King County
Metro Transit Division

Department of Transportation
King Street Center, KSC-TR-0422
201 South Jackson Street
Seattle, WA 98104-3856

Memorandum

July 2010

TO: Interested parties

FM: David Hull, Supervisor
        Service Planning

RE: *2009 Route Performance Report*

The *2009 Route Performance Report* provides performance information related to King County Metro's fixed route services. The objective of the report is to help planners and decision makers identify individual services that may require modification, expansion, or discontinuation.

Data
The 2009 Route Performance Report uses annualized fall 2009 ridership, operating and financial data to measure route performance. Fall service change data is used to identify changes in the transit network between the fall of 2008 and the fall of 2009. Since the information reflects the system configuration for only the fall 2009 service change period, the annualized numbers in this report will differ slightly from other Metro information that reflects actual 2009 data.

2009 Trends
In general, route performance declined across all subareas and times of day between fall 2008 and fall 2009. The number of routes with "strong" performance decreased and the number of routes with "below minimum" performance increased. This reflects a system-wide decline in ridership that can be attributed primarily to high unemployment and moderating fuel prices.

Despite declines overall, many routes maintained high levels of performance. Notable among strong performing routes were several services in future RapidRide corridors, including routes 15, 174, 230 East, 253, and 358. Additional routes in each subarea had strong performance in one or more time periods in 2009. These strong performers included routes 212, 218, 229, 271 and 312 in the East subarea; routes 101, 102, 120,

164, 169, and 194 in the South subarea; and routes 1, 3N, 3S, 4N, 10, 15, 18, 30, 41, 48S, 49, 67, 68, 71, 72, 73, and 301 in the West subarea.

How to Use the Route Performance Report
The Route Performance Report uses five performance measures to evaluate routes performance:

- Rides per Revenue Hour;
- Fare Revenue/Operating Expense ratio;
- Passenger Miles per Revenue Hour;
- Passenger Miles per Platform Mile; and
- Route Effectiveness Sum, a summary score combining the first four measures.

The Route Performance Report compares routes within each subarea by time of day to account for similarities in operating conditions. For each subarea and time period, thresholds based upon average route performance are used to determine both "strong" and "below minimum" performance routes. Routes that rank within the "Strong" performance category may be good candidates for further investments and expansion. Routes that fall in the "Below minimum" performance category may need changes to improve performance, or may be candidates for discontinuation. Major revisions or deletion of a route intended to improve system performance are subject to a public process and must be approved by the County Council.

The performance thresholds are updated every three years to account for changes in the overall route network performance. It is Metro's goal to improve network performance and efficiency continually by expanding high performance routes and improving the performance of low performing services. The performance thresholds used in this report are based on fall 2008 route data and are shown in a table on pages 8-9 of the report.

Why Measure Route Performance?
The Route Performance Report allows planners and decision-makers to monitor performance of Metro routes in order to improve productivity of the transit network while meeting the needs of King County Metro riders. As the King County population and employment grows and land use and the transit operating environment changes, adjustments to the Metro system are needed to maintain the most effective and efficient system possible. This is important when finances are stable as the need for transit service continues to outpace Metro's ability to expand service. Understanding individual route performance is even more important when financial conditions make sustaining the transit network problematic.

Additional Information
Should you have any questions about the ***Report on 2009 Route Performance***, please call David Hull, Service Planning Supervisor, at 263-4734, or Ted Day, Transit Planner III, at 684-1304.

2009

Route Performance Report

Prepared by

King County Metro Transit

Service Development Section:
Service Planning
Scheduling

July 2010

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I. Introduction

The Route Performance Report is an annual review of performance of King County Metro bus routes. This report is used as a tool to monitor the performance of individual routes, to compare performance among routes, and to provide information about how Metro evaluates route performance. The report was first produced in 1997 as a result of direction from Strategy M-3 in the Six-Year Transit Development Plan of 1996, which stated:

> **Strategy M-3**: *Establish a series of targets for measuring success in meeting the objectives of the Six-Year Plan, as shown in Table ES-6. Evaluate progress using these targets in conjunction with the annual update of the Six Year Plan.*

Since that time, performance evaluation has remained a part of Metro's long-range plans, including the most recent Strategic Plan for Public Transportation, 2007-2016. In long-range plans since 2002, the language of the strategy has been more specific and more directly related to the Route Performance Report. The current strategy relating to performance measurement states:

> **Strategy M-3:** *Regularly monitor and report bus service performance and ridership systemwide and at the route level to identify services that may require modification, expansion or termination based on their performance. Develop and recommend to the Regional Transit Committee (RTC) an approach to peer agency comparison that identifies:*
>
> - *the appropriate measures of performance;*
> - *the major factors, internal and external, that vary among transit agencies and affect performance;*
> - *the extent to which those factors can be tracked for a small group of peer agencies to inform the performance comparisons, and*
> - *a list of five peer agencies considered to be most comparable to King County Metro Transit based upon agency characteristics and the ability to track major performance-related factors.*

II. Performance Measures and Groups

2.1 Performance Measures

Metro uses five measures to assess performance by route. These measures have changed over time. Route Performance Reports between 1997 and 2000 included two performance measures: riders per revenue hour and fare revenue/operating expense. Three additional measures were added in 2002: passenger miles per revenue hour, passenger miles per revenue seat mile, and a "Route Effectiveness Sum." In 2004, passenger miles per platform mile replaced passenger miles per revenue seat mile. The table below lists the five measures currently in use.

Measure	Purpose	Year Added
Riders per Revenue Hour	Effectiveness (Use)	1997
Fare Revenue / Operating Expense	Efficiency	1997
Passenger Miles per Revenue Hour	Effectiveness (Speed)	2001
Passenger Miles per Platform Mile	Effect of transit use on VMT reduction	2004
Route Effectiveness Sum	Overall Route Effectiveness	2001

Measure 1: Riders per revenue hour

Riders per revenue hour is a measure of how many riders used a route per hour of revenue service provided. This measure is sometimes referred to as "productivity," and measures the effectiveness of a route. One limitation of using this measure is that revenue hours are only the hours that a bus is in passenger service and does not take into account other times when costs are being incurred by the bus such as the time a route spends traveling to and from the base or between routes ("deadhead"), operator breaks, and scheduled layover periods. Excluding all time except revenue hours does not capture the full cost of a route. Riders per platform hour is an alternative measure that could account for full cost, but is not used in the Route Performance Report. Metro uses riders per revenue hour to control for the fact that some routes have longer deadheads due to base location or other factors that are unrelated to route performance.

Routes with many riders boarding the bus during each trip tend to perform well on this measure. Higher density of population and employment along a route tend to be positively correlated with performance on this measure. Express trips that fill all seats and travel at mostly freeway speeds also perform well on this measure because the number of revenue hours per trip is small.

> *Example* – Route 3N is a relatively short route between Queen Anne and downtown Seattle. Route 17 is a longer route that travels between Ballard and downtown Seattle. Routes 3N and 17 have a similar number of annual peak-period trips (9,200 and 8,900, respectively) and riders (313,000 and 300,000). However, the average travel time for Route 3N is 20-25 minutes per trip, while route 17 averages 35-40 minutes per trip, so the number of hours provided on route 17 is larger. The difference in time and hours cost

means that route 3N performs much better on this measure (93.1 rides per revenue hour) than route 17 (47.0 rides per revenue hour).

Measure 2: Fare revenue to operating expense (FR/OE)

Fare revenue to operating expense is a measure of fares paid to the total cost of operating a route. This measure is commonly referred to as "farebox recovery," and is a measure of the cost efficiency of providing a route. 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 the collection of more fare revenue. However, the total operating cost of a route is impacted by whether the route spends long periods out of service such as deadheading to or from the beginning of a route.

> *Routes 3N and 240 Example* – Routes 3N and 240 both operate during off-peak hours. Route 240 carries 317,000 riders annually during off-peak hours and averages only 18.4% fare recovery. On the other hand, route 3N carries fewer riders at 294,000 annual rides, but averages 53.6% fare recovery. Route 3N outperforms route 240 on this measure because there is a much higher level of passenger activity with many riders getting on and off during each hour of operation.

Measure 3: Passenger miles per revenue hour

Passenger miles per revenue hour is a measure of how far a route is carrying passengers for each hour of service provided. This is another measure of route effectiveness, but is highly dependent on speed of service rather than just on ridership. In general, routes that travel at higher speeds and are designed to carry riders long distances perform well on this measure. One rider may occupy one seat for the same number of miles on a long distance trip as do many riders each traveling a shorter distance.

> *Routes 261 and 268 Example* – Routes 261 and 268 share many of the same characteristics. They travel about the same number of miles annually (about 75,000 miles) and have the about the same number of trips (about 2,300 annually) and riders (about 70,000). However, these routes perform dramatically different on this measure. In 2009, route 268 averaged 417 passenger miles per revenue hour, while route 261 averaged only 185 passenger miles per revenue hour. The difference can be accounted for by taking a closer look at the route design. Route 261 travels a long distance on NE 8th Street through Bellevue, before getting on SR-520 toward Seattle. On the other hand, route 268 travels almost exclusively via SR-520. These different pathways cause there to be a large difference between the speed and revenue miles per revenue hour of the two routes. Additionally, route 268 makes almost no stops between Bear Creek and Seattle, so the vast majority of passengers travel the full length of the route. Conversely, route 261 has many intermediate stops, so some riders travel fewer miles than others, making the average trip length less than that of the route 268.

Measure 4: Passenger miles per platform mile

Passenger miles per platform mile is a measure of how far a route is carrying riders for each mile it travels. The Strategic Plan for Public Transportation 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." Services that have full, even loading along a route perform well on this measure. This especially includes routes that pick up many riders at park and ride lots or other hubs, then travel long distances with few stops on the way to their destinations. This measure includes all miles that a coach travels, not just miles that a route is in service.

> *Routes 8 and 177 Example*: Routes 8 and 177 cost about the same to operate during the peak period ($2.1 million per year). However, due to the fact that route 8 is designed to serve local trips and route 177 is designed to provide regional commute trips, route 177 has a higher number of passenger miles per platform mile (15.4) than route 8 (9.7). However, route 8 generates 170% more revenue than route 177. This illustrates the limitation of this measure alone being used to judge route performance.

Measure 5: "Route Effectiveness Sum"

The Route Effectiveness Sum is a relative performance measure comparing an individual route to other routes in a specific group (based on subarea and time of day). The Route Effectiveness Sum is calculated by adding the scores for each of the four individual performance measures for each route. These scores define a mathematical relationship between the standard deviation of a route's performance and the group average performance for each measure.

An extremely high or low score on one or two of the four measures may be enough to skew the overall Route Effectiveness Sum to a high or low number, even though the route performs near average on the other measures. However, few routes have both strong performance in one or more measures and below minimum performance in one or more measures.

2.2 Performance Groups

Metro divides routes into groups by planning subarea and by time of day for performance comparison. Routes that serve specific subareas and specific markets generally share characteristics with other routes in their performance group. It is more difficult and less meaningful to compare the effectiveness of all routes regardless of their specific purpose and characteristics. For example, a comparison of route 14 (west subarea) and route 113 (south subarea) would not be useful because the two routes serve different subareas and different purposes. A comparison of peak period route 14 (west subarea) performance could be more meaningfully compared to peak period route 15 (west subarea), as they serve a similar function in the densest area of the county. Further description of how this works and why route performance is measured this way follows.

Planning Subareas

Planning subareas – East, South, and West – were defined when the Long Range Policy Framework for Public Transportation was adopted by the King County Council in 1993. In

general, these subareas share some characteristics such as density, land use, population, and more. The map below shows the subarea boundaries.

Grouping by subarea is complicated by the fact that many routes serve multiple subareas. Routes that cross subarea boundaries are split between subareas for planning and budgeting allocation when adding or changing service.[1] However, it does not make sense to split a route into separate geographic parts for performance analysis. In the Route Performance Report, all routes that cross subarea boundaries are allocated to only one subarea.

