King County
Metro Transit Division

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

Memorandum

July 14, 2005

TO: Interested parties

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

RE: ***2004 Route Performance Report***
2002 – 2003 Peer Agency Comparisons

Attached are copies of the ***2004 Route Performance Report*** (Report) and the ***2002 – 2003 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.

2004 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). One of these measures, "Passenger Miles/ Revenue Seat Miles," was intended to "assess the degree to which transit services contribute to the reduction of total vehicle miles traveled." The 2003 Report contained a discussion of some of the issues with using this measure and

proposed a substitute measure "Passenger Miles/ Vehicle Miles" that would provide consistent information on the passenger miles provided per vehicle mile driven. The analysis requested by the King County Regional Transit Committee comparing the results of applying each of these measures showed that the overall performance rating of routes for the system and between subareas was not changed. A substantial number of individual route variants did score differently using this measure, indicating that it is a different measure; one that more accurately reflects the intended assessment of transit performance in reducing vehicle miles traveled. A summary or the full analysis report is available on request. The results were significant enough that the proposed replacement measure has been used in the 2004 Route Performance Report. Examining the performance scores in this Report also provides an opportunity to review the usefulness of this measure. Additional information about all measures and a discussion of their use is contained 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.

- The categories of "strong" and "below minimum" are determined by using a threshold value that is kept constant over several years in order to allow tracking of changes in individual routes. For 2004 through 2006, the thresholds based on route data from 2001 were to be replaced with thresholds from 2004 performance data. Currently the computer analysis and reporting system for passenger counts is being updated. To allow tracking of changes in routes over several years, it is important that the annual data and the thresholds used for evaluating it are generated in the same way. Thresholds will be replaced in 2005 using data from the updated computer processing system. The performance thresholds established in 2001 are used in this Report, and a table showing these values is in the Introduction section.

- 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 2003. 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 2003. These measures therefore focus on changes from 2001 to 2003, 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 2003 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.)

- King County Metro saw an average annual decline of 3.3 percent in **boardings per platform hour** on motor bus and trolley bus service, compared with a 2.9 percent annual average decline in boardings per platform hour for the peer group. (Figure 2.) Metro's higher than average decline results from two factors: a decline in overall ridership of 2.7 percent from 2001 to 2003, and a 4.9 percent increase in service hours.

  The decline in overall ridership was largely due to the economic slump in the region, with the loss of about 57,000 jobs in King County over this period. One example of the change in ridership is provided by Route 174, used by many employees of industries associated with Seattle Boeing and Sea-Tac International Airport, which experienced a 4.5% decline in ridership between fall 2001 and fall 2003.

The major part of the increased service hours went into the East service subarea in fall 2001. New hours of service typically take some time to influence potential riders, especially in a period of economic downtown and lower ridership. But between spring 2001 and spring 2004 ridership in the East service subarea of the County had grown over 6%, indicating that the longer term positive impact of adding hours of service will be reflected in future years.

- **Operating cost per platform hour** increased by an annual average of 4.3 percent between 2001 and 2003 for the peer group (Figure 3). King County Metro's annual average increase of 4.1 percent fell slightly below that of the peer group. Metro's cost increases over this period were largely due to increased labor and benefit costs, worker's compensation and the increased cost of fuel.

- King County Metro's **boardings per capita of service area population** decreased by an annual average of 1.6 percent between 2001 and 2003, compared with an average decline of 2.3 percent for the peer group (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 2003, 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 1.2 percent between 2001 and 2003. The increase in population may account for part of the decline in boardings per capita.

  Some or all of the remaining decrease in boardings per capita is likely a result of 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, about 790,000 fewer peak riders boarded in 2003 than in 2001. 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 2004 Route Performance***, please call Victor Obeso at 263-3109, or Diane Harper, transit planner, at 684-1646.

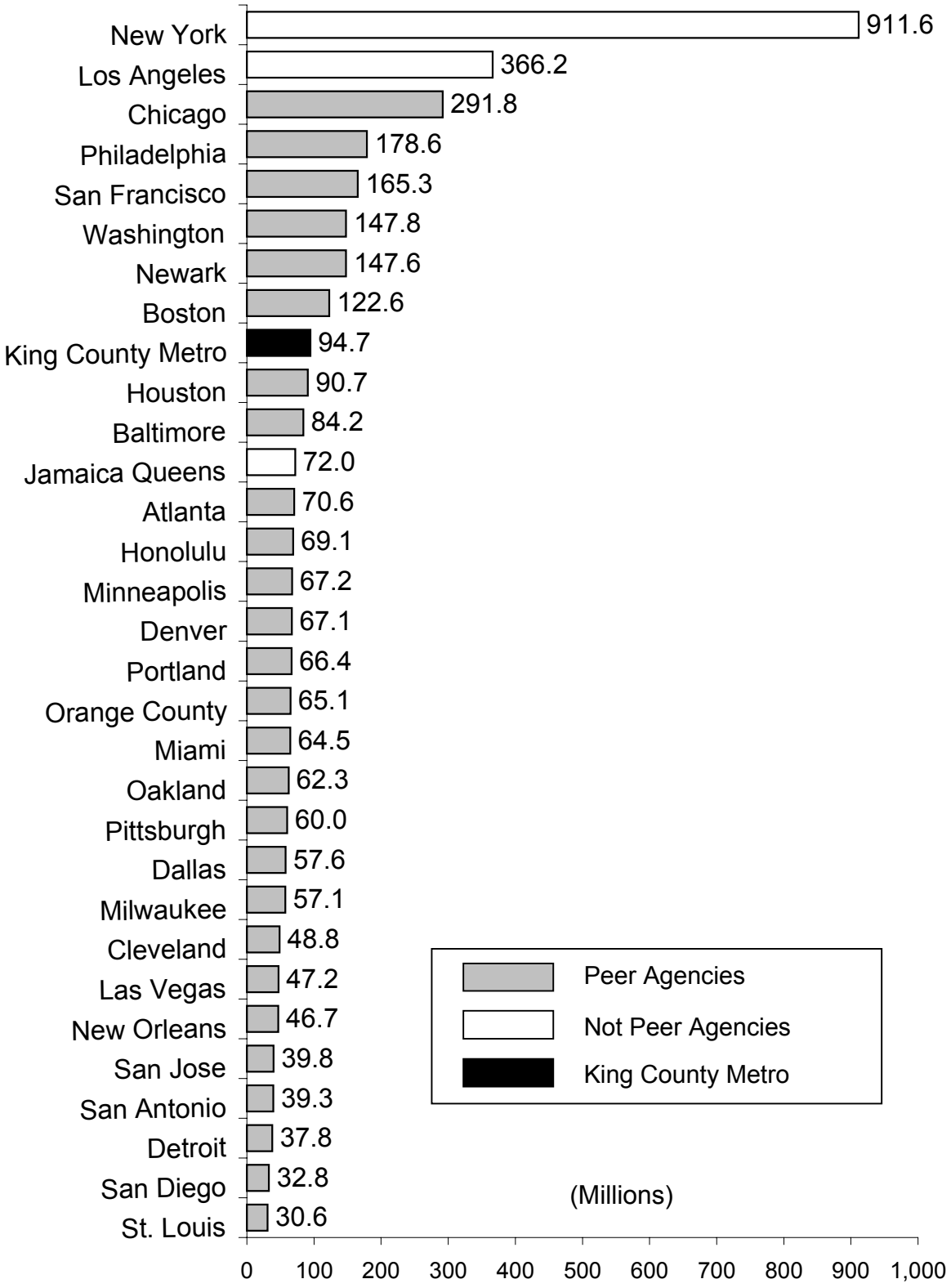
Should you have any questions about the ***Peer Agency Comparisons, 2001 to 2003***, please call Chuck Sawyer at 684-1512.

