

King County Metro Transit Service Development

The six restructured areas were developed in accordance with Metro's Strategic Plan and Service Guidelines and took into account:

- **Triggers for Restructures.** Metro's Service Guidelines identify six key reasons that trigger consideration of restructures.
- **Service Design Guidelines.** Metro's Service Guidelines include a set of design criteria that are used in the development of transit routes and the overall transit network. A review of the existing transit network based on these design guidelines identified areas where the service could be designed more efficiently through a restructure.
- **Spring 2013 Route and Corridor Analysis.** The route performance and corridor assessment data published in the 2013 Service Guidelines Report guided the determination of service levels provided in the restructures.
- **Route segment analysis.** A review of Spring 2013 data for individual bus stops helped to identify ridership trends on smaller segments of routes.

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Northeast King County RestructureKey reasons for restructure

- Metro service investments in the launch of RapidRide B Line (September 2011)
- Corridors where current service levels do not reflect transit demand due to changes in travel patterns, demographics, and other land use factors (For more detail, please see corridors that are above or below target service levels in the attached *Restructure Summary Table*)
- Areas where multiple routes compete for the same riders
 - Four all-day routes connect Totem Lake and downtown Kirkland (routes 235, 236, 238 and 255)
 - Three all-day routes operate between Juanita and downtown Kirkland (routes 234, 236 and 255)
 - Two all-day routes connect UW Bothell and Totem Lake (routes 238 and 535)
 - Two all-day routes connect South Rose Hill/Houghton P&R and downtown Kirkland (routes 238 and 245)
 - Two all-day routes overlap in SE Woodinville (routes 238 and 535)
 - Peak and all-day routes overlap in many locations
- Major changes to the transportation network
 - NE 128th direct access ramps to/from I-405 (2007)
 - Totem Lake Transit Center (2011)
 - Kirkland Transit Center (rebuilt in 2011)
 - Tolling on SR-520 (2011)
 - South Kirkland P&R expansion (in progress)
 - SR-520 Eastside Transit and HOV project (in progress)
- Major development or land use changes
 - South Kirkland transit oriented development (in progress)
 - Expansion of Google Kirkland campus (planned for 2015)
 - Population growth of 10-25% in downtown Kirkland and surrounding areas between 2000 and 2010.

Examples of Service Design Guideline Application

- Provide easy to understand, appropriate service for riders
 - Route 255 has three different neighborhood terminals in Kirkland area: downtown Kirkland, Totem Lake TC and Brickyard P&R
 - downtown Seattle peak commuter routes serve different stops in Totem Lake
- Space routes generally one-half mile apart to reduce duplication
 - Service patterns in the following locations are less than one-half mile apart:
 - 3rd Street (236) and Market Street (234 and 255)
 - NE 80th Street (238) and NE 85th Street (235 and 248)
 - 119th Avenue NE (236) and 124th Avenue NE (255)

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Key Restructure Elements:

- Service is revised to reduce duplication between the following locations:
 - Downtown Kirkland and Juanita (from 3 routes to 1)
 - Downtown Kirkland and Totem Lake (from 4 routes to 2)
 - Downtown Kirkland and Rose Hill (from 3 routes to 2)
 - Grass Lawn and Overlake (from 3 routes to 2)
 - Bothell and Totem Lake (from 2 routes to 1)
- Current service levels on Route 255 are maintained between Totem Lake and downtown Seattle Regional Growth Centers. The productivity of Route 255 is expected to improve following the route revision, which provides one justification for maintaining service at target service levels in the corridor. Continuing to provide a high level of service to the growing demand along the route (e.g. Google, South Kirkland P&R and the two Regional Growth Centers) and in the newly reconfigured and improved SR-520 corridor provide additional justifications.
- Current service levels in the I-405 north corridor are maintained. The restructure includes no reductions on the I-405 commuter routes operating north of Totem Lake (routes 252, 257 and 311). All three routes meet both criteria for Peak Commuter routes and all perform above the 50th percentile on passenger miles per platform mile.
- Reduced coverage on all-day routes. All-day service is reduced or deleted in some areas where there is lower ridership. In many instances, peak commuter service is retained. Alternative service would be available within one-quarter mile of affected stops for most riders. One exception is Willows Road in Redmond, where there would be no bus options. Metro is currently working with the City of Redmond to identify alternative services (VanPool and Rideshare) to serve the employment uses in this corridor.
- New direct all-day connection between Kenmore, Totem Lake and Redmond. Revised Route 234 would connect Redmond's Education Hill and Kenmore via downtown Redmond, Rose Hill, Totem Lake and Juanita. The provision of all-day service on this route would help to mitigate the deletion of the existing peak-only route between Redmond and Totem Lake, Route 930.
- Loss of direct connection between Kenmore and downtown Kirkland. Route 234 would be reoriented to Totem Lake and Redmond in order to reduce duplication between Juanita and downtown Kirkland, and create a route structure that can be operated efficiently at hourly headways. Riders destined for downtown Kirkland could connect with frequent service on Route 255 on NE 124th Street. Riders destined for downtown Bellevue could connect with Sound Transit Routes 532 and 535 at the Totem Lake Freeway Station.
- Loss of direct connection between Bothell and Kirkland. Route 238 would be deleted to reduce duplication between Bothell and Totem Lake. Riders from Bothell destined for downtown Kirkland could use Sound Transit Route 535 and connect with Route 255 in Totem Lake.

