King County
Metro Transit Division

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

Memorandum

June 2009

TO: Interested parties

FM: David Hull, Supervisor
Service Planning

RE: ***2008 Route Performance Report***

The ***2008 Route Performance Report*** provides performance information related to King County Metro's fixed route services. The objective of the report is to help planners and decision makers identify individual services that may require modification, expansion, or discontinuation.

Data
The 2008 Route Performance Report uses annualized fall 2008 ridership, operating and financial data to measure route performance. The fall service change data is used to identify changes in the transit network between the fall of 2007 and the fall of 2008. Since the information is based on only one of the three service changes, the annualized numbers in this report will differ slightly from other Metro information that is compiled using data for all of 2008.

2008 Trends
In general, ridership-based performance measures increased across all subareas and times of day between fall 2007 and fall 2008. Fare receipts increased by almost one and half times from the annualized fall 2007 amount resulting in an increase in the Fare Revenue/Operating Expense ratio by about 36 percent over the same time period. Although some of the increase in fare revenue can be attributed to an increase in Metro's fare, much of the increase in due to ridership growth. Average rides per platform hour of service increased from 31 in fall 2007 to 34 in fall 2008.

The rapid growth in ridership continued a trend seen since 2005 that has resulted in a 22 percent increase in ridership in just three-years. During that same period, the size of the Metro transit network increased by almost 100,000 service hours through the implementation of Transit Now High Ridership, Rapidly Developing area and

Partnership programs. Each subarea experienced ridership growth during all times of day. The East subarea saw double-digit ridership increases in the off-peak and night periods, reflecting the increase in service resulting from Transit Now investment and restructure of central eastside service implemented in February 2008. Comparing between subareas from fall 2008 data to fall 2007, the largest percentage growth occurred in the East Subarea, up 10.5 percent. The largest absolute growth occurred in the West Subarea, up 6 million rides on an annualized basis.

How to Use the Route Performance Report

The Route Performance Report uses five performance measures to evaluate routes performance: Rides per Revenue Hour; Fare Revenue/Operating Expense ratio; Passenger Miles per Revenue Hour; and Passenger Miles per Platform Mile. These measures are combined to create a summary score that can be used to judge a route's overall performance. The Route Performance Report compares routes within each subarea by time of day to account for similarities in operating conditions. For each subarea and time period, thresholds based upon average route performance are used to determine both "strong" and "below minimum" performance routes. Routes that rank within the "Strong" performance rating may be good candidates for further investments and expansion. Routes that fall in the "Below minimum" performance category are evaluated to see if changes can be made to improve performance, or for discontinuation if the function the route provides can occur in a different way that improves the efficiency of the Metro Transit Network. Major revisions or deletion of a route intended to improve system performance are subject to a public process and must be approved by the County Council.

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

Why Measure Route Performance?

The Route Performance Report allows planners and decision-makers to regularly monitor performance of Metro routes in order to improve efficiency while meeting the needs of King County Metro riders. As the King County population and employment grows and land use and the transit operating environment changes, adjustments to the Metro system are needed to maintain the most effective and efficient system possible. This is particularly important even in normal times when the need for transit service outpaces Metro's ability to expand service. Understanding individual route performance could be even more important as the national economic recession and falling sales tax revenues affect King County Metro's ability to maintain the existing transit network.

Additional Information

Should you have any questions about the ***Report on 2008 Route Performance***, please call David Hull, Service Planning Supervisor, at 263-4734, or Ted Day, Transit Planner III, at 684-1304.

2008
Route Performance Report

Prepared by

King County Metro Transit

Service Development Section:
Service Planning

Scheduling

July 2009

Table of Contents

Preface

The Route Performance Report was created as a result of direction from the Six-Year Transit Development Plan, which was first written and adopted in 1996, and was updated and re-adopted in 2002. This plan has helped to guide King County Metro policies and decisions so that transit can better provide mobility to people throughout King County. The plan has also made transit more relevant to the changing travel needs of people in the area. This plan sets forth objectives and strategies for transit, paratransit, rideshare services, and supporting capital facilities in King County, and establishes the policy basis on which annual operating and capital program decisions are made.

The Route Performance Report was developed in response to Strategy M-3 of the Six Year Plan, which states:

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

Since 1996, the RTC has worked with Metro to develop service evaluation guidelines and to review the annual Route Performance Report, in which each route in the system is measured against those guidelines. This report is used as a tool to monitor the success of individual routes, to better understand how Metro evaluates route performance, and to give the RTC an opportunity to comment on and evaluate how performance is measured.

The 2008 performance report contains two main parts, the introduction and a section on 2008 route performance. The contents of each part are described below.

Part I: Introduction

Part I contains background information on how routes are designated into performance groups, how performance is measured, and summary tables of how routes performed in 2008 according to their performance group.

Performance Groups: All of Metro's routes are grouped according to specific shared characteristics; their designated subarea and the time of day that is being evaluated. These groupings are referred to as "performance groups" within this document. Each performance measure for each route is most useful when compared only to the performance measures of other routes that are in the same subarea at the same time of day. This section offers an explanation of how routes are defined and divided into performance groups, including an explanation of those groups that are excluded from evaluation. The production and allocation subareas are also introduced.

Performance Measures: Following an explanation of how routes are classified, the five performance measures are introduced and described:

- Performance Measure I: Riders per revenue hour
- Performance Measure II: Ratio of fare revenue to operating expense
- Performance Measure III: Passenger miles per revenue hour
- Performance Measure IV: Passenger miles divided by platform hours
- Performance Measure V: "Route Effectiveness Sum"

Performance thresholds are described that were established for 2008. Routes in Metro's system compare to these thresholds, according to their performance group. A reference guide for abbreviations that are used in the route performance tables is also provided.

Part II: 2008 Route Performance

This section of the report offers a list of all the routes in Metro's system that were evaluated and gives information about how they performed in 2008. This information is presented by subarea in tables in order of performance and provides the score that each route received for each performance measure.

2008 Annual Route Performance Report

Part I: Introduction

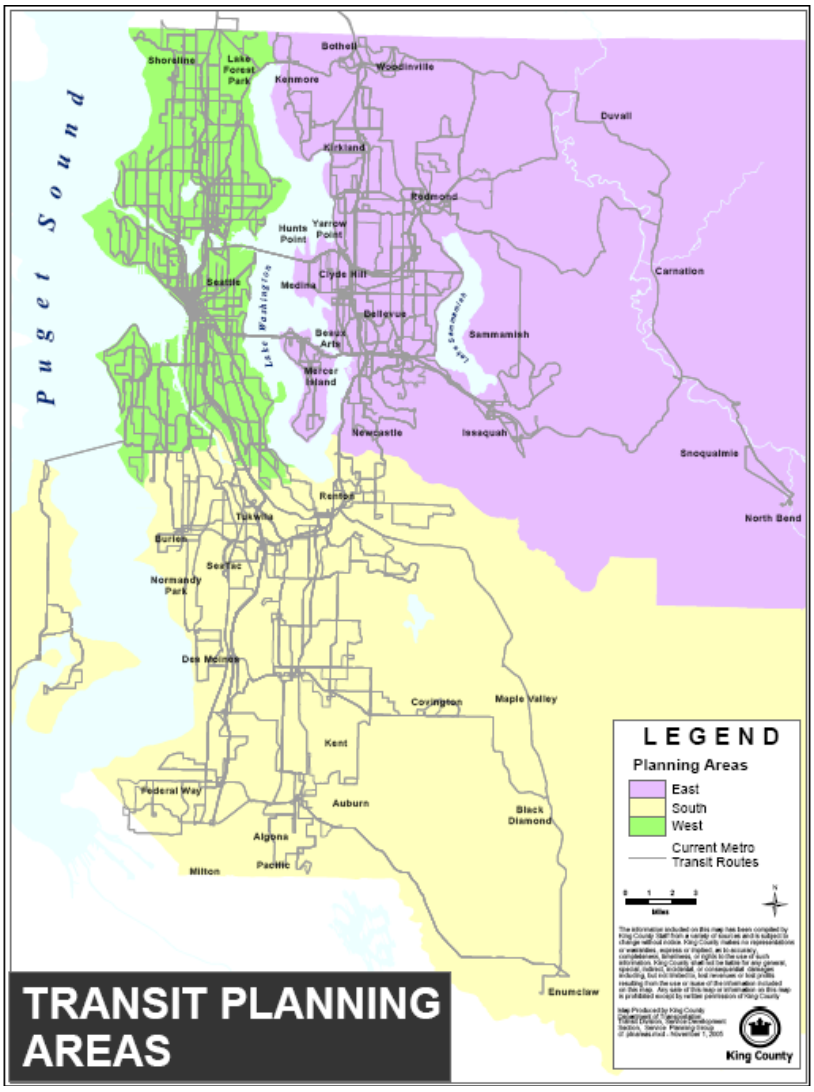
Prepared by
King County Metro Transit
Service Development Section:
Service Planning Group
Scheduling Group

July 2009

1. Performance Groups and Performance Measures

1.1 Performance Groups

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



<u>Performance Group Designation 1: Planning Subareas</u>

Planning Subareas – East, South, and West – were defined when the Long Range Policy Framework for Public Transportation was adopted by the King County Council in 1993. These subareas share characteristics such as density, land use, population, and more. The map on the right shows the subarea boundaries.

Grouping by subarea is complicated by the fact that many of Metro's routes serve multiple subareas. In the Route Performance Report, all routes that cross subarea boundaries are allocated to only one subarea. The subarea that the route is assigned to is determined by where most of the morning boardings on that route occur – the "production" subarea. To provide a useful comparison between current and past route performance, routes are reported in the same subarea as in prior years, even if that designation has changed elsewhere. For example, some routes have been changed to a different subarea or are split between subareas for the purpose of allocating new hours of service between subareas, according to the subarea allocation policy[1].

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

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

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

Performance Group Designation 2: Time of Day

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

Other Considerations in Performance Group Designation

Other factors affect how Metro's routes are categorized, such as routes with multiple variants and routes that should be excluded from evaluation because they provide very little service and transportation benefits to riders. These considerations are described below.

Routes defined by route number, part of route, and type of route. Some route numbers include multiple variations, or "route variants," or route types (e.g. express or shuttle routing) that are evaluated separately for performance. Route parts (north and south, or east and west) can be considered as completely distinct routes, and are always listed separately in the report. These include:

Route type variants needed operationally. An example is trolley routes that have a shuttle (SH) variant traveling back to the base south of downtown Seattle at night. By including this trip back to the base on the schedule, it provides service to a few riders. The performance level of these operational variants is generally very low, but they offer service to a few people at very little or no system cost. When these comprise an extremely small part of the total route service in a time period, they are consolidated into the larger route variant. Otherwise they are shown separately in the route performance tables.

Route type variants with less than five trips in a time period. These specific route variants are generally combined with the route in an adjacent time period to more accurately reflect overall performance. For instance, route 272 provides commuter service from the Eastgate area to the University of Washington, with a few trips that occur in the offpeak time period. These offpeak trips are included as part of the peak period because there are so few and the peak travel period for the University of Washington is different from normal commute hours. Express variants that have a total of less than five trips and that do not have express trips in an adjacent time period are shown separately, rather than being combined with a different route type.

Routes excluded from performance evaluation. Custom bus, school routes, DART routes, and other routes funded partially by partner entities are excluded from evaluation. A new small group of exception variants have been added in 2008 for trips that are traveling between a route terminal and bus base. These trips cannot be fairly compared to route variants that could be eliminated for poor performance.

Excluded routes are listed by origin subarea after the tables for the three time periods for that subarea. No thresholds were calculated for these "exception" routes, although the average performance for regular routes in the same subarea during the same time period is listed under them as a reference point. The cost recovery performance measure for this report is calculated using fully allocated costs, with a policy goal for custom and school routes to generate enough revenue to cover 100% of marginal operating costs.

1.2 Performance Measures: Discussion and Examples

- Performance Measure 1: Riders per revenue hour**.** This measure determines how many riders get on or off the bus in one hour of revenue service. Routes with many riders boarding and alighting the bus during each trip tend to perform well on this measure. A high number of ons and offs is typical for routes operating in areas of dense population, employment and commercial activity, where many riders make short trips. The length of the trip and the density of the population and employment along the route tend to be positively correlated with performance on this measure. There are exceptions, however, such as express trips that fill all seats and travel at mostly freeway speeds. This kind of trip achieves high ridership per revenue hour, because the seats are full and the number of revenue hours per trip is small. The range on this measure is high, with 98% of the route variants having between 9 and 100 rides per revenue hour.