The subarea that the route is assigned to for performance analysis is determined by where most of the morning boardings on that route occur. This is referred to in this report as the "production" subarea. To provide a useful comparison between current and past route performance, routes are reported in the same subarea as in prior years, even if that designation has changed elsewhere.

The table on the following page lists those routes that have different production and allocation subareas. The subarea that each route is categorized by in this report is listed under "Production Subarea."

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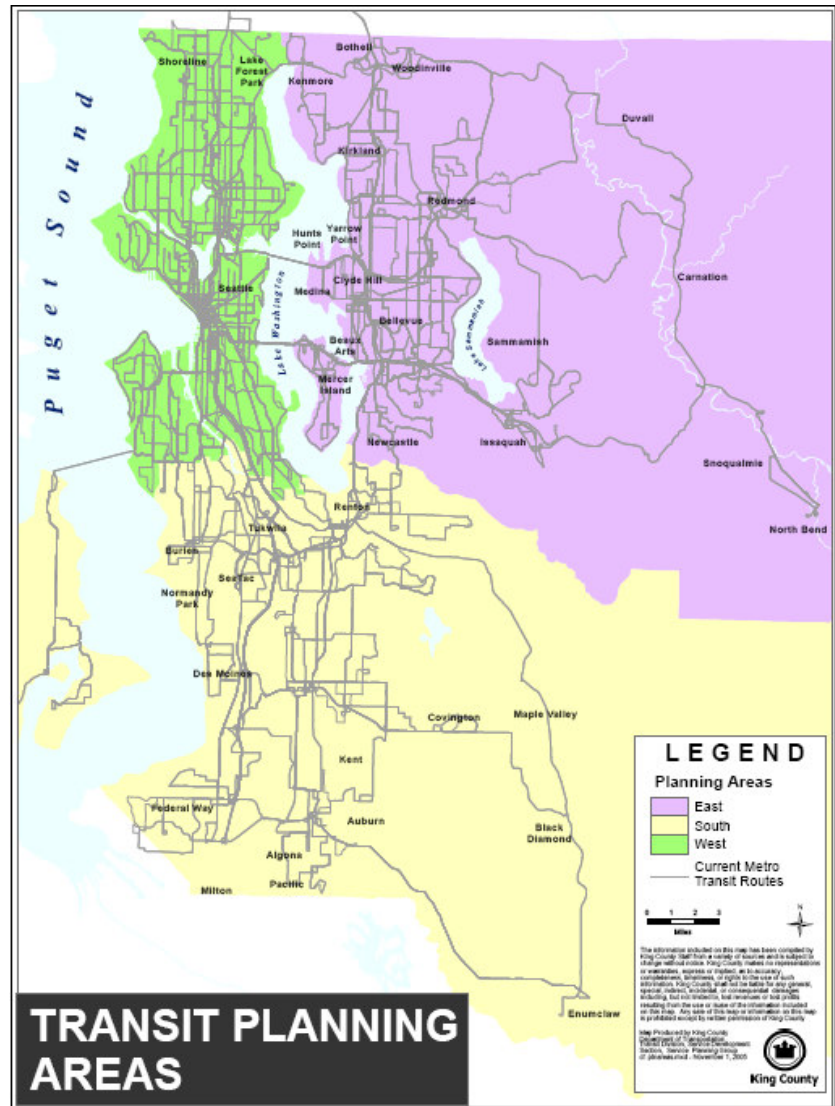
[1] Subarea designations are used to allocate new service hours. Metro's current new service allocation policy states that 40% of new service hours will be implemented in both the south and the east subareas, and 20% of new service hours will be implemented in the west subarea. This policy was designed to increase the amount of service in the east and south subareas, as service levels are lower than those in the west subarea due to historic patterns of transit implementation. For planning purposes, the hours that comprise the routes that serve more than one subarea are allocated 50/50 between subareas in order to fairly distribute hours.

Route	Production Subarea	Budgeting Subarea	Route	Production Subarea	Budgeting Subarea
East Production Subarea Routes			*South continued*		
240	EAST	EAST-SOUTH	125 TB	SOUTH	SOUTH-WEST
255	EAST	EAST-WEST	131	SOUTH	SOUTH-WEST
271	EAST	EAST-WEST	131 TB	SOUTH	SOUTH-WEST
280	EAST	SOUTH-WEST	132	SOUTH	SOUTH-WEST
342	EAST	WEST	132 TB	SOUTH	SOUTH-WEST
935 DART	EAST	EAST-WEST	150 TB	SOUTH	SOUTH-WEST
			194	SOUTH	SOUTH-WEST
South Production Subarea Routes			194 TB	SOUTH	SOUTH-WEST
101 TB	SOUTH	SOUTH-WEST			
106	SOUTH	SOUTH-WEST	*West Production Subarea Routes*		
107	SOUTH	SOUTH-WEST	23	WEST	SOUTH-WEST
113	SOUTH	WEST	39	WEST	SOUTH-WEST
120	SOUTH	SOUTH-WEST	128	WEST	SOUTH-WEST
121	SOUTH	SOUTH-WEST	128 TB	WEST	SOUTH-WEST
121 TB	SOUTH	SOUTH-WEST	331	WEST	EAST-WEST
124	SOUTH	SOUTH-WEST	982 CUST	WEST	EAST
125	SOUTH	SOUTH-WEST			
125 NT	SOUTH	SOUTH-WEST			

Time of Day

Route performance within each subarea is evaluated separately for three time periods that have different ridership characteristics. The three time periods are peak, off-peak (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 lasting four hours in both the morning and the evening on weekdays (excluding holidays). See Page xvii for the definition of service time periods.

Other Considerations

Other factors that affect how Metro's routes are categorized include routes with multiple parts or variants, and routes that are not comparable to others for various reasons. Some route numbers include multiple parts or variants including north and south parts, and express, shuttle, and turnback trips. Route parts (north and south, or east and west) can be considered as completely distinct routes, and are always listed separately in the report. Express, shuttle, and turnback trips are substantially different from regular trips on a route, so they are also evaluated separately.

While routes are compared by time period, some routes operate primarily in one time period with only a few trips that occur in adjacent periods. Route type variants with less than five trips in a time period are generally combined with the route in an adjacent time period to more accurately reflect overall performance. For example, Route 272 provides commuter service from the Eastgate area to the University of Washington, with a few trips that occur in the off-peak time period. These off-peak trips are included as part of the peak period because there are so few and because the peak travel period for the University of Washington is different from normal

commute hours. Express variants that have a total of less than five trips and that do not have express trips in an adjacent time period are shown separately, rather than being combined with a different route type.

A small number of routes and route variants are excluded from performance evaluation as part of the regular groups by subarea and time period. No thresholds are 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, with a policy goal for custom and school routes to generate enough revenue to cover 100% of the marginal operating costs. Excluded routes include:

- **Routes or variants needed operationally.** Some trips or routes are provided by buses deadheading between the end of a route and the bus base. These trips tend to have very low ridership, but they offer service to a few people at a low cost. An example is trolley bus routes that have a shuttle variant traveling back to the base south of downtown Seattle at night. Trolley buses have to travel a set path back to the base and by including this trip back to the base on the schedule, it provides service to a few riders. 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 are shown separately.

- **DART routes.** DART routes provide demand-responsive service within some or all of their service area, and therefore are not comparable to fixed routes. They are also operated by contractors and not directly by Metro.

- **School and Custom Bus Routes.** These routes provide extremely limited numbers of trips and span of service. Therefore these routes are not comparable to other routes during the times they operate.

2.3 Performance Thresholds

Performance thresholds are updated every three years. Regular updating allows comparison from year-to-year while adjusting thresholds with a goal of continuous improvement. Any route that experiences an increase in Route Effectiveness from 2008 to 2009 or 2010 is improving in performance. When thresholds are updated, some may be raised and thus a route's performance may fall below minimum without any change in ridership. The best measure for comparing routes from year to year is the Route Effectiveness Summary.

The performance thresholds are different for each subarea and each part of the day. Strong performance is defined as those routes whose effectiveness sum is at least one standard deviation above the average. Below minimum performance routes are those whose route effectiveness sum is one standard deviation or more below the mean. In years that performance thresholds are calculated, the average Route Effectiveness Sum for each group of routes is 0, and the high and low scores are equal in distance from zero.

The performance thresholds for 2008, 2009, and 2010 are based on subarea performance by time period in 2008. The data that was used to develop these thresholds comes from the annualized fall 2008 information on regular service routes. Route performance data excludes ridership in the downtown Seattle Ride Free Area and also excludes special service, paratransit, and groups of routes that are not monitored. This data excludes paratransit, special service, the downtown Seattle Ride-Free Area, and the routes in groups that are excluded from performance evaluation. In 2008, about half of the routes had a positive Route Effectiveness Sum and about half had a negative Route Effectiveness Sum. This is typical for years in which performance thresholds are created. However, in 2009 more routes had negative Route Effectiveness Sums due to an overall trend of lower ridership across the Metro system, where many routes performed worse than in 2008.

The table on the following page defines the performance thresholds from 2008-2010. Routes are classified as follows:

> **Strong performance**: Routes that are one standard deviation above the mean;
> **Below minimum performance:** One standard deviation below the mean

Performance Thresholds: 2008 – 2010 (Based on Fall 2008 Route Data)						
Subarea	Performance Thresholds*	Guide-Time	Rides/ Rev. Hr.	Fare Rev. / Op. Exp.	Psgr.Miles / Rev. Hr.	Pass. Miles / Plat. Miles
EAST	Strong	Peak	52.5	29%	546	14.40
		Off-peak	36.2	22%	198	10.60
		Night	34.9	19%	219	8.90
	Minimum	Peak	15.7	9%	38	3.20
		Off-peak	13.8	8%	56	2.90
		Night	8.9	4%	44	2.20
SOUTH	Strong	Peak	57.5	35%	535	16.90
		Off-peak	63.1	36%	473	21.50
		Night	44.0	22%	366	14.40
	Minimum	Peak	26.1	14%	171	6.80
		Off-peak	25.4	14%	109	6.50
		Night	23.3	11%	69	3.60
WEST	Strong	Peak	85.3	54%	375	18.20
		Off-peak	83.1	49%	267	19.50
		Night	50.8	27%	178	10.70
	Minimum	Peak	43.7	24%	102	8.00
		Off-peak	38.5	22%	100	8.40
		Night	23.8	12%	59	1.70

III. 2009 Route Performance Summary

This section includes a summary of system-wide and subarea route performance of King County Metro routes in 2009, and a comparison to prior year data. Performance data is based on Fall 2009 annualized ridership. Ridership data is captured using Metro's Automatic Passenger Counter (APC) system for regular routes, and using operator counts for DART routes. These performance summaries 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 also not included, although they are included in Section IV. These totals in this section 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.

Following the system-wide table that summarizes route performance are more detailed descriptions of each subarea's performance. These descriptions include changes from 2008 and total numbers of routes in each subarea that perform above or below the performance thresholds, broken down by time period.