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I-5 South and Kent RestructureKey reasons for restructure

- Sound Transit service investments in Sounder Commuter Rail (reached full peak service level in 2013) and Routes 577 and 578
- Areas where multiple routes compete for the same riders
 - Five all-day routes operate between the Kent East Hill and downtown Kent (routes 164, 168, 169, 914 and 916)
 - During the peak periods four routes--two all day routes (routes 181 and 187) and two peak routes (routes 179 and 197)--operate along the S 320th Street corridor between West Federal Way and the Federal Way Transit Center
 - Four peak routes provide service between Kent and downtown Seattle (routes 157, 158, 159 and 161), plus Sounder Commuter Rail operates between Kent Station to downtown Seattle.
 - Peak and all-day routes overlap in many locations

Examples of Service Design Guideline Application

- Provide easy to understand, appropriate service for riders
 - To/from downtown Seattle, I-5 South peak commuter routes use different pathways – via I-5 Seneca Street or I-5/S Spokane Street ramps
- Operate routes as directly as possible between two locations
 - Indirect routing patterns (Route 159 out of direction loop in Covington)
 - Circuitous routings on the Kent East Hill (routes 914 and 916)
- Limit the operation of buses on local streets
 - Peak service operating with articulated coaches along local streets in the vicinity of Lake Meridian (Route 158) and through residential neighborhoods in Covington

Key Restructure Elements:

- Service is revised to reduce duplication between the following locations:
 - Peak and all-day service operating between West Federal Way and the Federal Way Transit Center via the S 320th Street corridor (from 4 routes to 1)
 - Peak service operating between Kent East Hill and downtown Seattle (from 4 routes to 1)
 - All-day service between Kent East Hill and downtown Kent (from 5 routes to 3)
- Between the I-5 South corridor and downtown Seattle, commuter service would be consolidated to improve efficiency and maintain adequate capacity, serving the most highly used park and rides. Routes 177 and 193 are the remaining I-5 South peak routes and would be revised to simplify the service design and complement Sound Transit Regional Express service. Trips would be added to Route 177 to provide adequate frequency and additional capacity.
- In West Federal Way, local service is realigned to maintain coverage along major corridors. Route 187 would be revised to operate along SW 312th Street rather than S 320th Street and would provide partial replacement coverage in place of deleted Route 901. Peak trips would be added

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to Route 181, operating along S 320th Street between Twin Lakes P&R and the Federal Way TC to provide some replacement capacity.

- Kent East Hill to downtown Seattle commuter service is consolidated and revised to improve efficiency and maintain adequate capacity. Routes 158, 159, and 161, which provide direct commuter service between the Kent East Hill and downtown Seattle, would be discontinued with riders having the primary option of using Sounder Commuter Rail. Route 157 would be revised to provide partial replacement coverage on the Kent East Hill and operate with additional trips to provide some replacement capacity. Peak trips would be added to Route 168, operating between the Kent East Hill and the Kent Transit Center, providing more peak frequency along this corridor for riders connecting with Sounder Commuter Rail.
- Local midday Kent service would be revised to improve efficiency and maintain service levels along the segments with higher ridership. Kent Dail-A-Ride (DART) Route 916 would be deleted while companion Route 914 would be revised to operate only within downtown Kent and no longer serve the Kent East Hill. Service on the revised downtown routing would be increased to maintain 30 minute service along this segment.
- Reduced coverage on peak-only routes. With the consolidation of peak service, fewer routes would serve neighborhoods beyond the major corridors. Some commuters would have to take local service and transfer to locations where commuter service is maintained.
- Park-and-Ride Impacts. The peak service consolidation would shift commuter routes away from the lesser used outlying park and ride lots (Twin Lakes, Redonod Heights and Auburn) to those closer to the I-5 South Corridor. Commuters would have to drive further to access service. With less service, utilization at outlying park and ride lots may decline. South Federal Way park and ride lot on S 348th Street would no longer have any direct service.
- Reduced coverage on all-day routes. Revisions to all day service would result in reduced frequency along major corridors such as SW 320th Street in Federal Way, which would be serviced only by Route 181. The elimination of the service on the Kent East Hill provided by Routes 914 and 916 would reduce frequency and coverage in some areas, though alternative service would be available for most riders on routes 164, 168, and 169.

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Queen Anne, Capitol Hill, Central and Southeast SeattleKey reasons for restructure

- Sound Transit or Metro service investments in:
 - Central Link Light Rail (September 2009)
 - First Hill Streetcar (late 2014)
 - Metro expanded terminal at Seattle Pacific University (2015)
- Corridors where current service levels do not reflect transit demand due to changes in travel patterns, demographics, and other land use factors (For more detail, please see corridors that are above or below target service levels in the attached *Restructure Summary Table*)
- Areas where multiple routes compete for the same riders
 - Three Metro bus routes (routes 7EX, 8, 106) and Sound Transit Link Light Rail operate between Rainier Beach and downtown Seattle
 - Five all-day routes operate between Capitol Hill on Pike-Pine streets and downtown Seattle (routes 10, 11, 43, 47, 49)
 - Two all-day routes operate between Mt. Baker Transit Center and the Central Area (routes 8 and 48)
 - Four all-day routes operate between First Hill and downtown Seattle (routes 2, 3, 4, 12)
- Major development or land use changes
 - South Lake Union employment growth has increased service demand

