

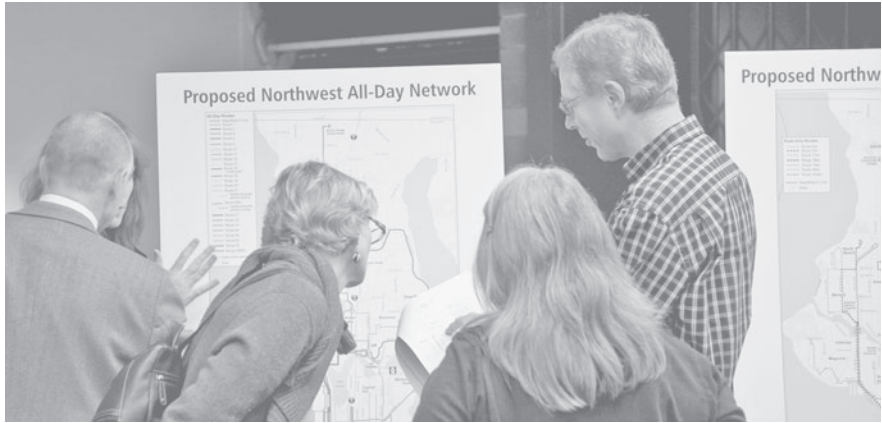
| | | | |
|--|---|-----------------------|---|
| Land Use | Households within 1/4 mile of stops per corridor mile | 50% of highest score | 7 |
| | | 33% of highest score | 4 |
| Social Equity and Geographic Value | Jobs within 1/4 mile of stops per corridor mile | 16% of highest score | 0 |
| | | <16% of highest score | 5 |
| | Percent of boardings in low-income census tracts ¹ | Above system average | 0 |
| | | Below system average | 5 |
| | Percent of boardings in minority census tracts ² | Above system average | 0 |
| | | Below system average | 5 |
| Primary connection between regional growth, manufacturing/industrial centers | Yes | 0 | |
| | No | 5 | |
| | Yes | 0 | |
| Primary connection between transit activity | Yes | 0 | |
| | No | 5 | |



We'll Get You There

King County Metro Transit **2011 Service Guidelines Report**

March 2012



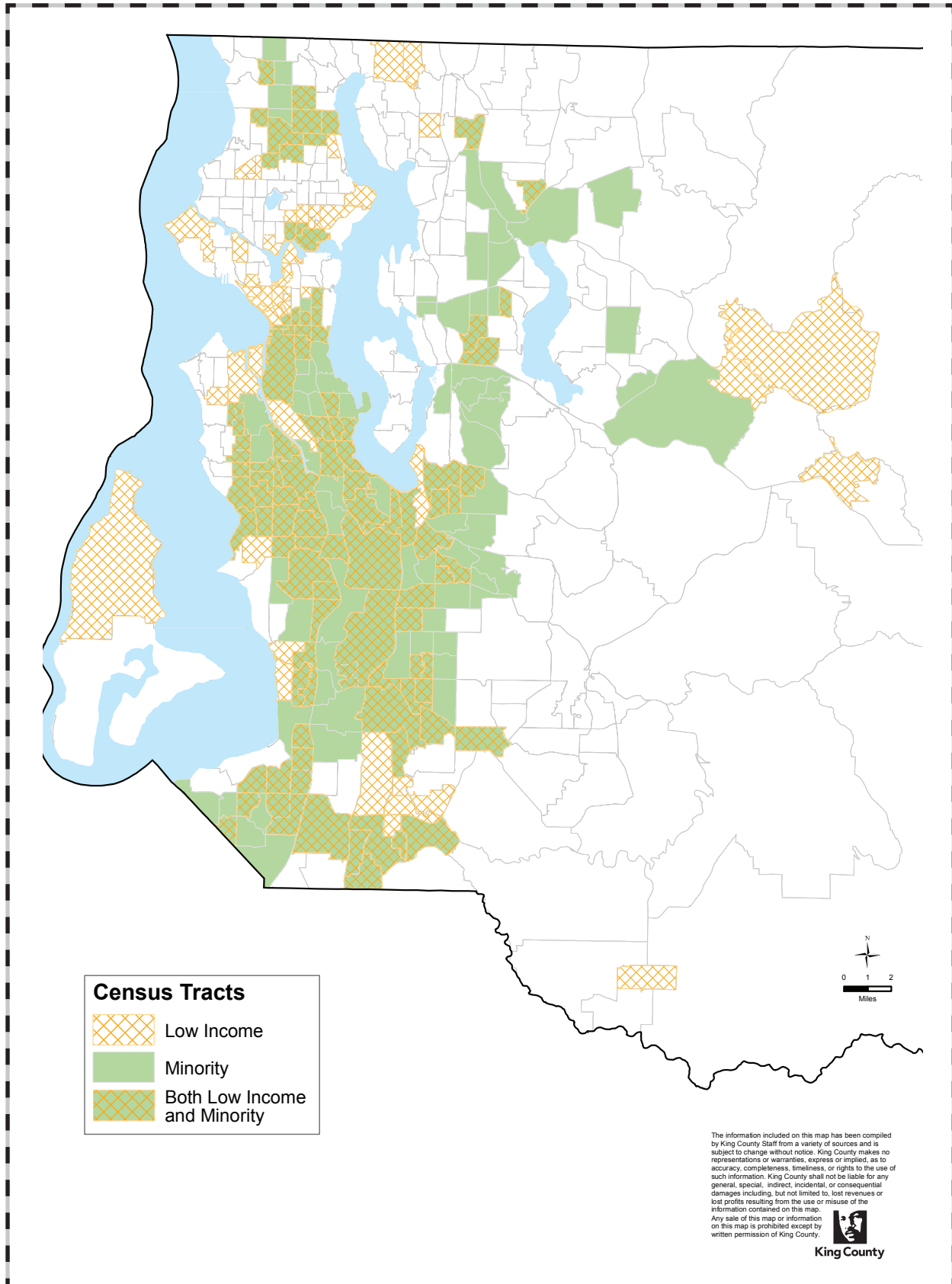
■ APPENDICES

| | | |
|---|--|------|
| A | MAP OF LOW INCOME AND MINORITY CENSUS TRACTS IN KING COUNTY | A-2 |
| B | MAP OF ACTIVITY CENTERS | A-3 |
| C | PEAK CORRIDOR ANALYSIS RESULTS | A-4 |
| D | ROUTES WITH POOR RELIABILITY | A-6 |
| E | LIST OF 2011 SERVICE CHANGESE | A-8 |
| F | SYSTEM HOURS BY SUBAREA | A-9 |
| G | MASTER CORRIDOR TABLE | A-11 |

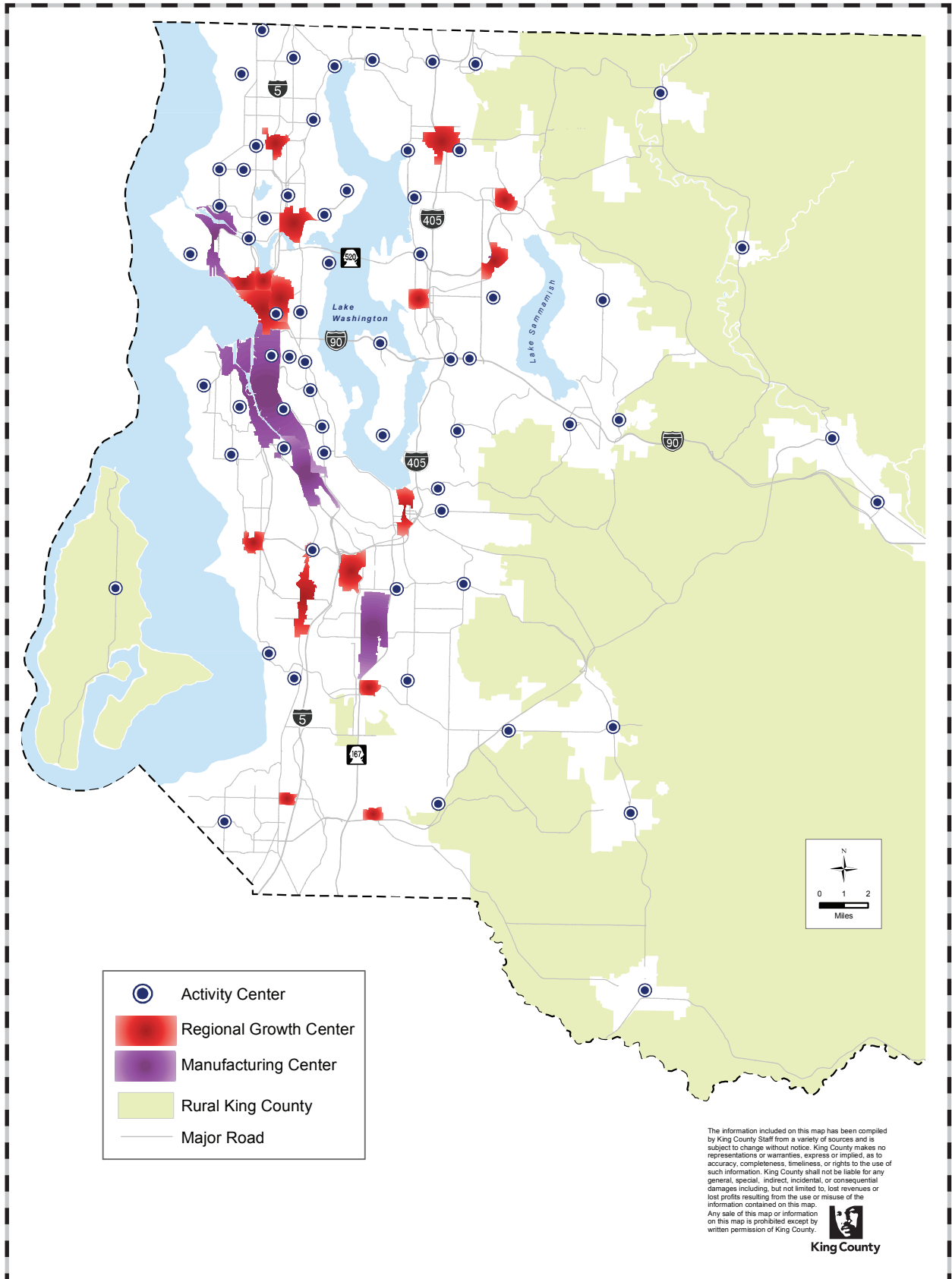
Note: the tables in Appendix G are formatted to fit 11" x 17" (tabloid) size paper. If you have difficulty printing these pages and wish to view them online, visit <http://metro.kingcounty.gov/planning/>

APPENDIX A:

King County Low Income and Minority Census Tracts (2010 Geography)



APPENDIX B:
Map of Activity Centers



APPENDIX C:

Peak Corridor Analysis Results

Peak Route Performance Evaluation – Based on Spring 2011 Automatic Passenger Count Data and Scheduled Travel Times

| Route | Between | And | Via | Ridership | Travel time |
|-------|-------------------|----------------------|---------------------|----------------------|-------------------------------|
| | | | | ≥ 90% of alternative | ≥ 20% faster than alternative |
| 2NEX | Queen Anne | Downtown Seattle | Uptown | Yes | No |
| 5EX | Greenwood | Downtown Seattle | Greenwood Ave N | No | No |
| 7EX | Rainier Beach | Downtown Seattle | Rainier Ave S | No | Yes |
| 15EX | Crown Hill | Downtown Seattle | Ballard | Yes | No |
| 17EX | Loyal Heights | Downtown Seattle | Ballard | Yes | Yes |
| 18EX | Loyal Heights | Downtown Seattle | Ballard | Yes | No |
| 19 | Magnolia | Downtown Seattle | Elliott Ave W | No | Yes |
| 21EX | Roxhill | Downtown Seattle | West Seattle | Yes | No |
| 26EX | East Green Lake | Downtown Seattle | Wallingford | No | No |
| 28EX | Broadview | Downtown Seattle | Whittier Heights | Yes | No |
| 34EX | Rainier Beach | Downtown Seattle | Seward Park | Yes | No |
| 35 | Harbor Island | Downtown Seattle | 4th Ave S | Yes | Yes |
| 37EX | Alaska Junction | Downtown Seattle | Alki | Yes | Yes |
| 45EX | Queen Anne | University District | Wallingford | No | Yes |
| 46 | Shilshole | University District | Fremont | No | No |
| 48NEX | Loyal Heights | University District | Greenwood | Yes | No |
| 54EX | Fauntleroy | Downtown Seattle | Fauntleroy Way SW | Yes | Yes |
| 57 | Alaska Junction | Downtown Seattle | Admiral District | No | Yes |
| 64EX | Lake City | First Hill | Wedgwood | No | Yes |
| 74EX | Sandpoint | Downtown Seattle | University District | Yes | No |
| 76 | Wedgwood | Downtown Seattle | View Ridge | Yes | No |
| 77EX | North City | Downtown Seattle | Maple Leaf | Yes | Yes |
| 79EX | Lake City | Downtown Seattle | University District | Yes | No |
| 102 | Fairwood | Downtown Seattle | Renton | Yes | No |
| 110 | Southwest Renton | North Renton | Renton TC | No | Yes |
| 111 | Maplewood | Downtown Seattle | Lake Kathleen | Yes | Yes |
| 113 | Shorewood | Downtown Seattle | White Center | Yes | Yes |
| 114 | Renton Highlands | Downtown Seattle | Newport Hills | Yes | Yes |
| 116EX | Fauntleroy | Downtown Seattle | Fauntleroy Way SW | No | No |
| 118EX | Tahlequah | Downtown Seattle | Fauntleroy | Yes | No |
| 119EX | Dockton | Downtown Seattle | Fauntleroy | Yes | No |
| 121 | Highline CC | Downtown Seattle | Burien | No | Yes |
| 122 | Highline CC | Downtown Seattle | Burien | No | Yes |
| 123EX | Burien | Downtown Seattle | Gregory Heights | No | Yes |
| 133 | Burien | University District | White Center | No | Yes |
| 143EX | Black Diamond | Downtown Seattle | Maple Valley | Yes | Yes |
| 152 | Auburn | Downtown Seattle | Star Lake | No | Yes |
| 154 | Tukwila | Federal Center South | Boeing Plant 2 | Yes | Yes |
| 157 | Lake Meridian P&R | Downtown Seattle | Kent East Hill | Yes | Yes |
| 158 | Lake Meridian | Downtown Seattle | Kent Station | Yes | No |
| 159 | Timberlane | Downtown Seattle | Kent Station | Yes | No |
| 161 | Lake Meridian P&R | Downtown Seattle | Tukwila P&R | No | Yes |
| 162 | Kent Station | Downtown Seattle | Kent-Des Moines P&R | No | No |
| 167 | Renton | University District | I-405 | Yes | Yes |

