

600,000 Service Hour Reduction Scenario

Priorities for reducing service

- 1) Reduce low productivity services
- 2) Restructure service to improve efficiency
- 3) Reduce higher-productivity services
- 4) Reduce low-productivity services in all areas identified as underserved

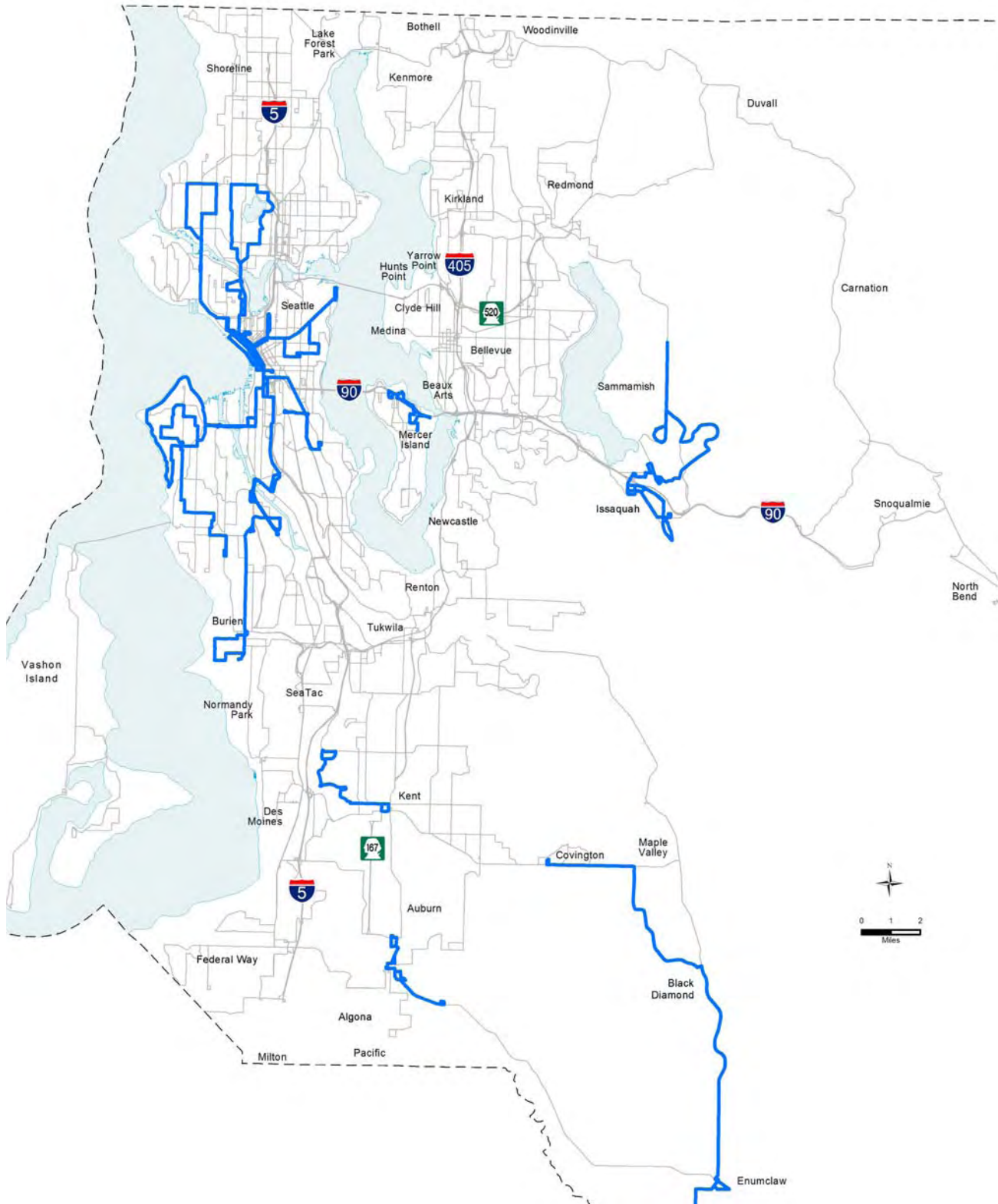
Priority 1: Reduce Low Productivity Services

Reduce service on routes that score in the bottom 25% of routes, segmented by type of route and time of day

Categories	Routes subject to this cut	Action (s) to Routes	Hours of service reduced
1) Routes not part of All-Day Network (parallel or duplicative exist in the All Day Network)	14N, 22, 38, 42, 51, 53, 81, 82, 84, 99, 134, 139, 200, 203, 912, 913, 919, 927	Delete Route during one or more time periods	85,000
2) Peak routes failing both or one criteria	34, 45, 46, 79, 110, 116, 118 EX, 119 EX, 129, 161, 162, 175, 196, 201, 210, 211, 217, 250, 260, 265, 268, 277	Delete Route	84,000
3) All-day routes that operate on over-served corridors	23, 118, 119, 236, 238, 251, 935	Reduce frequency, eliminate night service.	31,000
4) All-day routes that operate on appropriately-served corridors	23, 25, 27, 118, 119, 149, 150, 209, 224, 251, 269, 930, 935	Reduce frequency	20,000
TOTAL			220,000 annual Service hours

Priority 1: Reduce Low Productivity Services

1) All-day routes that do not provide service on all-day corridors of the All-Day and Peak Network



Priority 1: Reduce Low Productivity Services

1) All-day routes that do not provide service on all-day corridors of the All-Day and Peak Network

Route 913

Productivity	Peak	Peak	Off Peak	Off Peak
<i>Routes that do not serve the Seattle core</i>	Rides / Plat Hr	Pass Mi / Plat Mi	Rides / Plat Hr	Pass Mi / Plat Mi
25% Threshold	11.11	2.62	11.30	3.00
Route 913	3.12	0.76	3.18	0.79

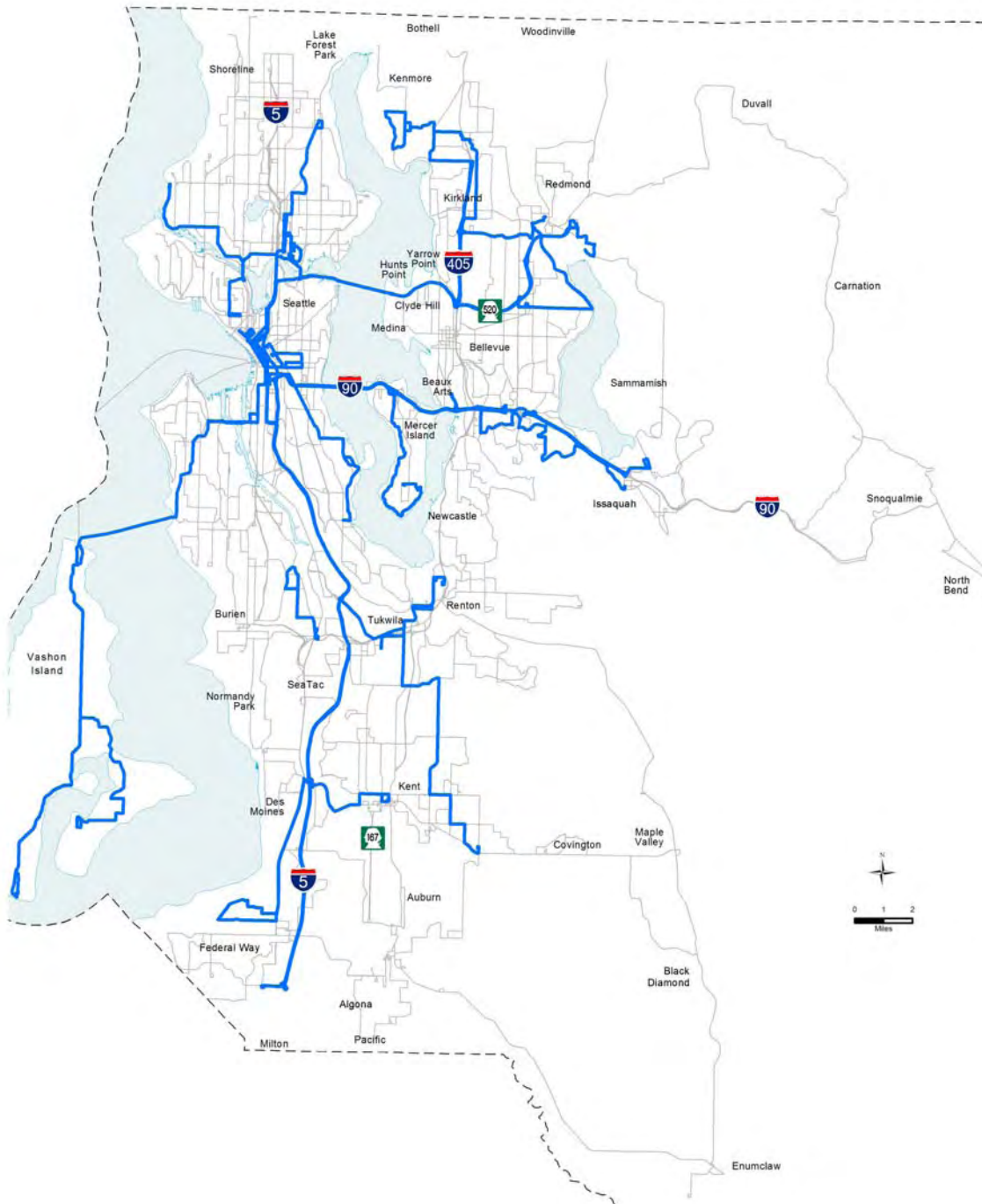


Route 913 is suggested for complete elimination at all time periods because the route performs below the 25% productivity thresholds in all times periods and is not the primary route in the corridor on the All-Day and Peak Network.

**Suggested Service
Change:
Deletion**

Priority 1: Reduce Low Productivity Services

2) Peak routes that meet none or only one of the criteria for peak service of the All-Day and Peak Network



Priority 1: Reduce Low Productivity Services

2) Peak routes that meet none or only one of the criteria for peak service of the All-Day and Peak Network

Route 79



Productivity	Peak	Peak
<i>Routes that serve the Seattle core</i>	Rides/ Plat Hr	Pass Mi / Plat Mi
25% Threshold	17.95	8.88
Route 79	12.93	4.92

Route 79 fails both the travel time advantage of 20% over the next fastest alternative and does not meet the 90% ridership threshold. Route 79 performs poorly compared with other routes serving the Seattle core during the peak period.