Examples of Service Design Guideline Application

- Space routes generally one-half mile apart to reduce duplication
 - Service patterns in the following locations are less than one-half mile apart:
 - Capitol Hill: routes 47, 49, 10, 12, and 43 on Summit, Broadway, 15th Avenue East, 19th Avenue East, and 23rd Avenue East, respectively
 - Queen Anne: routes 2, 3, 4, and 13 on 6th Avenue W, 5th Avenue N, and Queen Anne Avenue N, respectively
 - Central Area: routes 8 and 48 provide crosstown services on 23rd Avenue S and Martin Luther King Junior Way S and routes 3, 14, and 27 provide downtown oriented services on James Street, Jackson Street and Yesler Way, respectively
 - First Hill: routes 9X, 60, and the new First Hill Streetcar on Broadway Street and 9th Avenue
- Match service levels to ridership
 - The segment of Route 8 along Martin Luther King Jr Way S between Madison and Jackson Streets carries less than 10% of the route's ridership
 - The segment of Route 2 on 6th Avenue W, north of W. Galer Street carries less than 5% of the route's ridership.

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- Limit the operation of buses on local streets
 - Route 3 West Raye Street terminal is located in a residential area and accessed via local streets
 - Route 4 Judkins area pathway operates on local streets through a residential area

Key Restructure Elements:

- Service is revised to reduce duplication in all-day service between:
 - Downtown Seattle and upper Queen Anne (from two routes to one)
 - Downtown Seattle and east Queen Anne (from two routes to one)
 - Downtown Seattle and Rainier Beach (from four options to three)
 - Between Southeast Seattle and the Central Area (from two routes to one)
 - Downtown Seattle and Capitol Hill (from six routes to four)
 - Downtown Seattle and First Hill (from four routes to two)
- Improved reliability on Route 8 and the Martin Luther King Jr Way S corridor in Rainier Valley. The current extent of Route 8 was implemented in September 2009 with Link Light Rail. Since then traffic congestion on Denny Way has increased due to several factors (e.g., SDOT projects Mercer East and Mercer West, South Lake Union growth) and has led to poor service reliability. The revisions to routes 8 and 106 are expected to improve reliability for riders traveling between Uptown and Capitol Hill, as well as along the Martin Luther King Jr Way S corridor in the Rainier Valley. Current service levels were also maintained on routes 8 and 106 to match ridership demand.
- Current service levels on the Marion-Madison couplet and James Street corridors are maintained between First Hill and both Colman Dock and the 3rd Avenue transit spine. First Hill and downtown Seattle are Regional Growth Centers. The simplification of the routes, together with reduced duplication are expected to increase the productivity of the routes, providing justification for maintaining service at target service levels in the corridors.
- Reduced coverage on all-day routes. All-day service is eliminated on several lower-ridership segments in Queen Anne, Capitol Hill and the Central Area, though in many instances, alternative all-day service would be available within one-quarter mile of affected stops for most riders. One exception is the Leschi neighborhood, east of 34th Avenue S, which would have no bus options within one-quarter mile.
- Loss of direct connections between downtown Seattle and residential areas in west Queen Anne, Summit, South Beacon Hill, Judkins Park and Leschi, as well as between the Central Area, Capitol Hill and South Lake Union. Riders would have to transfer between two routes to make this connection.

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Northeast SeattleKey reasons for restructure

- Sound Transit or Metro service investments in:
 - Route 70 electrification (September 1997)
 - University Way NE improved with wider sidewalks and bus bulbs (June 2003)
 - Bellevue Redmond Connections Project (2011) and the SR-520 Urban Partnership service investments (2010) improved service frequency on Route 271
 - The University of Washington, Seattle, and Metro rebuilt NE Campus Parkway with improved bus stops, shelters, and lighting (2013)

- Corridors where current service levels do not reflect transit demand due to changes in travel patterns, demographics, and other land use factors (For more detail, please see corridors that are above or below target service levels in the attached *Restructure Summary Table*)

- Areas where multiple routes compete for the same riders
 - Two all-day routes operate between University District and downtown Seattle via Eastlake Avenue East (routes 66X and 70)
 - Five all-day express routes operate between NE Campus Parkway and downtown Seattle (routes 66X, 71, 72, 73, 73TB)
 - Two all-day routes operate between Lake City and the University District via Lake City W, Ravenna, and 25th Avenue NE (routes 72 and 372X)

- Major changes to the transportation network
 - Tolling on SR-520 (2011)

Examples of Service Design Guideline Application

- Provide easy to understand, appropriate service for riders
 - The 71 series routes have four different neighborhood terminals in northeast Seattle: Wedgwood, Lake City, Jackson Park, and NE 65th Street.

- Space routes generally one-half mile apart to reduce duplication
 - Service patterns in the following locations are less than one-half mile apart:
 - Mapleleaf: 5th Avenue NE, routes 66 and 67; Roosevelt Way NE, Route 68; and, 15th Avenue NE, routes 73, 77, 373.
 - Eastlake: Routes 66X and 70 on Eastlake Avenue East; Route 25 on Boylston and Lakeview Avenues East
 - Eastlake from downtown: Route 66X on Olive Way; Route 70 on Virginia Street
 - South Lake Union: Route 66X on Eastlake Avenue East; Route 70 on Fairview Avenue North

- Limit the operation of buses on local streets
 - Route 72 serves Ravenna area on a non-arterial street (NE 80th Street)
 - Route 71 serves Wedgwood via an indirect, large loop through a residential area

Key Restructure Elements:

