = Complies with Service Guidelines (i.e. Lateness is lower than established guidelines)

N/A = No service on this route during that time period

**APPENDIX E:**  
**2011 Service Changes**

| Implementation | Route            | Description of Change  | Type                                 |
|----------------|------------------|--|--------------------------------------|
| February       | 255              | Improve weekday service frequency between 116th Avenue NE and NE 128th Street in Kirkland and International District Station in both directions to provide 10-20 minute headways instead of every 30 minutes | Increased frequency                  |
| February       | 311              | Add up to three morning trips and three evening trips during the peak hour   | Additional trips                     |
| February       | 309              | New peak hour service between Kenmore Park and Ride and First Hill with three morning and three afternoon trips  | Additional trips                     |
| February       | 200              | Extend route to Issaquah Highlands and Talus development; funded by the City of Issaquah, Port Blakeley, Timber Ridge at Talus and Talus Residential Association   | Route extension                      |
| April          | 36 / 60          | Bus stop consolidation: Closure of 28 bus stops out of 137 stops in the study area.  | Bus stop consolidation               |
| May            | 41 / 73          | Bus stop consolidation: Closure of 41 bus stops out of 128 stops in the study area.  | Bus stop consolidation               |
| October        | B Line           | Implement RapidRide B Line: Bellevue to Redmond  | New service                          |
| October        | 54               | Improve service frequencies to every 15 minutes weekday and on Saturdays until 7pm   | Add                                  |
| October        | 156              | All trips start and end at Andover Park; discontinue peak-only trips between Andover Park/Baker Blvd and Tukwila Sounder Station; replacement service on Route 140   | Route extension                      |
| October        | 193              | Extend all trips to begin/end at Federal Way Park and Ride; two new afternoon peak trips departing First Hill after 6pm and 7pm.   | Route extension/<br>additional trips |
| October        | 211              | Extend all trips to begin/end at Issaquah Highlands; two new morning and afternoon trips   | Route extension/<br>additional trips |
| October        | 212 / 225<br>229 | Delete 225/229; add trips to 212 between Eastgate Park and Ride and downtown Seattle; replacement service provided for 225 and 229 via revised 221 and B Line/226 for Route 229.                             | Deletion/<br>additional trips        |
| October        | 221              | Revise to serve Redmond Town Center, Old Redmond Road, Crossroads, Bellevue College; replace portions of Route 926   | Route revision                       |
| October        | 222 / 241        | New Route 241 between Eastgate Park and Ride and Bellevue Transit Center via SE Newport Way, Factoria, South Bellevue Park and Ride; Discontinue Route 222   | Discontinue route/<br>new route      |
| October        | 226 / 233        | New Route 226 (connecting BRC and Eastgate Park and Ride via Bel-Red Rd., east Bellevue, Crossroads and BCC; to replace portions of Route 233;   | Discontinue route<br>/ new route     |
| October        | 230 / 235        | New Route 235 to replace portions of Route 230 between Kingsgate Park and Ride and the Bellevue Transit Center   | Discontinue route<br>/new route      |
| October        | 234              | Revise to serve the path of Route 235 between Kirkland Transit Center and S Kirkland Park and Ride; revise to terminate at Bellevue Transit Center   | Route revision                       |
| October        | 238              | Revise to serve State Street and NE 68th St  | Route revision                       |
| October        | 240              | Revise to serve Eastgate Park and Ride, Richards Road and 112th Ave SE / Delete segment between Bellevue Transit Center and Clyde Hill   | Route revision                       |



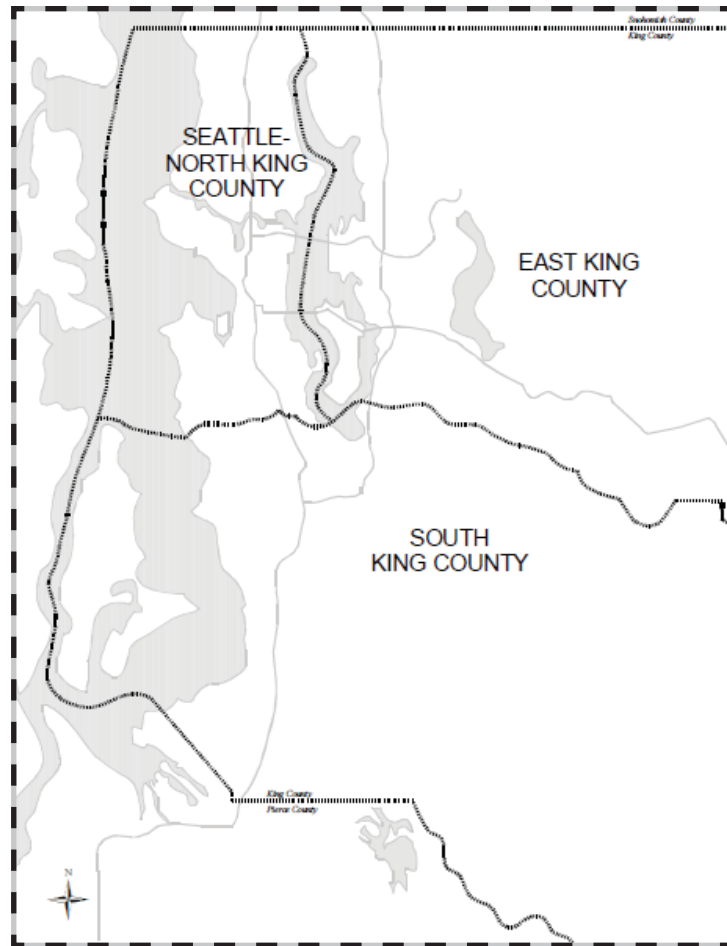
| Implementation | Route     | Description of Change   | Type                                  |
|----------------|-----------|---|---------------------------------------|
| October        | 245       | Improve midday frequency to 15 mins from 30 mins between 9am-3pm. Revise routing between Bellevue College and 156th Ave SE  | Increased frequency/ Route revision   |
| October        | 246       | Revise routing between Factoria and Woodridge, connect Bellevue Transit Center to Clyde Hill  | Route revision                        |
| October        | 247       | Delete 247  | Deletion                              |
| October        | 249       | Revise routing to operate on NE 40th St, between Overlakt Transit Center and 140th Ave NE, to operate on Bellevue Way and to connect Bellevue Transit Center and S Bellevue Park and Ride; Improve weekday service frequency to every 30 minutes and on Sunday to every 60 minutes. | Route revision/ increased frequency   |
| October        | 250       | Revise to terminate at Overlake Transit Center and revise to operate on 152nd Ave NE  | Route Revision                        |
| October        | 253       | Discontinue service, replacement service by B Line and routes 221, 248, 249, 269, and ST 545  | Discontinue route                     |
| October        | 255 / 256 | Discontinue Route 256; replacement service by 255 with increased frequency of 10 minute service during weekday peak periods, evening frequency improved to every 30 minutes until 10pm  | Discontinue route/increase frequency  |
| October        | 261       | Discontinue Route 261; replacement service by B Line and connections to Bellevue Transit Center, ST 550 and Route 271   | Discontinue route                     |
| October        | 265       | Revise to terminate at Overlake Transit Center and operate via NE 40th St and 148th Ave NE to Houghton Park and Ride  | Route revision                        |
| October        | 266       | Discontinue Route 266   | Discontinue route                     |
| October        | 271       | Add three westbound trips in the AM peak period and three eastbound trips in the PM peak period; add trips to improve midday frequency to every 15 minutes  | Increased frequency/ additional trips |
| October        | 272       | Discontinue service; replacement service at Bellevue Transit Center via B Line and Route 556  | Discontinue route                     |
| October        | 303       | Add two morning and three afternoon peak trips to improve span/frequency  | Additional trips                      |
| October        | 309       | Extend span by adding two morning and one afternoon trip  | Additional trips                      |
| October        | 926       | Discontinue Route 926; replacement service Route 221  | Discontinue route                     |

CONTINUED

**APPENDIX F:****System Hours by Subarea****Subarea Description**

The service guidelines were specifically developed to guide Metro service investments across King County, whether adding, reducing or managing our system. The factors used in our corridor analysis provide a method of allocating service that is based on productivity, social equity, and geographic value. By considering multiple factors in the corridor analysis, we ensure that appropriate service is targeted to areas throughout the county.

Prior to the implementation of the service guidelines, we used subareas as a tool for allocating service to different parts of King County. As of spring 2011, the division of service hours between the historical subareas was 18 percent east, 21 percent south, and 61 percent west. This has changed slightly since fall 2009, when the distribution was 17 percent east, 21 percent south, 62 percent west.



| Historical Planning Subarea | Annualized Hours in Spring 2011 | Percent of Total Hours |
|-----------------------------|---------------------------------|------------------------|
| East                        | 591,000                         | 18%                    |
| South                       | 695,000                         | 21%                    |
| West                        | 1,988,000                       | 61%                    |

APPENDIX G:

