

## **2014-2015 Service Reductions**

### Title VI Service Equity Analysis

March 2014



## **Introduction**

This report summarizes Metro's service equity analysis of service reductions planned for the Fall 2014, Spring 2015, Summer 2015 and Fall 2015 service changes, including changes to be implemented administratively, as well as those submitted to the King County Council for approval. Metro assessed the cumulative equity impacts following each of the four service changes.

Equity and social justice are key priorities for the King County Executive and the King County Council. In addition to assuring compliance with federal Title VI regulations, the service equity analysis also helps to ensure consistency with King County's goals related to equity and social justice. Identifying the relative impacts of proposed changes to low-income and minority communities is an important step in applying the "fair and just" principle as stated in the King County Strategic Plan 2010-2014. This analysis is part of an integrated effort throughout King County to achieve equitable opportunities for all people and communities.

These service reductions would reduce current Metro service levels by 16 percent, or approximately 550,000 annual hours. Service reductions would be implemented in order to address a shortfall in Metro's sales tax revenue for the years 2009-2015 compared to previously planned levels. Sales tax revenue is Metro's primary source of revenue.

Development of the proposed service reductions was guided by and consistent with the policy direction and priorities adopted on August 30, 2013, in the Updates to the Strategic Plan for Public Transportation 2011-2021 and associated King County Metro Service Guidelines under Ordinance 17641. The proposed reductions are within the adopted 2013-2014 service hour budget and are consistent with the most currently available sales tax revenue forecasts developed by the King County Office of Economic and Financial Analysis.

If these reductions are fully implemented, more than 73 percent of Metro's 214 routes would be changed in some way—72 routes would be eliminated and 84 routes would be reduced or revised. Only 58 routes would remain unchanged. These changes would have broad impacts on the entire public transportation network, even for routes that are not proposed to be changed, and would affect a large portion of Metro's customers and communities across King County.

## **Service Guidelines Overview**

The 2013 Update to King County Metro's *Strategic Plan for Public Transportation, 2011-2021* and related service guidelines outline the methodology Metro uses to evaluate service changes, consistent with official Federal Transit Administration Title VI requirements (FTA C 4702.1B). The most relevant excerpts from the service guidelines are included below.

## **Implementation**

Metro revises service three times each year: spring, summer, and fall. The summer service change coordinates with the summer schedule for the University of Washington, because service is adjusted each summer on routes serving the university. In cases of emergency or time-critical construction projects, Metro may make changes at times other than the three regularly scheduled service changes. However, these situations are rare and are kept to a minimum because of the high level of disruption and difficulty they create. Metro will identify and discuss service changes that address performance-related issues in its annual route performance report.

Any proposed changes to routes are subject to approval by the Metropolitan King County Council except as follows (per King County code 28.94.020):

- Any single change or cumulative changes in a service schedule which affect the established weekly service hours for a route by 25 percent or less.
- Any change in route location which does not move the location of any route stop by more than one-half mile.
- Any changes in route numbers.

## **Adverse Effect of a Major Service Change**

An adverse effect of a major service change is defined as a reduction of 25 percent or more of the transit trips serving a census tract, or 25 percent or more of the service hours on a route.

## **Disparate Impact Threshold**

A disparate impact occurs when a major service change results in adverse effects that are significantly greater for minority populations than for non-minority populations. Metro's threshold for determining whether adverse effects are significantly greater for minority compared with non-minority populations is 10 percent. Should Metro find a disparate impact, Metro will consider modifying the proposed changes in order to avoid, minimize or mitigate the disparate impacts of the proposed changes.

Metro will measure disparate impacts by comparing changes in the number of trips serving minority or non-minority census tracts, or by comparing changes in the number of service hours on minority or non-minority routes. Metro defines a minority census tract as one in which the percentage of minority population is greater than that of the county as a whole. For regular fixed route service, Metro defines a minority route as one for which the percentage of inbound weekday boardings in minority census tracts is greater than the average percentage of inbound weekday boardings in minority census tracts for all Metro routes.

## **Disproportionate Burden Threshold**

A disproportionate burden occurs when a major service change results in adverse effects that are significantly greater for low-income populations than for non-low-income populations. Metro's threshold for determining whether adverse effects are significantly greater for low-income compared with non-low-income populations is 10 percent. Should Metro find a disproportionate burden, Metro will consider modifying the proposed changes in order to avoid, minimize or mitigate the disproportionate burden of the proposed changes.

Metro will measure disproportionate burden by comparing changes in the number of trips serving low-income or non-low-income census tracts, or by comparing changes in the number of service hours on low-income or non-low-income routes. Metro defines a low-income census tract as one in which the percentage of low-income population is greater than that of the county as a whole. For regular fixed route service, Metro defines a low-income route as one for which the percentage of inbound weekday boardings in low-income census tracts is greater than the average percentage of inbound weekday boardings in low-income census tracts for all Metro routes.

## **I. Service Change Area & Routes**

### ***Affected Areas***

The planned reductions would impact 366 of the 382 census tracts in King County currently served by Metro Transit. The total population within the affected tracts is approximately 1.8 million people.

### ***Affected Routes***

Metro provides more than 3 million annual service hours on routes with planned reductions in 2014 and 2015. Cumulatively, these routes generate more than 106 million annual rides based on Spring 2013 ridership data. Annual service hour and ridership data are shown in Appendix A for affected routes.

## **II. Threshold 1: Is this a Major Service Change? YES**

For the purposes of complying with FTA C 4702.1B, Chapter IV, Metro defines any change in service as "major" if King County Council approval of the change is required pursuant to KCC 28.94.020.

The service change meets all criteria for a major service change by Metro and FTA definitions. Appendix B lists the specific routes affected by reductions planned for 2014 and 2015. The service equity analysis is reflective of the proposed reductions included in the service change ordinance submitted to the King County Council on April 24, 2014, as well as related administrative changes planned for the same timeframe.

### III. Threshold 2: Are Minority or Low-Income Tracts Affected? YES

#### ***Classifying minority and low income census tracts***

Metro classifies census tracts as minority tracts if the percentage of the population that is minority within a tract is greater than the percentage for King County as a whole. Based on Census 2010 data, 35.2 percent of the population is classified as minority within the county as a whole. Similarly, Metro classifies census tracts as low-income tracts if the percentage of the population classified as low-income (living at or below the poverty threshold) within a tract is greater than the percentage for King County as a whole. Based on the American Community Survey five-year average for 2007-2011, 10.5 percent of the population is classified as low-income within the county as a whole.

The 2014-2015 service reduction package will affect the level of service provided to 366 of the 382 King County census tracts currently served by Metro. The low-income and minority characteristics of affected census tracts are provided in Table 1 below.

**Table 1.** Low-Income and Minority Characteristics of Affected Census Tracts

Service Change	Census Tract Classification				
	Total Census Tracts Affected	Minority & Low-income	Minority ONLY	Low-income ONLY	Neither Minority nor Low-income
Fall 2014	217	50	32	31	104
Spring 2015	201	58	37	24	82
Summer 2015	101	13	6	27	55
Fall 2015	253	72	47	24	110
<b>All Service Changes</b>	<b>366</b>	<b>96</b>	<b>61</b>	<b>41</b>	<b>168</b>

### III. Threshold 3: Is there a Disproportionate Impact on Minority or Low-Income Routes? NO.

The determination as to whether the proposed reductions would have a disparate impact on minority populations was made by comparing changes in the number of Metro bus trips serving minority or non-minority census tracts. Similarly, the determination as to whether the proposed reductions would have a disproportionate burden on low-income populations was made by comparing changes in the number of Metro bus trips serving low-income and non-low-income census tracts.

Cumulative impacts were analyzed for each of the four service changes with planned reductions. Impacts are summarized in Tables 3-10 and Figures 1-8 below. Metro's analysis indicates that the cumulative impacts following the Fall 2015 service change would not have a disparate impact on minority populations or a disproportionate burden on low-income populations. Similarly, cumulative impacts following the Summer 2015, Spring 2015 and Fall 2014 service changes would not have a disparate impact on minority populations or disproportionate burden on low-income populations. If Metro were to begin implementing the planned reductions and were to stop implementing reductions at any point, the resulting reductions would not have a disparate impact on minority populations or a disproportionate burden on low-income populations.

### Impacts of Fall 2014 Service Change

**Table 3.** Impacts of the Fall 2014 Service Change on Low-Income Populations

Category <sup>2</sup>	Tracts with Adverse Effects <sup>1</sup>	% of tracts adversely affected	% of tracts system-wide	Difference	Disproportionate Burden <sup>3</sup> ?
Low-Income	4	12%	38%	-26%	<b>NO</b>
Non-Low-Income	29	88%	62%		
Total	33	100%	100%		