| Route | Between | And | Via | Ridership | Travel time |
|---------|-----------------------|-----------------------|---------------------|----------------------|-------------------------------|
| | | | | ≥ 90% of alternative | ≥ 20% faster than alternative |
| 173 | Federal Way | Federal Center South | Midway | No | Yes |
| 175 | West Federal Way | Downtown Seattle | Midway | No | No |
| 177 | South Federal Way P&R | Downtown Seattle | I-5 | No | No |
| 179 | Twin Lakes P&R | Downtown Seattle | Federal Way TC | No | No |
| 190 | Redondo Heights P&R | Downtown Seattle | Star Lake P&R | No | Yes |
| 192 | Star Lake P&R | Downtown Seattle | Kent-Des Moines P&R | No | Yes |
| 193EX | Star Lake P&R | First Hill | Tukwila P&R | Yes | Yes |
| 196 | South Federal Way P&R | Downtown Seattle | I-5 | No | Yes |
| 197 | Twin Lakes P&R | Downtown Seattle | Federal Way TC | No | Yes |
| 202 | Mercer Island | Downtown Seattle | I-90 | No | No |
| 205EX | Mercer Island | University District | First Hill | No | No |
| 210 | Issaquah | Downtown Seattle | Lakemont | No | No |
| 211EX | Eastgate | First Hill | South Bellevue P&R | No | No |
| 212 | Eastgate | Downtown Seattle | I-90 | Yes | Yes |
| 214 | Issaquah | Downtown Seattle | I-90 | Yes | No |
| 215 | North Bend | Downtown Seattle | Snoqualmie | Yes | No |
| 216 | Bear Creek P&R | Downtown Seattle | Sammamish | No | No |
| 217 | Downtown Seattle | North Issaquah | Eastgate | Yes | No |
| 218 | Issaquah Highlands | Downtown Seattle | Eastgate | Yes | Yes |
| 225 | Overlake | Downtown Seattle | Eastgate | Yes | No |
| 229 | Overlake | Downtown Seattle | Eastgate | Yes | No |
| 232 | Redmond | Bellevue | Overlake | No | Yes |
| 232 | Duvall | Bellevue | Redmond | No | Yes |
| 237 | Woodinville | Downtown Seattle | Totem Lake | #N/A | Yes |
| 242 | Ridgecrest | Downtown Seattle | Northgate | No | Yes |
| 243 | Jackson Park | Bellevue | Lake City | Yes | Yes |
| 244EX | Kenmore | Overlake | Kingsgate | Yes | Yes |
| 250 | Redmond | Downtown Seattle | Overlake | No | No |
| 252 | Kingsgate | Downtown Seattle | SR-520 | No | Yes |
| 257 | Brickyard P&R | Downtown Seattle | Kingsgate | No | Yes |
| 260 | Juanita | Downtown Seattle | SR-520 | No | Yes |
| 265 | Redmond | Downtown Seattle | Houghton P&R | No | Yes |
| 268 | Bear Creek P&R | Downtown Seattle | Overlake | No | Yes |
| 272 | Eastgate | University District | Crossroads | No | No |
| 277 | Juanita | University District | Kingsgate | Yes | No |
| 301EX | Aurora Village TC | Downtown Seattle | Shoreline P&R | No | Yes |
| 304 | Richmond Beach | Downtown Seattle | I-5 | No | Yes |
| 306EX | Kenmore | Downtown Seattle | Lake City | Yes | No |
| 308 | Horizon View | Downtown Seattle | Lake City | No | Yes |
| 311 | Duvall | Downtown Seattle | Woodinville | No | Yes |
| 312EX | Bothell | Downtown Seattle | Lake City | Yes | No |
| 316 | Meridian Park | Downtown Seattle | Green Lake | Yes | Yes |
| 330 | Lake City | Shoreline | Fircrest | Yes | Yes |
| 342 | Shoreline | Renton | Bellevue | #N/A | No |
| 355EX | Shoreline | Downtown Seattle | Greenwood | No | No |
| 373EX | Shoreline | University District | Maple Leaf | Yes | Yes |
| 918DART | Kent Station | North Kent Industrial | | Yes | Yes |
| 930DART | Kingsgate | Redmond | Willows Road | No | No |

APPENDIX D:

Routes with Poor Reliability (September 2010-August 2011)

Routes with Poor Reliability September 2010 – August 2011
 (Routes that will receive reliability investments beginning in June 2012)

| Route | All-day % late | PM % late | Weekday/ PM peak need | Saturday % late | Saturday need | Sunday % late | Sunday need | Total need |
|-------|----------------|-----------|-----------------------|-----------------|---------------|---------------|-------------|------------|
| 2 | - | - | 0 | 20% | 100 | - | 0 | 100 |
| 5 | - | - | 0 | 32% | 400 | 25% | 100 | 500 |
| 7 | 23% | - | 1,200 | - | 0 | - | 0 | 1,200 |
| 8 | 25% | 43% | 1,400 | 21% | 100 | 22% | 100 | 1,600 |
| 15 | 23% | 39% | 500 | 23% | 100 | - | 0 | 600 |
| 16 | 33% | 48% | 2,300 | 34% | 500 | 28% | 300 | 3,100 |
| 17 | - | 36% | 0 | 25% | 100 | 22% | 100 | 300 |
| 18 | 22% | 41% | 200 | 22% | 100 | - | 0 | 300 |
| 21EX | - | 38% | 0 | N/A | 0 | N/A | 0 | 100 |
| 21 | 24% | 43% | 600 | 21% | 100 | - | 0 | 700 |
| 22 | 31% | 49% | 900 | 22% | 100 | - | 0 | 1,000 |
| 23 | 28% | - | 600 | 30% | 200 | 24% | 100 | 900 |
| 24 | - | - | 0 | 30% | 200 | - | 0 | 200 |
| 26 | - | - | 0 | 21% | 100 | - | 0 | 100 |
| 27 | 22% | - | 200 | 23% | 100 | 15% | 0 | 300 |
| 28 | 30% | 36% | 1,300 | 29% | 200 | 31% | 200 | 1,700 |
| 30 | 23% | 38% | 500 | - | 0 | 17% | 0 | 500 |
| 31 | 20% | - | 100 | 22% | 100 | N/A | 0 | 200 |
| 33 | 21% | - | 100 | - | 0 | - | 0 | 100 |
| 37 | 35% | 42% | 100 | N/A | N/A | N/A | 0 | 100 |
| 38 | 48% | 18% | 300 | 24% | 100 | N/A | 0 | 400 |
| 39 | 28% | 38% | 700 | 26% | 100 | 22% | 100 | 900 |
| 43 | - | - | 0 | 21% | 100 | - | 0 | 100 |
| 48 | - | - | 0 | 28% | 400 | - | 0 | 400 |
| 49 | 22% | - | 700 | - | 0 | - | 0 | 700 |
| 54EX | 27% | 36% | 100 | N/A | 0 | N/A | 0 | 100 |
| 54 | 22% | 38% | 600 | 28% | 100 | 22% | 100 | 800 |
| 55 | - | 35% | 100 | 26% | 100 | - | 0 | 200 |
| 57 | 36% | 58% | 300 | N/A | 0 | N/A | 0 | 300 |
| 60 | 27% | - | 1,300 | 23% | 100 | - | 0 | 1,400 |
| 66EX | 21% | - | 200 | - | 0 | - | 0 | 200 |
| 68 | 26% | - | 400 | 27% | 100 | N/A | 0 | 500 |
| 71 | 24% | N/A | 100 | - | 0 | - | 0 | 100 |
| 72 | 18% | N/A | 0 | 20% | 100 | - | 0 | 100 |
| 81 | 24% | N/A | 100 | 29% | 100 | 28% | 100 | 300 |
| 105 | 24% | - | 200 | - | 0 | - | 0 | 200 |
| 106 | 22% | - | 300 | - | 0 | - | 0 | 300 |
| 113 | - | 41% | 100 | N/A | 0 | N/A | 0 | 100 |
| 119EX | 21% | - | 100 | N/A | 0 | N/A | 0 | 100 |
| 120 | - | - | 0 | 21% | 100 | 21% | 100 | 200 |
| 121 | 20% | - | 100 | N/A | 0 | N/A | 0 | 100 |

CONTINUED

| Route | All-day % late | PM % late | Weekday/ PM peak need | Saturday % late | Saturday need | Sunday % late | Sunday need | Total need |
|-------|----------------|-----------|-----------------------|-----------------|---------------|---------------|-------------|------------|
| 122 | 21% | - | 100 | N/A | 0 | N/A | 0 | 100 |
| 124 | - | - | 0 | 22% | 100 | 15% | 0 | 100 |
| 125 | 31% | 46% | 1,000 | 20% | 100 | 21% | 100 | 1,200 |
| 128 | 30% | 42% | 1,300 | 21% | 100 | - | 0 | 1,400 |
| 131 | 23% | - | 300 | 34% | 200 | - | 0 | 500 |
| 132 | 22% | - | 400 | 33% | 200 | - | 0 | 600 |
| 150 | - | - | 0 | - | 0 | 21% | 100 | 100 |
| 166 | 24% | - | 400 | - | 0 | - | 0 | 400 |
| 169 | 25% | - | 600 | - | 0 | - | 0 | 600 |
| 181 | 22% | - | 200 | - | 0 | - | 0 | 200 |
| 182 | 21% | - | 100 | - | 0 | - | 0 | 100 |
| 187 | 23% | 35% | 100 | - | 0 | - | 0 | 100 |
| 205EX | 20% | - | 100 | N/A | 0 | N/A | 0 | 100 |
| 209 | - | - | 0 | 27% | 100 | N/A | 0 | 100 |
| 222 | 23% | - | 200 | - | 0 | - | 0 | 200 |
| 224 | 57% | 67% | 900 | N/A | 0 | N/A | 0 | 900 |
| 233 | 32% | 43% | 700 | - | 0 | N/A | 0 | 700 |
| 240 | 21% | - | 200 | 23% | 100 | - | 0 | 300 |
| 247 | 22% | 49% | 100 | N/A | 0 | N/A | 0 | 100 |
| 251 | 27% | 35% | 400 | - | 0 | N/A | 0 | 400 |
| 255 | - | - | 0 | 23% | 100 | - | 0 | 100 |
| 280 | - | N/A | 0 | 27% | 100 | - | 0 | 100 |
| 309EX | 35% | 56% | 200 | N/A | 0 | N/A | 0 | 200 |
| 311 | 20% | - | 100 | N/A | 0 | N/A | 0 | 100 |
| 330 | 21% | - | 100 | N/A | 0 | N/A | 0 | 100 |
| 358EX | 29% | 41% | 2,500 | - | 0 | - | 0 | 2,500 |
| 373EX | 22% | 35% | 100 | N/A | 0 | N/A | 0 | 100 |

"-" = Complies with Service Guidelines (i.e. Lateness is lower than established guidelines)

