



**King County  
Metro Transit Division**

Department of Transportation  
King Street Center, KSC-TR-0415  
201 South Jackson Street  
Seattle, WA 98104-3856

Memorandum

July 20, 2004; Revised September 29, 2004

TO: Interested parties

Handwritten signature of Victor Obeso in black ink.

Handwritten signature of Chuck Sawyer in black ink.

FM: Victor Obeso, Supervisor and Chuck Sawyer, Supervisor  
Service Planning Research and Management Information

RE: ***2003 Route Performance Report***  
***2001 – 2002 Peer Agency Comparisons***

Attached are copies of the ***2003 Route Performance Report*** (Report) and the ***2001 – 2002 Peer Agency Comparison***. These respectively report on the performance of individual King County Metro routes and the performance of the Metro system as a whole compared to peer transit agencies.

The objective of measuring route performance is to identify individual services that may require modification, expansion or termination based on their performance. The purpose of the peer comparison is to provide an overall sense of how King County Metro is performing compared to its peers in the transit industry.

**2003 Route Performance.** The Report shows five performance measures for each route, and performance is shown separately for each subarea, separated into three time periods. The measures used to evaluate each route were established by the 1997 Route Performance Guidelines (Guidelines), developed by King County Metro in response to the Six-Year Transit Development Plan for 1996 – 2001 policy directing regular performance reports. Additional route performance measures were adopted as part of the Six-Year Transit Development Plan for 2002 – 2007 (Six-Year Plan). These measures are defined and issues with their use analyzed in the Introduction to the Report.

- Two performance categories are highlighted on the Report tables – “below minimum” and “strong.” The “below minimum” performance rating indicates that a route should be evaluated for changes that might improve its performance, or for termination if

performance does not improve. Routes with “strong” performance are to be considered for expansion. These categories are determined by using a threshold value that is constant over several years in order to allow tracking of changes in individual routes. For 2001 through 2003, the thresholds are based on performance in 2001. A table of these 2001 performance thresholds is in the Introduction section of the Report. The thresholds will be recalculated for the three year period of 2004 through 2006 in the 2004 Route Performance Report.

- The comparative nature of the evaluation means that most routes will show moderate performance - neither particularly strong nor weak. Although it may be appropriate for a variety of reasons to accept continued performance at the same level for an individual route, the Report is intended to be a tool that is used to continually improve performance. To allow overall performance trends to be examined, the Introduction section of the Report includes tables that summarize service delivery and performance by time period.

The Report includes a table of contents, followed by an introductory section, and then route performance by time period in separate subarea sections.

**Peer Agency Comparison, 2001 to 2002.** King County Metro is compared with 27 peer transit systems for Motor Bus and Trolley Bus on three measures requested by the Regional Transit Committee at their September 2003 meeting. The three measures and their corresponding policy areas have been included and discussed in Strategy M-1 of the current Six-Year Plan:

- 1) the percent change in Boardings per Platform hour (Cost and Efficiency Policy Area);
- 2) the percent change in Operating Cost per Platform Hour (Cost and Efficiency Policy Area); and
- 3) the percent change in Boardings per Capita (Mobility Policy Area).

The data used for these comparisons are from the Federal Transit Administration’s National Transit Database, just released for 2002. These measures therefore focus on changes from 2001, the last year of the past Six-Year Plan, to 2002, the year for which the most current data are available. King County Metro’s statistics for Motor Bus and Trolley Bus include service operated by Metro under contract to Sound Transit.

The peer comparison is attached to this memorandum, and is comprised of four graphs showing the comparative performance of large systems within the United States.

- The first graph (Figure 1) provides context for these comparisons by showing the **total 2002 Motor Bus and Trolley Bus boardings** for all 31 transit agencies in the

U.S. with over 30 million boardings in that year, including the 27 agencies used for Metro's peer comparisons. Metro had the ninth highest Motor Bus and Trolley Bus boardings of all agencies, and seventh highest of the peer agencies. (Note that the boardings are not directly comparable to the rides reported in the Route Performance Report as the Peer Comparison includes routes operated for Sound Transit and the rides within the downtown Seattle Ride Free Area, and the data is annualized in a different way.)

- King County Metro saw a decline of 5.9 percent in **boardings per platform hour** on motor bus and trolley bus service, compared with a 2.6 percent average decline in boardings per platform hour for the peer group (*revised 9/04*). (Figure 2.) Metro's higher than average decline results from two factors: a decline in overall ridership of 3.6 percent from 2001 to 2002, and a 2.8 percent increase in service hours.

The decline in overall ridership was largely due to the economic slump in the region, with the loss of over 40,000 jobs, as well as declining gasoline prices during this period. One example of the change in ridership is that among the routes with a large decrease is a route that serves both south Seattle Boeing and SeaTac International Airport (route 174).

The large increase in service hours between 2001 and 2002 was the result of an additional .02% sales tax provided through a local vote. The new tax revenue allowed large investments in service that had been delayed following passage of an initiative to remove transit funding from the cost of motor vehicle licenses. New service is generally not as productive as existing service in the first year, and the new service hours are expected to result in increased use in future years. For instance, the top 10% of Metro routes in increased service hours between 2001 and 2002 had a ratio of gaining 6 riders for every service hour added in 2002: but by the end of 2003 these routes had gained 17 riders for every service hour added.

- **Operating cost per platform hour** increased by an average of 5.6 percent between 2001 and 2002 for the peer group (*revised 9/04*). (Figure 3.) King County Metro's increase of 4.8 percent fell slightly below this average. Metro's cost increases in 2002 were largely due to increased labor and benefit costs, worker's compensation and the initial costs of converting to ultra-low sulfur diesel fuel.
- King County Metro's **boardings per capita of service area population** decreased by 4.2 percent between 2001 and 2002, compared with an average decline of 4.8 percent for the peer group (*revised 9/04*). (Figure 4.) Some of the peer agencies show dramatic changes in boardings per capita, indicating that they either changed the definition of their service area between 2001 and 2002, or perhaps updated their population estimates using available 2000 census data. King County Metro Transit updates service area population annually using estimates prepared by the State of

Washington. The June 2004 updated annual population indicates that King County grew in population by about 0.9% between 2001 and 2002. The increase in population accounts for part of the decline in boardings per capita.

Some or all of the remaining decrease in boardings per capita can be attributed to the overall economic decline and decrease in work commuters in the Puget Sound region. Although changes in commuter ridership impact all time periods, change in the number of boardings during the peak commute periods versus other time periods can indicate the influence of employment levels on ridership. For King County Metro service, including routes operated for Sound Transit, between 2001 and 2002 total riders declined much more in the peak commute periods than in other time periods. The substantially larger loss of boardings in the peak periods indicates that changes in employment levels contributed heavily to the decrease in boardings per capita.

### **Additional Information**

Should you have any questions about the *Report on 2003 Route Performance*, please call Victor Obeso at 263-3109, or Diane Harper, transit planner, at 684-1646.

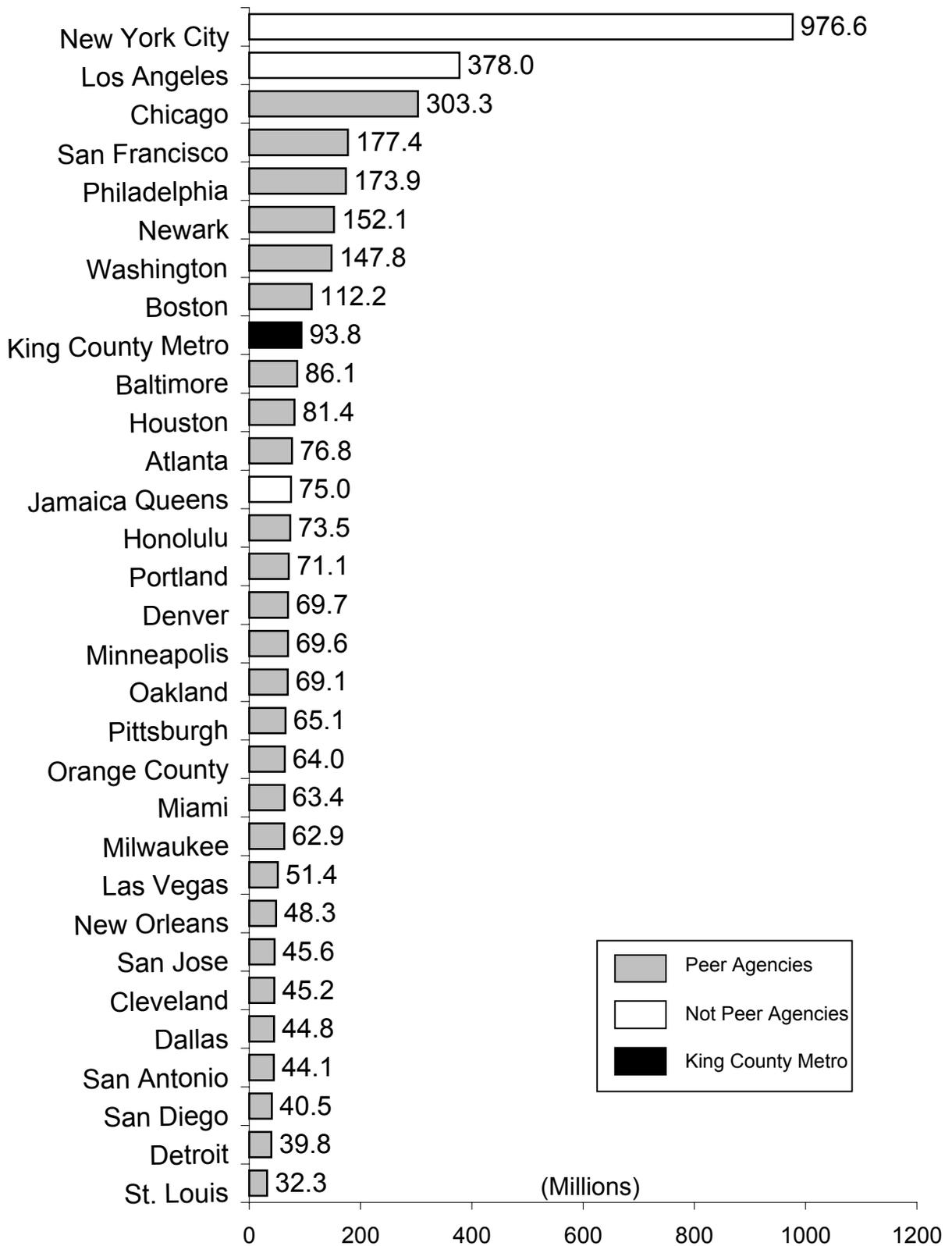
Should you have any questions about the *Peer Agency Comparisons, 2001 to 2002*, please call Chuck Sawyer at 684-1512.

**2001 - 2002**  
**Peer Agency Comparisons**

**Prepared by**  
**King County Metro Transit**  
**Management Information and Transit Technology Section**

**June 2004**  
**Revised September 2004**

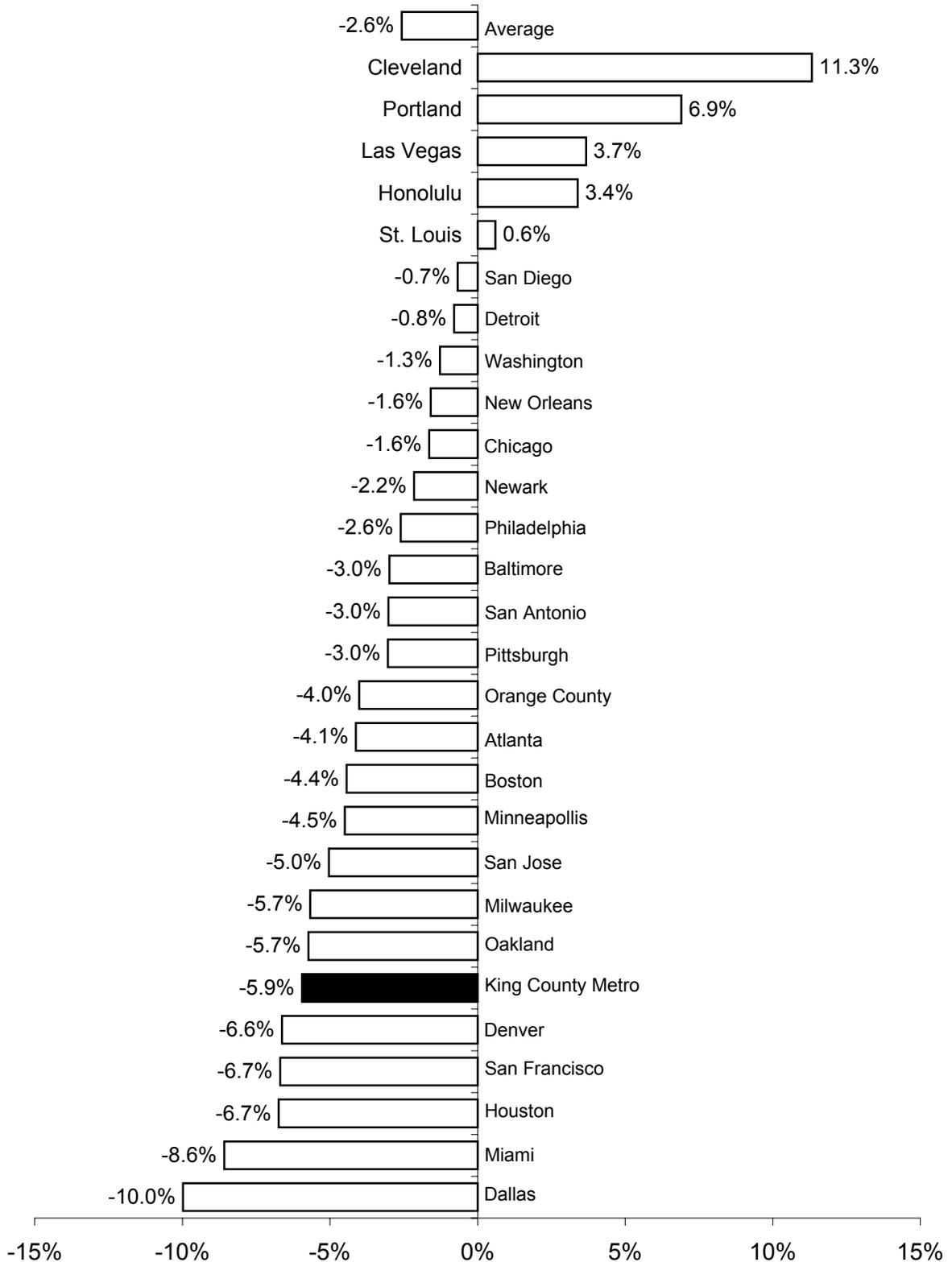
**Figure 1: Motor Bus and Trolley Bus Boardings, 2002**



Source: National Transit Database, 2002

Note: King County Metro boardings including Sound Transit service operated by Metro.