Master Corridor Table: Step One

| Corridor Identifier Number | Connections      |              |   |             | Land Use - Productivity   |        |                     |        | Social Equity - Demographics |        |            |        | Geographic Value - Primary Connections |        |   |        | Preliminary Service Levels |           |      |          |       |
|----------------------------|------------------|--------------|---|-------------|---------------------------|--------|---------------------|--------|------------------------------|--------|------------|--------|--|--------|---|--------|----------------------------|-----------|------|----------|-------|
|                            | Between          | And          | Via   | Major Route | Households/ Corridor Mile | Points | Jobs/ Corridor Mile | Points | Minority                     | Points | Low-Income | Points | Activity Centers                       | Points | Regional & Manufacturing/Industrial Centers | Points | TOTAL SCORE                | RapidRide | PEAK | OFF-PEAK | NIGHT |
| 1                          | Admiral District | Southcenter  | California Ave SW, Military Rd, TIBS            | 128         | 999                       | 0      | 628                 | 0      | 76%                          | 5      | 57%        | 5      | Yes                                    | 5      | No  | 0      | 15                         |           | 30   | 30       | 0     |
| 2                          | Alki             | Seattle CBD  | Admiral Way                                     | 56          | 1,530                     | 4      | 9,423               | 4      | 38%                          | 0      | 48%        | 0      | No                                     | 0      | No  | 0      | 8                          |           | 60   | 60       | 0     |
| 3                          | Auburn           | Burien       | Kent, SeaTac                                    | 180         | 530                       | 0      | 1,090               | 0      | 63%                          | 5      | 100%       | 5      | Yes                                    | 5      | Yes   | 5      | 20                         |           | 15   | 30       | 30    |
| 4                          | Auburn/GRCC      | Federal Way  | 15th St SW, Lea Hill Rd                         | 181         | 542                       | 0      | 648                 | 0      | 31%                          | 0      | 88%        | 5      | Yes                                    | 5      | Yes   | 5      | 15                         |           | 30   | 30       | 0     |
| 5                          | Aurora Village   | Seattle CBD  | Aurora Ave N                                    | E           | 1,944                     | 4      | 7,736               | 4      | 48%                          | 0      | 30%        | 0      | Yes                                    | 5      | No  | 0      | 13                         | YES       | < 15 | 15       | 15    |
| 6                          | Aurora Village   | Northgate    | Meridian Av N                                   | 346         | 1,006                     | 0      | 1,151               | 0      | 97%                          | 5      | 42%        | 0      | Yes                                    | 5      | No  | 0      | 10                         |           | 30   | 30       | 0     |
| 7                          | Avondale         | Kirkland     | NE 85th St, NE Redmond Wy, Avondale Wy NE       | 248         | 983                       | 0      | 1,411               | 0      | 81%                          | 5      | 25%        | 0      | Yes                                    | 5      | No  | 0      | 10                         |           | 30   | 30       | 0     |
| 8                          | Ballard          | U. District  | Green Lake, Greenwood                           | 48 N        | 2,297                     | 7      | 1,382               | 0      | 0%                           | 0      | 16%        | 0      | Yes                                    | 5      | No  | 0      | 12                         |           | 30   | 30       | 0     |
| 9                          | Ballard          | Lake City    | Holman Road, Northgate                          | 75          | 1,911                     | 4      | 1,832               | 0      | 34%                          | 0      | 59%        | 5      | Yes                                    | 5      | Yes   | 5      | 19                         |           | 15   | 30       | 30    |
| 10                         | Ballard          | Seattle CBD  | 15th Ave W                                      | D           | 2,806                     | 7      | 12,022              | 7      | 0%                           | 0      | 42%        | 0      | Yes                                    | 5      | Yes   | 5      | 24                         | Yes       | < 15 | 15       | 15    |
| 11                         | Ballard          | U. District  | Wallingford (N 45th St)                         | 44          | 2,444                     | 7      | 6,620               | 4      | 16%                          | 0      | 29%        | 0      | Yes                                    | 5      | Yes   | 5      | 21                         |           | 15   | 30       | 30    |
| 12                         | Ballard          | Seattle CBD  | W Nickerson, Westlake Av N, 9th Ave             | 17          | 1,825                     | 4      | 11,253              | 4      | 0%                           | 0      | 6%         | 0      | No                                     | 0      | No  | 0      | 8                          |           | 60   | 60       | 0     |
| 13                         | Beacon Hill      | Seattle CBD  | Beacon Ave                                      | 36          | 1,886                     | 4      | 11,834              | 7      | 100%                         | 5      | 57%        | 5      | Yes                                    | 5      | No  | 0      | 26                         |           | 15   | 15       | 30    |
| 14                         | Bellevue         | Eastgate     | Lake Hills Connector                            | 271         | 456                       | 0      | 3,920               | 0      | 83%                          | 5      | 65%        | 5      | Yes                                    | 5      | No  | 0      | 15                         |           | 30   | 30       | 0     |
| 15                         | Bellevue         | Redmond      | NE 8th St, 156th Ave NE                         | B           | 1,177                     | 4      | 3,841               | 0      | 78%                          | 5      | 8%         | 0      | Yes                                    | 5      | Yes   | 5      | 19                         | YES       | < 15 | 15       | 15    |
| 16                         | Bellevue         | Renton       | Newcastle, Factoria                             | 240         | 758                       | 0      | 2,281               | 0      | 77%                          | 5      | 48%        | 0      | Yes                                    | 5      | No  | 0      | 10                         |           | 30   | 30       | 0     |
| 17                         | Burien           | Seattle CBD  | Delridge, Ambaum                                | 120         | 1,167                     | 4      | 5,744               | 0      | 74%                          | 5      | 74%        | 5      | Yes                                    | 5      | Yes   | 5      | 24                         |           | 15   | 30       | 30    |
| 18                         | Burien           | Seattle CBD  | 1st Ave S, South Park, Airport Wy               | 131 TB      | 1,029                     | 0      | 6,441               | 4      | 68%                          | 5      | 87%        | 5      | Yes                                    | 5      | No  | 0      | 19                         |           | 15   | 30       | 30    |
| 19                         | Burien           | Seattle CBD  | Des Moines Mem Dr, South Park                   | 132 TB      | 1,103                     | 4      | 7,698               | 4      | 76%                          | 5      | 93%        | 5      | Yes                                    | 5      | Yes   | 5      | 28                         |           | 15   | 15       | 30    |
| 20                         | Capitol Hill     | White Center | South Park, Georgetown, Beacon Hill, First Hill | 60          | 1,369                     | 4      | 3,062               | 0      | 90%                          | 5      | 74%        | 5      | Yes                                    | 5      | Yes   | 5      | 24                         |           | 15   | 30       | 30    |
| 21                         | Capitol Hill     | Seattle CBD  | 15th Ave E                                      | 10          | 4,150                     | 10     | 21,445              | 10     | 0%                           | 0      | 94%        | 5      | No                                     | 0      | No  | 0      | 25                         |           | 15   | 15       | 30    |
| 22                         | Capitol Hill     | Seattle CBD  | Madison St                                      | 12          | 3,772                     | 10     | 35,698              | 10     | 17%                          | 0      | 91%        | 5      | Yes                                    | 5      | Yes   | 5      | 35                         |           | 15   | 15       | 30    |
| 23                         | Central District | Seattle CBD  | E Jefferson St                                  | 3STB        | 3,428                     | 10     | 27,531              | 10     | 94%                          | 5      | 90%        | 5      | Yes                                    | 5      | No  | 0      | 35                         |           | 15   | 15       | 30    |
| 24                         | Colman Park      | Seattle CBD  | Leschi, Yesler                                  | 27          | 2,738                     | 7      | 18,292              | 10     | 85%                          | 5      | 49%        | 0      | No                                     | 0      | No  | 0      | 22                         |           | 15   | 30       | 30    |
| 25                         | Cowen Park       | Seattle CBD  | University Way, I-5                             | 73 TB EX    | 2,093                     | 7      | 18,639              | 10     | 82%                          | 5      | 91%        | 5      | Yes                                    | 5      | Yes   | 5      | 37                         |           | 15   | 15       | 30    |
| 26                         | Discovery Park   | Seattle CBD  | Gilman Ave W, 22nd Ave W, Thorndyke Av W        | 33          | 2,254                     | 7      | 14,015              | 7      | 0%                           | 0      | 32%        | 0      | No                                     | 0      | No  | 0      | 14                         |           | 30   | 30       | 0     |

| Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points |
|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|
| 3,113     | 10     | 17,849    | 10     | 51.5%     | 5      | 54.4%     | 5      | Yes       | 5      | Yes       | 5      | Yes       | 5      |
| 2,075     | 7      | 11,780    | 7      |           |        | 0.0%      | 0      |           |        |           |        |           |        |
| 1,038     | 4      | 5,926     | 4      | 0         | 0      | 0         | 0      | No        | 0      | No        | 0      | No        | 0      |

| Levels | Points | Points | Points |
|--------|--------|--------|--------|
| 15     | 18     | 24     | 40     |
| 30     | 9      | 9      | 18     |
| 60     | 0      | 0      | 18     |

| Corridor Identifier Number | Connections    |              |                                      |             | Land Use - Productivity   |        |                     |        | Social Equity - Demographics |        |            |        | Geographic Value - Primary Connections |        |   |        | Preliminary Service Levels |           |      |          |       |
|----------------------------|----------------|--------------|--------------------------------------|-------------|---------------------------|--------|---------------------|--------|------------------------------|--------|------------|--------|--|--------|---|--------|----------------------------|-----------|------|----------|-------|
|                            | Between        | And          | Via                                  | Major Route | Households/ Corridor Mile | Points | Jobs/ Corridor Mile | Points | Minority                     | Points | Low-Income | Points | Activity Centers                       | Points | Regional & Manufacturing/Industrial Centers | Points | TOTAL SCORE                | RapidRide | PEAK | OFF-PEAK | NIGHT |
| 27                         | Eastgate       | Bellevue     | Newport Wy , S. Bellevue, Beaux Arts | 222         | 721                       | 0      | 2,986               | 0      | 79%                          | 5      | 33%        | 0      | No                                     | 0      | No  | 0      | 5                          |           | 60   | 60       | 0     |
| 28                         | Eastgate       | Bellevue     | Somerset, Factoria, Woodridge        | 246         | 432                       | 0      | 2,375               | 0      | 78%                          | 5      | 64%        | 5      | No                                     | 0      | No  | 0      | 10                         |           | 30   | 30       | 0     |
| 29                         | Eastgate       | Overlake     | Phantom Lake                         | 926         | 532                       | 0      | 846                 | 0      | 39%                          | 0      | 44%        | 0      | No                                     | 0      | No  | 0      | 0                          |           | 60   | 60       | 0     |
| 30                         | Enumclaw       | Auburn       | Auburn Wy S, SR 164                  | 186         | 206                       | 0      | 367                 | 0      | 44%                          | 0      | 84%        | 5      | Yes                                    | 5      | No  | 0      | 10                         |           | 30   | 30       | 0     |
| 31                         | Fairwood       | Renton       | S Puget Dr, Royal Hills              | 148         | 636                       | 0      | 632                 | 0      | 100%                         | 5      | 48%        | 0      | Yes                                    | 5      | No  | 0      | 10                         |           | 30   | 30       | 0     |
| 32                         | Federal Way    | SeaTac       | SR-99                                | A           | 730                       | 0      | 1,514               | 0      | 100%                         | 5      | 78%        | 5      | Yes                                    | 5      | Yes   | 5      | 20                         | YES       | < 15 | 15       | 15    |
| 33                         | Federal Way    | Kent         | Military Road                        | 183         | 599                       | 0      | 463                 | 0      | 97%                          | 5      | 65%        | 5      | Yes                                    | 5      | Yes   | 5      | 20                         |           | 15   | 30       | 30    |
| 34                         | Fremont        | Seattle CBD  | Dexter Ave N                         | 26/28       | 3,202                     | 10     | 23,670              | 10     | 9%                           | 0      | 38%        | 0      | Yes                                    | 5      | Yes   | 5      | 30                         |           | 15   | 15       | 30    |
| 35                         | Fremont        | U. District  | N 40th St                            | 30/31       | 2,161                     | 7      | 11,809              | 7      | 41%                          | 0      | 75%        | 5      | Yes                                    | 5      | No  | 0      | 24                         |           | 15   | 30       | 30    |
| 36                         | Fremont        | Broadview    | 8th Av NW, 3rd Av NW                 | 28          | 1,334                     | 4      | 1,359               | 0      | 3%                           | 0      | 22%        | 0      | No                                     | 0      | No  | 0      | 4                          |           | 60   | 60       | 0     |
| 37                         | Green River CC | Kent         | 132nd Ave SE                         | 164         | 919                       | 0      | 581                 | 0      | 62%                          | 5      | 84%        | 5      | Yes                                    | 5      | No  | 0      | 15                         |           | 30   | 30       | 0     |
| 38                         | Greenwood      | Seattle CBD  | Greenwood Ave N                      | 5           | 3,090                     | 7      | 12,477              | 7      | 7%                           | 0      | 26%        | 0      | Yes                                    | 5      | No  | 0      | 19                         |           | 15   | 30       | 30    |
| 39                         | High Point     | Seattle CBD  | 35th Ave SW                          | 21          | 1,396                     | 4      | 7,902               | 4      | 54%                          | 5      | 73%        | 5      | No                                     | 0      | No  | 0      | 18                         |           | 30   | 30       | 0     |
| 40                         | Issaquah       | Eastgate     | Newport Way                          | 271         | 227                       | 0      | 1,014               | 0      | 83%                          | 5      | 65%        | 5      | No                                     | 0      | No  | 0      | 10                         |           | 30   | 30       | 0     |
| 41                         | Issaquah       | Overlake     | Sammamish, Bear Creek                | 269         | 369                       | 0      | 2,428               | 0      | 79%                          | 5      | 0%         | 0      | Yes                                    | 5      | No  | 0      | 10                         |           | 30   | 30       | 0     |
| 42                         | Issaquah       | North Bend   | Fall City, Snoqualmie                | 209         | 105                       | 0      | 345                 | 0      | 6%                           | 0      | 15%        | 0      | Yes                                    | 5      | No  | 0      | 5                          |           | 60   | 60       | 0     |
| 43                         | Kenmore        | Kirkland     | Juanita                              | 234         | 899                       | 0      | 679                 | 0      | 8%                           | 0      | 9%         | 0      | Yes                                    | 5      | No  | 0      | 5                          |           | 60   | 60       | 0     |
| 44                         | Kenmore        | Shoreline    | Lake Forest Park, Aurora Village TC  | 331         | 631                       | 0      | 491                 | 0      | 33%                          | 0      | 11%        | 0      | Yes                                    | 5      | No  | 0      | 5                          |           | 60   | 60       | 0     |
| 45                         | Kenmore        | U. District  | Lake Forest Park, Lake City          | 372 TB      | 1,119                     | 4      | 3,263               | 0      | 30%                          | 0      | 62%        | 5      | No                                     | 0      | No  | 0      | 9                          |           | 60   | 60       | 0     |
| 46                         | Kenmore        | Totem Lake   | Finn Hill, Juanita                   | 935         | 509                       | 0      | 616                 | 0      | 0%                           | 0      | 2%         | 0      | Yes                                    | 5      | No  | 0      | 5                          |           | 60   | 60       | 0     |
| 47                         | Kennydale      | Renton       | Edmonds Av NE                        | 909         | 916                       | 0      | 528                 | 0      | 88%                          | 5      | 35%        | 0      | No                                     | 0      | No  | 0      | 5                          |           | 60   | 60       | 0     |
| 48                         | Kent           | Burien       | Kent-DM Rd, S. 240th St, 1st Av S    | 131/166     | 804                       | 0      | 610                 | 0      | 92%                          | 5      | 87%        | 5      | Yes                                    | 5      | No  | 0      | 15                         |           | 30   | 30       | 0     |
| 49                         | Kent           | Maple Valley | Kent-Kangley Road                    | 168         | 585                       | 0      | 519                 | 0      | 72%                          | 5      | 67%        | 5      | Yes                                    | 5      | No  | 0      | 15                         |           | 30   | 30       | 0     |
| 50                         | Kent           | Renton       | Kent East Hill                       | 169         | 744                       | 0      | 1,124               | 0      | 100%                         | 5      | 37%        | 0      | Yes                                    | 5      | Yes   | 5      | 15                         |           | 30   | 30       | 0     |
| 51                         | Kent           | Seattle CBD  | Tukwila                              | 150         | 404                       | 0      | 5,576               | 0      | 100%                         | 5      | 100%       | 5      | Yes                                    | 5      | Yes   | 5      | 20                         |           | 15   | 30       | 30    |
| 52                         | Kent           | Renton       | 84th Av S, Lind Av SW                | 153         | 167                       | 0      | 2,127               | 0      | 100%                         | 5      | 83%        | 5      | Yes                                    | 5      | Yes   | 5      | 20                         |           | 15   | 30       | 30    |
| 53                         | Kirkland       | Bellevue     | South Kirkland                       | 230 W       | 1,201                     | 4      | 5,086               | 0      | 14%                          | 0      | 11%        | 0      | Yes                                    | 5      | No  | 0      | 9                          |           | 60   | 60       | 0     |
| 54                         | Kirkland       | Factoria     | Overlake, Crossroads, Eastgate       | 245         | 698                       | 0      | 1,488               | 0      | 62%                          | 5      | 12%        | 0      | Yes                                    | 5      | No  | 0      | 10                         |           | 30   | 30       | 0     |
| 55                         | Lake City      | Seattle CBD  | NE 125th St, Northgate, I-5          | 41          | 888                       | 0      | 6,681               | 4      | 61%                          | 5      | 61%        | 5      | Yes                                    | 5      | Yes   | 5      | 24                         |           | 15   | 30       | 30    |
| 56                         | Lake City      | U. District  | Lake City, Sand Point                | 75          | 1,022                     | 0      | 4,663               | 0      | 34%                          | 0      | 59%        | 5      | Yes                                    | 5      | No  | 0      | 10                         |           | 30   | 30       | 0     |

| Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points |
|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|
| 3,113     | 10     | 17,849    | 10     | 51.5%     | 5      | 54.4%     | 5      | Yes       | 5      | Yes       | 5      |
| 2,075     | 7      | 11,780    | 7      |           |        | 0.0%      | 0      |           |        |           |        |
| 1,038     | 4      | 5,926     | 4      | 0         | 0      | 0         | 0      | No        | 0      | No        | 0      |

| Levels | Points | Points | Points |
|--------|--------|--------|--------|
| 15     | 18     | 24     | 40     |
| 30     | 9      | 9      | 18     |
| 60     | 0      | 0      | 18     |

| Corridor Identifier Number | Connections       |                 |   |             | Land Use - Productivity   |        |                     |        | Social Equity - Demographics |        |            |        | Geographic Value - Primary Connections |        |   |        | Preliminary Service Levels |           |      |          |       |
|----------------------------|-------------------|-----------------|---|-------------|---------------------------|--------|---------------------|--------|------------------------------|--------|------------|--------|--|--------|---|--------|----------------------------|-----------|------|----------|-------|
|                            | Between           | And             | Via                                     | Major Route | Households/ Corridor Mile | Points | Jobs/ Corridor Mile | Points | Minority                     | Points | Low-Income | Points | Activity Centers                       | Points | Regional & Manufacturing/Industrial Centers | Points | TOTAL SCORE                | RapidRide | PEAK | OFF-PEAK | NIGHT |
| 57                         | Lake City         | U. District     | 35th Ave NE                             | 65          | 1,427                     | 4      | 3,762               | 0      | 49%                          | 0      | 63%        | 5      | Yes                                    | 5      | No  | 0      | 14                         |           | 30   | 30       | 0     |
| 58                         | Laurelhurst       | U. District     | NE 45th St                              | 25          | 759                       | 0      | 2,121               | 0      | 21%                          | 0      | 57%        | 5      | No                                     | 0      | No  | 0      | 5                          |           | 60   | 60       | 0     |
| 59                         | Madison Park      | Seattle CBD     | Madison St                              | 11          | 3,620                     | 10     | 18,157              | 10     | 29%                          | 0      | 82%        | 5      | Yes                                    | 5      | No  | 0      | 30                         |           | 15   | 15       | 30    |
| 60                         | Madrona           | Seattle CBD     | Union St                                | 2 S         | 3,260                     | 10     | 16,640              | 7      | 38%                          | 0      | 82%        | 5      | No                                     | 0      | No  | 0      | 22                         |           | 15   | 30       | 30    |
| 61                         | Magnolia          | Seattle CBD     | 34th Ave W, 28th Ave W                  | 24          | 2,139                     | 7      | 12,235              | 7      | 0%                           | 0      | 25%        | 0      | Yes                                    | 5      | No  | 0      | 19                         |           | 15   | 30       | 30    |
| 62                         | Mercer Island     | S Mercer Island | Island Crest Way                        | 204         | 595                       | 0      | 671                 | 0      | 0%                           | 0      | 0%         | 0      | Yes                                    | 5      | No  | 0      | 5                          |           | 60   | 60       | 0     |
| 63                         | Mirror Lake       | Federal Way     | S 312th St                              | 901         | 713                       | 0      | 516                 | 0      | 97%                          | 5      | 97%        | 5      | No                                     | 0      | No  | 0      | 10                         |           | 30   | 30       | 0     |
| 64                         | Mount Baker       | Seattle CBD     | 31st Av S, S Jackson St                 | 14S         | 2,091                     | 7      | 16,212              | 7      | 100%                         | 5      | 86%        | 5      | No                                     | 0      | No  | 0      | 24                         |           | 15   | 30       | 30    |
| 65                         | Mountlake Terrace | Northgate       | 15th Ave NE, 5th Ave NE                 | 347         | 1,087                     | 4      | 1,082               | 0      | 50%                          | 0      | 35%        | 0      | No                                     | 0      | No  | 0      | 4                          |           | 60   | 60       | 0     |
| 66                         | Mt Baker          | U. District     | 23rd Ave E                              | 48 S        | 1,616                     | 4      | 5,230               | 0      | 100%                         | 5      | 81%        | 5      | Yes                                    | 5      | No  | 0      | 19                         |           | 15   | 30       | 30    |
| 67                         | NE Tacoma         | Federal Way     | SW 356th St, 9th Ave S                  | 182         | 347                       | 0      | 975                 | 0      | 81%                          | 5      | 64%        | 5      | No                                     | 0      | No  | 0      | 10                         |           | 30   | 30       | 0     |
| 68                         | Northgate         | U. District     | Roosevelt                               | 67          | 1,225                     | 4      | 4,493               | 0      | 30%                          | 0      | 37%        | 0      | Yes                                    | 5      | Yes   | 5      | 14                         |           | 30   | 30       | 0     |
| 69                         | Northgate         | Seattle CBD     | Green Lake, Wallingford                 | 16          | 2,283                     | 7      | 8,490               | 4      | 23%                          | 0      | 55%        | 5      | Yes                                    | 5      | No  | 0      | 21                         |           | 15   | 30       | 30    |
| 70                         | Northgate         | U. District     | Roosevelt Way NE, NE 75th St            | 68          | 1,308                     | 4      | 5,232               | 0      | 50%                          | 0      | 74%        | 5      | No                                     | 0      | No  | 0      | 9                          |           | 60   | 60       | 0     |
| 71                         | Othello Station   | Columbia City   | Seward Park                             | 39          | 1,083                     | 4      | 459                 | 0      | 100%                         | 5      | 68%        | 5      | No                                     | 0      | No  | 0      | 14                         |           | 30   | 30       | 0     |
| 72                         | Overlake          | Bellevue        | Bell-Red Road                           | 233         | 1,018                     | 0      | 11,410              | 4      | 49%                          | 0      | 0%         | 0      | No                                     | 0      | No  | 0      | 4                          |           | 60   | 60       | 0     |
| 73                         | Overlake          | Bellevue        | Sammamish Viewpoint, Northup Way        | 249         | 556                       | 0      | 3,078               | 0      | 31%                          | 0      | 0%         | 0      | Yes                                    | 5      | No  | 0      | 5                          |           | 60   | 60       | 0     |
| 74                         | Pacific           | Auburn          | Algona                                  | 917         | 274                       | 0      | 462                 | 0      | 90%                          | 5      | 100%       | 5      | No                                     | 0      | No  | 0      | 10                         |           | 30   | 30       | 0     |
| 75                         | Queen Anne        | Seattle CBD     | Queen Anne Ave N                        | 13          | 3,594                     | 10     | 18,247              | 10     | 0%                           | 0      | 53%        | 0      | No                                     | 0      | No  | 0      | 20                         |           | 15   | 30       | 30    |
| 76                         | Queen Anne        | Seattle CBD     | Taylor Ave N                            | 3 N         | 3,334                     | 10     | 19,737              | 10     | 0%                           | 0      | 40%        | 0      | No                                     | 0      | No  | 0      | 20                         |           | 15   | 30       | 30    |
| 77                         | Rainier Beach     | Seattle CBD     | Rainier Ave                             | 7 TB        | 1,862                     | 4      | 11,144              | 4      | 100%                         | 5      | 65%        | 5      | Yes                                    | 5      | No  | 0      | 23                         |           | 15   | 30       | 30    |
| 78                         | Rainier Beach     | Seattle Center  | MLK Jr Wy, E John St, Denny Way         | 8           | 2,592                     | 7      | 3,351               | 0      | 43%                          | 0      | 82%        | 5      | Yes                                    | 5      | Yes   | 5      | 22                         |           | 15   | 30       | 30    |
| 79                         | Rainier Beach     | Capitol Hill    | Rainier Ave                             | 9           | 1,931                     | 4      | 3,532               | 0      | 94%                          | 5      | 71%        | 5      | No                                     | 0      | No  | 0      | 14                         |           | 30   | 30       | 0     |
| 80                         | Redmond           | Eastgate        | 148th Ave, Crossroads, Bellevue College | 221         | 701                       | 0      | 771                 | 0      | 87%                          | 5      | 33%        | 0      | No                                     | 0      | No  | 0      | 5                          |           | 60   | 60       | 0     |
| 81                         | Redmond           | Totem Lake      | Willows Road                            | 930         | 640                       | 0      | 2,052               | 0      | 65%                          | 5      | 12%        | 0      | Yes                                    | 5      | Yes   | 5      | 15                         |           | 30   | 30       | 0     |
| 82                         | Redmond           | Fall City       | Duvall, Carnation                       | 224         | 158                       | 0      | 230                 | 0      | 24%                          | 0      | 12%        | 0      | Yes                                    | 5      | No  | 0      | 5                          |           | 60   | 60       | 0     |
| 83                         | Renton            | Burien          | S 154th St                              | F           | 428                       | 0      | 1,550               | 0      | 94%                          | 5      | 59%        | 5      | Yes                                    | 5      | Yes   | 5      | 20                         | YES       | < 15 | 15       | 15    |
| 84                         | Renton            | Seattle CBD     | MLK Jr Wy, I-5                          | 101         | 657                       | 0      | 6,853               | 4      | 100%                         | 5      | 45%        | 0      | Yes                                    | 5      | Yes   | 5      | 19                         |           | 15   | 30       | 30    |
| 85                         | Renton            | Rainier Beach   | West Hill, Rainier View                 | 107         | 749                       | 0      | 514                 | 0      | 100%                         | 5      | 60%        | 5      | No                                     | 0      | No  | 0      | 10                         |           | 30   | 30       | 0     |

| Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points |
|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|
| 3,113     | 10     | 17,849    | 10     | 51.5%     | 5      | 54.4%     | 5      | Yes       | 5      | Yes       | 5      |
| 2,075     | 7      | 11,780    | 7      |           |        | 0.0%      | 0      |           |        |           |        |
| 1,038     | 4      | 5,926     | 4      | 0         | 0      | 0         | 0      | No        | 0      | No        | 0      |

| Levels | Points | Points | Points |
|--------|--------|--------|--------|
| 15     | 18     | 24     | 40     |
| 30     | 9      | 9      | 18     |
| 60     | 0      | 0      | 18     |

| Corridor Identifier Number | Connections      |                  |                                 |             | Land Use - Productivity   |        |                     |        | Social Equity - Demographics |        |            |        | Geographic Value - Primary Connections |        |   |        | Preliminary Service Levels |           |      |          |       |
|----------------------------|------------------|------------------|---------------------------------|-------------|---------------------------|--------|---------------------|--------|------------------------------|--------|------------|--------|--|--------|---|--------|----------------------------|-----------|------|----------|-------|
|                            | Between          | And              | Via                             | Major Route | Households/ Corridor Mile | Points | Jobs/ Corridor Mile | Points | Minority                     | Points | Low-Income | Points | Activity Centers                       | Points | Regional & Manufacturing/Industrial Centers | Points | TOTAL SCORE                | RapidRide | PEAK | OFF-PEAK | NIGHT |
| 86                         | Renton           | Seattle CBD      | Skyway, S. Beacon Hill          | 106         | 857                       | 0      | 7,053               | 4      | 97%                          | 5      | 62%        | 5      | Yes                                    | 5      | No  | 0      | 19                         |           | 15   | 30       | 30    |
| 87                         | Renton           | Renton Highlands | NE 4th St, Union Ave NE         | 105         | 1,146                     | 4      | 606                 | 0      | 94%                          | 5      | 88%        | 5      | Yes                                    | 5      | No  | 0      | 19                         |           | 15   | 30       | 30    |
| 88                         | Renton           | Enumclaw         | Maple Valley, Black Diamond     | 149         | 145                       | 0      | 215                 | 0      | 31%                          | 0      | 6%         | 0      | Yes                                    | 5      | No  | 0      | 5                          |           | 60   | 60       | 0     |
| 89                         | Renton Highlands | Renton           | NE 7th St, Edmonds Ave NE       | 908         | 860                       | 0      | 509                 | 0      | 84%                          | 5      | 69%        | 5      | No                                     | 0      | No  | 0      | 10                         |           | 30   | 30       | 0     |
| 90                         | Richmond Beach   | Northgate        | Richmond Bch Rd, 15th Ave NE    | 348         | 1,188                     | 4      | 1,124               | 0      | 61%                          | 5      | 42%        | 0      | Yes                                    | 5      | No  | 0      | 14                         |           | 30   | 30       | 0     |
| 91                         | S Vashon         | N Vashon         | Valley Center                   | 118         | 33                        | 0      | 72                  | 0      | 0%                           | 0      | 0%         | 0      | No                                     | 0      | No  | 0      | 0                          |           | 60   | 60       | 0     |
| 92                         | Sand Point       | U. District      | NE 55th St                      | 30          | 1,745                     | 4      | 5,753               | 0      | 41%                          | 0      | 75%        | 5      | No                                     | 0      | No  | 0      | 9                          |           | 60   | 60       | 0     |
| 93                         | Shoreline        | U. District      | Jackson Park, 15th Ave NE       | 373         | 1,023                     | 0      | 2,617               | 0      | 92%                          | 5      | 52%        | 0      | No                                     | 0      | No  | 0      | 5                          |           | 60   | 60       | 0     |
| 94                         | Shoreline CC     | Northgate        | N 130th St, Meridian Ave N      | 345         | 1,171                     | 4      | 1,479               | 0      | 64%                          | 5      | 64%        | 5      | Yes                                    | 5      | No  | 0      | 19                         |           | 15   | 30       | 30    |
| 95                         | Shoreline CC     | Lake City        | N 155th St, Jackson Park        | 330         | 1,198                     | 4      | 928                 | 0      | 62%                          | 5      | 40%        | 0      | Yes                                    | 5      | No  | 0      | 14                         |           | 30   | 30       | 0     |
| 96                         | Shoreline CC     | Greenwood        | Greenwood Ave N                 | 5           | 1,694                     | 4      | 915                 | 0      | 7%                           | 0      | 26%        | 0      | Yes                                    | 5      | No  | 0      | 9                          |           | 60   | 60       | 0     |
| 97                         | Totem Lake       | Seattle CBD      | Kirkland, SR-520                | 255         | 905                       | 0      | 6,167               | 4      | 0%                           | 0      | 2%         | 0      | Yes                                    | 5      | Yes   | 5      | 14                         |           | 30   | 30       | 0     |
| 98                         | Totem Lake       | Kirkland         | Kingsgate                       | 236         | 831                       | 0      | 826                 | 0      | 30%                          | 0      | 52%        | 0      | Yes                                    | 5      | No  | 0      | 5                          |           | 60   | 60       | 0     |
| 99                         | Tukwila          | Seattle CBD      | Pacific Hwy S, 4th Ave S        | 124         | 1,021                     | 0      | 9,795               | 4      | 79%                          | 5      | 68%        | 5      | Yes                                    | 5      | Yes   | 5      | 24                         |           | 15   | 30       | 30    |
| 100                        | Tukwila          | Des Moines       | McMicken Heights, Sea-Tac       | 156         | 276                       | 0      | 750                 | 0      | 100%                         | 5      | 59%        | 5      | Yes                                    | 5      | Yes   | 5      | 20                         |           | 15   | 30       | 30    |
| 101                        | Tukwila          | Fairwood         | S 180th St, Carr Road           | 155         | 463                       | 0      | 1,151               | 0      | 100%                         | 5      | 35%        | 0      | Yes                                    | 5      | No  | 0      | 10                         |           | 30   | 30       | 0     |
| 102                        | Twin Lakes       | Federal Way      | SW Campus Dr, 1st Ave S         | 903         | 767                       | 0      | 1,170               | 0      | 100%                         | 5      | 88%        | 5      | No                                     | 0      | No  | 0      | 10                         |           | 30   | 30       | 0     |
| 103                        | Twin Lakes       | Federal Way      | S 320th St                      | 187         | 537                       | 0      | 546                 | 0      | 81%                          | 5      | 75%        | 5      | No                                     | 0      | No  | 0      | 10                         |           | 30   | 30       | 0     |
| 104                        | U. District      | Seattle CBD      | Eastlake, Fairview              | 70          | 2,492                     | 7      | 21,384              | 10     | 37%                          | 0      | 89%        | 5      | Yes                                    | 5      | Yes   | 5      | 32                         |           | 15   | 15       | 30    |
| 105                        | U. District      | Seattle CBD      | Broadway                        | 49          | 2,837                     | 7      | 11,411              | 4      | 44%                          | 0      | 80%        | 5      | Yes                                    | 5      | Yes   | 5      | 26                         |           | 15   | 15       | 30    |
| 106                        | U. District      | Bellevue         | SR-520                          | 271         | 662                       | 0      | 6,741               | 4      | 83%                          | 5      | 65%        | 5      | Yes                                    | 5      | Yes   | 5      | 24                         |           | 15   | 30       | 30    |
| 107                        | U. District      | Seattle CBD      | Lakeview                        | 25          | 1,524                     | 4      | 12,853              | 7      | 21%                          | 0      | 57%        | 5      | No                                     | 0      | No  | 0      | 16                         |           | 30   | 30       | 0     |
| 108                        | UW Bothell       | Redmond          | Woodinville, Cottage Lake       | 251         | 202                       | 0      | 565                 | 0      | 4%                           | 0      | 23%        | 0      | Yes                                    | 5      | No  | 0      | 5                          |           | 60   | 60       | 0     |
| 109                        | UW Bothell/CCC   | Kirkland         | 132nd Ave NE, Lk Wash Voch Tech | 238         | 779                       | 0      | 839                 | 0      | 0%                           | 0      | 9%         | 0      | Yes                                    | 5      | No  | 0      | 5                          |           | 60   | 60       | 0     |
| 110                        | Wedgwood         | Cowen Park       | View Ridge, NE 65th St          | 71          | 1,250                     | 4      | 429                 | 0      | 64%                          | 5      | 83%        | 5      | No                                     | 0      | No  | 0      | 14                         |           | 30   | 30       | 0     |
| 111                        | West Seattle     | Seattle CBD      | Fauntleroy, Alaska Junction     | C           | 1,844                     | 4      | 7,604               | 4      | 19%                          | 0      | 33%        | 0      | Yes                                    | 5      | No  | 0      | 13                         | YES       | < 15 | 15       | 15    |
| 112                        | White Center     | Seattle CBD      | 16th Ave SW, SSCC               | 125         | 754                       | 0      | 6,030               | 4      | 86%                          | 5      | 26%        | 0      | Yes                                    | 5      | No  | 0      | 14                         |           | 30   | 30       | 0     |
| 113                        | White Center     | Seattle CBD      | Highland Park, 4th Ave S        | 23          | 1,072                     | 4      | 10,075              | 4      | 82%                          | 5      | 60%        | 5      | No                                     | 0      | No  | 0      | 18                         |           | 30   | 30       | 0     |

| Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points |
|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|
| 3,113     | 10     | 17,849    | 10     | 51.5%     | 5      | 54.4%     | 5      | Yes       | 5      | Yes       | 5      |
| 2,075     | 7      | 11,780    | 7      |           |        | 0.0%      | 0      |           |        |           |        |
| 1,038     | 4      | 5,926     | 4      | 0         | 0      | 0         | 0      | No        | 0      | No        | 0      |

| Levels | Points | Points | Points |
|--------|--------|--------|--------|
| 15     | 18     | 24     | 40     |
| 30     | 9      | 9      | 18     |
| 60     | 0      | 0      | 18     |