2001 - 2003
Peer Agency Comparisons

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

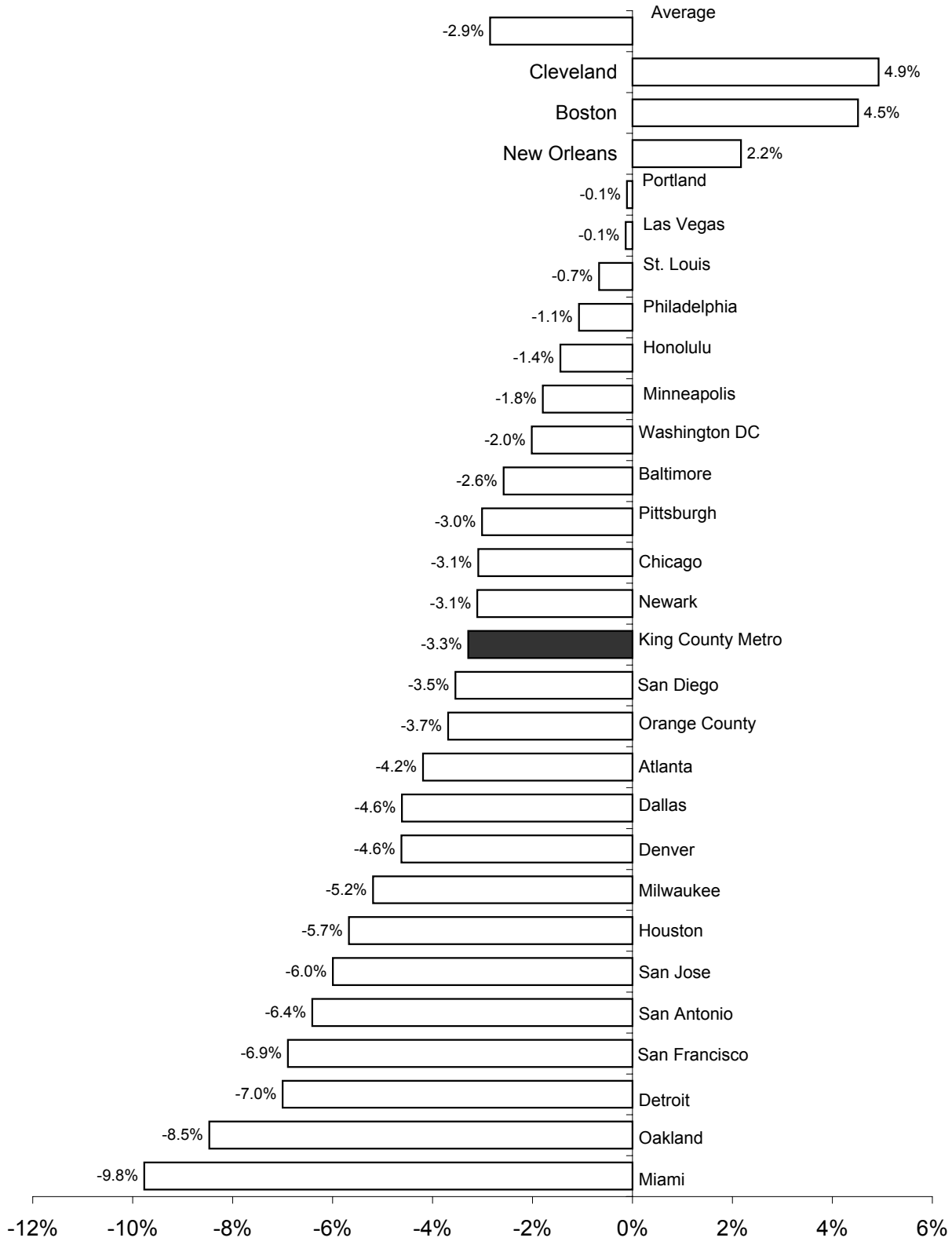
July 2005

Figure 1: Motor Bus and Trolley Bus Boardings, 2003



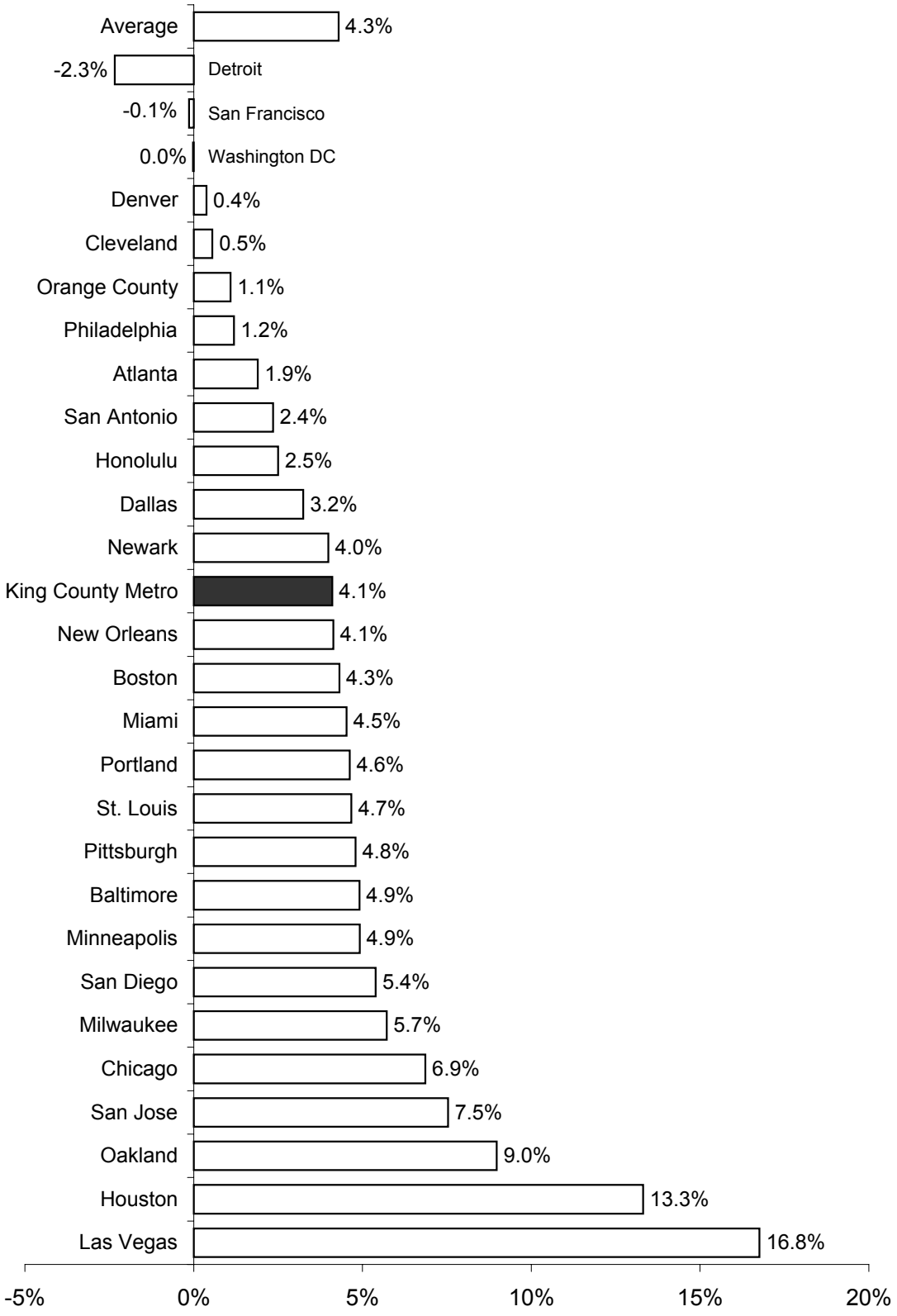
Source: National Transit Database, 2003
Note: King County Metro boardings including Sound Transit service operated by Metro.

Figure 2: Average Yearly Percent Change in Boardings Per Platform Hour (2001 to 2003) (Motor Bus and Trolley Bus)



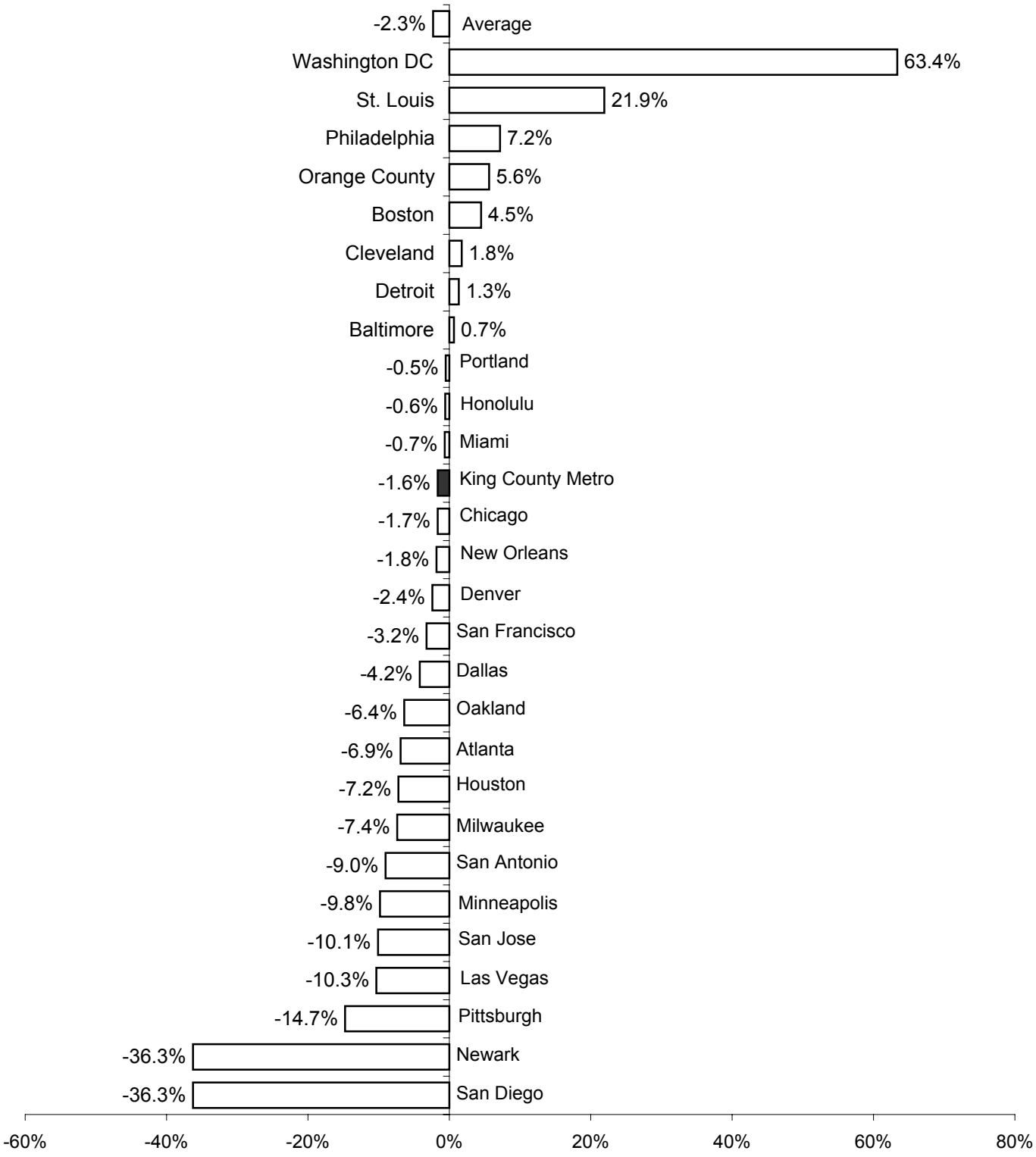
Source: National Transit Database, 2001 and 2003
Note: King County Metro boardings including Sound Transit service operated by Metro.

Figure 3: Average Yearly Percent Change in Operating Cost Per Platform Hour (2001 to 2003) (Motor Bus and Trolley Bus)



Source: National Transit Database, 2001 and 2003
Note: King County Metro boardings including Sound Transit service operated by Metro.

Figure 4: Average Yearly Percent Change in Boardings Per Capita (Service Area Population) Motor Bus and Trolley 2001-2003



Source: National Transit Database, 2001 and 2003
Note: King County Metro boardings including Sound Transit service operated by Metro.

2004
Route Performance Report

Prepared by

King County Metro Transit

Service Development Section:
Service Planning

Scheduling

July 2005

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Performance Measures: Discussion and Examples

➢ **Riders per revenue hour.** Routes with many ons and offs during each trip tend to do well on this measure. The high number of ons and offs is typical for streets through dense population and employment areas, where many riders make short trips. Express trips where each seat is occupied by the same person for a trip of multiple miles do not do as well. The length of the trip and the density of the population and employment (thus number of stops) along it are correlated to performance on this measure. There are exceptions where an express trip that fills all seats and travels at mostly freeway speeds will do very well because the number of revenue hours per trip is quite small. The range on this measure for the individual route variants at different times is high, with 98% of the route variants falling between 6 and 93 riders per revenue hour.

> **Example:** Routes 3S TB is a very short route, while Route 177 travels from Federal Way to Seattle. These two routes in the peak time period have about the same number of trips (10,900 and 10,700 annually). Route 177 actually carries about 13% more riders than Route 3S TB, (403,000 versus 356,000 riders annually). But Route 3 S TB takes only 26 minutes per trip, while Route 177 takes about 45 minutes. Since one of the factors in this measure is time spent in carrying riders, Route 3S TB scores much higher on this measure than does Route 177, 75 rider per revenue hour versus 50 riders per revenue hour. This illustrates for routes with a similar 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, with 98% of the route variants falling between 2% and 55%.

> ➢ **Examples:** The prior example of Route 3S TB and Route 177 also illustrates the relationship between riders per hour and this measure. While Route 177 carries 403,000 riders annually, while Route 3S TB carries 356,000; many more riders get on and off Route 3 each hour of operation (or hour of expense). Route 3S TB averages 47% of its operating expense covered by fares; while Route 177 with more riders, but fewer riders per hour of operation, averages only 29% fare recovery. 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 Route 271. Both Route 271 and Route 255 cost about $1.8 million annually, and both serve about 430,000 riders annually. But Route 271 serves both a community college campus and the University of Washington. Due to the the higher rate of off-peak rides and number of transfers, the cost recovery from fares is only 16% for Route 271; while Route 255 averages about 30% fare return.

Passenger miles per revenue hour. This is a new measure that is intended to value routes that provide trips of many miles. One rider may occupy a seat for the same number of miles on a long distance trip as do many riders each traveling only a mile or two. Performance on this measure has a substantial correlation to average length of the route in miles, the average speed of the vehicle (miles traveled per hour), and the route design and purpose. With the same number of riders, routes that travel faster will do better on this measure. The range on this measure for individual route variants is very high, with 98% of the route variants falling between 24 and 750 passenger miles per revenue hour.

