
# 2020 System Evaluation


King County METRO
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# Table of Contents



## Figures



## Appendices

# Executive Summary

This report presents Metro Transit's annual assessment of the transit network as required by King County Ordinances 17143 and 18413 and Motion 13736. The report includes information about bus service, Dial-A-Ride Transit (DART), water taxi, and flexible services, all part of Metro's portfolio of mobility solutions.

In years past, Metro has used data from March through June, which reflects Metro's spring service change period. Because of the rapid and unpredicted spread of COVID-19 and its impacts on employment, travel, and transit use throughout the county, for this report Metro is using information from the September 2019 service change, spanning mid September 2019 to mid March 2020. This report therefore measures the last major service change before COVID-19 emerged. While the time period analyzed mostly reflects service metrics of pre-COVID-19 service, some limited early impacts of COVID-19 are reflected in the data due to impacts on travel that began in early March.

## Findings

**The 2020 data analysis found that a total investment of 438,000 annual service hours is needed to meet target service levels and improve service quality—a slight decrease from last year's number.** The investments needed to reduce crowding, improve reliability, and grow service are shown below.

This year's evaluation found that service improved as a result of investments to reduce crowding and improve reliability and to improve corridors around the county to meet their target service levels. Crowding and reliability needs have decreased and service growth needs have stayed constant compared to the prior year. The decline in crowding and reliability needs also reflects the early impacts of COVID-19 on both ridership and congestion toward the end of the reporting period.

During this reporting period, Metro operated about 4.2 million annual hours of bus and DART service. The investment needs identified in this report would reduce crowding, improve reliability, and grow Metro's service network. Despite immediate impacts of the pandemic, Metro remains focused on growing its network as funding is available. To achieve the full METRO CONNECTS long-range vision and meet the demands of the Puget Sound Regional Council's Transportation 2040 plan, Metro will ultimately need to provide about 2 million more annual hours of service.

## Service Investments

In fall 2019 and spring 2020, Metro invested 19,400 annual service hours in the transit system to meet needs identified in previous reports. These investments include:

- 6,700 hours to relieve crowding (Priority 1)
- 2,900 hours to improve reliability (Priority 2)
- 9,800 hours in service growth on major transit corridors (Priority 3)
- Flexible Services investments—Community Van, Community Shuttle, Community Ride, Trailhead Direct, and Via to Transit

### Seattle Investments

Metro and the City of Seattle worked together to plan and implement new service funded by the Seattle Transportation Benefits District (STBD), which was approved by voters in November 2014 and expired in 2020. Seattle's investments in fall 2019 totaled 44,900 annual service hours. In accordance with the contract between Metro and Seattle, Metro assumes funding for some of Seattle's investments that are consistent with the service expansion priorities as Metro expands service. A new STBD was approved by voters in November 2020. Metro will continue to work with Seattle to implement new and continued STBD-funded service.

## Flexible Services

This report includes performance data for pilot services created under Metro's Flexible Services program (formerly called Community Connections) that were in the evaluation stage between September 2019 and February 2020. The program works with local governments and community partners to develop innovative and cost-efficient transportation solutions in areas of King County that do not have the infrastructure, density, street network, or land use to support regular bus service.

## Water Taxi Services

Metro's Marine Division operates water taxi services on two routes that connect Colman Dock in downtown Seattle with Vashon Island and West Seattle. Information about water taxi services is included in the Bus Service Evaluation and in the tables in Appendices C, E, F, and G.

## COVID-19 and Impacts to 2020 Service

As the COVID-19 pandemic began and continued its spread in the community, Metro faced unprecedented challenges. To promote public and employee safety, and respond to ridership declines and staff availability, Metro suspended some bus, DART, flexible, and water taxi services in March and April 2020 while working to maintain and deliver a core network of services. By June 2020, some services were restored while Metro planned for a longer-term recovery in late 2020 and 2021. By September 2020, Metro was operating about 85 percent of pre-COVID service levels with plans for both some service restoration and some longer-term reductions in 2021. Decisions about service changes during the pandemic have been made based on many factors, including requirements to protect public health and safety, and information about ridership. Trends in ridership have been closely monitored and service adjusted to reflect both the delivery of a core network of services and the capacity needed to serve customers during this challenging time.

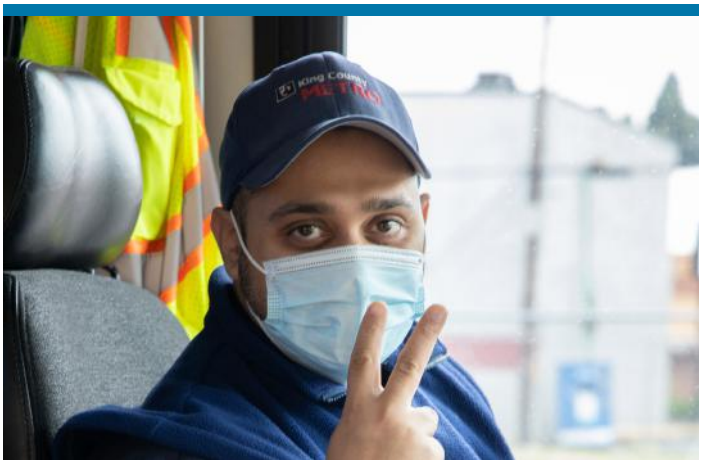
Metro continues to actively monitor ridership, productivity, equity, and other factors on an ongoing basis to inform decision-making.

## Metro's Future

As this report was being written, Metro was preparing for changes in 2021 and 2022 to recover from COVID-19, restore services to meet recovering demand, and reduce and restructure parts of the transit system. These changes reflect the financial challenges Metro faces, including the loss of sales tax and fare revenues due to COVID-19 as well as a potential reduction in service funding from the City of Seattle.

Plans for 2021 and 2022 will focus on recovering and stabilizing from COVID-19, within Metro's proposed budget and adjusting to a continuation of the STBD but at a lower funding and service level. Plans will be developed using quantitative and qualitative information consistent with Metro's guiding policies. Metro is anticipating policy updates in 2021, and planning work will be shaped by anticipated updates. The planning work will emphasize the principles of equity, social justice, and addressing climate change while integrating Metro's long-range vision—METRO CONNECTS—and advancing Metro's Mobility Framework.

Metro had to immediately suspend and reduce service after COVID-19 emerged, and now faces significant financial constraints. However, Metro will continue to monitor the need for service investments to best serve communities throughout King County, including measuring performance to Service Guidelines standards and target service levels.



# Introduction

## What is the System Evaluation?

This report is a snapshot of the health of the Metro Transit system: the bus service, DART, water taxi, and flexible services. It is based on the Service Guidelines, which established criteria and processes for analyzing and planning changes to the transit system. The King County Council adopted the guidelines (Ordinances 18301 and 18413), and required Metro to produce an annual evaluation of the transit network (Ordinances 17143 and 18413 and Motion 13736). The report contains the following:

- Bus service service evaluation
- Flexible services evaluation
- METRO CONNECTS progress report
- Potential changes to the Service Guidelines and Strategic Plan for Public Transportation.

Reducing crowding and improving reliability—the primary service quality indicators—are Metro's top two investment priorities because they directly affect the quality of service. Improvements in these areas help retain current riders and attract new ones.

The third priority is to invest in growing the system. More service supports better mobility options and helps Metro meet demand, reach climate action goals, and help the region's economy to continue growing without expanding roadways.

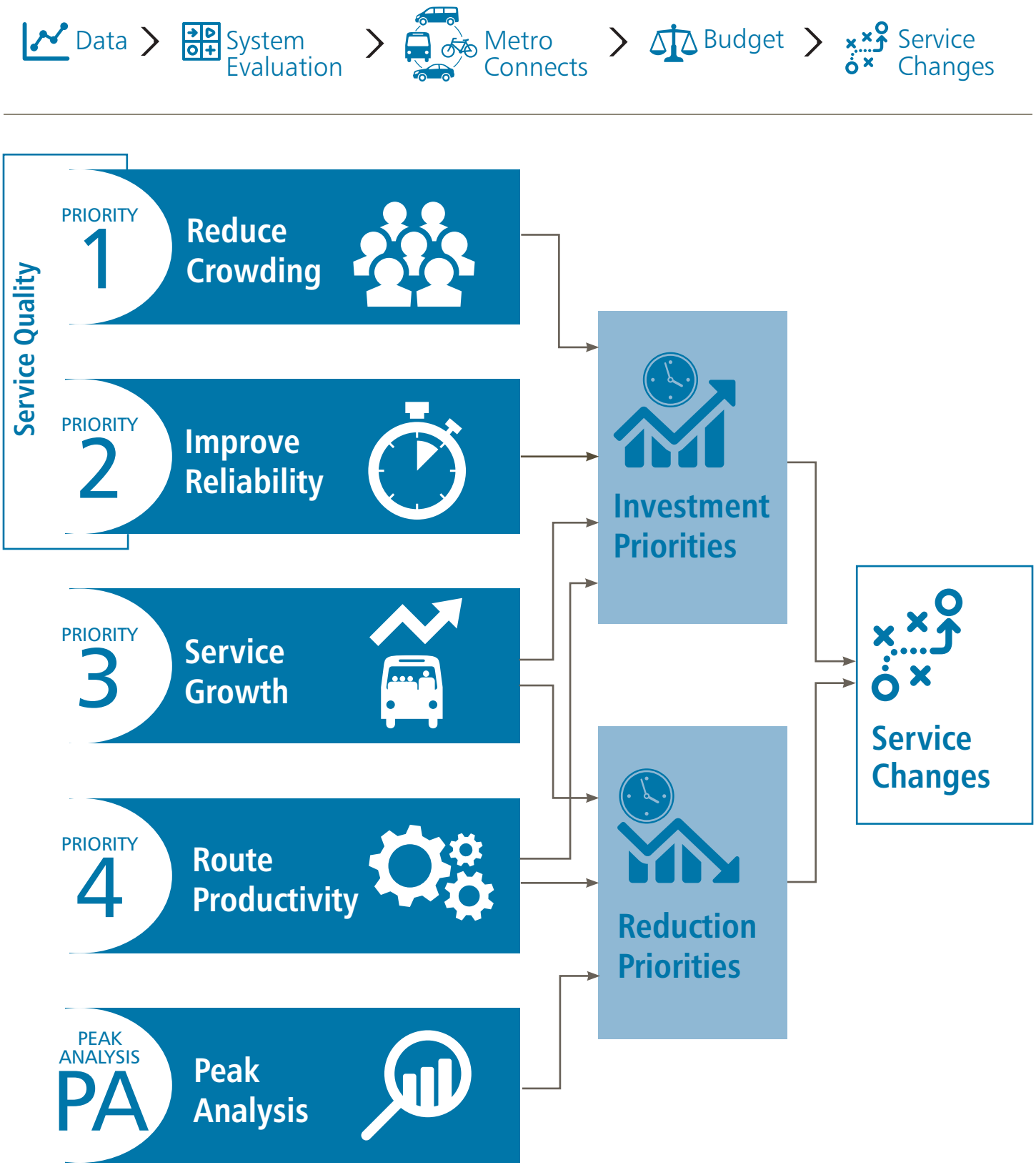
The fourth investment priority is to provide highly productive routes that carry the highest number of riders per hour and per mile of service across the county.

## How Does Metro use the System Evaluation Report?

Metro analyzes transit system data to inform decisions about adding, reducing, or changing service and to continuously improve the transit system. The data reveal how well different services are performing, where problems exist in the system, and where more service should be provided. This information, combined with input from customers, operators, and partners, is used to develop proposals to change service. Metro takes these proposals to the public, gathers and incorporates feedback, and submits final plans for approval by the King County Council. After the approved service changes have been made, the cycle begins again.

## How Can Transit Customers use the System Evaluation Report?

Riders can find their route(s) on the maps throughout this report and in the appendices, and can see how the route data compares to other routes in the system. They will be able to tell at a glance if there are identified problems on a route (such as crowding), and what is needed to fix those problems. Keep in mind that this report provides a snapshot in time; some problems come and go, and Metro uses the latest available data to make service change proposals.


Data
System Evaluation
Metro Connects
Budget
Service Changes
Service Quality
PRIORITY 1
Reduce Crowding
PRIORITY 2
Improve Reliability
PRIORITY 3
Service Growth
PRIORITY 4
Route Productivity
PEAK ANALYSIS PA
Peak Analysis
Investment Priorities
Reduction Priorities
Service Changes

# Bus Service Evaluation

Investment need

**2,750 bus hours**

## Crowding (Priority 1)

### What is Crowding?

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

### Findings

The system evaluation found that an investment of 2,750 bus hours is needed to reduce crowding. Metro identified six routes that have chronically crowded trips, a decrease from last year's 19. Two of these six routes are new to the list. All identified routes have 20-minute standing passenger loads.

### What's Been Done

Between fall 2018 and spring 2019, 6,900 hours were added to the transit system to reduce crowding. These investments were based on the 2019 system evaluation and the latest available data.

### What's Next?

As a result of the COVID-19 pandemic, ridership declined dramatically at the end of the reporting period, and no trips or routes exceed the non-COVID crowding thresholds as of summer 2020.

However, to support the safety of operators and customers, Metro instituted passenger load limits to support social distancing. As the pandemic continues, Metro has begun measuring crowding relative to new social distancing standards, and will continue to measure crowding relative to those limits as long as they are in place.

In order to best accommodate customers, Metro is also adding temporary supplemental trips to provide more capacity where needed rather than adding trips on an ongoing or permanent basis. Metro will continue to review crowding data and make adjustments as conditions change over time.

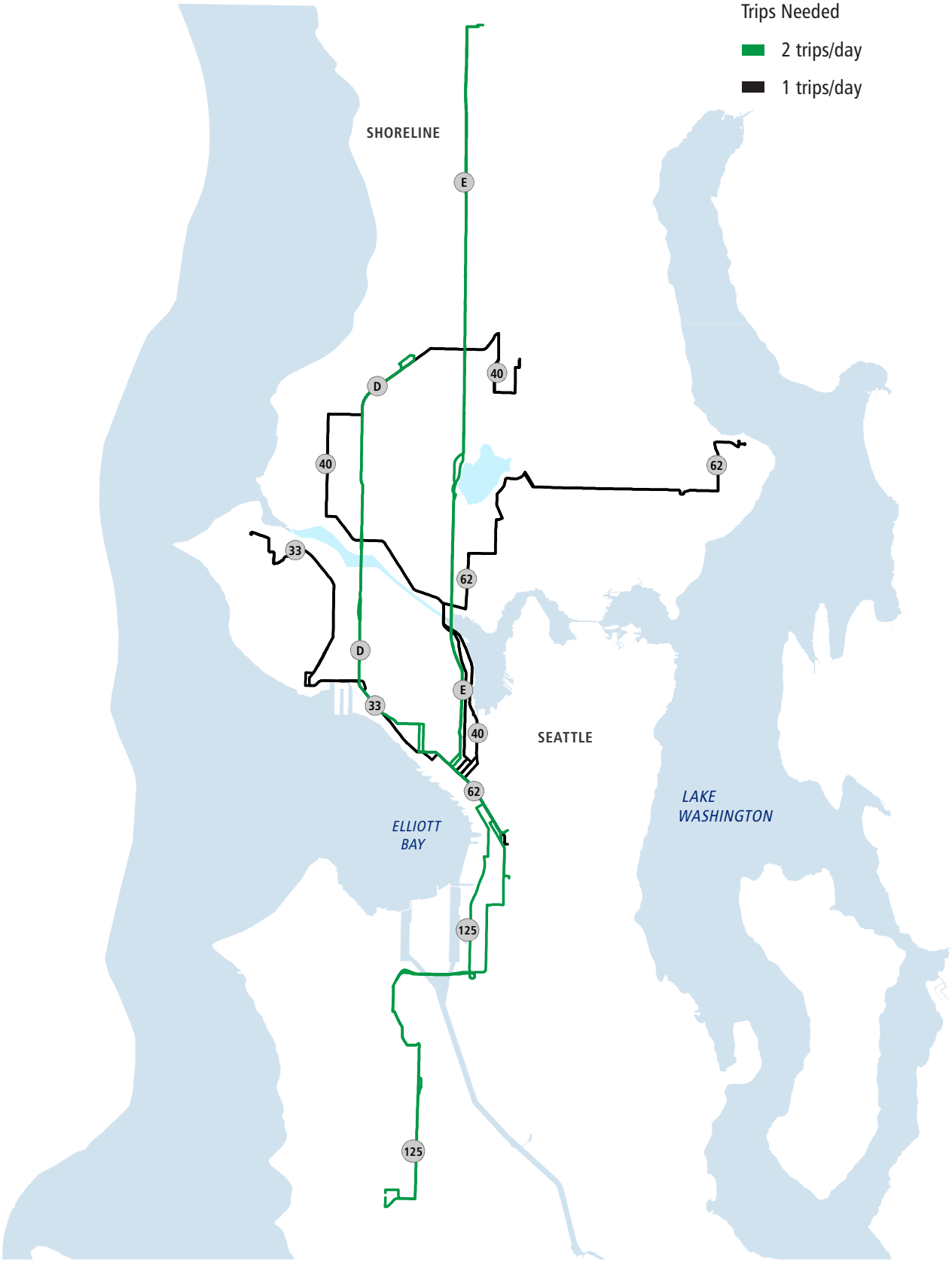
Metro will also continue to monitor trends in workplaces, reopening, and employees returning to central workplaces to understand when and where to expect ridership growth and crowding.

Of the 5 routes that received investments in March 2019

**3** are no longer chronically crowded

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

*Figure 1. Metro Bus Routes Needing Investment to Reduce Crowding per the Service Guidelines*



## Reliability (Priority 2)

Investment need

**18,250 bus hours**

### What is Reliability?

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

### Findings

The system evaluation found that 18,250 additional bus hours are needed to improve reliability. The investment need decreased from last year's figure by about 6,200 annual hours. This report lists 61 routes needing investment;19 of them are new to the list. Eighteen routes that were on last year's list are now within standards, but the rest have new or outstanding needs.

See Appendix F for route-by-route reliability numbers.

- **South county routes**
  Routes 119, 154, 156, 159, 186, 190, and 193X are new to the list. Most of them slipped just outside of the standard this year, so their investment needs are relatively small.
- **East county routes**
  Routes 218, 226, 235, 257, 268, 303X, 316, and 330 are new to the list, most of them just slightly outside of the standard.
- **Seattle routes**
  Routes 1, 50, and 77X are new to the list. One RapidRide line, the E Line, continues to be out of standard on weekdays.

### What's Been Done

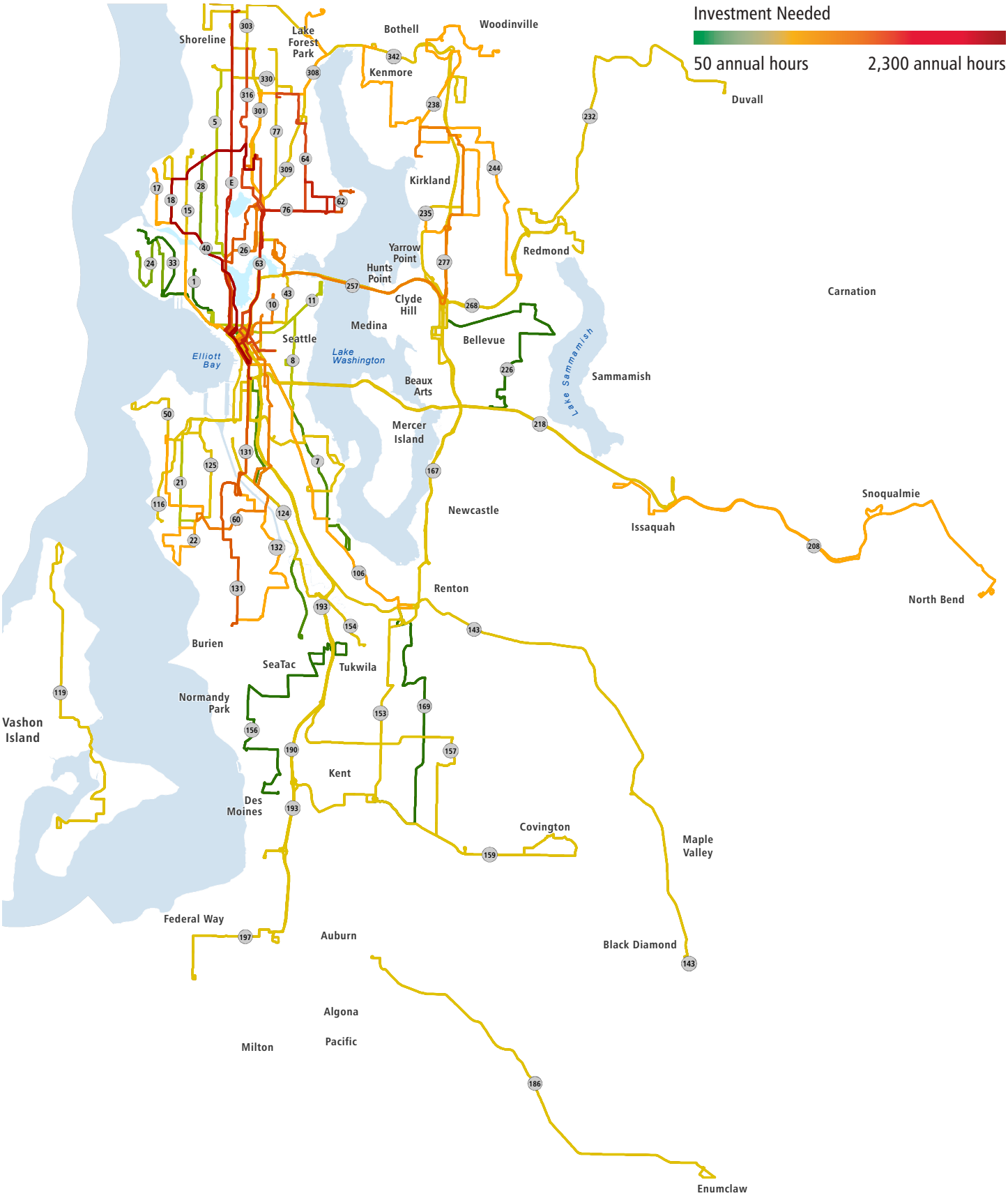
In September 2019, Metro invested about 2,800 hours directly in service schedules to improve reliability.

### What's Next?

As a result of the COVID-19 pandemic and declines in overall travel and traffic congestion, reliability improved substantially following the period analyzed in this report. During the pandemic, early operations have been a challenge because of lower congestion, lower ridership, and the suspension of fare payment, which speeds up boarding. Metro has maintained operations using pre-COVID schedules because of timing and the pace of changes as well as the expectation that congestion will return. If lower congestion persists in the long term, Metro will monitor routes and adjust schedules to reflect the new conditions.

Future reliability remains a concern as the pandemic progresses. In many cities as well as King County overall, automobile travel has returned more quickly than transit travel. This can have particularly negative impacts on travel times and travel speeds if auto travel rebounds more rapidly or if people switch from taking other modes to driving alone. Metro will continue seeking opportunities to provide transit-supportive infrastructure to allow for fast and reliable travel even as travel demand returns to higher levels.

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



## Service Growth (Priority 3)

Investment need

**417,000 bus hours**

### What is Service Growth?

The Service Guidelines include criteria for determining target service levels—how often buses should arrive throughout the day on major transit corridors in Metro's existing system. The target service level analysis is based on a combination of land-use productivity, social equity factors, and how well each corridor connects growth centers in the county. The gap between how much service Metro currently provides and how much service is needed constitutes the investment needed to meet target service levels. This year's analysis used data from mid September 2019 through mid March 2020. Summaries of the analysis and the investment need for each corridor are in Appendices I and J.

### Findings

Based on pre-COVID conditions, Metro needs to grow service on 55 corridors, more than last year's 53. The total Priority 3 investment need, 417,000 bus hours, is close to last year's need. Metro has invested 9,800 new service hours in Priority 3 needs since last year's system evaluation. See the maps on the following pages for depictions of needs by time period.