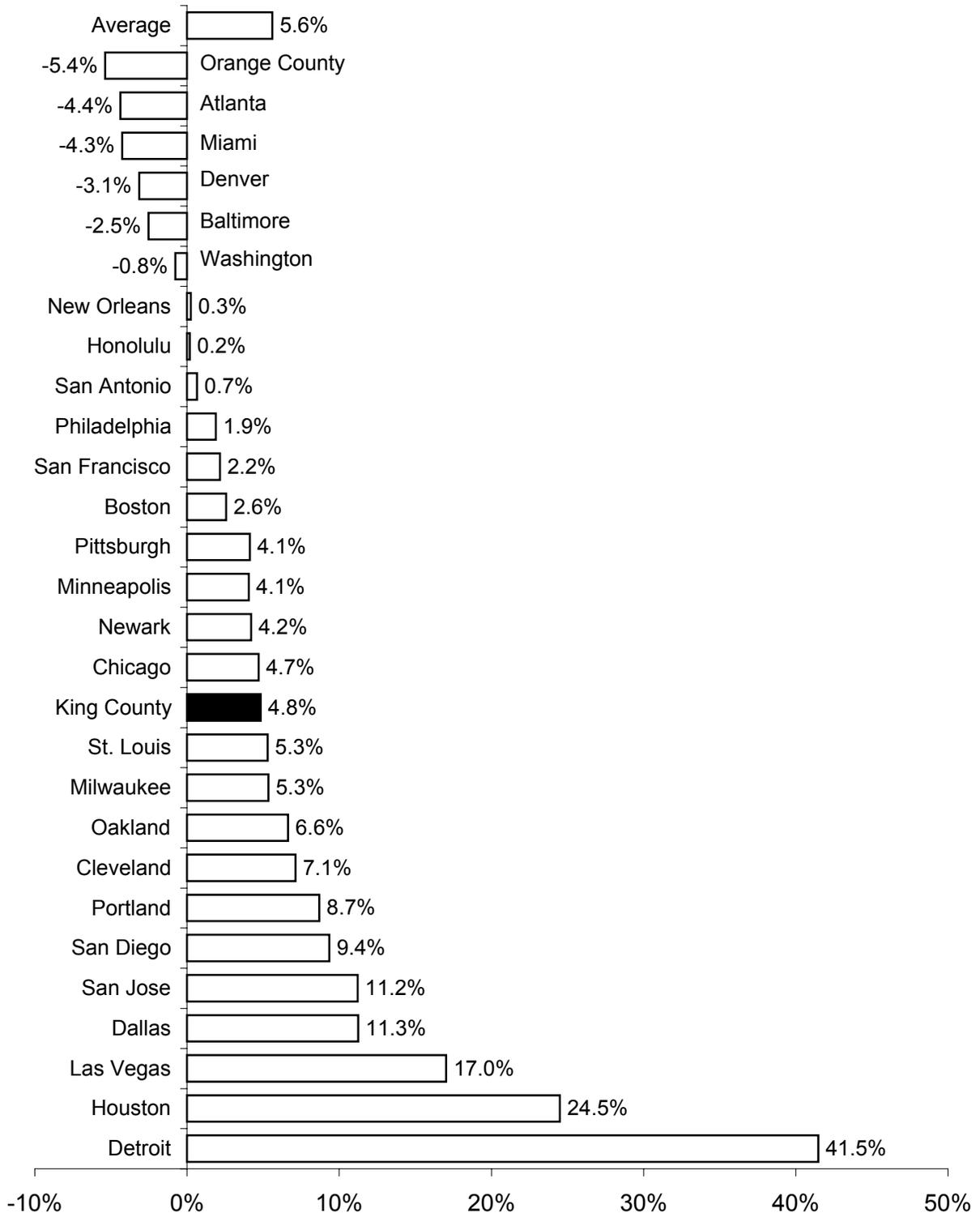
**Figure 2: Percent Change in Boardings Per Platform Hour (2001 to 2002) (Motor Bus and Trolley Bus)**



Source: National Transit Database, 2002

Note: King County Metro boardings including Sound Transit service operated by Metro.

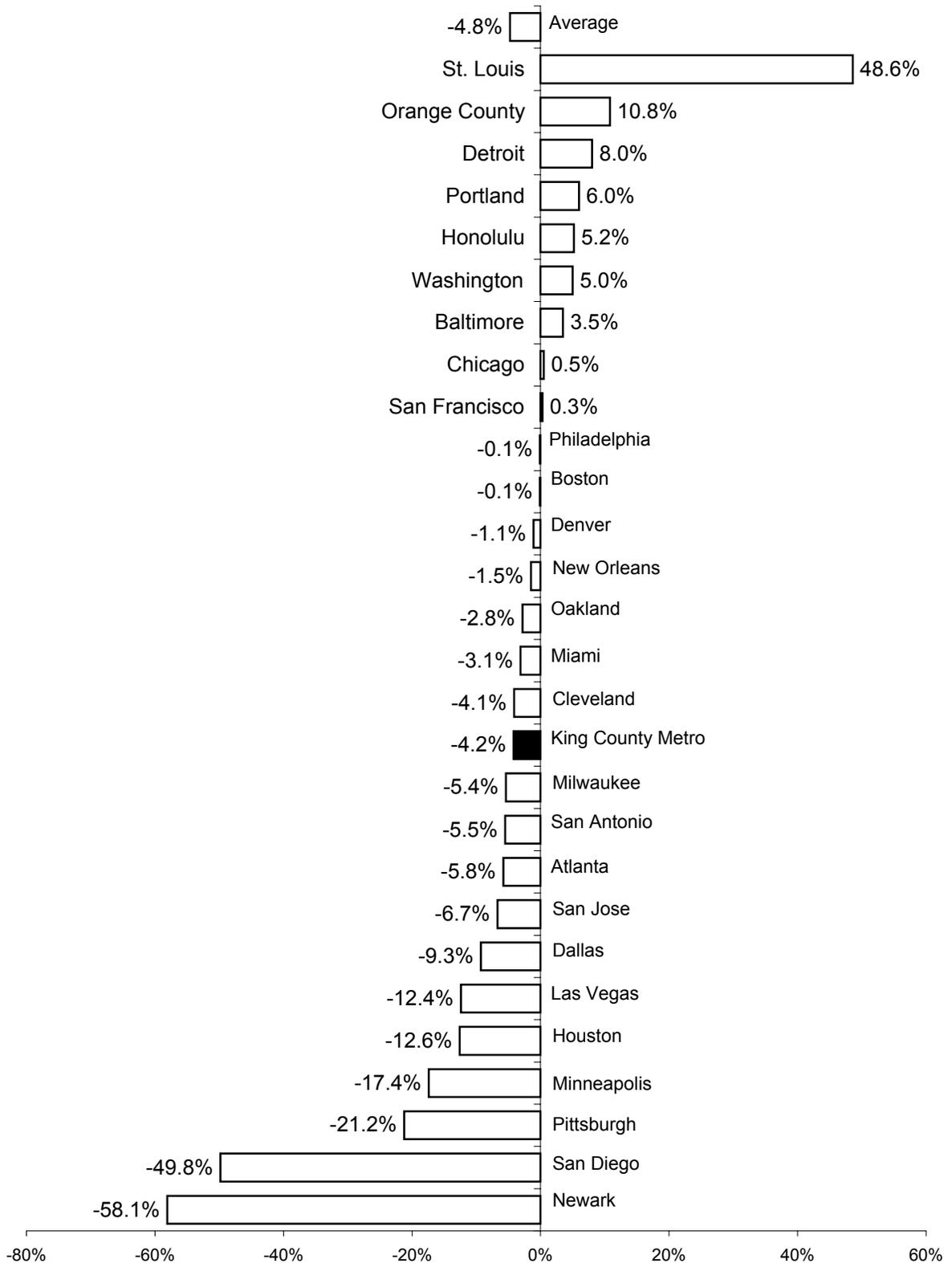
**Figure 3: Percent Change in Operating Cost Per Platform Hour (2001 to 2002) (Motor Bus and Trolley Bus)**



Source: National Transit Database, 2002

Note: King County Metro boardings including Sound Transit service operated by Metro.

**Figure 4: Percent Change in Boardings Per Capita (Service Area Population) 2001-2002**



Source: National Transit Database, 2002

Note: King County Metro boardings including Sound Transit service operated by Metro.



**2003**  
**Route Performance Report**

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

**June 2004**

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## Performance Measures: Discussion and Examples

➤ **Riders per revenue hour.** Short distance passenger trips and dense population and employment areas and performance on this measure are correlated. Routes on streets through dense areas, with many riders making short trips, tend to do better on this performance measure than express trips traveling long distances between destinations. Despite this general correlation between local service and high performance on this measure, there are some popular express routes that also have high performance if they have high numbers of riders per trip and they have high travel speeds (resulting in few revenue hours per trip). The range on this measure for the individual route variants at different times is high, generally between 2 and 100 riders per revenue hour.

**Example:** Routes 3 S TB and 137 EX in the peak time period have the same number of trips and carry about the same number of riders (annually about 67,000 and 73,000 respectively, or an average of 29 and 32 riders per trip). But Route 3 S TB takes only 25 minutes per trip, while Route 137 EX takes about 44 minutes. The local Route 3 S does much better on this measure, averaging about 71 riders per revenue hour compared to Route 137 EX with about 43 riders per revenue hour. This illustrates that for routes with the same number of riders, performance on this measures will vary with the length of the route in minutes.

➤ **The ratio of fare revenue to operating expense** is the percentage cost recovery from fares paid by customers. There is a high correlation between the measure of riders per revenue hour and this ratio – the more riders who get on and off the coach during an hour of service, the more fare revenue is received to pay for that service. There are some exceptions, routes that are unusually high or low in fare revenue for the number of riders. Two of the reasons for these exceptions are: 1) operating expense is dependent on the number of platform hours and miles driven, rather than the number of revenue hours; and 2) some routes have a higher number of riders who have reduced fares or transfers. The range in cost recovery from fares is high, generally between about 1% and 70%.

**Examples:** Route 178 is a peak period directional route bringing riders from Federal Way to Seattle in the morning, while Route 107 is an all day route connecting Renton and Rainier Beach. In the peak period, they average 38 and 40 rides per revenue hour respectively, and offer about the same amount of revenue service (2600 and 2700 hours annually). Peak directional Route 178 recovers only 21% of its costs in fare revenue since its operational costs are 4900 platform hours and 129,000 vehicle miles per year. In contrast, Route 107 covers 31% of the cost of using only 3700 platform hours and 47,000 vehicle miles per year.

There are some exceptions where the expense recovery from fares is not directly related to the number of riders even though operational expenses are the same. An example would be Routes 255 and 271 in the peak period. They are both all day routes with an annual operating expense of about \$1.2 million. Route 255 and Route 271 each carry about 280,000 peak rides annually. Due to a difference in the number of riders who have reduced fare permits or transfers, the cost recovery from fares is about 30% for Route 255 and only 16% for Route 271.

**Passenger miles per revenue hour.** This is a new measure that is intended to value routes with a moderate number of riders who each travel many miles as compared to routes that have a high number of riders who mostly travel only a short distance. The

range on this measure for individual route variants at different times is generally between 15 and 1000 passenger miles per revenue hour. Performance on this measure has a substantial correlation to average length of the route in miles, the average speed of the vehicle, and the route design and purpose. With the same number of riders, routes that travel faster will do better on this measure.

**Example:** Routes 190 and 191 travel about the same number of miles between Star Lake Park-and-Ride and downtown Seattle (22 and 20 miles), and they also have the same number of trips and approximately the same number of riders – about 98,000 and 90,000. Route 190, which travels more miles, has more riders, and averages more riders per trip, performs less well in passenger miles per revenue hour. Route 190 averaged 383 passenger miles per revenue hour, while Route 191 averaged 822 passenger miles per hour. The difference is a result of the route design, Route 190 uses Highway 99 while Route 191 uses I-5, with a large difference in speed - or miles traveled per revenue hour. Also, the all freeway route makes no stops between Star Lake and Seattle, so all passengers travel the full length of the route, while Route 191 has intermediate stops, resulting in a lower average of miles traveled per rider.

