



# 2019 System Evaluation





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# Table of Contents

|  |    |
|--|----|
| Executive Summary . . . . .  | 1  |
| Introduction . . . . .   | 3  |
| Fixed-Route Service Evaluation . . . . .                                 | 5  |
| Crowding (Priority 1) . . . . .  | 5  |
| Reliability (Priority 2) . . . . .                                       | 7  |
| Service Growth (Priority 3) . . . . .                                    | 9  |
| Route Productivity (Priority 4) . . . . .                                | 14 |
| The Complete Network: Integration with Sound Transit . . . . .           | 10 |
| Peak Analysis . . . . .  | 14 |
| Alternative Services . . . . .   | 15 |
| METRO CONNECTS Progress Report . . . . .                                 | 17 |
| Potential Changes to the Service Guidelines and Strategic Plan . . . . . | 18 |

## Figures

|  |    |
|--|----|
| Figure 1. Metro Fixed Routes Needing Investment to Reduce Crowding . . . . .   | 6  |
| Figure 2. Metro Fixed Routes Needing Investment to Improve Reliability . . . . .                                       | 8  |
| Figure 3. Metro Corridors Needing Investment per the Service Guidelines (Peak Period, 5–9 a.m. and 3–7 p.m.) . . . . . | 11 |
| Figure 4. Metro Corridors Needing Investment per the Service Guidelines (Off-Peak Period, 9 a.m.–3 p.m.) . . . . .     | 12 |
| Figure 5. Metro Corridors Needing Investment per the Service Guidelines (Night Period, after 7 p.m.) . . . . .         | 13 |

## Appendices

|   |    |
|---|----|
| Appendix A: Methodologies and Process Descriptions . . . . .            | 20 |
| Appendix B: King County Low-Income and Minority Census Tracts . . . . . | 25 |
| Appendix C: Route Productivity Data . . . . .                           | 26 |
| Appendix D: Changes to Route Productivity Thresholds . . . . .          | 33 |
| Appendix E: Peak Route Analysis . . . . .                               | 34 |
| Appendix F: Route-level Reliability . . . . .                           | 36 |
| Appendix G: Route-level Ridership . . . . .                             | 39 |
| Appendix H: Service Changes and Corridor Changes . . . . .              | 45 |
| Appendix I: Corridor Analysis . . . . .                                 | 48 |
| Appendix J: Investment Needs . . . . .                                  | 54 |

# Executive Summary

This report presents Metro Transit’s annual assessment of its transit network as required by King County Ordinances 17143 and 18413 and Motion 13736. The report includes information about fixed-route, Dial-A-Ride Transit (DART), Water Taxi, and Community Connections services, all part of Metro’s expanding portfolio of mobility solutions.

Our analysis found that service improved where we invested to relieve crowding and improve reliability. Our investments also brought several corridors around the county up to their target service levels. However, despite our investments, we continue to see overall bus reliability degrade. Sustained improvements in reliability will require additional service hours largely due to major construction project impacts on traffic congestion, as well as infrastructure investments, to keep buses moving. In addition, base capacity limitations are impacting our ability to add service to meet demand during the peak periods. Base capacity expansions in progress are expected to help relieve this issue with added capacity by the end of 2020.

## Our Findings

Our 2019 data analysis found that total investment of 455,150 annual service hours is needed to meet target service levels and improve service quality—a slight decrease from last year’s number. Crowding and reliability needs have increased, and service growth needs have decreased. This reflects ongoing and recent investments, regional growth in jobs and population, and increasing congestion on our roadways.

Metro currently operates about 4.2 million annual hours of Metro service. Making the investments identified in this report would reduce crowding, improve reliability, and grow our service network. To achieve the full METRO CONNECTS long-range vision and meet the demands of the Puget Sound Regional Council’s Transportation 2040 plan, we will ultimately need to provide about two million more annual hours of service.

## Our Investment Activities

In fall 2018 and spring 2019, Metro invested about 40,900 annual service hours in our system to meet needs identified in previous reports. These investments include:

- » 5,200 hours to relieve crowding (Priority 1)
- » 8,400 hours to improve reliability (Priority 2) and operator access to comfort stations
- » 27,200 hours in service growth on major transit corridors (Priority 3)
- » Metro’s Community Connections investments—Vashon Island Community Van, Bothell/Woodinville Community Van, Des Moines Community Shuttle, and Issaquah Alps Trailhead Direct

During this period, Metro made other targeted investments in fixed-route service to respond to the permanent closure of the Alaskan Way Viaduct and the end of joint operations in the Downtown Seattle Transit Tunnel.

## Seattle Investments

Metro and the City of Seattle work together to plan and implement new service funded by the Seattle Transportation Benefit District (approved by voters in November 2014). In fall 2018 and spring 2019, Seattle invested 46,700 annual service hours. In accordance with the contract between Metro and Seattle, Metro assumes funding for some of Seattle’s investments that are consistent with Metro priorities as we expand service.

## Community Connections

This report includes performance data for pilot services created under Metro’s Community Connections program that were in the evaluation stage between September 2018 and March 2019. The program works with local governments and community partners to develop innovative and cost-efficient transportation solutions in areas of King County that do not have the infrastructure, density, street network, or land use to support regular, fixed-route bus service.



**2019 Investment Needs**

|  |   |   |
|--|---|---|
| <br><b>9,600 bus hours</b><br>Priority 1<br>(Reduce Crowding) | <br><b>25,450 bus hours</b><br>Priority 2<br>(Improve Reliability) | <br><b>420,100 bus hours</b><br>Priority 3<br>(Service Growth) |
|--|---|---|



## Marine Division

The Marine Division was added to the System Evaluation Report beginning in 2016 and became a division of Metro in 2019. The report now includes data on the King County Water Taxi service. The Water Taxi serves two routes that connect Colman Dock in downtown Seattle with Vashon Island and West Seattle. Information about Water Taxi services are included in the Fixed-Route Service Evaluation and in the tables in Appendices C, E, F, and G.

## Our Future

As we finalize this report, we are preparing to add 68,900 hours of new service in September 2019. Some of the new hours will address the priority investment needs identified in this System Evaluation, while others are funded by the City of Seattle. Future investments will be

included in the County's biennial budget process. Metro is exploring opportunities to partner with other agencies to provide more Water Taxi service, but, in the near-term, we plan to maintain current service on the two existing routes while studying potential future routes.

The needs identified in this report are only part of the two million service hours needed to nearly double our ridership and achieve the METRO CONNECTS vision. As we move toward achieving this vision, we aim to improve coordination with external agencies and jurisdictions to identify opportunities to deliver more service efficiently and effectively. More work is underway to align our Service Guidelines with METRO CONNECTS and to incorporate all of Metro's mobility services in a common framework for evaluation.

# Introduction

## What is the System Evaluation?

This report is a snapshot of the health of our transit system: our fixed-route, Dial-A-Ride Transit (DART), Water Taxi, and Community Connections services. It is based on our Service Guidelines, which established criteria and processes that we use to analyze and plan changes to our transit system. The guidelines were adopted by the King County Council (Ordinances 18301 and 18413 and Motion 13736). The report contains the following:

- » Fixed-route, DART, and Water Taxi service evaluation
- » Community Connections evaluation
- » METRO CONNECTS progress report
- » Potential changes to the Service Guidelines and Strategic Plan for Public Transportation

Reducing crowding and improving reliability—our primary service quality indicators—are Metro’s top two investment priorities, as they directly affect the quality of our service. Improvements in these areas help us keep the riders we have and attract new ones. Our third priority investment represents growing the system. More service lets us provide better mobility options and helps meet existing demand, reach climate action goals, and help the region’s economy to continue growing without expanding roadways. Our fourth investment priority is providing highly productive routes to carry the highest numbers of riders per hour and mile of service across the county.



## Why produce the System Evaluation report?

Metro analyzes transit system data to inform decision-making and continuous improvement. We publish the System Evaluation report to show the public how our system is doing. The System Evaluation also provides the basis for decisions about adding, reducing, or changing service.

## How does Metro use the System Evaluation report?

We analyze data to learn how different services are performing, where problems exist in our system and where we are not providing enough service. We combine this information with what we hear from customers, operators, and partners to develop proposals to change service. We take these proposals to the public, gather and incorporate feedback, and submit final plans for approval by the King County Council. After we make the approved service changes, the cycle begins again.

Our data analysis and the policies embedded in our Service Guidelines give us guidance on how to add, reduce, and restructure service.

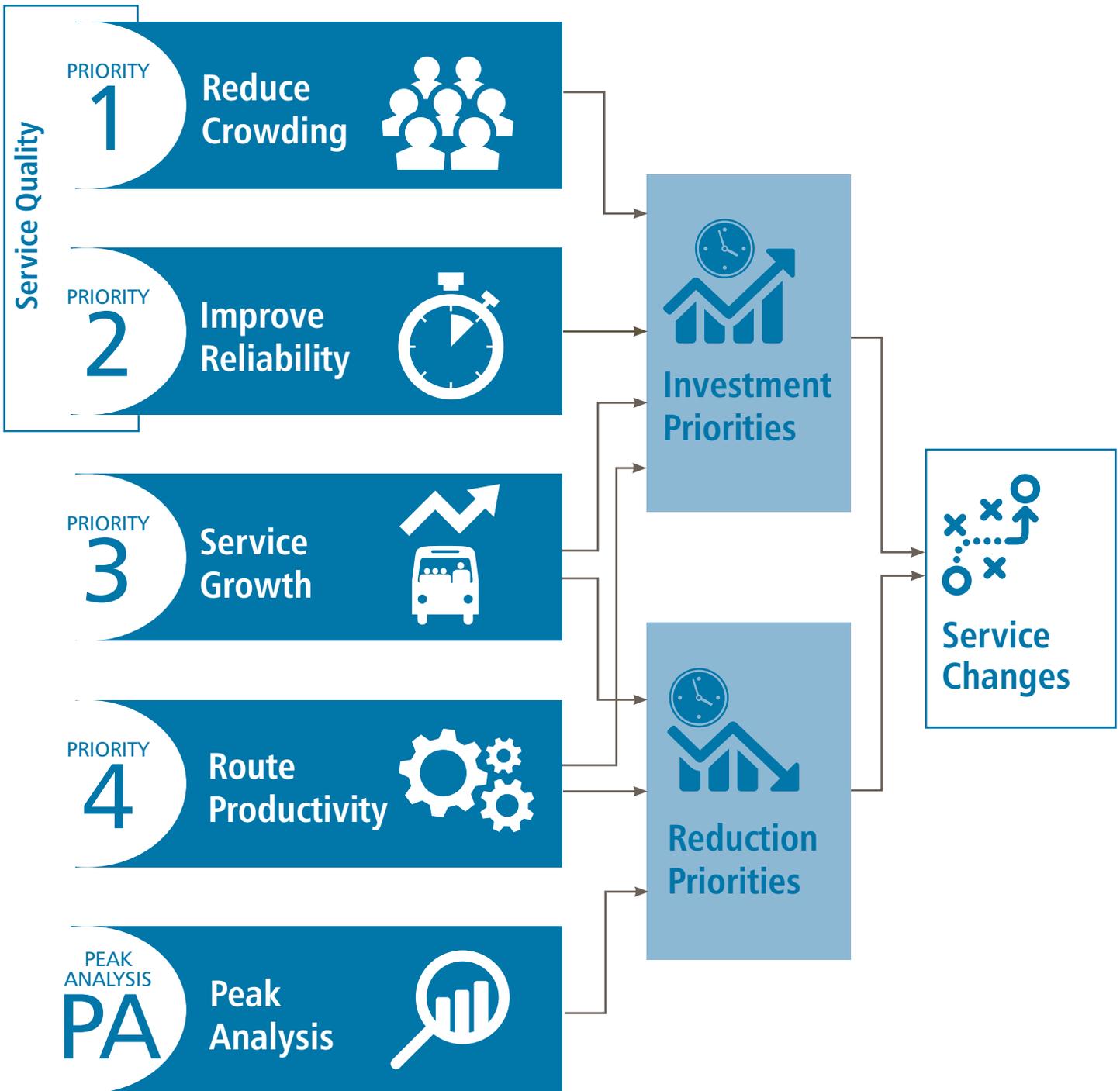
## How can you use the System Evaluation report?

You can find your route(s) on the maps throughout this report and in the appendices and see how the route data compares to other routes in the system. You will be able to tell at a glance if we have identified problems on your route (like crowding), and what we believe we need to do to fix them. Keep in mind that this report provides a snapshot in time; some problems come and go, and we use the latest available data to make investment proposals.



### King County Water Taxi Information

We conducted a peak analysis and evaluated crowding, reliability, and productivity of the King County Water Taxi. For more information, see the Fixed-Route Service Evaluation section and the tables in Appendices C, E, F, and G.



# Fixed-Route Service Evaluation

Investment need



9,600  
bus hours

## Crowding (Priority 1)

### What is Crowding?

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

### What We Found

After accounting for planned September 2019 investments, we identified 19 routes with chronically crowded trips, an increase from last year's 18. Ten of these 19 routes are new to the list. Three routes meet the condition of maximum load exceeding the crowding threshold for the type of vehicle; the rest have 20-minute standing passenger loads.

Most crowding happens during peak periods. For the near-term, our ability to add new service during these times will remain constrained. New peak service requires more buses, and our ability to increase the size of our fleet is limited by the space available at our seven bases. We are taking steps to increase available space at our current bases and plan to build a new base in the near future.

### What We've Done

Between fall 2018 and spring 2019, approximately 2,500 hours were added to our transit system to reduce crowding. These investments were based on our 2018 System Evaluation and the latest available data.

### What's Next?

As we finalize this report, 3,500 new service hours are slated to be added in September 2019, using Metro funds to address the most pressing crowding problems on routes 3, 65, 67, 218, 252, 255, 271, C Line, and E Line. We expect to propose more hours to address crowding in our budget submittal for 2021–2022, in accordance with our Service Guidelines. The specific investments we make will be informed by the latest data available at the time and the previously mentioned constraints on adding service in peak periods.

Of the 5 routes that received investments in March 2019



**3** are no longer chronically crowded



**2** saw a decrease in crowding (but still need more investment)



## King County Water Taxi

The capacity of Water Taxi vessels is capped by maritime regulations. From March to June 2019, none of the three trips on either the West Seattle or Vashon Island Water Taxi exceeded capacity (278 passengers). With the removal of the Alaskan Way Viaduct in early 2019 and the opening of the new Seattle passenger only ferry terminal in late summer, we expect that demand for the West Seattle commute routes will increase. We have started planning to analyze and develop future service and facility changes to meet this demand.





25,450  
bus hours

## Reliability (Priority 2)

### What is Reliability?

In a transit context, reliability refers to whether buses arrive when they are supposed to. We consider routes whose buses arrive late more than 20 percent of the time all day, or more than 35 percent of the time during the afternoon peak period, to be candidates for investment. We can invest by adding running time to schedules, but we also partner with cities on infrastructure improvements. These improvements help buses move faster and more reliably, saving money and providing a better customer experience.

### What We Found

Despite aggressive recent investments in reliability, increased traffic congestion and high ridership are creating new challenges. Our investment need increased over last year's figure by about 6,200 annual hours despite ongoing investment. We list 63 routes needing investment—30 of them are new to the list. Thirty-two routes that were on last year's list are now within standards, but the rest have new or outstanding needs. See Appendix F for route-by-route reliability numbers.

- » **South county routes.** Routes 118, 125, 153, 181, 183, 186, 187, 197 are new to the list. Most of them slipped just outside of the standard this year, so their investment needs are relatively small. Routes that travel on I-5 south of Seattle have increasing reliability problems due to freeway congestion.
- » **East county routes.** Routes 221, 232, 234, 241, 243, 277, 342 are new to the list, most of them just slightly outside of the standard.
- » **Other routes.** Routes 2, 3, 7, 10, 12, 13, 22, 31, 32, 36, 44, 48, 60, 67, and 76 are new to the list. One RapidRide line, the E Line, continues to be out of standard on weekdays.

- » **Weekends.** The system-wide investment need for Saturday service (7,950 hours of the Priority 2 investment need) more than doubled over last year, indicating worsening weekend traffic.

### What We've Done

In March 2019, we invested about 7,000 hours directly in service schedules to improve reliability. Taken as a whole, the routes we invested in saw weekday lateness decrease by about 19 percent overall, and by about 34 percent in the morning peak period.

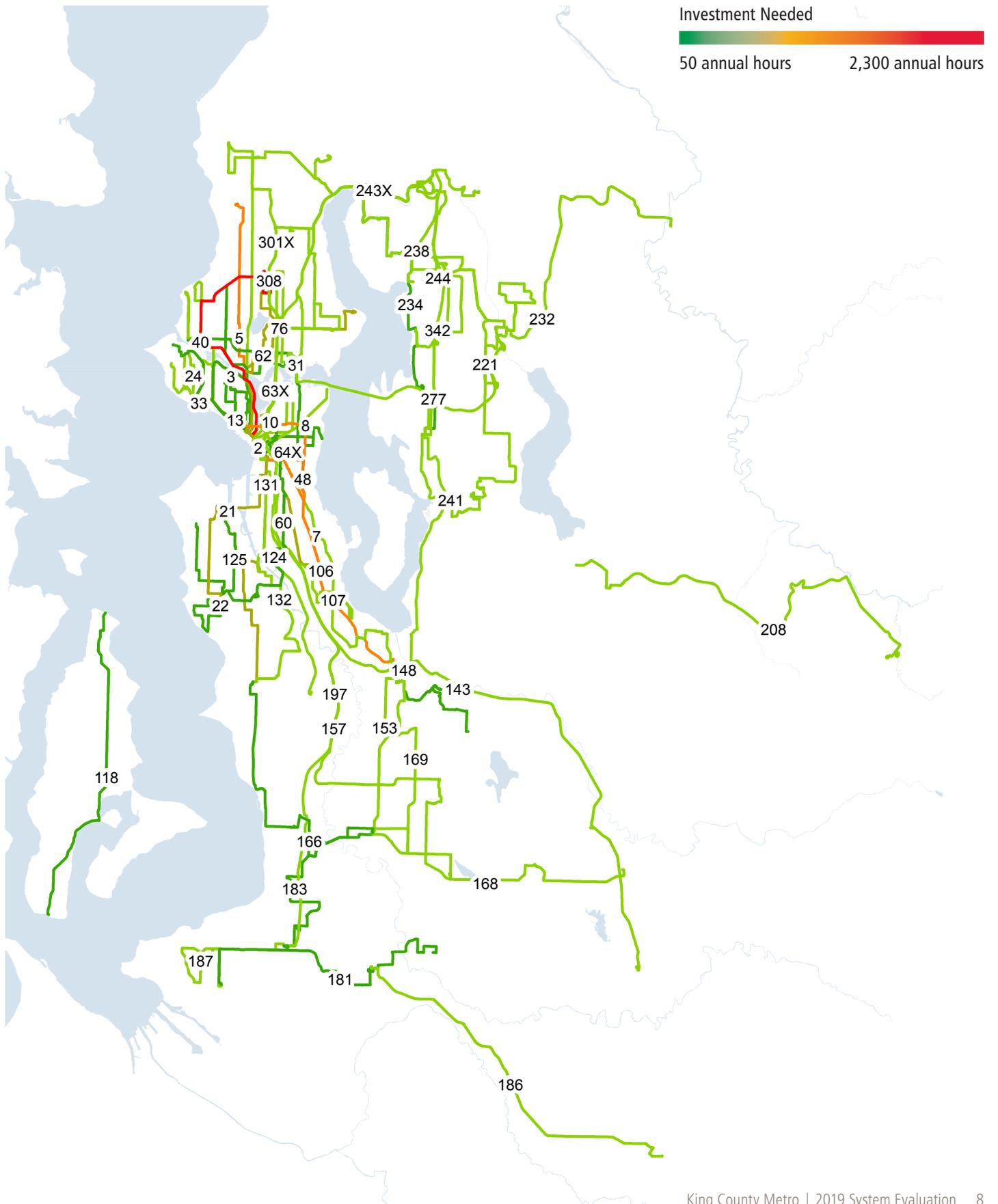
Metro also implemented all-door boarding for all routes serving the Third Avenue transit corridor in downtown Seattle. Riders with a transfer can board at any door and riders using an ORCA card can validate their fare at the bus stop ORCA reader, then board through any bus door. This change speeds boarding for all routes using Third Avenue, enabling the corridor to accommodate the addition of the Route 41 to Northgate.

### What's Next?

Preliminary information following the March service change indicates a ridership decline on the routes coming out of the tunnel despite hours spent to improve reliability. It is expected that some of this ridership decline is due to longer travel times through downtown Seattle, as well as reliability problems experienced by some routes on their new surface pathways. We plan to continue to adjust service where possible to mitigate problems and to work with partner agencies to seek transit priority where possible.

Our findings continue to reinforce the idea that adding running time to schedules to deal with increased congestion is not always the best way to improve reliability; it just acknowledges that it takes longer than before to make the same trip. Slowing travel times make transit less attractive over time. We've already implemented other ways to keep buses moving, including simplifying fares, increasing opportunities for off-board fare payment, improving signage, and consolidating stops. As we seek to expand our infrastructure and work to improve bus speed and reliability, we highly value partnerships with jurisdiction to help us make these improvements.

Figure 2. Metro Fixed Routes Needing Investment to Improve Reliability per the Service Guidelines



## Service Growth (Priority 3)

### What is Service Growth?

Our Service Guidelines set policies that determine how often buses should arrive throughout the day on major transit corridors in our existing system. This is referred to in the Service Guidelines as target service levels. This analysis is based on a combination of land use productivity, social equity factors, and how well each corridor connects growth centers in our county. The gap between how much service we currently provide and how much service is needed constitutes the investment needed to meet target service levels. For this year’s analysis, we used data from September 2018 through March 2019. A summary of the analysis and the investment need for each corridor are in Appendices I and J.

Investment need



**420,100  
bus hours**

### What We Found

Service needs to grow on 53 corridors, fewer than last year’s 54. Our total Priority 3 investment need decreased by about 32,500 hours from last year. While we invested about 46,500 new service hours in Priority 3 needs since last year’s System Evaluation, growth in jobs, population, and ridership have created higher target service levels for some corridors this year. See the maps on the following pages for depictions of needs by time period.

### What We’ve Done

In September 2018, we invested about 27,000 hours in corridors. (These investments were accounted for in last year’s Priority 3 investment need.) Together, these hours grew service on routes 5, 31/32, 73, 75, 150, 180, 181, 245, 345, 373, and F Line.

### What’s Next?

As we prepared this report, we planned to make the first set of Priority 3 investments for the current biennium, totaling 8,300 hours, in September 2019. The investments this fall will benefit routes 105, 164, 183, 346, and E Line. Some of these routes do not appear in this year’s Priority 3 investment list because the planned investments will fulfill their Priority 3 investment needs.

Over the next few years, we expect to continue growing the system, but at a slower rate than over the past two years. As we look at future projects and investments, we will use the analysis of Priority 3 needs to inform service proposals. We also plan to work with the public and private partners to expand mobility where possible.

Table 1: Summary of Typical Service Levels

| Service Level         | Service Level: Frequency (minutes) and Time Period       |              |              | Days of Service | Hours of Service |
|-----------------------|--|--------------|--------------|-----------------|------------------|
|                       | Peak   | Off-peak     | Night        |                 |                  |
| Very frequent         | 15 or better   | 15 or better | 30 or better | 7 days          | 16–24 hours      |
| Frequent              | 15 or better   | 30           | 30           | 7 days          | 16–24 hours      |
| Local                 | 30   | 30–60        | --*          | 5–7 days        | 12–16 hours      |
| Hourly                | 60   | 60           | --           | 5 days          | 8–12 hours       |
| Peak-only             | 8 trips/day minimum                                      | --           | --           | 5 days          | Peak             |
| Community Connections | Determined by demand and community collaboration process |              |              |                 |                  |

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



## The Complete Network: Integration with Sound Transit

Metro and Sound Transit continue joint planning to create an integrated network with the best possible transfer environments when Link light rail is extended to Northgate and Overlake, maximizing the total regional investment in transit service. We have also been working with Sound Transit, the University of Washington, and the Seattle Department of Transportation to review several ideas for improving transfer points at the Montlake Triangle/University of Washington Station as part of the North Eastside Mobility project. The goals of the project are to improve transfer experiences and enable Metro to extend mobility benefits in line with our long-range plan, METRO CONNECTS. The results of this review, together with public feedback, will inform future decision-making about transfer environment improvements and service revisions.

Table 2 lists key corridors in King County where Sound Transit is the primary provider of two-way, all-day transit service.

*Table 2. Corridors Served Primarily by Sound Transit*

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

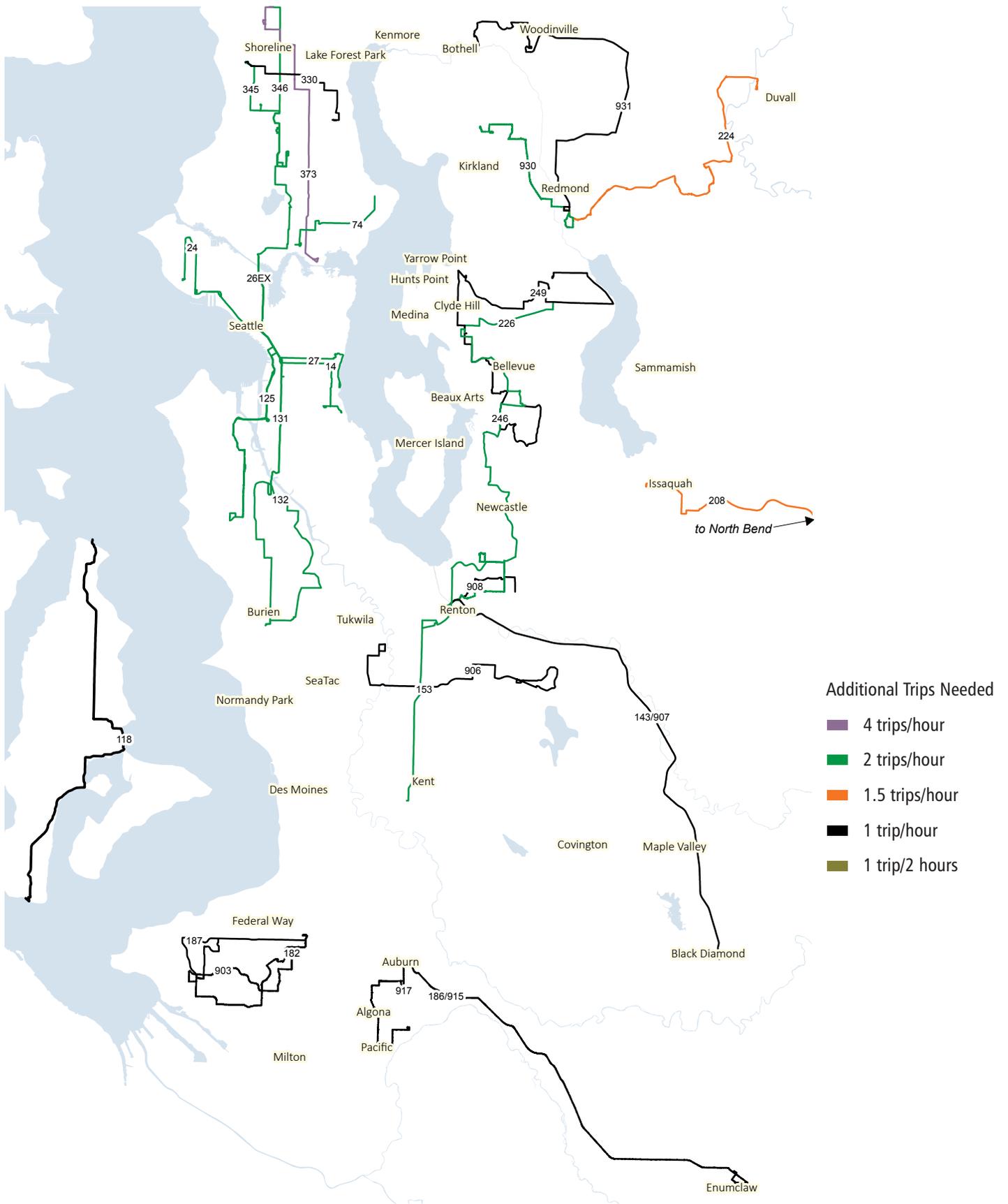
As Link service continues to expand, Sound Transit will become the backbone provider in more corridors, such as Northgate to downtown Seattle. As services are introduced and modified, Metro and Sound Transit will integrate services to maximize mobility.