- Service is revised to reduce duplication:
 - Express service between downtown Seattle and the University District (from six routes to two)
 - All-day service between Northgate and the University District (from four routes to two)
 - All-day service between Lake City and the University District (from four routes to two)
 - All-day service between downtown Seattle and University District via Eastlake (from two routes to one)
- Revised Route 73 would terminate at a designated transit center (Northgate Transit Center) within a designated Regional Growth Center (Northgate), and start and end all trips in the same location to simplify the service design and improve the scheduling efficiency and operation.
- Current service levels on the 71 series are maintained between the University District and downtown Seattle Regional Growth Centers. The simplification of the route, together with reduced duplication are expected to increase the productivity of the route, providing one justification for maintaining service at target service levels in the corridor. Continuing to provide a high level of service to the growing demand along the route (e.g. downtown Seattle, the University of Washington, Roosevelt, and Northgate, including three Regional Growth Centers) provide additional justification.
- Route 70 would have Sunday service, which would allow the revised Route 73 to use its express pattern and provide faster and more reliable service between downtown Seattle and the University District.
- Reduced coverage on all-day routes. All-day service would be eliminated on several lower-ridership segments, though in many instances, peak commuter service would be retained and alternative all-day service would be available within one-quarter mile of affected stops for most riders. A few exceptions include the lower ridership areas of Laurelhurst, Roanoke, and Lakeview, which would no longer be served by Route 25

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North-Central Seattle and MagnoliaKey reasons for restructure

- Metro service investments in:
 - RapidRide D Line (September 2012)
 - RapidRide E Line (February 2014)

- Corridors where current service levels do not reflect transit demand due to changes in travel patterns, demographics, and other land use factors (For more detail, please see corridors that are above or below target service levels in the attached *Restructure Summary Table*)

- Areas where multiple routes compete for the same riders
 - Two peak only routes operate between Broadview and downtown Seattle (routes 28EX and 355EX)
 - Two all-day routes operate between Green Lake and downtown Seattle (routes 16 and 26)
 - Two all-day routes operate between Magnolia and downtown Seattle (routes 24 and 33)
 - Peak and all-day routes overlap in Magnolia, Greenwood, Green Lake, and on 8th Avenue W (routes 5/5EX/355EX, 26/26EX, 28/28EX)

- Major changes to the transportation network
 - North Portal improvements (in progress)
 - Mercer Corridor East and West projects (in progress)
 - Aurora Avenue transit priority corridor improvements (February 2014)
 - Dexter Avenue transit priority corridor improvements (2011)

- Major development or land use changes
 - South Lake Union employment growth has increased service demand

Examples of Service Design Guideline Application

- Provide easy to understand, appropriate service for riders
 - Peak and all-day routes overlap in many locations and take different paths between activity centers (5/5EX/355EX, 26/26EX, 28/28EX, 19/24)
 - Downtown Seattle peak commuter routes serve different stops on Aurora Avenue N

- Space routes generally one-half mile apart to reduce duplication
 - Service patterns in the following locations are less than one-half mile apart:
 - 3rd Avenue NW (28EX) and Greenwood Avenue N (5 and 355EX), north of 103rd Street.
 - Meridian Avenue N (16) and Latona Avenue N (26) in Wallingford
 - Viewmont Way, 34th Avenue W, 28th Avenue W, and 20th Avenue W (routes 24 and 33)

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- Operate routes as directly as possible between two locations
 - Route 16 operates on Northgate Way between Meridian and 5th Avenue NE amidst the congestion of the I-5 freeway ramps. The revised routing along NE 92nd would save more than 10 minutes of travel time each way and improve service reliability.

Key Restructure Elements:

- Service is revised to reduce duplication:
 - Peak service between Shoreline, Greenwood and downtown Seattle (from 4 routes to 2)
 - All-day service between Greenlake and downtown Seattle (from 2 routes to 1)
 - Peak and all-day service patterns are consolidated along 8th Avenue W and in Green Lake (from 4 routes to 2)
- Frequent service levels between North-Central Seattle and downtown Seattle are maintained. The consolidation of local and express variants on routes 26 and 28 and the more direct routing pattern on Route 16, are expected to increase the productivity of these routes, providing justification for maintaining service at target service levels in the corridor. Continuing to provide a high level of service to the growing demand along the routes (e.g. Fremont, South Lake Union and downtown Seattle, including two Regional Growth Centers) provide additional justification.
- Reduced coverage on all-day routes. All-day service is reduced on lower-ridership segments in Magnolia and Green Lake, though in many instances, peak commuter service and limited mid-day, weekday service is retained. Alternative service would be available within one-quarter mile of affected stops for most riders. A few exceptions include Daybreak Star Indian Cultural Center in Discovery Park and a three block segment of 8th Avenue W in Bitter Lake.
- Reduced coverage on peak-only routes. With the consolidation of peak service between Greenwood and downtown Seattle, Route 28EX would no longer serve 3rd Avenue W, north of 103 Street NW. Alternative peak and all-day service would be available for most riders less than one-quarter mile away on Greenwood Avenue N.

