



# 2021 System Evaluation





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# Table of Contents

- Executive Summary ..... 1
- Introduction ..... 3
- COVID-19 Pandemic Impacts ..... 4
- Bus Service Evaluation ..... 10
  - Crowding (Priority 1)..... 10
  - Reliability (Priority 2)..... 11
  - Service Growth (Priority 3)..... 14
  - Route Productivity (Priority 4) ..... 14
- The Complete Network: Integration with Sound Transit..... 13
- Peak Analysis ..... 15
- Marine Service ..... 15
- Flexible Services ..... 16

## Figures

- Figure 1. COVID-19 Pandemic Impacts - Service Area ..... 5
- Figure 2. COVID-19 Pandemic Impacts - Ridership ..... 7
- Figure 3. Metro Bus Routes Needing Investment to Improve Reliability per the Service Guidelines ..... 12

## Appendices

- Appendix A: Methodologies and Process Descriptions..... 19
- Appendix B: Route Productivity Data ..... 22
- Appendix C: Route-level Reliability ..... 29
- Appendix D: Route-level Ridership and Hours ..... 31
- Appendix E: Service Changes and Corridor Changes ..... 42
- Appendix F: Route Changes ..... 46

## Executive Summary

This report presents Metro Transit's annual assessment of the transit network as required by King County Ordinances 17143 and 18413 and Motion 13736.

The report includes information about bus, Dial-A-Ride Transit (DART), water taxi, and flexible services—all part of Metro's portfolio of mobility solutions.

In years past, Metro's System Evaluation used data from March through June, reflecting the spring service change period. In 2020, the System Evaluation used information from the September 2019 service change, spanning mid-September 2019 to mid-March 2020, capturing most of the period before the COVID-19 pandemic.

This 2021 System Evaluation again uses the fall service change period, from mid-September 2020 to mid-March 2021. The information presented here is entirely within the period of the COVID-19 pandemic.

## COVID-19 and Impacts to 2020 Service

The COVID-19 pandemic had a significant impact on Metro service in 2020. Ridership declined dramatically as people stayed home and limited travel. To promote public and employee safety and respond to ridership declines and staff availability, Metro suspended some bus, DART, flexible, and water taxi services, once in March and twice in April 2020. Service suspensions included both selected trips and full schedules. Some services were restored by June 2020, and by September 2020, Metro was operating about 85 percent of pre-COVID service levels with plans for substantial service restorations in October 2021. Metro did not make substantial changes to service levels at the March 2021 service change.

Metro has been monitoring ridership trends and passenger loads closely throughout the pandemic and adjusted service to support delivery of a core network. Metro will not be using fall 2020 data to make near-term service change decisions. Instead, Metro will continue to use 2019 as the baseline to inform these decisions. Ridership data from the 2021 and 2020 System Evaluation Reports are included in Appendix D for reference. Metro continues to actively monitor ridership, productivity, equity, and other factors on an ongoing basis to inform decision-making.

## Findings

The 2021 System Evaluation Report will not be used for making service decisions as it has under normal circumstances. The large decline in ridership and large number of suspended routes in 2020 made it a significant challenge to evaluate data in a meaningful way for this year's report. The data for routes, if operated, would not be representative of their performance or potential. As a result, this year's report does not include an analysis for Service Growth (Priority 3) or the associated Peak Analysis.

At the same time, the data and trends revealed during the pandemic provided valuable insights and confirmation of transit planning assumptions into who continued to use Metro services and where and when they needed transit. Specific services, routes, and times of day retained more of their ridership than others.

- » The AM and PM peak periods realized larger ridership declines than off-peak periods.
- » Some of the largest declines in ridership were peak-only routes.
- » Many of the routes that retained a higher share of their ridership serve south King County.

The decline in traffic congestion and ridership in 2020 due to the pandemic reduced the need for investment in crowding and reliability. The data analysis did find that a small investment of 6,500 annual service hours is needed for reliability (Priority 2). No investment is needed for crowding (Priority 1).

## Service Investments

In fall 2020, Metro invested 3,900 annual service hours in service growth (Priority 3) to meet the needs identified through the Renton-Kent-Auburn Area Mobility Plan. Metro invested zero hours to relieve crowding (Priority 1) and improve reliability (Priority 2).



## Seattle Investments

Metro and the City of Seattle worked together to plan and implement reductions in service funded by the Seattle Transportation Benefit District (STBD). The renewed STBD provides lower funding for transit service, so Metro reduced service in 2020 and again in 2021. Reductions to Seattle funded service in fall 2020 totaled 175,000 annual service hours. The reductions were necessary to align service with the reduced funding levels established in the new STBD measure. Metro will continue to work with Seattle to implement new and continued STBD-funded service.

## Flexible Services

This report includes performance data for pilot services that were operating between September 2020 and February 2021. The program works with local governments and community partners to develop innovative and cost-efficient transportation solutions in areas of King County that do not have the infrastructure, density, street network, or land use to support regular bus service. Many of the pilot services operated in 2019 were suspended in 2020 because of the pandemic and are not included in this report. However, one new pilot service, Crossroads Connect, was started in 2020.

## Marine Services

Metro's Marine Division operates water taxi services on two routes that connect Colman Dock in downtown Seattle with Vashon Island and West Seattle. Information about water taxi services is included in the Marine Service section and the tables on page 15.

# Introduction

## What is the System Evaluation?

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

- » Bus service evaluation
- » Flexible services evaluation
- » Marine service evaluation

For the bus service evaluation, reducing crowding and improving reliability—the primary service quality indicators—are Metro’s top two investment priorities because they most directly affect the quality of service experienced by customers. Improvements in these areas help retain current riders and attract new ones.

The third priority is to invest in growing the system, generally with added frequency or span of service. More service supports better mobility options and helps Metro meet demand and reach climate action goals. It also helps the region’s economy to continue growing without expanding roadways.

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

This year’s report does not include an analysis for Service Growth (Priority 3) or the associated Peak Analysis because of data issues related to the large decline in ridership and number of suspended routes related to the COVID pandemic. The data for routes, if operated, would not be representative of the routes’ performance or potential. The report also does not include a Metro Connects Progress Report for the same reason. Productivity (Priority 2) was modified, not classifying routes into the top and bottom 25 percent because suspended and partially suspended routes skew relative performance. Metro also will not use the results of the 2021 System Evaluation as the basis for future service decisions because of the same data challenges.

## How Will Metro Use the 2021 System Evaluation Report?

Metro is presently planning to make some permanent service changes in 2023. These could include additions, changes, or permanent reductions. Metro will not be using fall 2020 data to make near-term service change decisions. Instead, Metro will continue to use 2019 as the baseline to inform these decisions. To inform service investment decisions for the fall 2022 service change and beyond, Metro proposes to use 2019 data, pandemic-era data, and any pandemic recovery data available at the time. As a result, the 2021 System Evaluation Report will not be used as it has been in the past.



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

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

## Metro Policy Updates

In 2021, the Executive proposed updates to the agency's three main policy documents: the Strategic Plan, the Metro Connects long-range plan, and the Service Guidelines. All three documents were updated to align with the Mobility Framework's guiding principles and recommendations, which were adopted by the King County Council in March 2020. These updates place an increased emphasis on how values like equity and sustainability are addressed through Metro business practices, planning, and operations. Updates to all three documents were also needed to reflect changes at Metro since the policies' previous adoption, including Metro becoming a stand-alone department and adding passenger ferry service to Metro's services.

Metro worked with the King County Council, Regional Transit Committee, and stakeholders to develop proposed policy changes. The updated policy documents are anticipated to be formally adopted by the end of 2021 or early 2022.

The Service Guidelines updates will have a direct effect on future System Evaluation reports. The updates include a stronger focus on advancing equity and addressing climate change. The guidelines better integrate Metro Connects with the Service Guidelines. They also include the addition of clear evaluation metrics for flexible and marine services.

## COVID-19 Pandemic Impacts

The COVID-19 pandemic had a significant impact on Metro service. Ridership declined dramatically in 2020 as people stayed home and limited travel. Many routes had

reduced service or were suspended entirely. This section summarizes changes to Metro's service and ridership, crowding implications, and equity impacts during the fall 2020 service-change period. These changes provide insights about customers who continued to ride Metro services for essential trips.

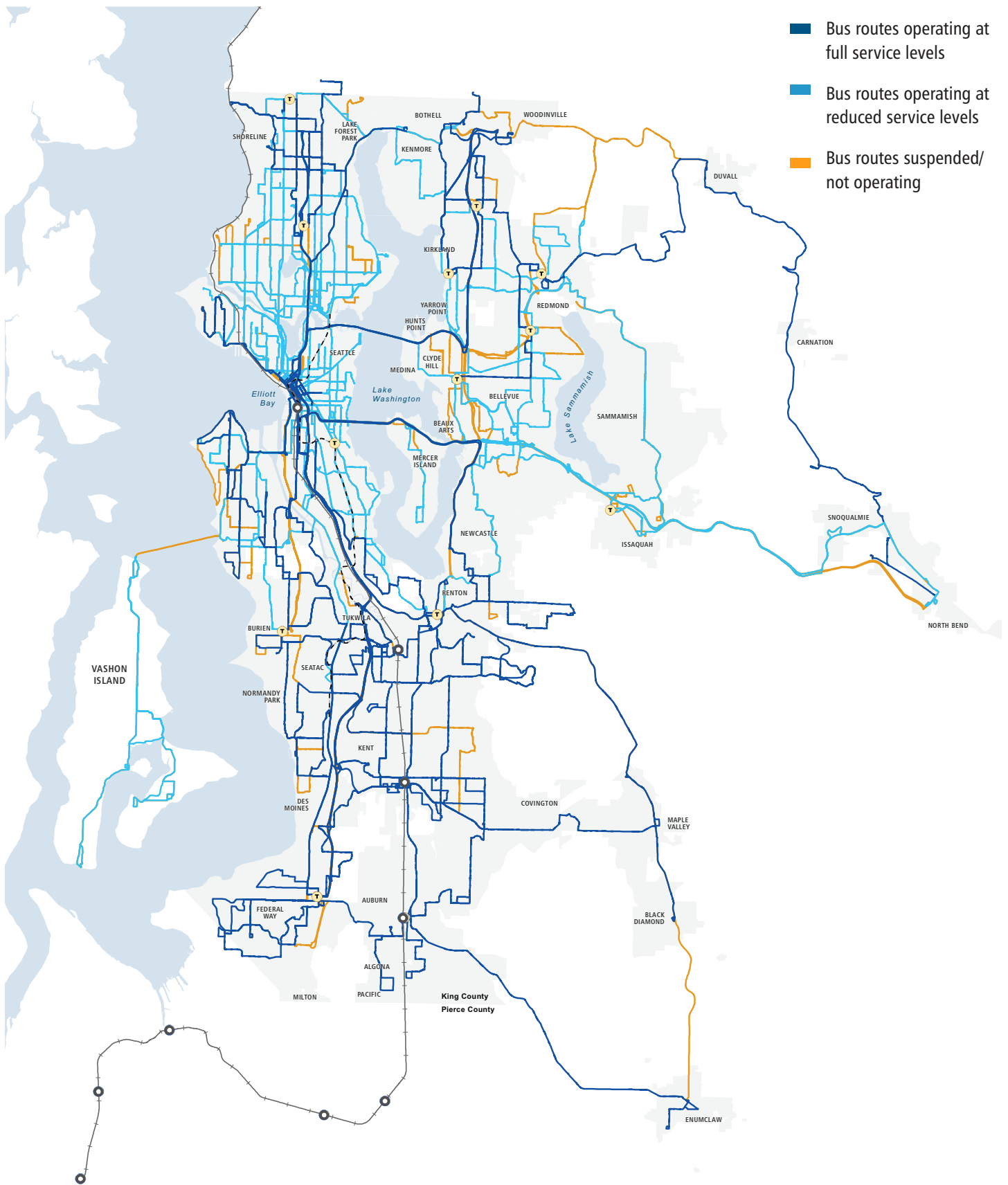
## Service Changes

Metro made many changes to service through 2020. These changes promoted safety for riders and employees and responded to declines in ridership, operator availability, and passenger loads. Initially, Metro reduced service across the system in a series of cuts to fixed-route bus, DART, flexible, and water taxi services. Service reductions started on March 23, 2020 and continued with two more rounds of cuts in April. By the end of April, Metro was essentially operating Saturday service volumes on weekdays—75 percent of pre-pandemic service levels. In June, Metro restored service to 85 percent of pre-pandemic levels. In addition to suspending service, Metro also implemented load limits to support social distancing, thereby reducing the capacity of Metro vehicles (see Passenger Loads below for more information), and a mask mandate.

The September 2020 service change did not lead to a change in the overall level of service; Metro still operated 85 percent of pre-pandemic service. Many routes continued to operate with reduced service or were suspended entirely. Many of the suspended routes provided peak-only service and had low productivity before the pandemic. In total, 58 routes were fully suspended during the September service change, and 21 routes were partially suspended. Peak-only routes comprised 73 percent of all suspended routes. Figure 1 shows the status of routes in October 2020.

However, many non-peak Metro routes—including most routes in south King County—maintained more of their pre-pandemic ridership and provided full service throughout 2020. These routes have more riders who cannot telecommute or have limited transportation options. Metro even increased coach trips on some routes when passenger loads exceeded the social-distancing load limits. Metro also implemented a large restructure of routes in south King County during the fall service change as part of the Renton-Kent-Auburn Area Mobility Plan. All routes affected by the mobility plan received the full amount of service that had been planned to meet the transportation needs of south King County.

Figure 1. COVID-19 Pandemic Impacts - Fall 2020 Service Change





## Ridership

Ridership declined dramatically in March 2020 at the start of the pandemic and remained relatively low through the rest of the year. By the end of April, average weekday ridership was about 100,000—less than 25 percent of pre-pandemic ridership. In September, ridership had grown to more than 150,000 average weekday boardings. However, ridership declined again to less than 120,000 average weekday boardings by the end of 2020 as a result of the second wave of the pandemic. Metro also began collecting, but not enforcing, fares again on October 1, 2020, after not collecting fares for more than six months. The resumption of fare collection might have contributed to the dip in ridership.

The ridership patterns throughout the day also changed during the pandemic. Ridership declined more during the AM and PM peak periods than in off-peak periods. At its lowest point in May, ridership during the AM peak, which is heavily commuter-focused, had less than 20 percent of its pre-pandemic ridership. In comparison, ridership in the mid-day, evening, and night periods was 30 to 40 percent of pre-pandemic levels, indicating that the span of operation is an important aspect of service for riders who take transit for essential trips.

Ridership changes by route also differed considerably by the type and location of the route. As expected, routes with the largest declines in ridership were peak-only and infrequent routes. Routes with the smallest declines were generally frequent, all-day routes; routes serving south King County; and RapidRide routes. Large declines in transit ridership during the pandemic is a broad trend experienced by most transit agencies. Metro is working with other transit agencies regionally, nationally, and internationally to understand these changes and their impacts. Figure 2 shows the routes with the highest and lowest ridership in October 2020.