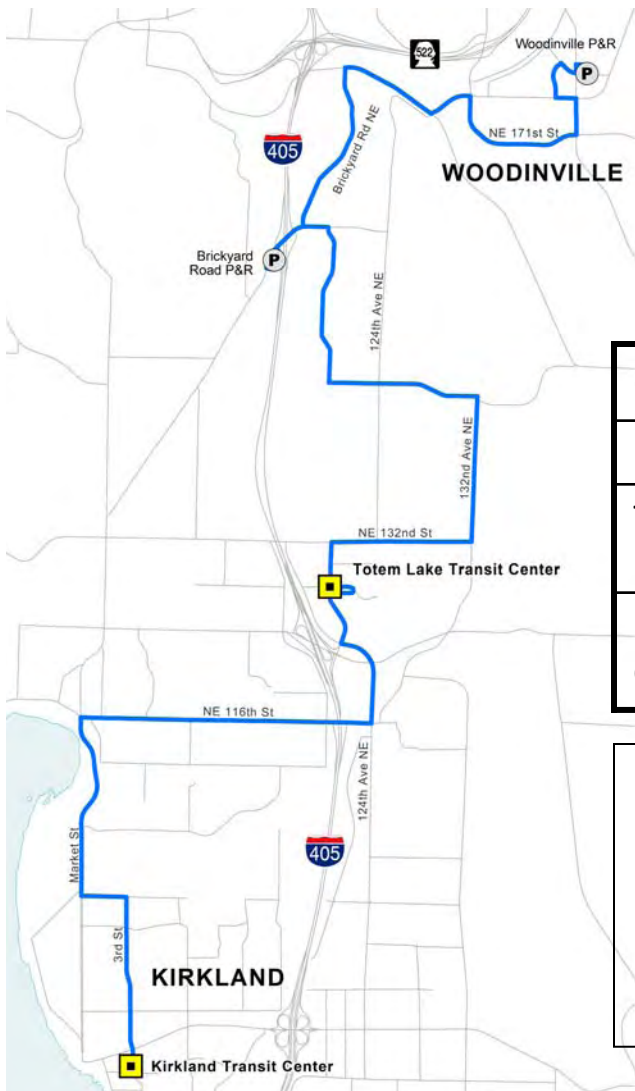
**Suggested Service
Change:
Deletion**

Priority 1: Reduce Low Productivity Services

3) All-day routes that operate on over-served corridors

Route 236

Productivity	Peak	Peak	Off Peak	Off Peak	Night	Night
<i>Routes that do not serve the Seattle core</i>	Rides/ Plat Hr	Pass Mi / Plat Mi	Rides / Plat Hr	Pass Mi / Plat Mi	Rides / Plat Hr	Pass Mi/ Plat Mi
25% Threshold	11.11	2.62	11.30	3.00	11.37	3.75
Route 236	8.91	2.65	8.20	3.19	3.43	1.24



Route 236 is the primary route serving a corridor connecting Totem Lake and Kirkland. The recommended reductions can be made without causing the corridor to become under served.

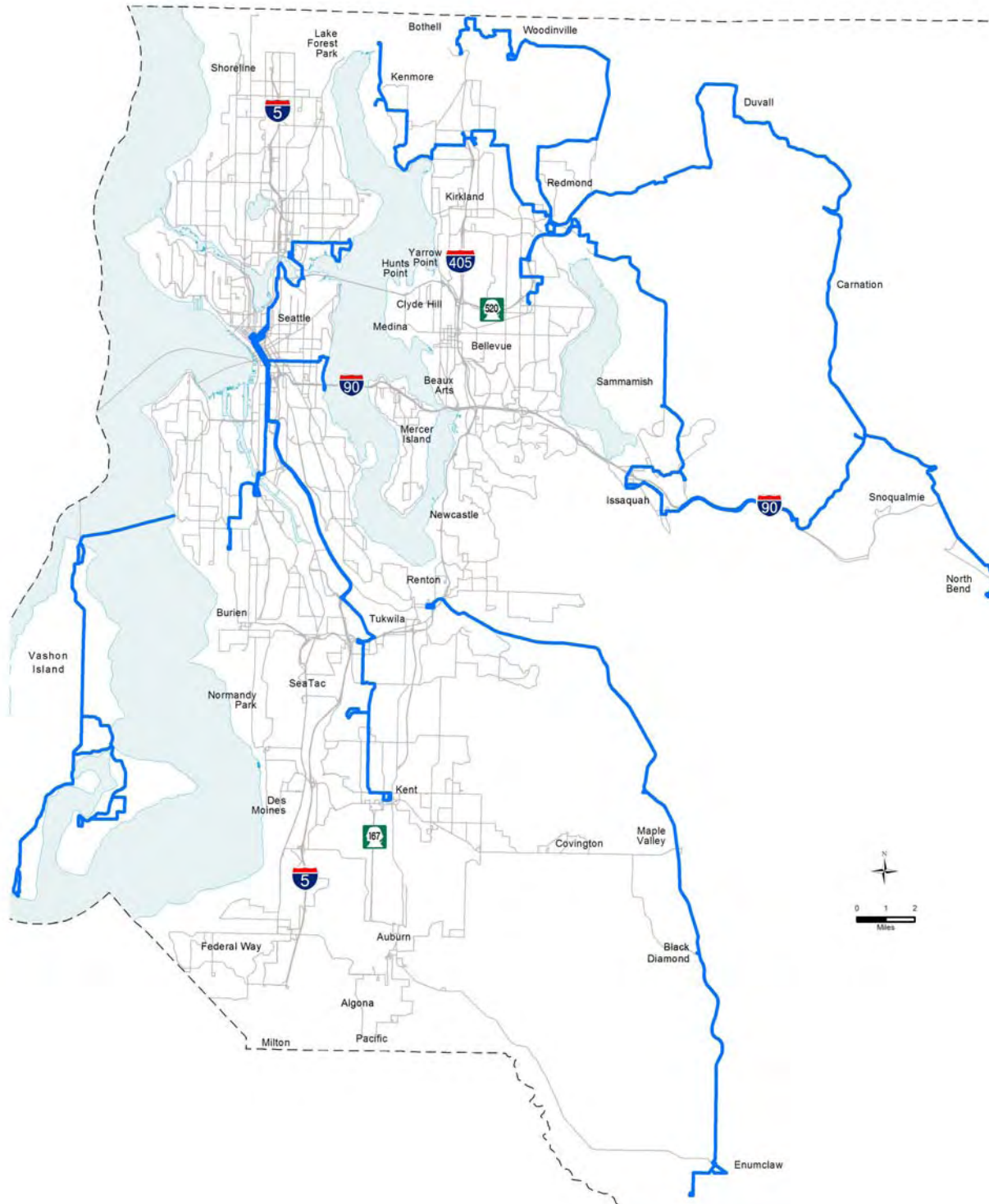
Guidelines Suggested service levels			
	Peak	Off-Peak	Night
Totem Lake to Kirkland	≥ 60	≥ 60	--
Route 236 current	30	30	≥ 60

Suggested Service Change:

- Reduce peak and off-peak service to 60 minutes
- Eliminate of night service.

Priority 1: Reduce Low Productivity Services

4) All-day routes that operate on appropriately served corridors



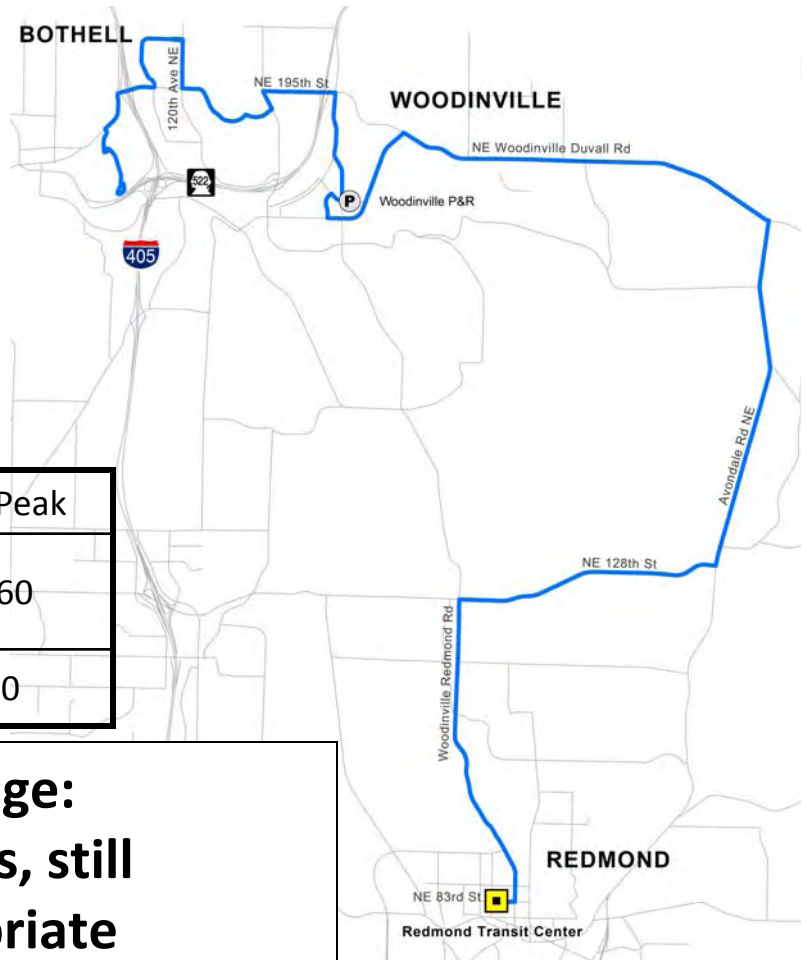
Priority 1: Reduce Low Productivity Services

4) All-day routes that operate on appropriately served corridors

Route 251

Productivity	Off Peak	Off Peak
<i>Routes that do not serve the Seattle core</i>	Rides / Plat Hr	Pass Mi / Plat Mi
25% Threshold	11.30	3.00
Route 251	5.17	2.08