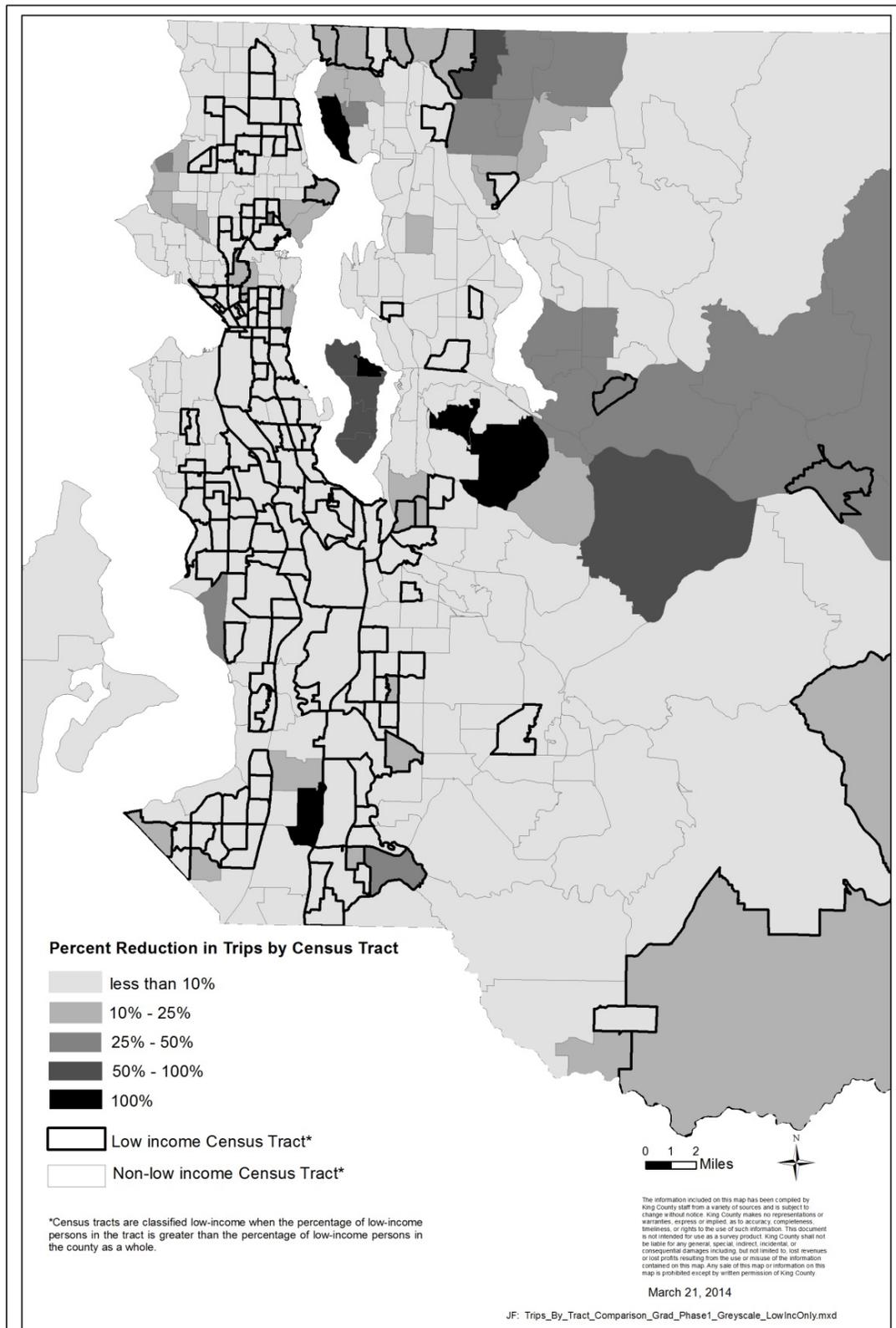
**Table 4.** Impacts of the Fall 2014 Service Change on Minority Populations

Category <sup>2</sup>	Tracts with Adverse Effects <sup>1</sup>	% of tracts adversely affected	% of tracts system-wide	Difference	Disparate Impact <sup>4</sup> ?
Minority	5	15%	44%	-29%	<b>NO</b>
Non-Minority	28	85%	56%		
Total	33	100%	100%		

#### Notes for Tables 3 through 10

1. An adverse effect is defined as a reduction of 25 percent or more in platform hours.
2. Tracts are classified as low-income or minority when the percentage of low-income or minority persons in the tract is greater than the percentage of low-income or minority persons in the county as a whole.
3. A disproportionate burden occurs when the percentage of low-income tracts with adverse effects is more than 10 percentage points greater than the county-wide percentage of low-income tracts.
4. A disparate impact occurs when the percentage of minority tracts with adverse effects is more than 10 percentage points greater than the county-wide percentage of minority tracts.

**Figure 1**

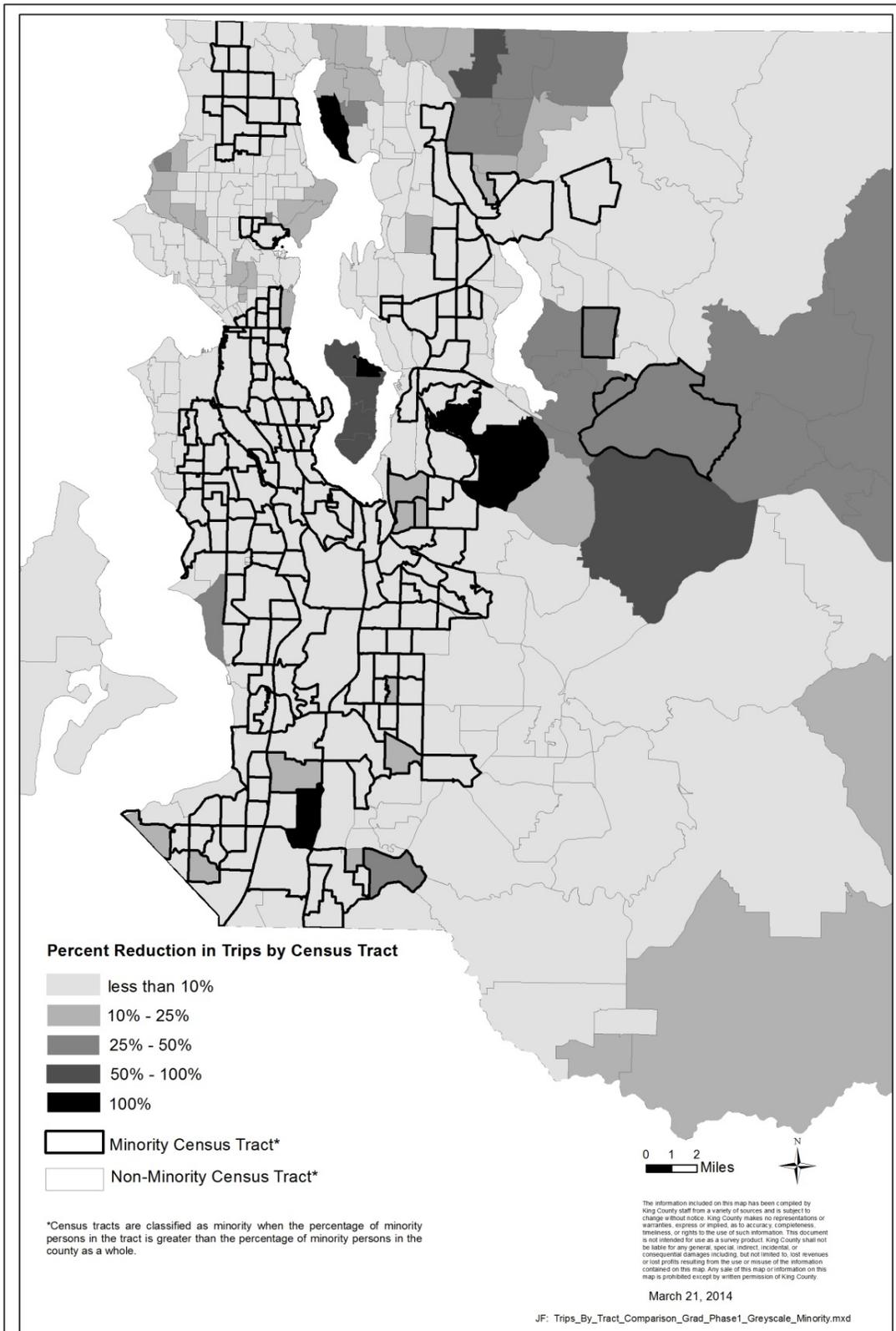


**SERVICE EQUITY ANALYSIS**

2014-2015 Service Reduction Proposal  
 Impact of Fall 2014 Service Change on Low-Income Communities



**Figure 2**



**SERVICE EQUITY ANALYSIS**

2014-2015 Service Reduction Proposal  
 Impact of Fall 2014 Service Change on Minority Communities



**King County**

**Cumulative Impacts –  
 Fall 2014 and Spring 2015 Service Changes**

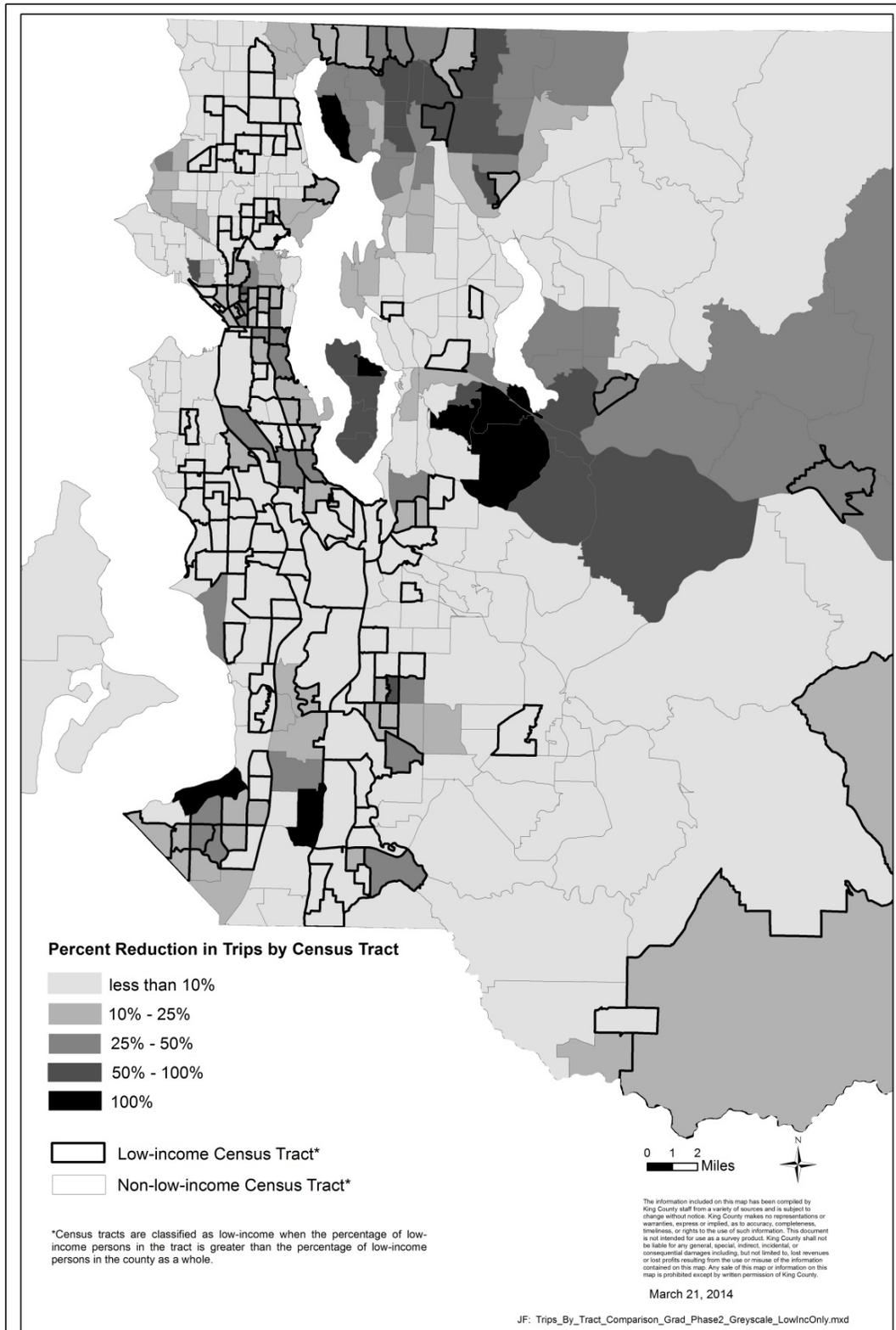
**Table 5.** Impacts of the Fall 2014 and Spring 2015 Service Changes on Low-Income Populations

