

Linking Transit and Development Working Group

Meeting #2

6/29/12

Service Guidelines Packet

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Metro uses service guidelines to:

Set target corridor service levels.

We look at what the service levels should be, based on:

- Land use (where housing and jobs are located)
- Social equity
- Geographic value
- Ridership
- Performance of peak-only services

Evaluate route performance.

We evaluate how well our routes are performing and where performance should be improved, based on:

- Productivity - How effective is our service?
- Passenger numbers - How crowded are buses?
- Reliability - Are buses on time?

Design service.

Service Design Principles. We use the service design guidelines listed below to develop a network that will improve quality of service and make the system easier to use and more effective.

1. **Network connections** - make transfers easier
2. **Multiple purposes and destinations** - serve many different needs
3. **Easy to understand** - simplify the transit system
4. **Route spacing and duplication** - do not compete for the same riders
5. **Route directness** - operate directly between locations
6. **Bus stop spacing** - balance access and delay
7. **Route length and neighborhood segments** - ridership on the segment justifies cost
8. **Operating paths and appropriate vehicles** - choose the right vehicle for the streets and ridership
9. **Route terminals** - choose the best place for the route to end

Make changes to service.

Restructures. We use the guidelines to respond to events and changes to the transportation system. Metro considers changes when:

- Metro or Sound Transit starts a major new service, such as RapidRide
- Transit service doesn't reflect changed travel patterns or transit demand
- Transit services overlap
- Service levels do not match ridership
- Major transportation changes take place, such as SR-520 bridge tolling
- Major developments or land use changes have occurred

Additions. We use the guidelines to make service additions in the following order:

1. Reduce overcrowding
2. Improve on-time performance
3. Approach target service levels
4. Improve service on routes with high performance

Reductions. We use the guidelines to make service reductions in the following order,[^] while always considering social equity:

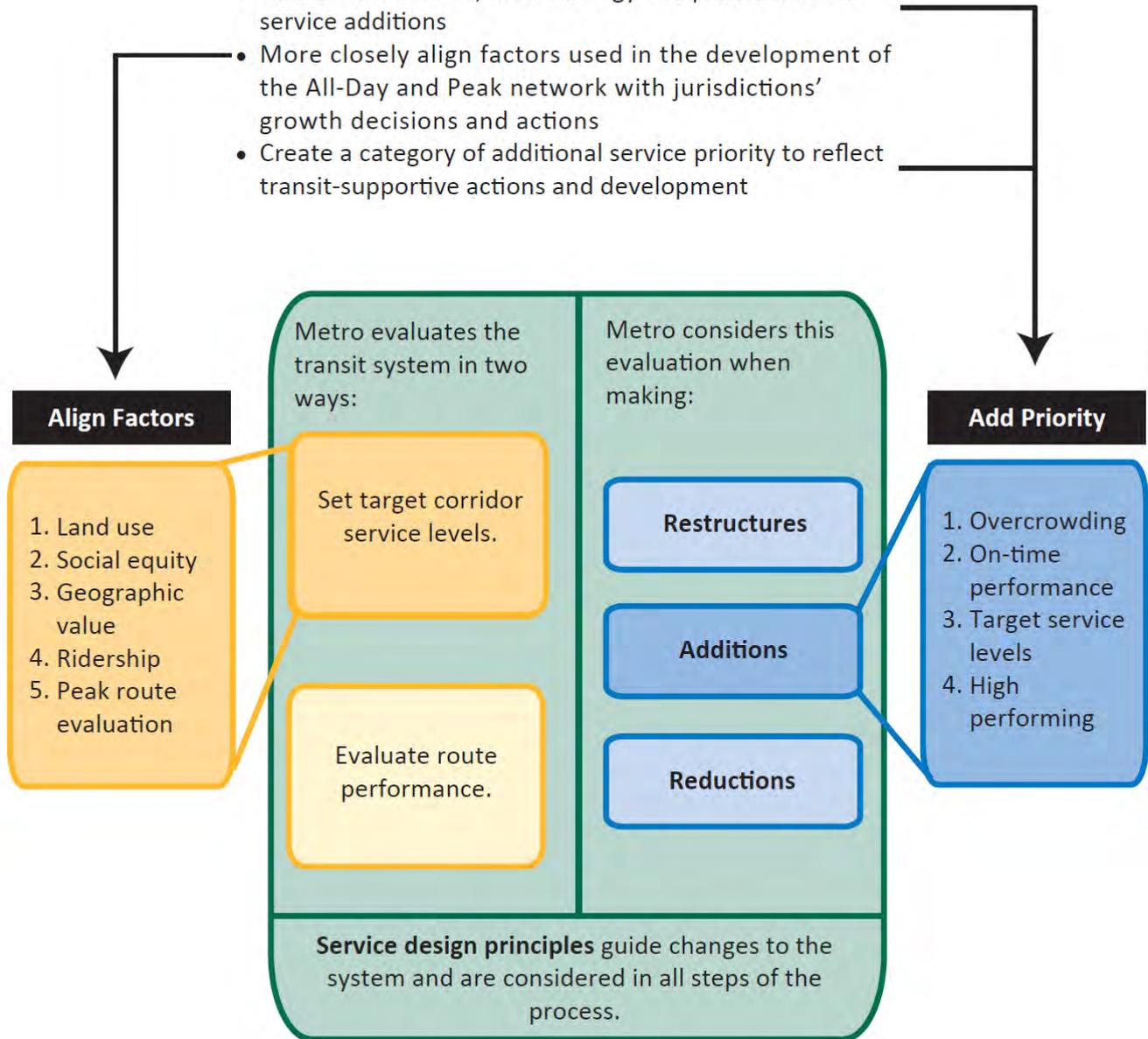
1. Reduce low productivity service in areas not underserved
2. Restructure service to improve efficiency
3. Reduce higher-productivity service
4. Reduce low-productivity services in underserved areas