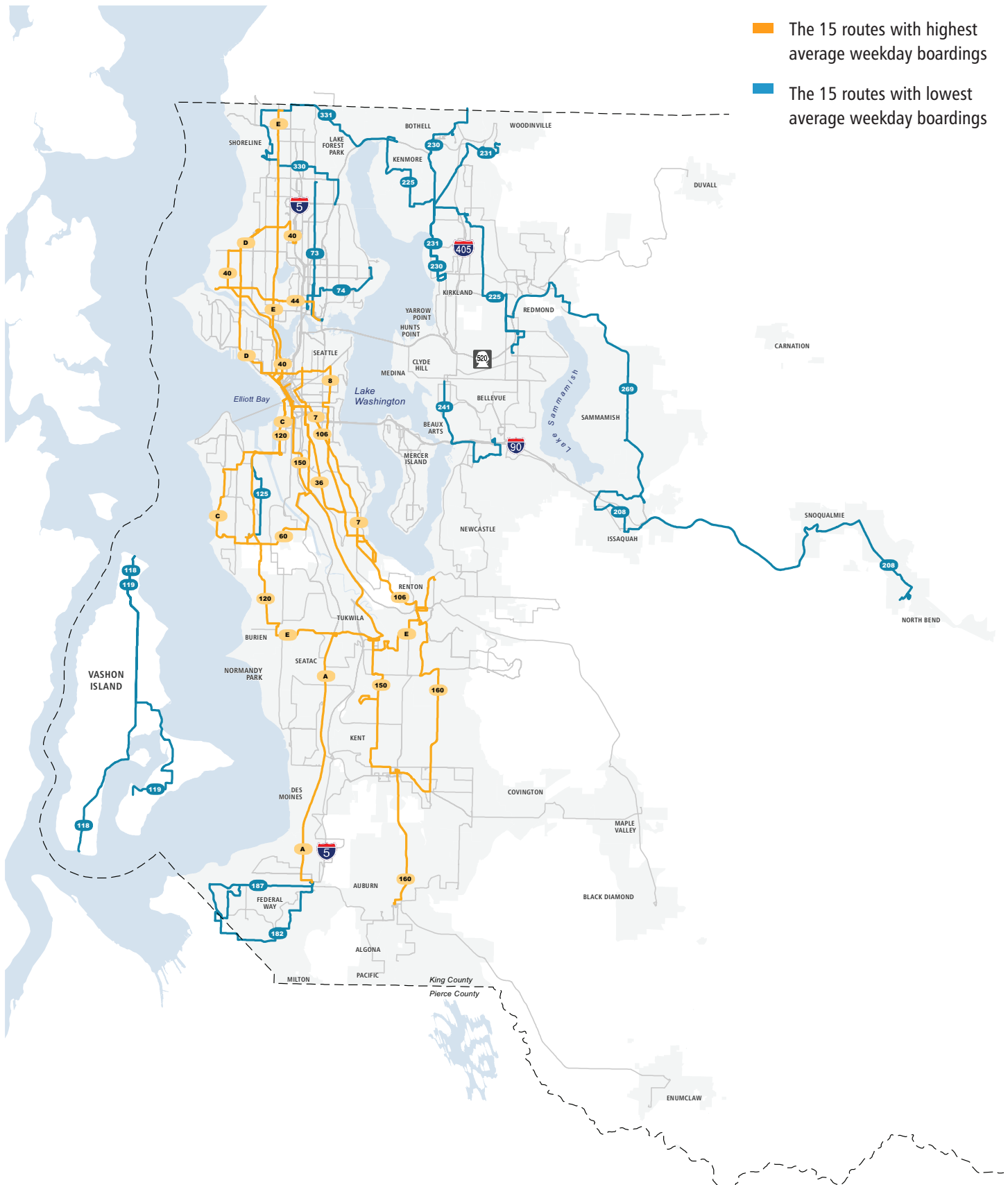
## Passenger Loads

During the early phase of the pandemic, Metro limited passenger loads on vehicles to maintain social distancing and improve operator and passenger safety. Load limits were first enacted on April 22, 2020. Regular 40-foot-long buses had a maximum load limit of 12 passengers. Articulated 60-foot buses had a maximum load limit of 18 passengers.

The load limits did not affect most trips because of low ridership. However, some routes did have trips where rider demand reached or exceeded the load limits. Drivers passed up people at stops if the bus was at its load limit. Most of these trips occurred in the mid-day or late afternoon on high-ridership routes serving areas with a high proportion of priority populations. Just a few routes, particularly the A Line, E Line, 7, and 36, regularly had trips exceeding the load limits.

To address these “crowded” trips or buses passing up riders at stops, Metro added scheduled and unscheduled, supplemental trips for routes and times where trips were regularly at or above the load limits to support demand. For the September 2020 service change, Metro added 24,000 service hours of scheduled service to three routes to accommodate riders on trips regularly at or above the load limits.

Figure 2. COVID-19 Pandemic Impacts - October 2020 Ridership





## On-Time Performance

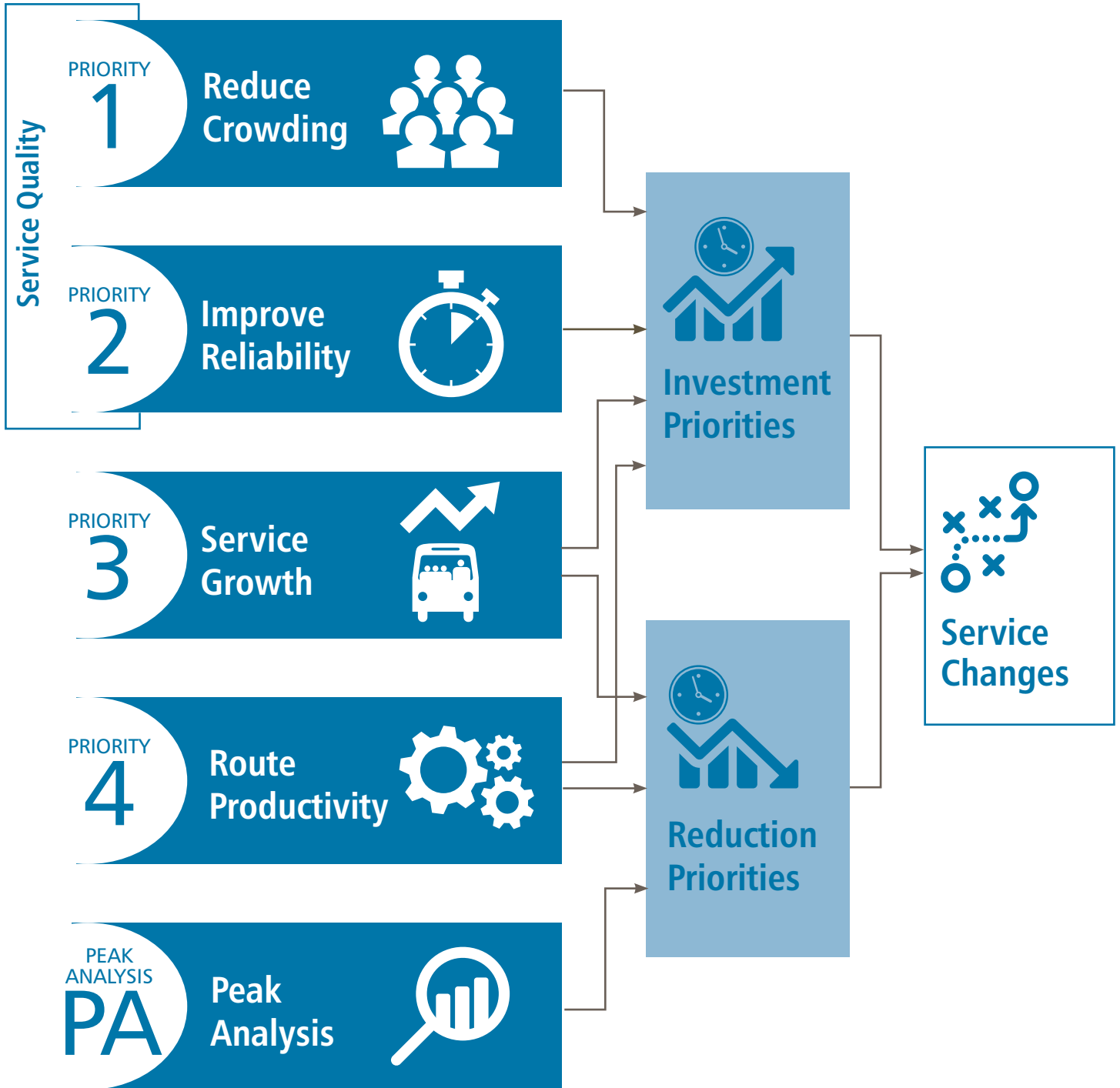
A positive outcome for service in 2020 was improved on-time performance. Traffic congestion decreased because more people were working at home and limiting non-essential trips. As a result, on-time performance initially increased dramatically at the start of the pandemic. On-time performance then dropped because buses arrived too early and ran ahead of schedule. Metro responded by adjusting schedules to account for less traffic congestion for the September 2020 service change. After the September 2020 service change, on-time performance increased to over 80 percent. In comparison, on-time performance was around 76 percent for the same period in 2019.

## Equity Impacts

Overall, the COVID-19 pandemic demonstrated the critical role of transit in maintaining mobility for essential workers, those unable to telecommute, and others who rely on transit. The ridership patterns and related service changes in 2020 highlight the specific services, routes, and times of day that support these essential trips. As expected, routes that Metro had identified as Low-income or Minority retained more of their ridership than other routes. Many of these routes serve south Seattle and south King County. These same routes also experienced more pass-ups at stops when buses reached the load limits, necessitating additional service for those routes and times of the day.

The data and trends revealed during the pandemic provide valuable insights into who continued to use Metro services and where and when they needed transit. These lessons can be carried forward in planning for the growth and improvement of the Metro system.

# How the System Evaluation Works



# Bus Service Evaluation

Investment need



0  
bus hours

## Crowding (Priority 1)

### What is Crowding?

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

### Findings

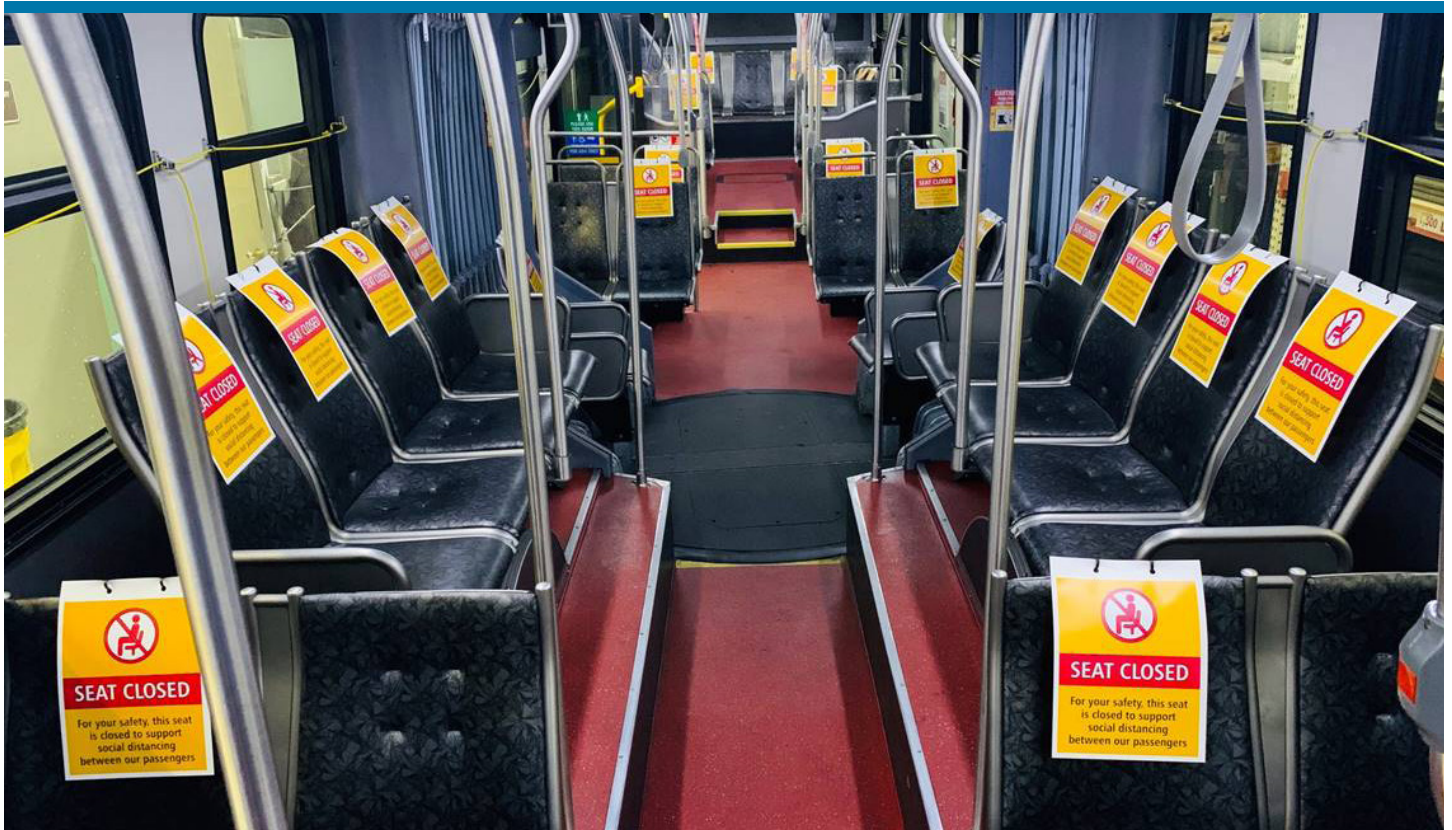
The 2021 System Evaluation found that zero bus hours are needed to reduce crowding. Because of the large decline in ridership during the pandemic, no routes had chronically crowded trips.

### What's Been Done

Between fall 2020 and spring 2021, zero hours were added to the transit system to reduce crowding as defined in the Service Guidelines. In September 2020, Metro did add 24,000 service hours to three routes (A Line, D Line, and E Line) to address crowding caused by the load limits established to maintain social distancing.

### What's Next?

As the pandemic recedes, Metro will continue to monitor ridership trends, the status of workplace and school reopening, and employees returning to central workplaces to understand when and where to expect ridership growth and potential crowding.



## Reliability (Priority 2)

### What is Reliability?

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

Investment need



6,500  
bus hours

### Findings

The 2021 System Evaluation found that 6,500 additional bus hours are needed to improve reliability. The investment need decreased from last year's figure by about 12,000 annual hours. This report lists 20 routes needing investment; three of them are new to the list. Forty-five routes that were on last year's list are now within standards. The rest have new or outstanding needs.

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

#### » South county routes

Six routes were identified as needing reliability investments. Routes 128 and 183, are new to the list. The other four (124, 125, 131, and 132) still have outstanding needs. The investment needs are relatively small.

#### » East county routes

One route, 208, is on the list and was also on last year's list.

#### » Seattle routes

Reliability needs were identified on 13 routes. Route 27 is new to the list. The other 12 routes still have outstanding needs that comprise the majority of the investment needed.

### What's Been Done

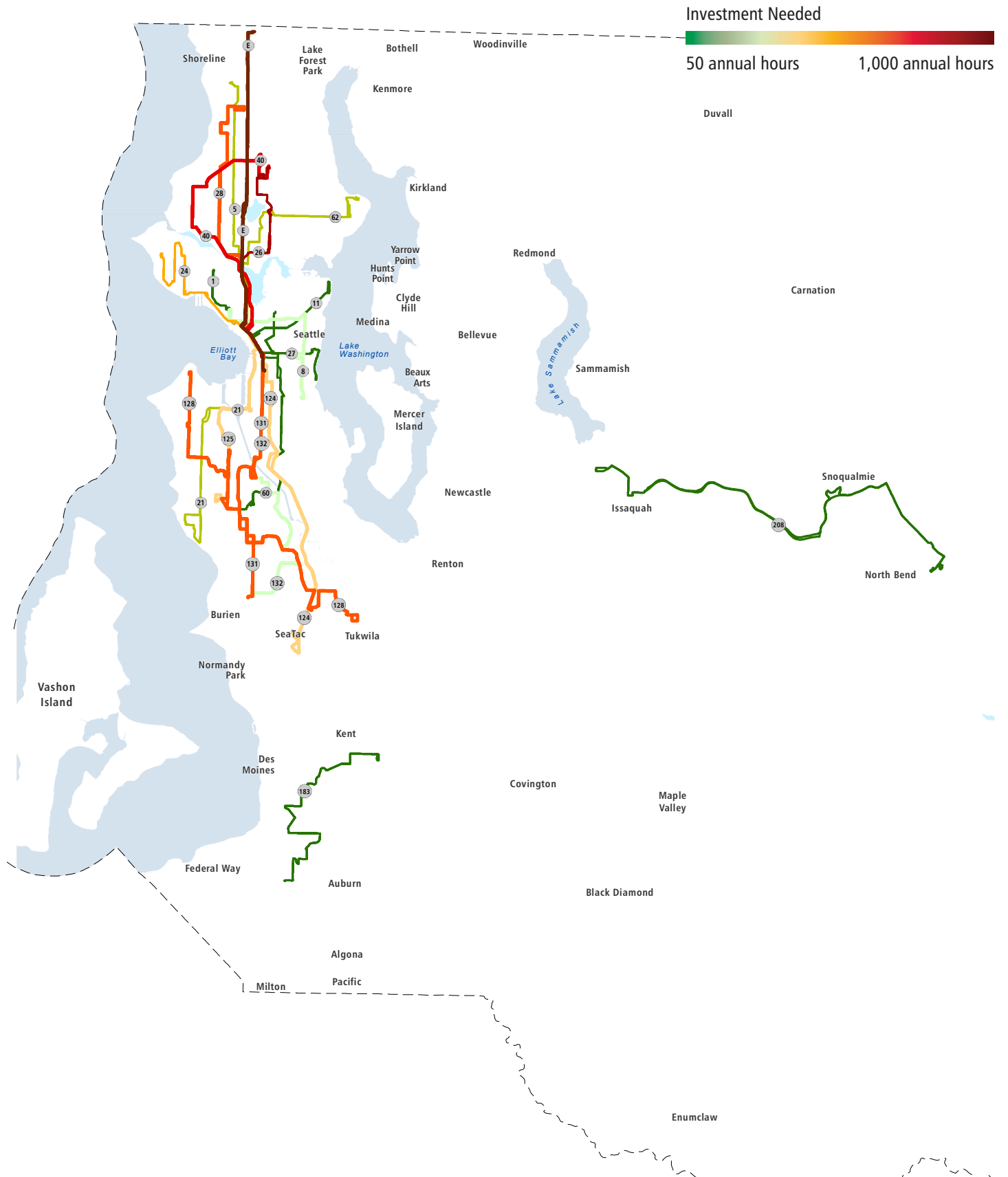
For the fall 2020 service change, zero hours were added to address reliability as defined in the Service Guidelines.