➤ **Passenger miles divided by revenue seat miles.** This is a new measure that the Six-Year Plan Strategy M-3 states is intended to “assess the degree to which transit services contribute to the reduction of total vehicle miles traveled.” The difficulties associated with using this ratio to measure reduction in total vehicle miles traveled are that the number of seats per coach varies, and revenue miles do not represent total vehicle miles.

This measure was developed through discussion as a way to assess load, defined by this calculation as the number of miles traveled by passengers divided by the number of miles all seats travel (miles in revenue service times the number of seats on the coach). Two routes could have the same performance on this measure with very different kinds of service. For instance, a local route of 10 miles having 100 riders making an average trip of 3 miles would have the same passenger miles as an express route carrying 30 riders all going the full 10 miles. Even though both carry passengers 300 miles (100 times 3, or 10 times 30), whether or not the routes had equal performance would depend on the coach assigned. If both had a 45 seat coach, they both would have 0.67 passenger miles per seat mile (or 300 miles divided by 450 miles). If the size of the coach changed, the performance would change.

Although route planners and schedulers ideally would be able to always match coach size with the loads to be carried, this is not always possible. In most cases, the peak loads the coach is expected to carry determine the type of coach assigned. But the coach used is also determined by what coach types are available at a particular base, the overall fleet composition, maintenance needs on a particular day, and the replacement cycle for various types of coaches. Another factor is that riders vary in behavior, not always using the same trip, and typically riding less often on Mondays and Fridays. If most riders are going between two points, that peak load determines the coach assigned (or number of seats assigned), even though the route may go many miles with only a few riders (peak route “tails”). Also, a trip that is late due to congestion will carry its own usual passengers plus a portion of the passengers that were intending to take the next trip.

To allow for enough seats for these variations in load, a larger coach may be assigned to a route, even though on a given day, only some of the trips may have most of the seats filled. Or a larger coach may be sent from a route with large loads to do a trip on a route with small loads to avoid the increase in system cost that would result from dispatching a

smaller coach for just one or two trips. The result of all these factors is that the number of seats is variable for a route, and using “seat miles” to compare route performance is misleading.

**Example:** Route 143 operating between Black Diamond and Seattle and Route 164 operating between east Auburn and Kent have approximately the same peak period average passenger miles per seat mile (.460 and .449), and they are not too different on the number of rides per year (73,000 and 79,000). But the coaches assigned to Route 143 average 64 seats, while those assigned to Route 164 average 30 seats. (Route 143 carries enough riders on some peak period trips to require the larger coach, while Route 164 carries small loads all day.) If the following year there were too few 30 and 64 seat coaches, and they both were assigned 54 seat coaches, this measure then would provide a true performance comparison. But with no change in passenger miles, the performance measure for Route 164 would indicate that it was doing only about half as well as it did the year before, while Route 143 would be doing better than it had. An alternative calculation that is not influenced by number of seats is to use vehicle miles instead of seat miles. Using passenger miles divided by platform miles, Route 143 provides 23 passenger miles per vehicle mile, while Route 164 provides about 13 passenger miles for every mile the coach travels.

➤ **The “Route Effectiveness” rating** is intended to provide an overall look at the four performance measures. It has been defined as the sum of the standard deviation for each of the four performance measures. Standard deviation calculations are dependent on the number of items in the group, so it cannot be meaningful when looking across time periods in the same subarea, or between subareas. An illustration of this situation would be the high school student who ranked number 3 in a group of 50 high school students. That student likely would not be the one who ranked number 3 in a group of 250 high school students. Similarly the Route Effectiveness score may have a number that looks the same in two time periods, but it is not comparable across groups. By contrast, the other performance measures in the report tables are actual measurements rather than indicating positions within the group. For instance, 322 rider miles per revenue hour is the same in the midday and in the peak, although it may indicate either high or low performance within that time period. The Route Effectiveness measure only indicates performance within the one group, i.e. a score of 3.1 in the midday is not the same as a score of 3.1 in the peak. The only way to be able to compare the Route Effectiveness numbers between time periods and subareas would be to put all of the routes from every time period and subarea in one group, and then recalculate the score for all of them.

In general, few routes have both ratings of high performance in one or more measures and below minimum performance in others. Really high or really low performance on one or two of the measures is enough in some cases to weight the overall Route Effectiveness measure. By definition, the average over the entire group for this measure will be 0, since standard deviation has equal negative and positive values.

## About Routes and Their Groupings

Routes are divided into groups by subarea and by time of day. Planning Subareas were defined by the King County Council when adopting the *Long Range Policy Framework for Public Transportation* in 1993. All cross-subarea routes are kept whole for the purpose of performance evaluation, rather than dividing 50/50 those all day routes that travel between subareas as is currently done for the purpose of allocating hours among subareas. For usefulness in comparing current and past route performance on routes crossing subarea boundaries, routes are reported in the same subarea as in prior years. Route performance within each subarea is evaluated separately for three time periods that have different ridership characteristics. The three time periods are the peak period, midday (including weekend days), and night (all seven days). Time periods reflect the increasingly broad span of peak-period service levels, with the “peak” time period covering 4 hours both morning and evening on weekdays (excluding holidays).

A “route” as used in this report is defined by route number, part of route and type of route. This results in some cases in multiple variations of one route number within the same time period. Route parts (north and south, or east and west) can be considered for the purposes of performance evaluation as totally separate routes, and are always listed separately in the report.

Route types (e.g. express or shuttle routing) are a variation on the basic route or route part. These route variants generally are kept separate on the performance evaluation tables, since usually there are potential improvements that could be considered for them separate from the other variants of the route. Sometimes a separate route type exists to increase the overall efficiency of the route, and in those cases it cannot be changed apart from changing the rest of the route. Those route type variants that average less than five trips during a given time period are combined with the same route variant in an adjacent time period to give a better indication of the overall performance of the variant. If the route variant operated in only one time period with fewer than five trips, it is consolidated with another route type during that time period. Express variants of less than five trips that did not have express trips in an adjacent time period are shown separately, rather than being combined with a different route type.

DART (demand responsive) routes are excluded from performance evaluation as there are very few to generate performance thresholds, and they often allow flexibility to experiment with services tailored for certain jurisdictions. Similarly, certain routes that are provided for specialized markets and are typically funded (partially or fully) by other entities or grants were excluded. They are listed by origin subarea after the tables for the three time periods for that subarea. No thresholds were calculated for these “exception” routes, although the average performance for regular routes in the same subarea during the same time period is listed under them as a reference point. The cost recovery performance measure for this Report is calculated using fully allocated costs, while the policy goal for custom and school routes is to generate enough revenue to cover 100% of marginal operating costs. In order to avoid the confusion of having two different published cost recovery ratios for school and custom routes, the fare revenue to operating cost ratio is omitted in the tables. The marginal operating cost ratio is available on request for custom and school routes.

## Notes on Service Description Abbreviations

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

**Time:**

Night 7:00 p.m. to 5:00 a.m. all days  
Midday 9:00 a.m. to 3:00 p.m. weekdays, 5:00 a.m. to 7:00 p.m. weekends  
Peak 5:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. weekdays

**Part:**

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

**Type:**

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

**Exceptions:**

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

## Performance Thresholds (for 2001 - 2003)

Subarea	Performance Thresholds*	Guide-Time	Rides/ Rev. Hr.	Fare Rev. / Op. Expense	Pass.Miles / Rev. Hr.	Pass.Miles Rev.Seat Miles
<b>EAST</b>	<b>Strong</b>	Peak	40.3	25%	441	0.37
		Midday	24.0	14%	131	0.18
		Night	24.7	10%	162	0.17
	<b>Minimum</b>	Peak	9.0	5%	25	0.09
		Midday	7.6	4%	27	0.07
		Night	5.1	2%	21	0.05
<b>SOUTH</b>	<b>Strong</b>	Peak	45.1	30%	596	0.45
		OffPeak	44.4	25%	334	0.36
		Night	30.4	15%	266	0.24
	<b>Minimum</b>	Peak	21.8	12%	99	0.19
		OffPeak	20.3	10%	62	0.15
		Night	18.8	8%	60	0.13
<b>WEST</b>	<b>Strong</b>	Peak	70.1	43%	315	0.38
		OffPeak	68.0	37%	215	0.30
		Night	41.6	20%	147	0.19
	<b>Minimum</b>	Peak	31.8	16%	77	0.18
		OffPeak	28.8	14%	59	0.14
		Night	18.6	8%	48	0.09

\* Strong performance is defined as one standard deviation above the mean; minimum performance is one standard deviation below the mean. Thresholds are set for three years to enhance comparison.

The performance thresholds for 2001 - 2003 are based on subarea performance by time period in 2001. Data used to develop these thresholds was the annualized Fall 2001 information on regular service routes - excludes paratransit, special service, the downtown Seattle Ride-Free Area, and the routes in excluded categories such as custom bus services.

## 2003 Performance Summary

These tables can be used for trend analysis of service delivery and rider use of system.

The data includes all King County Metro routes subject to performance evaluation ("exception" routes are shown separately below the totals for regular routes); it does not include Metro operated Sound Transit routes, paratransit service, or special event service. The trends are examined by time of day, rather than by subareas, since subarea assignment may change, as was done in 2002.

**This report is based on fall data, annualized; and it does not include rides within the downtown Seattle Ride Free Area.**

### Route and Performance Statistics 2003

Guidetime	Service Delivered						
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Seats /Trip	Seat Miles	Annual Platform Miles	Annual Platform Hours
<b>Peak Periods</b>	959,339	15,352,662	1,400,767	50	760,678,101	22,352,987	1,502,099
<b>Midday (and Weekend Days)</b>	832,594	12,267,671	1,339,562	47	573,817,653	13,113,156	1,200,348
<b>Night (seven days)</b>	313,696	5,051,576	562,189	49	245,967,405	5,968,862	504,106
<b>Total Regular Routes</b>	2,105,628	32,671,909	3,302,518	48	1,580,463,159	41,435,005	3,206,553
Exception Routes	66,198	1,088,751	138,557	23	24,815,264	1,304,747	92,672

Guidetime	Rider Usage				Performance			
	Annual Rides	Annual Pass. Miles	Fare Revenue	Rides/ RevHr.	FR / OE	Pass.Mi /Rev Hr.	Pass Miles / Seat Mlies	Pass Miles / Pl. Miles
<b>Peak Periods</b>	41,813,498	230,022,065	\$37,252,601	43.6	25%	240	0.30	10.3
<b>Midday (and Weekend Days)</b>	38,123,819	151,929,342	\$25,150,415	45.8	23%	182	0.26	11.6
<b>Night (seven days)</b>	9,115,478	41,357,902	\$6,047,482	29.1	13%	132	0.17	6.9
<b>Total Regular Routes</b>	89,052,795	423,309,309	\$68,450,498	42.3	22%	201	0.27	10.2
Exception Routes	985,896	5,507,848	\$801,300	14.9	n.a.	83	0.22	4.2

## Production and Allocation Subareas

Three planning Subareas are defined in the Long Range Policy Framework for Public Transportation adopted by King County in 1993. Although some routes are now characterized differently for the allocation of new hours of service, routes originally were assigned to one of the three subareas according to where the majority of morning boardings occurred – the “production” subarea. For usefulness in comparing current and past route performance on routes crossing subarea boundaries, performance for each route is reported only within the production subarea.

Listed below are those routes whose subarea allocation of hours in 2003 is different than the historic production subarea. "Production Subarea" gives the location of the route in this Report.

### Routes with 2003 Subarea Hours Allocation not from Production Subarea

Route	Production Subarea	Allocation Subarea	Route	Production Subarea	Allocation Subarea
<b><i>South Production Cross-subarea Routes</i></b>			<b><i>East Production Cross-subarea Routes</i></b>		
101	SOUTH	SOUTH-WEST	240	EAST	EAST-SOUTH
101 TB	SOUTH	SOUTH-WEST	255	EAST	EAST-WEST
106	SOUTH	SOUTH-WEST	271	EAST	EAST-WEST
107	SOUTH	SOUTH-WEST	280	EAST	SOUTH-WEST
130	SOUTH	SOUTH-WEST	342	EAST	WEST
130 EX	SOUTH	SOUTH-WEST	935 DART	EAST	EAST-WEST
130 TB	SOUTH	SOUTH-WEST			
132	SOUTH	SOUTH-WEST	<b><i>West Production Cross-subarea Routes</i></b>		
132 EX	SOUTH	SOUTH-WEST	20	WEST	SOUTH-WEST
132 TB	SOUTH	SOUTH-WEST	20 TB	WEST	SOUTH-WEST
136	SOUTH	SOUTH-WEST	128	WEST	SOUTH-WEST
150	SOUTH	SOUTH-WEST	128 TB	WEST	SOUTH-WEST
150 TB	SOUTH	SOUTH-WEST	137	WEST	SOUTH-WEST
174	SOUTH	SOUTH-WEST	137 TB	WEST	SOUTH-WEST
194	SOUTH	SOUTH-WEST	137 EX	WEST	SOUTH
194 TB	SOUTH	SOUTH-WEST	331	WEST	EAST-WEST

# **2003 Annual Route Performance Report**

<b>EAST Planning Subarea</b>
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**Prepared by  
King County Metro Transit  
Service Development Section:  
Service Planning Group  
Scheduling Group**