> **Example:** Routes 190 and 191 travel about the same number of miles between Star Lake Park-and-Ride and downtown Seattle (20 and 22 miles), and they also have the about the same number of trips (3000 and 2800 annually) and riders (79,000 and 72,000). They both travel about 60,800 miles annually while carrying riders. In 2004, Route 190 averaged 665 passenger miles per revenue hour, while Route 191 averaged only 309 passenger miles per revenue hour. The difference is a result of the route design: Route 191 travels a long distance on Highway 99 before getting on I-5; Route 190 travels almost exclusively via the freeway; thus there is a large difference in speed, or the revenue miles per revenue hour. Route 190 carries many more riders per hour, as each trip takes less time. Also, as an all freeway route it makes no stops between Star Lake and Seattle, so all passengers travel the full length of the route, while Route 191 has intermediate stops, so some riders travel fewer miles than others.

Passenger miles divided by platform miles. This is a replacement measure used in the 2004 Report as a substitute for "Passenger miles divided by revenue seat miles," the measure adopted in the Six-Year Plan Strategy M-3. The Plan states that the intent of this measure is to "assess the degree to which transit services contribute to the reduction of total vehicle miles traveled."

The difficulties associated with using the initial formula of "passenger miles divided by revenue seat miles" are that the number of seats per coach varies, and revenue miles are not the total vehicle miles. The simpler formula of "passenger miles divided by platform miles" gives a score directly addressing the usefulness of transit in reducing total vehicle miles traveled, without the variability inherent in using seats as a multiplier and including all miles that the coach travels.

> **Example comparing the two measures**: Route 3S TB trips in the offpeak time period carried riders 17.8 miles for each mile the coach travels, in coaches that averaged 42 seats. Route 150 in the peak time period provided about 2% more passenger miles (18.1) per mile the coach traveled, and used coaches averaging 58 seats.
>
> Using the measure "passenger miles to revenue seat miles," Route 3S TB trips would score .457, and Route 150 would score .416. Route 150 would score almost 9% lower than Route 3S TB, instead of 2% better. If next year it is more efficient for the Route 3S TB trips to be made in an articulated coach with 56 seats, and both travel the same miles and carry the same number of passenger miles as they did the year before, Route 3S TB would score much lower at only .343 - a score 18% lower than Route 150. Differences also result from considering only the revenue miles instead of all the miles a coach travels.

This kind of year to year variation in the same route, and variation between routes that actually remove the same number of vehicle miles from our roadways is avoided by using platform miles instead of revenue seat miles in the equation.

A background analysis is available that shows the results for each route variant using each of these two measures. The substitution does not change the overall route performance of the system, and it impacts about an equal percentage of each subarea's routes. It does change the performance category of 19% of the route variants, making them directly comparable on passenger miles carried per coach mile.

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 different groups – in this case, different time periods in the same subarea, or the same time period in multiple 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 have the same performance as one who ranked number 3 in a group of 250 high school students. Similarly the Route Effectiveness score of "3" in a group of 20 routes is not the same number as the score of "3" in a group of 80 routes.

The other four reported numbers in the tables have a physical base that is measured instead of a mathematical relationship. For instance, 322 rider miles per revenue hour is the same in the midday and in the peak, in the East subarea and in the West subarea. Within a particular group, 322 rider miles per revenue mile might be considered a "strong" route or a "below minimum" route, but the number of rider miles per revenue hour is constant. The Route Effectiveness measure only indicates performance within the one group, i.e. a score of 3.1 in the midday in the East is not the same as a score of 3.1 in the midday in the West, or the same as a 3.1 score for the East 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 each one of them would have a new score as part of the larger group.

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 when the *Long Range Policy Framework for Public Transportation* was adopted by the King County Council 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. For instance, Route 272 is a commuter service from the East side to the University of Washington, and a few trips fall outside of the defined end of the peak period but are included in the data for the peak period. Or some trolley routes have a shuttle (SH) variant that is only used to travel back to downtown Seattle close to the base late at night so comprise a very small part of the night hours and are included as part of the regular trips rather than separately. 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. The fare revenue for all of these types of routes is available upon request, whether paid by individuals or a partner institution.

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
Offpeak	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, extended through 2004)

Subarea	Performance Thresholds*	Guide-Time	Rides/ Rev. Hr.	Fare Rev. / Op. Expense	Psgr.Miles / Rev. Hr.	** Psgr. Miles /Plat. Miles
EAST		Peak	40.3	25%	441	11.4
	Strong	OffPeak	24.0	14%	131	7.0
		Night	24.7	10%	162	6.4
		Peak	9.0	5%	25	1.9
	Minimum	OffPeak	7.6	4%	27	1.4
		Night	5.1	2%	21	1.4
SOUTH		Peak	45.1	30%	596	15.2
	Strong	OffPeak	44.4	25%	334	16.0
		Night	30.4	15%	266	10.4
		Peak	21.8	12%	99	5.1
	Minimum	OffPeak	20.3	10%	62	3.4
		Night	18.8	8%	60	2.6
WEST		Peak	70.1	43%	315	14.4
	Strong	OffPeak	68.0	37%	215	15.2
		Night	41.6	20%	147	8.7
		Peak	31.8	16%	77	5.8
	Minimum	OffPeak	28.8	14%	59	5.3
		Night	18.6	8%	48	3.3

* 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.

** The thresholds for this measure were calculated from the 2001 route data, as were the other thresholds.

2004 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 or paratransit 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

2004	Service Delivered				
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Annual Platform Miles	Annual Platform Hours
Peak Period	955,032	15,250,861	1,387,653	22,055,246	1,492,730
OffPeak (midday, evenings, weekend days)	832,983	12,288,769	1,340,938	13,103,152	1,199,432
Night (seven days)	317,388	5,104,963	572,250	6,021,102	506,752
Total Regular Routes	2,105,403	32,644,593	3,300,841	41,179,499	3,198,914
Exception Routes	73,899	1,149,767	162,907	1,387,040	105,730

2004	Rider Use			Performance Measures			
	Annual Rides	Annual Passenger Miles	Annual Fare Revenue	Rides / RevHr	Fare Rev / OpExp	Psgr. Miles /	Psgr. Miles/ PlatMi
Peak Period	42,168,000	230,916,964	$38,618,901	44.2	25%	242	10.5
OffPeak (midday, evenings, weekend days)	38,444,256	157,771,585	$26,367,066	46.2	23%	189	12.0
Night (seven days)	9,548,809	43,746,394	$6,586,716	30.1	13%	138	7.3
Total Regular Routes	90,161,064	432,434,942	$71,572,683	42.8	23%	205	10.5
Exception Routes	1,493,529	7,188,396	$1,166,231	20.2	12%	97	5.2

Production and Allocation Subareas

Three planning Subareas were defined in the Long Range Policy Framework for Public Transportation when it was adopted by King County in 1993. Routes originally were assigned to one of the three subareas according to where the majority of morning boardings occurred – the "production" subarea. For purposes of allocating new hours of service between subareas, some routes were later assigned to a different subarea, or are shared by two subareas.

The table below lists those routes that have different production and allocation subareas. For usefulness in comparing current and past route performance, this report on route performance includes these routes in the "Production Subarea" listed.

Routes with 2004 Hours Allocation other than just the Production Subarea

Route		Production Subarea	Allocation Subarea
East Production Cross-subarea Routes			
240		EAST	EAST-SOUTH
255		EAST	EAST-WEST
271		EAST	EAST-WEST
280		EAST	SOUTH-WEST
342		EAST	WEST
935	**DART**	EAST	EAST-WEST
South Production Cross-subarea Routes			
101		SOUTH	SOUTH-WEST
101	**TB**	SOUTH	SOUTH-WEST
106		SOUTH	SOUTH-WEST
107		SOUTH	SOUTH-WEST
113		SOUTH	WEST
150		SOUTH	SOUTH-WEST
150	**TB**	SOUTH	SOUTH-WEST
174		SOUTH	SOUTH-WEST
194		SOUTH	SOUTH-WEST
194	**TB**	SOUTH	SOUTH-WEST
West Production Cross-subarea Routes			
23		WEST	SOUTH-WEST
39		WEST	SOUTH-WEST
128		WEST	SOUTH-WEST
128	**TB**	WEST	SOUTH-WEST
331		WEST	EAST-WEST
982	**CUST**	WEST	EAST

Route		Production Subarea	Allocation Subarea
New Routes in Fall 2004*			
120		SOUTH	SOUTH-WEST
125		SOUTH	SOUTH-WEST
125	**NT**	SOUTH	SOUTH-WEST
125	**TB**	SOUTH	SOUTH-WEST
126		WEST	SOUTH-WEST
131		SOUTH	SOUTH-WEST
132		SOUTH	SOUTH-WEST
132	**TB**	SOUTH	SOUTH-WEST
121	**TB**	SOUTH	SOUTH-WEST
121		SOUTH	SOUTH-WEST
122		SOUTH	SOUTH
123		SOUTH	SOUTH
134		SOUTH	SOUTH
*** Routes Replaced in Fall 2004**			
130		SOUTH	SOUTH-WEST
130	EX	SOUTH	SOUTH-WEST
130	TB	SOUTH	SOUTH-WEST
132		SOUTH	SOUTH-WEST
132	EX	SOUTH	SOUTH-WEST
132	TB	SOUTH	SOUTH-WEST
136		SOUTH	SOUTH-WEST
137		WEST	SOUTH-WEST
137	TB	WEST	SOUTH-WEST
137	EX	WEST	SOUTH