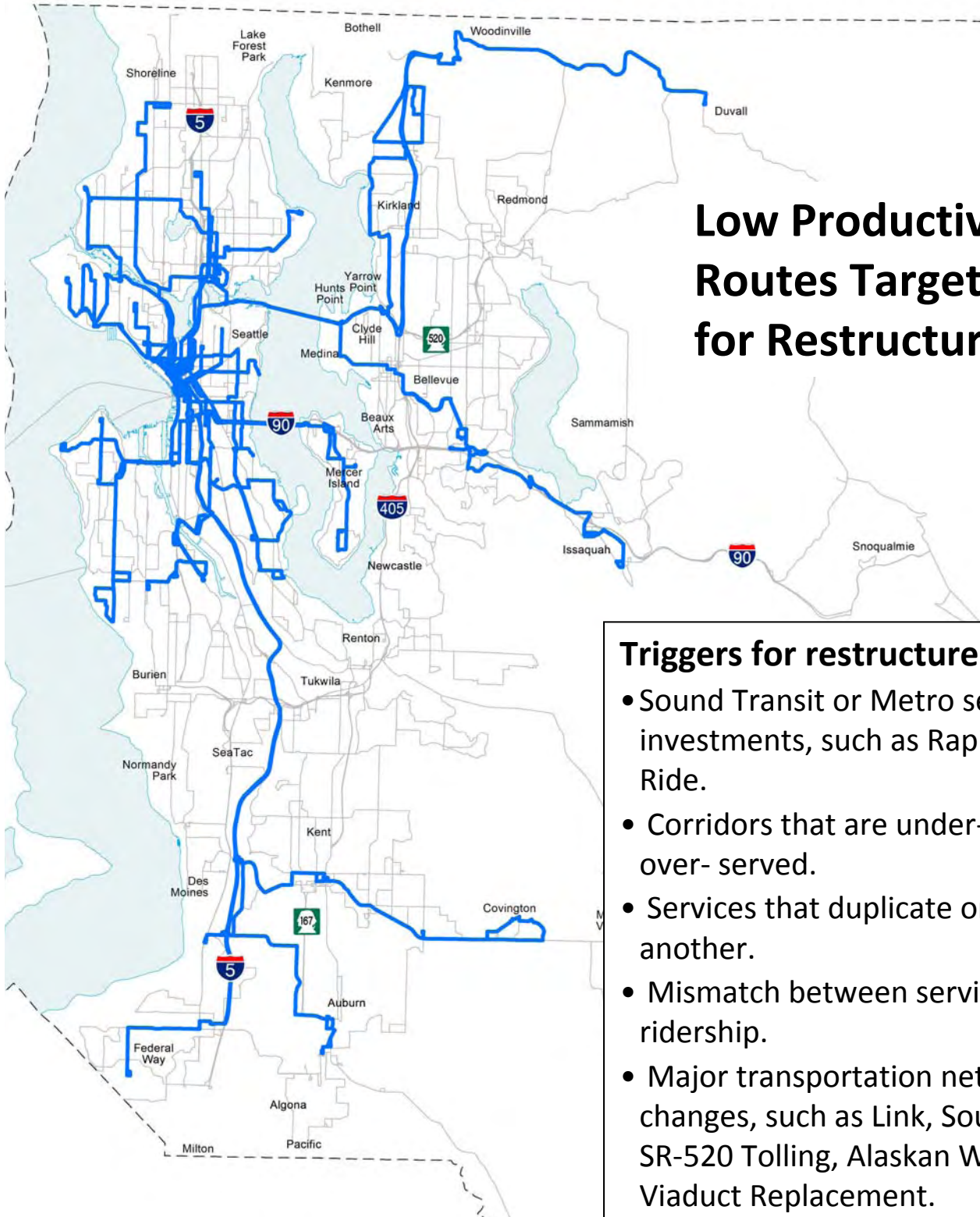
Route 251 falls below the 25% productivity threshold during the off peak time period but it provides a primary connection for the corridor between Woodinville and Redmond via Cottage Lake. It also serves urban areas adjacent to rural lands, and is not a candidate for deletion.



Guidelines suggested service	Off-Peak
Woodinville to Redmond recommended service level	≥ 60
Route 251 current	60

**Suggested Service Change:
Reduce to every 2 hours, still maintaining the appropriate guidelines-suggested service levels.**

Priority 2: Restructure Service



Low Productivity Routes Targeted for Restructure

Triggers for restructure

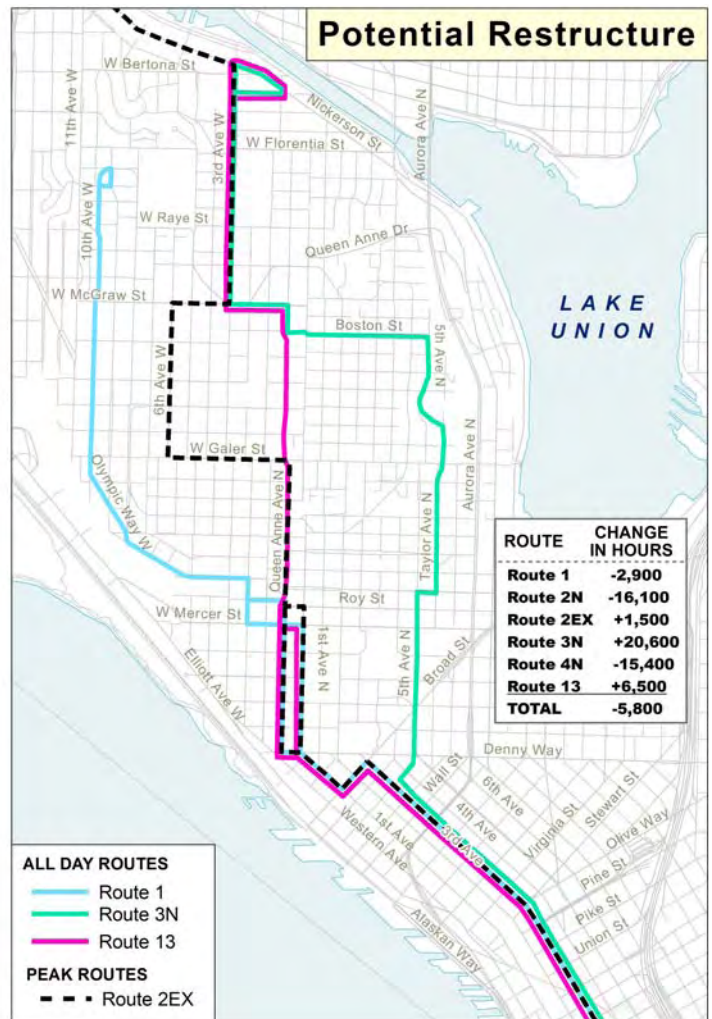
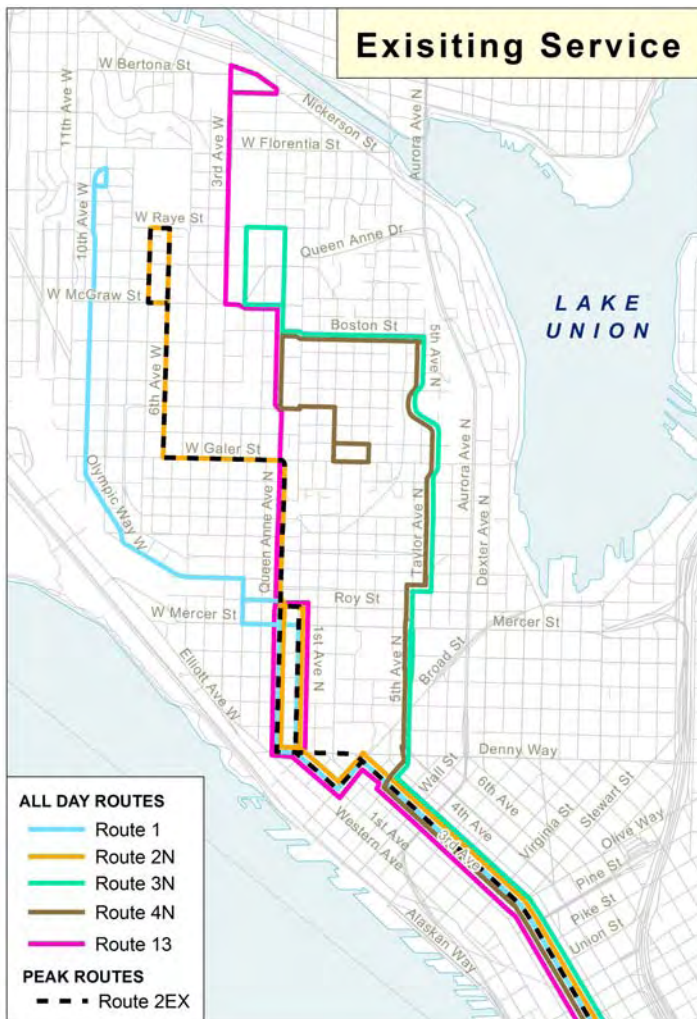
- Sound Transit or Metro service investments, such as Rapid Ride.
- Corridors that are under- or over- served.
- Services that duplicate one another.
- Mismatch between service and ridership.
- Major transportation network changes, such as Link, Sounder, SR-520 Tolling, Alaskan Way Viaduct Replacement.
- Major development/land use changes.

Priority 2: Restructure Service

Restructure	Low Productivity Routes	Rationale	Potential Savings (Hours)
Queen Anne	2 EX	<ul style="list-style-type: none"> •ST/Metro investment •Corridor Above/ Below Network Frequency •Mismatch between service and ridership •Service duplication 	6,000
Ballard/ Fremont/ Magnolia	17, 24, 28, 30, 31, 33, 48	<ul style="list-style-type: none"> •ST/Metro investment •Corridor Above/ Below Network Frequency •Mismatch between service and ridership •Service duplication •Major development/land use change 	20,000
Central Seattle	12, 14, 27	<ul style="list-style-type: none"> •Mismatch between service and ridership •Service duplication 	88,000
U. District/ NE Seattle	25, 66, 70	<ul style="list-style-type: none"> •Mismatch between service and ridership •Service duplication 	56,000
West Seattle	21, 35, 55, 56	<ul style="list-style-type: none"> •ST/Metro investment •Mismatch between service and ridership •Major transportation network change •Service duplication 	15,000
Rainier Valley/ Duwamish/ Burien	7 EX, 23, 34 EX, 39, 123, 131, 132	<ul style="list-style-type: none"> •ST/Metro investment •Corridor Above/ Below Network Frequency •Mismatch between service and ridership •Service duplication 	24,000
Renton Highlands	908, 909	<ul style="list-style-type: none"> •Service duplication 	4,000
Kent/ Kent East Hill/ Star Lake	152, 159, 190	<ul style="list-style-type: none"> •ST/Metro investment •Service duplication 	6,000
Federal Way	179, 187, 192	<ul style="list-style-type: none"> •Mismatch between service and ridership •Service duplication 	16,000
Auburn	910	<ul style="list-style-type: none"> •Service duplication 	3,000
Bellevue-Eastgate-Issaquah	271	<ul style="list-style-type: none"> •ST/Metro investment •Mismatch between service and ridership •Major transportation network change 	5,000
Kirkland/ Totem Lake	236, 238, 255, 257, 311	<ul style="list-style-type: none"> •ST/Metro investment •Corridor Above/ Below Network Frequency •Mismatch between service and ridership •Major transportation network change 	3,000
Newcastle	114, 925	<ul style="list-style-type: none"> •Service duplication 	4,000
Mercer Island	202, 203, 205	<ul style="list-style-type: none"> •ST/Metro investment •Service duplication 	5,000
Total Potential Savings			255,000

Priority 2: Restructure Service

Restructure	Low Productivity Routes	Rationale	Potential Savings (Hours)
Queen Anne	2 EX	<ul style="list-style-type: none"> •ST/Metro investment •Corridor Above/ Below Network Frequency •Mismatch between service and ridership •Service duplication 	~6,000