### What's Next?

Service reliability improved during the COVID-19 pandemic as a result of declines in overall travel and traffic congestion. However, traffic congestion is increasing as the region and economy recovers from the pandemic, and reliability remains a concern for 2021 and the future.

Metro will monitor routes and adjust schedules to reflect evolving conditions, and will continue seeking opportunities to provide transit-supportive infrastructure that enables fast and reliable transit service as travel demand increases.

Figure 3. Metro Bus Routes Needing Investment to Improve Reliability per the Service Guidelines





## The Complete Network: Integration with Sound Transit

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

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

Starting in 2023, Sound Transit plans to open the East Link extension between downtown Seattle and Redmond. Metro is currently engaged in the East Link Connections Mobility Project to improve transit connections throughout the Eastside as Link service expands through 2024. Metro and Sound Transit are co-leading the project in coordination with their many agency and jurisdictional partners. Metro’s current bus service and mobility options will integrate with Link. This coordination will offer current and future Metro customers fast, frequent, and reliable connections to jobs, education, and other opportunities that advance social equity for all.

Table 1 lists key corridors in King County where Sound Transit is the primary provider of two-way, all-day transit service. As Link service continues to expand, Sound Transit will become the high-capacity transit provider in more corridors. As services are introduced and modified, Metro and Sound Transit will continue to integrate them to maximize mobility.

*Table 1. Corridors Served Primarily by Sound Transit*

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



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## Service Growth (Priority 3)

### What is Service Growth?

The Service Guidelines include criteria for determining target service levels—how often buses should arrive throughout the day on major transit corridors in Metro’s existing system. The target service level analysis is based on a combination of land-use, productivity, social equity factors, and how well each corridor connects growth and activity centers in the county. The gap between how much service Metro currently provides and how much service is needed constitutes the investment needed to meet target service levels.

Investment need



0  
bus hours

The 2021 System Evaluation excluded this analysis from the report. This is because data from September 2020 to March 2021 would not be representative of a route’s performance or potential under regular conditions because of the pandemic and the suspension of many Metro services. As a result, the analysis will not be used to inform decisions about service levels.

### What’s Next?

As King County continues to have longer-term growth, investments in Priority 3 remain important. Metro plans to continue working with the public and with private partners to expand mobility based on available resources.

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## Route Productivity (Priority 4)

### What is Productivity?

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



Route productivity statistics (Appendix B) inform decisions about service investments, restructures, and reductions. Typically, routes in the top 25 percent are eligible for investment, and routes in the bottom 25 percent are eligible for reduction when the budget requires service reductions. This 2021 System Evaluation report did not classify routes into the top and bottom 25 percent because suspended and partially suspended routes skew relative performance.

The bus service system is divided into three service types (urban, suburban, and DART/shuttles), and each route is compared only to other routes of the same service type for the peak, off-peak, and night periods. See Appendix A for definitions of these categories. Productivity on all service types and periods of the day had sizable declines during the pandemic.

## Peak Analysis

### What is Peak Analysis?

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

This 2021 System Evaluation excluded this analysis because most peak-only routes were suspended for extended periods during the COVID-19 pandemic.



## Marine Service

Metro's Marine Division provides passenger ferry service in King County. As of September 2020, Metro operates two water taxi routes. The Vashon Island/downtown Seattle route provides year-round service during weekday commute periods. The West Seattle/downtown Seattle route provides a similar weekday commuter ferry service year-round and expands in the summer to all-day, seven-days-a-week, and late-night service on Friday and Saturdays.



### Water Taxi Performance

Metro monitors water taxi performance with four performance measures: ridership, productivity, passenger loads, and schedule reliability. Please see Appendix A for the method used to develop performance measures. See Table 2 for a summary of service performance from September 2020 to March 2021.

### What's Been Done

In 2020, Metro maintained the winter schedule throughout the year, with commute period service only for both routes. In April 2020, commute service was further reduced because of low ridership, to two round-trips to West Seattle and one round trip to Vashon. From May through October 2020 the water taxi returned to providing commute period service for both routes on a Monday-through-Friday only schedule.

### What's Next

The near-term plan for spring 2021 was to restore daily service on the West Seattle route for the summer season, with daily service every day, all day, and late nights on Friday and Saturday. In fall 2021 the West Seattle route will resume commute period service Monday through Friday. No changes are planned for the Vashon Island route.

Table 2. Marine Service Data: September 2021 to March 2021

| Route         | Average Weekday Boardings | Average Weekday Rides per Round Trip | Trips > 95% of Capacity | Percent Late Trips |
|---------------|---------------------------|--------------------------------------|-------------------------|--------------------|
| West Seattle  | 187                       | 16                                   | 0                       | 0.65%              |
| Vashon Island | 153                       | 26                                   | 0                       | 0.64%              |



## Flexible Services

Metro’s flexible services program complements bus service in communities that lack the land use and density to support a productive bus service network. These services develop and advance projects that build Metro’s understanding and experience with new, innovative mobility solutions.

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

## Pilot Services

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

## Pilot Service Performance

Metro collects and analyzes ridership data for pilot services deployed through the flexible services program. Pilot services in operation from September 2020 to February 2021 are listed in Table 3. Please see Appendix A for the method used to develop performance measures.

## What's Next

During the COVID-19 pandemic, Metro suspended operations of many flexible services along with other Metro services. Community Van continued to operate throughout the pandemic, Via to Transit service was restored in June 2020, and Sammamish Community Ride was restored in September 2020. Trailhead Direct was canceled for the 2020 season (April to September). In partnership with the City of Bellevue, Metro launched the Crossroads Connect service in October 2020. Small vehicle size was a particular challenge for flexible services during the pandemic because of the need to ensure safety for customers and drivers. Metro took actions such as using barriers between customers and drivers, requiring masks, and limiting loads on flexible services as well as on bus service.

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

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

*Table 3: Pilot Services in Operation October 2020 to February 2021 - Period Averages*

| Service                                    | Average Daily Ridership | Cost per Boarding |
|--|-------------------------|-------------------|
| Community Ride - Juanita                   | 3                       | \$484             |
| Community Ride - Sammamish                 | 2                       | \$401             |
| Community Shuttle - Burien (Route 631)     | 39                      | \$43              |
| Community Shuttle - Des Moines (Route 635) | 48                      | \$54              |
| Crossroads Connect                         | 23                      | \$151             |
| Via to Transit - Othello*                  | 33                      | \$39              |
| Via to Transit - Rainier Beach*            | 80                      | \$39              |
| Via to Transit - Tukwila*                  | 6                       | \$39              |

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



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- Appendix A: Methodologies and Process Descriptions . . . . . 19
- Appendix B: Route Productivity Data . . . . . 22
- Appendix C: Route-level Reliability . . . . . 29
- Appendix D: Route-level Ridership and Hours . . . . . 31
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## Appendix A: Methodologies and Process Descriptions

### Crowding (Priority 1)

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

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

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

### Reliability (Priority 2)

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

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

## Methodologies and Process Descriptions continued

### Service Growth (Priority 3)

Service growth evaluates corridors to determine the target service levels for corridors, which are major transit pathways throughout the county. A combination of productivity, geographic value, and social equity factors are used to determine how much service each corridor should have. The 2021 System Evaluation excluded this analysis from the report because results using data from September 2020 to March 2021 would not be representative of routes performance or potential due to the large decline in ridership and number of suspended routes. As a result, the analysis is not planned to be used to inform decisions about service levels.

### Route Productivity (Priority 4)

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

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

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

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

### Peak Analysis

The Peak Analysis compares each route that operates only in the peak period to an underlying local alternative, if one exists. The 2021 System Evaluation excluded this analysis from the report because most peak-only routes were suspended for extended periods during the COVID-19 pandemic.

## Methodologies and Process Descriptions continued

### Marine Service

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

| Performance Measure                                       | Description of methodology:   |
|---|---|
| Ridership: Average weekday boardings                      | The average daily ridership is measured and reported for each route for weekdays, Saturdays, and Sundays.   |
| Productivity: Rides per round trip                        | Total passengers per round trip include the average number of riders on a vessel for both the initial departure and the return trip.  |
| Crowding: Trips at or greater than 95 percent of capacity | Trips are considered to be crowded if they reach 95 percent or greater capacity, as regulated by the U.S. Coast Guard, more than five times per month over a 12-month period. |
| Reliability: Trips departing more than five minutes late  | Trip departures within five minutes of the published schedule are considered to be on time. The overall goal is for 98 percent of all trips to be on time.                    |

### Flexible Services

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

| Performance Measure                               | Description of methodology:<br>Community Shuttle, Community Ride, and Ride2  | Description of methodology:<br>Via to Transit   |
|---|--|---|
| Average daily ridership                           | Measure the level of use of these flexible services over time. High ridership may trigger additional trips and/or conditional conversion to bus service service. Low ridership may trigger re-evaluation of the service and potential right-sizing.  |   |
| Direct (or fixed) cost per boarding per passenger | <p>Determine the direct cost per passenger of the service contract with Hopelink. Cost includes service operation, vehicle maintenance and administration conducted by the service provider. (Because fuel prices are highly variable, this cost was excluded from this measure to enable numerical targets for a particular route. Including fuel prices in this measure would require Metro to forecast the future price of fuel in order to set realistic performance targets.)</p> <p>Example: A shuttle that costs \$1,200 per day to operate and provides an average of 100 boardings per day costs \$12 per boarding.</p> <p>An uncharacteristically high cost per boarding may trigger a re-evaluation of the service.</p> | <p>Determine the direct cost per passenger of the service contract with Via. Cost includes service operation, full vehicle costs, and fuel.</p> <p>The hourly cost for Via during the evaluation period was approximately \$61.66 and the average rides/vehicle/hour was 1.6, resulting in an average cost of \$38.54 per boarding.</p> <p>An uncharacteristically high cost per boarding may trigger a re-evaluation of the service.</p> |



## Appendix B: Route Productivity Data

### Suburban Routes

| Route | Description   | Peak                       |   | Off Peak                   |   | Night                      |   |
|-------|---|----------------------------|---|----------------------------|---|----------------------------|---|
|       |   | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile |
| 50    | West Seattle - SODO -<br>Beacon Hill - Columbia City  | 8.1                        | 2.6                                     | 10.0                       | 3.2                                     | 5.8                        | 1.9                                     |
| 105   | Renton Highlands - Renton<br>Transit Center           | 8.4                        | 2.4                                     | 12.8                       | 3.8                                     | 8.3                        | 2.5                                     |
| 107   | Renton Transit Center -<br>Rainier Beach              | 6.9                        | 2.2                                     | 9.8                        | 3.2                                     | 6.1                        | 2.1                                     |
| 118   | Tahlequah - Vashon -<br>Downtown Seattle              | 3.9                        | 1.9                                     | 7.4                        | 2.3                                     | 2.3                        | 0.9                                     |
| 119   | Dockton - Vashon -<br>Downtown Seattle                | 4.6                        | 2.4                                     | 6.2                        | 2.5                                     |                            |   |
| 128   | Southcenter - Alaska<br>Junction - Admiral District   | 9.5                        | 3.7                                     | 12.1                       | 4.2                                     | 8.7                        | 3.0                                     |
| 148   | Fairwood - Renton Transit<br>Center                   | 6.3                        | 2.7                                     | 7.5                        | 3.0                                     | 7.1                        | 2.9                                     |
| 153   | Kent Sounder Station -<br>Renton Transit Center       | 10.0                       | 3.8                                     | 9.5                        | 3.8                                     |                            |   |
| 156   | Southcenter - SeaTac -<br>Des Moines - Highline Coll  | 5.6                        | 1.8                                     | 7.8                        | 3.2                                     | 5.6                        | 2.2                                     |
| 160   | Renton TC - Kent Station -<br>Auburn Station          | 13.7                       | 5.0                                     | 15.9                       | 6.2                                     | 15.1                       | 5.6                                     |
| 161   | Burien - Kent Station                                 | 11.7                       | 4.5                                     | 12.4                       | 5.6                                     | 9.9                        | 3.9                                     |
| 165   | Green River College - Kent -<br>Des Moines - Burien   | 9.6                        | 2.9                                     | 13.0                       | 4.4                                     | 8.8                        | 2.8                                     |
| 168   | Maple Valley - Kent Sounder<br>Station                | 11.7                       | 4.5                                     | 11.6                       | 5.1                                     | 8.0                        | 3.0                                     |
| 181   | Twin Lakes P&R - Auburn<br>Station - Green River Coll | 9.1                        | 2.6                                     | 14.0                       | 5.3                                     | 9.4                        | 3.0                                     |
| 182   | Northeast Tacoma - Federal<br>Way TC                  | 8.5                        | 2.4                                     | 11.6                       | 4.0                                     | 7.4                        | 2.4                                     |
| 183   | Federal Way TC - Star Lake -<br>Kent Station          | 11.2                       | 4.2                                     | 11.6                       | 5.2                                     | 7.5                        | 2.4                                     |
| 184   | Auburn Station - White River<br>Junction              | 11.6                       | 2.8                                     | 16.7                       | 5.3                                     | 10.9                       | 2.4                                     |
| 187   | Federal Way - Twin Lakes                              | 11.3                       | 2.9                                     | 15.8                       | 4.9                                     | 8.5                        | 2.0                                     |
| 208   | North Bend - Issaquah<br>Transit Center               | 3.8                        | 2.0                                     | 5.3                        | 2.8                                     | 3.9                        | 2.4                                     |
| 221   | Education Hill - Crossroads -<br>Eastgate             | 4.8                        | 1.3                                     | 5.8                        | 1.7                                     | 4.8                        | 1.2                                     |

## Route Productivity Data continued

| Route  | Description  | Peak                       |   | Off Peak                   |   | Night                      |   |
|--------|--|----------------------------|---|----------------------------|---|----------------------------|---|
|        |  | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile |
| 225    | Kenmore - Totem Lake TC - Overlake TC              | 3.6                        | 1.4                                     | 3.9                        | 1.4                                     | 2.9                        | 1.1                                     |
| 226    | Eastgate P&R-Crossroads-Overlake-Bellevue TC       | 5.6                        | 2.0                                     | 6.6                        | 2.1                                     | 4.9                        | 1.7                                     |
| 230    | North Creek - Bothell - Juanita - Kirkland TC      | 2.7                        | 0.8                                     | 2.8                        | 1.0                                     | 2.6                        | 0.8                                     |
| 231    | Woodinville - Brickyard - Juanita - Kirkland TC    | 3.0                        | 1.0                                     | 3.2                        | 1.4                                     | 3.2                        | 1.0                                     |
| 239    | UW/Cascadia Coll - Totem Lake TC - Kirkland TC     | 5.2                        | 1.6                                     | 4.7                        | 1.7                                     | 3.3                        | 1.2                                     |
| 240    | Bellevue Transit Center - Renton Transit Center    | 7.1                        | 3.3                                     | 9.7                        | 4.2                                     | 7.3                        | 3.4                                     |
| 241    | Eastgate P&R - Bellevue Transit Center             | 3.6                        | 1.3                                     | 3.8                        | 1.5                                     | 3.2                        | 1.2                                     |
| 245    | Kirkland Transit Center - Crossroads - Factoria    | 5.3                        | 1.9                                     | 6.3                        | 2.4                                     | 7.1                        | 2.3                                     |
| 250    | Avondale - Redmond TC - Kirkland TC - Bellevue TC  | 6.8                        | 2.5                                     | 7.2                        | 3.0                                     | 7.2                        | 2.5                                     |
| 269    | Issaquah Transit Center - Overlake P&R             | 4.1                        | 2.1                                     | 3.7                        | 2.4                                     |                            |   |
| 330    | Shoreline Community College - Lake City            | 5.5                        | 1.9                                     | 6.3                        | 2.4                                     |                            |   |
| 331    | Shoreline Comm Coll-Aurora Village TC-Kenmore P&R  | 5.0                        | 2.4                                     | 5.6                        | 2.5                                     | 5.2                        | 1.9                                     |
| 345    | Shoreline Community College - Northgate TC         | 9.7                        | 3.3                                     | 11.6                       | 3.7                                     | 5.6                        | 1.9                                     |
| 346    | Aurora Village TC - Northgate TC                   | 8.9                        | 3.2                                     | 9.1                        | 3.4                                     | 5.0                        | 2.2                                     |
| 347    | Mountlake Terrace - Northgate TC                   | 9.5                        | 3.2                                     | 9.6                        | 2.8                                     | 7.7                        | 2.3                                     |
| 348    | Richmond Beach - Shoreline - Northgate TC          | 9.8                        | 2.8                                     | 10.7                       | 3.0                                     | 7.8                        | 2.5                                     |
| A Line | Federal Way TC - SeaTac - Tukwila Intl Blvd Sta    | 29.4                       | 9.2                                     | 27.9                       | 9.2                                     | 24.9                       | 8.3                                     |
| B Line | Redmond TC - Overlake TC - Bellevue TC             | 11.3                       | 3.7                                     | 14.6                       | 5.0                                     | 11.6                       | 3.7                                     |
| F Line | Burien TC - Tukwila Intl Blvd Sta - Renton Landing | 15.7                       | 5.4                                     | 20.6                       | 8.3                                     | 15.3                       | 5.5                                     |

