



## King County

### Metro Transit Division

Department of Transportation  
King Street Center, KSC-TR-0415  
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Seattle, WA 98104-3856

#### Memorandum

June 2008

TO: Interested parties

FM: David Hull, Supervisor  
Service Planning

RE: ***2007 Route Performance Report***

Attached are copies of the ***2007 Route Performance Report***. This report focuses on the performance of individual King County Metro routes.

The objective of measuring route performance is to identify individual services that may require modification, expansion, or discontinuation.

#### **Route Performance Report for 2007 - Trends**

In general, ridership-based performance measures increased across all subareas and time periods in 2007. The exception to this positive trend in performance measures was the Fare Revenue/Operating Cost measure, which decreased by 3.7%. Lower performance on this measure resulted from the fact that operating costs increased by a greater percentage than fare revenue. While the overall amount of service increased between 2006 and 2007 (primarily in the East Subarea), ridership continued to grow at a significantly higher rate than would be expected by the growth in service alone. Ridership growth in 2007 continues a three year trend that has seen ridership increase by 19.8% between 2004 and 2007.

#### **Route Performance Report – Background**

The Report consists of a list of routes grouped by subarea and time period, showing each route's performance based on four measures, plus a summary score. The Report includes an introductory section that explains the measures, route groupings and thresholds. The

introduction also contains tables summarizing performance by time period and year. Tables that summarize performance for each subarea and the number of routes by subarea that fall into the strong and minimum performance categories are also included. Each set of tables includes a short explanatory paragraph designed to delineate performance measure trends.

These Route Performance Report was developed in response to the policy laid out in the Six-Year Transit Development Plan for 1996 – 2001 directing regular performance reports on each route. Two of the measures used to evaluate each route were established by the 1997 Route Performance Guidelines. Additional route performance measures were adopted as part of the Six-Year Transit Development Plan for 2002 – 2007. One of these measures, passenger miles divided by seat miles, was updated in 2004 to passenger miles divided by coach (platform) miles to better reflect performance in reducing vehicle miles traveled on the roadways.

Two performance categories are highlighted in the Report for further action:

- Routes with “Strong” performance are to be considered for expansion.
- “Below minimum performance” routes are to be evaluated for changes to improve performance, or for discontinuation if performance does not improve after changes are tried. Major revisions intended to improve performance or deletions of poorly performing routes are subjected to a public process and only implemented if approved by the County Council.

Performance is evaluated based on comparison to other members of a group of routes, and routes are grouped by subarea and time period based on similarity in operating conditions. Each of the subarea and time period groups will have both “strong” and “below minimum” performance routes determined by thresholds based upon average route performance in each group. Thresholds are updated every three years based upon the goal that the overall route network performance will improve continuously as a result of expanding high performance routes and deleting low performance routes. The performance thresholds used in this Report are based on fall 2005 route data and are shown in a table at the beginning of the report.

### **Additional Information**

Should you have any questions about the *Report on 2007 Route Performance*, please call David Hull, Service Planning Supervisor, at 263-4734, or Ted Day, Transit Planner III, at 684-1304.

**2007**  
**Route Performance Report**

**Prepared by**  
**King County Metro Transit**

**Service Development Section:**  
**Service Planning**  
**Scheduling**

**June 2008**

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## Explanation of Measures and Route Groups

### A. Performance Measures: Discussion and Examples

➤ **Riders per revenue hour.** Routes with many riders getting on and off the bus during each trip tend to perform well on this measure. A high number of ons and offs is typical for routes operating in areas of dense population and employment, where many riders make short trips. The length of the trip and the density of the population and employment along the route are positively correlated with performance on this measure. There are exceptions, however, such as express trips that fill all seats and travel at mostly freeway speeds. This kind of trip achieves high ridership per revenue hour, because the number of revenue hours per trip is quite small. The range on this measure for individual route variants at different times of day is high, with 98% of the variants ranging between 7 and 100 rides per revenue hour.

**Example -** An illustration of the impact of the travel time: Route 4N is a short route between Queen Anne and downtown Seattle, while Route 17 travels from Ballard to downtown Seattle. These two routes have the same number of annual peak-period trips (8,890) and riders (323,300 for Route 4N and 325,600 for Route 17). However, the average travel time for Route 4N is 22 minutes per trip, while Route 17 averages 43 minutes per trip. Since one of the factors impacting this measure is time spent carrying riders, Route 4N performs much better on this measure (97.8 rides per revenue hour) than Route 17 (51.3 rides per revenue hour).

Riders per revenue hour is not the preferred productivity measure for transit planning because it fails to capture a route's total cost. Riders per platform hour is used to capture the entire cost of a route, including the time buses are not serving customers. This includes time for deadheading to and from the base, operator breaks, and scheduled layover periods.

**Example –** Routes 218 and 253 both serve approximately 340,000 annual riders during the peak periods. Based on riders per revenue hour alone, one would conclude that Route 218 is more productive than Route 253, because Route 218 serves 25 more riders per revenue hour than Route 253. However, Route 218 costs almost 20% more than Route 253, primarily because of long deadhead times. Consequently, Route 253 serves 6.2 more riders per platform hour than Route 218.

➤ **The ratio of fare revenue to operating expense** is the percentage of costs recovered from fares paid by customers. This ratio is positively correlated with the number of riders per revenue hour, since more riders getting on and off the coach during an hour of service results in more fare revenue collected. There are some exceptions such as routes with unusually high or low fare revenue per rider. Two of the reasons for these exceptions are: 1) operating expense is dependent on the number of platform hours and miles driven, rather than the number of revenue hours; and 2) some routes have a higher number of riders who have reduced fares or transfers.

**Example:** The comparison of Routes 3N and 240 illustrates the relationship between riders per hour and fare return to operating expense. Route 240 carries 324,300 riders annually, and Route 3N carries 279,200; many more riders get on and off Route 3N each hour of operation (or hour of expense). Route 3N averages 42.6% of its operating expense covered by fares, while Route 240, with more riders yet fewer riders per hour of operation, averages only 14.1% fare recovery.

➤ **Passenger miles per revenue hour.** This measure is intended to value routes that provide long distance trips. One rider may occupy a seat for the same number of miles on a long distance trip as do many riders each traveling a shorter distance. Performance on this measure is positively correlated with route length, average vehicle speed and the route design and purpose. With the same number of riders, routes that travel faster will do better on this measure. There is a wide distribution of values for this measure across the individual route, with 98% of the route variants having between 24 and 750 passenger miles per revenue hour.

**Example:** Routes 190 and 191 travel about the same number of miles between Redondo Heights Park-and-Ride and downtown Seattle (21 miles) and have the about the same number of trips (3000 and 2800 annually) and riders (92,000 and 101,000). They both travel between 60,000 and 64,000 miles annually. In 2007, Route 190 averaged 540 passenger miles per revenue hour, while Route 191 averaged only 386 passenger miles per revenue hour. The difference is a result of the route design. Route 191 travels a long distance on Highway 99 before getting on I-5, whereas Route 190 travels almost exclusively via the freeway; thus, there is a large difference in speed and revenue miles per revenue hour. Also, Route 190 makes almost no stops between Redondo Heights and Seattle, so passengers travel the full length of the route, while Route 191 has intermediate stops, so some riders travel fewer miles than others.

➤ **Passenger miles divided by platform miles.** In the 2004 report, this measure replaced the Six Year Plan Strategy M-3 measure “Passenger miles divided by revenue seat miles” and has been used since. The Plan states that the intent of this measure is to “assess the degree to which transit services contribute to the reduction of total vehicle miles traveled.”

The difficulty with using the initial formula of “passenger miles divided by revenue seat miles” is that the number of seats per coach varies, and revenue miles are not the total vehicle miles. The simpler formula of “passenger miles divided by platform miles” results in a number that directly addresses the usefulness of transit in reducing total vehicle miles traveled, without the variability inherent in using seats as a multiplier and including all miles that the coach travels.

**Example:** Routes 48S and 158 both cost about the same to operate (\$1.1 million per year). However, due to the fact that Route 48S is designed to cater to local trips and Route 158 is designed to provide more regional trips, Route 158 has a higher number of passenger miles per platform mile (16.18) than does Route 48S (13.91). However, comparing the fare revenue generated by each route, shows that Route 48S generates about 174% more revenue than does Route 158. The downside of this measure is that if the agency attempted to maximize this measure on each route, it would negatively impact the amount of revenue generated. If the region were to privatize transit service provision, private operators would likely not emphasize this measure due to its negative impact on revenue.

➤ **“Route Effectiveness Sum” definition:** The Route Effectiveness Sum is intended to compare the routes in a specific group through a summary score that reflects the four individual performance measures. It is calculated by adding four separate scores, one for each of the four performance measures for each route. These scores are a mathematical relationship of the standard deviation of a route's performance from its groups average performance for each measure. As the performance thresholds were held constant from 2005 to 2007, 2005 average performance figures were used as the baseline from which to calculate the individual 2007 performance scores.

In years where the performance thresholds are calculated, the average Route Effectiveness Sum for each group of routes will be 0, and the high and low scores will be equal in distance from zero - one positive and one negative. The result is that within each group about half of the routes will have a positive Route Effectiveness Sum and about half will have a negative Route Effectiveness Sum. However, for 2007, there may be an imbalance in positive and negative scores depending on whether the routes in the group performed better or worse than in 2005.

An extremely high or low score on one or two of the four measures may be enough to weight the overall Route Effectiveness Sum to a high or low number, even though the route performs near average on the other measures. This does not affect the measure significantly as few routes have both strong performance in one or more measures and below minimum performance in one or more measures.

**Use of the “Route Effectiveness Sum.”** The Route Effectiveness Sum is a mathematical construct that indicates how extreme a route's performance is within a group of other routes. It can be used only to rank the overall performance of one route within a group of routes and cannot be compared across groups. Standard deviations and averages depend upon the other scores and the number of items within a specified group, and the Route Effectiveness Sum represents only the position of a route within its subarea and time period group. By contrast, the numbers reported for the four individual performance measures represent a consistent physical measurement across all of the subareas and time periods. In other words, it might be appropriate to compare the number of rides per revenue hour between routes operating in different subareas or at different times of day. .



**Example by analogy:** *Question: which route did better, the route variant with a Route Effectiveness Sum of 4.4, or the one with a lower score of 1.9?*

This cannot be answered without examining whether the route variants were in the same group. In this example from the 2005 Route Performance tables, the answer is that the variant with a Route Effectiveness Sum of 1.9 actually performed better on every one of the four measures – more riders per revenue hour, per revenue mile, etc. The Route Effectiveness Sum of the better performing route was lower because it was in the South peak group – a group with higher performance on average than the East night group where the score of 4.4 was achieved.

The only way to compare the numerical scores across time periods and/or subareas with the Route Effectiveness Sum would be to include all of the routes from every time period and subarea in one group, and then calculate a new set of Route Effectiveness scores based on the new group's averages and standard deviations on the measures.

## B. Route Definition and Performance Groups

Routes are divided into groups by subarea and by time of day. Planning Subareas were defined when the *Long Range Policy Framework for Public Transportation* was adopted by the King County Council in 1993. All routes that cross subarea boundaries are kept whole for the purpose of performance evaluation, rather than dividing 50/50 those all-day routes that travel between subareas, as is currently done for the purpose of allocating hours among subareas. For usefulness in comparing current and past route performance on routes crossing subarea boundaries, routes are reported in the same subarea as in prior years.

Route performance within each subarea is evaluated separately for three time periods that have different ridership characteristics. The three time periods are the peak period, offpeak (including weekend days), and night (all seven days). Time periods reflect the increasingly broad span of peak-period service levels, with the “peak” time period 4 hours in both morning and evening on weekdays (excluding holidays). See Page xix for definition of service time periods.

**Routes are defined by route number, part of route, and type of route.** Some route numbers include multiple variations, or “route variants,” that are evaluated separately for performance. Route parts (north and south, or east and west) can be considered for the purposes of performance evaluation as totally separate routes, and are always listed separately in the report. Route types (e.g. express or shuttle routing) are a variation on the basic route or route part. Route variants that could be considered separately for specific improvements are kept separate on the performance evaluation. These include:

- **Route type variants needed operationally.** An example is trolley routes that have a shuttle (SH) variant traveling back to the base south of downtown Seattle at night. By having this trip back to the base on the schedule, it provides service to a few riders. The performance level of these operational variants is generally very low, but they are of service to a few people at very little or no system cost. When these comprise an extremely small part of the total route service in a time period, they are consolidated into the larger route variant. Otherwise they continue to be shown separately in the tables.
- **Route type variants with less than five trips in a time period.** Those route variants generally have been combined with the same one in an adjacent time period to more accurately reflect overall performance. For instance, Route 272 is a commuter service from the Eastgate area to the University of Washington, and a few trips that occur in the offpeak time period are instead included as part of the peak period. However, express variants of less than five trips that do not have express trips in an adjacent time period are shown separately, rather than being combined with a different route type.

**Routes excluded from performance evaluation.** Custom bus, school routes, DART routes, and other routes funded partially by partner entities are excluded from evaluation. A new small group of exception variants have been added this year to account for variants which are not able to be deleted as they are trips which are traveling between a route terminal and bus base. It does not make sense to compare these route variants to ones which could be eliminated for poor performance.