Category <sup>2</sup>	Tracts with Adverse Effects <sup>1</sup>	% of tracts adversely affected	% of tracts system-wide	Difference	Disproportionate Burden <sup>3</sup> ?
Low-Income	21	27%	38%	-11%	<b>NO</b>
Non-Low-Income	57	73%	62%		
Total	78	100%	100%		

**Table 6.** Impacts of the Fall 2014 and Spring 2015 Service Changes on Minority Populations

Category <sup>2</sup>	Tracts with Adverse Effects <sup>1</sup>	% of tracts adversely affected	% of tracts system-wide	Difference	Disparate Impact <sup>4</sup> ?
Minority	22	28%	44%	-16%	<b>NO</b>
Non-Minority	56	72%	56%		
Total	78	100%	100%		

**Figure 3**



**SERVICE EQUITY ANALYSIS**

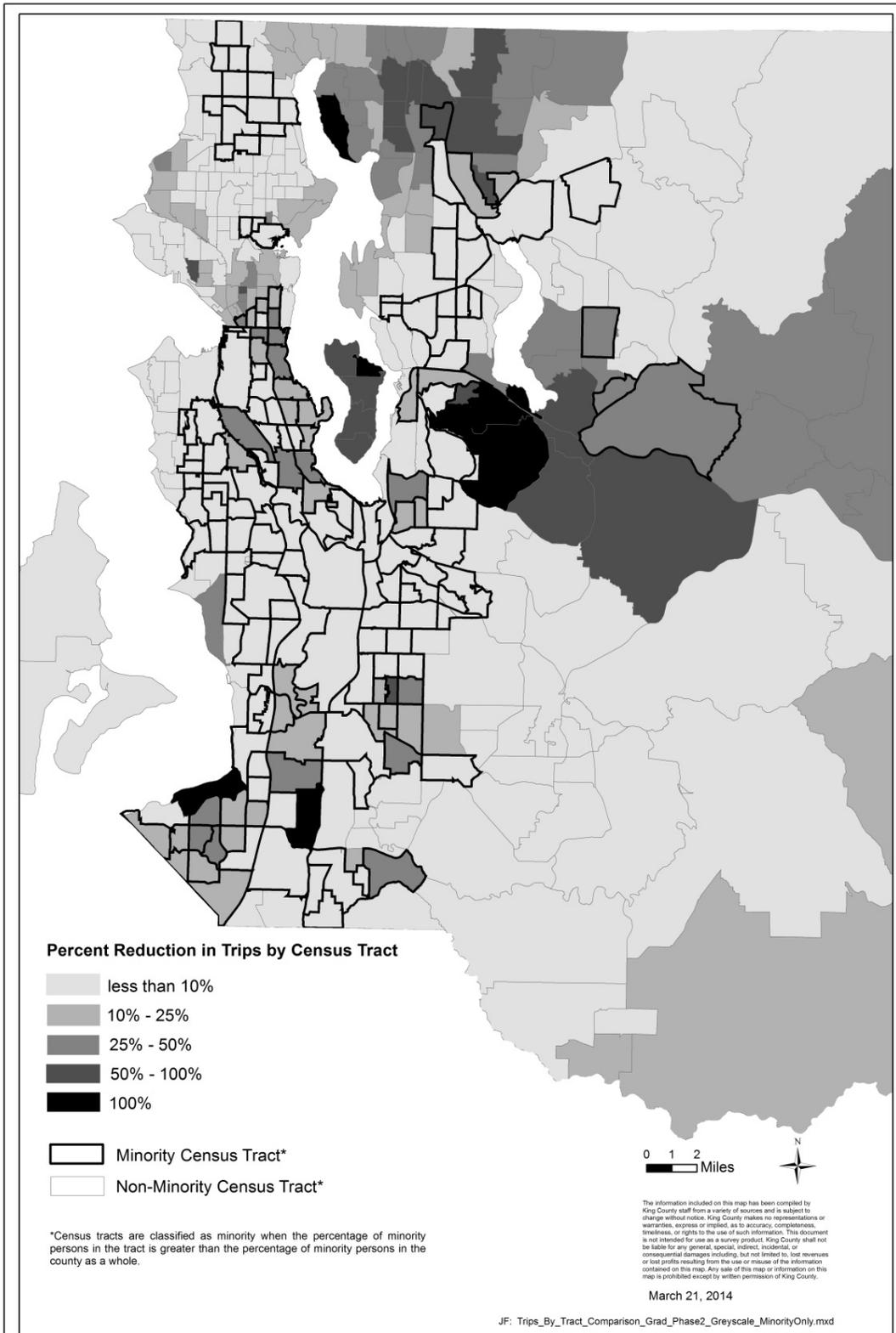
2014-2015 Service Reduction Proposal

Impact of Fall 2014 and Spring 2015 Service Changes on Low-Income Communities



**King County**

**Figure 4**



**SERVICE EQUITY ANALYSIS**

2014-2015 Service Reduction Proposal  
 Impact of Fall 2014 and Spring 2015 Service Changes on Minority Communities



**Cumulative Impacts –  
Fall 2014, Spring 2015 and Summer 2015 Service Changes**

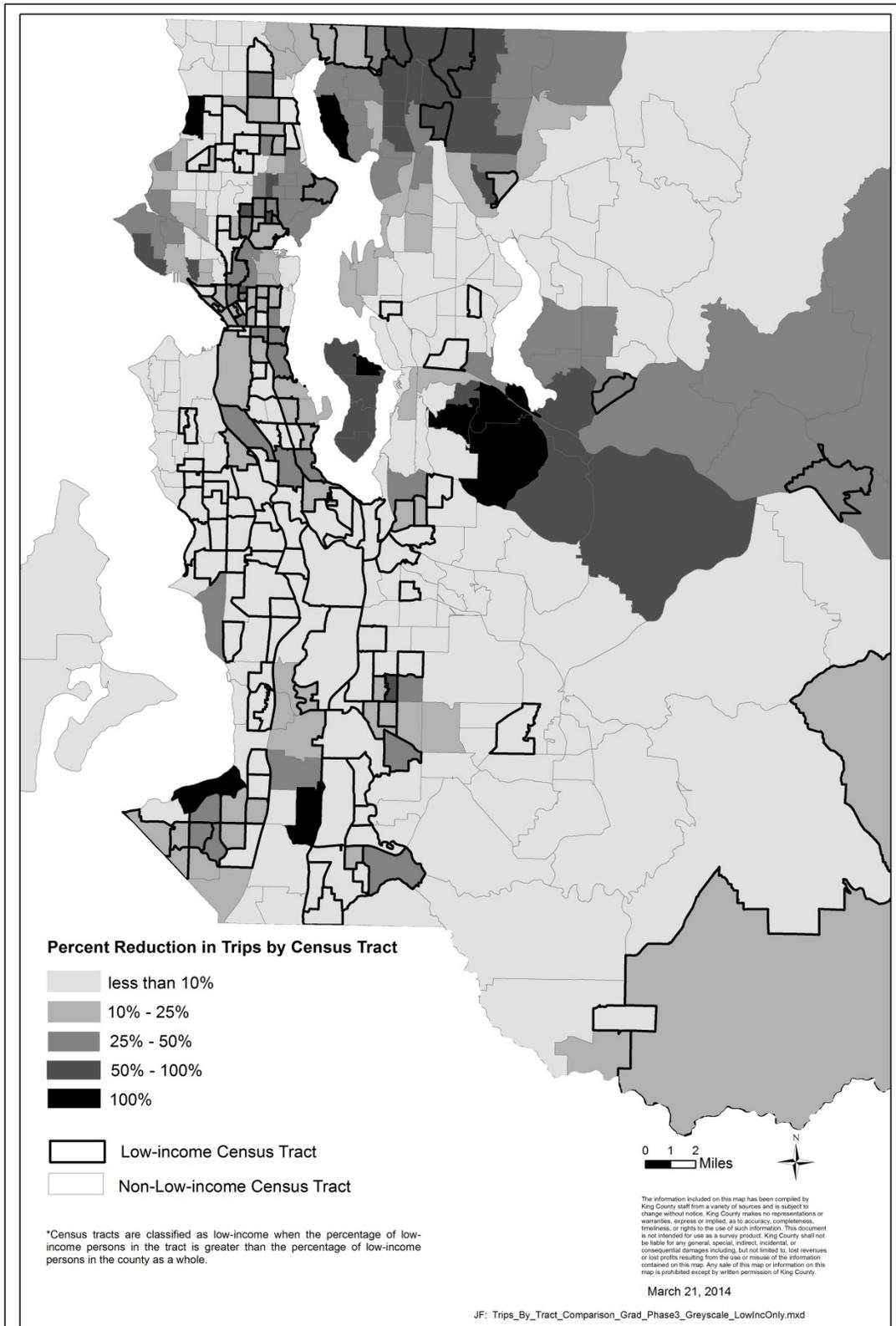
**Table 7.** Impacts of the Fall 2014, Spring 2015 and Summer 2015 Service Changes on Low-Income Populations

Category <sup>2</sup>	Tracts with Adverse Effects <sup>1</sup>	% of tracts adversely affected	% of tracts system-wide	Difference	Disproportionate Burden <sup>3</sup> ?
Low-Income	29	29%	38%	-9%	<b>NO</b>
Non-Low-Income	72	71%	62%		
Total	101	100%	100%		

**Table 8.** Impacts of the Fall 2014, Spring 2015 and Summer 2015 Service Changes on Minority Populations

Category <sup>2</sup>	Tracts with Adverse Effects <sup>1</sup>	% of tracts adversely affected	% of tracts system-wide	Difference	Disparate Impact <sup>4</sup> ?
Minority	24	24%	44%	-20%	<b>NO</b>
Non-Minority	77	76%	56%		
Total	101	100%	100%		