**June 2004**

## 2003 Route Performance Report

Prod Subarea	Exceptions to Route Evaluation	Guide time	Key			Origin	Rides /Rev. Hour	Fare Rev. /Op. Exp Ratio	Rider Miles / Rev. Hr.	Rider Miles / Seat Miles	Route Effectiveness Sum
			Route	Part	Type						
<b>2003 PEAK - EAST PRODUCTION SUBAREA</b>											
EAST			<i>Meets or exceeds strong performance threshold</i>				<b>40.3</b>	<b>25%</b>	<b>441</b>	<b>0.37</b>	<b>3.7</b>
EAST			<i>Less than minimum performance threshold</i>				<b>9.0</b>	<b>5%</b>	<b>25</b>	<b>0.09</b>	<b>-3.7</b>
EAST		Peak	<b>212</b>			Eastgate	<b>59.7</b>	<b>32%</b>	<b>590</b>	<b>0.37</b>	<b>8.0</b>
EAST		Peak	<b>255</b>		<b>TB</b>	Kirkland	<b>57.4</b>	<b>31%</b>	<b>512</b>	<b>0.39</b>	<b>7.4</b>
EAST		Peak	<b>214</b>		<b>TB</b>	Issaquah	<b>57.1</b>	<b>28%</b>	<b>864</b>	<b>0.56</b>	<b>10.5</b>
EAST		Peak	<b>312</b>		<b>EX</b>	U of W - Bothell	<b>53.9</b>	<b>28%</b>	<b>556</b>	<b>0.43</b>	<b>7.4</b>
EAST		Peak	<b>306</b>		<b>EX</b>	Kenmore	<b>48.7</b>	<b>36%</b>	<b>512</b>	<b>0.42</b>	<b>7.7</b>
EAST		Peak	<b>229</b>			Overlake	<b>41.3</b>	<b>31%</b>	417	0.32	<b>5.0</b>
EAST		Peak	<b>255</b>			Kingsgate	34.8	<b>27%</b>	328	0.28	3.3
EAST		Peak	<b>230</b>	<b>E</b>		Redmond P&R	34.2	20%	112	0.16	0.2
EAST		Peak	<b>253</b>			Bear Creek P&R	33.1	<b>27%</b>	116	0.20	1.3
EAST		Peak	<b>271</b>		<b>TB</b>	Bellevue TC	31.4	14%	195	0.29	0.7
EAST		Peak	<b>203</b>			Mercer Island	30.9	16%	65	0.20	-0.5
EAST		Peak	<b>225</b>			Overlake	30.5	21%	320	0.24	1.8
EAST		Peak	<b>216</b>			Sammamish	30.3	12%	<b>560</b>	<b>0.45</b>	<b>3.9</b>
EAST		Peak	<b>311</b>			Woodinville P&R	30.3	16%	<b>582</b>	<b>0.42</b>	<b>4.2</b>
EAST		Peak	<b>252</b>			Kingsgate P&R	30.2	17%	428	<b>0.38</b>	3.2
EAST		Peak	<b>271</b>			Issaquah P&R	29.8	15%	196	0.26	0.4
EAST		Peak	<b>230</b>	<b>W</b>	<b>TB</b>	Kirkland	29.8	16%	55	<b>0.08</b>	-1.6
EAST		Peak	<b>214</b>			North Bend	29.7	18%	<b>491</b>	0.28	2.6
EAST		Peak	<b>268</b>			E Lake Samm.	29.3	16%	420	0.37	2.8
EAST		Peak	<b>240</b>			Bellevue	29.0	18%	147	0.22	0.3
EAST		Peak	<b>272</b>			Eastgate P&R	28.9	9%	268	0.26	0.1
EAST		Peak	<b>257</b>			Kingsgate P&R	28.2	17%	416	<b>0.39</b>	3.0
EAST		Peak	<b>230</b>	<b>W</b>		Kingsgate P&R	27.0	19%	99	0.16	-0.7
EAST		Peak	<b>245</b>			Kirkland	26.7	16%	112	0.16	-0.9
EAST		Peak	<b>261</b>			Overlake P&R	26.6	17%	228	0.30	1.1
EAST		Peak	<b>942</b>		<b>EX</b>	Eastgate P&R	24.8	15%	239	0.37	1.3
EAST		Peak	<b>277</b>			Juanita	22.8	7%	213	0.26	-0.9
EAST		Peak	<b>205</b>		<b>EX</b>	Mercer Island	22.4	10%	137	0.20	-1.4
EAST		Peak	<b>266</b>			Bear Creek P&R	22.3	12%	249	0.19	-0.9
EAST		Peak	<b>202</b>			Mercer Island	21.4	12%	119	0.16	-1.8
EAST		Peak	<b>265</b>			Redmond P&R	20.2	10%	236	0.27	-0.6
EAST		Peak	<b>210</b>			Issaquah	19.8	12%	201	0.22	-0.9
EAST		Peak	<b>250</b>			Redmond P&R	19.0	12%	226	0.25	-0.5
EAST		Peak	<b>342</b>			Bothell	18.9	8%	216	0.21	-1.6
EAST		Peak	<b>260</b>			Juanita	18.6	12%	271	0.31	0.1
EAST		Peak	<b>238</b>			Bothell	17.1	9%	73	0.11	-3.2
EAST		Peak	<b>222</b>			Overlake	16.1	11%	72	0.14	-2.7
EAST		Peak	<b>234</b>			Northshore P&R	16.1	12%	91	0.18	-2.2
EAST		Peak	<b>233</b>			Bellevue	14.1	7%	61	0.13	-3.6
EAST		Peak	<b>236</b>			Woodinville	13.3	10%	55	0.10	-3.6
EAST		Peak	<b>237</b>			Woodinville	13.2	<b>4%</b>	151	0.17	-3.2
EAST		Peak	<b>249</b>			Redmond P&R	12.9	7%	54	0.18	-3.3
EAST		Peak	<b>232</b>		<b>TB</b>	Redmond	12.2	5%	43	<b>0.08</b>	<b>-4.5</b>
EAST		Peak	<b>254</b>		<b>SH</b>	Redmond	11.5	7%	41	<b>0.05</b>	<b>-4.5</b>
EAST		Peak	<b>209</b>			North Bend	11.3	6%	130	0.26	-2.4

## 2003 Route Performance Report

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Fare				Route Effectiveness Sum
							Rides /Rev. Hour	Rev. /Op. Exp Ratio	Rider Miles / Rev. Hr.	Rider Miles / Seat Miles	
EAST		Peak	<b>232</b>			Duvall	10.8	5%	105	0.19	-3.2
EAST		Peak	<b>201</b>			Mercer Island	10.4	10%	62	0.17	-3.1
EAST		Peak	<b>269</b>			E Lake Samm.	10.4	6%	103	0.15	-3.6
EAST		Peak	<b>251</b>			North Creek	10.1	10%	66	0.19	-2.9
EAST		Peak	<b>247</b>			Overlake P&R	<b>8.6</b>	<b>4%</b>	63	0.10	<b>-4.5</b>
EAST		Peak	<b>921</b>			Eastgate P&R	<b>7.9</b>	<b>6%</b>	40	0.14	<b>-4.2</b>
EAST		Peak	<b>220</b>			Redmond P&R	<b>7.5</b>	<b>8%</b>	42	0.13	<b>-4.1</b>
EAST		Peak	<b>929</b>			North Bend	<b>3.4</b>	<b>2%</b>	57	0.11	<b>-5.2</b>
EAST		<b>average 2003 PEAK - EAST</b>					<b>24.6</b>	<b>14%</b>	<b>226</b>	<b>0.24</b>	<b>0.0</b>

2003 MIDDAY - EAST PRODUCTION SUBAREA											
EAST		<i>Meets or exceeds strong performance threshold</i>					<b>24.0</b>	<b>14%</b>	<b>131</b>	<b>0.18</b>	<b>2.9</b>
EAST		<i>Less than minimum performance threshold</i>					<b>7.6</b>	<b>4%</b>	<b>27</b>	<b>0.07</b>	<b>-2.9</b>
EAST		OffPeak	<b>230</b>	<b>E</b>		Redmond P&R	<b>35.7</b>	<b>16%</b>	<b>134</b>	<b>0.18</b>	<b>4.1</b>
EAST		OffPeak	<b>253</b>			Bear Creek P&R	<b>31.1</b>	<b>14%</b>	<b>121</b>	<b>0.21</b>	<b>3.6</b>
EAST		OffPeak	<b>213</b>			Mercer Island	<b>26.7</b>	<b>36%</b>	<b>53</b>	<b>0.14</b>	<b>3.3</b>
EAST		OffPeak	<b>271</b>			Issaquah P&R	<b>26.4</b>	<b>11%</b>	<b>181</b>	<b>0.25</b>	<b>4.7</b>
EAST		OffPeak	<b>203</b>			Mercer Island	<b>25.6</b>	<b>20%</b>	<b>50</b>	<b>0.14</b>	<b>0.8</b>
EAST		OffPeak	<b>230</b>	<b>W</b>		Kingsgate P&R	<b>25.1</b>	<b>13%</b>	<b>87</b>	<b>0.15</b>	<b>0.7</b>
EAST		OffPeak	<b>255</b>			Kingsgate	<b>24.7</b>	<b>12%</b>	<b>242</b>	<b>0.21</b>	<b>4.9</b>
EAST		OffPeak	<b>245</b>			Kirkland	<b>23.4</b>	<b>12%</b>	<b>115</b>	<b>0.16</b>	<b>1.2</b>
EAST		OffPeak	<b>240</b>			Bellevue	<b>22.9</b>	<b>11%</b>	<b>121</b>	<b>0.17</b>	<b>1.4</b>
EAST		OffPeak	<b>238</b>			Bothell	<b>17.7</b>	<b>7%</b>	<b>83</b>	<b>0.14</b>	<b>-1.3</b>
EAST		OffPeak	<b>204</b>			Mercer Island	<b>17.2</b>	<b>11%</b>	<b>54</b>	<b>0.17</b>	<b>-0.6</b>
EAST		OffPeak	<b>222</b>			Overlake	<b>15.0</b>	<b>7%</b>	<b>79</b>	<b>0.17</b>	<b>-1.1</b>
EAST		OffPeak	<b>234</b>			Northshore P&R	<b>14.1</b>	<b>8%</b>	<b>80</b>	<b>0.16</b>	<b>-1.2</b>
EAST		OffPeak	<b>249</b>			Redmond P&R	<b>13.5</b>	<b>6%</b>	<b>68</b>	<b>0.15</b>	<b>-2.0</b>
EAST		OffPeak	<b>236</b>			Woodinville	<b>12.1</b>	<b>7%</b>	<b>64</b>	<b>0.13</b>	<b>-2.6</b>
EAST		OffPeak	<b>233</b>			Bellevue	<b>11.2</b>	<b>5%</b>	<b>47</b>	<b>0.10</b>	<b>-3.9</b>
EAST		OffPeak	<b>254</b>	<b>SH</b>		Redmond	<b>10.3</b>	<b>5%</b>	<b>42</b>	<b>0.07</b>	<b>-4.9</b>
EAST		OffPeak	<b>209</b>			North Bend	<b>9.8</b>	<b>4%</b>	<b>146</b>	<b>0.28</b>	<b>1.8</b>
EAST		OffPeak	<b>251</b>			North Creek	<b>9.7</b>	<b>5%</b>	<b>61</b>	<b>0.17</b>	<b>-2.2</b>
EAST		OffPeak	<b>220</b>			Redmond P&R	<b>7.2</b>	<b>4%</b>	<b>52</b>	<b>0.16</b>	<b>-3.2</b>
EAST		OffPeak	<b>921</b>			Eastgate P&R	<b>5.6</b>	<b>3%</b>	<b>41</b>	<b>0.15</b>	<b>-3.8</b>
EAST		<b>average 2003 MIDDAY - EAST</b>					<b>18.3</b>	<b>10%</b>	<b>92</b>	<b>0.17</b>	<b>0.0</b>

2003 NIGHT - EAST PRODUCTION SUBAREA											
EAST		<i>Meets or exceeds strong performance threshold</i>					<b>24.7</b>	<b>10%</b>	<b>162</b>	<b>0.17</b>	<b>3.5</b>
EAST		<i>Less than minimum performance threshold</i>					<b>5.1</b>	<b>2%</b>	<b>21</b>	<b>0.05</b>	<b>-3.5</b>
EAST		Night	<b>253</b>	<b>TB</b>		Redmond	<b>33.2</b>	<b>13%</b>	<b>126</b>	<b>0.17</b>	<b>5.3</b>
EAST		Night	<b>230</b>	<b>E</b>		Redmond P&R	<b>31.5</b>	<b>12%</b>	<b>127</b>	<b>0.16</b>	<b>4.5</b>
EAST		Night	<b>230</b>	<b>W</b>		Kingsgate P&R	<b>20.6</b>	<b>10%</b>	<b>84</b>	<b>0.13</b>	<b>1.3</b>
EAST		Night	<b>271</b>			Issaquah P&R	<b>19.2</b>	<b>7%</b>	<b>148</b>	<b>0.20</b>	<b>2.6</b>
EAST		Night	<b>280</b>			Bellevue TC	<b>14.6</b>	<b>7%</b>	<b>254</b>	<b>0.25</b>	<b>4.4</b>

## 2003 Route Performance Report

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Fare			Route Effectiveness Sum		
							Rides /Rev. Hour	Rev. /Op. Exp Ratio	Rider Miles / Rev. Hr.		Rider Miles / Seat Miles	
EAST		Night	255			Kingsgate	14.3	7%	142	0.16	1.2	
EAST		Night	240			Bellevue	13.5	6%	84	0.11	-0.9	
EAST		Night	222			Overlake	9.2	4%	55	0.11	-2.4	
EAST		Night	245			Kirkland	8.8	4%	35	0.04	-3.8	
EAST		Night	254		SH	Redmond	7.7	3%	43	0.07	-3.8	
EAST		Night	238			Bothell	7.7	2%	42	0.06	-4.0	
EAST		Night	236			Woodinville	6.9	3%	27	0.05	-4.3	
EAST			<b>average 2003 NIGHT - EAST</b>					15.6	6%	97	0.13	0.0