N/A = No service on this route during that time period

APPENDIX E:
2011 Service Changes

| Implementation | Route | Description of Change | Type |
|----------------|------------------|--|--------------------------------------|
| February | 255 | Improve weekday service frequency between 116th Avenue NE and NE 128th Street in Kirkland and International District Station in both directions to provide 10-20 minute headways instead of every 30 minutes | Increased frequency |
| February | 311 | Add up to three morning trips and three evening trips during the peak hour | Additional trips |
| February | 309 | New peak hour service between Kenmore Park and Ride and First Hill with three morning and three afternoon trips | Additional trips |
| February | 200 | Extend route to Issaquah Highlands and Talus development; funded by the City of Issaquah, Port Blakeley, Timber Ridge at Talus and Talus Residential Association | Route extension |
| April | 36 / 60 | Bus stop consolidation: Closure of 28 bus stops out of 137 stops in the study area. | Bus stop consolidation |
| May | 41 / 73 | Bus stop consolidation: Closure of 41 bus stops out of 128 stops in the study area. | Bus stop consolidation |
| October | B Line | Implement RapidRide B Line: Bellevue to Redmond | New service |
| October | 54 | Improve service frequencies to every 15 minutes weekday and on Saturdays until 7pm | Add |
| October | 156 | All trips start and end at Andover Park; discontinue peak-only trips between Andover Park/Baker Blvd and Tukwila Sounder Station; replacement service on Route 140 | Route extension |
| October | 193 | Extend all trips to begin/end at Federal Way Park and Ride; two new afternoon peak trips departing First Hill after 6pm and 7pm. | Route extension/ additional trips |
| October | 211 | Extend all trips to begin/end at Issaquah Highlands; two new morning and afternoon trips | Route extension/ additional trips |
| October | 212 / 225 229 | Delete 225/229; add trips to 212 between Eastgate Park and Ride and downtown Seattle; replacement service provided for 225 and 229 via revised 221 and B Line/226 for Route 229. | Deletion/ additional trips |
| October | 221 | Revise to serve Redmond Town Center, Old Redmond Road, Crossroads, Bellevue College; replace portions of Route 926 | Route revision |
| October | 222 / 241 | New Route 241 between Eastgate Park and Ride and Bellevue Transit Center via SE Newport Way, Factoria, South Bellevue Park and Ride; Discontinue Route 222 | Discontinue route/ new route |
| October | 226 / 233 | New Route 226 (connecting BRC and Eastgate Park and Ride via Bel-Red Rd., east Bellevue, Crossroads and BCC; to replace portions of Route 233; | Discontinue route / new route |
| October | 230 / 235 | New Route 235 to replace portions of Route 230 between Kingsgate Park and Ride and the Bellevue Transit Center | Discontinue route /new route |
| October | 234 | Revise to serve the path of Route 235 between Kirkland Transit Center and S Kirkland Park and Ride; revise to terminate at Bellevue Transit Center | Route revision |
| October | 238 | Revise to serve State Street and NE 68th St | Route revision |
| October | 240 | Revise to serve Eastgate Park and Ride, Richards Road and 112th Ave SE / Delete segment between Bellevue Transit Center and Clyde Hill | Route revision |

| Implementation | Route | Description of Change | Type |
|----------------|-----------|---|---------------------------------------|
| October | 245 | Improve midday frequency to 15 mins from 30 mins between 9am-3pm. Revise routing between Bellevue College and 156th Ave SE | Increased frequency/ Route revision |
| October | 246 | Revise routing between Factoria and Woodridge, connect Bellevue Transit Center to Clyde Hill | Route revision |
| October | 247 | Delete 247 | Deletion |
| October | 249 | Revise routing to operate on NE 40th St, between Overlakt Transit Center and 140th Ave NE, to operate on Bellevue Way and to connect Bellevue Transit Center and S Bellevue Park and Ride; Improve weekday service frequency to every 30 minutes and on Sunday to every 60 minutes. | Route revision/ increased frequency |
| October | 250 | Revise to terminate at Overlake Transit Center and revise to operate on 152nd Ave NE | Route Revision |
| October | 253 | Discontinue service, replacement service by B Line and routes 221, 248, 249, 269, and ST 545 | Discontinue route |
| October | 255 / 256 | Discontinue Route 256; replacement service by 255 with increased frequency of 10 minute service during weekday peak periods, evening frequency improved to every 30 minutes until 10pm | Discontinue route/increase frequency |
| October | 261 | Discontinue Route 261; replacement service by B Line and connections to Bellevue Transit Center, ST 550 and Route 271 | Discontinue route |
| October | 265 | Revise to terminate at Overlake Transit Center and operate via NE 40th St and 148th Ave NE to Houghton Park and Ride | Route revision |
| October | 266 | Discontinue Route 266 | Discontinue route |
| October | 271 | Add three westbound trips in the AM peak period and three eastbound trips in the PM peak period; add trips to improve midday frequency to every 15 minutes | Increased frequency/ additional trips |
| October | 272 | Discontinue service; replacement service at Bellevue Transit Center via B Line and Route 556 | Discontinue route |
| October | 303 | Add two morning and three afternoon peak trips to improve span/frequency | Additional trips |
| October | 309 | Extend span by adding two morning and one afternoon trip | Additional trips |
| October | 926 | Discontinue Route 926; replacement service Route 221 | Discontinue route |

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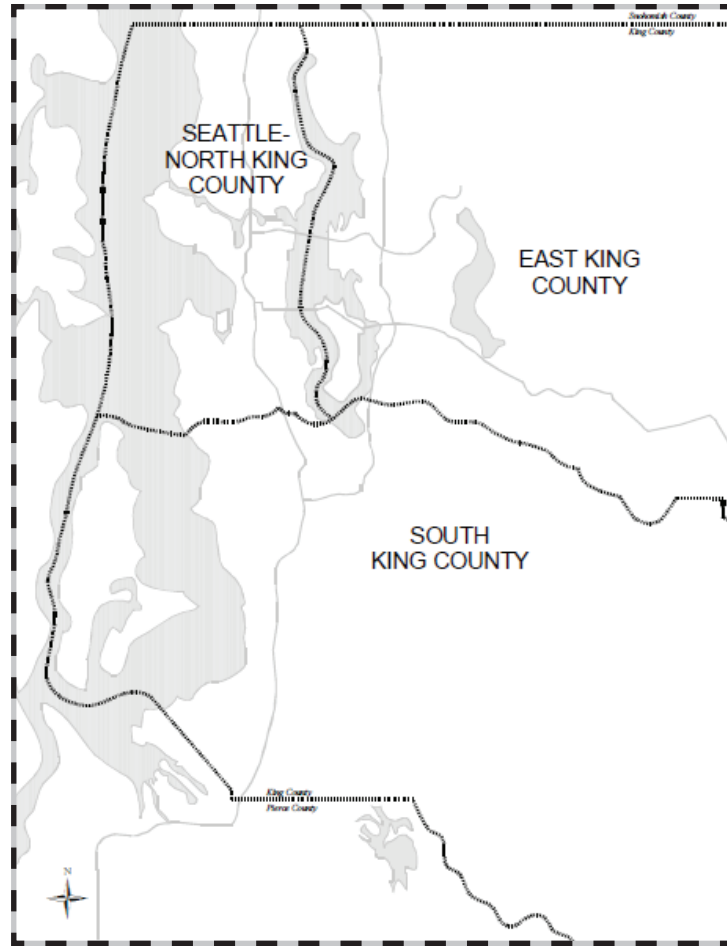
APPENDIX F:

System Hours by Subarea

Subarea Description

The service guidelines were specifically developed to guide Metro service investments across King County, whether adding, reducing or managing our system. The factors used in our corridor analysis provide a method of allocating service that is based on productivity, social equity, and geographic value. By considering multiple factors in the corridor analysis, we ensure that appropriate service is targeted to areas throughout the county.

Prior to the implementation of the service guidelines, we used subareas as a tool for allocating service to different parts of King County. As of spring 2011, the division of service hours between the historical subareas was 18 percent east, 21 percent south, and 61 percent west. This has changed slightly since fall 2009, when the distribution was 17 percent east, 21 percent south, 62 percent west.



| Historical Planning Subarea | Annualized Hours in Spring 2011 | Percent of Total Hours |
|-----------------------------|---------------------------------|------------------------|
| East | 591,000 | 18% |
| South | 695,000 | 21% |
| West | 1,988,000 | 61% |

APPENDIX G:

Master Corridor Table: Step One

| Corridor Identifier Number | Connections | | | | Land Use - Productivity | | | | Social Equity - Demographics | | | | Geographic Value - Primary Connections | | | | Preliminary Service Levels | | | | |
|----------------------------|------------------|--------------|---|-------------|---------------------------|--------|---------------------|--------|------------------------------|--------|------------|--------|--|--------|---|--------|----------------------------|-----------|------|----------|-------|
| | Between | And | Via | Major Route | Households/ Corridor Mile | Points | Jobs/ Corridor Mile | Points | Minority | Points | Low-Income | Points | Activity Centers | Points | Regional & Manufacturing/Industrial Centers | Points | TOTAL SCORE | RapidRide | PEAK | OFF-PEAK | NIGHT |
| 1 | Admiral District | Southcenter | California Ave SW, Military Rd, TIBS | 128 | 999 | 0 | 628 | 0 | 76% | 5 | 57% | 5 | Yes | 5 | No | 0 | 15 | | 30 | 30 | 0 |
| 2 | Alki | Seattle CBD | Admiral Way | 56 | 1,530 | 4 | 9,423 | 4 | 38% | 0 | 48% | 0 | No | 0 | No | 0 | 8 | | 60 | 60 | 0 |
| 3 | Auburn | Burien | Kent, SeaTac | 180 | 530 | 0 | 1,090 | 0 | 63% | 5 | 100% | 5 | Yes | 5 | Yes | 5 | 20 | | 15 | 30 | 30 |
| 4 | Auburn/GRCC | Federal Way | 15th St SW, Lea Hill Rd | 181 | 542 | 0 | 648 | 0 | 31% | 0 | 88% | 5 | Yes | 5 | Yes | 5 | 15 | | 30 | 30 | 0 |
| 5 | Aurora Village | Seattle CBD | Aurora Ave N | E | 1,944 | 4 | 7,736 | 4 | 48% | 0 | 30% | 0 | Yes | 5 | No | 0 | 13 | YES | < 15 | 15 | 15 |
| 6 | Aurora Village | Northgate | Meridian Av N | 346 | 1,006 | 0 | 1,151 | 0 | 97% | 5 | 42% | 0 | Yes | 5 | No | 0 | 10 | | 30 | 30 | 0 |
| 7 | Avondale | Kirkland | NE 85th St, NE Redmond Wy, Avondale Wy NE | 248 | 983 | 0 | 1,411 | 0 | 81% | 5 | 25% | 0 | Yes | 5 | No | 0 | 10 | | 30 | 30 | 0 |
| 8 | Ballard | U. District | Green Lake, Greenwood | 48 N | 2,297 | 7 | 1,382 | 0 | 0% | 0 | 16% | 0 | Yes | 5 | No | 0 | 12 | | 30 | 30 | 0 |
| 9 | Ballard | Lake City | Holman Road, Northgate | 75 | 1,911 | 4 | 1,832 | 0 | 34% | 0 | 59% | 5 | Yes | 5 | Yes | 5 | 19 | | 15 | 30 | 30 |
| 10 | Ballard | Seattle CBD | 15th Ave W | D | 2,806 | 7 | 12,022 | 7 | 0% | 0 | 42% | 0 | Yes | 5 | Yes | 5 | 24 | Yes | < 15 | 15 | 15 |
| 11 | Ballard | U. District | Wallingford (N 45th St) | 44 | 2,444 | 7 | 6,620 | 4 | 16% | 0 | 29% | 0 | Yes | 5 | Yes | 5 | 21 | | 15 | 30 | 30 |
| 12 | Ballard | Seattle CBD | W Nickerson, Westlake Av N, 9th Ave | 17 | 1,825 | 4 | 11,253 | 4 | 0% | 0 | 6% | 0 | No | 0 | No | 0 | 8 | | 60 | 60 | 0 |
| 13 | Beacon Hill | Seattle CBD | Beacon Ave | 36 | 1,886 | 4 | 11,834 | 7 | 100% | 5 | 57% | 5 | Yes | 5 | No | 0 | 26 | | 15 | 15 | 30 |
| 14 | Bellevue | Eastgate | Lake Hills Connector | 271 | 456 | 0 | 3,920 | 0 | 83% | 5 | 65% | 5 | Yes | 5 | No | 0 | 15 | | 30 | 30 | 0 |
| 15 | Bellevue | Redmond | NE 8th St, 156th Ave NE | B | 1,177 | 4 | 3,841 | 0 | 78% | 5 | 8% | 0 | Yes | 5 | Yes | 5 | 19 | YES | < 15 | 15 | 15 |
| 16 | Bellevue | Renton | Newcastle, Factoria | 240 | 758 | 0 | 2,281 | 0 | 77% | 5 | 48% | 0 | Yes | 5 | No | 0 | 10 | | 30 | 30 | 0 |
| 17 | Burien | Seattle CBD | Delridge, Ambaum | 120 | 1,167 | 4 | 5,744 | 0 | 74% | 5 | 74% | 5 | Yes | 5 | Yes | 5 | 24 | | 15 | 30 | 30 |
| 18 | Burien | Seattle CBD | 1st Ave S, South Park, Airport Wy | 131 TB | 1,029 | 0 | 6,441 | 4 | 68% | 5 | 87% | 5 | Yes | 5 | No | 0 | 19 | | 15 | 30 | 30 |
| 19 | Burien | Seattle CBD | Des Moines Mem Dr, South Park | 132 TB | 1,103 | 4 | 7,698 | 4 | 76% | 5 | 93% | 5 | Yes | 5 | Yes | 5 | 28 | | 15 | 15 | 30 |
| 20 | Capitol Hill | White Center | South Park, Georgetown, Beacon Hill, First Hill | 60 | 1,369 | 4 | 3,062 | 0 | 90% | 5 | 74% | 5 | Yes | 5 | Yes | 5 | 24 | | 15 | 30 | 30 |
| 21 | Capitol Hill | Seattle CBD | 15th Ave E | 10 | 4,150 | 10 | 21,445 | 10 | 0% | 0 | 94% | 5 | No | 0 | No | 0 | 25 | | 15 | 15 | 30 |
| 22 | Capitol Hill | Seattle CBD | Madison St | 12 | 3,772 | 10 | 35,698 | 10 | 17% | 0 | 91% | 5 | Yes | 5 | Yes | 5 | 35 | | 15 | 15 | 30 |
| 23 | Central District | Seattle CBD | E Jefferson St | 3STB | 3,428 | 10 | 27,531 | 10 | 94% | 5 | 90% | 5 | Yes | 5 | No | 0 | 35 | | 15 | 15 | 30 |
| 24 | Colman Park | Seattle CBD | Leschi, Yesler | 27 | 2,738 | 7 | 18,292 | 10 | 85% | 5 | 49% | 0 | No | 0 | No | 0 | 22 | | 15 | 30 | 30 |
| 25 | Cowen Park | Seattle CBD | University Way, I-5 | 73 TB EX | 2,093 | 7 | 18,639 | 10 | 82% | 5 | 91% | 5 | Yes | 5 | Yes | 5 | 37 | | 15 | 15 | 30 |
| 26 | Discovery Park | Seattle CBD | Gilman Ave W, 22nd Ave W, Thorndyke Av W | 33 | 2,254 | 7 | 14,015 | 7 | 0% | 0 | 32% | 0 | No | 0 | No | 0 | 14 | | 30 | 30 | 0 |

| Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points |
|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|
| 3,113 | 10 | 17,849 | 10 | 51.5% | 5 | 54.4% | 5 | Yes | 5 | Yes | 5 | | |
| 2,075 | 7 | 11,780 | 7 | | | 0.0% | 0 | | | | | | |
| 1,038 | 4 | 5,926 | 4 | 0 | 0 | 0 | 0 | No | 0 | No | 0 | | |

| Levels | Points | Points | Points |
|--------|--------|--------|--------|
| 15 | 18 | 24 | 40 |
| 30 | 9 | 9 | 18 |
| 60 | 0 | 0 | 18 |

Appendix G: Master Corridor Table: Step One (continued)

| Corridor Identifier Number | Connections | | | | Land Use - Productivity | | | | Social Equity - Demographics | | | | Geographic Value - Primary Connections | | | | Preliminary Service Levels | | | | |
|----------------------------|----------------|--------------|--------------------------------------|-------------|---------------------------|--------|---------------------|--------|------------------------------|--------|------------|--------|--|--------|---|--------|----------------------------|-----------|------|----------|-------|
| | Between | And | Via | Major Route | Households/ Corridor Mile | Points | Jobs/ Corridor Mile | Points | Minority | Points | Low-Income | Points | Activity Centers | Points | Regional & Manufacturing/Industrial Centers | Points | TOTAL SCORE | RapidRide | PEAK | OFF-PEAK | NIGHT |
| 27 | Eastgate | Bellevue | Newport Wy , S. Bellevue, Beaux Arts | 222 | 721 | 0 | 2,986 | 0 | 79% | 5 | 33% | 0 | No | 0 | No | 0 | 5 | | 60 | 60 | 0 |
| 28 | Eastgate | Bellevue | Somerset, Factoria, Woodridge | 246 | 432 | 0 | 2,375 | 0 | 78% | 5 | 64% | 5 | No | 0 | No | 0 | 10 | | 30 | 30 | 0 |
| 29 | Eastgate | Overlake | Phantom Lake | 926 | 532 | 0 | 846 | 0 | 39% | 0 | 44% | 0 | No | 0 | No | 0 | 0 | | 60 | 60 | 0 |
| 30 | Enumclaw | Auburn | Auburn Wy S, SR 164 | 186 | 206 | 0 | 367 | 0 | 44% | 0 | 84% | 5 | Yes | 5 | No | 0 | 10 | | 30 | 30 | 0 |
| 31 | Fairwood | Renton | S Puget Dr, Royal Hills | 148 | 636 | 0 | 632 | 0 | 100% | 5 | 48% | 0 | Yes | 5 | No | 0 | 10 | | 30 | 30 | 0 |
| 32 | Federal Way | SeaTac | SR-99 | A | 730 | 0 | 1,514 | 0 | 100% | 5 | 78% | 5 | Yes | 5 | Yes | 5 | 20 | YES | < 15 | 15 | 15 |
| 33 | Federal Way | Kent | Military Road | 183 | 599 | 0 | 463 | 0 | 97% | 5 | 65% | 5 | Yes | 5 | Yes | 5 | 20 | | 15 | 30 | 30 |
| 34 | Fremont | Seattle CBD | Dexter Ave N | 26/28 | 3,202 | 10 | 23,670 | 10 | 9% | 0 | 38% | 0 | Yes | 5 | Yes | 5 | 30 | | 15 | 15 | 30 |
| 35 | Fremont | U. District | N 40th St | 30/31 | 2,161 | 7 | 11,809 | 7 | 41% | 0 | 75% | 5 | Yes | 5 | No | 0 | 24 | | 15 | 30 | 30 |
| 36 | Fremont | Broadview | 8th Av NW, 3rd Av NW | 28 | 1,334 | 4 | 1,359 | 0 | 3% | 0 | 22% | 0 | No | 0 | No | 0 | 4 | | 60 | 60 | 0 |
| 37 | Green River CC | Kent | 132nd Ave SE | 164 | 919 | 0 | 581 | 0 | 62% | 5 | 84% | 5 | Yes | 5 | No | 0 | 15 | | 30 | 30 | 0 |
| 38 | Greenwood | Seattle CBD | Greenwood Ave N | 5 | 3,090 | 7 | 12,477 | 7 | 7% | 0 | 26% | 0 | Yes | 5 | No | 0 | 19 | | 15 | 30 | 30 |
| 39 | High Point | Seattle CBD | 35th Ave SW | 21 | 1,396 | 4 | 7,902 | 4 | 54% | 5 | 73% | 5 | No | 0 | No | 0 | 18 | | 30 | 30 | 0 |
| 40 | Issaquah | Eastgate | Newport Way | 271 | 227 | 0 | 1,014 | 0 | 83% | 5 | 65% | 5 | No | 0 | No | 0 | 10 | | 30 | 30 | 0 |
| 41 | Issaquah | Overlake | Sammamish, Bear Creek | 269 | 369 | 0 | 2,428 | 0 | 79% | 5 | 0% | 0 | Yes | 5 | No | 0 | 10 | | 30 | 30 | 0 |
| 42 | Issaquah | North Bend | Fall City, Snoqualmie | 209 | 105 | 0 | 345 | 0 | 6% | 0 | 15% | 0 | Yes | 5 | No | 0 | 5 | | 60 | 60 | 0 |
| 43 | Kenmore | Kirkland | Juanita | 234 | 899 | 0 | 679 | 0 | 8% | 0 | 9% | 0 | Yes | 5 | No | 0 | 5 | | 60 | 60 | 0 |
| 44 | Kenmore | Shoreline | Lake Forest Park, Aurora Village TC | 331 | 631 | 0 | 491 | 0 | 33% | 0 | 11% | 0 | Yes | 5 | No | 0 | 5 | | 60 | 60 | 0 |
| 45 | Kenmore | U. District | Lake Forest Park, Lake City | 372 TB | 1,119 | 4 | 3,263 | 0 | 30% | 0 | 62% | 5 | No | 0 | No | 0 | 9 | | 60 | 60 | 0 |
| 46 | Kenmore | Totem Lake | Finn Hill, Juanita | 935 | 509 | 0 | 616 | 0 | 0% | 0 | 2% | 0 | Yes | 5 | No | 0 | 5 | | 60 | 60 | 0 |
| 47 | Kennydale | Renton | Edmonds Av NE | 909 | 916 | 0 | 528 | 0 | 88% | 5 | 35% | 0 | No | 0 | No | 0 | 5 | | 60 | 60 | 0 |
| 48 | Kent | Burien | Kent-DM Rd, S. 240th St, 1st Av S | 131/166 | 804 | 0 | 610 | 0 | 92% | 5 | 87% | 5 | Yes | 5 | No | 0 | 15 | | 30 | 30 | 0 |
| 49 | Kent | Maple Valley | Kent-Kangley Road | 168 | 585 | 0 | 519 | 0 | 72% | 5 | 67% | 5 | Yes | 5 | No | 0 | 15 | | 30 | 30 | 0 |
| 50 | Kent | Renton | Kent East Hill | 169 | 744 | 0 | 1,124 | 0 | 100% | 5 | 37% | 0 | Yes | 5 | Yes | 5 | 15 | | 30 | 30 | 0 |
| 51 | Kent | Seattle CBD | Tukwila | 150 | 404 | 0 | 5,576 | 0 | 100% | 5 | 100% | 5 | Yes | 5 | Yes | 5 | 20 | | 15 | 30 | 30 |
| 52 | Kent | Renton | 84th Av S, Lind Av SW | 153 | 167 | 0 | 2,127 | 0 | 100% | 5 | 83% | 5 | Yes | 5 | Yes | 5 | 20 | | 15 | 30 | 30 |
| 53 | Kirkland | Bellevue | South Kirkland | 230 W | 1,201 | 4 | 5,086 | 0 | 14% | 0 | 11% | 0 | Yes | 5 | No | 0 | 9 | | 60 | 60 | 0 |
| 54 | Kirkland | Factoria | Overlake, Crossroads, Eastgate | 245 | 698 | 0 | 1,488 | 0 | 62% | 5 | 12% | 0 | Yes | 5 | No | 0 | 10 | | 30 | 30 | 0 |
| 55 | Lake City | Seattle CBD | NE 125th St, Northgate, I-5 | 41 | 888 | 0 | 6,681 | 4 | 61% | 5 | 61% | 5 | Yes | 5 | Yes | 5 | 24 | | 15 | 30 | 30 |
| 56 | Lake City | U. District | Lake City, Sand Point | 75 | 1,022 | 0 | 4,663 | 0 | 34% | 0 | 59% | 5 | Yes | 5 | No | 0 | 10 | | 30 | 30 | 0 |

| Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points |
|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|
| 3,113 | 10 | 17,849 | 10 | 51.5% | 5 | 54.4% | 5 | Yes | 5 | Yes | 5 |
| 2,075 | 7 | 11,780 | 7 | | | 0.0% | 0 | | | | |
| 1,038 | 4 | 5,926 | 4 | 0 | 0 | 0 | 0 | No | 0 | No | 0 |

| Levels | Points | Points | Points |
|--------|--------|--------|--------|
| 15 | 18 | 24 | 40 |
| 30 | 9 | 9 | 18 |
| 60 | 0 | 0 | 18 |