### What's Been Done

In September 2019 and March 2020, Metro invested about 9,800 hours in corridors. Together, these hours grew service on Routes 105, 164, 183, 346, 675, and 906.

### What's Next?

In 2019 and 2020, Metro made a significant investment to meet Priority 3 needs in the area of the Renton, Kent, Auburn Area Mobility Plan project. This included investments on Routes 101, 105, 107, 150, 164, 183, and 906.

As King County continues to have longer-term growth, investments in Priority 3 remain important, regardless of the immediate impacts of COVID-19. Metro plans to continue working with the public and with private partners to expand mobility where possible.

*Table 1: Summary of Typical Service Levels*

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

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


# The Complete Network: Integration with Sound Transit

Metro and Sound Transit continue joint planning with jurisdictions to create an integrated network that gives riders the best possible transfers when Link light rail is extended to Northgate and Overlake. Their coordinated work will maximize the total regional investment in transit service.

In 2021, Sound Transit will open three new Link stations in north Seattle, extending from the current terminus at University of Washington – Husky Stadium to Northgate Transit Center. To prepare for the extension of Link to Northgate, respond to changing mobility needs, and improve mobility and access for historically underserved populations, Metro is currently engaged in the North Link Connections Mobility Project in north King County, serving the north Seattle, Shoreline, and North Shore communities. The project will result in an updated mobility network that integrates with and complements Link.

Metro is working in coordination with Sound Transit, the Seattle Department of Transportation, the University of Washington, Community Transit, and many other partners. The integration of Metro's current bus service mobility options with Link will offer current and future Metro customers fast, frequent, and reliable connections to jobs, education, and other opportunities that advance social equity for all.

Table 2 lists key corridors in King County where Sound Transit is the primary provider of two-way, all-day transit service. As Link service continues to expand, Sound Transit will become the high-capacity transit provider in more corridors. As services are introduced and modified, Metro and Sound Transit will continue to integrate them to maximize mobility.

*Table 2. Corridors Served Primarily by Sound Transit*

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

*Figure 3. Metro Corridors Needing Investment per the Service Guidelines (Peak Period, 5–9 a.m. and 3–7 p.m.)*

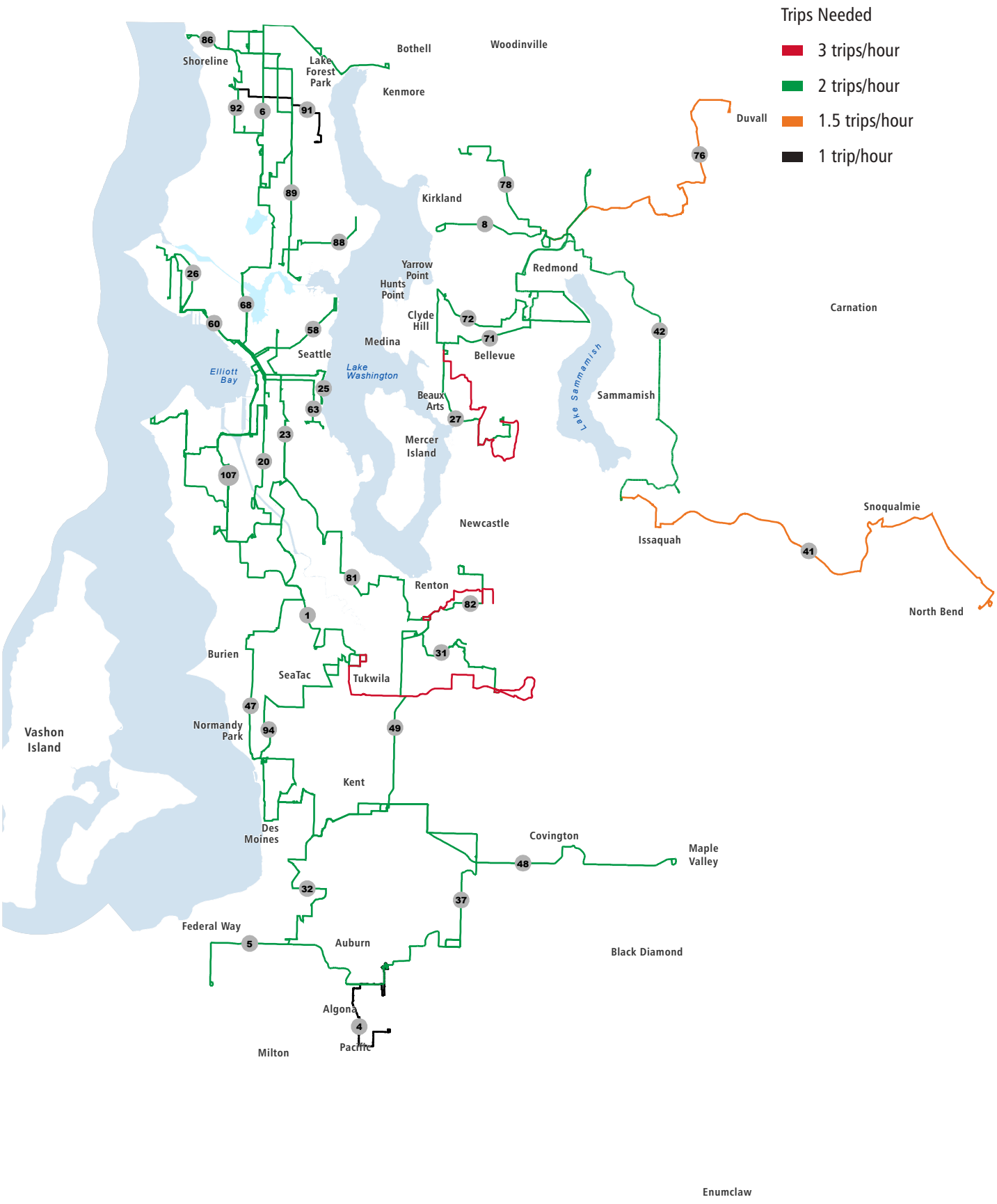


*Figure 4. Metro Corridors Needing Investment per the Service Guidelines (Off-Peak Period, 9 a.m.–3 p.m.)*

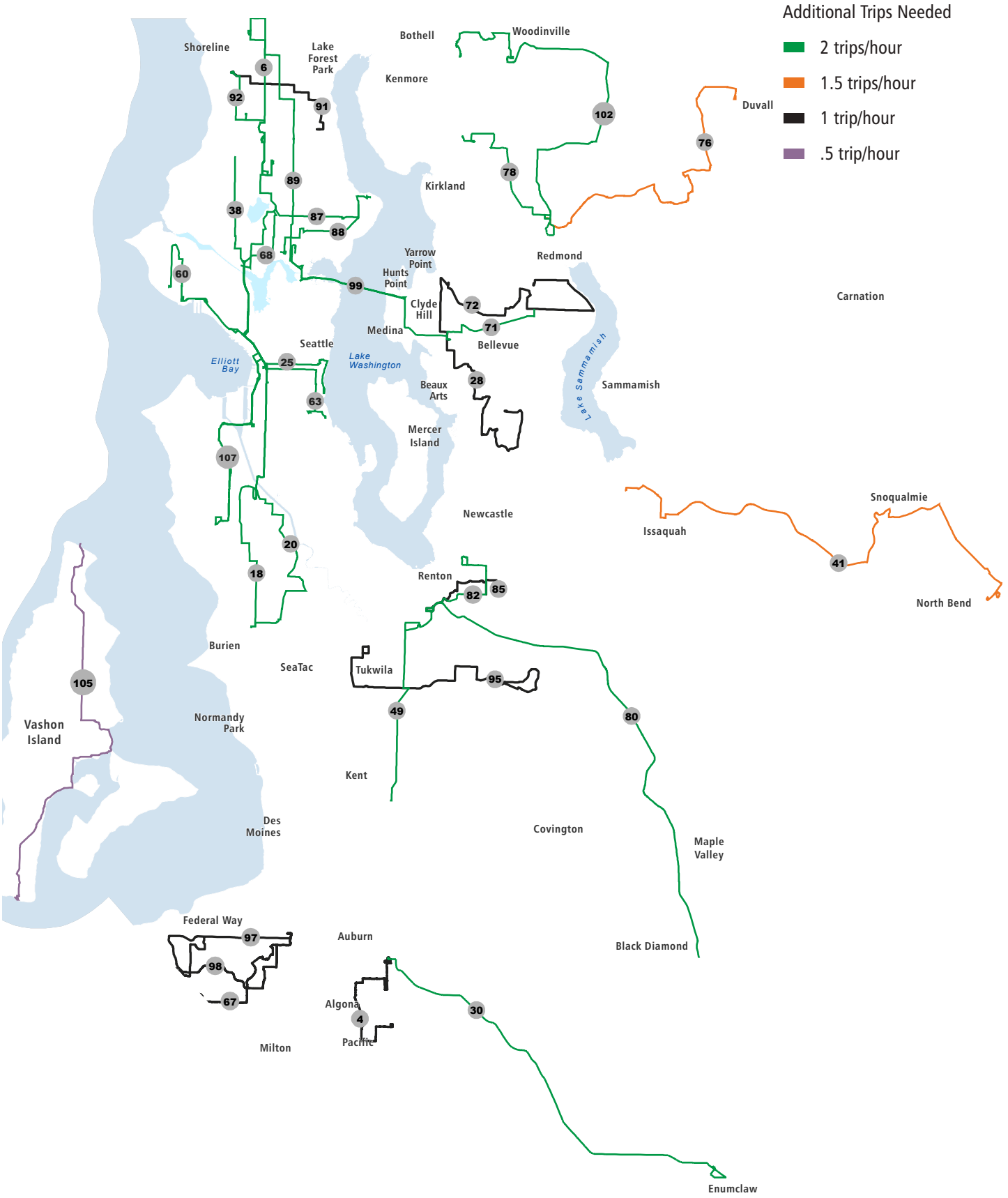
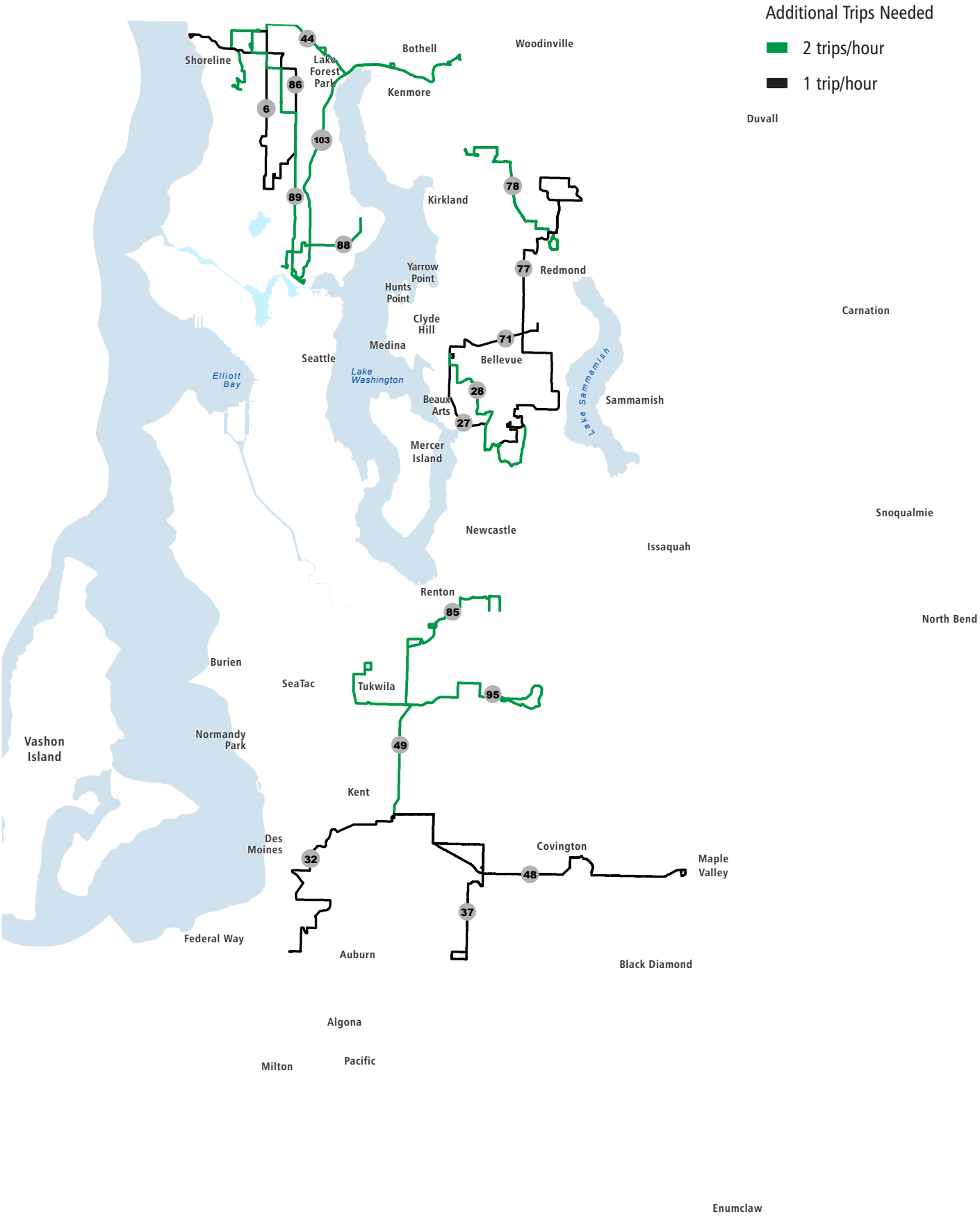


*Figure 5. Metro Corridors Needing Investment per the Service Guidelines (Night Period, after 7 p.m.)*



## Route Productivity (Priority 4)

### What is Productivity?

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

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

- **Suburban routes** remained generally flat, though there are indications of strengthening productivity in the off-peak.
- **Urban routes** saw small decreases in productivity at peak times but a strengthening of productivity during off-peak times.

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

# Peak Analysis

## What is Peak Analysis?

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

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

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

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

This year, 51 of the 64 peak-only routes analyzed met at least one of the criteria, leaving nine routes that failed both. See Appendix E for the complete results of the peak analysis. However, these metrics are under review as part of Metro's policy update efforts.


# Flexible Services

Metro's Flexible Services program (formerly Community Connections) develops and advances projects that build Metro's understanding and experience with new, innovative mobility solutions. These projects complement bus service in communities that lack the land use, density, or topography to support a productive bus service network.

A defining feature of the Flexible Services program is the ability to launch, test, and refine innovative service solutions in partnership with communities. These services leverage Metro's long-standing success in both DART and ridesharing services in combination with emerging mobility technologies. In addition to the current pilot services described below, Metro is continuing to develop new products and services through ideas that emerge from community partnerships and needs, as well as emerging national and international best practices for mobility services.

## Pilot Services

- **Community Ride:** Reservation-based or on-demand services for local trips, or connecting to bus service.
- **Community Shuttle:** Metro routes with flexible service areas, provided through community partnerships.
- **Community Van:** Metro vans for local group trips requested by the community and scheduled by a community transportation coordinator to meet local needs.
- **Feeder to Fixed Route:** Users can hail trips to and from a transit hub, on demand, using a phone or mobile app.

## Pilot Service Performance

Metro collects and analyzes ridership data for pilot services deployed through the Flexible Services program. Pilot services in operation during September 2019 to February 2020 are listed in Table 3. Please see Appendix A for the method used to develop performance measures.

*Table 3: Data for Pilot Services in Operation October 2019–February 2020 – Period Averages*

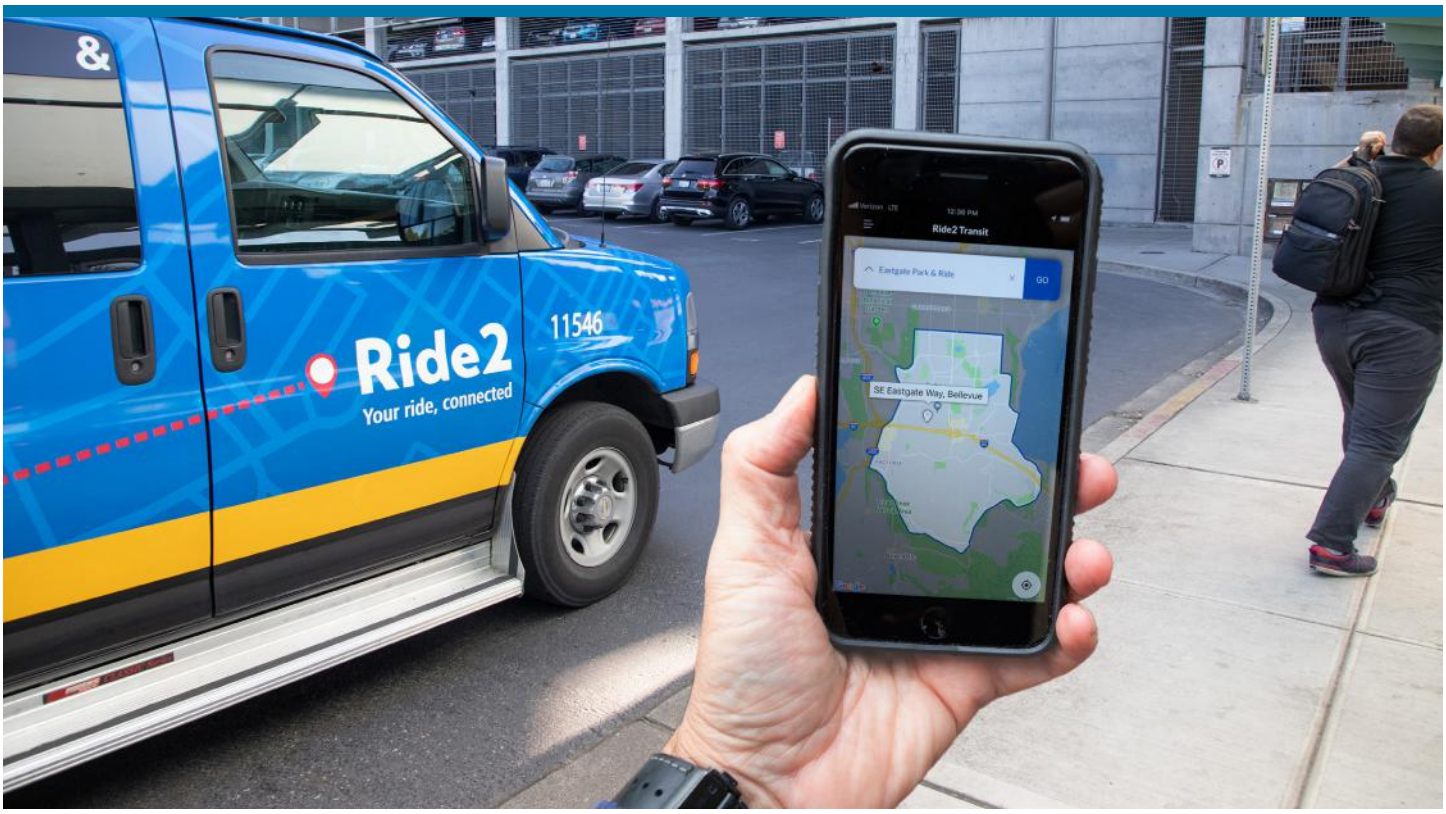
| Service | Average Daily Ridership | Cost per Boarding |
|---|---|---|
| Snoqualmie Community Shuttle (Route 628) | 61 | $25.15 |
| Mercer Island Community Shuttle (Route 630) | 213 | $4.20 |
| Burien Community Shuttle (Route 631) | 51 | $13.97 |
| Des Moines Community Shuttle (Route 635) | 106 | $15.35 |
| Black Diamond – Enumclaw Community Ride | 18 | $61.64 |
| Normandy Park Community Ride | 6 | $59.37 |
| Shoreline – Lake Forest Park Community Ride | 9 | $49.04 |
| Sammamish Community Ride | 20 | $87.70 |
| Vashon Island Community Van[1] | 75 | $11.66 |
| Duvall Community Van[1] | 40 | $16.14 |
| Bothell – Woodinville Community Van[1] | 92 | $9.52 |
| Shoreline – Lake Forest Park Community Van[1] | 70 | $11.36 |
| Kenmore – Kirkland Community Van[1] | 61 | $64.03 |
| Trailhead Direct – Issaquah Alps[2] | 117 | $30.73 |
| Trailhead Direct – Mount Si[2] | 278 | $16.73 |
| Trailhead Direct – Mailbox Peak[2] | 65 | $47.63 |
| Trailhead Direct – Cougar Mountain[2] | 67 | $63.16 |
| Ride2 Eastgate[3] | 82 | $34.95 |
| Ride2 West Seattle[3] | 30 | $71.50 |
| Via to Transit – Mount Baker[4] | 66 | $10.16 |
| Via to Transit – Columbia City[4] | 134 | $10.16 |
| Via to Transit – Othello[4] | 255 | $10.16 |
| Via to Transit – Rainier Beach[4] | 416 | $10.16 |
| Via to Transit – Tukwila International Boulevard[4] | 42 | $10.16 |

1 Community Van ridership is measured by number of boardings per month; cost per boarding for Community Van is based on cost of each round trip, regardless of number of passengers on board. Cost includes fuel, insurance, maintenance, and 30% of Community Transportation Coordinator's salary to cover operation time, based on 2019 annual average.

2 Data for 2019: Trailhead Direct 2019 Season, April 20, 2019 through October 27, 2019.

3 Last day of Ride2 service was on 12/20/2019.

4 Cost per boarding is based on Via total combined average. Vehicles travel between stations and are not assigned to a specific station.




## What's Next

During the COVID-19 pandemic, Metro suspended operations of many flexible services along with other Metro services. Community Van continued to operate throughout the pandemic, and Via to Transit was restored to service in June. Small vehicle size was a particular challenge for flexible services during the pandemic because of the need to ensure safety for customers and drivers. Metro took actions such as using barriers between customers and drivers, requiring masks, and limiting loads on flexible services as well as on bus service.

Metro is moving forward with several services planned during the period this report was produced. Sammamish Community Van launched in summer 2020, and Juanita Area Community Ride launched in September 2020. Flexible services pilots planned for 2021 include Renton Highlands Community Ride, Kent Industrial Valley Feeder to fixed, Tukwila Community Van, and Algona – Pacific Community Van. Most of these new services were developed as part of the Renton, Kent, Auburn Area Mobility Plan and the North Eastside Mobility Project. In these projects, Metro engaged the community to assess needs and develop flexible services that complement bus service changes, contributing to expanded mobility.

At the same time, Metro faces ongoing financial challenges, and future changes in 2021 and 2022 will likely include discontinuing or not restoring some pilot services.

# METRO CONNECTS Progress Report

## Overview

METRO CONNECTS is Metro's long-range vision to bring more and better transit service to King County to meet the growing demand and needs of the region through 2040. This is the second progress report on this vision, and is Metro's first step in the long-term annual monitoring of performance metrics associated with METRO CONNECTS.

## Measuring Progress

METRO CONNECTS envisions major changes to the King County transit network. The plan outlines key performance metrics intended to measure progress toward the 2040 vision. These metrics measure the following:

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

Table 4 compares current performance on some of these metrics to Metro's goals for 2040. Future system evaluations will include metrics for accessibility and all-day service.

Annual monitoring of the metrics will enable Metro to track progress toward the desired 2040 outcomes. Progress will be affected by economic conditions. Full implementation of METRO CONNECTS will require additional resources beyond what current revenue sources will be able to provide.