  Routes 2S and 70 Example – To illustrate how this measure works, a comparison of route 2S and route 70 is useful. Route 2S is a relatively short route between Madrona and downtown Seattle. Route 70 is a longer route that travels between the University District and downtown Seattle. Routes 2S and 70 have a similar number of annual peak-period trips (15,600 and 15,400, respectively) and riders (565,300 and 540,100). However, the average travel time for route 2S is 20-25 minutes per trip, while route 70 averages 35-40 minutes per trip. Since one of the factors impacting this measure is time spent carrying riders, route 2S performs much better on this measure (91.2 rides per revenue hour) than route 70 (52.5 rides per revenue hour).

A weakness of this performance measure is that it fails to capture a route's total cost. This measure only considers the hours that a bus is in service and does not take into account other times when the bus is in service such as the time a route spends traveling to and from the base (the "deadhead"), operator breaks, and scheduled layover periods, all of which have a cost. Riders per revenue hour is used in the Route Performance Report to not unduly penalize routes with long deadheads caused by the location of Metro's bus bases. However, using the riders per revenue hour performance measure fails to provide distinction between the costs of operating different types of services, such as express and local service. Riders per platform hour would be a different way of measuring performance that would capture the entire cost of a route, including cost accrued while not serving customers.

Route 218 and 245 Example – The difference between riders per revenue hour and riders per platform hour is illustrated by routes 218 and 245. Route 218 is a weekday commuter service providing direct service to downtown Seattle during the morning

and returning to Issaquah-Highlands Park and Ride in the afternoon. Route 245 is a two-way service between Kirkland and Factoria that operates throughout the day, seven days a week. Routes 218 and 245 serve a similar number of annual riders during the peak periods (349,000 and 339,000 respectively). Based on riders per revenue hour alone, route 218 is the more productive route, because it serves 25 more riders per revenue hour than route 245,but riders per revenue hours does not account for the high cost of the route 218 one-way service design. Because route 218 has a long deadhead time the cost per rider is almost twice the cost per rider on the route 245. Using the riders per platform hour measure, route 245 serves 4.8 more riders per platform hour than route 218. Both routes have value to riders even though they serve distinctly different markets. To reiterate, the weakness of the riders per revenue hour measure is that it does not allow for distinction between the different costs of providing service that is designed for different markets.

- Performance Measure 2: Ratio of fare revenue to operating expense. This performance measure refers to the percentage of operating costs recovered from fares paid by customers. This ratio is positively correlated with the number of riders per revenue hour, since more riders getting on and off the coach during an hour of service results in the collection of more fare revenue. There are exceptions to this general rule as some routes have unusually high or low fare revenue per rider. Two reasons for these exceptions are:

  1) operating expense is dependent on the number of platform hours and miles driven, rather than the number of revenue hours; and

  2) some routes have a higher number of riders who have reduced fares or transfers.

  Routes 3N and 240 Example – An illustration of the relationship between riders per hour and fare return to operating expense hails from a comparison of routes 3N and 240 during off-peak hours. Route 240 carries 344,700 riders annually during off-peak hours and averages only 19.9% fare recovery. On the other hand, route 3N carries fewer riders at 206,100 annual rides, but averages 58.5% fare recovery. Route 3N outperforms route 240 on this measure because there is a much higher level of passenger activity with many riders getting on and off each hour of operation (or hour of expense).

- Performance Measure 3: Passenger miles per revenue hour. This measure places a high value on routes that provide long distance trips. One rider may occupy one seat for the same number of miles on a long distance trip as do many riders each traveling a shorter distance. Performance on this measure is correlated with route length, average vehicle speed, and the route design and purpose. With the same number of riders, routes that travel faster will do better on this measure. There is a wide distribution of values for this measure across the individual route, with 98% of the route variants having between 34 and 777 passenger miles per revenue hour.

  Routes 190 and 191 Example – Routes 190 and 191 share many of the same characteristics. They travel about the same number of miles between Redondo Heights park-and-ride and downtown Seattle (21 miles) and have the about the same

number of trips (3,000 and 2,700 annually) and riders (87,100 and 98,300). Additionally, they both travel between 58,000 and 64,000 miles annually. However, these routes perform dramatically different on this measure. In 2008, route 190 averaged 502 passenger miles per revenue hour, while route 191 averaged only 360 passenger miles per revenue hour. The difference can be accounted for by taking a closer look at the route design. Route 191 travels a long distance on Highway 99, a slower road with many traffic lights, before getting on I-5, Seattle's main freeway that travels north and south. On the other hand, route 190 travels almost exclusively via I-5. These different pathways cause there to be a large difference between the speed and revenue miles per revenue hour of the two routes. Additionally, route 190 makes almost no stops between Redondo Heights and Seattle, so the vast majority of passengers travel the full length of the route. Conversely, the route 191 has intermediate stops, so some riders travel fewer miles than others, making the average trip length less than that of the route 190.

- Performance Measure 4: Passenger miles divided by platform miles. In the 2004 Route Performance Report, this measure replaced the Six Year Plan Strategy M-3 which measured "passenger miles divided by revenue seat miles." The Six Year Plan states that the intent of this measure is to "assess the degree to which transit services contribute to the reduction of total vehicle miles traveled." This is better assessed by looking at the entire amount of travel time that a vehicle is in service, not just the time that the bus is picking up and dropping off passengers.

Two difficulties with using the initial formula of "passenger miles divided by revenue seat miles" are that the number of seats per coach varies, and revenue miles are not the total vehicle miles. The simpler formula of "passenger miles divided by platform miles" results in a number that directly addresses the usefulness of transit in reducing total vehicle miles traveled. In addition, it eliminates the variability inherent in using seats as a multiplier and includes all miles that a coach travels.

Routes 10 and 158 Example: Routes 10 and 158 cost about the same to operate during the peak period ($1.2 and $1.24 million per year, respectively). However, due to the fact that route 10 is designed to serve local trips and route 158 is designed to provide regional commute trips, route 158 has a higher number of passenger miles per platform mile (16.13) than route 10 (13.4). However, route 10 generates 195% more revenue than route 158. This illustrates the drawback of this measure, which is that it penalizes routes that make more stops, operate at lower miles per hour and on which there are a lot of on and off activity that increases the farebox recovery ratio.

- Performance Measure 5: "Route Effectiveness Sum" The route effectiveness sum compares the routes in a specific group (based on subarea and time of day) only with other routes in that specific group, as are the previous four measures. These routes are compared using a summary score that is calculated by adding the scores for each of the four individual performance measures for each route. These scores define a mathematical relationship between the standard deviation of a route's performance and the group average performance for each measure.

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

Performance Thresholds. Performance thresholds are established every three years to allow comparison of route performance from year to year. These thresholds are different for each subarea and each part of the day to allow for a meaningful comparison of routes. Strong performance is defined as those routes whose effectiveness sum is at least one standard deviation above the average. Below minimum performance routes are those whose route effectiveness sum is one standard deviation or more below the mean. In years that performance thresholds are calculated, the average Route Effectiveness Sum for each group of routes is 0, and the high (positive) and low (negative) scores will be equal in distance from zero.

The performance thresholds for 2008 – 2010 are based on subarea performance by time period in 2008. The data that was used to develop these thresholds comes from the annualized fall 2008 information on regular service routes. This data excludes paratransit, special service, the downtown Seattle Ride-Free Area, and the routes in groups that are excluded from performance evaluation such as custom bus services. In 2008, about half of the routes have a positive Route Effectiveness Sum and about half have a negative Route Effectiveness Sum. This is typical for years in which performance thresholds are created. However, in 2009 and 2010, there may be an imbalance in positive and negative scores depending on whether the routes in the group perform better or worse than in 2008.

The table below defines the performance thresholds form 2008-2010. Routes are classified as follows:

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

Performance Thresholds: 2008 – 2010
(Revised using Fall 2008 Route Data)

Subarea	Performance Thresholds*	Guide-Time	Rides/ Rev. Hr.	Fare Rev. / Op. Exp.	Psgr.Miles / Rev. Hr.	Pass. Miles / Plat. Miles
EAST	Strong	Peak	34.1	19%	292	8.78
		OffPeak	25.0	15%	127	6.70
		Night	21.9	11%	131	5.52
	Minimum	Peak	18.4	10%	254	5.62
		OffPeak	11.2	7%	71	3.80
		Night	12.9	7%	88	3.30
SOUTH	Strong	Peak	41.8	24%	353	11.80
		OffPeak	44.2	25%	291	13.80
		Night	33.7	17%	218	9.00
	Minimum	Peak	15.7	11%	182	5.00
		OffPeak	18.8	11%	182	7.70
		Night	10.3	5%	148	5.40
WEST	Strong	Peak	64.5	39%	238	18.10
		OffPeak	60.8	36%	183	14.00
		Night	37.2	20%	119	7.40
	Minimum	Peak	20.8	15%	136	5.10
		OffPeak	22.3	14%	84	5.60
		Night	13.5	7%	60	3.30

2. Route Performance Summary for 2008

The purpose of route evaluation is to track performance over time, and identify opportunities for system improvement. Thresholds are updated every three years so that there will always be room for improvement. When thresholds are updated, as they were in 2008, some route performance may fall below minimum without a reduction in any one measure. This may occur because the performance bar was raised. Since the performance thresholds will stay the same between the 2008 report and the 2010 report, it will be valid to compare routes between these years. The best measure for comparing routes from year to year is the Route Effectiveness Summary. Any route that experiences an increase in Route Effectiveness from 2008 to 2009 or 2010 is improving in performance. Performance of King County Metro Routes is summarized for 2008 in the table on the next page. Also included is the percent change in each measure from 2007.

Following the systemwide table that summarizes route performance are more detailed descriptions of each subarea's performance, including changes from 2007 and total numbers of routes in each subarea that perform above or below the performance thresholds, broken down by time period.

> **Note:** These performance reports do not include rides within the downtown Seattle Ride Free Area and routes operated by Metro for Sound Transit. Routes that are not subject to performance evaluation are also not included, although they are separately noted in the table summarizing 2008 routes. These totals can only be used to examine the subset of Metro service that is subject to annual performance evaluation, and will not match system totals found elsewhere.

2008 SYSTEM-WIDE PERFORMANCE MEASURES

2008	Service Delivered in 2008 (Change from 2007)				
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Annual Platform Miles	Annual Platform Hours
Peaks	1,022,722 (+2.1%)	15,875,219 (+1.2%)	1,435,331 (+3.1%)	22,663,074 (+1.1%)	1,583,884 (+2.3%)
OffPeak	882,322 (+1.9%)	12,850,955 (+1.1%)	1,361,965 (+2.6%)	13,683,892 (+1.2%)	1,261,072 (+2.1%)
Night	338,084 (+3.4%)	5,330,861 (+2.6%)	588,044 (+3.1%)	6,257,296 (+2.9%)	532,269 (+4.0 %)
Total	2,243,128 (+2.2%)	34,057,035 (+1.4%)	3,385,340 (+2.9%)	42,604,262 (+1.4%)	3,377,225 (+2.5%)
Except. Routes	78,826	1,209,540	170,288	1,430,641	109,840

2008	Rider Use in 2008 (Change from 2007)			Performance Measures			
	Annual Rides	Annual Passenger Miles	Annual Fare Revenue	Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi
Peaks	55,762,660 (+7.5%)	296,285,583 (+7.6%)	$65,445,346 (+39.8%)	54.52 (+5.3%)	32.1% (+28.4%)	290 (+5.5%)	13.1 (+6.5%)
OffPeak	48,491,891 (+9.1%)	209,780,140 (+10.5%)	$47,948,750) (+57.2%)	54.96 (+7.1%)	31.8 % (+45.2%)	238 (+8.7%)	15.3 (+9.3%)
Night	12,518,964 (+6.6%)	58,200,971 (+6.2%)	$12,402,538 (+53.9%)	37.03 (+3.1%)	19.0% (+39.7%)	172 (+3.0%)	9.3 (+3.3%)
Total	116,773,515 (+8.1%)	564,266,695 (+8.5%)	$125,796,634 (+47.4%)	52.06 (+5.8%)	30.0% (+35.7%)	252 (+6.3%)	13.2 (+6.5%)
Except. Routes	1,569,625	7,431,847	$2,008,447	19.91	17.1%	94	5.2

Metro experienced significant ridership growth between fall 2007 and fall 2008, with ridership increases at all times of day and in all subareas.

