



King County Metro Transit **2014 Service Guidelines Report**

October 2014



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King County Metro Transit **2014 Service Guidelines Report**

October 2014



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

Alternative Formats Available

206-477-3832 TTY Relay: 711

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Using the Guidelines to Plan, Assess and Change Service

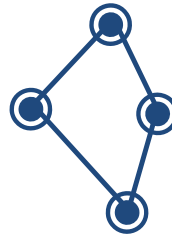
Where do we provide service?

Our Transit network is comprised of corridors connecting centers

- Centers:**
- Transit centers and places where many people work, live or go for services or activities
 - 85 centers across King County today

Corridors
112 Metro corridors serve centers

All-Day and Peak Network
These 112 corridors create Metro's all-day transit network. Metro provides additional peak only service to meet demand.



How much service should we provide?

Target corridor service levels are set in two steps:

1. What is the preliminary service level?

Productivity (Jobs & Households) + **Social Equity** (low-income & minority riders) + **Geographic Value** (connections to centers)

Preliminary Service Level

2. Does preliminary service level provide enough buses?

Preliminary Service level	Current Riders	Target

How is service performing?

Service analysis looks at both routes and corridors:

Route Productivity Rides/ Hr. Pass.Mi/ Mi.

Top 25% **Bottom 25%**

Service Reliability
< 5 Minutes late

Overcrowding
Avg. load < 125% seats: regular service
Avg. load < 150% seats: 10 min. service
Standing load < 20 min all service

Peak Criteria
Travel time
Ridership

Target Service Comparison

Target	Existing
Above	Below

Above **At** **Below**

What should we do differently?

Investment Priorities

- Invest to:
- Reduce overcrowding
 - Improve reliability
 - Achieve target service levels
 - Become more productive

Reduction Priorities

- Reduce service to:
- Meet budget constraints
 - Re-invest in investment priorities

Improvements & Restructures

- Make improvements and restructures to:
- Match design guidelines
 - Meet investment priorities

=

Service Change Proposals



EXECUTIVE SUMMARY

Metro Transit uses service guidelines to plan and manage our transit system and to enable the public to see the basis of our proposals to expand, reduce or revise service. We developed the guidelines in response to a recommendation of the 2010 Regional Transit Task Force and included them in the *Strategic Plan for Public Transportation*, which was adopted by the King County Council in 2011 and amended in August 2013. This *2014 Service Guidelines Report* was prepared to comply with Section 5 of King County Ordinance 17143. Responding to King County Motion 13736, this report also includes information about Metro's alternative services. It presents our analysis of the Metro system using the service guidelines. Unless noted otherwise, the data analyzed was from the February 15–June 6, 2014 service period.

The service guidelines strike a balance between productivity, social equity and geographic value. They help us use public tax and fare dollars as effectively as possible to provide high-quality service that gets people where they want to go (productivity). They help us make sure Metro serves 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).

This report presents Metro's 2014 All-Day and Peak Network analysis, which sets target service levels for the 112 corridors in the network and identifies where service-hour investments are needed. It also presents our performance analysis of 214 Metro bus routes, assessing their productivity and service quality.

At the time this report was developed, Metro had implemented systemwide service reductions that were necessary because of a funding shortfall. Many routes described in this report were deleted or reduced as part of the changes in fall 2014. Additional reductions will be determined as part of the 2015-2016 budget process in late 2014. Metro recognizes the challenges of planning and managing the system when service is changing rapidly—and in particular when service is being reduced. Despite these challenges, this report will serve as an important tool for comparing Metro's system before and after service reductions.

Investment Needs

The 2014 guidelines analysis found an estimated need of approximately 547,350 annual bus service hours to meet Metro's service quality objectives and target service levels. These needs represent an increase of about 16 percent above the size of the system in spring 2014. This level of investment is necessary to provide reliable services with adequate transit capacity to destinations throughout King County.



The service guidelines define a transparent process using objective data that helps Metro make decisions about adding, reducing and changing transit service to deliver productive, high quality service where it's needed most.

2014 Investment Needs
(Based on Spring 2014 Data)

Priority	Investment Area	Estimated Annual Hours Needed
1	Reduce passenger crowding	22,200
2	Improve schedule reliability	38,650
3	Increase service to meet target service levels in All-Day and Peak Network	486,500
Total investment need		547,350
4	Increase service on high-productivity routes: A substantial portion of the growth needed to meet the <i>Transportation 2040</i> expectation (an additional 2.6 million annual service hours) will be on high-productivity services.	

Investment priorities 1 and 2: Service quality needs. Twenty-seven routes need investment to reduce passenger crowding and 90 routes need investment to improve schedule reliability. These routes need investments that are likely to be relatively minor, such as an added trip at a particular time of day or a few additional minutes of running time per trip. We determined a total investment need of 60,850 annual service hours to correct the service quality problems—an increase from the 2013 level of 43,200 hours.

Investment priority 3: Service to meet target service levels in the All-Day and Peak Network. Fifty-eight corridors need investment to reach target service levels. Meeting target levels typically requires the addition of many trips in a time period or in multiple time periods of the day, or complete revision of the schedules of routes serving an area. We determined a total investment need of approximately 486,500 annual service hours to meet target service levels, compared to 467,500 in 2013.

Investment priority 4: High-productivity routes. Investment in high-productivity services is the fourth investment priority. Eighty-one of the 214 routes evaluated were in the top 25 percent on one or both productivity measures for at least one time period in 2014.

Highly productive routes generally serve areas where there is latent demand for transit. Although we know from our experience that investments in very productive routes result in higher ridership, the guidelines do not attempt to quantify the service hours that would be necessary to satisfy that demand. Some of these high-productivity routes are already identified as needing investments because they are overcrowded, unreliable or on corridors where service is not at the target level.

Investment in high-productivity routes is one way we use resources effectively to serve more people, helping us meet future needs. To meet the long-term expectation in the Puget Sound region’s transportation plan, Metro must double the number of riders and nearly double service levels by 2040. Growth to this level will help Metro maximize mobility as well as the economic and environmental benefits of transit.

The existing need of 547,350 annual service hours represents only part of the growth needed to meet the region’s 2040 targets. We expect a substantial portion of the remaining 2.6 million annual service hours will be on highly productive routes. Although new resources will be required to make the large investments our region needs, we will invest in highly productive routes incrementally as opportunities become available—such as through service restructures or partnerships with local jurisdictions.

Changes in investment needs since 2013

The total investment need of 547,350 annual service hours is an increase from the 510,700-hour need found in the 2013 analysis. The investment needs changed for several reasons:

- Continued ridership growth has resulted in an increased need for investment to reduce passenger crowding.
- More investment is needed to address a decline in schedule reliability that has resulted from more-crowded buses, more roadway construction, and increasing traffic congestion as the economy improves.
- Target service levels changed for some corridors as a result of changes in ridership demand, land use, and distribution of low-income populations in King County. Service now meets the target level on the Aurora Village to downtown Seattle corridor because Metro invested in the RapidRide E Line. Overall, corridor needs increased from the 2013 level.

Metro at a Glance (2013)

Service area	2,134 square miles
Population	2.04 million
Employment	1.24 million
Fixed-route ridership	118.6 million
Vanpool ridership:	3.5 million
Access ridership:	1.2 million
Annual service hours	3.6 million
Active fleet	1,359 buses
Bus stops	over 8,000
Park-and-rides	130





■ INTRODUCTION

This is the fourth annual service guidelines report. It presents the results of our analysis of spring 2014 data for the Metro system using the service guidelines, and identifies services that are candidates for investment, change, or reduction. It serves as a snapshot of Metro service in one service change—a four-month period—and allows us to compare service in that same period each year to identify trends and areas needing improvement.

When Metro makes service decisions to match budget projections—whether resources are shrinking, stable, or growing—the service guidelines help by identifying reduction and investment priorities. The service guidelines were used in 2013 and 2014 to develop a plan for service reductions to bring the Metro system in line with available revenues. In the future, the service guidelines will help Metro manage the system after reductions have been completed. We will continue looking for ways to improve the system regardless of the future funding situation.

What is in this report?

This report is organized to lead readers through the following questions:

How is my route doing? Section 1 presents the results of our route performance analysis as well as our analysis of corridors, which determines if target service levels are being met. This section also discusses performance of alternative services.

Where are service investments most needed? Section 2 identifies specific investment priorities based on service quality needs, target service levels, and route productivity.

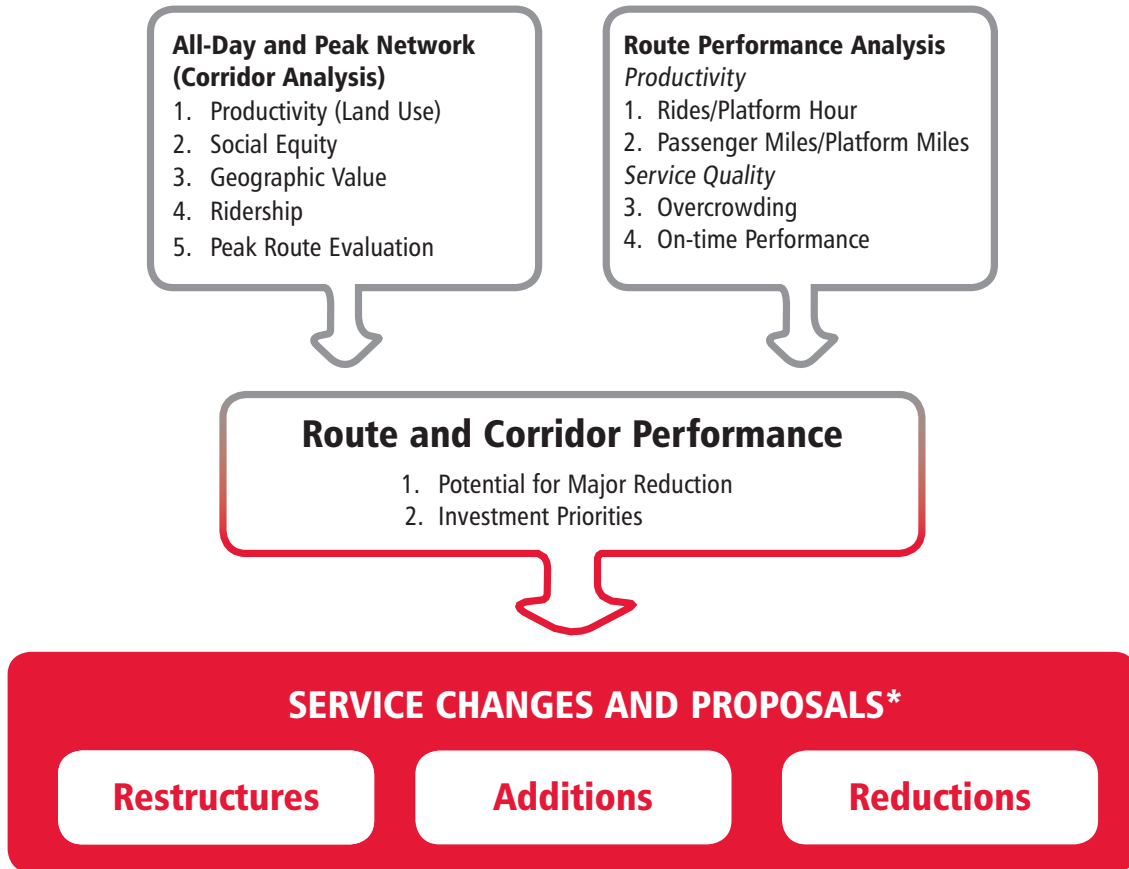
Where and how is Metro investing in alternative services? Section 3 presents information about performance of alternative services and steps we are taking to expand these services.

How is Metro using the guidelines? Section 4 describes how we used the guidelines to plan service changes in 2014.

Figure 1 summarizes the service guidelines process we followed in preparing this report. To read the complete service guidelines, visit <http://metro.kingcounty.gov/planning> and select the “Service Guidelines” tab.

FIG. 1

Metro Service Guidelines Process



*Service Design Principles guide changes to the system and are considered when planning for service changes.



Providing service where it's needed most: how the guidelines advance social equity and geographic value

Metro strives to provide equitable access to public transportation for everyone in our community and to deliver value throughout King County. The service guidelines help us by defining criteria and processes for analyzing and planning transit service that focus on social equity and geographic value.

Social equity

One of the most important processes is that of setting target service levels for corridors in the All-Day and Peak Network. The guidelines define a process for determining a social equity score that makes up 25 percent of each corridor's total service-level score. First we determine low-income and minority census tracts in the corridor using the most recent and best available census data. Then we assign a social equity score based on the percentage of people who board buses in those areas compared to the county average.

The social equity score is combined with scores for productivity (50 percent of the total) and geographic value (25 percent) to determine a preliminary target service level. The next step is to increase the service level if necessary to serve the actual number of current riders. This step helps us make sure that in areas where many people have few transportation options and rely on Metro to get around, we set a target service level that will accommodate them.



The investment priorities defined in the guidelines also benefit low-income and minority corridors where many people use transit. The table on the next page shows the findings of the 2014 guidelines analysis for investment needed to reduce overcrowding, improve reliability, and meet target service levels systemwide and in low-income and minority routes and corridors. The percentage of the investment need that is on minority routes and corridors increased for reliability and meeting target service levels, and decreased for passenger crowding. The percentage of the investment need that is on low-income routes and corridors increased for all three categories of investments.

Priority Investment Category	Estimated total hours needed	Hours on minority routes/corridors	% of total need	Hours on low-income routes/corridors	% of total need
Passenger crowding	22,200	9,900	45%	6,800	31%
Schedule reliability	38,650	17,600	46%	20,650	53%
Meeting target service levels	486,500	350,200	72%	308,300	63%

We also consider historically disadvantaged populations and people who depend on transit when we develop proposals to add, reduce or revise service. We strive to reach or maintain established target service levels. Even when reducing low-performing service, we avoid making reductions on corridors below target service levels, helping to ensure that low-income and minority communities are not disproportionately affected.

Another way we avoid disproportionate impacts is to conduct robust public outreach that engages people who have low incomes or are members of minority groups—including those who speak little or no English. We develop partnerships with community organizations, have public open houses and information tables at convenient times and locations, translate public communication materials, and offer to have language 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 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 lists 13 “determinants of equity.” When planning service changes we strive to maintain public transportation connections and access to health care, education, food, housing, employment and other activities of daily living and civic engagement that affect social equity.

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.

In the process for setting target service levels, we assign higher levels to corridors that serve as primary connections between centers.

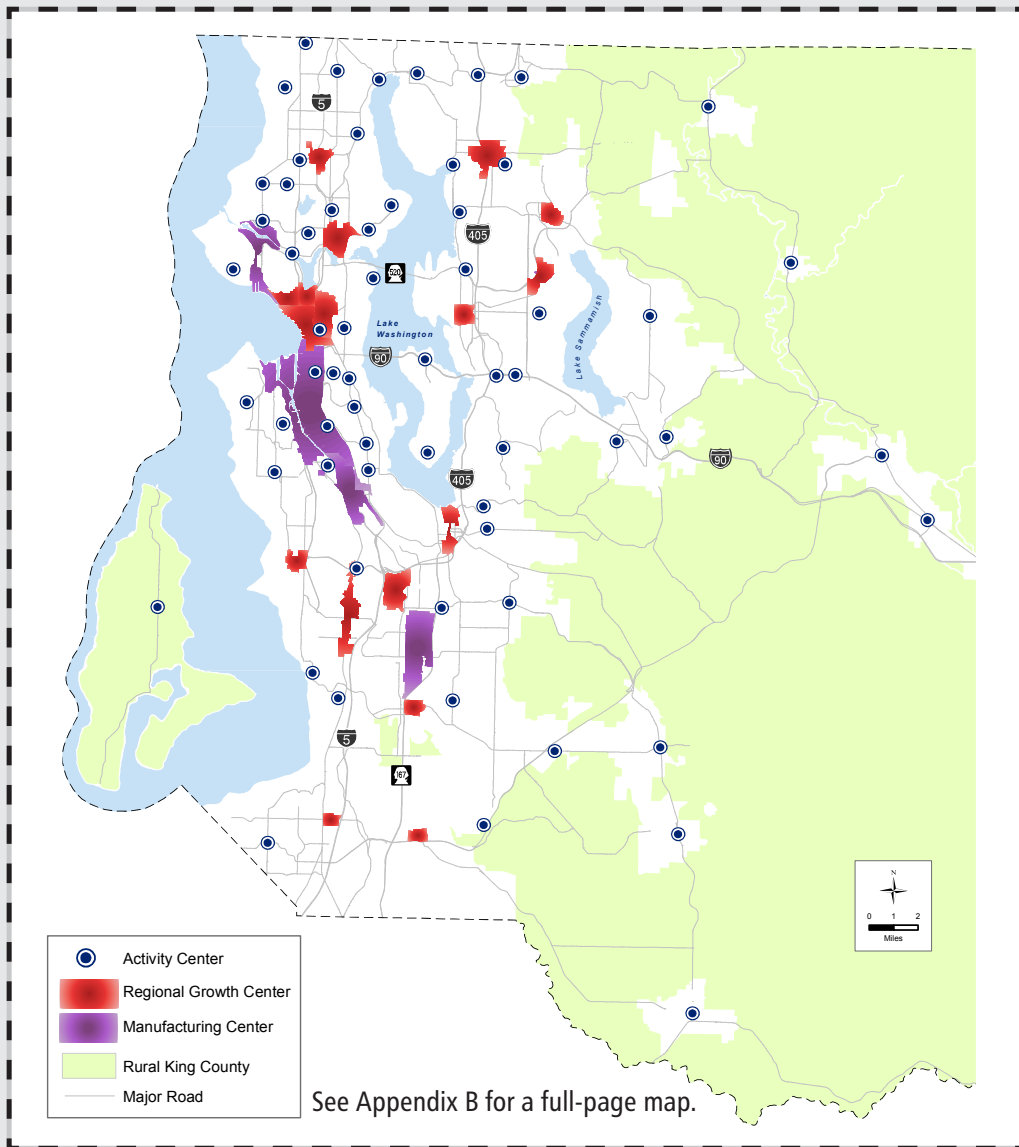
Primary Connections	Number of Corridors
Between regional growth centers	31
Between transit activity centers	49

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 Metro routes into two groups:

- Seattle core routes, which connect to 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





SECTION 1

SERVICE ANALYSIS

When Metro plans changes to our transit system, we analyze both the performance of routes (productivity and service quality) and how those routes serve the All-Day and Peak Network. This section describes how we do this analysis and then presents the results. This analysis is the starting point for planning service revisions but is not a service change proposal.

Route performance

We assess each route's performance by measuring its productivity using two measures:

- **Rides per platform hour** – total ridership divided by the total hours a bus travels from the time it leaves its base until it returns.
- **Passenger miles per platform mile** – total miles traveled by all passengers divided by the total miles the bus operates from its base until it returns.

We analyze productivity in peak, off-peak, and night periods in the market the route serves:

- **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 below the productivity threshold are those in the bottom 25 percent of routes that operate in the same time period and market. High-productivity routes are those in the top 25 percent. The performance thresholds for 2014 are shown in Tables 1 and 2.

Change in route performance thresholds. The route performance thresholds change in each report to reflect current network performance. In 2014, the performance thresholds showed relatively little change from 2013 for most

What are corridors and routes?

Corridors are major transit pathways that connect regional growth, manufacturing/industrial, and activity centers; park-and-rides and transit hubs; and major destinations throughout King County. The service guidelines use the corridor analysis to evaluate and set target service levels for the 112 corridors of the All-Day and Peak Network.