**Figure 5**

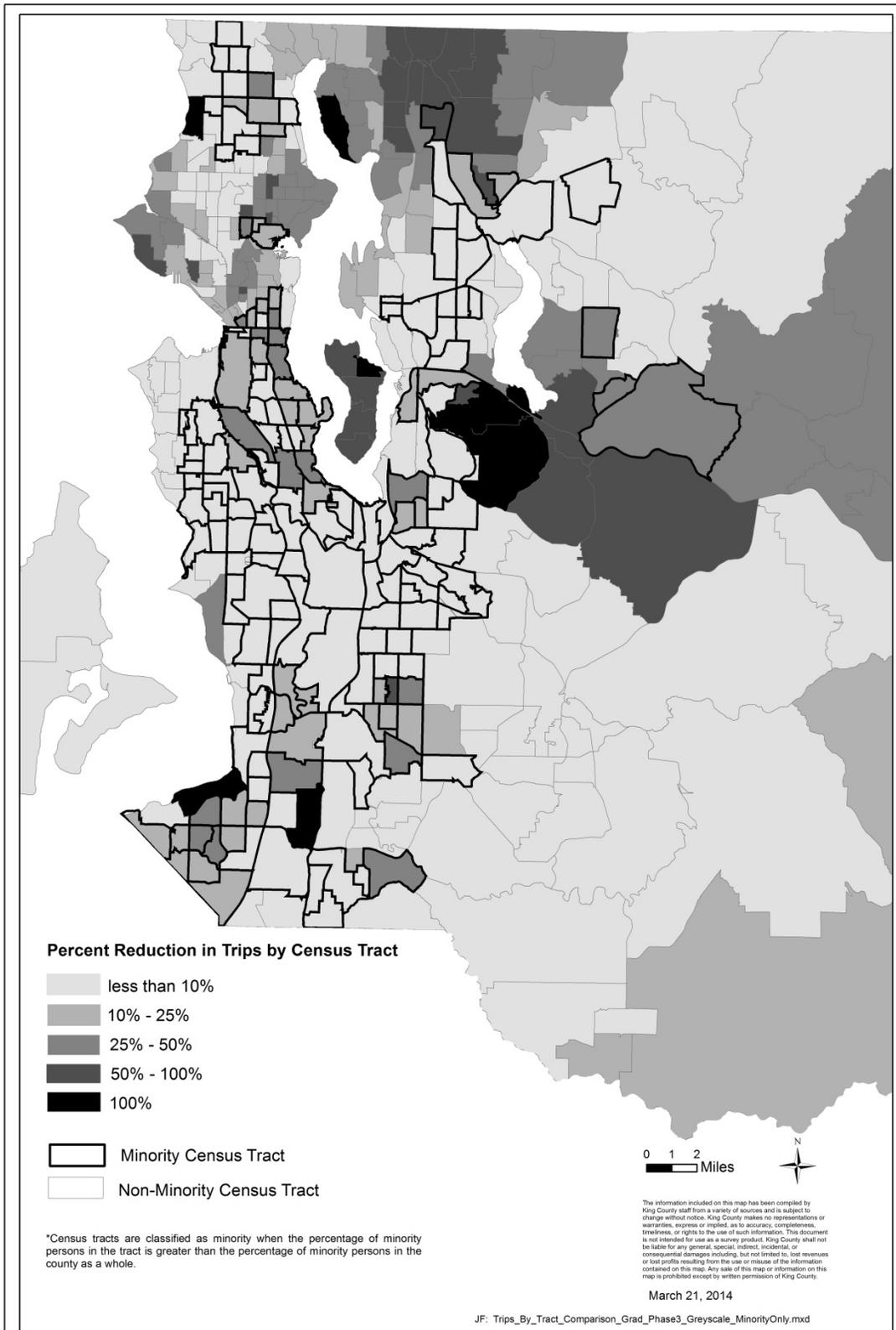


**SERVICE EQUITY ANALYSIS** - 2014-2015 Service Reduction Proposal

Impact of Fall 2014, Spring 2015 and Summer 2015 Service Changes on Low-Income Communities



**Figure 6**



**SERVICE EQUITY ANALYSIS** - 2014-2015 Service Reduction Proposal

Impact of Fall 2014, Spring 2015 and Summer 2015 Service Changes  
 on Minority Communities



**Cumulative Impacts –  
Fall 2014, Spring 2015, Summer 2015 and Fall 2015 Service Changes**

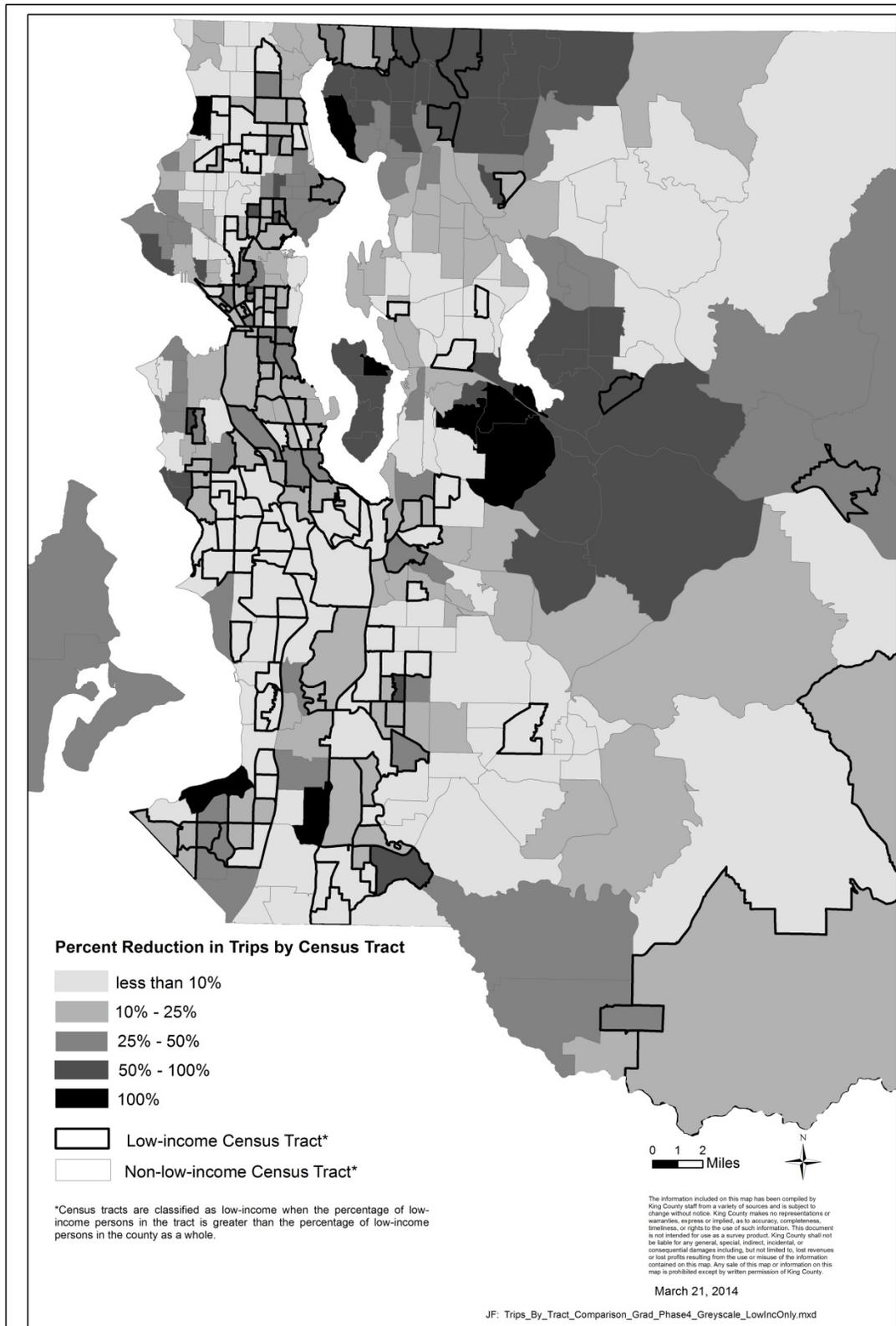
**Table 9.** Impacts of the Fall 2014, Spring 2015, Summer 2015 and Fall 2015 Service Changes on Low-Income Populations

Category <sup>2</sup>	Tracts with Adverse Effects <sup>1</sup>	% of tracts adversely affected	% of tracts system-wide	Difference	Disproportionate Burden <sup>3</sup> ?
Low-Income	33	26%	38%	-12%	<b>NO</b>
Non-Low-Income	93	74%	62%		
Total	126	100%	100%		

**Table 10.** Impacts of the Fall 2014, Spring 2015, Summer 2015 and Fall 2015 Service Changes on Minority Populations

Category <sup>2</sup>	Tracts with Adverse Effects <sup>1</sup>	% of tracts adversely affected	% of tracts system-wide	Difference	Disparate Impact <sup>4</sup> ?
Minority	33	26%	44%	-18%	<b>NO</b>
Non-Minority	93	74%	56%		
Total	126	100%	100%		