EAST SUBAREA PERFORMANCE MEASURES

2008	Service Delivered in 2008 (Change from 2007)				
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Annual Platform Miles	Annual Platform Hours
Peaks	219,153 (+1.1%)	4,039,615 (+0.5%)	258,856 (+4.6%)	6,154,930 (-0.1%)	358,043 (+1.7%)
OffPeak	136,354 (+6.7%)	2,338,568 (+6.1%)	178,551 (+14.0%)	2,519,562 (+7.3%)	196,420 (+8.6%)
Night	39,701 (+14.7%)	745,118 (+14.0%)	51,907 (+22.5%)	899,889 (+15.4%)	62,667 (+15.9 %)
Total	395,207 (+4.2%)	7,123,301 (+3.5%)	489,314 (+9.6%)	9,574,380 (+2.9%)	617,129 (+5.1%)

2008	Rider Use 2008 (Change from 2007)			Performance Measures			
	Annual Rides	Annual Passenger Miles	Annual Fare Revenue	Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi
Peaks	7,630,740 (+7.3%)	61,808,733 (+5.9%)	$9,479,217 (+33.7%)	34.82 (+6.1%)	20.2% (+23.1%)	282 (+4.8%)	10.0 (+5.3%)
OffPeak	3,936,534 (+16.1%)	21,433,319 (+12.5%)	$3,901,834 (+67.8%)	28.87 (+8.8%)	17.0% (+44.1%)	157 (+5.4%)	8.5 (+4.9%)
Night	939,369 (+15.4%)	5,572,318 (+16.6%)	$930,633 (+40.0%)	23.66 (+0.6%)	12.2% (+35.6%)	140 (+1.4%)	6.2 (+1.6%)
Total	12,506,643 (+10.5%)	88,814,371 (+8.0%)	$14,311,684 (+43.5%)	31.65 (+6.0%)	18.4% (+27.8%)	225 (+3.7%)	9.3 (+4.5%)

Using annualized fall 2008 ridership data, East Subarea ridership increased by over 10% between fall 2007 and fall 2008, leading all three subareas in percentage growth. There were also increases in performance during the offpeak and night time periods, where service was expanded and improved through an extensive restructure of services in Redmond and Kirkland that took place in February 2008. The amount of service provided increased by a larger percentage in the East Subarea than in the other two subareas as a result of Transit Now improvements and the February 2008 restructure.

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

	2008	Number of Routes in 2008				
		Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi	Route Effectiveness
Peaks	**Above Strong**	9	13	10	9	8
	Below Minimum	8	9	2	7	8
Off Peak	**Above Strong**	3	5	3	5	6
	Below Minimum	3	3	1	3	2
Night	**Above Strong**	2	2	2	3	2
	Below Minimum	2	1	1	3	3

Notable high performing routes include peak period routes that connect the eastside to downtown Seattle, and routes serving the future Bellevue-Redmond RapidRide corridor (230E, 253). Restructures in February 2008 discontinued two routes (route 220 and 254) that frequently performed below minimum standards in past reports and created two new routes that were above minimum standards in all categories, reflecting a more efficient use of redistributed resources. As time passes, the performance of routes affected by the restructure is expected to improve. Remaining routes that are low performing include those that serve low density or rural areas like Cottage Lake, Duvall, and North Bend (209, 232, 251, 929), routes with limited numbers of trips (201, 247), and those that lack connections to major employment centers (201, 219).

SOUTH SUBAREA PERFORMANCE MEASURES

2008	Service Delivered in 2008 (Change from 2007)				
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Annual Platform Miles	Annual Platform Hours
Peaks	267,299 (+2.5%)	5,133,786 (+1.6%)	326,318 (+2.2%)	7,507,751 (+1.7%)	418,680 (+1.9%)
OffPeak	202,718 (+0.5%)	3,746,114 (-0.5%)	265,486 (-1.2%)	4,013,208 (-0.7%)	284,838 (-0.2%)
Night	80,081 (+0.7%)	1,538,945 (-0.5%)	111,185 (+0.4%)	1,910,659 (-0.1%)	125,517 (+0.9%)
Total	550,098 (+0.7%)	10,418,845 (+0.5%)	702,989 (+0.6%)	13,431,619 (+0.7%)	829,035 (+1.0%)

2008	Rider Use in 2008 (Change from 2007)			Performance Measures			
	Annual Rides	Annual Passenger Miles	Annual Fare Revenue	Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi
Peaks	12,404,381 (+5.2%)	103,869,987 (+5.3%)	$15,226,094 (+33.8%)	46.41 (+2.6%)	26.6% (+22.6%)	389 (+2.9%)	13.8 (+3.0%)
OffPeak	10,151,387 (+8.6%)	73,559,283 (+9.0%)	$10,057,295 (+56.8%)	50.1 (+8.0%)	28.3% (+46.6%)	363 (+8.4%)	18.3 (+9.6%)
Night	2,921,528 (+1.9%)	22,879,454 (+0.8%)	$2,894,358 (+47.1%)	36.5 (+1.1%)	17.9% (+35.6%)	286 (+0.4%)	12.0 (+0.8%)
Total	25,477,296 (+6.1%)	200,308,724 (+6.1%)	$28,177,747 (+42.6%)	46.3 (+4.5%)	25.8% (+31.6%)	364 (+4.6%)	14.9 (+4.9%)

2008 Fall annualized data shows ridership in the South Subarea increased significantly from between fall 2007 to fall 2008, though the percentage growth was smaller than in the other two subareas. The largest growth was in offpeak time periods, despite minimal service increases during those times. Service increases in the South included several peak period services that were added or expanded in 2008. The decrease in service delivered during off-peak hours was the result of an error in 2007 reporting that counted Route 919 as a regular route instead of an exception.

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

	2008	Number of Routes in 2008				
		Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi	Route Effectiveness
Peaks	**Above Strong**	12	11	14	12	11
	Below Minimum	9	9	11	10	12
Off Peak	**Above Strong**	7	6	3	7	7
	Below Minimum	4	6	4	6	5
Night	**Above Strong**	2	5	4	5	4
	Below Minimum	5	4	2	3	3

The South Subarea had relatively little change to the transit network between fall 2007 and fall 2008. The addition of more offpeak service on Route 164 was a notable success, as the route ranked above the performance threshold for four of five performance indicators during offpeak hours. Other notable high performers include all-day routes connecting South King County with Seattle (101, 120, 174, 194), Kent East Hill local routes (164, 168, 169), and routes serving the future Pacific Highway South RapidRide corridor (174).

The introduction of additional peak service to Kent East Hill split riders between two routes and resulted in lower performance on peak express services, as both new Route 157 and Route 161 performed below the minimum standard on two or more indicators. Some other relatively low-performing routes in the South Subarea include peak routes in areas with multiple service options like Federal Way (175, 179, 196) and low density areas like Vashon Island (119). Several of the weakest routes in the South Subarea are planned for major changes or discontinuation in 2009 with the Transit Connections project, including routes 170, 154, and 191.

WEST SUBAREA PERFORMANCE MEASURES

2008	Service Delivered in 2008 (Change from 2007)				
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Annual Platform Miles	Annual Platform Hours
Peaks	536,270 (+2.3%)	6,701,818 (+1.4%)	850,157 (+2.9%)	9,000,393 (+1.5%)	807,162 (+2.9%)
OffPeak	543,251 (+1.3%)	6,766,273 (+0.5%)	917,928 (+1.8%)	7,151,122 (+0.2%)	779,814 (+1.5%)
Night	218,301 (+2.5%)	3,046,798 (+1.7%)	424,952 (+1.8%)	3,446,748 (+1.7%)	344,084 (+3.3%)
Total	1,297,823 (+1.9%)	16,514,889 (+1.1%)	2,193,037 (+2.2%)	19,598,263 (+1.1%)	1,931,061 (+2.4%)

2008	Rider Use in 2008 (Change from 2007)			Performance Measures			
	Annual Rides	Annual Passenger Miles	Annual Fare Revenue	Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi
Peaks	35,727,539 (+8.4%)	130,606,863 (+10.4%)	$40,740,036 (+43.8%)	66.6 (+5.9%)	41.0% (+33.1%)	244 (+8.0%)	14.5 (+8.2%)
OffPeak	34,403,970 (+8.5%)	114,787,538 (+11.1%)	$33,989,621 (+56.2%)	63.3 (+7.1%)	36.9% (+47.0%)	211 (+9.3%)	16.1 (+11.0%)
Night	8,658,067 (+7.4%)	29,749,199 (+9.0%)	$8,577,547 (+55.1%)	39.7 (+4.7%)	20.7% (+42.8%)	136 (+6.3%)	8.6 (+6.2%)
Total	78,789,576 (+8.3%)	275,143,599 (+10.5%)	$83,307,204 (+49.7%)	60.7 (+6.3%)	35.8% (+39.3%)	212 (+8.2%)	14.0 (+9.4%)

2008 annualized data shoes ridership in the West Subarea increased by over six million annual riders between fall 2007 and Fall 2008, a greater absolute ridership gain than the other subareas but a lower percentage gain than in the East Subarea. Ridership grew by similar percentages for all times of day. Overall transit service increased by less than 2% due in large part to implementation of the first Transit Now partnership with the City of Seattle.

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

	2008	Number of Routes in 2008				
		Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi	Route Effectiveness
Peaks	**Above Strong**	22	17	21	18	18
	Below Minimum	22	22	12	20	22
Off Peak	**Above Strong**	17	16	13	12	10
	Below Minimum	15	15	9	15	15
Night	**Above Strong**	13	15	11	11	10
	Below Minimum	12	9	11	11	9

The highest performing West Subarea routes in 2008 were similar to previous years, with notable standouts including routes serving the future Ballard-Uptown RapidRide corridor (15, 15TB, 15X, 18); trolley bus routes serving Queen Anne, Capitol Hill, and other central Seattle neighborhoods; services connecting downtown Seattle and the University District; and route 48 South, which is planned for restructure in 2009.

Low performing routes in the West Subarea are concentrated among several types of routes. These routes include specialized peak routes with few trips or other nearby services (34, 35, 37, 79X, 256); routes serving predominantly low density, single-use residential areas (25, 31, 39); and neighborhood routes with limited connections to major employment areas (46, 51, 53). Several weak or below-average routes are planned for discontinuation or service reductions in 2009 as part of the Transit Connections project, including routes 32, 34, 39, 42, and 126.

3. Abbreviations Used in Tables

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

Guide Time: time periods defined for route evaluation

- **Peak** 5:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. weekdays
- **Offpeak** 9:00 a.m. to 3:00 p.m. weekdays; 5:00 a.m. to 7:00 p.m. weekends
- **Night** 7:00 p.m. to 5:00 a.m. all days

Part: (Route Part)

- **N** north route segment
- **S** south route segment
- **E** east route segment
- **W** west route segment

Type: (Route Type)

- **ALT** alternate routing
- **EX** express routing
- **NT** special routing for late night or very early morning
- **SH** shuttle routing
- **SHAL** alternate shuttle routing
- **SHTB** turnback routing on a shuttle trip
- **TB** turnback routing
- **TEX** turnback routing on an express trip

Exceptions:

- **CUST** Custom bus routes are cost supported by private business or schools for regular commuters
- **DART** Dial-A-Ride Routes provide flexible routing available by request
- **PART** Partnership or Grant funded routes - routes partially supported by other organizations or grants
- **SCH** Routes or special trips that serve public secondary or private schools - cost usually shared with the school district or private school
- **n.a.** Not applicable. The marginal operating cost ratio is available on request for the exception routes.