[^]When reducing services based on performance, Metro seeks to reduce all-day routes that duplicate or overlap with other routes, to reduce peak routes failing one or both performance criteria, or to reduce routes that operate on over-served corridors. When not possible, Metro may reduce service on routes that operate on adequately served corridors.

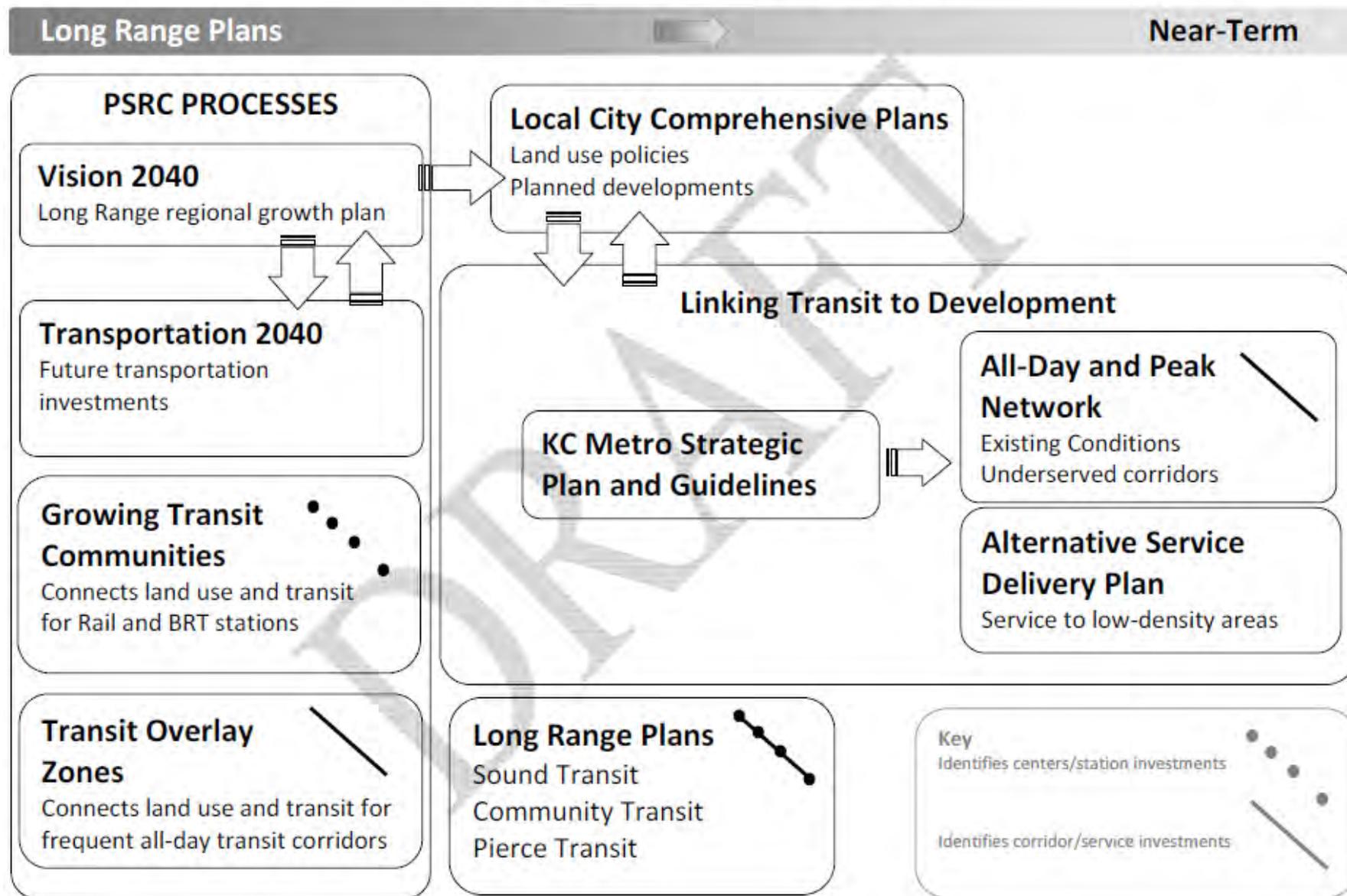
Focus of this process: Ordinance 17143

Requirements of process to address future growth:

- Incorporate input from local jurisdictions
- Address the factors, methodology and prioritization of service additions