***Table 4:*** *METRO CONNECTS Performance Metrics*

| | 2017* | 2018 | 2019 | 2040** |
|---|---|---|---|---|
| **Transit access (bus service)** | | | | |
| Proximity of households to transit stops: percentage of households within half a mile of frequent service | 50% | 52% | 52% | 73% |
| Equity of access: percentage of minority households with access to frequent service | 47% | 49% | 49% | 77% |
| Equity of access: percentage of low-income households with access to frequent service | 51% | 53% | 54% | 87% |
| Proximity of jobs to transit stops: percentage of jobs within half a mile of frequent service | 69% | 69% | 70% | 87% |
| Access to transit: percentage of people who bike and walk to transit | 78% | 79% | 77% | 84% |
| **Transit use (all transit)** | | | | |
| Ridership: daily boardings across all modes—bus, DART, light rail, flexible services, and paratransit | 497,000 | 504,000 | 507,000 | 1,026,000 |
| Mode share: percentage of all commute trips taken on transit (2016 one-year American Community Survey estimates, Table B08101) | 13.1% | 13.7% | 14.6% | 23% |
| **Transit efficiency** | | | | |
| Cost per boarding (Metro bus service and DART service only), 2015 dollars* | $4.73 | $4.87 | $5.22 | $3.95 |
| Productivity: boardings per hour (Metro bus service and DART service only) | 30.7 | 29.7 | 28.5 | 36.7 |

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

** METRO CONNECTS target.


# Potential Changes to the Service Guidelines and Strategic Plan

## Integration with METRO CONNECTS and the Mobility Framework

Metro worked with community members, regional leaders, and an Equity Cabinet to develop a Mobility Framework, Motion 25353, adopted by the King County Council. With the Mobility Framework, the METRO CONNECTS vision can be integrated into the Service Guidelines in a way that prioritizes equity and sustainability, is mindful of new advances in mobility technologies, and guides Metro to invest where needs are greatest. Areas of the guidelines that could be updated include the following:

- **Equity.** Update the definition of equity to be more inclusive of marginalized populations, and develop processes that prioritize equity and lead with racial justice.
- **Innovations and flexible services.** Develop guidelines for how we test new services through pilot programs, and evaluate flexible services and new technologies.
- **Partnerships.** Provide more clarity on the types of partnerships Metro engages in, and actions that cities and other partners can take to support and contribute to transit.
- **METRO CONNECTS.** Revise the guidelines to align and better reflect the service and priorities outlined in METRO CONNECTS.

Metro is working with the King County Council, Regional Transit Committee, and stakeholders to develop proposed policy changes.


# Appendices

# Appendix A: Methodologies and Process Descriptions

## Crowding (Priority 1)

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

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

**Twenty-minute standing loads.** Metro compiles data from APCs for each unique trip in the system. Several months of data is used to determine the average departing load from each bus stop served by the trip. The data is also used to determine the average time when buses leave each stop (known as the "passing minute"). These data are then processed to determine whether the passenger load exceeded the number of seats on the scheduled coach assignment for a period of at least 20 consecutive minutes. Where this happens, other trips that arrive within 15 minutes are checked to determine if they have the capacity to take those standing passengers without having standing loads themselves. If excess capacity is not found, the route is identified as needing investment. Note that this measure does not determine if any individual passengers were standing for more than 20 minutes, as Metro is unable to collect such data. Investment need is estimated as above.

## Reliability (Priority 2)

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

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

## Service Growth (Priority 3)

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

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

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

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

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

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

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

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

This same process is used to measure boardings from minority census tracts.

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

## Methodologies and Process Descriptions continued

### Route Productivity (Priority 4)

Two measures of productivity are calculated for three time periods (peak, off-peak, and night):

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

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

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

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

### Peak Analysis

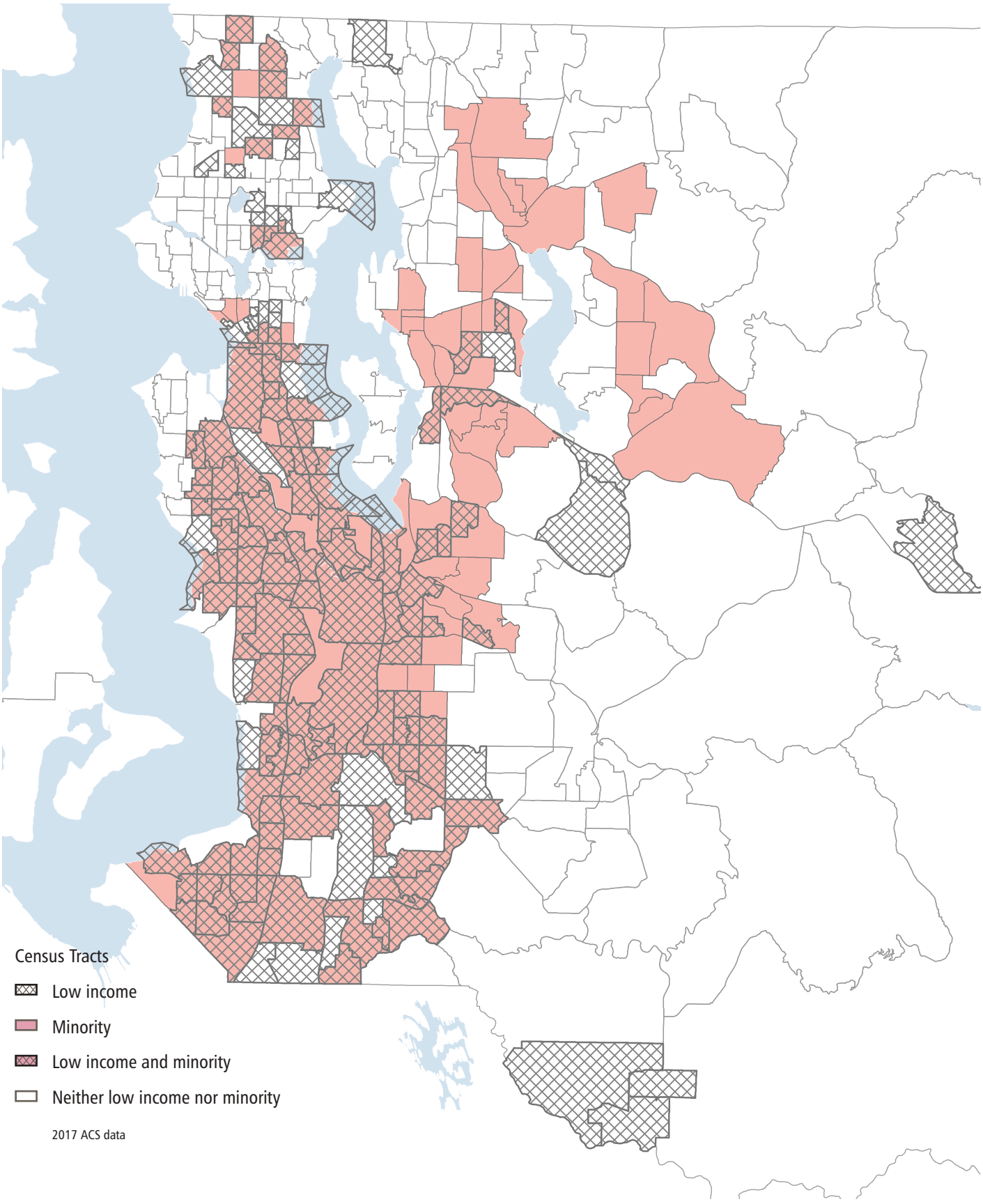
Routes that operate only in the peak period are called peak-only routes. A local alternative for each peak-only route is designated only if the local alternative serves at least 50 percent of the riders of the peak-only route. Each peak-only route is compared to its alternative, if one exists, on two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

## Flexible Services

The table below summarizes the performance measures for evaluating flexible services.

| Performance Measure | Description of methodology: Community Shuttle, Community Ride, and Ride2 | Description of methodology: Via to Transit |
|---|---|---|
| Average daily ridership | Measure the level of use of these flexible services over time. High ridership may trigger additional trips and/or conditional conversion to bus service service. Low ridership may trigger re-evaluation of the service and potential right-sizing. | |
| Direct (or fixed) cost per boarding per passenger | Determine the direct cost per passenger of the service contract with Hopelink. Cost includes service operation, vehicle maintenance and administration conducted by the service provider. (Because fuel prices are highly variable, this cost was excluded from this measure to enable numerical targets for a particular route. Including fuel prices in this measure would require Metro to forecast the future price of fuel in order to set realistic performance targets.)<br><br>Example: A shuttle that costs $1,200 per day to operate and provides an average of 100 boardings per day costs $12 per boarding.<br><br>An uncharacteristically high cost per boarding may trigger a re-evaluation of the service. | Determine the direct cost per passenger of the service contract with Via. Cost includes service operation, full vehicle costs, and fuel.<br><br>The hourly cost for Via during the evaluation period was approximately $45.73 and the average rides/vehicle/hour was 4.5, resulting in an average cost of $10.16 per boarding.<br><br>An uncharacteristically high cost per boarding may trigger a re-evaluation of the service. |

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



# Appendix C: Route Productivity Data

## Suburban Routes

| Route | Description | Peak | | Off Peak | | Night | |
|---|---|---|---|---|---|---|---|
| | | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile |
| Fall 2019 Thresholds: Suburban Routes | | Peak | | Off Peak | | Night | |
| Bottom 25% | | 13.1 | 4.9 | 13.6 | 5.4 | 9.4 | 3.0 |
| Top 25% | | 21.6 | 7.3 | 25.2 | 8.6 | 15.2 | 4.8 |
| | | | | | | | |
| 22 | Arbor Heights - Westwood Village - Alaska Junction | 17.19 | 3.56 | 8.74 | 2.04 | 6.84 | 1.64 |
| 50 | Alki - Columbia City - Othello Station | 20.96 | 5.97 | 18.48 | 5.40 | 9.95 | 2.96 |
| 105 | Renton Highlands - Renton TC | 27.25 | 7.58 | 27.49 | 7.94 | 13.53 | 3.97 |
| 107 | Renton TC - Rainier Beach | 24.23 | 6.15 | 23.26 | 6.36 | 11.70 | |
| 118 | Tahlequah - Vashon | 11.85 | 5.10 | 12.12 | 3.45 | 4.92 | 1.74 |
| 119 | Dockton - Vashon | 11.64 | 5.21 | 8.12 | 2.68 | | |
| 128 | Southcenter - Westwood Village - Admiral District | 24.96 | 8.59 | 28.58 | 10.83 | 14.72 | 4.78 |
| 148 | Fairwood - Renton TC | | 4.85 | 13.60 | 5.86 | 11.92 | 4.92 |
| 153 | Kent Station - Renton TC | 20.30 | 7.09 | | | | |
| 154 | Tukwila Station - Boeing Industrial | 15.02 | 4.53 | 21.79 | 6.44 | | |
| 156 | Southcenter - SeaTac Airport - Highline CC | 13.25 | 3.77 | 16.87 | 6.42 | 10.07 | 3.87 |
| 164 | Green River CC - Kent Station | 34.54 | 10.67 | 36.06 | 13.06 | 14.91 | 4.02 |
| 166 | Kent Station - Burien TC | 20.83 | 7.21 | 24.72 | 8.06 | 15.80 | 5.41 |
| 168 | Maple Valley - Kent Station | 19.72 | 6.56 | 22.31 | 8.27 | 18.64 | 6.11 |
| 169 | Kent Station - East Hill - Renton TC | 23.37 | 8.76 | 22.25 | 8.55 | 26.20 | 9.89 |
| 180 | Auburn - SeaTac Airport - Burien TC | 25.96 | 8.88 | 32.84 | 12.96 | 19.16 | 7.91 |
| 181 | Twin Lakes P&R - Green River CC | 17.08 | 4.98 | 25.92 | 9.87 | 15.54 | 4.80 |
| 182 | NE Tacoma - Federal Way TC | 13.00 | 3.51 | 19.68 | 7.07 | 12.28 | 4.25 |
| 183 | Federal Way - Kent Station | 21.75 | 7.83 | 22.39 | 9.93 | | 4.57 |
| 186 | Enumclaw - Auburn Station | 9.92 | 2.40 | | | | |
| 187 | Federal Way TC - Twin Lakes | 20.27 | 5.63 | 32.40 | 9.91 | 15.09 | 3.56 |

## Route Productivity Data continued

| Route | Description | Peak | | Off Peak | | Night | |
|---|---|---|---|---|---|---|---|
| | | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile |
| Fall 2019 Thresholds: Suburban Routes | | Peak | | Off Peak | | Night | |
| Bottom 25% | | 13.1 | 4.9 | 13.6 | 5.4 | 9.4 | 3.0 |
| Top 25% | | 21.6 | 7.3 | 25.2 | 8.6 | 15.2 | 4.8 |
| | | | | | | | |
| 200 | Downtown Issaquah - North Issaquah | | | 8.17 | 1.95 | | |
| 208 | Issaquah - North Bend | 5.75 | 3.20 | 8.98 | 5.41 | 4.65 | 2.23 |
| 221 | Education Hill - Overlake - Eastgate | 17.78 | 5.48 | 21.12 | 6.89 | 9.84 | 2.39 |
| 226 | Eastgate - Crossroads - Bellevue | 22.53 | 6.98 | 22.16 | 6.80 | 12.60 | 3.81 |
| 232 | Duvall - Bellevue | 14.03 | 5.38 | | | | |
| 234 | Kenmore - Kirkland TC - Bellevue | 19.13 | 7.29 | 14.66 | 5.37 | 11.73 | 4.16 |
| 235 | Kingsgate - Kirkland TC - Bellevue | 20.38 | 6.97 | 16.82 | 5.99 | 10.01 | 3.86 |
| 236 | Woodinville - Totem Lake - Kirkland | 7.58 | 2.35 | 7.85 | 2.75 | 5.94 | 1.82 |
| 237 | Woodinville - Bellevue | 15.84 | 8.28 | | | | |
| 238 | Bothell - Totem Lake - Kirkland | 9.57 | 2.92 | 11.47 | 4.25 | 6.38 | 2.16 |
| 240 | Bellevue - Newcastle - Renton | 17.75 | 6.93 | 22.22 | 9.17 | 12.81 | 5.82 |
| 241 | Eastgate - Factoria - Bellevue | 13.64 | 4.37 | 11.07 | 3.90 | 7.29 | 2.78 |
| 243 | Overlake - Kenmore | 2.47 | 1.02 | | | | |
| 244 | Kenmore - Overlake | 12.28 | 6.03 | | | | |
| 245 | Kirkland - Overlake - Factoria | 20.67 | 5.82 | 22.07 | 6.77 | 14.59 | 4.17 |
| 246 | Eastgate - Factoria - Bellevue | 12.36 | 3.16 | 8.67 | 2.53 | | |
| 248 | Avondale - Redmond TC - Kirkland | 20.29 | 5.72 | 20.43 | 6.07 | 12.10 | 2.99 |
| 249 | Overlake - South Kirkland - South Bellevue | 17.59 | 5.08 | 16.55 | 5.65 | 10.83 | 3.70 |
| 269 | Issaquah - Overlake | 11.81 | 5.00 | 10.70 | 5.04 | 4.20 | 1.60 |
| 330 | Shoreline CC - Lake City | 18.57 | 5.79 | 26.56 | 8.99 | | |

## Route Productivity Data continued

| Route | Description | Peak | | Off Peak | | Night | |
|---|---|---|---|---|---|---|---|
| | | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile |
| Fall 2019 Thresholds: Suburban Routes | | Peak | | Off Peak | | Night | |
| Bottom 25% | | 13.1 | 4.9 | 13.6 | 5.4 | 9.4 | 3.0 |
| Top 25% | | 21.6 | 7.3 | 25.2 | 8.6 | 15.2 | 4.8 |
| | | | | | | | |
| 331 | Shoreline CC - Kenmore | 15.12 | 5.85 | 17.57 | 7.38 | 9.22 | 3.00 |
| 342 | Shoreline - Bellevue TC - Renton | 15.37 | 8.17 | | | | |
| 345 | Shoreline CC - Northgate | 26.53 | 7.24 | 29.96 | 8.61 | 9.23 | 3.00 |
| 346 | Aurora Village - Northgate | 24.45 | 7.25 | 25.19 | 7.14 | 9.19 | 3.65 |
| 347 | Mountlake Terrace - Northgate | 20.63 | 6.28 | 18.44 | 5.10 | 15.25 | 4.67 |
| 348 | Richmond Beach - Northgate | 19.88 | 5.01 | 21.64 | 5.56 | | 4.59 |
| 671 | Federal Way - Tukwila | 47.80 | 14.30 | 60.92 | 18.90 | 40.30 | 13.42 |
| 672 | Bellevue - Crossroads - Redmond | 38.89 | 11.68 | 38.83 | 12.33 | 24.88 | 7.41 |
| 676 | Burien - Tukwila Int'l Blvd - Renton | 28.16 | 8.66 | 31.13 | 11.83 | 22.94 | 7.80 |
| 952 | Auburn P&R - Kennydale - Seaway TC | 5.70 | 4.91 | 6.70 | 7.00 | | |

## Route Productivity Data continued

## DART/Shuttle Routes

| Route | Description | Peak | | Off Peak | | Night | |
|---|---|---|---|---|---|---|---|
| | | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile |
| Fall 2019 Thresholds: DART/Shuttle Routes | | Peak | | Off Peak | | Night | |
| Bottom 25% | | 8.2 | 2.5 | 6.7 | 2.3 | 5.2 | 1.3 |
| Top 25% | | 15.1 | 3.6 | 16.0 | 4.0 | 9.4 | 2.8 |
| 204** | South Mercer Island - Mercer Island P&R | 8.2 | 1.8 | 7.7 | 2.7 | 0.0 | 0.0 |
| 224++ | Duvall - Redmond TC | 8.0 | | 8.4 | 3.9 | | |
| 773 | Seacrest Park - Alaska Junction | 14.7 | 3.0 | 13.9 | 2.3 | | |
| 775 | Seacrest Park - Admiral District - Alki | 17.0 | 3.5 | 21.4 | 3.7 | | |
| 901DART | Mirror Lake - Federal Way TC | 18.5 | 5.4 | 21.7 | 5.9 | 14.1 | 4.1 |
| 903DART | Twin Lakes - Federal Way TC | 12.8 | 2.9 | 15.9 | 3.6 | 6.6 | 1.5 |
| 906DART | Fairwood - Southcenter | 16.0 | 5.1 | 16.3 | 6.0 | 11.9 | 4.7 |
| 907DART | Black Diamond - Renton TC | | | 6.1 | 2.8 | | |
| 908DART | Renton Highlands - Renton TC | 7.5 | 2.0 | 5.3 | 1.5 | 3.8 | 0.9 |
| 910DART | North Auburn - SuperMall | | | 9.6 | 2.1 | 7.1 | 1.7 |
| 913DART | Kent Station - Riverview | 10.3 | 2.8 | | | | |
| 914DART | Kent - Kent East Hill | | | 8.3 | 2.5 | 5.8 | 1.5 |
| 915DART | Enumclaw - Auburn Station | | | 16.6 | 5.6 | 10.1 | 3.1 |
| 916DART | Kent - Kent East Hill | | | 6.4 | 2.7 | 5.8 | 2.0 |
| 917DART | Pacific - Auburn | 9.9 | 2.6 | 6.8 | 1.8 | 5.0 | 1.3 |
| 930DART | Kingsgate - Redmond | 10.8 | 4.2 | 12.1 | 4.4 | | |
| 931DART | Bothell - Redmond | 5.0 | 2.3 | 3.5 | 1.7 | | |

## Route Productivity Data continued

# Urban Routes

| Route | Description | Peak | | Off Peak | | Night | |
|---|---|---|---|---|---|---|---|
| | | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile |
| Fall 2019 Thresholds: Urban Routes | | Peak | | Off Peak | | Night | |
| Bottom 25% | | 22.2 | 9.5 | 21.3 | 8.0 | 16.3 | 4.7 |
| Top 25% | | 37.8 | 15.0 | 37.9 | 11.7 | 25.7 | 7.8 |
| 1 | Kinnear - Seattle CBD | 41.52 | 10.97 | 32.63 | 7.53 | 24.43 | 5.27 |
| 2 | West Queen Anne - Seattle CBD - Madrona Park | 51.70 | 12.34 | 46.14 | 9.95 | 27.80 | 6.15 |
| 3 | Seattle Pacific University - North Queen Anne - Seattle CBD - Madrona Park | 47.71 | 10.93 | 39.63 | 9.18 | 22.70 | 4.36 |
| 4 | Seattle Pacific University - East Queen Anne - Seattle CBD - Judkins Park | 43.85 | 9.29 | 29.19 | 7.15 | 24.35 | 4.74 |
| 5 | Shoreline CC - Seattle CBD | 44.25 | 14.91 | 37.59 | 13.77 | 23.23 | 7.61 |
| 5X | Greenwood - Seattle CBD | 34.57 | 13.44 | | | | |
| 7 | Rainier Beach - Seattle CBD | 43.72 | 14.14 | 49.18 | 15.27 | 35.50 | 10.89 |
| 8 | Seattle Center - Capitol Hill - Mount Baker | 54.47 | 12.14 | 42.09 | 10.06 | 30.74 | 6.91 |
| 9 | Rainier Beach - Capitol Hill | 26.86 | 7.84 | 23.01 | 7.50 | | |
| 10 | Capitol Hill - Seattle CBD | 36.70 | 6.71 | 39.33 | 7.96 | 25.70 | 4.91 |
| 11 | Madison Park - Seattle CBD | 50.31 | 11.56 | 44.65 | 9.34 | 29.65 | 5.19 |
| 12 | Interlaken Park - Seattle CBD | 50.82 | 9.73 | 38.64 | 7.49 | 17.55 | 3.49 |
| 13 | Seattle Pacific University - Queen Anne - Seattle CBD | 40.33 | 11.25 | 35.69 | 9.01 | 29.00 | 6.44 |
| 14 | Mount Baker - Seattle CBD | 39.35 | 9.22 | 32.01 | 7.07 | 20.43 | 4.39 |
| 15X | Blue Ridge - Ballard - Seattle CBD | 41.81 | 16.76 | | | | |
| 17X | Sunset Hill - Ballard - Seattle CBD | 39.54 | 16.45 | 28.40 | 11.59 | | |
| 18X | North Beach - Ballard - Seattle CBD | 35.30 | 14.36 | | | | |
| 19 | West Magnolia - Seattle CBD | 24.76 | 8.50 | | | | |
| 21 | Arbor Heights - Westwood Village - Seattle CBD | 36.84 | 12.12 | 28.30 | 10.22 | 16.17 | 5.99 |
| 21X | Arbor Heights - Westwood Village - Seattle CBD | 27.70 | 14.59 | | | | |
| 24 | Magnolia - Seattle CBD | 36.56 | 11.90 | 25.90 | 9.33 | 14.15 | 4.70 |