Excluded routes are listed by origin subarea after the tables for the three time periods for that subarea. No thresholds were calculated for these “exception” routes, although the average performance for regular routes in the same subarea during the same time period is listed under them as a reference point. The cost recovery performance measure for this report is calculated using fully allocated costs, while the policy goal for custom and school routes is to generate enough revenue to cover 100% of marginal operating costs. The fare revenue for all of these types of routes is available upon request, whether paid by individuals or a partner institution.

### C. Production and Allocation Subareas

When the planning subareas were adopted by King County in 1993, routes were assigned to one of the three subareas according to where the majority of morning boardings occurred – the “production” subarea. For purposes of allocating new hours of service between subareas, some routes were later assigned to a different subarea, or are shared by two subareas.

The following table lists those routes that have different production and allocation subareas. For usefulness in comparing current and past route performance, this report on route performance includes these routes in the “Production Subarea” listed below.

Route	Production Subarea	New Subarea	Route	Production Subarea	New Subarea
<b><i>East Production Subarea Routes</i></b>			<b><i>South continued</i></b>		
240	EAST	EAST-SOUTH	131	SOUTH	SOUTH-WEST
255	EAST	EAST-WEST	131 TB	SOUTH	SOUTH-WEST
271	EAST	EAST-WEST	132	SOUTH	SOUTH-WEST
280	EAST	SOUTH-WEST	132 TB	SOUTH	SOUTH-WEST
342	EAST	WEST	150	SOUTH	SOUTH-WEST
935 DART	EAST	EAST-WEST	150 TB	SOUTH	SOUTH-WEST
<b><i>South Production Subarea Routes</i></b>			174	SOUTH	SOUTH-WEST
101	SOUTH	SOUTH-WEST	194	SOUTH	SOUTH-WEST
101 TB	SOUTH	SOUTH-WEST	194 TB	SOUTH	SOUTH-WEST
106	SOUTH	SOUTH-WEST	<b><i>West Production Subarea Routes</i></b>		
107	SOUTH	SOUTH-WEST	23	WEST	SOUTH-WEST
113	SOUTH	WEST	39	WEST	SOUTH-WEST
120	SOUTH	SOUTH-WEST	126	WEST	SOUTH-WEST
121	SOUTH	SOUTH-WEST	128	WEST	SOUTH-WEST
121 TB	SOUTH	SOUTH-WEST	128 TB	WEST	SOUTH-WEST
125	SOUTH	SOUTH-WEST	331	WEST	EAST-WEST
125 NT	SOUTH	SOUTH-WEST	982 CUST	WEST	EAST
125 TB	SOUTH	SOUTH-WEST			

## Performance Thresholds and Summary 2007

### A. Performance Thresholds

Performance thresholds for evaluation of routes are set for three years to allow comparison of route performance from year to year. The performance thresholds for 2005 - 2007 are based on subarea performance by time period in 2005. Data used to develop these thresholds was the annualized Fall 2005 information on regular service routes - excludes paratransit, special service, the downtown Seattle Ride-Free Area, and the routes in group excluded from performance evaluation such as custom bus services.

<b>Performance Thresholds: 2005 - 2007</b> (Revised using Fall 2005 Route Data)						
<b>Subarea</b>	<b>Performance Thresholds*</b>	<b>Guide-Time</b>	<b>Rides/ Rev. Hr.</b>	<b>Fare Rev. / Op. Exp.</b>	<b>Psgr.Miles / Rev. Hr.</b>	<b>Pass. Miles / Plat. Miles</b>
<b>EAST</b>	<b>Strong</b>	<b>Peak</b>	<b>39.8</b>	<b>23%</b>	<b>421</b>	<b>12.4</b>
		<b>OffPeak</b>	<b>30.2</b>	<b>18%</b>	<b>159</b>	<b>8.7</b>
		<b>Night</b>	<b>29.7</b>	<b>12%</b>	<b>186</b>	<b>7.2</b>
	<b>Minimum</b>	<b>Peak</b>	<b>12.9</b>	<b>6%</b>	<b>44</b>	<b>2.4</b>
		<b>OffPeak</b>	<b>10.3</b>	<b>3%</b>	<b>38</b>	<b>2.1</b>
		<b>Night</b>	<b>8.3</b>	<b>3%</b>	<b>37</b>	<b>2.2</b>
<b>SOUTH</b>	<b>Strong</b>	<b>Peak</b>	<b>44.3</b>	<b>25%</b>	<b>503</b>	<b>14.5</b>
		<b>OffPeak</b>	<b>49.2</b>	<b>24%</b>	<b>358</b>	<b>17.6</b>
		<b>Night</b>	<b>35.0</b>	<b>14%</b>	<b>287</b>	<b>11.2</b>
	<b>Minimum</b>	<b>Peak</b>	<b>24.7</b>	<b>12%</b>	<b>113</b>	<b>5.3</b>
		<b>OffPeak</b>	<b>22.1</b>	<b>9%</b>	<b>61</b>	<b>3.4</b>
		<b>Night</b>	<b>19.8</b>	<b>7%</b>	<b>63</b>	<b>3.0</b>
<b>WEST</b>	<b>Strong</b>	<b>Peak</b>	<b>72.1</b>	<b>37%</b>	<b>298</b>	<b>14.5</b>
		<b>OffPeak</b>	<b>72.9</b>	<b>32%</b>	<b>207</b>	<b>15.9</b>
		<b>Night</b>	<b>44.6</b>	<b>18%</b>	<b>150</b>	<b>9.2</b>
	<b>Minimum</b>	<b>Peak</b>	<b>33.9</b>	<b>15%</b>	<b>89</b>	<b>6.5</b>
		<b>OffPeak</b>	<b>30.7</b>	<b>13%</b>	<b>87</b>	<b>6.5</b>
		<b>Night</b>	<b>20.4</b>	<b>7%</b>	<b>53</b>	<b>3.4</b>

**Strong performance** is defined as one standard deviation above the mean;  
**Below minimum performance** is one standard deviation below the mean.

## **B. Route Performance for 2007**

The purpose of route evaluation is to track performance over time, and identify opportunities for system improvement. Thresholds are updated periodically so that there will always be room for improvement. When thresholds are updated, as they were in 2005, some routes may move into the below minimum performance without a reduction in any measure as the below minimum performance bar was raised. However since the performance thresholds were held constant between the 2005 report and the 2007 report, it is valid to compare routes between the years. The best measure for comparing routes from year to year is the Route Effectiveness Summary. Any route which experienced an increase in Route Effectiveness from 2006 to 2007 can be concluded to be improving in performance.

Performance of King County Metro Routes is summarized for 2007 in the table below. Included in the summary is the percent change in each measure from 2006.

**Note:** These performance reports do not include rides within the downtown Seattle Ride Free Area and routes operated by Metro for Sound Transit. Routes that are not subject to performance evaluation are not included, although separately noted in the table summarizing 2007 routes. These totals can only be used to examine the subset of Metro service that is subject to annual performance evaluation, and will not match system totals found elsewhere.

## SYSTEM-WIDE PERFORMANCE MEASURES

2007	Service Delivered in 2007 (Change from 2006)				
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Annual Platform Miles	Annual Platform Hours
<b>Peaks</b>	1,001,703 (-0.5%)	15,687,622 (+0.5%)	1,392,547 (-0.1%)	22,406,047 (-0.3%)	1,547,558 (-0.5%)
<b>OffPeak</b>	865,755 (+0.4%)	12,705,989 (+1.8%)	1,326,916 (-0.4%)	13,525,013 (+1.9%)	1,234,686 (-0.1%)
<b>Night</b>	327,084 (+2.7%)	5,195,622 (+2.7%)	570,545 (+1.6%)	6,082,929 (+2.8%)	511,753 (+2.3%)
<b>Total</b>	2,194,542 (+0.3%)	33,589,232 (+1.3%)	3,290,008 (0%)	42,013,989 (+0.8%)	3,293,997 (+0.1%)
Except. Routes	77,658	1,280,107	175,303	1,531,613	112,095

2007	Rider Use in 2007 (Change from 2006)			Performance Measures			
	Annual Rides	Annual Passenger Miles	Annual Fare Revenue	Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi
<b>Peaks</b>	51,859,752 (+7.0%)	275,332,923 (+7.6%)	\$46,806,039 (+2.1%)	51.77 (+7.6%)	25.0% (-2.6%)	275 (+8.3%)	12.3 (+8.1%)
<b>OffPeak</b>	44,451,429 (+5.3%)	189,865,086 (+7.3%)	\$30,505,289 (+0.6%)	51.34 (+4.8%)	21.9% (-4.4%)	219 (+6.8%)	14.0 (+5.0%)
<b>Night</b>	11,746,458 (+7.1%)	54,777,472 (+7.2%)	\$8,058,070 (+2.0%)	35.91 (+4.2%)	13.6% (-4.8%)	167 (+4.4%)	9.0 (+4.3%)
<b>Total</b>	108,057,639 (+6.3%)	519,975,481 (+7.5%)	\$85,369,399 (+1.6%)	49.22 (+6.0%)	22.1% (-3.7%)	237 (+7.2%)	12.4 (+6.8%)
Except. Routes	1,598,639	7,203,714	n.a.	20.58	n.a.	93	4.7

## EAST SUBAREA PERFORMANCE MEASURES

2007	Service Delivered in 2007 (Change from 2006)				
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Annual Platform Miles	Annual Platform Hours
<b>Peaks</b>	216,789 (+0.7%)	4,020,717 (+1.0%)	247,397 (0%)	6,159,149 (+0.3%)	352,176 (+0.1%)
<b>OffPeak</b>	127,777 (+2.1%)	2,204,856 (+2.0%)	156,556 (+1.2%)	2,348,200 (+3.8%)	180,833 (+0.6%)
<b>Night</b>	34,602 (+6.5%)	653,724 (+5.4%)	42,389 (+5.1%)	779,927 (+7.0%)	54,079 (+5.9%)
<b>Total</b>	379,168 (+1.7%)	6,879,297 (+1.7%)	446,342 (+0.9%)	9,287,277 (+1.7%)	587,087 (+0.7%)

2007	Rider Use in 2007 (Change from 2006)			Performance Measures			
	Annual Rides	Annual Passenger Miles	Annual Fare Revenue	Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi
<b>Peaks</b>	7,113,174 (+13.7%)	58,374,283 (+13.2%)	\$7,090,591 (+7.1%)	32.81 (+12.8%)	16.4% (+1.3%)	269 (+12.3%)	9.5 (+13.1%)
<b>OffPeak</b>	3,390,315 (+13.0%)	19,054,804 (+10.3%)	\$2,325,756 (+7.6%)	26.53 (+10.6%)	11.8% (+0.9%)	149 (+7.9%)	8.1 (+6.1%)
<b>Night</b>	814,264 (+18.1%)	4,780,420 (+14.1%)	\$558,585 (+12.5%)	23.53 (+10.8%)	9.0% (+0.5%)	138 (+6.9%)	6.1 (+6.1%)
<b>Total</b>	11,317,753 (+13.8%)	82,209,508 (+12.6%)	\$9,974,933 (+7.5%)	29.85 (+11.9%)	14.4% (+0.9%)	217 (+10.7%)	8.9 (+10.7%)

Overall, system performance increased substantially in the East Subarea. Rides, passenger miles and fare revenue all increased by large amounts. As a result, the rides and miles performance measures went up significantly. Unfortunately the cost to operate service increased substantially which offset the increased fare revenue in the Fare Revenue/Operating Expense ratio. These measures indicate that riders in the East Subarea are using the bus more than ever at all times of the day.



## EAST SUBAREA -- NUMBER OF ROUTES ABOVE STRONG/BELOW MINIMUM PERFORMANCE THRESHOLDS

	2007	Number of Routes in 2007 (Change from 2006)				
		Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi	Route Effectiveness
<b>Peaks</b>	<b>Above Strong</b>	14 (+5)	12 (+3)	12 (+4)	10 (+1)	8 (+2)
	<b>Below Minimum</b>	8 (-2)	8 (+1)	6 (-2)	7 (-2)	7 (-3)
<b>Off Peak</b>	<b>Above Strong</b>	8 (+4)	2 (0)	4 (0)	6 (+1)	7 (+2)
	<b>Below Minimum</b>	5 (0)	0 (0)	0 (-1)	1 (-1)	3 (-1)
<b>Night</b>	<b>Above Strong</b>	2 (0)	2 (0)	2 (0)	4 (-1)	4 (+2)
	<b>Below Minimum</b>	2 (0)	2 (0)	1 (-1)	3 (0)	2 (0)

With the strong growth in ridership in the East Subarea, there was a general trend of more routes above the strong performance threshold and fewer routes below the minimum performance threshold. Of the routes which showed up frequently in the Below Minimum categories in 2007, two of them (Routes 220 and 254) were discontinued in February 2008. Resources from the discontinued routes were redistributed to other new and existing routes in the East Subarea. It is expected that the redistributed resources will be much more productive.