2003 EAST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED												
EAST	DART	Peak	926		DART	Crossroads	6.6	n.a.	19	0.08		
EAST	DART	Peak	927		DART	E Lake Samm	6.2	n.a.	14	0.06		
EAST	DART	Peak	935		DART	Juanita	5.5	n.a.	13	0.05		
EAST	PART	Peak	200			Issaquah	13.7	n.a.	43	0.16		
EAST	PART	Peak	291		DART	Redmond	8.1	n.a.	25	0.13		
EAST	SCL	Peak	892			Mercer Island	101.0	n.a.	338	0.43		
EAST	SCL	Peak	206			Newport Hills	90.5	n.a.	343	0.54		
EAST	SCL	Peak	886			Clyde Hill	85.7	n.a.	73	0.11		
EAST	SCL	Peak	208			Newport Hills	80.3	n.a.	267	0.36		
EAST	SCL	Peak	207			Newport Hills	69.2	n.a.	263	0.36		
EAST	SCL	Peak	986		CUST	Kirkland	68.7	n.a.	693	0.52		
EAST	SCL	Peak	891			Mercer Island	61.5	n.a.	301	0.31		
EAST	SCL	Peak	888			Eastgate	56.7	n.a.	256	0.35		
EAST	SCL	Peak	889			Bellevue	48.5	n.a.	112	0.17		
EAST	SCL	Peak	890			Eastgate	39.8	n.a.	234	0.29		
EAST	SCL	Peak	997		CUST	Evergreen Pt P&R	36.0	n.a.	354	0.47		
EAST	SCL	Peak	885			Bellevue	35.0	n.a.	79	0.12		
EAST	SCL	Peak	989		CUST	Eastgate	29.5	n.a.	484	0.33		
EAST	SCL	Peak	219			Newcastle	10.4	n.a.	41	0.09		
EAST	SCL	Peak	998		CUST	Mercer Isl P&R	7.6	n.a.	103	0.12		
EAST	<b>regular route average: 2003 East Peak</b>							24.6		226	0.24	
EAST	DART	OffPeak	927		DART	E Lake Samm	6.1	n.a.	14	0.05		
EAST	DART	OffPeak	926		DART	Crossroads	6.0	n.a.	18	0.08		
EAST	DART	OffPeak	935		DART	Juanita	4.5	n.a.	10	0.04		
EAST	DART	OffPeak	925		DART	Newcastle	1.2	n.a.	4	0.29		
EAST	PART	OffPeak	200			Issaquah	16.0	n.a.	49	0.18		
EAST	<b>regular route average: 2003 East OffPeak</b>							18.3		27	0.07	

# **2003 Annual Route Performance Report**

## **SOUTH Planning Subarea**

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

**June 2004**

## 2003 Route Performance Report

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. /Op. Exp Ratio	Rider Miles / Rev. Hr.	Rider Miles / Seat Miles	Route Effective-ness Sum
<b>2003 PEAK - SOUTH PRODUCTION SUBAREA</b>											
SOUTH SOUTH			<i>Meets or exceeds strong performance threshold</i>				<b>45.1</b>	<b>30%</b>	<b>596</b>	<b>0.45</b>	<b>3.2</b>
SOUTH SOUTH			<i>Less than minimum performance threshold</i>				<b>21.8</b>	<b>12%</b>	<b>99</b>	<b>0.19</b>	<b>-3.2</b>
SOUTH SOUTH		Peak	<b>101</b>		<b>TB</b>	Renton CBD	<b>59.8</b>	<b>36%</b>	<b>652</b>	<b>0.50</b>	<b>7.3</b>
SOUTH SOUTH		Peak	<b>106</b>			Renton	<b>58.3</b>	<b>34%</b>	338	0.34	<b>4.2</b>
SOUTH SOUTH		Peak	<b>118</b>		<b>TB</b>	Vashon	<b>58.0</b>	29%	311	0.38	<b>3.8</b>
SOUTH SOUTH		Peak	<b>136</b>			Burien	<b>57.5</b>	<b>38%</b>	256	0.31	<b>4.0</b>
SOUTH SOUTH		Peak	<b>941</b>		<b>EX</b>	Star Lake P&R	<b>54.1</b>	<b>30%</b>	<b>816</b>	<b>0.48</b>	<b>6.7</b>
SOUTH SOUTH		Peak	<b>101</b>			Fairwood	<b>51.4</b>	<b>38%</b>	<b>608</b>	<b>0.49</b>	<b>6.6</b>
SOUTH SOUTH		Peak	<b>177</b>			Federal Way	<b>51.2</b>	28%	<b>1,070</b>	<b>0.55</b>	<b>7.9</b>
SOUTH SOUTH		Peak	<b>174</b>			Fed Way P&R,TC	<b>47.1</b>	<b>34%</b>	317	0.33	3.1
SOUTH SOUTH		Peak	<b>151</b>			Auburn	<b>46.8</b>	21%	122	0.24	-0.3
SOUTH SOUTH		Peak	<b>105</b>			Renton Highlands	<b>46.3</b>	26%	<b>98</b>	0.21	-0.1
SOUTH SOUTH		Peak	<b>132</b>		<b>EX</b>	Highline CC	<b>46.0</b>	27%	468	0.42	<b>3.6</b>
SOUTH SOUTH		Peak	<b>169</b>			Kent P&R,TC	44.6	27%	187	0.27	0.9
SOUTH SOUTH		Peak	<b>168</b>			Timberlane	44.6	25%	173	0.30	0.7
SOUTH SOUTH		Peak	<b>135</b>			Burien TC	43.8	23%	272	0.40	1.8
SOUTH SOUTH		Peak	<b>150</b>			Auburn	42.5	28%	441	0.37	2.9
SOUTH SOUTH		Peak	<b>133</b>			Burien TC	42.2	14%	412	<b>0.54</b>	2.3
SOUTH SOUTH		Peak	<b>130</b>		<b>EX</b>	Highline CC	41.9	22%	441	0.37	2.0
SOUTH SOUTH		Peak	<b>164</b>			Kent	41.6	29%	163	0.29	1.0
SOUTH SOUTH		Peak	<b>190</b>			Star Lake P&R	40.0	20%	<b>720</b>	0.39	3.0
SOUTH SOUTH		Peak	<b>139</b>			Gregory Heights	39.8	23%	<b>82</b>	<b>0.18</b>	-1.3
SOUTH SOUTH		Peak	<b>107</b>			Renton	39.4	<b>30%</b>	135	0.28	0.6
SOUTH SOUTH		Peak	<b>116</b>		<b>EX</b>	Fauntleroy	38.8	22%	292	<b>0.48</b>	1.9
SOUTH SOUTH		Peak	<b>158</b>			Lk Meridian P&R	38.1	26%	<b>686</b>	<b>0.45</b>	<b>4.0</b>
SOUTH SOUTH		Peak	<b>150</b>		<b>TB</b>	Kent	37.8	23%	394	0.30	1.0
SOUTH SOUTH		Peak	<b>119</b>		<b>EX</b>	Vashon	37.7	<b>30%</b>	190	0.29	0.8
SOUTH SOUTH		Peak	<b>111</b>			Renton	36.6	22%	507	0.39	2.0
SOUTH SOUTH		Peak	<b>130</b>		<b>TB</b>	Burien	36.0	25%	211	0.32	0.4
SOUTH SOUTH		Peak	<b>113</b>			Shorewood	34.5	19%	233	0.25	-1.0
SOUTH SOUTH		Peak	<b>136</b>		<b>EX</b>	Burien TC	34.5	24%	217	0.29	-0.1
SOUTH SOUTH		Peak	<b>132</b>		<b>TB</b>	Burien	34.4	24%	204	0.28	-0.2
SOUTH SOUTH		Peak	<b>152</b>		<b>TB</b>	Auburn	34.4	20%	<b>685</b>	0.44	2.8
SOUTH SOUTH		Peak	<b>119</b>		<b>SH</b>	Vashon	34.2	19%	181	0.20	-1.6
SOUTH SOUTH		Peak	<b>162</b>			Kent	33.6	19%	<b>644</b>	0.41	2.1
SOUTH SOUTH		Peak	<b>143</b>		<b>EX</b>	Black Diamond	32.4	28%	<b>623</b>	0.42	3.2
SOUTH SOUTH		Peak	<b>166</b>			Kent P&R,TC	32.2	22%	121	0.23	-1.5
SOUTH SOUTH		Peak	<b>148</b>			Fairwood	32.1	<b>39%</b>	129	0.27	1.1
SOUTH SOUTH		Peak	<b>196</b>			Fed Way S P&R	31.3	16%	<b>717</b>	0.37	1.6
SOUTH SOUTH		Peak	<b>130</b>			Highline CC	31.1	26%	198	0.27	-0.5
SOUTH SOUTH		Peak	<b>114</b>			Renton	30.8	20%	376	0.37	0.5
SOUTH SOUTH		Peak	<b>197</b>			Federal Way	30.7	<b>9%</b>	<b>693</b>	<b>0.45</b>	1.2
SOUTH SOUTH		Peak	<b>159</b>			Kent P&R,TC	30.6	19%	512	0.36	0.9
SOUTH SOUTH		Peak	<b>192</b>			Federal Way	30.2	17%	544	<b>0.45</b>	1.6
SOUTH SOUTH		Peak	<b>132</b>			Highline CC	29.7	21%	208	0.23	-1.4
SOUTH SOUTH		Peak	<b>140</b>			Burien	29.5	17%	130	0.19	-2.6
SOUTH SOUTH		Peak	<b>163</b>			Kent	28.6	17%	384	0.40	0.3

## 2003 Route Performance Report

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides	Fare	Rider	Rider	Route	
							/Rev. Hour	Rev. /Op. Exp Ratio	Miles / Rev. Hr.	Miles / Seat Miles		Effective-ness Sum
SOUTH		Peak	160			Kent	27.9	16%	393	0.39	0.0	
SOUTH		Peak	186			Auburn	27.9	22%	61	0.12	-3.1	
SOUTH		Peak	187			Federal Way	27.4	23%	99	0.18	-2.3	
SOUTH		Peak	194		TB	SeaTac	27.4	14%	300	0.17	-2.6	
SOUTH		Peak	183			Kent	27.1	18%	124	0.22	-2.4	
SOUTH		Peak	194			Federal Way	26.7	14%	391	0.23	-1.7	
SOUTH		Peak	181			Green River CC	26.6	19%	118	0.24	-2.3	
SOUTH		Peak	118		EX	Vashon	25.9	16%	120	0.19	-3.2	
SOUTH		Peak	185			Auburn	24.4	23%	49	0.12	-3.2	
SOUTH		Peak	191			Star Lake P&R	23.8	14%	312	0.33	-1.5	
SOUTH		Peak	167			Auburn P&R	23.7	7%	379	0.28	-2.5	
SOUTH		Peak	170			McMicken Heights	23.5	16%	217	0.28	-2.1	
SOUTH		Peak	182			Federal Way	23.1	13%	62	0.10	-4.7	
SOUTH		Peak	915			Enumclaw	23.1	13%	167	0.19	-3.5	
SOUTH		Peak	152			Enumclaw	22.2	15%	432	0.25	-1.6	
SOUTH		Peak	179			Federal Way	21.9	11%	538	0.44	-0.1	
SOUTH		Peak	155			Fairwood	21.7	15%	79	0.17	-4.0	
SOUTH		Peak	175			Fed Way P&R,TC	19.9	14%	375	0.29	-1.9	
SOUTH		Peak	153			Kent	19.3	16%	75	0.17	-4.0	
SOUTH		Peak	154			Auburn	17.0	7%	171	0.21	-4.6	
SOUTH		Peak	118			Vashon	16.6	8%	91	0.10	-5.9	
SOUTH		Peak	173			Fed Way P&R,TC	15.8	6%	206	0.21	-4.7	
SOUTH		Peak	124			Southcenter	8.8	5%	25	0.05	-7.7	
SOUTH		Peak	149			Black Diamond	8.3	4%	60	0.04	-7.6	
SOUTH			<b>average 2003 PEAK - SOUTH</b>					33.7	21%	319	0.30	0.0

2003 MIDDAY - SOUTH PRODUCTION SUBAREA											
SOUTH			<i>Meets or exceeds strong performance threshold</i>				44.4	25%	334	0.36	3.5
SOUTH			<i>Less than minimum performance threshold</i>				20.3	10%	62	0.15	-3.5
SOUTH		OffPeak	164			Kent	56.2	29%	245	0.44	5.6
SOUTH		OffPeak	174			Fed Way P&R,TC	53.4	31%	372	0.36	5.8
SOUTH		OffPeak	105			Renton Highlands	50.0	21%	112	0.20	0.7
SOUTH		OffPeak	101		TB	Renton CBD	49.8	28%	564	0.44	7.1
SOUTH		OffPeak	106			Renton	47.6	23%	302	0.33	3.4
SOUTH		OffPeak	151			Auburn	47.2	19%	121	0.26	0.8
SOUTH		OffPeak	136			Burien	46.0	24%	251	0.34	3.2
SOUTH		OffPeak	140			Burien	43.2	18%	196	0.29	1.3
SOUTH		OffPeak	169			Kent P&R,TC	42.6	22%	190	0.26	1.5
SOUTH		OffPeak	135			Burien TC	42.3	19%	262	0.37	2.5
SOUTH		OffPeak	168			Timberlane	41.0	18%	178	0.28	0.9
SOUTH		OffPeak	150			Auburn	40.6	20%	519	0.43	4.9
SOUTH		OffPeak	107			Renton	40.4	24%	164	0.32	1.9
SOUTH		OffPeak	139			Gregory Heights	38.2	17%	77	0.16	-1.4
SOUTH		OffPeak	194		TB	SeaTac	37.5	16%	445	0.25	1.9
SOUTH		OffPeak	194			Federal Way	37.3	18%	655	0.38	4.8
SOUTH		OffPeak	148			Fairwood	34.8	38%	168	0.34	3.5
SOUTH		OffPeak	132		TB	Burien	34.5	19%	210	0.30	0.8