Keep an eye on Metro's Link Connections webpage, [www.kingcounty.gov/metro/linkconnections](http://www.kingcounty.gov/metro/linkconnections), for the latest news and to get involved in planning efforts to integrate bus and rail service.



Figure 4. Metro Corridors Needing Investment per the Service Guidelines (Off-Peak Period, 9 a.m.–3 p.m.)





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## Route Productivity (Priority 4)

### What is Productivity?

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



Route productivity statistics (Appendix C) inform decisions about service investments, restructures, and reductions. Routes in the top 25 percent are eligible for investment, and routes in the bottom 25 percent are eligible for reduction<sup>1</sup> when the budget requires service reductions. The fixed-route system is divided into three service types (Urban, Suburban, and DART/Shuttles), and each route is compared only to other routes of the same service type. (See Appendix A for definitions of these categories.)

From March through June 2019, we generally saw a continuation of the recent trend of decreasing productivity, although this year's results were more mixed than last year's. This is expected in periods of growth, as it can take some time for ridership to build after adding service hours to the system.

- » **Suburban routes** remained generally flat, though we do see indications of strengthening productivity.
- » **Urban routes** saw small decreases in productivity at all times of the day.

See Appendix C for route-by-route productivity data and Appendix D for changes to the thresholds designating the top and bottom 25 percent of routes by service type.

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## Peak Analysis

### What is Peak Analysis?

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

In addition to their evaluation for crowding and reliability, peak-only routes undergo an additional analysis called the peak analysis. It compares each route that operates only in the peak period to an underlying local alternative, if one exists. Routes are measured in two metrics:

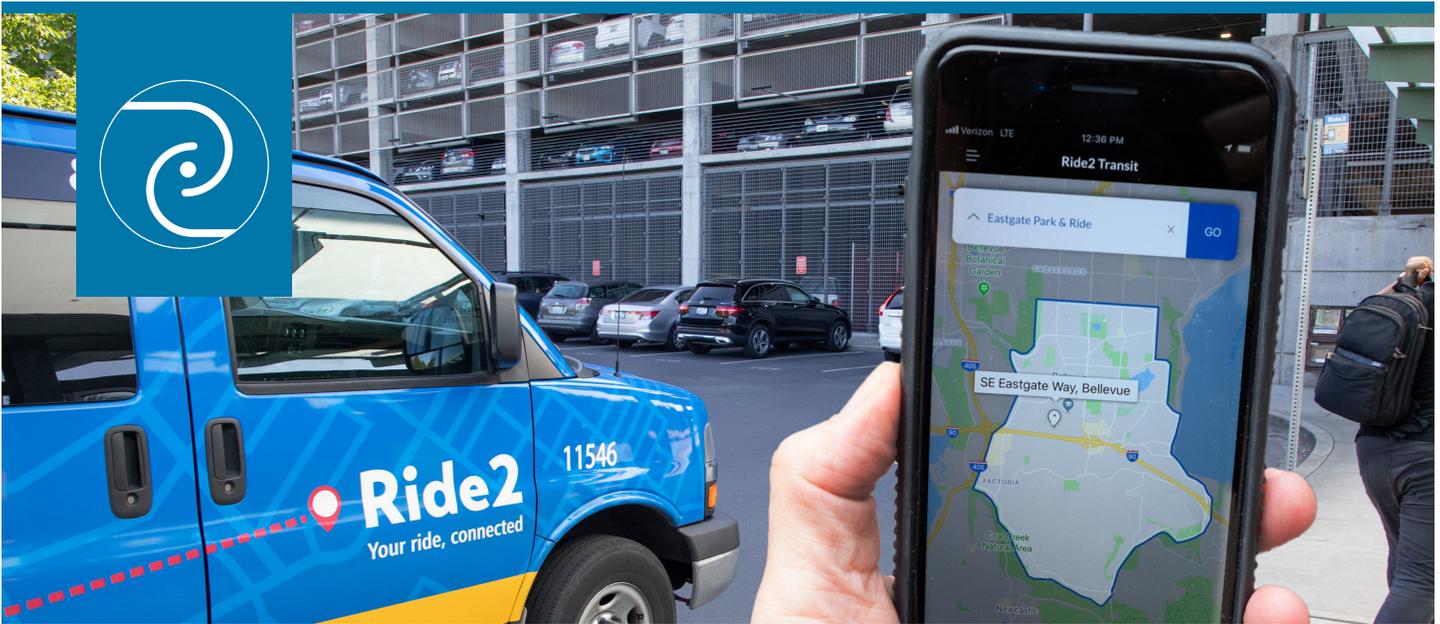
- » **Travel time:** Is the peak-only route 20 percent faster than the local alternative?
- » **Ridership:** Does the peak-only route have 90 percent of the local alternative's ridership during the peak hours?

Peak-only routes incur additional operating costs, as they require an increase in the size of our fleet and spend a higher-than-average amount of time deadheading (traveling without passengers from the base to the first bus stop, and from the last bus stop back to the base). To justify these additional costs and avoid being assigned top priority for reduction when Metro must reduce service, low-performing peak-only routes must meet at least one of the criteria above. (Note: high-performing peak-only routes are excluded from the top priority for reduction, like all other high-performing routes.) Our Service Guidelines provide more information about how we use peak-only metrics when reducing service.

This year, we found that 55 of the 64 peak-only routes we analyzed met at least one of the criteria, leaving only nine routes that failed both. See Appendix E for the complete results of our peak analysis.



<sup>1</sup> Other criteria must also be met for a service reduction to occur.



## Alternative Services

Metro’s Community Connections program (formerly Alternative Services) was created in response to growing demand for mobility in the face of fluctuating funding. Its purposes are to support growing communities, fit the size of existing service to the needs of the community, complement existing services, and develop innovative alternatives to fixed-route service in communities that lack the land use, density, or topography to support a productive fixed-route transit network.

The alternative services concept became a four-year demonstration program with dedicated funding in King County’s 2015–2016 biennial budget (Ordinance 17941). Work on the demonstration program was guided by the priorities established by the funding ordinance: reducing the impact of service reductions, delivering the priorities laid out in the Five-Year Implementation Plan for Alternatives to Transit Service Delivery, and developing complementary services. As of January 1, 2019, Metro’s Community Connections program has become an ongoing Metro program with program responsibilities and resources becoming integrated into the planning and delivery of mobility services in general.

One of the defining features of the Community Connections program is the ability to launch, test, and refine innovative service solutions in partnership with communities. These services leverage Metro’s long-standing success in both DART and ridesharing services in combination with emerging mobility technologies. In addition to our current pilot services (described below), we are also continuing to develop new products and services through ideas that emerge from community partnerships and needs, as well as emerging national and international developments.

## Pilot Services

- » **Community Ride:** Reservation-based or on-demand services for appointments, errands, and other local trips.
- » **Community Shuttle:** Metro routes with flexible service areas, provided through community partnerships.
- » **Community Van:** Metro vans for local group trips scheduled by a community transportation coordinator to meet local needs.
- » **Empty Seat Pilot:** Through a mobile app, allows VanPool drivers to make temporarily empty seats available to drop-in riders interested in sharing the ride for one-way trips.
- » **Feeder to Fixed:** Users can hail trips to and from a transit center or park-and-ride, on-demand, using a phone or mobile app.
- » **TripPool:** Real-time ridesharing between users’ home neighborhoods and transit centers.

## Pilot Service Performance

Metro collects and analyzes ridership data for pilot services deployed through the Community Connections program. Pilot services that were in their performance evaluation phase during September 2018 to March 2019 are listed in Table 3. Please see Appendix A for the method we used to develop performance measures.

Operational pilot services shown in Figure 6 that were not in their performance evaluation phase during the September 2018-March 2019 service period include

Duvall Community Van and Kenmore-Kirkland TripPool; these services were in their baseline data collection phase as of March 2019. Note: The Snoqualmie Valley Shuttle (Route 629) was included in prior years' System Evaluation reports. Effective October 1, 2018, the Community Access Transportation (CAT) program began providing Metro oversight of this service along with other services operated by Snoqualmie Valley Transportation. CAT program services are outside the scope of this report.

Table 3: Data for Pilot Services in Performance Evaluation Phase, September 2018–March 2019 – Period Averages

| Route  | Daily Ridership | Cost/Boarding |
|--|-----------------|---------------|
| Snoqualmie Community Shuttle (Route 628)       | 66.0            | \$21.98       |
| Mercer Island Community Shuttle (Route 630)    | 185             | \$4.72        |
| Burien Community Shuttle (Route 631)           | 52              | \$12.51       |
| Redmond LOOP <sup>1</sup>                      | 20              | \$19.51       |
| Black Diamond Enumclaw Community Ride          | 13.2            | \$40.68       |
| Des Moines Community Shuttle (Route 635)       | 87              | \$14.29       |
| Vashon Island Community Van <sup>2</sup>       | 66              | n/a           |
| Bothell-Woodinville Community Van <sup>2</sup> | 43              | n/a           |
| Trailhead Direct – Issaquah Alps <sup>3</sup>  | 140             | 15.29         |
| Trailhead Direct – Mount Si <sup>4</sup>       | 156             | 11.63         |
| Trailhead Direct – Mailbox Peak <sup>5</sup>   | 114             | 16.07         |

1 Data for September 2018–December 2018 only; discontinued on December 28, 2018 due to poor performance

2 Community Van, ridership is measured by number of boardings/ month; cost per Community Van pilot are not currently available for this report as they are captured for the Community Connections fleet as a whole.

3 Data for 2018 April 21–October 28, 2018; Trailhead Direct Season for Issaquah Alps

4 Data for May 19–October 28, 2018: Trailhead Direct Season for Mount Si

5 Data for June 16–October 28, 2018: Trailhead Direct Season for Mailbox Peak

| Route Number | Full Name                  | Average Monthly Ridership | Average Cost per Rider | Average Vehicle Utilization |
|--------------|----------------------------|---------------------------|------------------------|-----------------------------|
| 651          | Eastgate Park & Ride Ride2 | 1,569                     | \$45.00                | Not Available               |

## What's Next

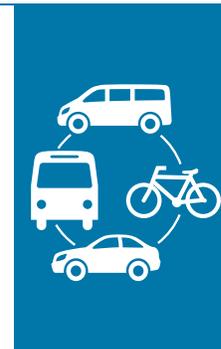
Metro is moving forward with implementation for several services planned during the period this report was gathered. Sammamish Community Ride launched in summer 2019. Planning for future pilot services is ongoing in communities spanning the county including Kenmore, Kent, Kirkland, Issaquah, Redmond, Tukwila, Seattle, Skyway, and Woodinville.

Community Connections will be a part of all major upcoming service redesigns in the Renton, Kent, and Auburn, and the North Link Connections Mobility project, and was part of the North Eastside Mobility Project. In these projects, Metro engages the community to assess needs and develop service concepts including flexible and innovative services that provide more options for communities to have expanded mobility.

# METRO CONNECTS Progress Report

## Overview

This section reports on Metro’s progress toward the METRO CONNECTS long-range vision to bring more and better transit service to King County to meet the growing demand and needs of the region over the next 25 years. This is the second installment of this report and it represents Metro’s first step in the long-term monitoring of performance metrics associated with METRO CONNECTS.



## Measuring Progress

METRO CONNECTS envisions major changes to the King County transit network that would increase access to transit, how much transit is used, and how efficient it is. The plan outlines key performance metrics intended to show progress toward our 2040 vision. Table 4 below compares our current performance on some of these metrics to our goals for 2040. These metrics are intended to measure:

- » **Transit access.** Walkable access to frequent transit service, including for historically disadvantaged populations, and how people are getting to transit
- » **Transit use.** Use of Metro and Metro-operated transit systems, and transit use during the busiest travel times
- » **Transit efficiency.** The productivity and cost-efficiency of our system

Annual monitoring of these metrics allows us to track our progress toward our desired 2040 outcomes. As outlined in METRO CONNECTS, full implementation of the vision will require additional resources beyond what our current revenue sources will be able to provide. In future System Evaluations, we intend to include METRO CONNECTS metrics for accessibility and all-day service.

Table 4: METRO CONNECTS Performance Metrics

|  | 2017*   | 2018    | 2040      |
|--|---------|---------|-----------|
| <b>Transit access (fixed-route)</b>  |         |         |           |
| Proximity of households to transit stops: percentage of households within half a mile of frequent service                      | 50%     | 52%     | 73%       |
| Equity of access: percentage of minority households with access to frequent service  | 47%     | 49%     | 77%       |
| Equity of access: percentage of low-income households with access to frequent service  | 51%     | 53%     | 87%       |
| Proximity of jobs to transit stops: percentage of jobs within half a mile of frequent service                                  | 69%     | 69%     | 87%       |
| Access to transit: percentage of people who bike and walk to transit   | 78%     | 79%     | 84%       |
| <b>Transit use (all transit)</b>   |         |         |           |
| Ridership: daily boardings   | 497,000 | 504,000 | 1,026,000 |
| Mode share: percentage of all commute trips taken on transit (2016 one-year American Community Survey estimates, Table B08101) | 13.1%   | 13.7%   | 23%       |
| <b>Transit efficiency</b>  |         |         |           |
| Cost per boarding (Metro fixed-route bus and DART service only) *2015 dollars  | \$4.73  | \$4.87  | \$3.95    |
| Productivity: boardings per hour (Metro fixed-route bus and DART service only)   | 30.7    | 29.7    | 36.7      |

\* Figures for 2017 have been adjusted and corrected since the 2018 System Evaluation was published.



## Potential Changes to the Service Guidelines and Strategic Plan Integration with METRO CONNECTS

Metro has been working with community members, regional leaders, and an Equity Cabinet to develop a Mobility Framework that will help us integrate the METRO CONNECTS vision into our Service Guidelines in a way that prioritizes equity and sustainability and that is mindful of new advances in mobility technologies. A number of areas of the guidelines could be updated, including:

- » **Partnerships.** Clarify the definition, process, prioritization, and support needed, including the development of a strategy for smaller cities.
- » **Innovations and alternative services.** Develop guidelines around testing new services through pilot programs and partnerships, as well as evaluating alternative services and new technologies.
- » **Service network.** Revise guidance for prioritizing investments in the future network incorporating speed and reliability, fleet, layover, access, passenger facilities, bases, and other capital projects into the decision-making process.

Metro will collaborate with the King County Council, Regional Transit Committee, and stakeholders in 2020 to develop proposed policy changes to better align the Service Guidelines with METRO CONNECTS.

# Appendices

|   |    |
|---|----|
| Appendix A: Methodologies and Process Descriptions . . . . .            | 20 |
| Appendix B: King County Low-Income and Minority Census Tracts . . . . . | 25 |
| Appendix C: Route Productivity Data . . . . .                           | 26 |
| Appendix D: Changes to Route Productivity Thresholds . . . . .          | 33 |
| Appendix E: Peak Route Analysis . . . . .                               | 34 |
| Appendix F: Route-level Reliability . . . . .                           | 36 |
| Appendix G: Route-level Ridership . . . . .                             | 39 |
| Appendix H: Service Changes and Corridor Changes . . . . .              | 45 |
| Appendix I: Corridor Analysis . . . . .                                 | 48 |
| Appendix J: Investment Needs . . . . .                                  | 54 |

## Appendix A: Methodologies and Process Descriptions

### Crowding (Priority 1)

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

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

**Twenty minute standing loads.** We compile data from APCs for each unique trip in the system. We use several months of data to determine the average departing load from each bus stop served by the trip. We also use the data to determine the average time when buses leave each stop (known as the "passing minute"). We process these data to determine whether the passenger load exceeded the number of seats on the scheduled coach assignment for a period of at least 20 consecutive minutes. Where this happens, we check whether other trips that arrive within 15 minutes have the capacity to take those standing passengers without having standing loads themselves. If we don't find excess capacity, we identify the route as needing investment. Note that this measure does not determine if any individual passengers were standing for more than 20 minutes, as Metro is unable to collect such data. Investment need is estimated as above.

### Reliability (Priority 2)

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

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

## Methodologies and Process Descriptions continued

### Service Growth (Priority 3)

Target service levels are determined for corridors, which are major transit pathways throughout the county. A combination of productivity, geographic value, and social equity factors are used to determine how much service each corridor should have.

**Productivity.** The productivity measure includes two primary factors:

**Housing.** We calculate the number of housing units that fall within a quarter-mile network-based walkshed of each stop served by the corridor. Housing unit information is maintained by the King County Assessor. We add the number of park-and-ride stalls within the same walkshed, multiplied by a factor of 1.1 (representing average occupancy), to this figure. Park-and-ride data is maintained by Metro. A graduated scale establishes the points assigned to each corridor (see the Service Guidelines for more information).

**Employment.** We calculate the number of jobs that fall within the same walkshed. This proprietary information is provided by the Puget Sound Regional Council. To this number we add the number of in-person students at campuses of degree-conferring institutes of higher learning that fall within the same walkshed. This data is collected from each institute of higher learning. A graduated scale establishes the points assigned to each corridor (see the Service Guidelines for more information).

**Geographic Value.** This measure determines the value of connections made between centers. A primary connection between each distinct pair of Regional Growth Centers, Manufacturing/Industrial Centers, and Transit Activity Centers is determined based on two factors: ridership and travel time. These two factors are designed to determine which corridor a typical rider would choose when traveling between two centers. We evaluate each corridor serving each pair of centers on these factors; the best corridor is determined to be the primary connection and scores points as outlined in the Service Guidelines.

**Social Equity.** This measure includes two primary factors:

- » Boardings from low-income census tracts
- » Boardings from minority census tracts

First, census tracts in King County are divided into two groups: low-income or not low-income. Low-income tracts are those where a greater percentage of the population than the countywide average has low incomes (less than 200 percent of the federal poverty level depending on household size). This data is from the latest American Community Survey 5-year estimates, or decennial census data when it is the most up-to-date and accurate. Second, we compare each corridor's proportion of inbound boardings that happen in low-income tracts to the system wide average of boardings in low-income tracts. Corridors above the system wide average receive the greatest numbers of points, while corridors just below the system wide average receive fewer. See the Service Guidelines for more details.

We use this same process to measure boardings from minority census tracts.

**Initial target and final target.** The aggregate score of the three measures above determine each corridor's initial service level. We then conduct an analysis that measures how crowded buses would be, given current ridership, if only that level of service were provided. If the initial level of service is not sufficient to handle current ridership, we adjust final target service levels upward to ensure the target at least matches current demand. We apply additional policy considerations for night service to arrive at target service levels for peak, off-peak, and night time periods. Then we compare the target to current service levels in each time period. We estimate investment need corridor by corridor based on this gap, if one exists, by determining the number of additional trips that are needed to meet the target. We prioritize corridors for investment based on their initial score, ordering first by geographic value, then productivity, then social equity, then corridor number if a tie exists.

## Methodologies and Process Descriptions continued

### Route Productivity (Priority 4)

We calculate two measures of productivity for three time periods (peak, off-peak, and night):

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

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

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

For each group of routes, in each time period, for each measure, we calculate quartiles based on the results. Each route's performance in each time period in each measure is classified as being in either the top 25 percent, middle 50 percent, or bottom 25 percent of routes within the same service type. This data helps planners know which routes in each category and in each time period are the most and least productive, which informs investment and reduction decisions in accordance with the Service Guidelines.

### Peak Analysis

Routes that operate only the peak period are called peak-only routes. A local alternative for each peak-only route is designated only if the local alternative serves at least 50 percent of the riders of the peak-only route. Each peak-only route is compared to its alternative, if one exists, on two measures: ridership and travel time. Peak-only routes either pass or fail each measure. If the peak-only route's ridership is at least 90 percent of the alternative route's ridership in the peak period, it passes the ridership test. If the peak-only route's scheduled travel time is at least 20 percent faster than the alternative route's travel time, it passes the travel time test. If no local alternative exists, the peak-only route automatically passes both measures. We use the results of this analysis when Metro is forced to reduce service, in accordance with the Service Guidelines.

## Methodologies and Process Descriptions continued

### Community Connections

This section describes the methodology for measuring the performance of Community Shuttle and TripPool services. Conceptually, the performance measures are similar, but due to differences in service design, the computation of those measures are different.

### Community Shuttle

Community Shuttle performance measures are based on DART performance measures. The table below shows the performance measures used to evaluate Community Shuttle routes. The description for each measure includes its purpose and how its outcome may inform changes to service.

| Measure                 | Description  |
|-------------------------|--|
| Average daily ridership | <ul style="list-style-type: none"> <li>» Purpose: This metric is designed to measure the level of use of alternative services over time.</li> <li>» High ridership may trigger additional trips and/or conditional conversion to fixed-route.</li> <li>» Low ridership may trigger a re-evaluation of the service and potential right-sizing.</li> </ul>   |
| Cost per boarding       | <p>Direct fixed cost per boarding</p> <ul style="list-style-type: none"> <li>» Purpose: This measure compares the direct cost of the service on a per-passenger basis. Direct cost is defined as the fixed cost of operating the service. In the case of this service, the direct cost is determined through a contract with Hopelink. This cost includes service operation, vehicle maintenance and administration conducted by the service provider. Due to the highly variable nature of fuel prices, we excluded this cost from this measure in order to be able to generate numerical targets for a particular route. Including fuel prices in this measure would require Metro to forecast the future price of fuel in order to set realistic performance targets.</li> <li>» Example: a shuttle that costs \$1,200 per day to operate and provides an average of 100 boardings per day costs \$12 per boarding to provide the service.</li> <li>» An uncharacteristically high cost per boarding may trigger a re-evaluation of the service.</li> </ul> |
| Vehicle capacity used   | <p>Rides / seats provided</p> <ul style="list-style-type: none"> <li>» Purpose: This metric is designed to measure the level of use of alternative services relative to the capacity of the service provided.</li> <li>» Example: a shuttle with 16 seats making four one-way trips per weekday will provide 1,280 seats over the course of a month. This measure compares the rides provided in that month to the number of seats.</li> <li>» High vehicle capacity use may trigger additional trips and/or conditional conversion to fixed-route service.</li> <li>» Low vehicle capacity use may trigger a re-evaluation of the service and potential right-sizing.</li> </ul>  |
| Customer satisfaction   | <p>Measures customer satisfaction with a given service based on intercept surveys of current riders.</p> <ul style="list-style-type: none"> <li>» Purpose: This metric is designed to determine if a given service is meeting the community-identified transportation need effectively.</li> <li>» High customer satisfaction suggests that a Community Connections solution is meeting the needs of the community effectively.</li> <li>» Low customer satisfaction suggests that the service in its current form is not effectively meeting the needs of the community and may trigger a re-evaluation of the service to better fit customer needs.</li> </ul>   |

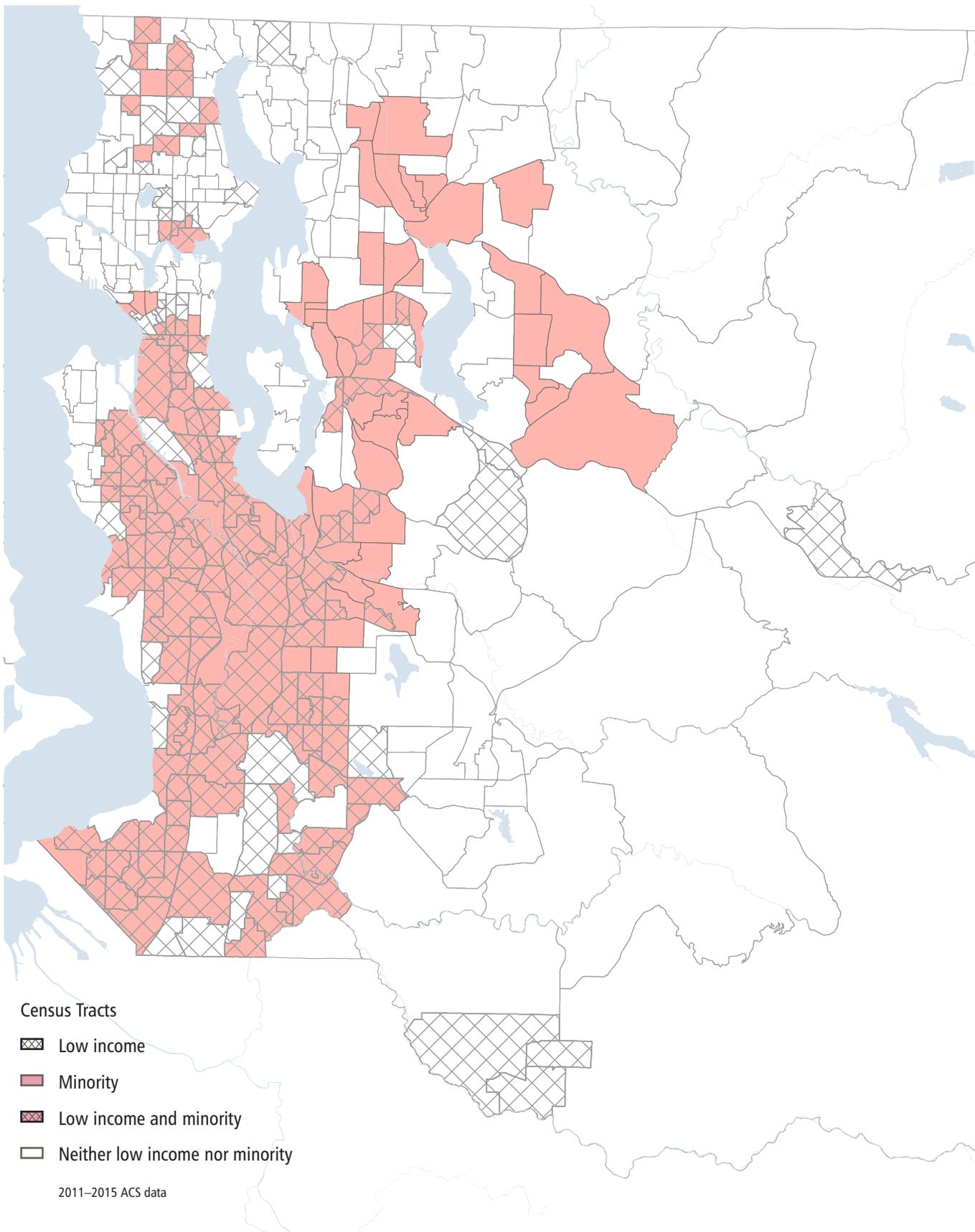
## Methodologies and Process Descriptions continued

