

## Transit Service Types

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The Metro system can be broken into three types of service, which can be described as follows:

- **High Ridership** – Provides connections to and among higher density housing and activity centers. Generally operates two-way, all day and evening service, 6-7 days a week with service levels that exceed local service needs at least for a portion of the day.
- **Local** – Provides circulation within a neighborhood or community and often connects to a nearby center. Generally operates all day with minimum service levels.
- **Commuter** – Provides connections between residential areas (or park and rides) and large urban centers. Operates during peak periods only, one direction, often as express with service levels based on demand.

These categories are adapted from the 2008 Route Performance Report, with the addition of Sound Transit service. The details of this classification can be found in the appendix to this packet.

In the subsequent pages, the distribution and performance of these service types are further described.

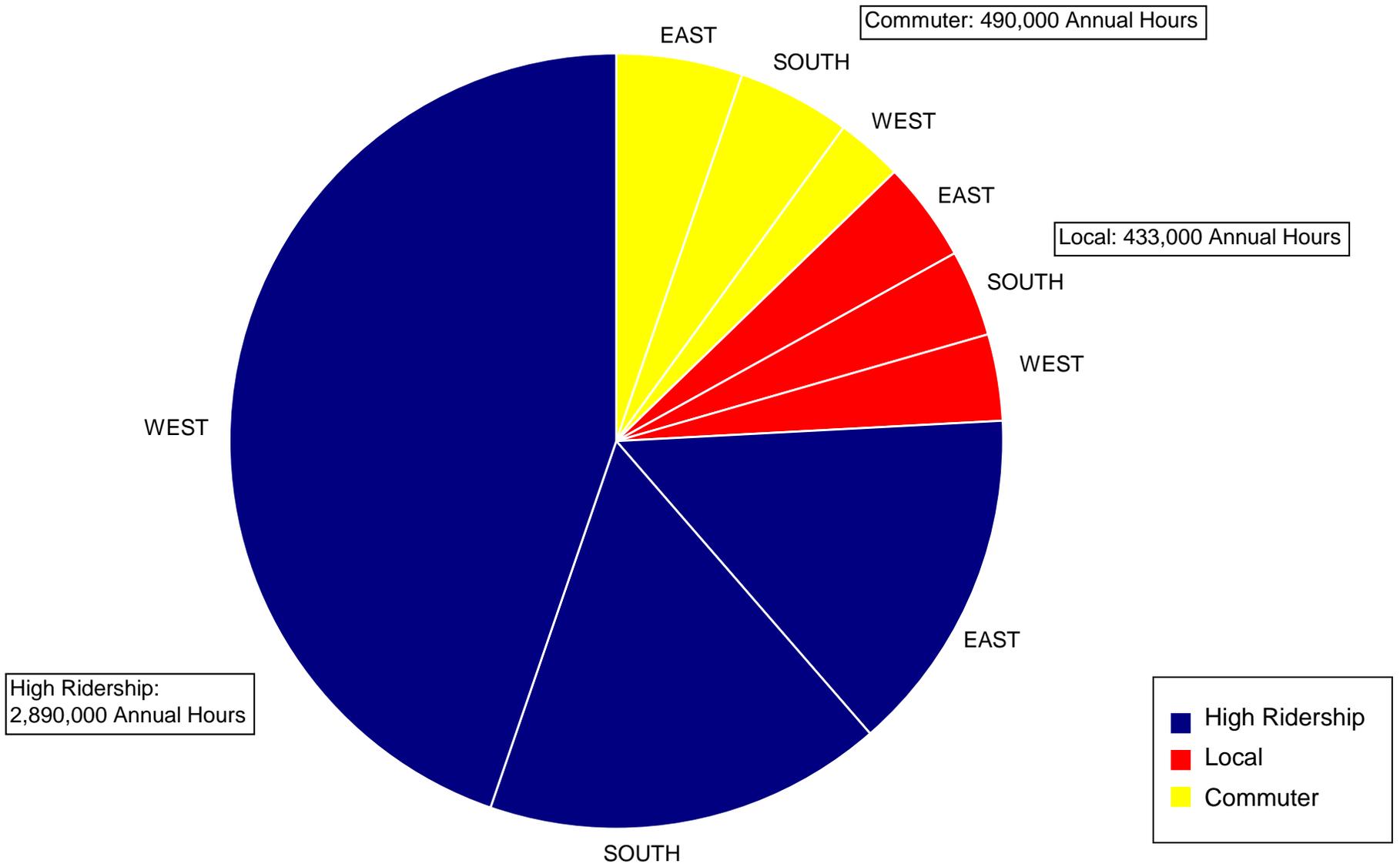
**System Service Types:** This pie chart shows the percentage of the system that is made up of each service type. About three quarters of Metro's system can be considered high ridership service.