2008 Annual Route Performance Report

Part II: Route Performance by Subarea

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

July 2009

1. EAST Planning Subarea

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

2008 Route Performance Report - East Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
	2008 PEAK - EAST PRODUCTION SUBAREA										
EAST	*Meets or exceeds strong performance threshold (Fall 2008)*						**52.5**	**29%**	**546**	**14.4**	**3.6**
EAST	*Less than minimum performance threshold (Fall 2008)*						**15.7**	**9%**	**38**	**3.2**	**-3.6**
EAST		Peak	**212**			Eastgate	**98.3**	**36%**	**925**	**19.5**	**9.7**
EAST		Peak	**229**			Overlake	**73.2**	**38%**	**753**	**21.9**	**8.2**
EAST		Peak	**218**			Issaquah	**72.3**	23%	**1276**	**21.2**	**8.6**
EAST		Peak	**312**		**EX**	U of W - Bothell	**63.4**	**29%**	**624**	**17.8**	**5.5**
EAST		Peak	**255**		**TB**	Kirkland	**63.2**	**30%**	**584**	**15.5**	**5.1**
EAST		Peak	**225**			Overlake	**60.0**	**36%**	**584**	**18.0**	**6.0**
EAST		Peak	**230**	**W**	**TB**	Kirkland	**56.1**	**35%**	100	5.1	1.4
EAST		Peak	**306**		**EX**	Kenmore	**55.5**	**31%**	537	**19.2**	**5.2**
EAST		Peak	**312**		**TEX**	Kenmore	**54.1**	22%	513	14.0	3.2
EAST		Peak	**230**	**E**		Redmond P&R	51.9	**37%**	178	10.1	2.6
EAST		Peak	**253**			Bear Creek P&R	51.3	**40%**	177	12.2	3.3
EAST		Peak	**245**			Kirkland	47.0	**33%**	185	11.1	2.2
EAST		Peak	**255**			Kingsgate	45.0	**32%**	428	**19.6**	**4.4**
EAST		Peak	**252**			Kingsgate P&R	43.0	18%	**570**	14.4	2.5
EAST		Peak	**271**		**TB**	Bellevue TC	41.8	26%	240	10.4	1.2
EAST		Peak	**230**	**W**		Kingsgate P&R	40.3	**29%**	149	8.8	0.9
EAST		Peak	**268**			E Lake Sammamish	37.5	19%	484	11.4	1.4
EAST		Peak	**216**			Sammamish	37.4	19%	**614**	**16.3**	2.8
EAST		Peak	**271**			Issaquah P&R	37.4	**29%**	233	11.2	1.4
EAST		Peak	**237**			Woodinville	35.8	12%	325	6.3	-0.9
EAST		Peak	**214**		**TB**	Issaquah	35.1	16%	494	10.4	0.8
EAST		Peak	**266**			Bear Creek P&R	34.8	14%	340	7.7	-0.5
EAST		Peak	**240**			Bellevue	34.7	27%	190	11.8	1.0
EAST		Peak	**257**			Kingsgate P&R	33.8	18%	451	12.5	1.2
EAST		Peak	**311**			Woodinville P&R	32.6	15%	**573**	12.9	1.4
EAST		Peak	**205**		**EX**	Mercer Island	32.4	19%	173	5.9	-1.1
EAST		Peak	**215**			North Bend	32.3	14%	**643**	10.5	1.0
EAST		Peak	**233**			Bellevue	32.0	22%	128	7.0	-0.8
EAST		Peak	**265**			Redmond P&R	31.2	15%	330	7.8	-0.6
EAST		Peak	**261**			Overlake P&R	30.7	19%	216	8.0	-0.6
EAST		Peak	**203**			Mercer Island	28.6	15%	61	**2.3**	-2.7
EAST		Peak	**272**			Eastgate P&R	28.5	16%	221	7.8	-1.1
EAST		Peak	**342**			Bothell	27.9	13%	274	6.7	-1.4
EAST		Peak	**260**			Juanita	27.8	16%	402	10.2	0.1
EAST		Peak	**222**			Overlake	27.5	21%	82	4.8	-1.7
EAST		Peak	**232**			Duvall	26.7	13%	246	6.2	-1.7
EAST		Peak	**202**			Mercer Island	25.5	13%	143	4.3	-2.5
EAST		Peak	**250**			Redmond P&R	24.8	14%	241	6.7	-1.6
EAST		Peak	**221**			Redmond	24.6	17%	102	6.2	-1.9
EAST		Peak	**234**			Northshore P&R	24.3	17%	133	6.7	-1.7
EAST		Peak	**248**			Kirkland	23.9	14%	79	4.4	-2.7
EAST		Peak	**210**			Issaquah	23.7	12%	211	5.0	-2.2
EAST		Peak	**921**			Eastgate P&R	22.7	16%	67	3.2	-2.7
EAST		Peak	**277**			Juanita	21.2	12%	178	5.5	-2.4

2008 Route Performance Report - East Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
EAST		Peak	**244**		**EX**	Kenmore	20.8	**9%**	152	4.7	-3.0
EAST		Peak	**238**			Bothell	20.0	14%	82	4.0	-3.0
EAST		Peak	**249**			Redmond P&R	19.9	15%	70	3.9	-3.0
EAST		Peak	**236**			Woodinville	17.0	13%	63	3.4	-3.4
EAST		Peak	**232**		**TB**	Redmond	**14.9**	**7%**	53	**1.6**	**-4.5**
EAST		Peak	**269**			E Lake Sammamish	**13.5**	**8%**	95	3.7	**-3.9**
EAST		Peak	**247**			Overlake P&R	**13.2**	**7%**	94	**2.6**	**-4.3**
EAST		Peak	**209**			North Bend	**10.1**	**5%**	102	3.2	**-4.4**
EAST		Peak	**219**			Newcastle	**9.9**	**6%**	**34**	**1.3**	**-5.0**
EAST		Peak	**251**			North Creek	**9.9**	**6%**	72	**2.8**	**-4.5**
EAST		Peak	**201**			Mercer Island	**5.1**	**3%**	**21**	**0.8**	**-5.7**
EAST		Peak	**929**			North Bend	**4.3**	**2%**	44	**1.2**	**-5.6**
EAST			**average 2008 PEAK - EAST**				34.1	19%	292	8.78	0.0

	2008 OFF-PEAK - EAST PRODUCTION SUBAREA										
EAST		*Meets or exceeds strong performance threshold (Fall 2008)*					**36.2**	**22%**	**198**	**10.6**	**3.3**
EAST		*Less than minimum performance threshold (Fall 2008)*					**13.8**	**8%**	**56**	**2.9**	**-3.3**
EAST		OffPeak	**253**			Bear Creek P&R	**50.7**	**33%**	169	**12.3**	**6.8**
EAST		OffPeak	**230**	**E**		Redmond P&R	**46.6**	**26%**	191	**10.9**	**5.4**
EAST		OffPeak	**245**			Kirkland	**38.2**	**23%**	160	9.7	**3.4**
EAST		OffPeak	**271**			Issaquah P&R	35.0	22%	**250**	**13.8**	**5.4**
EAST		OffPeak	**255**			Kingsgate	34.4	18%	**339**	**15.4**	**6.5**
EAST		OffPeak	**230**	**W**		Kingsgate P&R	33.8	**23%**	122	8.8	2.3
EAST		OffPeak	**240**			Bellevue	30.9	20%	186	**11.6**	**3.3**
EAST		OffPeak	**213**			Mercer Island	28.7	**23%**	81	4.2	0.1
EAST		OffPeak	**233**			Bellevue	25.8	13%	106	5.9	-0.7
EAST		OffPeak	**211**		**EX**	North Bend	25.4	9%	**207**	5.2	-0.1
EAST		OffPeak	**234**			Northshore P&R	24.4	15%	140	7.9	0.4
EAST		OffPeak	**221**			Redmond	21.8	13%	96	5.6	-1.3
EAST		OffPeak	**248**			Kirkland	21.5	12%	81	5.0	-1.8
EAST		OffPeak	**222**			Overlake	20.7	12%	81	4.5	-2.0
EAST		OffPeak	**203**			Mercer Island	20.6	16%	**42**	**2.1**	-2.6
EAST		OffPeak	**921**			Eastgate P&R	19.5	13%	90	5.0	-1.7
EAST		OffPeak	**204**			Mercer Island	19.1	12%	65	3.3	-2.8
EAST		OffPeak	**238**			Bothell	19.0	11%	100	5.1	-1.9
EAST		OffPeak	**249**			Redmond P&R	17.3	11%	81	4.6	-2.5
EAST		OffPeak	**236**			Woodinville	15.1	10%	71	4.0	-3.1
EAST		OffPeak	**209**			North Bend	**12.1**	**6%**	142	4.8	-2.6
EAST		OffPeak	**251**			North Creek	**9.8**	**5%**	68	**2.6**	**-4.6**
EAST		OffPeak	**929**			North Bend	**4.3**	**2%**	59	**1.9**	**-5.8**
EAST			**average 2008 MIDDAY - EAST**				25.0	15%	127	6.72	0.0

2008 Route Performance Report - East Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
	2008 NIGHT - EAST PRODUCTION SUBAREA										
EAST	*Meets or exceeds strong performance threshold (Fall 2008)*						**34.9**	**19%**	**219**	**8.9**	**3.5**
EAST	*Less than minimum performance threshold (Fall 2008)*						**8.9**	**4%**	**44**	**2.2**	**-3.5**
EAST		Night	**253**		**TB**	Redmond	**55.1**	**29%**	171	7.8	**6.1**
EAST		Night	**230**	**E**		Redmond P&R	**43.4**	**24%**	192	**9.5**	**5.3**
EAST		Night	**271**			Issaquah P&R	27.0	14%	188	8.4	2.3
EAST		Night	**230**	**W**		Kingsgate P&R	26.1	14%	127	6.8	1.0
EAST		Night	**245**			Kirkland	24.1	13%	98	4.6	-0.3
EAST		Night	**255**			Kingsgate	24.0	12%	**258**	**11.3**	3.4
EAST		Night	**240**			Bellevue	21.5	12%	159	7.8	1.0
EAST		Night	**280**			Bellevue TC	20.7	10%	**345**	**9.6**	3.3
EAST		Night	**221**			Redmond	17.1	9%	66	3.1	-2.2
EAST		Night	**248**			Kirkland	16.7	8%	55	2.6	-2.6
EAST		Night	**222**			Overlake	14.9	7%	61	2.8	-2.7
EAST		Night	**234**			Northshore P&R	13.6	7%	79	3.3	-2.5
EAST		Night	**236**			Woodinville	9.5	5%	**42**	**1.5**	**-4.1**
EAST		Night	**238**			Bothell	**8.6**	4%	46	**1.9**	**-4.1**
EAST		Night	**209**			North Bend	**6.2**	**2%**	84	**1.9**	**-4.1**
EAST	**average 2007 NIGHT - EAST**						21.9	11%	131	5.52	0.0

	2008 EAST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED										
EAST	PART	Peak	**200**			Issaquah	11.3		32	1.8	
EAST	SCL	Peak	**206**			Newport Hills	66.1	38%	270	10.8	
EAST	SCL	Peak	**207**			Newport Hills	55.4	37%	204	10.0	
EAST	SCL	Peak	**208**			Newport Hills	54.2	36%	192	9.5	
EAST	DART	Peak	**291**		**DART**	Redmond	14.5	17%	51	4.1	
EAST	SCL	Peak	**885**			Bellevue	26.9	15%	57	2.3	
EAST	SCL	Peak	**886**			Clyde Hill	63.0	42%	49	4.4	
EAST	SCL	Peak	**888**			Eastgate	61.1	41%	283	13.5	
EAST	SCL	Peak	**889**			Bellevue	44.0	32%	157	7.2	
EAST	SCL	Peak	**890**			Eastgate	35.9	21%	159	5.9	
EAST	SCL	Peak	**891**			Mercer Island	39.0	19%	177	5.7	
EAST	SCL	Peak	**892**			Mercer Island	75.6	35%	264	8.9	
EAST	DART	Peak	**926**		**DART**	Crossroads	12.8	15%	40	2.6	
EAST	DART	Peak	**927**		**DART**	E Lake Sammamish	9.2	9%	58	3.4	
EAST	DART	Peak	**935**		**DART**	Juanita	9.5	9%	50	2.7	
EAST	SCL	Peak	**986**		**CUST**	Kirkland	50.5	77%	455	13.6	
EAST	SCL	Peak	**989**		**CUST**	Eastgate	46.6	67%	600	15.2	
EAST	**regular route average: 2008 East Peak**						34.1	19%	292	8.78	