## Route Productivity Data continued

| Route | Description | Peak | | Off Peak | | Night | |
|---|---|---|---|---|---|---|---|
| | | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile |
| Fall 2019 Thresholds: Urban Routes | | Peak | | Off Peak | | Night | |
| Bottom 25% | | 22.2 | 9.5 | 21.3 | 8.0 | 16.3 | 4.7 |
| Top 25% | | 37.8 | 15.0 | 37.9 | 11.7 | 25.7 | 7.8 |
| 26 | Northgate - East Green Lake - Wallingford - Seattle CBD | 37.80 | 12.82 | 25.11 | 11.33 | 12.80 | 4.87 |
| 27 | Colman Park - Leschi Park - Seattle CBD | 33.33 | 7.23 | 19.53 | 4.60 | 14.01 | 3.10 |
| 28 | Broadview - Crown Hill - Ballard - Seattle CBD via Leary Way NW | 33.03 | 11.44 | 26.68 | 10.90 | 12.06 | 4.43 |
| 29 | Ballard - Queen Anne - Seattle CBD | 27.10 | 6.24 | 12.30 | 3.51 | | |
| 31 | University District - Fremont - Magnolia | 30.25 | 7.95 | 24.95 | 7.77 | 15.24 | 3.40 |
| 32 | University District - Fremont - Seattle Center | 36.66 | 11.05 | 30.46 | 10.27 | 20.96 | 6.05 |
| 33 | Discovery Park - Seattle CBD | 42.55 | 12.97 | 31.04 | 9.09 | 14.40 | 4.58 |
| 36 | Othello Station - Beacon Hill - Seattle CBD | 41.87 | 11.54 | 41.17 | 11.30 | 28.59 | 7.63 |
| 37 | Alaska Junction - Alki - Seattle CBD | 12.71 | 6.68 | | | | |
| 40 | Northgate TC - Ballard - Seattle CBD via Leary Av NW | 44.22 | 12.90 | 40.54 | 13.51 | 23.61 | 7.65 |
| 41 | Lake City - Seattle CBD via Northgate | 28.45 | 17.24 | 22.83 | 12.67 | 14.82 | 8.72 |
| 43 | University District - Capitol Hill - Seattle CBD | 22.89 | 5.49 | 23.89 | 6.15 | 11.08 | 3.19 |
| 44 | Ballard - Wallingford - Montlake | 60.04 | 16.64 | 46.09 | 12.66 | 34.11 | 8.83 |
| 45 | Loyal Heights - University District | 37.60 | 8.68 | 42.85 | 11.62 | 25.84 | 5.78 |
| 47 | Summit - Seattle CBD | 26.20 | 5.03 | 21.39 | 4.17 | 16.85 | 2.96 |
| 48 | Mount Baker - University District | 31.40 | 9.53 | 25.87 | 7.64 | 14.36 | 3.97 |
| 49 | University District - Capitol Hill - Seattle CBD | 41.99 | 15.27 | 38.84 | 14.86 | 31.13 | 11.40 |
| 55 | Admiral District - Alaska Junction - Seattle CBD | 21.94 | 10.03 | | | | |
| 56 | Alki - Seattle CBD | 30.03 | 13.61 | 17.53 | 10.30 | | |

## Route Productivity Data continued

| Route | Description | Peak | | Off Peak | | Night | |
|---|---|---|---|---|---|---|---|
| | | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile |
| Fall 2019 Thresholds: Urban Routes | | Peak | | Off Peak | | Night | |
| Bottom 25% | | 22.2 | 9.5 | 21.3 | 8.0 | 16.3 | 4.7 |
| Top 25% | | 37.8 | 15.0 | 37.9 | 11.7 | 25.7 | 7.8 |
| 57 | Alaska Junction - Seattle CBD | 34.49 | 16.12 | | | | |
| 60 | Westwood Village - Georgetown - Capitol Hill | 31.38 | 9.50 | 29.52 | 9.29 | 21.21 | 6.29 |
| 62 | Sand Point – Green Lake – Seattle CBD | 42.08 | 12.20 | 30.77 | 10.00 | 19.50 | 6.31 |
| 63 | Northgate - Cherry Hill | 27.67 | 9.94 | 22.87 | 8.99 | | |
| 64 | Jackson Park - Cherry Hill | 29.48 | 9.41 | | | | |
| 65 | Jackson Park – Lake City – University District | 47.14 | 11.48 | 33.14 | 8.34 | 23.97 | 6.05 |
| 67 | Northgate TC - University District | 43.35 | 11.38 | 41.67 | 10.61 | 28.48 | 6.54 |
| 70 | University District - Seattle CBD | 47.97 | 15.80 | 37.92 | 14.01 | 21.96 | 7.76 |
| 71 | Wedgwood - University District | 26.88 | 5.84 | 26.25 | 5.36 | 17.16 | 3.38 |
| 73 | Jackson Park - Cowen Park - University District | | | 28.64 | 7.70 | 20.85 | 5.63 |
| 74 | Sand Point - Seattle CBD | 22.60 | 9.23 | 9.10 | 2.96 | | |
| 75 | Northgate TC - Lake City - Seattle CBD | 37.05 | 9.39 | 31.39 | 8.15 | 19.07 | 4.69 |
| 76 | Wedgwood - Seattle CBD | 39.41 | 14.53 | 20.27 | 9.10 | | |
| 77 | North City - Seattle CBD | 30.87 | 14.97 | | | | |
| 78 | Children's Hospital - UW Station | 16.43 | 2.89 | 14.56 | 2.76 | | |
| 101 | Renton TC - Seattle CBD | 26.66 | 19.08 | 20.89 | 15.82 | 19.87 | 15.05 |
| 102 | Fairwood - Seattle CBD | 26.17 | 18.10 | | | | |
| 106 | Renton TC - Rainier Beach - Seattle CBD | 35.24 | 9.54 | 33.49 | 9.96 | 20.33 | 6.72 |
| 111 | Lake Kathleen - Seattle CBD | 17.05 | 13.21 | | | | |
| 113 | Shorewood - Seattle CBD | 17.26 | 9.54 | | | | |
| 114 | Renton Highlands - Seattle CBD | 13.84 | 10.25 | | | | |
| 116 | Fauntleroy Ferry - Seattle CBD | 19.10 | 7.25 | | | | |

## Route Productivity Data continued

| Route | Description | Peak | | Off Peak | | Night | |
|---|---|---|---|---|---|---|---|
| | | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile |
| Fall 2019 Thresholds: Urban Routes | | Peak | | Off Peak | | Night | |
| Bottom 25% | | 22.2 | 9.5 | 21.3 | 8.0 | 16.3 | 4.7 |
| Top 25% | | 37.8 | 15.0 | 37.9 | 11.7 | 25.7 | 7.8 |
| 118X | Tahlequah - Vashon | 17.22 | 9.01 | 9.93 | 5.02 | | |
| 119X | Dockton - Vashon | 23.25 | 4.55 | | | | |
| 120 | Burien TC - Westwood Village - Seattle CBD | 30.41 | 14.23 | 29.95 | 14.07 | 22.12 | 10.58 |
| 121 | Highline CC -Burien TC - Seattle CBD via 1st Av S | 14.73 | 7.64 | 10.67 | 4.48 | | |
| 122 | Highline CC -Burien TC - Seattle CBD via Des Moines Memorial Dr S | 14.50 | 7.79 | 15.32 | 9.05 | | |
| 123 | Burien - Seattle CBD | 21.17 | 13.18 | | | | |
| 124 | Tukwila - Georgetown - Seattle CBD | 32.71 | 11.52 | 32.41 | 10.57 | 20.07 | 7.49 |
| 125 | Westwood Village - Seattle CBD | 23.36 | 10.26 | 19.07 | 8.78 | 7.63 | 3.34 |
| 131 | Burien TC - Highland Park - Seattle CBD | 37.09 | 15.26 | 41.02 | 15.96 | 23.14 | 8.68 |
| 132 | Burien TC - South Park - Seattle CBD | 32.65 | 13.05 | 30.58 | 11.50 | 19.65 | 7.21 |
| 143 | Black Diamond - Renton TC - Seattle CBD | 15.38 | 10.56 | | | | |
| 150 | Kent Station - Southcenter - Seattle CBD | 25.84 | 17.25 | 23.89 | 18.93 | 18.89 | 14.56 |
| 157 | Lake Meridian - Seattle CBD | 13.44 | 10.28 | | | | |
| 158 | Kent East Hill - Seattle CBD | 15.34 | 11.55 | | | | |
| 159 | Timberlane - Seattle CBD | 13.27 | 9.53 | | | | |
| 167 | Renton - Newport Hills - University District | 21.47 | 17.48 | 15.29 | 18.26 | | |
| 177 | Federal Way - Seattle CBD | 12.57 | 9.11 | | | | |
| 178 | South Federal Way - Seattle CBD | 12.19 | 9.50 | | | | |
| 179 | Twin Lakes - Seattle CBD | 16.61 | 14.53 | | | | |
| 190 | Redondo Heights - Seattle CBD | 11.09 | 8.55 | | | | |
| 192 | Star Lake - Seattle CBD | 9.62 | 7.89 | | | | |

## Route Productivity Data continued

| Route | Description | Peak | | Off Peak | | Night | |
|---|---|---|---|---|---|---|---|
| | | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile |
| Fall 2019 Thresholds: Urban Routes | | Peak | | Off Peak | | Night | |
| Bottom 25% | | 22.2 | 9.5 | 21.3 | 8.0 | 16.3 | 4.7 |
| Top 25% | | 37.8 | 15.0 | 37.9 | 11.7 | 25.7 | 7.8 |
| 193 | Federal Way - First Hill | 12.99 | 10.57 | | | | |
| 197 | Twin Lakes - University District | 12.96 | 11.03 | 11.77 | 8.10 | | |
| 212 | Eastgate - Seattle CBD | 36.87 | 20.84 | 21.30 | 11.24 | | |
| 214 | Issaquah - Seattle CBD | 23.13 | 16.74 | | | | |
| 216 | Sammamish - Seattle CBD | 29.06 | 20.24 | | | | |
| 217 | Seattle CBD - Eastgate - Issaquah | 15.00 | 10.93 | | | | |
| 218 | Issaquah Highlands - Seattle CBD | 31.69 | 20.86 | 23.04 | 16.36 | | |
| 219 | Redmond - Sammamish - Seattle CBD | 23.88 | 19.89 | | | | |
| 252 | Kingsgate - Seattle CBD | 20.38 | 14.05 | | | | |
| 255 | Brickyard - Kirkland TC - Seattle CBD | 23.96 | 14.33 | 17.51 | 10.79 | 13.69 | 8.80 |
| 257 | Brickyard - Seattle CBD | 23.31 | 16.02 | | | | |
| 268 | Redmond - Seattle CBD | 29.83 | 20.00 | | | | |
| 271 | Issaquah - Bellevue - University District | 23.18 | 10.50 | 22.53 | 11.36 | 16.27 | 7.81 |
| 277 | Juanita - University District | 12.16 | 5.52 | 18.09 | 8.03 | | |
| 301 | Aurora Village - Seattle CBD | 31.44 | 22.78 | 27.94 | 20.68 | | |
| 303 | Shoreline - First Hill | 27.97 | 14.91 | | | | |
| 304 | Richmond Beach - Seattle CBD | 24.37 | 17.79 | | | | |
| 308 | Horizon View - Seattle CBD | 14.14 | 8.19 | | | | |
| 309 | Kenmore - First Hill | 26.37 | 14.56 | | | | |
| 311 | Woodinville - Seattle CBD | 22.02 | 15.92 | | | | |
| 312 | Bothell - Seattle CBD | 29.00 | 17.12 | 19.38 | 10.39 | | |
| 316 | Meridian Park - Seattle CBD | 36.75 | 16.01 | | | | |
| 355 | Shoreline CC - University District - Seattle CBD | 28.20 | 12.74 | 20.39 | 9.11 | | |
| 372 | Woodinville - Lake City - University District | 35.55 | 10.55 | 39.76 | 11.68 | 24.39 | 5.64 |

## Route Productivity Data continued

| Route | Description | Peak | | Off Peak | | Night | |
|---|---|---|---|---|---|---|---|
| | | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile |
| Fall 2019 Thresholds: Urban Routes | | Peak | | Off Peak | | Night | |
| Bottom 25% | | 22.2 | 9.5 | 21.3 | 8.0 | 16.3 | 4.7 |
| Top 25% | | 37.8 | 15.0 | 37.9 | 11.7 | 25.7 | 7.8 |
| 373 | Aurora Village - University Village | 31.63 | 10.46 | 30.83 | 9.00 | | |
| 673 | Westwood Village - Alaska Junction - Seattle CBD | 36.69 | 14.57 | 33.44 | 15.18 | 19.88 | 9.15 |
| 674 | Crown Hill - Ballard - Seattle Center - Seattle CBD | 58.68 | 17.26 | 54.42 | 17.64 | 36.38 | 11.00 |
| 675 | Aurora Village - Seattle CBD | 48.25 | 18.28 | 51.05 | 21.15 | 41.11 | 16.06 |
| -- | First Hill Streetcar | 47.64 | 11.75 | 47.64 | 11.75 | 47.64 | 11.75 |
| -- | South Lake Union Streetcar | 11.8 | 6.0 | 11.8 | 6.0 | 11.8 | 6.0 |
| -- | West Seattle Water Taxi | 87.0 | 31.0 | | | | |
| -- | Vashon Island Water Taxi | 159.0 | 79.0 | | | | |

* Designates routes receiving Seattle investments

** Water Taxi is operated by Metro's Marine Division

# Appendix D: Changes to Route Productivity Thresholds

## Top 25%

| Service Type | Year | Peak | | Off Peak | | Night | |
|---|---|---|---|---|---|---|---|
| | | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile |
| Suburban | 2020 | 21.6 | 7.3 | 25.2 | 8.6 | 15.2 | 4.8 |
| | 2019 | 24.1 | 7.8 | 25.3 | 8.5 | 15.8 | 5.4 |
| | Change | -2.5 | -0.5 | -0.1 | 0.1 | -0.6 | -0.6 |
| Urban | 2020 | 37.8 | 15.0 | 37.9 | 11.7 | 25.7 | 7.8 |
| | 2019 | 40.3 | 16.4 | 36.4 | 11.9 | 24.7 | 7.7 |
| | Change | -2.5 | -1.4 | 1.5 | -0.2 | 1.0 | 0.1 |
| DART/Shuttle | 2020 | 15.1 | 3.6 | 16.0 | 4.0 | 9.4 | 2.8 |
| | 2019 | 13.8 | 4.5 | 14.8 | 4.5 | 12.7 | 4.7 |
| | Change | 1.3 | -0.9 | 1.2 | -0.5 | -3.3 | -1.9 |

## Bottom 25%

| Service Type | Year | Peak | | Off Peak | | Night | |
|---|---|---|---|---|---|---|---|
| | | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile | Rides/ Platform Hour | Passenger Miles/ Platform Mile |
| Suburban | 2020 | 13.1 | 4.9 | 13.6 | 5.4 | 9.4 | 3.0 |
| | 2019 | 13.7 | 5.3 | 11.9 | 4.9 | 8.4 | 2.8 |
| | Change | -0.6 | -0.4 | 1.7 | 0.5 | 1.0 | 0.2 |
| Urban | 2020 | 24.3 | 10.1 | 21.2 | 7.4 | 16.6 | 4.3 |
| | 2019 | 24.7 | 9.8 | 22.4 | 7.5 | 15.7 | 4.4 |
| | Change | -0.4 | 0.3 | -1.2 | -0.1 | 0.9 | -0.1 |
| DART/Shuttle | 2020 | 8.9 | 2.5 | 8.1 | 2.4 | 12.7 | 4.7 |
| | 2019 | 8.1 | 2.1 | 7.4 | 2.3 | 13.0 | 4.7 |
| | Change | 0.8 | 0.4 | 0.7 | 0.1 | -0.3 | 0.0 |

## Appendix E: Peak Route Analysis

| Route | Description | Alternative Route(s)* | Ridership ≥ 90% of alternative | Travel Time ≥ 20% faster than alternative |
|---|---|---|---|---|
| 5EX | Shoreline CC - Seattle CBD | 5 | No | No |
| 9EX | Rainier Beach - Capitol Hill | 7 | No | No |
| 15EX | Blue Ridge - Ballard - Seattle CBD | 674 | No | Yes |
| 17EX | Sunset Hill - Ballard - Seattle CBD | 29 | Yes | Yes |
| 18EX | North Beach - Ballard - Seattle CBD | 40 | No | No |
| 19 | West Magnolia - Seattle CBD | 24 | No | No |
| 21EX | Arbor Heights - Westwood Village - Seattle CBD | 21 | Yes | Yes |
| 29 | Ballard - Queen Anne - Seattle CBD | 2 | No | Yes |
| 37 | Alaska Junction - Alki - Seattle CBD | 773 | Yes | Yes |
| 55 | Admiral District - Alaska Junction - Seattle CBD | 50 | Yes | No |
| 56 | Alki - Seattle CBD | 50 | Yes | Yes |
| 57 | Alaska Junction - Seattle CBD | 56 | Yes | No |
| 63EX | Northgate - Cherry Hill | 303EX | Yes | No |
| 64EX | Lake City - First Hill | 76 | No | Yes |
| 76 | Wedgwood - Seattle CBD | 71 | Yes | No |
| 77EX | North City - Seattle CBD | 373EX | Yes | Yes |
| 102 | Fairwood - Renton TC - Seattle CBD | 148 | Yes | No |
| 111 | Lake Kathleen - Seattle CBD | None | Yes | Yes |
| 113 | Shorewood - Seattle CBD | None | Yes | Yes |
| 114 | Renton Highlands - Seattle CBD | 240 | Yes | Yes |
| 116EX | Fauntleroy Ferry - Seattle CBD | 673 | No | No |
| 118EX | Tahlequah - Seattle CBD via ferry | 118 | Yes | No |
| 119EX | Dockton - Seattle CBD via ferry | 119 | Yes | No |
| 121 | Highline CC -Burien TC - Seattle CBD via 1st Av S | 166 | Yes | Yes |
| 122 | Highline CC -Burien TC - Seattle CBD via Des Moines Memorial Dr S | 156 | Yes | Yes |
| 123 | Burien - Seattle CBD | 121 | Yes | No |
| 154 | Tukwila Station - Boeing Industrial | 124 | No | No |
| 157 | Lake Meridian - Seattle CBD | None | Yes | Yes |
| 167 | Renton - Newport Hills - University District | 560EX | Yes | Yes |
| 177 | Federal Way - Seattle CBD | 577EX | No | No |
| 178 | South Federal Way - Seattle CBD | 177 | Yes | No |
| 179 | Twin Lakes - Seattle CBD | 181 | Yes | No |
| 190 | Redondo Heights - Seattle CBD | 574EX | No | Yes |
| 193EX | Federal Way - First Hill | None | Yes | Yes |
| 197 | Twin Lakes - University District | 181 | Yes | Yes |
| 197 | Twin Lakes - University District | 181 | Yes | Yes |
| 212 | Eastgate - Seattle CBD | 554EX | Yes | No |

## Peak Route Analysis continued

| Route | Description | Alternative Route(s)* | Ridership ≥ 90% of alternative | Travel Time ≥ 20% faster than alternative |
|---|---|---|---|---|
| 214 | Issaquah - Seattle CBD | 554EX | No | No |
| 216 | Sammamish - Seattle CBD | 269 | Yes | No |
| 217 | Issaquah - Eastgate - Seattle CBD | 554EX | No | Yes |
| 218 | Issaquah Highlands - Seattle CBD | 554EX | Yes | Yes |
| 219 | Redmond - Sammamish - Seattle CBD | None | Yes | Yes |
| 232 | Duvall - Bellevue | 248 | Yes | Yes |
| 237 | Woodinville - Bellevue | 311 | No | Yes |
| 243EX | Overlake - Kenmore | 930 | Yes | Yes |
| 244 | Kenmore - Overlake | 234 | Yes | Yes |
| 252 | Kingsgate - Seattle CBD | 255 | No | Yes |
| 257 | Brickyard - Seattle CBD | 238 | Yes | Yes |
| 268 | Redmond - Seattle CBD | 545 | No | Yes |
| 301 | Aurora Village - Seattle CBD | 675 | No | Yes |
| 303EX | Shoreline - First Hill | None | Yes | Yes |
| 304 | Richmond Beach - Seattle CBD | 348 | Yes | Yes |
| 308 | Horizon View - Seattle CBD | 331 | Yes | No |
| 309EX | Kenmore - First Hill | 312EX | Yes | Yes |
| 311 | Woodinville - Seattle CBD | 232 | Yes | Yes |
| 312EX | Bothell - Seattle CBD | 522EX | Yes | No |
| 316 | Meridian Park - Seattle CBD | 26EX | Yes | Yes |
| 342 | Shoreline - Bellevue TC - Renton | None | Yes | Yes |
| 355EX | Shoreline CC - University District - Seattle CBD | 5 | No | No |
| Vashon Water Taxi | Vashon - Seattle CBD | 118 | Yes | Yes |
| W. Seattle Water Taxi | West Seattle - Seattle CBD | 37 | Yes | Yes |

Peak-only routes 143, 373 Express, 930, and 931 are included in the corridor analysis because they each serve as the only route on one of Metro's corridors during at least one time period. These routes are not analyzed as part of the peak analysis because their target service levels are set by the corridor analysis.

* Alternative routes must serve at least 50% of riders on the peak-only route.
** Water Taxi is operated by Metro's Marine Division.

# Appendix F: Route-level Reliability

over the lateness threshold

| Route | All-Day % Late | PM % Late | Saturday % Late | Sunday % Late |
|---|---|---|---|---|
| 1 | 10% | 12% | 12% | 24% |
| 5 | 19% | 31% | 25% | 19% |
| 7 | 15% | 17% | 23% | 12% |
| 8 | 11% | 17% | 16% | 26% |
| 10 | 24% | 25% | 10% | 8% |
| 11 | 18% | 26% | 19% | 31% |
| 15X | 22% | 34% | | |
| 17X | 28% | 23% | | |
| 18X | 28% | 32% | | |
| 21 | 17% | 23% | 27% | 15% |
| 22 | 22% | 50% | 7% | 27% |
| 24 | 20% | 31% | 25% | 22% |
| 26X | 22% | 25% | 23% | 20% |
| 28X | 19% | 23% | 27% | 20% |
| 33 | 15% | 28% | 21% | 15% |
| 40 | 19% | 26% | 31% | 43% |
| 43 | 25% | 23% | 15% | 6% |
| 50 | 20% | 36% | 10% | 18% |
| 60 | 21% | 26% | 23% | 16% |
| 62 | 21% | 34% | 21% | 15% |
| 63X | 34% | 41% | | |
| 64X | 34% | 43% | | |
| 76 | 30% | 41% | | |
| 77X | 20% | 21% | | |
| 106 | 21% | 23% | 19% | 14% |
| 116X | 22% | 19% | | |
| 119 | 21% | 28% | | |
| 124 | 16% | 21% | 23% | 17% |
| 125 | 21% | 32% | 12% | 10% |
| 131 | 22% | 28% | 28% | 23% |
| 132 | 20% | 22% | 21% | 19% |
| 143 | 29% | 35% | | |
| 153 | 22% | 43% | | |
| 154 | 22% | 24% | | |
| 156 | 13% | 17% | 9% | 24% |
| 157 | 31% | 33% | | |
| 159 | 21% | 33% | | |
| 167 | 20% | 22% | | |
| 169 | 11% | 14% | 21% | 19% |
| 186 | 20% | 35% | | |
| 190 | 21% | 13% | | |
| 193X | 23% | 26% | | |
| 197 | 24% | 29% | | |
| 208 | 20% | 43% | 26% | |
| 218 | 21% | 7% | | |
| 226 | 16% | 19% | 20% | 25% |
| 232 | 21% | 18% | | |
| 235 | 21% | 26% | 6% | 5% |
| 238 | 23% | 33% | 16% | 15% |
| 244 | 36% | 39% | | |
| 257 | 22% | 39% | | |
| 268 | 22% | 21% | | |
| 277 | 36% | 36% | | |
| 301X | 23% | 32% | | |
| 303X | 22% | 36% | | |
| 308 | 35% | 62% | | |
| 309X | 18% | 39% | | |
| 316 | 34% | 51% | | |
| 330 | 20% | 33% | | |
| 342 | 21% | 33% | | |
| E Line | 22% | 25% | | |

## Appendix G: Route-level Ridership and Hours

Metro adopted a more accurate methodology to process data from its automatic passenger counters. This methodology was applied to last year's data to provide an apples-to-apples comparison. Data for 2015 will not match the data published in last year's System Evaluation.