2004 Annual Route Performance Report

EAST Planning Subarea

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

July 2005

2004 Route Performance Report - East Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psgr. Miles / Rev. Hour	Psgr. Miles/ Plat. Miles	"Route Effective-ness" Sum
	2004 PEAK - EAST PRODUCTION SUBAREA										
EAST						*Meets or exceeds strong performance threshold*	**40.3**	**25%**	**441**	**11.4**	**3.7**
EAST						*Less than minimum performance threshold*	**9.0**	**5%**	**25**	**1.9**	**-3.7**
EAST		Peak	**306**		**EX**	Kenmore	**51.3**	**39%**	**533**	**16.5**	**8.7**
EAST		Peak	**212**			Eastgate	**65.7**	**34%**	**626**	**12.0**	**8.7**
EAST		Peak	**214**		**TB**	Issaquah	**52.1**	**28%**	**777**	**15.1**	**8.5**
EAST		Peak	**255**		**TB**	Kirkland	**53.9**	**31%**	**497**	**13.0**	**7.0**
EAST		Peak	**312**		**EX**	U of W - Bothell	**51.8**	**28%**	**533**	**13.8**	**6.9**
EAST		Peak	**229**			Overlake	**43.8**	**34%**	**457**	**14.7**	**6.8**
EAST		Peak	**255**			Kingsgate	36.2	**29%**	347	**14.0**	**4.9**
EAST		Peak	**216**			Sammamish	34.1	14%	**608**	**15.0**	**4.7**
EAST		Peak	**268**			E Lake Sammamish	35.9	19%	**491**	10.4	3.6
EAST		Peak	**214**			North Bend	32.8	19%	**513**	9.7	3.4
EAST		Peak	**225**			Overlake	31.8	24%	336	9.9	3.0
EAST		Peak	**311**			Woodinville P&R	27.6	15%	**519**	10.8	2.8
EAST		Peak	**252**			Kingsgate P&R	30.4	18%	412	10.2	2.6
EAST		Peak	**271**		**TB**	Bellevue TC	37.3	16%	231	10.6	2.0
EAST		Peak	**253**			Bear Creek P&R	32.9	**28%**	120	7.3	1.7
EAST		Peak	**257**			Kingsgate P&R	25.4	16%	368	9.4	1.6
EAST		Peak	**271**			Issaquah P&R	31.9	16%	207	9.7	1.3
EAST		Peak	**230**	**E**		Redmond P&R	36.4	22%	120	6.0	0.9
EAST		Peak	**240**			Bellevue	29.6	19%	140	8.1	0.7
EAST		Peak	**272**			Eastgate P&R	28.8	9%	269	8.7	0.3
EAST		Peak	**205**		**EX**	Mercer Island	30.5	14%	182	6.2	0.0
EAST		Peak	**245**			Kirkland	29.2	18%	112	6.3	0.0
EAST		Peak	**265**			Redmond P&R	23.2	12%	275	6.4	-0.2
EAST		Peak	**942**		**EX**	Eastgate P&R	23.4	14%	240	5.7	-0.3
EAST		Peak	**230**	**W**		Kingsgate P&R	27.9	19%	94	5.3	-0.4
EAST		Peak	**266**			Bear Creek P&R	23.0	12%	251	5.9	-0.5
EAST		Peak	**260**			Juanita	17.6	11%	260	6.4	-0.9
EAST		Peak	**261**			Overlake P&R	21.4	13%	171	5.3	-1.1
EAST		Peak	**277**			Juanita	22.0	8%	197	5.8	-1.4
EAST		Peak	**210**			Issaquah	19.5	12%	188	4.3	-1.5
EAST		Peak	**250**			Redmond P&R	17.1	11%	205	5.3	-1.5
EAST		Peak	**234**			Northshore P&R	17.9	13%	101	4.9	-1.8
EAST		Peak	**203**			Mercer Island	27.7	14%	54	2.1	-1.9
EAST		Peak	**202**			Mercer Island	21.5	12%	121	3.2	-1.9
EAST		Peak	**222**			Overlake	18.0	12%	85	4.9	-2.0
EAST		Peak	**230**	**W**	**TB**	Kirkland	26.9	15%	42	**1.9**	-2.0
EAST		Peak	**342**			Bothell	17.7	7%	203	4.1	-2.2
EAST		Peak	**236**			Woodinville	16.8	11%	70	3.6	-2.6
EAST		Peak	**233**			Bellevue	17.5	8%	83	4.6	-2.6
EAST		Peak	**238**			Bothell	16.8	9%	70	3.3	-2.9
EAST		Peak	**232**			Duvall	12.6	6%	122	3.1	-3.3
EAST		Peak	**269**			E Lake Sammamish	10.5	7%	101	3.9	-3.3
EAST		Peak	**209**			North Bend	10.4	**5%**	128	3.8	-3.4
EAST		Peak	**251**			North Creek	9.4	9%	69	3.0	-3.5

2004 Route Performance Report - East Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psgr. Miles / Rev. Hour	Psgr. Miles/ Plat. Miles	"Route Effective-ness" Sum
EAST		Peak	254		SH	Redmond	12.9	9%	47	1.9	-3.7
EAST		Peak	232		TB	Redmond	15.0	6%	55	1.4	-3.9
EAST		Peak	249			Redmond P&R	11.9	6%	47	2.4	-3.9
EAST		Peak	237			Woodinville	9.8	3%	117	2.3	-4.1
EAST		Peak	201			Mercer Island	8.7	8%	44	1.6	-4.1
EAST		Peak	921			Eastgate P&R	9.2	7%	35	1.6	-4.3
EAST		Peak	247			Overlake P&R	8.7	4%	80	2.1	-4.3
EAST		Peak	220			Redmond P&R	6.7	7%	35	1.7	-4.5
EAST		Peak	922			Carnation	2.4	1%	41	0.6	-5.8
EAST			**average 2004 PEAK - EAST**				25.2	15%	227	6.60	0.0

	2004 OFF-PEAK - EAST PRODUCTION SUBAREA										
EAST						*Meets or exceeds strong performance threshold*	24.0	14%	131	7.0	2.4
EAST						*Less than minimum performance threshold*	7.6	4%	27	1.4	-2.4
EAST		OffPeak	255			Kingsgate	25.9	13%	266	12.4	4.7
EAST		OffPeak	271			Issaquah P&R	29.4	13%	198	10.9	3.8
EAST		OffPeak	213			Mercer Island	26.3	35%	46	2.2	3.3
EAST		OffPeak	230	E		Redmond P&R	36.9	16%	137	7.6	3.2
EAST		OffPeak	253			Bear Creek P&R	31.4	15%	119	8.3	2.8
EAST		OffPeak	240			Bellevue	23.7	12%	123	7.2	1.5
EAST		OffPeak	230	W		Kingsgate P&R	26.3	14%	89	6.1	1.4
EAST		OffPeak	245			Kirkland	24.7	13%	101	5.3	1.0
EAST		OffPeak	203			Mercer Island	23.1	17%	43	2.2	0.3
EAST		OffPeak	234			Northshore P&R	16.2	9%	98	5.4	-0.1
EAST		OffPeak	222			Overlake	16.4	8%	88	5.0	-0.5
EAST		OffPeak	204			Mercer Island	18.8	12%	56	2.8	-0.5
EAST		OffPeak	238			Bothell	15.9	6%	78	3.7	-1.2
EAST		OffPeak	249			Redmond P&R	13.4	7%	71	4.1	-1.2
EAST		OffPeak	236			Woodinville	13.2	7%	63	3.3	-1.4
EAST		OffPeak	233			Bellevue	13.0	6%	67	3.8	-1.5
EAST		OffPeak	209			North Bend	8.9	3%	111	3.5	-1.8
EAST		OffPeak	251			North Creek	7.7	4%	62	2.9	-2.3
EAST		OffPeak	254		SH	Redmond	10.0	5%	37	1.9	-2.7
EAST		OffPeak	220			Redmond P&R	6.4	4%	49	2.6	-2.7
EAST		OffPeak	921			Eastgate P&R	6.2	4%	41	2.6	-2.8
EAST		OffPeak	929			North Bend	2.5	1%	49	1.5	-3.6
EAST			**average 2004 MIDDAY - EAST**				18.0	10%	90	4.78	0.0

	2004 NIGHT - EAST PRODUCTION SUBAREA										
EAST						*Meets or exceeds strong performance threshold*	24.7	10%	162	6.4	3.5
EAST						*Less than minimum performance threshold*	5.1	2%	21	1.4	-3.5
EAST		Night	253		TB	Redmond	36.1	15%	124	5.9	5.6
EAST		Night	230	E		Redmond P&R	33.0	13%	129	5.7	4.6
EAST		Night	280			Bellevue TC	15.6	7%	263	7.7	4.1
EAST		Night	271			Issaquah P&R	18.8	7%	147	6.5	2.2

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Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psgr. Miles / Rev. Hour	Psgr. Miles/ Plat. Miles	"Route Effective-ness" Sum
EAST		Night	**255**			Kingsgate	15.6	8%	147	**6.5**	2.0
EAST		Night	**230**	**W**		Kingsgate P&R	18.7	9%	71	3.7	0.1
EAST		Night	**240**			Bellevue	14.8	6%	86	4.1	-0.5
EAST		Night	**245**			Kirkland	12.5	6%	53	2.5	-2.2
EAST		Night	**222**			Overlake	9.3	4%	53	2.5	-3.1
EAST		Night	**236**			Woodinville	8.9	4%	42	1.6	**-3.6**
EAST		Night	**238**			Bothell	7.8	2%	39	1.5	**-4.3**
EAST		Night	**254**		**SH**	Redmond	6.7	**2%**	32	**1.0**	**-4.8**
EAST			**average 2004 NIGHT - EAST**				16.5	7%	99	4.09	0.0

	2004 EAST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED									
EAST	PART	Peak	**200**			Issaquah	12.1	-	40	1.8
EAST	PART	Peak	**291**		**DART**	Redmond	7.3	-	24	1.9
EAST	DART	Peak	**926**		**DART**	Crossroads	7.6	-	23	1.5
EAST	DART	Peak	**927**		**DART**	E Lake Sammamish	8.0	-	47	2.8
EAST	DART	Peak	**935**		**DART**	Juanita	7.5	-	37	2.1
EAST	SCL	Peak	**206**			Newport Hills	55.5	-	236	9.2
EAST	SCL	Peak	**207**			Newport Hills	60.8	-	234	9.1
EAST	SCL	Peak	**208**			Newport Hills	63.8	-	234	9.0
EAST	SCL	Peak	**219**			Newcastle	10.9	-	34	1.2
EAST	SCL	Peak	**885**			Bellevue	23.5	-	74	3.1
EAST	SCL	Peak	**886**			Clyde Hill	95.3	-	81	3.3
EAST	SCL	Peak	**888**			Eastgate	47.0	-	249	10.1
EAST	SCL	Peak	**889**			Bellevue	37.0	-	84	3.8
EAST	SCL	Peak	**890**			Eastgate	54.5	-	269	9.6
EAST	SCL	Peak	**891**			Mercer Island	62.2	-	309	10.1
EAST	SCL	Peak	**892**			Mercer Island	87.3	-	283	8.7
EAST	SCL	Peak	**986**		**CUST**	Kirkland	48.7	-	486	13.5
EAST	SCL	Peak	**989**		**CUST**	Eastgate	40.6	-	654	16.6
EAST	SCL	Peak	**997**		**CUST**	Bellevue	22.5	-	218	8.4
EAST	SCL	Peak	**998**		**CUST**	Mercer Island P&R	11.3	-	152	4.8
EAST	**regular route average: 2004 East Peak**						25.2		227	6.60

EAST	PART	OffPeak	**200**			Issaquah	13.3	-	43	2.6
EAST	DART	OffPeak	**925**		**DART**	Newcastle	1.0	-	5	5.5
EAST	DART	OffPeak	**926**		**DART**	Crossroads	7.0	-	20	1.3
EAST	DART	OffPeak	**927**		**DART**	E Lake Sammamish	6.7	-	40	2.2
EAST	DART	OffPeak	**935**		**DART**	Juanita	6.1	-	31	1.6
EAST	**regular route average: 2004 East OffPeak**						18.0		27	1.38