**Service Types by Subarea:** These pie charts show how much of each type of service is available systemwide and within each of the three subareas. This slide again shows that the vast majority of Metro service in all three subareas is high ridership service.

**Metro Service Types – Passenger Miles per Revenue Hour and Rides per Platform Hour:** This chart shows how the three Metro service types perform using a combination of two of Metro's performance measures. Routes that score well on both measures would appear in the upper right hand corner, with those performing the worst in the lower left corner. As can be seen in the chart, high-ridership routes from all three subareas score well on rides per platform hour and commuter routes from all three subareas score well on passenger miles per revenue hour. Local routes perform worse on both measures, but provide important mobility to people in less populated areas who rely on transit.

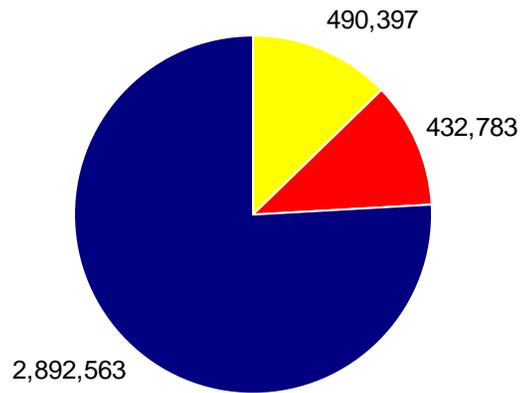
**Metro Service Types – Productivity Growth and Rides per Platform Hour:** This chart shows how the three Metro service types perform related to productivity and rate of growth in ridership. Routes that score well on both measures would appear in the upper right hand corner, with those performing the worst in the lower left corner. Although the individual subareas vary substantially, all service types in the system have experienced similar growth in productivity.