| Route | Weekday Rides in Fall 2018 | Weekday Rides in Fall 2019 | Change in Rides | Weekday Platform Hours in Fall 2018 | Weekday Platform Hours in Fall 2019 | Change in Platform Hours |
|---|---|---|---|---|---|---|
| 1 | 2,400 | 2,700 | 300 | 67 | 78 | 11 |
| 2 | 5,900 | 5,900 | 0 | 138 | 137 | -1 |
| 3 | 8,100 | 6,800 | -1,300 | 190 | 168 | -22 |
| 4 | 2,700 | 3,900 | 1,200 | 110 | 109 | -1 |
| 5 | 8,000 | 7,700 | -300 | 203 | 218 | 15 |
| 7 | 11,200 | 11,200 | 0 | 260 | 261 | 1 |
| 8 | 8,600 | 8,800 | 200 | 194 | 195 | 1 |
| 9 | 1,000 | 1,000 | 0 | 37 | 37 | 0 |
| 10 | 3,200 | 3,200 | 0 | 94 | 95 | 1 |
| 11 | 4,100 | 4,200 | 100 | 93 | 97 | 4 |
| 12 | 3,400 | 3,500 | 100 | 86 | 86 | 0 |
| 13 | 2,400 | 2,300 | -100 | 64 | 65 | 1 |
| 14 | 3,000 | 3,400 | 400 | 87 | 104 | 17 |
| 15X | 1,400 | 1,500 | 100 | 33 | 35 | 2 |
| 17X | 1,100 | 1,200 | 100 | 27 | 30 | 3 |
| 18X | 1,100 | 1,000 | -100 | 27 | 27 | 1 |
| 19 | 300 | 400 | 100 | 13 | 14 | 1 |
| 21 | 4,800 | 4,600 | -200 | 158 | 159 | 1 |
| 22 | 200 | 200 | 0 | 16 | 17 | 1 |
| 24 | 2,300 | 2,100 | -200 | 74 | 74 | 0 |
| 26X | 3,000 | 2,700 | -300 | 95 | 97 | 2 |
| 27 | 1,200 | 1,300 | 100 | 50 | 50 | 0 |
| 28X | 3,300 | 3,000 | -300 | 106 | 110 | 4 |
| 29 | 1,100 | 1,000 | -100 | 38 | 39 | 1 |
| 31 | 1,800 | 1,800 | 0 | 67 | 68 | 1 |
| 32 | 2,300 | 2,400 | 100 | 77 | 77 | 0 |
| 33 | 2,100 | 2,000 | -100 | 60 | 60 | 0 |
| 36 | 9,200 | 9,200 | 0 | 237 | 242 | 5 |
| 37 | 200 | 200 | 0 | 13 | 13 | 1 |
| 40 | 12,600 | 13,200 | 600 | 315 | 343 | 28 |
| 41 | 8,800 | 6,800 | -2,000 | 233 | 279 | 46 |
| 43 | 700 | 700 | 0 | 32 | 33 | 1 |
| 44 | 8,900 | 8,800 | -100 | 177 | 179 | 2 |
| 45 | 6,800 | 6,800 | 0 | 186 | 186 | 0 |

## Route-level Ridership and Hours continued

| Route | Weekday Rides in Fall 2018 | Weekday Rides in Fall 2019 | Change in Rides | Weekday Platform Hours in Fall 2018 | Weekday Platform Hours in Fall 2019 | Change in Platform Hours |
|---|---|---|---|---|---|---|
| 47 | 500 | 600 | 100 | 23 | 24 | 1 |
| 48 | 5,600 | 5,200 | -400 | 199 | 205 | 6 |
| 49 | 6,000 | 6,300 | 300 | 169 | 169 | 0 |
| 50 | 2,400 | 2,500 | 100 | 137 | 148 | 11 |
| 55 | 900 | 900 | 0 | 37 | 37 | 0 |
| 56 | 700 | 800 | 100 | 26 | 27 | 1 |
| 57 | 500 | 500 | 0 | 13 | 14 | 1 |
| 60 | 5,700 | 5,600 | -100 | 193 | 192 | -1 |
| 62 | 8,100 | 8,100 | 0 | 244 | 245 | 1 |
| 63 | 700 | 900 | 200 | 30 | 30 | 0 |
| 64X | 800 | 900 | 100 | 30 | 31 | 1 |
| 65 | 5,700 | 5,800 | 100 | 146 | 156 | 10 |
| 67 | 5,700 | 6,000 | 300 | 146 | 151 | 5 |
| 70 | 8,600 | 8,100 | -500 | 216 | 217 | 1 |
| 71 | 1,300 | 1,300 | 0 | 51 | 51 | 0 |
| 73 | 700 | 700 | 0 | 24 | 25 | 1 |
| 74 | 1,300 | 1,100 | -200 | 50 | 56 | 6 |
| 75 | 4,600 | 4,300 | -300 | 136 | 136 | 0 |
| 76 | 1,600 | 1,700 | 100 | 44 | 44 | 0 |
| 77 | 1,100 | 1,200 | 100 | 36 | 37 | 1 |
| 78 | 200 | 300 | 100 | 14 | 14 | 0 |
| 101 | 4,700 | 3,900 | -800 | 154 | 166 | 12 |
| 102 | 1,400 | 1,300 | -100 | 40 | 46 | 6 |
| 105 | 900 | 1,000 | 100 | 38 | 38 | 0 |
| 106 | 5,800 | 5,600 | -200 | 178 | 179 | 1 |
| 107 | 2,700 | 2,500 | -200 | 117 | 121 | 4 |
| 111 | 800 | 900 | 100 | 43 | 49 | 6 |
| 113 | 200 | 300 | 100 | 13 | 14 | 1 |
| 114 | 400 | 500 | 100 | 31 | 32 | 1 |
| 116 | 600 | 600 | 0 | 29 | 30 | 1 |
| 118X | 200 | 500 | 300 | 11 | 42 | 31 |
| 118 | 400 | 500 | 100 | 30 | 42 | 12 |
| 119X | 100 | 300 | 200 | 5 | 22 | 17 |
| 119 | 200 | 300 | 100 | 12 | 22 | 10 |
| 120 | 8,400 | 8,200 | -200 | 243 | 298 | 55 |
| 121 | 900 | 900 | 0 | 56 | 56 | 0 |
| 122 | 400 | 500 | 100 | 30 | 30 | 0 |

## Route-level Ridership and Hours continued

| Route | Weekday Rides in Fall 2018 | Weekday Rides in Fall 2019 | Change in Rides | Weekday Platform Hours in Fall 2018 | Weekday Platform Hours in Fall 2019 | Change in Platform Hours |
|---|---|---|---|---|---|---|
| 123 | 300 | 300 | 0 | 14 | 14 | 0 |
| 124 | 4,200 | 4,100 | -100 | 137 | 137 | 0 |
| 125 | 1,400 | 1,300 | -100 | 60 | 62 | 2 |
| 128 | 3,400 | 3,200 | -200 | 140 | 139 | -1 |
| 131 | 3,300 | 3,500 | 200 | 93 | 97 | 4 |
| 132 | 2,900 | 3,000 | 100 | 103 | 103 | 0 |
| 143 | 500 | 600 | 100 | 35 | 36 | 1 |
| 148 | 600 | 600 | 0 | 43 | 44 | 1 |
| 150 | 6,300 | 5,400 | -900 | 208 | 225 | 17 |
| 153 | 800 | 800 | 0 | 42 | 42 | 0 |
| 154 | 100 | 200 | 100 | 9 | 9 | 0 |
| 156 | 1,000 | 1,000 | 0 | 70 | 72 | 2 |
| 157 | 200 | 300 | 100 | 17 | 18 | 1 |
| 158 | 600 | 500 | -100 | 31 | 33 | 2 |
| 159 | 300 | 400 | 100 | 25 | 27 | 2 |
| 164 | 1,700 | 1,700 | 0 | 48 | 55 | 7 |
| 166 | 1,700 | 1,800 | 100 | 86 | 86 | 0 |
| 167 | 300 | 400 | 100 | 16 | 17 | 1 |
| 168 | 1,500 | 1,500 | 0 | 72 | 75 | 3 |
| 169 | 3,300 | 3,300 | 0 | 144 | 145 | 1 |
| 177 | 500 | 500 | 0 | 36 | 38 | 2 |
| 178 | 400 | 500 | 100 | 32 | 35 | 3 |
| 179 | 700 | 800 | 100 | 42 | 44 | 2 |
| 180 | 4,600 | 4,700 | 100 | 183 | 183 | 1 |
| 181 | 2,200 | 2,000 | -200 | 108 | 107 | -1 |
| 182 | 500 | 500 | 0 | 29 | 30 | 1 |
| 183 | 1,000 | 1,100 | 100 | 52 | 52 | 0 |
| 186 | 200 | 300 | 100 | 21 | 21 | 0 |
| 187 | 500 | 500 | 0 | 19 | 20 | 1 |
| 190 | 400 | 400 | 0 | 29 | 33 | 4 |
| 192 | 100 | 200 | 100 | 14 | 16 | 2 |
| 193 | 400 | 500 | 100 | 31 | 32 | 1 |
| 197 | 500 | 600 | 100 | 40 | 41 | 1 |
| 200 | 100 | 200 | 100 | 13 | 14 | 1 |
| 201 | 50 | 0 | -50 | 2 | 0 | -2 |
| 204 | 200 | 200 | 0 | 19 | 21 | 2 |
| 208 | 100 | 200 | 100 | 17 | 18 | 1 |

## Route-level Ridership and Hours continued

| Route | Weekday Rides in Fall 2018 | Weekday Rides in Fall 2019 | Change in Rides | Weekday Platform Hours in Fall 2018 | Weekday Platform Hours in Fall 2019 | Change in Platform Hours |
|---|---|---|---|---|---|---|
| 212 | 2,700 | 2,800 | 100 | 79 | 77 | -2 |
| 214 | 1,200 | 1,100 | -100 | 46 | 48 | 2 |
| 216 | 900 | 1,000 | 100 | 31 | 32 | 1 |
| 217 | 200 | 200 | 0 | 13 | 13 | 0 |
| 218 | 1,400 | 1,400 | 0 | 41 | 47 | 6 |
| 219 | 800 | 900 | 100 | 36 | 36 | 0 |
| 221 | 1,500 | 1,500 | 0 | 83 | 84 | 1 |
| 224 | 100 | 200 | 100 | 16 | 16 | 0 |
| 226 | 1,500 | 1,500 | 0 | 70 | 71 | 1 |
| 232 | 400 | 400 | 0 | 24 | 25 | 1 |
| 234 | 1,300 | 1,300 | 0 | 76 | 76 | 0 |
| 235 | 1,100 | 1,200 | 100 | 67 | 68 | 1 |
| 236 | 400 | 500 | 100 | 63 | 63 | 0 |
| 237 | 100 | 100 | 0 | 6 | 6 | 0 |
| 238 | 800 | 900 | 100 | 78 | 79 | 1 |
| 240 | 2,400 | 2,500 | 100 | 136 | 137 | 1 |
| 241 | 600 | 600 | 0 | 48 | 48 | 0 |
| 243 | 50 | 100 | 50 | 11 | 11 | 0 |
| 244 | 200 | 200 | 0 | 16 | 17 | 1 |
| 245 | 3,500 | 3,500 | 0 | 168 | 169 | 1 |
| 246 | 300 | 400 | 100 | 30 | 31 | 1 |
| 248 | 1,000 | 1,000 | 0 | 55 | 56 | 1 |
| 249 | 800 | 1,000 | 200 | 54 | 55 | 1 |
| 252 | 700 | 600 | -100 | 26 | 29 | 3 |
| 255 | 6,300 | 5,500 | -800 | 240 | 262 | 22 |
| 257 | 600 | 600 | 0 | 24 | 25 | 1 |
| 268 | 600 | 600 | 0 | 17 | 18 | 1 |
| 269 | 900 | 1,000 | 100 | 86 | 87 | 1 |
| 271 | 5,400 | 5,300 | -100 | 236 | 237 | 1 |
| 277 | 200 | 300 | 100 | 19 | 20 | 1 |
| 301 | 1,600 | 1,600 | 0 | 49 | 50 | 1 |
| 303 | 1,200 | 1,200 | 0 | 39 | 41 | 2 |
| 304 | 400 | 400 | 0 | 16 | 17 | 1 |
| 308 | 200 | 200 | 0 | 13 | 14 | 1 |
| 309 | 500 | 500 | 0 | 19 | 19 | 0 |
| 311 | 1,300 | 1,200 | -100 | 49 | 53 | 4 |
| 312 | 2,600 | 2,500 | -100 | 84 | 86 | 2 |

## Route-level Ridership and Hours continued

| Route | Weekday Rides in Fall 2018 | Weekday Rides in Fall 2019 | Change in Rides | Weekday Platform Hours in Fall 2018 | Weekday Platform Hours in Fall 2019 | Change in Platform Hours |
|---|---|---|---|---|---|---|
| 316 | 1,200 | 1,200 | 0 | 29 | 31 | 2 |
| 330 | 400 | 400 | 0 | 14 | 14 | 0 |
| 331 | 900 | 900 | 0 | 51 | 52 | 1 |
| 342 | 300 | 300 | 0 | 17 | 17 | 0 |
| 345 | 1,100 | 1,100 | 0 | 47 | 47 | 0 |
| 346 | 1,100 | 1,000 | -100 | 44 | 47 | 3 |
| 347 | 1,200 | 1,100 | -100 | 55 | 56 | 1 |
| 348 | 1,200 | 1,100 | -100 | 57 | 57 | 0 |
| 355 | 900 | 1,000 | 100 | 34 | 35 | 1 |
| 372 | 7,800 | 7,600 | -200 | 216 | 216 | 0 |
| 373 | 1,900 | 2,000 | 100 | 61 | 63 | 2 |
| 628 | 50 | 100 | 50 | 18 | 23 | 5 |
| 630 | 50 | 200 | 150 | 11 | 11 | 0 |
| 631 | 50 | 100 | 50 | 9 | 10 | 1 |
| 635 | 50 | 200 | 150 | 16 | 22 | 6 |
| A Line | 9,400 | 9,100 | -300 | 182 | 184 | 2 |
| B Line | 6,200 | 6,100 | -100 | 166 | 167 | 1 |
| C Line | 12,200 | 11,100 | -1,100 | 339 | 336 | -3 |
| D Line | 13,900 | 13,800 | -100 | 261 | 264 | 3 |
| E Line | 16,800 | 16,700 | -100 | 336 | 360 | 24 |
| F Line | 5,700 | 5,300 | -400 | 191 | 197 | 6 |
| 773 | 200 | 200 | 0 | 7 | 7 | 0 |
| 775 | 200 | 200 | 0 | 8 | 8 | 0 |
| 823 | 100 | 100 | 0 | 2 | 3 | 1 |
| 824 | 100 | 100 | 0 | 2 | 2 | 0 |
| 886 | 50 | 100 | 50 | 2 | 2 | 0 |
| 887 | 100 | 100 | 0 | 2 | 3 | 1 |
| 888 | 100 | 100 | 0 | 2 | 3 | 1 |
| 889 | 100 | 100 | 0 | 2 | 3 | 1 |
| 891 | 100 | 100 | 0 | 3 | 3 | 0 |
| 892 | 100 | 100 | 0 | 2 | 3 | 1 |
| 893 | 100 | 100 | 0 | 2 | 2 | 0 |
| 894 | 100 | 100 | 0 | 2 | 3 | 1 |
| 895 | 100 | 100 | 0 | 2 | 2 | 0 |
| 901DART | 300 | 400 | 100 | 18 | 23 | 5 |
| 903DART | 200 | 400 | 200 | 24 | 23 | -1 |
| 906DART | 300 | 400 | 100 | 26 | 27 | 1 |

## Route-level Ridership and Hours continued

| Route | Weekday Rides in Fall 2018 | Weekday Rides in Fall 2019 | Change in Rides | Weekday Platform Hours in Fall 2018 | Weekday Platform Hours in Fall 2019 | Change in Platform Hours |
|---|---|---|---|---|---|---|
| 907DART | 100 | 100 | 0 | 17 | 19 | 2 |
| 908DART | 100 | 100 | 0 | 10 | 11 | 1 |
| 910DART | 100 | 100 | 0 | 9 | 10 | 1 |
| 913DART | 100 | 200 | 100 | 13 | 13 | 0 |
| 914DART | 100 | 200 | 100 | 10 | 11 | 1 |
| 915DART | 300 | 200 | -100 | 15 | 16 | 1 |
| 916DART | 100 | 200 | 100 | 12 | 12 | 0 |
| 917DART | 100 | 200 | 100 | 14 | 15 | 1 |
| 930DART | 200 | 200 | 0 | 20 | 22 | 2 |
| 931DART | 100 | 200 | 100 | 28 | 31 | 3 |
| 952 | 200 | 200 | 0 | 27 | 26 | -1 |
| 980 | 50 | <50 | 50 | 2 | 3 | 1 |
| 981 | 50 | <50 | 50 | 3 | 3 | 0 |
| 982 | 100 | 100 | 0 | 4 | 5 | 1 |
| 984 | 50 | <50 | 50 | 2 | 3 | 1 |
| 986 | 100 | 100 | 0 | 4 | 4 | 0 |
| 987 | 100 | 100 | 0 | 4 | 5 | 1 |
| 988 | 100 | 100 | 0 | 3 | 4 | 1 |
| 989 | 100 | 100 | 0 | 4 | 5 | 1 |
| 994 | 100 | 100 | 0 | 3 | 4 | 1 |
| 995 | 50 | <50 | 50 | 3 | 4 | 1 |
| West Seattle Water Taxi* | 1,500 | 900 | -600 | 8 | 10 | 1 |
| Vashon Water Taxi* | 1,000 | 950 | -50 | 6 | 6 | 0 |
| South Lake Union Streetcar | 1,650 | 1,700 | 50 | 91 | 91 | 0 |
| First Hill Streetcar | 4,400 | 4,500 | 100 | 172 | 172 | 0 |

Rides are rounded to the nearest 100; rounding errors may appear in this table
* Previous year data from March–June 2019; current year data from October 2019–March 2020

# Appendix H: Service Changes and Corridor Changes

## Service Changes

| Route(s) | Summary of Change | Type of Change |
|---|---|---|
| SEPTEMBER 2019 | | |
| 1, 14 | Add 18 trips throughout peak and midday to achieve 15-minute headways between 6 AM–7 PM | Added trips |
| 3 | Add two new AM trips | Added trips |
| 5, 5X | Add three southbound AM edge-of-peak Route 5 trips and two northbound PM edge-of-peak Route 5 trips; add one northbound PM edge-of-peak Route 5X trip | Added trips |
| 7 | Add more layover time for comfort station access | Layover adjustment |
| 8 | Add service hours to help improve reliability and quality of service | Schedule adjustment |
| 11 | Add four trips in the AM peak and two trips in the evening | Added trips |
| 15, 17, 18 | Add a northbound Route 17 trip; add Routes 15, 17, and 18 to the Elliott Ave W/ W Prospect St stop pair | Added trips, added stops |
| 21 | Improve Saturday evening service to match Sunday evening frequency (15 minutes between 8 PM–10 PM); add service hours to help improve reliability and quality of service | Added trips, schedule adjustment |
| 22 | Revise routing because of construction improvements | Route revision |
| 26, 28, 131, 132 | Add one southbound Route 28 trip; adjust headway of southbound Routes 26 and 28 adjacent trips; adjust schedule for Route 131 and 132 trips that are impacted | Added trips, schedule adjustment |
| 27 | Relocate downtown layover | Layover adjustment |
| 36 | Add one southbound trip in the AM peak; add one northbound in late morning and one late evening | Added trips |
| 37 | Relocate downtown layover | Layover adjustment |
| 40 | Add three northbound trips; add two trips on weekdays, Saturdays and Sundays | Added trips |
| 41 | Increase frequency to 15 minutes on weekdays between 6 AM–12 AM and on weekends between 6 AM–7 PM; 20 minute frequency on weekends between 7 PM–12 AM; add service hours to help improve reliability and quality of service | Added trips, schedule adjustment |
| 44 | Add six trips between 9 AM-11 AM | Added trips |
| 48 | Add three round trips in late evening on weekdays and two round trips for early morning on Sundays | Added trips |
| 60 | Adjust schedule to provide 15-minute headway on weekends between Beacon Hill Station and Georgetown in coordination with Route 107 | Schedule adjustment |
| 65, 67 | Increase frequency to 15 minutes on weekdays between 6 AM–12 AM and weekends between 6 AM–7 PM; 20 minute frequency on weekends between 7 PM–12 PM; add more Route 65 layover time for comfort station access | Added trips, layover adjustment |
| 70 | Eliminate summer-only seasonal trips that were added in June; change the stop at Brooklyn Ave NE / NE 50th St (ID# 9130) to a layover-only stop | Removed seasonal trips, removed a stop |

## Service Changes and Corridor Changes continued

| Route(s) | Summary of Change | Type of Change |
|---|---|---|
| 74 | Move operation of Route 74 from North Base to Central Base | Route operation revision |
| 101 | Add four trips on weekdays, Saturdays, and Sundays | Added trips |
| 105 | Increase frequency from 60 to 30 minutes on Sundays | Added trips |
| 106 | Add service hours to help improve reliability and quality of service | Schedule adjustment |
| 107 | Adjust schedule to provide 15-minute headway evenings and nights between Beacon Hill station and Georgetown in coordination with Route 60 | Schedule adjustment |
| 116, 118, 119 | Relocate downtown layover | Layover adjustment |
| 118 | Put existing deadhead into revenue service in AM; adjust PM schedule to improve ferry connection | Route adjustment, schedule adjustment |
| 120 | Add 12 weekday trips, 20 Saturday trips, and 19 Sunday trips | Added trips |
| 124 | Add one Sunday night trip | Added trips |
| 128 | Move operation of Route 128 from Central Base to South Base | Route operation revision |
| 143 | Add service hours to help improve reliability and quality of service; relocate downtown layover | Schedule adjustment, layover adjustment |
| 150 | Add one trip on weekdays, Saturdays, and Sundays | Added trips |
| 164, 183 | Increase frequency on weekday nights for Route 164 from 60 to 30 minutes; increase frequency for both routes from 60 to 30 minutes on Saturdays from 8:30 AM-5:30 PM | Added trips |
| 178 | Relocate downtown layover | Layover adjustment |
| 190 | Make minor route revision with the closure of the Star Lake Park and Ride | Route revision |
| 212, 217 | Relocate downtown layover | Layover adjustment |
| 214 | Relocate downtown layover | Layover adjustment |
| 218 | Add two AM and two PM trips to address overcrowding | Added trips |
| 252 | Add one AM inbound trip to address overcrowding | Added trips |
| 255 | Add one PM trip to address overcrowding | Added trips |
| 271 | Add one PM trip to address overcrowding | Added trips |
| 303 | Shift bay assignment at Aurora Village Transit Center | Stop adjustment |
| 311 | Add one AM trip | Added trips |
| 312 | Shorten two PM peak trips to start at Kenmore instead of UW Bothell | P.M. peak route revision |
| 346 | Increase frequency to 30 minutes on weekday evenings; add more layover time for comfort station access | Added trips; layover adjustment |
| 348 | Add more layover time for comfort station access | Layover adjustment |

## Service Changes and Corridor Changes continued

| Route(s) | Summary of Change | Type of Change |
|---|---|---|
| 372 | Increase frequency to operate at least every 15 minutes between 6 AM-7 PM | Added trips |
| 373 | Add a new round trip toward the end of the PM peak period; shift bay assignment at Aurora Village Transit Center | Added trips, stop adjustment |
| 522EX | Discontinue last weeknight trip from Woodinville and add one peak-hour trip from Bothell to Seattle | Added trips, reduced trips |
| 540EX | Pierce Transit will operate this route | Administrative revision |
| 541EX | Pierce Transit will operate this route | Administrative revision |
| 554EX | Revise eastbound route pathway to operate on S Jackson St with new stop at Maynard Ave S | Route revision, added stop |
| 560EX | Make minor schedule adjustments on weekdays and significant schedule adjustments on weekends | Schedule adjustment |
| 567EX | Make minor schedule adjustments | Schedule adjustment |
| 577EX | Add new trip departing Federal Way at 4:45 AM and minor schedule adjustments | Added trips, schedule adjustment |
| 635 | Add 30-minute service during midday on weekdays; add 30-minute service on Saturdays between 6:30 AM-6:30 PM | Added trips |
| 638 | Shift bay assignment at Aurora Village Transit Center | Stop adjustment |
| 673 | Add three inbound (northbound) AM trips; add two outbound (southbound) PM trips | Added trips |
| 674 | Add two southbound trips from Crown Hill to downtown; add one northbound trip from downtown to Crown Hill | Added trips |
| 675 | Add 11 southbound trips from Aurora Village to downtown; add 12 northbound trips from downtown to Aurora Village | Added trips |
| 676 | Add service hours to help improve reliability and quality of service | Schedule adjustment |
| 903 | Discontinue Route 903 service to Northeast Tacoma. All Route 903 trips will layover at the QFC on 49th Ave NE /42nd St NE | Route revision |
| 906 | Increase frequency from 60 to 30 minutes between 7 AM-9 AM and 2:30 PM-5:30 PM | Added trips |
| Sounder | Reduce holiday service | Reduced holiday service |
| MARCH 2020 | | |
| C line | Reroute to permanent pathway using Alaskan Way and Columbia St | Route adjustment |
| North Base | Add more runtime for pull-in/pull-out trips from North Base | Scheduling adjustment |
| 21X, 55, 56, 57, 120 | Reroute to permanent pathway using Alaskan Way and Columbia St | Route adjustment |
| 37 | Reroute to permanent pathway using Alaskan Way and Columbia St | Route adjustment |
| 62 | Make minor reroute to accommodate a protected bike lane on Bell St | Route adjustment |