## SOUTH SUBAREA PERFORMANCE MEASURES

2007	Service Delivered in 2007 (Change from 2006)				
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Annual Platform Miles	Annual Platform Hours
<b>Peaks</b>	260,732 (-2.1%)	5,055,392 (-0.2%)	319,156 (+0.2%)	7,382,167 (-1.5%)	410,696 (-1.2%)
<b>OffPeak</b>	201,638 (+3.2%)	3,766,230 (+6.4%)	268,585 (+3.4%)	4,041,913 (+6.0%)	285,279 (+3.4%)
<b>Night</b>	79,544 (+2.7%)	1,546,045 (+2.7%)	110,796 (+3.0%)	1,912,828 (+3.1%)	124,450 (+2.8%)
<b>Total</b>	541,914 (+0.5%)	10,367,668 (+2.5%)	698,537 (+1.9%)	13,336,908 (+1.3%)	820,425 (+1.0%)

2007	Rider Use in 2007 (Change from 2006)			Performance Measures			
	Annual Rides	Annual Passenger Miles	Annual Fare Revenue	Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi
<b>Peaks</b>	11,789,962 (+9.2%)	98,613,856 (+5.9%)	\$11,376,386 (+3.6%)	45.22 (+11.6%)	21.7% (-0.8%)	378 (+8.1%)	13.4 (+7.8%)
<b>OffPeak</b>	9,349,276 (+10.3%)	67,485,543 (+8.8%)	\$6,415,236 (+5.1%)	46.4 (+6.9%)	19.3% (-4.1%)	335 (+5.5%)	16.7 (+2.7%)
<b>Night</b>	2,868,284 (+9.4%)	22,703,536 (+8.1%)	\$1,967,643 (+4.3%)	36.1 (+6.7%)	13.2% (-3.1%)	285 (+5.1%)	11.9 (+5.1%)
<b>Total</b>	24,007,522 (+9.7%)	188,802,934 (+7.2%)	\$19,759,266 (+4.1%)	44.3 (+9.1%)	19.6% (-2.5%)	348 (+6.5%)	14.2 (+6.1%)

Much like in the East Subarea, the South experienced significant growth in transit use. This was achieved even though there was a slight contraction of service delivered in the peak (due to savings from reopening of the Downtown Transit Tunnel). Unlike in the East Subarea, the increase in fare revenue was not enough to offset the large increase in operating cost, so fare recovery dropped by 2.5% in the South Subarea even though ridership grew by almost 10%. The increase in fares in 2008 should help increase fare recovery.

## SOUTH SUBAREA -- NUMBER OF ROUTES ABOVE STRONG/BELOW MINIMUM PERFORMANCE THRESHOLDS

	2007	Number of Routes in 2007 (Change from 2006)				
		Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi	Route Effectiveness
<b>Peaks</b>	<b>Above Strong</b>	22 (+8)	14 (-1)	15 (+5)	15 (+1)	19 (+3)
	<b>Below Minimum</b>	5 (-1)	7 (-1)	2 (-2)	7 (-1)	5 (-1)
<b>Off Peak</b>	<b>Above Strong</b>	8 (+2)	5 (0)	6 (0)	7 (0)	10 (+3)
	<b>Below Minimum</b>	5 (0)	5 (0)	4 (0)	4 (-1)	6 (+1)
<b>Night</b>	<b>Above Strong</b>	10 (+3)	7 (0)	5 (0)	6 (0)	8 (-1)
	<b>Below Minimum</b>	2 (0)	1 (-1)	1 (-1)	1 (-1)	2 (-1)

On a route-by-route basis, 26 route performance measures moved into the above strong performance category. Complementing that was the fact that 11 route performance measures moved out of the below minimum category. The peak period showed the strongest improvement in route performance measures. Peak period routes with the weakest performance tend to be ones either serving declining employment centers (Routes 154 and 173) or lacking a major park-and-ride to supply riders (Routes 175 and 179). During the off peak, the weakest routes are ones operating in rural areas such as Vashon Island (Routes 118 and 119), or areas with poor pedestrian access to bus stops such as Maple Valley and Covington (Routes 149 and 912).

## WEST SUBAREA PERFORMANCE MEASURES

2007	Service Delivered in 2007 (Change from 2006)				
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Annual Platform Miles	Annual Platform Hours
<b>Peaks</b>	524,182 (-0.2%)	6,611,512 (+0.6%)	825,994 (-0.3%)	8,864,730 (+0.1%)	784,686 (-0.4%)
<b>OffPeak</b>	536,340 (-0.9%)	6,734,902 (-0.6%)	901,775 (-1.8%)	7,134,900 (-0.8%)	768,575 (-1.5%)
<b>Night</b>	212,939 (+2.1%)	2,995,853 (+2.1%)	417,360 (+0.8%)	3,390,173 (+1.7%)	333,224 (+1.6%)
<b>Total</b>	1,273,461 (-0.2%)	16,342,267 (+0.4%)	2,145,129 (-0.7%)	19,389,804 (0%)	1,886,485 (-0.5%)

2007	Rider Use in 2007 (Change from 2006)			Performance Measures			
	Annual Rides	Annual Passenger Miles	Annual Fare Revenue	Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi
<b>Peaks</b>	32,956,616 (+5.0%)	118,344,784 (+6.5%)	\$28,339,062 (+0.4%)	62.9 (+5.3%)	30.8% (-4.5%)	226 (+6.8%)	13.4 (+6.7%)
<b>OffPeak</b>	31,711,838 (+3.1%)	103,324,739 (+5.8%)	\$21,764,297 (-1.3%)	59.1 (+4.1%)	25.1% (-4.9%)	193 (+7.0%)	14.5 (+6.8%)
<b>Night</b>	8,063,910 (+5.3%)	27,293,516 (+5.4%)	\$5,531,842 (+0.3%)	37.9 (+3.2%)	14.5% (-5.6%)	128 (+3.1%)	8.1 (+4.3%)
<b>Total</b>	72,732,364 (+4.2%)	248,963,039 (+6.1%)	\$55,635,201 (-0.3%)	57.1 (+4.4%)	25.7% (-4.7%)	196 (+6.5%)	12.8 (+6.0%)

The West Subarea showed a decline in overall service delivered between 2006 and 2007 due to savings from reopening of the Downtown Transit Tunnel (Sound Transit was paying for increased costs due to Tunnel closure). This did not negatively impact rider use or route performance. In fact, categories of rider use and miles travelled showed increases. The fare revenue in the West Subarea actually fell 0.3% even though rides increased by 4.2%. The impact of the rising costs to operate service and the declining fare revenue produced a major decline of 4.7% in fare revenue to operating cost.

## WEST SUBAREA -- NUMBER OF ROUTES ABOVE STRONG/BELOW MINIMUM PERFORMANCE THRESHOLDS

	2007	Number of Routes in 2007 (Change from 2006)				
		Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi	Route Effectiveness
<b>Peaks</b>	<b>Above Strong</b>	43 (+11)	27 (-6)	31 (+11)	38 (+14)	34 (+5)
	<b>Below Minimum</b>	10 (-1)	8 (0)	7 (-3)	11 (+1)	11 (-1)
<b>Off Peak</b>	<b>Above Strong</b>	20 (+2)	17 (-6)	25 (+7)	21 (+8)	27 (+4)
	<b>Below Minimum</b>	10 (0)	10 (+3)	7 (-5)	8 (-1)	9 (0)
<b>Night</b>	<b>Above Strong</b>	18 (+2)	17 (0)	14 (+1)	13 (+2)	19 (+1)
	<b>Below Minimum</b>	8 (-1)	7 (+2)	7 (-3)	8 (+1)	7 (-1)

With the exception of the fare revenue/operating cost measure, many routes improved their performance measures. Almost 70 route level performance measures moved into the above strong performance category while another 16 route level performance measures improved out of the below minimum performance category. One conclusion that can clearly be reached is that there is a large imbalance in the number routes above strong performance compared with routes below minimum performance. A comparison to 2005, when there was almost an equal number of strong and weak routes, shows that there are a declining number of opportunities to improve the strong routes by reducing or eliminating the weak routes.

## Abbreviations Used in the Route Performance Tables

**Production Subarea:** Although some routes are now characterized differently for the allocation of new hours of service, routes were originally assigned to subareas according to where the majority of morning boardings occurred – the “production” subarea. In the Route Performance Report, each route is reported in only one subarea, and the same subarea is used as in prior years.

**Guide Time:** time periods defined for route evaluation

**Peak** 5:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. weekdays

**Offpeak** 9:00 a.m. to 3:00 p.m. weekdays; 5:00 a.m. to 7:00 p.m. weekends

**Night** 7:00 p.m. to 5:00 a.m. all days

**Part:** (Route Part)

**N** north route segment

**S** south route segment

**E** east route segment

**W** west route segment

**Type:** (Route Type)

**ALT** alternate routing

**EX** express routing

**NT** special routing for late night or very early morning

**SH** shuttle routing

**SHAL** alternate shuttle routing

**SHTB** turnback routing on a shuttle trip

**TB** turnback routing

**TEX** turnback routing on an express trip

**Exceptions:**

**CUST** Custom bus routes are cost supported by private business or schools for regular commuters

**DART** Dial-A-Ride Routes provide flexible routing available by request

**PART** Partnership or Grant funded routes - routes partially supported by other organizations or grants

**SCH** Routes or special trips that serve public secondary or private schools - cost usually shared with the school district or private school