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West Seattle RestructureKey reasons for restructure

- Metro service investments in:
 - Link Light Rail (2009)
 - RapidRide C Line between Westwood Village and downtown Seattle via Fauntleroy, Alaska Junction, and SR-99; structure of routes 124, 131, and 132 improved (2012)
- Corridors where current service levels do not reflect transit demand due to changes in travel patterns, demographics, and other land use factors (For more detail, please see corridors that are above or below target service levels in the attached *Restructure Summary Table*)
- Areas where multiple routes compete for the same riders
 - Two all-day routes serve Delridge and downtown Seattle
 - Three one-way peak-only routes serve Admiral area
 - Two all day routes operate between the South Seattle Community College/North Delridge and White Center/Westwood Village areas
- Major changes to the transportation network
 - South Spokane Street Viaduct (rebuilt in 2012)
 - SR-99 deep bore and WOSCA detour (on-going)
 - South Park Bridge reopening (July 2014)
 - King County Ferry District - year round West Seattle-Downtown Seattle water taxi (2009)
- Major development or land use changes
 - Redevelopment in Alaska Junction and Triangle (ongoing)
 - Westwood Village shopping center expansion and redevelopment (2005)

Examples of Service Design Guideline Application

- Provide easy to understand, appropriate service for riders
 - Route 128 doubles back to serve South Seattle Community College, providing slower through trips
- Operate routes as directly as possible between two locations
 - Indirect routing pattern on Route 128

Key Restructure Elements:

- Current service levels on the RapidRide C Line and Route 120 would be maintained. The RapidRide C Line connects Westwood Village and Downtown Seattle via Fauntleroy and Alaska Junction; Route 120 connects Burien and downtown Seattle via White Center and Delridge. Downtown Seattle is a Regional Growth Center; Burien, White Center, and Delridge are activity centers; Fauntleroy has a Washington State Ferry terminal. The productivity of the RapidRide C Line and Route 120 are expected to improve following the route revision, which provides justification for maintaining service at target service levels in the corridor. Continuing to provide a high level of service to the growing demand along the route and in the newly reconfigured and improved SR-99 corridor provide additional justifications.

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- Reduced coverage on all-day routes. All-day service would be reduced or deleted in some areas where there is lower ridership. In many instances, peak commuter service would be retained; Route 125 would become a two-way peak-only route connecting downtown Seattle and Westwood Village via South Seattle College and Gatewood. Alternative service would be available within one-quarter mile of affected stops for most riders.
- Route 50 would be revised to provide replacement all day service in place of Route 21, along the 35th Ave SW corridor to/from Westwood Village., operating through SODO to/from Beacon Hill/Seward Park. Route 128 would be extended from the Admiral District to Alki and revised to operate between South Seattle Community College and Alaska Junction via North Delridge, providing replacement all day service for Route 50.
- Peak-only service would be adjusted to better align service levels with anticipated demand. Additional trips would be provided on Routes 21EX and 56 while service would be reduced on Routes 116 and Routes 37 and 57 would be deleted.

Restructure Summary Table

Route	Route Description	Peak		Off Peak		Night		Corridor	Target Service Family	Peak Criteria		Corridor Status			Reduction Priority			Phase	Restructure
		Rides/PlatHr	PassMi/PlatMi	Rides/PlatHr	PassMi/PlatMi	Rides/PlatHr	PassMi/PlatMi			Travel Time	Ridership	Peak	Off Peak	Night	Peak	Off Peak	Night		
1*	Kinnear - Seattle CBD	51.0	12.1	46.5	9.8	34.3	8.5	None	None			None	None	None	3	3	-	Feb-15	Queen Anne, Capitol Hill, Central & SE Seattle
2*	West Queen Anne - Seattle CBD - Madrona Park	49.1	11.4	45.7	9.8	29.8	6.8	60	Very Frequent			At	At	At	3	3	3	Feb-15	Queen Anne, Capitol Hill, Central & SE Seattle
3*	North Queen Anne - Seattle CBD - Madrona Park	53.7	11.7	49.9	10.7	24.5	6.0	23/76	Very Frequent/ Very Frequent			At, At	At, At	At, At	3	3	1	Feb-15	Queen Anne, Capitol Hill, Central & SE Seattle
4*	East Queen Anne - Seattle CBD - Judkins Park	53.5	11.2	48.4	9.9	28.3	6.3	23/76	Very Frequent/ Very Frequent			At, At	At, At	At, At	3	3	3	Feb-15	Queen Anne, Capitol Hill, Central & SE Seattle
7*	Rainier Beach - Seattle CBD	51.9	15.7	59.3	17.8	34.9	10.7	77	Very Frequent			At	At	At	-	-	-	Feb-15	Queen Anne, Capitol Hill, Central & SE Seattle
8*	Seattle Center - Capitol Hill - Rainier Beach	53.9	12.2	48.8	11.6	32.8	7.6	78	Very Frequent			At	At	At	3	3	3	Feb-15	Queen Anne, Capitol Hill, Central & SE Seattle
12*	Interlaken Park - Seattle CBD	50.6	9.5	38.0	6.3	16.4	2.7	22	Very Frequent			At	At	At	1	1	1	Feb-15	Queen Anne, Capitol Hill, Central & SE Seattle
13*	Seattle Pacific University - Queen Anne - Seattle CBD	58.4	14.0	59.7	14.2	31.2	7.5	75	Very Frequent			At	At	At	-	-	3	Feb-15	Queen Anne, Capitol Hill, Central & SE Seattle
14*	Mount Baker - Seattle CBD	43.3	9.7	46.5	9.5	25.8	5.2	64	Very Frequent			Below	Below	At	4	4	1	Feb-15	Queen Anne, Capitol Hill, Central & SE Seattle
27*	Colman Park - Leschi Park - Seattle CBD	40.3	9.1	32.0	5.1	19.8	3.1	24	Frequent			Below	At	At	4	1	1	Sept. 2014/ Feb. 2015	Queen Anne, Capitol Hill, Central & SE Seattle
29*	Ballard - Queen Anne - Seattle CBD	40.5	9.9					Peak	Peak	Yes	Yes	Peak	Peak	Peak	3	-	-	Feb-15	Queen Anne, Capitol Hill, Central & SE Seattle
60*	Westwood Village - Georgetown - Capitol Hill	33.5	10.0	32.6	9.2	20.4	6.3	20	Very Frequent			Below	Below	At	4	4	1	Feb-15	Queen Anne, Capitol Hill, Central & SE Seattle
106*	Renton TC - Rainier Beach - Seattle CBD	38.9	12.1	38.4	13.7	23.7	9.2	86	Very Frequent			At	Below	At	3	-	3	Feb-15	Queen Anne, Capitol Hill, Central & SE Seattle
107	Renton TC - Rainier Beach	24.2	6.1	22.0	6.0	15.0	4.3	85	Frequent			At	At	At	-	-	3	Feb-15	Queen Anne, Capitol Hill, Central & SE Seattle
9EX*	Rainier Beach - Capitol Hill	40.0	11.5	44.5	14.3			79	Very Frequent			Below	Below	Below	-	-	-	Feb-15	Queen Anne, Capitol Hill, Central & SE Seattle
221	Education Hill - Overlake - Eastgate	20.3	5.9	17.5	4.9	12.5	2.6	80	Local			At	At	At	-	3	3	Feb-15	Northeast King County
234	Kenmore - Kirkland TC - Bellevue	22.1	8.6	19.5	7.5	14.6	5.0	43/53	Hourly/ Very Frequent			Above, At	Above, At	Above, At	-	-	3	Feb-15	Northeast King County
235	Kingsgate - Kirkland TC - Bellevue	20.5	7.1	15.9	6.2	11.7	4.1	53	Very Frequent			At	At	At	-	3	3	Feb-15	Northeast King County