APPENDIX G:

Master Corridor Table: Step Two

| Corridor Identifier Number | Connections      |              |   |             | Loads at Preliminary Service Level |          | Load-Based Service Level Improvements |          | Cost Recovery at Preliminary Service Level |          |       | Cost Recovery-Based Service Level Improvements |          |       | Night Service Additions                  |                              |                                  |                                   | Service Level Improvements |          |       | Final Suggested Service Levels and Family |          |       |                          |
|----------------------------|------------------|--------------|---|-------------|------------------------------------|----------|---------------------------------------|----------|--|----------|-------|--|----------|-------|--|------------------------------|----------------------------------|-----------------------------------|----------------------------|----------|-------|---|----------|-------|--------------------------|
|                            | Between          | And          | Via   | Major Route | PEAK                               | OFF-PEAK | PEAK                                  | OFF-PEAK | PEAK                                       | OFF-PEAK | NIGHT | PEAK   | OFF-PEAK | NIGHT | PRIMARY CONNECTION BETWEEN URBAN CENTERS | COST RECOVERY BASIS (8%/16%) | CORRIDOR HAS 15 MIN PEAK SERVICE | ADD WHAT FREQUENCY NIGHT SERVICE? | PEAK                       | OFF-PEAK | NIGHT | PEAK                                      | OFF-PEAK | NIGHT | RESULTING SERVICE FAMILY |
| 1                          | Admiral District | Southcenter  | California Ave SW, Military Rd, TIBS            | 128         | 0.64                               | 0.77     | 0                                     | 0        | 38%  | 27%      | 15%   | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0                          | 0        | 0     | 30  | 30       | 60    | Local                    |
| 2                          | Alki             | Seattle CBD  | Admiral Way                                     | 56          | 1.77                               | 0.51     | 2                                     | 0        | 76%  | 34%      | 8%    | 1  | 0        | 0     | 0  | 60                           | 30                               | 30                                | 0                          | 0        | 0     | 15  | 60       | 30    | Frequent                 |
| 3                          | Auburn           | Burien       | Kent, SeaTac                                    | 180         | 0.45                               | 0.75     | 0                                     | 0        | 15%  | 24%      | 11%   | 0  | 0        | 0     | 60                                       | 60                           | 30                               | 30                                | 0                          | 0        | 0     | 15  | 30       | 30    | Frequent                 |
| 4                          | Auburn/GRCC      | Federal Way  | 15th St SW, Lea Hill Rd                         | 181         | 0.48                               | 0.46     | 0                                     | 0        | 26%  | 22%      | 15%   | 0  | 0        | 0     | 60                                       | 60                           | 0                                | 60                                | 0                          | 0        | 0     | 30  | 30       | 60    | Local                    |
| 5                          | Aurora Village   | Seattle CBD  | Aurora Ave N                                    | E           | 0.99                               | 0.64     | 1                                     | 0        | 67%  | 38%      | 13%   | 1  | 0        | 0     | 0  | 60                           | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | 15       | 15    | Very Frequent            |
| 6                          | Aurora Village   | Northgate    | Meridian Ave N                                  | 346         | 0.71                               | 0.56     | 0                                     | 0        | 39%  | 24%      | 11%   | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0                          | 0        | 0     | 30  | 30       | 60    | Local                    |
| 7                          | Avondale         | Kirkland     | NE 85th St, NE Redmond Wy, Avondale Wy NE       | 248         | 0.35                               | 0.25     | 0                                     | 0        | 17%  | 13%      | 9%    | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0                          | 0        | 0     | 30  | 30       | 60    | Local                    |
| 8                          | Ballard          | U. District  | Green Lake, Greenwood                           | 48 N        | 1.98                               | 1.08     | 2                                     | 1        | 120%                                       | 76%      | 23%   | 2  | 1        | 0     | 0  | 30                           | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | 15       | 30    | Very Frequent            |
| 9                          | Ballard          | Lake City    | Holman Road, Northgate                          | 75          | 0.18                               | 0.25     | 0                                     | 0        | 77%  | 30%      | 19%   | 1  | 0        | 0     | 60                                       | 30                           | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | 30       | 30    | Frequent                 |
| 10                         | Ballard          | Seattle CBD  | 15th Ave W                                      | D           | 0.70                               | 0.87     | 0                                     | 1        | 54%  | 71%      | 23%   | 1  | 1        | 0     | 60                                       | 30                           | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | < 15     | 15    | Very Frequent            |
| 11                         | Ballard          | U. District  | Wallingford (N 45th St)                         | 44          | 1.18                               | 1.43     | 1                                     | 1        | 59%  | 73%      | 46%   | 1  | 1        | 1     | 60                                       | 30                           | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | 15       | 15    | Very Frequent            |
| 12                         | Ballard          | Seattle CBD  | W Nickerson, Westlake Ave N, 9th Ave            | 17          | 2.57                               | 1.16     | 2                                     | 1        | 96%  | 53%      | 13%   | 1  | 1        | 0     | 0  | 60                           | 30                               | 30                                | 0                          | 0        | 0     | 15  | 30       | 30    | Frequent                 |
| 13                         | Beacon Hill      | Seattle CBD  | Beacon Ave                                      | 36          | 1.55                               | 1.26     | 2                                     | 1        | 80%  | 66%      | 36%   | 1  | 1        | 1     | 0  | 30                           | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | < 15     | 15    | Very Frequent            |
| 14                         | Bellevue         | Eastgate     | Lake Hills Connector                            | 271         | 0.85                               | 0.79     | 1                                     | 0        | 34%  | 20%      | 6%    | 0  | 0        | 0     | 0  | 0                            | 30                               | 30                                | 0                          | 0        | 0     | 15  | 30       | 30    | Frequent                 |
| 15                         | Bellevue         | Redmond      | NE 8th St, 156th Ave NE                         | B           | 0.52                               | 0.52     | 0                                     | 0        | 20%  | 19%      | 10%   | 0  | 0        | 0     | 60                                       | 60                           | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | 15       | 15    | Very Frequent            |
| 16                         | Bellevue         | Renton       | Newcastle, Factoria                             | 240         | 0.45                               | 0.54     | 0                                     | 0        | 23%  | 18%      | 9%    | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0                          | 0        | 0     | 30  | 30       | 60    | Local                    |
| 17                         | Burien           | Seattle CBD  | Delridge, Ambaum                                | 120         | 1.27                               | 1.19     | 1                                     | 1        | 72%  | 69%      | 26%   | 1  | 1        | 0     | 60                                       | 30                           | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | 15       | 30    | Very Frequent            |
| 18                         | Burien           | Seattle CBD  | 1st Ave S, South Park, Airport Wy               | 131 TB      | 0.25                               | 0.20     | 0                                     | 0        | 10%  | 7%       | 5%    | 0  | 0        | 0     | 0  | 0                            | 30                               | 30                                | 0                          | 0        | 0     | 15  | 30       | 30    | Frequent                 |
| 19                         | Burien           | Seattle CBD  | Des Moines Mem Dr, South Park                   | 132 TB      | 0.39                               | 0.14     | 0                                     | 0        | 13%  | 5%       | 5%    | 0  | 0        | 0     | 60                                       | 0                            | 30                               | 30                                | 0                          | 0        | 0     | 15  | 15       | 30    | Very Frequent            |
| 20                         | Capitol Hill     | White Center | South Park, Georgetown, Beacon Hill, First Hill | 60          | 0.82                               | 1.07     | 1                                     | 1        | 26%  | 33%      | 12%   | 0  | 0        | 0     | 60                                       | 60                           | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | 15       | 30    | Very Frequent            |
| 21                         | Capitol Hill     | Seattle CBD  | 15th Ave E                                      | 10          | 1.28                               | 0.72     | 1                                     | 0        | 80%  | 41%      | 25%   | 1  | 0        | 0     | 0  | 30                           | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | 15       | 30    | Very Frequent            |
| 22                         | Capitol Hill     | Seattle CBD  | Madison St                                      | 12          | 0.92                               | 0.34     | 1                                     | 0        | 63%  | 16%      | 14%   | 1  | 0        | 0     | 60                                       | 60                           | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | 15       | 30    | Very Frequent            |
| 23                         | Central District | Seattle CBD  | E Jefferson St                                  | 3STB        | 1.52                               | 1.63     | 2                                     | 2        | 91%  | 79%      | 41%   | 1  | 1        | 1     | 0  | 30                           | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | < 15     | 15    | Very Frequent            |
| 24                         | Colman Park      | Seattle CBD  | Leschi, Yesler                                  | 27          | 0.55                               | 0.44     | 0                                     | 0        | 25%  | 23%      | 14%   | 0  | 0        | 0     | 0  | 60                           | 30                               | 30                                | 0                          | 0        | 0     | 15  | 30       | 30    | Frequent                 |
| 25                         | Cowen Park       | Seattle CBD  | University Way, I-5                             | 73 TB EX    | 1.62                               | 1.44     | 2                                     | 1        | 87%  | 67%      | 13%   | 1  | 1        | 0     | 60                                       | 60                           | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | < 15     | 30    | Very Frequent            |
| 26                         | Discovery Park   | Seattle CBD  | Gilman Ave W, 22nd Ave W, Thorndyke Ave W       | 33          | 1.17                               | 0.27     | 1                                     | 0        | 60%  | 15%      | 11%   | 1  | 0        | 0     | 0  | 60                           | 30                               | 30                                | 0                          | 0        | 0     | 15  | 30       | 30    | Frequent                 |

| Load Factor | Peak | Off Peak |
|-------------|------|----------|
| 1.50        | 2    | 2        |
| 0.80        | 1    | 1        |

| Cost Recovery | Peak | Off Peak | Night |
|---------------|------|----------|-------|
| 100%          | 2    | 2        | 2     |
| 50%           | 1    | 1        | 1     |
| 33%           | 0    | 0        | 1     |
| 16%           |      |          | 30    |
| 8%            |      |          | 60    |