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 is served by two different bus routes, 26 and 28, and both of these routes extend beyond Fremont. Some routes also cover multiple corridors. Route 271 serves three distinct travel markets: Issaquah-Eastgate, Eastgate-Bellevue, and Bellevue-University District. The service guidelines evaluate routes for productivity and service quality.

periods in both markets. This reflects a relatively stable period in the Metro system, with some increases in performance due to overall ridership growth. Performance thresholds increased or remained stable for most measures for non-Seattle core routes, with the exception of off-peak rides per platform hour. The change in performance thresholds for Seattle core routes was mixed, with increases or no change for most peak measures, declines in most night measures, and mixed changes in off-peak measures. Night service was added on several routes in 2013 and may be one cause of this change in night performance. Route performance threshold changes between 2013 and 2014 are shown in Tables 1 and 2. A table of performance by route is in Appendix C.

TABLE 1
2013-2014 Route Performance Threshold Changes for Top 25%

Market	Performance	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
Routes that DO NOT serve Seattle core	2014	25.2	8.1	24.7	8.0	18.8	6.3
	2013	24.1	7.4	24.5	7.9	18.8	6.3
	Change	1.1	0.7	0.2	0.1	0.0	0.0
Routes that serve Seattle core	2014	48.2	17.1	51.1	14.9	35.1	10.2
	2013	47.3	16.6	51.3	15.4	34.9	10.8
	Change	0.9	0.5	-0.2	-0.5	0.2	-0.6

TABLE 2
2013-2014 Route Performance Threshold Changes for Bottom 25%

Market	Performance	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
Routes that DO NOT serve Seattle core	2014	12.0	2.4	11.3	2.7	11.3	2.7
	2013	12.1	2.4	12.0	2.7	10.9	2.6
	Change	-0.1	0.0	-0.7	0.0	0.4	0.1
Routes that serve Seattle core	2014	24.3	10.7	33.7	9.8	20.7	5.9
	2013	24.0	10.7	32.6	9.8	21.4	6.3
	Change	0.3	0.0	1.1	0.0	-0.7	-0.4

All-Day and Peak Network

The All-Day and Peak Network analysis examines corridors and peak service.

1) Corridor analysis

Each corridor in the All-Day and Peak Network is assigned a target service level based on productivity, social equity, and geographic value. Table 3 shows the service family categories based on the target service levels. The All-Day and Peak Network analysis compares the target service levels to existing service to determine whether a corridor is below, at, or above the target levels. The steps of the corridor analysis as well as the results are in Appendix I.

TABLE 3
Service Families

Service family	Frequency (minutes)			Days of service	Hours of service
	Peak ¹	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	*	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
Alternative services	Determined by demand and community collaboration process				

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.

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

As an outcome of our analysis of spring 2014 data, fewer corridors were targeted for very frequent or hourly service and more corridors were targeted for frequent and local service than in 2013, as seen in Table 4.

TABLE 4
Number of All-Day Corridors by Assigned Service Levels

Service Level	2013	2014	Change
Very frequent	53	51	-2
Frequent	22	25	3
Local	26	29	2
Hourly	11	7	-3

Ten all-day corridors moved to a more frequent service level and eight moved to a less frequent level. A list of all corridors that changed target service families and the reasons for the changes are in Appendix F.

Ten corridors received additional points from changes in the number of jobs per corridor mile. This reflects actual changes in the number of jobs or universities/college enrollment with access to transit. Three corridors received more points for ridership in minority census tracts, while one corridor received fewer points. Eight corridors received more points for ridership in low-income census tracts, while eight received fewer points. Five corridors moved to a higher service family in part because of higher demand/ridership on the corridor.

The target service levels are directly affected by changes in the use of bus service by people living and working in local communities and in the environment that local jurisdictions help create through policy and planning actions.

The complete network: integration with Sound Transit

On June 12, 2014, Executive Dow Constantine issued an executive order directing Metro to develop an integrated transit service plan in coordination with Sound Transit and partner agencies. Executive Constantine also authored a motion, passed by the Sound Transit Board on June 26, 2014, directing Sound Transit to study bus-rail integration in coordination with partner agencies.



Responding to the Executive’s directives, Metro and Sound Transit worked together to develop the Sound Transit/Metro integration report that was submitted to the King County Council and Sound Transit Board in September 2014. This report identifies potential efficiencies, and savings as well as ways the two agencies can collaborate to deliver better transit service and gain “efficiency dividends.” It also lays the foundation for coordinated efforts to optimize the region’s investments in high-capacity rail and bus service. The report outlines how the two agencies will move together in the following areas:

1. Short-term integration
2. Long-term integration
3. Rider engagement and information
4. Capital facilities
5. Operational efficiencies

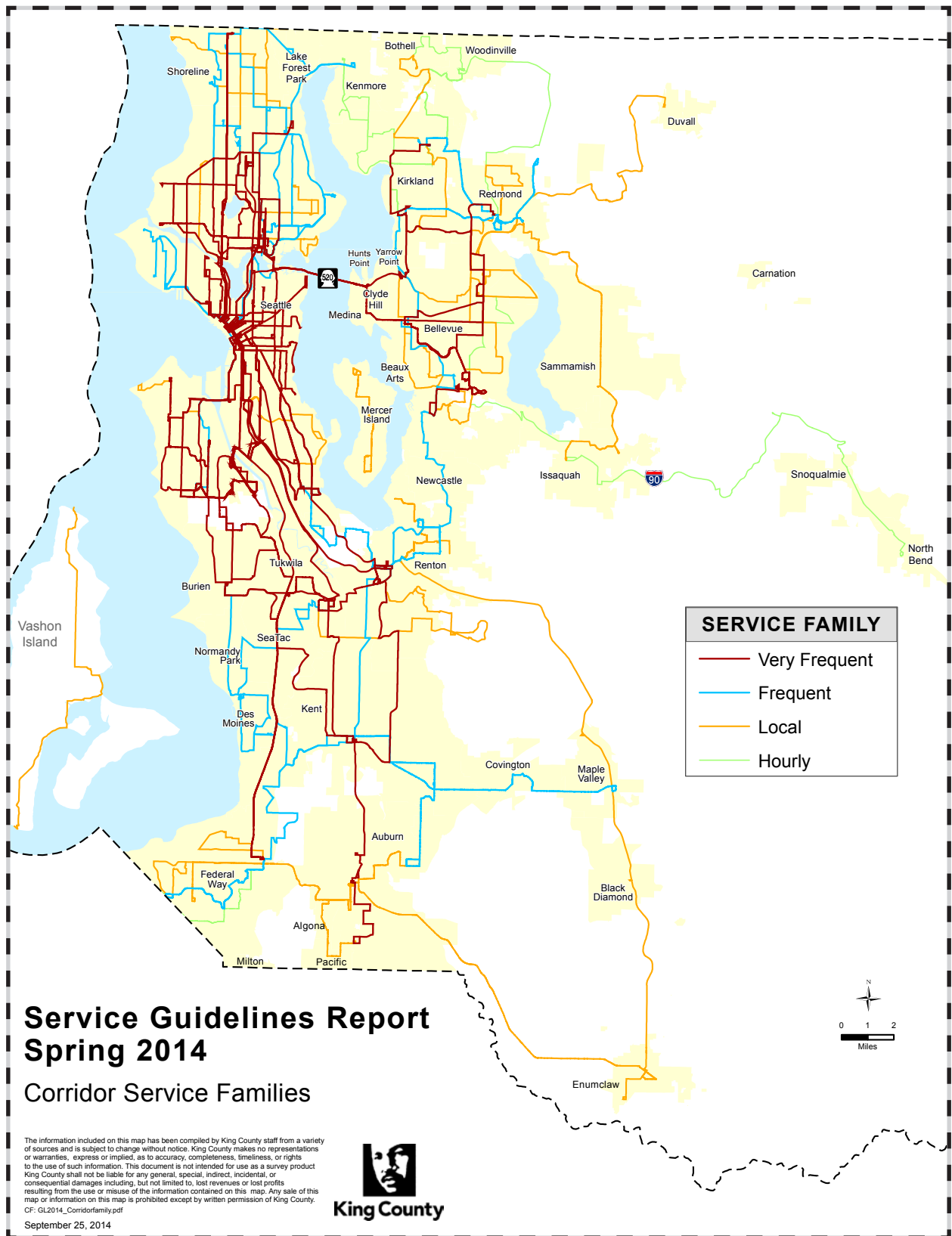
The two agencies are discussing new ways to better coordinate their analysis of corridors where both agencies operate service. At present, Metro’s All-Day Network does not include corridors where Sound Transit is the primary provider of all-day service. Key corridors in King County where Sound Transit is the primary provider of two-way, all-day transit service are listed in the table below. In many of these corridors, Metro mainly operates peak service that complements Sound Transit’s all-day service.

TABLE 5
Corridors Served Primarily by Sound Transit

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

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.

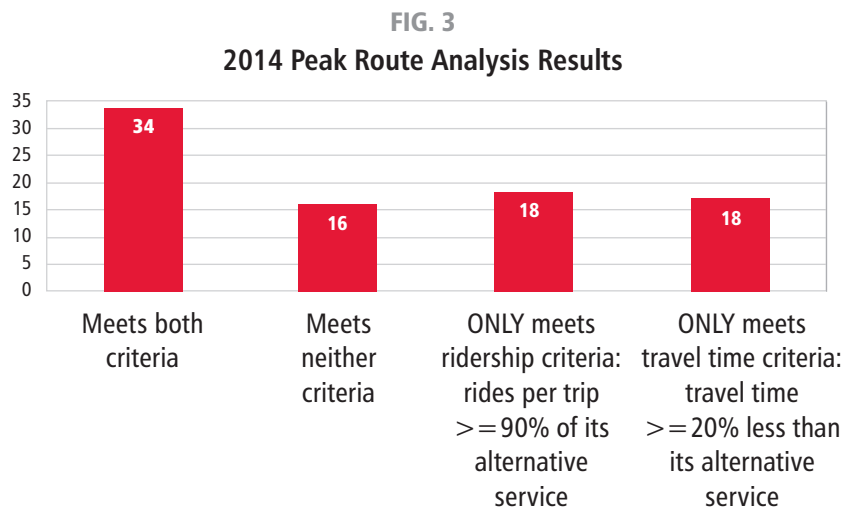
FIG. 2
Corridor Service Families



2) Peak analysis

This analysis compares rides per trip and travel time on peak-period routes to those on the local alternative. For peak service to be justified, a peak route must have at least 90 percent of the rides per trip that its alternative service has and must be at least 20 percent faster than its alternative. Information about whether routes meet one or both criteria is used in planning future service changes. Peak routes meeting neither criteria may be considered for change or restructuring to improve performance and use resources more efficiently.

In 2014, Metro analyzed 86 peak routes, two more than in 2013. The chart below shows the number of peak routes that meet one, two or neither of the peak criteria. This year, more routes meet both criteria than in 2013, and fewer routes meet neither or only one criteria. The results of the peak analysis are in Figure 3 and Appendix E.





SECTION 2

■ SERVICE INVESTMENT PRIORITIES

This section identifies where investments are needed to provide high-quality service and to meet target service levels. When Metro has resources available to invest, or reallocates existing service hours, these findings and the priorities defined in the guidelines will be the basis for investments.

The investment needs identified in this analysis of spring 2014 data are shown in Table 6 below. The investment needs to reduce passenger crowding, improve schedule reliability, and meet target service levels are higher than those in the previous year’s analysis

TABLE 6
2014 Investment Needs
 (Based on Spring 2014 Data)

Priority	Investment Area	Estimated Annual Hours Needed
1	Reduce passenger crowding	22,200
2	Improve schedule reliability	38,650
3	Increase service to meet target service levels in All-Day and Peak Network*	486,500
Total investment need		547,350
4	Increase service on high-productivity routes	See discussion on page 2

* Referred to in the service guidelines as “corridors below target service levels”

Annual service hours needed to reduce passenger crowding increased from 15,400 to 22,200; hours needed to improve schedule reliability increased from 27,800 to 38,650; and hours needed to meet target service levels in the All Day and Peak Network increased from 467,500 to 486,500. The investment needs changed for several reasons:

- **Passenger crowding.** Growth in ridership resulted in more passenger crowding.
- **Schedule reliability declined** as a result of more crowded buses, more roadway construction, and traffic congestion that has worsened as the economy has improved.
- **Target service levels** changed for many corridors on the All-Day and Peak Network as a result of changes in ridership demand, land use, and distribution of low-income and minority riders. In addition, Metro made a significant investment in service on the corridor between Aurora Village and the Seattle central business district by starting the RapidRide E Line. This investment met the need identified on that corridor in last year’s report. The RapidRide F Line began service in summer 2014 but is not reflected in this year’s analysis because it was launched after the spring service change period.

Priority 1 – Passenger crowding investments

Investment in the most-crowded routes is the highest priority in the service guidelines. When service is chronically very crowded, it is poor quality and has a negative impact on riders and reduces overall ridership. Overcrowding is defined as a trip that on average has 25 to 50 percent more riders than seats (depending on service frequency) or has people standing for longer than 20 minutes. The passenger load thresholds are set so that we accept standing passengers on many of our services, but take action where crowding is at an unacceptable level on a regular basis. To ensure that investments are warranted to address problems, we consider performance over a longer period than a single service change.

The table below and Figure 4 identify routes that need additional trips to reduce crowding.

TABLE 7

Routes Needing Investment to Reduce Passenger Crowding

Shading indicates route is new to list of routes needing investment to reduce crowding

Route	Description	Day	Estimated Annual Hours Needed
C Line	Westwood Village - Alaska Junction - Seattle CBD	Weekday	1,400
D Line	Ballard - Seattle Center - Seattle CBD	Weekday	1,600
E Line	Aurora Village - Seattle CBD	Weekday	1,600
5	Shoreline CC - Seattle CBD	Weekday	1,300
8	Seattle Center - Capitol Hill - Rainier Beach	Weekday	600
15EX	Blue Ridge - Ballard - Seattle CBD	Weekday	1,100
16	Northgate TC - Wallingford - Seattle CBD	Weekday	1,600
18EX	North Beach - Ballard - Seattle CBD	Weekday	500
28	Whittier Heights - Ballard - Seattle CBD via Leary Av NW	Weekday	400
40	Northgate TC - Ballard - Seattle CBD via Leary Av NW	Weekday	700
41	Lake City - Seattle CBD via Northgate	Weekday	900
44	Ballard - Wallingford - Montlake	Weekday	300
48	Mount Baker - University District - Loyal Heights	Weekday	500
70	University District - Seattle CBD	Weekday	300
71	Wedgwood - University District - Seattle CBD	Weekday	400
72	Lake City - University District - Seattle CBD	Sunday	100
74EX	Sand Point - Seattle CBD	Weekday	500
101	Renton TC - Seattle CBD	Weekday	1,100
143EX	Black Diamond - Renton TC - Seattle CBD	Weekday	1,600
179	Twin Lakes - Seattle CBD	Weekday	600
214	Issaquah - Seattle CBD	Weekday	500
216	Sammamish - Seattle CBD	Weekday	700
218	Issaquah Highlands - Seattle CBD	Weekday	500
219	Redmond - Sammamish - Seattle CBD	Weekday	500
240	Bellevue - Newcastle - Renton	Weekday	1,700
268	Redmond - Seattle CBD	Weekday	600
372EX	Woodinville - Lake City - University District	Weekday	600
Total hours needed			22,200

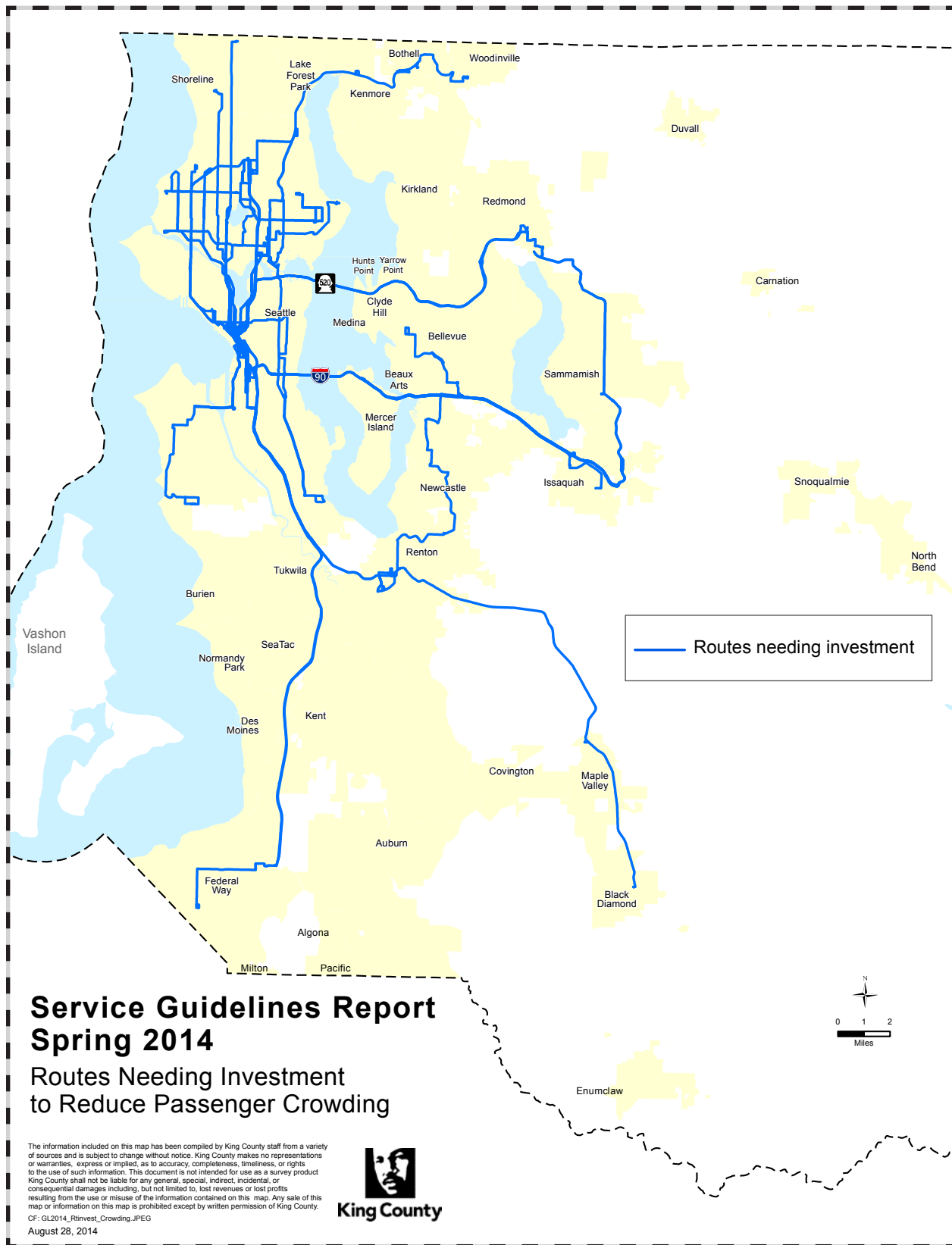
Metro did not have resources to make investments in routes identified as overcrowded in 2013. Ten routes identified in last year's report continue to need investment, and the need has grown significantly on routes 15 Express, 101, 240, and the D Line. This year, several routes operating between East King County and downtown Seattle were identified as needing investment that were not identified in last year's report, specifically peak-period I-90 services such as routes 214, 216, 218, and 219.

Some additional routes were identified as overcrowded but were determined to not need immediate investment either because surrounding trips had capacity or because passenger crowding could be accommodated by assigning a larger bus. Routes 67, 68, 131 and 166 had crowded trips that could be mitigated by assigning a larger bus. Routes 11, 17 Express, 31, 32, 66 Express, 72, 73, 76, 120, 123, 131, 212, 252, 255, 257, 271, 301 and 311 had crowded trips, but trips on nearby routes had capacity available. These routes will continue to be monitored for possible future investments.

In 2014, Metro transmitted to the King County Council a report on alternative passenger crowding measures. This report described possible new ways to measure crowding in future reporting, and analyzed potential impacts to service needs from using different measures. This report discussed the use of performance measures based on the floor area of a bus rather than the number of seats on the bus. See Section 5 for more information about this process.