**Figure 7**

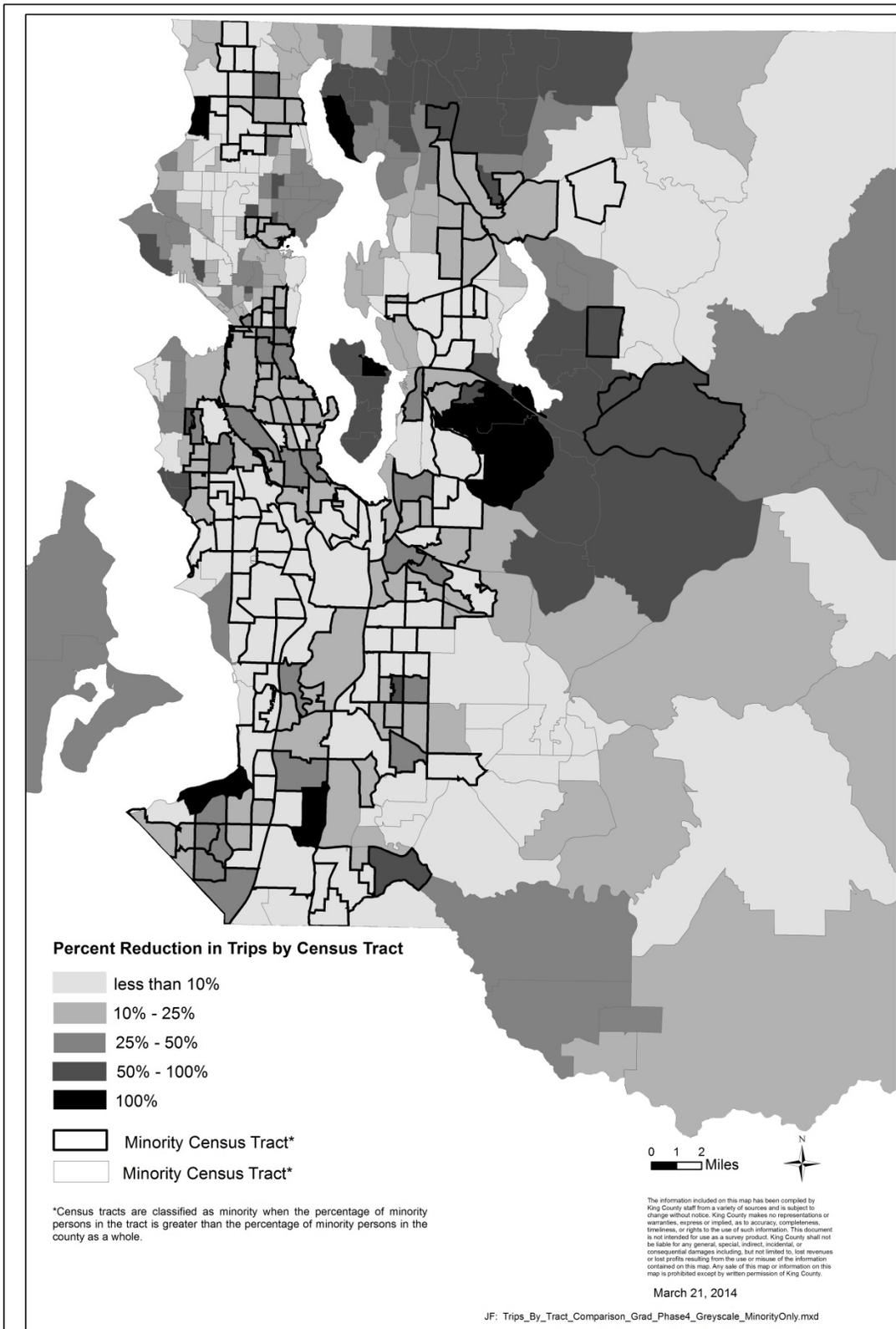


**SERVICE EQUITY ANALYSIS - 2014-2015 Service Reduction Proposal**

Impact of Fall 2014, Spring 2015, Summer 2015 and Fall 2015 Service Changes on Low-Income Communities



**Figure 8**



**SERVICE EQUITY ANALYSIS - 2014-2015 Service Reduction Proposal**

Impact of Fall 2014, Spring 2015, Summer 2015 and Fall 2015 Service Changes on Minority Communities



**APPENDIX A: Service Hour and Ridership Data for Affected Routes**

Route	Spring 2014 Annualized Platform Hours	Spring 2013 Annualized Rides
1	15,400	719,700
2	41,800	1,812,700
3	39,200	1,882,300
4	37,200	1,680,200
5	45,000	2,234,400
5EX	4,700	235,200
7	80,400	4,152,000
7EX	2,800	106,200
8	68,800	3,194,700
9EX	16,400	695,400
11	20,500	992,600
12	23,200	972,500
13	19,400	1,011,100
14	21,200	860,400
16	53,200	1,689,900
17EX	3,700	184,000
18EX	4,800	249,400
19	2,500	76,000
21	36,400	1,183,000
21EX	7,100	255,200
22	5,400	72,400
24	21,000	708,200
25	6,900	138,200
26	23,600	858,000
26EX	3,700	199,200
27	12,000	406,100
28	23,900	893,500
28EX	7,100	313,400
29	7,900	328,300
30	16,600	421,800
31	15,100	495,500
32	24,300	831,200
33	13,100	507,600
36	75,200	3,373,300
37EX	2,700	57,400

Route	Spring 2014 Annualized Platform Hours	Spring 2013 Annualized Rides
40	67,100	2,474,900
47	8,400	250,900
48EX	1,700	64,000
50	34,700	623,700
55	5,300	171,900
56	4,800	187,700
57	2,700	82,100
60	47,000	1,502,900
61	12,400	95,400
62	3,900	65,900
64EX	6,100	193,800
65	27,700	890,100
66EX	29,900	1,109,500
67	10,600	423,900
68	13,000	616,000
70	28,200	1,272,900
71	32,400	1,697,000
72	27,400	1,581,400
73	34,000	2,060,200
75	30,100	1,338,600
82	1,300	13,900
83	1,300	18,900
84	1,300	9,900
99	4,000	104,600
106	43,800	1,569,300
107	21,700	461,200
111	8,700	224,000
113	2,900	82,100
114	4,300	93,100
116EX	6,600	130,800
118	8,600	113,200
118EX	2,400	55,100
119	3,200	41,100
119EX	1,300	22,200
121	11,800	244,500

2014-2015 Service Reductions  
Service Equity Analysis

Route	Spring 2014 Annualized Platform Hours	Spring 2013 Annualized Rides
122	6,600	152,500
123	3,000	80,300
124	32,100	1,066,900
125	15,800	487,900
128	46,300	1,403,900
139	5,100	58,700
143EX	6,800	155,600
148	11,100	190,500
152	3,700	81,300
154	2,200	41,600
156	20,400	313,300
157	4,000	62,700
158	6,500	157,100
159	5,800	118,400
161	5,500	101,800
167	3,800	96,200
168	21,200	522,600
169	26,900	994,100
173	1,500	17,900
177	7,500	172,600
178	7,200	176,200
179	7,700	168,500
181	29,800	729,700
182	8,800	158,100
186	5,000	63,000
187	6,100	142,200
190	4,900	102,300
192	3,100	65,000
193EX	6,800	172,900
197	8,700	196,000
200	8,900	95,600
201	500	2,700
202	4,200	48,000
203	2,300	27,400
204	4,500	45,000
205EX	2,700	51,500
208	7,300	0

Route	Spring 2014 Annualized Platform Hours	Spring 2013 Annualized Rides
209	2,000	88,800
210	3,900	49,600
211EX	6,100	102,000
212	14,200	610,400
213	600	5,800
214	9,700	211,100
215	5,800	145,600
217	2,000	49,700
221	25,400	461,300
226	19,600	482,300
232	5,400	92,900
234	21,500	428,900
235	20,700	345,800
236	17,700	140,100
237	1,300	25,600
238	20,500	256,600
240	32,200	790,500
241	13,100	205,400
242	5,600	118,000
243	2,100	55,100
244EX	4,600	56,200
248	19,400	368,200
249	19,100	346,000
250	3,500	103,200
255	65,000	1,802,700
260	2,800	54,300
265	7,200	185,300
269	12,400	157,400
271	65,800	1,690,300
277	4,200	66,200
280	1,100	21,200
304	3,700	103,200
306EX	4,300	103,700
308	2,200	61,000
311	11,000	283,100
331	17,100	314,600
342	4,200	77,600

2014-2015 Service Reductions  
 Service Equity Analysis

Route	Spring 2014 Annualized Platform Hours	Spring 2013 Annualized Rides
355EX	7,100	237,100
372EX	30,300	1,288,500
673	58,700	2,342,600
674	54,200	3,005,500
675	89,500	3,828,800
901DART	6,000	121,700
903DART	9,000	162,600
907DART	4,700	22,000
909DART	4,200	41,100
910DART	2,700	24,500
913DART	3,300	44,700
914DART	3,100	65,500
915DART	2,300	36,700
916DART	3,500	63,800
919DART	2,600	37,300
927DART	6,200	40,800
930DART	3,300	26,900
931DART	10,900	79,800
935DART	4,700	26,500
<b>TOTAL</b>	<b>2,490,400</b>	<b>84,153,800</b>

**APPENDIX B: Affected Routes and Alternatives for All Service Changes (Fall 2014, Spring 2015, Summer 2015 and Fall 2015)**

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
1	Discontinue service on weekends and at approximately 11:00 PM on weekdays.				X	North of Mercer St., use Route 13. South of Mercer St., use the RapidRide D Line or Route 13.
2	<p>Eliminate the part of the route north of Madison Street to reduce network duplication with Route 13 between downtown Seattle and Queen Anne.</p> <p>Shift route from Madison Street to Seneca Street to consolidate service with Route 12 on First Hill.</p> <p>Improve service levels to about every 10 minutes in the peak periods and about every 12 minutes during midday weekdays.</p> <p>Discontinue night service at approximately 12:00 PM everyday.</p>				X	<p>North of downtown Seattle, use the RapidRide D Line or Route 13.</p> <p>On First Hill, service would be moved two blocks south to Madison Street.</p> <p>Traveling through downtown, connect with frequent service on Third Avenue.</p>

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
3	<p>Combine service with Route 4 to reduce network duplication.</p> <p>Extend route to Seattle Pacific University to connect with Route 32 and improve operational efficiency.</p> <p>Improve service levels to about every 10 minutes in the peak periods, about every 15 minutes during midday weekdays, about every 15 minutes on Saturdays, and about every 15 minutes between approximately 7:00 PM and 10:00 PM everyday.</p>				X	In Queen Anne, use revised Route 3 or Route 13.
4	Discontinue route to reduce network duplication with Route 3 between East Queen Anne and the Central Area.				X	In Queen Anne, use revised routes 3 or 13. In Judkins Park, use Route 48 (unchanged) or revised Route 106.
5EX	Discontinue route to reduce network duplication with Route 355EX between Greenwood and downtown Seattle.				X	Use revised routes 5 Local or 355EX.
5	<p>Decrease service levels to about every 15-20 minutes in the peak periods, about every 20 minutes during midday weekdays and on Saturdays, and about every 20-30 minutes after 7:00 PM everyday.</p> <p>Discontinue night service at approximately 12:00 AM everyday.</p>				X	

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
7	Decrease service levels to about every 15 minutes on Saturdays and about every 45-60 minutes after 12:00 AM everyday. Discontinue night service at approximately 2:00 AM everyday.				X	
7EX	Discontinue route.	X				Use revised regular Route 7.
8	Eliminate the part of the route east of 16th Avenue E and E John Street in Capitol Hill.  Discontinue night service at approximately 11:00 PM everyday.				X	In Capitol Hill between 16th Avenue E and 23rd Avenue E, use Route 43. In Madison Valley between 23rd Avenue E and Martin Luther King Jr. Way E, use Route 11. In the Central District between E Madison Street and S Jackson Street, use routes 2, 3, 14, or revised Route 106. South of S Jackson Street, use revised Route 106.
9EX	Discontinue reverse-peak and midday service on weekdays to reduce duplication with Route 7 and the First Hill Streetcar.				X	South of S Jackson Street, use Route 7. North of S Jackson Street, use the First Hill Streetcar.
11	Discontinue night service at approximately 11:00 PM everyday.		X			