**n.a.** Not applicable. The marginal operating cost ratio is available on request for the exception routes.

# **2007 Annual Route Performance Report**

## **EAST Planning Subarea**

**Prepared by  
King County Metro Transit  
Service Development Section:  
Service Planning Group  
Scheduling Group**

**June 2008**

## 2007 Route Performance Report - East Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
<b>2007 PEAK - EAST PRODUCTION SUBAREA</b>											
EAST						<i>Meets or exceeds strong performance threshold (Fall 2005)</i>	<b>39.8</b>	<b>23%</b>	<b>421</b>	<b>12.4</b>	<b>3.7</b>
EAST						<i>Less than minimum performance threshold (Fall 2005)</i>	<b>12.9</b>	<b>6%</b>	<b>44</b>	<b>2.4</b>	<b>-3.7</b>
EAST		Peak	<b>212</b>			Eastgate	<b>98.1</b>	<b>32%</b>	<b>933</b>	<b>18.3</b>	<b>13.5</b>
EAST		Peak	<b>218</b>			Issaquah	<b>73.3</b>	<b>22%</b>	<b>1303</b>	<b>21.2</b>	<b>13.1</b>
EAST		Peak	<b>229</b>			Overlake	<b>68.1</b>	<b>32%</b>	<b>653</b>	<b>19.8</b>	<b>10.1</b>
EAST		Peak	<b>312</b>		<b>EX</b>	U of W - Bothell	<b>62.5</b>	<b>25%</b>	<b>607</b>	<b>17.9</b>	<b>8.2</b>
EAST		Peak	<b>306</b>		<b>EX</b>	Kenmore	<b>55.1</b>	<b>23%</b>	<b>528</b>	<b>15.9</b>	<b>6.6</b>
EAST		Peak	<b>253</b>			Bear Creek P&R	<b>47.9</b>	<b>28%</b>	<b>161</b>	<b>10.5</b>	<b>3.5</b>
EAST		Peak	<b>230</b>	<b>E</b>		Redmond P&R	<b>47.7</b>	<b>25%</b>	<b>160</b>	<b>8.5</b>	<b>2.8</b>
EAST		Peak	<b>230</b>	<b>W</b>	<b>TB</b>	Kirkland	<b>46.6</b>	<b>21%</b>	<b>73</b>	<b>3.6</b>	<b>0.7</b>
EAST		Peak	<b>225</b>			Overlake	<b>44.9</b>	<b>26%</b>	<b>462</b>	<b>14.4</b>	<b>5.5</b>
EAST		Peak	<b>255</b>			Kingsgate	<b>44.8</b>	<b>28%</b>	<b>422</b>	<b>16.8</b>	<b>5.9</b>
EAST		Peak	<b>204</b>			Mercer Island	<b>43.6</b>	<b>25%</b>	<b>123</b>	<b>5.7</b>	<b>1.6</b>
EAST		Peak	<b>245</b>			Kirkland	<b>41.8</b>	<b>24%</b>	<b>172</b>	<b>10.3</b>	<b>2.6</b>
EAST		Peak	<b>230</b>	<b>W</b>		Kingsgate P&R	<b>41.8</b>	<b>23%</b>	<b>127</b>	<b>7.6</b>	<b>1.8</b>
EAST		Peak	<b>203</b>			Mercer Island	<b>40.0</b>	<b>19%</b>	<b>74</b>	<b>2.8</b>	<b>-0.2</b>
EAST		Peak	<b>271</b>			Issaquah P&R	<b>38.7</b>	<b>26%</b>	<b>258</b>	<b>12.6</b>	<b>3.6</b>
EAST		Peak	<b>271</b>		<b>TB</b>	Bellevue TC	<b>37.8</b>	<b>20%</b>	<b>233</b>	<b>10.3</b>	<b>2.2</b>
EAST		Peak	<b>252</b>			Kingsgate P&R	<b>36.7</b>	<b>17%</b>	<b>488</b>	<b>12.6</b>	<b>3.6</b>
EAST		Peak	<b>268</b>			E Lake Sammamish	<b>36.1</b>	<b>16%</b>	<b>478</b>	<b>11.1</b>	<b>3.1</b>
EAST		Peak	<b>261</b>			Overlake P&R	<b>35.8</b>	<b>19%</b>	<b>280</b>	<b>10.2</b>	<b>2.2</b>
EAST		Peak	<b>240</b>			Bellevue	<b>35.0</b>	<b>21%</b>	<b>184</b>	<b>11.1</b>	<b>2.0</b>
EAST		Peak	<b>214</b>		<b>TB</b>	Issaquah	<b>33.8</b>	<b>14%</b>	<b>423</b>	<b>9.1</b>	<b>1.9</b>
EAST		Peak	<b>216</b>			Sammamish	<b>33.3</b>	<b>16%</b>	<b>567</b>	<b>15.6</b>	<b>4.3</b>
EAST		Peak	<b>272</b>			Eastgate P&R	<b>32.5</b>	<b>15%</b>	<b>269</b>	<b>9.2</b>	<b>1.2</b>
EAST		Peak	<b>205</b>		<b>EX</b>	Mercer Island	<b>30.9</b>	<b>16%</b>	<b>176</b>	<b>5.9</b>	<b>0.0</b>
EAST		Peak	<b>257</b>			Kingsgate P&R	<b>29.9</b>	<b>14%</b>	<b>393</b>	<b>10.9</b>	<b>1.9</b>
EAST		Peak	<b>202</b>			Mercer Island	<b>29.4</b>	<b>13%</b>	<b>183</b>	<b>5.5</b>	<b>-0.5</b>
EAST		Peak	<b>311</b>			Woodinville P&R	<b>29.0</b>	<b>12%</b>	<b>504</b>	<b>11.3</b>	<b>2.2</b>
EAST		Peak	<b>266</b>			Bear Creek P&R	<b>28.6</b>	<b>12%</b>	<b>295</b>	<b>8.1</b>	<b>0.4</b>
EAST		Peak	<b>942</b>		<b>EX</b>	Eastgate P&R	<b>26.7</b>	<b>12%</b>	<b>257</b>	<b>5.7</b>	<b>-0.4</b>
EAST		Peak	<b>237</b>			Woodinville	<b>26.7</b>	<b>8%</b>	<b>282</b>	<b>5.6</b>	<b>-0.8</b>
EAST		Peak	<b>265</b>			Redmond P&R	<b>26.6</b>	<b>12%</b>	<b>283</b>	<b>7.0</b>	<b>0.0</b>
EAST		Peak	<b>233</b>			Bellevue	<b>25.8</b>	<b>14%</b>	<b>114</b>	<b>6.7</b>	<b>-0.8</b>
EAST		Peak	<b>260</b>			Juanita	<b>25.2</b>	<b>13%</b>	<b>348</b>	<b>8.8</b>	<b>0.8</b>
EAST		Peak	<b>250</b>			Redmond P&R	<b>23.7</b>	<b>12%</b>	<b>238</b>	<b>6.6</b>	<b>-0.6</b>
EAST		Peak	<b>342</b>			Bothell	<b>23.3</b>	<b>8%</b>	<b>241</b>	<b>5.7</b>	<b>-1.2</b>
EAST		Peak	<b>214</b>			North Bend	<b>23.2</b>	<b>9%</b>	<b>344</b>	<b>6.9</b>	<b>-0.3</b>
EAST		Peak	<b>222</b>			Overlake	<b>21.4</b>	<b>13%</b>	<b>78</b>	<b>4.8</b>	<b>-1.8</b>
EAST		Peak	<b>234</b>			Northshore P&R	<b>21.2</b>	<b>12%</b>	<b>122</b>	<b>6.4</b>	<b>-1.4</b>
EAST		Peak	<b>238</b>			Bothell	<b>19.8</b>	<b>10%</b>	<b>82</b>	<b>3.8</b>	<b>-2.5</b>
EAST		Peak	<b>236</b>			Woodinville	<b>19.8</b>	<b>11%</b>	<b>74</b>	<b>3.6</b>	<b>-2.5</b>
EAST		Peak	<b>210</b>			Issaquah	<b>19.6</b>	<b>9%</b>	<b>173</b>	<b>4.3</b>	<b>-2.0</b>
EAST		Peak	<b>277</b>			Juanita	<b>19.6</b>	<b>10%</b>	<b>165</b>	<b>5.1</b>	<b>-1.8</b>
EAST		Peak	<b>202</b>		<b>SH</b>	Mercer Island	<b>19.4</b>	<b>7%</b>	<b>40</b>	<b>0.9</b>	<b>-3.7</b>
EAST		Peak	<b>232</b>			Duvall	<b>19.3</b>	<b>8%</b>	<b>152</b>	<b>4.4</b>	<b>-2.3</b>



## 2007 Route Performance Report - East Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
EAST		Peak	<b>644</b>			Kenmore	17.0	<b>6%</b>	174	4.4	-2.6
EAST		Peak	<b>249</b>			Redmond P&R	15.5	9%	58	2.9	-3.2
EAST		Peak	<b>251</b>			North Creek	13.7	8%	88	3.9	-3.2
EAST		Peak	<b>254</b>		<b>SH</b>	Redmond	13.0	6%	51	<b>2.4</b>	<b>-3.9</b>
EAST		Peak	<b>247</b>			Overlake P&R	<b>12.5</b>	<b>5%</b>	93	2.6	<b>-3.8</b>
EAST		Peak	<b>921</b>			Eastgate P&R	<b>12.4</b>	<b>8%</b>	<b>42</b>	<b>2.0</b>	<b>-3.9</b>
EAST		Peak	<b>269</b>			E Lake Sammamish	<b>12.4</b>	<b>5%</b>	100	3.8	-3.5
EAST		Peak	<b>209</b>			North Bend	<b>10.1</b>	<b>5%</b>	120	3.9	-3.6
EAST		Peak	<b>220</b>			Redmond P&R	<b>8.8</b>	<b>5%</b>	<b>36</b>	<b>1.8</b>	<b>-4.5</b>
EAST		Peak	<b>201</b>			Mercer Island	<b>8.6</b>	<b>5%</b>	<b>35</b>	<b>1.3</b>	<b>-4.8</b>
EAST		Peak	<b>929</b>			North Bend	<b>3.1</b>	<b>2%</b>	<b>37</b>	<b>1.1</b>	<b>-5.6</b>
EAST		Peak	<b>922</b>			Carnation	<b>2.3</b>	<b>1%</b>	<b>21</b>	<b>0.3</b>	<b>-6.0</b>
EAST		<b>average 2007 PEAK - EAST</b>					<b>30.6</b>	<b>15%</b>	<b>257</b>	<b>7.75</b>	<b>0.6</b>

<b>2007 OFF-PEAK - EAST PRODUCTION SUBAREA</b>											
EAST	<i>Meets or exceeds strong performance threshold (Fall 2005)</i>						<b>30.2</b>	<b>18%</b>	<b>159</b>	<b>8.7</b>	<b>3.3</b>
EAST	<i>Less than minimum performance threshold (Fall 2005)</i>						<b>10.3</b>	<b>3%</b>	<b>38</b>	<b>2.1</b>	<b>-3.3</b>
EAST		OffPeak	<b>253</b>			Bear Creek P&R	<b>50.5</b>	<b>24%</b>	151	<b>10.8</b>	<b>7.3</b>
EAST		OffPeak	<b>213</b>			Mercer Island	<b>42.7</b>	<b>29%</b>	89	4.6	<b>4.3</b>
EAST		OffPeak	<b>230</b>		<b>E</b>	Redmond P&R	<b>42.1</b>	17%	<b>160</b>	<b>9.0</b>	<b>5.1</b>
EAST		OffPeak	<b>245</b>			Kirkland	<b>33.2</b>	14%	157	<b>9.3</b>	<b>3.9</b>
EAST		OffPeak	<b>255</b>			Kingsgate	<b>32.5</b>	13%	<b>326</b>	<b>13.8</b>	<b>7.8</b>
EAST		OffPeak	<b>271</b>			Issaquah P&R	<b>32.0</b>	15%	<b>245</b>	<b>13.9</b>	<b>6.8</b>
EAST		OffPeak	<b>240</b>			Bellevue	<b>31.0</b>	14%	<b>197</b>	<b>11.9</b>	<b>5.1</b>
EAST		OffPeak	<b>230</b>		<b>W</b>	Kingsgate P&R	<b>30.8</b>	14%	112	8.0	2.6
EAST		OffPeak	<b>203</b>			Mercer Island	23.1	15%	52	2.7	-0.6
EAST		OffPeak	<b>222</b>			Overlake	21.3	10%	85	4.8	-0.4
EAST		OffPeak	<b>234</b>			Northshore P&R	20.9	10%	123	6.9	0.8
EAST		OffPeak	<b>204</b>			Mercer Island	19.4	9%	72	3.7	-1.2
EAST		OffPeak	<b>233</b>			Bellevue	19.4	9%	100	6.2	0.0
EAST		OffPeak	<b>238</b>			Bothell	18.0	8%	79	4.0	-1.3
EAST		OffPeak	<b>236</b>			Woodinville	16.0	7%	70	3.7	-1.8
EAST		OffPeak	<b>249</b>			Redmond P&R	13.1	6%	68	4.0	-2.2
EAST		OffPeak	<b>209</b>			North Bend	<b>10.1</b>	4%	129	4.0	-1.7
EAST		OffPeak	<b>251</b>			North Creek	<b>9.8</b>	5%	66	3.2	-3.0
EAST		OffPeak	<b>921</b>			Eastgate P&R	<b>9.5</b>	5%	49	2.8	<b>-3.5</b>
EAST		OffPeak	<b>254</b>		<b>SH</b>	Redmond	<b>8.3</b>	3%	38	<b>2.0</b>	<b>-4.1</b>
EAST		OffPeak	<b>220</b>			Redmond P&R	<b>8.2</b>	5%	51	2.9	<b>-3.5</b>
EAST		<b>average 2007 MIDDAY - EAST</b>					<b>23.4</b>	<b>11%</b>	<b>115</b>	<b>6.28</b>	<b>1.0</b>

## 2007 Route Performance Report - East Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
<b>2007 NIGHT - EAST PRODUCTION SUBAREA</b>											
EAST	<i>Meets or exceeds strong performance threshold (Fall 2005)</i>						<b>29.7</b>	<b>12%</b>	<b>186</b>	<b>7.2</b>	<b>3.5</b>
EAST	<i>Less than minimum performance threshold (Fall 2005)</i>						<b>8.3</b>	<b>3%</b>	<b>37</b>	<b>2.2</b>	<b>-3.5</b>
EAST		Night	<b>253</b>			Bear Creek P&R	<b>57.5</b>	<b>24%</b>	183	<b>9.5</b>	<b>10.3</b>
EAST		Night	<b>230</b>	<b>E</b>		Redmond P&R	<b>35.9</b>	<b>14%</b>	144	6.9	<b>4.4</b>
EAST		Night	<b>230</b>	<b>W</b>		Kingsgate P&R	26.1	10%	97	5.3	1.4
EAST		Night	<b>271</b>			Issaquah P&R	25.0	10%	173	<b>7.2</b>	2.9
EAST		Night	<b>255</b>			Kingsgate	22.9	8%	<b>241</b>	<b>10.1</b>	<b>4.5</b>
EAST		Night	<b>245</b>			Kirkland	22.5	9%	91	4.3	0.2
EAST		Night	<b>240</b>			Bellevue	22.0	9%	139	6.5	1.7
EAST		Night	<b>280</b>			Bellevue TC	21.0	7%	<b>355</b>	<b>9.9</b>	<b>5.5</b>
EAST		Night	<b>222</b>			Overlake	15.9	7%	71	3.7	-1.4
EAST		Night	<b>236</b>			Woodinville	11.4	4%	55	<b>1.9</b>	-3.4
EAST		Night	<b>234</b>			Northshore P&R	11.2	4%	74	3.1	-2.6
EAST		Night	<b>238</b>			Bothell	<b>7.7</b>	<b>3%</b>	45	<b>1.9</b>	<b>-4.1</b>
EAST		Night	<b>254</b>	<b>SH</b>		Redmond	<b>5.8</b>	<b>2%</b>	<b>31</b>	<b>1.1</b>	<b>-4.9</b>
EAST	<b>average 2007 NIGHT - EAST</b>						21.9	8%	131	5.50	1.1