### TripPool

The table below shows the performance measures used to evaluate TripPool services. The description for each measure includes its purpose and how its outcome may inform changes to service.

| Measure                     | Description  |
|-----------------------------|--|
| Average daily ridership     | <ul style="list-style-type: none"><li>» Purpose: This metric is designed to measure the level of use of services over time.</li><li>» High ridership may trigger adding additional vehicles to the system.</li><li>» Low ridership may trigger a re-evaluation of the service and potential right-sizing.</li></ul>  |
| Vehicle capacity used       | <p>Average participants/trip</p> <ul style="list-style-type: none"><li>» Purpose: This metric is designed to measure the level of use of service for a trip.</li><li>» High participation for a trip may trigger additional trips of this type, or provision of a larger vehicle.</li><li>» Low use may trigger re-evaluation of a trip when resources are constrained or opportunity costs are high.</li></ul>  |
| Operating cost per boarding | <p>Operating cost/ boarding</p> <ul style="list-style-type: none"><li>» Purpose: This measure compares the actual cost of the service on a per-passenger basis.</li><li>» An uncharacteristically high cost per rider may trigger a re-evaluation of the service.</li><li>» Low cost per rider may trigger an expansion of the service.</li></ul>  |
| Customer satisfaction       | <p>Measures customer satisfaction with a given service based on intercept surveys of current riders.</p> <ul style="list-style-type: none"><li>» Purpose: This metric is designed to determine if a given service is meeting the community-identified transportation need effectively.</li><li>» High customer satisfaction suggests that a Community Connections solution is meeting the needs of the community effectively.</li><li>» Low customer satisfaction suggests that the service in its current form is not effectively meeting the needs of the community and may trigger a re-evaluation of the service to better fit customer needs.</li></ul> |

## Appendix B: King County Low-Income and Minority Census Tracts



## Appendix C: Route Productivity Data

### Suburban Routes

| Route | Description  | Peak                       |   | Off Peak                   |   | Night                      |   |
|-------|--|----------------------------|---|----------------------------|---|----------------------------|---|
|       |  | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile |
| 22    | Arbor Heights - Westwood Village - Alaska Junction | 17.9                       | 4.4                                     | 8.9                        | 2.1                                     | 6.2                        | 1.6                                     |
| 50*   | Alki - Columbia City - Othello Station             | 22.2                       | 6.3                                     | 17.3                       | 4.9                                     | 7.7                        | 2.4                                     |
| 105   | Renton Highlands - Renton TC                       | 29.3                       | 8.3                                     | 25.9                       | 8.1                                     | 15.8                       | 4.3                                     |
| 107*  | Renton TC - Rainier Beach                          | 27.1                       | 7.1                                     | 22.4                       | 6.6                                     | 12.8                       | 3.9                                     |
| 118   | Tahlequah - Vashon                                 | 12.7                       | 5.6                                     | 11.0                       | 3.5                                     | 4.7                        | 1.4                                     |
| 119   | Dockton - Vashon                                   | 12.3                       | 5.8                                     | 10.0                       | 3.3                                     |                            |   |
| 128   | Southcenter - Westwood Village - Admiral District  | 27.2                       | 9.5                                     | 25.3                       | 8.7                                     | 13.3                       | 4.6                                     |
| 148   | Fairwood - Renton TC                               | 13.4                       | 5.4                                     | 14.8                       | 6.1                                     | 12.4                       | 5.4                                     |
| 153   | Kent Station - Renton TC                           | 21.4                       | 7.6                                     | 17.2                       | 6.8                                     |                            |   |
| 154   | Tukwila Station - Boeing Industrial                | 16.7                       | 5.2                                     | 28.3                       | 8.5                                     |                            |   |
| 156   | Southcenter - SeaTac Airport - Highline CC         | 13.7                       | 3.7                                     | 15.7                       | 5.8                                     | 8.4                        | 3.1                                     |
| 164   | Green River CC - Kent Station                      | 36.2                       | 10.6                                    | 33.7                       | 12.0                                    | 22.8                       | 6.2                                     |
| 166   | Kent Station - Burien TC                           | 22.1                       | 7.8                                     | 23.3                       | 7.9                                     | 14.7                       | 5.5                                     |
| 168   | Maple Valley - Kent Station                        | 20.8                       | 6.4                                     | 23.9                       | 8.5                                     | 19.7                       | 5.1                                     |
| 169   | Kent Station - East Hill - Renton TC               | 25.1                       | 9.4                                     | 26.0                       | 10.1                                    | 25.8                       | 9.4                                     |
| 180   | Auburn - SeaTac Airport - Burien TC                | 26.1                       | 9.0                                     | 28.8                       | 11.4                                    | 17.0                       | 6.9                                     |
| 181   | Twin Lakes P&R - Green River CC                    | 18.0                       | 5.4                                     | 24.3                       | 8.8                                     | 15.0                       | 4.1                                     |
| 182   | NE Tacoma - Federal Way TC                         | 13.7                       | 3.4                                     | 18.0                       | 6.0                                     |                            |   |
| 183   | Federal Way - Kent Station                         | 22.4                       | 8.3                                     | 22.7                       | 10.3                                    | 11.1                       | 4.9                                     |
| 186   | Enumclaw - Auburn Station                          | 10.7                       | 2.6                                     |                            |   |                            |   |
| 187   | Federal Way TC - Twin Lakes                        | 23.3                       | 6.5                                     | 27.6                       | 7.7                                     | 14.5                       | 3.2                                     |
| 200   | Downtown Issaquah - North Issaquah                 |                            |   | 9.1                        | 2.0                                     |                            |   |
| 208   | Issaquah - North Bend                              | 6.1                        | 3.2                                     | 9.3                        | 5.4                                     | 3.7                        | 1.5                                     |
| 221   | Education Hill - Overlake - Eastgate               | 19.0                       | 5.9                                     | 18.4                       | 5.4                                     | 10.3                       | 2.6                                     |
| 226   | Eastgate - Crossroads - Bellevue                   | 24.4                       | 7.7                                     | 20.3                       | 5.8                                     | 10.5                       | 2.9                                     |
| 232   | Duvall - Bellevue                                  | 15.6                       | 6.0                                     |                            |   |                            |   |

\* Designates routes receiving Seattle investments.

## Route Productivity Data continued

| Route | Description                                | Peak                       |   | Off Peak                   |   | Night                      |   |
|-------|--|----------------------------|---|----------------------------|---|----------------------------|---|
|       |  | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile |
| 234   | Kenmore - Kirkland TC - Bellevue           | 20.9                       | 8.3                                     | 15.7                       | 6.1                                     | 10.8                       | 3.6                                     |
| 235   | Kingsgate - Kirkland TC - Bellevue         | 21.9                       | 7.5                                     | 16.1                       | 6.3                                     | 9.7                        | 3.5                                     |
| 236   | Woodinville - Totem Lake - Kirkland        | 7.4                        | 2.2                                     | 7.4                        | 2.6                                     | 5.0                        | 1.2                                     |
| 237   | Woodinville - Bellevue                     | 18.5                       | 9.7                                     |                            |   |                            |   |
| 238   | Bothell - Totem Lake - Kirkland            | 10.0                       | 2.9                                     | 11.1                       | 3.8                                     |                            |   |
| 240   | Bellevue - Newcastle - Renton              | 18.8                       | 7.8                                     | 19.5                       | 8.6                                     | 12.8                       | 5.7                                     |
| 241   | Eastgate - Factoria - Bellevue             | 14.3                       | 4.6                                     | 10.3                       | 3.5                                     | 6.4                        | 2.1                                     |
| 243   | Overlake - Kenmore                         | 2.2                        | 0.8                                     |                            |   |                            |   |
| 244   | Kenmore - Overlake                         | 12.8                       | 6.4                                     |                            |   |                            |   |
| 245   | Kirkland - Overlake - Factoria             | 21.2                       | 6.3                                     | 21.6                       | 6.7                                     | 14.7                       | 4.0                                     |
| 246   | Eastgate - Factoria - Bellevue             | 11.7                       | 3.1                                     | 9.2                        | 2.8                                     |                            |   |
| 248   | Avondale - Redmond TC - Kirkland           | 20.9                       | 6.0                                     | 17.9                       | 4.9                                     | 11.2                       | 2.7                                     |
| 249   | Overlake - South Kirkland - South Bellevue | 16.4                       | 4.9                                     | 11.9                       | 4.0                                     |                            |   |
| 269   | Issaquah - Overlake                        | 13.6                       | 5.8                                     | 8.7                        | 3.9                                     |                            |   |
| 330   | Shoreline CC - Lake City                   | 24.4                       | 6.8                                     | 30.3                       | 10.1                                    |                            |   |
| 331   | Shoreline CC - Kenmore                     | 17.1                       | 6.4                                     | 15.2                       | 5.5                                     |                            |   |
| 342   | Shoreline - Bellevue TC - Renton           | 17.5                       | 10.1                                    |                            |   |                            |   |
| 345*  | Shoreline CC - Northgate                   | 28.2                       | 7.7                                     | 28.1                       | 7.9                                     | 7.8                        | 2.8                                     |
| 346   | Aurora Village - Northgate                 | 26.7                       | 7.8                                     | 21.1                       | 6.7                                     | 8.3                        | 3.3                                     |
| 347   | Mountlake Terrace - Northgate              | 22.5                       | 7.1                                     | 20.2                       | 5.5                                     | 15.2                       | 5.0                                     |
| 348   | Richmond Beach - Northgate                 | 22.8                       | 5.7                                     | 22.9                       | 5.7                                     | 15.8                       | 5.1                                     |
| 671   | Federal Way - Tukwila                      | 52.3                       | 15.8                                    | 56.1                       | 18.3                                    | 43.6                       | 14.2                                    |
| 672   | Bellevue - Crossroads - Redmond            | 40.5                       | 12.1                                    | 34.3                       | 10.6                                    | 26.7                       | 7.4                                     |
| 676   | Burien - Tukwila Int'l Blvd - Renton       | 31.8                       | 9.2                                     | 33.5                       | 11.3                                    | 21.7                       | 7.1                                     |
| 952   | Auburn P&R - Kenndale - Seaway TC          | 6.4                        | 5.1                                     | 7.3                        | 4.5                                     |                            |   |

| Spring 2019 Thresholds: Suburban Routes | Peak |     | Off Peak |     | Night |     |
|---|------|-----|----------|-----|-------|-----|
| Bottom 25%                              | 13.7 | 5.3 | 11.9     | 4.9 | 8.4   | 2.8 |
| Top 25%                                 | 24.1 | 7.8 | 25.3     | 8.5 | 15.8  | 5.4 |

\* Designates routes receiving Seattle investments.

## Route Productivity Data continued

### DART/Shuttle Routes

| Route   | Description                             | Peak                       |   | Off Peak                   |   | Night                      |   |
|---------|---|----------------------------|---|----------------------------|---|----------------------------|---|
|         |   | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile |
| 204**   | South Mercer Island - Mercer Island P&R | 9.2                        | 1.8                                     | 9.9                        | 2.7                                     |                            |   |
| 224**   | Duvall - Redmond TC                     | 7.2                        | 3.0                                     | 8.4                        | 3.9                                     |                            |   |
| 773     | Seacrest Park - Alaska Junction         | 21.7                       | 4.5                                     | 20.9                       | 3.5                                     |                            |   |
| 775     | Seacrest Park - Admiral District - Alki | 25.3                       | 5.2                                     | 32.1                       | 5.5                                     |                            |   |
| 901DART | Mirror Lake - Federal Way TC            | 16.1                       | 4.6                                     | 16.2                       | 4.3                                     | 12.7                       | 4.7                                     |
| 903DART | Twin Lakes - Federal Way TC             | 8.0                        | 1.8                                     | 10.2                       | 2.4                                     |                            |   |
| 906DART | Fairwood - Southcenter                  | 13.0                       | 4.2                                     | 13.4                       | 5.3                                     |                            |   |
| 907DART | Black Diamond - Renton TC               |                            |   | 6.4                        | 3.0                                     |                            |   |
| 908DART | Renton Highlands - Renton TC            | 9.6                        | 2.6                                     | 6.5                        | 1.8                                     |                            |   |
| 910DART | North Auburn - SuperMall                |                            |   | 11.0                       | 2.4                                     |                            |   |
| 913DART | Kent Station - Riverview                | 12.4                       | 3.3                                     |                            |   |                            |   |
| 914DART | Kent - Kent East Hill                   |                            |   | 12.5                       | 3.7                                     |                            |   |
| 915DART | Enumclaw - Auburn Station               |                            |   | 20.2                       | 6.7                                     |                            |   |
| 916DART | Kent - Kent East Hill                   |                            |   | 9.9                        | 4.0                                     |                            |   |
| 917DART | Pacific - Auburn                        | 10.5                       | 2.7                                     | 7.1                        | 1.8                                     |                            |   |
| 930DART | Kingsgate - Redmond                     | 12.0                       | 4.6                                     | 14.3                       | 5.3                                     |                            |   |
| 931DART | Bothell - Redmond                       | 5.5                        | 2.5                                     | 4.0                        | 2.0                                     |                            |   |

Spring 2019 Thresholds:  
DART/Shuttle Routes

|            | Peak |     | Off Peak |     | Night |     |
|------------|------|-----|----------|-----|-------|-----|
| Bottom 25% | 8.9  | 2.5 | 8.1      | 2.4 | 12.7  | 4.7 |
| Top 25%    | 13.8 | 4.5 | 14.8     | 4.5 | 12.7  | 4.7 |

\*\* Information is from fall 2018 service change due to a lack of sampling in spring 2019

\* Designates routes receiving Seattle investments.

## Route Productivity Data continued

### Urban Routes

| Route | Description  | Peak                       |   | Off Peak                   |   | Night                      |   |
|-------|--|----------------------------|---|----------------------------|---|----------------------------|---|
|       |  | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile |
| 1*    | Kinross - Seattle CBD  | 44.9                       | 12.0                                    | 34.9                       | 7.8                                     | 18.8                       | 5.1                                     |
| 2*    | West Queen Anne - Seattle CBD -<br>Madrona Park                                  | 54.3                       | 13.1                                    | 44.1                       | 9.2                                     | 23.5                       | 5.2                                     |
| 3*    | Seattle Pacific University -<br>North Queen Anne - Seattle CBD<br>- Madrona Park | 52.0                       | 12.1                                    | 41.2                       | 9.0                                     | 20.8                       | 3.9                                     |
| 4*    | Seattle Pacific University - East<br>Queen Anne - Seattle CBD -<br>Judkins Park  | 35.6                       | 7.8                                     | 25.6                       | 5.3                                     | 14.3                       | 3.2                                     |
| 5*    | Shoreline CC - Seattle CBD   | 52.5                       | 17.1                                    | 38.7                       | 12.5                                    | 20.1                       | 6.8                                     |
| 5X    | Greenwood - Seattle CBD  | 36.0                       | 14.1                                    |                            |   |                            |   |
| 7*    | Rainier Beach - Seattle CBD  | 44.5                       | 13.9                                    | 47.1                       | 13.4                                    | 31.6                       | 9.9                                     |
| 8*    | Seattle Center - Capitol Hill -<br>Mt Baker                                      | 55.4                       | 11.9                                    | 42.3                       | 9.5                                     | 28.8                       | 6.3                                     |
| 9     | Rainier Beach - Capitol Hill   | 27.2                       | 7.7                                     | 22.7                       | 7.2                                     |                            |   |
| 10*   | Capitol Hill - Seattle CBD   | 36.7                       | 6.9                                     | 36.5                       | 7.1                                     | 21.8                       | 4.4                                     |
| 11*   | Madison Park - Seattle CBD   | 53.7                       | 12.4                                    | 45.5                       | 9.6                                     | 24.6                       | 4.2                                     |
| 12*   | Interlaken Park - Seattle CBD  | 51.4                       | 9.9                                     | 33.6                       | 6.7                                     | 15.2                       | 3.4                                     |
| 13    | Seattle Pacific University -<br>Queen Anne - Seattle CBD                         | 43.8                       | 12.0                                    | 40.5                       | 9.4                                     | 26.3                       | 6.1                                     |
| 14*   | Mount Baker - Seattle CBD  | 43.0                       | 9.7                                     | 35.9                       | 7.3                                     | 19.2                       | 4.5                                     |
| 15X   | Blue Ridge - Ballard - Seattle CBD   | 43.3                       | 17.9                                    |                            |   |                            |   |
| 17X*  | Sunset Hill - Ballard - Seattle CBD  | 40.3                       | 16.6                                    | 23.4                       | 9.3                                     |                            |   |
| 18X*  | North Beach - Ballard - Seattle<br>CBD   | 37.6                       | 15.2                                    |                            |   |                            |   |
| 19*   | West Magnolia - Seattle CBD  | 24.6                       | 8.8                                     |                            |   |                            |   |
| 21*   | Arbor Heights - Westwood<br>Village - Seattle CBD                                | 40.1                       | 12.9                                    | 26.7                       | 9.3                                     | 15.0                       | 5.5                                     |
| 21X   | Arbor Heights - Westwood<br>Village - Seattle CBD                                | 30.6                       | 15.3                                    |                            |   |                            |   |
| 24*   | Magnolia - Seattle CBD   | 40.7                       | 13.0                                    | 24.1                       | 8.2                                     | 13.4                       | 4.1                                     |
| 26*   | Northgate - East Green Lake -<br>Wallingford - Seattle CBD                       | 42.4                       | 13.9                                    | 24.4                       | 9.8                                     | 12.2                       | 4.5                                     |
| 27*   | Colman Park - Leschi Park -<br>Seattle CBD                                       | 32.3                       | 7.7                                     | 19.8                       | 4.8                                     | 14.0                       | 3.3                                     |
| 28*   | Broadview - Crown Hill - Ballard -<br>Seattle CBD via Leary Way NW               | 36.2                       | 12.3                                    | 23.9                       | 8.7                                     | 10.7                       | 3.8                                     |
| 29    | Ballard - Queen Anne -<br>Seattle CBD  | 29.8                       | 6.9                                     | 12.0                       | 3.8                                     |                            |   |

\* Designates routes receiving Seattle investments.

## Route Productivity Data continued

| Route | Description  | Peak                       |   | Off Peak                   |   | Night                      |   |
|-------|--|----------------------------|---|----------------------------|---|----------------------------|---|
|       |  | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile |
| 31    | University District - Fremont - Magnolia             | 32.4                       | 8.1                                     | 26.0                       | 7.0                                     | 16.0                       | 3.2                                     |
| 32*   | University District - Fremont - Seattle Center       | 35.4                       | 10.6                                    | 30.6                       | 9.6                                     | 19.2                       | 5.3                                     |
| 33*   | Discovery Park - Seattle CBD                         | 46.2                       | 13.7                                    | 29.1                       | 8.4                                     | 12.4                       | 4.2                                     |
| 36*   | Othello Station - Beacon Hill - Seattle CBD          | 44.1                       | 12.4                                    | 41.0                       | 10.7                                    | 24.4                       | 6.2                                     |
| 37    | Alaska Junction - Alki - Seattle CBD                 | 15.1                       | 7.9                                     |                            |   |                            |   |
| 40*   | Northgate TC - Ballard - Seattle CBD via Leary Av NW | 45.0                       | 13.1                                    | 37.2                       | 12.1                                    | 22.9                       | 7.4                                     |
| 41*   | Lake City - Seattle CBD via Northgate                | 33.6                       | 19.9                                    | 24.8                       | 13.9                                    | 18.2                       | 10.3                                    |
| 43*   | University District - Capitol Hill - Seattle CBD     | 24.6                       | 6.2                                     | 21.6                       | 4.6                                     | 11.4                       | 3.6                                     |
| 44*   | Ballard - Wallingford - Montlake                     | 62.2                       | 16.9                                    | 46.7                       | 11.9                                    | 34.1                       | 8.3                                     |
| 45*   | Loyal Heights - University District                  | 38.1                       | 8.8                                     | 38.1                       | 9.9                                     | 26.3                       | 5.4                                     |
| 47*   | Summit - Seattle CBD                                 | 24.7                       | 4.7                                     | 20.0                       | 3.8                                     |                            |   |
| 48*   | Mt Baker - University District                       | 34.9                       | 10.3                                    | 24.1                       | 6.6                                     | 14.2                       | 3.7                                     |
| 49*   | University District - Capitol Hill - Seattle CBD     | 41.0                       | 14.5                                    | 35.6                       | 12.1                                    | 29.4                       | 10.9                                    |
| 55*   | Admiral District - Alaska Junction - Seattle CBD     | 25.1                       | 11.4                                    |                            |   |                            |   |
| 56*   | Alki - Seattle CBD                                   | 29.5                       | 12.9                                    | 16.4                       | 9.6                                     |                            |   |
| 57*   | Alaska Junction - Seattle CBD                        | 33.7                       | 15.6                                    |                            |   |                            |   |
| 60*   | Westwood Village - Georgetown - Capitol Hill         | 33.0                       | 10.1                                    | 31.2                       | 9.4                                     | 19.4                       | 5.7                                     |
| 62    | Sand Point - Green Lake - Seattle CBD                | 43.5                       | 12.6                                    | 29.4                       | 9.6                                     | 17.0                       | 5.3                                     |
| 63    | Northgate - Cherry Hill                              | 27.2                       | 9.6                                     | 18.9                       | 7.4                                     |                            |   |
| 64    | Jackson Park - Cherry Hill                           | 29.8                       | 9.5                                     |                            |   |                            |   |
| 65*   | Jackson Park - Lake City - University District       | 52.3                       | 12.4                                    | 36.3                       | 8.9                                     | 25.8                       | 6.3                                     |
| 67*   | Northgate TC - University District                   | 42.8                       | 12.1                                    | 41.6                       | 11.0                                    | 32.2                       | 7.0                                     |
| 70*   | University District - Seattle CBD                    | 52.4                       | 18.3                                    | 38.3                       | 14.1                                    | 19.7                       | 7.5                                     |
| 71    | Wedgwood - University District                       | 28.5                       | 6.0                                     | 23.0                       | 4.8                                     | 19.2                       | 3.0                                     |
| 73*   | Jackson Park - Cowen Park - University District      |                            |   | 27.0                       | 8.2                                     | 24.6                       | 6.1                                     |
| 74    | Sand Point - Seattle CBD                             | 24.2                       | 10.3                                    | 11.1                       | 3.6                                     |                            |   |
| 75    | Northgate TC - Lake City - Seattle CBD               | 41.8                       | 10.2                                    | 32.1                       | 7.7                                     | 23.3                       | 5.4                                     |
| 76*   | Wedgwood - Seattle CBD                               | 39.7                       | 15.0                                    | 18.8                       | 8.9                                     |                            |   |
| 77    | North City - Seattle CBD                             | 31.8                       | 15.7                                    |                            |   |                            |   |

\* Designates routes receiving Seattle investments.

## Route Productivity Data continued

| Route | Description   | Peak                       |   | Off Peak                   |   | Night                      |   |
|-------|---|----------------------------|---|----------------------------|---|----------------------------|---|
|       |   | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile |
| 78    | Children's Hospital - UW Station                                  | 18.4                       | 3.4                                     | 18.2                       | 3.5                                     |                            |   |
| 101   | Renton TC - Seattle CBD   | 26.4                       | 19.9                                    | 22.4                       | 18.3                                    | 21.6                       | 16.2                                    |
| 102   | Fairwood - Seattle CBD  | 27.1                       | 19.3                                    |                            |   |                            |   |
| 106*  | Renton TC - Rainier Beach - Seattle CBD                           | 38.8                       | 10.2                                    | 30.8                       | 9.1                                     | 19.7                       | 6.5                                     |
| 111   | Lake Kathleen - Seattle CBD                                       | 18.0                       | 14.1                                    |                            |   |                            |   |
| 113   | Shorewood - Seattle CBD   | 19.6                       | 10.0                                    |                            |   |                            |   |
| 114   | Renton Highlands - Seattle CBD                                    | 13.7                       | 10.6                                    |                            |   |                            |   |
| 116   | Fauntleroy Ferry - Seattle CBD                                    | 20.1                       | 7.3                                     |                            |   |                            |   |
| 118X  | Tahlequah - Vashon  | 16.4                       | 9.7                                     | 12.0                       | 5.1                                     |                            |   |
| 119X  | Dockton - Vashon  | 22.1                       | 10.5                                    |                            |   |                            |   |
| 120*  | Burien TC - Westwood Village - Seattle CBD                        | 33.4                       | 15.1                                    | 30.0                       | 13.1                                    | 26.0                       | 12.1                                    |
| 121   | Highline CC -Burien TC - Seattle CBD via 1st Av S                 | 15.1                       | 7.9                                     | 11.4                       | 4.9                                     |                            |   |
| 122   | Highline CC -Burien TC - Seattle CBD via Des Moines Memorial Dr S | 15.3                       | 8.1                                     | 16.3                       | 10.0                                    |                            |   |
| 123   | Burien - Seattle CBD  | 22.2                       | 13.8                                    |                            |   |                            |   |
| 124*  | Tukwila - Georgetown - Seattle CBD                                | 35.0                       | 12.1                                    | 30.9                       | 10.1                                    | 19.8                       | 7.5                                     |
| 125*  | Westwood Village - Seattle CBD                                    | 25.1                       | 11.2                                    | 15.1                       | 6.9                                     | 11.2                       | 5.2                                     |
| 131   | Burien TC - Highland Park - Seattle CBD                           | 38.7                       | 15.6                                    | 34.3                       | 13.1                                    | 22.3                       | 9.0                                     |
| 132   | Burien TC - South Park - Seattle CBD                              | 32.9                       | 13.4                                    | 27.5                       | 9.9                                     | 17.5                       | 7.2                                     |
| 143   | Black Diamond - Renton TC - Seattle CBD                           | 15.9                       | 11.2                                    |                            |   |                            |   |
| 150   | Kent Station - Southcenter - Seattle CBD                          | 25.1                       | 16.6                                    | 21.5                       | 16.4                                    | 20.1                       | 16.3                                    |
| 157   | Lake Meridian - Seattle CBD                                       | 14.3                       | 11.1                                    |                            |   |                            |   |
| 158   | Kent East Hill - Seattle CBD                                      | 16.5                       | 12.5                                    |                            |   |                            |   |
| 159   | Timberlane - Seattle CBD  | 14.0                       | 10.5                                    |                            |   |                            |   |
| 167   | Renton - Newport Hills - University District                      | 20.0                       | 16.1                                    | 12.8                       | 14.6                                    |                            |   |
| 177   | Federal Way - Seattle CBD   | 13.4                       | 10.1                                    |                            |   |                            |   |
| 178   | South Federal Way - Seattle CBD                                   | 12.4                       | 10.1                                    |                            |   |                            |   |
| 179   | Twin Lakes - Seattle CBD  | 17.7                       | 15.8                                    |                            |   |                            |   |
| 190   | Redondo Heights - Seattle CBD                                     | 11.7                       | 9.4                                     |                            |   |                            |   |
| 192   | Star Lake - Seattle CBD   | 9.2                        | 7.4                                     |                            |   |                            |   |
| 193   | Federal Way - First Hill  | 13.2                       | 10.5                                    |                            |   |                            |   |
| 197   | Twin Lakes - University District                                  | 13.0                       | 11.2                                    | 11.2                       | 7.9                                     |                            |   |

\* Designates routes receiving Seattle investments.