EAST	PART	OffPeak	**200**			Issaquah	11.8		40	3.3	
EAST	DART	OffPeak	**925**		**DART**	Newcastle	1.2	1%	6	7.0	
EAST	DART	OffPeak	**926**		**DART**	Crossroads	11.9	11%	36	2.4	
EAST	DART	OffPeak	**927**		**DART**	E Lake Sammamish	7.8	7%	49	2.7	
EAST	DART	OffPeak	**935**		**DART**	Juanita	7.7	5%	41	2.1	
EAST	**regular route average: 2008 East OffPeak**						25.0	15%	127.2	6.7	

2. SOUTH Planning Subarea

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

2008 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
	2008 PEAK - SOUTH PRODUCTION SUBAREA										
SOUTH	*Meets or exceeds strong performance threshold (Fall 2008)*						**57.5**	**35%**	**535**	**16.9**	**3.2**
SOUTH	*Less than minimum performance threshold (Fall 2008)*						**26.1**	**14%**	**171**	**6.8**	**-3.2**
SOUTH		Peak	**164**			Kent	**85.0**	**51%**	388	**17.9**	**6.6**
SOUTH		Peak	**105**			Renton Highlands	**82.1**	**53%**	187	11.8	**4.2**
SOUTH		Peak	**106**			Renton	**75.1**	**46%**	431	**20.8**	**6.3**
SOUTH		Peak	**169**			Kent P&R,TC	**73.7**	**50%**	301	**17.0**	**5.1**
SOUTH		Peak	**120**			Burien	**68.0**	**41%**	384	**19.6**	**4.9**
SOUTH		Peak	**168**			Timberlane	**65.6**	**41%**	295	13.1	3.0
SOUTH		Peak	**194**		**TB**	SeaTac	**62.8**	34%	**604**	**19.2**	**5.1**
SOUTH		Peak	**101**		**TB**	Renton CBD	**62.7**	**37%**	**631**	**23.8**	**6.3**
SOUTH		Peak	**174**			Federal Way P&R,TC	**61.7**	**40%**	404	**18.8**	**4.3**
SOUTH		Peak	**166**			Kent P&R,TC	**61.4**	**44%**	214	11.0	2.1
SOUTH		Peak	**113**			Shorewood	**58.5**	26%	408	12.5	1.6
SOUTH		Peak	**101**			Fairwood	**58.1**	**36%**	**664**	**22.9**	**6.0**
SOUTH		Peak	**125**		**TB**	White Center	56.9	**38%**	315	15.1	2.6
SOUTH		Peak	**125**			Shorewood	54.5	34%	322	13.0	1.8
SOUTH		Peak	**122**			Highline CC	51.4	32%	472	**17.5**	3.0
SOUTH		Peak	**150**		**TB**	Kent	51.2	33%	**555**	**23.0**	**4.7**
SOUTH		Peak	**941**		**EX**	Star Lake P&R	51.2	24%	**697**	15.7	3.2
SOUTH		Peak	**121**			Highline CC	49.2	27%	498	16.0	2.3
SOUTH		Peak	**118**			Vashon	48.8	23%	266	8.6	-0.8
SOUTH		Peak	**180**			Auburn	48.3	34%	246	12.3	0.8
SOUTH		Peak	**107**			Renton	45.9	32%	**137**	7.9	-1.0
SOUTH		Peak	**194**			Federal Way	44.3	26%	**642**	**20.7**	**3.6**
SOUTH		Peak	**181**			Green River CC	44.3	30%	207	9.9	-0.5
SOUTH		Peak	**131**		**TB**	Burien	44.2	27%	277	11.1	-0.2
SOUTH		Peak	**116**		**EX**	Fauntleroy	43.1	22%	301	11.8	-0.4
SOUTH		Peak	**111**			Renton	43.0	24%	**572**	16.6	2.2
SOUTH		Peak	**158**			Lk Meridi/E Kent P&R	42.7	19%	**648**	16.1	2.0
SOUTH		Peak	**132**		**TB**	Burien	42.0	28%	279	12.5	0.1
SOUTH		Peak	**177**			Federal Way	41.9	19%	**796**	**18.1**	3.2
SOUTH		Peak	**132**			Highline CC	41.8	30%	264	12.5	0.1
SOUTH		Peak	**187**			Federal Way	40.1	29%	**134**	**6.2**	-2.0
SOUTH		Peak	**183**			Kent	39.7	24%	180	7.4	-2.0
SOUTH		Peak	**197**			Federal Way	38.8	16%	**777**	15.8	2.2
SOUTH		Peak	**148**			Fairwood	38.6	26%	**134**	7.4	-2.1
SOUTH		Peak	**131**			Highline CC	38.4	27%	218	12.0	-0.7
SOUTH		Peak	**118**		**TB**	Vashon	38.3	19%	176	**6.2**	-2.8
SOUTH		Peak	**140**			Burien	38.2	28%	**170**	9.9	-1.3
SOUTH		Peak	**143**		**EX**	Black Diamond	38.2	22%	**587**	16.7	1.8
SOUTH		Peak	**192**			Federal Way	36.6	17%	524	10.5	-0.4
SOUTH		Peak	**190**			Star Lake P&R	36.6	15%	502	10.3	-0.7
SOUTH		Peak	**162**			Kent	35.9	14%	**562**	10.9	-0.4
SOUTH		Peak	**121**		**TB**	Burien	35.8	22%	265	10.1	-1.4
SOUTH		Peak	**159**			Kent P&R,TC	34.4	17%	457	12.1	-0.6
SOUTH		Peak	**114**			Renton	33.8	18%	397	10.9	-1.1

2008 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
SOUTH		Peak	**182**			Federal Way	33.5	17%	**110**	**3.8**	**-4.2**
SOUTH		Peak	**133**			Burien TC	33.0	18%	364	11.0	-1.3
SOUTH		Peak	**139**			Gregory Heights	32.4	23%	**60**	**3.9**	**-3.9**
SOUTH		Peak	**152**			Enumclaw	32.3	16%	**548**	11.4	-0.4
SOUTH		Peak	**915**			Enumclaw	32.3	15%	229	**5.8**	**-3.3**
SOUTH		Peak	**134**			Burien TC	32.2	18%	199	9.0	-2.6
SOUTH		Peak	**123**		**EX**	Burien	31.8	23%	289	13.6	-0.8
SOUTH		Peak	**153**			Kent	31.7	22%	**110**	**6.5**	**-3.3**
SOUTH		Peak	**196**			Federal Way S P&R	30.2	**13%**	425	7.9	-2.2
SOUTH		Peak	**191**			Star Lake P&R	29.6	14%	360	8.5	-2.4
SOUTH		Peak	**170**			McMicken Heights	29.4	18%	242	7.5	-2.9
SOUTH		Peak	**167**			Auburn P&R	29.3	16%	421	11.9	-1.2
SOUTH		Peak	**155**			Fairwood	28.1	17%	**108**	**5.4**	**-4.2**
SOUTH		Peak	**118**		**EX**	Vashon	26.8	19%	188	9.6	-2.8
SOUTH		Peak	**179**			Federal Way	**26.1**	**12%**	**564**	11.0	-1.2
SOUTH		Peak	**157**			Lake Meridian P&R	**25.5**	**13%**	395	8.7	-2.5
SOUTH		Peak	**161**			Kent	**25.3**	**14%**	281	7.1	**-3.4**
SOUTH		Peak	**173**			Federal Way P&R,TC	**22.5**	**10%**	335	6.9	**-3.7**
SOUTH		Peak	**119**		**SH**	Vashon	**20.9**	**12%**	**124**	**4.1**	**-5.3**
SOUTH		Peak	**175**			Federal Way P&R,TC	**19.8**	**10%**	310	7.3	**-3.9**
SOUTH		Peak	**119**		**EX**	Vashon	**18.8**	16%	178	10.7	**-3.4**
SOUTH		Peak	**154**			Auburn	**16.8**	**7%**	**165**	**3.7**	**-5.8**
SOUTH		Peak	**149**			Black Diamond	**9.9**	**5%**	**154**	**4.2**	**-6.5**
SOUTH			**average 2008 PEAK - SOUTH**				41.8	24%	353	11.83	0.0

	2008 OFFPEAK - SOUTH PRODUCTION SUBAREA								
SOUTH	*Meets or exceeds strong performance threshold (Fall 2008)*				**63.1**	**36%**	**473**	**21.5**	**3.5**
SOUTH	*Less than minimum performance threshold (Fall 2008)*				**25.4**	**14%**	**109**	**6.2**	**-3.5**
SOUTH		OffPeak	**164**	Kent	**85.6**	**46%**	434	**22.8**	**6.1**
SOUTH		OffPeak	**105**	Renton Highlands	**72.0**	**39%**	203	12.7	2.1
SOUTH		OffPeak	**169**	Kent P&R,TC	**69.2**	**43%**	358	21.1	**4.3**
SOUTH		OffPeak	**120**	Burien	**67.8**	**36%**	388	**22.0**	**3.8**
SOUTH		OffPeak	**174**	Federal Way P&R,TC	**66.6**	**39%**	466	**26.0**	**5.0**
SOUTH		OffPeak	**168**	Timberlane	**63.7**	33%	292	13.0	1.7
SOUTH		OffPeak	**166**	Kent P&R,TC	**63.4**	**41%**	245	13.8	2.3
SOUTH		OffPeak	**101**	**TB** Renton CBD	59.1	29%	**564**	**25.7**	**4.2**
SOUTH		OffPeak	**106**	Renton	58.2	33%	374	**22.6**	3.1
SOUTH		OffPeak	**194**	**TB** SeaTac	57.9	26%	**618**	**21.8**	**3.7**
SOUTH		OffPeak	**194**	Federal Way	52.9	27%	**912**	**33.4**	**6.6**
SOUTH		OffPeak	**125**	Shorewood	49.9	29%	307	14.7	0.9
SOUTH		OffPeak	**132**	**TB** Burien	46.0	27%	311	14.1	0.4
SOUTH		OffPeak	**107**	Renton	45.3	25%	159	8.9	-1.3
SOUTH		OffPeak	**187**	Federal Way	43.7	31%	153	8.1	-1.0
SOUTH		OffPeak	**181**	Green River CC	42.1	25%	248	13.7	-0.4
SOUTH		OffPeak	**180**	Auburn	40.5	25%	222	11.8	-0.8
SOUTH		OffPeak	**150**	**TB** Kent	40.3	22%	453	21.2	1.3

2008 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
SOUTH		OffPeak	**183**			Kent	40.1	23%	213	12.0	-1.1
SOUTH		OffPeak	**140**			Burien	39.3	25%	200	12.3	-1.0
SOUTH		OffPeak	**148**			Fairwood	38.5	24%	155	8.9	-1.8
SOUTH		OffPeak	**132**			Highline CC	38.5	25%	268	13.9	-0.4
SOUTH		OffPeak	**131**			Highline CC	37.3	25%	248	13.7	-0.6
SOUTH		OffPeak	**182**			Federal Way	32.9	15%	137	**5.7**	-3.4
SOUTH		OffPeak	**139**			Gregory Heights	32.8	19%	**67**	**4.4**	**-3.6**
SOUTH		OffPeak	**155**			Fairwood	29.4	17%	127	7.8	-3.2
SOUTH		OffPeak	**915**			Enumclaw	27.0	**12%**	181	**5.1**	**-3.8**
SOUTH		OffPeak	**118**		**TB**	Vashon	25.7	**11%**	304	9.5	-2.7
SOUTH		OffPeak	**119**		**SH**	Vashon	**17.2**	**8%**	**95**	**3.1**	**-5.4**
SOUTH		OffPeak	**149**			Black Diamond	**13.2**	**6%**	**107**	**3.3**	**-5.7**
SOUTH		OffPeak	**118**			Vashon	**10.5**	**5%**	**44**	**1.4**	**-6.6**
SOUTH		OffPeak	**912**			Covington	**9.1**	**5%**	464	14.3	-2.7
SOUTH		**average 2008 OFFPEAK - SOUTH**					44.2	25%	291	13.84	0.0