## Route Productivity Data continued

### DART/Shuttle Routes

| Route | Description  | Peak                       |   | Off Peak                   |   | Night                      |   |
|-------|--|----------------------------|---|----------------------------|---|----------------------------|---|
|       |  | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile |
| 204   | S Mercer Island-Island Crest Way-Mercer Island P&R | 1.0                        | 0.5                                     | 1.0                        | 0.7                                     |                            |   |
| 224   | Duvall - Redmond Transit Center                    | 3.2                        | 0.8                                     | 3.6                        | 1.0                                     |                            |   |
| 773   | Seacrest Park - West Seattle Junction              | 3.4                        | 0.7                                     | 2.3                        | 0.4                                     |                            |   |
| 775   | Seacrest Park - Admiral District - Alki            | 3.8                        | 0.8                                     | 4.3                        | 0.7                                     |                            |   |
| 901   | Mirror Lake - Federal Way TC                       | 6.1                        | 1.8                                     | 7.0                        | 1.9                                     | 4.6                        | 1.4                                     |
| 903   | Twin Lakes - Federal Way TC                        | 4.3                        | 1.0                                     | 5.0                        | 1.1                                     | 2.4                        | 0.5                                     |
| 906   | Fairwood - Southcenter - Tukwila Sounder Station   | 12.0                       | 3.5                                     | 17.2                       | 5.8                                     | 8.8                        | 3.1                                     |
| 907   | Enumclaw - Renton TC                               |                            |   | 2.2                        | 1.0                                     |                            |   |
| 914   | Downtown Kent - Kent East Hill                     |                            |   | 4.2                        | 1.3                                     | 1.8                        | 0.6                                     |
| 915   | Enumclaw - Auburn Station                          | 18.2                       | 5.6                                     | 18.3                       | 6.4                                     | 6.0                        | 1.8                                     |
| 917   | Pacific - Algona - Auburn Station                  | 4.5                        | 1.5                                     | 4.0                        | 1.3                                     | 1.5                        | 0.4                                     |
| 930   | Kingsgate P&R - Redmond Town Center                | 5.9                        | 2.3                                     | 7.0                        | 2.8                                     |                            |   |

## Route Productivity Data continued

### Urban Routes

| Route | Description                                       | Peak                       |   | Off Peak                   |   | Night                      |   |
|-------|---|----------------------------|---|----------------------------|---|----------------------------|---|
|       |   | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile |
| 1     | Kinnear - Downtown Seattle                        | 11.4                       | 2.9                                     | 15.1                       | 3.4                                     | 11.8                       | 2.4                                     |
| 2     | Seattle Pacific - Downtown Seattle - Madrona Park | 15.7                       | 4.0                                     | 19.2                       | 4.5                                     | 11.8                       | 2.8                                     |
| 3     | North Queen Anne - Downtown Seattle - Madrona     | 14.7                       | 3.0                                     | 16.8                       | 3.6                                     | 10.4                       | 2.2                                     |
| 4     | East Queen Anne - Downtown Seattle - Judkins Park | 14.8                       | 3.0                                     | 13.7                       | 3.7                                     | 12.7                       | 2.5                                     |
| 5     | Shoreline CC - Greenwood - Downtown Seattle       | 13.1                       | 4.9                                     | 14.4                       | 5.3                                     | 11.2                       | 3.7                                     |
| 7     | Prentice St - Rainier Beach - Downtown Seattle    | 21.1                       | 7.1                                     | 25.6                       | 8.6                                     | 20.4                       | 6.2                                     |
| 8     | Seattle Center - Capitol Hill - Rainier Beach     | 14.8                       | 3.6                                     | 19.4                       | 4.9                                     | 13.4                       | 3.2                                     |
| 10    | Capitol Hill - Downtown Seattle                   | 14.3                       | 2.9                                     | 22.8                       | 4.9                                     | 15.7                       | 3.2                                     |
| 11    | Madison Park - Capitol Hill - Downtown Seattle    | 13.2                       | 2.7                                     | 20.8                       | 4.6                                     | 12                         | 2.3                                     |
| 12    | Interlaken Park - First Hill - Downtown Seattle   | 13.8                       | 2.9                                     | 14.2                       | 3.3                                     | 8.2                        | 2.1                                     |
| 13    | Seattle Pacific - Downtown Seattle                | 12.5                       | 3.6                                     | 15.7                       | 4.1                                     | 13.4                       | 3.0                                     |
| 14    | Mt Baker - Downtown Seattle                       | 12.4                       | 2.4                                     | 16.6                       | 3.2                                     | 11.8                       | 2.0                                     |
| 21    | Arbor Heights-Westwood Village-Downtown Seattle   | 10.5                       | 3.6                                     | 12.7                       | 4.5                                     | 9.1                        | 3.2                                     |
| 21X   | Arbor Heights-Westwood Village-Downtown Seattle   | 3.5                        | 1.6                                     |                            |   |                            |   |
| 24    | West Magnolia - Downtown Seattle                  | 7.7                        | 2.7                                     | 9.0                        | 3.6                                     | 6.7                        | 2.4                                     |
| 26X   | Northgate TC - East Green Lake - Downtown Seattle | 6.9                        | 2.7                                     | 7.8                        | 3.8                                     | 5.2                        | 2.0                                     |
| 27    | Colman Park - Downtown Seattle                    | 7.5                        | 1.6                                     | 7.9                        | 1.7                                     | 8.0                        | 1.7                                     |
| 28X   | Whittier Heights - Fremont - Downtown Seattle     | 5.1                        | 1.7                                     | 8.7                        | 3.3                                     | 5.5                        | 2.0                                     |

## Route Productivity Data continued

| Route | Description   | Peak                       |   | Off Peak                   |   | Night                      |   |
|-------|---|----------------------------|---|----------------------------|---|----------------------------|---|
|       |   | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile |
| 31    | Univ District - Fremont - Central Magnolia          | 6.7                        | 2.1                                     | 6.2                        | 2.1                                     | 3.9                        | 1.2                                     |
| 32    | Univ District-Fremont-Interbay-Seattle Center West  | 8.9                        | 3.5                                     | 7.5                        | 2.8                                     | 7.5                        | 2.5                                     |
| 33    | Discovery Park - Downtown Seattle                   | 7.5                        | 2.4                                     | 10.6                       | 3.5                                     | 5.8                        | 1.9                                     |
| 36    | Othello Station - Beacon Hill - Downtown Seattle    | 14.8                       | 3.9                                     | 19.4                       | 5.0                                     | 14.9                       | 3.6                                     |
| 40    | Northgate-Ballard-Fremont-Westlake-Downtown Seattle | 11.0                       | 3.4                                     | 16.1                       | 5.2                                     | 10.6                       | 3.4                                     |
| 41    | Lake City - Northgate TC - Downtown Seattle         | 8.0                        | 4.4                                     | 9.7                        | 4.9                                     | 7.3                        | 3.7                                     |
| 43    | Univ Dist-Montlake-Capitol Hill-Downtown Seattle    | 9.1                        | 1.7                                     | 11.0                       | 2.7                                     | 7.9                        | 1.8                                     |
| 44    | Ballard - Montlake                                  | 15.9                       | 4.4                                     | 17.4                       | 5.2                                     | 13.1                       | 3.4                                     |
| 45    | Loyal Heights - University District                 | 10.6                       | 2.7                                     | 15.6                       | 5.0                                     | 10.7                       | 2.9                                     |
| 48    | Mt Baker - University District                      | 10.0                       | 3.3                                     | 13.1                       | 4.2                                     | 7.4                        | 2.1                                     |
| 49    | Univ District - Broadway - Downtown Seattle         | 13.7                       | 5.4                                     | 16.9                       | 6.5                                     | 15.7                       | 5.7                                     |
| 55    | Admiral District-Alaska Junction-Downtown Seattle   | 3.1                        | 1.2                                     |                            |   |                            |   |
| 56    | Alki - Admiral District - Downtown Seattle          | 3.5                        | 1.5                                     | 3.8                        | 1.6                                     |                            |   |
| 57    | Alaska Junction - Genesee Hill - Admiral District   | 3.7                        | 1.5                                     |                            |   |                            |   |
| 60    | Westwood Village - Georgetown - Broadway            | 13.2                       | 4.3                                     | 15.9                       | 5.3                                     | 12.3                       | 3.8                                     |
| 62    | Sand Point - Green Lake - Downtown Seattle          | 8.4                        | 2.7                                     | 10.5                       | 3.6                                     | 7.7                        | 2.8                                     |
| 64X   | Lake City - Univ Dist - S Lake Union - First Hill   | 5.2                        | 1.8                                     |                            |   |                            |   |
| 65    | Lake City - University District                     | 13.3                       | 4.6                                     | 13.6                       | 4.6                                     | 10.0                       | 3.2                                     |
| 67    | Northgate - Roosevelt - University District         | 14.2                       | 4.9                                     | 14.6                       | 4.7                                     | 11.5                       | 3.2                                     |
| 70    | University District - Eastlake - Downtown Seattle   | 13.9                       | 4.8                                     | 15.1                       | 5.5                                     | 10.5                       | 3.6                                     |

## Route Productivity Data continued

| Route | Description  | Peak                       |   | Off Peak                   |   | Night                      |   |
|-------|--|----------------------------|---|----------------------------|---|----------------------------|---|
|       |  | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile |
| 73    | Jackson Park - Univ District - Downtown Seattle    |                            |   | 8.7                        | 3.6                                     | 7.0                        | 3.0                                     |
| 74    | Sand Point - Downtown Seattle                      | 3.9                        | 1.5                                     | 3.2                        | 1.2                                     |                            |   |
| 75    | Northgate - Lake City - Sand Point - Univ District | 10.9                       | 3.3                                     | 10.2                       | 3.0                                     | 7.5                        | 2.3                                     |
| 101   | Renton Transit Center - Downtown Seattle           | 10.7                       | 7.3                                     | 12.2                       | 8.7                                     | 13.0                       | 8.7                                     |
| 102   | Fairwood - Downtown Seattle                        | 8.0                        | 5.0                                     |                            |   |                            |   |
| 106   | Renton Transit Center - Skyway - Downtown Seattle  | 14.1                       | 4.4                                     | 18.1                       | 5.8                                     | 12.6                       | 4.2                                     |
| 111   | Lake Kathleen - Downtown Seattle                   | 2.1                        | 1.8                                     |                            |   |                            |   |
| 120   | Burien TC - Westwood Village - Downtown Seattle    | 13.0                       | 5.8                                     | 17.1                       | 8.1                                     | 13.4                       | 5.6                                     |
| 124   | Tukwila International Blvd Sta - Downtown Seattle  | 14.4                       | 5.1                                     | 18.5                       | 6.0                                     | 12.6                       | 4.8                                     |
| 125   | Westwood Vill - S Seattle Coll - Downtown Seattle  | 4.6                        | 2.0                                     | 5.2                        | 2.5                                     | 3.5                        | 1.4                                     |
| 131   | Burien TC - Georgetown - Downtown Seattle          | 15.7                       | 6.0                                     | 23.4                       | 9.5                                     | 13.9                       | 4.8                                     |
| 132   | Burien TC - South Park - Downtown Seattle          | 14.8                       | 5.8                                     | 18.1                       | 7.2                                     | 11.6                       | 4.0                                     |
| 150   | Kent Station - Southcenter - Downtown Seattle      | 12.2                       | 8.4                                     | 13.3                       | 10.0                                    | 10.4                       | 7.4                                     |
| 162   | Lake Meridean P&R - Downtown Seattle               | 3.9                        | 2.5                                     |                            |   |                            |   |
| 193X  | Federal Way S 320th P&R- Federal Way TC-First Hill | 7.1                        | 5.9                                     |                            |   |                            |   |
| 212   | Eastgate P&R - Downtown Seattle                    | 3.4                        | 1.9                                     | 1.8                        | 0.9                                     |                            |   |
| 218   | Issaquah Highlands - Downtown Seattle              | 2.3                        | 1.4                                     |                            |   |                            |   |
| 255   | Totem Lake TC-Kirkand TC-UW Link Sta-Univ Dist     | 5.2                        | 2.7                                     | 5.9                        | 3.4                                     | 3.7                        | 2.1                                     |
| 257   | Brickyard P&R - Downtown Seattle                   | 2.9                        | 1.7                                     |                            |   |                            |   |

## Route Productivity Data continued

| Route  | Description  | Peak                       |   | Off Peak                   |   | Night                      |   |
|--------|--|----------------------------|---|----------------------------|---|----------------------------|---|
|        |  | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile | Rides/<br>Platform<br>Hour | Passenger<br>Miles/<br>Platform<br>Mile |
| 271    | Issaquah - University District                     | 5.3                        | 2.4                                     | 5.7                        | 3.0                                     | 6.4                        | 3.0                                     |
| 301    | Aurora Vill TC - Richmond Beach - Downtown Seattle | 3.3                        | 2.3                                     |                            |   |                            |   |
| 303X   | Shoreline - Northgate TC - First Hill              | 9.2                        | 5.1                                     |                            |   |                            |   |
| 304    | Richmond Beach - Downtown Seattle                  | 3.1                        | 1.9                                     |                            |   |                            |   |
| 309X   | Kenmore P&R - South Lake Union - First Hill        | 5.5                        | 2.7                                     |                            |   |                            |   |
| 311    | Woodinville - Downtown Seattle                     | 2.3                        | 1.4                                     |                            |   |                            |   |
| 372X   | UW/Cascadia College - University District          | 7.0                        | 2.2                                     | 8.0                        | 2.7                                     | 7.0                        | 1.8                                     |
| 373X   | Aurora Village TC - University District            | 8.2                        | 3.6                                     | 8.0                        | 3.3                                     |                            |   |
| C Line | Valley St/Fairview Av N - SW Barton St/26 Av SW    | 10.3                       | 4.1                                     | 14.9                       | 6.8                                     | 10.3                       | 4.6                                     |
| D Line | Blue Ridge/Crown Hill - Ballard - Downtown Seattle | 16.9                       | 4.9                                     | 22.8                       | 7.5                                     | 18.0                       | 5.4                                     |
| E Line | Aurora Village Transit Center - Downtown Seattle   | 17.9                       | 6.7                                     | 24.8                       | 10.0                                    | 22.3                       | 8.7                                     |