FIG. 4

Routes Needing Investment to Reduce Passenger Crowding



Priority 2 – Improve schedule reliability

Schedule reliability is measured as the percentage of trips that arrive between 1 minute early and 5 minutes late. Routes that are on time less than 80 percent of the time (65 percent for weekday PM peak) are candidates for investment of service hours. This threshold allows for variations in travel time, congestion, and ridership. In our 2014 report, we used reliability data from June 2013 – May 2014. We use a longer time period for this analysis when possible to ensure that schedule reliability needs are not understated by using data from just the four-month spring period.

The table below lists the 89 routes identified as needing service-hour investments to improve their reliability based on data from June 2013 to May 2014; Figure 8 is a map of those routes. Total need increased from 27,800 hours in 2013 to 38,650 annual hours in 2014. This year more routes experienced reliability problems on weekends. Several routes with larger identified needs in 2014 were affected by construction projects; for example, the Mercer Street project in South Lake Union was a likely cause of increased need for hours on routes 8, 40 and 70.

The total need was calculated based on how far above the lateness threshold the routes were during the different time period. While this calculation provides a reasonable estimate of total needs, individual routes may receive more or less investment than estimated depending on the scheduling techniques available to improve reliability.

TABLE 8
Routes Needing Investment to Improve Schedule Reliability
 Shading indicates route is new to list of routes needing investment to improve reliability

Route	Area	Day	Estimated Annual Hours Needed
C Line	Westwood Village - Alaska Junction - Seattle CBD	Saturday	50
D Line	Ballard - Seattle Center - Seattle CBD	Saturday	100
1	Kinnear - Seattle CBD	Weekday, Saturday, Sunday	400
2	West Queen Anne - Seattle CBD - Madrona Park	Weekday, Saturday	650
3	North Queen Anne - Seattle CBD - Madrona Park	Weekday	500
4	East Queen Anne - Seattle CBD - Judkins Park	Weekday, Saturday	600
5	Shoreline CC - Seattle CBD	Saturday	100
7	Rainier Beach - Seattle CBD	Saturday	50
8	Seattle Center - Capitol Hill - Rainier Beach	Weekday	2,200
10	Capitol Hill - Seattle CBD	Weekday	250
11	Madison Park - Seattle CBD	Weekday, Saturday, Sunday	1,000
14	Mount Baker - Seattle CBD	Weekday, Saturday, Sunday	950
16	Northgate TC - Wallingford - Seattle CBD	Saturday, Sunday	25
17EX	Sunset Hill - Ballard - Seattle CBD	Weekday	250
18EX	North Beach - Ballard - Seattle CBD	Weekday	250
21EX	Arbor Heights - Westwood Village - Seattle CBD	Weekday	250
21	Arbor Heights - Westwood Village - Seattle CBD	Saturday	100
24	Magnolia - Seattle CBD	Weekday, Saturday	1,000
25	Laurelhurst - University District - Seattle CBD	Weekday	400
26EX	East Green Lake - Wallingford - Seattle CBD	Weekday	250
26	East Green Lake - Wallingford - Seattle CBD	Weekday, Saturday, Sunday	800
27	Colman Park - Leschi Park - Seattle CBD	Weekday, Saturday, Sunday	550

Route	Area	Day	Estimated Annual Hours Needed
28	Whittier Heights - Ballard - Seattle CBD via Leary Ave NW	Weekday, Saturday, Sunday	850
28EX	Broadview - Ballard - Seattle CBD via Leary Ave NW	Weekday	250
29	Ballard - Queen Anne - Seattle CBD	Weekday	400
31	University District - Fremont - Magnolia	Weekday, Saturday	350
32	University District - Fremont - Seattle Center	Saturday, Sunday	200
33	Discovery Park - Seattle CBD	Saturday	50
37	Alaska Junction - Alki - Seattle CBD	Weekday	250
40	Northgate TC - Ballard - Seattle CBD via Leary Ave NW	Weekday, Saturday, Sunday	2,100
41	Lake City - Seattle CBD via Northgate	Weekday	300
43	University District - Capitol Hill - Seattle CBD	Saturday	100
44	Ballard - Wallingford - Montlake	Saturday	50
48	Mt Baker - University District - Loyal Heights	Weekday, Saturday, Sunday	1,200
49	University District - Capitol Hill - Seattle CBD	Sunday	50
55	Admiral District - Alaska Junction - Seattle CBD	Weekday	250
56	Alki – Seattle CBD	Weekday	300
57	Alaska Junction - Seattle CBD	Weekday	300
60	Westwood Village - Georgetown - Capitol Hill	Saturday	100
64EX	Lake City - First Hill	Weekday	250
66EX	Northgate TC - Eastlake - Seattle CBD	Weekday	500
70	University District - Seattle CBD	Weekday	1,300
71	Wedgwood - University District - Seattle CBD	Weekday, Saturday, Sunday	350
72	Lake City - University District - Seattle CBD	Weekday, Saturday, Sunday	350
74EX	Sand Point - Seattle CBD	Weekday	250
76	Wedgwood - Seattle CBD	Weekday	250
83	Seattle CBD - Ravenna	Saturday	50
99	International District - Waterfront	Saturday, Sunday	100
101	Renton TC - Seattle CBD	Weekday, Saturday, Sunday	500
102	Fairwood - Renton TC - Seattle CBD	Weekday	250
105	Renton Highlands - Renton TC	Weekday, Sunday	300
111	Lake Kathleen - Seattle CBD	Weekday	400
114	Renton Highlands - Seattle CBD	Weekday	250
119EX	Dockton - Seattle CBD via ferry	Weekday	250
124	Tukwila - Georgetown - Seattle CBD	Weekday, Saturday, Sunday	1,600
128	Southcenter - Westwood Village - Admiral District	Weekday	700
131	Burien TC - Highland Park - Seattle CBD	Weekday, Saturday, Sunday	2,300
132	Burien TC - South Park - Seattle CBD	Weekday, Saturday, Sunday	1,000
143EX	Black Diamond - Renton TC - Seattle CBD	Weekday	400
157	Lake Meridian - Seattle CBD	Weekday	250
158	Kent East Hill - Seattle CBD	Weekday	250
159	Timberlane - Seattle CBD	Weekday	250
166	Kent Station - Burien TC	Weekday	300
167	Renton – Newport Hills – University District	Weekday	250
168	Maple Valley - Kent Station	Sunday	50

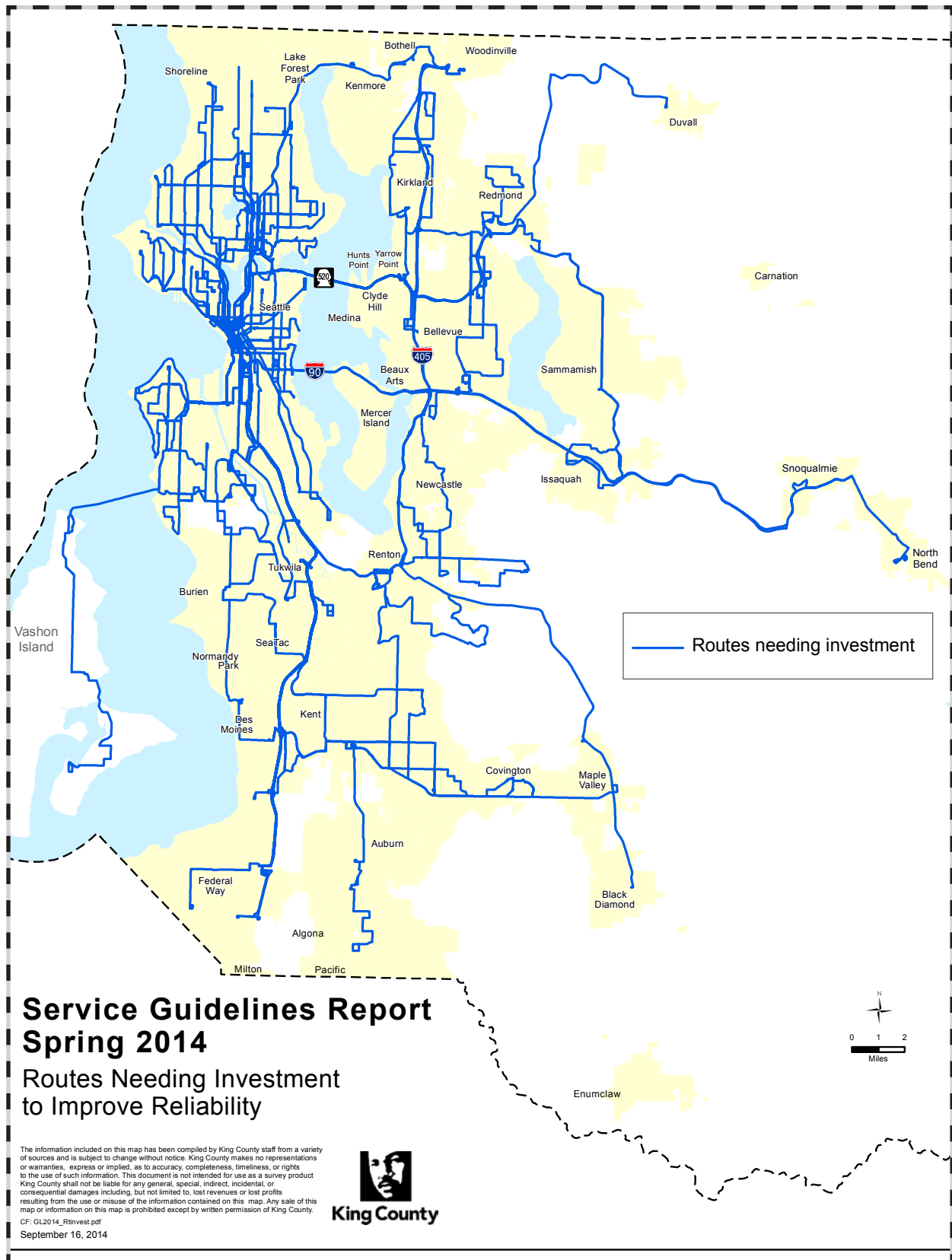
Route	Area	Day	Estimated Annual Hours Needed
169	Kent Station - East Hill - Renton TC	Weekday	800
177	Federal Way - Seattle CBD	Weekday	300
178	South Federal Way - Seattle CBD	Weekday	1,000
179	Twin Lakes - Seattle CBD	Weekday	600
180	Auburn - SeaTac Airport - Burien TC	Weekday	250
190	Redondo Heights - Seattle CBD	Weekday	250
192	Star Lake - Seattle CBD	Weekday	250
193EX	Federal Way - First Hill	Weekday	250
208	North Bend - Snoqualmie - Issaquah	Weekday, Saturday	300
219	Redmond - Sammamish - Seattle CBD	Weekday	250
221	Education Hill - Overlake - Eastgate	Sunday	50
232	Duvall - Bellevue	Weekday	250
237	Woodinville - Bellevue	Weekday	250
242	North City - Overlake	Weekday	250
245	Kirkland - Overlake - Factoria	Saturday, Sunday	200
255	Brickyard - Kirkland TC - Seattle CBD	Saturday	50
257	Brickyard - Seattle CBD	Weekday	250
269	Issaquah - Overlake	Weekday	300
277	Juanita - University District	Weekday	250
309EX	Kenmore - First Hill	Weekday	250
311	Duvall - Woodinville - Seattle CBD	Weekday	500
316	Meridian Park - Seattle CBD	Weekday	250
355EX	Shoreline CC - University District - Seattle CBD	Weekday	300
372EX	Woodinville - Lake City - University District	Weekday	250
601EX	Seattle CBD - Group Health (Tukwila)	Weekday	250
		Total hours needed	38,650

Some other routes had reliability problems but were determined not to need immediate investment because they were deleted in fall 2014 or have had major changes since spring 2014.

Reliability for all routes as measured during the period analyzed for this report is in Appendix D.

FIG. 5

Routes Needing Investment to Improve Schedule Reliability



Priority 3 – Corridors below target service levels

Our analysis found that 58 corridors in the All-Day and Peak Network were below target service levels in one or more time periods in spring 2014. Eleven corridors are new to this list in 2014 and 16 corridors from the 2013 list no longer have identified need in at least one time period. To bring service up to the target levels, an estimated 486,500 annual hours of investment would be needed—higher than the 2013 need of 467,500 annual hours and substantially higher than the 2012 need of 309,800 annual hours.

Table 9 lists the corridors that were below target service levels as of spring 2014; they are shown in Figure 6. Priority among these corridors was established according to the service guidelines by ordering the corridors in descending order of points, first by the geographic value score, then by the productivity score, and finally by the social equity score. This priority order helps ensure that service enhancements are distributed and productive throughout Metro’s service area.

TABLE 9
2014 Corridors Below Target Service Levels and Estimated Hours to Meet Service Level Targets, Ordered by Investment Priority
 Shading indicates corridor is new to list of corridors below target service level

Corridor number	Between	And	Major route	Estimated hours to meet target
105	U. District	Seattle CBD	49	4,700
10	Ballard	Seattle CBD	D Line	9,100
12	Ballard	Seattle CBD	40	4,400
25	Cowen Park	Seattle CBD	71/72/73/74EX	4,800
68	Northgate	U. District	66EX/67	6,100
69	Northgate	Seattle CBD	16	25,900
99	Tukwila	Seattle CBD	124	11,900
9	Ballard	Northgate	40	4,400
19	Burien	Seattle CBD	132	15,300
20	Capitol Hill	White Center	60	19,300
84	Renton	Seattle CBD	101/102	7,500
51	Kent	Seattle CBD	150	7,700
81	Redmond	Totem Lake	930	11,000
33	Federal Way	Kent	183	12,500
50	Kent	Renton	169	12,800
52	Kent	Renton	153	13,000
83	Renton	Burien	140	18,000
3	Auburn	Burien	180	21,900
100	Tukwila	Des Moines	156	5,000
59	Madison Park	Seattle CBD	11	7,800
38	Greenwood	Seattle CBD	5	2,700
61	Magnolia	Seattle CBD	24	4,600
8	Ballard	U. District	48	5,000
111	West Seattle	Seattle CBD	C Line	6,200
18	Burien	Seattle CBD	131	13,000
79	Rainier Beach	Capitol Hill	9EX	17,900
86	Renton	Seattle CBD	106	16,900

Corridor number	Between	And	Major route	Estimated hours to meet target
94	Shoreline CC	Northgate	345	4,400
16	Bellevue	Renton	240	10,600
87	Renton	Renton Highlands	105	2,700
112	White Center	Seattle CBD	125	3,700
95	Shoreline CC	Lake City	330	3,200
7	Avondale	Kirkland	248	4,200
37	Green River CC	Kent	164	5,700
48	Kent	Burien	166	5,300
1	Admiral District	Southcenter	128	21,000
31	Fairwood	Renton	148	1,200
41	Issaquah	Overlake	269	11,300
44	Kenmore	Shoreline	331	5,000
46	Kenmore	Totem Lake	935 DART	2,800
49	Kent	Maple Valley	168	7,600
82	Redmond	Fall City	224	5,200
101	Tukwila	Fairwood	906 DART	6,000
30	Enumclaw	Auburn	186/915 DART	2,600
24	Colman Park	Seattle CBD	27	9,000
64	Mount Baker	Seattle CBD	14	8,200
107	U. District	Seattle CBD	25	8,600
26	Discovery Park	Seattle CBD	33	5,000
72	Eastgate	Bellevue	226	6,500
92	Sand Point	U. District	30	3,400
70	Northgate	U. District	68	8,100
58	Laurelhurst	U. District	25	3,400
28	Eastgate	Bellevue	246	6,200
93	Shoreline	U. District	373EX	24,900
47	Kennydale	Renton	909 DART	3,000
89	Renton Highlands	Renton	908 DART	3,000
102	Twin Lakes	Federal Way	903 DART	2,300
74	Pacific	Auburn	917 DART	3,000
			Total	486,500

Change from 2013

The list of corridors below target service levels identified in spring 2014 differs from the spring 2013 list because of service investments and changes in corridor scores since the last report. Corridor scores reflect changes in the underlying land use, social equity, and performance data. Table 10 lists the corridors that were below target service levels in 2013 but are no longer targeted for investment in at least one time period. Some of these corridors still have identified needs but have fewer time periods with needs this year. Reasons for change include:

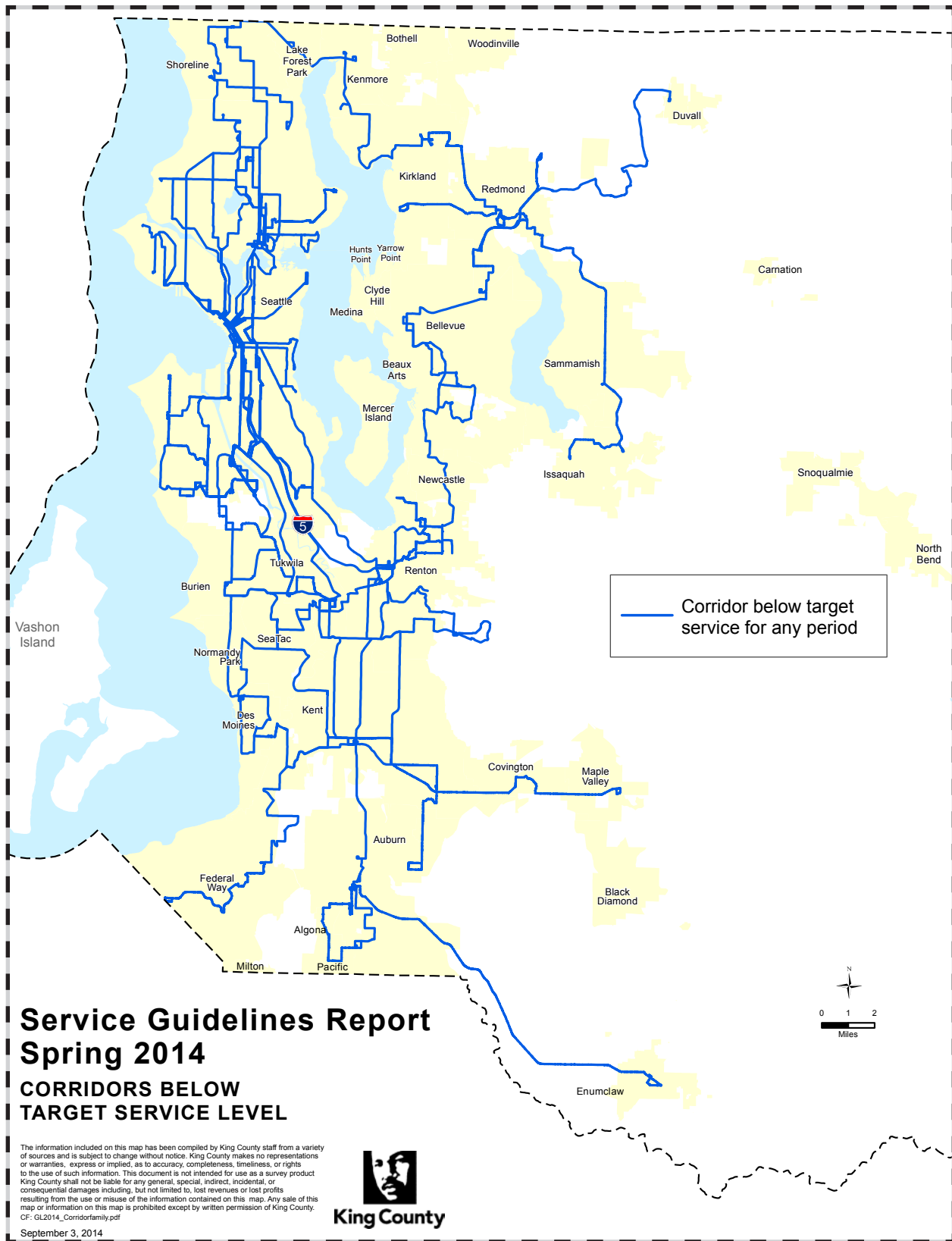
- Service improvements made in 2014. Service was improved when the RapidRide E Line began.
- Changes in ridership and productivity. The ridership and productivity of major routes changed on several corridors. While some corridors increased their target service levels, other corridors were targeted for less service because they needed less to meet existing demand.