2004 Annual Route Performance Report

SOUTH Planning Subarea

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

July 2005

2004 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psgr. Miles / Rev. Hour	Psgr. Miles/ Plat. Miles	"Route Effective-ness" Sum
	2004 PEAK - SOUTH PRODUCTION SUBAREA										
SOUTH						*Meets or exceeds strong performance threshold*	45.1	30%	596	15.2	3.3
SOUTH						*Less than minimum performance threshold*	21.8	12%	99	5.1	-3.3
SOUTH		Peak	177			Fed.Way	49.9	29%	1,018	18.87	7.6
SOUTH		Peak	101			Fairwood	48.1	36%	587	20.51	6.8
SOUTH		Peak	101		TB	Renton CBD	53.8	33%	599	18.87	6.7
SOUTH		Peak	941		EX	Star Lake P&R	51.0	28%	783	15.63	5.9
SOUTH		Peak	174			Fed.Way P&R,TC	51.4	37%	331	16.73	5.2
SOUTH		Peak	162			Kent	40.7	25%	763	16.45	4.7
SOUTH		Peak	150			Auburn	42.9	31%	451	18.07	4.5
SOUTH		Peak	158			Lk Meridi/E Kent P&R	38.6	25%	706	17.37	4.4
SOUTH		Peak	106			Renton	56.0	29%	312	15.63	4.3
SOUTH		Peak	122			Highline CC	47.3	29%	453	14.72	3.9
SOUTH		Peak	105			Renton Highlands	58.6	36%	122	7.64	2.9
SOUTH		Peak	150		TB	Kent	40.1	25%	421	15.71	2.9
SOUTH		Peak	120			Burien	47.1	29%	265	13.27	2.7
SOUTH		Peak	159			Kent P&R,TC	36.5	22%	599	14.60	2.7
SOUTH		Peak	143		EX	Black Diamond	31.9	23%	559	16.02	2.5
SOUTH		Peak	121			Highline CC	41.6	25%	413	13.13	2.4
SOUTH		Peak	111			Renton	36.1	22%	514	13.66	2.1
SOUTH		Peak	190			Star Lake P&R	39.2	20%	665	10.43	2.0
SOUTH		Peak	169			Kent P&R,TC	47.5	30%	196	10.24	1.9
SOUTH		Peak	194		TB	SeaTac	39.7	21%	427	13.52	1.8
SOUTH		Peak	194			Fed.Way	33.1	19%	495	16.24	1.8
SOUTH		Peak	118		TB	Vashon	54.1	26%	234	7.90	1.7
SOUTH		Peak	125		TB	White Center	42.7	27%	232	11.83	1.6
SOUTH		Peak	196			Fed.Way S P&R	31.6	17%	671	11.36	1.2
SOUTH		Peak	132		TB	Burien	38.1	28%	239	10.44	1.1
SOUTH		Peak	114			Renton	33.9	23%	404	10.66	0.8
SOUTH		Peak	164			Kent	42.9	29%	174	7.94	0.8
SOUTH		Peak	113			Shorewood	45.0	21%	310	9.21	0.8
SOUTH		Peak	123		EX	Burien	31.9	24%	289	12.71	0.7
SOUTH		Peak	197			Fed.Way	30.2	9%	667	13.51	0.4
SOUTH		Peak	116		EX	Fauntleroy	37.8	21%	286	11.04	0.4
SOUTH		Peak	131			Highline CC	34.1	27%	200	9.88	0.3
SOUTH		Peak	192			Fed.Way	30.1	17%	546	9.91	0.1
SOUTH		Peak	151			Auburn	51.9	23%	133	5.82	0.1
SOUTH		Peak	133			Burien TC	36.7	12%	420	12.05	0.0
SOUTH		Peak	107			Renton	38.1	27%	127	7.23	-0.3
SOUTH		Peak	168			Timberlane	42.9	23%	168	6.39	-0.3
SOUTH		Peak	132			Highline CC	31.2	24%	190	9.13	-0.6
SOUTH		Peak	181			Green River CC	33.6	24%	166	7.63	-0.8
SOUTH		Peak	148			Fairwood	28.3	32%	112	6.02	-0.9
SOUTH		Peak	163			Kent	29.0	18%	362	8.78	-0.9
SOUTH		Peak	160			Kent	27.5	16%	394	9.08	-1.1
SOUTH		Peak	179			Fed.Way	23.0	12%	542	9.50	-1.3
SOUTH		Peak	166			Kent P&R,TC	33.0	21%	141	6.62	-1.6

2004 Route Performance Report - South Subarea

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SOUTH		Peak	**152**			Enumclaw	21.9	14%	417	9.50	-1.7
SOUTH		Peak	**125**			Shorewood	34.8	19%	168	6.04	-1.8
SOUTH		Peak	**140**			Burien	31.3	20%	130	6.63	-1.9
SOUTH		Peak	**175**			Fed.Way P&R,TC	**20.6**	14%	364	8.45	-2.2
SOUTH		Peak	**187**			Fed.Way	29.0	23%	103	**4.77**	-2.3
SOUTH		Peak	**183**			Kent	30.9	20%	132	**4.76**	-2.3
SOUTH		Peak	**191**			Star Lake P&R	24.1	14%	309	7.55	-2.4
SOUTH		Peak	**170**			McMicken Heights	22.8	17%	219	6.45	-2.8
SOUTH		Peak	**167**			Auburn P&R	23.4	**7%**	381	8.53	-2.8
SOUTH		Peak	**915**			Enumclaw	23.7	15%	170	**4.85**	**-3.5**
SOUTH		Peak	**119**		**EX**	Vashon	**21.1**	17%	110	5.82	**-3.6**
SOUTH		Peak	**121**		**TB**	Burien	**20.9**	13%	176	6.66	**-3.6**
SOUTH		Peak	**139**			Gregory Heights	28.7	16%	**59**	**3.90**	**-3.6**
SOUTH		Peak	**153**			Kent	**21.2**	18%	**86**	**4.67**	**-3.8**
SOUTH		Peak	**155**			Fairwood	23.1	15%	**87**	**4.38**	**-4.0**
SOUTH		Peak	**134**			Burien TC	22.7	**10%**	147	6.50	**-4.0**
SOUTH		Peak	**118**			Vashon	30.8	16%	**16**	**0.50**	**-4.4**
SOUTH		Peak	**154**			Auburn	**19.8**	**9%**	201	**4.76**	**-4.5**
SOUTH		Peak	**186**			Auburn	23.2	15%	**50**	**1.99**	**-4.7**
SOUTH		Peak	**182**			Fed.Way	22.8	13%	**76**	**2.59**	**-4.8**
SOUTH		Peak	**118**		**EX**	Vashon	**19.6**	13%	**82**	**3.82**	**-4.8**
SOUTH		Peak	**173**			Fed.Way P&R,TC	**15.4**	**7%**	241	5.21	**-5.0**
SOUTH		Peak	**149**			Black Diamond	**8.5**	**4%**	**68**	**1.84**	**-7.5**
SOUTH			**average 2004 PEAK - SOUTH**				34.3	21%	321	9.73	0.0

	2004 OFFPEAK - SOUTH PRODUCTION SUBAREA										
SOUTH			*Meets or exceeds strong performance threshold*				**44.4**	**25%**	**334**	**16.0**	**3.5**
SOUTH			*Less than minimum performance threshold*				**20.3**	**10%**	**62**	**3.4**	**-3.5**
SOUTH		OffPeak	**101**		**TB**	Renton CBD	**49.2**	**29%**	**561**	**25.89**	**6.8**
SOUTH		OffPeak	**174**			Fed.Way P&R,TC	**58.1**	**34%**	**408**	**22.75**	**6.8**
SOUTH		OffPeak	**194**			Fed.Way	42.8	21%	**750**	**25.03**	**6.3**
SOUTH		OffPeak	**150**			Auburn	43.9	22%	**552**	**26.19**	**5.6**
SOUTH		OffPeak	**120**			Burien	**50.9**	**29%**	308	**17.52**	**4.2**
SOUTH		OffPeak	**194**		**TB**	SeaTac	43.7	19%	**496**	**17.07**	3.4
SOUTH		OffPeak	**106**			Renton	**47.2**	21%	292	**17.71**	2.9
SOUTH		OffPeak	**164**			Kent	**53.2**	**27%**	202	10.67	2.4
SOUTH		OffPeak	**140**			Burien	**51.0**	23%	220	12.32	2.2
SOUTH		OffPeak	**169**			Kent P&R,TC	**47.3**	25%	201	11.29	1.9
SOUTH		OffPeak	**148**			Fairwood	34.1	**37%**	154	8.97	1.7
SOUTH		OffPeak	**105**			Renton Highlands	**55.5**	25%	134	8.31	1.6
SOUTH		OffPeak	**168**			Timberlane	**44.8**	19%	200	8.92	0.6
SOUTH		OffPeak	**107**			Renton	40.5	24%	152	8.65	0.5
SOUTH		OffPeak	**132**			Highline CC	33.7	20%	232	11.74	0.4
SOUTH		OffPeak	**131**			Highline CC	31.6	22%	208	11.42	0.3
SOUTH		OffPeak	**151**			Auburn	**48.9**	19%	120	6.67	0.1
SOUTH		OffPeak	**125**			Shorewood	34.9	18%	207	10.02	-0.2

2004 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psgr. Miles / Rev. Hour	Psgr. Miles/ Plat. Miles	"Route Effective-ness" Sum
SOUTH		OffPeak	**915**			Enumclaw	35.1	16%	242	8.31	-0.4
SOUTH		OffPeak	**132**		**TB**	Burien	33.1	17%	219	9.10	-0.5
SOUTH		OffPeak	**181**			Green River CC	33.2	17%	145	8.15	-1.0
SOUTH		OffPeak	**166**			Kent P&R,TC	33.6	17%	145	7.10	-1.2
SOUTH		OffPeak	**187**			Fed.Way	31.9	17%	127	6.59	-1.5
SOUTH		OffPeak	**185**			Auburn	29.6	23%	**55**	4.08	-1.8
SOUTH		OffPeak	**183**			Kent	24.1	12%	130	6.47	-2.7
SOUTH		OffPeak	**155**			Fairwood	24.1	13%	106	6.50	-2.7
SOUTH		OffPeak	**139**			Gregory Heights	31.0	14%	**61**	3.76	-2.8
SOUTH		OffPeak	**186**			Auburn	29.5	14%	72	**2.83**	-2.9
SOUTH		OffPeak	**119**		**SH**	Vashon	21.0	10%	115	3.52	**-3.7**
SOUTH		OffPeak	**182**			Fed.Way	24.0	**9%**	87	3.62	**-3.8**
SOUTH		OffPeak	**118**		**TB**	Vashon	22.9	**9%**	100	**3.07**	**-3.9**
SOUTH		OffPeak	**149**			Black Diamond	**10.5**	**4%**	81	**2.48**	**-5.6**
SOUTH		OffPeak	**118**			Vashon	**11.6**	**5%**	**16**	**0.53**	**-6.2**
SOUTH		OffPeak	**912**			Covington	**4.9**	**2%**	**40**	**1.10**	**-6.8**
SOUTH		**average 2004 OFFPEAK - SOUTH**					35.6	19%	210	9.95	0.0