## Appendix C: Route-level Reliability

over the lateness threshold

| Route | All-Day % Late | PM % Late | Saturday % Late | Sunday % Late |
|-------|----------------|-----------|-----------------|---------------|
| 1     | 7.0 %          | 3.5 %     | 22.4 %          | 11.1 %        |
| 2     | 9.8 %          | 6.5 %     | 12.3 %          | 15.2 %        |
| 3     | 7.0 %          | 6.5 %     | 5.7 %           | 7.6 %         |
| 4     | 10.2 %         | 7.7 %     | 13.3 %          | 10.5 %        |
| 5     | 18.3 %         | 19.5 %    | 24.2 %          | 17.6 %        |
| 7     | 8.2 %          | 8.7 %     | 14.1 %          | 10.1 %        |
| 8     | 16.1 %         | 17.8 %    | 19.0 %          | 26.7 %        |
| 10    | 6.7 %          | 4.0 %     | 7.0 %           | 5.5 %         |
| 11    | 14.5 %         | 13.1 %    | 14.8 %          | 22.5 %        |
| 12    | 5.6 %          | 3.8 %     | 3.5 %           | 7.4 %         |
| 13    | 8.6 %          | 3.7 %     | 10.2 %          | 10.4 %        |
| 14    | 5.7 %          | 4.1 %     | 16.6 %          | 6.6 %         |
| 21    | 17.3 %         | 23.0 %    | 22.3 %          | 14.0 %        |
| 21X   | 7.9 %          | 5.2 %     |                 |               |
| 24    | 17.5 %         | 15.6 %    | 33.0 %          | 30.4 %        |
| 26X   | 26.9 %         | 21.2 %    | 23.1 %          | 22.0 %        |
| 27    | 6.9 %          | 7.4 %     | 22.8 %          | 14.6 %        |
| 28X   | 21.5 %         | 20.1 %    | 26.7 %          | 35.7 %        |
| 31    | 8.3 %          | 9.2 %     |                 |               |
| 32    | 10.9 %         | 12.4 %    | 14.9 %          | 15.8 %        |
| 33    | 13.8 %         | 14.3 %    | 16.4 %          | 19.1 %        |
| 36    | 6.3 %          | 6.0 %     | 7.6 %           | 7.5 %         |
| 40    | 10.0 %         | 9.5 %     | 22.7 %          | 33.9 %        |
| 41    | 7.8 %          | 8.4 %     | 7.1 %           | 4.8 %         |
| 43    | 7.9 %          | 6.2 %     | 10.9 %          | 11.2 %        |
| 44    | 5.8 %          | 3.4 %     | 8.3 %           | 3.2 %         |
| 45    | 10.3 %         | 12.0 %    | 14.6 %          | 13.4 %        |
| 48    | 9.8 %          | 7.6 %     | 15.3 %          | 12.1 %        |
| 49    | 9.9 %          | 4.6 %     | 7.8 %           | 11.0 %        |
| 50    | 10.7 %         | 13.6 %    | 14.0 %          | 18.0 %        |
| 55    | 7.2 %          | 6.9 %     |                 |               |
| 56    | 4.4 %          | 7.0 %     |                 |               |
| 57    | 5.2 %          | 6.4 %     |                 |               |
| 60    | 12.2 %         | 14.6 %    | 21.9 %          | 16.0 %        |
| 62    | 14.0 %         | 11.3 %    | 22.9 %          | 19.7 %        |
| 64X   | 7.0 %          | 5.4 %     |                 |               |
| 65    | 6.9 %          | 6.6 %     | 9.9 %           | 6.3 %         |
| 67    | 8.3 %          | 7.5 %     | 10.6 %          | 7.1 %         |

| Route | All-Day % Late | PM % Late | Saturday % Late | Sunday % Late |
|-------|----------------|-----------|-----------------|---------------|
| 70    | 9.4%           | 8.7%      | 10.9%           | 7.3%          |
| 73    | 4.9%           |           | 7.4%            | 8.8%          |
| 74    | 2.9 %          | 6.7 %     |                 |               |
| 75    | 8.5 %          | 8.7 %     | 10.7 %          | 10.6 %        |
| 101   | 4.6 %          | 3.7 %     | 8.0 %           | 7.9 %         |
| 102   | 3.0 %          | 2.6 %     |                 |               |
| 105   | 2.1 %          | 3.2 %     | 5.4 %           | 11.5 %        |
| 106   | 12.5 %         | 10.0 %    | 16.3 %          | 12.3 %        |
| 107   | 9.3 %          | 8.9 %     | 13.4 %          | 16.7 %        |
| 111   | 4.5 %          | 1.9 %     |                 |               |
| 118   | 15.4 %         | 10.0 %    | 10.8 %          | 8.3 %         |
| 119   | 12.3 %         | 8.1 %     |                 |               |
| 120   | 9.8 %          | 9.7 %     | 15.5 %          | 9.3 %         |
| 124   | 14.4 %         | 14.2 %    | 23.7 %          | 27.2 %        |
| 125   | 21.4 %         | 26.2 %    | 22.1 %          |               |
| 128   | 20.1 %         | 25.0 %    | 28.8 %          | 16.4 %        |
| 131   | 22.0 %         | 27.9 %    | 29.3 %          | 26.4 %        |
| 132   | 19.6 %         | 25.9 %    | 22.7 %          | 26.7 %        |
| 148   | 7.1 %          | 11.5 %    | 12.1 %          | 18.5 %        |
| 150   | 5.9 %          | 5.9 %     | 7.7 %           | 8.0 %         |
| 153   | 10.1 %         | 21.4 %    |                 |               |
| 156   | 5.6 %          | 9.6 %     | 14.2 %          | 13.5 %        |
| 160   | 8.5 %          | 9.5 %     | 6.4 %           | 14.9 %        |
| 161   | 8.2 %          | 8.0 %     | 12.7 %          | 7.8 %         |
| 162   | 2.3 %          | 2.8 %     |                 |               |
| 165   | 5.0 %          | 5.5 %     | 11.4 %          | 18.2 %        |
| 168   | 10.7 %         | 15.3 %    | 13.8 %          | 6.2 %         |
| 181   | 6.7 %          | 10.0 %    | 16.8 %          | 7.7 %         |
| 182   | 6.5 %          | 9.9 %     | 12.7 %          | 7.6 %         |
| 183   | 9.1 %          | 8.6 %     | 21.9 %          |               |
| 184   | 3.9 %          | 5.5 %     | 6.6 %           | 4.9 %         |
| 187   | 7.7 %          | 13.4 %    | 7.6 %           | 7.7 %         |
| 193X  | 5.0 %          | 5.2 %     |                 |               |
| 208   | 13.6 %         | 12.8 %    | 21.4 %          |               |
| 212   | 0.6 %          | 0.8 %     |                 |               |
| 218   | 0.3 %          | 0.4 %     |                 |               |
| 221   | 5.0 %          | 6.1 %     | 13.2 %          | 12.5 %        |
| 225   | 15.0 %         | 15.9 %    | 10.8 %          | 7.8 %         |



## Route-level Reliability continued

| Route  | All-Day % Late | PM % Late | Saturday % Late | Sunday % Late |
|--------|----------------|-----------|-----------------|---------------|
| 226    | 8.5 %          | 7.7 %     | 6.8 %           | 9.9 %         |
| 230    | 5.7 %          | 4.2 %     | 8.2 %           | 8.9 %         |
| 231    | 7.4 %          | 8.9 %     | 10.3 %          | 13.0 %        |
| 239    | 10.3 %         | 11.2 %    | 10.6 %          | 14.0 %        |
| 240    | 8.9 %          | 15.9 %    | 11.0 %          | 10.3 %        |
| 241    | 15.0 %         | 15.1 %    | 6.2 %           | 9.9 %         |
| 245    | 7.5 %          | 6.2 %     | 16.5 %          | 13.1 %        |
| 250    | 4.8 %          | 4.3 %     | 13.7 %          | 9.6 %         |
| 255    | 3.6 %          | 1.3 %     | 9.9 %           | 3.9 %         |
| 257    | 6.5 %          | 8.8 %     |                 |               |
| 269    | 6.0 %          | 4.4 %     |                 |               |
| 271    | 4.5 %          | 3.7 %     | 13.8 %          | 12.1 %        |
| 301    | 1.4 %          |           |                 |               |
| 301X   | 1.7 %          | 3.3 %     |                 |               |
| 303X   | 5.0 %          | 4.2 %     |                 |               |
| 304    | 1.3 %          | 1.3 %     |                 |               |
| 309X   | 3.1 %          | 5.6 %     |                 |               |
| 311    | 3.2 %          | 9.2 %     |                 |               |
| 330    | 9.2 %          | 7.0 %     |                 |               |
| 331    | 5.1 %          | 5.3 %     | 11.5 %          | 5.3 %         |
| 345    | 3.3 %          | 4.3 %     | 4.7 %           | 4.8 %         |
| 346    | 3.0 %          | 6.3 %     | 1.8 %           | 2.3 %         |
| 347    | 6.7 %          | 10.8 %    | 6.0 %           | 4.6 %         |
| 348    | 4.7 %          | 5.8 %     | 6.1 %           | 3.5 %         |
| 372X   | 4.0 %          | 3.3 %     | 4.1 %           | 2.3 %         |
| 373X   | 4.5 %          | 3.0 %     |                 |               |
| A Line | 17.5%          | 20.8 %    |                 |               |
| B Line | 13.9%          | 16.7 %    |                 |               |
| C Line | 19.9%          | 22.0 %    |                 |               |
| D Line | 16.9%          | 19.9 %    |                 |               |
| E Line | 23.1%          | 25.4 %    |                 |               |
| F Line | 12.9%          | 15.0 %    |                 |               |

## Appendix D: Route-level Ridership and Hours 2019–2020

| Route | Fall 2020 Route Status | Avg Weekday Rides in Fall 2019 | Avg Weekday Rides in Fall 2020 | Change in Rides | Weekday Platform Hours in Fall 2019 | Weekday Platform Hours in Fall 2020 | Change in Platform Hours |
|-------|------------------------|--------------------------------|--------------------------------|-----------------|-------------------------------------|-------------------------------------|--------------------------|
| 1     | Partial Suspension     | 2,694                          | 945                            | -1,749          | 78                                  | 78                                  | 0                        |
| 2     | Partial Suspension     | 5,872                          | 2,049                          | -3,823          | 137                                 | 136                                 | -1                       |
| 3     | Partial Suspension     | 6,749                          | 2,440                          | -4,309          | 167                                 | 156                                 | -12                      |
| 4     | Partial Suspension     | 3,839                          | 1,362                          | -2,477          | 109                                 | 103                                 | -6                       |
| 5     | Partial Suspension     | 6,380                          | 1,809                          | -4,571          | 180                                 | 146                                 | -34                      |
| 5X    | Suspended              | 1,330                          |                                |                 | 38                                  |                                     |                          |
| 7     | Partial Suspension     | 11,158                         | 6,648                          | -4,510          | 260                                 | 261                                 | 2                        |
| 8     | Partial Suspension     | 8,772                          | 2,529                          | -6,243          | 195                                 | 168                                 | -27                      |
| 9X    | Suspended              | 966                            |                                |                 | 37                                  |                                     |                          |
| 10    | Partial Suspension     | 3,159                          | 1,415                          | -1,744          | 94                                  | 88                                  | -7                       |
| 11    | Partial Suspension     | 4,127                          | 1,209                          | -2,918          | 97                                  | 83                                  | -14                      |
| 12    | Partial Suspension     | 3,466                          | 1,055                          | -2,411          | 86                                  | 84                                  | -2                       |
| 13    | Partial Suspension     | 2,299                          | 796                            | -1,503          | 64                                  | 63                                  | -1                       |
| 14    | Partial Suspension     | 3,331                          | 1,347                          | -1,984          | 104                                 | 101                                 | -3                       |
| 15X   | Suspended              | 1,463                          |                                |                 | 35                                  |                                     |                          |
| 17X   | Suspended              | 1,143                          |                                |                 | 29                                  |                                     |                          |
| 18X   | Suspended              | 944                            |                                |                 | 27                                  |                                     |                          |
| 19    | Suspended              | 336                            |                                |                 | 13                                  |                                     |                          |
| 21    | Partial Suspension     | 3,590                          | 1,342                          | -2,248          | 122                                 | 128                                 | 6                        |
| 21X   | Partial Suspension     | 1,021                          | 127                            | -894            | 36                                  | 37                                  | 1                        |
| 22    | Suspended              | 198                            |                                |                 | 17                                  |                                     |                          |
| 24    | Partial Suspension     | 2,066                          | 533                            | -1,533          | 74                                  | 70                                  | -4                       |
| 26X   | Partial Suspension     | 2,670                          | 581                            | -2,089          | 96                                  | 92                                  | -4                       |
| 27    | Partial Suspension     | 1,263                          | 351                            | -912            | 50                                  | 47                                  | -2                       |
| 28X   | Partial Suspension     | 3,001                          | 572                            | -2,429          | 109                                 | 103                                 | -7                       |
| 29    | Suspended              | 993                            |                                |                 | 38                                  |                                     |                          |
| 31    | Partial Suspension     | 1,763                          | 392                            | -1,371          | 67                                  | 65                                  | -2                       |
| 32    | Partial Suspension     | 2,389                          | 518                            | -1,871          | 77                                  | 70                                  | -7                       |
| 33    | Partial Suspension     | 1,979                          | 429                            | -1,550          | 60                                  | 54                                  | -6                       |
| 36    | Partial Suspension     | 9,201                          | 4,554                          | -4,647          | 241                                 | 240                                 | -1                       |
| 37    | Suspended              | 165                            |                                |                 | 13                                  |                                     |                          |
| 40    | Partial Suspension     | 13,233                         | 3,594                          | -9,639          | 342                                 | 309                                 | -33                      |
| 41    | Partial Suspension     | 6,729                          | 2,198                          | -4,531          | 279                                 | 266                                 | -12                      |
| 43    | Partial Suspension     | 682                            | 216                            | -466            | 32                                  | 24                                  | -9                       |
| 44    | Partial Suspension     | 8,873                          | 2,532                          | -6,341          | 178                                 | 165                                 | -14                      |
| 45    | Partial Suspension     | 6,850                          | 2,066                          | -4,784          | 186                                 | 178                                 | -8                       |
| 47    | Suspended              | 578                            |                                |                 | 23                                  |                                     |                          |
| 48    | Partial Suspension     | 5,210                          | 1,607                          | -3,603          | 204                                 | 163                                 | -41                      |

## Route-level Ridership and Hours 2019–2020 continued

| Route | Fall 2020 Route Status | Avg Weekday Rides in Fall 2019 | Avg Weekday Rides in Fall 2020 | Change in Rides | Weekday Platform Hours in Fall 2019 | Weekday Platform Hours in Fall 2020 | Change in Platform Hours |
|-------|------------------------|--------------------------------|--------------------------------|-----------------|-------------------------------------|-------------------------------------|--------------------------|
| 49    | Partial Suspension     | 6,286                          | 1,941                          | -4,345          | 169                                 | 130                                 | -38                      |
| 50    | Partial Suspension     | 2,494                          | 993                            | -1,501          | 147                                 | 128                                 | -19                      |
| 55    | Partial Suspension     | 812                            | 77                             | -735            | 36                                  | 25                                  | -11                      |
| 56    | Partial Suspension     | 768                            | 91                             | -677            | 26                                  | 26                                  | 0                        |
| 57    | Partial Suspension     | 466                            | 43                             | -423            | 13                                  | 12                                  | -2                       |
| 60    | Partial Suspension     | 5,557                          | 2,663                          | -2,894          | 192                                 | 193                                 | 1                        |
| 62    | Partial Suspension     | 8,110                          | 2,042                          | -6,068          | 245                                 | 240                                 | -5                       |
| 63X   | Suspended              | 826                            |                                |                 | 30                                  |                                     |                          |
| 64X   | Partial Suspension     | 898                            | 166                            | -732            | 30                                  | 32                                  | 2                        |
| 65    | Partial Suspension     | 5,848                          | 1,393                          | -4,455          | 155                                 | 114                                 | -41                      |
| 67    | Partial Suspension     | 5,989                          | 1,413                          | -4,576          | 151                                 | 106                                 | -44                      |
| 70    | Partial Suspension     | 8,130                          | 2,515                          | -5,615          | 216                                 | 198                                 | -18                      |
| 71    | Suspended              | 1,288                          |                                |                 | 51                                  |                                     |                          |
| 73    | Partial Suspension     | 647                            | 142                            | -505            | 24                                  | 16                                  | -9                       |
| 74    | Partial Suspension     | 1,038                          | 160                            | -878            | 56                                  | 42                                  | -14                      |
| 75    | Partial Suspension     | 4,265                          | 1,155                          | -3,110          | 136                                 | 125                                 | -11                      |
| 76    | Suspended              | 1,654                          |                                |                 | 43                                  |                                     |                          |
| 77X   | Suspended              | 1,139                          |                                |                 | 37                                  |                                     |                          |
| 78    | Suspended              | 215                            |                                |                 | 14                                  |                                     |                          |
| 101   | Active                 | 3,825                          | 1,825                          | -2,000          | 166                                 | 160                                 | -6                       |
| 102   | Reduced                | 1,204                          | 306                            | -898            | 46                                  | 38                                  | -8                       |
| 105   | Active                 | 917                            | 499                            | -418            | 38                                  | 54                                  | 16                       |
| 106   | Partial Suspension     | 5,583                          | 2,661                          | -2,922          | 178                                 | 175                                 | -3                       |
| 107   | Active                 | 2,507                          | 869                            | -1,638          | 121                                 | 121                                 | 0                        |
| 111   | Active                 | 836                            | 105                            | -731            | 49                                  | 49                                  | 0                        |
| 113   | Suspended              | 239                            |                                |                 | 14                                  |                                     |                          |
| 114   | Suspended              | 438                            |                                |                 | 31                                  |                                     |                          |
| 116X  | Suspended              | 557                            |                                |                 | 30                                  |                                     |                          |
| 118   | Partial Suspension     | 319                            | 103                            | -216            | 31                                  | 25                                  | -6                       |
| 119   | Partial Suspension     | 178                            | 64                             | -114            | 16                                  | 13                                  | -3                       |
| 120   | Partial Suspension     | 8,209                          | 3,963                          | -4,246          | 297                                 | 290                                 | -7                       |
| 121   | Suspended              | 807                            |                                |                 | 56                                  |                                     |                          |
| 122   | Suspended              | 431                            |                                |                 | 29                                  |                                     |                          |
| 123   | Suspended              | 282                            |                                |                 | 13                                  |                                     |                          |
| 124   | Partial Suspension     | 4,064                          | 2,130                          | -1,934          | 136                                 | 141                                 | 5                        |
| 125   | Partial Suspension     | 1,245                          | 293                            | -952            | 62                                  | 63                                  | 2                        |
| 128   | Active                 | 3,206                          | 2,267                          | -939            | 138                                 | 236                                 | 97                       |
| 131   | Active                 | 3,433                          | 1,786                          | -1,647          | 96                                  | 96                                  | 0                        |