**Overserved**  
**Underserved**

Appendix G: Master Corridor Table: Step Two (continued)

| Corridor Identifier Number | Connections    |              |                                      |             | Loads at Preliminary Service Level |          | Load-Based Service Level Improvements |          | Cost Recovery at Preliminary Service Level |          |       | Cost Recovery-Based Service Level Improvements |          |       | Night Service Additions                  |                              |                                  |                                   | Service Level Improvements |          |       | Final Suggested Service Levels and Family |          |       |                          |
|----------------------------|----------------|--------------|--------------------------------------|-------------|------------------------------------|----------|---------------------------------------|----------|--|----------|-------|--|----------|-------|--|------------------------------|----------------------------------|-----------------------------------|----------------------------|----------|-------|---|----------|-------|--------------------------|
|                            | Between        | And          | Via                                  | Major Route | PEAK                               | OFF-PEAK | PEAK                                  | OFF-PEAK | PEAK                                       | OFF-PEAK | NIGHT | PEAK   | OFF-PEAK | NIGHT | PRIMARY CONNECTION BETWEEN URBAN CENTERS | COST RECOVERY BASIS (8%/16%) | CORRIDOR HAS 15 MIN PEAK SERVICE | ADD WHAT FREQUENCY NIGHT SERVICE? | PEAK                       | OFF-PEAK | NIGHT | PEAK                                      | OFF-PEAK | NIGHT | RESULTING SERVICE FAMILY |
| 27                         | Eastgate       | Bellevue     | Newport Wy , S. Bellevue, Beaux Arts | 222         | 0.56                               | 0.45     | 0                                     | 0        | 26%  | 23%      | 6%    | 0  | 0        | 0     | 0  | 0                            | 0                                | 0                                 | 0                          | 0        | 0     | 60  | 60       | 0     | Hourly                   |
| 28                         | Eastgate       | Bellevue     | Somerset, Factoria, Woodridge        | 246         | 0.54                               | 0.11     | 0                                     | 0        | 8%   | 3%       | N/A   | 0  | 0        | N/A   | 0  | N/A                          | 0                                | 0                                 | 0                          | 0        | 0     | 30  | 30       | 0     | Local                    |
| 29                         | Eastgate       | Overlake     | Phantom Lake                         | 926         | 0.28                               | 0.23     | 0                                     | 0        | 7%   | 5%       | N/A   | 0  | 0        | N/A   | 0  | N/A                          | 0                                | 0                                 | 0                          | 0        | 0     | 60  | 60       | 0     | Hourly                   |
| 30                         | Enumclaw       | Auburn       | Auburn Wy S, SR 164                  | 186         | 0.40                               | 0.09     | 0                                     | 0        | 12%  | 4%       | N/A   | 0  | 0        | N/A   | 0  | N/A                          | 0                                | 0                                 | 0                          | 0        | 0     | 30  | 30       | 0     | Local                    |
| 31                         | Fairwood       | Renton       | S Puget Dr, Royal Hills              | 148         | 0.62                               | 0.47     | 0                                     | 0        | 20%  | 19%      | 15%   | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0                          | 0        | 0     | 30  | 30       | 60    | Local                    |
| 32                         | Federal Way    | SeaTac       | SR-99                                | A           | 0.55                               | 0.59     | 0                                     | 0        | 30%  | 31%      | 20%   | 0  | 0        | 0     | 60                                       | 30                           | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | 15       | 15    | Very Frequent            |
| 33                         | Federal Way    | Kent         | Military Road                        | 183         | 0.30                               | 0.36     | 0                                     | 0        | 10%  | 10%      | N/A   | 0  | 0        | N/A   | 60                                       | N/A                          | 30                               | 30                                | 0                          | 0        | 0     | 15  | 30       | 30    | Frequent                 |
| 34                         | Fremont        | Seattle CBD  | Dexter Ave N                         | 26/28       | 0.92                               | 0.44     | 1                                     | 0        | 75%  | 39%      | 48%   | 1  | 0        | 1     | 60                                       | 30                           | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | 15       | 15    | Very Frequent            |
| 35                         | Fremont        | U. District  | N 40th St                            | 30/31       | 0.94                               | 0.98     | 1                                     | 1        | 29%  | 36%      | 19%   | 0  | 0        | 0     | 0  | 30                           | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | 15       | 30    | Very Frequent            |
| 36                         | Fremont        | Broadview    | 8th Ave NW, 3rd Ave NW               | 28          | 1.00                               | 0.67     | 1                                     | 0        | 61%  | 35%      | 11%   | 1  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0                          | 0        | 0     | 30  | 60       | 60    | Local                    |
| 37                         | Green River CC | Kent         | 132nd Ave SE                         | 164         | 0.66                               | 0.55     | 0                                     | 0        | 43%  | 40%      | 22%   | 0  | 0        | 0     | 0  | 30                           | 0                                | 30                                | 0                          | 0        | 0     | 30  | 30       | 30    | Local                    |
| 38                         | Greenwood      | Seattle CBD  | Greenwood Ave N                      | 5           | 0.75                               | 1.08     | 0                                     | 1        | 45%  | 72%      | 22%   | 0  | 1        | 0     | 0  | 30                           | 30                               | 30                                | 0                          | 0        | 0     | 15  | 15       | 30    | Very Frequent            |
| 39                         | High Point     | Seattle CBD  | 35th Ave SW                          | 21          | 0.37                               | 0.37     | 0                                     | 0        | 21%  | 18%      | 10%   | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0                          | 0        | 0     | 30  | 30       | 60    | Local                    |
| 40                         | Issaquah       | Eastgate     | Newport Way                          | 271         | 0.85                               | 0.79     | 1                                     | 0        | 11%  | 10%      | 6%    | 0  | 0        | 0     | 0  | 0                            | 30                               | 30                                | 0                          | 0        | 0     | 15  | 30       | 30    | Frequent                 |
| 41                         | Issaquah       | Overlake     | Sammamish, Bear Creek                | 269         | 0.21                               | 0.38     | 0                                     | 0        | 10%  | 8%       | 6%    | 0  | 0        | 0     | 0  | 0                            | 0                                | 0                                 | 0                          | 0        | 0     | 30  | 30       | 0     | Local                    |
| 42                         | Issaquah       | North Bend   | Fall City, Snoqualmie                | 209         | 1.13                               | 0.66     | 1                                     | 0        | 9%   | 9%       | 4%    | 0  | 0        | 0     | 0  | 0                            | 0                                | 0                                 | 0                          | 0        | 0     | 30  | 60       | 0     | Local                    |
| 43                         | Kenmore        | Kirkland     | Juanita                              | 234         | 0.80                               | 0.51     | 1                                     | 0        | 27%  | 19%      | 6%    | 0  | 0        | 0     | 0  | 0                            | 0                                | 0                                 | 0                          | 0        | 0     | 30  | 60       | 0     | Local                    |
| 44                         | Kenmore        | Shoreline    | Lake Forest Park, Aurora Village TC  | 331         | 1.08                               | 1.13     | 1                                     | 1        | 32%  | 34%      | 7%    | 0  | 0        | 0     | 0  | 0                            | 0                                | 0                                 | 0                          | 0        | 0     | 30  | 30       | 0     | Local                    |
| 45                         | Kenmore        | U. District  | Lake Forest Park, Lake City          | 372 TB      | 3.85                               | 1.33     | 2                                     | 1        | 158%                                       | 56%      | 19%   | 2  | 1        | 0     | 0  | 30                           | 30                               | 30                                | 0                          | 0        | 0     | 15  | 30       | 30    | Frequent                 |
| 46                         | Kenmore        | Totem Lake   | Finn Hill, Juanita                   | 935         | 0.40                               | 0.14     | 0                                     | 0        | 8%   | 2%       | N/A   | 0  | 0        | N/A   | 0  | N/A                          | 0                                | 0                                 | 0                          | 0        | 0     | 60  | 60       | 0     | Hourly                   |
| 47                         | Kennydale      | Renton       | Edmonds Ave NE                       | 909         | 0.40                               | 0.37     | 0                                     | 0        | 10%  | 8%       | N/A   | 0  | 0        | N/A   | 0  | N/A                          | 0                                | 0                                 | 0                          | 0        | 0     | 60  | 60       | 0     | Hourly                   |
| 48                         | Kent           | Burien       | Kent-DM Rd, S. 240th St, 1st Ave S   | 131/166     | 0.54                               | 0.64     | 0                                     | 0        | 30%  | 26%      | 17%   | 0  | 0        | 0     | 0  | 30                           | 0                                | 30                                | 0                          | 0        | 0     | 30  | 30       | 30    | Local                    |
| 49                         | Kent           | Maple Valley | Kent-Kangley Road                    | 168         | 0.58                               | 0.36     | 0                                     | 0        | 21%  | 19%      | 12%   | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0                          | 0        | 0     | 30  | 30       | 60    | Local                    |
| 50                         | Kent           | Renton       | Kent East Hill                       | 169         | 0.87                               | 0.71     | 1                                     | 0        | 38%  | 31%      | 19%   | 0  | 0        | 0     | 60                                       | 30                           | 30                               | 30                                | 0                          | 0        | 0     | 15  | 30       | 30    | Frequent                 |
| 51                         | Kent           | Seattle CBD  | Tukwila                              | 150         | 0.66                               | 1.05     | 0                                     | 1        | 28%  | 45%      | 18%   | 0  | 0        | 0     | 60                                       | 30                           | 30                               | 30                                | 0                          | 0        | 0     | 15  | 15       | 30    | Very Frequent            |
| 52                         | Kent           | Renton       | 84th Ave S, Lind Ave SW              | 153         | 0.27                               | 0.26     | 0                                     | 0        | 10%  | 11%      | N/A   | 0  | 0        | N/A   | 60                                       | N/A                          | 30                               | 30                                | 0                          | 0        | 0     | 15  | 30       | 30    | Frequent                 |
| 53                         | Kirkland       | Bellevue     | South Kirkland                       | 230 W       | 1.01                               | 0.87     | 1                                     | 1        | 47%  | 31%      | 9%    | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0                          | 0        | 0     | 30  | 30       | 60    | Local                    |
| 54                         | Kirkland       | Factoria     | Overlake, Crossroads, Eastgate       | 245         | 0.80                               | 0.40     | 0                                     | 0        | 37%  | 15%      | 11%   | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0                          | 0        | 0     | 30  | 30       | 60    | Local                    |

| Load Factor | Peak | Off Peak |
|-------------|------|----------|
| 1.50        | 2    | 2        |
| 0.80        | 1    | 1        |

| Cost Recovery | Peak | Off Peak | Night |
|---------------|------|----------|-------|
| 100%          | 2    | 2        | 2     |
| 50%           | 1    | 1        | 1     |
| 33%           | 0    | 0        | 1     |
| 16%           |      |          | 30    |
| 8%            |      |          | 60    |

Overserved  
Underserved



Appendix G: Master Corridor Table: Step Two (continued)