- More closely align factors used in the development of the All-Day and Peak network with jurisdictions' growth decisions and actions
- Create a category of additional service priority to reflect transit-supportive actions and development



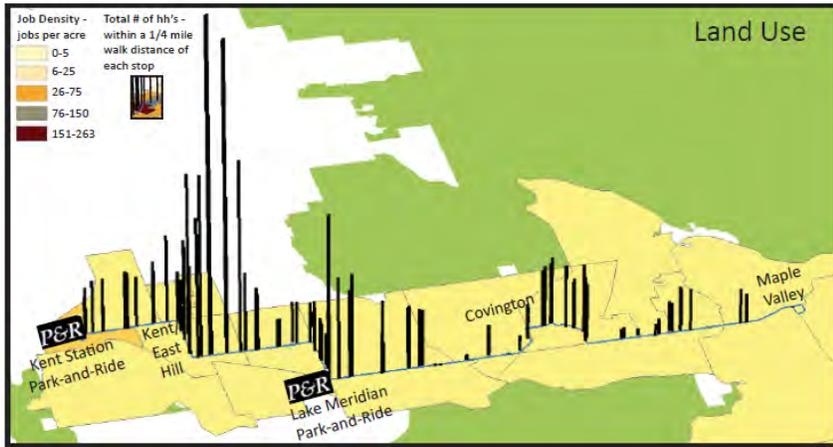
WORKING DRAFT - RELATIONSHIP OF PLANS



Example used in presentation – Local Corridor

Corridor: #49 Kent to Maple Valley Via Kent-Kangley Rd

Step One: Set Initial Service Levels



Land Use	Points
8,207 H/H = 585 14.02 Mi.	0
7,022 Jobs = 501 14.02 Mi.	0

Land Use Thresholds		
H/H	Jobs	Points
3,110	17,390	10
2,080	11,480	7
1,040	5,810	4
<1,040	<5,810	0