## Route Productivity Data continued

| Route   | Description   | Peak                       |   | Off Peak                   |   | Night                      |   |
|---------|---|----------------------------|---|----------------------------|---|----------------------------|---|
|         |   | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile |
| 212     | Eastgate - Seattle CBD                              | 38.6                       | 22.6                                    | 26.0                       | 14.1                                    |                            |   |
| 214     | Issaquah - Seattle CBD                              | 27.3                       | 19.3                                    |                            |   |                            |   |
| 216     | Sammamish - Seattle CBD                             | 31.6                       | 22.8                                    |                            |   |                            |   |
| 217     | Seattle CBD - Eastgate - Issaquah                   | 16.5                       | 12.0                                    |                            |   |                            |   |
| 218     | Issaquah Highlands - Seattle CBD                    | 33.8                       | 22.9                                    | 27.3                       | 19.3                                    |                            |   |
| 219     | Redmond - Sammamish - Seattle CBD                   | 25.1                       | 21.8                                    |                            |   |                            |   |
| 252     | Kingsgate - Seattle CBD                             | 24.3                       | 17.2                                    |                            |   |                            |   |
| 255     | Brickyard - Kirkland TC - Seattle CBD               | 27.2                       | 16.4                                    | 19.0                       | 11.9                                    | 17.4                       | 10.3                                    |
| 257     | Brickyard - Seattle CBD                             | 24.2                       | 17.2                                    |                            |   |                            |   |
| 268     | Redmond - Seattle CBD                               | 32.7                       | 22.2                                    |                            |   |                            |   |
| 271     | Issaquah - Bellevue - University District           | 26.6                       | 12.3                                    | 23.2                       | 11.4                                    | 16.1                       | 7.8                                     |
| 277     | Juanita - University District                       | 12.8                       | 5.7                                     | 20.3                       | 9.3                                     |                            |   |
| 301     | Aurora Village - Seattle CBD                        | 35.6                       | 25.7                                    | 29.1                       | 21.4                                    |                            |   |
| 303     | Shoreline - First Hill                              | 31.5                       | 16.5                                    |                            |   |                            |   |
| 304     | Richmond Beach - Seattle CBD                        | 28.2                       | 20.6                                    |                            |   |                            |   |
| 308     | Horizon View - Seattle CBD                          | 14.8                       | 8.8                                     |                            |   |                            |   |
| 309     | Kenmore - First Hill                                | 28.1                       | 15.9                                    |                            |   |                            |   |
| 311     | Woodinville - Seattle CBD                           | 24.3                       | 18.0                                    |                            |   |                            |   |
| 312     | Bothell - Seattle CBD                               | 31.9                       | 18.9                                    | 18.0                       | 10.3                                    |                            |   |
| 316     | Meridian Park - Seattle CBD                         | 38.9                       | 17.4                                    |                            |   |                            |   |
| 355     | Shoreline CC - University District - Seattle CBD    | 30.0                       | 13.1                                    | 19.2                       | 7.6                                     |                            |   |
| 372*    | Woodinville - Lake City - University District       | 36.1                       | 10.6                                    | 38.6                       | 10.5                                    | 24.8                       | 6.2                                     |
| 373*    | Aurora Village - University Village                 | 34.1                       | 11.5                                    | 34.2                       | 10.3                                    |                            |   |
| C Line* | Westwood Village - Alaska Junction - Seattle CBD    | 38.9                       | 16.6                                    | 30.4                       | 14.6                                    | 19.1                       | 9.1                                     |
| D Line* | Crown Hill - Ballard - Seattle Center - Seattle CBD | 60.5                       | 17.8                                    | 52.2                       | 16.8                                    | 34.2                       | 10.1                                    |
| E Line* | Aurora Village - Seattle CBD                        | 52.8                       | 19.8                                    | 54.9                       | 23.1                                    | 41.4                       | 15.8                                    |
| --      | South Lake Union Streetcar                          | 79.7                       | 7.9                                     | 66.5                       | 6.1                                     | 27.9                       | 3.3                                     |
| --      | West Seattle Water Taxi                             | 90.0                       | 38.0                                    |                            |   |                            |   |
| --      | Vashon Island Water Taxi                            | 178.0                      | 90.0                                    |                            |   |                            |   |

| Spring 2019 Thresholds: Urban Routes | Peak |      | Off Peak |      | Night |     |
|--------------------------------------|------|------|----------|------|-------|-----|
| Bottom 25%                           | 24.3 | 10.1 | 21.2     | 7.4  | 16.6  | 4.3 |
| Top 25%                              | 40.3 | 16.4 | 36.4     | 11.9 | 24.7  | 7.6 |

\* Designates routes receiving Seattle investments.

## Appendix D: Changes to Route Productivity Thresholds

### Top 25%

| Service Type | Year   | Peak                       |                                      | Off Peak                   |                                      | Night                      |                                      |
|--------------|--------|----------------------------|--------------------------------------|----------------------------|--------------------------------------|----------------------------|--------------------------------------|
|              |        | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform Mile |
| Suburban     | 2019   | 24.1                       | 7.8                                  | 25.3                       | 8.5                                  | 15.8                       | 5.4                                  |
|              | 2018   | 23.9                       | 8.2                                  | 25.1                       | 8.3                                  | 16.8                       | 5.6                                  |
|              | Change | 0.2                        | -0.3                                 | 0.2                        | 0.3                                  | -1.0                       | -0.2                                 |
| Urban        | 2019   | 40.3                       | 16.4                                 | 36.4                       | 11.9                                 | 24.7                       | 7.7                                  |
|              | 2018   | 41.6                       | 17.5                                 | 37.2                       | 12.1                                 | 25.9                       | 7.9                                  |
|              | Change | -1.4                       | -1.1                                 | -0.8                       | -0.2                                 | -1.2                       | -0.2                                 |
| DART/Shuttle | 2019   | 13.8                       | 4.5                                  | 14.8                       | 4.5                                  | 12.7                       | 4.7                                  |
|              | 2018   | 11.9                       | 3.8                                  | 13.8                       | 4.5                                  | 13.0                       | 4.7                                  |
|              | Change | 1.9                        | 0.7                                  | 1.0                        | 0.0                                  | -0.3                       | 0.0                                  |

### Bottom 25%

| Service Type | Year   | Peak                       |                                      | Off Peak                   |                                      | Night                      |                                      |
|--------------|--------|----------------------------|--------------------------------------|----------------------------|--------------------------------------|----------------------------|--------------------------------------|
|              |        | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform Mile |
| Suburban     | 2019   | 13.7                       | 5.3                                  | 11.9                       | 4.9                                  | 8.4                        | 2.8                                  |
|              | 2018   | 14.0                       | 4.7                                  | 12.1                       | 4.7                                  | 9.6                        | 3.5                                  |
|              | Change | -0.3                       | 0.5                                  | -0.2                       | 0.2                                  | -1.2                       | -0.8                                 |
| Urban        | 2019   | 24.3                       | 10.1                                 | 21.2                       | 7.4                                  | 16.6                       | 4.3                                  |
|              | 2018   | 24.7                       | 9.8                                  | 22.4                       | 7.5                                  | 15.7                       | 4.4                                  |
|              | Change | -0.4                       | 0.3                                  | -1.2                       | -0.1                                 | 0.9                        | -0.1                                 |
| DART/Shuttle | 2019   | 8.9                        | 2.5                                  | 8.1                        | 2.4                                  | 12.7                       | 4.7                                  |
|              | 2018   | 8.1                        | 2.1                                  | 7.4                        | 2.3                                  | 13.0                       | 4.7                                  |
|              | Change | 0.8                        | 0.5                                  | 0.6                        | 0.1                                  | -0.3                       | 0.0                                  |

## Appendix E: Peak Route Analysis

| Route | Description   | Alternative Route(s)* | Ridership ≥ 90% of alternative | Travel Time ≥ 20% faster than alternative |
|-------|---|-----------------------|--------------------------------|---|
| 5EX   | Shoreline CC - Seattle CBD  | 5                     | No                             | No  |
| 9EX   | Rainier Beach - Capitol Hill                                      | 7                     | No                             | No  |
| 15EX  | Blue Ridge - Ballard - Seattle CBD                                | D Line                | No                             | Yes                                       |
| 17EX  | Sunset Hill - Ballard - Seattle CBD                               | 29                    | Yes                            | Yes                                       |
| 18EX  | North Beach - Ballard - Seattle CBD                               | 40                    | No                             | No  |
| 19    | West Magnolia - Seattle CBD                                       | 24                    | No                             | No  |
| 21EX  | Arbor Heights - Westwood Village - Seattle CBD                    | 21                    | Yes                            | Yes                                       |
| 29    | Ballard - Queen Anne - Seattle CBD                                | 2                     | Yes                            | Yes                                       |
| 37    | Alaska Junction - Alki - Seattle CBD                              | 773                   | Yes                            | Yes                                       |
| 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  |
| 63EX  | Northgate - Cherry Hill   | 303EX                 | No                             | No  |
| 64EX  | Lake City - First Hill  | 76                    | No                             | Yes                                       |
| 76    | Wedgwood - Seattle CBD  | 71                    | Yes                            | No  |
| 77EX  | North City - Seattle CBD  | 373EX                 | Yes                            | Yes                                       |
| 102   | Fairwood - Renton TC - Seattle CBD                                | 148                   | Yes                            | No  |
| 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  | 121                   | Yes                            | No  |
| 154   | Tukwila Station - Boeing Industrial                               | 124                   | No                             | No  |
| 157   | Lake Meridian - Seattle CBD                                       | None                  | Yes                            | Yes                                       |
| 158   | Kent East Hill - Seattle CBD                                      | 164                   | Yes                            | No  |
| 159   | Timberlane - Seattle CBD  | 164                   | Yes                            | No  |
| 167   | Renton - Newport Hills - University District                      | 560EX                 | Yes                            | 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                 | No                             | Yes                                       |
| 192   | Star Lake - Seattle CBD   | 574EX                 | No                             | Yes                                       |

## Peak Route Analysis continued

| Route                   | Description                                      | Alternative Route(s)* | Ridership ≥ 90% of alternative | Travel Time ≥ 20% faster than alternative |
|-------------------------|--|-----------------------|--------------------------------|---|
| 193EX                   | Federal Way - First Hill                         | None                  | Yes                            | Yes                                       |
| 197                     | Twin Lakes - University District                 | 181                   | Yes                            | Yes                                       |
| 212                     | Eastgate - Seattle CBD                           | 554EX                 | Yes                            | No  |
| 214                     | Issaquah - Seattle CBD                           | 554EX                 | 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                     | Redmond - Sammamish - Seattle CBD                | None                  | Yes                            | Yes                                       |
| 232                     | Duvall - Bellevue                                | 248                   | Yes                            | Yes                                       |
| 237                     | Woodinville - Bellevue                           | 311                   | No                             | Yes                                       |
| 243EX                   | Overlake - Kenmore                               | 930                   | Yes                            | Yes                                       |
| 244                     | Kenmore - Overlake                               | 234                   | Yes                            | Yes                                       |
| 252                     | Kingsgate - Seattle CBD                          | 255                   | No                             | Yes                                       |
| 257                     | Brickyard - Seattle CBD                          | 238                   | Yes                            | Yes                                       |
| 268                     | Redmond - Seattle CBD                            | 545                   | 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                                       |
| 308                     | Horizon View - Seattle CBD                       | 331                   | Yes                            | No  |
| 309EX                   | Kenmore - First Hill                             | 312EX                 | No                             | Yes                                       |
| 311                     | Woodinville - Seattle CBD                        | 232                   | Yes                            | Yes                                       |
| 312EX                   | Bothell - Seattle CBD                            | 522EX                 | Yes                            | No  |
| 316                     | Meridian Park - Seattle CBD                      | 26EX                  | Yes                            | Yes                                       |
| 342                     | Shoreline - Bellevue TC - Renton                 | None                  | Yes                            | Yes                                       |
| 355EX                   | Shoreline CC - University District - Seattle CBD | 5                     | No                             | No  |
| 913DART                 | Kent Station - Riverview                         | None                  | Yes                            | Yes                                       |
| Vashon Water Taxi       | Vashon - Seattle CBD                             | 118                   | Yes                            | Yes                                       |
| West Seattle Water Taxi | West Seattle - Seattle CBD                       | 37                    | Yes                            | Yes                                       |

Peak-only routes 27, 143, 153, 183, 373 Express, 930, and 931 are included in the corridor analysis because they each serve as the only route on one of Metro's 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.

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

## Appendix F: Route-level Reliability

■ over the lateness threshold

| Route | All-Day % Late | PM % Late | Saturday % Late | Sunday % Late |
|-------|----------------|-----------|-----------------|---------------|
| 1     | 14.6%          | 17.1%     | 8.9%            | 16.1%         |
| 2     | 16.0%          | 14.9%     | 11.4%           | 20.6%         |
| 3     | 15.9%          | 20.5%     | 14.8%           | 20.2%         |
| 4     | 11.7%          | 15.2%     | 14.6%           | 12.6%         |
| 5     | 23.1%          | 40.0%     | 32.4%           | 25.8%         |
| 5X    | 14.2%          | 21.9%     | -               | -             |
| 7     | 18.8%          | 25.5%     | 27.3%           | 11.8%         |
| 8     | 25.7%          | 32.4%     | 31.4%           | 30.2%         |
| 9X    | 17.1%          | 23.7%     | -               | -             |
| 10    | 23.1%          | 21.6%     | 20.4%           | 9.8%          |
| 11    | 19.9%          | 30.7%     | 33.4%           | 34.8%         |
| 12    | 22.9%          | 33.5%     | 10.9%           | 11.0%         |
| 13    | 12.9%          | 10.0%     | 11.6%           | 21.9%         |
| 14    | 10.5%          | 13.1%     | 5.6%            | 9.8%          |
| 15X   | 19.4%          | 31.2%     | -               | -             |
| 17X   | 27.2%          | 26.6%     | -               | -             |
| 18X   | 26.5%          | 36.6%     | -               | -             |
| 19    | 12.0%          | 13.5%     | -               | -             |
| 21    | 21.8%          | 29.7%     | 36.0%           | 20.0%         |
| 21X   | 10.5%          | 14.4%     | -               | -             |
| 22    | 12.3%          | 19.7%     | 30.7%           | 5.0%          |
| 24    | 22.4%          | 27.6%     | 28.1%           | 14.9%         |
| 26X   | 23.8%          | 27.3%     | 28.8%           | 25.2%         |
| 27    | 11.5%          | 12.9%     | 15.7%           | 17.8%         |
| 28X   | 19.9%          | 24.8%     | 23.2%           | 18.0%         |
| 29    | 14.0%          | 15.7%     | -               | -             |
| 31    | 20.7%          | 28.3%     | 27.9%           | -             |
| 32    | 18.5%          | 21.2%     | 20.6%           | 22.3%         |
| 33    | 18.4%          | 29.8%     | 27.3%           | 15.7%         |
| 36    | 23.5%          | 35.5%     | 10.4%           | 17.0%         |
| 37    | 19.2%          | 25.0%     | -               | -             |
| 40    | 23.6%          | 35.4%     | 30.1%           | 45.9%         |
| 41    | 13.4%          | 17.7%     | 8.4%            | 4.8%          |
| 43    | 16.8%          | 21.8%     | 19.8%           | 5.5%          |
| 44    | 7.8%           | 9.6%      | 20.1%           | 8.8%          |
| 45    | 10.2%          | 10.1%     | 10.2%           | 13.5%         |
| 47    | 10.2%          | 23.3%     | 19.1%           | 6.9%          |
| 47    | 7%             | 12%       | 11%             | 4%            |

| Route | All-Day % Late | PM % Late | Saturday % Late | Sunday % Late |
|-------|----------------|-----------|-----------------|---------------|
| 48    | 11.4%          | 20.7%     | 21.4%           | 11.3%         |
| 49    | 16.9%          | 17.3%     | 16.7%           | 13.3%         |
| 50    | 17.3%          | 25.5%     | 16.3%           | 17.8%         |
| 55    | 12.6%          | 18.1%     | -               | -             |
| 56    | 8.0%           | 13.8%     | -               | -             |
| 57    | 5.8%           | 7.6%      | -               | -             |
| 60    | 18.3%          | 22.3%     | 23.8%           | 17.9%         |
| 62    | 22.4%          | 35.4%     | 22.9%           | 19.3%         |
| 63X   | 30.6%          | 37.9%     | -               | -             |
| 64X   | 31.2%          | 45.5%     | -               | -             |
| 65    | 14.3%          | 23.5%     | 13.2%           | 11.6%         |
| 67    | 22.9%          | 29.0%     | 21.2%           | 19.0%         |
| 70    | 11.6%          | 21.9%     | 11.0%           | 8.5%          |
| 71    | 15.6%          | 20.9%     | 18.6%           | -             |
| 74    | 4.9%           | 14.3%     | -               | -             |
| 75    | 17.6%          | 24.4%     | 16.6%           | 17.3%         |
| 76    | 23.9%          | 39.6%     | -               | -             |
| 77X   | 16.6%          | 16.1%     | -               | -             |
| 78    | 4.2%           | 8.0%      | -               | -             |
| 101   | 6.3%           | 8.1%      | 9.3%            | 14.1%         |
| 102   | 5.9%           | 8.2%      | -               | -             |
| 105   | 2.9%           | 3.4%      | 5.1%            | 7.4%          |
| 106   | 26.7%          | 26.4%     | 22.8%           | 19.9%         |
| 107   | 22.0%          | 27.1%     | 23.7%           | 16.0%         |
| 111   | 7.3%           | 13.6%     | -               | -             |
| 113   | 14.6%          | 15.8%     | -               | -             |
| 114   | 7.9%           | 15.0%     | -               | -             |
| 116X  | 18.5%          | 13.3%     | -               | -             |
| 118   | 10.8%          | 14.3%     | 20.6%           | 10.6%         |
| 118X  | 12.0%          | 23.1%     | -               | -             |
| 119   | 14.0%          | 29.8%     | -               | -             |
| 119X  | 13.1%          | 25.7%     | -               | -             |
| 120   | 8.4%           | 12.4%     | 8.0%            | 8.4%          |
| 121   | 8.3%           | 10.3%     | -               | -             |
| 122   | 10.3%          | 13.2%     | -               | -             |
| 123   | 11.4%          | 14.0%     | -               | -             |
| 124   | 17.3%          | 19.2%     | 27.0%           | 12.2%         |
| 124   | 18%            | 26%       | 20%             | 10%           |

## Route-level Reliability continued

over the lateness threshold

| Route | All-Day % Late | PM % Late | Saturday % Late | Sunday % Late |
|-------|----------------|-----------|-----------------|---------------|
| 125   | 9.9%           | 15.2%     | 12.9%           | 20.3%         |
| 128   | 9.8%           | 12.7%     | 12.5%           | 6.2%          |
| 131   | 23.4%          | 37.3%     | 28.4%           | 24.9%         |
| 132   | 20.9%          | 19.8%     | 24.3%           | 22.5%         |
| 143   | 25.3%          | 33.4%     | -               | -             |
| 148   | 18.5%          | 30.3%     | 25.4%           | 12.8%         |
| 150   | 11.4%          | 13.8%     | 16.1%           | 9.2%          |
| 153   | 17.3%          | 39.4%     | -               | -             |
| 154   | 13.1%          | 18.7%     | -               | -             |
| 156   | 13.2%          | 15.0%     | 8.9%            | 18.1%         |
| 157   | 21.5%          | 29.6%     | -               | -             |
| 158   | 13.7%          | 21.3%     | -               | -             |
| 159   | 12.3%          | 20.9%     | -               | -             |
| 164   | 9.0%           | 10.6%     | 11.4%           | -             |
| 166   | 10.8%          | 23.9%     | 22.6%           | 20.9%         |
| 167   | 14.0%          | 23.2%     | -               | -             |
| 168   | 21.4%          | 29.5%     | 23.8%           | 23.0%         |
| 169   | 12.4%          | 17.8%     | 25.1%           | 29.1%         |
| 177   | 10.8%          | 13.4%     | -               | -             |
| 178   | 9.7%           | 14.4%     | -               | -             |
| 179   | 13.2%          | 20.9%     | -               | -             |
| 180   | 12.3%          | 20.8%     | 17.8%           | 12.4%         |
| 181   | 13.8%          | 27.1%     | 22.7%           | 16.9%         |
| 182   | 15.5%          | 28.8%     | 15.3%           | 2.2%          |
| 183   | 10.3%          | 14.9%     | 21.2%           | -             |
| 186   | 28.9%          | 51.3%     | -               | -             |
| 187   | 19.7%          | 36.1%     | 14.6%           | 2.0%          |
| 190   | 7.8%           | 13.2%     | -               | -             |
| 192   | 8.3%           | 10.5%     | -               | -             |
| 193X  | 12.8%          | 15.6%     | -               | -             |
| 197   | 21.9%          | 36.2%     | -               | -             |
| 200   | 19.5%          | -         | -               | -             |
| 208   | 19.5%          | 37.5%     | 44.9%           | -             |
| 212   | 7.8%           | 11.4%     | -               | -             |
| 214   | 7.7%           | 8.9%      | -               | -             |
| 216   | 12.2%          | 16.5%     | -               | -             |
| 214   | 21%            | 26%       |                 |               |
| 216   | 37%            | 55%       |                 |               |

| Route | All-Day % Late | PM % Late | Saturday % Late | Sunday % Late |
|-------|----------------|-----------|-----------------|---------------|
| 217   | 5.1%           | 11.6%     | -               | -             |
| 218   | 9.1%           | 10.3%     | -               | -             |
| 219   | 10.0%          | 13.4%     | -               | -             |
| 221   | 21.7%          | 28.6%     | 9.0%            | 20.3%         |
| 226   | 19.0%          | 20.0%     | 15.1%           | 12.0%         |
| 232   | 23.0%          | 29.3%     | -               | -             |
| 234   | 19.3%          | 26.5%     | 24.0%           | 17.8%         |
| 235   | 19.9%          | 24.5%     | 5.4%            | 3.3%          |
| 236   | 17.0%          | 25.5%     | 19.4%           | 18.1%         |
| 237   | 9.0%           | 16.8%     | -               | -             |
| 238   | 21.7%          | 35.8%     | 9.5%            | 15.5%         |
| 240   | 17.7%          | 23.4%     | 12.2%           | 7.9%          |
| 241   | 20.4%          | 29.6%     | 13.4%           | 6.2%          |
| 243X  | 23.4%          | 53.5%     | -               | -             |
| 244   | 46.1%          | 55.9%     | -               | -             |
| 245   | 16.7%          | 24.3%     | 17.0%           | 12.6%         |
| 246   | 12.0%          | 32.6%     | -               | -             |
| 248   | 12.3%          | 19.9%     | 4.8%            | 6.1%          |
| 249   | 14.8%          | 25.5%     | 18.8%           | 15.2%         |
| 252   | 16.9%          | 28.1%     | -               | -             |
| 255   | 12.5%          | 22.7%     | 14.9%           | 6.5%          |
| 257   | 16.8%          | 33.4%     | -               | -             |
| 268   | 14.1%          | 9.8%      | -               | -             |
| 269   | 18.5%          | 30.1%     | 3.5%            | -             |
| 271   | 15.1%          | 21.7%     | 10.0%           | 9.5%          |
| 277   | 28.0%          | 36.0%     | -               | -             |
| 301   | 14.0%          | 25.5%     | -               | -             |
| 301X  | 20.2%          | 31.3%     | -               | -             |
| 303X  | 15.1%          | 29.9%     | -               | -             |
| 304   | 8.1%           | 9.3%      | -               | -             |
| 308   | 22.9%          | 52.5%     | -               | -             |
| 309X  | 18.5%          | 41.0%     | -               | -             |
| 311   | 15.3%          | 31.6%     | -               | -             |
| 312X  | 13.6%          | 20.1%     | -               | -             |
| 316   | 19.0%          | 30.8%     | -               | -             |
| 330   | 18.1%          | 25.4%     | -               | -             |
| 331   | 14.7%          | 16.9%     | 11.9%           | 4.4%          |
| 342   | 22.8%          | 40.6%     | -               | -             |
| 345   | 6.1%           | 8.7%      | 5.6%            | 5.0%          |

## Route-level Reliability continued

over the lateness threshold

| Route                       | All-Day<br>% Late         | PM<br>% Late | Saturday<br>% Late | Sunday<br>% Late |
|-----------------------------|---------------------------|--------------|--------------------|------------------|
| 346                         | 4.1%                      | 9.6%         | 3.0%               | 2.0%             |
| 347                         | 12.8%                     | 24.4%        | 9.2%               | 10.0%            |
| 348                         | 12.7%                     | 17.3%        | 11.0%              | 6.7%             |
| 355X                        | 15.6%                     | 15.0%        | -                  | -                |
| 372X                        | 20.2%                     | 27.4%        | 6.5%               | 8.9%             |
| 373X                        | 14.1%                     | 16.5%        | -                  | -                |
| A Line                      | 17.1%                     | 20.3%        | -                  | -                |
| B Line                      | 16.1%                     | 19.4%        | -                  | -                |
| C Line                      | 17.8%                     | 20.8%        | -                  | -                |
| D Line                      | 18.2%                     | 20.4%        | -                  | -                |
| E Line                      | 22.4%                     | 25.6%        | -                  | -                |
| F Line                      | 15.3%                     | 16.5%        | -                  | -                |
| King County Marine Division | All-Day Weekday<br>% Late |              |                    |                  |
| West Seattle Water Taxi     | 1.0%                      |              |                    |                  |
| Vashon Island Water Taxi    | 1.7%                      |              |                    |                  |