Restructure Summary Table

Route	Route Description	Peak		Off Peak		Night		Corridor	Target Service Family	Peak Criteria		Corridor Status			Reduction Priority			Phase	Restructure
		Rides/PlatHr	PassMi/PlatMi	Rides/PlatHr	PassMi/PlatMi	Rides/PlatHr	PassMi/PlatMi			Travel Time	Ridership	Peak	Off Peak	Night	Peak	Off Peak	Night		
236	Woodinville - Totem Lake - Kirkland	8.5	2.4	7.9	2.5	6.6	1.5	98	Hourly			Above	Above	Above	1	1	1	Sept. 2014/ Feb. 2015	Northeast King County
237	Woodinville - Bellevue	20.0	8.2					Peak	Peak	Yes	No	Peak	Peak	Peak	-	-	-	Feb-15	Northeast King County
238	Bothell - Totem Lake - Kirkland	12.5	3.4	13.5	4.0	6.4	1.6	109	Local			At	At	Above	3	3	1	Sept. 2014/ Feb. 2015	Northeast King County
255*	Brickyard - Kirkland TC - Seattle CBD	28.4	14.2	27.3	13.5	24.8	13.1	97	Very Frequent			At	At	At	3	1	3	Feb-15	Northeast King County
271*	Issaquah - Bellevue - University District	26.1	10.7	26.5	11.4	21.4	9.2	14/40/106	Very Frequent/ Local/ Very Frequent			Above, At, At	At, At, At	At, At, At	3	1	3	Feb-15	Northeast King County
311*	Duvall - Woodinville - Seattle CBD	21.7	13.9					Peak	Peak	Yes	Yes	Peak	Peak	Peak	3	-	-	Feb-15	Northeast King County
342	Shoreline - Bellevue TC - Renton	18.7	10.2					Peak	Peak	Yes	No	Peak	Peak	Peak	-	-	-	Feb-15	Northeast King County
930DART	Kingsgate - Redmond	8.1	1.1					81	Frequent	0	0	Below	Below	Below	4	-	-	Feb-15	Northeast King County
157*	Lake Meridian - Seattle CBD	16.6	11.3					Peak	Peak	Yes	Yes	Peak	Peak	Peak	3	-	-	Feb-15	I-5 S/Kent
158*	Kent East Hill - Seattle CBD	23.6	16.6					Peak	Peak	Yes	Yes	Peak	Peak	Peak	3	-	-	Feb-15	I-5 S/Kent
159*	Timberlane - Seattle CBD	20.4	14.0					Peak	Peak	No	No	Peak	Peak	Peak	1	-	-	Feb-15	I-5 S/Kent
168	Maple Valley - Kent Station	24.3	7.3	25.4	8.6	24.8	7.0	49	Frequent			Below	At	Below	-	-	-	Feb-15	I-5 S/Kent
177*	Federal Way - Seattle CBD	23.8	15.1					Peak	Peak	No	No	Peak	Peak	Peak	1	-	-	Feb-15	I-5 S/Kent
178*	South Federal Way - Seattle CBD	24.0	16.4					Peak	Peak	No	No	Peak	Peak	Peak	3	-	-	Feb-15	I-5 S/Kent
179*	Twin Lakes - Seattle CBD	22.7	16.7					Peak	Peak	No	No	Peak	Peak	Peak	1	-	-	Feb-15	I-5 S/Kent
181	Twin Lakes P&R - Green River CC	28.0	8.4	27.2	9.8	17.4	4.3	4	Local			At	At	At	-	-	3	Feb. 2015/ Sept. 2015	I-5 S/Kent
187	Federal Way TC - Twin Lakes	22.9	5.9	27.6	7.4	15.5	3.7	103	Local			At	At	At	-	-	3	Feb-15	I-5 S/Kent
190*	Redondo Heights - Seattle CBD	22.1	13.6					Peak	Peak	Yes	Yes	Peak	Peak	Peak	3	-	-	Feb-15	I-5 S/Kent
192*	Star Lake - Seattle CBD	21.4	13.4					Peak	Peak	Yes	Yes	Peak	Peak	Peak	3	-	-	Feb-15	I-5 S/Kent
197*	Twin Lakes - University District	22.3	17.9					Peak	Peak	Yes	No	Peak	Peak	Peak	1	-	-	Feb-15	I-5 S/Kent
193EX*	Federal Way - First Hill	24.7	16.2					Peak	Peak	Yes	Yes	Peak	Peak	Peak	3	-	-	Feb-15	I-5 S/Kent
901DART	Mirror Lake - Federal Way TC	20.8	4.6	20.6	3.6	16.3	4.6	63	Local			At	At	At	3	3	-	Feb-15	I-5 S/Kent
907DART	Enumclaw - Renton TC	3.6	1.3	5.4	2.7			88	Hourly			At	At	At	1	1	-	Feb-15	I-5 S/Kent
914DART	Kent - Kent East Hill			21.3	4.1			None	None			None	None	None		3		Feb-15	I-5 S/Kent
916DART	Kent - Kent East Hill			18.5	4.6			None	None			None	None	None		3		Feb-15	I-5 S/Kent