3.1 System-Wide Performance Measures

2009	Service Delivered in 2009 (Change from 2008)				
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Annual Platform Miles	Annual Platform Hours
Peaks	1,017,623 (-0.5%)	15,846,796 (-0.2%)	1,432,723 (-0.2%)	22,384,791 (-1.2%)	1,579,478 (-0.3%)
Off-peak	876,448 (-0.7%)	12,815,553 (-0.3%)	1,382,459 (+1.5%)	13,580,977 (-0.8%)	1,259,697 (-0.1%)
Night	342,945 (+1.4%)	5,384,411 (+1.0%)	607,038 (+3.2%)	6,322,934 (+1.0%)	549,290 (+3.2 %)
Total	2,237,016 (-0.3%)	34,046,760 (0.0%)	3,422,220 (+1.1%)	42,288,702 (-0.7%)	3,388,465 (-0.3%)
Except. Routes	82,193	1,306,728	192,644	1,530,191	117,839

2009	Rider Use in 2009 (Change from 2008)			Performance Measures			
	Annual Rides	Annual Passenger Miles	Annual Fare Revenue	Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi
Peaks	49,885,200 (-10.5%)	250,647,596 (-15.4%)	$58,731,332 (-10.3%)	49.0 (-10.1%)	29.0% (-9.7%)	246 (-15.1%)	11.2 (-14.5%)
Off-peak	45,723,838 (-5.7%)	189,549,682 (-5.7%)	$44,913,982 (-6.3%)	52.2 (-5.1%)	29.7 % (-6.7%)	216 (-9.1%)	14.0 (-8.8%)
Night	12,097,476 (-3.4%)	52,438,231 (-9.9%)	$11,907,585 (-4.0%)	35.3 (-4.7%)	17.6% (-7.4%)	153 (-11.1%)	8.3 (-10.8%)
Total	107,706,514 (-7.8%)	492,635,509 (-12.7%)	$115,552,900 (-8.1%)	48.2 (-7.5%)	27.4% (-8.7%)	220 (-12.7%)	11.7 (-11.7%)
Except. Routes	1,524,436	7,007,302	$1,996,341	18.55	15.8%	85	4.6

3.2 East Subarea Performance Measures

The total amount of service delivered in East King County changed slightly, but rider use fell dramatically in all time periods. Given that East King County ridership is heavily commuter oriented, one influencing factor may be caused by job losses due to the economic recession.

2009	Service Delivered (Change from 2008)				
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Annual Platform Miles	Annual Platform Hours
Peaks	222,378 (+1.5%)	4,180,825 (+3.5%)	265,103 (+2.4%)	6,236,037 (+1.8%)	364,416 (+1.8%)
Off-peak	132,879 (-2.5%)	2,325,137 (-0.6%)	178,608 (0%)	2,488,875 (-1.2%)	192,594 (-1.9%)
Night	37,294 (-6.1%)	707,844 (-5.0%)	50,970 (-1.8%)	842,918 (-6.3%)	60,285 (-2.9 %)
Total	392,551 (-0.7%)	7,213,805 (+1.3%)	494,689 (+1.1%)	9,594,831 (+0.2%)	617,835 (+0.1%)

2009	Service Utilization (% Change from 2008)			Performance Measures			
	Annual Rides	Annual Passenger Miles	Annual Fare Revenue	Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi
Peaks	6,808,052 (-10.8%)	52,735,413 (-14.7%)	$8,540,706 (-9.9%)	30.61 (-12.1%)	18.0% (-10.6%)	237 (-15.9%)	8.4 (-15.8%)
Off-peak	3,692,395 (-6.2%)	19,288,440 (-10.0%)	$3,635,963 (-6.8%)	27.79 (-3.7%)	16.3% (-4.2%)	145 (-7.5%)	7.8 (-8.8%)
Night	831,448 (-11.5%)	4,602,262 (-17.4%)	$818,397 (-12.1%)	22.29 (-5.8%)	11.2% (-8.1%)	123 (-11.9%)	5.5 (-11.9%)
Total	11,331,895 (-9.4%)	76,626,116 (-13.7%)	$12,995,066 (-9.2%)	28.87 (-8.8%)	16.9% (-8.2%)	195 (-13.3%)	8.0 (-14.0%)

The number of routes performing above the strong performance threshold during the peak periods decreased due to the significant drop in peak period ridership. Routes which are strong performers in one or more period include: 212, 218, 229, 230 East, 253, 271 and 312. Routes which are poor performers in one or more period include: 201, 209, 219, 236, 238, 247, 251, 269 and 929.

	2009	**Number of Routes in 2009 (Change from 2008)**				
		Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi	Route Effectiveness
Peaks	**Above Strong**	5 (-4)	7 (-6)	4 (-6)	8 (-1)	6 (-2)
	Below Minimum	8 (0)	8 (-1)	2 (0)	10 (+3)	9 (+1)
Off Peak	**Above Strong**	3 (0)	4 (-1)	2 (-1)	4 (-1)	4 (-2)
	Below Minimum	4 (+1)	4 (+1)	1 (0)	3 (0)	3 (+1)
Night	**Above Strong**	2 (0)	2 (0)	2 (0)	1 (-2)	2 (0)
	Below Minimum	2 (0)	2 (+1)	2 (+1)	2 (-1)	2 (-1)

3.3 South Subarea Performance Measures

The amount of service delivered in South King County increased slightly. There was a slight reduction in peak period service delivered, a modest increase in off peak service delivered and a small increase in night service delivered. Rider use dropped significantly in the peak periods, while rider use dropped slightly during the off peak and night periods.

2009	Service Delivered in 2009 (Change from 2008)				
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Annual Platform Miles	Annual Platform Hours
Peaks	265,544 (-0.7%)	5,086,205 (-0.9%)	335,386 (+2.8%)	7,313,705 (-2.6%)	416,703 (-0.5%)
Off-peak	209,692 (+3.4%)	3,857,637 (+3.0%)	288,386 (+8.6%)	4,129,790 (+2.9%)	298,102 (+4.7%)
Night	81,197 (+1.4%)	1,561,160 (+1.4%)	124,173 (+11.7%)	1,945,139 (+1.8%)	131,466 (+4.7%)
Total	556,433 (+1.2%)	10,505,001 (+0.8%)	747,945 (+6.4%)	13,338,635 (-0.3%)	846,270 (+2.1%)

2009	Service Utilization (% Change from 2008)			Performance Measures			
	Annual Rides	Annual Passenger Miles	Annual Fare Revenue	Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi
Peaks	10,854,059 (-12.5%)	85,700,245 (-17.5%)	$13,450,233 (-11.7%)	40.9 (-11.9%)	23.9% (-10.1%)	323 (-1.7%)	11.7 (-15.2%)
Off-peak	9,631,083 (-5.1%)	66,044,764 (-10.2%)	$9,479,986 (-5.7%)	45.9 (-8.3%)	25.6% (-9.6%)	315 (-13.2%)	16.0 (-12.6%)
Night	2,760,188 (-5.5%)	19,665,655 (-14.0%)	$2,716,862 (-6.1%)	34.0 (-6.9%)	16.2% (-9.7%)	242 (-15.3%)	10.1 (-15.7%)
Total	23,245,330 (-8.8%)	171,410,664 (-14.4%)	$25,647,081 (-9.0%)	41.8 (-9.7%)	23.3% (-9.7%)	308 (-15.4%)	12.8 (-14.1%)

There was a large reduction in the number of routes in South King County which fall into the strongly performing routes category during the peak periods. There was also an increase in the number of routes that fall into the poorly performing category during the peak periods. In the other two periods there was also a decrease in the number of routes performing above the strong performance threshold and an increase in the number of routes performing poorly. Routes with strong performance in one or more time periods include: 101, 102, 120, 164, 169, 174 and 194. Routes performing poorly in one or more time periods include: 107, 118, 119, 129, 131, 139, 148, 149, 152, 153, 154, 155, 157, 161, 175, 182, 187, 192, 912, and 915.

	2009	Number of Routes in 2009 (Change from 2008)				
		Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi	Route Effectiveness
Peaks	**Above Strong**	5 (-7)	5 (-6)	5 (-9)	5 (-7)	5 (-6)
	Below Minimum	14 (+5)	13 (+4)	14 (+3)	15 (+5)	14 (+2)
Off Peak	**Above Strong**	5 (-2)	4 (-2)	3 (0)	3 (-4)	5 (-2)
	Below Minimum	7 (+3)	7 (+1)	8 (+4)	9 (+3)	10 (+5)
Night	**Above Strong**	3 (+1)	3 (-2)	3 (-1)	4 (-1)	3 (-1)
	Below Minimum	6 (+1)	6 (+2)	1 (-1)	2 (-1)	5 (+2)

3.4 West Subarea Performance Measures

In West King County, the service delivered changed slightly overall. However there was a noticeable shift in service delivered from the peak and off peak into the night period. This is mostly attributable to the Link restructures (reducing peak/off peak service) and the Seattle Transit Now Service Partnerships (increasing night service). Similarly to the other subareas, peak period rider use dropped significantly in West King County. With the increase in service delivered during the night periods, the rider use was more stable than would otherwise have been the case.

2009	Service Delivered in 2009 (Change from 2008)				
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Annual Platform Miles	Annual Platform Hours
Peaks	529,701 (-1.2%)	6,579,766 (-1.8%)	832,234 (-2.1%)	8,808,048 (-2.1%)	798,359 (-1.1%)
Off-peak	533,876 (-1.7%)	6,632,780 (-2.0%)	915,465 (-0.3%)	6,962,312 (-2.6%)	769,001 (-1.4%)
Night	224,454 (+2.8%)	3,115,407 (+2.3%)	431,887 (+1.6%)	3,534,877 (+2.6%)	357,000 (+3.8%)
Total	1,288,644 (-0.7%)	16,332,874 (-1.1%)	2,180,428 (-0.6%)	19,312,410 (-1.5%)	1,925,287 (-0.3%)

2009	Service Utilization (% Change from 2008)			Performance Measures			
	Annual Rides	Annual Passenger Miles	Annual Fare Revenue	Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi
Peaks	32,223,090 (-9.8%)	112,211,938 (-14.1%)	$36,740,393 (-9.8%)	60.8 (-8.7%)	37.1% (-9.5%)	212 (-13.2%)	12.7 (-12.1%)
Off-peak	32,400,360 (-5.8%)	104,216,477 (-9.2%)	$31,798,034 (-6.4%)	60.7 (-4.1%)	34.6% (-6.2%)	195 (-7.5%)	15.0 (-7.0%)
Night	8,505,840 (-1.8%)	28,170,314 (-5.3%)	$8,372,326 (-2.4%)	37.9 (-4.5%)	19.2% (-7.2%)	126 (-7.4%)	8.0 (-7.0%)
Total	73,134,954 (-7.2%)	244,618,629 (-11.1%)	$76,916,870 (-7.7%)	56.8 (-6.4%)	32.8% (-8.4%)	190 (-10.4%)	12.7 (-9.3%)

A reduction in rider use caused a large reduction in strongly performing routes and a large increase in routes performing poorly in the peak period. In the off peak and night time periods, the number of routes performing poorly increased by 6-10 routes in all categories. Routes with strong performance during one or more time periods include: 1, 3N, 3S, 4N, 10, 15, 18, 30, 41, 48S, 49, 67, 68, 71, 72, 73, 301 and 358. Routes performing poorly during one or more time periods include: 22, 23, 24, 25, 27, 33, 34, 35, 37, 38, 39, 42, 45, 46, 51, 53, 56, 79, 82, 84, 99, 242, 256, 330, 331 and 348.

	2009	Number of Routes in 2009 (Change from 2008)				
		Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi	Route Effectiveness
Peaks	Above Strong	10 (-12)	11 (-6)	11 (-10)	9 (-9)	7 (-11)
	Below Minimum	32 (+10)	28 (+6)	17 (+5)	26 (+6)	28 (+6)
Off Peak	Above Strong	11 (-6)	13 (-3)	13 (0)	8 (-4)	9 (-1)
	Below Minimum	21 (+6)	21 (+6)	19 (+10)	22 (+7)	22 (+7)
Night	Above Strong	12 (-1)	13 (-2)	10 (-1)	12 (+1)	14 (+4)
	Below Minimum	18 (+6)	20 (+11)	17 (+6)	19 (+8)	21 (+12)

3.5 Minority & Low-Income Route Performance

As a recipient of federal funds, King County government complies with federal laws which prohibit discrimination against people because of their race, color or national origin, and in some cases, sex, age or low income status. This section includes information about route performance on minority and non-minority routes, and on low-income and non-low-income routes, as defined in King County Metro's triennial Title VI report.