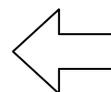
Social Equity	Points
647 low inc = 67% 959 tot. boardings	5
687 min = 72% 959 tot. boardings	5

Social Equity Thresholds	
> system average	Points
Low Inc. 54%	5
Min 52%	5



Geographic Value	Points
Primary Connections	
Activity Centers	
Kent/ East Hill & Covington	5
Regional Growth Centers	
None	0

Initial Frequency Assignment			
Scoring Range	Peak	Off Peak	Night
25-40	15	15	30
18-24	15	30	30
10-18	30	30	--
0-9	<60	<60	--



Corridor Score	Points
Land Use	0
Social Equity	10
Geographic Value	5
Total	15

Corridor: #49 Kent to Maple Valley Via Kent-Kangley Rd

Step Two: Compare Initial Frequency Assignment to Existing Demand

Could everyone fit at the Initial Frequency?

Current Service			Initial Assignment		Service Increase?
Period	Frequency	Max Load	Frequency	Max Load	
Peak	30	0.58	30	0.58	No
Off Peak	30	0.36	30	0.36	No

Thresholds for service increases due to load	
Max Load	Increase
1.50	Two levels
0.80	One level

How much of the service cost does the corridor recover?

Current Service			Initial Assignment		Service Increase?
Period	Frequency	Cost Recovery	Frequency	Cost Recovery	
Peak	30	21%	30	21%	No
Off Peak	30	19%	30	19%	No
Night	60	12%	--		Yes – 60 min

Thresholds for service increases due to load		
Period	Cost Recovery	Increase
Peak/Off Peak	100%	Two levels
Peak/Off Peak	50%	One level
Night	33%	One level
Night	16%	30 min
Night	8%	60 min

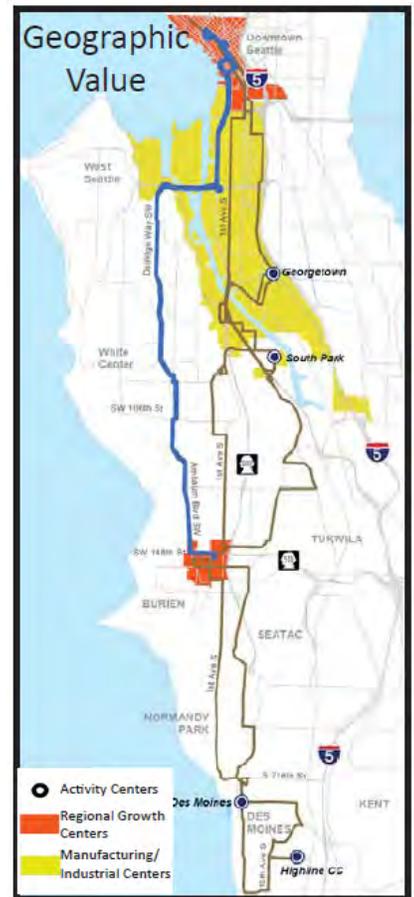
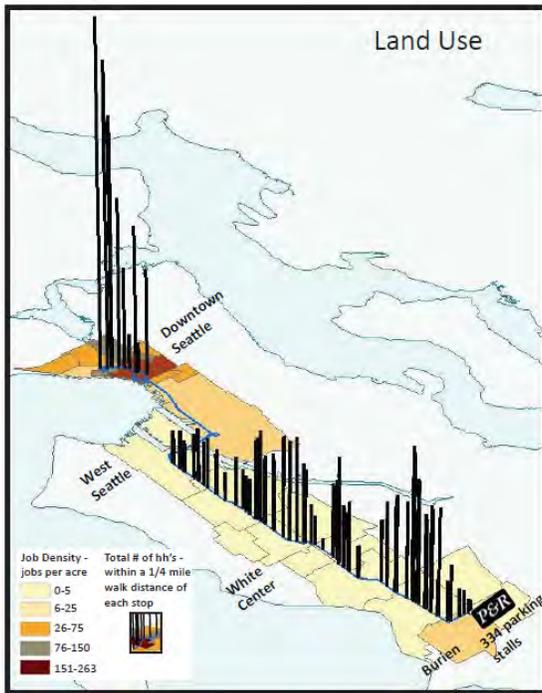
Final Target Service Level