In general, we expect to see changes each year in corridors that are below target service levels as ridership, productivity, and social conditions evolve. Our analysis takes such changes into account as we determine what investments may be needed.

TABLE 10
2013 Corridors Below Target Service Levels that are No Longer Targeted for Investment

Corridor Number	Between	And	Major route	Reason for Change
2	Alki	SODO	50	Lower peak loads
5	Aurora Village	Seattle CBD	E Line	Start of RapidRide E Line (service improvement)
27	Eastgate	Bellevue	241	Lower proportion of riders from low-income census tracts
32	Federal Way	SeaTac	A Line	Lower off-peak loads
35	Fremont	U. District	31/32	Lower peak and off-peak loads
37	Green River CC	Kent	164	Off-peak service no longer targeted because of lower off-peak loads; peak and night service remain targeted
45	Kenmore	U. District	372EX	Lower off-peak loads; lower proportion of riders from low-income census tracts
55	Lake City	Seattle CBD	41	Corrections to current frequency calculation; lower off-peak loads and night cost recovery
56	Northgate	U. District	75	Lower proportion of riders from low-income census tracts
57	Lake City	U. District	65	Corrections to current frequency calculation
65	Mountlake Terrace	Northgate	347	Lower cost recovery at night
70	Northgate	U. District	68	Corrections to current frequency calculation; off-peak and night service remain targeted
71	Othello Station	SODO	50	Lower peak loads
94	Shoreline CC	Northgate	345	Off-peak service no longer targeted due to lower proportion of riders from low-income tracts; peak and night service remain targeted
100	Tukwila	Des Moines	156	Night service no longer targeted because 2013 guidelines report erroneously showed no night service; peak service remains targeted
112	White Center	Seattle CBD	125	Night service no longer targeted as result of more accurate current frequency calculation and lower cost recovery; peak service remains targeted

FIG. 6
2014 Corridors Below Target Service Levels



Priority 4 – High-productivity routes

Route productivity is assessed using two measures: rides per platform hour or passenger miles per platform mile (see Section 1). High-productivity routes are defined as those that perform in the top 25 percent of comparable routes on one or both measures in at least one time period. In the spring 2014 period, of the 214 routes evaluated, 81 were in the top 25 percent in at least one time period on one or both productivity measures.

Metro must become more productive and carry more riders to help fulfill the public transportation expectation set in *Transportation 2040*—this is one reason why the guidelines define highly productive services as an investment priority. Investing in high-productivity routes in areas where there is latent demand for transit will result in higher ridership. A substantial portion of the growth needed to meet the *Transportation 2040* expectation (an additional 2.6 million annual service hours) will be on high-productivity services.

Metro has demonstrated that investments in highly productive service lead to increased ridership. We will continue to invest in high-productivity services when we restructure service, form service partnerships with local jurisdictions, or have other opportunities.

Many services that performed highly in 2013 continued to do so in 2014. Some notable groups of high-productivity routes include:

- **RapidRide lines.** Investments to improve frequency and quality of service have resulted in ridership growth on all RapidRide corridors. The A, B, D, and E lines are among the top 25 percent of routes on both performance measures in all time periods. The C Line and Route 140 (now F Line) were among the top 25 percent of routes on one or both performance measures in all time periods.
- **Downtown Seattle to University District routes.** Routes 49, 71, 72, 73 and 74 Express continue to be top performers that connect the largest transit markets in King County.
- **Commuter routes serving north Seattle.** Routes 15 Express, 74 Express, 76, 77 and 316 are the top-performing commuter routes. These highly successful commuter routes operate in areas that have high demand for service, including Ballard, the University District, northeast Seattle, and Shoreline.
- **Routes connecting regional growth centers in south King County.** The network of routes that connect regional growth centers in south King County—128, 140 (future F Line), 164, 166, 169, 180, and 181—continued to perform well in 2014. Their good performance is indicative of the strong demand for transit between regional growth and activity centers in south King County.
- **Routes that connect neighborhoods to Northgate.** The network of all-day routes in north King County connects several routes with the high-performing Route 41, which connects Northgate to downtown Seattle. Routes 345, 346 and 347 provide neighborhood circulation as well as a connection to Northgate. This group of routes performs well on the neighborhood routes that both circulate and connect to the trunk service and the all-day service to downtown Seattle.
- **Peak routes serving Eastgate Park and Ride.** Several peak routes that provide service between Eastgate Park and Ride and downtown Seattle perform well on passenger miles per platform mile—including routes 212, 216, 217, 218 and 219. Goal performance on the passenger miles measure indicates that service is well-used and buses are full along most of these routes.

TABLE 11

2014 Routes in Top 25% on Both Measures in All Time Periods Served

Shading indicates route is new to list of routes in top 25% on both measures

Route	Description	Time Period
A Line	Federal Way - Tukwila	Peak, off peak, night
B Line	Bellevue - Crossroads - Redmond	Peak, off peak, night
D Line	Ballard - Seattle Center - Seattle CBD	Peak, off peak, night
E Line	Aurora Village - Seattle CBD	Peak, off peak, night
15EX	Blue Ridge - Ballard - Seattle CBD	Peak
41	Lake City - Seattle CBD via Northgate	Peak, off peak, night
49	University District - Capitol Hill - Seattle CBD	Peak, off peak, night
71	Wedgwood - University District - Seattle CBD	Peak, off peak, night
72	Lake City - University District - Seattle CBD	Peak, off peak, night
73	Jackson Park - University District - Seattle CBD	Peak, off peak, night
74EX	Sand Point - Seattle CBD	Peak
76	Wedgwood - Seattle CBD	Peak
77	North City - Seattle CBD	Peak
164	Green River CC - Kent Station	Peak, off peak, night
166	Kent Station - Burien TC	Peak, off peak, night
169	Kent Station - East Hill - Renton TC	Peak, off peak, night
316	Meridian Park - Seattle CBD	Peak



SECTION 3

■ ALTERNATIVE SERVICES PERFORMANCE AND PROGRESS REPORT

This section presents the annual progress report for the King County Metro Transit Five-Year Implementation Plan for Alternative Services to Traditional Transit Service Delivery, complying with the request for an annual report in King County Motion 13736. Annual reporting for alternative services is being combined with the Service Guidelines Report to provide a comprehensive overview of services and performance. This section reviews both the actions Metro is taking to plan for and deliver alternative services and the performance of alternative services that were operating in spring 2014.

Historically, alternative services have included non-fixed-route services directly provided or supported by Metro: Community Access Transportation, Vanpool, Vanshare, and the Hyde Shuttle program. All of these programs provide access to local destinations and to fixed-route transit service.

Recently, Metro has focused on expanding alternative services on corridors that cannot be cost-effectively served by fixed-route transit. The first large-scale project in the Snoqualmie Valley resulted in the Snoqualmie Valley Shuttle, a deviated route funded through a partnership and operated by a local nonprofit organization. In 2014, Metro continued operations and support for alternative services, including the Snoqualmie Valley Shuttle and DART routes. We also began planning the Redmond alternative service project, focused on first/last mile connections, and engaged in discussions with several local jurisdictions about ways that alternative services could be provided in the future, primarily to offset the impact of service reductions.

Annual performance report

The Snoqualmie Valley Shuttle provides service between North Bend and Duvall, connecting riders to fixed-route transit service at both ends of the route and local destinations along the way. The shuttle has flexible service areas at the ends of the route. It is funded through a public/private partnership between Metro and the Snoqualmie Tribe, and is operated by a local nonprofit organization, Snoqualmie Valley Transportation. The Snoqualmie Valley Shuttle began operating in fall 2013, replacing portions of low-performing routes 224 and 311.

In spring 2014, both routes 224 and 311 had lower costs per vehicle trip and more rides per hour than before they were revised. Cost per ride increased because growth in cost per hour outpaced growth in rides per hour. The Snoqualmie Valley Shuttle had 2.1 rides per hour at an average cost to Metro of \$56.70 per trip, significantly lower than the cost per trip of the two routes it replaced. A comparison of these routes is shown in Table 12.

TABLE 12

Alternative Services Performance – Snoqualmie Valley Shuttle and Routes Changed in 2013

Route	Cost per vehicle trip (2013)	Cost per vehicle trip (2014)	Cost per ride (2013)	Cost per ride (2014)	Rides per hour (2013)	Rides per hour (2014)
224	\$201.10	\$121.20	\$18.84	\$18.88	7.1	7.4
311	\$319.77	\$282.74	\$6.57	\$6.71	21.7	22.2
Snoqualmie Valley Shuttle	n/a	\$56.70 /\$64.67*	n/a	\$16.88 /\$19.25*	n/a	2.1

* Including Snoqualmie Tribe contribution

Fare and policy changes

Metro is assessing the need to modify fare policy related to potential expansion of alternative services. The Snoqualmie Valley Shuttle operates with a suggested donation of \$1 per trip. Shuttle riders who connect to regular Metro service pay a fare on the Metro portion of their trip. In the spring 2014 service period, total donations on the Snoqualmie Valley Shuttle averaged about \$590 per month which was between 2 and 3 percent of operating costs. As Metro considers an expanded alternative service program, we will assess methods for ensuring that enough revenue is recovered to sustain the program.

Metro is currently considering policy changes that would support expansion of the alternative services program. One potential change would be to extend program eligibility to the general public. We will also consider policy changes relevant to alternative services in the 2015 update of the strategic plan and service guidelines. Metro is currently following policies updated in 2013 by incorporating alternative services more fully into our performance measurement.

Collaboration with local jurisdictions

In 2014, Metro focused on two projects: continuing to support the Snoqualmie Valley Shuttle and working with the City of Redmond to develop an alternative service concept to serve the southeast Redmond and Willows Road employment centers. As we shared information on service reductions, we also worked with stakeholders to discuss options for using alternative services to meet critical needs resulting from those reductions.

Under the Snoqualmie Valley Shuttle service agreement, Snoqualmie Valley Transportation (SVT) is primarily responsible for marketing and outreach. Metro worked with SVT to update the Metro and SVT websites to maximize cross-promotion of the shuttle and connections to Metro services, and provided materials to support SVT's outreach through email and events. Metro and SVT are also collaborating on future outreach campaigns to increase shuttle ridership and promote the connection to Route 224 in Duvall. To help address the deletion of routes 209 and 215 in September 2014, Metro conducted an outreach campaign targeting affected riders that encouraged them to investigate Vanpool and Vanshare opportunities.

Metro and the City of Redmond conducted extensive employee outreach, working through employers in those areas. This project included four focus groups to fine-tune alternative service concepts and a survey to assess receptivity to these concepts that was completed by almost 800 commuters at over 16 worksites. One of the concepts, flexible carpooling and ridesharing, is currently being discussed with stakeholders. The current target for introducing alternative services in Redmond is first quarter of 2015.

Metro also discussed options for alternative services in several areas affected by service reductions. Metro is working with the Daybreak Star Indian Cultural Center in Magnolia to determine possible ways to serve the center after service reductions. Metro is also working with the City of Burien to identify potential services to mitigate elimination of Route 139, including looking at options for starting a Hyde Shuttle as part of Metro's overall program.

Next steps

As part of Metro's 2015-2016 budget, the County Executive has proposed an expansion of the alternative services program. This effort is designed to continue and expand partnerships with local cities and organizations and to provide service better tailored to the unique travel patterns, schedules, and needs of communities.

Specific elements of the program could include:

- Community Shuttle services involve smaller buses that run on a designated route serving a flexible service area provided through a community partnership. Shuttle vehicles would be provided by Metro along with funds to pay a driver. Community partners could contribute resources and marketing/promotion. Shuttles would be open to the general population, operate during pre-determined hours and focus on common destinations helping riders with all-day travel needs.
- Community Hub services include creation of multi-modal transportation hubs where individuals can access services such as community shuttles/vans and bicycles as well as information on transportation options. Community van services, which can provide both regularly scheduled trips as well as one-time trips as necessary, and bike sharing services create a strong centralized focal point within a community and rely on strong community partners to be successful.
- Flexible Rideshare services build on the success of Uber and Lyft; this program provides the opportunity for individuals to participate in variable ridesharing as an alternative to the current vanpool program. Individuals can use their own or a Metro-provided vehicle and use a web-based or mobile application to find rides, designate specific pick-up points and connect to other services such as fixed route bus to complete their commute.



SECTION 4

THE GUIDELINES AT WORK

Metro uses the guidelines as we revise service three times each year, in the spring, summer, and fall. Metro launched the RapidRide E and F lines in February and June of 2014, respectively. In preparation for service reductions in September 2014, Metro limited service changes in February and June 2014 to minor routing and construction-mitigation changes. In September 2014, Metro implemented system-wide service reductions. A full list of changes made in 2014 is in Appendix G.

RapidRide E Line

In February 2014, Metro started the RapidRide E Line, which operates between downtown Seattle and the Aurora Village Transit Center via Green Lake and North Seattle. Like all of Metro's RapidRide service, the E Line offers free Wi-Fi, real-time bus arrival signs at stations, well-lit shelters, new buses, and frequent service all day, every day.

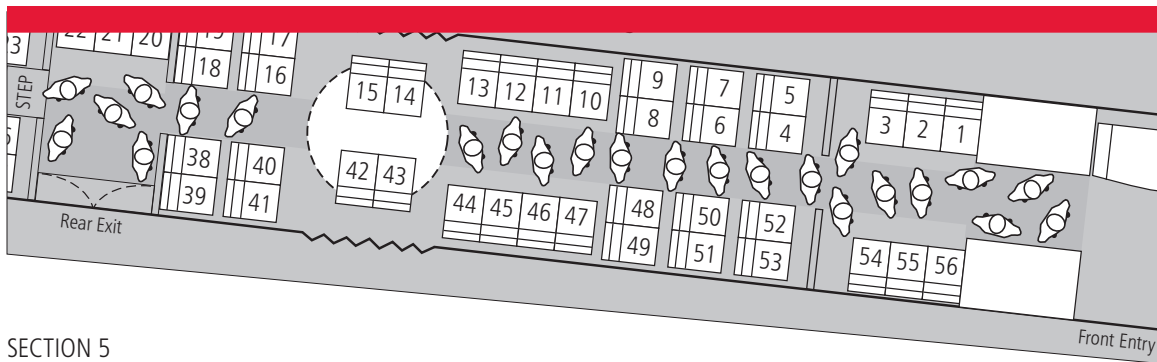
The E line operates 24 hours a day. On weekdays, service operates every 5 to 12 minutes during peak commute hours, every 12 minutes most other times of the day, and every 20 to 60 minutes after 10 p.m. On weekends, the E Line operates every 12 to 20 minutes most of the day and every 20 to 60 minutes after 10 p.m.

The E Line operates in business access and transit (BAT) lanes between Shoreline and North 38th Street in Seattle. Transit signal priority and queue jumps also help buses move more efficiently. Early results shows a 23 percent travel time savings on the E Line compared to the prior service (358 EX). The E Line has 58 total stops (not including downtown Seattle stops), including 31 stations with ORCA card readers and real-time information signs.

In the months following its launch, the E Line had a 16 percent ridership increase over the baseline period. After only three months, the overall rider satisfaction level was 83 percent. Eighty percent of riders were satisfied with how long their trip takes.

Service reductions

Metro implemented large-scale service reductions in September 2014, cutting 28 bus routes and revising 13 additional routes. The reduction of 161,000 annual service hours was approved by the King County Council in summer 2014. These reductions targeted low-performing service. A full list of September 2014 reductions is in Appendix G.



SECTION 5

■ POTENTIAL CHANGES TO THE SERVICE GUIDELINES AND STRATEGIC PLAN

The 2014 *Guidelines Report* reflects changes to the service guidelines methodology that were adopted when the strategic plan and guidelines were updated in 2013. Metro strives to improve and refine the service guidelines, and is preparing for a 2015 update. Topics that may be addressed include the following:

- 1) **Reviewing social equity and geographic value measures.** Metro stakeholders have expressed interest in further review of the social equity and geographic measures in the Strategic Plan and Service Guidelines. Metro will be working with those stakeholders to explore how these issues are considered and balanced in the current guidelines and any potential policy changes. That discussion could also consider how to ensure that services are assessed appropriately by market.
- 2) **Long-range plan development.** Our process of developing a long-range plan over the next two years may prompt us to consider updates to the strategic plan and service guidelines. The long-range plan will create a foundation for better coordination with partners, cities and other stakeholders; provide direction for cities in land-use and policy decisions; and provide better guidance on the future of Metro’s service network. It will include service and capital elements of a future transit network.
- 3) **Revisions to passenger load measures.** Metro is working with the Regional Transit Committee and King County Council staff to consider revisions to passenger load measures, including moving from a measure based on the number of seats in the bus to a measure based on area in the bus. Moving to area-based thresholds would resolve a concern that the guidelines will identify more crowding as Metro uses more low-floor buses, which have fewer seats. The Regional Transit Committee is reviewing this report and working with Metro to develop policy language and guidance about what to include in the 2015 update.
- 4) **Alternative services.** Metro is continuing to identify and support development of alternative services, including developing concepts for new pilot projects. As this program grows and performance information becomes available, we will be developing performance measures for alternative services. Development of this program may lead to updates of the alternative services policies in the strategic plan.