Appendix G: Master Corridor Table: Step One (continued)

| Corridor Identifier Number | Connections | | | | Land Use - Productivity | | | | Social Equity - Demographics | | | | Geographic Value - Primary Connections | | | | Preliminary Service Levels | | | | |
|----------------------------|-------------------|-----------------|---|-------------|---------------------------|--------|---------------------|--------|------------------------------|--------|------------|--------|--|--------|---|--------|----------------------------|-----------|------|----------|-------|
| | Between | And | Via | Major Route | Households/ Corridor Mile | Points | Jobs/ Corridor Mile | Points | Minority | Points | Low-Income | Points | Activity Centers | Points | Regional & Manufacturing/Industrial Centers | Points | TOTAL SCORE | RapidRide | PEAK | OFF-PEAK | NIGHT |
| 57 | Lake City | U. District | 35th Ave NE | 65 | 1,427 | 4 | 3,762 | 0 | 49% | 0 | 63% | 5 | Yes | 5 | No | 0 | 14 | | 30 | 30 | 0 |
| 58 | Laurelhurst | U. District | NE 45th St | 25 | 759 | 0 | 2,121 | 0 | 21% | 0 | 57% | 5 | No | 0 | No | 0 | 5 | | 60 | 60 | 0 |
| 59 | Madison Park | Seattle CBD | Madison St | 11 | 3,620 | 10 | 18,157 | 10 | 29% | 0 | 82% | 5 | Yes | 5 | No | 0 | 30 | | 15 | 15 | 30 |
| 60 | Madrona | Seattle CBD | Union St | 2 S | 3,260 | 10 | 16,640 | 7 | 38% | 0 | 82% | 5 | No | 0 | No | 0 | 22 | | 15 | 30 | 30 |
| 61 | Magnolia | Seattle CBD | 34th Ave W, 28th Ave W | 24 | 2,139 | 7 | 12,235 | 7 | 0% | 0 | 25% | 0 | Yes | 5 | No | 0 | 19 | | 15 | 30 | 30 |
| 62 | Mercer Island | S Mercer Island | Island Crest Way | 204 | 595 | 0 | 671 | 0 | 0% | 0 | 0% | 0 | Yes | 5 | No | 0 | 5 | | 60 | 60 | 0 |
| 63 | Mirror Lake | Federal Way | S 312th St | 901 | 713 | 0 | 516 | 0 | 97% | 5 | 97% | 5 | No | 0 | No | 0 | 10 | | 30 | 30 | 0 |
| 64 | Mount Baker | Seattle CBD | 31st Av S, S Jackson St | 14S | 2,091 | 7 | 16,212 | 7 | 100% | 5 | 86% | 5 | No | 0 | No | 0 | 24 | | 15 | 30 | 30 |
| 65 | Mountlake Terrace | Northgate | 15th Ave NE, 5th Ave NE | 347 | 1,087 | 4 | 1,082 | 0 | 50% | 0 | 35% | 0 | No | 0 | No | 0 | 4 | | 60 | 60 | 0 |
| 66 | Mt Baker | U. District | 23rd Ave E | 48 S | 1,616 | 4 | 5,230 | 0 | 100% | 5 | 81% | 5 | Yes | 5 | No | 0 | 19 | | 15 | 30 | 30 |
| 67 | NE Tacoma | Federal Way | SW 356th St, 9th Ave S | 182 | 347 | 0 | 975 | 0 | 81% | 5 | 64% | 5 | No | 0 | No | 0 | 10 | | 30 | 30 | 0 |
| 68 | Northgate | U. District | Roosevelt | 67 | 1,225 | 4 | 4,493 | 0 | 30% | 0 | 37% | 0 | Yes | 5 | Yes | 5 | 14 | | 30 | 30 | 0 |
| 69 | Northgate | Seattle CBD | Green Lake, Wallingford | 16 | 2,283 | 7 | 8,490 | 4 | 23% | 0 | 55% | 5 | Yes | 5 | No | 0 | 21 | | 15 | 30 | 30 |
| 70 | Northgate | U. District | Roosevelt Way NE, NE 75th St | 68 | 1,308 | 4 | 5,232 | 0 | 50% | 0 | 74% | 5 | No | 0 | No | 0 | 9 | | 60 | 60 | 0 |
| 71 | Othello Station | Columbia City | Seward Park | 39 | 1,083 | 4 | 459 | 0 | 100% | 5 | 68% | 5 | No | 0 | No | 0 | 14 | | 30 | 30 | 0 |
| 72 | Overlake | Bellevue | Bell-Red Road | 233 | 1,018 | 0 | 11,410 | 4 | 49% | 0 | 0% | 0 | No | 0 | No | 0 | 4 | | 60 | 60 | 0 |
| 73 | Overlake | Bellevue | Sammamish Viewpoint, Northup Way | 249 | 556 | 0 | 3,078 | 0 | 31% | 0 | 0% | 0 | Yes | 5 | No | 0 | 5 | | 60 | 60 | 0 |
| 74 | Pacific | Auburn | Algona | 917 | 274 | 0 | 462 | 0 | 90% | 5 | 100% | 5 | No | 0 | No | 0 | 10 | | 30 | 30 | 0 |
| 75 | Queen Anne | Seattle CBD | Queen Anne Ave N | 13 | 3,594 | 10 | 18,247 | 10 | 0% | 0 | 53% | 0 | No | 0 | No | 0 | 20 | | 15 | 30 | 30 |
| 76 | Queen Anne | Seattle CBD | Taylor Ave N | 3 N | 3,334 | 10 | 19,737 | 10 | 0% | 0 | 40% | 0 | No | 0 | No | 0 | 20 | | 15 | 30 | 30 |
| 77 | Rainier Beach | Seattle CBD | Rainier Ave | 7 TB | 1,862 | 4 | 11,144 | 4 | 100% | 5 | 65% | 5 | Yes | 5 | No | 0 | 23 | | 15 | 30 | 30 |
| 78 | Rainier Beach | Seattle Center | MLK Jr Wy, E John St, Denny Way | 8 | 2,592 | 7 | 3,351 | 0 | 43% | 0 | 82% | 5 | Yes | 5 | Yes | 5 | 22 | | 15 | 30 | 30 |
| 79 | Rainier Beach | Capitol Hill | Rainier Ave | 9 | 1,931 | 4 | 3,532 | 0 | 94% | 5 | 71% | 5 | No | 0 | No | 0 | 14 | | 30 | 30 | 0 |
| 80 | Redmond | Eastgate | 148th Ave, Crossroads, Bellevue College | 221 | 701 | 0 | 771 | 0 | 87% | 5 | 33% | 0 | No | 0 | No | 0 | 5 | | 60 | 60 | 0 |
| 81 | Redmond | Totem Lake | Willows Road | 930 | 640 | 0 | 2,052 | 0 | 65% | 5 | 12% | 0 | Yes | 5 | Yes | 5 | 15 | | 30 | 30 | 0 |
| 82 | Redmond | Fall City | Duvall, Carnation | 224 | 158 | 0 | 230 | 0 | 24% | 0 | 12% | 0 | Yes | 5 | No | 0 | 5 | | 60 | 60 | 0 |
| 83 | Renton | Burien | S 154th St | F | 428 | 0 | 1,550 | 0 | 94% | 5 | 59% | 5 | Yes | 5 | Yes | 5 | 20 | YES | < 15 | 15 | 15 |
| 84 | Renton | Seattle CBD | MLK Jr Wy, I-5 | 101 | 657 | 0 | 6,853 | 4 | 100% | 5 | 45% | 0 | Yes | 5 | Yes | 5 | 19 | | 15 | 30 | 30 |
| 85 | Renton | Rainier Beach | West Hill, Rainier View | 107 | 749 | 0 | 514 | 0 | 100% | 5 | 60% | 5 | No | 0 | No | 0 | 10 | | 30 | 30 | 0 |

| Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points |
|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|
| 3,113 | 10 | 17,849 | 10 | 51.5% | 5 | 54.4% | 5 | Yes | 5 | Yes | 5 |
| 2,075 | 7 | 11,780 | 7 | | | 0.0% | 0 | | | | |
| 1,038 | 4 | 5,926 | 4 | 0 | 0 | 0 | 0 | No | 0 | No | 0 |

| Levels | Points | Points | Points |
|--------|--------|--------|--------|
| 15 | 18 | 24 | 40 |
| 30 | 9 | 9 | 18 |
| 60 | 0 | 0 | 18 |

Appendix G: Master Corridor Table: Step One (continued)

| Corridor Identifier Number | Connections | | | | Land Use - Productivity | | | | Social Equity - Demographics | | | | Geographic Value - Primary Connections | | | | Preliminary Service Levels | | | | |
|----------------------------|------------------|------------------|---------------------------------|-------------|---------------------------|--------|---------------------|--------|------------------------------|--------|------------|--------|--|--------|---|--------|----------------------------|-----------|------|----------|-------|
| | Between | And | Via | Major Route | Households/ Corridor Mile | Points | Jobs/ Corridor Mile | Points | Minority | Points | Low-Income | Points | Activity Centers | Points | Regional & Manufacturing/Industrial Centers | Points | TOTAL SCORE | RapidRide | PEAK | OFF-PEAK | NIGHT |
| 86 | Renton | Seattle CBD | Skyway, S. Beacon Hill | 106 | 857 | 0 | 7,053 | 4 | 97% | 5 | 62% | 5 | Yes | 5 | No | 0 | 19 | | 15 | 30 | 30 |
| 87 | Renton | Renton Highlands | NE 4th St, Union Ave NE | 105 | 1,146 | 4 | 606 | 0 | 94% | 5 | 88% | 5 | Yes | 5 | No | 0 | 19 | | 15 | 30 | 30 |
| 88 | Renton | Enumclaw | Maple Valley, Black Diamond | 149 | 145 | 0 | 215 | 0 | 31% | 0 | 6% | 0 | Yes | 5 | No | 0 | 5 | | 60 | 60 | 0 |
| 89 | Renton Highlands | Renton | NE 7th St, Edmonds Ave NE | 908 | 860 | 0 | 509 | 0 | 84% | 5 | 69% | 5 | No | 0 | No | 0 | 10 | | 30 | 30 | 0 |
| 90 | Richmond Beach | Northgate | Richmond Bch Rd, 15th Ave NE | 348 | 1,188 | 4 | 1,124 | 0 | 61% | 5 | 42% | 0 | Yes | 5 | No | 0 | 14 | | 30 | 30 | 0 |
| 91 | S Vashon | N Vashon | Valley Center | 118 | 33 | 0 | 72 | 0 | 0% | 0 | 0% | 0 | No | 0 | No | 0 | 0 | | 60 | 60 | 0 |
| 92 | Sand Point | U. District | NE 55th St | 30 | 1,745 | 4 | 5,753 | 0 | 41% | 0 | 75% | 5 | No | 0 | No | 0 | 9 | | 60 | 60 | 0 |
| 93 | Shoreline | U. District | Jackson Park, 15th Ave NE | 373 | 1,023 | 0 | 2,617 | 0 | 92% | 5 | 52% | 0 | No | 0 | No | 0 | 5 | | 60 | 60 | 0 |
| 94 | Shoreline CC | Northgate | N 130th St, Meridian Ave N | 345 | 1,171 | 4 | 1,479 | 0 | 64% | 5 | 64% | 5 | Yes | 5 | No | 0 | 19 | | 15 | 30 | 30 |
| 95 | Shoreline CC | Lake City | N 155th St, Jackson Park | 330 | 1,198 | 4 | 928 | 0 | 62% | 5 | 40% | 0 | Yes | 5 | No | 0 | 14 | | 30 | 30 | 0 |
| 96 | Shoreline CC | Greenwood | Greenwood Ave N | 5 | 1,694 | 4 | 915 | 0 | 7% | 0 | 26% | 0 | Yes | 5 | No | 0 | 9 | | 60 | 60 | 0 |
| 97 | Totem Lake | Seattle CBD | Kirkland, SR-520 | 255 | 905 | 0 | 6,167 | 4 | 0% | 0 | 2% | 0 | Yes | 5 | Yes | 5 | 14 | | 30 | 30 | 0 |
| 98 | Totem Lake | Kirkland | Kingsgate | 236 | 831 | 0 | 826 | 0 | 30% | 0 | 52% | 0 | Yes | 5 | No | 0 | 5 | | 60 | 60 | 0 |
| 99 | Tukwila | Seattle CBD | Pacific Hwy S, 4th Ave S | 124 | 1,021 | 0 | 9,795 | 4 | 79% | 5 | 68% | 5 | Yes | 5 | Yes | 5 | 24 | | 15 | 30 | 30 |
| 100 | Tukwila | Des Moines | McMicken Heights, Sea-Tac | 156 | 276 | 0 | 750 | 0 | 100% | 5 | 59% | 5 | Yes | 5 | Yes | 5 | 20 | | 15 | 30 | 30 |
| 101 | Tukwila | Fairwood | S 180th St, Carr Road | 155 | 463 | 0 | 1,151 | 0 | 100% | 5 | 35% | 0 | Yes | 5 | No | 0 | 10 | | 30 | 30 | 0 |
| 102 | Twin Lakes | Federal Way | SW Campus Dr, 1st Ave S | 903 | 767 | 0 | 1,170 | 0 | 100% | 5 | 88% | 5 | No | 0 | No | 0 | 10 | | 30 | 30 | 0 |
| 103 | Twin Lakes | Federal Way | S 320th St | 187 | 537 | 0 | 546 | 0 | 81% | 5 | 75% | 5 | No | 0 | No | 0 | 10 | | 30 | 30 | 0 |
| 104 | U. District | Seattle CBD | Eastlake, Fairview | 70 | 2,492 | 7 | 21,384 | 10 | 37% | 0 | 89% | 5 | Yes | 5 | Yes | 5 | 32 | | 15 | 15 | 30 |
| 105 | U. District | Seattle CBD | Broadway | 49 | 2,837 | 7 | 11,411 | 4 | 44% | 0 | 80% | 5 | Yes | 5 | Yes | 5 | 26 | | 15 | 15 | 30 |
| 106 | U. District | Bellevue | SR-520 | 271 | 662 | 0 | 6,741 | 4 | 83% | 5 | 65% | 5 | Yes | 5 | Yes | 5 | 24 | | 15 | 30 | 30 |
| 107 | U. District | Seattle CBD | Lakeview | 25 | 1,524 | 4 | 12,853 | 7 | 21% | 0 | 57% | 5 | No | 0 | No | 0 | 16 | | 30 | 30 | 0 |
| 108 | UW Bothell | Redmond | Woodinville, Cottage Lake | 251 | 202 | 0 | 565 | 0 | 4% | 0 | 23% | 0 | Yes | 5 | No | 0 | 5 | | 60 | 60 | 0 |
| 109 | UW Bothell/CCC | Kirkland | 132nd Ave NE, Lk Wash Voch Tech | 238 | 779 | 0 | 839 | 0 | 0% | 0 | 9% | 0 | Yes | 5 | No | 0 | 5 | | 60 | 60 | 0 |
| 110 | Wedgwood | Cowen Park | View Ridge, NE 65th St | 71 | 1,250 | 4 | 429 | 0 | 64% | 5 | 83% | 5 | No | 0 | No | 0 | 14 | | 30 | 30 | 0 |
| 111 | West Seattle | Seattle CBD | Fauntleroy, Alaska Junction | C | 1,844 | 4 | 7,604 | 4 | 19% | 0 | 33% | 0 | Yes | 5 | No | 0 | 13 | YES | < 15 | 15 | 15 |
| 112 | White Center | Seattle CBD | 16th Ave SW, SSCC | 125 | 754 | 0 | 6,030 | 4 | 86% | 5 | 26% | 0 | Yes | 5 | No | 0 | 14 | | 30 | 30 | 0 |
| 113 | White Center | Seattle CBD | Highland Park, 4th Ave S | 23 | 1,072 | 4 | 10,075 | 4 | 82% | 5 | 60% | 5 | No | 0 | No | 0 | 18 | | 30 | 30 | 0 |

| Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points | Threshold | Points |
|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|
| 3,113 | 10 | 17,849 | 10 | 51.5% | 5 | 54.4% | 5 | Yes | 5 | Yes | 5 |
| 2,075 | 7 | 11,780 | 7 | | | 0.0% | 0 | | | | |
| 1,038 | 4 | 5,926 | 4 | 0 | 0 | 0 | 0 | No | 0 | No | 0 |

| Levels | Points | Points | Points |
|--------|--------|--------|--------|
| 15 | 18 | 24 | 40 |
| 30 | 9 | 9 | 18 |
| 60 | 0 | 0 | 18 |

APPENDIX G:

Master Corridor Table: Step Two

| Corridor Identifier Number | Connections | | | | Loads at Preliminary Service Level | | Load-Based Service Level Improvements | | Cost Recovery at Preliminary Service Level | | | Cost Recovery-Based Service Level Improvements | | | Night Service Additions | | | | Service Level Improvements | | | Final Suggested Service Levels and Family | | | |
|----------------------------|------------------|--------------|---|-------------|------------------------------------|----------|---------------------------------------|----------|--|----------|-------|--|----------|-------|--|------------------------------|----------------------------------|-----------------------------------|----------------------------|----------|-------|---|----------|-------|--------------------------|
| | Between | And | Via | Major Route | PEAK | OFF-PEAK | PEAK | OFF-PEAK | PEAK | OFF-PEAK | NIGHT | PEAK | OFF-PEAK | NIGHT | PRIMARY CONNECTION BETWEEN URBAN CENTERS | COST RECOVERY BASIS (8%/16%) | CORRIDOR HAS 15 MIN PEAK SERVICE | ADD WHAT FREQUENCY NIGHT SERVICE? | PEAK | OFF-PEAK | NIGHT | PEAK | OFF-PEAK | NIGHT | RESULTING SERVICE FAMILY |
| 1 | Admiral District | Southcenter | California Ave SW, Military Rd, TIBS | 128 | 0.64 | 0.77 | 0 | 0 | 38% | 27% | 15% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 30 | 30 | 60 | Local |
| 2 | Alki | Seattle CBD | Admiral Way | 56 | 1.77 | 0.51 | 2 | 0 | 76% | 34% | 8% | 1 | 0 | 0 | 0 | 60 | 30 | 30 | 0 | 0 | 0 | 15 | 60 | 30 | Frequent |
| 3 | Auburn | Burien | Kent, SeaTac | 180 | 0.45 | 0.75 | 0 | 0 | 15% | 24% | 11% | 0 | 0 | 0 | 60 | 60 | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 4 | Auburn/GRCC | Federal Way | 15th St SW, Lea Hill Rd | 181 | 0.48 | 0.46 | 0 | 0 | 26% | 22% | 15% | 0 | 0 | 0 | 60 | 60 | 0 | 60 | 0 | 0 | 0 | 30 | 30 | 60 | Local |
| 5 | Aurora Village | Seattle CBD | Aurora Ave N | E | 0.99 | 0.64 | 1 | 0 | 67% | 38% | 13% | 1 | 0 | 0 | 0 | 60 | 30 | 30 | 0 | 0 | 0 | < 15 | 15 | 15 | Very Frequent |
| 6 | Aurora Village | Northgate | Meridian Ave N | 346 | 0.71 | 0.56 | 0 | 0 | 39% | 24% | 11% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 30 | 30 | 60 | Local |
| 7 | Avondale | Kirkland | NE 85th St, NE Redmond Wy, Avondale Wy NE | 248 | 0.35 | 0.25 | 0 | 0 | 17% | 13% | 9% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 30 | 30 | 60 | Local |
| 8 | Ballard | U. District | Green Lake, Greenwood | 48 N | 1.98 | 1.08 | 2 | 1 | 120% | 76% | 23% | 2 | 1 | 0 | 0 | 30 | 30 | 30 | 0 | 0 | 0 | < 15 | 15 | 30 | Very Frequent |
| 9 | Ballard | Lake City | Holman Road, Northgate | 75 | 0.18 | 0.25 | 0 | 0 | 77% | 30% | 19% | 1 | 0 | 0 | 60 | 30 | 30 | 30 | 0 | 0 | 0 | < 15 | 30 | 30 | Frequent |
| 10 | Ballard | Seattle CBD | 15th Ave W | D | 0.70 | 0.87 | 0 | 1 | 54% | 71% | 23% | 1 | 1 | 0 | 60 | 30 | 30 | 30 | 0 | 0 | 0 | < 15 | < 15 | 15 | Very Frequent |
| 11 | Ballard | U. District | Wallingford (N 45th St) | 44 | 1.18 | 1.43 | 1 | 1 | 59% | 73% | 46% | 1 | 1 | 1 | 60 | 30 | 30 | 30 | 0 | 0 | 0 | < 15 | 15 | 15 | Very Frequent |
| 12 | Ballard | Seattle CBD | W Nickerson, Westlake Ave N, 9th Ave | 17 | 2.57 | 1.16 | 2 | 1 | 96% | 53% | 13% | 1 | 1 | 0 | 0 | 60 | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 13 | Beacon Hill | Seattle CBD | Beacon Ave | 36 | 1.55 | 1.26 | 2 | 1 | 80% | 66% | 36% | 1 | 1 | 1 | 0 | 30 | 30 | 30 | 0 | 0 | 0 | < 15 | < 15 | 15 | Very Frequent |
| 14 | Bellevue | Eastgate | Lake Hills Connector | 271 | 0.85 | 0.79 | 1 | 0 | 34% | 20% | 6% | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 15 | Bellevue | Redmond | NE 8th St, 156th Ave NE | B | 0.52 | 0.52 | 0 | 0 | 20% | 19% | 10% | 0 | 0 | 0 | 60 | 60 | 30 | 30 | 0 | 0 | 0 | < 15 | 15 | 15 | Very Frequent |
| 16 | Bellevue | Renton | Newcastle, Factoria | 240 | 0.45 | 0.54 | 0 | 0 | 23% | 18% | 9% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 30 | 30 | 60 | Local |
| 17 | Burien | Seattle CBD | Delridge, Ambaum | 120 | 1.27 | 1.19 | 1 | 1 | 72% | 69% | 26% | 1 | 1 | 0 | 60 | 30 | 30 | 30 | 0 | 0 | 0 | < 15 | 15 | 30 | Very Frequent |
| 18 | Burien | Seattle CBD | 1st Ave S, South Park, Airport Wy | 131 TB | 0.25 | 0.20 | 0 | 0 | 10% | 7% | 5% | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 19 | Burien | Seattle CBD | Des Moines Mem Dr, South Park | 132 TB | 0.39 | 0.14 | 0 | 0 | 13% | 5% | 5% | 0 | 0 | 0 | 60 | 0 | 30 | 30 | 0 | 0 | 0 | 15 | 15 | 30 | Very Frequent |
| 20 | Capitol Hill | White Center | South Park, Georgetown, Beacon Hill, First Hill | 60 | 0.82 | 1.07 | 1 | 1 | 26% | 33% | 12% | 0 | 0 | 0 | 60 | 60 | 30 | 30 | 0 | 0 | 0 | < 15 | 15 | 30 | Very Frequent |
| 21 | Capitol Hill | Seattle CBD | 15th Ave E | 10 | 1.28 | 0.72 | 1 | 0 | 80% | 41% | 25% | 1 | 0 | 0 | 0 | 30 | 30 | 30 | 0 | 0 | 0 | < 15 | 15 | 30 | Very Frequent |
| 22 | Capitol Hill | Seattle CBD | Madison St | 12 | 0.92 | 0.34 | 1 | 0 | 63% | 16% | 14% | 1 | 0 | 0 | 60 | 60 | 30 | 30 | 0 | 0 | 0 | < 15 | 15 | 30 | Very Frequent |
| 23 | Central District | Seattle CBD | E Jefferson St | 3STB | 1.52 | 1.63 | 2 | 2 | 91% | 79% | 41% | 1 | 1 | 1 | 0 | 30 | 30 | 30 | 0 | 0 | 0 | < 15 | < 15 | 15 | Very Frequent |
| 24 | Colman Park | Seattle CBD | Leschi, Yesler | 27 | 0.55 | 0.44 | 0 | 0 | 25% | 23% | 14% | 0 | 0 | 0 | 0 | 60 | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 25 | Cowen Park | Seattle CBD | University Way, I-5 | 73 TB EX | 1.62 | 1.44 | 2 | 1 | 87% | 67% | 13% | 1 | 1 | 0 | 60 | 60 | 30 | 30 | 0 | 0 | 0 | < 15 | < 15 | 30 | Very Frequent |
| 26 | Discovery Park | Seattle CBD | Gilman Ave W, 22nd Ave W, Thorndyke Ave W | 33 | 1.17 | 0.27 | 1 | 0 | 60% | 15% | 11% | 1 | 0 | 0 | 0 | 60 | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |

| Load Factor | Peak | Off Peak |
|-------------|------|----------|
| 1.50 | 2 | 2 |
| 0.80 | 1 | 1 |

| Cost Recovery | Peak | Off Peak | Night |
|---------------|------|----------|-------|
| 100% | 2 | 2 | 2 |
| 50% | 1 | 1 | 1 |
| 33% | 0 | 0 | 1 |
| 16% | | | 30 |
| 8% | | | 60 |

Overserved
Underserved

Appendix G: Master Corridor Table: Step Two (continued)