	2004 NIGHT - SOUTH PRODUCTION SUBAREA										
SOUTH		*Meets or exceeds strong performance threshold*					**30.4**	**15%**	**266**	**10.4**	**3.4**
SOUTH		*Less than minimum performance threshold*					**18.8**	**8%**	**60**	**2.6**	**-3.4**
SOUTH		Night	**174**			Fed.Way P&R,TC	**38.0**	**19%**	**357**	**14.54**	**8.2**
SOUTH		Night	**120**			Burien	**38.2**	**19%**	252	**11.51**	**6.4**
SOUTH		Night	**194**			Fed.Way	25.3	11%	**464**	**13.70**	**4.9**
SOUTH		Night	**150**			Auburn	24.5	12%	**343**	**13.38**	**3.7**
SOUTH		Night	**169**			Kent P&R,TC	**35.5**	15%	162	6.94	3.0
SOUTH		Night	**106**			Renton	29.7	13%	196	10.07	2.5
SOUTH		Night	**101**		**TB**	Renton CBD	24.0	14%	243	10.31	2.4
SOUTH		Night	**140**			Burien	**31.8**	12%	161	7.40	1.8
SOUTH		Night	**148**			Fairwood	19.8	**18%**	92	4.74	0.1
SOUTH		Night	**164**			Kent	25.5	11%	117	4.64	-0.7
SOUTH		Night	**168**			Timberlane	26.6	10%	118	4.26	-0.8
SOUTH		Night	**131**			Highline CC	**18.2**	11%	140	6.03	-1.3
SOUTH		Night	**166**			Kent P&R,TC	24.7	11%	93	3.53	-1.4
SOUTH		Night	**181**			Green River CC	24.9	9%	121	3.93	-1.5
SOUTH		Night	**125**		**NT**	Shorewood	**18.0**	11%	117	5.80	-1.5
SOUTH		Night	**132**			Highline CC	**17.9**	9%	152	6.55	-1.6
SOUTH		Night	**125**			Shorewood	21.1	**8%**	140	4.11	-2.3
SOUTH		Night	**151**			Auburn	27.8	**7%**	80	**2.38**	-2.4
SOUTH		Night	**105**			Renton Highlands	22.6	9%	**59**	2.89	-2.8
SOUTH		Night	**125**		**TB**	White Center	**17.6**	**7%**	94	4.61	-3.3
SOUTH		Night	**187**			Fed.Way	19.6	**8%**	62	**2.35**	**-3.6**
SOUTH		Night	**139**			Gregory Heights	**17.0**	**7%**	**36**	**1.81**	**-4.7**
SOUTH		Night	**107**			Renton	**14.8**	**6%**	**45**	**2.00**	**-5.0**
SOUTH		**average 2004 NIGHT - SOUTH**					24.5	11%	158	6.4	0.0

2004 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psgr. Miles / Rev. Hour	Psgr. Miles/ Plat. Miles	"Route Effective-ness" Sum
	2004 SOUTH PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED										
SOUTH	CUST	Peak	**949**		**CUST**	Fed.Way S P&R	13.7	-	560	11.33	
SOUTH	CUST	Peak	**952**		**CUST**	Auburn P&R	21.5	-	633	11.89	
SOUTH	DART	Peak	**901**		**DART**	Dash Point	26.1	-	47	3.34	
SOUTH	DART	Peak	**903**		**DART**	South Campus	26.5	-	84	4.45	
SOUTH	DART	Peak	**908**		**DART**	Renton Highlands	13.4	-	23	1.63	
SOUTH	DART	Peak	**909**		**DART**	Renton	13.2	-	31	2.04	
SOUTH	DART	Peak	**917**		**DART**	Algona	21.2	-	66	3.48	
SOUTH	DART	Peak	**918**		**DART**	Kent	12.5	-	20	1.35	
SOUTH	PART	Peak	**110**			Renton	12.5	-	26	1.01	
SOUTH	PART	Peak	**916**		**DART**	Kent	19.4	-	74	5.73	
SOUTH	**regular route average: 2004 SOUTH PEAK**						34.3		321	9.7	
SOUTH	DART	OffPeak	**901**		**DART**	Dash Point	22.7	-	42	2.85	
SOUTH	DART	OffPeak	**903**		**DART**	South Campus	23.5	-	77	4.00	
SOUTH	DART	OffPeak	**908**		**DART**	Renton Highlands	11.2	-	20	1.37	
SOUTH	DART	OffPeak	**909**		**DART**	Renton	11.8	-	27	1.82	
SOUTH	DART	OffPeak	**917**		**DART**	Algona	21.4	-	59	3.00	
SOUTH	PART	OffPeak	**914**		**DART**	Kent	16.6	-	68	5.35	
SOUTH	PART	OffPeak	**916**		**DART**	Kent	15.0	-	74	5.87	
SOUTH	**regular route average: 2004 SOUTH OFFPEAK**						35.6		210	10.0	
SOUTH	DART	Night	**901**		**DART**	Dash Point	22.8	-	41	2.54	
SOUTH	DART	Night	**903**		**DART**	South Campus	23.7	-	75	3.86	
SOUTH	**regular route average: 2004 SOUTH NIGHT**						24.5		158	6.4	

2004 Annual Route Performance Report

WEST Planning Subarea

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

July 2005

2004 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psgr. Miles / Rev. Hour	Psgr. Miles/ Plat. Miles	"Route Effective-ness" Sum
	2004 PEAK - WEST PRODUCTION SUBAREA										
WEST						*Meets or exceeds strong performance threshold*	**70.1**	**43%**	**315**	**14.4**	**3.0**
WEST						*Less than minimum performance threshold*	**31.8**	**16%**	**77**	**5.8**	**-3.0**
WEST		Peak	**41**		**TB**	Northgate P&R	**90.4**	35%	**680**	**16.1**	**8.6**
WEST		Peak	**41**			Lake City	57.6	36%	**438**	**22.1**	**6.3**
WEST		Peak	**301**		**EX**	Shoreline	49.1	29%	**588**	**16.9**	**5.4**
WEST		Peak	**2**	**N**		West Queen Anne	**92.0**	**62%**	134	14.3	**5.4**
WEST		Peak	**358**		**EX**	Aurora Village	59.3	39%	**334**	**19.6**	**5.0**
WEST		Peak	**372**		**TEX**	Kenmore	**89.9**	29%	**405**	14.1	**5.0**
WEST		Peak	**72**		**EX**	Lake City	65.8	34%	301	**20.2**	**4.8**
WEST		Peak	**73**		**TEX**	Roosevelt	**71.4**	30%	307	**18.5**	**4.3**
WEST		Peak	**1**			Kinnear	**89.1**	**59%**	122	11.7	**4.2**
WEST		Peak	**3**	**N**		North Queen Anne	**87.5**	**62%**	98	10.5	**3.9**
WEST		Peak	**73**		**EX**	Jackson Park	61.2	30%	287	**19.1**	**3.9**
WEST		Peak	**13**			Seattle Pacific U.	**79.4**	**55%**	123	13.4	**3.8**
WEST		Peak	**15**			Blue Ridge	**79.9**	**47%**	211	12.4	**3.8**
WEST		Peak	**4**	**N**		East Queen Anne	**85.2**	**59%**	106	10.9	**3.6**
WEST		Peak	**5**		**EX**	Greenwood	**76.3**	34%	**330**	12.5	**3.6**
WEST		Peak	**2**	**S**		Madrona	**76.9**	**55%**	114	12.0	**3.2**
WEST		Peak	**15**		**EX**	Blue Ridge	66.3	33%	**320**	13.3	**3.1**
WEST		Peak	**982**		**CUST**	Redmond	41.8	34%	**505**	11.0	**3.1**
WEST		Peak	**48**	**S**		Rainier Beach	**74.9**	43%	196	12.3	3.0
WEST		Peak	**67**			North Seattle	**86.6**	42%	158	10.5	2.7
WEST		Peak	**56**		**EX**	Alki	62.9	26%	**348**	13.5	2.7
WEST		Peak	**4**	**S**		Judkins Park	**77.8**	**48%**	113	11.6	2.6
WEST		Peak	**15**		**TB**	Ballard	61.0	**45%**	185	13.3	2.6
WEST		Peak	**54**		**EX**	Fauntleroy	60.5	25%	**386**	12.4	2.5
WEST		Peak	**71**		**EX**	Wedgwood	59.9	28%	263	**15.9**	2.5
WEST		Peak	**10**			Capitol Hill	**75.8**	**47%**	108	11.6	2.4
WEST		Peak	**12**		**TB**	First Hill	**81.4**	**50%**	**77**	10.5	2.3
WEST		Peak	**55**			Admiral District	55.6	32%	267	**14.6**	2.3
WEST		Peak	**12**			Interlaken Park	**77.4**	**49%**	97	10.7	2.3
WEST		Peak	**68**			Northgate TC	**75.2**	38%	184	11.6	2.3
WEST		Peak	**18**		**EX**	North Beach	62.5	30%	303	11.4	2.0
WEST		Peak	**3**	**S**		Madrona	**74.9**	**47%**	97	10.4	1.9
WEST		Peak	**7**	**S**	**TB**	Rainier Beach	54.5	36%	164	**15.5**	1.9
WEST		Peak	**7**	**N**		U. District	62.3	42%	129	13.4	1.9
WEST		Peak	**36**		**TB**	Beacon Hill	59.7	39%	158	13.7	1.9
WEST		Peak	**24**		**TB**	Central Magnolia	65.1	37%	215	10.8	1.8
WEST		Peak	**17**		**EX**	Loyal Heights	55.8	28%	**316**	11.7	1.7
WEST		Peak	**3**	**S**	**TB**	First Hill	69.6	**44%**	81	11.5	1.6
WEST		Peak	**26**		**EX**	East Green Lake	56.9	32%	248	11.8	1.5
WEST		Peak	**303**		**EX**	Shoreline	38.8	27%	**391**	11.2	1.4
WEST		Peak	**48**	**S**	**ALT**	Columbia City	69.0	42%	135	9.5	1.3
WEST		Peak	**42**			Rainier View	51.9	39%	187	12.1	1.3
WEST		Peak	**7**	**N**	**TB**	Broadway	**72.7**	42%	82	10.4	1.3
WEST		Peak	**18**		**TB**	Crown Hill	64.4	37%	151	11.4	1.3
WEST		Peak	**75**			Northgate	58.7	34%	194	11.6	1.3