# System Service Types

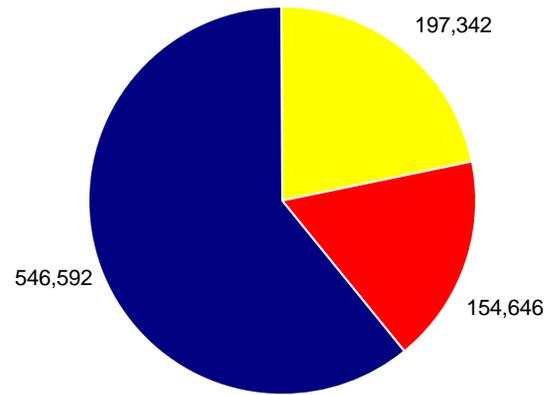


# Service Types by Subarea

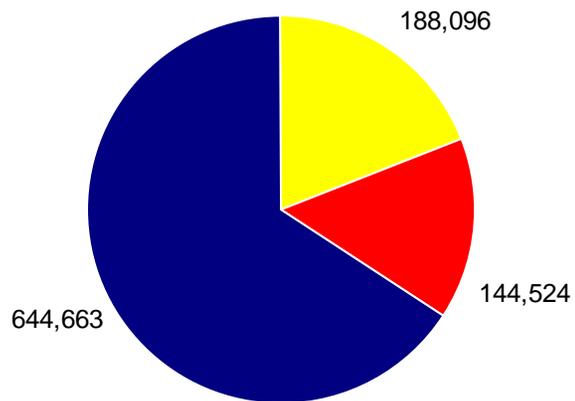
### SYSTEM WIDE



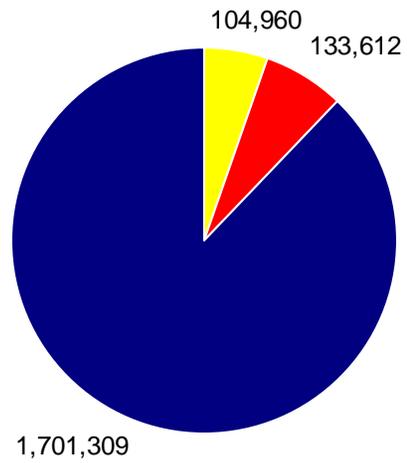
### EAST SUBAREA



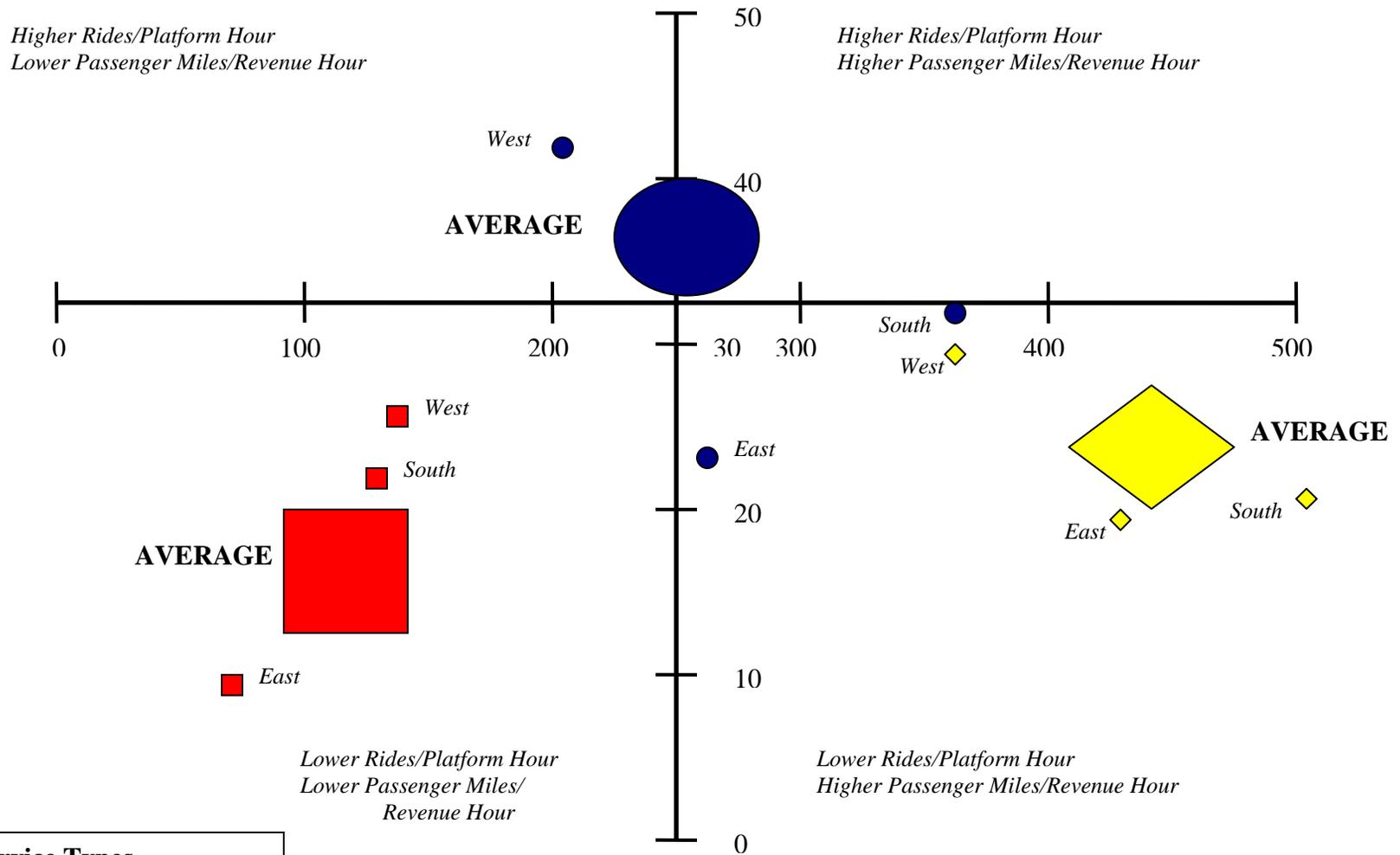
### SOUTH SUBAREA



### WEST SUBAREA



## Metro Service Types – Passenger Miles per Revenue Hour and Rides per Platform Hour

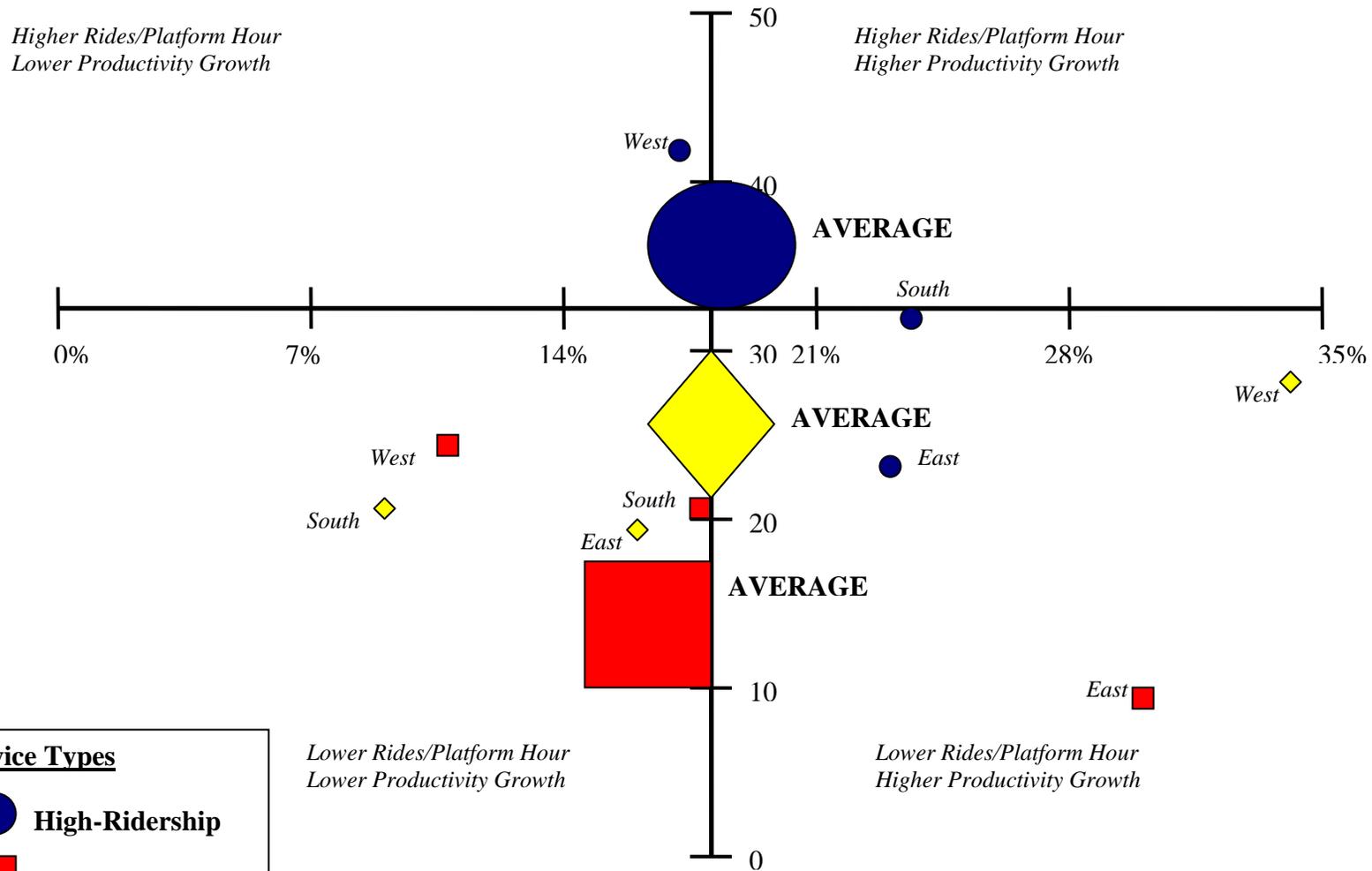


**Service Types**

- High-Ridership
- Local
- ◆ Commuter

Horizontal Axis crosses at the system average of 33 Rides per Platform Hour  
 Vertical Axis crosses at the system average of 256 Passenger Miles per Revenue Hour

## Metro Service Types – Productivity Growth and Rides per Platform Hour



**Service Types**

- High-Ridership**
- Local**
- Commuter**

Horizontal Axis crosses at the system average of 18% Productivity Growth (2005-2008).  
 Vertical Axis crosses at the system average of 33 Rides per Platform Hour (Productivity).