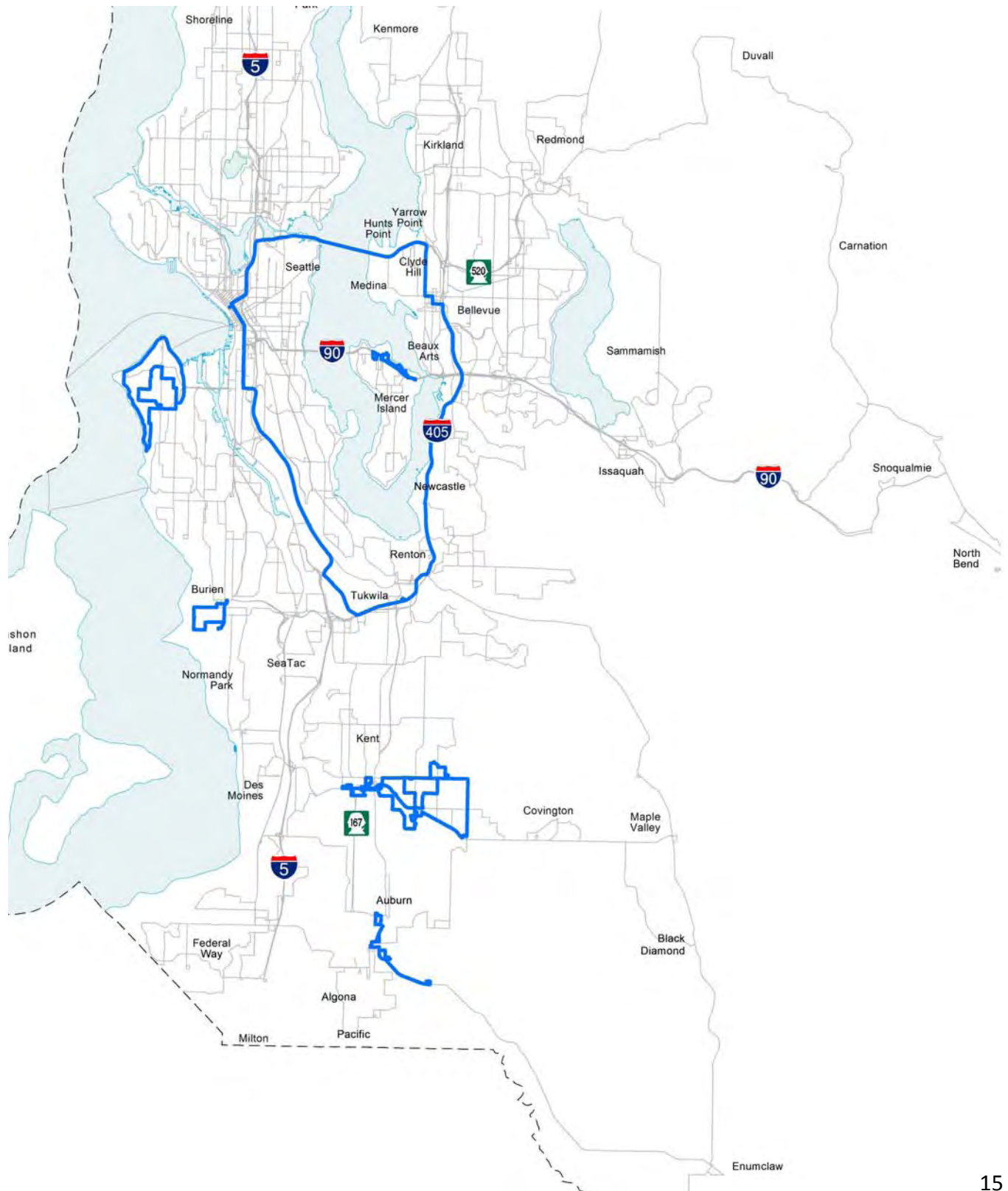
Priority 3: Reduce higher productivity services

Three categories of Priority 3 reductions:

Category	Routes	Hours cut
1) All-day routes not on the all-day network	51, 53, 139, 213, 280, 914, 916, 919	19,000
2) Peak routes that meet both criteria or are above 25% threshold	2 EX, 7 EX, 111, 123, 133, 157, 167, 173, 177, 214, 232, 242, 308, 312, 918	38,000
3) All-day corridors with appropriate service levels	7, 101, 105, 107, 118, 148, 150, 155, 166, 169, 180, 181, 186, 187, 221, 222, 233, 240, 245, 246, 248, 249, 251, 331, 345, 346, 347, 348, 903, 909	67,000
Total		124,000

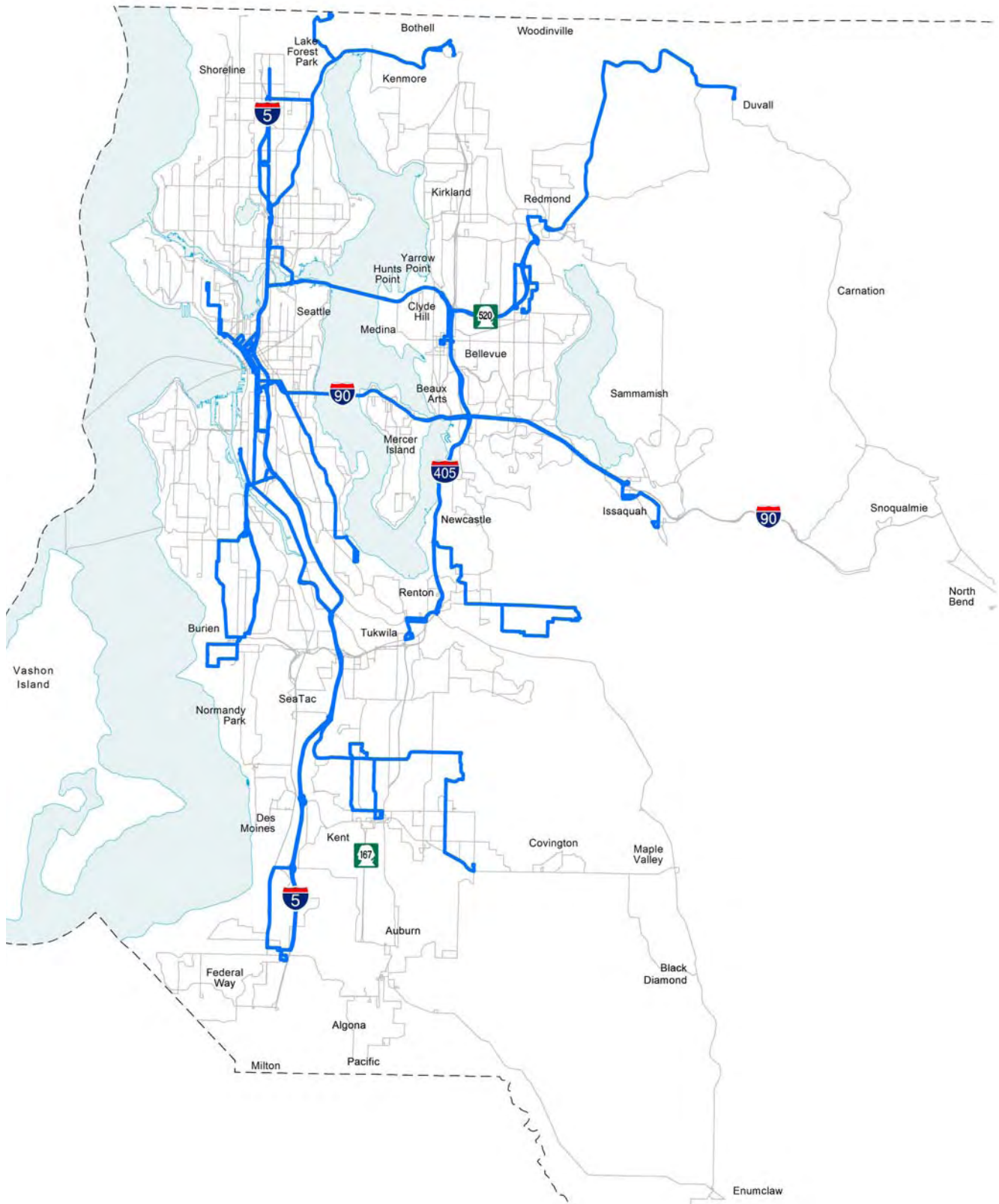
Priority 3: Reduce higher productivity services

1) All-Day Routes not on the All-Day Network (19,000 hours)



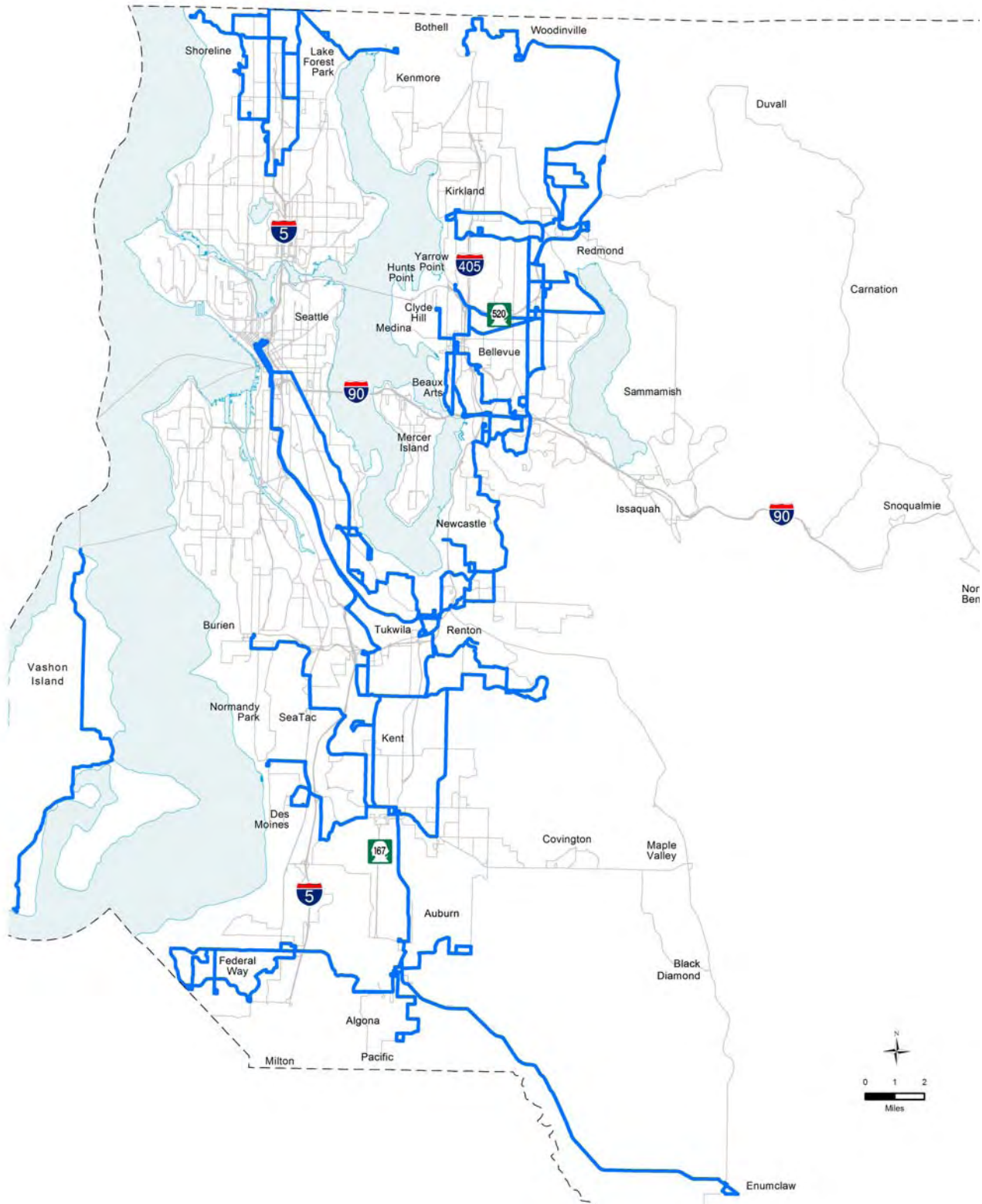
Priority 3: Reduce higher productivity services