## Route-level Ridership and Hours 2019–2020 continued

| Route | Fall 2020 Route Status | Avg Weekday Rides in Fall 2019 | Avg Weekday Rides in Fall 2020 | Change in Rides | Weekday Platform Hours in Fall 2019 | Weekday Platform Hours in Fall 2020 | Change in Platform Hours |
|-------|------------------------|--------------------------------|--------------------------------|-----------------|-------------------------------------|-------------------------------------|--------------------------|
| 132   | Active                 | 2,959                          | 1,592                          | -1,367          | 103                                 | 102                                 | 0                        |
| 143   | Suspended              | 542                            |                                |                 | 35                                  |                                     |                          |
| 148   | Active                 | 535                            | 283                            | -252            | 43                                  | 43                                  | 0                        |
| 150   | Active                 | 5,394                          | 2,729                          | -2,665          | 225                                 | 221                                 | -3                       |
| 153   | Active                 | 775                            | 409                            | -366            | 42                                  | 42                                  | 0                        |
| 154   | Suspended              | 138                            |                                |                 | 9                                   |                                     |                          |
| 156   | Active                 | 982                            | 442                            | -540            | 72                                  | 72                                  | 0                        |
| 157   | Suspended              | 232                            |                                |                 | 17                                  |                                     |                          |
| 160   | New                    |                                | 3,106                          |                 |                                     | 200                                 |                          |
| 161   | New                    |                                | 1,105                          |                 |                                     | 101                                 |                          |
| 162   | New                    |                                | 183                            |                 |                                     | 48                                  |                          |
| 165   | New                    |                                | 1,448                          |                 |                                     | 142                                 |                          |
| 167   | Suspended              | 344                            |                                |                 | 16                                  |                                     |                          |
| 168   | Active                 | 1,474                          | 750                            | -724            | 74                                  | 71                                  | -4                       |
| 177   | Suspended              | 471                            |                                |                 | 37                                  |                                     |                          |
| 178   | Suspended              | 427                            |                                |                 | 35                                  |                                     |                          |
| 179   | Suspended              | 735                            |                                |                 | 44                                  |                                     |                          |
| 181   | Active                 | 2,001                          | 1,094                          | -907            | 106                                 | 106                                 | 0                        |
| 182   | Active                 | 429                            | 272                            | -157            | 29                                  | 29                                  | 0                        |
| 183   | Active                 | 1,060                          | 560                            | -500            | 52                                  | 52                                  | 0                        |
| 184   | New                    |                                | 579                            |                 |                                     | 47                                  |                          |
| 187   | Active                 | 415                            | 222                            | -193            | 20                                  | 20                                  | 0                        |
| 190   | Suspended              | 360                            |                                |                 | 32                                  |                                     |                          |
| 193X  | Active                 | 414                            | 276                            | -138            | 32                                  | 32                                  | 0                        |
| 197   | Suspended              | 525                            |                                |                 | 40                                  |                                     |                          |
| 200   | Suspended              | 111                            |                                |                 | 14                                  |                                     |                          |
| 204   | Partial Suspension     | 159                            | 22                             | -137            | 17                                  | 17                                  | 0                        |
| 208   | Partial Suspension     | 113                            | 62                             | -51             | 17                                  | 14                                  | -3                       |
| 212   | Partial Suspension     | 2,949                          | 153                            | -2,796          | 79                                  | 47                                  | -32                      |
| 214   | Suspended              | 1,094                          |                                |                 | 47                                  |                                     |                          |
| 216   | Suspended              | 917                            |                                |                 | 31                                  |                                     |                          |
| 217   | Suspended              | 186                            |                                |                 | 12                                  |                                     |                          |
| 218   | Partial Suspension     | 1,464                          | 103                            | -1,361          | 47                                  | 45                                  | -2                       |
| 219   | Suspended              | 916                            |                                |                 | 38                                  |                                     |                          |
| 221   | Partial Suspension     | 1,486                          | 394                            | -1,092          | 83                                  | 79                                  | -4                       |
| 224   | Active                 | 120                            | 55                             | -65             | 16                                  | 16                                  | 0                        |
| 225   | Partial Suspension     |                                | 268                            |                 |                                     | 77                                  |                          |

## Route-level Ridership and Hours 2019–2020 continued

| Route | Fall 2020 Route Status | Avg Weekday Rides in Fall 2019 | Avg Weekday Rides in Fall 2020 | Change in Rides | Weekday Platform Hours in Fall 2019 | Weekday Platform Hours in Fall 2020 | Change in Platform Hours |
|-------|------------------------|--------------------------------|--------------------------------|-----------------|-------------------------------------|-------------------------------------|--------------------------|
| 226   | Partial Suspension     | 1,472                          | 401                            | -1,071          | 71                                  | 71                                  | 0                        |
| 230   | Active                 |                                | 138                            |                 |                                     | 53                                  |                          |
| 231   | Active                 |                                | 175                            |                 |                                     | 55                                  |                          |
| 232   | Suspended              | 339                            |                                |                 | 24                                  |                                     |                          |
| 237   | Suspended              | 94                             |                                |                 | 6                                   |                                     |                          |
| 239   | Active                 |                                | 307                            |                 |                                     | 69                                  |                          |
| 240   | Partial Suspension     | 2,446                          | 939                            | -1,507          | 136                                 | 121                                 | -15                      |
| 241   | Partial Suspension     | 565                            | 169                            | -396            | 48                                  | 48                                  | 0                        |
| 245   | Partial Suspension     | 3,511                          | 900                            | -2,611          | 170                                 | 157                                 | -13                      |
| 246   | Suspended              | 315                            |                                |                 | 29                                  |                                     |                          |
| 249   | Suspended              | 941                            |                                |                 | 54                                  |                                     |                          |
| 250   | Partial Suspension     |                                | 1,054                          |                 |                                     | 154                                 |                          |
| 252   | Suspended              | 655                            |                                |                 | 34                                  |                                     |                          |
| 255   | Partial Suspension     | 5,552                          | 952                            | -4,600          | 264                                 | 186                                 | -78                      |
| 257   | Active                 | 645                            | 71                             | -574            | 29                                  | 24                                  | -5                       |
| 268   | Suspended              | 573                            |                                |                 | 19                                  |                                     |                          |
| 269   | Partial Suspension     | 983                            | 297                            | -686            | 86                                  | 77                                  | -9                       |
| 271   | Partial Suspension     | 5,319                          | 1,091                          | -4,228          | 238                                 | 200                                 | -38                      |
| 301   | Partial Suspension     | 103                            | 6                              | -97             | 8                                   | 1                                   | -7                       |
| 301X  | Partial Suspension     | 1,450                          | 116                            | -1,334          | 41                                  | 35                                  | -6                       |
| 303X  | Active                 | 1,123                          | 347                            | -776            | 40                                  | 38                                  | -2                       |
| 304   | Active                 | 397                            | 56                             | -341            | 16                                  | 18                                  | 2                        |
| 308   | Suspended              | 187                            |                                |                 | 13                                  |                                     |                          |
| 309X  | Active                 | 497                            | 108                            | -389            | 19                                  | 20                                  | 1                        |
| 311   | Active                 | 1,305                          | 120                            | -1,185          | 60                                  | 53                                  | -7                       |
| 312X  | Suspended              | 2,453                          |                                |                 | 85                                  |                                     |                          |
| 316   | Suspended              | 1,104                          |                                |                 | 29                                  |                                     |                          |
| 330   | Active                 | 301                            | 82                             | -219            | 13                                  | 14                                  | 0                        |
| 331   | Partial Suspension     | 842                            | 261                            | -581            | 51                                  | 50                                  | -2                       |
| 342   | Suspended              | 257                            |                                |                 | 16                                  |                                     |                          |
| 345   | Partial Suspension     | 1,043                          | 393                            | -650            | 47                                  | 48                                  | 1                        |
| 346   | Active                 | 965                            | 701                            | -264            | 46                                  | 90                                  | 44                       |
| 347   | Active                 | 1,022                          | 503                            | -519            | 55                                  | 56                                  | 1                        |
| 348   | Active                 | 1,100                          | 554                            | -546            | 57                                  | 59                                  | 2                        |
| 355X  | Suspended              | 964                            |                                |                 | 34                                  |                                     |                          |
| 372X  | Partial Suspension     | 7,643                          | 1,517                          | -6,126          | 215                                 | 216                                 | 1                        |
| 373X  | Partial Suspension     | 1,991                          | 533                            | -1,458          | 63                                  | 64                                  | 2                        |

## Route-level Ridership and Hours 2019–2020 continued

| Route   | Fall 2020 Route Status    | Avg Weekday Rides in Fall 2019 | Avg Weekday Rides in Fall 2020 | Change in Rides | Weekday Platform Hours in Fall 2019 | Weekday Platform Hours in Fall 2020 | Change in Platform Hours |
|---------|---------------------------|--------------------------------|--------------------------------|-----------------|-------------------------------------|-------------------------------------|--------------------------|
| 773/775 | Partial Suspension        | 229                            | 47                             | -182            | 15                                  | 15                                  | 0                        |
| 901/903 | Active                    | 568                            | 253                            | -315            | 46                                  | 37                                  | -9                       |
| 906     | Active                    | 365                            | 314                            | -51             | 27                                  | 65                                  | 38                       |
| 907     | Active                    | 76                             | 27                             | -49             | 19                                  | 17                                  | -2                       |
| 914     | Active                    | 118                            | 117                            | -1              | 11                                  | 22                                  | 11                       |
| 915     | Active                    | 150                            | 171                            | 21              | 16                                  | 33                                  | 17                       |
| 917     | Active                    | 113                            | 68                             | -45             | 15                                  | 28                                  | 13                       |
| 930     | Active                    | 147                            | 89                             | -58             | 22                                  | 40                                  | 18                       |
| 931     | Suspended                 | 200                            |                                |                 | 28                                  |                                     |                          |
| A Line  | Covid Crowding Investment | 9,078                          | 5,753                          | -3,325          | 184                                 | 203                                 | 19                       |
| B Line  | Active                    | 6,079                          | 2,011                          | -4,068          | 167                                 | 167                                 | 0                        |
| C Line  | STBD Reduction            | 11,079                         | 3,846                          | -7,233          | 335                                 | 341                                 | 6                        |
| D Line  | Partial Suspension        | 13,763                         | 4,994                          | -8,769          | 264                                 | 274                                 | 10                       |
| E Line  | Covid Crowding Investment | 22,184                         | 7,831                          | -14,353         | 483                                 | 381                                 | -102                     |
| F Line  | Active                    | 5,291                          | 3,222                          | -2,069          | 196                                 | 196                                 | 0                        |

## Route-level Ridership and Hours 2018–2019

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

## Route-level Ridership and Hours 2018–2019 continued

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



## Route-level Ridership and Hours 2018–2019 continued

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

## Route-level Ridership and Hours 2018–2019 continued

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

## Route-level Ridership and Hours 2018–2019 continued

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

## Route-level Ridership and Hours 2018–2019 continued

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

Rides are rounded to the nearest 100; rounding errors may appear in this table

\* Previous year data from March–June 2019; current year data from October 2019–March 2020

## Appendix E: Service Changes and Corridor Changes

### Service Changes

| Route(s)                        | Summary of Change   | Type of Change |
|---------------------------------|---|----------------|
| FALL 2020                       |   |                |
| C Line, 21, 21X, 50, 55, 56, 57 | Re-route to use Spokane St. bridge as a result of the West Seattle bridge closure                               | Route revision |
| 102                             | Delete 2 trips in the AM peak and 2 in the PM peak  | Removed trips  |
| 105                             | Increase service from every 30 minutes to every 15 minutes from 5–9 a.m. and 3-6 p.m.                           | Added trips    |
| 120, 125                        | Re-route to use Spokane St. bridge as a result of the West Seattle bridge closure                               | Route revision |
| 125                             | New turnaround in downtown Seattle to serve 3rd Av in both directions   | Route revision |
| 143, 157, 179                   | Re-route due to construction of 4th Ave protected bike lane   | Route revision |
| 148                             | Re-route to serve 116th Ave. SE and will no longer operate along Lake Youngs Way SE, 123rd Ave SE/126th Ave SE. | Route revision |
| 150                             | Re-route to no longer serve 68th Ave. S. between S. 228th St. and W. James St.                                  | Route revision |
| 157                             | Re-route to no longer operate on Kent-Kangley Rd.   | Route revision |
| 158                             | Delete route  | Route removal  |
| 159                             | Delete route  | Route removal  |
| 160                             | Create a new frequent route between Renton, Kent and Auburn   | Add route      |
| 161                             | Create a new route between Kent Station and Burien Transit Center   | Add route      |
| 162                             | Create a new commuter route between Kent East and West Hill and downtown Seattle                                | Add route      |
| 164                             | Delete route and replace with other service   | Route removal  |
| 165                             | Create a new route connecting Green River College, Kent, Highline College, Des Moines, and Burien               | Add route      |
| 166                             | Delete route and replace with other service   | Route removal  |
| 168                             | Re-route as route will no longer operate on 132nd Av SE, SE 256th St, 104th Av SE, and SE 240th St.             | Route revision |
| 169                             | Delete route and replace with other service   | Route removal  |
| 180                             | Delete route and replace with other service   | Route removal  |
| 183                             | Re-route to no longer operate on W. Meeker St east of 64th Av S, N. Lincoln Ave and W. Smith St.                | Route revision |
| 184                             | Create a new route between South Auburn and Auburn station  | Add route      |
| 186                             | Delete route and replace with other service   | Route removal  |
| 190                             | Serve Kent-Des Moines freeway stop in both directions   | Route revision |
| 192                             | Delete route and replace with other service   | Route removal  |
| 200                             | Re-route to no longer serve Swedish Medical Center  | Route revision |
| 906                             | Re-route as route will no longer operate on 128th Ave SE, SE 168th St, or 116th Ave SE                          | Route revision |
| 908                             | Delete route  | Route removal  |
| 910                             | Delete route  | Route removal  |

## Service Changes and Corridor Changes continued

| Route(s)       | Summary of Change  | Type of Change |
|----------------|--|----------------|
| 913            | Delete route and replace with other service  | Route removal  |
| 914            | Revise routing to compliment changes as a part of the RKAAMP restructure   | Route revision |
| 915            | All current route 186 trips will become route 915 trips  | Added trips    |
| 916            | Delete route   | Route removal  |
| 917            | Re-route to no longer serve Ellingson Rd. east of Pacific Ave N.   | Route revision |
| 952            | Delete route   | Route removal  |
| D, E Lines     | Base operations moved from Atlantic to Central base  | Base change    |
| D Line         | Delete 4 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District                            | Removed trips  |
| E Line         | Delete 11 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District                           | Removed trips  |
| 2, 13          | Delete 17 Saturday trips due to reduced funding levels of the Seattle Transportation Benefit District                          | Removed trips  |
| 3              | Delete 2 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District                            | Removed trips  |
| 5, 5X, 21, 21X | Reduce service on weekday, Saturday and Sunday due to reduced funding levels of the Seattle Transportation Benefit District    | Removed trips  |
| 8              | Delete 19 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District                           | Removed trips  |
| 10             | Reduce service on weekday, Saturday and Sunday due to reduced funding levels of the Seattle Transportation Benefit District    | Removed trips  |
| 11             | Reduce service on weekday, Saturday and Sunday due to reduced funding levels of the Seattle Transportation Benefit District    | Removed trips  |
| 17, 18         | Delete 4 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District                            | Removed trips  |
| 21             | Re-route due to closure of the West Seattle bridge   | Route revision |
| 24             | Delete 5 weekday, 5 Saturday and 5 Sunday trips due to reduced funding levels of the Seattle Transportation Benefit District   | Removed trips  |
| 26X            | Delete 3 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District                            | Removed trips  |
| 27, 33         | Reduce service on weekday, Saturday and Sunday due to reduced funding levels of the Seattle Transportation Benefit District    | Removed trips  |
| 28X            | Delete 6 weekday, 4, Saturday and 4 Sunday trips due to reduced funding levels of the Seattle Transportation Benefit District  | Removed trips  |
| 36             | Delete 4 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District                            | Removed trips  |
| 37             | Suspended  | Route revision |
| 40             | Delete 10 weekday, 8 Saturday and 22 Sunday trips due to reduced funding levels of the Seattle Transportation Benefit District | Removed trips  |
| 41             | Reduce peak frequency due to reduced funding levels of the Seattle Transportation Benefit District                             | Removed trips  |