## Appendix G: Route-level Ridership and Hours

| Route | Weekday Rides in Fall 2017 | Weekday Rides in Fall 2018 | Change in Rides | Weekday Platform Hours in Fall 2017 | Weekday Platform Hours in Fall 2018 | Change in Platform Hours |
|-------|----------------------------|----------------------------|-----------------|-------------------------------------|-------------------------------------|--------------------------|
| 1     | 2,400                      | 2,400                      | 0               | 66                                  | 67                                  | 1                        |
| 2     | 5,900                      | 5,900                      | 0               | 138                                 | 138                                 | 0                        |
| 3     | 7,200                      | 8,100                      | 900             | 166                                 | 190                                 | 24                       |
| 4     | 3,900                      | 2,700                      | -1,200          | 105                                 | 110                                 | 5                        |
| 5     | 8,300                      | 8,000                      | -300            | 193                                 | 203                                 | 10                       |
| 7     | 10,800                     | 11,200                     | 400             | 257                                 | 260                                 | 3                        |
| 8     | 8,600                      | 8,600                      | 0               | 190                                 | 194                                 | 4                        |
| 9     | 1,000                      | 1,000                      | 0               | 36                                  | 37                                  | 1                        |
| 10    | 3,100                      | 3,200                      | 100             | 94                                  | 94                                  | 0                        |
| 11    | 4,000                      | 4,100                      | 100             | 89                                  | 93                                  | 4                        |
| 12    | 3,300                      | 3,400                      | 100             | 84                                  | 86                                  | 2                        |
| 13    | 2,400                      | 2,400                      | 0               | 63                                  | 64                                  | 1                        |
| 14    | 2,900                      | 3,000                      | 100             | 88                                  | 87                                  | -1                       |
| 15X   | 1,500                      | 1,400                      | -100            | 33                                  | 33                                  | 0                        |
| 17X   | 1,100                      | 1,100                      | 0               | 25                                  | 27                                  | 2                        |
| 18X   | 1,000                      | 1,100                      | 100             | 25                                  | 27                                  | 2                        |
| 19    | 300                        | 300                        | 0               | 12                                  | 13                                  | 1                        |
| 21    | 4,900                      | 4,800                      | -100            | 152                                 | 158                                 | 6                        |
| 22    | 200                        | 200                        | 0               | 16                                  | 16                                  | 0                        |
| 24    | 2,300                      | 2,300                      | 0               | 72                                  | 74                                  | 2                        |
| 26X   | 2,900                      | 3,000                      | 100             | 94                                  | 95                                  | 1                        |
| 27    | 1,100                      | 1,200                      | 100             | 51                                  | 50                                  | -1                       |
| 28X   | 3,200                      | 3,300                      | 100             | 103                                 | 106                                 | 3                        |
| 29    | 1,100                      | 1,100                      | 0               | 38                                  | 38                                  | 0                        |
| 31    | 1,600                      | 1,800                      | 200             | 58                                  | 67                                  | 9                        |
| 32    | 2,400                      | 2,300                      | -100            | 78                                  | 77                                  | -1                       |
| 33    | 2,100                      | 2,100                      | 0               | 59                                  | 60                                  | 1                        |
| 36    | 9,200                      | 9,200                      | 0               | 237                                 | 237                                 | 0                        |
| 37    | 200                        | 200                        | 0               | 10                                  | 13                                  | 3                        |
| 40    | 12,000                     | 12,600                     | 600             | 299                                 | 315                                 | 16                       |
| 41    | 9,600                      | 8,800                      | -800            | 201                                 | 233                                 | 32                       |
| 43    | 700                        | 700                        | 0               | 29                                  | 32                                  | 3                        |
| 44    | 8,800                      | 8,900                      | 100             | 178                                 | 177                                 | -1                       |
| 45    | 6,900                      | 6,800                      | -100            | 185                                 | 186                                 | 1                        |
| 47    | 600                        | 500                        | -100            | 23                                  | 23                                  | 0                        |
| 48    | 5,800                      | 5,600                      | -200            | 198                                 | 199                                 | 1                        |

## Route-level Ridership and Hours continued

| Route | Weekday Rides in Fall 2017 | Weekday Rides in Fall 2018 | Change in Rides | Weekday Platform Hours in Fall 2017 | Weekday Platform Hours in Fall 2018 | Change in Platform Hours |
|-------|----------------------------|----------------------------|-----------------|-------------------------------------|-------------------------------------|--------------------------|
| 49    | 6,400                      | 6,000                      | -400            | 169                                 | 169                                 | 0                        |
| 50    | 2,300                      | 2,400                      | 100             | 124                                 | 137                                 | 13                       |
| 55    | 1,000                      | 900                        | -100            | 32                                  | 37                                  | 5                        |
| 56    | 700                        | 700                        | 0               | 21                                  | 26                                  | 5                        |
| 57    | 500                        | 500                        | 0               | 11                                  | 13                                  | 2                        |
| 60    | 5,400                      | 5,700                      | 300             | 192                                 | 193                                 | 1                        |
| 62    | 7,500                      | 8,100                      | 600             | 241                                 | 244                                 | 3                        |
| 63    | 700                        | 700                        | 0               | 29                                  | 30                                  | 1                        |
| 64X   | 800                        | 800                        | 0               | 28                                  | 30                                  | 2                        |
| 65    | 5,700                      | 5,700                      | 0               | 145                                 | 146                                 | 1                        |
| 67    | 5,700                      | 5,700                      | 0               | 145                                 | 146                                 | 1                        |
| 70    | 8,300                      | 8,600                      | 300             | 191                                 | 216                                 | 25                       |
| 71    | 1,300                      | 1,300                      | 0               | 51                                  | 51                                  | 0                        |
| 73    | 1,100                      | 700                        | -400            | 40                                  | 24                                  | -16                      |
| 74    | 1,300                      | 1,300                      | 0               | 38                                  | 50                                  | 12                       |
| 75    | 4,400                      | 4,600                      | 200             | 130                                 | 136                                 | 6                        |
| 76    | 1,600                      | 1,600                      | 0               | 43                                  | 44                                  | 1                        |
| 77    | 1,100                      | 1,100                      | 0               | 30                                  | 36                                  | 6                        |
| 78    | 200                        | 200                        | 0               | 14                                  | 14                                  | 0                        |
| 99    | 300                        | --                         | --              | 17                                  | --                                  | --                       |
| 101   | 4,800                      | 4,700                      | -100            | 117                                 | 154                                 | 37                       |
| 102   | 1,000                      | 1,400                      | 400             | 30                                  | 40                                  | 10                       |
| 105   | 1,000                      | 900                        | -100            | 38                                  | 38                                  | 0                        |
| 106   | 5,600                      | 5,800                      | 200             | 178                                 | 178                                 | 0                        |
| 107   | 2,600                      | 2,700                      | 100             | 117                                 | 117                                 | 0                        |
| 111   | 800                        | 800                        | 0               | 40                                  | 43                                  | 3                        |
| 113   | 200                        | 200                        | 0               | 13                                  | 13                                  | 0                        |
| 114   | 400                        | 400                        | 0               | 30                                  | 31                                  | 1                        |
| 116   | 600                        | 600                        | 0               | 29                                  | 29                                  | 0                        |
| 118X  | 200                        | 200                        | 0               | 11                                  | 11                                  | 0                        |
| 118   | 300                        | 400                        | 100             | 30                                  | 30                                  | 0                        |
| 119X  | 100                        | 100                        | 0               | 5                                   | 5                                   | 0                        |
| 119   | 200                        | 200                        | 0               | 12                                  | 12                                  | 0                        |
| 120   | 8,600                      | 8,400                      | -200            | 228                                 | 243                                 | 15                       |
| 121   | 900                        | 900                        | 0               | 51                                  | 56                                  | 5                        |
| 122   | 500                        | 400                        | -100            | 28                                  | 30                                  | 2                        |

## Route-level Ridership and Hours continued

| Route | Weekday Rides in Fall 2017 | Weekday Rides in Fall 2018 | Change in Rides | Weekday Platform Hours in Fall 2017 | Weekday Platform Hours in Fall 2018 | Change in Platform Hours |
|-------|----------------------------|----------------------------|-----------------|-------------------------------------|-------------------------------------|--------------------------|
| 123   | 300                        | 300                        | 0               | 12                                  | 14                                  | 2                        |
| 124   | 4,000                      | 4,200                      | 200             | 136                                 | 137                                 | 1                        |
| 125   | 1,700                      | 1,400                      | -300            | 58                                  | 60                                  | 2                        |
| 128   | 3,500                      | 3,400                      | -100            | 139                                 | 140                                 | 1                        |
| 131   | 3,100                      | 3,300                      | 200             | 93                                  | 93                                  | 0                        |
| 132   | 2,800                      | 2,900                      | 100             | 103                                 | 103                                 | 0                        |
| 143   | 600                        | 500                        | -100            | 36                                  | 35                                  | -1                       |
| 148   | 600                        | 600                        | 0               | 43                                  | 43                                  | 0                        |
| 150   | 6,200                      | 6,300                      | 100             | 192                                 | 208                                 | 16                       |
| 153   | 400                        | 800                        | 400             | 22                                  | 42                                  | 20                       |
| 154   | 200                        | 100                        | -100            | 8                                   | 9                                   | 1                        |
| 156   | 1,100                      | 1,000                      | -100            | 65                                  | 70                                  | 5                        |
| 157   | 200                        | 200                        | 0               | 17                                  | 17                                  | 0                        |
| 158   | 600                        | 600                        | 0               | 30                                  | 31                                  | 1                        |
| 159   | 400                        | 300                        | -100            | 25                                  | 25                                  | 0                        |
| 164   | 1,700                      | 1,700                      | 0               | 48                                  | 48                                  | 0                        |
| 166   | 2,000                      | 1,700                      | -300            | 86                                  | 86                                  | 0                        |
| 167   | 300                        | 300                        | 0               | 16                                  | 16                                  | 0                        |
| 168   | 1,400                      | 1,500                      | 100             | 69                                  | 72                                  | 3                        |
| 169   | 3,200                      | 3,300                      | 100             | 144                                 | 144                                 | 0                        |
| 177   | 500                        | 500                        | 0               | 36                                  | 36                                  | 0                        |
| 178   | 400                        | 400                        | 0               | 32                                  | 32                                  | 0                        |
| 179   | 800                        | 700                        | -100            | 40                                  | 42                                  | 2                        |
| 180   | 4,400                      | 4,600                      | 200             | 150                                 | 183                                 | 33                       |
| 181   | 2,200                      | 2,200                      | 0               | 89                                  | 108                                 | 19                       |
| 182   | 500                        | 500                        | 0               | 28                                  | 29                                  | 1                        |
| 183   | 700                        | 1,000                      | 300             | 33                                  | 52                                  | 19                       |
| 186   | 200                        | 200                        | 0               | 21                                  | 21                                  | 0                        |
| 187   | 500                        | 500                        | 0               | 20                                  | 19                                  | -1                       |
| 190   | 400                        | 400                        | 0               | 27                                  | 29                                  | 2                        |
| 192   | 100                        | 100                        | 0               | 15                                  | 14                                  | -1                       |
| 193   | 500                        | 400                        | -100            | 30                                  | 31                                  | 1                        |
| 197   | 500                        | 500                        | 0               | 40                                  | 40                                  | 0                        |
| 200   | 100                        | 100                        | 0               | 13                                  | 13                                  | 0                        |
| 201   | <50                        | <50                        | 0               | 3                                   | 2                                   | -1                       |
| 204   | 200                        | 200                        | 0               | 19                                  | 19                                  | 0                        |

## Route-level Ridership and Hours continued

| Route | Weekday Rides in Fall 2017 | Weekday Rides in Fall 2018 | Change in Rides | Weekday Platform Hours in Fall 2017 | Weekday Platform Hours in Fall 2018 | Change in Platform Hours |
|-------|----------------------------|----------------------------|-----------------|-------------------------------------|-------------------------------------|--------------------------|
| 208   | 100                        | 100                        | 0               | 17                                  | 17                                  | 0                        |
| 212   | 2,700                      | 2,700                      | 0               | 72                                  | 79                                  | 7                        |
| 214   | 1,200                      | 1,200                      | 0               | 45                                  | 46                                  | 1                        |
| 216   | 900                        | 900                        | 0               | 30                                  | 31                                  | 1                        |
| 217   | 200                        | 200                        | 0               | 9                                   | 13                                  | 4                        |
| 218   | 1,300                      | 1,400                      | 100             | 35                                  | 41                                  | 6                        |
| 219   | 800                        | 800                        | 0               | 33                                  | 36                                  | 3                        |
| 221   | 1,500                      | 1,500                      | 0               | 83                                  | 83                                  | 0                        |
| 224   | 100                        | 100                        | 0               | 16                                  | 16                                  | 0                        |
| 226   | 1,500                      | 1,500                      | 0               | 66                                  | 70                                  | 4                        |
| 232   | 400                        | 400                        | 0               | 24                                  | 24                                  | 0                        |
| 234   | 1,300                      | 1,300                      | 0               | 74                                  | 76                                  | 2                        |
| 235   | 1,100                      | 1,100                      | 0               | 67                                  | 67                                  | 0                        |
| 236   | 400                        | 400                        | 0               | 63                                  | 63                                  | 0                        |
| 237   | 100                        | 100                        | 0               | 6                                   | 6                                   | 0                        |
| 238   | 800                        | 800                        | 0               | 78                                  | 78                                  | 0                        |
| 240   | 2,200                      | 2,400                      | 200             | 105                                 | 136                                 | 31                       |
| 241   | 600                        | 600                        | 0               | 45                                  | 48                                  | 3                        |
| 243   | <50                        | <50                        | 0               | 11                                  | 11                                  | 0                        |
| 244   | 200                        | 200                        | 0               | 17                                  | 16                                  | -1                       |
| 245   | 3,400                      | 3,500                      | 100             | 148                                 | 168                                 | 20                       |
| 246   | 300                        | 300                        | 0               | 30                                  | 30                                  | 0                        |
| 248   | 900                        | 1,000                      | 100             | 55                                  | 55                                  | 0                        |
| 249   | 800                        | 800                        | 0               | 54                                  | 54                                  | 0                        |
| 252   | 700                        | 700                        | 0               | 26                                  | 26                                  | 0                        |
| 255   | 6,800                      | 6,300                      | -500            | 229                                 | 240                                 | 11                       |
| 257   | 600                        | 600                        | 0               | 23                                  | 24                                  | 1                        |
| 268   | 400                        | 600                        | 200             | 15                                  | 17                                  | 2                        |
| 269   | 800                        | 900                        | 100             | 86                                  | 86                                  | 0                        |
| 271   | 5,500                      | 5,400                      | -100            | 233                                 | 236                                 | 3                        |
| 277   | 200                        | 200                        | 0               | 19                                  | 19                                  | 0                        |
| 301   | 1,700                      | 1,600                      | -100            | 49                                  | 49                                  | 0                        |
| 303   | 1,200                      | 1,200                      | 0               | 40                                  | 39                                  | -1                       |
| 304   | 400                        | 400                        | 0               | 15                                  | 16                                  | 1                        |
| 308   | 200                        | 200                        | 0               | 10                                  | 13                                  | 3                        |
| 309   | 500                        | 500                        | 0               | 19                                  | 19                                  | 0                        |

## Route-level Ridership and Hours continued

| Route  | Weekday Rides in Fall 2017 | Weekday Rides in Fall 2018 | Change in Rides | Weekday Platform Hours in Fall 2017 | Weekday Platform Hours in Fall 2018 | Change in Platform Hours |
|--------|----------------------------|----------------------------|-----------------|-------------------------------------|-------------------------------------|--------------------------|
| 311    | 1,300                      | 1,300                      | 0               | 48                                  | 49                                  | 1                        |
| 312    | 2,500                      | 2,600                      | 100             | 83                                  | 84                                  | 1                        |
| 316    | 1,200                      | 1,200                      | 0               | 28                                  | 29                                  | 1                        |
| 330    | 400                        | 400                        | 0               | 14                                  | 14                                  | 0                        |
| 331    | 900                        | 900                        | 0               | 48                                  | 51                                  | 3                        |
| 342    | 300                        | 300                        | 0               | 17                                  | 17                                  | 0                        |
| 345    | 1,200                      | 1,100                      | -100            | 38                                  | 47                                  | 9                        |
| 346    | 1,100                      | 1,100                      | 0               | 43                                  | 44                                  | 1                        |
| 347    | 1,200                      | 1,200                      | 0               | 56                                  | 55                                  | -1                       |
| 348    | 1,300                      | 1,200                      | -100            | 56                                  | 57                                  | 1                        |
| 355    | 1,000                      | 900                        | -100            | 33                                  | 34                                  | 1                        |
| 372    | 8,000                      | 7,800                      | -200            | 216                                 | 216                                 | 0                        |
| 373    | 1,500                      | 1,900                      | 400             | 38                                  | 61                                  | 23                       |
| 628*   | 100                        | <50                        | -50             | 19                                  | 18                                  | -1                       |
| 629*   | 100                        | <50                        | -50             | 28                                  | 28                                  | 0                        |
| 630*   | 200                        | <50                        | -50             | 11                                  | 11                                  | 0                        |
| 631    | 100                        | <50                        | -50             | 9                                   | 9                                   | 0                        |
| 633*   | <50                        | <50                        | 0               | 14                                  | 14                                  | 0                        |
| 635    | --                         | <50                        | --              | --                                  | 16                                  | --                       |
| A Line | 10,200                     | 9,400                      | -800            | 182                                 | 182                                 | 0                        |
| B Line | 6,200                      | 6,200                      | 0               | 166                                 | 166                                 | 0                        |
| C Line | 12,100                     | 12,200                     | 100             | 297                                 | 339                                 | 42                       |
| D Line | 14,300                     | 13,900                     | -400            | 256                                 | 261                                 | 5                        |
| E Line | 17,300                     | 16,800                     | -500            | 305                                 | 336                                 | 31                       |
| F Line | 5,600                      | 5,700                      | 100             | 182                                 | 191                                 | 9                        |
| 773    | 100                        | 200                        | 100             | 11                                  | 7                                   | -4                       |
| 775    | 200                        | 200                        | 0               | 12                                  | 8                                   | -4                       |
| 823    | 100                        | 100                        | 0               | 2                                   | 2                                   | 0                        |
| 824    | 100                        | 100                        | 0               | 2                                   | 2                                   | 0                        |
| 886    | <50                        | <50                        | 0               | 2                                   | 2                                   | 0                        |
| 887    | 100                        | 100                        | 0               | 2                                   | 2                                   | 0                        |
| 888    | 100                        | 100                        | 0               | 2                                   | 2                                   | 0                        |
| 889    | 100                        | 100                        | 0               | 2                                   | 2                                   | 0                        |
| 891    | 100                        | 100                        | 0               | 3                                   | 3                                   | 0                        |
| 892    | 100                        | 100                        | 0               | 2                                   | 2                                   | 0                        |
| 893    | 100                        | 100                        | 0               | 2                                   | 2                                   | 0                        |

## Route-level Ridership and Hours continued

| Route                     | Weekday Rides in Fall 2017 | Weekday Rides in Fall 2018 | Change in Rides | Weekday Platform Hours in Fall 2017 | Weekday Platform Hours in Fall 2018 | Change in Platform Hours |
|---------------------------|----------------------------|----------------------------|-----------------|-------------------------------------|-------------------------------------|--------------------------|
| 894                       | 100                        | 100                        | 0               | 2                                   | 2                                   | 0                        |
| 895                       | 100                        | 100                        | 0               | 2                                   | 2                                   | 0                        |
| 901DART                   | 400                        | 300                        | -100            | 21                                  | 18                                  | -3                       |
| 903DART                   | 300                        | 200                        | -100            | 27                                  | 24                                  | -3                       |
| 906DART                   | 400                        | 300                        | -100            | 27                                  | 26                                  | -1                       |
| 907DART                   | 100                        | 100                        | 0               | 19                                  | 17                                  | -2                       |
| 908DART                   | 100                        | 100                        | 0               | 11                                  | 10                                  | -1                       |
| 910DART                   | 100                        | 100                        | 0               | 10                                  | 9                                   | -1                       |
| 913DART                   | 200                        | 100                        | -100            | 13                                  | 13                                  | 0                        |
| 914DART                   | 200                        | 100                        | -100            | 11                                  | 10                                  | -1                       |
| 915DART                   | 200                        | 300                        | 100             | 17                                  | 15                                  | -2                       |
| 916DART                   | 100                        | 100                        | 0               | 12                                  | 12                                  | 0                        |
| 917DART                   | 200                        | 100                        | -100            | 16                                  | 14                                  | -2                       |
| 930DART                   | 100                        | 200                        | 100             | 15                                  | 20                                  | 5                        |
| 931DART                   | 200                        | 100                        | -100            | 32                                  | 28                                  | -4                       |
| 952                       | 200                        | 200                        | 0               | 27                                  | 27                                  | 0                        |
| 980                       | <50                        | <50                        | 0               | 2                                   | 2                                   | 0                        |
| 981                       | <50                        | <50                        | 0               | 2                                   | 3                                   | 1                        |
| 982                       | 100                        | 100                        | 0               | 4                                   | 4                                   | 0                        |
| 984                       | <50                        | <50                        | 0               | 2                                   | 2                                   | 0                        |
| 986                       | 100                        | 100                        | 0               | 3                                   | 4                                   | 1                        |
| 987                       | 100                        | 100                        | 0               | 4                                   | 4                                   | 0                        |
| 988                       | 100                        | 100                        | 0               | 3                                   | 3                                   | 0                        |
| 989                       | 100                        | 100                        | 0               | 4                                   | 4                                   | 0                        |
| 994                       | 100                        | 100                        | 0               | 3                                   | 3                                   | 0                        |
| 995                       | <50                        | <50                        | 0               | 3                                   | 3                                   | 0                        |
| West Seattle Water Taxi** | 786                        | 1,468                      | 682             | 8                                   | 17                                  | 9                        |
| Vashon Water Taxi**       | 943                        | 1,069                      | 126             | 6                                   | 6                                   | 0                        |

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

\* The 2018 System Evaluation incorrectly reported platform hours for these services.

\*\* Data from March-June 2019; previous year data from October 2017-March 2018

## Appendix H: Service Changes and Corridor Changes

### Service Changes

| Route (s)  | Summary of Change   | Type of Change                           |
|--|---|--|
| September 2018   |   |  |
| 2, 13  | Adjust trip times in the AM Peak to help address overcrowding.  | Schedule adjustment                      |
| 3, 4   | Add one AM Peak trip to help relieve overcrowding.  | Added trips                              |
| 4  | Re-route of the Route 4 shuttle due to 23rd Ave construction.   | Reroute                                  |
| 5, 5X  | Add one AM Peak inbound Route 5 and one AM Peak inbound Route 5X trip. Add additional service hours to improve reliability.   | Added trips                              |
| 7, 49*   | Add one late night Route 7 trip.  | Added trips                              |
| 8  | Add two new AM peak trips.  | Added trips                              |
| 9X   | Provide a connection to I-90 express routes that will use the Rainier Ave/Charles St stop once the Rainier Ave Freeway Station closes.  | Route revision - Rainier Freeway Station |
| 17*, 18*   | Add three new AM Peak trips.  | Added trips                              |
| 21X, 37, 55, 56*, 57*, 113, 116, 118, 119, 120*, 121, 122, 123, 125, 150, 673* | Move routes that currently use the Alaskan Way Viaduct (AWV) to a new pathway between the West Seattle Bridge and downtown Seattle.   | Route revision - AWW closure             |
| 28*  | Add one new AM Peak trip.   | Added trips                              |
| 31, 32, 75   | Add new evening service to route 31 (30 minute frequency) weekdays until 10pm, Saturday until 9:30pm. Co-adjust schedule with Route 32 to achieve 15 minute frequency. Link with Route 75 to provide service consistency and efficient operation. | Added trips                              |
| 40*  | Extend span of frequent service.  | Added trips                              |
| 41*, 74, 101, 102, 150, 255, 550, 554, 630, 989                                | Add layover time to account for longer running time when Convention Place Station closes.   | Added hours                              |
| 41*  | Add weekday trips to meet SDOT's frequency goals.   | Added trips                              |
| 56*, 57*   | Add one new AM Peak trip for Route 56, one new AM Peak for Route 57.  | Added trips                              |
| 62   | Add one new outbound PM peak trip.  | Added trips                              |
| 63, 64   | Relieve crowding by smoothing schedule.   | Schedule adjustment                      |
| 63, 64   | Add one new early PM peak trip on Route 63.   | Added trips                              |
| 70*  | Add service hours to improve reliability. Add trips to meet SDOT's frequency goals. Eliminate summer-only season trips.   | Added trips                              |
| 73, 373  | Add reverse-peak Route 373 and extend hours of operation. Unify stop pattern for Route 73, Route 373 on 15th Ave NE.  | Added hours, extended trips              |
| 76, 316  | Relieve crowding by smoothing schedule.   | Schedule adjustment                      |
| 106*   | Add one new Sunday trip.  | Added trips                              |

\* Designates routes receiving Seattle investments.

## Service Changes and Corridor Changes continued

| Route (s)  | Summary of Change   | Type of Change  |
|--|---|---|
| 111, 114, 212, 214, 216, 217, 218, 219   | Routing change is required as the Rainier Av S flyer stop will be permanently closing in the Fall of 2018, due to the construction of the Judkins Park station for East Link. Add hours to maintain schedule. | Route revision - Rainier Freeway Station, added hours |
| 111  | Add one new AM Peak trip.   | Added trips   |
| 114  | Add one new AM Peak trip.   | Added trips   |
| 120*   | Add two new AM Peak trips and one new PM Peak trip.   | Added trips   |
| 150  | Improve AM peak frequency to < 15 minutes. (Add northbound AM Peak trips.)  | Added trips   |
| 180  | Improve AM peak northbound and PM peak southbound frequency to 15 minutes.  | Added trips   |
| 181  | Improve AM peak frequency to 15 minutes.  | Added trips   |
| 240  | Improve peak frequency to 15 minutes.   | Added trips   |
| 245  | Improve PM peak frequency to 12 minutes.  | Added trips   |
| 331, 345*  | Improve AM Peak southbound frequency to 15 minutes. Improve Weekday night frequency to 30 minutes. Through-route Route 331 with Route 345. Remove UW Reduced designation.                                     | Added trips   |
| 345*   | On weekdays, add one AM Peak trip and one night trip in each direction; On Sunday, add three southbound trips.  | Added trips   |
| 372  | Add one new weekday NB trip.  | Added trips   |
| C Line*  | Add one PM peak trip southbound; add one AM peak trip northbound.   | Added trips   |
| D Line*  | Add one AM trip.  | Added trips   |
| E Line*  | Add ten southbound trips, four northbound trips.  | Added trips   |
| F Line   | Improve Saturday/Sunday night frequency to 15 minutes.  | Added trips   |
| <b>March 2019</b>  |   |   |
| 5, 21, 26, 28, 105, 107, 113, 114, 131, 132, 148, 158, 159, 178, 179, 190, 192 | Additional service hours to help improve reliability.   | Added hours   |
| 15   | Add one new inbound trip.   | Added trips   |
| 40*  | Add 8 southbound and 3 northbound trips.  | Added trips   |
| 41, 74, 101, 102, 150, 255, 301, 316   | Revise routing (DSTT).  | Added hours, route revision                           |
| 50*  | Improve midday service on weekdays.   | Added trips   |
| 55   | Schedule adjustment to serve West Seattle High School students.   | Schedule adjustment                                   |
| 70   | Revise routing due to Fairview Ave bridge replacement project.  | Route revision  |
| 76, 77, 308  | Revise routing (5th/6th pathway).   | Route revision  |

\* Designates routes receiving Seattle investments.