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
12	<p>Eliminate the part of the route northeast of E Madison Street and 15th Avenue E to reduce duplication with routes 10, 11, and 43.</p> <p>Discontinue reverse-peak, midday weekday, and weekend service.</p> <p>Discontinue night service at approximately 7:00 PM on weekdays.</p> <p>Reduce peak service levels to five trips in the morning and three trips in the afternoon.</p>				X	<p>North of Madison Street, use Route 10 on 15th Avenue E, Route 11 on E Madison Street, or Route 43 on E John Street.</p> <p>On Madison Street, use revised Route 2.</p>
13	<p>Combine service with Route 2 to reduce network duplication between Queen Anne and downtown Seattle.</p> <p>Improve service levels to about every 10 minutes in the peak periods, about every 15 minutes during midday weekdays, about every 20 minutes on Saturdays, and about every 15 minutes after approximately 7:00 PM everyday.</p>				X	
14	<p>Discontinue service on weekends and after approximately 11:00 PM on weekdays.</p>				X	<p>On South Jackson Street, use revised Route 106 after 7:00 PM and on weekends.</p>

2014-2015 Service Reductions  
 Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
16	<p>Revise routing to N 92nd Street and 1st Avenue NE between North Seattle Community College and Northgate Transit Center to improve operational efficiency.</p> <p>Shift routing to Fremont Bridge and Dexter Avenue N from Aurora Avenue N since routes 26, 28, and 31 would no longer serve the areas.</p> <p>Improve service levels to about every 15 minutes since routes 26 and 28 would no longer serve the areas.</p> <p>Discontinue night service at approximately 12:00 AM everyday.</p>				X	<p>On College Way N and Meridian Avenue N, use routes 40, 345, or 346.</p> <p>On Aurora Avenue N, use routes 5, 26 Express, 28 Express or the RapidRide E Line.</p>
19	Discontinue route.	X				Use revised routes 24 or 33.
21EX	Add two morning trips and two afternoon trips.				X	
21	Discontinue route.				X	On 35th Avenue SW, use revised Route 50 and connect with the revised C Line at 35th Avenue SW/SW Avalon Way, or Link Light Rail/Route 101 and revised route 150 at SODO Busway/S Lander Street.

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
22	Discontinue route.				X	In Arbor Heights and Gatewood use Route 21EX or revised Route 50. On California Ave SW, use the RapidRide C Line.
24	Eliminate the part of the route that serves 28th Avenue W. Discontinue service during midday weekdays, weekends, and after approximately 7:00 PM everyday.				X	Use revised routes 24 or 33.
25	Discontinue route to reduce network duplication.				X	In Laurelhurst, use revised Route 65 or Route 75 (unchanged). In Montlake and Roanoke, use revised routes 43, 49, or 70. Along Eastlake Avenue E (south of Mercer Street), use revised Route 70.
26	Discontinue route to reduce network duplication with routes 16 and 26EX between East Green Lake and downtown Seattle via Wallingford.				X	North of Fremont, use revised routes 16 or 26 Express. South of Fremont, use revised routes 16 or 40.
26EX	Combine service with Route 26 Local to make the system more efficient. Operate two-way service and improve service levels to about every 20 minutes during the peak periods and about every 30 minutes during midday weekdays.				X	

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
27	Discontinue route to reduce network duplication.	X			X	On E Yesler Way, use revised Route 14 or revised Route 106 along S Jackson Street. In Leschi, Metro's RideShare, VanPool, or Hyde Shuttle programs may be options.
28	Discontinue route to reduce network duplication with routes 28EX and 40 between Broadview and downtown Seattle.				X	North of Fremont, use revised routes 28 Express or 40. South of Fremont, use revised routes 16 or 40.
28EX	Combine service with Route 28 Local to make the system more efficient.  Eliminate the part of the route north of NW 103rd Street to reduce duplication with routes 5 and 355EX.  Shift Express routing to N 39th Street from NW Market Street and N 46th.				X	North of 103rd Street NW, use revised Route 355EX and Route 5.
29	Eliminate the part of the route north of 7th Avenue W and W Raye Street and reduce three morning and three afternoon trips.				X	In Ballard, use Routes 17X, 18X, 40 or the RapidRide D Line. Along W Nickerson Street, use Route 32 and transfer to the RapidRide D Line or revised Route 16 or Route 40. Along 3rd Avenue W, use routes 3 or 13.

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
30	Discontinue route to reduce network duplication.	X			X	<p>During peak periods, use Route 74 Express (unchanged).</p> <p>Along Sand Point Way NE, use Route 75 (unchanged).</p> <p>Between 30th Avenue NE and 45th Avenue NE, use revised Route 65.</p> <p>Between 20th Avenue NE and 30th Avenue NE, use revised Route 372 Express.</p> <p>Between University Way NE and 20th Avenue NE, use Route 48 (unchanged) or revised Route 73.</p>
31	Discontinue route to reduce network duplication with Route 32 between North Queen Anne and Children's Hospital.				X	<p>East of 15th Avenue W, use revised Route 32.</p> <p>In Magnolia, use revised routes 24 or 33 and connect with revised Route 32.</p>
32	<p>Combine service with Route 31 to reduce network duplication between North Queen Anne and Children's Hospital.</p> <p>Revise routing to Wallingford Avenue N from Stone Way N between N 35th Street and N 40th Street.</p> <p>Improve service levels to about every 8-15 minutes during the peak periods.</p> <p>Discontinue night service at approximately 11:00 PM everyday.</p>				X	<p>On Stone Way N, use revised Route 16.</p>

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
33	<p>Revise routing to operate a clockwise loop on 28th Avenue W, Gilman Avenue W, 22nd Avenue W and Thorndyke Avenue W with service to Magnolia Village during midday weekdays, weekends and after approximately 7:00 PM.</p> <p>Improve service levels to about every 20 minutes during the peak periods.</p> <p>Discontinue night service at approximately 10:00 PM everyday.</p>				X	In Discovery Park and Lawtonwood, use revised Route 33 on W Government Way.
36	Decrease service levels to about every 10 minutes during the peak periods, about every 15 minutes during midday weekdays, about every 15 minutes on Saturdays, about every 20 minutes on Sundays, and about every 20-30 minutes after 7:00 PM.		X			
37	Discontinue route.				X	<p>On Beach Drive SW, Metro's RideShare, VanPool, or Hyde Shuttle programs may be options.</p> <p>On Alki and Harbor Avenue SW, use Water Taxi shuttle routes 773 or 775 (both unchanged).</p> <p>In the Alki neighborhood, use Route 56.</p>
40	Decrease service levels to about every 20 minutes on Saturdays.				X	

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
47	Discontinue route.	X				On the Pike Street/Pine Street corridor in downtown Seattle, use revised routes 10, 11, 43, or 49. South of Olive Way, use revised Route 43. North of Olive Way, use revised routes 43 or 49.
48EX	Discontinue route.	X				Use regular Route 48 (unchanged).
50	Revise routing to operate to and from Westwood Village via SW Avalon Way, 35th Avenue SW, SW Spokane Street and SW Barton Street.  Improve service levels to about every 30 minutes on Sundays.  Discontinue night service at approximately 9:00 PM everyday.				X	In West Seattle (Alki/Admiral/Alaska Junction/North Delridge), use revised Route 128. Traveling between West Seattle and downtown Seattle, connect with the RapidRide C Line or Route 120.
56EX	Add two morning trips and two afternoon trips.				X	
57	Discontinue route.				X	On SW Admiral Way, use revised Route 56 Express. In Genesee Hill, use revised Route 128.

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
60	<p>Eliminate the part of the route north of Albro Place in South Beacon Hill to reduce network duplication.</p> <p>Extend route to Othello Link Station along S Myrtle Street to provide a connection with routes 36, 106, 107, and Sound Transit Link light rail.</p> <p>Decrease service levels to about every 30 minutes in the peak periods and midday weekdays, and to about every 60 minutes after approximately 7:00 PM.</p> <p>Discontinue night service at approximately 9:00 PM everyday.</p>				X	<p>On 15th Avenue S, use revised Route 107. Between Beacon Hill and Little Saigon, use Route 36. North of S Jackson Street, use the First Hill Streetcar.</p>
61	Discontinue route.	X				<p>North of NW Market Street and west of 24th Avenue NW, use revised routes 17 Express, 18 Express, or 40.</p>
62	Discontinue route.	X				<p>Use revised Route 40 or the revised D Line and connect with revised Route 32.</p>
64EX	Reduce two morning trips and two afternoon trips.		X			
65	Discontinue night service at approximately 11:00 PM everyday.				X	<p>Because of the combined effects of Metro's funding shortage and the loss of state funding to reduce the impact of Alaskan Way Viaduct construction.</p>

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
66EX	Discontinue route to reduce network duplication between Northgate and downtown Seattle.				X	Use revised routes 70 or 73.
67	Discontinue route to reduce network duplication between Northgate and the University District.				X	Use revised Route 73.
68	Discontinue route to reduce network duplication between Northgate and the University District.				X	Along 25th Avenue NE use revised Route 372 Express. In Roosevelt and Maple Leaf, use revised Route 73 on Roosevelt Way NE.
70	Connect Route 70 with Route 36 to make the route more efficient to operate.  Improve service levels to about every 10 minutes in the peak periods and add Sunday service at about every 20 minutes.			X		
71	Eliminate the part of the route north and south of NE 65th Street.  Extend route to Roosevelt District for connections with Route 73 and to Sand Point for connections with Route 75.  Decrease service levels to about every 60 minutes during midday weekdays and discontinue weekend service.  Discontinue night service at approximately 7:00 PM everyday.				X	At Wedgwood terminal, use routes 64 or 65. In View Ridge, use revised Route 71 on NE 65th Street. Along NE 65th Street, use revised route 71 or 73EX on Roosevelt Way NE/12th Avenue NE or Route 65 on 35th Avenue NE or 372EX on 25th Avenue NE.

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
72	Discontinue route to reduce network duplication between Lake City and downtown Seattle.				X	Along Lake City Way NE, use routes 312 Express (unchanged), revised route 372 Express, or Sound Transit Route 522. South of NE 95th Street, use revised routes 73 or 372 Express or Route 373 (unchanged).
73	<p>Combine service with routes 66EX, 67, 68, 71 and 72 to reduce network duplication between Northgate and downtown Seattle.</p> <p>Eliminate the part of the route between NE Northgate Way and NE 145th Street in Lake City.</p> <p>Revise routing to Roosevelt Way NE from 15th Avenue NE between NE Ravenna Boulevard and NE Northgate Way and to I-5 from Eastlake Avenue during the midday weekdays, on weekends and at night.</p> <p>Improve service levels to about every eight minutes during the peak periods, about every eight minutes during midday weekdays, about every 10 minutes on Saturdays, about every 12-15 minutes on Sundays, and about every 15-30 minutes after 7:00 PM.</p> <p>Discontinue night service at approximately 1:00 AM.</p>				X	<p>North of NE Northgate Way, use routes 77, 347, 348 or 373EX.</p> <p>South of NE Northgate Way, use routes 73, 77 or 373EX.</p>
75	End through-route with Route 31.				X	
82	Discontinue route.	X				Use the RapidRide E Line (Coming to Shoreline and Seattle in 2014).