## Service Changes and Corridor Changes continued

| Route(s)           | Summary of Change  | Type of Change  |
|--------------------|--|-----------------|
| 43                 | Delete 8 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District                                | Removed trips   |
| 45                 | Delete 8 weekday, 13 Saturday and 40 Sunday trips due to reduced funding levels of the Seattle Transportation Benefit District     | Removed trips   |
| 48                 | Delete 27 weekday and 40 Saturday trips due to reduced funding levels of the Seattle Transportation Benefit District               | Removed trips   |
| 49                 | Delete 46 weekday, 55 Saturday and 13 Sunday trips due to reduced funding levels of the Seattle Transportation Benefit District    | Removed trips   |
| 50                 | Delete 13 total trips due to reduced funding levels of the Seattle Transportation Benefit District                                 | Removed trips   |
| 56, 57             | Delete 3 trips between the routes due to reduced funding levels of the Seattle Transportation Benefit District                     | Removed trips   |
| 65, 67             | Reduce service due to reduced funding levels of the Seattle Transportation Benefit District  | Removed trips   |
| 70                 | Delete 13 weekday, 10 Saturday and 10 Sunday trips due to reduced funding levels of the Seattle Transportation Benefit District    | Removed trips   |
| 73, 373            | Reduce service on weekdays and Saturday due to reduced funding levels of the Seattle Transportation Benefit District               | Removed trips   |
| 76, 316            | Delete 4 weekday trips due to reduced funding levels of the Seattle Transportation Benefit District                                | Removed trips   |
| 116, 118, 119      | Re-route due to the closure of the West Seattle bridge   | Route revision  |
| 120                | Move base operations from Central to Atlantic base   | Base change     |
| 125                | Reduce Saturday service and delete Sunday service due to the reduced funding levels of the Seattle Transportation Benefit District | Removed trips   |
| 128                | Move base operations from South to Ryerson base  | Base change     |
| 331, 345           | Delete 6 trips due to reduced funding levels of the Seattle Transportation Benefit District  | Removed trips   |
| 372                | Reduce weekend frequency due to reduced funding levels of the Seattle Transportation Benefit District                              | Removed trips   |
| <b>SPRING 2021</b> |  |                 |
| 2, 13              | Restore Saturday service   | Added trips     |
| 3, 4               | Add seven trips to improve early morning, AM peak and evening frequency  | Added trips     |
| 7                  | Add 36 trips to improve midday and peak weekday frequencies  | Added trips     |
| 10                 | Add 36 trips on Saturday and 36 trips on Sundays to improve frequency  | Added trips     |
| 11                 | Add 14 trips on Saturday to improve frequency  | Added trips     |
| 12                 | Move base operations from Atlantic base to Central base  | Base change     |
| 21X                | Suspend six peak trips where ridership has not returned  | Suspended trips |
| 36                 | Add 14 trips on Sundays to improve frequency   | Added trips     |
| 49                 | Add 16 trips on weekdays and Saturday and Sunday to improve evening frequency  | Added trips     |
| 50                 | Change to first in-service westbound stop; convert layover zone into a reg-lay stop  | Added stop      |

## Service Changes and Corridor Changes continued

| Route(s)  | Summary of Change   | Type of Change  |
|---|---|-----------------|
| 50  | Add six trips to improve weekday midday and early morning frequencies   | Added trips     |
| 55  | Suspend two peak trips where ridership has not returned   | Suspended trips |
| 56, 57  | Suspend one peak trip where ridership has not returned  | Suspended trips |
| 60  | Add weekday and weekend trips to improve frequencies  | Added trips     |
| 102   | Suspend one peak trip where ridership has not returned  | Suspended trips |
| 106   | Restore service to 30 minute headway in the 23:00 hour on weekends  | Added trips     |
| 111   | Suspend three peak trips where ridership has not returned   | Suspended trips |
| 113   | Revise southbound pathway to directly access SR-99 from Alaskan Way S. instead of deviating onto E. Marginal Way                | Route revision  |
| 121   | Revise southbound pathway to directly access SR-99 from Alaskan Way S. instead of deviating onto E. Marginal Way                | Route revision  |
| 122   | Revise southbound pathway to directly access SR-99 from Alaskan Way S. instead of deviating onto E. Marginal Way                | Route revision  |
| 123   | Revise southbound pathway to directly access SR-99 from Alaskan Way S. instead of deviating onto E. Marginal Way                | Route revision  |
| 128   | Add 23 trips to improve weekday frequencies   | Added trips     |
| 128   | Drop off and layover moved to Bay 1 (zone 59312) and zone 60444 was closed.   | Stop change     |
| 132   | Add two trips to improve weekday frequency in the 5 am hour   | Added trips     |
| 183   | Per the October 2020 supplemental item, minor re-route exiting Kent Station   | Route revision  |
| 193   | Add one trip to address crowding issues   | Added trips     |
| 212   | Suspend six peak trips where ridership has not returned   | Suspended trips |
| 218   | Suspend five peak trips where ridership has not returned  | Suspended trips |
| 301   | Suspend three peak trips where ridership has not returned   | Suspended trips |
| 311   | Suspend five peak trips where ridership has not returned  | Suspended trips |
| 671   | Add 10 trips to improve weekday frequencies   | Added trips     |
| 891, 892, 894   | The contracted Mercer Island school routes have been suspended due to classes being online as a result of the Covid pandemic.   | Suspended trips |
| 893, 895  | The contracted Lake Washington school routes have been suspended due to classes being online as a result of the Covid pandemic. | Suspended trips |
| 980<br>981<br>982<br>984<br>986<br>987<br>988<br>989<br>992<br>994<br>995 | The contracted Lakeside school routes have been suspended due to classes being online as a result of the Covid pandemic.        | Suspended trips |



## Appendix F: Route Changes

| Route | Route Status<br>Fall 2020 | Route<br>Status<br>Spring 2021 | Change in<br>Weekday<br>Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Saturday<br>Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Sunday Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Weekday<br>Trips<br>Between<br>Fall 2020 &<br>Spring 2021 | Change in<br>Saturday<br>Trips<br>Between<br>Fall 2020 &<br>Spring 2021 | Change in<br>Sunday Trips<br>Between<br>Fall 2020 &<br>Spring 2021 |
|-------|---------------------------|--------------------------------|--|---|--|--|---|--|
| 1     | Partial<br>Suspension     | Partial<br>Suspension          | -2   | -20   | 0  | 0  | 0   | 0  |
| 2     | Partial<br>Suspension     | Partial<br>Restoration         | -2   | -72   | 0  | 0  | 71  | 0  |
| 3     | Partial<br>Suspension     | Partial<br>Restoration         | -6   | -4  | -3   | 16   | 0   | 0  |
| 4     | Partial<br>Suspension     | Partial<br>Suspension          | -1   | -4  | -1   | 0  | 0   | 0  |
| 5     | Partial<br>Suspension     | Partial<br>Suspension          | -25  | -40   | -67  | 0  | 0   | 0  |
| 5X    | Suspended                 | Suspended                      | -26  | 0   | 0  | 0  | 0   | 0  |
| 7     | Partial<br>Suspension     | Partial<br>Restoration         | -11  | -3  | 0  | 36   | 13  | 13   |
| 8     | Partial<br>Suspension     | Partial<br>Suspension          | -22  | 0   | 0  | 0  | 0   | 0  |
| 9X    | Suspended                 | Suspended                      | -30  | 0   | 0  | 0  | 0   | 0  |
| 10    | Partial<br>Suspension     | Partial<br>Restoration         | -15  | -73   | -73  | 0  | 36  | 32   |
| 11    | Partial<br>Suspension     | Partial<br>Restoration         | -26  | -50   | -6   | 0  | 14  | 0  |
| 12    | Partial<br>Suspension     | Partial<br>Restoration         | -6   | -62   | 0  | 0  | 0   | 1  |
| 13    | Partial<br>Suspension     | Partial<br>Restoration         | -2   | -10   | 0  | 0  | 10  | 0  |
| 14    | Partial<br>Suspension     | Partial<br>Suspension          | -2   | -16   | -2   | -1   | 0   | 0  |
| 15X   | Suspended                 | Suspended                      | -23  | 0   | 0  | 0  | 0   | 0  |
| 17X   | Suspended                 | Suspended                      | -20  | 0   | 0  | 0  | 0   | 0  |
| 18X   | Suspended                 | Suspended                      | -17  | 0   | 0  | 0  | 0   | 0  |
| 19    | Suspended                 | Suspended                      | -11  | 0   | 0  | 0  | 0   | 0  |
| 21    | Partial<br>Suspension     | Partial<br>Suspension          | -1   | -35   | -63  | 0  | 0   | 0  |
| 21X   | Partial<br>Suspension     | Partial<br>Suspension          | -1   | 0   | 0  | -6   | 0   | 0  |
| 22    | Suspended                 | Suspended                      | -29  | -23   | -21  | 0  | 0   | 0  |

## Route Changes continued

| Route | Route Status<br>Fall 2020 | Route<br>Status<br>Spring 2021 | Change in<br>Weekday<br>Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Saturday<br>Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Sunday Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Weekday<br>Trips<br>Between<br>Fall 2020 &<br>Spring 2021 | Change in<br>Saturday<br>Trips<br>Between<br>Fall 2020 &<br>Spring 2021 | Change in<br>Sunday Trips<br>Between<br>Fall 2020 &<br>Spring 2021 |
|-------|---------------------------|--------------------------------|--|---|--|--|---|--|
| 24    | Partial<br>Suspension     | Partial<br>Suspension          | -5   | -5  | -5   | 0  | 0   | 0  |
| 26X   | Partial<br>Suspension     | Partial<br>Suspension          | -3   | 0   | 0  | 0  | 0   | 0  |
| 27    | Partial<br>Suspension     | Partial<br>Suspension          | -5   | -4  | -24  | 0  | 0   | 0  |
| 28X   | Partial<br>Suspension     | Partial<br>Suspension          | -4   | -5  | -5   | 0  | 0   | 0  |
| 29    | Suspended                 | Suspended                      | -24  | 0   | 0  | 0  | 0   | 0  |
| 31    | Partial<br>Suspension     | Partial<br>Suspension          | -5   | -58   | 0  | 0  | 0   | 0  |
| 32    | Partial<br>Suspension     | Partial<br>Suspension          | -11  | 0   | 0  | 0  | 0   | 0  |
| 33    | Partial<br>Suspension     | Partial<br>Suspension          | -8   | -4  | -24  | 0  | 0   | 0  |
| 36    | Partial<br>Suspension     | Partial<br>Restoration         | -4   | 0   | 0  | 27   | 20  | 14   |
| 37    | Suspended                 | Suspended                      | -4   | 0   | 0  | 0  | 0   | 0  |
| 37X   | Suspended                 | Suspended                      | -4   | 0   | 0  | 0  | 0   | 0  |
| 40    | Partial<br>Suspension     | Partial<br>Suspension          | -19  | -10   | -25  | 0  | 0   | 0  |
| 41    | Partial<br>Suspension     | Partial<br>Suspension          | -14  | -3  | -1   | 0  | 0   | 0  |
| 43    | Partial<br>Suspension     | Partial<br>Restoration         | -12  | -4  | 0  | 7  | 0   | 0  |
| 44    | Partial<br>Suspension     | Partial<br>Restoration         | -29  | -32   | -14  | 1  | 0   | 0  |
| 45    | Partial<br>Suspension     | Partial<br>Suspension          | -11  | -12   | -40  | 0  | 0   | 0  |
| 47    | Suspended                 | Suspended                      | -70  | -42   | -42  | 0  | 0   | 0  |
| 48    | Partial<br>Suspension     | Partial<br>Suspension          | -49  | -42   | -2   | 0  | 0   | 0  |
| 49    | Partial<br>Suspension     | Partial<br>Restoration         | -44  | -46   | -10  | 9  | 8   | 8  |
| 50    | Partial<br>Suspension     | Partial<br>Restoration         | -13  | 0   | 0  | 7  | 0   | 0  |

## Route Changes continued

| Route | Route Status<br>Fall 2020 | Route<br>Status<br>Spring 2021 | Change in<br>Weekday<br>Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Saturday<br>Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Sunday Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Weekday<br>Trips<br>Between<br>Fall 2020 &<br>Spring 2021 | Change in<br>Saturday<br>Trips<br>Between<br>Fall 2020 &<br>Spring 2021 | Change in<br>Sunday Trips<br>Between<br>Fall 2020 &<br>Spring 2021 |
|-------|---------------------------|--------------------------------|--|---|--|--|---|--|
| 55    | Partial<br>Suspension     | Partial<br>Suspension          | -7   | 0   | 0  | -2   | 0   | 0  |
| 56    | Partial<br>Suspension     | Partial<br>Suspension          | -2   | 0   | 0  | -1   | 0   | 0  |
| 57    | Partial<br>Suspension     | Partial<br>Suspension          | -1   | 0   | 0  | 0  | 0   | 0  |
| 60    | Partial<br>Suspension     | Partial<br>Restoration         | 0  | -5  | -6   | 5  | 13  | 14   |
| 62    | Partial<br>Suspension     | Partial<br>Suspension          | -4   | -3  | -8   | 0  | 0   | 0  |
| 63X   | Partial<br>Suspension     | Suspended                      | -18  | 0   | 0  | 0  | 0   | 0  |
| 64X   | Partial<br>Suspension     | Partial<br>Suspension          | -1   | 0   | 0  | 0  | 0   | 0  |
| 65    | Partial<br>Suspension     | Partial<br>Suspension          | -64  | -20   | -19  | 0  | 0   | 0  |
| 67    | Partial<br>Suspension     | Partial<br>Suspension          | -64  | -20   | -19  | 0  | 0   | 0  |
| 70    | Partial<br>Suspension     | Partial<br>Restoration         | -22  | -17   | -19  | 2  | 0   | 0  |
| 71    | Suspended                 | Suspended                      | -62  | -60   | 0  | 0  | 0   | 0  |
| 73    | Partial<br>Suspension     | Partial<br>Restoration         | -11  | -10   | 2  | 0  | 0   | 0  |
| 74    | Partial<br>Suspension     | Partial<br>Suspension          | -22  | 0   | 0  | 0  | 0   | 0  |
| 74    | Partial<br>Suspension     | Partial<br>Suspension          | -22  | 0   | 0  | 0  | 0   | 0  |
| 75    | Partial<br>Suspension     | Partial<br>Suspension          | -12  | -58   | 0  | 0  | 0   | 0  |
| 76    | Suspended                 | Suspended                      | -28  | 0   | 0  | 0  | 0   | 0  |
| 77X   | Suspended                 | Suspended                      | -22  | 0   | 0  | 0  | 0   | 0  |
| 78    | Suspended                 | Suspended                      | -40  | 0   | 0  | 0  | 0   | 0  |
| 101   | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |
| 102   | Reduced                   | Active                         | -4   | 0   | 0  | 0  | 0   | 0  |
| 105   | Active                    | Active                         | 29   | 0   | 0  | 0  | 0   | 0  |
| 106   | Partial<br>Suspension     | Partial<br>Restoration         | -2   | -1  | -1   | 0  | 1   | 1  |
| 107   | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |

## Route Changes continued

| Route | Route Status<br>Fall 2020 | Route<br>Status<br>Spring 2021 | Change in<br>Weekday<br>Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Saturday<br>Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Sunday Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Weekday<br>Trips<br>Between<br>Fall 2020 &<br>Spring 2021 | Change in<br>Saturday<br>Trips<br>Between<br>Fall 2020 &<br>Spring 2021 | Change in<br>Sunday Trips<br>Between<br>Fall 2020 &<br>Spring 2021 |
|-------|---------------------------|--------------------------------|--|---|--|--|---|--|
| 111   | Active                    | Partial<br>Suspension          | 0  | 0   | 0  | -3   | 0   | 0  |
| 113   | Suspended                 | Suspended                      | -11  | 0   | 0  | 0  | 0   | 0  |
| 114   | Suspended                 | Suspended                      | -14  | 0   | 0  | 0  | 0   | 0  |
| 116X  | Suspended                 | Suspended                      | -17  | 0   | 0  | 0  | 0   | 0  |
| 118   | Partial<br>Suspension     | Partial<br>Suspension          | -4   | 0   | 0  | 0  | 0   | 0  |
| 118X  | Suspended                 | Suspended                      | -4   | 0   | 0  | 0  | 0   | 0  |
| 119X  | Suspended                 | Suspended                      | -2   | 0   | 0  | 0  | 0   | 0  |
| 119   | Partial<br>Suspension     | Partial<br>Suspension          | -2   | 0   | 0  | 0  | 0   | 0  |
| 120   | Partial<br>Suspension     | Partial<br>Suspension          | -6   | 0   | 0  | 0  | 0   | 0  |
| 121   | Suspended                 | Suspended                      | -37  | 0   | 0  | 0  | 0   | 0  |
| 122   | Suspended                 | Suspended                      | -14  | 0   | 0  | 0  | 0   | 0  |
| 123   | Suspended                 | Suspended                      | -9   | 0   | 0  | 0  | 0   | 0  |
| 124   | Partial<br>Suspension     | Partial<br>Suspension          | 0  | -46   | 0  | 0  | 0   | 0  |
| 124   | Partial<br>Suspension     | Partial<br>Suspension          | 0  | -46   | 0  | 0  | 0   | 0  |
| 125   | Partial<br>Suspension     | Partial<br>Suspension          | 0  | -16   | -50  | 0  | 0   | 0  |
| 128   | Active                    | Active                         | 0  | 0   | 0  | 23   | 3   | 0  |
| 131   | Active                    | Active                         | 0  | 0   | 1  | 5  | 0   | 0  |
| 132   | Active                    | Active                         | 0  | 0   | -1   | 7  | 0   | 0  |
| 143X  | Suspended                 | Suspended                      | -12  | 0   | 0  | 0  | 0   | 0  |
| 143   | Suspended                 | Suspended                      | -2   | 0   | 0  | 0  | 0   | 0  |
| 148   | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |
| 150   | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |
| 153   | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |
| 154   | Suspended                 | Suspended                      | -8   | 0   | 0  | 0  | 0   | 0  |
| 156   | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |
| 157   | Suspended                 | Suspended                      | -7   | 0   | 0  | 0  | 0   | 0  |
| 158   | Deleted                   | Deleted                        | -12  | 0   | 0  | 0  | 0   | 0  |
| 159   | Deleted                   | Deleted                        | -9   | 0   | 0  | 0  | 0   | 0  |
| 160   | New                       | Active                         | 131  | 80  | 80   | 9  | 10  | 10   |
| 161   | New                       | Active                         | 100  | 80  | 80   | 0  | 1   | 1  |