| Corridor Identifier Number | Connections       |                 |                                  |             | Loads at Preliminary Service Level |          | Load-Based Service Level Improvements |          | Cost Recovery at Preliminary Service Level |          |       | Cost Recovery-Based Service Level Improvements |          |       | Night Service Additions                  |                              |                                  |                                   | Service Level Improvements |          |       | Final Suggested Service Levels and Family |          |       |                          |
|----------------------------|-------------------|-----------------|----------------------------------|-------------|------------------------------------|----------|---------------------------------------|----------|--|----------|-------|--|----------|-------|--|------------------------------|----------------------------------|-----------------------------------|----------------------------|----------|-------|---|----------|-------|--------------------------|
|                            | Between           | And             | Via                              | Major Route | PEAK                               | OFF-PEAK | PEAK                                  | OFF-PEAK | PEAK                                       | OFF-PEAK | NIGHT | PEAK   | OFF-PEAK | NIGHT | PRIMARY CONNECTION BETWEEN URBAN CENTERS | COST RECOVERY BASIS (8%/16%) | CORRIDOR HAS 15 MIN PEAK SERVICE | ADD WHAT FREQUENCY NIGHT SERVICE? | PEAK                       | OFF-PEAK | NIGHT | PEAK                                      | OFF-PEAK | NIGHT | RESULTING SERVICE FAMILY |
| 55                         | Lake City         | Seattle CBD     | NE 125th St, Northgate, I-5      | 41          | 0.90                               | 1.47     | 1                                     | 1        | 40%  | 66%      | 25%   | 0  | 1        | 0     | 60                                       | 30                           | 30                               | 30                                | 1                          | 1        | 0     | < 15                                      | 15       | 30    | Very Frequent            |
| 56                         | Lake City         | U. District     | Lake City, Sand Point            | 75          | 1.45                               | 0.50     | 1                                     | 0        | 77%  | 30%      | 19%   | 1  | 0        | 0     | 0  | 30                           | 30                               | 30                                | 1                          | 0        | 0     | 15  | 30       | 30    | Frequent                 |
| 57                         | Lake City         | U. District     | 35th Ave NE                      | 65          | 1.40                               | 0.58     | 1                                     | 0        | 66%  | 28%      | 14%   | 1  | 0        | 0     | 0  | 60                           | 30                               | 30                                | 1                          | 0        | 0     | 15  | 30       | 30    | Frequent                 |
| 58                         | Laurelhurst       | U. District     | NE 45th St                       | 25          | 0.70                               | 0.11     | 0                                     | 0        | 16%  | 10%      | N/A   | 0  | 0        | N/A   | 0  | N/A                          | 0                                | 0                                 | 0                          | 0        | 0     | 60  | 60       | 0     | Hourly                   |
| 59                         | Madison Park      | Seattle CBD     | Madison St                       | 11          | 0.81                               | 0.37     | 1                                     | 0        | 42%  | 21%      | 25%   | 0  | 0        | 0     | 0  | 30                           | 30                               | 30                                | 1                          | 0        | 0     | < 15                                      | 15       | 30    | Very Frequent            |
| 60                         | Madrona           | Seattle CBD     | Union St                         | 2 S         | 1.02                               | 1.33     | 1                                     | 1        | 60%  | 84%      | 21%   | 1  | 1        | 0     | 0  | 30                           | 30                               | 30                                | 1                          | 1        | 0     | < 15                                      | 15       | 30    | Very Frequent            |
| 61                         | Magnolia          | Seattle CBD     | 34th Ave W, 28th Ave W           | 24          | 0.69                               | 0.42     | 0                                     | 0        | 33%  | 21%      | 10%   | 0  | 0        | 0     | 0  | 60                           | 30                               | 30                                | 0                          | 0        | 0     | 15  | 30       | 30    | Frequent                 |
| 62                         | Mercer Island     | S Mercer Island | Island Crest Way                 | 204         | 1.33                               | 0.66     | 1                                     | 0        | 21%  | 20%      | N/A   | 0  | 0        | N/A   | 0  | N/A                          | 0                                | 0                                 | 1                          | 0        | 0     | 30  | 60       | 0     | Local                    |
| 63                         | Mirror Lake       | Federal Way     | S 312th St                       | 901         | 0.52                               | 0.34     | 0                                     | 0        | 16%  | 14%      | 10%   | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0                          | 0        | 0     | 30  | 30       | 60    | Local                    |
| 64                         | Mount Baker       | Seattle CBD     | 31st Ave S, S Jackson St         | 14S         | 0.76                               | 0.79     | 0                                     | 0        | 29%  | 32%      | 16%   | 0  | 0        | 0     | 0  | 60                           | 30                               | 30                                | 0                          | 0        | 0     | 15  | 30       | 30    | Frequent                 |
| 65                         | Mountlake Terrace | Northgate       | 15th Ave NE, 5th Ave NE          | 347         | 1.50                               | 0.97     | 1                                     | 1        | 55%  | 39%      | 15%   | 1  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 1                          | 1        | 0     | 30  | 30       | 60    | Local                    |
| 66                         | Mt Baker          | U. District     | 23rd Ave E                       | 48 S        | 1.98                               | 1.08     | 2                                     | 1        | 120%                                       | 76%      | 23%   | 2  | 1        | 0     | 0  | 30                           | 30                               | 30                                | 2                          | 1        | 0     | < 15                                      | 15       | 30    | Very Frequent            |
| 67                         | NE Tacoma         | Federal Way     | SW 356th St, 9th Ave S           | 182         | 0.38                               | 0.27     | 0                                     | 0        | 14%  | 9%       | 8%    | 0  | 0        | 0     | 0  | 0                            | 0                                | 0                                 | 0                          | 0        | 0     | 30  | 30       | 0     | Local                    |
| 68                         | Northgate         | U. District     | Roosevelt                        | 67          | 1.69                               | 0.78     | 2                                     | 0        | 112%                                       | 89%      | 32%   | 2  | 1        | 0     | 60                                       | 30                           | 30                               | 30                                | 2                          | 1        | 0     | < 15                                      | 15       | 30    | Very Frequent            |
| 69                         | Northgate         | Seattle CBD     | Green Lake, Wallingford          | 16          | 0.70                               | 1.09     | 0                                     | 1        | 24%  | 40%      | 15%   | 0  | 0        | 0     | 0  | 60                           | 30                               | 30                                | 0                          | 1        | 0     | 15  | 15       | 30    | Very Frequent            |
| 70                         | Northgate         | U. District     | Roosevelt Way NE, NE 75th St     | 68          | 2.72                               | 1.67     | 2                                     | 2        | 150%                                       | 97%      | N/A   | 2  | 1        | N/A   | 0  | N/A                          | 30                               | 30                                | 2                          | 2        | 0     | 15  | 15       | 30    | Very Frequent            |
| 71                         | Othello Station   | Columbia City   | Seward Park                      | 39          | 0.48                               | 0.27     | 0                                     | 0        | 23%  | 12%      | 7%    | 0  | 0        | 0     | 0  | 0                            | 0                                | 0                                 | 0                          | 0        | 0     | 30  | 30       | 0     | Local                    |
| 72                         | Overlake          | Bellevue        | Bell-Red Road                    | 233         | 0.62                               | 0.60     | 0                                     | 0        | 38%  | 32%      | 10%   | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0                          | 0        | 0     | 60  | 60       | 60    | Hourly                   |
| 73                         | Overlake          | Bellevue        | Sammamish Viewpoint, Northup Way | 249         | 0.65                               | 0.25     | 0                                     | 0        | 26%  | 11%      | 4%    | 0  | 0        | 0     | 0  | 0                            | 0                                | 0                                 | 0                          | 0        | 0     | 60  | 60       | 0     | Hourly                   |
| 74                         | Pacific           | Auburn          | Algona                           | 917         | 0.26                               | 0.22     | 0                                     | 0        | 6%   | 5%       | N/A   | 0  | 0        | N/A   | 0  | N/A                          | 0                                | 0                                 | 0                          | 0        | 0     | 30  | 30       | 0     | Local                    |
| 75                         | Queen Anne        | Seattle CBD     | Queen Anne Ave N                 | 13          | 0.84                               | 1.35     | 1                                     | 1        | 71%  | 97%      | 43%   | 1  | 1        | 1     | 0  | 30                           | 30                               | 30                                | 1                          | 1        | 1     | < 15                                      | 15       | 15    | Very Frequent            |
| 76                         | Queen Anne        | Seattle CBD     | Taylor Ave N                     | 3 N         | 1.18                               | 1.28     | 1                                     | 1        | 91%  | 105%     | 55%   | 1  | 2        | 1     | 0  | 30                           | 30                               | 30                                | 1                          | 2        | 1     | < 15                                      | < 15     | 15    | Very Frequent            |
| 77                         | Rainier Beach     | Seattle CBD     | Rainier Ave                      | 7 TB        | 1.09                               | 2.14     | 1                                     | 2        | 55%  | 116%     | 41%   | 1  | 2        | 1     | 0  | 30                           | 30                               | 30                                | 1                          | 2        | 1     | < 15                                      | < 15     | 15    | Very Frequent            |
| 78                         | Rainier Beach     | Seattle Center  | MLK Jr Wy, E John St, Denny Way  | 8           | 0.48                               | 0.94     | 0                                     | 1        | 44%  | 62%      | 24%   | 0  | 1        | 0     | 60                                       | 30                           | 30                               | 30                                | 0                          | 1        | 0     | 15  | 15       | 30    | Very Frequent            |

| Load Factor | Peak | Off Peak |
|-------------|------|----------|
| 1.50        | 2    | 2        |
| 0.80        | 1    | 1        |

| Cost Recovery | Peak | Off Peak | Night |
|---------------|------|----------|-------|
| 100%          | 2    | 2        | 2     |
| 50%           | 1    | 1        | 1     |
| 33%           | 0    | 0        | 1     |
| 16%           |      |          | 30    |
| 8%            |      |          | 60    |

**Overserved**  
**Underserved**

Appendix G: Master Corridor Table: Step Two (continued)