| Corridor Identifier Number | Connections | | | | Loads at Preliminary Service Level | | Load-Based Service Level Improvements | | Cost Recovery at Preliminary Service Level | | | Cost Recovery-Based Service Level Improvements | | | Night Service Additions | | | | Service Level Improvements | | | Final Suggested Service Levels and Family | | | |
|----------------------------|----------------|--------------|--------------------------------------|-------------|------------------------------------|----------|---------------------------------------|----------|--|----------|-------|--|----------|-------|--|------------------------------|----------------------------------|-----------------------------------|----------------------------|----------|-------|---|----------|-------|--------------------------|
| | Between | And | Via | Major Route | PEAK | OFF-PEAK | PEAK | OFF-PEAK | PEAK | OFF-PEAK | NIGHT | PEAK | OFF-PEAK | NIGHT | PRIMARY CONNECTION BETWEEN URBAN CENTERS | COST RECOVERY BASIS (8%/16%) | CORRIDOR HAS 15 MIN PEAK SERVICE | ADD WHAT FREQUENCY NIGHT SERVICE? | PEAK | OFF-PEAK | NIGHT | PEAK | OFF-PEAK | NIGHT | RESULTING SERVICE FAMILY |
| 27 | Eastgate | Bellevue | Newport Wy , S. Bellevue, Beaux Arts | 222 | 0.56 | 0.45 | 0 | 0 | 26% | 23% | 6% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 0 | Hourly |
| 28 | Eastgate | Bellevue | Somerset, Factoria, Woodridge | 246 | 0.54 | 0.11 | 0 | 0 | 8% | 3% | N/A | 0 | 0 | N/A | 0 | N/A | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | Local |
| 29 | Eastgate | Overlake | Phantom Lake | 926 | 0.28 | 0.23 | 0 | 0 | 7% | 5% | N/A | 0 | 0 | N/A | 0 | N/A | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 0 | Hourly |
| 30 | Enumclaw | Auburn | Auburn Wy S, SR 164 | 186 | 0.40 | 0.09 | 0 | 0 | 12% | 4% | N/A | 0 | 0 | N/A | 0 | N/A | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | Local |
| 31 | Fairwood | Renton | S Puget Dr, Royal Hills | 148 | 0.62 | 0.47 | 0 | 0 | 20% | 19% | 15% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 30 | 30 | 60 | Local |
| 32 | Federal Way | SeaTac | SR-99 | A | 0.55 | 0.59 | 0 | 0 | 30% | 31% | 20% | 0 | 0 | 0 | 60 | 30 | 30 | 30 | 0 | 0 | 0 | < 15 | 15 | 15 | Very Frequent |
| 33 | Federal Way | Kent | Military Road | 183 | 0.30 | 0.36 | 0 | 0 | 10% | 10% | N/A | 0 | 0 | N/A | 60 | N/A | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 34 | Fremont | Seattle CBD | Dexter Ave N | 26/28 | 0.92 | 0.44 | 1 | 0 | 75% | 39% | 48% | 1 | 0 | 1 | 60 | 30 | 30 | 30 | 0 | 0 | 0 | < 15 | 15 | 15 | Very Frequent |
| 35 | Fremont | U. District | N 40th St | 30/31 | 0.94 | 0.98 | 1 | 1 | 29% | 36% | 19% | 0 | 0 | 0 | 0 | 30 | 30 | 30 | 0 | 0 | 0 | < 15 | 15 | 30 | Very Frequent |
| 36 | Fremont | Broadview | 8th Ave NW, 3rd Ave NW | 28 | 1.00 | 0.67 | 1 | 0 | 61% | 35% | 11% | 1 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 30 | 60 | 60 | Local |
| 37 | Green River CC | Kent | 132nd Ave SE | 164 | 0.66 | 0.55 | 0 | 0 | 43% | 40% | 22% | 0 | 0 | 0 | 0 | 30 | 0 | 30 | 0 | 0 | 0 | 30 | 30 | 30 | Local |
| 38 | Greenwood | Seattle CBD | Greenwood Ave N | 5 | 0.75 | 1.08 | 0 | 1 | 45% | 72% | 22% | 0 | 1 | 0 | 0 | 30 | 30 | 30 | 0 | 0 | 0 | 15 | 15 | 30 | Very Frequent |
| 39 | High Point | Seattle CBD | 35th Ave SW | 21 | 0.37 | 0.37 | 0 | 0 | 21% | 18% | 10% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 30 | 30 | 60 | Local |
| 40 | Issaquah | Eastgate | Newport Way | 271 | 0.85 | 0.79 | 1 | 0 | 11% | 10% | 6% | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 41 | Issaquah | Overlake | Sammamish, Bear Creek | 269 | 0.21 | 0.38 | 0 | 0 | 10% | 8% | 6% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | Local |
| 42 | Issaquah | North Bend | Fall City, Snoqualmie | 209 | 1.13 | 0.66 | 1 | 0 | 9% | 9% | 4% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 60 | 0 | Local |
| 43 | Kenmore | Kirkland | Juanita | 234 | 0.80 | 0.51 | 1 | 0 | 27% | 19% | 6% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 60 | 0 | Local |
| 44 | Kenmore | Shoreline | Lake Forest Park, Aurora Village TC | 331 | 1.08 | 1.13 | 1 | 1 | 32% | 34% | 7% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | Local |
| 45 | Kenmore | U. District | Lake Forest Park, Lake City | 372 TB | 3.85 | 1.33 | 2 | 1 | 158% | 56% | 19% | 2 | 1 | 0 | 0 | 30 | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 46 | Kenmore | Totem Lake | Finn Hill, Juanita | 935 | 0.40 | 0.14 | 0 | 0 | 8% | 2% | N/A | 0 | 0 | N/A | 0 | N/A | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 0 | Hourly |
| 47 | Kennydale | Renton | Edmonds Ave NE | 909 | 0.40 | 0.37 | 0 | 0 | 10% | 8% | N/A | 0 | 0 | N/A | 0 | N/A | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 0 | Hourly |
| 48 | Kent | Burien | Kent-DM Rd, S. 240th St, 1st Ave S | 131/166 | 0.54 | 0.64 | 0 | 0 | 30% | 26% | 17% | 0 | 0 | 0 | 0 | 30 | 0 | 30 | 0 | 0 | 0 | 30 | 30 | 30 | Local |
| 49 | Kent | Maple Valley | Kent-Kangley Road | 168 | 0.58 | 0.36 | 0 | 0 | 21% | 19% | 12% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 30 | 30 | 60 | Local |
| 50 | Kent | Renton | Kent East Hill | 169 | 0.87 | 0.71 | 1 | 0 | 38% | 31% | 19% | 0 | 0 | 0 | 60 | 30 | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 51 | Kent | Seattle CBD | Tukwila | 150 | 0.66 | 1.05 | 0 | 1 | 28% | 45% | 18% | 0 | 0 | 0 | 60 | 30 | 30 | 30 | 0 | 0 | 0 | 15 | 15 | 30 | Very Frequent |
| 52 | Kent | Renton | 84th Ave S, Lind Ave SW | 153 | 0.27 | 0.26 | 0 | 0 | 10% | 11% | N/A | 0 | 0 | N/A | 60 | N/A | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 53 | Kirkland | Bellevue | South Kirkland | 230 W | 1.01 | 0.87 | 1 | 1 | 47% | 31% | 9% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 30 | 30 | 60 | Local |
| 54 | Kirkland | Factoria | Overlake, Crossroads, Eastgate | 245 | 0.80 | 0.40 | 0 | 0 | 37% | 15% | 11% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 30 | 30 | 60 | Local |

| Load Factor | Peak | Off Peak |
|-------------|------|----------|
| 1.50 | 2 | 2 |
| 0.80 | 1 | 1 |

| Cost Recovery | Peak | Off Peak | Night |
|---------------|------|----------|-------|
| 100% | 2 | 2 | 2 |
| 50% | 1 | 1 | 1 |
| 33% | 0 | 0 | 1 |
| 16% | | | 30 |
| 8% | | | 60 |

Overserved
Underserved

Appendix G: Master Corridor Table: Step Two (continued)

| Corridor Identifier Number | Connections | | | Major Route | Loads at Preliminary Service Level | | Load-Based Service Level Improvements | | Cost Recovery at Preliminary Service Level | | | Cost Recovery-Based Service Level Improvements | | | Night Service Additions | | | | Service Level Improvements | | | Final Suggested Service Levels and Family | | | |
|----------------------------|-------------------|-----------------|----------------------------------|-------------|------------------------------------|----------|---------------------------------------|----------|--|----------|-------|--|----------|-------|--|------------------------------|----------------------------------|-----------------------------------|----------------------------|----------|-------|---|----------|-------|--------------------------|
| | Between | And | Via | | PEAK | OFF-PEAK | PEAK | OFF-PEAK | PEAK | OFF-PEAK | NIGHT | PEAK | OFF-PEAK | NIGHT | PRIMARY CONNECTION BETWEEN URBAN CENTERS | COST RECOVERY BASIS (8%/16%) | CORRIDOR HAS 15 MIN PEAK SERVICE | ADD WHAT FREQUENCY NIGHT SERVICE? | PEAK | OFF-PEAK | NIGHT | PEAK | OFF-PEAK | NIGHT | RESULTING SERVICE FAMILY |
| 55 | Lake City | Seattle CBD | NE 125th St, Northgate, I-5 | 41 | 0.90 | 1.47 | 1 | 1 | 40% | 66% | 25% | 0 | 1 | 0 | 60 | 30 | 30 | 30 | 1 | 1 | 0 | < 15 | 15 | 30 | Very Frequent |
| 56 | Lake City | U. District | Lake City, Sand Point | 75 | 1.45 | 0.50 | 1 | 0 | 77% | 30% | 19% | 1 | 0 | 0 | 0 | 30 | 30 | 30 | 1 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 57 | Lake City | U. District | 35th Ave NE | 65 | 1.40 | 0.58 | 1 | 0 | 66% | 28% | 14% | 1 | 0 | 0 | 0 | 60 | 30 | 30 | 1 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 58 | Laurelhurst | U. District | NE 45th St | 25 | 0.70 | 0.11 | 0 | 0 | 16% | 10% | N/A | 0 | 0 | N/A | 0 | N/A | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 0 | Hourly |
| 59 | Madison Park | Seattle CBD | Madison St | 11 | 0.81 | 0.37 | 1 | 0 | 42% | 21% | 25% | 0 | 0 | 0 | 0 | 30 | 30 | 30 | 1 | 0 | 0 | < 15 | 15 | 30 | Very Frequent |
| 60 | Madrona | Seattle CBD | Union St | 2 S | 1.02 | 1.33 | 1 | 1 | 60% | 84% | 21% | 1 | 1 | 0 | 0 | 30 | 30 | 30 | 1 | 1 | 0 | < 15 | 15 | 30 | Very Frequent |
| 61 | Magnolia | Seattle CBD | 34th Ave W, 28th Ave W | 24 | 0.69 | 0.42 | 0 | 0 | 33% | 21% | 10% | 0 | 0 | 0 | 0 | 60 | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 62 | Mercer Island | S Mercer Island | Island Crest Way | 204 | 1.33 | 0.66 | 1 | 0 | 21% | 20% | N/A | 0 | 0 | N/A | 0 | N/A | 0 | 0 | 1 | 0 | 0 | 30 | 60 | 0 | Local |
| 63 | Mirror Lake | Federal Way | S 312th St | 901 | 0.52 | 0.34 | 0 | 0 | 16% | 14% | 10% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 30 | 30 | 60 | Local |
| 64 | Mount Baker | Seattle CBD | 31st Ave S, S Jackson St | 145 | 0.76 | 0.79 | 0 | 0 | 29% | 32% | 16% | 0 | 0 | 0 | 0 | 60 | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 65 | Mountlake Terrace | Northgate | 15th Ave NE, 5th Ave NE | 347 | 1.50 | 0.97 | 1 | 1 | 55% | 39% | 15% | 1 | 0 | 0 | 0 | 60 | 0 | 60 | 1 | 1 | 0 | 30 | 30 | 60 | Local |
| 66 | Mt Baker | U. District | 23rd Ave E | 48 S | 1.98 | 1.08 | 2 | 1 | 120% | 76% | 23% | 2 | 1 | 0 | 0 | 30 | 30 | 30 | 2 | 1 | 0 | < 15 | 15 | 30 | Very Frequent |
| 67 | NE Tacoma | Federal Way | SW 356th St, 9th Ave S | 182 | 0.38 | 0.27 | 0 | 0 | 14% | 9% | 8% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | Local |
| 68 | Northgate | U. District | Roosevelt | 67 | 1.69 | 0.78 | 2 | 0 | 112% | 89% | 32% | 2 | 1 | 0 | 60 | 30 | 30 | 30 | 2 | 1 | 0 | < 15 | 15 | 30 | Very Frequent |
| 69 | Northgate | Seattle CBD | Green Lake, Wallingford | 16 | 0.70 | 1.09 | 0 | 1 | 24% | 40% | 15% | 0 | 0 | 0 | 0 | 60 | 30 | 30 | 0 | 1 | 0 | 15 | 15 | 30 | Very Frequent |
| 70 | Northgate | U. District | Roosevelt Way NE, NE 75th St | 68 | 2.72 | 1.67 | 2 | 2 | 150% | 97% | N/A | 2 | 1 | N/A | 0 | N/A | 30 | 30 | 2 | 2 | 0 | 15 | 15 | 30 | Very Frequent |
| 71 | Othello Station | Columbia City | Seward Park | 39 | 0.48 | 0.27 | 0 | 0 | 23% | 12% | 7% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | Local |
| 72 | Overlake | Bellevue | Bell-Red Road | 233 | 0.62 | 0.60 | 0 | 0 | 38% | 32% | 10% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 60 | 60 | 60 | Hourly |
| 73 | Overlake | Bellevue | Sammamish Viewpoint, Northup Way | 249 | 0.65 | 0.25 | 0 | 0 | 26% | 11% | 4% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 0 | Hourly |
| 74 | Pacific | Auburn | Algona | 917 | 0.26 | 0.22 | 0 | 0 | 6% | 5% | N/A | 0 | 0 | N/A | 0 | N/A | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | Local |
| 75 | Queen Anne | Seattle CBD | Queen Anne Ave N | 13 | 0.84 | 1.35 | 1 | 1 | 71% | 97% | 43% | 1 | 1 | 1 | 0 | 30 | 30 | 30 | 1 | 1 | 1 | < 15 | 15 | 15 | Very Frequent |
| 76 | Queen Anne | Seattle CBD | Taylor Ave N | 3 N | 1.18 | 1.28 | 1 | 1 | 91% | 105% | 55% | 1 | 2 | 1 | 0 | 30 | 30 | 30 | 1 | 2 | 1 | < 15 | < 15 | 15 | Very Frequent |
| 77 | Rainier Beach | Seattle CBD | Rainier Ave | 7 TB | 1.09 | 2.14 | 1 | 2 | 55% | 116% | 41% | 1 | 2 | 1 | 0 | 30 | 30 | 30 | 1 | 2 | 1 | < 15 | < 15 | 15 | Very Frequent |
| 78 | Rainier Beach | Seattle Center | MLK Jr Wy, E John St, Denny Way | 8 | 0.48 | 0.94 | 0 | 1 | 44% | 62% | 24% | 0 | 1 | 0 | 60 | 30 | 30 | 30 | 0 | 1 | 0 | 15 | 15 | 30 | Very Frequent |

| Load Factor | Peak | Off Peak |
|-------------|------|----------|
| 1.50 | 2 | 2 |
| 0.80 | 1 | 1 |

| Cost Recovery | Peak | Off Peak | Night |
|---------------|------|----------|-------|
| 100% | 2 | 2 | 2 |
| 50% | 1 | 1 | 1 |
| 33% | 0 | 0 | 1 |
| 16% | | | 30 |
| 8% | | | 60 |