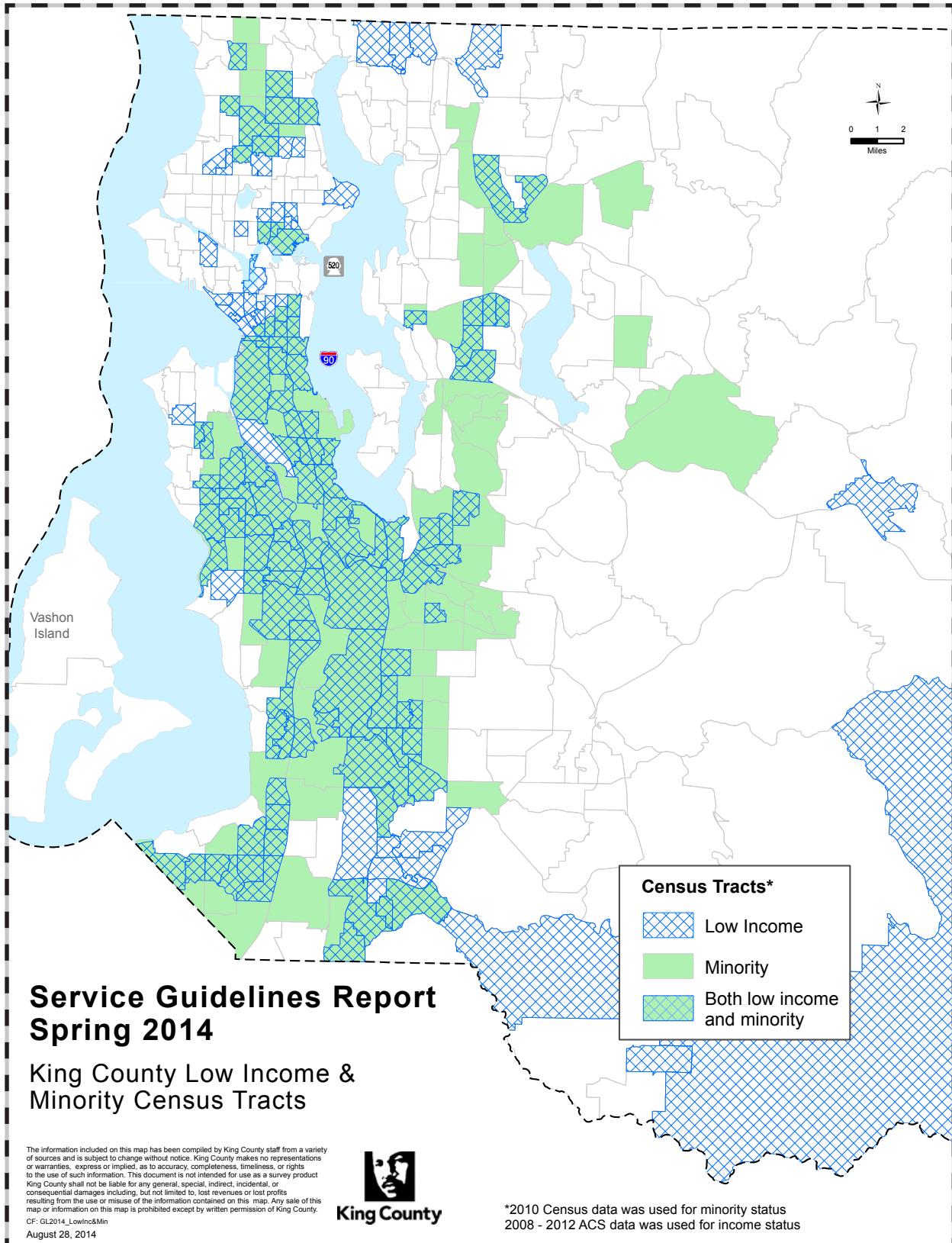
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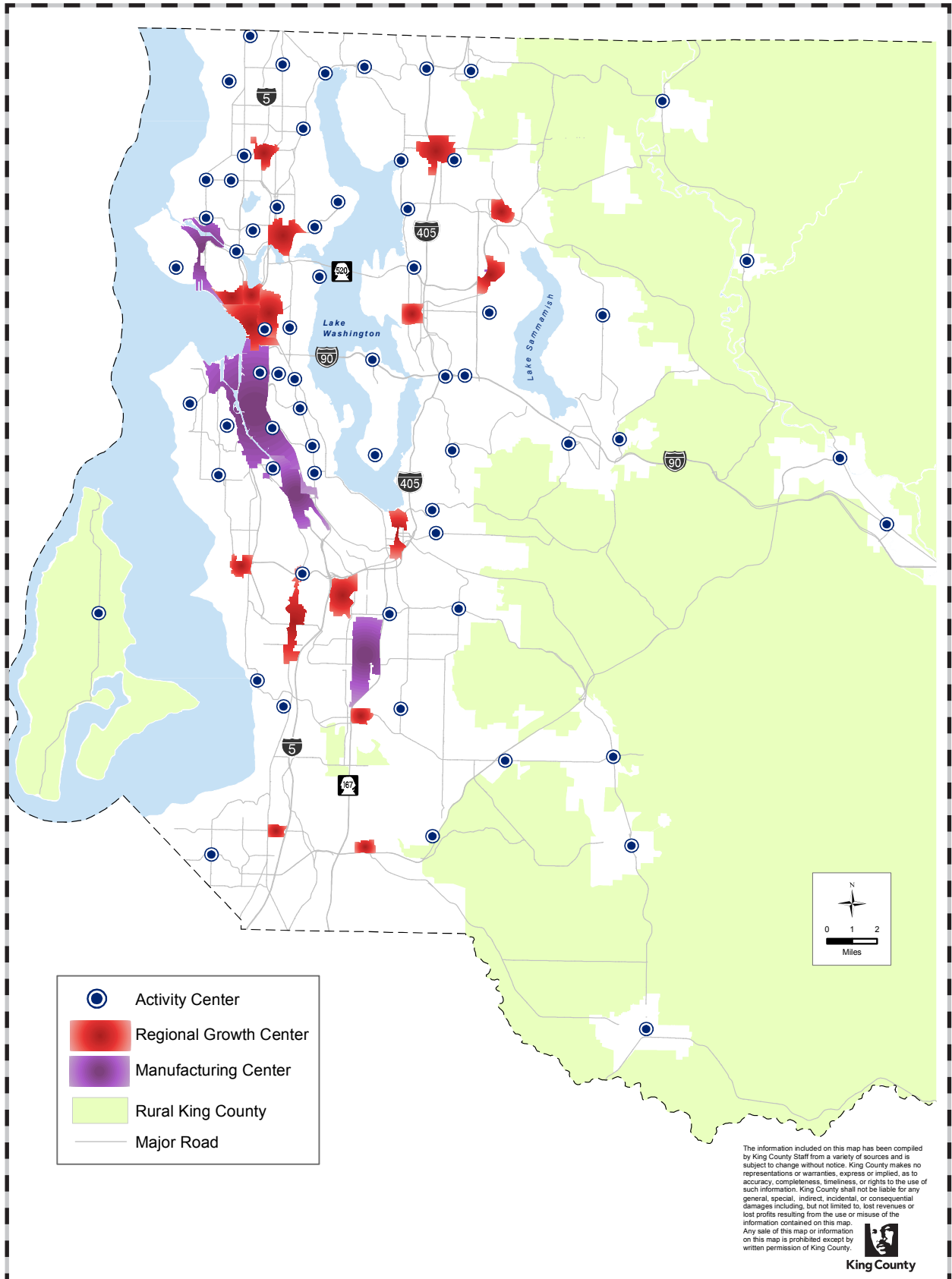
■ APPENDICES

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Appendix A:
King County Low-Income and Minority Census Tracts



Appendix B: Transit Activity Centers and Regional Growth/Manufacturing Centers



Appendix C:
Route Productivity Data

Routes that Do Not Serve the Seattle Core

Route	Description	Peak		Off Peak		Night	
		Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile
A Line	Federal Way - Tukwila	56.1	15.5	59.7	19.0	41.1	12.0
B Line	Bellevue - Crossroads - Redmond	43.5	12.3	37.2	10.7	30.2	7.5
22	Arbor Heights - Westwood Village - Alaska Junction	11.9	2.5	9.5	2.2	5.5	1.4
50	Alki - Columbia City - Othello Station	22.4	4.9	19.3	4.8	9.8	2.5
61	North Beach - Ballard	7.2	1.0	7.8	1.2	4.1	0.6
105	Renton Highlands - Renton TC	32.8	8.6	27.8	8.0	19.1	5.7
107	Renton TC - Rainier Beach	24.0	6.3	22.1	6.1	16.0	4.3
110	Tukwila Station - North Renton	12.1	2.1				
118	Tahlequah - Vashon	14.7	2.6	12.1	1.9	10.6	3.1
119	Dockton - Vashon	13.2	2.1	11.3	1.5		
128	Southcenter - Westwood Village - Admiral District	34.4	11.0	34.6	11.6	17.1	5.5
139	Burien TC - Gregory Heights	7.1	1.1	9.0	1.5		
140	Burien TC - Renton TC	27.3	8.1	30.6	9.7	23.5	8.3
148	Fairwood - Renton TC	17.2	5.6	17.5	6.3	22.4	8.5
153	Kent Station - Renton TC	20.2	5.8				
154	Tukwila Station - Boeing Industrial	17.9	4.5				
156	Southcenter - SeaTac Airport - Highline CC	19.0	5.6	18.0	6.6	11.5	4.0
164	Green River CC - Kent Station	43.5	12.0	42.5	15.1	29.3	8.3
166	Kent Station - Burien TC	28.3	10.2	29.5	10.8	19.3	6.5
168	Maple Valley - Kent Station	25.3	7.7	24.7	8.9	20.9	5.3
169	Kent Station - East Hill - Renton TC	43.0	17.8	42.5	17.6	29.7	10.5
173	Federal Way TC - Federal Center South	11.7	5.9				
180	Auburn - SeaTac Airport - Burien TC	36.6	11.5	34.5	12.1	18.2	6.9
181	Twin Lakes P&R - Green River CC	29.3	10.2	27.6	10.2	18.3	4.7
182	NE Tacoma - Federal Way TC	16.5	4.5	21.7	7.0		
183	Federal Way - Kent Station	21.0	6.2	21.8	9.0		
186	Enumclaw - Auburn Station	11.6	3.0				
187	Federal Way TC - Twin Lakes	24.8	6.3	26.6	7.4	16.3	3.6
200	Downtown Issaquah - North Issaquah	7.6	1.5	12.8	3.5		
201	South Mercer Island - Mercer Island P&R via Mercer Way	4.2	0.9				
203	Mercer Island P&R - Shorewood	12.7	1.9	13.2	1.3		
204	South Mercer Island - Mercer Island P&R via Island Crest			9.4	1.5		
208	Issaquah - North Bend	5.5	3.1	7.9	5.0		
209	North Bend - Snoqualamie - Issaquah	4.7	2.3				
213	Mercer Island P&R - Covenant Shores			7.2	0.8		
221	Education Hill - Overlake - Eastgate	20.4	6.7	18.4	5.4	11.7	2.7
224	Duvall - Redmond TC	7.4	3.1	7.4	3.3		
226	Eastgate - Crossroads - Bellevue	31.2	8.3	29.3	7.0	11.9	2.9

Route	Description	Peak		Off Peak		Night	
		Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile
232	Duval - Bellevue	18.7	6.9				
234	Kenmore - Kirkland TC - Bellevue	22.6	8.0	18.2	6.3	12.4	3.7
235	Kingsgate - Kirkland TC - Bellevue	21.7	7.3	16.5	6.3	11.3	3.9
236	Woodinville - Totem Lake - Kirkland	8.9	2.3	7.7	2.2	5.6	1.3
237	Woodinville - Bellevue	19.9	8.1				
238	Bothell - Totem Lake - Kirkland	11.0	3.0	12.5	3.6	6.3	1.6
240	Bellevue - Newcastle - Renton	28.6	10.7	23.4	10.0	14.7	6.5
241	Eastgate - Factoria - Bellevue	19.9	4.9	17.5	4.1	11.2	2.5
242	North City - Overlake	18.6	10.9				
244	Kenmore - Overlake	13.1	5.2				
245	Kirkland - Overlake - Factoria	27.5	8.4	24.6	7.4	17.5	5.0
246	Eastgate - Factoria - Bellevue	13.7	3.4	12.3	3.0		
248	Avondale - Redmond TC - Kirkland	24.1	6.8	19.4	5.1	11.4	2.7
249	Overlake - South Kirkland - South Bellevue	18.2	4.4	13.4	3.3		
269	Issaquah - Overlake	12.1	5.5				
330	Shoreline CC - Lake City	25.3	6.3	30.2	9.6		
331	Shoreline CC - Kenmore	17.5	6.2	18.8	5.9	8.6	2.5
342	Shoreline - Bellevue TC - Renton	20.1	10.9				
345	Shoreline CC - Northgate	38.5	10.4	36.8	10.3	16.9	6.0
346	Aurora Village - Northgate	38.2	11.1	29.7	10.0	14.2	5.7
347	Mountlake Terrace - Northgate	27.0	8.7	23.3	7.5	18.7	6.2
348	Richmond Beach - Northgate	23.6	6.1	24.0	6.6	16.9	5.2
901DART	Mirror Lake - Federal Way TC	16.1	3.5	18.0	3.1	17.2	4.8
903DART	Twin Lakes - Federal Way TC	16.9	3.3	18.2	2.5	11.2	1.9
906DART	Fairwood - Southcenter	13.4	5.3	14.3	7.0		
907DART	Enumclaw - Renton TC	3.4	1.3	5.4	2.7		
908DART	Renton Highlands - Renton TC	9.7	1.8	7.0	1.8		
909DART	Kennydale - Renton TC	12.2	2.1	10.8	2.1		
910DART	North Auburn - SuperMall			11.1	1.8		
913DART	Kent Station - Riverview	14.1	2.2				
914DART	Kent - Kent East Hill			22.4	5.5		
915DART	Enumclaw - Auburn Station			15.7	4.1		
916DART	Kent - Kent East Hill			17.8	4.7		
917DART	Pacific - Auburn	12.3	2.3	8.3	2.0		
919DART	SE Auburn - Auburn P&R			13.5	2.0		
927DART	Issaquah - Lake Sammamish	6.8	1.7	7.9	3.2		
930DART	Kingsgate - Redmond	9.5	1.3				
931DART	Bothell - Redmond	7.9	1.9	7.8	2.8		
935DART	Totem Lake - Kenmore	5.6	1.0				

Spring 2014 Thresholds Routes that Do Not serve the Seattle Core	Peak		Off Peak		Night	
Bottom 25%	12.0	2.4	11.3	2.7	11.3	2.7
Top 25%	25.2	8.1	24.7	8.0	18.8	6.3

Routes that Serve the Seattle Core

Route	Description	Peak		Off Peak		Night	
		Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile
C Line	Westwood Village - Alaska Junction - Seattle CBD	50.4	20.9	45.7	20.0	30.1	12.6
D Line	Ballard - Seattle Center - Seattle CBD	76.1	20.8	66.2	19.8	45.0	12.7
E Line	Aurora Village - Seattle CBD	49.8	19.4	53.1	22.9	37.9	14.9
1	Kinnear - Seattle CBD	54.6	12.1	46.2	9.4	32.7	6.8
2	West Queen Anne - Seattle CBD - Madrona Park	49.0	11.2	44.8	10.0	28.4	6.7
3	North Queen Anne - Seattle CBD - Madrona	53.7	11.1	49.4	10.6	24.7	5.6
4	East Queen Anne - Seattle CBD - Judkins Park	50.4	10.5	44.8	9.4	25.1	5.9
5EX	Shoreline CC - Seattle CBD	44.9	15.7				
5	Shoreline CC - Seattle CBD	58.5	18.5	48.0	14.3	35.0	10.7
7EX	Rainier Beach - Seattle CBD	35.6	8.7				
7	Rainier Beach - Seattle CBD	53.2	15.8	60.2	17.6	35.2	11.0
8	Seattle Center - Capitol Hill - Rainier Beach	54.7	12.2	44.4	10.7	33.2	7.4
9EX	Rainier Beach - Capitol Hill	40.3	11.5	46.0	14.5		
10	Capitol Hill - Seattle CBD	56.1	10.5	56.1	11.1	35.6	7.3
11	Madison Park - Seattle CBD	61.8	11.8	55.4	9.8	38.1	5.9
12	Interlaken Park - Seattle CBD	54.4	10.1	36.9	7.1	17.3	4.3
13	Seattle Pacific University - Queen Anne - Seattle CBD	60.2	14.2	59.9	14.1	30.9	7.0
14	Mount Baker - Seattle CBD	42.4	9.7	45.0	9.1	23.4	4.9
15EX	Blue Ridge - Ballard - Seattle CBD	49.2	20.1				
16	Northgate TC - Wallingford - Seattle CBD	35.7	12.9	28.1	10.4	18.6	6.4
17EX	Sunset Hill - Ballard - Seattle CBD	48.3	17.1				
18EX	North Beach - Ballard - Seattle CBD	48.2	18.3				
19	West Magnolia - Seattle CBD	29.2	7.5				
21EX	Arbor Heights - Westwood Village - Seattle CBD	34.9	14.3				
21	Arbor Heights - Westwood Village - Seattle CBD	43.5	14.6	33.7	11.4	21.4	7.8
24	Magnolia - Seattle CBD	48.1	14.3	28.8	9.8	19.8	5.7
25	Laurelhurst - University District - Seattle CBD	24.8	6.4	18.4	5.0		
26EX	East Green Lake - Wallingford - Seattle CBD	48.6	16.3				
26	East Green Lake - Wallingford - Seattle CBD	54.2	13.1	34.8	11.1	24.5	7.2
27	Colman Park - Leschi Park - Seattle CBD	41.4	10.7	29.9	5.7	18.2	3.9
28	Whittier Heights - Ballard - Seattle CBD via Leary Ave NW	52.3	13.2	37.0	9.7	22.7	5.3
28EX	Broadview - Ballard - Seattle CBD via Leary Ave NW	41.3	13.4				
29	Ballard - Queen Anne - Seattle CBD	39.1	10.0				
30	Sand Point - University District	27.6	7.2	24.9	6.0	24.7	4.7

Route	Description	Peak		Off Peak		Night	
		Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile
31	University District - Fremont - Magnolia	40.0	8.8	35.1	9.0		
32	University District - Fremont - Seattle Center	43.2	13.0	38.4	11.7	26.8	7.1
33	Discovery Park - Seattle CBD	45.8	13.9	27.5	8.2	21.0	6.5
36	Othello Station - Beacon Hill - Seattle CBD	46.1	13.2	49.9	13.6	25.3	7.0
37	Alaska Junction - Alki - Seattle CBD	17.1	7.9				
40	Northgate TC - Ballard - Seattle CBD via Leary Ave NW	41.3	13.5	37.7	12.0	25.1	8.8
41	Lake City - Seattle CBD via Northgate	60.1	25.9	56.8	26.0	39.7	20.7
43	University District - Capitol Hill - Seattle CBD	58.6	15.5	49.9	12.5	37.8	10.1
44	Ballard - Wallingford - Montlake	61.0	16.6	53.9	13.6	34.9	9.7
47	Summit - Seattle CBD	38.3	8.4	27.4	5.2	16.5	2.9
48EX	Mount Baker - University District - Loyal Heights	35.4	8.8				
48	Mount Baker - University District - Loyal Heights	48.7	13.3	51.1	14.8	30.3	8.4
49	University District - Capitol Hill - Seattle CBD	61.8	19.7	58.6	17.2	52.1	15.8
55	Admiral District - Alaska Junction - Seattle CBD	30.3	12.3				
56	Alki - Seattle CBD	35.0	13.2				
57	Alaska Junction - Seattle CBD	33.9	13.3				
60	Westwood Village - Georgetown - Capitol Hill	33.3	9.2	31.4	8.5	19.6	5.9
62	Ballard - Seattle Pacific University - Seattle CBD	18.6	4.8				
64EX	Lake City - First Hill	33.9	10.6				
65	Lake City - University District	34.7	8.4	38.8	9.6	23.8	7.3
66EX	Northgate TC - Eastlake - Seattle CBD	42.3	14.9	33.7	12.3	19.5	6.6
67	Northgate TC - University District	45.0	12.8	52.0	17.5	26.2	7.1
68	Northgate TC - Ravenna - University District	36.4	8.7	54.5	12.9		
70	University District - Seattle CBD	48.6	15.3	39.9	12.5		
71	Wedgwood - University District - Seattle CBD	61.8	21.4	60.7	21.1	38.0	11.9
72	Lake City - University District - Seattle CBD	62.1	21.0	61.9	22.6	38.4	12.1
73	Jackson Park - University District - Seattle CBD	62.2	21.4	58.9	20.4	45.6	14.1
74EX	Sand Point - Seattle CBD	62.0	19.3				
75	Northgate TC - Lake City - Seattle CBD	45.2	11.2	47.1	11.9	35.9	9.1
76	Wedgwood - Seattle CBD	51.6	18.7				
77	North City - Seattle CBD	59.1	27.4				
82	Seattle CBD - Greenwood					10.9	2.9
83	Seattle CBD - Ravenna					12.6	3.9
84	Seattle CBD - Madison Park - Madrona					7.3	1.5
98	South Lake Union Streetcar	82.9	12.0	51.1	8.5	22.3	3.8
99	International District - Waterfront	23.1	5.4				