## Service Changes and Corridor Changes continued

| Route (s)  | Summary of Change  | Type of Change                         |
|--|--|--|
| 101, 102   | Convert 2 PM peak Route 101 trips to Route 102 trips to relieve overcrowding.                                  | Added hours                            |
| 105  | Revise routing for all trips to stay on NE 3 St between N 3 St and NE 4 St.                                    | Routing                                |
| 106*   | Upgrade Sunday service to every 15 minutes.  | Added trips                            |
| 111  | Add one AM and one PM trip.  | Added trips                            |
| 120*   | Additional trips to improve weekday frequency.   | Added trips                            |
| 158  | Adjust schedule to meet Sounder arrival times at Kent Station.   | Schedule adjustment                    |
| 169  | Adjust trip times to address layover congestion at Renton Transit Center.                                      | Schedule adjustment                    |
| 201, 204   | Delete Route 201, use the Route 201 hours to provide Saturday service on Route 204; convert Route 204 to DART. | Route removal, service type conversion |
| 224  | Convert to DART.   | Service type conversion                |
| 248  | Add new northbound stop on Avondale PI NE.   | Added stop                             |
| 303, 304   | Revise routing (NE 145th freeway stop closure).  | Route revision                         |
| 312  | Add one AM peak trip; adjust surrounding trip times.   | Added trips                            |
| 891, 892, 894                                    | Revise routing and add service hours due to construction at Convention Place Station.                          | Added hours                            |
| 952  | New northern terminal will be at the Seaway Transit Center.  | Route revision                         |
| <b>June 2019</b>                                 |  |  |
| School Routes                                    | Service begins Aug 21.   | School service                         |
| 4  | Eliminate Route 4 shuttle; restore regular Route 4 routing.  | Return to regular operation            |
| 48*  | Restore regular routing to/from Mt. Baker Transit Center.  | Return to regular operation            |
| 70   | Add 6 new PM peak trips and 2 PM peak trip to operate during summer only on weekdays.                          | Added trips                            |
| 74   | Add 2 new AM peak trips to operate during summer only on weekdays.   | Added trips                            |
| 252, 255, 257, 268, 311, 545, 555, 982, 986, 992 | Revised routing (Montlake freeway station closure).  | Revised routing                        |
| 355  | Relocate terminal from SB Eastlake Av E/E Nelson PI to SB Eastlake/Aloha.                                      | Terminal change                        |
| 992  | Add stop at Lakeside Middle school.  | Added stop                             |

\* Designates routes receiving Seattle investments.

# Appendix I: Corridor Analysis

| BETWEEN          | AND                 | VIA   | Connections |   |        | Land Use - Productivity        |        |                                | Social Equity - Demographics |                                  |        | Geographic Value - Connections to Centers |             |           | Initial Target Service Levels |         |       |
|------------------|---------------------|---|-------------|---|--------|--------------------------------|--------|--------------------------------|------------------------------|----------------------------------|--------|---|-------------|-----------|-------------------------------|---------|-------|
|                  |                     |   | MAJOR ROUTE | HOUSEHOLDS & P&R STALLS*1 / CORRIDOR MILE | POINTS | JOB & STUDENTS / CORRIDOR MILE | POINTS | % BOARDINGS IN MINORITY TRACTS | POINTS                       | % BOARDINGS IN LOW-INCOME TRACTS | POINTS | CONNECTION TYPE                           | TOTAL SCORE | RAPIDRISE | PEAK                          | OFFPEAK | NIGHT |
| Admiral District | Southcenter         | California Ave SW, Military Rd, TIBS            | 128         | 1,262                                     | 4      | 1,161                          | 2      | 73%                            | 5                            | 73%                              | 5      | RGC/MIC - TAC                             | 7           | 23        | 15                            | 30      | 30    |
| Alki             | SODO Station        | Alaska Junction                                 | 50          | 1,430                                     | 4      | 2,162                          | 4      | 32%                            | 0                            | 32%                              | 0      | RGC/MIC - TAC                             | 7           | 15        | 30                            | 30      | 0     |
| Auburn           | Burien              | Kent, SeaTac                                    | 180         | 740                                       | 2      | 1,193                          | 2      | 64%                            | 5                            | 99%                              | 5      | RGC/MIC - RGC/MIC                         | 10          | 24        | 15                            | 30      | 30    |
| Auburn           | Pacific             | Algona  | 917         | 408                                       | 0      | 504                            | 2      | 63%                            | 3                            | 100%                             | 5      | Other                                     | 2           | 12        | 30                            | 30      | 0     |
| Auburn/GRCC      | Federal Way         | 15th St SW, Lea Hill Rd                         | 181         | 747                                       | 2      | 1,114                          | 2      | 82%                            | 5                            | 98%                              | 5      | RGC/MIC - RGC/MIC                         | 10          | 24        | 15                            | 30      | 30    |
| Aurora Village   | Northgate           | Meridian Ave N                                  | 346         | 1,314                                     | 4      | 1,963                          | 4      | 68%                            | 5                            | 65%                              | 5      | RGC/MIC - TAC                             | 7           | 25        | 15                            | 15      | 30    |
| Aurora Village   | Seattle CBD         | Aurora Ave N                                    | E Line      | 3,093                                     | 10     | 8,852                          | 8      | 58%                            | 5                            | 46%                              | 3      | RGC/MIC - RGC/MIC                         | 10          | 36        | <15                           | 15      | 15    |
| Avondale         | Kirkland            | NE 85th St, Redmond Way, Avondale Rd NE         | 248         | 1,743                                     | 4      | 1,767                          | 4      | 81%                            | 5                            | 0%                               | 0      | RGC/MIC - TAC                             | 7           | 20        | 15                            | 30      | 30    |
| Ballard          | Northgate           | Holman Road                                     | 40          | 2,883                                     | 8      | 3,191                          | 6      | 11%                            | 0                            | 9%                               | 0      | RGC/MIC - TAC                             | 10          | 24        | 15                            | 30      | 30    |
| Ballard          | Seattle CBD         | 15th Ave W                                      | D Line      | 4,788                                     | 10     | 15,798                         | 10     | 11%                            | 0                            | 5%                               | 0      | RGC/MIC - RGC/MIC                         | 10          | 30        | <15                           | 15      | 15    |
| Ballard          | Seattle CBD         | Fremont, South Lake Union                       | 40          | 4,972                                     | 10     | 28,361                         | 10     | 20%                            | 0                            | 6%                               | 0      | RGC/MIC - RGC/MIC                         | 10          | 30        | 15                            | 15      | 30    |
| Ballard          | University District | Green Lake, Greenwood                           | 45          | 2,897                                     | 8      | 12,002                         | 10     | 13%                            | 0                            | 42%                              | 3      | RGC/MIC - TAC                             | 7           | 28        | 15                            | 15      | 30    |
| Ballard          | University District | Wallingford (N 45th St)                         | 44          | 3,528                                     | 10     | 15,109                         | 10     | 18%                            | 0                            | 18%                              | 0      | RGC/MIC - RGC/MIC                         | 10          | 30        | 15                            | 15      | 30    |
| Beacon Hill      | Seattle CBD         | Beacon Ave                                      | 36          | 2,633                                     | 8      | 13,816                         | 10     | 97%                            | 5                            | 100%                             | 5      | Other                                     | 2           | 30        | 15                            | 15      | 30    |
| Bellevue         | Redmond             | Lake Hills Connector                            | B Line      | 1,769                                     | 4      | 5,443                          | 6      | 91%                            | 5                            | 0%                               | 0      | RGC/MIC - RGC/MIC                         | 10          | 25        | <15                           | 15      | 15    |
| Bellevue         | Renton              | NE 8th St, 156th Ave NE                         | 240         | 1,210                                     | 4      | 4,199                          | 6      | 96%                            | 5                            | 34%                              | 3      | RGC/MIC - TAC                             | 7           | 25        | 15                            | 15      | 30    |
| Bellevue         | Seattle CBD         | Newcastle, Factoria                             | 131         | 2,020                                     | 6      | 9,080                          | 8      | 83%                            | 5                            | 100%                             | 5      | RGC/MIC - RGC/MIC                         | 10          | 34        | 15                            | 15      | 30    |
| Burien           | Seattle CBD         | 1st Ave S, South Park                           | 120         | 1,740                                     | 4      | 6,848                          | 8      | 90%                            | 5                            | 92%                              | 5      | RGC/MIC - RGC/MIC                         | 10          | 32        | 15                            | 15      | 30    |
| Burien           | Seattle CBD         | Delridge, Ambaum                                | 132         | 1,673                                     | 4      | 8,233                          | 8      | 82%                            | 5                            | 100%                             | 5      | RGC/MIC - TAC                             | 7           | 29        | 15                            | 15      | 30    |
| Burien           | Seattle CBD         | Des Moines Mem Dr S, South Park                 | 10          | 7,377                                     | 10     | 23,927                         | 10     | 0%                             | 0                            | 72%                              | 5      | Other                                     | 2           | 27        | 15                            | 15      | 30    |
| Capitol Hill     | Seattle CBD         | 15th Ave E                                      | 12          | 7,866                                     | 10     | 47,954                         | 10     | 0%                             | 0                            | 93%                              | 5      | Other                                     | 2           | 27        | 15                            | 15      | 30    |
| Capitol Hill     | Seattle CBD         | Madison St                                      | 60          | 2,650                                     | 8      | 5,584                          | 8      | 90%                            | 5                            | 88%                              | 5      | RGC/MIC - TAC                             | 7           | 33        | 15                            | 15      | 30    |
| Central District | White Center        | South Park, Georgetown, Beacon Hill, First Hill | 3/4         | 8,512                                     | 10     | 40,277                         | 10     | 74%                            | 5                            | 89%                              | 5      | RGC/MIC - TAC                             | 7           | 37        | 15                            | 15      | 30    |
| Central District | Seattle CBD         | E Jefferson St                                  | 27          | 5,638                                     | 10     | 21,804                         | 10     | 76%                            | 5                            | 65%                              | 5      | Other                                     | 2           | 32        | 15                            | 15      | 30    |
| Colman Park      | Seattle CBD         | Leschi, Yesler Way                              | 33          | 3,717                                     | 10     | 14,275                         | 10     | 5%                             | 0                            | 0%                               | 0      | Other                                     | 2           | 22        | 15                            | 30      | 30    |
| Discovery Park   | Seattle CBD         | Gilman Ave W, 22nd Ave W, Thorndyke Ave W       | 241         | 1,441                                     | 4      | 6,837                          | 8      | 89%                            | 5                            | 24%                              | 0      | RGC/MIC - TAC                             | 7           | 24        | 15                            | 30      | 30    |
| Eastgate         | Bellevue            | Newport Way, S. Bellevue, Beaux Arts            | 246         | 1,317                                     | 4      | 6,003                          | 8      | 100%                           | 5                            | 29%                              | 0      | Other                                     | 2           | 19        | 15                            | 30      | 30    |
| Eastgate         | Bellevue            | Somerset, Factoria, Woodridge                   | 226         | 1,087                                     | 2      | 2,357                          | 4      | 47%                            | 3                            | 22%                              | 0      | Other                                     | 2           | 11        | 30                            | 30      | 0     |
| Eastgate         | Overlake            | Phantom Lake                                    | 186/915     | 276                                       | 0      | 426                            | 0      | 45%                            | 3                            | 95%                              | 5      | RGC/MIC - TAC                             | 7           | 15        | 30                            | 30      | 0     |
| Enumclaw         | Auburn              | Auburn Way S, SR 164                            | 148         | 959                                       | 2      | 875                            | 2      | 73%                            | 5                            | 52%                              | 5      | RGC/MIC - TAC                             | 7           | 21        | 15                            | 30      | 30    |
| Fairwood         | Renton              | S Puget Dr, Royal Hills                         | 183         | 1,121                                     | 2      | 786                            | 2      | 95%                            | 5                            | 98%                              | 5      | RGC/MIC - RGC/MIC                         | 10          | 24        | 15                            | 30      | 30    |
| Federal Way      | Kent                | Military Road S                                 | A Line      | 1,171                                     | 2      | 2,351                          | 4      | 100%                           | 5                            | 100%                             | 5      | RGC/MIC - RGC/MIC                         | 10          | 26        | <15                           | 15      | 15    |
| Federal Way      | SeaTac              | SR-99   | 28          | 2,375                                     | 6      | 1,761                          | 4      | 0%                             | 0                            | 7%                               | 0      | TAC - TAC                                 | 5           | 15        | 30                            | 30      | 0     |
| Fremont          | Broadview           | 8th Ave NW                                      | 62          | 6,522                                     | 10     | 28,730                         | 10     | 13%                            | 0                            | 6%                               | 0      | RGC/MIC - TAC                             | 7           | 27        | 15                            | 15      | 30    |
| Fremont          | Seattle CBD         | Dexter Ave N                                    | 31/32       | 1,844                                     | 6      | 18,488                         | 10     | 8%                             | 0                            | 8%                               | 0      | RGC/MIC - TAC                             | 7           | 23        | 15                            | 30      | 30    |
| Fremont          | University District | N 40th St                                       | 164         | 1,016                                     | 2      | 1,435                          | 4      | 93%                            | 5                            | 93%                              | 5      | RGC/MIC - TAC                             | 7           | 23        | 15                            | 30      | 30    |
| Green River CC   | Kent                | 132nd Ave SE                                    | 5           | 3,760                                     | 10     | 10,715                         | 10     | 4%                             | 0                            | 13%                              | 0      | RGC/MIC - TAC                             | 7           | 27        | 15                            | 15      | 30    |
| Greenwood        | Seattle CBD         | Greenwood Ave N                                 | 21          | 2,822                                     | 8      | 13,658                         | 10     | 62%                            | 5                            | 63%                              | 5      | RGC/MIC - TAC                             | 7           | 35        | 15                            | 15      | 30    |
| High Point       | Seattle CBD         | 35th Ave SW                                     |             |   |        |                                |        |                                |                              |                                  |        |   |             |           |                               |         |       |

Figures rounded for display purposes.

| Threshold | Points | Threshold         | Points | Threshold                    | Points | Threshold                              | Points |
|-----------|--------|-------------------|--------|------------------------------|--------|--|--------|
| > 3000    | 10     | FR: 53%           | 10     | FR: 50%                      | 5      | RGC/MIC - RGC/MIC                      | 10     |
| > 2400    | 8      | DART: 63%         | 8      | DART: 56%                    | 5      | RGC/MIC - TAC                          | 7      |
| > 1800    | 6      | FR: 35%           | 6      | FR: 31%                      | 3      | TAC - TAC                              | 5      |
| > 1200    | 4      | DART: 44%         | 4      | DART: 37%                    | 3      | Other                                  | 2      |
| > 600     | 2      | (FR: Fixed-route) | 2      | (FR: Regional Growth Center) |        | (MIC: Manufacturing/Industrial Center) |        |
|           |        |                   |        |                              |        | (TAC: Transit Activity Center)         |        |

| Levels | Points | Points |
|--------|--------|--------|
| 15     | 19-40  | 25-40  |
| 30     | 10-18  | 10-24  |
| 60     | 0-9    | 0-9    |

# Corridor Analysis continued

| BETWEEN                 | AND                      | VIA   | Connections |   |        | Land Use - Productivity         |        |                                | Social Equity - Demographics |                                  |        | Geographic Value - Connections to Centers |        | Initial Target Service Levels |          |      |         |
|-------------------------|--------------------------|---|-------------|---|--------|---------------------------------|--------|--------------------------------|------------------------------|----------------------------------|--------|---|--------|-------------------------------|----------|------|---------|
|                         |                          |   | MAJOR ROUTE | HOUSEHOLDS & P&R STALLS*1.1 / CORRIDOR MILE | POINTS | JOBS & STUDENTS / CORRIDOR MILE | POINTS | % BOARDINGS IN MINORITY TRACTS | POINTS                       | % BOARDINGS IN LOW-INCOME TRACTS | POINTS | CONNECTION TYPE                           | POINTS | TOTAL SCORE                   | RAPIDRIE | PEAK | OFFPEAK |
| Issaquah                | Eastgate                 | SE Newport Way                                  | 271         | 638   | 2      | 2,178                           | 4      | 68%                            | 5                            | 30%                              | 0      | Other                                     | 2      | 13                            | 30       | 30   | 0       |
| Issaquah                | North Bend               | Fall City, Snoqualmie                           | 208         | 291   | 0      | 413                             | 0      | 12%                            | 0                            | 48%                              | 3      | RGC/MIC - TAC                             | 7      | 10                            | 30       | 30   | 0       |
| Issaquah                | Overlake                 | Sammamish, Bear Creek                           | 269         | 592   | 0      | 1,731                           | 4      | 70%                            | 5                            | 1%                               | 0      | RGC/MIC - RGC/MIC                         | 10     | 19                            | 15       | 30   | 30      |
| Kenmore                 | Kirkland                 | Juanita   | 234         | 870   | 2      | 620                             | 2      | 0%                             | 0                            | 0%                               | 0      | TAC - TAC                                 | 5      | 9                             | 60       | 60   | 0       |
| Kenmore                 | Shoreline                | Lake Forest Park, Aurora Village TC             | 331         | 821   | 2      | 1,125                           | 2      | 35%                            | 3                            | 52%                              | 5      | TAC - TAC                                 | 5      | 17                            | 30       | 30   | 0       |
| Kenmore                 | Totem Lake               | Finn Hill, Juanita                              | -           | -   | -      | -                               | -      | -                              | -                            | -                                | -      | -   | -      | -                             | -        | -    | -       |
| Kennydale               | Renton                   | Edmonds Ave NE                                  | -           | -   | -      | -                               | -      | -                              | -                            | -                                | -      | -   | -      | -                             | -        | -    | -       |
| Kent                    | Burien                   | Kent-DM Rd, S. 240th St, 1st Ave S              | 166         | 983   | 2      | 1,173                           | 2      | 90%                            | 5                            | 92%                              | 5      | RGC/MIC - TAC                             | 7      | 21                            | 15       | 30   | 30      |
| Kent                    | Maple Valley             | SE Kent-Kangley Road                            | 168         | 814   | 2      | 717                             | 2      | 34%                            | 0                            | 48%                              | 3      | RGC/MIC - TAC                             | 7      | 14                            | 30       | 30   | 0       |
| Kent                    | Renton                   | 84th Ave S, Lind Ave SW                         | 153         | 634   | 2      | 2,856                           | 4      | 100%                           | 5                            | 100%                             | 5      | RGC/MIC - RGC/MIC                         | 10     | 26                            | 15       | 15   | 30      |
| Kent                    | Renton                   | Kent East Hill                                  | 169         | 1,030                                       | 2      | 1,336                           | 2      | 100%                           | 5                            | 98%                              | 5      | RGC/MIC - RGC/MIC                         | 10     | 24                            | 15       | 15   | 30      |
| Kent                    | Seattle CBD              | Tukwila   | 150         | 1,071                                       | 2      | 8,202                           | 8      | 97%                            | 5                            | 99%                              | 5      | RGC/MIC - RGC/MIC                         | 10     | 30                            | 15       | 15   | 30      |
| Kirkland                | Bellevue                 | South Kirkland                                  | 234/235     | 2,005                                       | 6      | 8,376                           | 8      | 6%                             | 0                            | 0%                               | 0      | RGC/MIC - TAC                             | 7      | 21                            | 15       | 30   | 30      |
| Kirkland                | Factoria                 | Overlake, Crossroads, Eastgate                  | 245         | 1,479                                       | 4      | 3,442                           | 6      | 59%                            | 5                            | 21%                              | 0      | RGC/MIC - TAC                             | 7      | 22                            | 15       | 30   | 30      |
| Lake City               | Seattle CBD              | NE 125th St, Northgate, I-5                     | 41          | 2,234                                       | 6      | 12,535                          | 10     | 42%                            | 3                            | 70%                              | 5      | RGC/MIC - RGC/MIC                         | 10     | 34                            | 15       | 15   | 30      |
| Lake City               | University District      | 35th Ave NE                                     | 65          | 1,967                                       | 6      | 9,905                           | 8      | 14%                            | 0                            | 53%                              | 5      | TAC - TAC                                 | 5      | 24                            | 15       | 30   | 30      |
| Northgate <sup>1</sup>  | University District      | Lake City, Sand Point                           | 75          | 1,541                                       | 4      | 9,744                           | 8      | 28%                            | 0                            | 57%                              | 5      | RGC/MIC - TAC                             | 7      | 24                            | 15       | 30   | 30      |
| Laurelhurst             | University District      | NE 41st St                                      | 78          | 277   | 0      | 22,190                          | 10     | 18%                            | 0                            | 28%                              | 0      | Other                                     | 2      | 12                            | 30       | 30   | 0       |
| Madison Park            | Seattle CBD              | Madison St                                      | 11          | 4,795                                       | 10     | 14,851                          | 10     | 0%                             | 0                            | 54%                              | 5      | RGC/MIC - TAC                             | 7      | 32                            | 15       | 15   | 30      |
| Madrona                 | Seattle CBD              | Union St  | 2           | 5,897                                       | 10     | 26,585                          | 10     | 6%                             | 0                            | 62%                              | 5      | Other                                     | 2      | 27                            | 15       | 15   | 30      |
| Magnolia                | Seattle CBD              | 34th Ave W, 28th Ave W                          | 24          | 3,329                                       | 10     | 12,539                          | 10     | 7%                             | 0                            | 0%                               | 0      | RGC/MIC - TAC                             | 7      | 27                            | 15       | 15   | 30      |
| Mercer Island           | S Mercer Island          | Island Crest Way                                | 204         | 779   | 2      | 699                             | 2      | 0%                             | 0                            | 0%                               | 0      | TAC - TAC                                 | 5      | 9                             | 60       | 60   | 0       |
| Mirror Lake             | Federal Way              | S 312th St                                      | 901         | 1,087                                       | 2      | 533                             | 2      | 100%                           | 5                            | 100%                             | 5      | Other                                     | 2      | 16                            | 30       | 30   | 0       |
| Mount Baker             | Seattle CBD              | 31st Ave S, S Jackson St                        | 14          | 5,067                                       | 10     | 20,025                          | 10     | 67%                            | 5                            | 100%                             | 5      | Other                                     | 2      | 32                            | 15       | 15   | 30      |
| Mount Baker             | University District      | 23rd Ave E                                      | 48          | 1,989                                       | 6      | 13,451                          | 10     | 70%                            | 5                            | 86%                              | 5      | RGC/MIC - TAC                             | 7      | 33                            | 15       | 15   | 30      |
| Mount Baker Transit Ctr | Seattle Center           | Martin Luther King Jr Way, E John St, Denny Way | 8           | 5,982                                       | 10     | 8,614                           | 8      | 55%                            | 5                            | 26%                              | 0      | RGC/MIC - RGC/MIC                         | 10     | 33                            | 15       | 15   | 30      |
| Mountlake Terrace       | Northgate                | 15th Ave NE, 5th Ave NE                         | 347         | 1,580                                       | 4      | 1,819                           | 4      | 29%                            | 0                            | 48%                              | 3      | Other                                     | 2      | 13                            | 30       | 30   | 0       |
| Northgate               | Federal Way              | SW 356th St, 9th Ave S                          | 182         | 755   | 2      | 926                             | 2      | 62%                            | 5                            | 62%                              | 5      | Other                                     | 2      | 16                            | 30       | 30   | 0       |
| Northgate               | Seattle CBD              | Green Lake, Wallingford                         | 26          | 3,415                                       | 10     | 10,395                          | 10     | 19%                            | 0                            | 39%                              | 3      | RGC/MIC - RGC/MIC                         | 10     | 33                            | 15       | 15   | 30      |
| Northgate               | University District      | Roosevelt Way NE                                | 67          | 3,272                                       | 10     | 15,945                          | 10     | 38%                            | 3                            | 72%                              | 5      | RGC/MIC - RGC/MIC                         | 10     | 38                            | 15       | 15   | 30      |
| Othello Station         | SODO Station             | Columbia City Station                           | 50          | 1,189                                       | 2      | 1,559                           | 4      | 89%                            | 5                            | 89%                              | 5      | Other                                     | 2      | 18                            | 30       | 30   | 0       |
| Overlake                | Bellevue                 | Bell-Red Road                                   | 226         | 2,559                                       | 8      | 12,374                          | 10     | 91%                            | 5                            | 0%                               | 0      | Other                                     | 2      | 25                            | 15       | 15   | 30      |
| Overlake                | Bellevue                 | Sammamish Viewpoint, Northrup Way               | 249         | 1,457                                       | 4      | 5,225                           | 6      | 63%                            | 5                            | 0%                               | 0      | RGC/MIC - TAC                             | 7      | 22                            | 15       | 30   | 30      |
| Queen Anne              | Seattle CBD              | Queen Anne Ave N                                | 2/13        | 6,075                                       | 10     | 22,727                          | 10     | 17%                            | 0                            | 15%                              | 0      | Other                                     | 2      | 22                            | 15       | 30   | 30      |
| Queen Anne              | Seattle CBD              | Taylor Ave N                                    | 3/4         | 6,315                                       | 10     | 24,912                          | 10     | 32%                            | 0                            | 61%                              | 5      | Other                                     | 2      | 27                            | 15       | 15   | 30      |
| Rainier Beach           | Seattle CBD              | Rainier Ave S                                   | 7           | 2,670                                       | 8      | 12,074                          | 10     | 86%                            | 5                            | 97%                              | 5      | Other                                     | 2      | 30                            | 15       | 15   | 30      |
| Rainier Beach           | Capitol Hill             | Rainier Ave S                                   | -           | -   | -      | -                               | -      | -                              | -                            | -                                | -      | -   | -      | -                             | -        | -    | -       |
| Rainier Beach           | Mount Baker Transit Cent | Martin Luther King Jr Way S                     | -           | -   | -      | -                               | -      | -                              | -                            | -                                | -      | -   | -      | -                             | -        | -    | -       |
| Redmond                 | Duvall                   | Avondale Rd NE                                  | 224         | 633   | 2      | 513                             | 2      | 52%                            | 3                            | 0%                               | 0      | RGC/MIC - TAC                             | 7      | 14                            | 30       | 30   | 0       |
| Redmond                 | Eastgate                 | 148th Ave, Crossroads, Bellevue College         | 221         | 1,031                                       | 2      | 2,119                           | 4      | 81%                            | 5                            | 11%                              | 0      | RGC/MIC - TAC                             | 7      | 18                            | 30       | 30   | 0       |
| Redmond                 | Totem Lake               | Willows Road                                    | 930         | 1,128                                       | 2      | 3,280                           | 6      | 79%                            | 5                            | 0%                               | 0      | RGC/MIC - RGC/MIC                         | 10     | 23                            | 15       | 15   | 30      |

| Levels | Points    |        | Points | Points |
|--------|-----------|--------|--------|--------|
|        | Threshold | Points |        |        |
| 15     | 19-40     | 25-40  | --     | --     |
| 30     | 10-18     | 10-24  | 19-40  | 19-40  |
| 60     | 0-9       | 0-9    | 0-9    | --     |

| Threshold | Points | Threshold | Points | Threshold                   | Points | Threshold                              | Points |
|-----------|--------|-----------|--------|-----------------------------|--------|--|--------|
|           |        |           |        |                             |        |  |        |
| > 3000    | 10     | > 10250   | 10     | FR: 50%                     | 5      | RGC/MIC - RGC/MIC                      | 10     |
| > 2400    | 8      | > 5500    | 6      | DART: 63%                   | 5      | DART: 56%                              | 5      |
| > 1800    | 6      | > 3000    | 6      | FR: 35%                     | 3      | TAC - TAC                              | 7      |
| > 1200    | 4      | > 1400    | 4      | DART: 44%                   | 3      | DART: 37%                              | 3      |
| > 600     | 2      | > 500     | 2      | (FR: Fixed-route)           |        | (RGC: Regional Growth Center)          |        |
|           |        |           |        | (DART: Dial-a-Ride Transit) |        | (MIC: Manufacturing/Industrial Center) |        |
|           |        |           |        |                             |        | (TAC: Transit Activity Center)         |        |

Figures rounded for display purposes.  
<sup>1</sup> Corridor was extended from Lake City to Northgate.  
 The Kenmore-Totem Lake and Kennydale-Renton corridors are not currently served in their entirety.