2) Peak routes that meet both criteria or are above 25% threshold (38,000 hours)



Priority 3: Reduce higher productivity services

3) All-day corridors with appropriate service levels (67,000 hrs)



Summary of Reduction Process

Category	Hours of service cut (% of 600,000 hours cut)
Low Productivity	220,000 (37%)
Restructures	256,000 (43%)
Above low productivity	124,000 (21%)
TOTAL	600,000 (100%)

Area	Hours of service cut (% of 600,000 hours cut)
East	134,000 (22%)
South	140,000 (23%)
West	326,000 (55%)
TOTAL	600,000 (100%)

	Hours of service (% of total hours)
East	462,000 (16%)
South	620,000 (21%)
West	1,813,000 (63%)
TOTAL	2,895,000 (100%)

Adding Service

Priorities for adding service

1) Passenger Loads

- Load factor

2) Schedule Reliability

- On-time performance and lateness

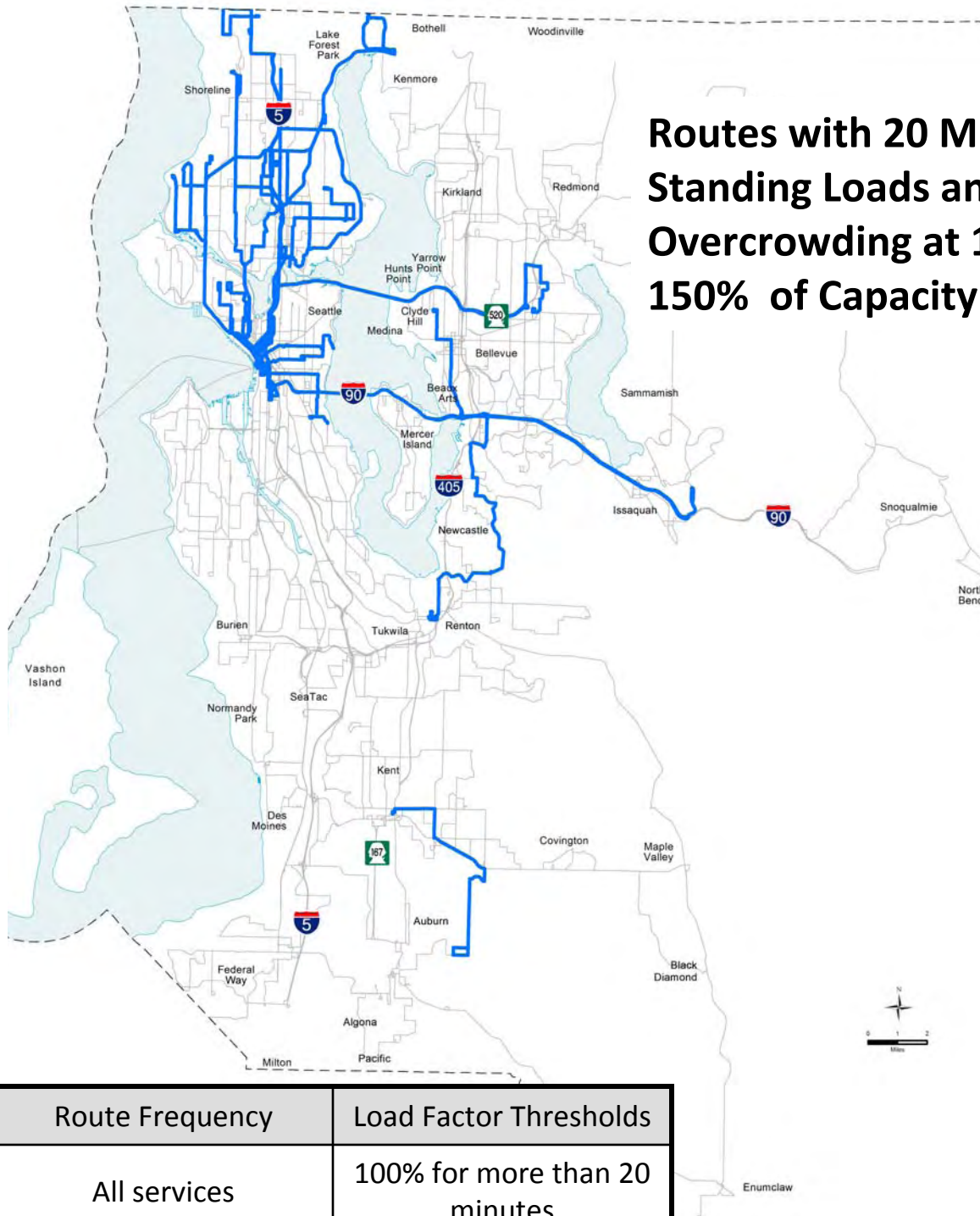
3) All-Day and Peak Network

- Invest in under-served corridors, prioritized by geographic value score

4) Productivity

- Invest in highly productive routes to improve service where it is most efficient

Passenger Loads



Route Frequency	Load Factor Thresholds
All services	100% for more than 20 minutes
Worse than every 10 min	125%
Every 10 minutes or better	150%

Performance Summaries

Passenger Load Performance Report

Passenger Load Identification Process

Transit capacity is calculated by comparing available transit seats to the number riders (passenger load) on the bus. Passenger loads for each scheduled trip are averaged using observations from a complete period between service changes. This process will identify routes that have problems with very high loads, according to the following circumstances:

- When a route operates every 10 minutes or better, an individual trip should not exceed a load factor of 1.5.
- When a route operates less than every 10 minutes, an individual trip should not exceed a load factor of 1.25.
- No trip on a route should have a standing load for 20 minutes or longer.

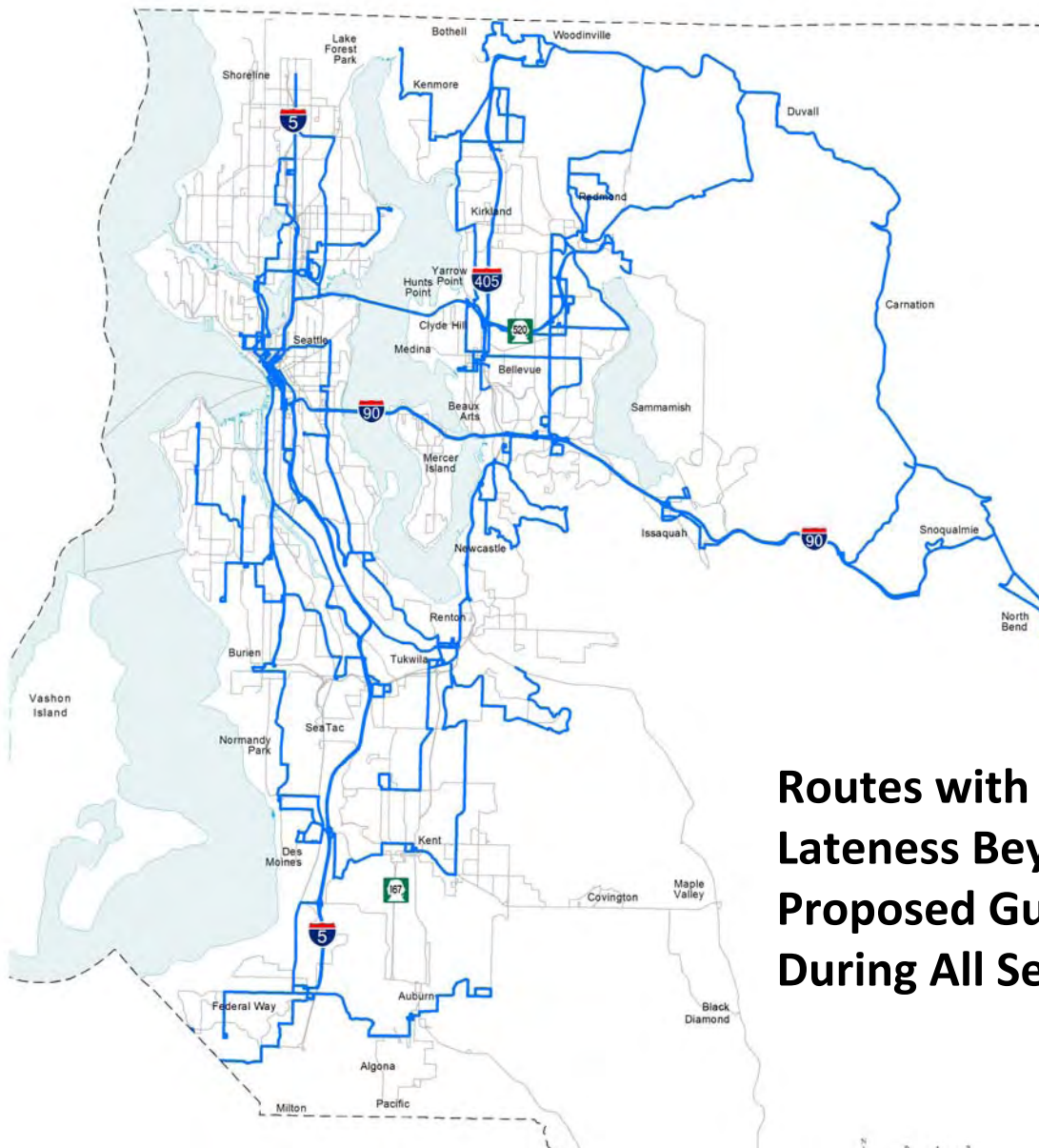
Routes and Trips that Exceed 1.25 Riders per Seat when headway is greater than 10 minutes <u>OR</u> that Exceed 1.50 Riders per Seat when headway is 10 minutes or less ¹		Routes and Trips that Exceed 1.0 Riders per Seat for more than 20 minutes ¹	
Weekday Routes	Weekday Trips	Weekday Routes	Weekday Trips
2	1	14	1
3	1	15	2
5	1	17	1
14	2	18	1
15	2	71	2
16	1	75	1
18	1	164	1
41	1 ²	218	2
68	3	242	1
75	1	301	1
240	1	306	1
355	1	355	1
Saturday Routes	Saturday Trips	Saturday Routes	Saturday Trips
1	1	73	1
3	1		
4	2		
16	3		
28	2		
72	2		
Sunday Routes	Sunday Trips	Sunday Routes	Sunday Trips
41	1	71	2
71	1	73	1
72	2	124	1
124	1	255	1
Total Trips	32	Total Trips	21
Total Unique Trips³		45	

1 Data based on Spring 2010 data

2 Trip operates when service is better than 10 minutes

3 The two lists here are not mutually exclusive. Several of the trips with 20 minute standee's also have loads that exceed 1.25. This total shows the total number of unique trips and therefore is not the sum of the two lists.