| Corridor Identifier Number | Connections      |                  |   |             | Loads at Preliminary Service Level |          | Load-Based Service Level Improvements |          | Cost Recovery at Preliminary Service Level |          |       | Cost Recovery-Based Service Level Improvements |          |       | Night Service Additions                  |                              |                                  | Service Level Improvements        |      |          | Final Suggested Service Levels and Family |      |          |       |                          |
|----------------------------|------------------|------------------|---|-------------|------------------------------------|----------|---------------------------------------|----------|--|----------|-------|--|----------|-------|--|------------------------------|----------------------------------|-----------------------------------|------|----------|---|------|----------|-------|--------------------------|
|                            | Between          | And              | Via                                     | Major Route | PEAK                               | OFF-PEAK | PEAK                                  | OFF-PEAK | PEAK                                       | OFF-PEAK | NIGHT | PEAK   | OFF-PEAK | NIGHT | PRIMARY CONNECTION BETWEEN URBAN CENTERS | COST RECOVERY BASIS (8%/16%) | CORRIDOR HAS 15 MIN PEAK SERVICE | ADD WHAT FREQUENCY NIGHT SERVICE? | PEAK | OFF-PEAK | NIGHT                                     | PEAK | OFF-PEAK | NIGHT | RESULTING SERVICE FAMILY |
| 79                         | Rainier Beach    | Capitol Hill     | Rainier Ave                             | 9           | 1.79                               | 0.55     | 2                                     | 0        | 64%  | 30%      | N/A   | 1  | 0        | N/A   | 0  | N/A                          | 30                               | 30                                | 2    | 0        | 0   | < 15 | 30       | 30    | Frequent                 |
| 80                         | Redmond          | Eastgate         | 148th Ave, Crossroads, Bellevue College | 221         | 0.53                               | 0.72     | 0                                     | 0        | 28%  | 26%      | 9%    | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0    | 0        | 0   | 60   | 60       | 60    | Hourly                   |
| 81                         | Redmond          | Totem Lake       | Willows Road                            | 930         | 0.33                               | N/A      | 0                                     | N/A      | 7%   | N/A      | N/A   | 0  | N/A      | N/A   | 60                                       | N/A                          | 0                                | 60                                | 0    | 0        | 0   | 30   | 30       | 60    | Local                    |
| 82                         | Redmond          | Fall City        | Duvall, Carnation                       | 224         | N/A                                | N/A      | N/A                                   | N/A      | 4%   | 3%       | N/A   | 0  | 0        | N/A   | 0  | N/A                          | 0                                | 0                                 | 0    | 0        | 0   | 60   | 60       | 0     | Hourly                   |
| 83                         | Renton           | Burien           | S 154th St                              | F           | 0.31                               | 0.35     | 0                                     | 0        | 16%  | 23%      | 11%   | 0  | 0        | 0     | 60                                       | 60                           | 30                               | 30                                | 0    | 0        | 0   | < 15 | 15       | 15    | Very Frequent            |
| 84                         | Renton           | Seattle CBD      | MLK Jr Wy, I-5                          | 101         | 1.32                               | 0.63     | 1                                     | 0        | 59%  | 28%      | 21%   | 1  | 0        | 0     | 60                                       | 30                           | 30                               | 30                                | 1    | 0        | 0   | < 15 | 30       | 30    | Frequent                 |
| 85                         | Renton           | Rainier Beach    | West Hill, Rainier View                 | 107         | 1.14                               | 0.51     | 1                                     | 0        | 51%  | 18%      | 11%   | 1  | 0        | 0     | 0  | 60                           | 30                               | 30                                | 1    | 0        | 0   | 15   | 30       | 30    | Frequent                 |
| 86                         | Renton           | Seattle CBD      | Skyway, S. Beacon Hill                  | 106         | 0.59                               | 0.44     | 0                                     | 0        | 31%  | 22%      | 15%   | 0  | 0        | 0     | 0  | 60                           | 30                               | 30                                | 0    | 0        | 0   | 15   | 30       | 30    | Frequent                 |
| 87                         | Renton           | Renton Highlands | NE 4th St, Union Ave NE                 | 105         | 0.29                               | 0.38     | 0                                     | 0        | 16%  | 29%      | 15%   | 0  | 0        | 0     | 0  | 60                           | 30                               | 30                                | 0    | 0        | 0   | 15   | 30       | 30    | Frequent                 |
| 88                         | Renton           | Enumclaw         | Maple Valley, Black Diamond             | 149         | 0.19                               | 0.08     | 0                                     | 0        | 3%   | 2%       | N/A   | 0  | 0        | N/A   | 0  | N/A                          | 0                                | 0                                 | 0    | 0        | 0   | 60   | 60       | 0     | Hourly                   |
| 89                         | Renton Highlands | Renton           | NE 7th St, Edmonds Ave NE               | 908         | 0.13                               | 0.11     | 0                                     | 0        | 3%   | 2%       | N/A   | 0  | 0        | N/A   | 0  | N/A                          | 0                                | 0                                 | 0    | 0        | 0   | 30   | 30       | 0     | Local                    |
| 90                         | Richmond Beach   | Northgate        | Richmond Bch Rd, 15th Ave NE            | 348         | 0.78                               | 0.66     | 0                                     | 0        | 29%  | 20%      | 13%   | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0    | 0        | 0   | 30   | 30       | 60    | Local                    |
| 91                         | S Vashon         | N Vashon         | Valley Center                           | 118         | 0.65                               | 0.10     | 0                                     | 0        | 20%  | 5%       | 3%    | 0  | 0        | 0     | 0  | 0                            | 0                                | 0                                 | 0    | 0        | 0   | 60   | 60       | 0     | Hourly                   |
| 92                         | Sand Point       | U. District      | NE 55th St                              | 30          | 1.50                               | 0.67     | 1                                     | 0        | 30%  | 22%      | 19%   | 0  | 0        | 0     | 0  | 30                           | 0                                | 30                                | 1    | 0        | 0   | 30   | 60       | 30    | Local                    |
| 93                         | Shoreline        | U. District      | Jackson Park, 15th Ave NE               | 373         | 2.04                               | 0.58     | 2                                     | 0        | 93%  | N/A      | N/A   | 1  | N/A      | N/A   | 0  | N/A                          | 30                               | 30                                | 2    | 0        | 0   | 15   | 60       | 30    | Frequent                 |
| 94                         | Shoreline CC     | Northgate        | N 130th St, Meridian Ave N              | 345         | 0.31                               | 0.74     | 0                                     | 0        | 20%  | 29%      | 6%    | 0  | 0        | 0     | 0  | 0                            | 30                               | 30                                | 0    | 0        | 0   | 15   | 30       | 30    | Frequent                 |
| 95                         | Shoreline CC     | Lake City        | N 155th St, Jackson Park                | 330         | 0.22                               | 0.24     | 0                                     | 0        | 28%  | N/A      | N/A   | 0  | N/A      | N/A   | 0  | N/A                          | 0                                | 0                                 | 0    | 0        | 0   | 30   | 30       | 0     | Local                    |
| 96                         | Shoreline CC     | Greenwood        | Greenwood Ave N                         | 5           | 0.75                               | 0.54     | 0                                     | 0        | 45%  | 36%      | 11%   | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0    | 0        | 0   | 60   | 60       | 60    | Hourly                   |
| 97                         | Totem Lake       | Seattle CBD      | Kirkland, SR-520                        | 255         | 2.18                               | 0.79     | 2                                     | 0        | 79%  | 30%      | 13%   | 1  | 0        | 0     | 60                                       | 60                           | 30                               | 30                                | 2    | 0        | 0   | < 15 | 30       | 30    | Frequent                 |
| 98                         | Totem Lake       | Kirkland         | Kingsgate                               | 236         | 0.57                               | 0.41     | 0                                     | 0        | 16%  | 14%      | 4%    | 0  | 0        | 0     | 0  | 0                            | 0                                | 0                                 | 0    | 0        | 0   | 60   | 60       | 0     | Hourly                   |
| 99                         | Tukwila          | Seattle CBD      | Pacific Hwy S, 4th Ave S                | 124         | 0.27                               | 0.54     | 0                                     | 0        | 19%  | 27%      | 16%   | 0  | 0        | 0     | 60                                       | 30                           | 30                               | 30                                | 0    | 0        | 0   | 15   | 30       | 30    | Frequent                 |
| 100                        | Tukwila          | Des Moines       | McMicken Heights, Sea-Tac               | 156         | 0.39                               | 0.14     | 0                                     | 0        | 11%  | 5%       | 5%    | 0  | 0        | 0     | 60                                       | 0                            | 30                               | 30                                | 0    | 0        | 0   | 15   | 30       | 30    | Frequent                 |
| 101                        | Tukwila          | Fairwood         | S 180th St, Carr Road                   | 155         | 0.27                               | 0.18     | 0                                     | 0        | 7%   | 7%       | N/A   | 0  | 0        | N/A   | 0  | N/A                          | 0                                | 0                                 | 0    | 0        | 0   | 30   | 30       | 0     | Local                    |
| 102                        | Twin Lakes       | Federal Way      | SW Campus Dr, 1st Ave S                 | 903         | 0.66                               | 0.48     | 0                                     | 0        | 15%  | 12%      | 9%    | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0    | 0        | 0   | 30   | 30       | 60    | Local                    |
| 103                        | Twin Lakes       | Federal Way      | S 320th St                              | 187         | 0.42                               | 0.24     | 0                                     | 0        | 28%  | 14%      | 11%   | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0    | 0        | 0   | 30   | 30       | 60    | Local                    |

| Load Factor | Peak | Off Peak |
|-------------|------|----------|
| 1.50        | 2    | 2        |
| 0.80        | 1    | 1        |

| Cost Recovery | Peak | Off Peak | Night |
|---------------|------|----------|-------|
| 100%          | 2    | 2        | 2     |
| 50%           | 1    | 1        | 1     |
| 33%           | 0    | 0        | 1     |
| 16%           |      |          | 30    |
| 8%            |      |          | 60    |

**Overserved**  
**Underserved**

Appendix G: Master Corridor Table: Step Two (continued)

| Corridor Identifier Number | Connections    |             |                                 |             | Loads at Preliminary Service Level |          | Load-Based Service Level Improvements |          | Cost Recovery at Preliminary Service Level |          |       | Cost Recovery-Based Service Level Improvements |          |       | Night Service Additions                  |                              |                                  |                                   | Service Level Improvements |          |       | Final Suggested Service Levels and Family |          |       |                          |
|----------------------------|----------------|-------------|---------------------------------|-------------|------------------------------------|----------|---------------------------------------|----------|--|----------|-------|--|----------|-------|--|------------------------------|----------------------------------|-----------------------------------|----------------------------|----------|-------|---|----------|-------|--------------------------|
|                            | Between        | And         | Via                             | Major Route | PEAK                               | OFF-PEAK | PEAK                                  | OFF-PEAK | PEAK                                       | OFF-PEAK | NIGHT | PEAK   | OFF-PEAK | NIGHT | PRIMARY CONNECTION BETWEEN URBAN CENTERS | COST RECOVERY BASIS (8%/16%) | CORRIDOR HAS 15 MIN PEAK SERVICE | ADD WHAT FREQUENCY NIGHT SERVICE? | PEAK                       | OFF-PEAK | NIGHT | PEAK                                      | OFF-PEAK | NIGHT | RESULTING SERVICE FAMILY |
| 104                        | U. District    | Seattle CBD | Eastlake, Fairview              | 70          | 0.81                               | 0.50     | 1                                     | 0        | 50%  | 24%      | 48%   | 0  | 0        | 1     | 60                                       | 30                           | 30                               | 30                                | 1                          | 0        | 1     | < 15                                      | 15       | 15    | Very Frequent            |
| 105                        | U. District    | Seattle CBD | Broadway                        | 49          | 0.75                               | 0.71     | 0                                     | 0        | 42%  | 40%      | 71%   | 0  | 0        | 1     | 60                                       | 30                           | 30                               | 30                                | 0                          | 0        | 1     | 15  | 15       | 15    | Very Frequent            |
| 106                        | U. District    | Bellevue    | SR-520                          | 271         | 0.95                               | 1.58     | 1                                     | 2        | 38%  | 39%      | 12%   | 0  | 0        | 0     | 60                                       | 60                           | 30                               | 30                                | 1                          | 2        | 0     | < 15                                      | < 15     | 30    | Very Frequent            |
| 107                        | U. District    | Seattle CBD | Lakeview                        | 25          | 0.35                               | 0.11     | 0                                     | 0        | 16%  | 10%      | N/A   | 0  | 0        | N/A   | 0  | N/A                          | 0                                | 0                                 | 0                          | 0        | 0     | 30  | 30       | 0     | Local                    |
| 108                        | UW Bothell     | Redmond     | Woodinville, Cottage Lake       | 251         | 0.64                               | 0.35     | 0                                     | 0        | 14%  | 7%       | 4%    | 0  | 0        | 0     | 0  | 0                            | 0                                | 0                                 | 0                          | 0        | 0     | 60  | 60       | 0     | Hourly                   |
| 109                        | UW Bothell/CCC | Kirkland    | 132nd Ave NE, Lk Wash Voch Tech | 238         | 0.70                               | 0.65     | 0                                     | 0        | 23%  | 21%      | 5%    | 0  | 0        | 0     | 0  | 0                            | 0                                | 0                                 | 0                          | 0        | 0     | 60  | 60       | 0     | Hourly                   |
| 110                        | Wedgwood       | Cowen Park  | View Ridge, NE 65th St          | 71          | 1.74                               | 0.81     | 2                                     | 1        | 91%  | 36%      | 24%   | 1  | 0        | 0     | 0  | 30                           | 30                               | 30                                | 2                          | 1        | 0     | < 15                                      | 15       | 30    | Very Frequent            |
| 111                        | West Seattle   | Seattle CBD | Fauntleroy, Alaska Junction     | C           | 0.63                               | 0.24     | 0                                     | 0        | 21%  | 13%      | N/A   | 0  | 0        | N/A   | 0  | N/A                          | 30                               | 30                                | 0                          | 0        | 0     | < 15                                      | 15       | 15    | Very Frequent            |
| 112                        | White Center   | Seattle CBD | 16th Ave SW, SSCC               | 125         | 1.74                               | 0.66     | 2                                     | 0        | 70%  | 25%      | 13%   | 1  | 0        | 0     | 0  | 60                           | 30                               | 30                                | 2                          | 0        | 0     | < 15                                      | 30       | 30    | Frequent                 |
| 113                        | White Center   | Seattle CBD | Highland Park, 4th Ave S        | 23          | 0.62                               | 0.45     | 0                                     | 0        | 36%  | 21%      | 11%   | 0  | 0        | 0     | 0  | 60                           | 0                                | 60                                | 0                          | 0        | 0     | 30  | 30       | 60    | Local                    |

| Load Factor | Peak | Off Peak |
|-------------|------|----------|
| 1.50        | 2    | 2        |
| 0.80        | 1    | 1        |

| Cost Recovery | Peak | Off Peak | Night |
|---------------|------|----------|-------|
| 100%          | 2    | 2        | 2     |
| 50%           | 1    | 1        | 1     |
| 33%           | 0    | 0        | 1     |
| 16%           |      |          | 30    |
| 8%            |      |          | 60    |

**Overserved**  
**Underserved**