2004 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psgr. Miles / Rev. Hour	Psgr. Miles/ Plat. Miles	"Route Effective-ness" Sum
WEST		Peak	7	S	NT	Rainier Beach	50.0	37%	153	13.3	1.1
WEST		Peak	5			Shoreline CC	54.4	31%	229	10.8	0.8
WEST		Peak	44			Ballard	62.8	32%	125	12.2	0.8
WEST		Peak	70			U. District	51.9	34%	120	13.8	0.8
WEST		Peak	33			Discovery Park	59.5	33%	207	9.5	0.8
WEST		Peak	77			Jackson Park	40.7	21%	336	12.1	0.7
WEST		Peak	9			Rainier Ave	51.4	32%	137	13.7	0.7
WEST		Peak	43			U. District	56.4	30%	126	13.5	0.7
WEST		Peak	24			Central Magnolia	57.9	35%	181	9.7	0.6
WEST		Peak	14	S		Mount Baker	55.2	39%	111	11.4	0.6
WEST		Peak	31			Magnolia	71.0	33%	156	8.0	0.5
WEST		Peak	42		EX	Rainier View	47.7	30%	210	11.6	0.5
WEST		Peak	26			East Green Lake	59.1	40%	146	8.6	0.5
WEST		Peak	36			Rainier Beach	52.4	32%	171	11.3	0.5
WEST		Peak	28		EX	Broadview	46.0	25%	278	11.0	0.4
WEST		Peak	28		TB	Whittier Heights	64.1	34%	192	7.5	0.4
WEST		Peak	19			West Magnolia	50.5	33%	187	10.2	0.3
WEST		Peak	14	N		Summit	64.4	40%	76	9.3	0.3
WEST		Peak	54			Fauntleroy	44.6	25%	238	12.0	0.3
WEST		Peak	48	N	EX	Loyal Heights	61.3	25%	223	9.2	0.2
WEST		Peak	60			White Center	54.0	34%	143	10.7	0.2
WEST		Peak	11			Madison Park	60.6	41%	103	8.5	0.2
WEST		Peak	18			North Beach	59.2	34%	165	8.3	0.1
WEST		Peak	21		EX	Arbor Heights	42.9	21%	298	10.9	0.1
WEST		Peak	5		ALT	Northgate TC	49.4	31%	180	10.4	0.1
WEST		Peak	304			Shoreline	29.8	19%	350	11.8	0.0
WEST		Peak	65			Lake City	62.8	26%	160	9.4	-0.1
WEST		Peak	48	N		Loyal Heights	65.2	33%	133	7.9	-0.1
WEST		Peak	2	N	EX	West Queen Anne	67.5	30%	155	7.3	-0.1
WEST		Peak	66		EX	Northgate	42.7	26%	158	12.8	-0.3
WEST		Peak	28			Broadview	52.5	33%	160	8.4	-0.3
WEST		Peak	7	S	EX	Rainier Beach	49.3	26%	208	9.4	-0.3
WEST		Peak	75		TB	Lake City	55.9	29%	165	8.2	-0.5
WEST		Peak	128			Admiral District	46.6	28%	184	9.7	-0.5
WEST		Peak	57			W. Seattle Junction	40.7	27%	203	10.4	-0.5
WEST		Peak	74			Sand Point	48.1	29%	148	10.0	-0.5
WEST		Peak	23			White Center	40.5	25%	191	11.3	-0.6
WEST		Peak	217			Seattle CBD	32.3	12%	377	10.4	-0.6
WEST		Peak	76			Wedgwood	41.6	20%	274	9.7	-0.6
WEST		Peak	372		EX	Woodinville P&R	40.7	16%	241	11.3	-0.8
WEST		Peak	56			Alki	48.3	28%	162	8.6	-0.9
WEST		Peak	242			North Seattle	28.5	14%	345	10.4	-0.9
WEST		Peak	308			Lake Forest Park	27.7	18%	305	10.2	-1.0
WEST		Peak	16			Northgate TC	42.3	28%	148	10.0	-1.0
WEST		Peak	8		TB	Capitol Hill	72.0	34%	71	4.6	-1.0
WEST		Peak	21			Arbor Heights	40.1	25%	186	9.5	-1.1
WEST		Peak	373		EX	Aurora Village TC	44.0	16%	220	9.7	-1.2
WEST		Peak	17			Loyal Heights	40.0	28%	153	8.7	-1.3

2004 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psgr. Miles / Rev. Hour	Psgr. Miles/ Plat. Miles	"Route Effective-ness" Sum
WEST		Peak	4	N	NT	East Queen Anne	52.5	34%	79	7.0	-1.4
WEST		Peak	48	N	TB	Ravenna	92.0	17%	123	2.0	-1.6
WEST		Peak	8			Mount Baker	53.0	31%	91	6.5	-1.6
WEST		Peak	32		EX	Rainier Beach	36.7	22%	179	9.2	-1.7
WEST		Peak	355		EX	Shoreline CC	33.4	17%	245	9.1	-1.7
WEST		Peak	74		EX	Sand Point	35.9	15%	230	8.6	-1.9
WEST		Peak	346			Aurora Village	40.8	19%	147	8.2	-2.2
WEST		Peak	27			Colman Park	47.3	30%	79	5.6	-2.3
WEST		Peak	64		EX	Lake City	32.7	17%	195	7.8	-2.4
WEST		Peak	316			Shoreline	33.2	16%	213	7.6	-2.4
WEST		Peak	22			White Center	31.7	22%	133	8.2	-2.6
WEST		Peak	348			Richmond Beach	35.7	27%	108	6.5	-2.7
WEST		Peak	345			Shoreline	32.0	21%	114	8.6	-2.8
WEST		Peak	34		EX	Rainier Beach	37.3	17%	168	6.2	-2.9
WEST		Peak	347			Mountlake Terrace	34.1	17%	117	7.3	-3.3
WEST		Peak	39			Rainier Beach	30.1	19%	123	6.9	-3.3
WEST		Peak	37		EX	Admiral District	24.8	13%	177	7.0	-3.6
WEST		Peak	331			Kenmore	27.3	21%	107	6.2	-3.6
WEST		Peak	43		SH	Capitol Hill	45.7	16%	83	4.8	-3.7
WEST		Peak	256			Seattle CBD	22.5	14%	186	6.1	-3.8
WEST		Peak	79		EX	Lake City	26.4	14%	157	6.0	-3.9
WEST		Peak	330			Lake City	31.8	21%	73	3.2	-4.5
WEST		Peak	45		EX	Queen Anne	35.8	11%	111	4.2	-4.5
WEST		Peak	301			Shoreline	14.9	10%	159	6.2	-4.7
WEST		Peak	25			Laurelhurst	24.1	18%	72	5.1	-4.7
WEST		Peak	46			Shilshole	27.6	10%	79	2.9	-5.7
WEST		Peak	243			Jackson Park	17.3	9%	128	3.2	-5.8
WEST		Peak	38			SODO	26.5	14%	39	2.8	-5.8
WEST		Peak	7	S	SH	Rainier Beach	22.1	11%	47	2.6	-6.3
WEST		Peak	53			Admiral District	12.8	8%	52	2.8	-6.8
WEST		Peak	600		EX	Seattle CBD	11.7	8%	70	2.3	-6.9
WEST		Peak	51			West Seattle	17.5	11%	26	1.5	-7.0
WEST		Peak	35			Seattle CBD	8.5	5%	37	1.9	-7.7
WEST		Peak	126			Rainier Beach	7.8	4%	32	1.5	-7.9
WEST						**average 2004 PEAK - WEST**	51.8	29%	187	10.0	0.0

	2004 OFFPEAK - WEST PRODUCTION SUBAREA										
WEST						*Meets or exceeds strong performance threshold*	68.0	37%	215	15.2	3.4
WEST						*Less than minimum performance threshold*	28.8	14%	59	5.3	-3.4
WEST		OffPeak	358		EX	Aurora Village	58.3	32%	338	22.4	6.2
WEST		OffPeak	2	N		West Queen Anne	106.5	53%	155	15.8	6.1
WEST		OffPeak	41			Lake City	48.2	24%	392	22.9	6.0
WEST		OffPeak	73		TEX	Roosevelt	68.7	26%	326	21.3	5.8
WEST		OffPeak	67			North Seattle	93.9	52%	171	15.1	5.5
WEST		OffPeak	3	S	TB	First Hill	94.6	54%	114	17.8	5.4
WEST		OffPeak	36		TB	Beacon Hill	75.3	38%	208	19.1	4.9
WEST		OffPeak	73		EX	Jackson Park	58.1	25%	299	20.3	4.6

2004 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psgr. Miles / Rev. Hour	Psgr. Miles/ Plat. Miles	"Route Effective-ness" Sum
WEST		OffPeak	71		EX	Wedgwood	57.1	26%	286	21.0	4.6
WEST		OffPeak	72		EX	Lake City	57.3	26%	289	20.4	4.5
WEST		OffPeak	4	N		East Queen Anne	104.7	53%	111	11.1	4.4
WEST		OffPeak	13			Seattle Pacific U.	86.6	43%	147	15.1	4.1
WEST		OffPeak	3	N		North Queen Anne	95.3	51%	111	11.7	4.0
WEST		OffPeak	68			Northgate TC	84.2	41%	190	12.5	3.9
WEST		OffPeak	7	S	TB	Rainier Beach	66.5	37%	195	17.5	3.9
WEST		OffPeak	10			Capitol Hill	86.2	41%	132	15.0	3.7
WEST		OffPeak	15			Blue Ridge	66.2	35%	209	15.1	3.4
WEST		OffPeak	1			Kinnear	93.8	43%	121	11.2	3.2
WEST		OffPeak	14	S		Mount Baker	68.7	40%	140	14.5	2.8
WEST		OffPeak	7	S	NT	Rainier Beach	59.2	38%	171	14.6	2.7
WEST		OffPeak	7	N		U. District	66.7	37%	139	15.0	2.6
WEST		OffPeak	7	N	TB	Broadway	79.4	43%	91	13.0	2.5
WEST		OffPeak	42			Rainier View	53.5	31%	219	14.1	2.4
WEST		OffPeak	48	S		Rainier Beach	68.6	37%	172	11.3	2.4
WEST		OffPeak	4	S		Judkins Park	74.5	40%	115	12.9	2.4
WEST		OffPeak	11			Madison Park	70.8	41%	124	12.3	2.3
WEST		OffPeak	2	S		Madrona	71.9	40%	120	12.8	2.3
WEST		OffPeak	5			Shoreline CC	53.8	29%	222	13.2	2.2
WEST		OffPeak	48	S	ALT	Columbia City	71.0	38%	145	10.2	1.9
WEST		OffPeak	18		TB	Crown Hill	59.3	29%	185	13.0	1.8
WEST		OffPeak	56			Alki	44.3	23%	238	14.7	1.8
WEST		OffPeak	54			Fauntleroy	45.5	21%	253	14.0	1.7
WEST		OffPeak	12		TB	First Hill	72.5	39%	83	12.5	1.7
WEST		OffPeak	3	S		Madrona	73.8	37%	101	11.5	1.7
WEST		OffPeak	36			Rainier Beach	52.8	28%	176	14.0	1.5
WEST		OffPeak	372		EX	Woodinville P&R	46.3	20%	242	13.7	1.5
WEST		OffPeak	12			Interlaken Park	73.0	33%	108	12.1	1.5
WEST		OffPeak	18			North Beach	57.1	31%	170	12.1	1.4
WEST		OffPeak	26			East Green Lake	55.2	31%	156	11.2	1.0
WEST		OffPeak	48	N		Loyal Heights	63.9	33%	136	9.6	1.0
WEST		OffPeak	14	N		Summit	73.5	31%	94	11.1	0.9
WEST		OffPeak	75			Northgate	51.6	27%	173	11.6	0.9
WEST		OffPeak	60			White Center	50.2	26%	146	12.0	0.4
WEST		OffPeak	9			Rainier Ave	49.7	26%	129	12.7	0.3
WEST		OffPeak	44			Ballard	60.1	26%	113	11.4	0.3
WEST		OffPeak	43			U. District	51.3	23%	121	12.7	0.0
WEST		OffPeak	128			Admiral District	41.9	24%	172	10.2	-0.1
WEST		OffPeak	28			Broadview	45.9	26%	148	9.3	-0.3
WEST		OffPeak	71			Wedgwood	41.3	21%	160	11.5	-0.3
WEST		OffPeak	70			U. District	43.3	21%	119	13.1	-0.5
WEST		OffPeak	72			Lake City	42.6	20%	165	9.7	-0.7
WEST		OffPeak	55			Admiral District	37.7	17%	182	10.2	-0.8
WEST		OffPeak	31			Magnolia	56.3	26%	111	7.4	-0.8
WEST		OffPeak	21			Arbor Heights	33.7	16%	182	10.5	-0.9
WEST		OffPeak	48	S	TB	Mount Baker	50.6	26%	111	7.4	-1.0
WEST		OffPeak	65			Lake City	50.5	19%	128	9.2	-1.0