## Service Changes and Corridor Changes continued

| Route(s) | Summary of Change | Type of Change |
|---|---|---|
| 113, 121, 122, 123 | Reroute to permanent pathway using Alaskan Way and Columbia St | Route adjustment |
| 120 | Move operations from Atlantic to Central Base | Route operation revision |
| 125 | Reroute to permanent pathway using Alaskan Way and Columbia St | Route adjustment |
| 167, 271 | Remove "UWR" designation from all remaining trips | Administrative revision |
| 190 | Closure of Star Lake Park and Ride for light rail cosntruction, adjust Route 190 stop accordingly | Route adjustment, stop adjustment |
| 221 | Make minor reroute to simplify pathway and better align with new Route 250 | Route adjustment |
| 225 | Create a new route connecting Kenmore Park and Ride and the Redmond Technology Station | Added route |
| 225, 232, 243, 244, 245, 249, 268, 982, 989, 992 B line | Officially change name and provide new routing instructions for operation at the Redmond Technology Station (formerly Overlake Transit Center); routes serving the bus loop at Redmond Technology Station will have new assigned drop-off and pick-up bay locations and layover location | Stop name adjustment, stop adjustment, layover adjustment |
| 230 | Create a new route connecting North Creek, Bothell, Juanita nd Kirkland | Added route |
| 231 | Create a new route connecting Woodinville, Brickyard, Juanita and Kirkland | Added route |
| 234 | Delete route and replace with other service | Deleted route |
| 235 | Delete route and replace with other service | Deleted route |
| 236 | Delete route and replace with other service | Deleted route |
| 238 | Delete route and replace with other service | Deleted route |
| 239 | Create a new route connecting UW Bothell, Kingsgate, Totem Lake, Rose Hill, and Kirkland Transit Center | Added route |
| 243 | Delete route and replace with other service | Deleted route |
| 244 | Delete route and replace with other service | Deleted route |
| 248 | Delete route and replace with other service | Deleted route |
| 250 | Create a new route connecting Avondale, Bear Creek, Redmond, Kirkland, and Bellevue | Added route |
| 255 | Reroute to terminate at Totem Lake Transit Center and the University District | Route revision |
| 271 | Operate some Route 271 trips out of East Base | Route operation revision |
| 277 | Delete route and replace with other service | Deleted route |
| 930 | Expand service to run all-day and later in the evening | Increased span of service |

## Service Changes and Corridor Changes continued

| Route(s) | Summary of Change | Type of Change |
|---|---|---|
| 510EX, 511EX, 512EX, 513EX, 532EX, 535EX | Make schedule adjustments; operator: Community Transit | Schedule adjustment |
| 540EX | Delete route | Deleted route |
| 541EX | Discontinue 33 trips; operator: King County Metro | Reduced trips |
| 541EX, 542EX | Make minor route and bus stop changes at University of Washington Station | Route revision, stop revision |
| 544EX | Add new route operating between Overlake and South Lake Union; operator: Pierce Transit | Added route |
| 566EX | Discontinue service on Route 566 to Kennydale and Newport Hills Freeway stops; revise running times on route to coordinate with Route 567 between Overlake and Bellevue and to reflect traffic conditions along I-405 and SR 167; discontinue four AM peak trips past Bellevue Transit Center because of low ridership | Schedule adjustments, trips adjustments, deleted stops |
| 574EX | Rewrite schedule to reflect traffic conditions during AM and PM peak periods; consolidate two southbound departures into one departure because of low ridership; remove MCIs as requirement for fleet type on this route | Schedule adjustment, fleet type adjustment |
| 577EX | Make minor schedule adjustment for two AM peak trips | Schedule adjustment |
| 578EX | Adjust running times on weekday Route 578 trips to better reflect current traffic conditions; recommend use of East Valley Highway on trips departing Seattle between 12:30 PM and 5 PM | Schedule adjustment, route revision recommendation |
| 586EX | Make minor schedule adjustment; prioritize 40-foot coaches for Route 586 and shift high-capacity coaches to Routes 590 and 594 | Schedule adjustment, fleet type adjustment |
| 590EX | Elminate five northbound and four southbound reverse peak trips; make minor schedule adjustments to runtime; request high-capcity buses between<br>4 AM-7 AM northbound | Reduced trips, fleet type adjustment |
| 592EX | Make schedule adjustments | Schedule adjustment |
| 594EX | Make schedule adjustments; request high-capacity buses between 8 AM-10 AM northbound and 2 PM-8 PM southbound; add one southbound AM trip on weekdays between 5:27 AM-6:42 AM | Schedule adjustment, fleet type adjustment, added trips |

| Connections | | | | Land Use - Productivity | | | | Social Equity - Demographics | | | | Geographic Value - Connections to Centers | | | | Initial Target Service Levels | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BETWEEN | AND | VIA | MAJOR ROUTE | HOUSEHOLDS & P&R STALLS*1.1 / CORRIDOR MILE | POINTS | JOBS & STUDENTS / CORRIDOR MILE | POINTS | % BOARDINGS IN MINORITY TRACTS | POINTS | % BOARDINGS IN LOW-INCOME TRACTS | POINTS | CONNECTION TYPE | POINTS | TOTAL SCORE | RAPIDRIDE | PEAK | OFFPEAK | NIGHT |
| Admiral District | Southcenter | California Ave SW, Military Rd, TIBS | 128 | 1,307 | 4 | 1,161 | 2 | 72% | 5 | 72% | 5 | RGC/MIC - TAC | 7 | 23 | | 15 | 30 | 30 |
| Alki | SODO Station | Alaska Junction | 50 | 1,463 | 4 | 2,162 | 4 | 31% | 0 | 31% | 0 | RGC/MIC - TAC | 7 | 15 | | 30 | 30 | |
| Auburn | Burien | Kent, SeaTac | 180 | 749 | 2 | 1,194 | 2 | 65% | 5 | 99% | 5 | RGC/MIC - RGC/MIC | 10 | 24 | | 15 | 30 | 30 |
| Auburn | Pacific | Algona | 917 | 438 | 0 | 504 | 2 | 57% | 3 | 100% | 5 | Other | 2 | 12 | | 30 | 30 | |
| Auburn/GRCC | Federal Way | 15th St SW, Lea Hill Rd | 181 | 774 | 2 | 1,114 | 2 | 80% | 5 | 98% | 5 | RGC/MIC - RGC/MIC | 10 | 24 | | 15 | 30 | 30 |
| Aurora Village | Northgate | Meridian Ave N | 346 | 1,316 | 4 | 1,963 | 4 | 69% | 5 | 67% | 5 | RGC/MIC - TAC | 7 | 25 | | 15 | 15 | 30 |
| Aurora Village | Seattle CBD | Aurora Ave N | E Line | 3,130 | 10 | 8,859 | 8 | 58% | 5 | 47% | 3 | RGC/MIC - RGC/MIC | 10 | 36 | Yes | 10 | 15 | 15 |
| Avondale | Kirkland | NE 85th St, Redmond Way, Avondale Rd NE | 248 | 1,792 | 4 | 1,767 | 4 | 86% | 5 | 0% | 0 | RGC/MIC - TAC | 7 | 20 | | 15 | 30 | 30 |
| Ballard | Northgate | Holman Road | 40 | 2,782 | 8 | 3,191 | 6 | 12% | 0 | 9% | 0 | RGC/MIC - RGC/MIC | 10 | 24 | | 15 | 30 | 30 |
| Ballard | Seattle CBD | 15th Ave W | D Line | 4,876 | 10 | 15,812 | 10 | 10% | 0 | 4% | 0 | RGC/MIC - RGC/MIC | 10 | 30 | Yes | 10 | 15 | 15 |
| Ballard | Seattle CBD | Fremont, South Lake Union | 40 | 5,008 | 10 | 28,378 | 10 | 21% | 0 | 6% | 0 | RGC/MIC - RGC/MIC | 10 | 30 | | 15 | 15 | 30 |
| Ballard | University District | Green Lake, Greenwood | 45 | 3,002 | 10 | 11,976 | 10 | 13% | 0 | 41% | 3 | RGC/MIC - TAC | 7 | 30 | | 15 | 15 | 30 |
| Ballard | University District | Wallingford (N 45th St) | 44 | 3,445 | 10 | 15,079 | 10 | 17% | 0 | 17% | 0 | RGC/MIC - RGC/MIC | 10 | 30 | | 15 | 15 | 30 |
| Beacon Hill | Seattle CBD | Beacon Ave | 36 | 2,627 | 8 | 13,829 | 10 | 96% | 5 | 100% | 5 | Other | 2 | 30 | | 15 | 15 | 30 |
| Bellevue | Eastgate | Lake Hills Connector | 271 | 670 | 2 | 4,202 | 6 | 98% | 5 | 10% | 0 | RGC/MIC - TAC | 7 | 20 | | 15 | 30 | 30 |
| Bellevue | Redmond | NE 8th St, 156th Ave NE | B Line | 1,844 | 6 | 5,444 | 6 | 92% | 5 | 0% | 0 | RGC/MIC - RGC/MIC | 10 | 27 | Yes | 10 | 15 | 15 |
| Bellevue | Renton | Newcastle, Factoria | 240 | 1,213 | 4 | 4,199 | 6 | 97% | 5 | 31% | 0 | RGC/MIC - TAC | 7 | 22 | | 15 | 30 | 30 |
| Burien | Seattle CBD | 1st Ave S, South Park | 131 | 2,033 | 6 | 9,088 | 8 | 84% | 5 | 100% | 5 | RGC/MIC - RGC/MIC | 10 | 34 | | 15 | 15 | 30 |
| Burien | Seattle CBD | Delridge, Ambaum | 120 | 1,750 | 4 | 6,854 | 8 | 91% | 5 | 91% | 5 | RGC/MIC - RGC/MIC | 10 | 32 | | 15 | 15 | 30 |
| Burien | Seattle CBD | Des Moines Mem Dr S, South Park | 132 | 1,686 | 4 | 8,240 | 8 | 82% | 5 | 100% | 5 | RGC/MIC - TAC | 7 | 29 | | 15 | 15 | 30 |
| Capitol Hill | Seattle CBD | 15th Ave E | 10 | 7,622 | 10 | 23,929 | 10 | 0% | 0 | 72% | 5 | Other | 2 | 27 | | 15 | 15 | 30 |
| Capitol Hill | Seattle CBD | Madison St | 12 | 7,970 | 10 | 47,989 | 10 | 0% | 0 | 93% | 5 | Other | 2 | 27 | | 15 | 15 | 30 |
| Capitol Hill | White Center | South Park, Georgetown, Beacon Hill, First Hill | 60 | 2,718 | 8 | 5,588 | 8 | 89% | 5 | 88% | 5 | RGC/MIC - TAC | 7 | 33 | | 15 | 15 | 30 |
| Central District | Seattle CBD | E Jefferson St | 3/4 | 8,556 | 10 | 40,316 | 10 | 73% | 5 | 88% | 5 | RGC/MIC - TAC | 7 | 37 | | 15 | 15 | 30 |
| Colman Park | Seattle CBD | Leschi, Yesler Way | 27 | 5,763 | 10 | 21,830 | 10 | 75% | 5 | 67% | 5 | Other | 2 | 32 | | 15 | 15 | 30 |
| Discovery Park | Seattle CBD | Gilman Ave W, 22nd Ave W, Thorndyke Ave W | 33 | 3,720 | 10 | 14,288 | 10 | 5% | 0 | 0% | 0 | Other | 2 | 22 | | 15 | 30 | 30 |
| Eastgate | Bellevue | Newport Way, S. Bellevue, Beaux Arts | 241 | 1,441 | 4 | 6,837 | 8 | 92% | 5 | 23% | 0 | RGC/MIC - TAC | 7 | 24 | | 15 | 30 | 30 |
| Eastgate | Bellevue | Somerset, Factoria, Woodridge | 246 | 1,316 | 4 | 6,003 | 8 | 100% | 5 | 27% | 0 | Other | 2 | 19 | | 15 | 30 | 30 |
| Eastgate | Overlake | Phantom Lake | 226 | 1,110 | 2 | 2,357 | 4 | 47% | 3 | 26% | 0 | Other | 2 | 11 | | 30 | 30 | |
| Enumclaw | Auburn | Auburn Way S, SR 164 | 186/915 | 291 | 0 | 426 | 0 | 49% | 3 | 93% | 5 | RGC/MIC - TAC | 7 | 15 | | 30 | 30 | |
| Fairwood | Renton | S Puget Dr, Royal Hills | 148 | 968 | 2 | 875 | 2 | 74% | 5 | 56% | 3 | RGC/MIC - TAC | 7 | 19 | | 15 | 30 | 30 |
| Federal Way | Kent | Military Road S | 183 | 1,171 | 2 | 787 | 2 | 94% | 5 | 97% | 5 | RGC/MIC - RGC/MIC | 10 | 24 | | 15 | 30 | 30 |
| Federal Way | SeaTac | SR-99 | A Line | 1,187 | 2 | 2,351 | 4 | 100% | 5 | 100% | 5 | RGC/MIC - RGC/MIC | 10 | 26 | Yes | 10 | 15 | 15 |
| Fremont | Broadview | 8th Ave NW | 28 | 2,383 | 6 | 1,761 | 4 | 0% | 0 | 7% | 0 | TAC - TAC | 5 | 15 | | 30 | 30 | |
| Fremont | Seattle CBD | Dexter Ave N | 62 | 6,628 | 10 | 28,753 | 10 | 15% | 0 | 7% | 0 | RGC/MIC - TAC | 7 | 27 | | 15 | 15 | 30 |
| Fremont | University District | N 40th St | 31/32 | 1,904 | 6 | 18,451 | 10 | 10% | 0 | 10% | 0 | RGC/MIC - TAC | 7 | 23 | | 15 | 30 | 30 |
| Green River CC | Kent | 132nd Ave SE | 164 | 1,019 | 2 | 1,435 | 4 | 92% | 5 | 92% | 5 | RGC/MIC - TAC | 7 | 23 | | 15 | 30 | 30 |
| Greenwood | Seattle CBD | Greenwood Ave N | 5 | 3,787 | 10 | 10,725 | 10 | 2% | 0 | 14% | 0 | RGC/MIC - TAC | 7 | 27 | | 15 | 15 | 30 |
| High Point | Seattle CBD | 35th Ave SW | 21 | 2,839 | 8 | 13,669 | 10 | 68% | 5 | 69% | 5 | RGC/MIC - TAC | 7 | 35 | | 15 | 15 | 30 |

Figures rounded for display purposes.

| Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points |
|---|---|---|---|---|---|---|---|---|---|
| > 3000 | 10 | > 10250 | 10 | FR: 53% | 5 | FR: 50% | 5 | RGC/MIC - RGC/MIC | 10 |
| > 2400 | 8 | > 5500 | 8 | DART: 63% | 5 | DART: 56% | 5 | RGC/MIC - TAC | 7 |
| > 1800 | 6 | > 3000 | 6 | FR: 35% | 3 | FR: 31% | 3 | TAC - TAC | 5 |
| > 1200 | 4 | > 1400 | 4 | DART: 44% | 3 | DART: 37% | 3 | Other | 2 |
| > 600 | 2 | > 500 | 2 | (FR: Fixed-route) | | | | (RGC: Regional Growth Center) | |
| | | | | (DART: Dial-a-Ride Transit) | | | | (MIC: Manufacturing/Industrial Center) | |
| | | | | | | | | (TAC: Transit Activity Center) | |

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

| Connections | | | | Land Use - Productivity | | | | Social Equity - Demographics | | | | Geographic Value - Connections to Centers | | | | Initial Target Service Levels | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BETWEEN | AND | VIA | MAJOR ROUTE | HOUSEHOLDS & P&R STALLS*1.1 / CORRIDOR MILE | POINTS | JOBS & STUDENTS / CORRIDOR MILE | POINTS | % BOARDINGS IN MINORITY TRACTS | POINTS | % BOARDINGS IN LOW-INCOME TRACTS | POINTS | CONNECTION TYPE | POINTS | TOTAL SCORE | RAPIDRIDE | PEAK | OFFPEAK | NIGHT |
| Issaquah | Eastgate | SE Newport Way | 271 | 639 | 2 | 2,178 | 4 | 68% | 5 | 28% | 0 | Other | 2 | 13 | | 30 | 30 | |
| Issaquah | North Bend | Fall City, Snoqualmie | 208 | 291 | 0 | 413 | 0 | 6% | 0 | 53% | 3 | RGC/MIC - TAC | 7 | 10 | | 30 | 30 | |
| Issaquah | Overlake | Sammamish, Bear Creek | 269 | 604 | 2 | 1,731 | 4 | 69% | 5 | 2% | 0 | RGC/MIC - RGC/MIC | 10 | 21 | | 15 | 30 | 30 |
| Kenmore | Kirkland | Juanita | 234 | 867 | 2 | 620 | 2 | 0% | 0 | 0% | 0 | TAC - TAC | 5 | 9 | | 60 | 60 | |
| Kenmore | Shoreline | Lake Forest Park, Aurora Village TC | 331 | 826 | 2 | 1,125 | 2 | 35% | 0 | 53% | 3 | TAC - TAC | 5 | 12 | | 30 | 30 | |
| Kenmore | Totem Lake | Finn Hill, Juanita | - | - | - | - | - | - | - | - | - | - | - | - | | - | - | - |
| Kennydale | Renton | Edmonds Ave NE | - | - | - | - | - | - | - | - | - | - | - | - | | - | - | - |
| Kent | Burien | Kent-DM Rd, S. 240th St, 1st Ave S | 166 | 1,022 | 2 | 1,174 | 2 | 90% | 5 | 91% | 5 | RGC/MIC - TAC | 7 | 21 | | 15 | 30 | 30 |
| Kent | Maple Valley | SE Kent-Kangley Road | 168 | 818 | 2 | 717 | 2 | 32% | 0 | 46% | 3 | RGC/MIC - TAC | 7 | 14 | | 30 | 30 | |
| Kent | Renton | 84th Ave S, Lind Ave SW | 153 | 640 | 2 | 2,857 | 4 | 100% | 5 | 100% | 5 | RGC/MIC - RGC/MIC | 10 | 26 | | 15 | 15 | 30 |
| Kent | Renton | Kent East Hill | 169 | 1,040 | 2 | 1,337 | 2 | 100% | 5 | 98% | 5 | RGC/MIC - RGC/MIC | 10 | 24 | | 15 | 30 | 30 |
| Kent | Seattle CBD | Tukwila | 150 | 832 | 2 | 7,689 | 8 | 98% | 5 | 99% | 5 | RGC/MIC - RGC/MIC | 10 | 30 | | 15 | 15 | 30 |
| Kirkland | Bellevue | South Kirkland | 234/235 | 2,027 | 6 | 8,377 | 8 | 5% | 0 | 0% | 0 | RGC/MIC - TAC | 7 | 21 | | 15 | 30 | 30 |
| Kirkland | Factoria | Overlake, Crossroads, Eastgate | 245 | 1,512 | 4 | 3,442 | 6 | 60% | 5 | 20% | 0 | RGC/MIC - TAC | 7 | 22 | | 15 | 30 | 30 |
| Lake City | Seattle CBD | NE 125th St, Northgate, I-5 | 41 | 2,046 | 6 | 12,041 | 10 | 46% | 3 | 67% | 5 | RGC/MIC - RGC/MIC | 10 | 34 | | 15 | 15 | 30 |
| Lake City | Univeristy District | 35th Ave NE | 65 | 2,004 | 6 | 9,885 | 8 | 14% | 0 | 55% | 3 | TAC - TAC | 5 | 22 | | 15 | 30 | 30 |
| Northgate[1] | University District | Lake City, Sand Point | 75 | 1,567 | 4 | 9,727 | 8 | 28% | 0 | 56% | 3 | RGC/MIC - TAC | 7 | 22 | | 15 | 30 | 30 |
| Laurelhurst | University District | NE 41st St | 78 | 342 | 0 | 22,143 | 10 | 18% | 0 | 27% | 0 | Other | 2 | 12 | | 30 | 30 | |
| Madison Park | Seattle CBD | Madison St | 11 | 4,944 | 10 | 14,851 | 10 | 0% | 0 | 53% | 3 | RGC/MIC - TAC | 7 | 30 | | 15 | 15 | 30 |
| Madrona | Seattle CBD | Union St | 2 | 5,931 | 10 | 26,591 | 10 | 5% | 0 | 63% | 5 | Other | 2 | 27 | | 15 | 15 | 30 |
| Magnolia | Seattle CBD | 34th Ae W, 28th Ave W | 24 | 3,331 | 10 | 12,550 | 10 | 7% | 0 | 0% | 0 | RGC/MIC - TAC | 7 | 27 | | 15 | 15 | 30 |
| Mercer Island | S Mercer Island | Island Crest Way | 204 | 781 | 2 | 699 | 2 | 0% | 0 | 0% | 0 | TAC - TAC | 5 | 9 | | 60 | 60 | 0 |
| Mirror Lake | Federal Way | S 312th St | 901 | 1,088 | 2 | 533 | 2 | 97% | 5 | 97% | 5 | Other | 2 | 16 | | 30 | 30 | |
| Mount Baker | Seattle CBD | 31st Ave S, S Jackson St | 14 | 5,171 | 10 | 20,042 | 10 | 64% | 5 | 100% | 5 | Other | 2 | 32 | | 15 | 15 | 30 |
| Mount Baker | University District | 23rd Ave E | 48 | 2,120 | 6 | 13,422 | 10 | 72% | 5 | 89% | 5 | RGC/MIC - TAC | 7 | 33 | | 15 | 15 | 30 |
| Mount Baker Transit Ctr | Seattle Center | Martin Luther King Jr Way, E John St, Denny Way | 8 | 6,242 | 10 | 8,616 | 8 | 55% | 5 | 26% | 0 | RGC/MIC - RGC/MIC | 10 | 33 | | 15 | 15 | 30 |
| Mountlake Terrace | Northgate | 15th Ave NE, 5th Ave NE | 347 | 1,584 | 4 | 1,819 | 4 | 29% | 0 | 50% | 3 | Other | 2 | 13 | | 30 | 30 | |
| Northeast Tacoma | Federal Way | SW 356th St, 9th Ave S | 182 | 757 | 2 | 926 | 2 | 62% | 5 | 62% | 5 | Other | 2 | 16 | | 30 | 30 | |
| Northgate | Seattle CBD | Green Lake, Wallingford | 26 | 3,442 | 10 | 10,403 | 10 | 19% | 0 | 42% | 3 | RGC/MIC - RGC/MIC | 10 | 33 | | 15 | 15 | 30 |
| Northgate | University District | Roosevelt Way NE | 67 | 3,415 | 10 | 15,915 | 10 | 37% | 3 | 73% | 5 | RGC/MIC - RGC/MIC | 10 | 38 | | 10 | 15 | 15 |
| Othello Station | SODO Station | Columbia City Station | 50 | 1,193 | 2 | 1,562 | 4 | 91% | 5 | 91% | 5 | Other | 2 | 18 | | 30 | 30 | |
| Overlake | Bellevue | Bell-Red Road | 226 | 2,611 | 8 | 12,376 | 10 | 91% | 5 | 0% | 0 | Other | 2 | 25 | | 15 | 15 | 30 |
| Overlake | Bellevue | Sammamish Viewpoint, Northup Way | 249 | 1,472 | 4 | 5,226 | 6 | 64% | 5 | 0% | 0 | RGC/MIC - TAC | 7 | 22 | | 15 | 30 | 30 |
| Queen Anne | Seattle CBD | Queen Anne Ave N | 2/13 | 6,135 | 10 | 22,746 | 10 | 17% | 0 | 15% | 0 | Other | 2 | 22 | | 15 | 30 | 30 |
| Queen Anne | Seattle CBD | Taylor Ave N | 3/4 | 6,402 | 10 | 24,933 | 10 | 32% | 0 | 56% | 5 | Other | 2 | 27 | | 15 | 15 | 30 |
| Rainier Beach | Seattle CBD | Rainier Ave S | 7 | 2,682 | 8 | 12,084 | 10 | 86% | 5 | 97% | 5 | Other | 2 | 30 | | 15 | 15 | 30 |
| Rainier Beach | Capitol Hill | Rainier Ave S | See corridor above; connection to Capitol Hill provided by First Hill Streetcar | | | | | | | | | | | | | - | - | - |
| Rainier Beach | Mount Baker Transit Cent | Martin Luther King Jr Way S | Connection now served by Renton - Beacon Hill corridor | | | | | | | | | | | | | - | - | - |
| Redmond | Duvall | Avondale Rd NE | 224 | 657 | 2 | 513 | 2 | 79% | 5 | 0% | 0 | RGC/MIC - TAC | 7 | 16 | | 30 | 30 | 0 |
| Redmond | Eastgate | 148th Ave, Crossroads, Bellevue College | 221 | 1,051 | 2 | 2,119 | 4 | 82% | 5 | 10% | 0 | RGC/MIC - TAC | 7 | 18 | | 30 | 30 | |
| Redmond | Totem Lake | Willows Road | 930 | 1,295 | 4 | 3,284 | 6 | 70% | 5 | 0% | 0 | RGC/MIC - RGC/MIC | 10 | 25 | | 15 | 30 | 30 |

Figures rounded for display purposes.