Route	Description	Peak		Off Peak		Night	
		Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile
101	Renton TC - Seattle CBD	41.5	22.2	50.0	26.8	35.3	20.4
102	Fairwood - Renton TC - Seattle CBD	36.0	20.4				
106	Renton TC - Rainier Beach - Seattle CBD	39.7	13.3	38.6	14.1	25.6	9.8
111	Lake Kathleen - Seattle CBD	25.4	16.6				
113	Shorewood - Seattle CBD	25.4	11.7				
114	Renton Highlands - Seattle CBD	18.5	11.2				
116EX	Fauntleroy Ferry - Seattle CBD	19.5	8.6				
118EX	Tahlequah - Seattle CBD via ferry	21.3	12.0				
119EX	Dockton - Seattle CBD via ferry	14.4	6.4				
120	Burien TC - Westwood Village - Seattle CBD	42.4	17.6	46.0	19.5	35.7	16.0
121	Highline CC -Burien TC - Seattle CBD via 1st Ave S	19.5	8.7				
122	Highline CC -Burien TC - Seattle CBD via Des Moines Memorial Dr S	21.1	10.3				
123	Burien - Seattle CBD	25.8	15.6				
124	Tukwila - Georgetown - Seattle CBD	37.4	13.5	38.0	14.9	23.9	9.9
125	Westwood Village - Seattle CBD	35.9	14.3	29.4	12.5	19.9	8.1
131	Burien TC - Highland Park - Seattle CBD	41.6	16.7	33.7	13.1	23.8	10.3
132	Burien TC - South Park - Seattle CBD	33.9	13.9	27.6	11.0	18.5	7.5
143	Black Diamond - Renton TC - Seattle CBD	23.0	14.2				
150	Kent Station - Southcenter - Seattle CBD	38.8	19.9	38.7	21.4	14.8	10.1
152	Auburn - Seattle CBD	17.4	11.3				
157	Lake Meridian - Seattle CBD	15.2	10.6				
158	Kent East Hill - Seattle CBD	22.1	16.1				
159	Timberlane - Seattle CBD	20.8	14.1				
161	Lake Meridian - Seattle CBD	18.5	11.1				
167	Renton - Newport Hills - University District	25.0	21.5				
177	Federal Way - Seattle CBD	20.1	13.0				
178	South Federal Way - Seattle CBD	24.5	17.7				
179	Twin Lakes - Seattle CBD	23.3	17.2				
190	Redondo Heights - Seattle CBD	20.7	13.2				
192	Star Lake - Seattle CBD	18.7	12.5				
193EX	Federal Way - First Hill	24.2	15.9				
197	Twin Lakes - University District	20.6	16.3				
202	South Mercer Island - Seattle CBD	12.1	4.2				
205EX	South Mercer Island - First Hill - University District	19.2	6.5				
210	Issaquah - Factoria - Seattle CBD	26.0	12.0				
211EX	Issaquah Highlands - First Hill	17.0	6.8				
212	Eastgate - Seattle CBD	36.0	19.2				
214	Issaquah - Seattle CBD	26.0	16.1				
215	North Bend - Seattle CBD	15.7	10.5				
216	Sammamish - Seattle CBD	37.0	24.0				
217	Issaquah - Eastgate - Seattle CBD	29.1	18.9				
218	Issaquah Highlands - Seattle CBD	42.1	23.4				
219	Redmond - Sammamish - Seattle CBD	31.3	21.6				

Route	Description	Peak		Off Peak		Night	
		Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile	Rides/ Platform Hour	Passenger Miles/ Platform Mile
243	Jackson Park - Bellevue	23.2	9.5				
250	Overlake - Seattle CBD	20.8	11.4				
252	Kingsgate - Seattle CBD	27.0	16.9				
255	Brickyard - Kirkland TC - Seattle CBD	31.5	16.3	25.9	13.4	24.2	13.2
257	Brickyard - Seattle CBD	24.3	15.6				
260	Finn Hill - Seattle CBD	18.0	10.4				
265	Overlake - Houghton - First Hill	17.7	9.5				
268	Redmond - Seattle CBD	28.2	18.3				
271	Issaquah - Bellevue - University District	27.6	11.3	28.4	12.4	21.1	8.9
277	Juanita - University District	12.5	4.9				
280	Seattle CBD - Bellevue - Renton					16.8	9.5
301	Aurora Village - Seattle CBD	34.2	19.8				
303EX	Shoreline - First Hill	34.1	17.3				
304	Richmond Beach - Seattle CBD	30.0	18.4				
306EX	Kenmore - Seattle CBD	34.5	19.0				
308	Horizon View - Seattle CBD	22.8	13.0				
309EX	Kenmore - First Hill	37.0	20.9				
311	Woodinville - Seattle CBD	22.2	14.7				
312EX	Bothell - Seattle CBD	33.4	16.0				
316	Meridian Park - Seattle CBD	53.7	20.1				
355EX	Shoreline CC - University District - Seattle CBD	30.5	10.7				
372EX	Woodinville - Lake City - University District	39.9	13.7	44.0	15.9	34.0	8.5
373EX	Aurora Village - University Village	35.4	13.2				
601EX	Seattle CBD - Group Health (Tukwila)	5.7	2.6				

Spring 2014 Thresholds Routes that serve Seattle Core	Peak		Off Peak		Night	
Bottom 25%	24.3	10.7	33.7	9.8	20.7	5.9
Top 25%	48.2	17.1	51.1	14.9	35.1	10.2

Appendix D:
Route Reliability Data

Route	All-Day % Late	PM % Late	Saturday % Late	Sunday % Late
A Line	16%	18%	12%	12%
B Line	13%	15%	8%	4%
C Line	18%	20%	21%	12%
D Line	19%	21%	22%	12%
E Line	21%	22%	21%	11%
1	22%	25%	33%	23%
2	24%	29%	21%	17%
3	23%	33%	18%	16%
4	23%	34%	29%	17%
5EX	15%	14%	--	--
5	18%	24%	22%	15%
7EX	20%	32%	--	--
7	17%	21%	20%	20%
8	30%	44%	29%	27%
9EX	19%	26%	--	--
10	22%	26%	18%	12%
11	30%	40%	25%	31%
12	16%	18%	10%	9%
13	20%	28%	16%	12%
14	29%	32%	25%	22%
15EX	19%	23%	--	--
16	18%	26%	25%	20%
17EX	30%	42%	--	--
18EX	23%	34%	--	--
19	20%	25%	--	--
21EX	26%	40%	--	--
21	16%	24%	25%	17%
22	9%	21%	16%	4%
24	31%	36%	31%	17%
25	32%	55%	--	--
26EX	24%	--	--	--
26	25%	25%	36%	24%
27	27%	38%	37%	23%
28	27%	32%	31%	22%
28EX	20%	39%	--	--
29	30%	46%	--	--
30	6%	10%	6%	3%

Route	All-Day % Late	PM % Late	Saturday % Late	Sunday % Late
31	23%	32%	26%	--
32	19%	24%	27%	26%
33	19%	29%	30%	17%
36	17%	22%	12%	12%
37	34%	34%	--	--
40	25%	38%	30%	34%
41	21%	40%	11%	14%
43	13%	21%	23%	11%
44	17%	27%	21%	11%
47	9%	22%	12%	6%
48EX	21%	28%	--	--
48	22%	34%	30%	27%
49	15%	21%	13%	20%
50	17%	25%	16%	19%
55	24%	37%	--	--
56	31%	53%	--	--
57	42%	68%	--	--
60	19%	25%	26%	18%
61	14%	14%	17%	13%
62	23%	21%	--	--
64EX	26%	32%	--	--
65	15%	18%	20%	9%
66EX	24%	30%	13%	14%
67	7%	12%	--	--
68	16%	26%	10%	--
70	30%	40%	17%	--
71	25%	--	24%	20%
72	19%	56%	25%	22%
73	18%	--	18%	19%
74EX	28%	44%	--	--
75	15%	21%	15%	14%
76	24%	35%	--	--
77	16%	29%	--	--
82	7%	--	9%	1%
83	19%	--	22%	12%
84	5%	--	15%	7%
99	19%	26%	48%	35%

Route	All-Day % Late	PM % Late	Saturday % Late	Sunday % Late
101	22%	26%	27%	26%
102	23%	30%	--	--
105	24%	30%	17%	24%
106	18%	20%	15%	10%
107	11%	13%	13%	8%
110	7%	7%	--	--
111	29%	42%	--	--
113	15%	18%	--	--
114	26%	39%	--	--
116EX	16%	12%	--	--
118	10%	8%	17%	--
118EX	17%	32%	--	--
119	13%	18%	--	--
119EX	34%	30%	--	--
120	13%	18%	15%	14%
121	14%	22%	--	--
122	17%	27%	--	--
123	15%	21%	--	--
124	30%	40%	36%	23%
125	9%	11%	16%	--
128	24%	30%	9%	8%
131	38%	41%	42%	25%
132	25%	29%	36%	25%
139	13%	16%	5%	2%
140	12%	14%	15%	6%
143EX	32%	40%	--	--
148	10%	12%	16%	13%
150	20%	27%	13%	18%
152	21%	23%	--	--
153	19%	28%	--	--
154	13%	9%	--	--
156	7%	12%	10%	13%
157	28%	35%	--	--
158	22%	31%	--	--
159	20%	30%	--	--
161	19%	22%	--	--
164	20%	26%	8%	--
166	23%	37%	13%	10%
167	20%	25%	--	--
168	16%	22%	15%	25%

Route	All-Day % Late	PM % Late	Saturday % Late	Sunday % Late
169	28%	43%	19%	11%
173	28%	21%	--	--
177	28%	28%	--	--
178	47%	53%	--	--
179	35%	33%	--	--
180	21%	33%	9%	9%
181	16%	24%	16%	9%
182	17%	20%	11%	5%
183	7%	13%	9%	--
186	12%	21%	--	--
187	13%	20%	14%	8%
190	30%	20%	--	--
192	24%	22%	--	--
193EX	25%	32%	--	--
197	17%	19%	--	--
200	7%	6%	--	--
201	4%	4%	--	--
202	23%	31%	--	--
203	6%	10%	7%	1%
204	13%	16%	18%	6%
205EX	19%	17%	--	--
209	27%	25%	27%	--
210	23%	30%	--	--
211EX	16%	16%	--	--
212	13%	22%	--	--
213	10%	--	15%	3%
214	13%	19%	--	--
215	19%	28%	--	--
216	18%	26%	--	--
217	18%	19%	--	--
218	14%	18%	--	--
219	26%	33%	--	--
221	15%	30%	12%	21%
224	19%	35%	--	--
226	19%	28%	9%	8%
232	20%	31%	--	--
234	14%	21%	20%	8%
235	12%	21%	6%	2%
236	10%	13%	17%	10%

Route	All-Day % Late	PM % Late	Saturday % Late	Sunday % Late
237	40%	50%	--	--
238	16%	18%	14%	11%
240	18%	26%	13%	9%
241	17%	29%	11%	8%
242	26%	38%	--	--
243	25%	51%	--	--
244	20%	30%	--	--
245	15%	17%	29%	26%
246	13%	22%	--	--
248	12%	28%	10%	6%
249	12%	16%	10%	5%
250	20%	28%	--	--
252	20%	29%	--	--
255	18%	31%	20%	10%
257	23%	35%	--	--
260	22%	36%	--	--
265	18%	23%	--	--
268	18%	18%	--	--
269	25%	32%	--	--
271	11%	15%	17%	11%
277	22%	37%	--	--
280	45%	--	34%	41%
301	14%	32%	--	--
303EX	15%	26%	--	--
304	14%	17%	--	--
306EX	15%	20%	--	--
308	12%	21%	--	--
309EX	21%	39%	--	--
311	29%	31%	--	--
312EX	12%	16%	--	--
316	24%	36%	--	--
330	15%	27%	--	--
331	8%	11%	10%	4%
342	19%	33%	--	--
345	11%	13%	12%	7%
346	7%	12%	7%	3%
347	7%	11%	20%	11%
348	16%	25%	19%	7%
355EX	28%	49%	--	--

Route	All-Day % Late	PM % Late	Saturday % Late	Sunday % Late
372EX	21%	23%	--	--
373EX	20%	32%	--	--
601EX	43%	--	--	--

Appendix E:
Peak Route Analysis Results

Route	Description	Alternative Route(s)*	Ridership >= 90% of alternative	Travel Time >= 20% faster than alternative
5EX	Shoreline CC - Seattle CBD	5	No	No
7EX	Rainier Beach - Seattle CBD	7	No	Yes
15EX	Blue Ridge - Ballard - Seattle CBD	D Line	Yes	Yes
17EX	Sunset Hill - Ballard - Seattle CBD	61	Yes	Yes
18EX	North Beach - Ballard - Seattle CBD	40	No	No
19	West Magnolia - Seattle CBD	24	No	Yes
21EX	Arbor Heights - Westwood Village - Seattle CBD	21	Yes	Yes
26EX	East Green Lake - Wallingford - Seattle CBD	26	Yes	No
28EX	Broadview - Ballard - Seattle CBD via Leary Ave NW	28	Yes	Yes
29	Ballard - Queen Anne - Seattle CBD	2	Yes	Yes
37	Alaska Junction - Alki - Seattle CBD	773 DART	Yes	Yes
48EX	Mount Baker - University District - Loyal Heights	48	No	No
55	Admiral District - Alaska Junction - Seattle CBD	50	Yes	No
56	Alki - Seattle CBD	50	Yes	Yes
57	Alaska Junction - Seattle CBD	56	Yes	No
62	Ballard - Seattle Pacific University - Seattle CBD	40	No	No
64EX	Lake City - First Hill	76	No	Yes
74EX	Sand Point - Seattle CBD	30	Yes	No
76	Wedgwood - Seattle CBD	71	No	No
77	North City - Seattle CBD	73	Yes	Yes
99	International District - Waterfront	1	No	Yes
102	Fairwood - Renton TC - Seattle CBD	148	Yes	No
110	Tukwila Station - North Renton	140	No	Yes
111	Lake Kathleen - Seattle CBD	None	Yes	Yes
113	Shorewood - Seattle CBD	None	Yes	Yes
114	Renton Highlands - Seattle CBD	240	Yes	Yes
116EX	Fauntleroy Ferry - Seattle CBD	C Line	No	No
118EX	Tahlequah - Seattle CBD via ferry	118	Yes	No
119EX	Dockton - Seattle CBD via ferry	119	Yes	No
121	Highline CC -Burien TC - Seattle CBD via 1st Ave S	166	Yes	Yes
122	Highline CC -Burien TC - Seattle CBD via Des Moines Memorial Dr S	156	Yes	Yes
123	Burien - Seattle CBD	139	Yes	No
143EX	Black Diamond - Renton TC - Seattle CBD	None	Yes	Yes
152	Auburn - Seattle CBD	None	Yes	Yes
154	Tukwila Station - Boeing Industrial	140	No	Yes
157	Lake Meridian - Seattle CBD	None	Yes	Yes
158	Kent East Hill - Seattle CBD	164	No	No
159	Timberlane - Seattle CBD	164	No	No
161	Lake Meridian - Seattle CBD	169	Yes	Yes
167	Renton - Newport Hills - University District	560EX	Yes	Yes
173	Federal Way TC - Federal Center South	A Line	No	Yes
177	Federal Way - Seattle CBD	577EX	No	No
178	South Federal Way - Seattle CBD	177	Yes	No
179	Twin Lakes - Seattle CBD	181	Yes	No
190	Redondo Heights - Seattle CBD	574EX	Yes	Yes

* Alternative routes must serve at least 50% of riders on the peak-only route.

Route	Description	Alternative Route(s)*	Ridership >= 90% of alternative	Travel Time >= 20% faster than alternative
192	Star Lake - Seattle CBD	574EX	No	Yes
193EX	Federal Way - First Hill	None	Yes	Yes
197	Twin Lakes - University District	181	Yes	Yes
201	South Mercer Island - Mercer Island P&R via Mercer Wy	None	Yes	Yes
202	South Mercer Island - Seattle CBD	205EX	No	No
205EX	South Mercer Island - First Hill - University District	202	Yes	No
210	Issaquah - Factoria - Seattle CBD	241	Yes	Yes
211EX	Issaquah Highlands - First Hill	212	No	No
212	Eastgate - Seattle CBD	554EX	No	No
214	Issaquah - Seattle CBD	554EX	No	No
215	North Bend - Seattle CBD	209	Yes	No
216	Sammamish - Seattle CBD	269	Yes	No
217	Issaquah - Eastgate - Seattle CBD	554EX	No	Yes
218	Issaquah Highlands - Seattle CBD	554EX	Yes	Yes
219	Bear Creek P&R - Sammamish - Seattle CBD	None	Yes	Yes
232	Duvall - Bellevue	248	Yes	Yes
237	Woodinville - Bellevue	311	No	Yes
242	North City - Overlake	66EX	No	Yes
243	Jackson Park - Bellevue	372EX	No	Yes
244	Kenmore - Overlake	None	Yes	Yes
250	Overlake - Seattle CBD	249	Yes	No
252	Kingsgate - Seattle CBD	255	No	Yes
257	Brickyard - Seattle CBD	238	Yes	Yes
260	Finn Hill - Seattle CBD	234	Yes	No
265	Overlake - Houghton - First Hill	245	No	Yes
268	Redmond - Seattle CBD	545EX	No	Yes
277	Juanita - University District	235	No	Yes
301	Aurora Village - Seattle CBD	E Line	No	Yes
303EX	Shoreline - First Hill	None	Yes	Yes
304	Richmond Beach - Seattle CBD	348	Yes	Yes
306EX	Kenmore - Seattle CBD	522EX	Yes	No
308	Horizon View - Seattle CBD	331	Yes	No
309EX	Kenmore - First Hill	312EX	Yes	Yes
311	Duvall - Woodinville - Seattle CBD	232	Yes	Yes
312EX	Bothell - Seattle CBD	522EX	Yes	No
316	Meridian Park - Seattle CBD	16	Yes	Yes
342	Shoreline - Bellevue TC - Renton	None	Yes	Yes
355EX	Shoreline CC - University District - Seattle CBD	5	No	No
601EX	Seattle CBD - Group Health (Tukwila)	None	Yes	Yes
913DART	Kent Station - Riverview	None	Yes	Yes

* Alternative routes must serve at least 50% of riders on the peak-only route.

Routes 153, 186, 269, 373 Express, 930, and 935 are included in the corridor analysis because they each serve as the only route on one of Metro's 112 corridors during at least one time period. These routes are not analyzed as part of the peak analysis because their target service levels are set by the corridor analysis.