2004 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Psgr. Miles / Rev. Hour	Psgr. Miles/ Plat. Miles	"Route Effective-ness" Sum
WEST		OffPeak	16			Northgate TC	40.7	21%	131	9.9	-1.1
WEST		OffPeak	5		ALT	Northgate TC	38.0	20%	149	9.6	-1.1
WEST		OffPeak	4	N	NT	East Queen Anne	56.8	30%	71	6.5	-1.2
WEST		OffPeak	66		EX	Northgate	35.1	17%	137	11.4	-1.3
WEST		OffPeak	74			Sand Point	41.9	19%	123	9.0	-1.5
WEST		OffPeak	345			Shoreline	34.8	20%	129	9.6	-1.5
WEST		OffPeak	24			Central Magnolia	43.3	20%	125	7.4	-1.6
WEST		OffPeak	73			Jackson Park	36.2	16%	150	7.8	-1.9
WEST		OffPeak	22			White Center	27.0	14%	149	10.3	-2.0
WEST		OffPeak	23			White Center	30.4	17%	139	8.6	-2.1
WEST		OffPeak	8		TB	Capitol Hill	51.0	24%	68	6.2	-2.1
WEST		OffPeak	346			Aurora Village	35.8	14%	142	8.2	-2.1
WEST		OffPeak	347			Mountlake Terrace	35.6	15%	130	8.0	-2.3
WEST		OffPeak	8			Mount Baker	48.1	20%	79	6.0	-2.4
WEST		OffPeak	348			Richmond Beach	33.8	18%	112	6.8	-2.6
WEST		OffPeak	17			Loyal Heights	27.8	17%	112	7.7	-2.8
WEST		OffPeak	128		TB	West Seattle	31.2	12%	132	6.7	-2.9
WEST		OffPeak	331			Kenmore	25.9	16%	117	7.0	-3.0
WEST		OffPeak	27			Colman Park	36.9	18%	73	6.5	-3.0
WEST		OffPeak	74		TB	Sand Point	31.8	14%	103	6.6	-3.2
WEST		OffPeak	60		TB	Georgetown	27.5	14%	92	7.7	-3.3
WEST		OffPeak	39			Rainier Beach	25.4	13%	107	6.8	-3.4
WEST		OffPeak	43		SH	Capitol Hill	45.9	14%	72	3.9	-3.5
WEST		OffPeak	25			Laurelhurst	20.4	11%	91	7.7	-3.9
WEST		OffPeak	33			Discovery Park	24.7	13%	93	5.9	-3.9
WEST		OffPeak	28		SH	Broadview	26.4	11%	105	4.7	-4.0
WEST		OffPeak	9		SH	Rainier Ave	36.0	14%	64	3.3	-4.3
WEST		OffPeak	51			West Seattle	25.8	12%	49	2.7	-5.2
WEST		OffPeak	36		SH	Rainier Beach	22.9	10%	52	2.8	-5.5
WEST		OffPeak	53			Admiral District	16.6	8%	61	3.9	-5.6
WEST		OffPeak	38			SODO	22.5	11%	35	2.7	-5.7
WEST		OffPeak	37			Admiral District	10.3	4%	74	3.3	-6.1
WEST		OffPeak	7	N	SH	U. District	17.5	7%	39	2.2	-6.3
WEST		OffPeak	74		SH	Sand Point	14.7	5%	29	1.5	-6.8
WEST		OffPeak	14	S	TB	IDS	6.0	4%	24	2.9	-7.1
WEST		OffPeak	10		SH	Capitol Hill	19.2	2%	14	0.3	-7.3
WEST						**average 2004 OFFPEAK - WEST**	50.7	25%	140	10.6	0.0

	2004 NIGHT - WEST PRODUCTION SUBAREA										
WEST						*Meets or exceeds strong performance threshold*	41.6	20%	147	8.7	3.4
WEST						*Less than minimum performance threshold*	18.6	8%	48	3.3	-3.4
WEST		Night	358		EX	Aurora Village	44.6	21%	284	15.4	9.9
WEST		Night	7	S	NT	Rainier Beach	49.3	27%	185	13.8	8.5
WEST		Night	7	N		U. District	51.4	25%	118	11.5	5.9
WEST		Night	42		NT	Rainier View	37.4	25%	168	10.5	5.6
WEST		Night	67			North Seattle	55.8	26%	107	8.2	5.0
WEST		Night	2	N		West Queen Anne	55.8	29%	90	8.0	5.0

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WEST		Night	10			Capitol Hill	61.5	23%	82	7.2	4.1
WEST		Night	7	S		Rainier Beach	38.3	18%	171	8.1	3.6
WEST		Night	43			U. District	40.2	19%	113	10.3	3.4
WEST		Night	15			Blue Ridge	39.1	19%	140	8.4	3.3
WEST		Night	13			Seattle Pacific U.	51.7	23%	78	7.1	3.1
WEST		Night	41			Lake City	27.3	12%	192	10.1	2.8
WEST		Night	72			Lake City	36.0	15%	145	9.3	2.8
WEST		Night	44			Ballard	46.2	19%	91	8.0	2.6
WEST		Night	42		TB	Rainier Beach	37.6	19%	131	7.3	2.5
WEST		Night	48	N		Loyal Heights	45.9	21%	103	6.0	2.3
WEST		Night	73			Jackson Park	35.6	15%	141	8.6	2.3
WEST		Night	4	N	NT	East Queen Anne	42.8	24%	73	6.6	2.1
WEST		Night	5			Shoreline CC	33.7	16%	149	6.8	1.8
WEST		Night	54			Fauntleroy	28.5	12%	172	8.3	1.8
WEST		Night	48	S	TB	Mount Baker	41.8	19%	100	6.1	1.7
WEST		Night	26			East Green Lake	36.8	18%	113	7.0	1.7
WEST		Night	85			West Seattle	22.2	12%	182	8.3	1.5
WEST		Night	71			Wedgwood	33.2	14%	127	8.0	1.5
WEST		Night	8		TB	Capitol Hill	49.1	18%	71	6.0	1.5
WEST		Night	9			Rainier Ave	33.2	17%	100	8.5	1.5
WEST		Night	7	S	TB	Rainier Beach	32.6	16%	111	8.2	1.4
WEST		Night	4	S		Judkins Park	40.3	17%	77	7.3	1.2
WEST		Night	36			Rainier Beach	30.5	15%	119	7.7	1.1
WEST		Night	14	N		Summit	47.8	17%	61	6.1	0.9
WEST		Night	11			Madison Park	41.7	22%	63	5.1	0.9
WEST		Night	14	S		Mount Baker	36.7	17%	83	6.7	0.7
WEST		Night	15		TB	Ballard	36.2	15%	104	6.0	0.6
WEST		Night	4	N		East Queen Anne	41.6	19%	60	5.2	0.4
WEST		Night	75			Northgate	32.7	14%	110	5.9	0.2
WEST		Night	2	S		Madrona	36.6	17%	66	6.3	0.2
WEST		Night	18		TB	Crown Hill	33.2	13%	100	6.3	0.0
WEST		Night	83			U. District	22.5	14%	118	5.7	-0.5
WEST		Night	372		EX	Woodinville P&R	28.9	9%	144	4.9	-0.5
WEST		Night	66		EX	Northgate	24.9	11%	111	6.8	-0.6
WEST		Night	18			North Beach	29.0	14%	94	5.6	-0.6
WEST		Night	81			Ballard	24.0	15%	119	4.4	-0.8
WEST		Night	12			Interlaken Park	33.0	14%	62	6.0	-0.8
WEST		Night	3	S		Madrona	34.2	15%	56	5.2	-0.9
WEST		Night	56			Alki	24.7	9%	125	5.6	-1.0
WEST		Night	23			White Center	20.7	10%	111	5.5	-1.7
WEST		Night	70			U. District	26.1	13%	59	5.4	-1.8
WEST		Night	65			Lake City	29.5	10%	73	4.6	-2.0
WEST		Night	7	S	SH	Rainier Beach	26.9	10%	79	4.1	-2.2
WEST		Night	128			Admiral District	21.3	11%	87	4.3	-2.3
WEST		Night	43		SH	Capitol Hill	28.5	8%	86	4.0	-2.4
WEST		Night	347			Mountlake Terrace	22.4	8%	92	4.9	-2.4
WEST		Night	16			Northgate TC	21.1	9%	83	5.1	-2.5
WEST		Night	60			White Center	24.3	10%	71	4.4	-2.5

2004 Route Performance Report - West Subarea

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WEST		Night	346			Aurora Village	23.3	7%	90	4.5	-2.7
WEST		Night	348			Richmond Beach	21.1	9%	80	4.2	-2.9
WEST		Night	21			Arbor Heights	19.3	8%	93	4.4	-2.9
WEST		Night	345			Shoreline	17.7	8%	81	5.2	-3.0
WEST		Night	27			Colman Park	22.9	11%	50	3.6	-3.2
WEST		Night	24			Central Magnolia	20.7	10%	67	3.6	-3.4
WEST		Night	17			Loyal Heights	15.2	8%	68	3.7	-4.1
WEST		Night	28		SH	Broadview	18.6	7%	73	2.7	-4.2
WEST		Night	74		SH	Sand Point	22.2	8%	48	2.9	-4.3
WEST		Night	82			East Green Lake	11.3	7%	76	3.5	-4.4
WEST		Night	331			Kenmore	14.2	7%	70	3.3	-4.4
WEST		Night	33			Discovery Park	16.1	7%	65	2.7	-4.6
WEST		Night	55		SH	Admiral District	23.4	7%	29	1.3	-5.2
WEST		Night	1		SH	Kinnear	17.6	8%	30	2.1	-5.4
WEST		Night	38			SODO	8.8	4%	12	0.7	-7.6
WEST		Night	84			Madison Park	5.0	3%	19	1.2	-7.8
WEST				**average 2004 NIGHT - WEST**			31.5	14%	99	6.1	0.0

	2004 WEST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED										
WEST	**SCL**	Peak	**650**			Beacon Hill	294.5	-	263	0.3	
WEST	**SCL**	Peak	**987**		**CUST**	Rainier Beach	26.1	-	380	0.5	
WEST	**SCL**	Peak	**988**		**CUST**	Mount Baker	40.4	-	376	0.3	
WEST	**SCL**	Peak	**994**		**CUST**	Queen Anne	12.9	-	147	0.2	
WEST	**SCL**	Peak	**995**		**CUST**	Laurelhurst	23.6	-	136	0.3	
WEST				**regular route average: 2004 WEST PEAK**			51.8		187	10.0	

WEST	**Seasonal***	Peak	**99**			International Dist.	58.0	-	60	9.0	
WEST	**Seasonal***	OffPeak	**99**			International Dist.	60.1	-	62	9.7	
WEST				**regular route average: 2004 WEST OFFPEAK**			50.7		140	10.6	

* Seasonal: Annual data is generated from the fall sign-up time period for all routes except seasonal routes; for seasonal routes the summer sign-up has the highest ridership, and summer is used instead of fall.