Service Family	Peak	Off Peak	Night
Local	30	30	60

Examples of Very Frequent Corridors

Corridor: #17 Burien to Seattle CBD via Delridge

Step One: Set Initial Service Levels



Land Use	Points
$\frac{16,126 \text{ H/H}}{13.8 \text{ Mi.}} = 1,167$	4
$\frac{79,394 \text{ Jobs}}{13.8 \text{ Mi.}} = 5,744$	0

Land Use Thresholds		
H/H	Jobs	Points
3,110	17,390	10
2,080	11,480	7
1,040	5,810	4
<1,040	<5,810	0

Social Equity	Points
$\frac{2,579 \text{ low inc}}{3,491 \text{ tot. boardings}} = 74\%$	5
$\frac{2,568 \text{ min}}{3,491 \text{ tot. boardings}} = 74\%$	5

Social Equity Thresholds	
> system average	Points
Low Inc. 54%	5
Min 52%	5

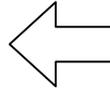
Geographic Value	Points
Primary Connections	
Activity Centers	
Burien to Seattle CBD	5
Regional Growth Centers	
Burien to Seattle CBD	5

Examples of Very Frequent Corridors

Corridor: #17 Burien to Seattle CBD via Delridge

Step One Summary:

Initial Frequency Assignment			
Scoring Range	Peak	Off Peak	Night
25-40	15	15	30
18-24	15	30	30
10-18	30	30	--
0-9	<60	<60	--



Corridor Score	Points
Land Use	4
Social Equity	10
Geographic Value	10
Total	24

Step Two: Compare Initial Frequency Assignment to Existing Demand

Could everyone fit at the Initial Frequency?

Current Service			Initial Assignment		Service Increase?
Period	Frequency	Max Load	Frequency	Max Load	
Peak	9	0.76	15	1.27	Yes –one level
Off Peak	15	0.60	30	1.20	Yes – one level

Thresholds for service increases due to load	
Max Load	Increase
1.50	Two levels
0.80	One level

How much of the service cost does the corridor recover?

Current Service			Initial Assignment		Service Increase?
Period	Frequency	Cost Recovery	Frequency	Cost Recovery	
Peak	9	43%	15	72%	Yes –one level
Off Peak	15	35%	30	69%	Yes –one level
Night	30	26%	30	26%	No

Thresholds for service increases due to load		
Period	Cost Recovery	Increase
Peak/Off Peak	100%	Two levels
Peak/Off Peak	50%	One level
Night	33%	One level
Night	16%	30 min
Night	8%	60 min