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
83	Discontinue route.	X				Metro's TaxiScrip or RideShare programs may be options.
84	Discontinue route.	X				Metro's TaxiScrip or RideShare programs may be options.
99	Discontinue route.		X			Use revised Route 1 or multiple other routes that travel through the downtown Seattle core.
106	Revise routing to operate on Martin Luther King Junior Way S between S Henderson Street and S Jackson Street, on S Jackson Street between Martin Luther King Junior Way S and Boren Avenue, and on E Yesler Way between Boren Avenue and 3rd Avenue in downtown Seattle since routes 8 and 27 would no longer serve the area. Improve service levels to about every 15 minutes during midday weekdays.  Discontinue night service at approximately 12:00 AM everyday.				X	For trips between Renton and downtown Seattle, connect with Link at Rainier Beach Station for a faster trip. On South Beacon Hill, use revised Route 107 to connect with Link at the Beacon Hill or Rainier Beach stations. On Airport Way S, use Route 124.
107	Extend routing from Rainier Beach Link Station to Beacon Link Station on Beacon Avenue S and 15th Avenue S, since routes 60 and 106 would no longer serve the area.  Decrease service levels to about every 30 minutes during the peak periods.				X	
111	Eliminate the part of the route east of 156th Avenue SE.  Reduce one afternoon trip.		X			East of 156th Avenue SE in Lake Kathleen, Metro's RideShare or VanPool programs may be an option.

2014-2015 Service Reductions  
 Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
114	Reduce two morning trips and one afternoon trip.		X			
116EX	Reduce two morning trips and one afternoon trip.		X			
118	Reduce two morning trips (one roundtrip) and two afternoon trips (one roundtrip).		X			
118EX	Reduce one morning trip and one afternoon trip.		X			
119	Reduce four trips (two roundtrips) during the day.		X			
121	Reduce three morning trips and five afternoon trips.				X	
122	Reduce one morning trip and one afternoon trip.				X	
124	Discontinue night service at approximately 2:00 AM everyday.		X			

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
125	Revise routing to use Sylvan Way, California Ave SW and SW Thistle St. between South Seattle Community College and Westwood Village. Discontinue service during midday weekdays, on Saturdays, and after approximately 7:00 PM everyday.				X	Outside of commute hours, use revised Route 128. Traveling between West Seattle and downtown Seattle, connect with Route 120 on Delridge Way SW.
128	Revise routing to use 16th Avenue SW, SW Genesee Street, SW Avalon Way, SW Alaska Street, California Avenue SW and SW Admiral Street between South Seattle Community College and Alki.  Improve service levels to about every 20 minutes in the peak periods.				X	In High Point and Morgan Junction, use the RapidRide C Line or revised Route 50 and connect with revised Route 128 at 35th Avenue SW and SW Alaska Street. In North Admiral, use revised Route 55 during the commute hours.
139	Discontinue route.	X				During peak periods, use revised Route 123.
143EX	Reduce one morning and one afternoon trip.		X			
148	Decrease service levels to about every 60 minutes during the peak periods and midday weekdays.		X			
152	Discontinue route.	X				At Star Lake Park-and-Ride, use revised routes 177 or 193. Between Auburn and I-5, Metro's RideShare or VanPool programs may be options. At Auburn Station, use Sounder commuter rail.

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
154	Discontinue route.		X			Use the new RapidRide F Line and connect with Route 124 at the Tukwila International Boulevard Station to reach the Boeing Industrial Area.
156	Decrease service levels to about every 60 minutes during midday weekdays.  Discontinue night service at approximately 7:00 PM everyday.		X			
157	Shift routing to 132nd Avenue SE from 116th Avenue SE between SE 240th Street and the Lake Meridian Park-and-Ride.  Add two morning trips and three afternoon trips since routes 158 and 159 would no longer operate.				X	
158	Discontinue route to reduce network duplication between Lake Meridian Park-and-Ride and downtown Seattle.				X	In Lake Meridian and along 132nd Avenue SE and SE 240th Street, use revised Route 157. Along SE 240th Street and James Street in Kent, use revised routes 164 and 168. At the Kent/Des Moines Park-and-Ride, use revised routes 177 and 193 Express. At the Kent Station, use Sounder commuter rail.

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
159	Discontinue route to reduce network duplication between Lake Meridian Park-and-Ride and downtown Seattle.				X	At the Lake Meridian Park-and-Ride, use revised Route 157. East of 104th Ave SE, use revised routes 164 and 168. Along Canyon Drive SE, use Route 169 (unchanged). At the Kent/Des Moines Park-and-Ride, use revised routes 177 and 193 Express.
161	Discontinue route.	X				Along 104th Ave SE and 108th Ave SE, use Route 169 (unchanged). In Tukwila, use revised Route 150.
167	Discontinue route.		X			At the Renton Transit Center and South Renton Park-and-Ride, use Route 101 (unchanged) and connect with University District service in the Downtown Seattle Transit Tunnel. At the Newport Hills Park-and-Ride, use revised Route 111 and connect with U-District service in the Downtown Seattle Transit Tunnel. Along SR-520, use Sound Transit routes 540, 542, or 556.
168	Add service during the peak periods to connect with Sounder Commuter Rail in order to replace commuter service on routes 158 and 159.				X	

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
173	Discontinue route.	X				In Federal Way and along Pacific Highway S, use the RapidRide A Line (unchanged) and connect with revised Route 124 at the Tukwila Link Station.
177	Revise routing to serve Star Lake and Kent/Des Moines freeway stations and to access downtown Seattle via Seneca Street inbound and S Atlantic Street outbound.  Add 12 morning trips and 12 afternoon trips since routes 158, 159, 178, 179, 190 and 192 would no longer operate.				X	
178	Discontinue route to reduce network duplication between Federal Way and downtown Seattle.				X	At the South 320th Street Park-and-Ride, use revised Route 177.
179	Discontinue route to reduce network duplication between Federal Way and downtown Seattle.				X	In Federal Way, between the Twin Lakes Park-and-Ride and the Federal Way Transit Center, use revised Route 181 and connect with revised Route 177 or Sound Transit Route 577.
181	Improve service levels to about every 15-30 minutes during the peak periods to improve connections replacing routes 179 and 197.  Discontinue night service at approximately 9:00 PM.	X			X	
181	Improve service levels to about every 15-30 minutes during the peak periods to improve connections replacing routes 179 and 197.				X	

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
182	Decrease service levels to about every 60 minutes during the peak periods.		X			
186	Decrease service levels to about every 60 minutes during the peak periods.		X			
187	Revise routing to SW 312th Street between 21st Avenue SW and Federal Way Transit Center since Route 901 DART would no longer operate.  Discontinue night service at approximately 9:00 PM.				X	Along S 320th Street, use Route 181.
190	Discontinue route to reduce network duplication between Star Lake Park-and-Ride and downtown Seattle.				X	At the Star Lake Park-and-Ride, use revised Route 177. At the Redondo Heights Park-and-Ride, use the RapidRide A Line (unchanged) and connect with Link light rail at the Tukwila Link Station.
192	Discontinue route to reduce network duplication between Star Lake Park-and-Ride and downtown Seattle.				X	Along Military Road S, south of Reith Road, use Route 183 (unchanged) and connect at Kent Station with the Sounder Train. Along Military Road S, north of Reith Road, use Route 166 (unchanged) and connect at the Kent/DesMoines Park-and-Ride with revised Route 177.
193EX	Revise routing to serve north part of downtown Seattle in order to provide additional service capacity.				X	

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
197	Eliminate the part of the route west of Federal Way Transit Center to make it more efficient to operate.  Reduce two afternoon trips.				X	In Federal Way between Twin Lakes and the Federal Way Transit Center, use Route 181 and connect with the revised Route 197.
200	Discontinue route.	X				South of I-90, use revised Route 208 and Sound Transit Route 554. North of I-90, use revised Route 269 during peak travel periods.
200	Discontinue service during the peak periods.	X				South of I-90, use revised Route 208 and Sound Transit Route 554. North of I-90, use revised Route 269 during peak travel periods.
201	Discontinue route.		X			Metro's RideShare or VanPool programs may be options.
202	Discontinue route.	X				Use revised Route 204 and connect with Route 216 (unchanged) or with Sound Transit routes 550 or 554 for downtown Seattle.
203	Discontinue route.	X				Metro's RideShare or VanPool programs may be options.
204	Combine service with Route 202 and operate between 6:00 AM and 6:00 PM on weekdays.  Add service during the peak periods at about every 30 minutes, decrease service levels to about every 60 minutes during midday weekdays, and eliminate weekend service.			X		

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
205EX	Discontinue route.	X				Use revised Route 204 and connect with Route 216 (unchanged) or with Sound Transit routes 550 or 554 for downtown Seattle and connections to First Hill or the University District.
208	Decrease service levels to about every 120 minutes on weekdays and Saturdays.	X				The Valley Shuttle and Snoqualmie Valley Transportation may be options.
209	Discontinue route.	X				Along Railroad Avenue, between Snoqualmie Parkway and the Factory Stores, use revised Route 208. West of Snoqualmie Parkway, use the Valley Shuttle.
210	Discontinue route.	X				At the Eastgate Park-and-Ride, use revised Route 212. In Somerset, use revised Route 241. In Lakemont, Metro's RideShare or VanPool programs may be options.
211EX	Discontinue route.	X				At the Issaquah Highlands, Eastgate, and Mercer Island park-and-rides, use revised Route 212 or routes 216, 218, or 219 (unchanged) and connect with the First Hill Streetcar.