Corridor Analysis continued

| BETWEEN             | AND                        | VIA  | Connections |   |        |                                | Land Use - Productivity |                                |        |                                  | Social Equity - Demographics |                 |                   |             | Geographic Value - Connections to Centers |      |         | Initial Target Service Levels |    |  |
|---------------------|----------------------------|--|-------------|---|--------|--------------------------------|-------------------------|--------------------------------|--------|----------------------------------|------------------------------|-----------------|-------------------|-------------|---|------|---------|-------------------------------|----|--|
|                     |                            |  | MAJOR ROUTE | HOUSEHOLDS & P&R STALLS*1.1 / CORRIDOR MILE | POINTS | JOB & STUDENTS / CORRIDOR MILE | POINTS                  | % BOARDINGS IN MINORITY TRACTS | POINTS | % BOARDINGS IN LOW-INCOME TRACTS | POINTS                       | CONNECTION TYPE | POINTS            | TOTAL SCORE | RAPIDRIDE                                 | PEAK | OFFPEAK | NIGHT                         |    |  |
| Renton              | Burien                     | S 154th St                                       | F Line      | 884   | 2      | 1,888                          | 4                       | 100%                           | 5      | 85%                              | 5                            | 5               | RGC/MIC - RGC/MIC | 10          | 26  | Yes  | <15     | 15                            | 15 |  |
| Renton              | Black Diamond <sup>1</sup> | Maple Valley                                     | 143/907     | 278   | 0      | 350                            | 0                       | 50%                            | 3      | 40%                              | 3                            | 3               | RGC/MIC - TAC     | 7           | 13  |      | 30      | 30                            | 30 |  |
| Renton              | Beacon Hill                | West Hill, Rainier View                          | 107         | 968   | 2      | 718                            | 2                       | 97%                            | 5      | 86%                              | 5                            | 5               | RGC/MIC - TAC     | 7           | 21  |      | 15      | 30                            | 0  |  |
| Renton              | Renton Highlands           | NE 4th St, Union Ave NE                          | 105         | 1,367                                       | 4      | 1,748                          | 4                       | 100%                           | 5      | 87%                              | 5                            | 5               | RGC/MIC - TAC     | 7           | 25  |      | 15      | 15                            | 30 |  |
| Renton              | Seattle CBD                | Martin Luther King Jr Way S, I-5                 | 101/102     | 1,236                                       | 4      | 8,586                          | 8                       | 96%                            | 5      | 98%                              | 5                            | 5               | RGC/MIC - RGC/MIC | 10          | 32  |      | 15      | 15                            | 30 |  |
| Renton              | Seattle CBD                | Skyway, Martin Luther King Jr Way S, Beacon Hill | 106         | 1,566                                       | 4      | 2,178                          | 4                       | 92%                            | 5      | 92%                              | 5                            | 5               | RGC/MIC - TAC     | 7           | 25  |      | 15      | 15                            | 30 |  |
| Renton Highlands    | Renton                     | NE 7th St, Edmonds Ave NE                        | 908         | 1,249                                       | 4      | 1,920                          | 4                       | 100%                           | 5      | 67%                              | 5                            | 5               | Other             | 2           | 20  |      | 15      | 30                            | 30 |  |
| Richmond Beach      | Northgate                  | Richmond Beach Rd, 15th Ave NE                   | 348         | 1,657                                       | 4      | 1,905                          | 4                       | 49%                            | 3      | 73%                              | 5                            | 5               | RGC/MIC - TAC     | 7           | 23  |      | 15      | 30                            | 30 |  |
| Roosevelt           | UJW                        | University Way                                   |             |   |        |                                |                         |                                |        |                                  |                              |                 |                   |             |   |      | -       | -                             | -  |  |
| Sand Point          | Fremont <sup>2</sup>       | View Ridge, NE 65th St, Cowen Park               | 62          | 2,480                                       | 8      | 2,135                          | 4                       | 0%                             | 0      | 30%                              | 0                            | 0               | Other             | 2           | 14  |      | 30      | 30                            | 0  |  |
| Sand Point          | University District        | NE 55th St                                       | 74          | 3,063                                       | 10     | 11,813                         | 10                      | 37%                            | 3      | 79%                              | 5                            | 5               | Other             | 2           | 30  |      | 15      | 15                            | 30 |  |
| Shoreline           | University District        | Jackson Park, 15th Ave NE                        | 373         | 1,515                                       | 4      | 6,633                          | 8                       | 39%                            | 3      | 77%                              | 5                            | 5               | RGC/MIC - TAC     | 7           | 27  |      | 15      | 15                            | 30 |  |
| Shoreline CC        | Greenwood                  | Greenwood Ave N                                  | 5           | 2,082                                       | 6      | 2,560                          | 4                       | 10%                            | 0      | 60%                              | 5                            | 5               | TAC - TAC         | 5           | 20  |      | 15      | 30                            | 30 |  |
| Shoreline CC        | Lake City                  | N 155th St, Jackson Park                         | 330         | 1,640                                       | 4      | 2,155                          | 4                       | 17%                            | 0      | 88%                              | 5                            | 5               | TAC - TAC         | 5           | 18  |      | 30      | 30                            | 0  |  |
| Shoreline CC        | Northgate                  | N 130th St, Meridian Ave N                       | 345         | 1,458                                       | 4      | 3,126                          | 6                       | 40%                            | 3      | 73%                              | 5                            | 5               | RGC/MIC - TAC     | 7           | 25  |      | 15      | 15                            | 30 |  |
| Totem Lake          | Seattle CBD                | Kirkland, SR-520                                 | 255         | 1,851                                       | 6      | 9,074                          | 8                       | 3%                             | 0      | 8%                               | 0                            | 0               | RGC/MIC - RGC/MIC | 10          | 24  |      | 15      | 30                            | 30 |  |
| Tukwila             | Des Moines                 | McMicken Heights, Sea-Tac                        | 156         | 592   | 0      | 1,210                          | 2                       | 94%                            | 5      | 94%                              | 5                            | 5               | RGC/MIC - RGC/MIC | 10          | 22  |      | 15      | 30                            | 30 |  |
| Tukwila             | Fairwood                   | S 180th St, Carr Road                            | 906         | 628   | 2      | 1,443                          | 4                       | 93%                            | 5      | 72%                              | 5                            | 5               | RGC/MIC - TAC     | 7           | 23  |      | 15      | 30                            | 30 |  |
| Tukwila             | Seattle CBD                | Pacific Hwy S, 4th Ave S                         | 124         | 1,916                                       | 6      | 9,621                          | 8                       | 85%                            | 5      | 86%                              | 5                            | 5               | RGC/MIC - RGC/MIC | 10          | 34  |      | 15      | 15                            | 30 |  |
| Twin Lakes          | Federal Way                | S 320th St                                       | 187         | 936   | 2      | 609                            | 2                       | 100%                           | 5      | 89%                              | 5                            | 5               | Other             | 2           | 16  |      | 30      | 30                            | 0  |  |
| Twin Lakes          | Federal Way                | SW Campus Dr, 1st Ave S                          | 903         | 1,207                                       | 4      | 1,147                          | 2                       | 70%                            | 3      | 68%                              | 5                            | 5               | Other             | 2           | 16  |      | 30      | 30                            | 0  |  |
| University District | Bellevue                   | SR-520   | 271         | 936   | 2      | 12,668                         | 10                      | 94%                            | 5      | 9%                               | 0                            | 0               | RGC/MIC - RGC/MIC | 10          | 27  |      | 15      | 15                            | 30 |  |
| University District | Seattle CBD                | Broadway   | 49          | 5,733                                       | 10     | 29,298                         | 10                      | 59%                            | 5      | 77%                              | 5                            | 5               | Other             | 2           | 32  |      | 15      | 15                            | 30 |  |
| University District | Seattle CBD                | Eastlake, Fairview                               | 70          | 5,936                                       | 10     | 43,089                         | 10                      | 51%                            | 3      | 57%                              | 5                            | 5               | TAC - TAC         | 5           | 33  |      | 15      | 15                            | 30 |  |
| UW Bothell          | Redmond                    | Woodinville, Cottage Lake                        | 931         | 573   | 0      | 1,091                          | 2                       | 20%                            | 0      | 0%                               | 0                            | 0               | RGC/MIC - TAC     | 7           | 9   |      | 60      | 60                            | 0  |  |
| UW Bothell          | University District        | Kenmore, Lake Forest Park, Lake City             | 372         | 1,465                                       | 4      | 7,256                          | 8                       | 44%                            | 3      | 54%                              | 5                            | 5               | RGC/MIC - TAC     | 7           | 27  |      | 15      | 15                            | 30 |  |
| UW Bothell/CCC      | Kirkland                   | 132nd Ave NE, Lake Washington Tech               | 238         | 1,223                                       | 4      | 2,297                          | 4                       | 0%                             | 0      | 0%                               | 0                            | 0               | RGC/MIC - TAC     | 7           | 15  |      | 30      | 30                            | 0  |  |
| Vashon              | Tahlequah                  | Valley Center                                    | 118         | 51  | 0      | 81                             | 0                       | 0%                             | 0      | 0%                               | 0                            | 0               | Other             | 2           | 2   |      | 60      | 60                            | 0  |  |
| West Seattle        | Seattle CBD                | Fauntleroy, Alaska Junction                      | C Line      | 2,279                                       | 6      | 12,602                         | 10                      | 24%                            | 0      | 27%                              | 0                            | 0               | RGC/MIC - TAC     | 7           | 23  | Yes  | <15     | 15                            | 15 |  |
| White Center        | Seattle CBD                | 16th Ave SW, South Seattle College               | 125         | 723   | 2      | 6,422                          | 8                       | 94%                            | 5      | 94%                              | 5                            | 5               | RGC/MIC - TAC     | 7           | 27  |      | 15      | 15                            | 30 |  |
| Woodinville         | Kirkland                   | Kingsgate  | 236         | 1,209                                       | 4      | 1,321                          | 2                       | 27%                            | 0      | 0%                               | 0                            | 0               | RGC/MIC - TAC     | 7           | 13  |      | 30      | 30                            | 0  |  |

| Threshold | Points | Threshold | Points | Threshold         | Points | Threshold                   | Points | Threshold         | Points | Threshold | Points | Levels | Points | Points | Points |
|-----------|--------|-----------|--------|-------------------|--------|-----------------------------|--------|-------------------|--------|-----------|--------|--------|--------|--------|--------|
| > 3000    | 10     | > 10250   | 10     | FR: 53%           | 5      | FR: 50%                     | 5      | RGC/MIC - RGC/MIC | 10     | 15        | 19-40  | 25-40  | --     |        |        |
| > 2400    | 8      | > 5500    | 8      | DART: 63%         | 5      | DART: 56%                   | 5      | RGC/MIC - TAC     | 7      | 30        | 10-18  | 10-24  | 19-40  |        |        |
| > 1800    | 6      | > 3000    | 6      | FR: 35%           | 3      | FR: 31%                     | 3      | TAC - TAC         | 5      | 60        | 0-9    | 0-9    | --     |        |        |
| > 1200    | 4      | > 1400    | 4      | DART: 44%         | 3      | DART: 37%                   | 3      | Other             | 2      |           |        |        |        |        |        |
| > 600     | 2      | > 500     | 2      | (FR: Fixed-route) |        | (DART: Dial-a-Ride Transit) |        |                   |        |           |        |        |        |        |        |

Figures rounded for display purposes.  
<sup>1</sup> Corridor was truncated. Demand-response service in place between Black Diamond and Enumclaw.  
<sup>2</sup> Corridor was extended from Cowen Park to Fremont.

(RGC: Regional Growth Center)  
(MIC: Manufacturing/Industrial Center)  
(TAC: Transit Activity Center)

# Corridor Analysis continued

| Connections      |                     | Loads at Preliminary Service Level *            |             |      | Load-Based Service Level Improvements |       |      | Other Policy-based Night Service Additions |       |   | Service Level Improvements       |                     |      |         | Final Target Service Levels and Family |                          |  |                     |          |
|------------------|---------------------|---|-------------|------|---------------------------------------|-------|------|--|-------|---|----------------------------------|---------------------|------|---------|--|--------------------------|--|---------------------|----------|
| BETWEEN          | AND                 | VIA   | MAJOR ROUTE | PEAK | OFFPEAK                               | NIGHT | PEAK | OFFPEAK                                    | NIGHT | PRIMARY CONNECTIONS BETWEEN URBAN CENTERS | CORRIDOR HAS 15 MIN PEAK SERVICE | ADD WHAT FREQUENCY? | PEAK | OFFPEAK | NIGHT                                  | RESULTING SERVICE FAMILY | INVESTMENT NEED (After subtracting Mar & Sep 2018 investments) | INVESTMENT PRIORITY |          |
|                  |                     |   |             | 24%  | 43%                                   | 28%   | -    | -  | -     | -   | -                                | -                   | -    | -       | -                                      | 15                       | 30   | 30                  | Frequent |
| Admiral District | Southcenter         | California Ave SW, Military Rd, TIBS            | 128         | 24%  | 43%                                   | 28%   | -    | -  | -     | -   | 30                               | 30                  | -    | -       | -                                      | -                        | -  | -                   | -        |
| Alki             | SODO Station        | Alaska Junction                                 | 50          | 93%  | 39%                                   | 19%   | 1    | -  | -     | -   | 30                               | 30                  | 1    | -       | -                                      | -                        | -  | -                   | -        |
| Auburn           | Burien              | Kent, SeaTac                                    | 180         | 41%  | 50%                                   | 32%   | -    | -  | -     | 60  | 30                               | 30                  | -    | -       | -                                      | -                        | -  | -                   | -        |
| Auburn           | Pacific             | Algona  | 917         | 9%   | 4%                                    | N/A   | -    | -  | -     | -   | -                                | -                   | -    | -       | -                                      | Local                    | 3,100  | 50                  |          |
| Auburn/GRCC      | Federal Way         | 15th St SW, Lea Hill Rd                         | 181         | 19%  | 34%                                   | 22%   | -    | -  | -     | 60  | 30                               | 30                  | -    | -       | -                                      | Frequent                 | 7,200  | 6                   |          |
| Aurora Village   | Northgate           | Meridian Ave N                                  | 346         | 18%  | 13%                                   | 11%   | -    | -  | -     | -   | 30                               | 30                  | -    | -       | -                                      | Frequent                 | 8,600  | 21                  |          |
| Aurora Village   | Seattle CBD         | Aurora Ave N                                    | E Line      | 96%  | 69%                                   | 51%   | 1    | 1  | -     | 60  | 30                               | 30                  | 1    | 1       | -                                      | Very Frequent            | -  | -                   |          |
| Avondale         | Kirkland            | NE 85th St, Redmond Way, Avondale Rd NE         | 248         | 14%  | 22%                                   | 14%   | -    | -  | -     | 60  | 30                               | 30                  | 2    | 1       | -                                      | Very Frequent            | 4,300  | 24                  |          |
| Ballard          | Northgate           | Holman Road                                     | 40          | 137% | 82%                                   | 73%   | 2    | 1  | 1     | 60  | 30                               | 30                  | 2    | 1       | -                                      | Very Frequent            | -  | -                   |          |
| Ballard          | Seattle CBD         | 15th Ave W                                      | D Line      | 101% | 71%                                   | 48%   | 1    | 1  | -     | 60  | 30                               | 30                  | 1    | 1       | -                                      | Very Frequent            | -  | -                   |          |
| Ballard          | Seattle CBD         | Fremont, South Lake Union                       | 40          | 177% | 41%                                   | 73%   | 2    | -  | 1     | 60  | 30                               | 30                  | 2    | -       | 1                                      | Very Frequent            | -  | -                   |          |
| Ballard          | University District | Green Lake, Greenwood                           | 45          | 122% | 33%                                   | 76%   | 2    | -  | 1     | 30  | 30                               | 2                   | -    | -       | 1                                      | Very Frequent            | -  | -                   |          |
| Ballard          | University District | Wallingford (N 45th St)                         | 44          | 148% | 51%                                   | 86%   | 2    | -  | 1     | 60  | 30                               | 30                  | 2    | -       | 1                                      | Very Frequent            | -  | -                   |          |
| Beacon Hill      | Seattle CBD         | Beacon Ave                                      | 36          | 131% | 85%                                   | 76%   | 2    | 1  | 1     | -   | 30                               | 30                  | 2    | 1       | 1                                      | Very Frequent            | -  | -                   |          |
| Bellevue         | Eastgate            | Lake Hills Connector                            | 271         | 43%  | 44%                                   | 21%   | -    | -  | -     | -   | 30                               | 30                  | -    | -       | -                                      | Very Frequent            | -  | -                   |          |
| Bellevue         | Redmond             | NE 8th St, 156th Ave NE                         | B Line      | 49%  | 30%                                   | 25%   | -    | -  | -     | 60  | 30                               | 30                  | -    | -       | -                                      | Very Frequent            | -  | -                   |          |
| Bellevue         | Renton              | Newcastle, Factoria                             | 240         | 23%  | 18%                                   | 19%   | -    | -  | -     | 30  | 30                               | 30                  | -    | -       | -                                      | Very Frequent            | 10,100   | 18                  |          |
| Burien           | Seattle CBD         | 1st Ave S, South Park                           | 131         | 42%  | 19%                                   | 24%   | -    | -  | -     | 60  | 30                               | 30                  | -    | -       | -                                      | Very Frequent            | 8,600  | 2                   |          |
| Burien           | Seattle CBD         | Dalridge, Ambaum                                | 120         | 127% | 34%                                   | 82%   | 2    | -  | 1     | 60  | 30                               | 30                  | 2    | -       | 1                                      | Very Frequent            | -  | -                   |          |
| Burien           | Seattle CBD         | Des Moines Mem Dr S, South Park                 | 132         | 28%  | 15%                                   | 20%   | -    | -  | -     | 30  | 30                               | 30                  | -    | -       | -                                      | Very Frequent            | -  | -                   |          |
| Capitol Hill     | Seattle CBD         | 15th Ave E                                      | 10          | 73%  | 32%                                   | 57%   | 1    | -  | 1     | -   | 30                               | 30                  | 1    | -       | 1                                      | Very Frequent            | -  | -                   |          |
| Capitol Hill     | Seattle CBD         | Madison St                                      | 12          | 89%  | 30%                                   | 32%   | 1    | -  | -     | -   | 30                               | 30                  | 1    | -       | -                                      | Very Frequent            | -  | -                   |          |
| Capitol Hill     | White Center        | South Park, Georgetown, Beacon Hill, First Hill | 60          | 63%  | 41%                                   | 32%   | 1    | -  | -     | -   | 30                               | 30                  | 1    | -       | -                                      | Very Frequent            | 7,800  | 12                  |          |
| Central District | Seattle CBD         | E Jefferson St                                  | 3/4         | 118% | 91%                                   | 69%   | 2    | 1  | 1     | -   | 30                               | 30                  | 2    | 1       | 1                                      | Very Frequent            | -  | -                   |          |
| Colman Park      | Seattle CBD         | Leschi, Yesler Way                              | 27          | 30%  | 9%                                    | 15%   | -    | -  | -     | -   | 30                               | 30                  | -    | -       | -                                      | Very Frequent            | 9,200  | 39                  |          |
| Discovery Park   | Seattle CBD         | Gilman Ave W, 22nd Ave W, Thorndyke Ave W       | 33          | 58%  | 28%                                   | 19%   | 1    | -  | -     | -   | 30                               | 30                  | 1    | -       | -                                      | Very Frequent            | 3,900  | 42                  |          |
| Eastgate         | Bellevue            | Newport Way, S. Bellevue, Beaux Arts            | 241         | 9%   | 15%                                   | 5%    | -    | -  | -     | -   | 30                               | 30                  | -    | -       | -                                      | Very Frequent            | 5,400  | 16                  |          |
| Eastgate         | Bellevue            | Somerset, Factoria, Woodridge                   | 246         | 6%   | 8%                                    | N/A   | -    | -  | -     | -   | 30                               | 30                  | -    | -       | -                                      | Very Frequent            | 15,400   | 44                  |          |
| Eastgate         | Overlake            | Phantom Lake                                    | 226         | 19%  | 15%                                   | 8%    | -    | -  | -     | -   | -                                | -                   | -    | -       | -                                      | Local                    | -  | -                   |          |
| Enumclaw         | Auburn              | Auburn Way S, SR 164                            | 186/915     | 35%  | 16%                                   | N/A   | -    | -  | -     | -   | -                                | -                   | -    | -       | -                                      | Local                    | 3,500  | 34                  |          |
| Fairwood         | Renton              | S Puget Dr, Royal Hills                         | 148         | 19%  | 26%                                   | 22%   | -    | -  | -     | -   | 30                               | 30                  | -    | -       | -                                      | Very Frequent            | 3,800  | 29                  |          |
| Federal Way      | Kent                | Military Road S                                 | 183         | 16%  | 28%                                   | 10%   | -    | -  | -     | 60  | 30                               | 30                  | -    | -       | -                                      | Very Frequent            | 6,800  | 7                   |          |
| Federal Way      | SeaTac              | SR-99   | 28          | 43%  | 44%                                   | 34%   | -    | -  | -     | 60  | 30                               | 30                  | -    | -       | -                                      | Very Frequent            | -  | -                   |          |
| Fremont          | Broadview           | 8th Ave NW                                      | 28          | 138% | 14%                                   | 10%   | 2    | -  | -     | -   | 30                               | 30                  | 2    | -       | -                                      | Very Frequent            | -  | -                   |          |
| Fremont          | Seattle CBD         | Dexter Ave N                                    | 62          | 126% | 34%                                   | 57%   | 2    | -  | 1     | -   | 30                               | 30                  | 2    | -       | 1                                      | Very Frequent            | -  | -                   |          |
| Fremont          | University District | N 40th St                                       | 31/32       | 85%  | 77%                                   | 55%   | 1    | 1  | -     | -   | 30                               | 30                  | 1    | 1       | -                                      | Very Frequent            | -  | -                   |          |
| Green River CC   | Kent                | 132nd Ave SE                                    | 164         | 30%  | 40%                                   | 18%   | -    | -  | -     | -   | 30                               | 30                  | -    | -       | -                                      | Very Frequent            | 4,100  | 27                  |          |
| Greenwood        | Seattle CBD         | Greenwood Ave N                                 | 5           | 90%  | 33%                                   | 72%   | 1    | -  | 1     | -   | 30                               | 30                  | 1    | -       | 1                                      | Very Frequent            | -  | -                   |          |
| High Point       | Seattle CBD         | 35th Ave SW                                     | 21          | 47%  | 27%                                   | 33%   | -    | -  | -     | -   | 30                               | 30                  | -    | -       | -                                      | Very Frequent            | -  | -                   |          |

Figures rounded for display purposes.

\* The average load's proportion to the crowding threshold. Ridership service level improvements move the preliminary levels of service up one or two levels, e.g. a ridership service level improvement of 2 changes a 30 min. service to <15 or a 60 min. service to 15, etc.

| Ridership* | Peak | OffPk | Night |
|------------|------|-------|-------|
| 110%       | 2    | 2     | 2     |
| 55%        | 1    | 1     | 1     |