Schedule Reliability



Routes with Schedule Lateness Beyond Proposed Guidelines During All Service Hours

Time Period	Lateness Threshold (excludes early trips)
Weekday avg.	> 20%
Weekday PM peak avg.	> 35%
Weekend avg.	> 20%

Performance Summaries

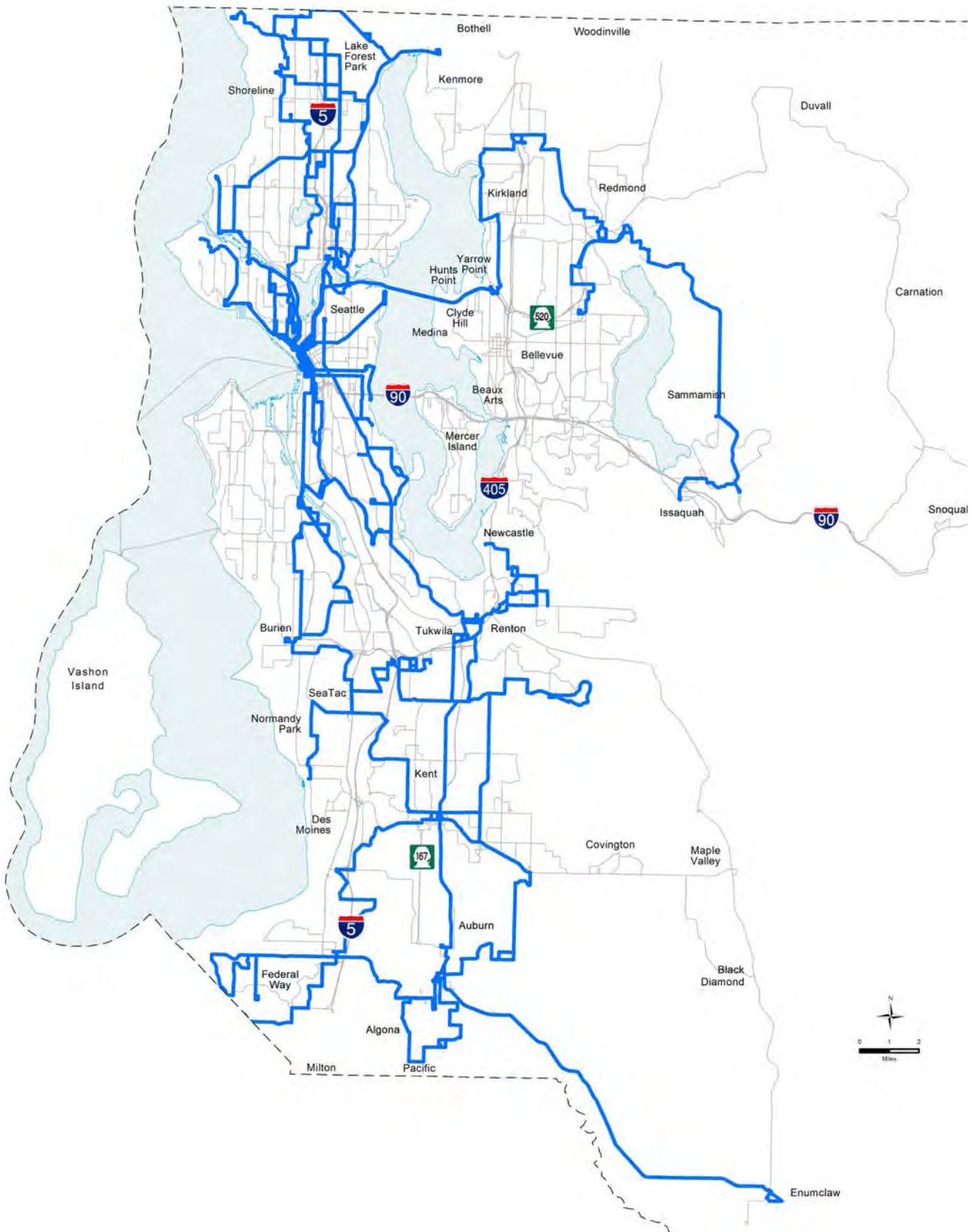
On-Time Performance Report

On-Time Identification Process

A route is considered late when it arrives more than 5 minutes after a published time. Lateness is calculated by observing how often routes arrive at a time point late compared to the total number of time points. A route is identified as having problems with lateness when it is late more than 20% of the time throughout the day or 35% of the time during the PM peak period. (Please note that the PM peak has a different threshold because it is the most congested time of day)

Weekday Routes that are more than 20% late ALL DAY (76 rtes)	
Non-Through-Routed Routes 8, 16, 30, 38, 71, 101, 102, 106, 113, 122, 128, 166, 169, 173, 177, 179, 181, 182, 209, 215, 217, 219, 221, 224, 234, 237, 242, 243, 247, 250, 251, 252, 256, 257, 266, 268, 272, 311	Through-Routed Routes 7, 15, 18, 21, 22, 23, 25, 28, 31, 33, 37, 39, 48, 49, 54, 54, 55, 56, 57, 68, 81, 83, 105, 119, 121, 125, 131, 187, 205, 222, 233, 280, 301, 303, 330, 355, 358 E, 373 E
Weekday Routes that are more than 35% late PM PEAK (33)	
Non-Through-Routed Routes 8, 16, 30, 113, 128, 157, 182, 219, 221, 224, 234, 247, 250, 251, 301, 303 E, 358 E, 373 E	Through-Routed Routes 15, 18, 21, 22, 37, 39, 46, 54, 55, 57, 68, 105, 125, 187, 233
Saturday Routes that are more than 20% late (30 rtes)	
Non-Through-Routed Routes 16, 72, 75, 120, 128, 168, 236, 238, 251, 347	Through-Routed Routes 5, 15, 18, 21, 22, 23, 24, 28, 31, 38, 39, 43, 48, 54, 55, 68, 73, 131, 132, 280
Sunday Routes that are more than 20% late (4 rtes)	
Non-Through-Routed Routes 16	Through-Routed Routes 22, 28, 81