Riders / Revenue Hour

Time Period	Minority	Non-Minority	Low-Income	Non-Low-Income
Peak	43.4	44.0	46.1	42.3
Off-peak	49.1	40.6	49.5	39.3
Night	33.0	31.7	33.5	31.2
All Periods	*42.8*	*40.6*	*44.2*	*39.6*

Fare Revenue / Operating Expense

Time Period	Minority	Non-Minority	Low-Income	Non-Low-Income
Peak	28%	27%	30%	26%
Off-peak	28%	23%	28%	23%
Night	20%	16%	17%	16%
All Periods	*25%*	*24%*	*26%*	*24%*

Passenger Miles / Revenue Hours

Time Period	Minority	Non-Minority	Low-Income	Non-Low-Income
Peak	236.5	225.0	209.6	242.0
Off-peak	193.9	134.1	183.8	140.5
Night	147.9	109.1	144.7	111.8
All Periods	*204.2*	*178.2*	*185.5*	*194.1*

Passenger Miles / Platform Miles

Time Period	Minority	Non-Minority	Low-Income	Non-Low-Income
Peak	10.0	9.2	10.2	9.2
Off-peak	12.6	8.9	12.2	9.0
Night	7.7	5.9	7.6	6.0
All Periods	*10.3*	*8.5*	*10.2*	*8.6*

IV. Route Performance by Subarea

4.1 East Subarea Performance Data

2009 Route Performance Report - East Subarea

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
2009 PEAK - EAST PRODUCTION SUBAREA										
EAST	*Meets or exceeds strong performance threshold (Fall 2008)*					**52.5**	**29%**	**546**	**14.4**	**3.6**
EAST	*Less than minimum performance threshold (Fall 2008)*					**15.7**	**9%**	**38**	**3.2**	**-3.6**
EAST	Peak	212			Eastgate	**84.1**	**32%**	**809**	**17.0**	**7.6**
EAST	Peak	218			Issaquah	**64.2**	21%	**985**	**15.6**	**5.8**
EAST	Peak	255		TB	Kirkland	**59.2**	**31%**	542	**15.2**	**4.8**
EAST	Peak	312		EX	U of W - Bothell	**56.1**	26%	**563**	**15.9**	**4.3**
EAST	Peak	229			Overlake	**54.1**	**31%**	**567**	**17.8**	**5.0**
EAST	Peak	253			Bear Creek P&R	50.0	**36%**	150	9.8	2.3
EAST	Peak	225			Overlake	49.8	**31%**	500	**15.7**	**4.1**
EAST	Peak	230	E		Redmond P&R	48.6	**33%**	152	8.6	1.7
EAST	Peak	230	W	TB	Kirkland	45.4	25%	79	3.6	-0.5
EAST	Peak	312		TEX	Kenmore	44.6	20%	435	12.2	1.8
EAST	Peak	306		EX	Kenmore	44.6	25%	421	**14.9**	2.8
EAST	Peak	255			Kingsgate	40.9	**29%**	400	**17.5**	3.4
EAST	Peak	271		TB	Bellevue TC	37.9	23%	212	9.2	0.4
EAST	Peak	252			Kingsgate P&R	36.8	19%	504	12.4	1.7
EAST	Peak	240			Bellevue	34.5	25%	165	9.8	0.3
EAST	Peak	230	W		Kingsgate P&R	34.0	23%	121	7.0	-0.5
EAST	Peak	214		TB	Issaquah	34.0	15%	373	7.7	-0.2
EAST	Peak	271			Issaquah P&R	33.8	25%	213	10.0	0.6
EAST	Peak	268			E Lake Sammamish	33.0	18%	417	10.6	0.7
EAST	Peak	237			Woodinville	32.8	12%	274	5.1	-1.5
EAST	Peak	232			Duvall	31.2	14%	249	5.7	-1.4
EAST	Peak	257			Kingsgate P&R	30.9	17%	394	10.5	0.3
EAST	Peak	272			Eastgate P&R	30.6	17%	244	8.3	-0.6
EAST	Peak	311			Woodinville P&R	29.7	15%	521	11.8	0.8
EAST	Peak	205		EX	Mercer Island	29.5	17%	161	5.6	-1.5
EAST	Peak	233			Bellevue	29.1	20%	98	5.6	-1.5
EAST	Peak	203			Mercer Island	29.0	16%	49	**1.9**	-2.8
EAST	Peak	266			Bear Creek P&R	28.8	12%	287	6.6	-1.4
EAST	Peak	232		TB	Redmond	28.6	11%	105	**2.8**	-2.9
EAST	Peak	215			North Bend	28.5	13%	509	8.9	-0.1
EAST	Peak	261			Overlake P&R	28.2	17%	185	6.7	-1.3
EAST	Peak	245			Kirkland	26.5	18%	96	5.6	-1.9
EAST	Peak	265			Redmond P&R	26.3	13%	282	6.7	-1.4
EAST	Peak	216			Sammamish	26.2	14%	401	11.3	-0.1
EAST	Peak	248			Kirkland	26.1	17%	87	4.7	-2.1
EAST	Peak	222			Overlake	25.7	19%	81	4.9	-1.9
EAST	Peak	260			Juanita	24.9	15%	370	9.4	-0.5
EAST	Peak	211		EX	South Bellevue P&R	22.6	12%	136	3.7	-2.9
EAST	Peak	221			Redmond	22.0	16%	82	5.0	-2.5
EAST	Peak	277			Juanita	21.8	13%	181	5.8	-2.2
EAST	Peak	202			Mercer Island	21.8	11%	112	3.3	-3.1
EAST	Peak	342			Bothell	21.2	11%	202	6.1	-2.3
EAST	Peak	244		EX	Kenmore	21.0	10%	155	4.9	-2.9
EAST	Peak	234			Northshore P&R	21.0	14%	112	5.7	-2.4

2009 Route Performance Report - East Subarea

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective- ness" Sum
EAST	Peak	921			Eastgate P&R	21.0	16%	57	2.8	-3.0
EAST	Peak	250			Redmond P&R	20.5	12%	201	5.6	-2.4
EAST	Peak	249			Redmond P&R	19.6	14%	64	3.4	-3.1
EAST	Peak	210			Issaquah	18.2	11%	171	4.5	-2.9
EAST	Peak	238			Bothell	16.0	11%	64	3.2	-3.7
EAST	Peak	236			Woodinville	12.5	9%	51	2.6	-4.3
EAST	Peak	247			Overlake P&R	12.2	6%	76	2.1	-4.6
EAST	Peak	269			E Lake Sammamish	12.0	7%	86	3.3	-4.3
EAST	Peak	219			Newcastle	11.7	8%	35	1.3	-4.7
EAST	Peak	251			North Creek	9.7	6%	67	2.5	-4.6
EAST	Peak	209			North Bend	8.4	4%	91	2.4	-4.8
EAST	Peak	201			Mercer Island	8.0	5%	13	0.5	-5.4
EAST	Peak	929			North Bend	6.2	4%	56	1.5	-5.3
EAST	**average 2009 PEAK - EAST**					30.3	17%	246	7.42	-0.8

2009 OFFPEAK - EAST PRODUCTION SUBAREA										
EAST	*Meets or exceeds strong performance threshold (Fall 2008)*					36.2	22%	198	10.6	3.3
EAST	*Less than minimum performance threshold (Fall 2008)*					13.8	8%	56	2.9	-3.3
EAST	OffPeak	253			Bear Creek P&R	56.3	35%	172	12.1	7.6
EAST	OffPeak	230	E		Redmond P&R	48.4	25%	174	9.8	4.9
EAST	OffPeak	230	W		Kingsgate P&R	38.9	23%	121	7.5	2.4
EAST	OffPeak	213			Mercer Island	33.9	29%	62	3.2	0.9
EAST	OffPeak	271			Issaquah P&R	33.9	21%	219	12.1	4.3
EAST	OffPeak	255			Kingsgate	33.4	17%	359	16.0	6.7
EAST	OffPeak	240			Bellevue	31.3	18%	176	10.7	2.7
EAST	OffPeak	245			Kirkland	28.5	17%	121	7.1	0.5
EAST	OffPeak	233			Bellevue	24.5	13%	89	5.2	-1.2
EAST	OffPeak	203			Mercer Island	24.1	20%	48	2.4	-1.6
EAST	OffPeak	248			Kirkland	23.0	13%	86	4.8	-1.5
EAST	OffPeak	234			Northshore P&R	22.0	14%	130	7.2	-0.3
EAST	OffPeak	921			Eastgate P&R	20.4	15%	74	4.3	-1.8
EAST	OffPeak	222			Overlake	20.3	12%	76	4.3	-2.1
EAST	OffPeak	204			Mercer Island	19.6	12%	61	3.1	-2.7
EAST	OffPeak	221			Redmond	18.4	12%	80	4.7	-2.2
EAST	OffPeak	249			Redmond P&R	17.0	12%	69	4.0	-2.7
EAST	OffPeak	238			Bothell	15.3	9%	76	3.9	-3.1
EAST	OffPeak	209			North Bend	12.2	6%	147	4.7	-2.6
EAST	OffPeak	236			Woodinville	11.5	7%	59	3.2	-4.2
EAST	OffPeak	251			North Creek	8.4	5%	58	2.1	-5.1
EAST	OffPeak	929			North Bend	6.5	4%	77	2.3	-5.1
EAST	**average 2009 MIDDAY - EAST**					24.9	15%	115	6.13	-0.3

2009 Route Performance Report - East Subarea

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective- ness" Sum
2009 NIGHT - EAST PRODUCTION SUBAREA										
EAST	*Meets or exceeds strong performance threshold (Fall 2008)*					**34.9**	**19%**	**219**	**8.9**	**3.5**
EAST	*Less than minimum performance threshold (Fall 2008)*					**8.9**	**4%**	**44**	**2.2**	**-3.5**
EAST	Night	**253**		**TB**	Redmond	**51.5**	**27%**	172	8.2	**5.7**
EAST	Night	**230**	**E**		Redmond P&R	**40.7**	**21%**	144	6.8	3.4
EAST	Night	**255**			Kingsgate	26.8	12%	**279**	**10.8**	3.7
EAST	Night	**230**	**W**		Kingsgate P&R	24.2	12%	94	4.7	-0.4
EAST	Night	**271**			Issaquah P&R	23.2	12%	161	7.2	1.0
EAST	Night	**240**			Bellevue	20.1	10%	119	5.6	-0.4
EAST	Night	**245**			Kirkland	19.4	10%	78	3.8	-1.5
EAST	Night	**248**			Kirkland	17.0	8%	62	2.7	-2.5
EAST	Night	**280**			Bellevue TC	16.0	8%	**235**	6.5	0.5
EAST	Night	**234**			Northshore P&R	14.6	8%	91	3.8	-2.1
EAST	Night	**221**			Redmond	13.8	8%	57	2.8	-2.8
EAST	Night	**222**			Overlake	12.4	6%	49	2.3	-3.3
EAST	Night	**238**			Bothell	**6.8**	**4%**	**35**	**1.5**	**-4.6**
EAST	Night	**236**			Woodinville	**5.8**	**3%**	**35**	**1.2**	**-4.8**
EAST	**average 2009 NIGHT - EAST**					20.9	11%	115	4.85	-0.6

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective- ness" Sum
2009 EAST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED										
EAST	Peak	**200**			Issaquah	11.7		30	1.6	
EAST	Peak	**206**			Newport Hills	63.0	36%	259	10.4	
EAST	Peak	**207**			Newport Hills	63.7	41%	217	10.5	
EAST	Peak	**208**			Newport Hills	56.3	35%	188	9.2	
EAST	Peak	**291**		**DART**	Redmond	11.3	13%	36	2.9	
EAST	Peak	**885**			Bellevue	31.9	17%	59	2.4	
EAST	Peak	**886**			Clyde Hill	99.5	43%	61	2.9	
EAST	Peak	**888**			Eastgate	50.0	31%	272	12.9	
EAST	Peak	**889**			Bellevue	36.8	25%	136	6.4	
EAST	Peak	**890**			Eastgate	48.5	28%	284	10.3	
EAST	Peak	**891**			Mercer Island	56.9	26%	245	8.0	
EAST	Peak	**892**			Mercer Island	82.8	38%	267	9.2	
EAST	Peak	**926**		**DART**	Crossroads	10.8	12%	35	2.4	
EAST	Peak	**927**		**DART**	E Lake Sammamish	8.9	9%	45	2.6	
EAST	Peak	**935**		**DART**	Juanita	8.5	7%	31	1.7	
EAST	Peak	**986**		**CUST**	Kirkland	53.1	80%	491	14.6	
EAST	Peak	**989**		**CUST**	Eastgate	54.3	70%	727	17.7	
EAST	**regular route average:**				**2009 East Peak**	30.3	17%	246	7.42	