| Above Target |
|--------------|
| At Target    |
| Below Target |

# Corridor Analysis continued

| Connections             |                          | Loads at Preliminary Service Level *            |             | Load-Based Service Level Improvements |         |       | Other Policy-based Night Service Additions |         |       | Service Level Improvements                |                                  |                     |      | Final Target Service Levels and Family |       |                          |   |                     |
|-------------------------|--------------------------|---|-------------|---------------------------------------|---------|-------|--|---------|-------|---|----------------------------------|---------------------|------|--|-------|--------------------------|---|---------------------|
| BETWEEN                 | AND                      | VIA   | MAJOR ROUTE | PEAK                                  | OFFPEAK | NIGHT | PEAK                                       | OFFPEAK | NIGHT | PRIMARY CONNECTIONS BETWEEN URBAN CENTERS | CORRIDOR HAS 15 MIN PEAK SERVICE | ADD WHAT FREQUENCY? | PEAK | OFFPEAK                                | NIGHT | RESULTING SERVICE FAMILY | INVESTMENT NEED (after subtracting Mar & Sep investments) | INVESTMENT PRIORITY |
| Issaquah                | Eastgate                 | SE Newport Way                                  | 271         | 26%                                   | 23%     | 22%   | -  | -       | -     | -   | -                                | -                   | -    | 30                                     | 30    | 0                        | Local   | -                   |
| Issaquah                | North Bend               | Fall City, Snoqualmie                           | 208         | 0%                                    | 8%      | N/A   | -  | -       | -     | -   | -                                | -                   | -    | 30                                     | 30    | 0                        | Local   | 10,200              |
| Issaquah                | Overlake                 | Sammamish, Bear Creek                           | 269         | 16%                                   | 25%     | N/A   | -  | -       | -     | 60  | 30                               | 30                  | -    | 15                                     | 30    | 30                       | Frequent  | 14,400              |
| Kenmore                 | Kirkland                 | Juanita   | 234         | 49%                                   | 21%     | 11%   | -  | -       | -     | -   | -                                | -                   | -    | 60                                     | 60    | 0                        | Hourly  | -                   |
| Kenmore                 | Shoreline                | Lake Forest Park, Aurora Village TC             | 331         | 64%                                   | 37%     | N/A   | 1  | -       | -     | -   | 30                               | 30                  | 1    | 15                                     | 30    | 30                       | Frequent  | 9,600               |
| Kenmore                 | Totem Lake               | Finn Hill, Juanita                              | -           | -                                     | -       | -     | -  | -       | -     | -   | -                                | -                   | -    | 60                                     | 60    | 0                        | Hourly  | 9,500               |
| Kennydale               | Renton                   | Edmonds Ave NE                                  | -           | -                                     | -       | -     | -  | -       | -     | -   | -                                | -                   | -    | 60                                     | 60    | 0                        | Hourly  | 7,200               |
| Kent                    | Burien                   | Kent-DM Rd, S. 240th St, 1st Ave S              | 168         | 14%                                   | 31%     | 25%   | -  | -       | -     | -   | 30                               | 30                  | -    | 15                                     | 30    | 0                        | Local   | -                   |
| Kent                    | Maple Valley             | SE Kent-Kangley Road                            | 168         | 55%                                   | 30%     | 41%   | -  | -       | -     | -   | -                                | -                   | -    | 15                                     | 30    | 0                        | Local   | -                   |
| Kent                    | Renton                   | 84th Ave S, Lind Ave SW                         | 153         | 17%                                   | 11%     | N/A   | -  | -       | -     | 60  | 30                               | 30                  | -    | 15                                     | 15    | 30                       | Very Frequent   | 13,000              |
| Kent                    | Renton                   | Kent East Hill                                  | 169         | 30%                                   | 55%     | 39%   | -  | 1       | -     | 60  | 30                               | 30                  | 1    | 15                                     | 15    | 30                       | Very Frequent   | -                   |
| Kent                    | Seattle CBD              | Tukwila   | 150         | 64%                                   | 34%     | 43%   | 1  | -       | -     | 60  | 30                               | 30                  | -    | 15                                     | 15    | 30                       | Very Frequent   | 9,100               |
| Kirkland                | Bellvue                  | South Kirkland                                  | 234/235     | 45%                                   | 43%     | 28%   | -  | -       | -     | -   | 30                               | 30                  | -    | 15                                     | 30    | 0                        | Frequent  | -                   |
| Kirkland                | Factoria                 | Overlake, Crossroads, Eastgate                  | 245         | 51%                                   | 66%     | 20%   | -  | 1       | -     | -   | 30                               | 30                  | -    | 15                                     | 15    | 30                       | Very Frequent   | -                   |
| Lake City               | Seattle CBD              | NE 125th St, Northgate, I-5                     | 41          | 130%                                  | 44%     | 84%   | 2  | -       | 1     | 60  | 30                               | 30                  | 2    | 15                                     | 15    | 15                       | Very Frequent   | -                   |
| Lake City               | University District      | 35th Ave NE                                     | 65          | 134%                                  | 106%    | 77%   | 2  | 1       | 1     | -   | 30                               | 30                  | 2    | 15                                     | 15    | 15                       | Very Frequent   | -                   |
| Northgate <sup>1</sup>  | University District      | Lake City, Sand Point                           | 75          | 81%                                   | 76%     | 74%   | 1  | 1       | 1     | -   | 30                               | 30                  | 1    | 15                                     | 15    | 15                       | Very Frequent   | -                   |
| Laurelhurst             | University District      | NE 41st St                                      | 78          | 21%                                   | 13%     | N/A   | -  | -       | -     | -   | -                                | -                   | -    | 30                                     | 30    | 0                        | Local   | -                   |
| Madison Park            | Seattle CBD              | Madison St                                      | 11          | 60%                                   | 29%     | 42%   | 1  | -       | -     | -   | 30                               | 30                  | 1    | 15                                     | 15    | 15                       | Very Frequent   | 2,900               |
| Madrona                 | Seattle CBD              | Union St  | 2           | 95%                                   | 49%     | 66%   | 1  | -       | 1     | -   | 30                               | 30                  | 1    | 15                                     | 15    | 15                       | Very Frequent   | -                   |
| Magnolia                | Seattle CBD              | 34th Ave W, 28th Ave W                          | 24          | 67%                                   | 15%     | 23%   | 1  | -       | -     | -   | 30                               | 30                  | 1    | 15                                     | 15    | 30                       | Very Frequent   | 11,400              |
| Mercer Island           | Mercer Island            | Island Crest Way                                | 204         | 34%                                   | 13%     | N/A   | -  | -       | -     | -   | -                                | -                   | -    | 60                                     | 60    | 0                        | Hourly  | -                   |
| Mirror Lake             | Federal Way              | S 312th St                                      | 901         | 7%                                    | 10%     | 5%    | -  | -       | -     | -   | -                                | -                   | -    | 30                                     | 30    | 0                        | Local   | -                   |
| Mount Baker             | Seattle CBD              | 31st Ave S, S Jackson St                        | 14          | 81%                                   | 33%     | 56%   | 1  | -       | 1     | -   | 30                               | 30                  | 1    | 15                                     | 15    | 15                       | Very Frequent   | 8,000               |
| Mount Baker             | University District      | 22nd Ave E                                      | 48          | 42%                                   | 28%     | 18%   | -  | -       | -     | -   | 30                               | 30                  | -    | 15                                     | 15    | 30                       | Very Frequent   | -                   |
| Mount Baker Transit Ctr | Seattle Center           | Martin Luther King Jr Way, E John St, Denny Way | 8           | 65%                                   | 41%     | 35%   | 1  | -       | -     | 60  | 30                               | 30                  | 1    | 15                                     | 15    | 30                       | Very Frequent   | -                   |
| Mountlake Terrace       | Northgate                | 15th Ave NE, 5th Ave NE                         | 347         | 52%                                   | 24%     | 38%   | -  | -       | -     | -   | -                                | -                   | -    | 30                                     | 30    | 0                        | Local   | -                   |
| Northwest Tacoma        | Federal Way              | SW 356th St, 9th Ave S                          | 182         | 23%                                   | 15%     | 16%   | -  | -       | -     | -   | -                                | -                   | -    | 30                                     | 30    | 0                        | Local   | 2,300               |
| Northgate               | Seattle CBD              | Green Lake, Wallingford                         | 26          | 74%                                   | 15%     | 22%   | 1  | -       | -     | 60  | 30                               | 30                  | 1    | 15                                     | 15    | 30                       | Very Frequent   | 13,400              |
| Northgate               | University District      | Roosevelt Way NE                                | 67          | 74%                                   | 60%     | 47%   | 1  | 1       | -     | 60  | 30                               | 30                  | 1    | 15                                     | 15    | 15                       | Very Frequent   | -                   |
| Orthello Station        | SODO Station             | Columbia City Station                           | 50          | 93%                                   | 39%     | 19%   | 1  | -       | -     | -   | 30                               | 30                  | 1    | 15                                     | 30    | 30                       | Frequent  | 8,200               |
| Overlake                | Bellvue                  | Bell-Red Road                                   | 226         | 19%                                   | 15%     | 8%    | -  | -       | -     | -   | 30                               | 30                  | -    | 15                                     | 15    | 30                       | Very Frequent   | 14,900              |
| Overlake                | Bellvue                  | Sammamish Viewpoint, Northrup Way               | 249         | 18%                                   | 14%     | 17%   | -  | -       | -     | -   | 30                               | 30                  | -    | 15                                     | 30    | 30                       | Frequent  | 11,200              |
| Queen Anne              | Seattle CBD              | Queen Anne Ave N                                | 2/13        | 135%                                  | 92%     | 73%   | 2  | 1       | 1     | -   | 30                               | 30                  | 2    | 15                                     | 15    | 15                       | Very Frequent   | -                   |
| Queen Anne              | Seattle CBD              | Taylor Ave N                                    | 3/4         | 98%                                   | 53%     | 65%   | 1  | -       | 1     | -   | 30                               | 30                  | 1    | 15                                     | 15    | 15                       | Very Frequent   | -                   |
| Rainier Beach           | Seattle CBD              | Rainier Ave S                                   | 7           | 96%                                   | 61%     | 71%   | 1  | 1       | 1     | -   | 30                               | 30                  | 1    | 15                                     | 15    | 15                       | Very Frequent   | -                   |
| Rainier Beach           | Capitol Hill             | Rainier Ave S                                   | -           | -                                     | -       | -     | -  | -       | -     | -   | -                                | -                   | -    | 15                                     | 15    | 15                       | Very Frequent   | -                   |
| Rainier Beach           | Mount Baker Transit Cent | Martin Luther King Jr Way S                     | -           | -                                     | -       | -     | -  | -       | -     | -   | -                                | -                   | -    | -                                      | -     | -                        | -   | -                   |
| Redmond                 | Duvall                   | Avondale Rd NE                                  | 224         | 9%                                    | 6%      | N/A   | -  | -       | -     | -   | -                                | -                   | -    | 30                                     | 30    | 0                        | Local   | 7,600               |
| Redmond                 | Eastgate                 | 148th Ave, Crossroads, Bellevue College         | 221         | 24%                                   | 34%     | 16%   | -  | -       | -     | -   | -                                | -                   | -    | 30                                     | 30    | 0                        | Local   | -                   |
| Redmond                 | Totem Lake               | Willows Road                                    | 930         | 9%                                    | N/A     | N/A   | -  | -       | -     | 60  | 30                               | 30                  | -    | 15                                     | 30    | 30                       | Frequent  | 11,200              |

| Above Target | At Target | Below Target |
|--------------|-----------|--------------|
| 3            | 3         | 3            |

\* The average load's proportion to the crowding threshold. Ridership service level improvements move the preliminary levels of service up one or two levels, e.g. a ridership service level improvement of 2 changes a 30 min. service to <15 or a 60 min. service to 15, etc.

| Ridership* | Peak | Offpk | Night |
|------------|------|-------|-------|
| 110%       | 2    | 2     | 2     |
| 55%        | 1    | 1     | 1     |

Figures rounded for display purposes.  
<sup>1</sup> Corridor was extended from Lake City to Northgate.  
 The Kenmore-Totem Lake and Kennydale-Renton corridors are not currently served in their entirety.

# Corridor Analysis continued

| Connections         |                            | Loads at Preliminary Service Level *               |   |      | Load-Based Service Level Improvements |       |      | Other Policy-based Night Service Additions |       |   |                                  | Service Level Improvements |      |         |       | Final Target Service Levels and Family |      |         |       | INVESTMENT NEED (after subtracting Mar & Sep investments) | INVESTMENT PRIORITY |          |
|---------------------|----------------------------|--|---|------|---------------------------------------|-------|------|--|-------|---|----------------------------------|----------------------------|------|---------|-------|--|------|---------|-------|---|---------------------|----------|
| BETWEEN             | AND                        | VIA  | MAJOR ROUTE   | PEAK | OFFPEAK                               | NIGHT | PEAK | OFFPEAK                                    | NIGHT | PRIMARY CONNECTIONS BETWEEN URBAN CENTERS | CORRIDOR HAS 15 MIN PEAK SERVICE | ADD NIGHT SERVICE?         | PEAK | OFFPEAK | NIGHT | RESULTING SERVICE FAMILY               | PEAK | OFFPEAK | NIGHT | PEAK  | INVESTMENT NEED     | PRIORITY |
| Renton              | Burien                     | S 154th St   | F Line  | 21%  | 26%                                   | 16%   | -    | -  | -     | 60  | 30                               | 30                         | -    | -       | -     | Very Frequent                          | <15  | 15      | 15    | Very Frequent   | -                   | -        |
| Renton              | Black Diamond <sup>1</sup> | Maple Valley                                       | 143/907   | 30%  | 3%                                    | N/A   | -    | -  | -     | -   | -                                | -                          | -    | -       | -     | Local                                  | 30   | 30      | 0     | Local   | 3,600               | 35       |
| Renton              | Beacon Hill                | West Hill, Rainier View                            | 107   | 64%  | 42%                                   | 35%   | 1    | -  | -     | -   | 30                               | 30                         | 1    | -       | -     | Frequent                               | <15  | 30      | 30    | Frequent  | 6,700               | 31       |
| Renton              | Renton Highlands           | NE 4th St, Union Ave NE                            | 105   | 19%  | 13%                                   | 25%   | -    | -  | -     | 60  | 30                               | 30                         | -    | -       | -     | Very Frequent                          | 15   | 15      | 30    | Very Frequent   | 6,400               | 22       |
| Renton              | Seattle CBD                | Marin Luther King Jr Way S, I-5                    | 101/102   | 123% | 42%                                   | 47%   | 2    | -  | -     | 60  | 30                               | 30                         | 2    | -       | -     | Very Frequent                          | <15  | 15      | 30    | Very Frequent   | -                   | -        |
| Renton              | Seattle CBD                | Skyway, Martin Luther King Jr Way S S, Beacon Hill | 106   | 78%  | 78%                                   | 30%   | 1    | -  | -     | 60  | 30                               | 30                         | 1    | -       | -     | Very Frequent                          | <15  | 15      | 30    | Very Frequent   | -                   | -        |
| Renton Highlands    | Renton                     | NE 7th St, Edmonds Ave NE                          | 908   | 2%   | 3%                                    | N/A   | -    | -  | -     | 30  | 30                               | 30                         | -    | -       | -     | Frequent                               | 15   | 30      | 30    | Frequent  | 7,400               | 45       |
| Richmond Beach      | Northgate                  | Richmond Beach Rd, 15th Ave NE                     | 348   | 27%  | 30%                                   | 23%   | -    | -  | -     | 30  | 30                               | 30                         | -    | -       | -     | Frequent                               | 15   | 30      | 30    | Frequent  | 6,500               | 23       |
| Roosevelt           | UW                         | University Way                                     | Connection now served by Northgate - U District via Roosevelt Way NE corridor |      |                                       |       |      |  |       |   |                                  |                            |      |         |       |  |      |         |       |   |                     |          |
| Sand Point          | Fremont <sup>2</sup>       | View Ridge, NE 65th St, Cowen Park                 | 62  | 252% | 67%                                   | 28%   | 2    | 1  | -     | -   | 30                               | 30                         | 2    | 1       | -     | Very Frequent                          | <15  | 15      | 30    | Very Frequent   | -                   | -        |
| Sand Point          | University District        | NE 55th St   | 74  | 66%  | 6%                                    | N/A   | 1    | -  | -     | 30  | 30                               | 30                         | 1    | -       | -     | Very Frequent                          | <15  | 15      | 30    | Very Frequent   | 15,300              | 41       |
| Shoreline           | University District        | Jackson Park, 15th Ave NE                          | 373   | 67%  | N/A                                   | N/A   | 1    | -  | -     | -   | 30                               | 30                         | 1    | -       | -     | Very Frequent                          | <15  | 15      | 30    | Very Frequent   | 27,400              | 14       |
| Shoreline CC        | Greenwood                  | Greenwood Ave N                                    | 5   | 45%  | 33%                                   | 36%   | -    | -  | -     | -   | 30                               | 30                         | -    | -       | -     | Frequent                               | 15   | 30      | 30    | Frequent  | -                   | -        |
| Shoreline CC        | Lake City                  | N 155th St, Jackson Park                           | 330   | 8%   | 18%                                   | N/A   | -    | -  | -     | -   | -                                | -                          | -    | -       | -     | Local                                  | 30   | 30      | 0     | Local   | 3,100               | 37       |
| Shoreline CC        | Northgate                  | N 130th St, Meridian Ave N                         | 345   | 24%  | 20%                                   | 18%   | -    | -  | -     | -   | 30                               | 30                         | -    | -       | -     | Very Frequent                          | 15   | 15      | 30    | Very Frequent   | 7,600               | 19       |
| Totem Lake          | Seattle CBD                | Kirkland, SR-520                                   | 255   | 130% | 54%                                   | 37%   | 2    | -  | -     | 60  | 30                               | 30                         | 2    | -       | -     | Frequent                               | <15  | 30      | 30    | Frequent  | -                   | -        |
| Tukwila             | Des Moines                 | McMicken Heights, Sea-Tac                          | 156   | 12%  | 20%                                   | 10%   | -    | -  | -     | 60  | 30                               | 30                         | -    | -       | -     | Frequent                               | 15   | 30      | 30    | Frequent  | 5,100               | 9        |
| Tukwila             | Fairwood                   | S 180th St, Carr Road                              | 906   | 8%   | 13%                                   | N/A   | -    | -  | -     | 60  | 30                               | 30                         | -    | -       | -     | Frequent                               | 15   | 30      | 30    | Frequent  | 12,700              | 28       |
| Tukwila             | Seattle CBD                | Pacific Hwy S, 4th Ave S                           | 124   | 26%  | 16%                                   | 12%   | -    | -  | -     | 60  | 30                               | 30                         | -    | -       | -     | Very Frequent                          | 15   | 15      | 30    | Very Frequent   | -                   | -        |
| Twin Lakes          | Federal Way                | S 320th St   | 187   | 29%  | 12%                                   | 18%   | -    | -  | -     | -   | -                                | -                          | -    | -       | -     | Local                                  | 30   | 30      | 0     | Local   | 1,300               | 49       |
| Twin Lakes          | Federal Way                | SW Campus Dr, 1st Ave S                            | 903   | 15%  | 6%                                    | N/A   | -    | -  | -     | -   | -                                | -                          | -    | -       | -     | Local                                  | 30   | 30      | 0     | Local   | 1,600               | 47       |
| University District | Bellevue                   | SR-520   | 271   | 86%  | 44%                                   | 42%   | 1    | -  | -     | 60  | 30                               | 30                         | 1    | -       | -     | Very Frequent                          | <15  | 15      | 30    | Very Frequent   | -                   | -        |
| University District | Seattle CBD                | Broadway   | 49  | 66%  | 39%                                   | 70%   | 1    | -  | -     | 30  | 30                               | 30                         | 1    | -       | -     | Very Frequent                          | <15  | 15      | 15    | Very Frequent   | -                   | -        |
| University District | Seattle CBD                | Eastlake, Fairview                                 | 70  | 119% | 43%                                   | 61%   | 2    | -  | -     | 60  | 30                               | 30                         | 2    | -       | -     | Very Frequent                          | <15  | 15      | 15    | Very Frequent   | -                   | -        |
| UW Bothell          | Redmond                    | Woodinville, Cottage Lake                          | 931   | 23%  | N/A                                   | N/A   | -    | -  | -     | -   | -                                | -                          | -    | -       | -     | Hourly                                 | 60   | 60      | 0     | Hourly  | 3,600               | 33       |
| UW Bothell          | University District        | Kenmore, Lake Forest Park, Lake City               | 372   | 133% | 43%                                   | 75%   | 2    | -  | -     | -   | 30                               | 30                         | 2    | -       | -     | Very Frequent                          | <15  | 15      | 15    | Very Frequent   | 3,600               | 15       |
| UW Bothell/CCC      | Kirkland                   | 132nd Ave NE, Lake Washington Tech                 | 238   | 23%  | 23%                                   | N/A   | -    | -  | -     | -   | -                                | -                          | -    | -       | -     | Local                                  | 30   | 30      | 0     | Local   | -                   | -        |
| UW Bothell/CCC      | Tablequah                  | Valley Center                                      | 118   | 69%  | 15%                                   | 18%   | 1    | -  | -     | -   | -                                | -                          | -    | -       | -     | Local                                  | 30   | 60      | 0     | Local   | 1,300               | 51       |
| West Seattle        | Seattle CBD                | Fauntleroy, Alaska Junction                        | C Line  | 98%  | 49%                                   | 48%   | 1    | -  | -     | -   | -                                | -                          | 1    | -       | -     | Very Frequent                          | <15  | 15      | 15    | Very Frequent   | -                   | -        |
| White Center        | Seattle CBD                | 16th Ave SW, South Seattle College                 | 125   | 44%  | 16%                                   | 12%   | -    | -  | -     | -   | 30                               | 30                         | 1    | -       | -     | Very Frequent                          | 15   | 15      | 30    | Very Frequent   | 9,500               | 17       |
| Woodinville         | Kirkland                   | Kingsgate  | 236   | 21%  | 14%                                   | 14%   | -    | -  | -     | -   | -                                | -                          | -    | -       | -     | Local                                  | 30   | 30      | 0     | Local   | -                   | -        |

|              |          |
|--------------|----------|
| Above Target |          |
| At Target    | 420,100* |
| Below Target |          |

| Ridership* | Peak | Offpk | Night |
|------------|------|-------|-------|
| 110%       | 2    | 2     | 2     |
| 55%        | 1    | 1     | 1     |

\* The average load's proportion to the crowding threshold. Ridership service level improvements move the preliminary levels of service up one or two levels, e.g. a ridership service level improvement of 2 changes a 30 min. service to <15 or a 60 min. service to 15, etc.

† The two corridors served by route 50 have identical investment needs. This total is therefore not the sum of all values in this column.

## Appendix J: Investment Needs

### Priority 1 - Crowding

| Route     | Daily One-way Trips Needed | Hours        |
|-----------|----------------------------|--------------|
| 5X        | 1                          | 400          |
| 13        | 1                          | 200          |
| 14        | 1                          | 300          |
| 15X       | 1                          | 600          |
| 17X & 18X | 2                          | 800          |
| 33        | 1                          | 300          |
| 40        | 1                          | 600          |
| 41        | 1                          | 300          |
| 63X       | 2                          | 800          |
| 77X       | 2                          | 800          |
| 114       | 1                          | 700          |
| 120       | 1                          | 500          |
| 123       | 1                          | 400          |
| 268       | 1                          | 600          |
| 271       | 1                          | 400          |
| 312X      | 1                          | 500          |
| D Line    | 3                          | 1,000        |
| E Line    | 1                          | 400          |
|           |                            | <b>9,600</b> |

### Priority 2 - Reliability

| Route | Hours |
|-------|-------|
| 2     | 50    |
| 3     | 50    |
| 5     | 1,400 |
| 7     | 400   |
| 8     | 2,100 |
| 10    | 450   |
| 11    | 500   |
| 12    | 300   |
| 13    | 50    |
| 17X   | 250   |
| 18X   | 250   |
| 21    | 750   |
| 22    | 50    |
| 24    | 350   |
| 26X   | 800   |
| 28X   | 50    |
| 31    | 350   |
| 32    | 100   |
| 33    | 100   |
| 36    | 1,100 |
| 40    | 3,400 |

### Priority 2 - Reliability continued

| Route  | Hours         |
|--------|---------------|
| 44     | 50            |
| 48     | 100           |
| 60     | 100           |
| 62     | 900           |
| 63     | 400           |
| 64     | 400           |
| 67     | 550           |
| 76     | 250           |
| 106    | 1,600         |
| 107    | 400           |
| 118    | 50            |
| 124    | 200           |
| 125    | 50            |
| 131    | 700           |
| 132    | 450           |
| 143    | 250           |
| 148    | 50            |
| 153    | 250           |
| 157    | 250           |
| 166    | 100           |
| 168    | 350           |
| 169    | 300           |
| 181    | 100           |
| 183    | 50            |
| 186    | 250           |
| 187    | 250           |
| 197    | 250           |
| 208    | 350           |
| 221    | 300           |
| 232    | 250           |
| 234    | 50            |
| 238    | 250           |
| 241    | 250           |
| 243    | 250           |
| 244    | 500           |
| 277    | 250           |
| 301    | 250           |
| 308    | 250           |
| 309    | 250           |
| 342    | 250           |
| 372    | 250           |
| E Line | 250           |
|        | <b>25,450</b> |

### Priority 3 - Service Growth

| Connections      |                     |   |             |        |          |
|------------------|---------------------|---|-------------|--------|----------|
| Between          | And                 | Via   | Major Route | Hours  | Priority |
| Northgate        | Seattle CBD         | Green Lake, Wallingford                         | 26          | 13,400 | 1        |
| Burien           | Seattle CBD         | 1st Ave S, South Park                           | 131         | 8,600  | 2        |
| Kent             | Seattle CBD         | Tukwila   | 150         | 9,100  | 3        |
| Redmond          | Totem Lake          | Willows Road                                    | 930         | 11,200 | 4        |
| Kent             | Renton              | 84th Ave S, Lind Ave SW                         | 153         | 13,000 | 5        |
| Auburn/GRCC      | Federal Way         | 15th St SW, Lea Hill Rd                         | 181         | 7,200  | 6        |
| Federal Way      | Kent                | Military Road S                                 | 183         | 6,800  | 7        |
| Issaquah         | Overlake            | Sammamish, Bear Creek                           | 269         | 14,400 | 8        |
| Tukwila          | Des Moines          | McMicken Heights, Sea-Tac                       | 156         | 5,100  | 9        |
| Madison Park     | Seattle CBD         | Madison St                                      | 11          | 2,900  | 10       |
| Magnolia         | Seattle CBD         | 34th Ae W, 28th Ave W                           | 24          | 11,400 | 11       |
| Capitol Hill     | White Center        | South Park, Georgetown, Beacon Hill, First Hill | 60          | 7,800  | 12       |
| Burien           | Seattle CBD         | Des Moines Mem Dr S, South Park                 | 132         | 16,100 | 13       |
| Shoreline        | Univeristy District | Jackson Park, 15th Ave NE                       | 373         | 27,400 | 14       |
| UW Bothell       | University District | Kenmore, Lake Forest Park, Lake City            | 372         | 3,600  | 15       |
| Eastgate         | Bellevue            | Newport Way, S. Bellevue, Beaux Arts            | 241         | 5,400  | 16       |
| White Center     | Seattle CBD         | 16th Ave SW, South Seattle College              | 125         | 9,500  | 17       |
| Bellevue         | Renton              | Newcastle, Factoria                             | 240         | 10,100 | 18       |
| Shoreline CC     | Northgate           | N 130th St, Meridian Ave N                      | 345         | 7,600  | 19       |
| Overlake         | Bellevue            | Sammamish Viewpoint, Northup Way                | 249         | 11,200 | 20       |
| Aurora Village   | Northgate           | Meridian Ave N                                  | 346         | 8,600  | 21       |
| Renton           | Renton Highlands    | NE 4th St, Union Ave NE                         | 105         | 6,400  | 22       |
| Richmond Beach   | Northgate           | Richmond Beach Rd, 15th Ave NE                  | 348         | 6,500  | 23       |
| Avondale         | Kirkland            | NE 85th St, Redmond Way, Avondale Rd NE         | 248         | 4,300  | 24       |
| Alki             | SODO Station        | Alaska Junction                                 | 50          | 8,200  | 25       |
| Admiral District | Southcenter         | California Ave SW, Military Rd, TIBS            | 128         | 9,400  | 26       |
| Green River CC   | Kent                | 132nd Ave SE                                    | 164         | 4,100  | 27       |
| Tukwila          | Fairwood            | S 180th St, Carr Road                           | 906         | 12,700 | 28       |
| Fairwood         | Renton              | S Puget Dr, Royal Hills                         | 148         | 3,800  | 29       |
| Kent             | Burien              | Kent-DM Rd, S. 240th St, 1st Ave S              | 166         | 6,000  | 30       |
| Renton           | Beacon Hill         | West Hill, Rainier View                         | 107         | 6,700  | 31       |
| Redmond          | Duvall              | Avondale Rd NE                                  | 224         | 7,600  | 32       |
| UW Bothell       | Redmond             | Woodinville, Cottage Lake                       | 931         | 3,600  | 33       |
| Enumclaw         | Auburn              | Auburn Way S, SR 164                            | 186/915     | 3,500  | 34       |

## Investment Needs, Priority 3 - Service Growth continued

| Connections      |                     |   |             |                |          |
|------------------|---------------------|---|-------------|----------------|----------|
| Between          | And                 | Via                                       | Major Route | Hours          | Priority |
| Renton           | Black Diamond       | Maple Valley                              | 143/907     | 3,600          | 35       |
| Issaquah         | North Bend          | Fall City, Snoqualmie                     | 208         | 10,200         | 36       |
| Shoreline CC     | Lake City           | N 155th St, Jackson Park                  | 330         | 3,100          | 37       |
| Kenmore          | Shoreline           | Lake Forest Park, Aurora Village TC       | 331         | 9,600          | 38       |
| Colman Park      | Seattle CBD         | Leschi, Yesler Way                        | 27          | 9,200          | 39       |
| Mount Baker      | Seattle CBD         | 31st Ave S, S Jackson St                  | 14          | 8,000          | 40       |
| Sand Point       | University District | NE 55th St                                | 74          | 15,300         | 41       |
| Discovery Park   | Seattle CBD         | Gilman Ave W, 22nd Ave W, Thorndyke Ave W | 33          | 3,900          | 42       |
| Overlake         | Bellevue            | Bell-Red Road                             | 226         | 14,900         | 43       |
| Eastgate         | Bellevue            | Somerset, Factoria, Woodridge             | 246         | 15,400         | 44       |
| Renton Highlands | Renton              | NE 7th St, Edmonds Ave NE                 | 908         | 7,400          | 45       |
| Othello Station  | SODO Station        | Columbia City Station                     | 50          | 8,200          | 46       |
| Twin Lakes       | Federal Way         | SW Campus Dr, 1st Ave S                   | 903         | 1,600          | 47       |
| Northeast Tacoma | Federal Way         | SW 356th St, 9th Ave S                    | 182         | 2,300          | 48       |
| Twin Lakes       | Federal Way         | S 320th St                                | 187         | 1,300          | 49       |
| Auburn           | Pacific             | Algona                                    | 917         | 3,100          | 50       |
| Vashon           | Tahlequah           | Valley Center                             | 118         | 1,300          | 51       |
| Kenmore          | Totem Lake          | Finn Hill, Juanita                        | -           | 9,500          | 52       |
| Kennydale        | Renton              | Edmonds Ave NE                            | -           | 7,200          | 53       |
|                  |                     |   |             | <b>420,100</b> |          |



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