<b>2007 EAST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED</b>											
EAST	PART	Peak	<b>200</b>			Issaquah	12.8	n.a.	34	1.8	
EAST	SCL	Peak	<b>206</b>			Newport Hills	71.3	n.a.	296	11.8	
EAST	SCL	Peak	<b>207</b>			Newport Hills	65.5	n.a.	193	8.4	
EAST	SCL	Peak	<b>208</b>			Newport Hills	59.3	n.a.	220	10.0	
EAST	SCL	Peak	<b>219</b>			Newcastle	10.4	n.a.	28	1.1	
EAST	PART	Peak	<b>291</b>		<b>DART</b>	Redmond	11.4	n.a.	40	3.4	
EAST	PART	Peak	<b>630</b>		<b>EX</b>	Kingsgate	43.1	n.a.	209	5.1	
EAST	SCL	Peak	<b>885</b>			Bellevue	28.8	n.a.	81	3.6	
EAST	SCL	Peak	<b>886</b>			Clyde Hill	57.0	n.a.	73	6.4	
EAST	SCL	Peak	<b>888</b>			Eastgate	54.1	n.a.	248	10.8	
EAST	SCL	Peak	<b>889</b>			Bellevue	45.8	n.a.	130	5.8	
EAST	SCL	Peak	<b>890</b>			Eastgate	31.0	n.a.	144	5.3	
EAST	SCL	Peak	<b>891</b>			Mercer Island	46.3	n.a.	197	6.4	
EAST	SCL	Peak	<b>892</b>			Mercer Island	87.1	n.a.	268	9.0	
EAST	DART	Peak	<b>926</b>		<b>DART</b>	Crossroads	12.0	n.a.	38	2.5	
EAST	DART	Peak	<b>927</b>		<b>DART</b>	E Lake Sammamish	8.8	n.a.	56	3.3	
EAST	DART	Peak	<b>935</b>		<b>DART</b>	Juanita	7.7	n.a.	41	2.3	
EAST	SCL	Peak	<b>986</b>		<b>CUST</b>	Kirkland	51.8	n.a.	418	12.5	
EAST	SCL	Peak	<b>989</b>		<b>CUST</b>	Eastgate	42.2	n.a.	530	13.8	
EAST	SCL	Peak	<b>997</b>		<b>CUST</b>	Bellevue	26.1	n.a.	193	6.5	
EAST	<b>regular route average: 2007 East Peak</b>						30.6		257	7.75	

EAST	PART	OffPeak	<b>200</b>			Issaquah	14.0	n.a.	44	3.3	
EAST	DART	OffPeak	<b>926</b>		<b>DART</b>	Crossroads	11.1	n.a.	34	2.3	
EAST	DART	OffPeak	<b>927</b>		<b>DART</b>	E Lake Sammamish	7.3	n.a.	47	2.6	
EAST	DART	OffPeak	<b>935</b>		<b>DART</b>	Juanita	6.2	n.a.	33	1.8	
EAST	<b>regular route average: 2007 East OffPeak</b>						23.4		115.2	6.3	

# **2007 Annual Route Performance Report**

## **SOUTH Planning Subarea**

**Prepared by  
King County Metro Transit  
Service Development Section:  
Service Planning Group  
Scheduling Group**

**June 2008**

## 2007 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
<b>2007 PEAK - SOUTH PRODUCTION SUBAREA</b>											
SOUTH						<i>Meets or exceeds strong performance threshold (Fall 2005)</i>	<b>44.3</b>	<b>25%</b>	<b>503</b>	<b>14.5</b>	<b>3.1</b>
SOUTH						<i>Less than minimum performance threshold (Fall 2005)</i>	<b>24.7</b>	<b>12%</b>	<b>113</b>	<b>5.3</b>	<b>-3.1</b>
SOUTH		Peak	<b>105</b>			Renton Highlands	<b>75.5</b>	<b>37%</b>	153	9.64	<b>6.2</b>
SOUTH		Peak	<b>164</b>			Kent	<b>72.3</b>	<b>34%</b>	296	13.64	<b>6.9</b>
SOUTH		Peak	<b>106</b>			Renton	<b>66.9</b>	<b>34%</b>	396	<b>19.23</b>	<b>8.2</b>
SOUTH		Peak	<b>169</b>			Kent P&R,TC	<b>65.9</b>	<b>35%</b>	251	14.15	<b>6.3</b>
SOUTH		Peak	<b>168</b>			Timberlane	<b>62.2</b>	<b>31%</b>	269	11.95	<b>5.0</b>
SOUTH		Peak	<b>101</b>		<b>TB</b>	Renton CBD	<b>61.5</b>	<b>33%</b>	<b>619</b>	<b>23.33</b>	<b>9.5</b>
SOUTH		Peak	<b>120</b>			Burien	<b>61.4</b>	<b>30%</b>	354	<b>17.65</b>	<b>6.5</b>
SOUTH		Peak	<b>174</b>			Federal Way P&R,TC	<b>60.8</b>	<b>33%</b>	423	<b>19.77</b>	<b>7.6</b>
SOUTH		Peak	<b>101</b>			Fairwood	<b>56.2</b>	<b>33%</b>	<b>643</b>	<b>22.71</b>	<b>9.0</b>
SOUTH		Peak	<b>118</b>			Vashon	<b>56.1</b>	21%	201	6.52	1.2
SOUTH		Peak	<b>166</b>			Kent P&R,TC	<b>52.9</b>	<b>30%</b>	202	10.42	<b>3.2</b>
SOUTH		Peak	<b>150</b>		<b>TB</b>	Kent	<b>52.1</b>	<b>29%</b>	<b>567</b>	<b>22.70</b>	<b>7.5</b>
SOUTH		Peak	<b>180</b>			Auburn	<b>49.9</b>	<b>26%</b>	215	10.47	2.4
SOUTH		Peak	<b>113</b>			Shorewood	<b>49.9</b>	18%	361	10.90	2.0
SOUTH		Peak	<b>125</b>		<b>TB</b>	White Center	<b>48.2</b>	25%	268	12.78	2.8
SOUTH		Peak	<b>122</b>			Highline CC	<b>48.2</b>	24%	451	<b>16.36</b>	<b>4.4</b>
SOUTH		Peak	<b>121</b>			Highline CC	<b>48.0</b>	22%	472	<b>14.86</b>	<b>3.8</b>
SOUTH		Peak	<b>194</b>		<b>TB</b>	SeaTac	<b>47.1</b>	24%	419	13.31	<b>3.4</b>
SOUTH		Peak	<b>941</b>		<b>EX</b>	Star Lake P&R	<b>46.4</b>	20%	<b>686</b>	<b>15.50</b>	<b>4.6</b>
SOUTH		Peak	<b>132</b>		<b>TB</b>	Burien	<b>45.4</b>	<b>26%</b>	284	13.25	2.9
SOUTH		Peak	<b>131</b>		<b>TB</b>	Burien	<b>44.7</b>	22%	288	11.51	1.8
SOUTH		Peak	<b>111</b>			Renton	<b>44.5</b>	21%	<b>577</b>	<b>16.72</b>	<b>4.3</b>
SOUTH		Peak	<b>107</b>			Renton	44.0	<b>29%</b>	140	7.84	1.2
SOUTH		Peak	<b>131</b>			Highline CC	43.7	25%	234	12.90	2.1
SOUTH		Peak	<b>181</b>			Green River CC	43.6	23%	204	9.77	1.1
SOUTH		Peak	<b>143</b>		<b>EX</b>	Black Diamond	43.2	22%	<b>692</b>	<b>21.05</b>	<b>5.8</b>
SOUTH		Peak	<b>132</b>			Highline CC	42.8	24%	252	11.92	1.9
SOUTH		Peak	<b>153</b>			Kent	42.7	23%	124	6.12	-0.2
SOUTH		Peak	<b>125</b>			Shorewood	40.9	20%	248	9.96	0.5
SOUTH		Peak	<b>140</b>			Burien	40.8	22%	172	9.55	0.4
SOUTH		Peak	<b>177</b>			Federal Way	40.6	18%	<b>667</b>	<b>15.55</b>	<b>3.5</b>
SOUTH		Peak	<b>194</b>			Federal Way	40.2	20%	<b>562</b>	<b>17.33</b>	<b>3.7</b>
SOUTH		Peak	<b>158</b>			Lk Meridi/E Kent P&R	39.4	16%	<b>621</b>	<b>16.18</b>	3.1
SOUTH		Peak	<b>116</b>		<b>EX</b>	Fauntleroy	38.7	15%	260	10.19	-0.3
SOUTH		Peak	<b>187</b>			Federal Way	38.4	22%	134	6.21	-0.8
SOUTH		Peak	<b>183</b>			Kent	38.1	18%	172	7.04	-1.0
SOUTH		Peak	<b>119</b>		<b>SH</b>	Vashon	37.5	16%	152	<b>4.97</b>	-2.0
SOUTH		Peak	<b>162</b>			Kent	36.9	13%	<b>626</b>	<b>12.14</b>	1.5
SOUTH		Peak	<b>118</b>		<b>TB</b>	Vashon	36.1	13%	136	<b>4.72</b>	-2.7
SOUTH		Peak	<b>197</b>			Federal Way	35.9	14%	<b>724</b>	<b>14.64</b>	2.5
SOUTH		Peak	<b>121</b>		<b>TB</b>	Burien	35.8	19%	260	9.90	-0.1
SOUTH		Peak	<b>114</b>			Renton	35.5	17%	417	11.93	0.9
SOUTH		Peak	<b>148</b>			Fairwood	35.3	19%	131	7.23	-1.4
SOUTH		Peak	<b>159</b>			Kent P&R,TC	35.0	15%	468	12.36	0.9

## 2007 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum	
SOUTH		Peak	182			Federal Way	34.7	13%	133	4.18	-2.9	
SOUTH		Peak	190			Star Lake P&R	34.0	14%	541	11.12	0.6	
SOUTH		Peak	192			Federal Way	33.6	14%	539	11.10	0.6	
SOUTH		Peak	133			Burien TC	33.6	15%	378	11.16	0.0	
SOUTH		Peak	191			Star Lake P&R	33.3	15%	386	9.27	-0.4	
SOUTH		Peak	139			Gregory Heights	31.5	18%	62	4.07	-3.0	
SOUTH		Peak	167			Auburn P&R	31.2	16%	436	12.27	0.4	
SOUTH		Peak	134			Burien TC	30.8	14%	203	9.25	-1.7	
SOUTH		Peak	152			Auburn	30.5	13%	513	11.06	0.0	
SOUTH		Peak	161			Kent	30.3	15%	367	10.97	-0.4	
SOUTH		Peak	155			Fairwood	29.2	14%	115	5.80	-3.2	
SOUTH		Peak	118		EX	Vashon	29.2	16%	201	10.17	-1.4	
SOUTH		Peak	123		EX	Burien	28.9	20%	266	12.50	-0.1	
SOUTH		Peak	915			Enumclaw	27.4	10%	175	4.41	-3.9	
SOUTH		Peak	196			Federal Way S P&R	27.0	9%	454	8.17	-1.9	
SOUTH		Peak	170			McMicken Heights	26.6	14%	227	7.08	-2.5	
SOUTH		Peak	119		EX	Vashon	26.5	18%	255	15.07	-0.1	
SOUTH		Peak	173			Federal Way P&R,TC	24.6	8%	279	5.78	-3.7	
SOUTH		Peak	179			Federal Way	24.0	9%	534	10.10	-1.3	
SOUTH		Peak	154			Auburn	22.8	8%	218	4.92	-4.4	
SOUTH		Peak	175			Federal Way P&R,TC	21.1	10%	342	8.15	-2.9	
SOUTH		Peak	149			Black Diamond	7.6	3%	66	1.79	-8.2	
SOUTH		<b>average 2007 PEAK - SOUTH</b>						40.9	20%	341	11.44	1.4

2007 OFFPEAK - SOUTH PRODUCTION SUBAREA											
SOUTH	<i>Meets or exceeds strong performance threshold (Fall 2005)</i>						49.2	24%	358	17.6	3.5
SOUTH	<i>Less than minimum performance threshold (Fall 2005)</i>						22.1	9%	61	3.4	-3.5
SOUTH		OffPeak	164			Kent	88.4	35%	416	22.26	9.5
SOUTH		OffPeak	105			Renton Highlands	68.5	27%	179	11.22	3.8
SOUTH		OffPeak	168			Timberlane	66.2	24%	343	15.31	4.9
SOUTH		OffPeak	169			Kent P&R,TC	64.8	29%	296	17.44	5.5
SOUTH		OffPeak	174			Federal Way P&R,TC	63.9	27%	471	25.26	7.4
SOUTH		OffPeak	120			Burien	59.5	23%	343	19.31	4.8
SOUTH		OffPeak	106			Renton	55.5	24%	355	21.46	5.0
SOUTH		OffPeak	101		TB	Renton CBD	55.2	20%	571	26.03	6.5
SOUTH		OffPeak	194			Federal Way	49.2	19%	822	29.72	8.1
SOUTH		OffPeak	166			Kent P&R,TC	48.7	23%	228	12.80	2.4
SOUTH		OffPeak	194		TB	SeaTac	48.0	17%	480	16.92	3.6
SOUTH		OffPeak	132		TB	Burien	43.7	19%	294	13.40	1.9
SOUTH		OffPeak	107			Renton	42.7	20%	164	9.36	0.5
SOUTH		OffPeak	125			Shorewood	39.8	17%	252	12.09	0.9
SOUTH		OffPeak	180			Auburn	39.7	18%	204	10.33	0.4
SOUTH		OffPeak	140			Burien	39.7	17%	186	11.06	0.4
SOUTH		OffPeak	181			Green River CC	39.4	17%	192	10.57	0.3
SOUTH		OffPeak	150		TB	Kent	38.4	15%	451	21.13	3.2