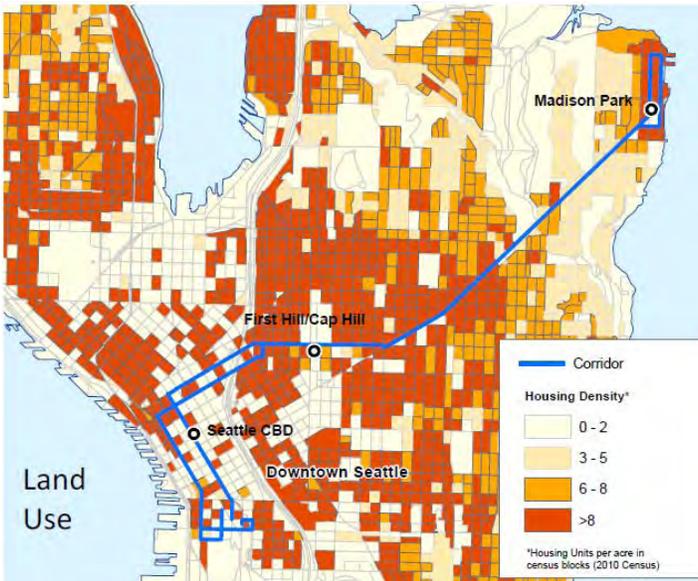
Final Target Service Level

Service Family	Peak	Off Peak	Night
Very Frequent	<15	15	30

Examples of Very Frequent Corridors

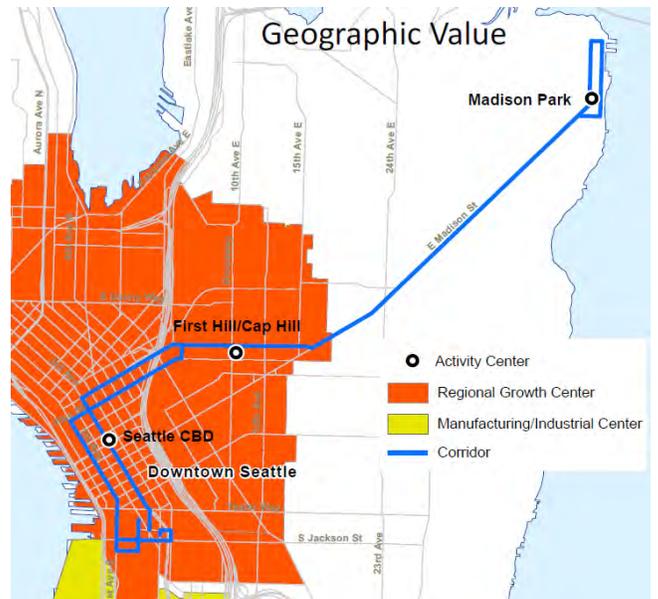
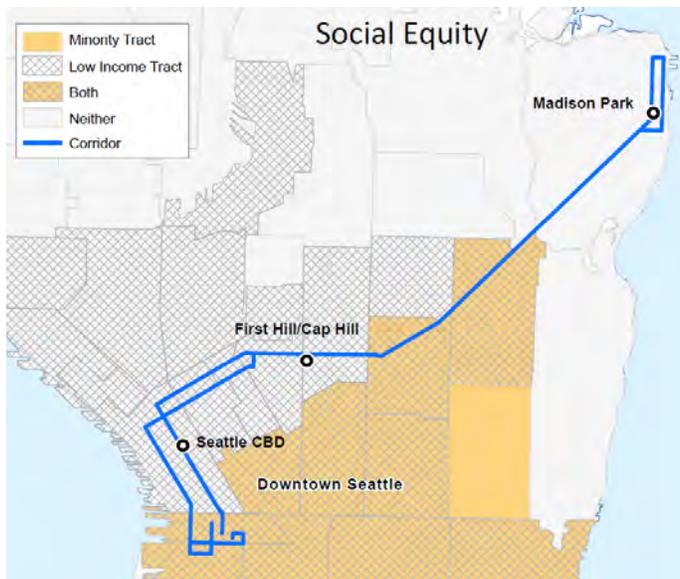
Corridor: #59 Madison Park and Seattle CBD via Madison St