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective- ness" Sum
EAST	OffPeak	**200**			Issaquah	12.2		39	3.2	
EAST	OffPeak	**926**		**DART**	Crossroads	10.0	9%	33	2.2	
EAST	OffPeak	**927**		**DART**	E Lake Sammamish	7.5	6%	39	2.1	
EAST	OffPeak	**935**		**DART**	Juanita	6.9	5%	26	1.3	
EAST	**regular route average:**				**2009 East OffPeak**	24.9	15%	115.1	6.1	

4.2 South Subarea Performance Data

2009 Route Performance Report - South Subarea

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
2009 PEAK - SOUTH PRODUCTION SUBAREA										
SOUTH	*Meets or exceeds strong performance threshold (Fall 2008)*					**57.5**	**35%**	**535**	**16.9**	**3.2**
SOUTH	*Less than minimum performance threshold (Fall 2008)*					**26.1**	**14%**	**171**	**6.8**	**-3.2**
SOUTH	Peak	**164**			Kent	**84.2**	**49%**	303	14.0	**5.1**
SOUTH	Peak	**105**			Renton Highlands	**76.0**	**47%**	173	10.9	3.1
SOUTH	Peak	**174**		SH	Federal Way P&R,TC	**69.5**	**40%**	245	10.9	2.4
SOUTH	Peak	**169**			Kent	**66.7**	**43%**	264	14.9	**3.5**
SOUTH	Peak	**120**			Burien	**63.2**	**40%**	351	**18.0**	**4.0**
SOUTH	Peak	**101**			Renton CBD	57.1	35%	**559**	**21.2**	**4.9**
SOUTH	Peak	**125**		TB	White Center	49.7	34%	277	13.8	1.4
SOUTH	Peak	**168**			Four Corners	49.6	29%	190	8.4	-0.7
SOUTH	Peak	**166**			Kent	48.0	31%	176	8.6	-0.6
SOUTH	Peak	**102**			Fairwood	47.8	32%	533	**19.6**	**3.6**
SOUTH	Peak	**941**		EX	Star Lake P&R	47.1	22%	**694**	15.6	2.7
SOUTH	Peak	**106**			Renton	46.5	30%	254	12.0	0.3
SOUTH	Peak	**113**			Shorewood	46.4	20%	314	9.0	-0.9
SOUTH	Peak	**122**			Highline CC	45.3	28%	401	14.9	1.4
SOUTH	Peak	**125**			Shorewood	45.3	28%	246	9.1	-0.6
SOUTH	Peak	**180**			Auburn	44.7	30%	225	11.4	-0.1
SOUTH	Peak	**194**		TB	SeaTac	44.6	26%	384	12.4	0.6
SOUTH	Peak	**181**			Green River CC	43.6	28%	205	9.9	-0.8
SOUTH	Peak	**121**			Highline CC	42.5	24%	401	12.8	0.4
SOUTH	Peak	**150**		TB	Kent	42.3	28%	479	**19.9**	2.7
SOUTH	Peak	**107**			Renton	40.5	31%	**137**	7.6	-1.5
SOUTH	Peak	**124**			Tukwila	40.4	28%	242	13.4	-0.1
SOUTH	Peak	**194**			Federal Way	40.3	24%	**571**	**18.1**	2.3
SOUTH	Peak	**119**		SH	Vashon	39.0	20%	197	**6.4**	-2.5
SOUTH	Peak	**187**			Federal Way	38.9	28%	**125**	**5.8**	-2.3
SOUTH	Peak	**131**		TB	Burien	37.5	23%	237	9.6	-1.5
SOUTH	Peak	**118**		TB	Vashon	37.4	18%	182	**6.3**	-2.9
SOUTH	Peak	**131**			Highline CC	36.4	26%	194	10.5	-1.3
SOUTH	Peak	**132**		TB	Burien	35.5	24%	224	10.0	-1.5
SOUTH	Peak	**177**			Federal Way	35.4	17%	**678**	15.4	1.4
SOUTH	Peak	**118**			Vashon	35.3	16%	**127**	**4.2**	**-3.9**
SOUTH	Peak	**183**			Kent	35.3	22%	**148**	**5.9**	-3.0
SOUTH	Peak	**197**			Federal Way	34.9	16%	**686**	14.5	1.1
SOUTH	Peak	**132**			Highline CC	34.9	25%	206	9.7	-1.6
SOUTH	Peak	**111**			Renton	34.2	18%	431	12.2	-0.6
SOUTH	Peak	**143**		EX	Black Diamond	33.7	20%	502	14.3	0.4
SOUTH	Peak	**153**			Kent	33.7	25%	**127**	7.1	-2.7
SOUTH	Peak	**148**			Fairwood	33.7	26%	**136**	7.9	-2.4
SOUTH	Peak	**116**		EX	Fauntleroy	33.2	16%	230	9.0	-2.5
SOUTH	Peak	**140**			Burien	33.0	24%	**151**	8.9	-2.3
SOUTH	Peak	**158**			Lake Meridian P&R	32.9	15%	486	12.0	-0.6
SOUTH	Peak	**162**			Kent	32.1	**13%**	445	8.6	-1.8
SOUTH	Peak	**167**			South Renton P&R	31.6	20%	414	13.5	-0.4

2009 Route Performance Report - South Subarea

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
SOUTH	Peak	**139**			Gregory Heights	31.0	21%	51	3.4	-4.3
SOUTH	Peak	**121**		TB	Burien	30.9	19%	233	8.9	-2.5
SOUTH	Peak	**133**			Burien TC	30.8	17%	325	10.0	-1.9
SOUTH	Peak	**114**			Renton	30.3	16%	348	9.7	-2.0
SOUTH	Peak	**190**			Star Lake P&R	29.7	14%	450	9.5	-1.7
SOUTH	Peak	**182**			Federal Way	29.7	15%	106	3.6	-4.6
SOUTH	Peak	**134**			Burien TC	29.3	18%	182	8.6	-3.0
SOUTH	Peak	**915**			Enumclaw	28.1	12%	192	4.2	-4.4
SOUTH	Peak	**159**			Timberlane	28.0	14%	361	9.6	-2.2
SOUTH	Peak	**173**			Federal Way TC	26.5	12%	372	7.7	-2.8
SOUTH	Peak	**179**			Twin Lakes	25.9	12%	513	10.1	-1.6
SOUTH	Peak	**196**			Federal Way S P&R	25.5	10%	435	7.3	-2.8
SOUTH	Peak	**155**			Fairwood	24.9	15%	91	4.6	-4.8
SOUTH	Peak	**192**			Federal Way	24.1	11%	311	6.2	-3.7
SOUTH	Peak	**123**		EX	Burien	24.0	17%	215	10.5	-2.8
SOUTH	Peak	**161**			Kent	23.2	13%	265	6.7	-3.8
SOUTH	Peak	**118**		EX	Vashon	22.9	16%	156	8.6	-3.7
SOUTH	Peak	**119**		EX	Vashon	22.3	20%	174	10.6	-2.9
SOUTH	Peak	**152**			Auburn	22.2	11%	364	7.3	-3.4
SOUTH	Peak	**154**			Tukwila Station	21.9	9%	103	2.5	-5.9
SOUTH	Peak	**175**			West Federal Way	19.2	11%	290	7.2	-4.0
SOUTH	Peak	**157**			Lake Meridian P&R	17.5	9%	269	5.8	-4.6
SOUTH	Peak	**129**			SeaTac	8.5	5%	15	0.7	-7.9
SOUTH	Peak	**149**			Black Diamond	6.4	3%	51	1.4	-7.9
SOUTH	**average 2009 PEAK - SOUTH**					36.8	22%	290	9.89	-1.3

2009 OFFPEAK - SOUTH PRODUCTION SUBAREA										
SOUTH	*Meets or exceeds strong performance threshold (Fall 2008)*					63.1	36%	473	21.5	3.5
SOUTH	*Less than minimum performance threshold (Fall 2008)*					25.4	14%	109	6.2	-3.5
SOUTH	OffPeak	174		SH	Federal Way P&R,TC	85.0	46%	330	18.1	4.8
SOUTH	OffPeak	164			Kent	80.6	43%	384	20.2	4.9
SOUTH	OffPeak	105			Renton Highlands	69.2	37%	172	10.8	1.4
SOUTH	OffPeak	169			Kent	68.5	42%	339	20.0	3.9
SOUTH	OffPeak	120			Burien	65.1	34%	365	21.0	3.3
SOUTH	OffPeak	101			Renton CBD	61.7	28%	588	25.7	4.4
SOUTH	OffPeak	166			Kent	51.7	32%	228	12.8	0.6
SOUTH	OffPeak	168			Four Corners	51.6	26%	248	12.2	0.1
SOUTH	OffPeak	194			Federal Way	50.5	25%	848	30.4	5.6
SOUTH	OffPeak	125			Shorewood	46.5	27%	293	14.1	0.3
SOUTH	OffPeak	106			Renton	46.3	27%	271	15.9	0.4
SOUTH	OffPeak	194		TB	SeaTac	43.6	20%	431	15.2	0.5
SOUTH	OffPeak	124			Tukwila	42.4	25%	285	17.6	0.3
SOUTH	OffPeak	181			Green River CC	40.8	24%	214	11.8	-1.0
SOUTH	OffPeak	150		TB	Kent	39.9	21%	477	21.9	1.5
SOUTH	OffPeak	180			Auburn	39.2	24%	227	12.2	-0.9
SOUTH	OffPeak	140			Burien	38.1	24%	186	11.5	-1.3
SOUTH	OffPeak	187			Federal Way	37.2	27%	123	6.5	-2.1

2009 Route Performance Report - South Subarea

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
SOUTH	OffPeak	132			Highline CC	36.3	23%	251	13.1	-0.9
SOUTH	OffPeak	183			Kent	36.1	20%	190	10.7	-1.8
SOUTH	OffPeak	148			Fairwood	35.9	21%	161	9.4	-2.1
SOUTH	OffPeak	132		TB	Burien	35.4	20%	243	11.1	-1.5
SOUTH	OffPeak	131			Highline CC	33.6	22%	224	12.4	-1.4
SOUTH	OffPeak	182			Federal Way	32.2	15%	116	4.8	-3.7
SOUTH	OffPeak	107			Renton	31.8	20%	135	7.9	-2.7
SOUTH	OffPeak	139			Gregory Heights	28.8	16%	51	3.4	-4.3
SOUTH	OffPeak	915			Enumclaw	26.6	12%	188	5.7	-3.7
SOUTH	OffPeak	155			Fairwood	25.4	15%	102	6.3	-3.9
SOUTH	OffPeak	153			Kent	19.9	12%	75	4.7	-4.8
SOUTH	OffPeak	118		TB	Vashon	15.4	7%	61	2.0	-6.0
SOUTH	OffPeak	149			Black Diamond	13.6	7%	84	2.6	-5.9
SOUTH	OffPeak	119		SH	Vashon	11.9	6%	50	1.7	-6.4
SOUTH	OffPeak	118			Vashon	8.9	4%	49	1.7	-6.7
SOUTH	OffPeak	912			Covington	3.6	2%	19	0.5	-7.5
SOUTH	average 2009 OFFPEAK - SOUTH					39.8	22%	236	11.63	-1.1