Underserved Corridors

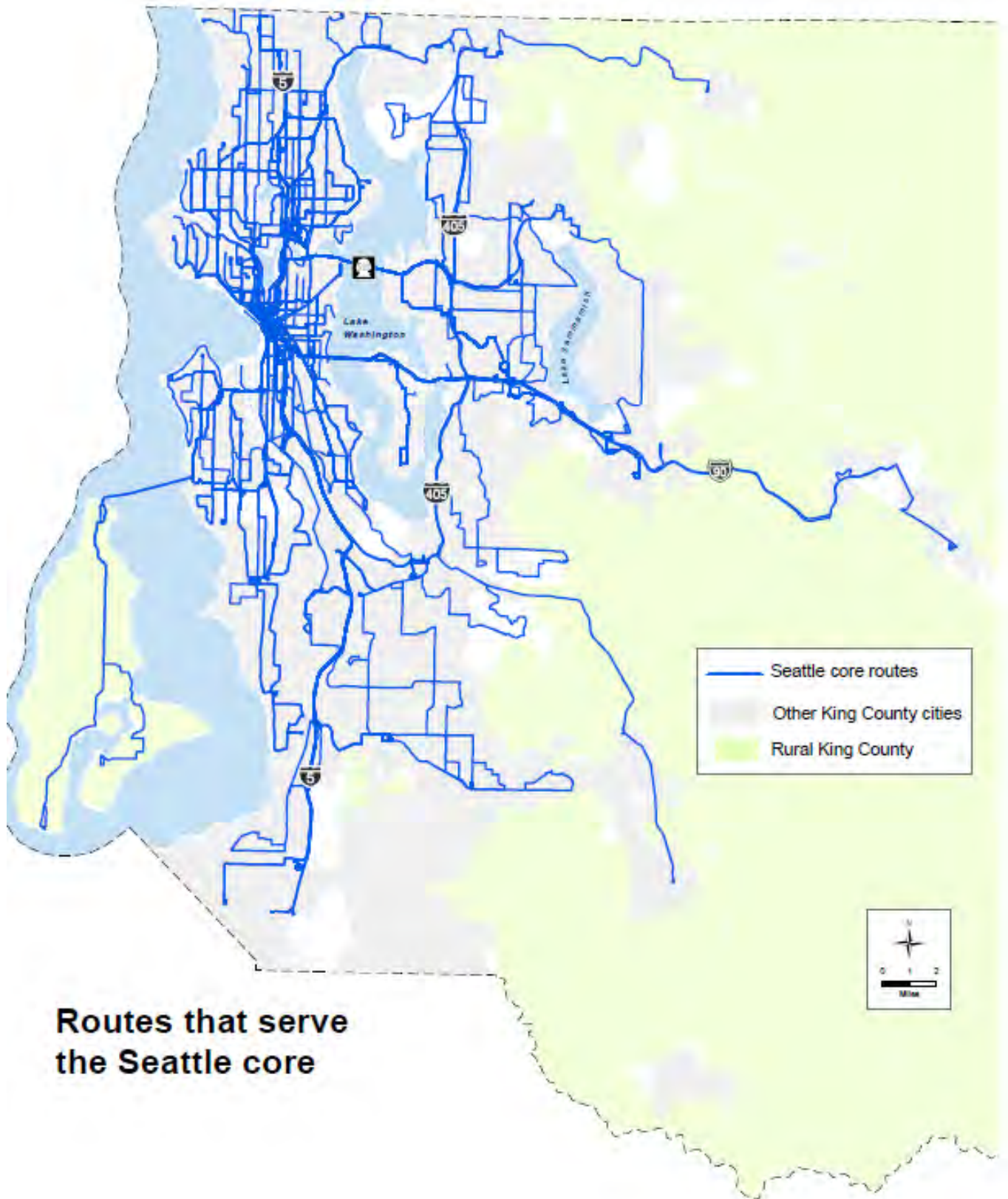


Corridors Identified as Under-Served by time period

Between	And	Connections	Via	Major Route	Geo. Value	Scores Land Use	Social Equity	PEAK	Warranted Frequency	OFFPEAK	NIGHT	Est. Cost to Meet Target
Cowen Park	Seattle CBD		University Way, I-5	73 TB EX	10	17	10				30	0
Ballard	Seattle CBD		15th Ave W	D	10	14	0	< 15 min	< 15 min		15	19,000
Burien	Seattle CBD		Des Moines Mem Dr, South Park	132 TB	10	8	10	15	15		30	26,000
Ballard	Lake City		Holman Road, Northgate	75	10	4	5	15				22,000
Bellvue	Redmond		NE 8th St, 156th Ave NE	B	10	4	5	< 15 min	15		15	23,000
Totem Lake	Seattle CBD		Kirkland, SR-520	255	10	4	0				30	9,000
Tukwila	Des Moines		McMicken Heights, Sea-Tac	156	10	0	10	15			30	23,000
Renton	Burien		S 154th St	F	10	0	10	< 15 min			15	18,000
Kent	Renton		84th Av S, Lind Av SW	153	10	0	10	15	30		30	22,000
Federal Way	Kent		Military Road	183	10	0	10	15			30	15,000
Auburn	Burien		Kent, SeaTac	180	10	0	10	15				27,000
Kent	Renton		Kent East Hill	169	10	0	10	15				11,000
Redmond	Totem Lake		Willows Road	930	10	0	5				60	14,000
Madison Park	Seattle CBD		Madison St	11	5	20	0				15	6,000
Northgate	Seattle CBD		Green Lake, Wallingford	16	5	11	0	15			15	16,000
West Seattle	Seattle CBD		Fauntleroy, Alaska Junction	C	5	8	5	< 15 min	15		15	19,000
Aurora Village	Seattle CBD		Aurora Ave N	E	5	8	0	< 15 min			15	29,000
Renton	Renton Highlands		NE 4th St, Union Ave NE	105	5	4	10	15				5,000
Renton	Seattle CBD		Skyway, S, Beacon Hill	106	5	4	10	< 15 min				15,000
Shoreline CC	Northgate		N 130th St, Meridian Av N	345	5	4	10	15			30	15,000
Burien	Seattle CBD		1st Ave S, South Park, Airport Wy	131 TB	5	4	10	15			30	31,000
Shoreline CC	Lake City		N 155th St, Jackson Park	330	5	4	0				60	7,000
Green River CC	Kent		132nd Ave SE	164	5	0	10					9,000
Tukwila	Fairwood		S 180th St, Carr Road	155	5	0	5	30			30	12,000
Enumclaw	Auburn		Auburn Wy S, SR 164	186	5	0	5	30			30	9,000
Issaquah	Overlake		Sammamish, Bear Creek	269	5	0	5	30			30	14,000
Kenmore	Shoreline		Lake Forest Park, Aurora Village TC	331	5	0	0	15			30	14,000
Queen Anne	Seattle CBD		Queen Anne Ave N	13	0	20	5					14,000
Queen Anne	Seattle CBD		Taylor Ave N	3 N	0	0	0					10,000
Colman Park	Seattle CBD		Leschi, Yesler	27	0	17	10	< 15 min	15		30	15,000
Mount Baker	Seattle CBD		31st Av S, S Jackson St	14 S	0	14	10				15	15,000
Discovery Park	Seattle CBD		Gilman Ave W, 22nd Ave W, Thornrdyke Av W	33	0	14	0	15			30	15,000
U. District	Seattle CBD		Lakeview	25	0	11	5				30	12,000
Ballard	Seattle CBD		W Nickerson, Westlake Av N, 9th Ave	17	0	8	0	15			30	15,000
Rainier Beach	Capitol Hill		Rainier Ave	9	0	4	10	< 15 min			30	23,000
Northgate	U. District		Roosevelt Way NE, NE 75th St	68	0	4	5				15	19,000
Kenmore	U. District		Lake Forest Park, Lake City	372 TB	0	4	5				30	12,000
Pacific	Auburn		Algona	917	0	0	10	30			30	7,000
Kennydale	Renton		Edmonds Av NE	909	0	0	10	30			30	6,000
Renton Highlands	Renton		NE 7th St, Edmonds Av NE	908	0	0	10	30			30	6,000
NE Tacoma	Federal Way		SW 356th St, 9th Ave S	182	0	0	10				30	3,000
Shoreline	U. District		Jackson Park, 15th Av NE	373	0	0	5				30	36,000
Grand Total												638,000

Service Is Below Target

Productivity



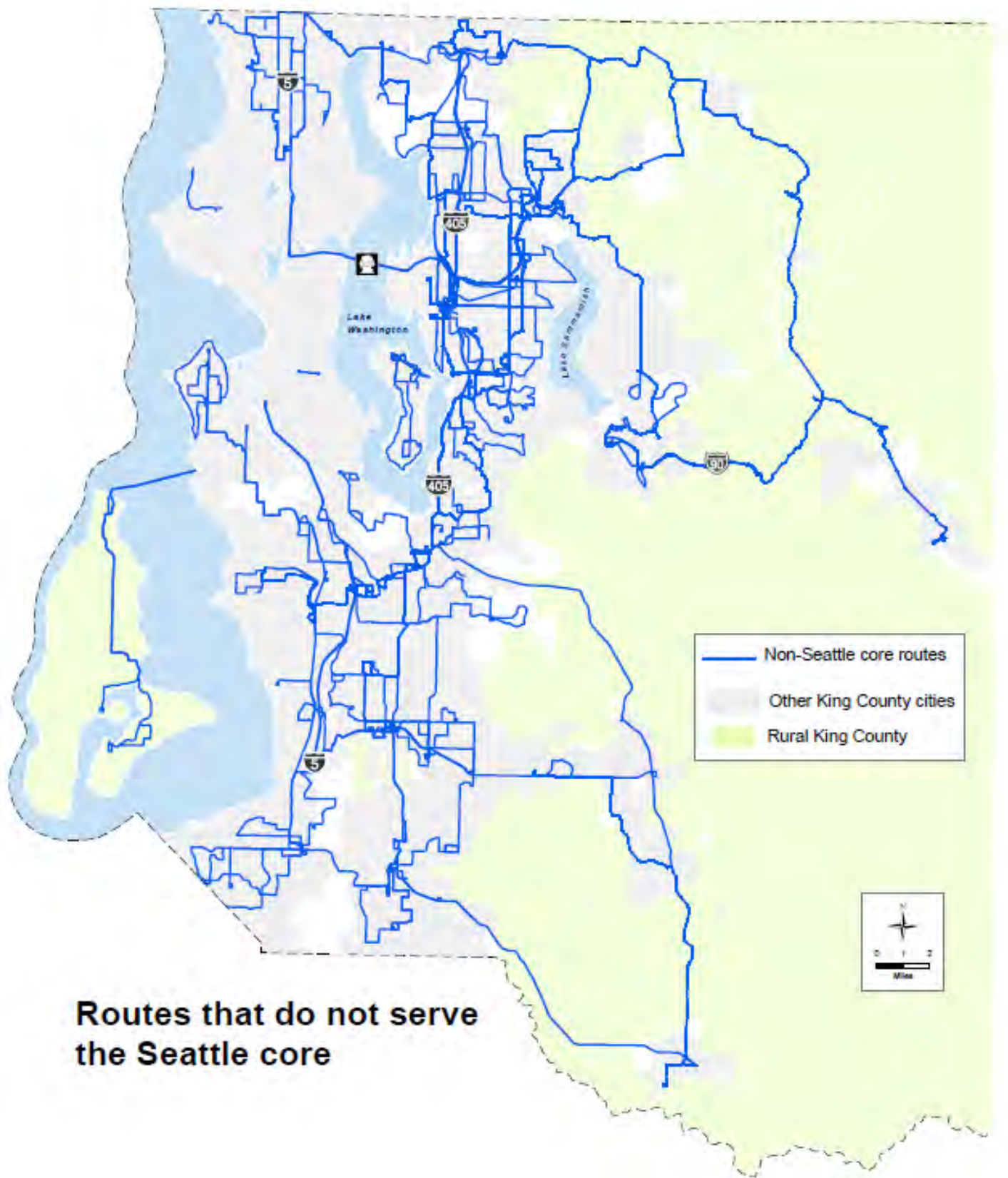
**ROUTES THAT SERVE THE SEATTLE CORE THAT ARE IN THE TOP 25% OF PRODUCTIVITY IN ONE TIME PERIOD OR MORE
BASED ON FALL 2009 PERFORMANCE DATA**