## 2007 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum	
SOUTH		OffPeak	132			Highline CC	37.5	18%	263	13.64	1.1	
SOUTH		OffPeak	187			Federal Way	36.7	19%	158	8.33	-0.2	
SOUTH		OffPeak	131			Highline CC	36.4	18%	242	13.07	0.8	
SOUTH		OffPeak	183			Kent	34.8	14%	186	10.45	-0.5	
SOUTH		OffPeak	148			Fairwood	34.7	16%	151	8.70	-0.8	
SOUTH		OffPeak	182			Federal Way	34.2	11%	137	5.15	-2.1	
SOUTH		OffPeak	139			Gregory Heights	28.8	13%	58	3.85	-3.0	
SOUTH		OffPeak	155			Fairwood	28.0	12%	120	7.38	-2.3	
SOUTH		OffPeak	915			Enumclaw	22.3	8%	147	4.04	-3.6	
SOUTH		OffPeak	118			Vashon	12.3	4%	53	1.76	-5.8	
SOUTH		OffPeak	912			Covington	10.9	4%	136	4.19	-5.0	
SOUTH		OffPeak	119		SH	Vashon	10.5	3%	43	1.29	-6.1	
SOUTH		OffPeak	118		TB	Vashon	9.9	3%	37	1.17	-6.3	
SOUTH		OffPeak	149			Black Diamond	9.6	3%	75	2.32	-5.9	
SOUTH		<b>average 2007 OFFPEAK - SOUTH</b>						40.6	17%	252	12.22	0.9

2007 NIGHT - SOUTH PRODUCTION SUBAREA												
SOUTH	<i>Meets or exceeds strong performance threshold (Fall 2005)</i>						35.0	14%	287	11.2	3.4	
SOUTH	<i>Less than minimum performance threshold (Fall 2005)</i>						19.8	7%	63	3.0	-3.4	
SOUTH		Night	169			Kent P&R,TC	53.0	19%	228	10.28	7.0	
SOUTH		Night	120			Burien	50.3	17%	336	15.36	8.2	
SOUTH		Night	140			Burien	45.6	17%	220	10.33	5.3	
SOUTH		Night	174			Federal Way P&R,TC	44.5	17%	455	19.22	9.4	
SOUTH		Night	164			Kent	41.7	14%	162	7.74	2.9	
SOUTH		Night	105			Renton Highlands	37.8	13%	87	4.30	0.5	
SOUTH		Night	106			Renton	37.2	15%	240	12.56	4.2	
SOUTH		Night	168			Timberlane	37.2	12%	149	4.96	0.7	
SOUTH		Night	101		TB	Renton CBD	37.1	12%	384	15.58	5.5	
SOUTH		Night	194			Federal Way	36.7	13%	616	18.77	8.5	
SOUTH		Night	180		TB	Auburn	34.8	12%	140	5.21	0.4	
SOUTH		Night	166			Kent P&R,TC	33.4	14%	111	4.95	0.5	
SOUTH		Night	150		TB	Kent	32.4	12%	430	17.45	5.7	
SOUTH		Night	125		NT	Shorewood	29.5	16%	219	10.43	2.8	
SOUTH		Night	181			Green River CC	29.1	10%	121	4.13	-1.4	
SOUTH		Night	125			Shorewood	28.2	9%	204	5.83	-0.6	
SOUTH		Night	148			Fairwood	25.9	9%	104	5.31	-1.8	
SOUTH		Night	187			Federal Way	23.2	9%	78	3.02	-2.9	
SOUTH		Night	107			Renton	22.8	8%	68	3.09	-3.3	
SOUTH		Night	131			Highline CC	21.5	8%	164	6.65	-1.7	
SOUTH		Night	132			Highline CC	20.6	8%	173	7.70	-1.5	
SOUTH		Night	125		TB	White Center	18.1	6%	105	5.36	-3.6	
SOUTH		Night	139			Gregory Heights	18.0	7%	41	2.23	-4.7	
SOUTH		<b>average 2007 NIGHT - SOUTH</b>						33.0	12%	210	8.7	1.7

2007 SOUTH PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED											
SOUTH	PART	Peak	110			Renton	23.3	n.a.	39	1.57	

## 2007 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
SOUTH	DART	Peak	<b>901</b>		<b>DART</b>	Dash Point	27.9	n.a.	49	3.83	
SOUTH	DART	Peak	<b>903</b>		<b>DART</b>	South Campus	28.2	n.a.	99	5.06	
SOUTH	DART	Peak	<b>908</b>		<b>DART</b>	Renton Highlands	13.3	n.a.	25	1.74	
SOUTH	DART	Peak	<b>909</b>		<b>DART</b>	Renton	13.2	n.a.	33	2.16	
SOUTH	DART	Peak	<b>917</b>		<b>DART</b>	Algona	22.7	n.a.	75	3.92	
SOUTH	DART	Peak	<b>918</b>		<b>DART</b>	Kent	29.2	n.a.	49	3.20	
SOUTH	CUST	Peak	<b>952</b>		<b>CUST</b>	Auburn P&R	21.7	n.a.	566	10.58	
SOUTH	<b>regular route average: 2007 SOUTH PEAK</b>						40.9		341	11.4	
SOUTH	DART	OffPeak	<b>901</b>		<b>DART</b>	Dash Point	24.7	n.a.	42	3.21	
SOUTH	DART	OffPeak	<b>903</b>		<b>DART</b>	South Campus	25.6	n.a.	90	4.48	
SOUTH	DART	OffPeak	<b>908</b>		<b>DART</b>	Renton Highlands	11.3	n.a.	21	1.47	
SOUTH	DART	OffPeak	<b>909</b>		<b>DART</b>	Renton	11.8	n.a.	29	1.94	
SOUTH	PART	OffPeak	<b>914</b>		<b>DART</b>	Kent	17.3	n.a.	75	5.63	
SOUTH	PART	OffPeak	<b>916</b>		<b>DART</b>	Kent	15.9	n.a.	78	6.12	
SOUTH	DART	OffPeak	<b>917</b>		<b>DART</b>	Algona	23.2	n.a.	71	3.51	
SOUTH	DART	OffPeak	<b>919</b>		<b>DART</b>	Auburn	17.6	n.a.	43	2.69	
SOUTH	<b>regular route average: 2007 SOUTH OFFPEAK</b>						40.6		252	12.2	
SOUTH	DART	Night	<b>901</b>		<b>DART</b>	Dash Point	24.5	n.a.	43	2.93	
SOUTH	DART	Night	<b>903</b>		<b>DART</b>	South Campus	25.4	n.a.	89	4.41	
SOUTH	<b>regular route average: 2007 SOUTH NIGHT</b>						33.0		210	8.7	

# **2007 Annual Route Performance Report**

## **WEST (or NORTH) Planning Subarea**

**Prepared by  
King County Metro Transit  
Service Development Section:  
Service Planning Group  
Scheduling Group**

**June 2008**



## 2007 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
<b>2007 PEAK - WEST PRODUCTION SUBAREA</b>											
WEST						<i>Meets or exceeds strong performance threshold (Fall 2005)</i>	<b>72.1</b>	<b>37%</b>	<b>298</b>	<b>14.5</b>	<b>3.0</b>
WEST						<i>Less than minimum performance threshold (Fall 2005)</i>	<b>33.9</b>	<b>15%</b>	<b>89</b>	<b>6.5</b>	<b>-3.0</b>
WEST		Peak	1			Kinnear	107.5	53%	138	13.3	5.4
WEST		Peak	15			Blue Ridge	105.7	49%	276	15.6	6.9
WEST		Peak	4 N			East Queen Anne	97.8	53%	121	12.5	4.6
WEST		Peak	3 N			North Queen Anne	97.2	51%	112	12.0	4.2
WEST		Peak	2 N			West Queen Anne	96.7	49%	121	13.0	4.3
WEST		Peak	15		TB	Ballard	94.3	50%	273	15.5	6.3
WEST		Peak	68			Northgate TC	90.4	49%	173	11.3	4.0
WEST		Peak	2 S			Madrona	89.2	46%	119	12.1	3.3
WEST		Peak	18			North Beach	88.2	45%	224	11.9	4.2
WEST		Peak	48 N		TB	Ravenna	87.9	15%	122	2.0	-2.0
WEST		Peak	41		TB	Northgate P&R	87.6	30%	642	19.9	8.8
WEST		Peak	3 S		TB	First Hill	87.0	41%	97	14.6	3.2
WEST		Peak	18		EX	North Beach	86.9	34%	418	16.7	6.2
WEST		Peak	56		EX	Alki	86.8	29%	453	17.7	6.3
WEST		Peak	13			Seattle Pacific U.	86.7	48%	115	12.5	3.4
WEST		Peak	15		EX	Blue Ridge	85.9	31%	399	15.5	5.4
WEST		Peak	12		TB	First Hill	85.2	40%	86	11.5	2.1
WEST		Peak	8		TB	Capitol Hill	85.0	38%	106	7.5	1.2
WEST		Peak	28		TB	Whittier Heights	84.0	36%	244	10.3	2.9
WEST		Peak	48 S			Rainier Beach	83.7	44%	226	13.9	4.4
WEST		Peak	2 N		EX	West Queen Anne	83.2	30%	174	8.5	1.2
WEST		Peak	4 S			Judkins Park	82.5	40%	115	12.5	2.6
WEST		Peak	72		EX	Lake City	81.5	45%	359	25.1	8.5
WEST		Peak	73		TEX	Roosevelt	81.4	35%	343	19.4	6.0
WEST		Peak	11			Madison Park	81.3	43%	134	10.4	2.4
WEST		Peak	49			U. District	81.2	37%	185	21.9	5.2
WEST		Peak	18		TB	Crown Hill	81.1	37%	208	14.4	3.5
WEST		Peak	372		TEX	Kenmore	80.9	28%	310	9.5	2.5
WEST		Peak	10			Capitol Hill	79.8	42%	107	12.5	2.5
WEST		Peak	48 S		ALT	Columbia City	79.1	45%	170	11.9	3.1
WEST		Peak	26			East Green Lake	79.1	40%	192	12.1	3.0
WEST		Peak	12			Interlaken Park	78.5	41%	96	11.1	1.8
WEST		Peak	24		TB	Central Magnolia	78.5	39%	268	15.7	4.5
WEST		Peak	74		EX	Sand Point	77.5	32%	352	15.2	4.5
WEST		Peak	3 S			Madrona	77.3	38%	100	11.2	1.6
WEST		Peak	5		EX	Greenwood	76.7	33%	347	16.8	4.9
WEST		Peak	36		TB	Beacon Hill	75.7	38%	202	17.4	4.1
WEST		Peak	14 N			Summit	74.4	34%	88	10.9	1.0
WEST		Peak	73		EX	Jackson Park	74.4	41%	328	22.0	6.6
WEST		Peak	26		EX	East Green Lake	74.1	32%	308	15.8	4.1
WEST		Peak	48 N			Loyal Heights	73.8	35%	164	9.8	1.4
WEST		Peak	54		EX	Fauntleroy	73.2	23%	472	14.5	4.4
WEST		Peak	71		EX	Wedgwood	72.2	37%	312	19.8	5.4
WEST		Peak	44			Ballard	71.4	33%	149	15.2	2.3
WEST		Peak	358		EX	Aurora Village	70.1	40%	390	23.5	7.3

## 2007 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
WEST		Peak	24			Central Magnolia	68.8	38%	206	12.4	2.4
WEST		Peak	4 N	NT		East Queen Anne	68.0	35%	107	9.8	0.6
WEST		Peak	8			Mount Baker	67.2	36%	127	9.4	0.7
WEST		Peak	42	TB		Rainier Beach	66.9	32%	202	11.9	1.7
WEST		Peak	43			U. District	65.6	32%	144	16.1	2.1
WEST		Peak	28			Broadview	65.5	32%	206	11.1	1.4
WEST		Peak	301	EX		Shoreline	64.2	33%	754	21.4	9.3
WEST		Peak	21	EX		Arbor Heights	64.0	25%	414	16.5	4.1
WEST		Peak	5			Shoreline CC	63.8	30%	265	13.6	2.4
WEST		Peak	48 N	EX		Loyal Heights	63.8	26%	222	10.7	0.8
WEST		Peak	65			Lake City	63.2	34%	158	10.4	0.9
WEST		Peak	7	EX		Rainier Beach	62.9	25%	259	11.3	1.2
WEST		Peak	36			Rainier Beach	62.8	31%	212	13.8	1.9
WEST		Peak	41			Lake City	62.8	28%	438	21.2	5.7
WEST		Peak	33			Discovery Park	62.7	28%	229	11.0	1.2
WEST		Peak	75			Northgate	62.5	34%	210	13.7	2.2
WEST		Peak	17	EX		Loyal Heights	62.5	25%	338	14.9	2.8
WEST		Peak	28	EX		Broadview	62.3	27%	374	15.5	3.5
WEST		Peak	9	EX		Rainier Ave	61.6	29%	194	10.4	0.6
WEST		Peak	56			Alki	61.2	29%	185	9.6	0.4
WEST		Peak	67			North Seattle	61.1	30%	160	10.5	0.4
WEST		Peak	27			Colman Park	61.0	33%	107	8.1	-0.4
WEST		Peak	60			White Center	59.9	35%	172	13.1	1.6
WEST		Peak	42	EX		Rainier View	59.9	27%	280	14.8	2.3
WEST		Peak	7	TB		Rainier Beach	59.5	27%	189	18.0	2.3
WEST		Peak	14 S			Mount Baker	58.6	31%	114	11.3	0.1
WEST		Peak	5	ALT		Northgate TC	58.2	30%	236	14.3	2.0
WEST		Peak	19			West Magnolia	57.6	26%	194	9.6	0.0
WEST		Peak	70			U. District	57.3	30%	125	14.7	0.9
WEST		Peak	31			Magnolia	55.9	26%	167	8.4	-0.7
WEST		Peak	75	TB		Lake City	55.0	27%	162	8.2	-0.7
WEST		Peak	74			Sand Point	54.9	29%	177	10.6	0.2
WEST		Peak	55			Admiral District	54.6	23%	303	15.2	2.0
WEST		Peak	32	EX		Rainier Beach	54.5	27%	267	13.9	1.7
WEST		Peak	7			Rainier Beach	54.1	25%	180	16.3	1.3
WEST		Peak	54			Fauntleroy	53.8	24%	318	16.4	2.5
WEST		Peak	76			Wedgwood	53.6	21%	310	12.8	1.2
WEST		Peak	128			Admiral District	53.0	31%	228	12.9	1.4
WEST		Peak	64	EX		Lake City	51.9	25%	287	13.6	1.5
WEST		Peak	66	EX		Northgate	51.8	31%	191	16.6	1.8
WEST		Peak	17			Loyal Heights	51.3	29%	180	11.1	0.1
WEST		Peak	372	EX		Woodinville P&R	50.7	26%	316	14.7	2.1
WEST		Peak	23			White Center	50.6	29%	236	14.6	1.5
WEST		Peak	42			Rainier View	50.3	28%	206	13.0	0.8
WEST		Peak	16			Northgate TC	50.2	28%	167	11.8	0.1
WEST		Peak	373	EX		Aurora Village TC	48.8	21%	238	10.4	-0.3
WEST		Peak	77	EX		North City	48.7	21%	389	15.1	2.4
WEST		Peak	316			Shoreline	48.5	23%	288	12.1	0.7