Appendix F:
Corridors that Changed Target Service Levels from 2013 to 2014

Corridor Number	Between	And	Major Route	2013 Service Level	2014 Service Level	Reasons for Change (Simplified)
2	Alki	SODO	50	Frequent	Local	Lower demand and night cost recovery
7	Avondale	Kirkland	248	Local	Frequent	Higher social equity score
24	Colman Park	Seattle CBD	27	Frequent	Very Frequent	Higher social equity score
27	Eastgate	Bellevue	241	Frequent	Local	Lower social equity score
37	Green River CC	Kent	164	Very Frequent	Frequent	Lower demand
40	Issaquah	Eastgate	271	Local	Hourly	Lower land use score
42	Issaquah	North Bend	208/215	Hourly	Local	Higher demand
44	Kenmore	Shoreline	331	Local	Frequent	Higher demand
45	Kenmore	U. District	372EX	Very Frequent	Frequent	Lower social equity score
47	Kennydale	Renton	909DART	Hourly	Local	Corridor revision; higher land use and social equity scores
48	Kent	Burien	166	Local	Frequent	Higher social equity score
50	Kent	Renton	169	Frequent	Very Frequent	Higher demand
53	Kirkland	Bellevue	234/235	Very Frequent	Frequent	Lower demand and cost recovery
71	Othello Station	SODO	50	Frequent	Local	Lower demand
82	Redmond	Fall City	224	Hourly	Local	Corridor revision; higher social equity and land use scores
88	Renton	Enumclaw	143EX/ 907DART	Hourly	Local	Higher demand
91	S Vashon	N Vashon	118	Hourly	Local	Higher demand
94	Shoreline CC	Northgate	345	Very Frequent	Frequent	Lower social equity score
102	Twin Lakes	Federal Way	903DART	Local	Frequent	Higher demand

Appendix G: 2014 Service Changes

Month	Route	Description of Change	Type
February	8	Revised layover in Uptown to assure sufficient capacity	Layover revision
February	8	Cut trips to help fund added running time and improve on-time performance.	Reduced trips
February	17EX/18EX	Routes shifted to serve the northbound green stops on 3rd ave. transit spine instead of the red stops.	Revised routing
February	28	New layover and turnaround loop	Layover revision
February	50	Deleted deviation into the VAMC campus. Pathway remains on S. Columbian Way in both directions.	Revised routing
February	60	Deleted deviation into the VAMC campus. Pathway remains on S. 15th Ave. S. in both directions.	Revised routing
February	64	Revised AM layover and extend PM route to NE 145 St farside of 15th Ave NE	Layover revision, revised routing
February	65	Terminal revised from Lake City to Jackson Park	Revised routing
February	159	Afternoon terminal revised from Blanchard St to Lenora St farside 5th Ave.	Layover revision
February	200	Revised layover to SE Clark St. farside 2nd Ave NE	Layover revision
February	237/342/952	Northbound routing revised to new temporary on-ramp from NE 160th St to northbound I-5.	Revised routing
February	311	Northbound routing revised to new temporary on-ramp from NE 160th St to northbound I-5.	Revised routing
February	312/372/522	Routing revised to use newly constructed segments of SR-522 and 98th Ave NE	Revised routing
February	342	Routing revised to use newly constructed segments of SR-522 and 98th Ave NE	Revised routing
February	358EX	Delete, replaced by RapidRide E Line	Delete route
February	D Line	New turnaround loop using 7th Ave NW between Holman Rd and NW 100th Pl.	Revised routing
February	E Line	RapidRide E Line started	Added new route
February	49	Night owl layover location revised	Layover revision
February	71/72/73/74/76/77	Moved routes to operate out of North Base	
February	82	Revised night owl layover location	Layover revision
February	83	Revised night owl layover location, minor inbound routing revision	Layover revision, revised routing
February	84	Revised night owl layover location	Layover revision
February	156	Revised routing in response to a long term road closure	Revised routing
February	280	Revised night owl layover location	Layover revision
February	C Line/D Line	Converted service hours dedicated to "cover" buses into regular trips	Add trips
June	48	Re-scheduled trips in peak period to emphasize a consistent 10-15 min. frequency, added additional trips to provide overload relief when demand is high.	Revised schedule, add trips
June	110	Discontinued route, replaced by RapidRide F Line	Delete route
June	140	Discontinued route, replaced by RapidRide F Line	Delete route
June	154	Revised routing to serve new Tukwila Sounder Station	Revised routing

Month	Route	Description of Change	Type
June	221/245	Revised schedule to serve Education Hill every other trip. Northbound AM trips will be shortened to end at the Redmond TC	Revise schedule, revised routing
June	F Line	New RapidRide F Line started	Added new route
September	7EX	Discontinued route in response to Metro's budget deficit	Delete route
September	19	Discontinued route in response to Metro's budget deficit	Delete route
September	27/33	Discontinued all weekend and weekday off-peak service on Route 27. Route 33, which is interlined with route 27, now live-loops in Pioneer Square during off-peak times when route 27 does not operate.	Reduced trips
September	30	Discontinued off-peak service	Reduced trips
September	47	Discontinued route in response to Metro's budget deficit	Delete route
September	48	Discontinued route in response to Metro's budget deficit	Delete route
September	61	Discontinued route in response to Metro's budget deficit	Delete route
September	62	Discontinued route in response to Metro's budget deficit	Delete route
September	139	Discontinued route in response to Metro's budget deficit	Delete route
September	152	Discontinued route in response to Metro's budget deficit	Delete route
September	161	Discontinued route in response to Metro's budget deficit	Delete route
September	173	Discontinued route in response to Metro's budget deficit	Delete route
September	200	Discontinued peak service	Reduced trips
September	202	Discontinued route in response to Metro's budget deficit	Delete route
September	203	Discontinued route in response to Metro's budget deficit	Delete route
September	204	Added weekday peak service, reduce off-peak frequency	Add trips, revised schedule
September	205	Discontinued route in response to Metro's budget deficit	Delete route
September	208	Added trips to operate in both directions during the peak periods. Reduce frequency.	Add trips, revised schedule
September	209	Discontinued route in response to Metro's budget deficit	Delete route
September	210	Discontinued route in response to Metro's budget deficit	Delete route
September	211	Discontinued route in response to Metro's budget deficit	Delete route
September	212	Added trips to help mitigate the deletion of Route 210	Add trips
September	213	Discontinued route in response to Metro's budget deficit	Delete route
September	215	Discontinued route in response to Metro's budget deficit	Delete route
September	236	Discontinued weekday trips after 8:00 p.m.	Reduced trips
September	238	Discontinued weekday and Saturday trips after 7:00 p.m.	Reduced trips
September	243	Discontinued route in response to Metro's budget deficit	Delete route
September	249	Reduced trips weekdays and weekends	Reduced trips
September	250	Discontinued route in response to Metro's budget deficit	Delete route
September	260	Discontinued route in response to Metro's budget deficit	Delete route
September	265	Discontinued route in response to Metro's budget deficit	Delete route
September	280	Discontinued route in response to Metro's budget deficit	Delete route
September	306	Discontinued route in response to Metro's budget deficit	Delete route
September	312	Added trips to help mitigate the deletion of Route 306	Add trips
September	331/345	Discontinued weekday trips after 7:00 p.m.	Reduced trips
September	903DART	Reduced frequency and span of trips	Reduced trips, revised schedule
September	909DART	Discontinued route in response to Metro's budget deficit	Delete route
September	919DART	Discontinued route in response to Metro's budget deficit	Delete route
September	927DART	Discontinued route in response to Metro's budget deficit	Delete route

Month	Route	Description of Change	Type
September	931DART	Discontinued off-peak service	Reduced trips
September	935DART	Discontinued route in response to Metro's budget deficit	Delete route
September	24	Revised routing for 2 AM and 2 PM trips currently scheduled to start/end at 35th Ave W/W McGraw St to begin at Magnolia Blvd W/W Emerson St instead	Revised routing
September	49	On Sunday through Friday, shifted northern terminal to southbound University Way NE farside NE 52 St.	Revised routing
September	82	Discontinued route in response to Metro's budget deficit	Delete route
September	83	Discontinued route in response to Metro's budget deficit	Delete route
September	84	Discontinued route in response to Metro's budget deficit	Delete route
September	96	Implemented Seattle Streetcar First Hill Line	Added new route
September	122	Revised AM inbound routing to operate between S 152 St and the Burien Transit Center via 1st Ave S and SW 150 St	Revised routing
September	167/242/252/ 257/268/277/ 311/982	Revised routing to use new facilities in the SR-520 corridor, including inside HOV lanes, Evergreen Point Road and Clyde Hill/Yarrow Point Freeway Stations	Revised routing
September	255/540/986	Revised routing to use new facilities in the SR-520 corridor, including inside HOV lanes, Evergreen Point Road and Clyde Hill/Yarrow Point Freeway Stations and new HOV direct access ramps to and from 108th Ave NE	Revised routing
September	271	Discontinued service to/from Evergreen Point	Revised routing
September	894	New Mercer Island School District route	Added new route

Appendix H: Route-level Ridership (weekday average, Spring 2013 and Spring 2014)

The table below contains weekday ridership and platform hour changes between 2013 and 2014 for all routes in the system. This list includes numerous custom bus routes which are excluded from the route analysis provided in this report. Weekday ridership has been rounded to the nearest 100, except where the weekday ridership is below 50 passengers. " – " indicates that the route did not operate during that period, therefore no weekday rides or platform hours exist.

Route	Weekday Rides in 2013	Weekday Rides in 2014	Change in Rides	Weekday Platform Hours in 2013	Weekday Platform Hours in 2014	Change in Platform Hours
1	2,300	2,400	100	48	48	(0)
2	5,700	5,600	(100)	127	127	0
3	6,700	6,600	(100)	136	132	(3)
4	5,300	5,000	(300)	112	113	1
5	8,000	7,900	(100)	153	153	(1)
7EX	400	400	-	12	12	0
7	12,900	13,100	200	247	247	(0)
8	10,300	10,300	-	209	211	2
9	2,700	2,800	100	65	65	0
10	4,400	4,700	300	88	84	(4)
11	3,200	3,700	500	64	65	0
12	3,500	3,500	-	76	74	(2)
13	3,200	3,200	-	61	61	(0)
14	2,700	2,700	-	66	66	0
15EX	1,000	1,000	-	20	21	1
16	5,200	4,800	(400)	155	160	4
17EX	700	700	-	14	15	1
18EX	1,000	900	(100)	19	19	(0)
19	300	300	-	9	10	0
21EX	1,000	1,000	-	28	29	1
21	3,800	4,000	200	111	111	(0)
22	200	200	-	16	16	0
24	2,300	2,400	100	61	61	0
25	500	600	100	27	27	0
26EX	800	700	(100)	15	15	(0)
26	2,700	3,000	300	73	71	(2)
27	1,400	1,400	-	39	39	0
28	2,800	3,000	200	72	74	2
28EX	1,200	1,200	-	28	28	0
29	1,300	1,200	(100)	33	32	(1)
30	1,300	1,300	-	49	49	0
31	1,800	2,100	300	52	52	0
32	2,600	2,800	200	72	70	(1)
33	1,800	1,700	(100)	45	44	(1)
36	10,600	10,600	-	232	232	(0)
37	200	200	-	11	11	0
40	7,900	7,900	-	202	206	4

Route	Weekday Rides in 2013	Weekday Rides in 2014	Change in Rides	Weekday Platform Hours in 2013	Weekday Platform Hours in 2014	Change in Platform Hours
41	10,400	9,700	(700)	180	170	(10)
43	7,900	7,700	(200)	147	144	(3)
44	7,100	7,400	300	133	136	3
47	800	800	-	26	26	0
48	11,500	12,000	500	249	251	2
49	8,500	8,000	(500)	136	134	(1)
50	2,000	2,200	200	109	108	(0)
55	700	600	(100)	22	21	(1)
56	800	700	(100)	21	19	(1)
57	300	400	100	10	10	1
60	5,100	4,900	(200)	154	152	(1)
61	300	200	(100)	35	35	0
62	300	300	-	17	16	(1)
64	800	800	-	22	24	2
65	3,000	3,200	200	91	88	(4)
66	3,400	3,100	(300)	76	89	13
67	1,700	1,800	100	42	42	0
68	2,300	2,200	(100)	47	48	0
70	4,700	4,600	(100)	101	101	(0)
71	5,000	5,300	300	86	92	6
72	4,900	4,800	(100)	80	83	3
73	6,600	6,100	(500)	96	102	6
74EX	1,400	1,400	-	23	22	(0)
75	4,500	4,400	(100)	97	98	0
76	1,100	1,100	-	20	21	1
77	1,100	1,000	(100)	24	17	(6)
82	<50	<50	-	3	4	1
83	100	<50	-	3	4	0
84	<50	<50	-	4	3	(0)
99	400	400	-	16	16	(1)
101	5,000	4,900	(100)	107	110	3
102	900	900	-	24	25	0
105	1,100	1,100	-	38	37	(1)
106	5,100	5,100	-	136	134	(2)
107	1,500	1,500	-	63	63	0
110	200	100	(100)	13	12	(1)
111	900	900	-	35	34	(0)
113	300	300	-	12	12	0
114	400	300	(100)	17	17	0
116EX	500	500	-	26	26	0
118EX	200	200	-	9	9	0
118	500	400	(100)	31	31	0
119EX	100	100	-	5	5	0
119	200	200	-	13	13	(0)
120	8,600	9,000	400	206	209	3

Route	Weekday Rides in 2013	Weekday Rides in 2014	Change in Rides	Weekday Platform Hours in 2013	Weekday Platform Hours in 2014	Change in Platform Hours
121	1,000	900	(100)	47	47	(0)
122	600	500	(100)	26	26	(0)
123	300	300	-	12	12	(0)
124	3,300	3,400	100	95	96	1
125	1,800	1,900	100	56	57	1
128	4,400	4,400	-	134	134	(0)
131	2,900	3,100	200	82	81	(1)
132	3,100	3,000	(100)	99	102	3
139	200	100	(100)	15	15	(1)
140	3,500	3,600	100	114	132	18
143EX	600	600	-	27	27	0
148	600	700	100	38	38	0
150	7,100	7,000	(100)	184	185	1
152	300	300	-	20	15	(5)
153	400	400	-	20	20	(0)
154	200	200	-	9	9	(0)
155	400	-	(400)	22	-	(22)
156	1,000	1,200	200	71	65	(6)
157	200	200	-	15	16	1
158	600	600	-	26	26	(1)
159	500	500	-	23	23	0
161	400	400	-	22	22	0
164	2,100	2,000	(100)	47	48	1
166	2,200	2,200	-	79	78	(0)
167	400	400	-	16	16	0
168	1,700	1,700	-	68	68	1
169	3,000	3,200	200	78	78	0
173	100	100	-	6	6	0
177	700	600	(100)	29	30	1
178	700	700	-	29	28	(1)
179	700	700	-	29	31	1
180	4,600	5,000	400	149	149	0
181	2,200	2,400	200	81	86	5
182	500	500	-	29	28	(1)
183	700	700	-	34	35	0
186	200	200	-	20	20	0
187	500	500	-	21	20	(1)
190	400	400	-	18	20	1
192	300	200	(100)	12	12	0
193EX	700	600	(100)	27	27	(1)
197	800	800	-	38	38	(1)
200	400	300	(100)	34	35	1
201	<50	<50	-	2	2	0
202	200	200	-	15	17	2
203	100	100	-	8	8	0

Route	Weekday Rides in 2013	Weekday Rides in 2014	Change in Rides	Weekday Platform Hours in 2013	Weekday Platform Hours in 2014	Change in Platform Hours
204	100	100	-	11	11	0
205	200	200	-	12	12	0
208	-	200	200	-	24	24
209	300	<50	(300)	33	8	(25)
210	200	400	200	15	16	1
211EX	400	400	-	26	24	(2)
212	2,400	2,000	(400)	67	56	(11)
213	<50	<50	-	1	1	0
214	800	1,000	200	34	38	4
215	600	400	(200)	24	23	(2)
216	700	900	200	24	24	1
217	200	200	-	8	8	(0)
218	2,000	1,000	(1,000)	44	23	(21)
219	-	900	900	-	28	28
221	1,500	1,500	-	82	80	(2)
224	100	100	-	20	16	(3)
226	1,600	1,800	200	61	60	(1)
232	400	400	-	21	21	1
234	1,500	1,500	-	72	73	1
235	1,100	1,200	100	66	66	(0)
236	500	500	-	59	60	1
237	100	100	-	5	5	(0)
238	900	800	(100)	72	71	(1)
240	2,600	2,500	(100)	115	97	(18)
241	700	800	100	41	41	0
242	500	400	(100)	22	22	0
243	200	200	-	8	8	0
244	200	200	-	18	18	0
245	3,700	3,800	100	156	146	(10)
246	500	400	(100)	41	29	(11)
248	1,100	1,200	100	56	55	(0)
249	1,200	1,000	(200)	69	58	(12)
250	400	300	(100)	19	14	(5)
252	600	700	100	24	24	1
255	6,100	6,400	300	218	217	(1)
257	500	500	-	21	21	1
260	200	200	-	11	11	(0)
265	600	500	(100)	36	29	(7)
268	400	400	-	14	15	1
269	600	600	-	48	49	1
271	6,000	6,400	400	223	224	1
277	300	200	(100)	19	19	0
280	100	100	-	4	3	(1)
301	1,600	1,600	-	48	48	0
303EX	1,300	1,300	-	38	37	(1)

Route	Weekday Rides in 2013	Weekday Rides in 2014	Change in Rides	Weekday Platform Hours in 2013	Weekday Platform Hours in 2014	Change in Platform Hours
304	400	400	-	16	15	(1)
306EX	400	600	200	19	17	(2)
308	200	200	-	9	9	0
309EX	200	500	300	14	13	(1)
311	1,100	1,000	(100)	51	44	(8)
312EX	2,000	1,800	(200)	54	55	1
316	1,000	900	(100)	17	16	(1)
330	300	400	100	14	14	(0)
331	1,100	1,000	(100)	54	55	0
342	300	300	-	16	16	0
345	1,500	1,300	(200)	36	36	0
346	1,600	1,400	(200)	43	43	(0)
347	1,300	1,400	100	56	56	(0)
348	1,300	1,300	-	56	56	0
355EX	1,000	900	(100)	29	29	0
358EX	12,000	-	12,000)	222	-	(222)
372EX	5,300	5,100	(200)	124	126	2
373EX	900	1,000	100	29	29	0
601EX	<50	<50	-	5	5	(0)
A Line	8,700	10,100	1,400	179	179	(0)
B Line	6,100	6,700	600	164	162	(2)
C Line	7,000	8,100	1,100	169	171	2
D Line	8,800	11,000	2,200	156	160	3
E Line	-	13,700	13,700	-	277	277
773	100	100	-	8	8	0
775	100	100	-	5	5	0
823	100	100	-	2	2	0
824	100	100	-	2	2	(0)
887	100	100	-	2	2	0
888	100	100	-	3	3	0
889	100	100	-	2	2	0
891	100	100	-	3	3	0
892	100	100	-	2	2	0
893	100	100	-	2	2	(0)
901DART	400	300	(100)	19	19	0
903DART	500	500	-	28	28	0
906DART		400	400		26	26
907DART	100	100	-	19	19	0
908DART	100	100	-	10	10	0
909DART	100	200	100	14	14	0
910DART	100	100	-	9	9	(0)
913DART	200	200	-	13	13	0
914DART	200	200	-	10	10	0
915DART	100	100	-	7	7	0
916DART	200	200	-	11	11	0

Route	Weekday Rides in 2013	Weekday Rides in 2014	Change in Rides	Weekday Platform Hours in 2013	Weekday Platform Hours in 2014	Change in Platform Hours
917DART	200	100	(100)	14	14	0
919DART	100	100	-	8	8	0
927DART	100	200	100	21	21	0
930DART	100	100	-	13	13	0
931DART	300	300	-	39	39	0
935DART	100	100	(100)	19	19	0
952	300	300	-	25	25	0
980	<50	<50	-	2	2	0
981	<50	<50	-	2	2	(0)
982	100	100	-	3	3	0
983	<50		-	2		(2)
984	<50	<50	-	1	1	0
986	100	100	-	3	3	0
987	100	100	-	3	3	0
988	100	100	-	3	3	0
989	100	100	-	4	4	(0)
994	100	100	-	3	3	0
995	100	100	-	3	3	0