## 2003 Route Performance Report

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. /Op. Exp Ratio	Rider Miles / Rev. Hr.	Rider Miles / Seat Miles	Route Effectiveness Sum	
SOUTH		OffPeak	130		TB	Burien	34.0	18%	185	0.29	0.4	
SOUTH		OffPeak	130		EX	Highline CC	32.4	15%	277	0.31	0.7	
SOUTH		OffPeak	166			Kent P&R,TC	31.9	16%	142	0.25	-0.7	
SOUTH		OffPeak	186			Auburn	30.7	15%	80	0.16	-2.2	
SOUTH		OffPeak	185			Auburn	30.5	22%	57	0.14	-1.6	
SOUTH		OffPeak	915			Enumclaw	29.8	14%	174	0.20	-1.4	
SOUTH		OffPeak	187			Federal Way	29.6	16%	125	0.21	-1.4	
SOUTH		OffPeak	132		EX	Highline CC	29.3	14%	260	0.28	-0.1	
SOUTH		OffPeak	132			Highline CC	28.4	15%	208	0.26	-0.6	
SOUTH		OffPeak	130			Highline CC	28.2	16%	194	0.25	-0.7	
SOUTH		OffPeak	181			Green River CC	27.8	15%	123	0.25	-1.4	
SOUTH		OffPeak	182			Federal Way	25.7	9%	84	0.14	-3.6	
SOUTH		OffPeak	155			Fairwood	23.4	13%	90	0.17	-3.0	
SOUTH		OffPeak	118		TB	Vashon	22.7	8%	68	0.08	-4.7	
SOUTH		OffPeak	183			Kent	21.2	11%	125	0.22	-2.7	
SOUTH		OffPeak	149			Black Diamond	12.5	5%	96	0.09	-5.7	
SOUTH		OffPeak	119		SH	Vashon	10.8	3%	62	0.07	-6.5	
SOUTH		OffPeak	118			Vashon	10.2	4%	36	0.04	-6.9	
SOUTH		OffPeak	912			Covington	6.5	3%	64	0.07	-6.8	
SOUTH			<b>average 2003 MIDDAY - SOUTH</b>					33.7	17%	202	0.25	0.0

2003 NIGHT - SOUTH PRODUCTION SUBAREA												
SOUTH			<i>Meets or exceeds strong performance threshold</i>				30.4	15%	266	0.24		3.3
SOUTH			<i>Less than minimum performance threshold</i>				18.8	8%	60	0.13		-3.3
SOUTH		Night	169			Kent P&R,TC	35.5	15%	157	0.19	4.1	
SOUTH		Night	174			Fed Way P&R,TC	34.1	17%	332	0.27	7.9	
SOUTH		Night	106			Renton	31.9	14%	210	0.23	4.4	
SOUTH		Night	151			Auburn	30.5	8%	81	0.15	-0.7	
SOUTH		Night	140			Burien	28.0	11%	151	0.21	1.7	
SOUTH		Night	135			Burien TC	26.5	10%	179	0.24	2.3	
SOUTH		Night	136			Burien	25.5	11%	158	0.19	1.2	
SOUTH		Night	150			Auburn	23.7	11%	309	0.23	3.1	
SOUTH		Night	168			Timberlane	21.7	8%	99	0.16	-1.8	
SOUTH		Night	148			Fairwood	21.7	20%	95	0.19	2.2	
SOUTH		Night	164			Kent	21.4	10%	87	0.14	-1.9	
SOUTH		Night	105			Renton Highlds	21.2	8%	60	0.11	-3.4	
SOUTH		Night	187			Federal Way	21.1	8%	66	0.12	-3.1	
SOUTH		Night	101		TB	Renton CBD	20.7	11%	224	0.18	0.7	
SOUTH		Night	166			Kent P&R,TC	20.2	9%	74	0.12	-2.9	
SOUTH		Night	194			Federal Way	20.1	9%	370	0.21	2.1	
SOUTH		Night	132			Highline CC	19.3	10%	154	0.16	-1.1	
SOUTH		Night	130			Highline CC	18.7	8%	134	0.15	-2.0	
SOUTH		Night	181			Green River CC	17.8	7%	85	0.16	-3.1	
SOUTH		Night	139			Gregory Heights	17.6	7%	38	0.08	-5.1	
SOUTH		Night	107			Renton	16.6	7%	58	0.11	-4.5	
SOUTH			<b>average 2003 NIGHT - SOUTH</b>					23.5	10%	149	0.17	0.0

## 2003 Route Performance Report

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. /Op. Exp Ratio	Rider Miles / Rev. Hr.	Rider Miles / Seat Miles	Route Effectiveness Sum
<b>2003 SOUTH PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED</b>											
SOUTH	<b>PART</b>	Peak	<b>110</b>			Renton	13.8	n.a	24	0.10	
SOUTH	<b>DART</b>	Peak	<b>903</b>		<b>DART</b>	South Campus	24.0	n.a	35	0.12	
SOUTH	<b>DART</b>	Peak	<b>901</b>		<b>DART</b>	Dash Point	23.8	n.a	33	0.16	
SOUTH	<b>DART</b>	Peak	<b>918</b>		<b>DART</b>	Kent	11.9	n.a	33	0.16	
SOUTH	<b>DART</b>	Peak	<b>908</b>		<b>DART</b>	Renton Highlands	9.7	n.a	34	0.16	
SOUTH	<b>DART</b>	Peak	<b>909</b>		<b>DART</b>	Renton	9.6	n.a	30	0.13	
SOUTH	<b>DART</b>	Peak	<b>917</b>		<b>DART</b>	Algona	8.4	n.a	32	0.11	
SOUTH	<b>CUST</b>	Peak	<b>952</b>		<b>CUST</b>	Auburn P&R	20.6	n.a	608	0.37	
SOUTH	<b>CUST</b>	Peak	<b>949</b>		<b>CUST</b>	Fed Way S P&R	13.8	n.a	585	0.31	
SOUTH	<b>regular route average: 2003 SOUTH PEAK</b>						33.7		319	0.30	
SOUTH	<b>DART</b>	OffPeak	<b>903</b>		<b>DART</b>	South Campus	21.6	n.a	31	0.11	
SOUTH	<b>DART</b>	OffPeak	<b>901</b>		<b>DART</b>	Dash Point	20.8	n.a	29	0.13	
SOUTH	<b>PART</b>	OffPeak	<b>914</b>		<b>DART</b>	Kent	15.4	n.a	58	0.30	
SOUTH	<b>PART</b>	OffPeak	<b>916</b>		<b>DART</b>	Kent	14.6	n.a	53	0.28	
SOUTH	<b>DART</b>	OffPeak	<b>917</b>		<b>DART</b>	Algona	9.9	n.a	37	0.12	
SOUTH	<b>DART</b>	OffPeak	<b>909</b>		<b>DART</b>	Renton	9.7	n.a	30	0.13	
SOUTH	<b>DART</b>	OffPeak	<b>908</b>		<b>DART</b>	Renton Highlands	9.3	n.a	31	0.15	
SOUTH	<b>regular route average: 2003 SOUTH MIDDAY</b>						33.7		202	0.25	
SOUTH	<b>DART</b>	Night	<b>903</b>		<b>DART</b>	South Campus	21.6	n.a	31	0.11	
SOUTH	<b>DART</b>	Night	<b>901</b>		<b>DART</b>	Dash Point	20.9	n.a	29	0.12	
SOUTH	<b>regular route average: 2003 SOUTH NIGHT</b>						23.5		149	0.17	



# **2003 Annual Route Performance Report**

## **WEST (North) Planning Subarea**

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

**June 2004**

## 2003 Route Performance Report

Prod Subarea	Exceptions to Route Evaluation	Guide time	Key			Rides /Rev. Hour	Fare Rev. /Op. Exp Ratio	Rider Miles / Rev. Hr.	Rider Miles / Seat Miles	Route Effectiveness Sum	
			Route	Part	Type						Origin
<b>2003 PEAK - WEST PRODUCTION SUBAREA</b>											
WEST WEST			<i>Meets or exceeds strong performance threshold</i>			<b>70.1</b>	<b>43%</b>	<b>315</b>	<b>0.38</b>	<b>3.1</b>	
WEST WEST			<i>Less than minimum performance threshold</i>			<b>31.8</b>	<b>16%</b>	<b>77</b>	<b>0.18</b>	<b>-3.1</b>	
WEST		Peak	<b>67</b>			North Seattle	<b>88.9</b>	41%	167	0.26	2.8
WEST		Peak	<b>4</b>	<b>N</b>		E Queen Anne	<b>86.5</b>	<b>58%</b>	121	0.30	<b>4.1</b>
WEST		Peak	<b>1</b>			Kinnear	<b>85.8</b>	<b>55%</b>	116	0.27	<b>3.4</b>
WEST		Peak	<b>2</b>	<b>N</b>		W Queen Anne	<b>85.4</b>	<b>55%</b>	122	0.32	<b>4.0</b>
WEST		Peak	<b>3</b>	<b>N</b>		N Queen Anne	<b>82.9</b>	<b>57%</b>	107	0.28	<b>3.4</b>
WEST		Peak	<b>15</b>		<b>TB</b>	Ballard	<b>82.4</b>	<b>60%</b>	219	0.29	<b>4.8</b>
WEST		Peak	<b>48</b>	<b>S</b>		Rainier Beach	<b>82.4</b>	<b>49%</b>	209	0.28	<b>3.8</b>
WEST		Peak	<b>5</b>		<b>EX</b>	Greenwood	<b>81.7</b>	38%	<b>368</b>	<b>0.45</b>	<b>6.3</b>
WEST		Peak	<b>41</b>		<b>TB</b>	Northgate P&R	<b>81.3</b>	30%	<b>612</b>	<b>0.44</b>	<b>7.9</b>
WEST		Peak	<b>15</b>			Blue Ridge	<b>81.1</b>	<b>48%</b>	214	0.33	<b>4.2</b>
WEST		Peak	<b>4</b>	<b>S</b>		Judkins Park	<b>81.1</b>	<b>48%</b>	122	0.37	<b>3.8</b>
WEST		Peak	<b>13</b>			Seattle Pacific U	<b>80.1</b>	<b>54%</b>	117	0.32	<b>3.6</b>
WEST		Peak	<b>3</b>	<b>S</b>		Madrona	<b>78.8</b>	<b>48%</b>	107	0.35	<b>3.3</b>
WEST		Peak	<b>7</b>	<b>N</b>	<b>TB</b>	Broadway	<b>78.0</b>	<b>45%</b>	90	0.23	1.5
WEST		Peak	<b>48</b>	<b>N</b>	<b>TB</b>	Ravenna	<b>75.0</b>	<b>14%</b>	105	0.20	-1.3
WEST		Peak	<b>28</b>		<b>TB</b>	Whittier Heights	<b>74.9</b>	<b>44%</b>	222	0.33	<b>3.6</b>
WEST		Peak	<b>12</b>		<b>TB</b>	First Hill	<b>74.9</b>	<b>45%</b>	<b>68</b>	0.28	1.7
WEST		Peak	<b>72</b>		<b>EX</b>	Lake City	<b>74.6</b>	43%	<b>319</b>	0.38	<b>5.1</b>
WEST		Peak	<b>12</b>			Interlaken Park	<b>73.1</b>	<b>45%</b>	92	0.27	1.6
WEST		Peak	<b>15</b>		<b>EX</b>	Blue Ridge	<b>72.3</b>	35%	<b>351</b>	<b>0.44</b>	<b>5.3</b>
WEST		Peak	<b>10</b>			Capitol Hill	<b>70.9</b>	42%	100	0.28	1.6
WEST		Peak	<b>68</b>			Northgate TC	<b>70.8</b>	34%	189	0.33	2.3
WEST		Peak	<b>2</b>	<b>S</b>		Madrona	<b>70.1</b>	<b>48%</b>	107	0.30	2.2
WEST		Peak	<b>2</b>	<b>N</b>	<b>EX</b>	W Queen Anne	69.9	30%	147	<b>0.39</b>	2.2
WEST		Peak	<b>31</b>			Magnolia	68.6	31%	148	0.26	0.8
WEST		Peak	<b>18</b>		<b>EX</b>	North Beach	67.4	32%	<b>329</b>	<b>0.40</b>	<b>4.2</b>
WEST		Peak	<b>18</b>		<b>TB</b>	Crown Hill	66.9	39%	167	0.24	1.3
WEST		Peak	<b>4</b>	<b>N</b>	<b>NT</b>	E Queen Anne	66.7	41%	99	0.21	0.5
WEST		Peak	<b>14</b>	<b>N</b>		Summit	66.3	39%	82	0.25	0.5
WEST		Peak	<b>18</b>			North Beach	66.2	37%	181	0.29	1.8
WEST		Peak	<b>48</b>	<b>N</b>		Loyal Heights	66.0	34%	134	0.24	0.5
WEST		Peak	<b>36</b>		<b>TB</b>	Beacon Hill	65.8	41%	174	<b>0.40</b>	<b>3.2</b>
WEST		Peak	<b>48</b>	<b>S</b>	<b>ALT</b>	Columbia City	65.4	40%	129	0.24	0.9
WEST		Peak	<b>65</b>			Lake City	65.1	28%	168	0.24	0.3
WEST		Peak	<b>7</b>	<b>N</b>		U. District	64.9	<b>44%</b>	130	0.24	1.2
WEST		Peak	<b>56</b>		<b>EX</b>	Alki	64.5	27%	<b>358</b>	0.36	<b>3.4</b>
WEST		Peak	<b>3</b>	<b>S</b>	<b>TB</b>	First Hill	63.9	40%	<b>74</b>	0.32	1.1
WEST		Peak	<b>73</b>		<b>EX</b>	Jackson Park	62.1	34%	268	0.31	2.5
WEST		Peak	<b>11</b>			Madison Park	61.9	40%	103	0.22	0.4
WEST		Peak	<b>54</b>		<b>EX</b>	Fauntleroy	61.9	27%	<b>401</b>	<b>0.39</b>	<b>4.0</b>
WEST		Peak	<b>8</b>		<b>TB</b>	Capitol Hill	61.5	25%	<b>76</b>	0.21	-1.3
WEST		Peak	<b>20</b>		<b>TB</b>	White Center	61.2	33%	<b>326</b>	<b>0.40</b>	<b>3.9</b>
WEST		Peak	<b>44</b>			Ballard	60.9	32%	118	0.21	-0.4
WEST		Peak	<b>26</b>			East Green Lake	60.8	39%	152	0.26	1.1
WEST		Peak	<b>8</b>			Mount Baker	59.8	34%	107	0.22	-0.3
WEST		Peak	<b>17</b>		<b>EX</b>	Loyal Heights	59.1	36%	<b>324</b>	<b>0.44</b>	<b>4.4</b>
WEST		Peak	<b>73</b>		<b>TEX</b>	Roosevelt	58.4	25%	235	0.31	1.2
WEST		Peak	<b>14</b>	<b>S</b>		Mount Baker	57.2	39%	115	0.29	0.8
WEST		Peak	<b>358</b>		<b>EX</b>	Aurora Village	57.0	38%	<b>324</b>	0.35	<b>3.5</b>