## 2007 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum	
WEST		Peak	21			Arbor Heights	48.4	24%	222	11.7	0.1	
WEST		Peak	346			Aurora Village	47.3	30%	174	10.2	-0.2	
WEST		Peak	303		EX	Shoreline	46.5	22%	427	15.5	2.8	
WEST		Peak	73			Jackson Park	46.4	17%	178	6.6	-2.3	
WEST		Peak	57			W. Seattle Junction	45.9	23%	227	11.0	-0.2	
WEST		Peak	45		EX	Queen Anne	45.5	15%	145	5.8	-3.0	
WEST		Peak	355		EX	Shoreline CC	44.8	18%	308	10.8	0.0	
WEST		Peak	34		EX	Rainier Beach	42.9	17%	198	8.0	-2.0	
WEST		Peak	38			SODO	42.4	25%	64	4.6	-3.4	
WEST		Peak	22			White Center	41.4	23%	163	9.9	-1.3	
WEST		Peak	72			Lake City	40.9	18%	151	7.1	-2.6	
WEST		Peak	330			Lake City	40.5	16%	94	4.5	-4.0	
WEST		Peak	348			Richmond Beach	38.4	26%	112	7.3	-2.4	
WEST		Peak	304			Shoreline	38.3	17%	431	14.3	1.7	
WEST		Peak	39			Rainier Beach	37.6	19%	150	8.6	-2.4	
WEST		Peak	46			Shilshole	37.4	14%	110	4.1	-4.3	
WEST		Peak	347			Mountlake Terrace	37.2	26%	141	9.3	-1.7	
WEST		Peak	217			Seattle CBD	37.1	18%	378	14.9	1.3	
WEST		Peak	345			Shoreline	36.1	26%	137	10.4	-1.5	
WEST		Peak	308			Lake Forest Park	36.0	18%	393	13.6	1.0	
WEST		Peak	79		EX	Lake City	35.2	15%	190	7.6	-2.7	
WEST		Peak	242			North Seattle	34.7	17%	389	11.6	0.4	
WEST		Peak	25			Laurelhurst	30.7	19%	95	7.4	-3.5	
WEST		Peak	256			Seattle CBD	30.6	19%	264	10.4	-1.2	
WEST		Peak	243			Jackson Park	29.4	15%	231	6.1	-3.0	
WEST		Peak	37		EX	Admiral District	29.2	13%	213	8.3	-2.8	
WEST		Peak	331			Kenmore	28.5	15%	114	6.7	-4.0	
WEST		Peak	51			West Seattle	28.5	14%	49	2.9	-5.7	
WEST		Peak	35			Seattle CBD	19.2	9%	84	4.6	-5.8	
WEST		Peak	53			Admiral District	17.9	9%	54	2.9	-6.6	
WEST		Peak	301			Shoreline	15.5	8%	157	6.5	-4.9	
WEST		Peak	126			Rainier Beach	10.9	6%	43	2.0	-7.6	
WEST		<b>average 2007 PEAK - WEST</b>						61.6	30%	223	12.2	1.5

## 2007 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
<b>2007 OFFPEAK - WEST PRODUCTION SUBAREA</b>											
WEST	<i>Meets or exceeds strong performance threshold (Fall 2005)</i>						<b>72.9</b>	<b>32%</b>	<b>207</b>	<b>15.9</b>	<b>3.3</b>
WEST	<i>Less than minimum performance threshold (Fall 2005)</i>						<b>30.7</b>	<b>13%</b>	<b>87</b>	<b>6.5</b>	<b>-3.3</b>
WEST		OffPeak	<b>4 N</b>			East Queen Anne	<b>107.9</b>	<b>42%</b>	117	11.7	<b>4.3</b>
WEST		OffPeak	<b>1</b>			Kinnear	<b>107.2</b>	<b>40%</b>	135	12.6	<b>4.5</b>
WEST		OffPeak	<b>3 N</b>			North Queen Anne	<b>103.1</b>	<b>43%</b>	107	11.3	<b>3.8</b>
WEST		OffPeak	<b>2 N</b>			West Queen Anne	<b>99.5</b>	<b>38%</b>	137	14.2	<b>4.3</b>
WEST		OffPeak	<b>13</b>			Seattle Pacific U.	<b>95.1</b>	<b>39%</b>	136	14.2	<b>4.2</b>
WEST		OffPeak	<b>3 S</b>	<b>TB</b>		First Hill	<b>94.6</b>	<b>39%</b>	107	<b>16.0</b>	<b>4.1</b>
WEST		OffPeak	<b>11</b>			Madison Park	<b>93.3</b>	<b>42%</b>	150	13.5	<b>4.4</b>
WEST		OffPeak	<b>10</b>			Capitol Hill	<b>90.9</b>	<b>38%</b>	130	15.3	<b>4.0</b>
WEST		OffPeak	<b>36</b>	<b>TB</b>		Beacon Hill	<b>87.7</b>	<b>35%</b>	<b>235</b>	<b>21.0</b>	<b>6.5</b>
WEST		OffPeak	<b>68</b>			Northgate TC	<b>86.8</b>	<b>38%</b>	194	14.1	<b>4.6</b>
WEST		OffPeak	<b>15</b>			Blue Ridge	<b>83.9</b>	<b>38%</b>	<b>250</b>	<b>17.5</b>	<b>6.2</b>
WEST		OffPeak	<b>18</b>	<b>TB</b>		Crown Hill	<b>82.5</b>	<b>36%</b>	206	14.3	<b>4.5</b>
WEST		OffPeak	<b>4 S</b>			Judkins Park	<b>80.7</b>	<b>32%</b>	124	14.7	2.7
WEST		OffPeak	<b>67</b>			North Seattle	<b>77.6</b>	<b>34%</b>	<b>231</b>	<b>20.1</b>	<b>5.7</b>
WEST		OffPeak	<b>3 S</b>			Madrona	<b>76.9</b>	<b>28%</b>	104	12.2	1.2
WEST		OffPeak	<b>18</b>			North Beach	<b>76.8</b>	<b>38%</b>	<b>208</b>	15.0	<b>4.5</b>
WEST		OffPeak	<b>2 S</b>			Madrona	<b>76.2</b>	<b>32%</b>	119	12.2	1.8
WEST		OffPeak	<b>48 S</b>			Rainier Beach	<b>75.3</b>	<b>34%</b>	<b>208</b>	13.6	<b>3.8</b>
WEST		OffPeak	<b>7</b>	<b>TB</b>		Rainier Beach	<b>73.2</b>	<b>27%</b>	<b>231</b>	<b>22.0</b>	<b>5.1</b>
WEST		OffPeak	<b>12</b>			Interlaken Park	<b>73.1</b>	<b>28%</b>	103	12.1	1.0
WEST		OffPeak	<b>49</b>			U. District	70.9	26%	159	<b>18.3</b>	2.9
WEST		OffPeak	<b>48 S</b>	<b>ALT</b>		Columbia City	70.7	<b>32%</b>	155	11.3	2.0
WEST		OffPeak	<b>12</b>	<b>TB</b>		First Hill	70.5	<b>33%</b>	<b>80</b>	12.8	1.2
WEST		OffPeak	<b>14 S</b>			Mount Baker	69.8	30%	138	13.7	1.9
WEST		OffPeak	<b>14 N</b>			Summit	69.7	22%	<b>86</b>	10.2	-0.4
WEST		OffPeak	<b>72</b>	<b>EX</b>		Lake City	69.7	32%	<b>316</b>	<b>23.4</b>	<b>7.2</b>
WEST		OffPeak	<b>358</b>	<b>EX</b>		Aurora Village	69.0	30%	<b>400</b>	<b>26.7</b>	<b>9.1</b>
WEST		OffPeak	<b>4 N</b>	<b>NT</b>		East Queen Anne	68.6	30%	122	11.1	1.1
WEST		OffPeak	<b>26</b>			East Green Lake	68.1	31%	171	12.5	2.3
WEST		OffPeak	<b>8</b>	<b>TB</b>		Capitol Hill	67.6	26%	87	7.5	-0.7
WEST		OffPeak	<b>48 N</b>			Loyal Heights	66.2	29%	148	10.3	1.2
WEST		OffPeak	<b>73</b>	<b>TEX</b>		Roosevelt	65.9	26%	<b>281</b>	<b>17.5</b>	<b>4.6</b>
WEST		OffPeak	<b>73</b>	<b>EX</b>		Jackson Park	64.6	30%	<b>291</b>	<b>20.5</b>	<b>5.7</b>
WEST		OffPeak	<b>9</b>	<b>EX</b>		Rainier Ave	64.6	25%	<b>234</b>	15.8	3.3
WEST		OffPeak	<b>44</b>			Ballard	64.2	24%	139	14.4	1.3
WEST		OffPeak	<b>60</b>			White Center	61.8	31%	178	14.6	2.5
WEST		OffPeak	<b>36</b>			Rainier Beach	61.7	27%	<b>235</b>	<b>18.2</b>	<b>3.8</b>
WEST		OffPeak	<b>71</b>	<b>EX</b>		Wedgwood	61.0	29%	<b>267</b>	<b>20.2</b>	<b>5.0</b>
WEST		OffPeak	<b>43</b>			U. District	61.0	23%	144	15.4	1.4
WEST		OffPeak	<b>65</b>			Lake City	58.8	25%	162	12.5	1.1
WEST		OffPeak	<b>8</b>			Mount Baker	58.3	24%	109	8.4	-0.8
WEST		OffPeak	<b>28</b>			Broadview	58.0	26%	191	11.7	1.5
WEST		OffPeak	<b>48 S</b>	<b>TB</b>		Mount Baker	57.8	26%	131	8.9	-0.2
WEST		OffPeak	<b>7</b>			Rainier Beach	57.3	22%	194	<b>17.1</b>	2.3