[1] Corridor was extended from Lake City to Northgate.

The Kenmore-Totem Lake and Kennydale-Renton corridors are not currently served in their entirety.

| Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points |
|---|---|---|---|---|---|---|---|---|---|
| > 3000 | 10 | > 10250 | 10 | FR: 53% | 5 | FR: 50% | 5 | RGC/MIC - RGC/MIC | 10 |
| > 2400 | 8 | > 5500 | 8 | DART: 63% | 5 | DART: 56% | 5 | RGC/MIC - TAC | 7 |
| > 1800 | 6 | > 3000 | 6 | FR: 35% | 3 | FR: 31% | 3 | TAC - TAC | 5 |
| > 1200 | 4 | > 1400 | 4 | DART: 44% | 3 | DART: 37% | 3 | Other | 2 |
| > 600 | 2 | > 500 | 2 | (FR: Fixed-route) | | | | (RGC: Regional Growth Center) | |
| | | | | (DART: Dial-a-Ride Transit) | | | | (MIC: Manufacturing/Industrial Center) | |
| | | | | | | | | (TAC: Transit Activity Center) | |

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

| Connections | | | | Land Use - Productivity | | | | Social Equity - Demographics | | | | Geographic Value - Connections to Centers | | | | Initial Target Service Levels | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BETWEEN | AND | VIA | MAJOR ROUTE | HOUSEHOLDS & P&R STALLS*1.1 / CORRIDOR MILE | POINTS | JOBS & STUDENTS / CORRIDOR MILE | POINTS | % BOARDINGS IN MINORITY TRACTS | POINTS | % BOARDINGS IN LOW-INCOME TRACTS | POINTS | CONNECTION TYPE | POINTS | TOTAL SCORE | RAPIDRIDE | PEAK | OFFPEAK | NIGHT |
| Renton | Burien | S 154th St | F Line | 901 | 2 | 1,888 | 4 | 100% | 5 | 84% | 5 | RGC/MIC - RGC/MIC | 10 | 26 | Yes | 10 | 15 | 15 |
| Renton | Black Diamond[1] | Maple Valley | 143/907 | 283 | 0 | 350 | 0 | 50% | 3 | 41% | 3 | RGC/MIC - TAC | 7 | 13 | | 30 | 30 | |
| Renton | Beacon Hill | West Hill, Rainier View | 107 | 974 | 2 | 718 | 2 | 96% | 5 | 87% | 5 | RGC/MIC - TAC | 7 | 21 | | 15 | 30 | 30 |
| Renton | Renton Highlands | NE 4th St, Union Ave NE | 105 | 1,363 | 4 | 1,747 | 4 | 100% | 5 | 87% | 5 | RGC/MIC - TAC | 7 | 25 | | 15 | 15 | 30 |
| Renton | Seattle CBD | Martin Luther King Jr Way S, I-5 | 101/102 | 1,172 | 2 | 9,387 | 8 | 97% | 5 | 98% | 5 | RGC/MIC - RGC/MIC | 10 | 30 | | 15 | 15 | 30 |
| Renton | Seattle CBD | Skyway, Martin Luther King Jr Way S S. Beacon Hill | 106 | 1,569 | 4 | 2,179 | 4 | 92% | 5 | 92% | 5 | RGC/MIC - TAC | 7 | 25 | | 15 | 15 | 30 |
| Renton Highlands | Renton | NE 7th St, Edmonds Ave NE | 908 | 1,265 | 4 | 1,919 | 4 | 100% | 5 | 71% | 5 | Other | 2 | 20 | | 15 | 30 | 30 |
| Richmond Beach | Northgate | Richmond Beach Rd, 15th Ave NE | 348 | 1,658 | 4 | 1,905 | 4 | 51% | 3 | 73% | 5 | RGC/MIC - TAC | 7 | 23 | | 15 | 30 | 30 |
| Roosevelt | UW | University Way | Connection now served by Northgate - U District via Roosevelt Way NE corridor | | | | | | | | | | | | | - | - | - |
| Sand Point | Fremont[2] | View Ridge, NE 65th St, Cowen Park | 62 | 2,521 | 8 | 2,135 | 4 | 0% | 0 | 33% | 0 | Other | 2 | 14 | | 30 | 30 | |
| Sand Point | University District | NE 55th St | 74 | 3,125 | 10 | 11,813 | 10 | 35% | 0 | 78% | 5 | Other | 2 | 27 | | 15 | 15 | 30 |
| Shoreline | Univeristy District | Jackson Park, 15th Ave NE | 373 | 1,558 | 4 | 6,618 | 8 | 33% | 0 | 75% | 5 | RGC/MIC - TAC | 7 | 24 | | 15 | 30 | 30 |
| Shoreline CC | Greenwood | Greenwood Ave N | 5 | 2,087 | 6 | 2,558 | 4 | 10% | 0 | 59% | 5 | TAC - TAC | 5 | 20 | | 15 | 30 | 30 |
| Shoreline CC | Lake City | N 155th St, Jackson Park | 330 | 1,648 | 4 | 2,154 | 4 | 20% | 0 | 86% | 5 | TAC - TAC | 5 | 18 | | 30 | 30 | |
| Shoreline CC | Northgate | N 130th St, Meridian Ave N | 345 | 1,461 | 4 | 3,126 | 6 | 39% | 3 | 73% | 5 | RGC/MIC - TAC | 7 | 25 | | 15 | 15 | 30 |
| Totem Lake | Seattle CBD | Kirkland, SR-520 | 255 | 2,001 | 6 | 8,897 | 8 | 5% | 0 | 5% | 0 | RGC/MIC - RGC/MIC | 10 | 24 | | 15 | 30 | 30 |
| Tukwila | Des Moines | McMicken Heights, Sea-Tac | 156 | 616 | 2 | 1,210 | 2 | 93% | 5 | 94% | 5 | RGC/MIC - RGC/MIC | 10 | 24 | | 15 | 30 | 30 |
| Tukwila | Fairwood | S 180th St, Carr Road | 906 | 644 | 2 | 1,444 | 4 | 93% | 5 | 71% | 5 | RGC/MIC - TAC | 7 | 23 | | 15 | 30 | 30 |
| Tukwila | Seattle CBD | Pacific Hwy S, 4th Ave S | 124 | 1,924 | 6 | 9,630 | 8 | 85% | 5 | 87% | 5 | RGC/MIC - RGC/MIC | 10 | 34 | | 15 | 15 | 30 |
| Twin Lakes | Federal Way | S 320th St | 187 | 936 | 2 | 608 | 2 | 100% | 5 | 90% | 5 | Other | 2 | 16 | | 30 | 30 | |
| Twin Lakes | Federal Way | SW Campus Dr, 1st Ave S | 903 | 1,262 | 4 | 1,179 | 2 | 100% | 5 | 98% | 5 | Other | 2 | 18 | | 30 | 30 | |
| University District | Bellevue | SR-520 | 271 | 935 | 2 | 12,649 | 10 | 95% | 5 | 9% | 0 | RGC/MIC - RGC/MIC | 10 | 27 | | 15 | 15 | 30 |
| University District | Seattle CBD | Broadway | 49 | 5,941 | 10 | 29,264 | 10 | 60% | 5 | 79% | 5 | Other | 2 | 32 | | 15 | 15 | 30 |
| University District | Seattle CBD | Eastlake, Fairview | 70 | 6,148 | 10 | 44,630 | 10 | 54% | 5 | 50% | 3 | TAC - TAC | 5 | 33 | | 15 | 15 | 30 |
| UW Bothell | Redmond | Woodinville, Cottage Lake | 931 | 593 | 0 | 1,091 | 2 | 19% | 3 | 0% | 0 | RGC/MIC - TAC | 7 | 12 | | 30 | 30 | |
| UW Bothell | University District | Kenmore, Lake Forest Park, Lake City | 372 | 1,471 | 4 | 7,242 | 8 | 44% | 3 | 55% | 3 | RGC/MIC - TAC | 7 | 25 | | 15 | 15 | 30 |
| UW Bothell/CCC | Kirkland | 132nd Ave NE, Lake Washington Tech | 238 | 1,305 | 4 | 2,298 | 4 | 0% | 0 | 0% | 0 | RGC/MIC - TAC | 7 | 15 | | 30 | 30 | |
| Vashon | Tahlequah | Valley Center | 118 | 51 | 0 | 81 | 0 | 0% | 0 | 0% | 0 | Other | 2 | 2 | | 60 | 60 | |
| West Seattle | Seattle CBD | Fauntleroy, Alaska Junction | C Line | 2,384 | 6 | 12,606 | 10 | 27% | 0 | 27% | 0 | RGC/MIC - TAC | 7 | 23 | Yes | 10 | 15 | 15 |
| White Center | Seattle CBD | 16th Ave SW, South Seattle College | 125 | 738 | 2 | 6,429 | 8 | 94% | 5 | 94% | 5 | RGC/MIC - TAC | 7 | 27 | | 15 | 15 | 30 |
| Woodinville | Kirkland | Kingsgate | 236 | 1,355 | 4 | 1,323 | 2 | 29% | 0 | 0% | 0 | RGC/MIC - TAC | 7 | 13 | | 30 | 30 | |

Figures rounded for display purposes.

[1] Corridor was truncated. Demand-response service in place between Black Diamond and Enumclaw.

[2] Corridor was extended from Cowen Park to Fremont.

| Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points |
|---|---|---|---|---|---|---|---|---|---|
| > 3000 | 10 | > 10250 | 10 | FR: 53% | 5 | FR: 50% | 5 | RGC/MIC - RGC/MIC | 10 |
| > 2400 | 8 | > 5500 | 8 | DART: 63% | 5 | DART: 56% | 5 | RGC/MIC - TAC | 7 |
| > 1800 | 6 | > 3000 | 6 | FR: 35% | 3 | FR: 31% | 3 | TAC - TAC | 5 |
| > 1200 | 4 | > 1400 | 4 | DART: 44% | 3 | DART: 37% | 3 | Other | 2 |
| > 600 | 2 | > 500 | 2 | (FR: Fixed-route) | | | | (RGC: Regional Growth Center) | |
| | | | | (DART: Dial-a-Ride Transit) | | | | (MIC: Manufacturing/Industrial Center) | |
| | | | | | | | | (TAC: Transit Activity Center) | |

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

| Connections | | | | Loads at Preliminary Service Level * | | | Load-Based Service Level Improvements | | | Other Policy-based Night Service Additions | | | Service Level Improvements | | | Final Target Service Levels and Family | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BETWEEN | AND | VIA | MAJOR ROUTE | PEAK | OFFPEAK | NIGHT | PEAK | OFFPEAK | NIGHT | PRIMARY CONNECTIONS BETWEEN URBAN CENTERS | CORRIDOR HAS 15 MIN PEAK SERVICE | ADD WHAT FREQUENCY NIGHT SERVICE? | PEAK | OFFPEAK | NIGHT | **PEAK** | **OFFPEAK** | **NIGHT** | **RESULTING SERVICE FAMILY** | INVESTMENT NEED (after subtracting Mar & Sep 2018 investments) | INVESTMENT PRIORITY |
| Admiral District | Southcenter | California Ave SW, Military Rd, TIBS | 128 | 23% | 44% | 28% | - | - | - | - | | 30 | - | - | - | 15 | 30 | 30 | Frequent | 9,400 | 26 |
| Alki | SODO Station | Alaska Junction | 50 | 92% | 37% | 19% | 1 | - | - | - | 30 | 30 | 1 | - | 3 | 15 | 30 | 30 | Frequent | 8,000 | 25 |
| Auburn | Burien | Kent, SeaTac | 180 | 47% | 52% | 36% | - | - | - | 60 | | 30 | - | - | - | 15 | 30 | 30 | Frequent | - | |
| Auburn | Pacific | Algona | 917 | 0% | 0% | N/A | - | - | - | - | | - | - | - | - | 30 | 30 | 0 | Local | 2,100 | 52 |
| Auburn/GRCC | Federal Way | 15th St SW, Lea Hill Rd | 181 | 19% | 33% | 22% | - | - | - | 60 | | 30 | - | - | - | 15 | 30 | 30 | Frequent | 7,200 | 7 |
| Aurora Village | Northgate | Meridian Ave N | 346 | 18% | 24% | 6% | - | - | - | - | | 30 | - | - | - | 15 | 15 | 30 | Very Frequent | 9,300 | 21 |
| Aurora Village | Seattle CBD | Aurora Ave N | E Line | 86% | 65% | 37% | 1 | 1 | - | 60 | | 30 | - | 1 | -1 | < 15 | < 15 | 15 | Very Frequent | - | |
| Avondale | Kirkland | NE 85th St, Redmond Way, Avondale Rd NE | 248 | 28% | 22% | 14% | - | - | - | - | | 30 | - | - | - | 15 | 30 | 30 | Frequent | 4,300 | 24 |
| Ballard | Northgate | Holman Road | 40 | 260% | 76% | 33% | 2 | 1 | - | 60 | | 30 | 2 | 1 | - | < 15 | 15 | 30 | Very Frequent | - | |
| Ballard | Seattle CBD | 15th Ave W | D Line | 95% | 67% | 42% | 1 | 1 | - | 60 | | 15 | - | 1 | - | < 15 | < 15 | 15 | Very Frequent | - | |
| Ballard | Seattle CBD | Fremont, South Lake Union | 40 | 130% | 38% | 66% | 2 | - | 1 | 60 | | 15 | 2 | - | 1 | < 15 | 15 | 15 | Very Frequent | - | |
| Ballard | University District | Green Lake, Greenwood | 45 | 115% | 32% | 76% | 2 | - | 1 | - | | 15 | 2 | - | 1 | < 15 | 15 | 15 | Very Frequent | - | |
| Ballard | University District | Wallingford (N 45th St) | 44 | 138% | 95% | 77% | 2 | 1 | 1 | 60 | | 15 | 2 | 1 | 1 | < 15 | < 15 | 15 | Very Frequent | - | |
| Beacon Hill | Seattle CBD | Beacon Ave | 36 | 125% | 76% | 71% | 2 | 1 | 1 | - | | 15 | 2 | 1 | 1 | < 15 | < 15 | 15 | Very Frequent | - | |
| Bellevue | Eastgate | Lake Hills Connector | 271 | 84% | 43% | 18% | 1 | - | - | - | | 30 | 1 | - | - | < 15 | 30 | 30 | Frequent | - | |
| Bellevue | Redmond | NE 8th St, 156th Ave NE | B Line | 44% | 29% | 23% | - | - | - | 60 | | 15 | - | - | - | < 15 | 15 | 15 | Very Frequent | - | |
| Bellevue | Renton | Newcastle, Factoria | 240 | 23% | 18% | 19% | - | - | - | - | | 30 | - | - | - | 15 | 30 | 30 | Frequent | - | |
| Burien | Seattle CBD | 1st Ave S, South Park | 131 | 41% | 21% | 21% | - | - | - | 60 | | 30 | - | - | - | 15 | 15 | 30 | Very Frequent | 8,600 | 2 |
| Burien | Seattle CBD | Delridge, Ambaum | 120 | 105% | 27% | 57% | 1 | - | 1 | 60 | | 15 | 1 | - | 1 | < 15 | 15 | 15 | Very Frequent | - | |
| Burien | Seattle CBD | Des Moines Mem Dr S, South Park | 132 | 25% | 33% | 19% | - | - | - | - | | 30 | - | - | - | 15 | 15 | 30 | Very Frequent | 16,100 | 14 |
| Capitol Hill | Seattle CBD | 15th Ave E | 10 | 69% | 31% | 54% | 1 | - | - | - | | 30 | 1 | - | - | < 15 | 15 | 30 | Very Frequent | - | |
| Capitol Hill | Seattle CBD | Madison St | 12 | 86% | 31% | 32% | 1 | - | - | - | | 30 | 1 | - | - | < 15 | 15 | 30 | Very Frequent | - | |
| Capitol Hill | White Center | South Park, Georgetown, Beacon Hill, First Hill | 60 | 57% | 39% | 35% | 1 | - | - | - | | 30 | 1 | - | - | < 15 | 15 | 30 | Very Frequent | 7,800 | 13 |
| Central District | Seattle CBD | E Jefferson St | 3/4 | 127% | 81% | 74% | 2 | 1 | 1 | - | | 15 | 2 | 1 | 1 | < 15 | < 15 | 15 | Very Frequent | - | |
| Colman Park | Seattle CBD | Leschi, Yesler Way | 27 | 31% | 8% | 15% | - | - | - | - | | 30 | - | - | - | 15 | 15 | 30 | Very Frequent | 9,200 | 41 |
| Discovery Park | Seattle CBD | Gilman Ave W, 22nd Ave W, Thorndyke Ave W | 33 | 58% | 28% | 16% | 1 | - | - | - | | 30 | 1 | - | - | < 15 | 30 | 30 | Frequent | 3,900 | 44 |
| Eastgate | Bellevue | Newport Way, S. Bellevue, Beaux Arts | 241 | 8% | 12% | 4% | - | - | - | - | | 30 | - | - | - | 15 | 30 | 30 | Frequent | 5,400 | 16 |
| Eastgate | Bellevue | Somerset, Factoria, Woodridge | 246 | 4% | 6% | N/A | - | - | - | - | | 30 | - | - | - | 15 | 30 | 30 | Frequent | 15,500 | 46 |
| Eastgate | Overlake | Phantom Lake | 226 | 15% | 11% | 7% | - | - | - | - | | - | - | - | - | 30 | 30 | 0 | Local | - | |
| Enumclaw | Auburn | Auburn Way S, SR 164 | 186/915 | 32% | N/A | N/A | - | - | - | - | | - | - | - | - | 30 | 30 | 0 | Local | 4,700 | 36 |
| Fairwood | Renton | S Puget Dr, Royal Hills | 148 | 36% | 25% | 32% | - | - | - | - | | 30 | - | - | - | 15 | 30 | 30 | Frequent | 3,800 | 32 |
| Federal Way | Kent | Military Road S | 183 | 18% | 30% | 11% | - | - | - | 60 | | 30 | - | - | - | 15 | 30 | 30 | Frequent | 6,600 | 8 |
| Federal Way | SeaTac | SR-99 | A Line | 40% | 42% | 33% | - | - | - | 60 | | 15 | - | - | - | < 15 | 15 | 15 | Very Frequent | - | |
| Fremont | Broadview | 8th Ave NW | 28 | 125% | 14% | 9% | 2 | - | - | - | 30 | 30 | 3 | - | 3 | < 15 | 30 | 30 | Frequent | - | |
| Fremont | Seattle CBD | Dexter Ave N | 62 | 129% | 33% | 55% | 2 | - | - | - | | 30 | 2 | - | - | < 15 | 15 | 30 | Very Frequent | - | |
| Fremont | University District | N 40th St | 31/32 | 155% | 68% | 23% | 2 | 1 | - | - | | 30 | 2 | 1 | - | < 15 | 15 | 30 | Very Frequent | - | |
| Green River CC | Kent | 132nd Ave SE | 164 | 26% | 37% | 11% | - | - | - | - | | 30 | - | - | - | 15 | 30 | 30 | Frequent | 5,700 | 27 |
| Greenwood | Seattle CBD | Greenwood Ave N | 5 | 79% | 66% | 60% | 1 | 1 | 1 | - | | 15 | 1 | 1 | 1 | < 15 | < 15 | 15 | Very Frequent | 7,000 | 11 |
| High Point | Seattle CBD | 35th Ave SW | 21 | 42% | 27% | 31% | - | - | - | - | | 30 | - | - | - | 15 | 15 | 30 | Very Frequent | - | |

Figures rounded for display purposes.