CORRIDOR ID NUMBER	Connections		Land Use - Productivity		Social Equity - Demographics			Geographic Value - Primary Connections				Preliminary Target Service Levels								
	BETWEEN	AND	VIA	MAJOR ROUTE	HOUSEHOLDS/ CORRIDOR MILE	POINTS	JOB/CORRIDOR MILE	POINTS	MINORITY	POINTS	LOW-INCOME	POINTS	ACTIVITY CENTERS	POINTS	REGIONAL & MANUFACTURING/ INDUSTRIAL CENTERS	POINTS	TOTAL SCORE	RAPIDRIDE	PEAK	OFFPEAK
40	Issaquah	Eastgate	Newport Way	271	256	0	2471	4	60%	5	46%	0	No	0	No	0	9	60	60	0
41	Issaquah	Overlake	Sammamish, Bear Creek	269	441	0	1794	4	85%	5	0%	0	Yes	5	No	0	14	30	30	0
42	Issaquah	North Bend	Fall City, Snoqualmie	208/209	127	0	382	0	1%	0	13%	0	Yes	5	No	0	5	60	60	0
43	Kenmore	Kirkland	Juanta	234	1004	2	725	2	0%	0	0%	0	Yes	5	No	0	9	60	60	0
44	Kenmore	Shoreline	Lake Forest Park, Aurora Village TC	331	696	2	994	2	11%	0	23%	0	Yes	5	No	0	9	60	60	0
45	Kenmore	U. District	Lake Forest Park, Lake City	372EX	1182	2	6976	8	32%	0	61%	0	Yes	5	No	0	15	30	30	0
46	Kenmore	Totem Lake	Finn Hill, Juanita	935	767	2	1151	2	0%	0	3%	0	Yes	5	No	0	9	60	60	0
47	Kennydale	Renton	Edmonds Av NE	909	1080	2	2592	4	91%	5	45%	5	No	0	No	0	16	30	30	0
48	Kent	Burien	Kent-DM Rd. S, 240th St., 1st Av S	166	836	2	1361	2	61%	5	83%	5	Yes	5	No	0	19	15	30	30
49	Kent	Maple Valley	Kent-Kangley Road	168	619	2	679	2	41%	0	34%	0	Yes	5	No	0	9	60	60	0
50	Kent	Renton	Kent East Hill	169	781	2	1213	2	100%	5	73%	5	No	0	Yes	10	24	15	30	30
51	Kent	Seattle CBD	Tukwila	150	449	0	4703	6	99%	5	100%	5	No	0	Yes	10	26	15	15	30
52	Kent	Renton	84th Av S, Lind Av SW	153	363	0	2779	4	100%	5	100%	5	No	0	Yes	10	24	15	30	30
53	Kirkland	Bellevue	South Kirkland	234/235	1555	4	7108	8	1%	0	1%	0	Yes	5	No	0	17	30	30	0
54	Kirkland	Factoria	Overlake, Crossroads, Eastgate	245	889	2	3338	6	62%	5	44%	0	Yes	5	No	0	18	30	30	0
55	Lake City	Seattle CBD	NE 125th St, Northgate, I-5	41	1309	4	9122	8	87%	5	100%	5	No	0	Yes	10	32	15	15	30
56	Northgate	U. District	Lake City, Sand Point	75	1194	2	8734	8	39%	0	63%	0	Yes	5	No	0	15	30	30	0
57	Lake City	U. District	35th Ave NE	65	1431	4	8538	8	44%	0	40%	0	Yes	5	No	0	17	30	30	0
58	Laurelhurst	U. District	NE 45th St	25	855	2	11481	10	0%	0	17%	0	No	0	No	0	12	30	30	0
59	Madison Park	Seattle CBD	Madison St	11	4449	10	17424	10	28%	0	79%	0	Yes	5	No	0	30	15	15	30
60	Madrona	Seattle CBD	Union St	2	3816	10	23475	10	28%	0	84%	5	No	0	No	0	25	15	15	30
61	Magnolia	Seattle CBD	34th Ave W, 28th Ave W	24	2897	8	13561	10	0%	0	25%	0	Yes	5	No	0	23	15	30	30
62	Mercer Island	S Mercer Island	Island Crest Way	202/204	615	2	736	2	0%	0	0%	0	Yes	5	No	0	9	60	60	0
63	Mirror Lake	Federal Way	S 312th St	901	872	2	569	2	97%	5	63%	5	No	0	No	0	14	30	30	0
64	Mount Baker	Seattle CBD	31st Av S, S Jackson St	14	2492	8	18196	10	100%	5	100%	5	No	0	No	0	28	15	15	30
65	Mountlake Terrace	Northgate	15th Ave NE, 5th Ave NE	347	1239	4	2121	4	44%	0	30%	0	No	0	No	0	8	60	60	0
66	Mt Baker	U. District	23rd Ave E	48	1643	4	11372	10	85%	5	90%	5	Yes	5	No	0	29	15	15	30
67	NE Tacoma	Federal Way	SW 356th St, 9th Ave S	182	341	0	1082	2	54%	0	32%	0	No	0	No	0	7	60	60	0
68	Northgate	U. District	Roosevelt	66EX/67	1680	4	13290	10	17%	0	72%	5	No	0	Yes	10	29	15	15	30
69	Northgate	Seattle CBD	Green Lake, Wallingford	16	2154	6	8116	8	30%	0	57%	0	No	0	Yes	10	24	15	30	30
70	Northgate	U. District	Roosevelt Way NE, NE 75th St	68	1649	4	12949	10	22%	0	86%	5	No	0	No	0	19	15	30	30
71	Ohllo Station	SODO	Columbia City Station	50	975	2	1403	4	100%	5	61%	0	No	0	No	0	11	30	30	0
72	Eastgate	Bellevue	Bell-Red Road	226	1856	6	10613	10	94%	5	82%	5	No	0	No	0	26	15	15	30
73	Overlake	Bellevue	Sammamish Viewpoint, Northrup Way	249	1007	2	4838	6	39%	0	4%	0	Yes	5	No	0	13	30	30	0
74	Pacific	Auburn	Algonia	917	304	0	466	0	94%	5	63%	5	No	0	No	0	25	30	30	0
75	Queen Anne	Seattle CBD	Queen Anne Ave N	2/13	4474	10	20650	10	0%	0	80%	0	No	0	No	0	10	15	15	30
76	Queen Anne	Seattle CBD	Taylor Ave N	3/4	4435	10	22144	10	0%	0	95%	5	No	0	No	0	25	15	15	30
77	Rainier Beach	Seattle CBD	Rainier Ave	7	2024	6	11812	10	96%	5	82%	5	No	0	No	0	26	15	15	30
78	Rainier Beach	Seattle Center	MLK Jr Ww, E John St, Denny Way	8	2922	8	4045	6	39%	0	100%	5	No	0	Yes	10	29	15	15	30

Levels	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points	Points
15	19-40	15-40	---	10	> 51%	5	> 63%	5	Yes	5	Yes	5	Yes	5	Yes	10	10	10	10	10	10
30	10-18	10-24	19-40	10	> 2400	8	> 5500	8	DART 46%	5	DART 41%	5	No	0	No	0	0	0	0	0	0
60	0-9	0-9	0-18	4	> 1800	6	> 3000	6	< 5.1%	0	< 63%	0	0	0	0	0	0	0	0	0	0
				2	> 1200	4	> 1400	4	> 600	2	> 500	2									

† Figures rounded for display purposes.

CORRIDOR ID NUMBER	Connections		Land Use - Productivity		Social Equity - Demographics			Geographic Value - Primary Connections				Preliminary Target Service Levels									
	BETWEEN	AND	VIA	MAJOR ROUTE	HOUSEHOLDS/ CORRIDOR MILE	POINTS	JOB/CORRIDOR MILE	POINTS	MINORITY	POINTS	LOW-INCOME	POINTS	ACTIVITY CENTERS	POINTS	REGIONAL & MANUFACTURING/ INDUSTRIAL CENTERS	POINTS	TOTAL SCORE	RAPIDRIDE	PEAK	OFFPEAK	NIGHT
79	Rainier Beach	Capitol Hill		Rainier Ave	2353	6	4931	6	97%	5	80%	5	Yes	5	No	0	27		15	15	30
80	Redmond	Eastgate		148th Ave, Crossroads, Bellevue College	751	2	2198	4	83%	4	58%	0	Yes	5	No	0	16		30	30	0
81	Redmond	Totem Lake		Willows Road	685	2	2948	4	66%	5	36%	0	No	0	Yes	10	21		15	30	30
82	Redmond	Fall City		Duval, Carnation	429	0	547	2	60%	5	17%	0	Yes	5	No	0	12		30	30	0
83	Renton	Burien		S 154th St	513	0	1615	4	97%	5	100%	5	No	0	Yes	10	24	Yes	<15	15	15
84	Renton	Seattle CBD		MLK Jr. Wv. I-5	876	2	6824	8	95%	5	100%	5	No	0	Yes	10	30		15	15	30
85	Renton	Rainier Beach		West Hill, Rainier View	838	2	535	2	100%	2	93%	5	No	0	No	0	14		30	30	0
86	Renton	Seattle CBD		Skyway, S. Beacon Hill	1066	2	7485	8	93%	5	78%	5	Yes	5	No	0	25		15	15	30
87	Renton	Renton Highlands		NE 4th St, Union Ave NE	1217	4	2607	4	97%	5	90%	5	Yes	5	No	0	23		15	30	30
88	Renton	Enumclaw		Maple Valley, Black Diamond	183	0	260	0	17%	0	0%	0	Yes	5	No	0	5		60	60	0
89	Renton Highlands	Renton		NE 7th St, Edmonds Av NE	995	2	2824	4	87%	5	77%	5	No	0	No	0	16		30	30	0
90	Richmond Beach	Northgate		Richmond Bch Rd, 15th Ave NE	1331	4	2199	4	61%	5	56%	0	Yes	5	No	0	18		30	30	0
91	S. Washon	N. Washon		Valley Center	39	0	90	0	0%	0	0%	0	No	0	No	0	0		60	60	0
92	Sand Point	U. District		NE 55th St	1855	6	12790	10	9%	0	74%	5	No	0	No	0	21		15	30	30
93	Shoreline	U. District		Jackson Park, 15th Av NE	1146	2	5588	8	100%	5	56%	0	No	0	No	0	15		30	30	0
94	Shoreline CC	Northgate		N 130th St, Meridian Av N	1240	4	3989	6	61%	5	62%	0	Yes	5	No	0	20		15	30	30
95	Shoreline CC	Lake City		N 155th St, Jackson Park	1346	4	1961	4	31%	0	12%	0	Yes	5	No	0	13		30	30	0
96	Shoreline CC	Greenwood		Greenwood Av N	1824	6	2326	4	12%	0	38%	0	Yes	5	No	0	15		30	30	0
97	Totem Lake	Seattle CBD		Kirkland, SR-520	1129	2	6172	8	0%	0	3%	0	No	0	Yes	10	20		15	30	30
98	Woodinville	Kirkland		Kingsgate	994	2	1230	2	24%	0	24%	0	Yes	5	No	0	9		60	60	0
99	Woodinville	Seattle CBD		Pacific Hwy S, 4th Ave S	1413	4	10200	8	88%	5	84%	5	No	0	Yes	10	32		15	15	30
100	Tukwila	Des Moines		McMicken Heights, Sea-Tac	524	0	1150	2	93%	5	71%	5	No	0	Yes	10	22		15	30	30
101	Tukwila	Fairwood		S 180th St, Carr Road	588	0	1386	2	100%	5	49%	0	Yes	5	No	0	12		30	30	0
102	Twin Lakes	Federal Way		SW Campus Dr, 1st Ave S	775	2	1208	2	100%	5	68%	5	No	0	No	0	14		30	30	0
103	Twin Lakes	Federal Way		S 320th St	744	2	621	2	61%	5	57%	0	No	0	No	0	9		60	60	0
104	U. District	Seattle CBD		Eastlake, Fairview	3142	10	32153	10	39%	0	89%	5	No	0	Yes	10	35		15	15	30
105	U. District	Seattle CBD		Broadway	3284	10	19087	10	47%	0	78%	5	No	0	Yes	10	35		15	15	30
106	U. District	Bellevue		SR-520	885	2	11825	10	79%	5	51%	0	No	0	Yes	10	27		15	15	30
107	U. District	Seattle CBD		Lakeview	2542	8	23654	10	20%	0	66%	5	No	0	No	0	23		15	30	30
108	UW Bothell	Redmond		Woodinville, Cottage Lake	349	0	1066	2	6%	0	30%	0	Yes	5	No	0	7		60	60	0
109	UW Bothell/CCC	Kirkland		132nd Ave NE, Lk Wash Inst of Tech	875	2	1947	4	0%	0	32%	0	Yes	5	No	0	11		30	30	0
110	Wedgwood	Cowen Park		View Ridge, NE 65th St	1381	4	422	0	0%	0	22%	0	No	0	No	0	4		60	60	0
111	West Seattle	Seattle CBD		Faunieroy, Alaska Junction	1979	6	8113	8	16%	0	57%	0	Yes	5	No	0	19		<15	15	15
112	White Center	Seattle CBD		16th Ave SW, SSSC	684	2	4793	6	94%	5	47%	0	Yes	5	No	0	18		30	30	0

Levels		Threshold		Points		Threshold		Points		Threshold		Points	
Threshold	Points	Threshold	Points	Threshold	Points	Threshold	Points	Threshold	Points	Threshold	Points	Threshold	Points
> 3000	10	> 10250	10	≥ 51%	5	≥ 63%	5	Yes	5	Yes	5	Yes	10
> 2400	8	> 5500	8	DART 46%	5	DART 41%	5	No	0	No	0	No	0
> 1800	6	> 3000	6	< 51%	0	< 63%	0						
> 1200	4	> 1400	4										
> 600	2	> 500	2										

+ Figures rounded for display purpose.

CORRIDOR ID 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 Target Service Levels and Family					
	BETWEEN	AND		VIA	PEAK	OFFPEAK	PEAK	OFFPEAK	PEAK	OFFPEAK	NIGHT	PRIMARY CONNECTIONS BETWEEN URBAN CENTERS	COST RECOVERY BASIS (8% / 16%)	CORRIDOR HAS 15 MIN PEAK SERVICE	ADD WHAT FREQUENCY NIGHT SERVICE?	PEAK	OFFPEAK	NIGHT	PEAK	OFFPEAK	NIGHT	RESULTING SERVICE FAMILY
76	Rainier Beach	Capitol Hill	Rainier Ave	0.79	0.24	1	33%	18%	N/A	-	-	-	30	30	1	-	-	<15	15	30	30	Very Frequent
80	Richmond	Eastgate	128th Ave, Crossroads, Bellevue College	0.53	0.32	-	16%	14%	9%	-	-	60	-	60	-	-	-	15	30	60	60	Local
81	Redmond	Totem Lake	Willows Road	0.22	N/A	-	4%	N/A	N/A	-	60	-	30	30	-	-	-	15	30	30	0	Frequent
82	Redmond	Fall City	Duval, Carnation	0.23	0.08	-	4%	3%	N/A	-	-	-	-	-	-	-	-	30	30	0	0	Local
83	Renton	Burien	5154th St	0.34	0.46	-	15%	24%	9%	-	-	-	-	-	-	-	-	<15	15	15	30	Very Frequent
84	Renton	Seattle CBD	MLK Jr. Way, I-5	1.78	0.40	2	61%	19%	28%	1	-	60	30	30	30	2	-	<15	15	30	30	Very Frequent
85	Renton	Rainier Beach	West Hill, Rainier View	0.94	0.44	1	39%	17%	12%	-	-	-	-	-	-	-	-	15	30	30	0	Frequent
86	Renton	Seattle CBD	Skyway, S. Beacon Hill	0.75	0.26	1	32%	15%	20%	-	-	-	-	-	-	-	-	<15	15	30	30	Very Frequent
87	Renton	Renton Highlands	NE 4th St, Union Ave NE	0.33	0.41	-	13%	21%	15%	-	-	-	-	-	-	-	-	15	30	30	0	Frequent
88	Renton	Enumclaw	Maple Valley, Black Diamond	0.86	0.12	1	16%	2%	N/A	-	-	-	-	-	-	-	-	30	60	0	0	Local
89	Renton Highlands	Renton	NE 7th St, Edmunds Ave NE	0.14	0.11	-	6%	3%	N/A	-	-	-	-	-	-	-	-	30	30	0	0	Local
90	Richmond Beach	Northgate	Richmond Bch Rd, 15th Ave NE	0.67	0.45	-	28%	18%	13%	-	-	-	-	-	-	-	-	30	30	60	0	Local
91	S. Vashon	N. Vashon	Valley Center	1.32	0.12	1	24%	10%	8%	-	-	-	-	-	-	-	-	15	30	30	0	Local
92	Sand Point	U. District	NE 55th St	0.27	0.44	-	17%	19%	19%	-	-	-	-	-	-	-	-	15	30	30	0	Frequent
93	Shoreline	U. District	Jackson Park, 15th Ave NE	1.14	N/A	1	44%	N/A	N/A	-	-	-	-	-	-	-	-	15	30	30	0	Frequent
94	Shoreline CC	Northgate	N 130th St, Meridian Av N	0.34	0.62	-	16%	28%	7%	-	-	-	-	-	-	-	-	15	30	30	0	Frequent
95	Shoreline CC	Lake City	N 150th St, Jackson Park	0.08	0.23	-	12%	12%	N/A	-	-	-	-	-	-	-	-	30	30	0	0	Local
96	Shoreline CC	Greenwood	Greenwood Av N	1.21	0.49	1	47%	37%	13%	-	-	-	-	-	-	-	-	15	30	30	0	Frequent
97	Totem Lake	Seattle CBD	Kirkland, SR-520	1.32	0.86	1	38%	40%	19%	-	-	-	-	-	-	-	-	15	30	30	0	Frequent
98	Woodinville	Kirkland	Kingsgate	0.46	0.32	-	14%	12%	0%	-	-	-	-	-	-	-	-	60	60	0	0	Hourly
99	Woodinville	Seattle CBD	Pacific Hwy S, 4th Ave S	0.52	0.24	-	23%	15%	18%	-	-	-	-	-	-	-	-	15	15	30	30	Very Frequent
100	Tukwila	Des Moines	McMicken Heights, Sea-Tac	0.20	0.32	-	8%	14%	6%	-	-	-	-	-	-	-	-	15	30	30	0	Frequent
101	Tukwila	Fairwood	S 180th St, Carr Road	0.45	0.36	-	5%	5%	N/A	-	-	-	-	-	-	-	-	30	30	0	0	Local
102	Twin Lakes	Federal Way	SW Campus Dr, 1st Ave S	0.75	0.57	1	14%	14%	9%	-	-	-	-	-	-	-	-	15	30	30	0	Frequent
103	Twin Lakes	Federal Way	S 320th St	0.82	0.37	1	40%	21%	12%	-	-	-	-	-	-	-	-	30	60	60	0	Local
104	U. District	Seattle CBD	Eastlake, Fairview	1.15	0.54	1	57%	34%	63%	1	-	60	30	30	1	-	-	<15	15	15	30	Very Frequent
105	U. District	Seattle CBD	Broadway	0.85	0.59	1	50%	45%	80%	-	-	-	-	-	-	-	-	<15	15	15	30	Very Frequent
106	U. District	Bellevue	SR-520	1.12	0.63	1	42%	22%	16%	-	-	-	-	-	-	-	-	<15	15	30	30	Very Frequent
107	U. District	Seattle CBD	Lakeview	0.22	0.15	-	5%	7%	N/A	-	-	-	-	-	-	-	-	15	30	30	0	Frequent
108	UW Bothell	Redmond	Woodinville, Cottage Lake	0.50	0.25	-	13%	6%	N/A	-	-	-	-	-	-	-	-	60	60	0	0	Hourly
109	UW Bothell/CCC	Kirkland	132nd Ave NE, Lk Wash Inst of Tech	0.30	0.32	-	9%	10%	5%	-	-	-	-	-	-	-	-	30	30	0	0	Local
110	Wedgwood	Cowen Park	View Ridge, NE 65th St	1.00	0.81	1	51%	51%	9%	1	-	-	-	-	-	-	-	30	30	60	60	Local
111	West Seattle	Seattle CBD	Fauntleroy, Alaska Junction	1.68	0.87	2	51%	35%	23%	1	-	-	-	-	-	-	-	<15	15	15	30	Very Frequent
112	White Center	Seattle CBD	16th Ave SW, SSSC	1.48	0.65	1	43%	23%	15%	-	-	-	-	-	-	-	-	15	30	30	0	Frequent

Above Target
Below Target

Cost Recoverer*	Off	Peak	Night
>= 100%	2	2	2
>= 50%	1	1	1
>= 33%	-	-	1
>= 16%	-	-	30 min
>= 8%	-	-	60 min

Load Factor*	Off	Peak	Night
1.50	1	2	2
0.75	1	1	1

* Load Factor and Cost Recovery service level improvements move the preliminary levels of service up one or two levels, e.g. a load factor or cost recovery service level improvement of 2 changes a 30 min. service to <15 or a 60 min. service to 15, etc. A cost recovery > 8% warrants 60 min. night service, >16% warrants 30 min.

* Figures rounded for display purposes.