2009 NIGHT - SOUTH PRODUCTION SUBAREA										
SOUTH	Meets or exceeds strong performance threshold (Fall 2008)					44.0	22%	366	14.4	3.5
SOUTH	Less than minimum performance threshold (Fall 2008)					23.3	11%	69	3.6	-3.5
SOUTH	Night	174		SH	Federal Way P&R,TC	53.5	23%	262	10.8	3.8
SOUTH	Night	120			Burien	49.1	23%	328	15.5	4.5
SOUTH	Night	169			Kent	47.8	23%	234	10.6	3.0
SOUTH	Night	164			Kent	43.3	19%	178	7.8	1.0
SOUTH	Night	101			Renton CBD	41.8	16%	432	15.9	3.4
SOUTH	Night	194			Federal Way	39.6	17%	642	18.0	5.1
SOUTH	Night	140			Burien	37.7	20%	210	10.5	1.3
SOUTH	Night	105			Renton Highlands	36.5	17%	92	4.5	-1.4
SOUTH	Night	150		TB	Kent	35.4	16%	473	18.1	3.4
SOUTH	Night	180		TB	Auburn	30.8	14%	155	6.3	-1.6
SOUTH	Night	168			Four Corners	30.6	12%	118	3.8	-2.8
SOUTH	Night	106			Renton	30.3	15%	188	9.1	-0.8
SOUTH	Night	181			Green River CC	29.5	13%	139	4.8	-2.4
SOUTH	Night	125		NT	Shorewood	29.5	20%	226	10.4	0.6
SOUTH	Night	166			Kent	29.4	16%	119	5.3	-1.8
SOUTH	Night	124			Tukwila	27.1	15%	204	10.8	-0.7
SOUTH	Night	125			Shorewood	24.4	10%	172	4.9	-3.2
SOUTH	Night	187			Federal Way	24.3	13%	78	3.0	-3.6
SOUTH	Night	148			Fairwood	23.2	12%	92	4.7	-3.5
SOUTH	Night	107			Renton	22.7	11%	83	4.3	-3.9
SOUTH	Night	125		TB	White Center	22.3	10%	127	6.5	-3.4
SOUTH	Night	131			Highline CC	20.1	10%	144	5.8	-3.6
SOUTH	Night	132			Highline CC	18.9	10%	156	6.8	-3.5
SOUTH	Night	139			Gregory Heights	12.3	6%	21	1.2	-6.7
SOUTH	average 2009 NIGHT - SOUTH					31.7	15%	203	8.3	-0.7

2009 Route Performance Report - South Subarea

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum

2009 SOUTH PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED										
SOUTH	Peak	**110**			Renton	24.2	14%	30	1.40	
SOUTH	Peak	**901**		**DART**	Dash Point	28.9	26%	99	6.83	
SOUTH	Peak	**903**		**DART**	South Campus	23.5	26%	80	4.48	
SOUTH	Peak	**908**		**DART**	Renton Highlands	17.0	13%	37	2.60	
SOUTH	Peak	**909**		**DART**	Renton	16.8	15%	34	2.29	
SOUTH	Peak	**913**		**DART**	Kent	4.5	4%	11	0.76	
SOUTH	Peak	**914**		**DART**	Kent	23.9		86	6.72	
SOUTH	Peak	**916**		**DART**	Kent	20.9		75	5.72	
SOUTH	Peak	**917**		**DART**	Algona	19.6	18%	58	3.41	
SOUTH	Peak	**918**		**DART**	Kent	17.4	15%	60	3.90	
SOUTH	Peak	**919**		**DART**	Auburn	19.9	19%	42	2.63	
SOUTH	Peak	**952**		**CUST**	Auburn	23.0	25%	624	11.61	
SOUTH	**regular route average:**				**2009 SOUTH PEAK**	36.8	22%	290	9.9	

SOUTH	OffPeak	**110**			Renton	6.0	2%	6	0.18	
SOUTH	OffPeak	**901**		**DART**	Dash Point	24.1	22%	82	5.59	
SOUTH	OffPeak	**903**		**DART**	South Campus	20.6	20%	70	3.80	
SOUTH	OffPeak	**908**		**DART**	Renton Highlands	14.1	9%	31	2.21	
SOUTH	OffPeak	**909**		**DART**	Renton	14.6	11%	30	2.04	
SOUTH	OffPeak	**913**		**DART**	Kent	4.6	4%	11	0.79	
SOUTH	OffPeak	**914**		**DART**	Kent	17.8		62	4.70	
SOUTH	OffPeak	**916**		**DART**	Kent	16.4		57	4.37	
SOUTH	OffPeak	**917**		**DART**	Algona	21.0	14%	62	3.07	
SOUTH	OffPeak	**919**		**DART**	Auburn	20.8	16%	44	2.79	
SOUTH	**regular route average:**				**2009 SOUTH OFFPEAK**	39.8	22%	236	11.6	

SOUTH	Night	**901**		**DART**	Dash Point	24.0	18%	82	5.18	
SOUTH	Night	**903**		**DART**	South Campus	21.6	15%	74	3.86	
SOUTH	Night	**909**		**DART**	Renton	16.8	13%	34	2.29	
SOUTH	**regular route average:**				**2009 SOUTH NIGHT**	31.7	15%	203	8.3	

4.3 West Subarea Performance Data

2009 Route Performance Report - West Subarea

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective- ness" Sum
2009 PEAK - WEST PRODUCTION SUBAREA										
WEST	*Meets or exceeds strong performance threshold (Fall 2008)*					**85.3**	**54%**	**375**	**18.2**	**3.1**
WEST	*Less than minimum performance threshold (Fall 2008)*					**43.7**	**24%**	**102**	**8.0**	**-3.1**
WEST	Peak	**4 N**			East Queen Anne	**100.7**	**71%**	163	16.9	**4.1**
WEST	Peak	**3 S**		TB	First Hill	**95.1**	**56%**	108	16.5	2.4
WEST	Peak	**48 S**			Mount Baker	**94.3**	**67%**	193	15.8	**3.6**
WEST	Peak	**15**			Blue Ridge	**93.6**	**54%**	262	14.8	2.9
WEST	Peak	**3 N**			North Queen Anne	**93.1**	**64%**	133	14.3	2.6
WEST	Peak	**1**			Kinnear	**92.3**	**60%**	153	15.1	2.6
WEST	Peak	**15**		TB	Ballard	**89.3**	**58%**	253	14.3	2.8
WEST	Peak	**4 S**			Judkins Park	**88.6**	53%	120	12.2	1.1
WEST	Peak	**3 S**			Madrona	**87.5**	52%	114	13.0	1.1
WEST	Peak	**15**		EX	Blue Ridge	**86.1**	39%	**382**	15.2	2.5
WEST	Peak	**72**		EX	Lake City	85.2	**55%**	367	**23.9**	**5.2**
WEST	Peak	**56**		EX	Alki	83.5	36%	**419**	16.2	2.6
WEST	Peak	**67**			North Seattle	83.4	44%	174	10.2	0.2
WEST	Peak	**2 N**			West Queen Anne	83.3	**56%**	117	12.8	1.1
WEST	Peak	**41**		TB	Northgate P&R	83.1	35%	**471**	14.6	2.6
WEST	Peak	**18**		EX	North Beach	80.6	39%	**380**	14.2	2.1
WEST	Peak	**12**		TB	First Hill	80.0	47%	**71**	8.9	-0.8
WEST	Peak	**10**			Capitol Hill	79.4	52%	110	13.0	0.7
WEST	Peak	**2 S**			Madrona	78.1	51%	**100**	10.0	-0.2
WEST	Peak	**68**			Northgate TC	78.0	**57%**	185	13.1	1.5
WEST	Peak	**13**			Seattle Pacific U.	77.7	**54%**	109	12.2	0.5
WEST	Peak	**18**			North Beach	77.2	48%	218	11.4	0.8
WEST	Peak	**372**		TEX	Kenmore	77.1	38%	319	11.2	0.8
WEST	Peak	**73**		TEX	Roosevelt	76.7	42%	329	**19.1**	2.6
WEST	Peak	**74**		EX	Sand Point	76.5	40%	367	16.3	2.2
WEST	Peak	**73**		EX	Jackson Park	76.4	51%	336	**22.1**	**3.9**
WEST	Peak	**14 N**			Summit	76.0	43%	**89**	11.0	-0.7
WEST	Peak	**71**		EX	Wedgwood	75.4	48%	332	**21.8**	**3.5**
WEST	Peak	**11**			Madison Park	74.5	50%	127	10.2	-0.2
WEST	Peak	**18**		TB	Crown Hill	74.3	43%	191	13.1	0.4
WEST	Peak	**44**			Ballard	73.1	43%	156	16.0	0.6
WEST	Peak	**28**		TB	Whittier Heights	72.6	39%	215	9.6	-0.5
WEST	Peak	**54**		EX	Fauntleroy	72.2	29%	**453**	13.5	1.3
WEST	Peak	**26**			East Green Lake	72.0	47%	194	13.5	0.7
WEST	Peak	**48 N**			Loyal Heights	71.4	42%	153	8.8	-0.9
WEST	Peak	**55**			Admiral District	70.8	39%	**378**	**19.0**	2.5
WEST	Peak	**2 N**		EX	West Queen Anne	69.4	31%	136	**6.5**	-2.3
WEST	Peak	**41**			Lake City	69.0	39%	**416**	20.3	2.9
WEST	Peak	**358**		EX	Aurora Village	69.0	45%	**383**	21.3	**3.3**
WEST	Peak	**12**			Interlaken Park	67.1	47%	**87**	10.9	-0.8
WEST	Peak	**5**		EX	Greenwood	66.5	35%	307	14.3	0.6
WEST	Peak	**49**			U. District	66.4	39%	149	**18.8**	0.5
WEST	Peak	**301**		EX	Shoreline	64.6	41%	758	**25.7**	**6.4**
WEST	Peak	**65**			Lake City	64.6	44%	159	10.6	-0.8

2009 Route Performance Report - West Subarea

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective- ness" Sum
WEST	Peak	5		ALT	Northgate TC	64.4	40%	251	14.0	0.3
WEST	Peak	24		TB	Central Magnolia	64.3	40%	231	14.0	0.2
WEST	Peak	43			U. District	63.8	39%	140	16.2	-0.1
WEST	Peak	48	N	EX	Loyal Heights	63.7	28%	219	9.3	-1.7
WEST	Peak	8			Rainier Beach	62.8	42%	142	9.7	-1.2
WEST	Peak	75		TB	Lake City	62.7	39%	183	9.5	-1.2
WEST	Peak	21		EX	Arbor Heights	62.4	32%	378	15.2	0.9
WEST	Peak	33			Discovery Park	61.9	34%	213	10.7	-1.1
WEST	Peak	75			Northgate	61.5	42%	209	14.0	0.0
WEST	Peak	28			Broadview	61.0	37%	201	11.3	-0.9
WEST	Peak	9		EX	Rainier Ave	60.8	34%	191	10.3	-1.4
WEST	Peak	17		EX	Loyal Heights	60.2	34%	313	13.9	0.1
WEST	Peak	26		EX	East Green Lake	60.0	27%	241	9.7	-1.7
WEST	Peak	7		TB	Rainier Beach	59.5	35%	189	18.0	0.1
WEST	Peak	5			Shoreline CC	58.5	35%	237	11.4	-0.9
WEST	Peak	28		EX	Broadview	58.4	30%	336	13.7	0.0
WEST	Peak	27			Colman Park	57.7	37%	101	7.8	-2.5
WEST	Peak	14	S		Mount Baker	57.2	39%	103	10.8	-1.8
WEST	Peak	24			Central Magnolia	57.0	38%	173	10.1	-1.5
WEST	Peak	36			Beacon Hill	56.4	36%	155	12.8	-1.3
WEST	Peak	303		EX	Shoreline	56.2	30%	486	17.2	1.6
WEST	Peak	31			Magnolia	55.8	34%	158	8.4	-2.3
WEST	Peak	4	N	NT	East Queen Anne	55.7	39%	93	8.4	-2.4
WEST	Peak	7		EX	Rainier Beach	54.3	27%	205	8.5	-2.5
WEST	Peak	60			White Center	54.0	39%	154	11.6	-1.4
WEST	Peak	7			Rainier Beach	53.4	32%	194	17.5	-0.5
WEST	Peak	346			Aurora Village	53.4	41%	181	10.6	-1.3
WEST	Peak	30			Sand Point	52.7	34%	165	10.1	-2.0
WEST	Peak	66		EX	Northgate	52.4	36%	180	15.0	-0.8
WEST	Peak	19			West Magnolia	52.0	29%	188	9.4	-2.4
WEST	Peak	373		EX	Aurora Village TC	51.4	28%	252	11.0	-1.7
WEST	Peak	16			Northgate TC	50.4	35%	174	12.1	-1.6
WEST	Peak	30		TB	Sand Point	50.2	32%	171	13.7	-1.5
WEST	Peak	54			Fauntleroy	49.6	30%	287	15.4	-0.5
WEST	Peak	64		EX	Lake City	49.0	29%	272	13.7	-1.0
WEST	Peak	71			Wedgwood	48.3	28%	203	15.5	-1.3
WEST	Peak	128			West Seattle	48.3	37%	217	12.3	-1.2
WEST	Peak	56			Alki	47.2	30%	141	7.8	-3.2
WEST	Peak	17			Loyal Heights	47.0	32%	169	9.8	-2.5
WEST	Peak	45		EX	Queen Anne	46.7	18%	150	5.9	-4.3
WEST	Peak	372		EX	Woodinville P&R	46.1	30%	269	12.9	-1.3
WEST	Peak	76			Wedgwood	45.8	23%	256	10.4	-2.4
WEST	Peak	77		EX	North City	45.0	21%	356	11.0	-1.7
WEST	Peak	70			U. District	44.9	30%	94	10.9	-3.1
WEST	Peak	46			Shilshole	44.9	20%	124	4.4	-4.8
WEST	Peak	355		EX	Shoreline CC	44.8	21%	307	9.8	-2.3
WEST	Peak	99			International Dist.	44.4		65	6.6	-6.2
WEST	Peak	21			Arbor Heights	43.5	28%	206	10.9	-2.5