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
212	Add one morning trip and one afternoon peak direction trip since Route 210 would no longer operate.  Add three morning trips and three afternoon reverse-peak direction trips since route 217 would no longer operate.			X		
213	Discontinue route.	X				Metro's RideShare or VanPool programs may be options.
214	Reduce five morning trips and six afternoon trips.		X			
215	Discontinue route.	X				Use revised Route 208 and connect with revised Route 214 or Sound Transit Route 554 at the Issaquah Transit Center.
217	Discontinue route.		X			In Issaquah, use Sound Transit Route 554 to connect with Route 269. At the Eastgate Park-and-Ride, use revised Route 212 or Sound Transit Route 554.
221	Eliminate the part of the route between Overlake Transit Center, downtown Redmond, and Education Hill.  Improve service levels to 30 minutes on Sundays.  Discontinue night service at approximately 9:00 PM everyday.				X	Between Redmond Transit Center and Education Hill, use revised Route 234. Between NE 40th and 70th streets, use the RapidRide B Line or revised Route 245.
226	Discontinue night service at approximately 9:00 PM everyday.		X			

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
232	Reduce one morning trip and one afternoon peak direction trip.  Eliminate reverse-peak trips from Bellevue to Redmond in the morning and back in the afternoon.		X			
234	Revise routing east of 100th Avenue NE to serve Totem Lake Transit Center, Redmond Transit Center and Education Hill.  Decrease service levels to 60 minutes midday weekdays.  Discontinue night service at approximately 7:00 PM everyday.				X	Between Juanita and Kirkland Transit Center, use Route 255. Between Kirkland Transit Center and Bellevue Transit Center, use revised Route 235.
235	Eliminate the part of the route northeast of Kirkland Transit Center.  Improve service levels to about every 15 minutes during the peak periods and midday weekdays, and to about every 30 minutes on weekends.  Discontinue night service at approximately 10:00 PM .				X	Between Kirkland and Totem Lake Transit Centers, use revised Route 236.
236	Revise to use more direct routing on 124th Avenue NE between Brickyard Park-and-Ride and Totem Lake Transit Centers.Revise routing to serve the Rose Hill neighborhood.  Operate service less often during the mid-day.  Discontinue night service at approximately 7:00 PM everyday.	X				In Juanita, use revised Route 255. On NE 116th Street, Metro's Rideshare and VanPool programs may be an option.

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
237	Discontinue route.				X	Between the Woodinville Park-and-Ride and NE 128th Street, use revised Route 311 and connect with revised Route 342 or Sound Transit routes 532 or 535 at the NE 128th Street freeway stops.
238	Discontinue route to reduce network duplication.	X				Between Bothell and Totem Lake, use revised Sound Transit Route 35. Between the Brickyard Park-and-Ride and Riverside Road, use revised Route 236. Between Brickyard and Kingsgate park-and-rides, use Route 257 during commute hours or revised Route 234 on 100th Avenue NE. Between the Totem Lake Transit Center and NE 80th Street, use revised Route 234. Between the Houghton Park-and-Ride and the Kirkland Transit Center, use revised route 236 or 245. Between downtown Bothell and Brickyard Road NE, Metro's RideShare or VanPool programs may be options.
240	Discontinue night service at approximately 9:00 PM everyday.		X			
241	Decrease service levels to about every 60 minutes during midday weekdays and on Saturday.		X			

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
242	Discontinue route.				X	At the Green Lake Park-and-Ride, use Sound Transit Route 542. North of Green Lake Park-and-Ride, use revised Route 73 and connect with Sound Transit Route 542 in the University District.
243	Discontinue route.	X				Use revised Route 372 and connect to revised Route 271 in the University District.
244EX	Discontinue route.		X			In Kenmore, use revised Route 342 and connect with Sound Transit routes 566 or 567 at the Bellevue Transit Center, or use revised Route 234 and connect with the RapidRide B Line (unchanged) on Rose Hill.
248	Decrease service levels to about every 45-60 minutes after approximately 7:00 PM everyday. Discontinue night service at approximately 9:00 PM everyday.		X			
249	Decrease service levels to about every 45-60 minutes during the peak periods. Discontinue night service at approximately 6:00 PM everyday.	X				
250	Discontinue route.	X				Use revised Route 249 to connect with Route 268 or Sound Transit Route 545 in Overlake.

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
255	Eliminate the part of the route north of Totem Lake Transit Center.				X	Along 124th Avenue NE, use route 252, 257 or revised Route 236.
260	Discontinue route.	X				At Juanita, use revised Route 255. On Finn Hill, use revised Route 234 and connect to revised routes 252, 257, or 311 at the Kingsgate freeway station. Along NE 116th Street, Metro's RideShare or VanPool programs may be options.
265	Discontinue route.	X				At the Overlake Transit Center, use Sound Transit Route 545. Along 148th Avenue NE, use the RapidRide B Line (unchanged) or revised Route 245 to connect with Route 268 and Sound Transit Route 545 in Overlake. Along NE 70th Street, use revised Route 245 to connect with revised Route 255 on 108th Avenue NE.
269	Reduce two morning trips and four afternoon peak direction trips.  Eliminate reverse-peak trips from Overlake to Redmond in the morning and back in the afternoon.		X			Between Southeast Redmond and Issaquah Highlands, use routes 216 or 219.

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
271	Eliminate the part of the route east of Eastgate Park-and-Ride and the routing into the Bellevue College campus.  Discontinue service to Evergreen Point Freeway Station when the existing stops accessed from the outer lanes are removed as part of the SR-520 Eastside Transit and HOV Project.				X	In Issaquah, use Sound Transit routes 554, 555, or 556. Along Eastgate Way, use Route 221. Between Issaquah and Eastgate, Metro's Rideshare or VanPool programs may be an option.
277	Discontinue route.		X			In Juanita, use revised Route 255 to connect with Sound Transit Route 540 at Kirkland Transit center or use revised Route 255 to connect with revised Route 271 or Sound Transit Route 542 at the Evergreen Point freeway station. On NE 132nd Street, use Route 257 to connect with revised Route 271 or Sound Transit Route 542 at the Evergreen Point freeway station. On 124th Avenue NE, use revised Route 235 to connect with Sound Transit Route 540 on 108th Avenue NE. At the Houghton Park-and-Ride, use revised Route 245 to connect with Sound Transit Route 540 on 108th Avenue NE.
280	Discontinue route.	X				Metro's TaxiScrip program may be an option.

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
304	Discontinue route.		X			In Richmond Beach, use revised Route 348 and connect with Route 301 (unchanged) at N 185th Street and Aurora Avenue N. Along Dayton Avenue N, use Route 345 (unchanged) and connect with revised Route 355 Express at N 145th Street and Aurora Avenue N. Along N 145th Street, use the new RapidRide E Line, Route 316 (unchanged), or revised Route 355 Express.
306EX	Discontinue route.	X				Use Route 312 Express (unchanged) or Sound Transit Route 522.
308	Discontinue route.		X			Along Ballinger Way NE, use revised Route 331 and connect with Route 312 Express (unchanged) and Sound Transit Route 522. Along State Route 522, use Route 312 Express (unchanged) and Sound Transit Route 522. Along NE 145th Street, use revised Route 65. North of Ballinger Way NE, Metro's RideShare or VanPool programs may be options.
311	Reduce one morning trip and one afternoon trip.				X	

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
331	Discontinue night service at approximately 7:00 PM everyday.	X				<p>After 7:00 PM, use the following services to make connections at Northgate Transit Center:</p> <p>At Shoreline Community College use Route 345. At Aurora Village Transit Center, use Route 346. In Mountlake Terrace, use Route 347. In Kenmore and Lake Forest Park, use Sound Transit Route 522 to routes 41 or 75.</p>
342	<p>Eliminate the parts of the route west of Kenmore Park-and-Ride and south of Bellevue Transit Center.</p> <p>Add one afternoon trip since Route 237 would no longer operate.</p>				X	<p>West of Kenmore Park-and-Ride, use Route 331. South of Bellevue Transit Center, use Sound Transit routes 560 and 566.</p>
355EX	<p>Combine service with Route 5EX to reduce network duplication between Greenwood and downtown Seattle.</p> <p>Revise routing to use Greenwood Avenue N and Aurora Avenue N south of N 85th Street.</p> <p>Add five morning trips and four afternoon trips since Route 5EX would no longer operate.</p>				X	<p>Along N 85th Street, use Route 48.</p>

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
372EX	<p>Eliminate the part of the route east of the UW Bothell Campus.</p> <p>Operate the part of the route between Lake City and the UW Bothell Campus on weekdays only.</p> <p>Improve service levels to about every six minutes during the peak periods and approximately 30-60 minutes after 7:00 PM.</p> <p>Add weekend service at about every 30 minutes.</p> <p>Discontinue night service at approximately 11:00 PM everyday.</p>				X	Between Woodinville and UW Bothell, use Route 522.
901DART	Discontinue route to reduce network duplication in Federal Way.				X	Use revised Route 187.
903DART	Decrease service levels to about every 60 minutes during midday weekdays and on weekends.	X				
907DART	Reduce two trips (one roundtrip) during the day.				X	

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
909DART	Discontinue night service at approximately 7:00 PM everyday.	X				In the Renton Highlands near Group Health and the Renton Technical College, use revised Route 105. In the Renton Highlands near NE Sunset Boulevard, use revised Route 240. In Kenndale, use Sound Transit Route 560 at the NE 30th Street/I-405 Freeway Stop. In the Kenndale DART service area, Metro's RideShare or VanPool programs may be options.
910DART	Discontinue route.		X			Near the Supermall and 15th Street SW, use revised Route 181. Near North Auburn, use revised Route 180.
913DART	Discontinue route.		X			Near the Kent Sounder Station and the North Kent Industrial area, use revised Route 150 or Route 153 (unchanged). In the Lakes and Riverview neighborhoods, Metro's RideShare or VanPool programs may be options.
914DART	Combine service with Route 916 and eliminate the part of the route outside of downtown Kent.				X	On the Kent East Hill use routes 164, 168, and 169.
915DART	Reduce three trips during the day.		X			
916DART	Discontinue route to reduce network duplication with Route 914DART.				X	In downtown Kent, use revised Route 914. In Kent's East Hill area, use revised routes 164 or 168, or Route 169 (unchanged).

2014-2015 Service Reductions  
Service Equity Analysis

Route	Action	Basis for Change				Alternative Service
		Lowest Performing	Low Performing	Combining Services	Restructure	
919DART	Discontinue route.	X				South of Auburn Station, use revised routes 186 or 915. North of Auburn Station, use revised Route 180.
927DART	Discontinue route.	X				In Sammamish, use routes 216 and 219 (both unchanged). In Issaquah, use revised Route 208 and Sound Transit Route 554.
930DART	Discontinue route.				X	In the DART service areas, Metro's RideShare or VanPool programs may be options.
931DART	Discontinue service during midday weekdays and on Saturdays.	X				Outside of commute hours, Metro's RideShare program may be an option.
935DART	Discontinue route.	X				North of Juanita, use revised Route 234. East of Juanita, use revised Route 255.