## 2003 Route Performance Report

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Key Part Type	Origin	Rides	Fare	Rider	Route	
						/Rev. Hour	Rev. /Op. Exp Ratio	Miles / Rev. Hr.	Miles / Seat Miles	Effective-ness Sum
WEST		Peak	24		Central Magnolia	57.0	35%	194	0.25	0.8
WEST		Peak	43		U. District	56.3	31%	129	0.25	-0.1
WEST		Peak	71	EX	Wedgwood	55.8	29%	237	0.28	1.1
WEST		Peak	48	N EX	Loyal Heights	55.1	24%	190	0.33	0.7
WEST		Peak	41		Lake City	54.7	34%	408	0.38	4.1
WEST		Peak	75	TB	Lake City	54.7	28%	157	0.25	-0.2
WEST		Peak	9		Rainier Beach	54.0	34%	149	0.23	0.0
WEST		Peak	60		White Center	53.8	33%	147	0.30	0.6
WEST		Peak	26	EX	East Green Lake	53.4	31%	236	0.35	1.9
WEST		Peak	75		Northgate	53.3	31%	173	0.28	0.5
WEST		Peak	5		Shoreline CC	53.1	30%	223	0.26	0.7
WEST		Peak	55		Admiral District	53.1	30%	251	0.28	1.1
WEST		Peak	5	ALT	Northgate TC	52.9	33%	206	0.26	0.7
WEST		Peak	7	S	Rainier Beach	52.8	35%	160	0.23	0.1
WEST		Peak	7	S TB	Rainier Beach	52.6	36%	159	0.24	0.2
WEST		Peak	33		Discovery Park	52.2	29%	188	0.28	0.5
WEST		Peak	20		Shorewood	51.1	27%	267	0.27	0.8
WEST		Peak	70		U. District	50.6	32%	121	0.34	0.5
WEST		Peak	42		Rainier View	49.9	35%	181	0.28	0.7
WEST		Peak	36		Rainier Beach	49.8	31%	162	0.26	-0.1
WEST		Peak	28		Broadview	49.7	31%	162	0.21	-0.6
WEST		Peak	28	EX	Broadview	49.5	26%	299	0.35	1.8
WEST		Peak	301	EX	Shoreline	48.8	33%	590	0.44	6.2
WEST		Peak	21	EX	Arbor Heights	48.6	25%	327	0.34	1.9
WEST		Peak	76		Wedgwood	46.2	23%	292	0.36	1.5
WEST		Peak	54		Fauntleroy	45.8	26%	247	0.27	0.2
WEST		Peak	7	S EX	Rainier Beach	44.9	24%	201	0.29	-0.1
WEST		Peak	66	EX	Northgate	44.9	26%	167	0.36	0.5
WEST		Peak	27		Colman Park	44.4	28%	74	0.20	-2.1
WEST		Peak	99		International Dist.	44.2	9%	45	0.13	-4.7
WEST		Peak	43	SH	Capitol Hill	44.1	16%	79	0.13	-3.8
WEST		Peak	39	EX	Rainier Beach	43.7	17%	200	0.29	-0.8
WEST		Peak	42	EX	Rainier View	43.5	25%	209	0.28	-0.1
WEST		Peak	137	TB	Burien	43.3	30%	193	0.24	-0.4
WEST		Peak	16		Northgate TC	42.6	27%	152	0.29	-0.5
WEST		Peak	372	EX	Woodinville P&R	42.5	17%	243	0.25	-0.8
WEST		Peak	74		Sand Point	42.3	25%	135	0.24	-1.4
WEST		Peak	128		Admiral District	42.1	25%	177	0.25	-0.9
WEST		Peak	17		Loyal Heights	41.8	28%	157	0.26	-0.7
WEST		Peak	19		West Magnolia	40.7	20%	161	0.30	-0.9
WEST		Peak	373	EX	Aurora Vill TC	40.2	15%	208	0.34	-0.6
WEST		Peak	137		Burien	39.9	33%	227	0.29	0.5
WEST		Peak	45	EX	Queen Anne	39.8	12%	126	0.25	-2.5
WEST		Peak	32	EX	Rainier Beach	38.5	23%	194	0.32	-0.3
WEST		Peak	77		Jackson Park	38.5	20%	316	0.35	1.0
WEST		Peak	21		Arbor Heights	38.3	23%	162	0.20	-1.9
WEST		Peak	56		Alki	37.5	22%	130	0.15	-3.0
WEST		Peak	346		Aurora Village	37.2	17%	138	0.20	-2.8
WEST		Peak	137	EX	Burien	36.5	23%	350	0.35	1.4
WEST		Peak	39		Southcenter	34.9	21%	202	0.24	-1.5
WEST		Peak	355	EX	Shoreline CC	34.9	17%	247	0.28	-0.9
WEST		Peak	39	TB	Rainier Beach	34.8	20%	128	0.17	-3.0

## 2003 Route Performance Report

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides	Fare Rev.	Rider Miles /	Rider Miles /	Route Effective-
							/Rev. Hour	/Op. Exp Ratio	Rev. Hr.	Seat Miles	ness Sum
WEST		Peak	347			Mountlake Terrace	34.8	16%	140	0.26	-2.2
WEST		Peak	57			W. Seattle Junction	34.3	22%	163	0.26	-1.5
WEST		Peak	22			White Center	33.9	24%	133	0.20	-2.4
WEST		Peak	303		EX	Shoreline	33.7	22%	351	0.41	1.9
WEST		Peak	74		EX	Sand Point	33.6	14%	210	0.31	-1.2
WEST		Peak	316			Shoreline	32.7	15%	215	0.33	-0.8
WEST		Peak	304			Shoreline	32.4	20%	376	0.44	2.3
WEST		Peak	64		EX	Lake City	32.2	16%	192	0.25	-1.9
WEST		Peak	73			Jackson Park	31.6	13%	134	0.15	-3.9
WEST		Peak	348			Richmond Beach	31.4	22%	89	0.13	-3.8
WEST		Peak	38			SODO	29.8	16%	44	0.12	-5.0
WEST		Peak	79		EX	Lake City	29.4	15%	171	0.30	-1.9
WEST		Peak	345			Shoreline	28.8	19%	110	0.27	-2.6
WEST		Peak	46			Shilshole	28.8	10%	81	0.15	-4.9
WEST		Peak	308			Lake Forest Park	28.4	18%	305	0.40	0.8
WEST		Peak	10		SH	Capitol Hill	27.1	3%	19	0.03	-7.3
WEST		Peak	217			Seattle CBD	27.1	10%	313	0.34	-0.5
WEST		Peak	242			North Seattle	26.2	12%	318	0.33	-0.5
WEST		Peak	25			Laurelhurst	25.3	18%	78	0.19	-4.0
WEST		Peak	331			Kenmore	23.5	17%	100	0.21	-3.7
WEST		Peak	37			Admiral District	22.2	12%	159	0.21	-3.6
WEST		Peak	51			West Seattle	21.8	13%	38	0.09	-6.0
WEST		Peak	256			Seattle CBD	20.8	13%	180	0.15	-4.0
WEST		Peak	7	S	SH	Rainier Beach	20.2	10%	43	0.04	-6.8
WEST		Peak	35			Seattle CBD	19.2	10%	81	0.16	-5.2
WEST		Peak	243			Jackson Park	18.4	9%	147	0.17	-4.5
WEST		Peak	330			Lake City	18.1	12%	37	0.05	-6.8
WEST		Peak	600		EX	Seattle CBD	15.2	10%	98	0.08	-6.1
WEST		Peak	36		SH	Rainier Beach	14.0	5%	31	0.05	-7.6
WEST		Peak	53			Admiral District	10.3	7%	35	0.05	-7.6
WEST		Peak	301			Shoreline	7.8	5%	72	0.05	-7.4
WEST		Peak	14	S	TB	IDS	6.9	5%	26	0.12	-7.2
WEST			<b>average 2003 PEAK - WEST</b>				50.2	28%	181	0.27	0.0

2003 MIDDAY - WEST PRODUCTION SUBAREA											
WEST			<i>Meets or exceeds strong performance threshold</i>				68.0	37%	215	0.30	3.4
WEST			<i>Less than minimum performance threshold</i>				28.8	14%	59	0.14	-3.4
WEST		OffPeak	3	S	TB	First Hill	103.2	57%	126	0.50	7.9
WEST		OffPeak	67			North Seattle	101.7	56%	215	0.30	6.9
WEST		OffPeak	2	N		W Queen Anne	98.8	48%	153	0.37	5.9
WEST		OffPeak	4	N		E Queen Anne	95.5	46%	141	0.34	5.0
WEST		OffPeak	1			Kinnear	93.2	41%	112	0.25	3.0
WEST		OffPeak	3	N		N Queen Anne	88.6	46%	116	0.29	3.8
WEST		OffPeak	13			Seattle Pacific U	87.5	42%	146	0.36	4.7
WEST		OffPeak	7	N	TB	Broadway	86.8	47%	98	0.24	2.8
WEST		OffPeak	10			Capitol Hill	82.5	37%	124	0.34	3.4
WEST		OffPeak	36		TB	Beacon Hill	81.6	39%	220	0.48	6.6
WEST		OffPeak	3	S		Madrona	81.1	40%	117	0.36	3.7
WEST		OffPeak	4	S		Judkins Park	78.6	41%	142	0.40	4.5
WEST		OffPeak	68			Northgate TC	75.3	35%	195	0.33	3.9