Restructure Summary Table

Route	Route Description	Peak		Off Peak		Night		Corridor	Target Service Family	Peak Criteria		Corridor Status			Reduction Priority			Phase	Restructure
		Rides/PlatHr	PassMi/PlatMi	Rides/PlatHr	PassMi/PlatMi	Rides/PlatHr	PassMi/PlatMi			Travel Time	Ridership	Peak	Off Peak	Night	Peak	Off Peak	Night		
5*	Shoreline CC - Seattle CBD	56.8	17.5	49.4	14.6	37.8	11.3	38/96	Very Frequent/ Frequent			Below, At	At, Above	At, At	-	-	-	Jun-15	North-Central Seattle
16*	Northgate TC - Wallingford - Seattle CBD	36.7	12.5	34.8	12.6	21.0	7.6	69	Very Frequent			Below	Below	At	-	-	1	Jun-15	North-Central Seattle
24*	Magnolia - Seattle CBD	44.4	13.3	28.9	10.1	21.0	5.5	61	Frequent			At	At	At	3	1	1	Jun-15	North-Central Seattle
26*	East Green Lake - Wallingford - Seattle CBD	48.5	13.1	32.2	11.1	22.6	7.1	34	Very Frequent			At	At	At	3	1	3	Jun-15	North-Central Seattle
28*	Whittier Heights - Ballard - Seattle CBD via Leary Av NW	50.9	12.4	36.1	9.7	23.1	5.8	34/36	Very Frequent/ Local			At, At	At, Above	At, At	3	1	1	Jun-15	North-Central Seattle
33*	Discovery Park - Seattle CBD	46.7	13.6	31.5	8.3	23.1	5.8	26	Frequent			Below	At	Below	-	1	4	Jun-15	North-Central Seattle
40*	Northgate TC - Ballard - Seattle CBD via Leary Av NW	41.5	13.2	37.3	12.1	28.8	10.1	9/12	Very Frequent			Below/Below	At/At	At/At	-	3	-	Jun-15	North-Central Seattle
26EX*	East Green Lake - Wallingford - Seattle CBD	52.5	17.7					Peak	Peak	No	Yes	Peak	Peak	Peak	-	-	-	Jun-15	North-Central Seattle
28EX*	Broadview - Ballard - Seattle CBD via Leary Av NW	43.4	13.8					Peak	Peak	Yes	Yes	Peak	Peak	Peak	-	-	-	Jun-15	North-Central Seattle
355EX*	Shoreline CC - University District - Seattle CBD	33.2	11.3					Peak	Peak	No	No	Peak	Peak	Peak	3	-	-	Jun-15	North-Central Seattle
5EX*	Shoreline CC - Seattle CBD	47.7	16.5					Peak	Peak	No	No	Peak	Peak	Peak	-	-	-	Jun-15	North-Central Seattle
25*	Laurelhurst - University District - Seattle CBD	22.4	6.0	17.5	4.4			58/107	Local/ Local			Below, Below	Below, Below	At, At	4	4	-	Jun-15	Northeast Seattle
30*	Sand Point - University District	28.6	6.6	23.8	5.8	24.5	4.9	92	Frequent			Below	At	At	4	1	1	Sept. 2014/ June 2015	Northeast Seattle
31*	University District - Fremont - Magnolia	35.6	8.4	30.1	7.7			35	Very Frequent			At	Below	At	1	4	-	Jun-15	Northeast Seattle
32*	University District - Fremont - Seattle Center	38.4	12.5	36.1	12.2	24.5	6.6	35	Very Frequent			At	Below	At	3	-	3	Jun-15	Northeast Seattle
65*	Lake City - University District	32.9	7.7	34.3	8.5	21.4	6.1	57	Frequent			Below	At	At	4	1	1	Jun-15	Northeast Seattle
67*	Northgate TC - University District	40.9	12.8	53.5	20.6	24.6	6.7	68	Very Frequent			At	Below	At	3	-	3	Jun-15	Northeast Seattle
68*	Northgate TC - Ravenna - University District	39.8	8.7	56.5	13.6			70	Very Frequent			Below	Below	Below	4	-	-	Jun-15	Northeast Seattle
71*	Wedgwood - University District - Seattle CBD	63.9	20.2	57.4	19.0	44.2	14.5	110	Local			At	At	At	-	-	-	Jun-15	Northeast Seattle
72*	Lake City - University District - Seattle CBD	63.2	20.4	64.8	22.5	43.3	13.9	None	None			None	None	None	-	-	-	Jun-15	Northeast Seattle
73*	Jackson Park - University District - Seattle CBD	69.1	20.4	63.3	20.5	51.2	15.8	25	Very Frequent			At	At	Below	-	-	-	Jun-15	Northeast Seattle
75*	Northgate TC - Lake City - Seattle CBD	44.7	11.3	47.8	12.4	37.7	9.2	56	Frequent			Below	At	At	-	-	-	Jun-15	Northeast Seattle
242	North City - Overlake	21.3	12.3					Peak	Peak	Yes	Yes	Peak	Peak	Peak	-	-	-	Jun-15	Northeast Seattle
372EX*	Woodinville - Lake City - University District	40.8	13.2	50.6	15.5	30.3	6.8	45	Very Frequent			At	Below	Below	3	-	-	Jun-15	Northeast Seattle