Overserved
Underserved

Appendix G: Master Corridor Table: Step Two (continued)

| Corridor Identifier Number | Connections | | | | Loads at Preliminary Service Level | | Load-Based Service Level Improvements | | Cost Recovery at Preliminary Service Level | | | Cost Recovery-Based Service Level Improvements | | | Night Service Additions | | | | Service Level Improvements | | | Final Suggested Service Levels and Family | | | |
|----------------------------|------------------|------------------|---|-------------|------------------------------------|----------|---------------------------------------|----------|--|----------|-------|--|----------|-------|--|------------------------------|----------------------------------|-----------------------------------|----------------------------|----------|-------|---|----------|-------|--------------------------|
| | Between | And | Via | Major Route | PEAK | OFF-PEAK | PEAK | OFF-PEAK | PEAK | OFF-PEAK | NIGHT | PEAK | OFF-PEAK | NIGHT | PRIMARY CONNECTION BETWEEN URBAN CENTERS | COST RECOVERY BASIS (8%/16%) | CORRIDOR HAS 15 MIN PEAK SERVICE | ADD WHAT FREQUENCY NIGHT SERVICE? | PEAK | OFF-PEAK | NIGHT | PEAK | OFF-PEAK | NIGHT | RESULTING SERVICE FAMILY |
| 79 | Rainier Beach | Capitol Hill | Rainier Ave | 9 | 1.79 | 0.55 | 2 | 0 | 64% | 30% | N/A | 1 | 0 | N/A | 0 | N/A | 30 | 30 | 2 | 0 | 0 | < 15 | 30 | 30 | Frequent |
| 80 | Redmond | Eastgate | 148th Ave, Crossroads, Bellevue College | 221 | 0.53 | 0.72 | 0 | 0 | 28% | 26% | 9% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 60 | 60 | 60 | Hourly |
| 81 | Redmond | Totem Lake | Willows Road | 930 | 0.33 | N/A | 0 | N/A | 7% | N/A | N/A | 0 | N/A | N/A | 60 | N/A | 0 | 60 | 0 | 0 | 0 | 30 | 30 | 60 | Local |
| 82 | Redmond | Fall City | Duvall, Carnation | 224 | N/A | N/A | N/A | N/A | 4% | 3% | N/A | 0 | 0 | N/A | 0 | N/A | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 0 | Hourly |
| 83 | Renton | Burien | S 154th St | F | 0.31 | 0.35 | 0 | 0 | 16% | 23% | 11% | 0 | 0 | 0 | 60 | 60 | 30 | 30 | 0 | 0 | 0 | < 15 | 15 | 15 | Very Frequent |
| 84 | Renton | Seattle CBD | MLK Jr Wy, I-5 | 101 | 1.32 | 0.63 | 1 | 0 | 59% | 28% | 21% | 1 | 0 | 0 | 60 | 30 | 30 | 30 | 1 | 0 | 0 | < 15 | 30 | 30 | Frequent |
| 85 | Renton | Rainier Beach | West Hill, Rainier View | 107 | 1.14 | 0.51 | 1 | 0 | 51% | 18% | 11% | 1 | 0 | 0 | 0 | 60 | 30 | 30 | 1 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 86 | Renton | Seattle CBD | Skyway, S. Beacon Hill | 106 | 0.59 | 0.44 | 0 | 0 | 31% | 22% | 15% | 0 | 0 | 0 | 0 | 60 | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 87 | Renton | Renton Highlands | NE 4th St, Union Ave NE | 105 | 0.29 | 0.38 | 0 | 0 | 16% | 29% | 15% | 0 | 0 | 0 | 0 | 60 | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 88 | Renton | Enumclaw | Maple Valley, Black Diamond | 149 | 0.19 | 0.08 | 0 | 0 | 3% | 2% | N/A | 0 | 0 | N/A | 0 | N/A | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 0 | Hourly |
| 89 | Renton Highlands | Renton | NE 7th St, Edmonds Ave NE | 908 | 0.13 | 0.11 | 0 | 0 | 3% | 2% | N/A | 0 | 0 | N/A | 0 | N/A | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | Local |
| 90 | Richmond Beach | Northgate | Richmond Bch Rd, 15th Ave NE | 348 | 0.78 | 0.66 | 0 | 0 | 29% | 20% | 13% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 30 | 30 | 60 | Local |
| 91 | S Vashon | N Vashon | Valley Center | 118 | 0.65 | 0.10 | 0 | 0 | 20% | 5% | 3% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 0 | Hourly |
| 92 | Sand Point | U. District | NE 55th St | 30 | 1.50 | 0.67 | 1 | 0 | 30% | 22% | 19% | 0 | 0 | 0 | 0 | 30 | 0 | 30 | 1 | 0 | 0 | 30 | 60 | 30 | Local |
| 93 | Shoreline | U. District | Jackson Park, 15th Ave NE | 373 | 2.04 | 0.58 | 2 | 0 | 93% | N/A | N/A | 1 | N/A | N/A | 0 | N/A | 30 | 30 | 2 | 0 | 0 | 15 | 60 | 30 | Frequent |
| 94 | Shoreline CC | Northgate | N 130th St, Meridian Ave N | 345 | 0.31 | 0.74 | 0 | 0 | 20% | 29% | 6% | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 95 | Shoreline CC | Lake City | N 155th St, Jackson Park | 330 | 0.22 | 0.24 | 0 | 0 | 28% | N/A | N/A | 0 | N/A | N/A | 0 | N/A | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | Local |
| 96 | Shoreline CC | Greenwood | Greenwood Ave N | 5 | 0.75 | 0.54 | 0 | 0 | 45% | 36% | 11% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 60 | 60 | 60 | Hourly |
| 97 | Totem Lake | Seattle CBD | Kirkland, SR-520 | 255 | 2.18 | 0.79 | 2 | 0 | 79% | 30% | 13% | 1 | 0 | 0 | 60 | 60 | 30 | 30 | 2 | 0 | 0 | < 15 | 30 | 30 | Frequent |
| 98 | Totem Lake | Kirkland | Kingsgate | 236 | 0.57 | 0.41 | 0 | 0 | 16% | 14% | 4% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 0 | Hourly |
| 99 | Tukwila | Seattle CBD | Pacific Hwy S, 4th Ave S | 124 | 0.27 | 0.54 | 0 | 0 | 19% | 27% | 16% | 0 | 0 | 0 | 60 | 30 | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 100 | Tukwila | Des Moines | McMicken Heights, Sea-Tac | 156 | 0.39 | 0.14 | 0 | 0 | 11% | 5% | 5% | 0 | 0 | 0 | 60 | 0 | 30 | 30 | 0 | 0 | 0 | 15 | 30 | 30 | Frequent |
| 101 | Tukwila | Fairwood | S 180th St, Carr Road | 155 | 0.27 | 0.18 | 0 | 0 | 7% | 7% | N/A | 0 | 0 | N/A | 0 | N/A | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | Local |
| 102 | Twin Lakes | Federal Way | SW Campus Dr, 1st Ave S | 903 | 0.66 | 0.48 | 0 | 0 | 15% | 12% | 9% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 30 | 30 | 60 | Local |
| 103 | Twin Lakes | Federal Way | S 320th St | 187 | 0.42 | 0.24 | 0 | 0 | 28% | 14% | 11% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 30 | 30 | 60 | Local |

| Load Factor | Peak | Off Peak |
|-------------|------|----------|
| 1.50 | 2 | 2 |
| 0.80 | 1 | 1 |

| Cost Recovery | Peak | Off Peak | Night |
|---------------|------|----------|-------|
| 100% | 2 | 2 | 2 |
| 50% | 1 | 1 | 1 |
| 33% | 0 | 0 | 1 |
| 16% | | | 30 |
| 8% | | | 60 |

Overserved
Underserved

Appendix G: Master Corridor Table: Step Two (continued)

| Corridor Identifier Number | Connections | | | | Loads at Preliminary Service Level | | Load-Based Service Level Improvements | | Cost Recovery at Preliminary Service Level | | | Cost Recovery-Based Service Level Improvements | | | Night Service Additions | | | | Service Level Improvements | | | Final Suggested Service Levels and Family | | | |
|----------------------------|----------------|-------------|---------------------------------|-------------|------------------------------------|----------|---------------------------------------|----------|--|----------|-------|--|----------|-------|--|------------------------------|----------------------------------|-----------------------------------|----------------------------|----------|-------|---|----------|-------|--------------------------|
| | Between | And | Via | Major Route | PEAK | OFF-PEAK | PEAK | OFF-PEAK | PEAK | OFF-PEAK | NIGHT | PEAK | OFF-PEAK | NIGHT | PRIMARY CONNECTION BETWEEN URBAN CENTERS | COST RECOVERY BASIS (8%/16%) | CORRIDOR HAS 15 MIN PEAK SERVICE | ADD WHAT FREQUENCY NIGHT SERVICE? | PEAK | OFF-PEAK | NIGHT | PEAK | OFF-PEAK | NIGHT | RESULTING SERVICE FAMILY |
| 104 | U. District | Seattle CBD | Eastlake, Fairview | 70 | 0.81 | 0.50 | 1 | 0 | 50% | 24% | 48% | 0 | 0 | 1 | 60 | 30 | 30 | 30 | 1 | 0 | 1 | < 15 | 15 | 15 | Very Frequent |
| 105 | U. District | Seattle CBD | Broadway | 49 | 0.75 | 0.71 | 0 | 0 | 42% | 40% | 71% | 0 | 0 | 1 | 60 | 30 | 30 | 30 | 0 | 0 | 1 | 15 | 15 | 15 | Very Frequent |
| 106 | U. District | Bellevue | SR-520 | 271 | 0.95 | 1.58 | 1 | 2 | 38% | 39% | 12% | 0 | 0 | 0 | 60 | 60 | 30 | 30 | 0 | 0 | 0 | < 15 | < 15 | 30 | Very Frequent |
| 107 | U. District | Seattle CBD | Lakeview | 25 | 0.35 | 0.11 | 0 | 0 | 16% | 10% | N/A | 0 | 0 | N/A | 0 | N/A | 0 | 0 | 0 | 0 | 0 | 30 | 30 | 0 | Local |
| 108 | UW Bothell | Redmond | Woodinville, Cottage Lake | 251 | 0.64 | 0.35 | 0 | 0 | 14% | 7% | 4% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 0 | Hourly |
| 109 | UW Bothell/CCC | Kirkland | 132nd Ave NE, Lk Wash Voch Tech | 238 | 0.70 | 0.65 | 0 | 0 | 23% | 21% | 5% | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 60 | 0 | Hourly |
| 110 | Wedgwood | Cowen Park | View Ridge, NE 65th St | 71 | 1.74 | 0.81 | 2 | 1 | 91% | 36% | 24% | 1 | 0 | 0 | 0 | 30 | 30 | 30 | 0 | 0 | 0 | < 15 | 15 | 30 | Very Frequent |
| 111 | West Seattle | Seattle CBD | Fauntleroy, Alaska Junction | C | 0.63 | 0.24 | 0 | 0 | 21% | 13% | N/A | 0 | 0 | N/A | 0 | N/A | 30 | 30 | 0 | 0 | 0 | < 15 | 15 | 15 | Very Frequent |
| 112 | White Center | Seattle CBD | 16th Ave SW, SSCC | 125 | 1.74 | 0.66 | 2 | 0 | 70% | 25% | 13% | 1 | 0 | 0 | 0 | 60 | 30 | 30 | 0 | 0 | 0 | < 15 | 30 | 30 | Frequent |
| 113 | White Center | Seattle CBD | Highland Park, 4th Ave S | 23 | 0.62 | 0.45 | 0 | 0 | 36% | 21% | 11% | 0 | 0 | 0 | 0 | 60 | 0 | 60 | 0 | 0 | 0 | 30 | 30 | 60 | Local |

| Load Factor | Peak | Off Peak |
|-------------|------|----------|
| 1.50 | 2 | 2 |
| 0.80 | 1 | 1 |

| Cost Recovery | Peak | Off Peak | Night |
|---------------|------|----------|-------|
| 100% | 2 | 2 | 2 |
| 50% | 1 | 1 | 1 |
| 33% | 0 | 0 | 1 |
| 16% | | | 30 |
| 8% | | | 60 |

Overserved
Underserved