## 2007 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum	
WEST		OffPeak	75			Northgate	56.8	27%	222	16.3	3.0	
WEST		OffPeak	5			Shoreline CC	56.4	25%	260	16.0	3.4	
WEST		OffPeak	72			Lake City	55.9	27%	225	16.8	3.1	
WEST		OffPeak	73			Jackson Park	53.0	25%	220	15.1	2.3	
WEST		OffPeak	42		TB	Rainier Beach	52.9	19%	180	13.3	0.7	
WEST		OffPeak	41			Lake City	52.8	22%	378	21.7	6.0	
WEST		OffPeak	42			Rainier View	52.0	24%	216	14.8	2.1	
WEST		OffPeak	128			Admiral District	49.9	23%	260	16.3	2.9	
WEST		OffPeak	42		NT	Rainier View	49.5	32%	237	17.4	3.6	
WEST		OffPeak	372		EX	Woodinville P&R	49.4	19%	327	18.7	4.1	
WEST		OffPeak	74			Sand Point	47.3	19%	146	10.0	-0.8	
WEST		OffPeak	54			Fauntleroy	47.0	20%	315	17.6	3.7	
WEST		OffPeak	24			Central Magnolia	46.4	20%	153	9.0	-0.9	
WEST		OffPeak	27			Colman Park	46.1	18%	91	7.7	-2.4	
WEST		OffPeak	5		ALT	Northgate TC	45.5	20%	201	13.7	0.9	
WEST		OffPeak	16			Northgate TC	44.9	21%	152	11.6	-0.3	
WEST		OffPeak	71			Wedgwood	44.7	21%	185	14.2	0.8	
WEST		OffPeak	346			Aurora Village	44.1	18%	182	10.7	-0.4	
WEST		OffPeak	70			U. District	42.7	16%	105	11.6	-1.7	
WEST		OffPeak	56			Alki	42.7	19%	190	11.8	0.1	
WEST		OffPeak	21			Arbor Heights	40.7	18%	220	12.7	0.6	
WEST		OffPeak	66		EX	Northgate	40.5	18%	162	13.4	-0.3	
WEST		OffPeak	55			Admiral District	39.4	16%	222	12.7	0.3	
WEST		OffPeak	60		TB	Georgetown	39.2	17%	79	6.6	-3.3	
WEST		OffPeak	348			Richmond Beach	39.2	18%	148	9.4	-1.4	
WEST		OffPeak	74		TB	Sand Point	38.6	16%	118	7.4	-2.6	
WEST		OffPeak	128		TB	West Seattle	37.9	14%	158	8.3	-2.0	
WEST		OffPeak	345			Shoreline	37.2	22%	164	12.0	-0.3	
WEST		OffPeak	17			Loyal Heights	36.2	18%	144	9.9	-1.5	
WEST		OffPeak	347			Mountlake Terrace	35.4	16%	142	9.1	-2.0	
WEST		OffPeak	22			White Center	33.4	15%	173	11.9	-1.0	
WEST		OffPeak	31			Magnolia	33.3	14%	127	8.2	-2.8	
WEST		OffPeak	23			White Center	32.4	15%	157	9.8	-1.8	
WEST		OffPeak	39			Rainier Beach	31.6	14%	152	9.5	-2.1	
WEST		OffPeak	28		SH	Broadview	30.9	11%	132	5.8	-3.6	
WEST		OffPeak	331			Kenmore	30.3	15%	140	8.5	-2.5	
WEST		OffPeak	33			Discovery Park	29.0	13%	121	7.8	-3.2	
WEST		OffPeak	51			West Seattle	28.3	11%	53	3.0	-5.7	
WEST		OffPeak	38			SODO	26.0	12%	40	3.0	-5.8	
WEST		OffPeak	10		SH	Capitol Hill	24.7	2%	17	0.3	-7.8	
WEST		OffPeak	75		TN	Northgate	24.0	10%	89	4.4	-5.0	
WEST		OffPeak	25			Laurelhurst	20.5	10%	90	7.3	-4.5	
WEST		OffPeak	74		SH	Sand Point	15.2	5%	30	1.6	-7.5	
WEST		OffPeak	53			Admiral District	14.3	6%	52	3.3	-6.7	
WEST		OffPeak	37			Admiral District	9.0	3%	48	2.2	-7.6	
WEST		<b>average 2007 OFFPEAK - WEST</b>						56.7	24%	167	12.6	1.0

### 2007 NIGHT - WEST PRODUCTION SUBAREA

## 2007 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
WEST	<i>Meets or exceeds strong performance threshold (Fall 2005)</i>						<b>44.6</b>	<b>18%</b>	<b>150</b>	<b>9.2</b>	<b>3.4</b>
WEST	<i>Less than minimum performance threshold (Fall 2005)</i>						<b>20.4</b>	<b>7%</b>	<b>53</b>	<b>3.4</b>	<b>-3.4</b>
WEST		Night	<b>13</b>			Seattle Pacific U.	<b>62.2</b>	<b>24%</b>	81	7.6	<b>4.7</b>
WEST		Night	<b>10</b>			Capitol Hill	<b>61.0</b>	<b>20%</b>	78	7.2	<b>3.6</b>
WEST		Night	<b>2 N</b>			West Queen Anne	<b>60.2</b>	<b>24%</b>	80	7.4	<b>4.5</b>
WEST		Night	<b>49</b>			U. District	<b>60.0</b>	<b>22%</b>	136	<b>13.7</b>	<b>7.4</b>
WEST		Night	<b>44</b>			Ballard	<b>57.2</b>	<b>19%</b>	105	8.7	<b>4.3</b>
WEST		Night	<b>8</b>		<b>TB</b>	Capitol Hill	<b>55.6</b>	<b>20%</b>	83	6.9	3.1
WEST		Night	<b>11</b>			Madison Park	<b>55.0</b>	<b>24%</b>	93	7.2	<b>4.2</b>
WEST		Night	<b>15</b>		<b>TB</b>	Ballard	<b>53.8</b>	<b>20%</b>	131	8.0	<b>4.3</b>
WEST		Night	<b>7</b>			Rainier Beach	<b>53.4</b>	<b>22%</b>	<b>208</b>	<b>14.3</b>	<b>8.4</b>
WEST		Night	<b>15</b>			Blue Ridge	<b>51.7</b>	<b>24%</b>	<b>169</b>	<b>10.3</b>	<b>6.5</b>
WEST		Night	<b>358</b>		<b>EX</b>	Aurora Village	<b>51.4</b>	<b>20%</b>	<b>322</b>	<b>18.3</b>	<b>11.7</b>
WEST		Night	<b>48 N</b>			Loyal Heights	<b>50.1</b>	<b>20%</b>	125	7.7	<b>3.8</b>
WEST		Night	<b>72</b>			Lake City	<b>48.9</b>	<b>20%</b>	<b>199</b>	<b>13.1</b>	<b>7.2</b>
WEST		Night	<b>48 S</b>		<b>TB</b>	Mount Baker	<b>48.7</b>	<b>19%</b>	119	7.4	3.3
WEST		Night	<b>7</b>		<b>TB</b>	Rainier Beach	<b>45.4</b>	<b>15%</b>	<b>155</b>	<b>11.5</b>	<b>4.5</b>
WEST		Night	<b>73</b>			Jackson Park	<b>45.3</b>	<b>20%</b>	<b>189</b>	<b>12.3</b>	<b>6.3</b>
WEST		Night	<b>18</b>			North Beach	<b>45.2</b>	<b>23%</b>	148	8.8	<b>4.9</b>
WEST		Night	<b>14 N</b>			Summit	<b>45.0</b>	<b>11%</b>	55	5.5	-0.5
WEST		Night	<b>4 N</b>		<b>NT</b>	East Queen Anne	43.5	<b>21%</b>	64	5.8	1.7
WEST		Night	<b>55</b>		<b>SH</b>	Admiral District	43.2	12%	62	<b>2.9</b>	-1.2
WEST		Night	<b>26</b>			East Green Lake	42.2	17%	109	7.1	2.0
WEST		Night	<b>43</b>			U. District	41.7	17%	110	<b>10.5</b>	3.2
WEST		Night	<b>67</b>			North Seattle	41.6	16%	106	7.6	1.9
WEST		Night	<b>4 N</b>			East Queen Anne	41.3	14%	<b>45</b>	4.0	-1.0
WEST		Night	<b>36</b>			Rainier Beach	40.3	17%	<b>162</b>	<b>10.3</b>	<b>4.0</b>
WEST		Night	<b>3 S</b>			Madrona	39.3	14%	59	5.6	-0.3
WEST		Night	<b>4 S</b>			Judkins Park	39.2	14%	65	6.3	0.0
WEST		Night	<b>2 S</b>			Madrona	38.7	14%	60	5.6	-0.3
WEST		Night	<b>14 S</b>			Mount Baker	38.7	13%	75	5.7	-0.1
WEST		Night	<b>74</b>		<b>TB</b>	Sand Point	37.4	15%	112	7.2	1.4
WEST		Night	<b>5</b>			Shoreline CC	37.0	14%	<b>170</b>	8.1	2.7
WEST		Night	<b>42</b>		<b>NT</b>	Rainier View	34.6	18%	<b>178</b>	<b>10.3</b>	<b>4.2</b>
WEST		Night	<b>372</b>		<b>EX</b>	Woodinville P&R	34.4	9%	<b>172</b>	5.9	0.9
WEST		Night	<b>41</b>			Lake City	33.9	12%	<b>248</b>	<b>13.6</b>	<b>5.6</b>
WEST		Night	<b>75</b>			Northgate	33.3	14%	124	7.4	1.1
WEST		Night	<b>18</b>		<b>TB</b>	Crown Hill	32.9	11%	93	5.8	-0.6
WEST		Night	<b>71</b>			Wedgwood	32.7	14%	130	8.9	1.7
WEST		Night	<b>65</b>			Lake City	32.1	12%	79	5.2	-1.0
WEST		Night	<b>83</b>			U. District	30.4	12%	<b>186</b>	9.0	2.3
WEST		Night	<b>54</b>			Fauntleroy	30.2	12%	<b>195</b>	<b>9.3</b>	2.6
WEST		Night	<b>60</b>			White Center	30.1	13%	92	5.7	-0.6
WEST		Night	<b>75</b>		<b>TN</b>	Northgate	30.0	11%	109	6.1	-0.4
WEST		Night	<b>12</b>			Interlaken Park	29.7	10%	<b>39</b>	3.9	-2.8
WEST		Night	<b>66</b>		<b>EX</b>	Northgate	29.1	12%	128	8.2	0.8
WEST		Night	<b>85</b>			West Seattle	28.8	12%	<b>238</b>	<b>10.9</b>	<b>3.9</b>
WEST		Night	<b>42</b>		<b>TB</b>	Rainier Beach	28.2	11%	105	6.7	-0.4

## 2007 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
WEST		Night	347			Mountlake Terrace	27.0	10%	101	5.3	-1.3
WEST		Night	27			Colman Park	26.8	11%	62	4.4	-2.3
WEST		Night	56			Alki	26.6	9%	133	6.1	-0.6
WEST		Night	81			Ballard	26.5	10%	135	4.9	-0.8
WEST		Night	16			Northgate TC	26.4	10%	110	6.8	-0.6
WEST		Night	346			Aurora Village	26.1	8%	99	4.9	-2.0
WEST		Night	128			Admiral District	25.9	11%	106	5.4	-1.1
WEST		Night	70			U. District	24.5	10%	49	4.5	-2.9
WEST		Night	21			Arbor Heights	24.3	9%	135	6.6	-0.5
WEST		Night	348			Richmond Beach	23.5	9%	85	5.0	-2.2
WEST		Night	24			Central Magnolia	21.7	9%	79	4.4	-2.7
WEST		Night	82			East Green Lake	21.3	8%	119	5.4	-1.7
WEST		Night	17			Loyal Heights	21.1	9%	88	5.0	-2.4
WEST		Night	345			Shoreline	21.1	9%	81	5.4	-2.4
WEST		Night	23			White Center	19.6	7%	108	5.5	-2.2
WEST		Night	74		SH	Sand Point	19.3	7%	42	2.1	-4.9
WEST		Night	28		SH	Broadview	18.4	5%	73	2.7	-4.5
WEST		Night	33			Discovery Park	17.2	6%	67	3.0	-4.4
WEST		Night	1		SH	Kinnear	17.1	6%	28	2.0	-5.6
WEST		Night	331			Kenmore	14.6	6%	66	3.1	-4.6
WEST		Night	38			SODO	10.5	5%	18	1.1	-6.9
WEST		Night	84			Madison Park	7.1	3%	15	0.9	-7.6
WEST	<b>average 2007 NIGHT - WEST</b>						35.5	0.1	111.6	7.0	0.9

2007 WEST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED											
WEST	SH	Peak	7	SH		Rainier Beach	17.8	n.a.	37	2.1	
WEST	SH	Peak	36	SH		Rainier Beach	19.9	n.a.	43	2.4	
WEST	SH	Peak	43	SH		Capitol Hill	31.7	n.a.	59	5.0	
WEST	DH	Peak	600	EX		Seattle CBD	13.4	n.a.	151	5.2	
WEST	DH	Peak	981	CUST		North Seattle	13.6	n.a.	136	4.5	
WEST	SCL	Peak	982	CUST		Redmond	46.2	n.a.	560	13.5	
WEST	SCL	Peak	984	CUST		Wedgwood	25.3	n.a.	148	5.0	
WEST	SCL	Peak	987	CUST		Rainier Beach	34.3	n.a.	369	10.5	
WEST	SCL	Peak	988	CUST		Mount Baker	58.5	n.a.	356	11.9	
WEST	SCL	Peak	994	CUST		Queen Anne	25.8	n.a.	191	6.2	
WEST	SCL	Peak	995	CUST		Laurelhurst	25.4	n.a.	120	4.1	
WEST	<b>regular route average: 2007 WEST PEAK</b>						61.6		223	12.2	

2007 WEST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED											
WEST	SH	OffPeak	7	SH		Rainier Beach	42.7	n.a.	83	5.9	
WEST	SH	OffPeak	43	SH		Capitol Hill	32.6	n.a.	47	3.7	
WEST	SH	OffPeak	49	SH		U. District	16.1	n.a.	34	2.5	
WEST	<b>regular route average: 2007 WEST OFF PEAK</b>						56.7		167	12.6	

## 2007 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
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2007 WEST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED											
WEST	SH	Night	7		SH	Rainier Beach	21.1	n.a.	44	2.4	
WEST	SH	Night	36		SH	Rainier Beach	31.6	n.a.	46	2.3	
WEST	SH	Night	43		SH	Capitol Hill	27.0	n.a.	69	4.7	
WEST	SH	Night	49		SH	U. District	20.6	n.a.	38	2.6	
WEST	<b>regular route average: 2007 WEST OFF PEAK</b>						35.5		112	7.0	