Restructure Summary Table

Route	Route Description	Peak		Off Peak		Night		Corridor	Target Service Family	Peak Criteria		Corridor Status			Reduction Priority			Phase	Restructure
		Rides/PlatHr	PassMi/PlatMi	Rides/PlatHr	PassMi/PlatMi	Rides/PlatHr	PassMi/PlatMi			Travel Time	Ridership	Peak	Off Peak	Night	Peak	Off Peak	Night		
66EX*	Northgate TC - Eastlake - Seattle CBD	52.8	18.8	40.9	13.7	27.3	8.9	68	Very Frequent			At	Below	At	-	-	-	Jun-15	Northeast Seattle
21*	Arbor Heights - Westwood Village - Seattle CBD	39.7	13.5	32.4	10.7	20.8	7.0	39	Very Frequent			At	At	At	-	1	1	Sep-15	West Seattle
22	Arbor Heights - Westwood Village - Alaska Junction	15.6	2.8	13.1	2.4	7.8	1.2	None	None			None	None	None	3	1	1	Sep-15	West Seattle
37*	Alaska Junction - Alki - Seattle CBD	21.3	8.1					Peak	Peak	Yes	Yes	Peak	Peak	Peak	3	-	-	Sep-15	West Seattle
50	Alki - Columbia City - Othello Station	20.6	4.3	18.4	4.4	10.1	2.4	2/71	Frequent			Below/Below	At/At	At/At	-	3	1	Sep-15	West Seattle
57*	Alaska Junction - Seattle CBD	32.9	13.2					Peak	Peak	No	Yes	Peak	Peak	Peak	3	-	-	Sep-15	West Seattle
118	Tahlequah - Vashon	14.8	2.5	12.8	2.1	13.4	3.1	91	Hourly			At	At	At	3	1	3	Sep-15	West Seattle
119	Dockton - Vashon	13.4	2.3	10.1	1.3			None	None			None	None	None	1	1	-	Sep-15	West Seattle
121*	Highline CC -Burien TC - Seattle CBD via 1st Av S	20.4	9.0					Peak	Peak	Yes	No	Peak	Peak	Peak	1	-	-	Sep-15	West Seattle
122*	Highline CC -Burien TC - Seattle CBD via Des Moines Memorial Dr S	22.8	10.9					Peak	Peak	Yes	Yes	Peak	Peak	Peak	3	-	-	Sep-15	West Seattle
125*	Westwood Village - Seattle CBD	35.8	14.5	28.9	12.9	20.5	8.9	112	Frequent			Below	At	Below	-	1	4	Sep-15	West Seattle
128	Southcenter - Westwood Village - Admiral District	33.8	10.9	35.4	12.0	17.2	5.8	1	Very Frequent			Below	Below	At	-	-	-	Sep-15	West Seattle
116EX*	Fauntleroy Ferry - Seattle CBD	19.7	8.6					Peak	Peak	Yes	No	Peak	Peak	Peak	1	-	-	Sep-15	West Seattle
118EX*	Tahlequah - Seattle CBD via ferry	21.0	10.2					Peak	Peak	Yes	Yes	Peak	Peak	Peak	3	-	-	Sep-15	West Seattle
21EX*	Arbor Heights - Westwood Village - Seattle CBD	36.8	15.0					Peak	Peak	Yes	Yes	Peak	Peak	Peak	-	-	-	Sep-15	West Seattle
56EX*	Alki - Seattle CBD	36.4	14.1					Peak	Peak	Yes	No	Peak	Peak	Peak	-	-	-	Sep-15	West Seattle

Spring 2013 Thresholds Routes that DO NOT serve Seattle Core

	Peak		Off Peak		Night	
Bottom 25%	12.1	2.4	12.0	2.7	10.9	2.6
25-50%	18.6	5.3	18.0	4.9	15.2	4.5
Top 25%	24.1	7.4	24.5	7.9	18.8	6.3

*Spring 2013 Thresholds Routes that serve Seattle Core

	Peak		Off Peak		Night	
Bottom 25%	24.0	10.7	32.6	9.8	21.4	6.3
25-50%	35.9	13.4	45.7	12.4	26.6	8.0
Top 25%	47.3	16.6	51.3	15.4	34.9	10.8

Any light shaded field is a risk factor