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

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

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

| Connections | | | | Loads at Preliminary Service Level * | | | Load-Based Service Level Improvements | | | Other Policy-based Night Service Additions | | | Service Level Improvements | | | Final Target Service Levels and Family | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BETWEEN | AND | VIA | MAJOR ROUTE | PEAK | OFFPEAK | NIGHT | PEAK | OFFPEAK | NIGHT | PRIMARY CONNECTIONS BETWEEN URBAN CENTERS | CORRIDOR HAS 15 MIN PEAK SERVICE | ADD WHAT FREQUENCY NIGHT SERVICE? | PEAK | OFFPEAK | NIGHT | **PEAK** | **OFFPEAK** | **NIGHT** | **RESULTING SERVICE FAMILY** | INVESTMENT NEED (after subtracting Mar & Sep 2018 investments) | INVESTMENT PRIORITY |
| Issaquah | Eastgate | SE Newport Way | 271 | 26% | 22% | 20% | - | - | - | - | | - | - | - | - | 30 | 30 | 0 | Local | - | |
| Issaquah | North Bend | Fall City, Snoqualmie | 208 | 0% | 5% | N/A | - | - | - | - | | - | - | - | - | 30 | 30 | 0 | Local | 10,200 | 38 |
| Issaquah | Overlake | Sammamish, Bear Creek | 269 | 11% | 21% | 0% | - | - | - | 60 | | 30 | - | - | - | 15 | 30 | 30 | Frequent | 8,300 | 6 |
| Kenmore | Kirkland | Juanita | 234 | 45% | 19% | 10% | - | - | - | - | | - | - | - | - | 60 | 60 | 0 | Hourly | - | |
| Kenmore | Shoreline | Lake Forest Park, Aurora Village TC | 331 | 61% | 35% | N/A | 1 | - | - | - | 30 | 30 | 1 | - | 3 | 15 | 30 | 30 | Frequent | 9,600 | 40 |
| Kenmore | Totem Lake | Finn Hill, Juanita | - | - | - | - | - | - | - | - | - | - | - | - | - | 60 | 60 | 0 | Hourly | 9,500 | 54 |
| Kennydale | Renton | Edmonds Ave NE | - | - | - | - | - | - | - | - | - | - | - | - | - | 60 | 60 | 0 | Hourly | 7,200 | 55 |
| Kent | Burien | Kent-DM Rd, S. 240th St, 1st Ave S | 166 | 14% | 29% | 24% | - | - | - | - | | 30 | - | - | - | 15 | 30 | 30 | Frequent | 6,000 | 30 |
| Kent | Maple Valley | SE Kent-Kangley Road | 168 | 57% | 30% | 38% | 1 | - | - | - | 30 | 30 | 1 | - | - | 15 | 30 | 30 | Frequent | 8,500 | 34 |
| Kent | Renton | 84th Ave S, Lind Ave SW | 153 | 32% | 22% | N/A | - | - | - | 60 | 30 | 30 | - | - | - | 15 | 15 | 30 | Very Frequent | 13,000 | 5 |
| Kent | Renton | Kent East Hill | 169 | 29% | 53% | 35% | - | - | - | 60 | | 30 | - | - | - | 15 | 30 | 30 | Frequent | - | |
| Kent | Seattle CBD | Tukwila | 150 | 45% | 32% | 39% | - | - | - | 60 | | 30 | - | - | - | 15 | 15 | 30 | Very Frequent | - | |
| Kirkland | Bellevue | South Kirkland | 234/235 | 83% | 39% | 17% | 1 | - | - | - | 30 | 30 | 1 | - | - | 15 | 30 | 30 | Frequent | - | |
| Kirkland | Factoria | Overlake, Crossroads, Eastgate | 245 | 49% | 63% | 19% | - | 1 | - | - | | 30 | - | 1 | - | 15 | 15 | 30 | Very Frequent | - | |
| Lake City | Seattle CBD | NE 125th St, Northgate, I-5 | 41 | 102% | 34% | 64% | 1 | - | 1 | 60 | | 15 | 1 | - | 1 | < 15 | 15 | 15 | Very Frequent | - | |
| Lake City | Univeristy District | 35th Ave NE | 65 | 133% | 100% | 76% | 2 | 1 | 1 | - | | 15 | 2 | 1 | 1 | < 15 | 15 | 15 | Very Frequent | - | |
| Northgate[1] | University District | Lake City, Sand Point | 75 | 64% | 33% | 58% | 1 | - | 1 | - | | 15 | 1 | - | 1 | < 15 | 30 | 15 | Frequent | - | |
| Laurelhurst | University District | NE 41st St | 78 | 18% | 11% | N/A | - | - | - | - | | - | - | - | - | 30 | 30 | 0 | Local | - | |
| Madison Park | Seattle CBD | Madison St | 11 | 62% | 29% | 41% | 1 | - | - | - | | 30 | 1 | - | - | < 15 | 15 | 30 | Very Frequent | 2,900 | 10 |
| Madrona | Seattle CBD | Union St | 2 | 95% | 48% | 64% | 1 | - | 1 | - | | 15 | 1 | - | 1 | < 15 | 15 | 15 | Very Frequent | - | |
| Magnolia | Seattle CBD | 34th Ae W, 28th Ave W | 24 | 62% | 29% | 21% | 1 | - | - | - | | 30 | 1 | - | - | < 15 | 15 | 30 | Very Frequent | 11,400 | 12 |
| Mercer Island | S Mercer Island | Island Crest Way | 204 | 34% | 13% | N/A | - | - | - | - | - | - | - | - | - | 60 | 60 | 0 | Hourly | - | |
| Mirror Lake | Federal Way | S 312th St | 901 | 0% | 0% | 0% | - | - | - | - | | - | - | - | - | 30 | 30 | 0 | Local | - | |
| Mount Baker | Seattle CBD | 31st Ave S, S Jackson St | 14 | 82% | 28% | 51% | 1 | - | - | - | 30 | 30 | 1 | - | - | < 15 | 15 | 30 | Very Frequent | 9,200 | 42 |
| Mount Baker | University District | 23rd Ave E | 48 | 38% | 28% | 18% | - | - | - | - | | 30 | - | - | - | 15 | 15 | 30 | Very Frequent | - | |
| Mount Baker Transit Ctr | Seattle Center | Martin Luther King Jr Way, E John St, Denny Way | 8 | 60% | 40% | 34% | 1 | - | - | - | | 30 | 1 | - | - | < 15 | 15 | 30 | Very Frequent | - | |
| Mountlake Terrace | Northgate | 15th Ave NE, 5th Ave NE | 347 | 42% | 20% | 30% | - | - | - | - | | - | - | - | - | 30 | 30 | 0 | Local | - | |
| Northeast Tacoma | Federal Way | SW 356th St, 9th Ave S | 182 | 22% | 13% | 15% | - | - | - | - | | - | - | - | - | 30 | 30 | 0 | Local | 2,300 | 50 |
| Northgate | Seattle CBD | Green Lake, Wallingford | 26 | 69% | 16% | 20% | 1 | - | - | - | 30 | 30 | 1 | - | - | < 15 | 15 | 30 | Very Frequent | 13,200 | 1 |
| Northgate | University District | Roosevelt Way NE | 67 | 72% | 57% | 50% | 1 | 1 | - | 60 | | 15 | 1 | 1 | - | < 15 | < 15 | 15 | Very Frequent | - | |
| Othello Station | SODO Station | Columbia City Station | 50 | 46% | 37% | 19% | - | - | - | 60 | | 60 | - | - | - | 30 | 30 | 60 | Local | - | |
| Overlake | Bellevue | Bell-Red Road | 226 | 15% | 11% | 7% | - | - | - | - | | 30 | - | - | - | 15 | 15 | 30 | Very Frequent | 15,100 | 45 |
| Overlake | Bellevue | Sammamish Viewpoint, Northup Way | 249 | 14% | 6% | 13% | - | - | - | - | | 30 | - | - | - | 15 | 30 | 30 | Frequent | 11,200 | 20 |
| Queen Anne | Seattle CBD | Queen Anne Ave N | 2/13 | 127% | 88% | 67% | 2 | 1 | 1 | - | | 15 | 2 | 1 | 1 | < 15 | 15 | 15 | Very Frequent | - | |
| Queen Anne | Seattle CBD | Taylor Ave N | 3/4 | 100% | 48% | 70% | 1 | - | 1 | - | | 15 | 1 | - | 1 | < 15 | 15 | 15 | Very Frequent | - | |
| Rainier Beach | Seattle CBD | Rainier Ave S | 7 | 99% | 59% | 74% | 1 | 1 | 1 | - | | 15 | 1 | 1 | 1 | < 15 | < 15 | 15 | Very Frequent | - | |
| Rainier Beach | Capitol Hill | Rainier Ave S | | See corridor above; connection to Capitol Hill provided by First Hill Streetcar | | | | | | | | | | | | - | - | - | - | - | |
| Rainier Beach | Mount Baker Transit Cent | Martin Luther King Jr Way S | | Connection now served by Renton - Beacon Hill corridor | | | | | | | | | | | | - | - | - | - | - | |
| Redmond | Duvall | Avondale Rd NE | 224 | 9% | 6% | N/A | - | - | - | - | - | - | - | - | - | 30 | 30 | 0 | Hourly | 7,500 | 33 |
| Redmond | Eastgate | 148th Ave, Crossroads, Bellevue College | 221 | 25% | 30% | 13% | - | - | - | - | | 30 | - | - | - | 30 | 30 | 30 | Local | 2,300 | 29 |
| Redmond | Totem Lake | Willows Road | 930 | 9% | N/A | N/A | - | - | - | 60 | 30 | 30 | - | - | - | 15 | 30 | 30 | Hourly | 5,100 | 4 |

Figures rounded for display purposes.

[1] Corridor was extended from Lake City to Northgate.

The Kenmore-Totem Lake and Kennydale-Renton corridors are not currently served in their entirety.

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

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

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

| Connections | | | | Loads at Preliminary Service Level * | | | Load-Based Service Level Improvements | | | Other Policy-based Night Service Additions | | | Service Level Improvements | | | Final Target Service Levels and Family | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BETWEEN | AND | VIA | MAJOR ROUTE | PEAK | OFFPEAK | NIGHT | PEAK | OFFPEAK | NIGHT | PRIMARY CONNECTIONS BETWEEN URBAN CENTERS | CORRIDOR HAS 15 MIN PEAK SERVICE | ADD WHAT FREQUENCY NIGHT SERVICE? | PEAK | OFFPEAK | NIGHT | **PEAK** | **OFFPEAK** | **NIGHT** | **RESULTING SERVICE FAMILY** | INVESTMENT NEED (after subtracting Mar & Sep 2018 investments) | INVESTMENT PRIORITY |
| Renton | Burien | S 154th St | F Line | 20% | 26% | 16% | - | - | - | - | | 15 | - | - | - | < 15 | 15 | 15 | Very Frequent | - | |
| Renton | Black Diamond[1] | Maple Valley | 143/907 | 34% | N/A | N/A | - | - | - | - | | - | - | - | - | 30 | 30 | 0 | Local | 4,000 | 37 |
| Renton | Beacon Hill | West Hill, Rainier View | 107 | 57% | 36% | 27% | 1 | - | - | 60 | | 30 | 1 | - | - | < 15 | 30 | 30 | Frequent | 6,700 | 31 |
| Renton | Renton Highlands | NE 4th St, Union Ave NE | 105 | 17% | 24% | 20% | - | - | - | 60 | | 30 | - | - | - | 15 | 15 | 30 | Very Frequent | 6,400 | 22 |
| Renton | Seattle CBD | Martin Luther King Jr Way S, I-5 | 101/102 | 92% | 27% | 37% | 1 | - | - | - | 30 | 30 | 1 | - | - | < 15 | 15 | 30 | Very Frequent | - | |
| Renton | Seattle CBD | Skyway, Martin Luther King Jr Way S S. Beacon Hill | 106 | 72% | 38% | 32% | 1 | - | - | - | | 30 | 1 | - | - | < 15 | 15 | 30 | Very Frequent | - | |
| Renton Highlands | Renton | NE 7th St, Edmonds Ave NE | 908 | 0% | 0% | N/A | - | - | - | - | | 30 | - | - | - | 15 | 30 | 30 | Frequent | 4,400 | 48 |
| Richmond Beach | Northgate | Richmond Beach Rd, 15th Ave NE | 348 | 47% | 28% | 35% | - | - | - | 60 | | 30 | - | - | - | 15 | 30 | 30 | Frequent | 6,700 | 23 |
| Roosevelt | UW | University Way | | Connection now served by Northgate - U District via Roosevelt Way NE corridor | | | | | | | | | | | | - | - | - | - | - | |
| Sand Point | Fremont[2] | View Ridge, NE 65th St, Cowen Park | 62 | 257% | 66% | 28% | 2 | 1 | - | - | | 30 | - | 1 | - | < 15 | < 15 | 30 | Very Frequent | 10,700 | 47 |
| Sand Point | University District | NE 55th St | 74 | 57% | 6% | N/A | 1 | - | - | - | | 30 | 1 | - | - | < 15 | 15 | 30 | Very Frequent | 16,700 | 43 |
| Shoreline | Univeristy District | Jackson Park, 15th Ave NE | 373 | 58% | N/A | N/A | 1 | - | - | - | 30 | 30 | 1 | - | - | < 15 | 30 | 30 | Frequent | 18,400 | 17 |
| Shoreline CC | Greenwood | Greenwood Ave N | 5 | 79% | 33% | 15% | 1 | - | - | - | 30 | 30 | 1 | - | - | 15 | 30 | 30 | Frequent | - | |
| Shoreline CC | Lake City | N 155th St, Jackson Park | 330 | 8% | 13% | N/A | - | - | - | - | | - | - | - | - | 30 | 30 | 0 | Local | 3,100 | 39 |
| Shoreline CC | Northgate | N 130th St, Meridian Ave N | 345 | 23% | 18% | 12% | - | - | - | - | | 30 | - | - | - | 15 | 15 | 30 | Very Frequent | 7,600 | 19 |
| Totem Lake | Seattle CBD | Kirkland, SR-520 | 255 | 118% | 45% | 29% | 2 | - | - | - | 30 | 30 | 2 | - | - | < 15 | 30 | 30 | Frequent | - | |
| Tukwila | Des Moines | McMicken Heights, Sea-Tac | 156 | 12% | 21% | 10% | - | - | - | - | 30 | 30 | - | - | - | 15 | 30 | 30 | Frequent | 5,100 | 9 |
| Tukwila | Fairwood | S 180th St, Carr Road | 906 | 0% | 0% | N/A | - | - | - | - | | 30 | - | - | - | 15 | 30 | 30 | Frequent | 7,800 | 28 |
| Tukwila | Seattle CBD | Pacific Hwy S, 4th Ave S | 124 | 21% | 16% | 11% | - | - | - | 60 | | 30 | - | - | - | 15 | 15 | 30 | Very Frequent | - | |
| Twin Lakes | Federal Way | S 320th St | 187 | 26% | 12% | 17% | - | - | - | - | | - | - | - | - | 30 | 30 | 0 | Local | 1,300 | 51 |
| Twin Lakes | Federal Way | SW Campus Dr, 1st Ave S | 903 | 0% | 0% | N/A | - | - | - | - | | - | - | - | - | 30 | 30 | 0 | Local | 1,000 | 49 |
| University District | Bellevue | SR-520 | 271 | 84% | 85% | 37% | 1 | 1 | - | 60 | | 30 | 1 | 1 | - | < 15 | < 15 | 30 | Very Frequent | 10,300 | 3 |
| University District | Seattle CBD | Broadway | 49 | 65% | 43% | 67% | 1 | - | 1 | - | | 30 | 1 | - | 1 | 15 | 15 | 30 | Very Frequent | - | |
| University District | Seattle CBD | Eastlake, Fairview | 70 | 104% | 38% | 50% | 1 | - | - | - | | 30 | 1 | - | - | < 15 | 15 | 30 | Very Frequent | - | |
| UW Bothell | Redmond | Woodinville, Cottage Lake | 931 | 0% | N/A | N/A | - | - | - | - | | - | - | - | - | 30 | 30 | 0 | Local | 3,900 | 35 |
| UW Bothell | University District | Kenmore, Lake Forest Park, Lake City | 372 | 128% | 41% | 68% | 2 | - | 1 | - | | 15 | 2 | - | 1 | < 15 | 15 | 15 | Very Frequent | 5,200 | 15 |
| UW Bothell/CCC | Kirkland | 132nd Ave NE, Lake Washington Tech | 238 | 20% | 24% | N/A | - | - | - | - | | - | - | - | - | 30 | 30 | 0 | Local | - | |
| Vashon | Tahlequah | Valley Center | 118 | 99% | 13% | 11% | 1 | - | - | - | | - | 1 | - | - | 30 | 60 | 0 | Local | 1,100 | 53 |
| West Seattle | Seattle CBD | Fauntleroy, Alaska Junction | C Line | 82% | 42% | 37% | 1 | - | - | - | | 15 | 1 | - | - | < 15 | 15 | 15 | Very Frequent | - | |
| White Center | Seattle CBD | 16th Ave SW, South Seattle College | 125 | 41% | 29% | 10% | - | - | - | - | 30 | 30 | - | - | - | 15 | 15 | 30 | Very Frequent | 9,500 | 18 |
| Woodinville | Kirkland | Kingsgate | 236 | 21% | 15% | 11% | - | - | - | - | | - | - | - | - | 30 | 30 | 0 | Local | - | |
| | | | | | | | | | | | | | | | | | | | | **420,100** | |

Figures rounded for display purposes.

[1] Corridor was truncated. Demand-response service in place between Black Diamond and Enumclaw.

[2] Corridor was extended from Cowen Park to Fremont.

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

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

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

# Appendix J: Investment Needs

## Priority 1 - Crowding

| Route | Daily One-way Trips Needed | Hours |
|---|---|---|
| 33 | 1 | 190 |
| 40 | 1 | 430 |
| 62 | 1 | 410 |
| 125 | 2 | 440 |
| 674 | 2 | 580 |
| 675 | 2 | 700 |
| | | **2,750** |

## Priority 2 - Reliability

| Route | Hours |
|---|---|
| 1 | 50 |
| 5 | 200 |
| 7 | 100 |
| 8 | 200 |
| 10 | 400 |
| 11 | 200 |
| 15X | 250 |
| 17X | 300 |
| 18X | 250 |
| 21 | 200 |
| 22 | 300 |
| 24 | 150 |
| 26X | 400 |
| 28X | 150 |
| 33 | 50 |
| 40 | 2,100 |
| 43 | 250 |
| 50 | 250 |
| 60 | 400 |
| 62 | 450 |
| 63X | 500 |
| 64X | 500 |
| 76 | 600 |
| 77X | 250 |
| 106 | 300 |

## Priority 2 - Reliability continued

| Route | Hours |
|---|---|
| 116X | 250 |
| 119 | 250 |
| 124 | 100 |
| 125 | 250 |
| 131 | 450 |
| 132 | 300 |
| 143 | 250 |
| 153 | 250 |
| 154 | 250 |
| 156 | 50 |
| 157 | 250 |
| 159 | 250 |
| 167 | 250 |
| 169 | 50 |
| 186 | 250 |
| 190 | 250 |
| 193X | 250 |
| 197 | 250 |
| 208 | 300 |
| 218 | 250 |
| 226 | 50 |
| 232 | 250 |
| 235 | 250 |
| 238 | 300 |
| 244 | 300 |
| 257 | 250 |
| 268 | 250 |
| 277 | 400 |
| 301X | 250 |
| 303X | 250 |
| 308 | 300 |
| 309X | 250 |
| 316 | 500 |
| 330 | 250 |
| 342 | 250 |
| E Line | 600 |
| | **18,250** |

## Priority 3 - Service Growth

| Connections | | | | |
|---|---|---|---|---|
| Between | And | Via | Major Route | Hours |
| Northgate | Seattle CBD | Green Lake, Wallingford | 26E | 13,200 |
| Burien | Seattle CBD | 1st Ave S, South Park, SODO | 131 | 8,600 |
| University District | Bellevue (Downtown) | SR-520 | 271 | 10,300 |
| Redmond | Totem Lake | | 930 | 5,100 |
| Kent | Renton | 84th Ave S, Lind Ave SW | 153 | 13,000 |
| Issaquah | Overlake | Sammamish, Bear Creek | 269 | 8,300 |
| Green River Community College | Twin Lakes (21st Ave SW/SW 336th St) | 15th St SW, Lea Hill Rd | 181 | 7,200 |
| Federal Way | Kent | Military Road S | 183 | 6,600 |
| Tukwila | Highline Community College | McMicken Heights, Sea-Tac, Des Moines | 156 | 5,100 |
| Madison Park (42nd Ave E/E Madison St) | Seattle CBD | Madison St | 11 | 2,900 |
| Greenwood | Seattle CBD | Greenwood Ave N | 5 | 7,000 |
| Magnolia (34th Ave W/W McGraw St) | Seattle CBD | 34th Ave W, 28th Ave W | 24 | 11,400 |
| First Hill/Capitol Hill | Westwood Village | South Park, Georgetown, Beacon Hill, First Hill | 60 | 7,800 |
| Burien | Seattle CBD | Des Moines Mem Dr S, South Park | 132 | 16,100 |
| Bothell (UW Bothell/Cascadia Community College) | University District | Kenmore, Lake Forest Park, Lake City | 372E | 5,200 |
| Eastgate | Bellevue | Newport Wy , S Bellevue, 112th | 241 | 5,400 |
| Aurora Village Transit Center | University District | Jackson Park, 15th Ave NE | 373E | 18,400 |
| Westwood Village | Seattle CBD | 16th Ave SW, South Seattle College | 125 | 9,500 |
| Shoreline (Shoreline Community College) | Northgate | N 130th St, Meridian Ave N | 345 | 7,600 |
| Overlake | Bellevue | Sammamish Viewpoint, Northup Way | 249 | 11,200 |
| Aurora Village Transit Center | Northgate | Meridian Ave N | 346 | 9,300 |
| Renton | Renton Highlands (NE Sunset Blvd/NE 12th St) | NE 4th St, Union Ave NE | 105 | 6,400 |
| Richmond Beach | Northgate | Richmond Beach Rd, 15th Ave NE | 348 | 6,700 |
| Avondale | Kirkland (Kirkland Transit Center) | NE 85th St, Redmond Way, Avondale Rd NE | 248 | 4,300 |
| Alki | SODO | Alaska Junction | 50 | 8,000 |
| Admiral District | Southcenter | California Ave SW, Military Rd, TIBS | 128 | 9,400 |
| Green River CC | Kent | 132nd Ave SE | 164 | 5,700 |
| Tukwila | Fairwood (140th Ave SE/SE Petrovitsky Rd) | S 180th St, Carr Road | 906 | 7,800 |

## Priority 3 - Service Growth continued

| Connections | | | | |
|---|---|---|---|---|
| Between | And | Via | Major Route | Hours |
| Redmond | Eastgate (Bellevue College) | 148th Ave, Crossroads, Bellevue College | 221 | 2,300 |
| Kent | Burien | Kent-DM Rd, S. 240th St, 1st Ave S | 166 | 6,000 |
| Renton | Beacon Hill Station | West Hill, Rainier View | 107 | 6,700 |
| Fairwood | Renton | S Puget Dr, Royal Hills | 148 | 3,800 |
| Redmond | Duvall | Redmond Ridge | 224 | 7,500 |
| Kent | Maple Valley (Four Corners, SR-169/ Kent-Kangley Rd) | SE Kent-Kangley Road | 168 | 8,500 |
| Bothell (UW Bothell/Cascadia Community College) | University District | Kenmore, Lake Forest Park, Lake City | 372E | 5,200 |
| Eastgate | Bellevue | Newport Wy, S. Bellevue, 112th | 241 | 5,400 |
| Renton | Black Diamond | Maple Valley | 143E/ 907 | 4,000 |
| Issaquah | North Bend | Snoqualmie | 208 | 10,200 |
| Shoreline (Shoreline Community College) | Lake City | N 155th St, Jackson Park | 330 | 3,100 |
| Kenmore | Shoreline | Lake Forest Park, Aurora Village TC | 331 | 9,600 |
| Colman Park | Seattle CBD | Leschi, Yesler Way | 27 | 9,200 |
| Mount Baker | Seattle CBD | 31st Ave S, S Jackson St | 14 | 9,200 |
| Sand Point (Sand Point Way/NE 70th St) | University District | NE 55th St | 74 | 16,700 |
| Discovery Park | Seattle CBD | Gilman Ave W, 22nd Ave W, Thorndyke Av W | 33 | 3,900 |
| Eastgate (Bellevue College) | Bellevue (Downtown) | Bell-Red Road | 226 | 15,100 |
| Eastgate | Bellevue | Somerset, Factoria, Woodridge | 246 | 15,500 |
| Sand Point (Sand Point Way/NE 70th St) | Fremont (Fremont Ave N/N 34th St) | View Ridge, NE 65th St | 62 | 10,700 |
| Renton Highlands | Renton | NE 7th St, Edmonds Ave NE | 908 | 4,400 |
| Twin Lakes (21st Ave SW/SW 336th St) | Federal Way | SW Campus Dr, 1st Ave S | 903 | 1,000 |
| NE Tacoma | Federal Way | SW 356th St, 9th Ave S | 182 | 2,300 |
| Twin Lakes (21st Ave SW/SW 336th St) | Federal Way | S 320th St | 187 | 1,300 |
| Auburn | Pacific | Algona | 917 | 2,100 |
| Vashon | Tahlequah | Valley Center | 118 | 1,100 |
| Kenmore | Totem Lake | Finn Hill, Juanita | - | 9,500 |
| Kennydale | Renton | Edmonds Ave NE | - | 7,200 |
| Vashon | Tahlequah | Valley Center | 118 | 1,200 |
| Kenmore | Totem Lake | Finn Hill, Juanita | - | 9,500 |
| | | | | **417,000** |

King County
METRO

King Street Center, KSC-TR-0415
201 S. Jackson St
Seattle, WA 98104

206-553-3000  Relay: 711
www.kingcounty.gov/metro