## 2003 Route Performance Report

Prod Subarea	Exceptions to Route Evaluation	Guide time	Key			Origin	Rides /Rev. Hour	Fare Rev. /Op. Exp Ratio	Rider Miles / Rev. Hr.	Rider Miles / Seat Miles	Route Effectiveness Sum
			Route	Part	Type						
WEST		OffPeak	48	S		Rainier Beach	74.3	40%	184	0.29	3.7
WEST		OffPeak	15			Blue Ridge	73.1	38%	190	0.32	3.8
WEST		OffPeak	11			Madison Park	72.3	40%	116	0.24	1.9
WEST		OffPeak	7	N		U. District	71.5	41%	149	0.26	2.8
WEST		OffPeak	14	S		Mount Baker	69.8	39%	138	0.35	3.3
WEST		OffPeak	14	N		Summit	69.6	29%	93	0.26	0.7
WEST		OffPeak	12		TB	First Hill	68.2	36%	80	0.31	1.6
WEST		OffPeak	7	S	TB	Rainier Beach	67.2	39%	195	0.29	3.3
WEST		OffPeak	48	S	ALT	Columbia City	67.1	34%	120	0.20	0.8
WEST		OffPeak	48	N		Loyal Heights	66.0	33%	136	0.25	1.5
WEST		OffPeak	2	S		Madrona	65.0	34%	115	0.30	1.7
WEST		OffPeak	12			Interlaken Park	64.6	28%	101	0.28	0.8
WEST		OffPeak	99			International Dist.	63.9	13%	65	0.20	-2.0
WEST		OffPeak	7	S		Rainier Beach	63.2	37%	182	0.26	2.5
WEST		OffPeak	72		EX	Lake City	63.0	31%	282	0.33	4.4
WEST		OffPeak	18		TB	Crown Hill	62.2	30%	157	0.26	1.5
WEST		OffPeak	44			Ballard	60.8	26%	111	0.20	-0.3
WEST		OffPeak	73		EX	Jackson Park	60.5	28%	284	0.33	4.0
WEST		OffPeak	43		SH	Capitol Hill	60.3	19%	77	0.14	-2.2
WEST		OffPeak	18			North Beach	59.3	32%	158	0.25	1.4
WEST		OffPeak	60			White Center	58.3	29%	157	0.33	2.0
WEST		OffPeak	5			Shoreline CC	57.5	31%	233	0.27	2.7
WEST		OffPeak	36			Rainier Beach	57.4	30%	195	0.31	2.4
WEST		OffPeak	31			Magnolia	56.2	25%	109	0.19	-0.7
WEST		OffPeak	73		TEX	Roosevelt	56.0	22%	254	0.31	2.7
WEST		OffPeak	20			Shorewood	55.9	26%	300	0.30	3.6
WEST		OffPeak	8		TB	Capitol Hill	55.1	25%	77	0.20	-1.2
WEST		OffPeak	358		EX	Aurora Village	54.4	30%	307	0.33	4.2
WEST		OffPeak	71		EX	Wedgwood	54.3	27%	247	0.30	2.8
WEST		OffPeak	65			Lake City	52.9	19%	144	0.21	-0.6
WEST		OffPeak	43			U. District	52.1	25%	120	0.22	-0.5
WEST		OffPeak	26			East Green Lake	51.1	28%	124	0.21	-0.3
WEST		OffPeak	8			Mount Baker	50.6	21%	87	0.17	-1.9
WEST		OffPeak	4	N	NT	E Queen Anne	50.6	25%	71	0.16	-2.0
WEST		OffPeak	48	S	TB	Mount Baker	50.3	25%	110	0.22	-0.7
WEST		OffPeak	9			Rainier Beach	49.6	26%	142	0.21	-0.2
WEST		OffPeak	42			Rainier View	48.9	28%	178	0.28	1.2
WEST		OffPeak	54			Fauntleroy	48.4	22%	264	0.26	1.9
WEST		OffPeak	75			Northgate	47.3	24%	163	0.27	0.5
WEST		OffPeak	28			Broadview	45.9	26%	167	0.23	0.2
WEST		OffPeak	73			Jackson Park	45.5	23%	188	0.22	0.1
WEST		OffPeak	71			Wedgwood	45.3	23%	160	0.20	-0.5
WEST		OffPeak	41			Lake City	42.8	21%	326	0.31	3.1
WEST		OffPeak	5		ALT	Northgate TC	42.2	23%	171	0.19	-0.6
WEST		OffPeak	24			Central Magnolia	41.8	20%	139	0.17	-1.6
WEST		OffPeak	372		EX	Woodinville P&R	41.3	18%	222	0.22	0.0
WEST		OffPeak	70			U. District	41.3	19%	116	0.31	-0.4
WEST		OffPeak	55			Admiral District	41.0	18%	189	0.19	-0.7
WEST		OffPeak	72			Lake City	41.0	20%	163	0.19	-1.0
WEST		OffPeak	137		TB	Burien	40.6	22%	223	0.28	1.1
WEST		OffPeak	27			Colman Park	39.7	20%	75	0.20	-2.4
WEST		OffPeak	74			Sand Point	39.6	18%	109	0.19	-2.1

## 2003 Route Performance Report

Prod Subarea	Exceptions to Route Evaluation	Guide time	Key			Rides /Rev. Hour	Fare Rev. /Op. Exp Ratio	Rider Miles / Rev. Hr.	Rider Miles / Seat Miles	Route Effectiveness Sum	
			Route	Part	Type						Origin
WEST		OffPeak	60		TB	Georgetown	38.5	19%	72	0.15	-3.1
WEST		OffPeak	16			Northgate TC	38.1	20%	131	0.26	-0.9
WEST		OffPeak	128			Admiral District	37.8	21%	169	0.25	-0.3
WEST		OffPeak	15		TB	Ballard	37.8	15%	103	0.14	-3.1
WEST		OffPeak	346			Aurora Village	35.0	13%	141	0.21	-2.0
WEST		OffPeak	56			Alki	34.5	18%	156	0.23	-1.2
WEST		OffPeak	66		EX	Northgate	34.1	16%	125	0.26	-1.5
WEST		OffPeak	347			Mountlake Terrace	34.0	13%	131	0.25	-1.8
WEST		OffPeak	21			Arbor Heights	33.8	16%	153	0.20	-1.7
WEST		OffPeak	345			Shoreline	31.0	18%	126	0.30	-1.1
WEST		OffPeak	17			Loyal Heights	29.9	17%	117	0.19	-2.5
WEST		OffPeak	74		TB	Sand Point	29.9	13%	92	0.16	-3.5
WEST		OffPeak	39			Southcenter	29.5	15%	193	0.23	-1.2
WEST		OffPeak	348			Richmond Beach	29.4	15%	91	0.14	-3.7
WEST		OffPeak	39		TB	Rainier Beach	29.3	13%	103	0.14	-3.6
WEST		OffPeak	128		TB	West Seattle	29.2	11%	126	0.18	-3.0
WEST		OffPeak	22			White Center	28.6	15%	118	0.18	-2.9
WEST		OffPeak	38			SODO	25.9	12%	39	0.10	-5.3
WEST		OffPeak	28		SH	Broadview	25.9	11%	79	0.09	-4.9
WEST		OffPeak	33			Discovery Park	24.4	13%	87	0.13	-4.3
WEST		OffPeak	331			Kenmore	21.9	13%	94	0.19	-3.6
WEST		OffPeak	51			West Seattle	21.1	10%	41	0.09	-5.8
WEST		OffPeak	25			Laurelhurst	19.4	11%	66	0.16	-4.7
WEST		OffPeak	53			Admiral District	15.3	7%	57	0.09	-6.2
WEST		OffPeak	36		SH	Rainier Beach	14.2	5%	32	0.05	-7.2
WEST		OffPeak	39		SH	Southcenter	14.2	5%	63	0.08	-6.3
WEST		OffPeak	74		SH	Sand Point	13.1	5%	23	0.04	-7.5
WEST		OffPeak	1		SH	Kinnear	9.8	4%	11	0.02	-8.1
WEST		OffPeak	37			Admiral District	8.0	3%	51	0.06	-7.1
WEST			<b>average 2003 MIDDAY - WEST</b>				51.1	25%	140	0.23	0.0

2003 NIGHT - WEST PRODUCTION SUBAREA											
WEST			<i>Meets or exceeds strong performance threshold</i>			41.6	20%	147	0.19	3.3	
WEST			<i>Less than minimum performance threshold</i>			18.6	8%	48	0.09	-3.3	
WEST		Night	67			North Seattle	57.5	27%	103	0.14	4.5
WEST		Night	2		N	W Queen Anne	57.2	28%	86	0.19	5.5
WEST		Night	10			Capitol Hill	54.7	20%	76	0.18	3.4
WEST		Night	7		N	U. District	52.9	26%	117	0.19	5.5
WEST		Night	8		TB	Capitol Hill	51.9	19%	72	0.17	2.8
WEST		Night	13			Seattle Pacific U	50.7	22%	80	0.17	3.5
WEST		Night	14		N	Summit	49.1	17%	64	0.15	1.6
WEST		Night	4		N NT	E Queen Anne	47.2	25%	76	0.16	3.4
WEST		Night	44			Ballard	46.2	19%	90	0.14	2.2
WEST		Night	7		S NT	Rainier Beach	45.9	27%	185	0.22	7.4
WEST		Night	48		N	Loyal Heights	44.7	21%	100	0.17	3.1
WEST		Night	11			Madison Park	44.7	20%	74	0.14	1.8
WEST		Night	48		S TB	Mount Baker	43.5	19%	102	0.15	2.5
WEST		Night	4		S	Judkins Park	43.1	18%	78	0.19	2.5
WEST		Night	358		EX	Aurora Village	42.2	20%	262	0.24	8.3
WEST		Night	4		N	E Queen Anne	40.1	17%	57	0.12	0.1

## 2003 Route Performance Report

Prod Subarea	Exceptions to Route Evaluation	Guide time				Rides /Rev. Hour	Fare Rev. /Op. Exp Ratio	Rider Miles / Rev. Hr.	Rider Miles / Seat Miles	Route Effectiveness Sum	
			Route	Part	Key Type						Origin
WEST		Night	14	S		Mount Baker	39.5	18%	90	0.20	2.6
WEST		Night	43			U. District	38.9	18%	114	0.19	3.1
WEST		Night	15			Blue Ridge	38.3	19%	125	0.17	3.0
WEST		Night	3	S		Madrona	36.9	16%	61	0.16	0.6
WEST		Night	26			East Green Lake	35.5	16%	102	0.15	1.2
WEST		Night	9			Rainier Beach	35.4	17%	100	0.13	0.8
WEST		Night	5			Shoreline CC	35.3	17%	160	0.17	3.0
WEST		Night	42		NT	Rainier View	34.9	22%	164	0.21	4.8
WEST		Night	2	S		Madrona	34.9	16%	63	0.15	0.3
WEST		Night	7	S		Rainier Beach	34.8	17%	159	0.20	3.7
WEST		Night	72			Lake City	34.7	16%	140	0.17	2.3
WEST		Night	73			Jackson Park	34.5	15%	135	0.15	1.8
WEST		Night	7	S	SHTB	Rainier Beach	31.9	11%	79	0.08	-2.0
WEST		Night	71			Wedgwood	31.9	14%	124	0.15	1.1
WEST		Night	20			Shorewood	31.5	12%	188	0.20	3.3
WEST		Night	65			Lake City	31.1	11%	85	0.11	-1.4
WEST		Night	43		SH	Capitol Hill	29.9	8%	86	0.12	-1.6
WEST		Night	7	S	TB	Rainier Beach	29.9	15%	115	0.13	0.5
WEST		Night	36			Rainier Beach	29.7	15%	114	0.16	1.0
WEST		Night	54			Fauntleroy	28.9	12%	164	0.16	1.6
WEST		Night	18		TB	Crown Hill	28.9	11%	76	0.10	-2.0
WEST		Night	18			North Beach	28.6	13%	103	0.14	-0.1
WEST		Night	75			Northgate	28.5	12%	107	0.17	0.4
WEST		Night	41			Lake City	26.2	11%	188	0.17	2.2
WEST		Night	55		SH	Admiral District	26.0	9%	31	0.05	-4.6
WEST		Night	12			Interlaken Park	25.8	10%	46	0.11	-2.8
WEST		Night	42		TB	Rainier Beach	25.8	12%	92	0.12	-1.2
WEST		Night	70			U. District	25.6	12%	58	0.14	-1.5
WEST		Night	66		EX	Northgate	24.6	10%	110	0.19	0.3
WEST		Night	137		TB	Burien	24.2	11%	147	0.18	1.2
WEST		Night	372		EX	Woodinville P&R	24.0	8%	117	0.11	-1.9
WEST		Night	60			White Center	23.3	9%	70	0.12	-2.3
WEST		Night	1		SH	Kinnear	23.2	9%	37	0.06	-4.5
WEST		Night	7	S	SH	Rainier Beach	21.6	9%	67	0.07	-3.9
WEST		Night	16			Northgate TC	21.3	9%	93	0.16	-1.1
WEST		Night	74		SH	Sand Point	20.6	7%	47	0.08	-4.4
WEST		Night	24			Central Magnolia	20.5	8%	70	0.09	-3.5
WEST		Night	56			Alki	20.5	8%	100	0.12	-2.2
WEST		Night	85			West Seattle	20.4	11%	172	0.20	1.9
WEST		Night	21			Arbor Heights	20.3	8%	105	0.12	-2.0
WEST		Night	347			Mountlake Terr	20.3	7%	99	0.18	-1.1
WEST		Night	83			U. District	20.1	12%	104	0.15	-0.6
WEST		Night	128			Admiral District	19.5	10%	94	0.13	-1.7
WEST		Night	81			Ballard	18.9	11%	101	0.11	-1.9
WEST		Night	346			Aurora Village	18.5	5%	79	0.10	-3.6
WEST		Night	348			Richmond Beach	18.4	8%	67	0.10	-3.6
WEST		Night	28		SH	Broadview	17.4	6%	58	0.05	-5.2
WEST		Night	17			Loyal Heights	17.2	8%	64	0.09	-3.9
WEST		Night	27			Colman Park	16.7	9%	43	0.11	-4.0
WEST		Night	82			East Green Lake	16.2	10%	95	0.14	-1.8
WEST		Night	33			Discovery Park	14.4	5%	55	0.08	-5.1
WEST		Night	345			Shoreline	14.0	6%	64	0.14	-3.5

## 2003 Route Performance Report

Prod Subarea	Exceptions to Route Evaluation	Guide time	Key			Rides /Rev. Hour	Fare Rev. /Op. Exp Ratio	Rider Miles / Rev. Hr.	Rider Miles / Seat Miles	Route Effectiveness Sum
			Route	Part	Type					
WEST		Night	331			11.5	5%	55	0.10	-4.9
WEST		Night	38			8.9	4%	14	0.04	-7.6
WEST		Night	84			6.3	3%	24	0.06	-7.3
WEST		<b>average 2003 NIGHT - WEST</b>				30.5	13%	96	0.14	0.0

2003 WEST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED										
WEST	SCL	Peak	650			294.5	n.a.	263	0.27	
WEST	SCL	Peak	987	CUST		26.1	n.a.	380	0.48	
WEST	SCL	Peak	988	CUST		40.4	n.a.	376	0.35	
WEST	SCL	Peak	994	CUST		12.9	n.a.	147	0.19	
WEST	SCL	Peak	995	CUST		23.6	n.a.	136	0.26	
WEST	<b>regular route average: 2003 WEST PEAK</b>					49.6		180	0.27	