	2008 NIGHT - SOUTH PRODUCTION SUBAREA										
SOUTH		*Meets or exceeds strong performance threshold (Fall 2008)*					**44.0**	**22%**	**366**	**14.4**	**3.5**
SOUTH		*Less than minimum performance threshold (Fall 2008)*					**23.3**	**11%**	**69**	**3.6**	**-3.5**
SOUTH		Night	**169**			Kent P&R,TC	**56.0**	**28%**	258	11.6	**5.0**
SOUTH		Night	**120**			Burien	**52.9**	**24%**	365	**16.5**	**5.6**
SOUTH		Night	**140**			Burien	43.9	**23%**	229	11.1	2.7
SOUTH		Night	**174**			Federal Way P&R,TC	42.9	22%	**415**	**17.9**	**4.8**
SOUTH		Night	**194**			Federal Way	40.2	19%	**682**	**21.1**	**6.4**
SOUTH		Night	**166**			Kent P&R,TC	39.7	**22%**	133	6.0	0.5
SOUTH		Night	**106**			Renton	38.9	21%	239	12.5	2.0
SOUTH		Night	**168**			Timberlane	38.6	17%	167	5.6	-0.5
SOUTH		Night	**101**		**TB**	Renton CBD	37.8	16%	**370**	**15.0**	2.5
SOUTH		Night	**164**			Kent	36.7	17%	173	7.6	-0.2
SOUTH		Night	**105**			Renton Highlands	34.4	16%	85	4.2	-1.8
SOUTH		Night	**125**		**NT**	Shorewood	34.2	**25%**	245	11.7	2.2
SOUTH		Night	**180**		**TB**	Auburn	32.4	15%	143	5.6	-1.6
SOUTH		Night	**150**		**TB**	Kent	31.3	15%	**409**	**16.8**	2.2
SOUTH		Night	**125**			Shorewood	30.9	13%	211	6.0	-1.5
SOUTH		Night	**181**			Green River CC	29.8	13%	136	4.7	-2.4
SOUTH		Night	**148**			Fairwood	28.3	13%	107	5.5	-2.6
SOUTH		Night	**187**			Federal Way	27.3	14%	86	**3.4**	-2.9
SOUTH		Night	**131**			Highline CC	**22.2**	11%	165	6.7	-2.8
SOUTH		Night	**107**			Renton	**20.8**	**10%**	**67**	**3.1**	**-4.6**
SOUTH		Night	**132**			Highline CC	**20.5**	**11%**	168	7.4	-2.9
SOUTH		Night	**125**		**TB**	White Center	**20.4**	**9%**	110	5.6	**-3.9**
SOUTH		Night	**139**			Gregory Heights	**14.2**	**8%**	**36**	**2.0**	**-6.1**
SOUTH		**average 2008 NIGHT - SOUTH**					33.7	17%	217	9.0	0.0

2008 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
	2008 SOUTH PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED										
SOUTH	PART	Peak	**110**			Renton	30.6	18%	43	1.94	
SOUTH	DART	Peak	**901**		**DART**	Dash Point	32.3	31%	56	3.84	
SOUTH	DART	Peak	**903**		**DART**	South Campus	26.3	30%	91	5.08	
SOUTH	DART	Peak	**908**		**DART**	Renton Highlands	16.3	13%	30	2.11	
SOUTH	DART	Peak	**909**		**DART**	Renton	16.1	15%	40	2.62	
SOUTH	DART	Peak	**917**		**DART**	Algona	22.4	21%	74	3.83	
SOUTH	DART	Peak	**918**		**DART**	Kent	33.3	34%	55	3.59	
SOUTH	DART	Peak	**919**		**DART**	Auburn	17.6	17%	42	2.62	
SOUTH	CUST	Peak	**952**		**CUST**	Auburn P&R	22.8	23%	604	11.24	
SOUTH	**regular route average: 2008 SOUTH PEAK**						41.8	24%	353	11.8	
SOUTH	DART	OffPeak	**901**		**DART**	Dash Point	27.8	26%	47	3.20	
SOUTH	DART	OffPeak	**903**		**DART**	South Campus	23.7	24%	82	4.46	
SOUTH	DART	OffPeak	**908**		**DART**	Renton Highlands	13.9	9%	25	1.78	
SOUTH	DART	OffPeak	**909**		**DART**	Renton	14.5	11%	36	2.36	
SOUTH	PART	OffPeak	**914**		**DART**	Kent	15.7		67	5.09	
SOUTH	PART	OffPeak	**916**		**DART**	Kent	14.4		70	5.30	
SOUTH	DART	OffPeak	**917**		**DART**	Algona	23.2	17%	70	3.46	
SOUTH	DART	OffPeak	**919**		**DART**	Auburn	19.0	15%	45	2.86	
SOUTH	**regular route average: 2008 SOUTH OFFPEAK**						44.2	25%	291	13.8	
SOUTH	DART	Night	**901**		**DART**	Dash Point	27.0	21%	46	2.93	
SOUTH	DART	Night	**903**		**DART**	South Campus	24.3	17%	84	4.42	
SOUTH	**regular route average: 2008 SOUTH NIGHT**						33.7	17%	217	9.0	

3. WEST (or NORTH) Planning Subarea

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

2008 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
	2008 PEAK - WEST PRODUCTION SUBAREA										
WEST		*Meets or exceeds strong performance threshold (Fall 2008)*					**85.3**	**54%**	**375**	**18.2**	**3.1**
WEST		*Less than minimum performance threshold (Fall 2008)*					**43.7**	**24%**	**102**	**8.0**	**-3.1**
WEST		Peak	**15**			Blue Ridge	**109.7**	**65%**	296	16.7	**5.1**
WEST		Peak	**1**			Kinnear	**105.4**	**71%**	146	14.4	**3.8**
WEST		Peak	**41**		**TB**	Northgate P&R	**103.7**	43%	**753**	**22.3**	**7.7**
WEST		Peak	**15**		**EX**	Blue Ridge	**96.9**	46%	**460**	18.2	**4.7**
WEST		Peak	**3**	**N**		North Queen Anne	**95.8**	**68%**	115	12.3	2.4
WEST		Peak	**13**			Seattle Pacific U.	**95.4**	**69%**	127	14.2	2.9
WEST		Peak	**48**	**S**		Rainier Beach	**95.3**	**64%**	265	16.3	**4.0**
WEST		Peak	**2**	**N**		West Queen Anne	**95.1**	**67%**	116	12.8	2.4
WEST		Peak	**56**		**EX**	Alki	**94.3**	43%	**486**	**19.7**	**4.8**
WEST		Peak	**4**	**N**		East Queen Anne	**94.3**	**68%**	132	13.7	2.8
WEST		Peak	**2**	**S**		Madrona	**91.2**	**62%**	127	12.9	2.0
WEST		Peak	**14**	**N**		Summit	**91.1**	52%	111	13.5	1.3
WEST		Peak	**48**	**N**	**TB**	Ravenna	**91.0**	**21%**	118	**2.0**	-3.0
WEST		Peak	**18**			North Beach	**91.0**	**59%**	248	13.0	2.7
WEST		Peak	**15**		**TB**	Ballard	**90.4**	**63%**	265	15.1	**3.5**
WEST		Peak	**48**	**S**	**ALT**	Columbia City	**89.3**	**65%**	193	13.6	2.7
WEST		Peak	**74**		**EX**	Sand Point	**88.3**	47%	**429**	**18.5**	**4.1**
WEST		Peak	**10**			Capitol Hill	**87.6**	**58%**	117	13.4	1.6
WEST		Peak	**18**		**EX**	North Beach	**87.5**	48%	**418**	17.5	**3.9**
WEST		Peak	**12**			Interlaken Park	**87.0**	**62%**	110	13.5	1.8
WEST		Peak	**12**		**TB**	First Hill	**86.7**	51%	**79**	9.8	0.1
WEST		Peak	**72**		**EX**	Lake City	**86.4**	**61%**	**399**	**27.9**	**6.6**
WEST		Peak	**54**		**EX**	Fauntleroy	85.2	34%	**548**	16.4	**3.6**
WEST		Peak	**372**		**TEX**	Kenmore	84.4	35%	327	10.3	0.8
WEST		Peak	**2**	**N**	**EX**	West Queen Anne	84.0	39%	187	9.0	-0.2
WEST		Peak	**11**			Madison Park	82.7	**58%**	133	10.6	0.9
WEST		Peak	**73**		**EX**	Jackson Park	82.5	**57%**	364	**24.4**	**5.3**
WEST		Peak	**68**			Northgate TC	82.5	**61%**	167	11.8	1.6
WEST		Peak	**5**		**EX**	Greenwood	82.3	41%	**395**	17.4	3.0
WEST		Peak	**4**	**S**		Judkins Park	82.2	51%	111	11.5	0.4
WEST		Peak	**3**	**S**		Madrona	81.9	51%	112	12.8	0.7
WEST		Peak	**8**		**TB**	Capitol Hill	81.3	46%	**97**	**7.1**	-0.9
WEST		Peak	**49**			U. District	81.2	49%	202	**23.1**	**3.2**
WEST		Peak	**48**	**N**	**EX**	Loyal Heights	81.0	40%	266	12.3	0.9
WEST		Peak	**18**		**TB**	Crown Hill	80.0	48%	210	14.5	1.4
WEST		Peak	**26**			East Green Lake	79.9	50%	190	11.5	0.8
WEST		Peak	**73**		**TEX**	Roosevelt	79.5	44%	342	**19.3**	3.0
WEST		Peak	**48**	**N**		Loyal Heights	79.2	49%	178	10.9	0.5
WEST		Peak	**71**		**EX**	Wedgwood	78.8	51%	357	**22.6**	**4.2**
WEST		Peak	**24**		**TB**	Central Magnolia	78.5	48%	273	16.1	2.1
WEST		Peak	**3**	**S**	**TB**	First Hill	75.8	45%	**85**	12.0	-0.4
WEST		Peak	**44**			Ballard	75.3	47%	162	16.6	1.2
WEST		Peak	**358**		**EX**	Aurora Village	75.1	50%	**418**	**24.7**	**4.8**
WEST		Peak	**55**			Admiral District	74.5	40%	**403**	**19.7**	**3.1**

2008 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
WEST		Peak	**17**		**EX**	Loyal Heights	74.5	39%	**407**	**18.8**	2.9
WEST		Peak	**36**		**TB**	Beacon Hill	74.5	52%	216	**19.3**	2.4
WEST		Peak	**67**			North Seattle	74.3	48%	174	11.2	0.2
WEST		Peak	**28**		**TB**	Whittier Heights	73.9	38%	217	9.3	-0.5
WEST		Peak	**301**		**EX**	Shoreline	73.8	40%	**873**	**24.3**	**7.4**
WEST		Peak	**28**			Broadview	72.6	**12%**	221	12.4	-1.7
WEST		Peak	**24**			Central Magnolia	71.7	50%	215	13.0	1.0
WEST		Peak	**21**		**EX**	Arbor Heights	69.8	37%	**420**	16.9	2.2
WEST		Peak	**8**			Mount Baker	69.0	48%	132	10.2	-0.5
WEST		Peak	**26**		**EX**	East Green Lake	68.1	40%	279	15.3	0.9
WEST		Peak	**43**			U. District	67.9	44%	158	17.5	0.8
WEST		Peak	**5**		**ALT**	Northgate TC	67.7	43%	265	15.4	1.1
WEST		Peak	**9**		**EX**	Rainier Ave	67.5	40%	213	11.5	-0.3
WEST		Peak	**65**			Lake City	67.4	48%	164	10.9	-0.2
WEST		Peak	**42**		**TB**	Rainier Beach	67.3	39%	222	13.2	0.1
WEST		Peak	**36**			Rainier Beach	67.0	42%	240	15.6	0.8
WEST		Peak	**41**			Lake City	66.6	39%	**474**	**23.7**	**3.9**
WEST		Peak	**33**			Discovery Park	66.4	38%	233	11.2	-0.4
WEST		Peak	**14**	**S**		Mount Baker	66.4	45%	131	12.6	-0.4
WEST		Peak	**28**		**EX**	Broadview	65.0	**3%**	**382**	16.1	-0.8
WEST		Peak	**60**			White Center	64.8	49%	193	14.7	0.7
WEST		Peak	**7**		**EX**	Rainier Beach	64.6	32%	264	11.3	-0.6
WEST		Peak	**42**		**EX**	Rainier View	63.9	39%	303	16.5	1.1
WEST		Peak	**128**			Admiral District	63.7	48%	335	**19.0**	2.4
WEST		Peak	**75**			Northgate	63.5	46%	211	14.4	0.5
WEST		Peak	**5**			Shoreline CC	63.1	36%	270	12.9	-0.1
WEST		Peak	**99**			International Dist.	63.1		**79**	**8.0**	**-4.9**
WEST		Peak	**27**			Colman Park	61.4	41%	104	**7.6**	-2.1
WEST		Peak	**7**		**TB**	Rainier Beach	60.6	38%	192	**18.2**	0.4
WEST		Peak	**42**			Rainier View	60.0	43%	235	14.9	0.4
WEST		Peak	**373**		**EX**	Aurora Village TC	58.9	31%	292	12.8	-0.4
WEST		Peak	**17**			Loyal Heights	58.6	41%	206	12.8	-0.4
WEST		Peak	**56**			Alki	58.5	37%	178	9.3	-1.6
WEST		Peak	**19**			West Magnolia	57.8	36%	201	10.9	-1.2
WEST		Peak	**76**			Wedgwood	57.4	29%	333	13.7	-0.2
WEST		Peak	**303**		**EX**	Shoreline	57.1	29%	**549**	**18.9**	2.4
WEST		Peak	**75**		**TB**	Lake City	56.6	37%	161	8.5	-2.0
WEST		Peak	**42**		**NT**	Rainier View	56.1	49%	289	**22.7**	2.6
WEST		Peak	**54**			Fauntleroy	56.1	34%	334	18.1	1.0
WEST		Peak	**346**			Aurora Village	55.1	41%	193	11.3	-1.0
WEST		Peak	**66**		**EX**	Northgate	54.5	42%	203	17.6	0.3
WEST		Peak	**32**		**EX**	Rainier Beach	54.5	35%	258	13.4	-0.5
WEST		Peak	**7**			Rainier Beach	53.8	35%	183	16.7	-0.5
WEST		Peak	**23**			White Center	53.8	38%	255	15.8	0.1
WEST		Peak	**30**			Sand Point	53.6	36%	168	10.3	-1.8
WEST		Peak	**16**			Northgate TC	53.5	39%	189	13.2	-0.9
WEST		Peak	**31**			Magnolia	52.8	33%	161	8.6	-2.4
WEST		Peak	**372**		**EX**	Woodinville P&R	52.8	33%	324	15.5	0.1