Between	And	Via	Route	Peak Period		Off Peak		Night	
				Rides/Plat Hr	Pass Mi/ Plat Mi	Rides/Plat Hr	Pass Mi/ Plat Mi	Rides/Plat Hr	Pass Mi/ Plat Mi
Kinnear	Seattle CBD	Seattle Center	1	67.28	15.13	61.52	15.58	12.15	1.65
West Queen Anne	Seattle CBD	Queen Anne Ave N	2N	61.80	12.80	66.29	13.99	41.69	8.11
Madrona Park	Seattle CBD	First Hill	2S	55.68	9.95	54.24	11.62	26.22	6.00
Queen Anne	Seattle CBD	Seattle Center	3N	70.60	14.32	69.78	13.34	36.29	11.03
Madrona	Seattle CBD	First Hill	3S	54.67	13.46	57.53	17.80	22.82	6.47
Queen Anne	Seattle CBD	Seattle Center	4N	73.89	15.42	72.87	14.34	36.16	7.02
Judkins Park	Seattle CBD	First Hill	4S	56.44	12.24	50.52	14.53	24.00	6.63
Shoreline Community College	Seattle CBD	Greenwood Ave N	5	41.45	12.44	40.59	16.01	26.68	8.66
Shoreline Community College	Seattle CBD	Greenwood Ave N/Aurora Ave	5 EX	37.91	14.29				
Prentice St	Seattle CBD	Rainier Ave S	7	42.15	16.54	52.90	21.82	30.34	10.62
Seattle Center	Central District	Rainier Ave S	8	43.76	9.74	43.24	14.24	20.02	5.47
Rainier Beach	Capitol Hill	Capitol Hill	9 EX	36.54	10.32	45.21	17.34		
Capitol Hill	Seattle CBD	Rainier Ave S	10	51.35	11.79	52.05	13.39	38.28	7.98
Madison Park	Seattle CBD	15th Ave E	11	48.73	10.16	56.04	14.37	36.01	7.68
Interlaken Park	Seattle CBD	E Madison St	12	49.66	10.34	48.15	11.69	18.38	4.51
Seattle Pacific University	Seattle CBD	First Hill	13	58.48	12.22	66.04	14.06	25.20	6.00
Summit	Seattle CBD	Queen Anne Ave N	14N	44.69	11.03	40.85	11.29	19.22	5.61
Blue Ridge	Seattle CBD	Pine/Pike	15	59.70	14.87	59.49	16.08	31.69	9.04
Blue Ridge	Seattle CBD	15th Ave NW	15 EX	44.41	15.25				
North Beach	Seattle CBD	15th Ave NW	18	49.76	12.01	53.34	14.66	27.26	7.93
North Beach	Seattle CBD	Loyal Heights/15th Ave W	18 EX	44.09	14.24				
Arbor Heights	Seattle CBD	Loyal Heights/15th Ave W	21 EX	37.23	15.23				
Discovery Park	Seattle CBD	35th Ave SW	24	41.52	11.41	31.36	9.29	13.50	4.22
East Green Lake	Seattle CBD	Magnolia/Elliott Ave W	26	52.94	13.50	47.57	14.15	24.48	5.67
Broadview	Seattle CBD	Wallingford/Fremont	28	45.73	10.63	45.49	14.58	20.30	5.10
Rainier Beach	Seattle CBD	Ballard/Fremont	36	38.62	12.26	46.27	17.11	17.19	5.89
Lake City	Seattle CBD	Beacon Ave S	41	41.52	17.17	38.57	21.71	22.22	13.96
University District	Seattle CBD	Northgate/I-5	43	43.08	13.85	40.30	14.10	29.37	9.24
Ballard	Seattle CBD	Montlake/Capitol Hill	44	51.50	16.03	44.38	15.54	29.77	8.73
Loyal Heights	University District	NW Market/N 45th St	48N	47.18	8.80	46.98	10.98	26.19	6.27
University District	University District	N 85th St/15th Ave NE	48S	71.12	15.79	61.90	13.50	30.17	7.27
University District	Rainier Beach	Martin Luther King Jr Way	49	44.43	18.52	46.11	17.80	39.88	12.83
White Center	Seattle CBD	Broadway	54	34.82	15.44	36.47	18.61	20.66	9.02
Admiral District	Seattle CBD	Fauntleroy	55	43.09	18.99	31.10	14.52	16.16	1.84
Aliki	Seattle CBD	California Ave S	56 EX	39.07	16.15				
Admiral District	Seattle CBD	Admiral District							
Top 25%				41.3	14.3	48.01	17.03	27.11	9.03
Bottom 25%				18.0	8.9	28.96	11.62	16.20	5.50

**ROUTES THAT SERVE THE SEATTLE CORE THAT ARE IN THE TOP 25% OF PRODUCTIVITY IN ONE TIME PERIOD OR MORE
BASED ON FALL 2009 PERFORMANCE DATA**

Between	And	Via	Route	Peak Period		Off Peak		Night	
				Rides/Plat Hr	Pass Mi/ Plat Mi	Rides/Plat Hr	Pass Mi/ Plat Mi	Rides/Plat Hr	Pass Mi/ Plat Mi
Lake City	University District	Wedgewood	65	46.52	10.57	39.54	11.81	22.37	6.23
Northgate	Seattle CBD	Roosevelt Way NE/Eastlake	66 EX	34.57	15.02	26.33	13.29	16.33	7.76
Northgate	University District	12th Ave NE/11th Ave NE	67	45.93	10.23	55.84	17.21	33.31	8.80
Northgate	University District	Maple Leaf/Ravenna	68	56.67	13.13	61.78	16.78		
Wedgewood	Seattle CBD	Ravenna/University District	71	50.65	21.75	45.11	21.50	23.23	10.20
Lake City	Seattle CBD	Maple Leaf/Cowen Park	72	52.47	19.79	46.77	22.75	30.00	13.63
Jackson Park	Seattle CBD	15th Ave NE	73	47.57	17.89	45.88	20.00	29.00	11.98
Sandpoint	Seattle CBD	Ravenna/1-5	74 EX	45.02	16.34				
Ballard	University District	Northgate/Lake City	75	43.70	12.72	38.61	14.44	22.48	7.48
Renton/Fairwood	Seattle CBD	Martin Luther King Jr Way/1-5	101	33.81	21.22	36.27	25.70	20.78	15.90
Renton/Fairwood	Seattle CBD	Martin Luther King Jr Way/1-5	102	32.33	19.62				
Renton	Seattle CBD	Renton Ave S	106	29.99	12.03	33.05	15.87	19.34	9.06
Burien	Seattle CBD	Delridge	120	42.05	18.03	44.81	20.96	30.39	15.47
Highline Community College	Seattle CBD	8th Ave S/SR 509	122	30.21	14.89				
Tukwila International Blvd St	Seattle CBD	International Blvd	124	29.40	13.40	31.38	17.57	20.83	10.79
Black Diamond	Seattle CBD	Maple Valley/Renton	143 EX	21.43	14.31				
Kent	Seattle CBD	Seattle CBD	150	28.97	19.89	27.64	21.87	21.37	18.06
Federal Way	Seattle CBD	1-5	177	19.19	15.44				
Seatac Airport	Seattle CBD	1-5	194	27.25	17.61	34.54	27.01	26.13	17.97
Twin Lakes	University District	1-5	197	19.82	14.53				
Eastgate	Seattle CBD	1-90	212	32.60	17.03				
Issaquah Highlands	Seattle CBD	1-90	218	24.99	15.58				
Overlake	Seattle CBD	1-90	225	29.37	15.75				
Overlake	Seattle CBD	1-90	229	30.04	17.77				
Brickyard P&R	Seattle CBD	Kirkland/SR-520	255	29.48	16.92	22.36	15.96	15.58	10.82
Richmond Beach	Seattle CBD	1-5	301	31.74	19.78				
Richmond Beach	Seattle CBD	1-5	303 EX	32.95	17.17				
Shoreline P&R	Seattle CBD	1-5	304	22.41	15.74				
Richmond Beach	Seattle CBD	1-5	306 EX	27.69	14.86				
Kenmore	First Hill	1-5	312 EX	27.52	14.91				
UW/COC Bothell	Seattle CBD	SR-522/1-5	358 EX	46.89	21.27	50.59	28.41	33.69	18.59
Aurora Village	Seattle CBD	Aurora Ave N	372 EX	31.87	11.89	35.62	17.87	18.41	6.03
Woodinville	University District	Lake City Way/25th Ave							
Top 25%			41.3	14.3	48.01	17.03	27.11	9.03	
Bottom 25%			18.0	8.9	28.96	11.62	16.20	5.50	

Productivity



**Routes that do not serve
the Seattle core**

ROUTES THAT DO NOT SERVE THE SEATTLE CORE THAT ARE IN THE TOP 25% OF PRODUCTIVITY IN ONE TIME PERIOD OR MORE BASED ON FALL 2009 PERFORMANCE DATA

Between	And	Via	Route	Peak Period		Off Peak		Night	
				Rides/Plat Hr	Pass Mi/Plat Mi	Rides/Plat Hr	Pass Mi/Plat Mi	Rides/Plat Hr	Pass Mi/Plat Mi
Renton Highlands	Renton	Sunset Blvd	105	46.92	10.91	40.97	10.77	19.28	4.53
Rainier Beach	Renton	Rainier View/Lake Ridge	107	28.71	7.60	23.00	7.93	12.24	4.26
Admiral District	South Center	White Center/Tukwila	128	36.50	12.32	32.22	12.86	16.03	5.77
Burien	Renton	Southcenter Blvd	140	24.94	8.93	28.17	11.46	24.51	10.49
Fairwood	Renton	Fairwood Blvd	148	27.21	7.88	24.03	9.37	13.67	4.73
Kent	Green River Community College	Kent-Kangley Rd	164	51.96	13.96	50.98	20.16	22.82	7.84
Des Moines	Kent Station	Highline Community College	166	34.33	8.61	39.87	12.79	20.30	5.32
Kent	Timberlane	SE 272nd St	168	32.14	8.37	31.54	12.19	14.91	3.83
Kent	Renton	104th Ave SE/Talbot Rd S	169	45.55	14.95	50.05	20.01	28.52	10.55
Federal Way	Federal Center South	I-5/Tukwila	173	14.27	7.69				
Federal Way	SeaTac	Pacific Hwy S/International Blvd	174	46.60	10.91	59.31	18.15	30.95	10.80
Burien	South East Auburn	Kent	180	33.14	11.36	29.85	12.23	18.24	6.26
Twin Lakes P&R	Green River Community College	Peasley Canyon Rd/Auburn	181	30.78	9.86	28.47	11.83	16.43	4.78
Federal Way	Kent	Camelot/Star Lake	183	23.88	5.91	23.07	10.67		
Twin Lakes	Federal Way Transit Center	S 320th St	187	31.75	5.84	33.42	6.45	16.50	3.04
Mercer Island P&R	Mercer Island City Hall	N Mercer Way	213			33.90	3.23		
Kingsgate P&R	Redmond	Crossroads/Bellevue	230E	34.86	8.63	29.45	9.81	26.18	6.81
Clyde Hill	Renton	Factoria/Newcastle	240	25.79	9.82	21.63	10.67	12.30	5.62
Bear Creek P&R	Seattle CBD	Overlake/Bellevue	253	37.78	9.80	40.18	12.12	33.25	8.22
Night Owl - Bellevue	Seattle CBD	Renton/Montlake	280					11.31	6.51
Shoreline Community College	Northgate	North Seattle Community College	345	39.58	10.16	41.32	12.26	16.31	6.14
Aurora Village	Northgate	Meridian Ave N	346	37.32	10.62	33.53	11.43	14.99	6.39
Montlake Terrace	Northgate	Ridgecrest	347	31.84	9.55	27.89	9.12	19.08	5.92
Richmond Beach	Northgate	NE 185th/15th Ave NE	348	30.55	7.03	32.08	9.94	17.78	5.69
Star Lake	First Hill	I-5	941 EX	25.01	15.60				
Top 25%				25.8	7.6	28.25	9.84	19.08	6.26
Bottom 25%				11.1	2.6	11.30	3.00	5.40	1.50

Priority Investments

Investment Priorities

Investment Priority	Estimated Cost (Annual Hours)
Passenger Load	16,000
Schedule Reliability	32,000
Under-served All-Day Corridors	638,000
subtotal	686,000
Top 25% Productivity Performers	93 routes (see Top 25% list)

Potential Source of Hours

Category	Hours of service cut (% of 600,000 hours cut)
Low Productivity	220,000 (37%)
Restructures	256,000 (43%)
Above low productivity	124,000 (21%)
TOTAL	600,000 (100%)