## Route Changes continued

| Route | Route Status<br>Fall 2020 | Route<br>Status<br>Spring 2021 | Change in<br>Weekday<br>Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Saturday<br>Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Sunday Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Weekday<br>Trips<br>Between<br>Fall 2020 &<br>Spring 2021 | Change in<br>Saturday<br>Trips<br>Between<br>Fall 2020 &<br>Spring 2021 | Change in<br>Sunday Trips<br>Between<br>Fall 2020 &<br>Spring 2021 |
|-------|---------------------------|--------------------------------|--|---|--|--|---|--|
| 162   | New                       | Active                         | 19   | 0   | 0  | 0  | 0   | 0  |
| 164   | Deleted                   | Deleted                        | -70  | -53   | 0  | 0  | 0   | 0  |
| 165   | New                       | Active                         | 79   | 68  | 34   | 0  | 0   | 0  |
| 166   | Deleted                   | Deleted                        | -73  | -63   | -31  | 0  | 0   | 0  |
| 167   | Suspended                 | Suspended                      | -9   | 0   | 0  | 0  | 0   | 0  |
| 168   | Active                    | Active                         | 7  | 34  | 41   | 0  | 0   | 0  |
| 169   | Deleted                   | Deleted                        | -124   | -63   | -62  | 0  | 0   | 0  |
| 177   | Suspended                 | Suspended                      | -18  | 0   | 0  | 0  | 0   | 0  |
| 178   | Suspended                 | Suspended                      | -15  | 0   | 0  | 0  | 0   | 0  |
| 179   | Suspended                 | Suspended                      | -19  | 0   | 0  | 0  | 0   | 0  |
| 180   | Deleted                   | Deleted                        | -93  | -78   | -72  | 0  | 0   | 0  |
| 181   | Active                    | Active                         | 0  | 0   | 0  | 0  | 4   | 0  |
| 182   | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |
| 183   | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |
| 184   | New                       | Active                         | 84   | 70  | 70   | 0  | 0   | 0  |
| 186   | Suspended                 | Suspended                      | -20  | 0   | 0  | 0  | 0   | 0  |
| 187   | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |
| 190   | Suspended                 | Suspended                      | -15  | 0   | 0  | 0  | 0   | 0  |
| 192   | Deleted                   | Deleted                        | -8   | 0   | 0  | 0  | 0   | 0  |
| 193X  | Active                    | Active                         | 0  | 0   | 0  | 3  | 0   | 0  |
| 197   | Suspended                 | Suspended                      | -16  | 0   | 0  | 0  | 0   | 0  |
| 200   | Suspended                 | Suspended                      | -18  | 0   | 0  | 0  | 0   | 0  |
| 204   | Partial<br>Suspension     | Partial<br>Suspension          | 0  | -20   | 0  | 0  | 0   | 0  |
| 208   | Partial<br>Suspension     | Partial<br>Suspension          | -3   | -1  | 0  | 0  | 0   | 0  |
| 212   | Partial<br>Suspension     | Partial<br>Suspension          | -23  | 0   | 0  | -6   | 0   | 0  |
| 214   | Suspended                 | Suspended                      | -27  | 0   | 0  | 0  | 0   | 0  |
| 216   | Suspended                 | Suspended                      | -14  | 0   | 0  | 0  | 0   | 0  |
| 217   | Suspended                 | Suspended                      | -7   | 0   | 0  | 0  | 0   | 0  |
| 218   | Partial<br>Suspension     | Partial<br>Suspension          | -4   | 0   | 0  | -5   | 0   | 0  |
| 219   | Suspended                 | Suspended                      | -15  | 0   | 0  | 0  | 0   | 0  |
| 221   | Partial<br>Suspension     | Partial<br>Suspension          | -5   | -5  | -3   | 0  | 0   | 0  |

## Route Changes continued

| Route | Route Status<br>Fall 2020 | Route<br>Status<br>Spring 2021 | Change in<br>Weekday<br>Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Saturday<br>Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Sunday Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Weekday<br>Trips<br>Between<br>Fall 2020 &<br>Spring 2021 | Change in<br>Saturday<br>Trips<br>Between<br>Fall 2020 &<br>Spring 2021 | Change in<br>Sunday Trips<br>Between<br>Fall 2020 &<br>Spring 2021 |
|-------|---------------------------|--------------------------------|--|---|--|--|---|--|
| 224   | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |
| 225   | Partial<br>Suspension     | Partial<br>Suspension          | -8   | 0   | 0  | 0  | 0   | 0  |
| 226   | Partial<br>Suspension     | Partial<br>Suspension          | 0  | -29   | 0  | 0  | 0   | 0  |
| 230   | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |
| 231   | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |
| 232   | Suspended                 | Suspended                      | -18  | 0   | 0  | 0  | 0   | 0  |
| 237   | Suspended                 | Suspended                      | -5   | 0   | 0  | 0  | 0   | 0  |
| 239   | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |
| 240   | Partial<br>Suspension     | Partial<br>Suspension          | -8   | 0   | 0  | 0  | 0   | 0  |
| 241   | Partial<br>Suspension     | Partial<br>Suspension          | 0  | -19   | 0  | 0  | 0   | 0  |
| 245   | Partial<br>Suspension     | Partial<br>Suspension          | -7   | 0   | 0  | 0  | 0   | 0  |
| 246   | Suspended                 | Suspended                      | -29  | 0   | 0  | 0  | 0   | 0  |
| 249   | Suspended                 | Suspended                      | -43  | -32   | -32  | 0  | 0   | 0  |
| 250   | Partial<br>Suspension     | Partial<br>Suspension          | -5   | 0   | 0  | 0  | 0   | 0  |
| 252   | Suspended                 | Suspended                      | -16  | 0   | 0  | 0  | 0   | 0  |
| 255   | Partial<br>Suspension     | Partial<br>Suspension          | -18  | -15   | -15  | 0  | 0   | 0  |
| 257   | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |
| 268   | Suspended                 | Suspended                      | -10  | 0   | 0  | 0  | 0   | 0  |
| 269   | Partial<br>Suspension     | Partial<br>Suspension          | -6   | -42   | 0  | 0  | 0   | 0  |
| 271   | Partial<br>Suspension     | Partial<br>Suspension          | -25  | -5  | 0  | 0  | 0   | 0  |
| 301X  | Partial<br>Suspension     | Partial<br>Suspension          | -10  | 0   | 0  | -3   | 0   | 0  |
| 301   | Partial<br>Suspension     | Partial<br>Suspension          | -7   | 0   | 0  | 0  | 0   | 0  |
| 303X  | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |
| 304   | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |
| 308   | Suspended                 | Suspended                      | -7   | 0   | 0  | 0  | 0   | 0  |
| 309X  | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |

## Route Changes continued

| Route  | Route Status<br>Fall 2020       | Route<br>Status<br>Spring 2021  | Change in<br>Weekday<br>Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Saturday<br>Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Sunday Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Weekday<br>Trips<br>Between<br>Fall 2020 &<br>Spring 2021 | Change in<br>Saturday<br>Trips<br>Between<br>Fall 2020 &<br>Spring 2021 | Change in<br>Sunday Trips<br>Between<br>Fall 2020 &<br>Spring 2021 |
|--------|---------------------------------|---------------------------------|--|---|--|--|---|--|
| 311    | Active                          | Partial<br>Suspension           | 0  | 0   | 0  | -5   | 0   | 0  |
| 312X   | Suspended                       | Suspended                       | -46  | 0   | 0  | 0  | 0   | 0  |
| 316    | Suspended                       | Suspended                       | -19  | 0   | 0  | 0  | 0   | 0  |
| 330    | Active                          | Active                          | 0  | 0   | 0  | 0  | 0   | 0  |
| 331    | Partial<br>Suspension           | Partial<br>Suspension           | -3   | 0   | 0  | 0  | 0   | 0  |
| 342    | Suspended                       | Suspended                       | -9   | 0   | 0  | 0  | 0   | 0  |
| 345    | Partial<br>Suspension           | Partial<br>Suspension           | -3   | 0   | 0  | 0  | 0   | 0  |
| 346    | Active                          | Active                          | 0  | 0   | 0  | 0  | 0   | 0  |
| 347    | Active                          | Active                          | 0  | 0   | 0  | 0  | 0   | 0  |
| 348    | Active                          | Active                          | 0  | 0   | 0  | 0  | 0   | 0  |
| 355X   | Suspended                       | Suspended                       | -19  | 0   | 0  | 0  | 0   | 0  |
| 372X   | Partial<br>Suspension           | Partial<br>Suspension           | 0  | -48   | -20  | 0  | 0   | 0  |
| 373X   | Partial<br>Suspension           | Partial<br>Suspension           | -1   | 0   | 0  | 0  | 0   | 0  |
| 522X   | Partial<br>Suspension           | Active                          | -5   | 0   | 0  | 5  | 0   | 0  |
| 541X   | Suspended                       | Suspended                       | -9   | 0   | 0  | 0  | 0   | 0  |
| 542X   | Partial<br>Suspension           | Partial<br>Suspension           | -9   | -8  | -8   | 0  | 0   | 0  |
| 545X   | Partial<br>Suspension           | Partial<br>Suspension           | -18  | 0   | 0  | 0  | 0   | 0  |
| 550X   | Partial<br>Suspension           | Partial<br>Suspension           | -18  | 0   | 0  | 0  | 0   | 0  |
| 554X   | Active                          | Active                          | 0  | 0   | 0  | 0  | 0   | 0  |
| 555X   | Suspended                       | Suspended                       | -17  | 0   | 0  | 0  | 0   | 0  |
| 556X   | Suspended                       | Suspended                       | -19  | 0   | 0  | 0  | 0   | 0  |
| A Line | Covid<br>Crowding<br>Investment | Covid<br>Crowding<br>Investment | 20   | 49  | 49   | 9  | 0   | 0  |
| B Line | Active                          | Active                          | 0  | 0   | 0  | 0  | 0   | 0  |
| C Line | STBD<br>Reduction               | Active                          | -17  | 0   | 0  | 0  | 0   | 0  |

## Route Changes continued

| Route  | Route Status Fall 2020    | Route Status Spring 2021  | Change in Weekday Trips Between Spring 2020 & Fall 2020 | Change in Saturday Trips Between Spring 2020 & Fall 2020 | Change in Sunday Trips Between Spring 2020 & Fall 2020 | Change in Weekday Trips Between Fall 2020 & Spring 2021 | Change in Saturday Trips Between Fall 2020 & Spring 2021 | Change in Sunday Trips Between Fall 2020 & Spring 2021 |
|--------|---------------------------|---------------------------|---|--|--|---|--|--|
| D Line | Partial Suspension        | Covid Crowding Investment | 8   | -22  | 0  | 0   | 16   | 16   |
| E Line | Covid Crowding Investment | Covid Crowding Investment | 18  | 35   | 50   | 4   | 14   | 14   |
| F Line | Active                    | Active                    | 0   | 0  | 0  | 0   | 0  | 0  |
| 773    | Partial Suspension        | Partial Suspension        | -10   | -48  | -48  | 0   | 0  | 0  |
| 775    | Partial Suspension        | Partial Suspension        | -20   | -50  | -50  | 0   | 0  | 0  |
| 823    | School Suspension         | School Suspension         | -2  | 0  | 0  | 0   | 0  | 0  |
| 824    | School Suspension         | School Suspension         | -2  | 0  | 0  | 0   | 0  | 0  |
| 886    | School Suspension         | School Suspension         | -2  | 0  | 0  | 0   | 0  | 0  |
| 887    | School Suspension         | School Suspension         | -2  | 0  | 0  | 0   | 0  | 0  |
| 888    | School Suspension         | School Suspension         | -2  | 0  | 0  | 0   | 0  | 0  |
| 889    | School Suspension         | School Suspension         | -2  | 0  | 0  | 0   | 0  | 0  |
| 891    | School Suspension         | School Suspension         | -2  | 0  | 0  | 0   | 0  | 0  |
| 892    | School Suspension         | School Suspension         | -2  | 0  | 0  | 0   | 0  | 0  |
| 893    | Suspended                 | School Suspension         | -2  | 0  | 0  | 0   | 0  | 0  |
| 894    | School Suspension         | School Suspension         | -2  | 0  | 0  | 0   | 0  | 0  |
| 895X   | Suspended                 | School Suspension         | -2  | 0  | 0  | 0   | 0  | 0  |
| 901    | Active                    | Active                    | 0   | 0  | 0  | 0   | 0  | 0  |
| 903    | Active                    | Active                    | 0   | 0  | 0  | 0   | 0  | 0  |
| 906    | Active                    | Active                    | 41  | 0  | 21   | 0   | 0  | 0  |
| 907    | Active                    | Active                    | 0   | 0  | 0  | 0   | 0  | 0  |



## Route Changes continued

| Route | Route Status<br>Fall 2020 | Route<br>Status<br>Spring 2021 | Change in<br>Weekday<br>Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Saturday<br>Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Sunday Trips<br>Between<br>Spring 2020<br>& Fall 2020 | Change in<br>Weekday<br>Trips<br>Between<br>Fall 2020 &<br>Spring 2021 | Change in<br>Saturday<br>Trips<br>Between<br>Fall 2020 &<br>Spring 2021 | Change in<br>Sunday Trips<br>Between<br>Fall 2020 &<br>Spring 2021 |
|-------|---------------------------|--------------------------------|--|---|--|--|---|--|
| 908   | Deleted                   | Deleted                        | -20  | -18   | 0  | 0  | 0   | 0  |
| 910   | Deleted                   | Deleted                        | -18  | -18   | 0  | 0  | 0   | 0  |
| 913   | Deleted                   | Deleted                        | -27  | 0   | 0  | 0  | 0   | 0  |
| 914   | Active                    | Active                         | 1  | -6  | 0  | 0  | 0   | 0  |
| 915   | Active                    | Active                         | 20   | 0   | 0  | 0  | 0   | 0  |
| 916   | Deleted                   | Deleted                        | -15  | -15   | 0  | 0  | 0   | 0  |
| 917   | Active                    | Active                         | 22   | 0   | 18   | 0  | 0   | 0  |
| 930   | Active                    | Active                         | 0  | 0   | 0  | 0  | 0   | 0  |
| 931   | Suspended                 | Suspended                      | -30  | 0   | 0  | 0  | 0   | 0  |
| 952X  | Deleted                   | Deleted                        | -8   | 0   | 0  | 0  | 0   | 0  |
| 980X  | School<br>Suspension      | School<br>Suspension           | -1   | 0   | 0  | 0  | 0   | 0  |
| 981X  | School<br>Suspension      | School<br>Suspension           | -1   | 0   | 0  | 0  | 0   | 0  |
| 982X  | School<br>Suspension      | School<br>Suspension           | -2   | 0   | 0  | 0  | 0   | 0  |
| 984X  | School<br>Suspension      | School<br>Suspension           | -1   | 0   | 0  | 0  | 0   | 0  |
| 986X  | School<br>Suspension      | School<br>Suspension           | -2   | 0   | 0  | 0  | 0   | 0  |
| 987X  | School<br>Suspension      | School<br>Suspension           | -2   | 0   | 0  | 0  | 0   | 0  |
| 988X  | School<br>Suspension      | School<br>Suspension           | -2   | 0   | 0  | 0  | 0   | 0  |
| 989X  | School<br>Suspension      | School<br>Suspension           | -2   | 0   | 0  | 0  | 0   | 0  |
| 994X  | School<br>Suspension      | School<br>Suspension           | -2   | 0   | 0  | 0  | 0   | 0  |
| 995X  | School<br>Suspension      | School<br>Suspension           | -2   | 0   | 0  | 0  | 0   | 0  |



King County  
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