2008 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
WEST		Peak	**70**			U. District	52.5	36%	113	13.1	-1.7
WEST		Peak	**64**		**EX**	Lake City	51.4	31%	283	14.0	-0.6
WEST		Peak	**77**		**EX**	North City	51.0	28%	**408**	16.0	0.4
WEST		Peak	**21**			Arbor Heights	49.6	33%	238	12.5	-1.3
WEST		Peak	**355**		**EX**	Shoreline CC	48.6	24%	341	11.7	-1.3
WEST		Peak	**45**		**EX**	Queen Anne	48.6	**21%**	153	**6.1**	**-4.0**
WEST		Peak	**73**			Jackson Park	48.2	**24%**	194	**7.4**	**-3.3**
WEST		Peak	**316**			Shoreline	46.6	27%	277	11.5	-1.7
WEST		Peak	**57**			W. Seattle Junction	45.9	30%	228	11.1	-2.0
WEST		Peak	**330**			Lake City	45.7	24%	104	**5.0**	**-4.5**
WEST		Peak	**72**			Lake City	45.2	26%	163	**7.8**	**-3.4**
WEST		Peak	**345**			Shoreline	45.0	42%	169	12.7	-1.3
WEST		Peak	**304**			Shoreline	44.3	**24%**	**511**	17.3	0.8
WEST		Peak	**34**		**EX**	Rainier Beach	**43.1**	**21%**	199	**8.0**	**-3.5**
WEST		Peak	**22**			White Center	**43.0**	31%	163	9.9	-2.7
WEST		Peak	**348**			Richmond Beach	**42.9**	34%	121	**7.9**	**-3.2**
WEST		Peak	**347**			Mountlake Terrace	**42.7**	35%	147	9.8	-2.7
WEST		Peak	**4**	**N**	**NT**	East Queen Anne	**42.3**	30%	**37**	**3.3**	**-5.1**
WEST		Peak	**39**			Rainier Beach	**40.8**	26%	174	9.7	**-3.2**
WEST		Peak	**217**			Seattle CBD	**39.9**	25%	**408**	15.8	-0.4
WEST		Peak	**79**		**EX**	Lake City	**37.3**	**21%**	194	**7.9**	**-3.9**
WEST		Peak	**38**			SODO	**37.3**	28%	**52**	**3.8**	**-5.3**
WEST		Peak	**308**			Lake Forest Park	**37.0**	**22%**	**397**	13.7	-1.2
WEST		Peak	**331**			Kenmore	**35.0**	**24%**	141	8.3	**-4.1**
WEST		Peak	**242**			North Seattle	**34.4**	**19%**	**409**	12.0	-1.7
WEST		Peak	**243**			Jackson Park	**32.6**	**18%**	246	**6.8**	**-4.2**
WEST		Peak	**51**			West Seattle	**32.2**	**21%**	**53**	**3.1**	**-6.1**
WEST		Peak	**256**			Seattle CBD	**31.4**	**19%**	274	9.5	**-3.4**
WEST		Peak	**37**		**EX**	Admiral District	**29.7**	**17%**	218	8.8	**-4.1**
WEST		Peak	**46**			Shilshole	**28.7**	**15%**	**75**	**3.4**	**-6.4**
WEST		Peak	**25**			Laurelhurst	**27.4**	**22%**	**77**	**6.0**	**-5.5**
WEST		Peak	**301**			Shoreline	**19.8**	**12%**	199	8.2	**-5.2**
WEST		Peak	**53**			Admiral District	**18.5**	**12%**	**51**	**2.8**	**-7.4**
WEST		Peak	**35**			Seattle CBD	**17.0**	**11%**	**71**	**3.8**	**-7.3**
WEST		Peak	**126**			Rainier Beach	**13.6**	**9%**	**56**	**2.7**	**-7.8**
WEST			**average 2008 PEAK - WEST**				64.5	39%	238	13.1	0.0

2008 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
	2008 OFFPEAK - WEST PRODUCTION SUBAREA										
WEST		*Meets or exceeds strong performance threshold (Fall 2008)*					**83.1**	**49%**	**267**	**19.5**	**3.3**
WEST		*Less than minimum performance threshold (Fall 2008)*					**38.5**	**22%**	**100**	**8.4**	**-3.3**
WEST		OffPeak	**2**	**N**		West Queen Anne	**121.2**	**67%**	171	17.9	**5.6**
WEST		OffPeak	**1**			Kinnear	**106.5**	**56%**	178	16.7	**4.0**
WEST		OffPeak	**3**	**S**	**TB**	First Hill	**100.6**	**57%**	123	**19.8**	**3.7**
WEST		OffPeak	**13**			Seattle Pacific U.	**97.6**	**58%**	151	15.9	3.3
WEST		OffPeak	**3**	**N**		North Queen Anne	**95.5**	**59%**	120	12.9	2.3
WEST		OffPeak	**10**			Capitol Hill	**95.3**	**53%**	141	16.5	2.7
WEST		OffPeak	**4**	**N**		East Queen Anne	**94.3**	**55%**	128	13.0	2.1
WEST		OffPeak	**11**			Madison Park	**91.3**	**55%**	149	13.5	2.3
WEST		OffPeak	**2**	**S**		Madrona	**91.2**	**54%**	154	16.1	2.7
WEST		OffPeak	**15**			Blue Ridge	**89.1**	**56%**	251	17.5	**4.2**
WEST		OffPeak	**14**	**N**		Summit	**88.8**	38%	117	13.3	0.6
WEST		OffPeak	**68**			Northgate TC	**87.7**	**58%**	195	15.5	3.3
WEST		OffPeak	**67**			North Seattle	**86.4**	**54%**	197	17.1	3.3
WEST		OffPeak	**18**		**TB**	Crown Hill	**83.9**	**51%**	199	13.8	2.3
WEST		OffPeak	**36**		**TB**	Beacon Hill	**83.9**	48%	**269**	**24.7**	**4.9**
WEST		OffPeak	**14**	**S**		Mount Baker	**83.8**	**52%**	170	17.4	2.7
WEST		OffPeak	**48**	**S**		Rainier Beach	**83.6**	**51%**	240	15.7	3.2
WEST		OffPeak	**18**			North Beach	81.0	**54%**	215	15.4	2.9
WEST		OffPeak	**48**	**S**	**ALT**	Columbia City	80.2	48%	173	12.6	1.4
WEST		OffPeak	**12**			Interlaken Park	78.7	43%	120	14.2	0.6
WEST		OffPeak	**358**		**EX**	Aurora Village	77.0	44%	**470**	**31.1**	**7.9**
WEST		OffPeak	**8**		**TB**	Capitol Hill	76.1	41%	104	9.1	-0.8
WEST		OffPeak	**72**		**EX**	Lake City	75.2	45%	**354**	**25.9**	**5.5**
WEST		OffPeak	**12**		**TB**	First Hill	75.1	47%	**81**	12.3	0.0
WEST		OffPeak	**73**		**EX**	Jackson Park	73.4	44%	**335**	**23.4**	**4.7**
WEST		OffPeak	**49**			U. District	72.7	37%	179	**20.4**	1.7
WEST		OffPeak	**48**	**N**		Loyal Heights	72.6	43%	163	11.4	0.4
WEST		OffPeak	**26**			East Green Lake	72.6	46%	168	12.4	0.8
WEST		OffPeak	**9**		**EX**	Rainier Ave	72.2	39%	255	17.3	2.2
WEST		OffPeak	**7**		**TB**	Rainier Beach	72.1	38%	238	**23.1**	3.0
WEST		OffPeak	**44**			Ballard	69.7	36%	165	17.1	0.8
WEST		OffPeak	**4**	**S**		Judkins Park	68.8	37%	109	13.0	-0.6
WEST		OffPeak	**3**	**S**		Madrona	68.4	34%	105	13.3	-0.9
WEST		OffPeak	**73**		**TEX**	Roosevelt	68.2	37%	**298**	18.6	2.6
WEST		OffPeak	**60**			White Center	67.6	46%	202	16.6	1.7
WEST		OffPeak	**36**			Rainier Beach	67.5	39%	266	**20.5**	2.8
WEST		OffPeak	**43**			U. District	67.5	36%	176	18.8	1.1
WEST		OffPeak	**71**		**EX**	Wedgwood	64.5	41%	**302**	**23.0**	**3.6**
WEST		OffPeak	**48**	**S**	**TB**	Mount Baker	64.3	39%	149	10.0	-0.7
WEST		OffPeak	**65**			Lake City	63.6	38%	148	11.3	-0.6
WEST		OffPeak	**8**			Mount Baker	61.9	38%	120	9.9	-1.3
WEST		OffPeak	**42**		**TB**	Rainier Beach	60.6	29%	191	14.1	-0.4
WEST		OffPeak	**28**			Broadview	60.4	38%	208	13.5	0.4
WEST		OffPeak	**7**			Rainier Beach	60.1	34%	199	17.9	0.8