2009 Route Performance Report - West Subarea

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
WEST	Peak	330			Lake City	43.2	25%	101	5.1	-4.6
WEST	Peak	316			Shoreline	43.0	25%	248	10.4	-2.4
WEST	Peak	347			Mountlake Terrace	42.8	35%	145	9.5	-2.7
WEST	Peak	345			Shoreline	42.6	44%	135	10.2	-2.1
WEST	Peak	75		TN	Northgate	42.1	24%	153	7.1	-3.9
WEST	Peak	23			White Center	42.1	30%	226	14.1	-1.6
WEST	Peak	348			Richmond Beach	41.5	35%	108	7.0	-3.5
WEST	Peak	34		EX	Rainier Beach	41.3	21%	174	7.1	-4.0
WEST	Peak	72			Lake City	39.9	23%	152	7.3	-4.0
WEST	Peak	243			Jackson Park	39.8	23%	307	8.9	-2.6
WEST	Peak	57			W. Seattle Junction	39.5	26%	193	10.0	-3.0
WEST	Peak	304			Shoreline	38.7	24%	442	15.7	-0.2
WEST	Peak	22			White Center	35.6	26%	138	8.4	-3.9
WEST	Peak	331		TB	Aurora Village TC	33.4	15%	83	3.2	-6.2
WEST	Peak	308			Lake Forest Park	33.2	20%	337	11.9	-2.3
WEST	Peak	73			Jackson Park	33.1	18%	128	4.9	-5.4
WEST	Peak	217			Seattle CBD	32.5	18%	304	10.5	-3.0
WEST	Peak	39			Othello Station	31.3	23%	116	7.9	-4.6
WEST	Peak	51			West Seattle	29.7	19%	46	2.7	-6.5
WEST	Peak	331			Kenmore	29.4	21%	116	7.2	-4.9
WEST	Peak	301			Shoreline	27.0	16%	275	9.8	-3.7
WEST	Peak	79		EX	Lake City	25.3	12%	138	4.9	-6.1
WEST	Peak	256			Seattle CBD	25.3	16%	210	7.4	-4.8
WEST	Peak	242			North Seattle	25.2	14%	274	7.6	-4.4
WEST	Peak	37		EX	Admiral District	24.7	15%	176	7.6	-5.1
WEST	Peak	25			Laurelhurst	24.3	18%	69	5.2	-6.1
WEST	Peak	38			Beacon Hill	23.0	14%	13	0.7	-7.8
WEST	Peak	35			Seattle CBD	22.5	14%	90	4.9	-6.5
WEST	Peak	42			Columbia City	20.3	14%	35	2.7	-7.4
WEST	Peak	53			Admiral District	17.1	10%	49	2.4	-7.7
WEST	Peak	30		SH	Sand Point	10.0	5%	22	0.9	-8.9
WEST	average 2009 PEAK - WEST					57.5	34%	208	11.5	-1.2

2009 OFFPEAK - WEST PRODUCTION SUBAREA										
WEST					*Meets or exceeds strong performance threshold (Fall 2008)*	83.1	49%	267	19.5	3.3
WEST					*Less than minimum performance threshold (Fall 2008)*	38.5	22%	100	8.4	-3.3
WEST	OffPeak	3	S	TB	First Hill	124.3	70%	155	24.9	7.0
WEST	OffPeak	4	N		East Queen Anne	109.1	62%	160	16.3	4.3
WEST	OffPeak	1			Kinnear	104.0	54%	183	17.2	3.8
WEST	OffPeak	2	N		West Queen Anne	99.0	54%	134	14.0	2.5
WEST	OffPeak	3	N		North Queen Anne	91.9	56%	124	13.3	2.0
WEST	OffPeak	67			North Seattle	90.4	49%	204	17.2	3.2
WEST	OffPeak	13			Seattle Pacific U.	90.1	53%	133	14.1	2.0
WEST	OffPeak	11			Madison Park	88.8	52%	159	14.4	2.3
WEST	OffPeak	68			Northgate TC	85.2	55%	212	16.8	3.4
WEST	OffPeak	330			Lake City	84.5	38%	231	9.3	0.9

2009 Route Performance Report - West Subarea

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective- ness" Sum
WEST	OffPeak	10			Capitol Hill	84.3	46%	124	14.5	1.2
WEST	OffPeak	15			Blue Ridge	82.4	50%	239	16.4	3.1
WEST	OffPeak	41		TB	Northgate P&R	81.8	18%	387	6.1	0.7
WEST	OffPeak	15		TB	Ballard	81.2	53%	208	11.9	2.1
WEST	OffPeak	24		TB	Central Magnolia	80.7	29%	312	13.6	1.9
WEST	OffPeak	48	S		Mount Baker	79.1	52%	166	13.5	1.8
WEST	OffPeak	4	S		Judkins Park	78.4	42%	122	14.5	0.6
WEST	OffPeak	12		TB	First Hill	78.3	49%	87	13.3	0.5
WEST	OffPeak	14	N		Summit	78.1	35%	98	11.3	-0.8
WEST	OffPeak	372		TEX	Kenmore	77.1	22%	267	6.9	-0.5
WEST	OffPeak	7		TB	Rainier Beach	76.5	38%	242	23.3	3.3
WEST	OffPeak	2	S		Madrona	74.3	43%	111	11.6	-0.1
WEST	OffPeak	3	S		Madrona	74.3	36%	105	13.4	-0.4
WEST	OffPeak	72		EX	Lake City	74.1	42%	344	24.5	4.9
WEST	OffPeak	18		TB	Crown Hill	73.9	43%	200	14.3	1.4
WEST	OffPeak	358		EX	Aurora Village	73.1	41%	440	28.4	6.6
WEST	OffPeak	49			U. District	73.0	36%	164	19.0	1.2
WEST	OffPeak	73		EX	Jackson Park	72.9	42%	332	22.6	4.4
WEST	OffPeak	73		TEX	Roosevelt	71.6	38%	300	18.8	2.9
WEST	OffPeak	71		EX	Wedgwood	71.6	43%	333	24.4	4.7
WEST	OffPeak	18			North Beach	71.0	46%	207	14.9	1.7
WEST	OffPeak	48	N		Loyal Heights	68.2	40%	148	11.0	-0.3
WEST	OffPeak	12			Interlaken Park	67.3	36%	92	11.0	-1.3
WEST	OffPeak	9		EX	Rainier Ave	67.1	38%	242	17.3	1.8
WEST	OffPeak	44			Ballard	67.0	34%	150	15.5	0.0
WEST	OffPeak	36			Beacon Hill	66.0	37%	198	17.4	1.2
WEST	OffPeak	14	S		Mount Baker	65.1	36%	126	12.9	-0.6
WEST	OffPeak	4	N	NT	East Queen Anne	64.4	40%	94	8.6	-1.6
WEST	OffPeak	7			Rainier Beach	63.9	34%	230	20.6	1.8
WEST	OffPeak	8			Rainier Beach	63.9	38%	180	14.2	0.3
WEST	OffPeak	26			East Green Lake	63.5	39%	181	14.1	0.4
WEST	OffPeak	41			Lake City	60.4	31%	390	21.7	3.5
WEST	OffPeak	43			U. District	59.4	32%	142	15.7	-0.5
WEST	OffPeak	60			White Center	59.3	38%	171	13.9	0.0
WEST	OffPeak	65			Lake City	59.3	35%	154	11.8	-0.9
WEST	OffPeak	72			Lake City	58.1	33%	264	18.0	1.4
WEST	OffPeak	28			Broadview	57.6	36%	231	14.6	0.6
WEST	OffPeak	73			Jackson Park	57.0	31%	275	17.1	1.2
WEST	OffPeak	5			Shoreline CC	56.6	34%	269	17.2	1.3
WEST	OffPeak	75			Northgate	55.8	36%	217	16.3	0.6
WEST	OffPeak	71			Wedgwood	55.4	31%	223	15.6	0.2
WEST	OffPeak	346			Aurora Village	52.5	29%	191	11.4	-1.2
WEST	OffPeak	372		EX	Woodinville P&R	52.2	27%	303	17.9	1.2
WEST	OffPeak	5		ALT	Northgate TC	50.6	30%	224	15.0	-0.2
WEST	OffPeak	27			Colman Park	49.2	28%	96	7.9	-3.2
WEST	OffPeak	128			West Seattle	47.8	30%	220	13.8	-0.6
WEST	OffPeak	54			Fauntleroy	47.8	27%	323	18.6	1.3
WEST	OffPeak	55			Admiral District	46.9	26%	268	15.4	-0.1