2008 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
WEST		OffPeak	372		EX	Woodinville P&R	60.0	32%	349	20.6	2.8
WEST		OffPeak	42			Rainier View	59.8	38%	247	17.1	1.4
WEST		OffPeak	72			Lake City	59.6	38%	252	18.3	1.7
WEST		OffPeak	5			Shoreline CC	59.4	35%	287	18.3	1.9
WEST		OffPeak	75			Northgate	58.4	38%	216	16.2	0.9
WEST		OffPeak	4	N	NT	East Queen Anne	55.4	35%	73	6.7	-2.9
WEST		OffPeak	41			Lake City	55.2	30%	397	22.8	3.5
WEST		OffPeak	73			Jackson Park	55.1	34%	232	15.4	0.5
WEST		OffPeak	128			Admiral District	54.9	35%	342	21.4	2.9
WEST		OffPeak	5		ALT	Northgate TC	53.8	32%	276	18.4	1.3
WEST		OffPeak	71			Wedgwood	53.4	33%	216	16.1	0.3
WEST		OffPeak	346			Aurora Village	52.4	30%	203	12.0	-0.9
WEST		OffPeak	55			Admiral District	51.3	28%	318	17.8	1.3
WEST		OffPeak	42		NT	Rainier View	49.5	40%	211	14.7	0.3
WEST		OffPeak	54			Fauntleroy	49.3	28%	330	19.0	1.6
WEST		OffPeak	24			Central Magnolia	48.8	28%	165	9.7	-2.1
WEST		OffPeak	16			Northgate TC	48.3	30%	168	12.5	-1.4
WEST		OffPeak	30			Sand Point	48.1	27%	146	10.1	-2.3
WEST		OffPeak	348			Richmond Beach	47.0	29%	184	11.8	-1.5
WEST		OffPeak	70			U. District	46.1	24%	119	12.9	-2.4
WEST		OffPeak	60		TB	Georgetown	45.6	27%	96	8.0	-3.4
WEST		OffPeak	27			Colman Park	44.0	24%	83	7.0	-4.1
WEST		OffPeak	21			Arbor Heights	44.0	27%	233	13.4	-0.9
WEST		OffPeak	56			Alki	43.6	27%	190	11.8	-1.7
WEST		OffPeak	345			Shoreline	42.9	34%	197	14.5	-0.7
WEST		OffPeak	17			Loyal Heights	42.1	28%	159	10.8	-2.2
WEST		OffPeak	66		EX	Northgate	42.0	26%	159	13.1	-2.0
WEST		OffPeak	347			Mountlake Terrace	40.0	24%	151	9.8	-2.9
WEST		OffPeak	30		TB	Sand Point	38.6	21%	116	7.0	-4.1
WEST		OffPeak	128		TB	West Seattle	37.2	18%	156	8.2	-3.7
WEST		OffPeak	23			White Center	35.7	22%	170	10.4	-2.9
WEST		OffPeak	331			Kenmore	35.6	24%	166	10.1	-2.9
WEST		OffPeak	39			Rainier Beach	35.1	21%	180	11.1	-2.8
WEST		OffPeak	31			Magnolia	34.0	19%	129	8.3	-4.1
WEST		OffPeak	22			White Center	34.0	22%	147	10.1	-3.4
WEST		OffPeak	75		TN	Northgate	33.8	19%	130	6.9	-4.4
WEST		OffPeak	38			SODO	33.3	21%	59	4.5	-5.5
WEST		OffPeak	33			Discovery Park	30.5	18%	127	8.2	-4.3
WEST		OffPeak	99			International Dist.	29.8		35	4.3	-7.5
WEST		OffPeak	51			West Seattle	23.9	12%	42	2.3	-7.2
WEST		OffPeak	30		SH	Sand Point	19.4	9%	29	1.7	-7.9
WEST		OffPeak	25			Laurelhurst	19.4	13%	60	4.9	-6.6
WEST		OffPeak	53			Admiral District	16.1	9%	61	3.9	-7.2
WEST		OffPeak	37			Admiral District	13.0	6%	74	3.3	-7.5
WEST						**average 2008 OFFPEAK - WEST**	60.8	36%	183	14.0	0.0

2008 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
	2008 NIGHT - WEST PRODUCTION SUBAREA										
WEST		*Meets or exceeds strong performance threshold (Fall 2008)*					**50.8**	**27%**	**178**	**10.7**	**3.4**
WEST		*Less than minimum performance threshold (Fall 2008)*					**23.8**	**12%**	**59**	**4.1**	**-3.4**
WEST		Night	**8**		**TB**	Capitol Hill	**65.0**	**29%**	90	6.7	2.6
WEST		Night	**2**	**N**		West Queen Anne	**63.3**	**36%**	81	7.6	**3.6**
WEST		Night	**14**	**N**		Summit	**63.0**	22%	81	8.3	1.9
WEST		Night	**49**			U. District	**58.6**	**31%**	141	**14.3**	**5.6**
WEST		Night	**10**			Capitol Hill	**57.1**	26%	75	6.9	1.5
WEST		Night	**11**			Madison Park	**57.1**	**34%**	93	7.3	2.9
WEST		Night	**15**			Blue Ridge	**55.8**	**35%**	**183**	**11.2**	**5.6**
WEST		Night	**67**			North Seattle	**55.1**	**28%**	117	8.2	2.7
WEST		Night	**48**	**S**	**TB**	Mount Baker	**54.7**	**29%**	138	8.5	3.2
WEST		Night	**48**	**N**		Loyal Heights	**54.2**	**29%**	134	7.9	2.9
WEST		Night	**15**		**TB**	Ballard	**54.0**	**27%**	139	8.5	2.9
WEST		Night	**358**		**EX**	Aurora Village	**53.9**	**28%**	**335**	**19.0**	**9.4**
WEST		Night	**44**			Ballard	**53.7**	25%	104	8.6	2.1
WEST		Night	**7**			Rainier Beach	50.7	**30%**	**199**	**13.7**	**5.6**
WEST		Night	**18**			North Beach	50.3	**35%**	159	9.4	**4.3**
WEST		Night	**4**	**N**		East Queen Anne	48.7	24%	**43**	**3.8**	-0.9
WEST		Night	**72**			Lake City	47.2	26%	**191**	**12.4**	**4.3**
WEST		Night	**14**	**S**		Mount Baker	47.2	23%	107	8.3	1.3
WEST		Night	**73**			Jackson Park	47.1	**27%**	**195**	**12.6**	**4.6**
WEST		Night	**2**	**S**		Madrona	46.2	25%	67	6.4	0.2
WEST		Night	**3**	**N**		North Queen Anne	46.1	23%	**43**	4.1	-1.1
WEST		Night	**43**			U. District	45.5	26%	127	**12.3**	3.1
WEST		Night	**13**			Seattle Pacific U.	44.6	24%	66	6.6	0.0
WEST		Night	**26**			East Green Lake	43.6	24%	120	7.7	1.1
WEST		Night	**5**			Shoreline CC	41.4	20%	**192**	9.3	2.2
WEST		Night	**1**		**SH**	Kinnear	40.4	19%	79	5.5	-1.0
WEST		Night	**7**		**TB**	Rainier Beach	40.4	20%	159	**11.9**	2.3
WEST		Night	**42**		**NT**	Rainier View	39.8	**28%**	**211**	**12.2**	**4.3**
WEST		Night	**71**			Wedgwood	38.8	22%	151	10.2	1.8
WEST		Night	**36**			Rainier Beach	38.6	22%	164	10.5	2.1
WEST		Night	**372**		**EX**	Woodinville P&R	38.6	15%	**206**	7.3	0.9
WEST		Night	**55**		**SH**	Admiral District	37.7	15%	63	**2.9**	-2.9
WEST		Night	**75**			Northgate	37.5	22%	139	8.4	1.0
WEST		Night	**4**	**S**		Judkins Park	37.3	18%	60	5.8	-1.6
WEST		Night	**3**	**S**		Madrona	37.2	18%	**55**	5.1	-2.0
WEST		Night	**41**			Lake City	36.3	18%	**259**	**14.1**	**4.1**
WEST		Night	**65**			Lake City	34.6	19%	88	6.0	-1.1
WEST		Night	**75**		**TN**	Northgate	34.5	17%	116	6.4	-0.8
WEST		Night	**30**		**TB**	Sand Point	34.1	20%	113	7.5	-0.2
WEST		Night	**18**		**TB**	Crown Hill	33.8	16%	97	6.1	-1.5
WEST		Night	**346**			Aurora Village	33.4	14%	119	6.0	-1.4
WEST		Night	**12**			Interlaken Park	32.8	16%	**44**	4.4	-2.9
WEST		Night	**4**	**N**	**NT**	East Queen Anne	32.6	22%	**44**	**3.8**	-2.4
WEST		Night	**81**			Ballard	32.4	16%	175	6.4	-0.1

2008 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
WEST		Night	**54**			Fauntleroy	32.1	16%	**212**	10.2	1.6
WEST		Night	**60**			White Center	31.6	18%	107	6.6	-1.0
WEST		Night	**347**			Mountlake Terrace	31.5	16%	123	6.4	-1.1
WEST		Night	**66**		**EX**	Northgate	30.1	17%	136	8.9	-0.1
WEST		Night	**42**		**TB**	Rainier Beach	30.0	16%	112	7.2	-1.2
WEST		Night	**348**			Richmond Beach	29.0	16%	100	5.9	-1.9
WEST		Night	**16**			Northgate TC	28.8	15%	129	7.7	-1.0
WEST		Night	**28**			Broadview	28.4	14%	113	6.5	-1.7
WEST		Night	**83**			U. District	27.7	14%	159	7.7	-0.7
WEST		Night	**21**			Arbor Heights	26.7	14%	143	7.0	-1.3
WEST		Night	**17**			Loyal Heights	26.3	14%	106	5.9	-2.2
WEST		Night	**56**			Alki	26.2	12%	128	6.0	-2.1
WEST		Night	**128**			Admiral District	25.1	14%	126	6.5	-1.8
WEST		Night	**85**			West Seattle	24.8	14%	**257**	**11.8**	1.9
WEST		Night	**27**			Colman Park	**23.7**	13%	**54**	**3.7**	**-4.1**
WEST		Night	**345**			Shoreline	**22.9**	13%	95	6.3	-2.6
WEST		Night	**24**			Central Magnolia	**22.2**	12%	80	4.6	**-3.6**
WEST		Night	**23**			White Center	**21.7**	**11%**	120	6.2	-2.6
WEST		Night	**82**			East Green Lake	**20.5**	**11%**	117	5.3	-3.0
WEST		Night	**33**			Discovery Park	**20.1**	**9%**	75	**3.2**	**-4.6**
WEST		Night	**30**		**SH**	Sand Point	**17.8**	**8%**	**40**	**2.0**	**-5.9**
WEST		Night	**331**			Kenmore	**16.3**	**9%**	75	**3.6**	**-4.9**
WEST		Night	**70**			U. District	**14.7**	**8%**	**34**	**3.1**	**-6.0**
WEST		Night	**28**		**SH**	Broadview	**14.0**	**5%**	**43**	**1.5**	**-6.8**
WEST		Night	**84**			Madison Park	**11.9**	**7%**	**47**	**2.9**	**-6.2**
WEST		Night	**38**			SODO	**9.8**	**6%**	**21**	**1.2**	**-7.4**
WEST					**average 2008 NIGHT - WEST**		37.3	20%	118.7	7.4	0.0

	2008 WEST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED										
WEST	**SH**	Peak	**7**	**SH**	Rainier Beach	17.2	8%	37	2.1	
WEST	**SH**	Peak	**10**	**SH**	Capitol Hill	6.0	1%			
WEST	**SH**	Peak	**36**	**SH**	Rainier Beach	31.4	16%	56	3.3	
WEST	**SH**	Peak	**43**	**SH**	Capitol Hill	31.2	19%	57	4.8	
WEST	**DH**	Peak	**600**	**EX**	Seattle CBD	13.0	10%	197	6.8	
WEST	**SCL**	Peak	**981**	**CUST**	North Seattle	15.1	62%	183	6.0	
WEST	**SCL**	Peak	**982**	**CUST**	Redmond	51.6	69%	610	13.9	
WEST	**SCL**	Peak	**984**	**CUST**	Wedgwood	41.4	61%	379	12.7	
WEST	**SCL**	Peak	**987**	**CUST**	Rainier Beach	46.3	61%	667	19.8	
WEST	**SCL**	Peak	**988**	**CUST**	Mount Baker	52.6	72%	463	15.5	
WEST	**SCL**	Peak	**994**	**CUST**	Queen Anne	25.1	73%	240	7.8	
WEST	**SCL**	Peak	**995**	**CUST**	Laurelhurst	30.9	72%	147	4.9	
WEST				**regular route average: 2008 WEST PEAK**		64.5	39%	238	13.1	

2008 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
	2008 WEST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED										
WEST	**SH**	OffPeak	**7**		**SH**	Rainier Beach	40.3	22%	89	6.3	
WEST	**SH**	OffPeak	**10**		**SH**	Capitol Hill	18.8	2%	6	0.1	
WEST	**SH**	OffPeak	**43**		**SH**	Capitol Hill	36.7	20%	49	3.8	
WEST	**regular route average: 2008 WEST OFF PEAK**						60.8	36%	183	14.0	

	2008 WEST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED										
WEST	**SH**	Night	**7**		**SH**	Rainier Beach	18.4	8%	37	2.0	
WEST	**SH**	Night	**36**		**SH**	Rainier Beach	16.8	7%	27	1.4	
WEST	**SH**	Night	**43**		**SH**	Capitol Hill	24.5	12%	66	4.4	
WEST	**SH**	Night	**49**		**SH**	U. District	14.3	6%	30	2.1	
WEST	**regular route average: 2008 WEST OFF PEAK**						37.3	20%	119	7.4	