2009 Route Performance Report - West Subarea

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective- ness" Sum
WEST	OffPeak	16			Northgate TC	46.6	29%	159	11.9	-1.8
WEST	OffPeak	60		TB	Georgetown	46.5	27%	95	8.0	-3.4
WEST	OffPeak	30			Sand Point	45.7	26%	140	9.8	-2.7
WEST	OffPeak	348			Richmond Beach	45.7	29%	155	9.9	-2.2
WEST	OffPeak	24			Central Magnolia	45.7	26%	158	9.3	-2.5
WEST	OffPeak	345			Shoreline	45.5	36%	167	12.3	-1.1
WEST	OffPeak	70			U. District	42.8	22%	104	11.3	-3.2
WEST	OffPeak	66		EX	Northgate	42.4	24%	163	13.3	-2.0
WEST	OffPeak	31			Magnolia	42.1	23%	136	8.7	-3.3
WEST	OffPeak	17			Loyal Heights	41.4	27%	153	10.3	-2.5
WEST	OffPeak	56			Alki	41.1	24%	179	11.1	-2.3
WEST	OffPeak	347			Mountlake Terrace	40.9	24%	142	9.1	-3.1
WEST	OffPeak	21			Arbor Heights	39.1	23%	202	11.6	-2.1
WEST	OffPeak	30		TB	Sand Point	38.7	21%	117	7.1	-4.1
WEST	OffPeak	33			Discovery Park	36.7	20%	129	7.3	-4.1
WEST	OffPeak	23			White Center	36.6	21%	210	13.1	-2.0
WEST	OffPeak	331			Kenmore	31.2	22%	134	8.5	-3.9
WEST	OffPeak	99			International Dist.	30.6		40	4.9	-7.3
WEST	OffPeak	22			White Center	30.2	18%	139	9.6	-4.0
WEST	OffPeak	128		TB	West Seattle	29.6	15%	154	8.5	-4.3
WEST	OffPeak	39			Othello Station	27.6	18%	117	8.2	-4.6
WEST	OffPeak	75		TN	Northgate	27.5	15%	104	5.6	-5.5
WEST	OffPeak	51			West Seattle	25.1	13%	41	2.5	-7.0
WEST	OffPeak	38			Beacon Hill	24.9	17%	17	2.0	-7.1
WEST	OffPeak	42			Columbia City	23.9	15%	46	3.6	-6.7
WEST	OffPeak	25			Laurelhurst	18.6	13%	71	5.8	-6.4
WEST	OffPeak	53			Admiral District	18.1	10%	55	3.5	-7.2
WEST	OffPeak	30		SH	Sand Point	17.5	8%	25	1.4	-8.2
WEST	OffPeak	55		SH	Admiral District	17.4	5%	19	0.5	-8.6
WEST	OffPeak	46			Shilshole	17.4	11%	39	2.4	-7.6
WEST	OffPeak	1		SH	Kinnear	17.2	8%	20	1.5	-8.2
WEST	OffPeak	37		EX	Admiral District	12.7	6%	112	5.0	-6.8
WEST	OffPeak	37			Admiral District	12.6	6%	69	3.2	-7.6
WEST	OffPeak	331		TB	Aurora Village TC	10.3	5%	23	0.8	-8.8
WEST	**average 2009 OFFPEAK - WEST**					56.8	32%	171	12.4	-0.9

2009 NIGHT - WEST PRODUCTION SUBAREA										
WEST					*Meets or exceeds strong performance threshold (Fall 2008)*	50.8	27%	178	10.7	3.4
WEST					*Less than minimum performance threshold (Fall 2008)*	23.8	12%	59	4.1	-3.4
WEST	Night	67			North Seattle	69.3	29%	135	8.8	4.4
WEST	Night	10			Capitol Hill	67.8	31%	85	8.0	3.5
WEST	Night	4	N		East Queen Anne	61.3	29%	80	7.1	2.2
WEST	Night	3	N		North Queen Anne	60.0	29%	116	11.0	4.1
WEST	Night	49			U. District	58.6	30%	138	14.2	5.4
WEST	Night	2	N		West Queen Anne	57.9	33%	86	8.1	3.0
WEST	Night	71		EX	Wedgwood	57.4	33%	367	27.5	13.5

2009 Route Performance Report - West Subarea

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective- ness" Sum
WEST	Night	11			Madison Park	56.6	33%	98	7.7	3.0
WEST	Night	30			Sand Point	53.7	31%	195	14.8	6.3
WEST	Night	358		EX	Aurora Village	53.1	26%	335	18.6	9.1
WEST	Night	72		EX	Lake City	51.6	32%	224	16.7	7.3
WEST	Night	15			Blue Ridge	51.0	31%	170	10.5	4.4
WEST	Night	72			Lake City	50.3	26%	216	13.6	5.3
WEST	Night	18			North Beach	49.7	31%	171	9.6	4.0
WEST	Night	73			Jackson Park	48.1	24%	212	12.0	4.4
WEST	Night	44			Ballard	47.7	22%	103	8.7	1.2
WEST	Night	7			Rainier Beach	46.9	26%	185	12.5	4.2
WEST	Night	7		TB	Rainier Beach	46.3	21%	167	12.4	3.2
WEST	Night	14	N		Summit	46.2	17%	53	5.6	-1.3
WEST	Night	4	N	NT	East Queen Anne	44.3	29%	80	7.0	1.0
WEST	Night	48	S		Mount Baker	44.0	25%	102	7.3	0.9
WEST	Night	15		TB	Ballard	43.7	20%	98	6.1	-0.2
WEST	Night	48	N		Loyal Heights	43.0	21%	105	6.3	0.1
WEST	Night	43			U. District	41.2	23%	110	10.9	1.6
WEST	Night	5			Shoreline CC	41.1	21%	174	8.7	1.7
WEST	Night	4	S		Judkins Park	40.8	20%	68	6.6	-0.8
WEST	Night	26			East Green Lake	40.7	19%	107	5.7	-0.5
WEST	Night	41			Lake City	40.3	18%	271	14.0	4.6
WEST	Night	2	S		Madrona	40.1	21%	63	6.0	-0.9
WEST	Night	73		EX	Jackson Park	39.4	18%	138	6.2	-0.1
WEST	Night	71			Wedgwood	39.3	20%	156	10.2	1.7
WEST	Night	13			Seattle Pacific U.	38.7	20%	61	6.0	-1.2
WEST	Night	3	S		Madrona	38.4	19%	69	6.5	-1.2
WEST	Night	30		TB	Sand Point	38.1	22%	132	8.8	1.0
WEST	Night	55		SH	Admiral District	37.4	14%	40	1.9	-3.7
WEST	Night	75		TN	Northgate	36.6	17%	133	7.3	-0.1
WEST	Night	18		TB	Crown Hill	36.4	16%	104	6.1	-1.1
WEST	Night	128		TB	West Seattle	35.3	15%	95	3.8	-2.3
WEST	Night	75			Northgate	35.1	19%	128	7.6	0.0
WEST	Night	65			Lake City	34.8	19%	92	6.2	-1.1
WEST	Night	372		EX	Woodinville P&R	33.7	13%	171	6.0	-0.7
WEST	Night	14	S		Mount Baker	33.6	18%	71	6.0	-1.6
WEST	Night	28			Broadview	33.4	18%	117	6.0	-0.9
WEST	Night	347			Mountlake Terrace	33.0	17%	113	5.9	-1.3
WEST	Night	346			Aurora Village	32.5	14%	126	6.4	-1.3
WEST	Night	8			Rainier Beach	32.5	17%	78	5.5	-1.9
WEST	Night	36			Beacon Hill	31.5	15%	95	7.3	-1.4
WEST	Night	1			Kinnear	30.7	15%	37	3.4	-3.6
WEST	Night	54			Fauntleroy	30.7	16%	188	9.0	0.6
WEST	Night	5		ALT	Northgate TC	30.7	13%	106	7.0	-1.7
WEST	Night	348			Richmond Beach	30.1	16%	97	5.7	-1.9
WEST	Night	12			Interlaken Park	29.8	15%	45	4.5	-3.3
WEST	Night	55			Admiral District	29.7	13%	165	7.5	-0.7
WEST	Night	83			U. District	29.0	15%	167	8.1	-0.2
WEST	Night	16			Northgate TC	27.7	15%	114	6.8	-1.6

2009 Route Performance Report - West Subarea

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
WEST	Night	81			Ballard	27.6	11%	124	4.6	-2.6
WEST	Night	66		EX	Northgate	27.4	15%	120	7.8	-1.3
WEST	Night	27			Colman Park	27.4	15%	58	4.0	-3.4
WEST	Night	60			White Center	27.3	15%	86	5.2	-2.5
WEST	Night	85			West Seattle	26.7	13%	220	8.3	0.3
WEST	Night	60		TB	Georgetown	25.7	14%	47	3.0	-4.1
WEST	Night	56			Alki	25.6	12%	125	5.8	-2.3
WEST	Night	31			Magnolia	25.5	12%	125	10.2	-0.9
WEST	Night	33			Discovery Park	25.0	12%	83	3.4	-3.7
WEST	Night	345			Shoreline	24.7	15%	91	6.1	-2.4
WEST	Night	21			Arbor Heights	24.5	12%	124	6.0	-2.3
WEST	Night	128			West Seattle	23.1	13%	112	5.8	-2.5
WEST	Night	17			Loyal Heights	23.0	12%	98	5.4	-3.0
WEST	Night	70			U. District	21.5	11%	41	3.8	-4.7
WEST	Night	25			Laurelhurst	21.4	13%	41	3.5	-4.6
WEST	Night	24			Central Magnolia	20.4	11%	73	4.2	-4.1
WEST	Night	30		SH	Sand Point	20.3	9%	38	1.9	-5.7
WEST	Night	82			East Green Lake	20.1	10%	106	4.8	-3.5
WEST	Night	1		SH	Kinnear	20.0	9%	24	1.7	-6.0
WEST	Night	23			White Center	18.9	9%	106	5.2	-3.6
WEST	Night	331			Kenmore	17.8	10%	72	3.6	-4.6
WEST	Night	22			White Center	15.5	7%	52	3.4	-5.6
WEST	Night	39			Othello Station	11.9	7%	50	2.8	-6.2
WEST	Night	84			Madison Park	11.5	6%	30	1.9	-6.9
WEST	Night	37		EX	Admiral District	11.5	6%	90	3.1	-5.5
WEST	Night	51			West Seattle	10.3	2%	17	0.2	-8.2
WEST	Night	33		TB	Discovery Park	10.1	4%	32	1.9	-7.2
WEST	Night	28		SH	Broadview	8.7	3%	25	0.8	-7.9
WEST	Night	331		TB	Aurora Village TC	6.0	3%	16	0.5	-8.4
WEST	**average 2009 NIGHT - WEST**					34.6	18%	111.6	7.0	-0.7

2009 WEST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED										
WEST	Peak	7		SH	Rainier Beach	18.8	8%	36	2.0	
WEST	Peak	10		SH	Capitol Hill	12.2	2%	3	0.1	
WEST	Peak	14 S		SH	Mount Baker	12.4	6%	8	0.5	
WEST	Peak	36		SH	Beacon Hill	11.4	6%	14	0.8	
WEST	Peak	43		SH	Capitol Hill	33.3	19%	59	5.1	
WEST	Peak	49		SH	U. District	22.7	11%	49	4.0	
WEST	Peak	600		EX	Seattle CBD	11.7	9%	114	3.6	
WEST	Peak	981		CUST	North Seattle	16.8	64%	200	6.3	
WEST	Peak	984		CUST	Wedgwood	22.7	58%	180	7.6	
WEST	Peak	987		CUST	Rainier Beach	41.2	75%	450	13.4	
WEST	Peak	988		CUST	Mount Baker	47.3	77%	378	12.7	
WEST	Peak	994		CUST	Queen Anne	24.5	76%	188	6.1	
WEST	Peak	995		CUST	Laurelhurst	27.2	74%	127	4.5	
WEST	**regular route average:**				**2009 WEST PEAK**	57.5	34%	208	11.5	

2009 Route Performance Report - West Subarea

Prod Subarea	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
WEST	OffPeak	7		SH	Rainier Beach	41.3	20%	92	6.5	
WEST	OffPeak	10		SH	Capitol Hill	15.0	3%	8	0.2	
WEST	OffPeak	14 S		SH	Mount Baker	98.0	61%	143	13.2	
WEST	OffPeak	36		SH	Beacon Hill	14.7	8%	19	1.2	
WEST	OffPeak	43		SH	Capitol Hill	37.3	20%	47	3.7	
WEST	OffPeak	49		SH	U. District	9.0	4%	19	1.4	
WEST	regular route average:				2009 WEST OFF PEAK	56.8	32%	171	12.4	
WEST	Night	7		SH	Rainier Beach	20.6	8%	42	2.3	
WEST	Night	10		SH	Capitol Hill	8.4	1%	4	0.1	
WEST	Night	14 S		SH	Mount Baker	10.4	4%	13	0.7	
WEST	Night	36		SH	Beacon Hill	5.7	2%	11	0.5	
WEST	Night	43		SH	Capitol Hill	30.4	14%	85	5.7	
WEST	Night	49		SH	U. District	25.6	10%	47	3.2	
WEST	regular route average:				2009 WEST OFF PEAK	34.6	18%	112	7.0	

Appendix. Abbreviations and Definitions

Production Subarea: Although some routes are now designated differently for the allocation of new service hours, routes were originally assigned to subareas based on 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

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