Step One: Set Initial Service Levels



Land Use	Points
<u>20,635 H/H</u> = 3,620 5.7 Mi.	10
<u>103,496 Jobs</u> = 18,157 5.7 Mi.	10

Land Use Thresholds		
H/H	Jobs	Points
3,110	17,390	10
2,080	11,480	7
1,040	5,810	4
<1,040	<5,810	0



Social Equity	Points
<u>1,236 low inc</u> = 82% 1,506 tot. boardings	5
<u>430 min</u> = 29% 1,506 tot. boardings	0

Social Equity Thresholds	
> system average	Points
Low Inc. 54%	5
Min 52%	5

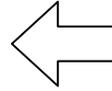
Geographic Value	Points
Primary Connections	
Activity Centers	
Madison Park to Seattle CBD	5
Regional Growth Centers	
Madison Park to Seattle CBD	5

Examples of Very Frequent Corridors

Corridor: #59 Madison Park and Seattle CBD via Madison St

Step One Summary:

Initial Frequency Assignment			
Scoring Range	Peak	Off Peak	Night
25-40	15	15	30
18-24	15	30	30
10-18	30	30	--
0-9	<60	<60	--



Corridor Score	Points
Land Use	20
Social Equity	5
Geographic Value	10
Total	35

Step Two: Compare Initial Frequency Assignment to Existing Demand

Could everyone fit at the Initial Frequency?

Current Service			Initial Assignment		Service Increase?
Period	Frequency	Max Load	Frequency	Max Load	
Peak	15	0.81	15	0.81	No
Off Peak	30	0.74	15	0.37	No

Thresholds for service increases due to load	
Max Load	Increase
1.50	Two levels
0.80	One level

How much of the service cost does the corridor recover?

Current Service			Initial Assignment		Service Increase?
Period	Frequency	Cost Recovery	Frequency	Cost Recovery	
Peak	15	42%	15	42%	No
Off Peak	30	41%	15	21%	No
Night	30	26%	30	26%	No

Thresholds for service increases due to load		
Period	Cost Recovery	Increase
Peak/Off Peak	100%	Two levels
Peak/Off Peak	50%	One level
Night	33%	One level
Night	16%	30 min
Night	8%	60 min

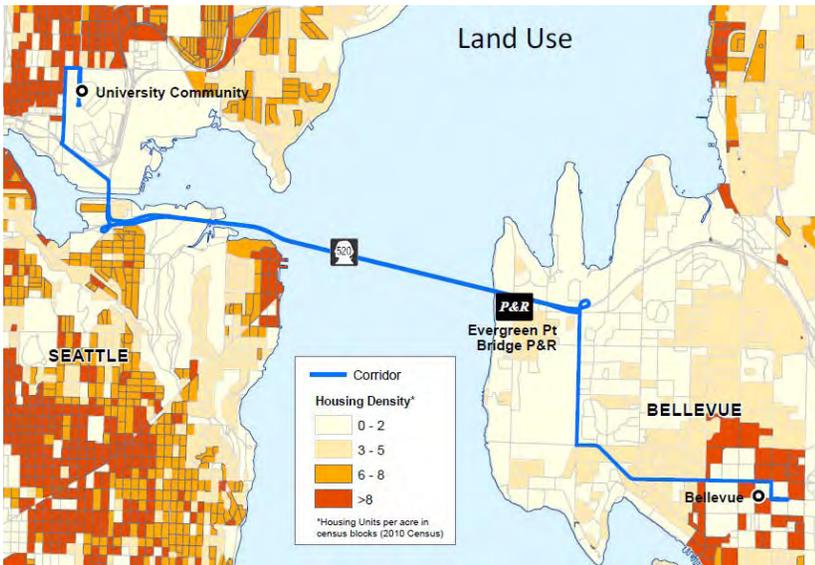
Final Target Service Level

Service Family	Peak	Off Peak	Night
Very Frequent	15	15	30

Examples of Very Frequent Corridors

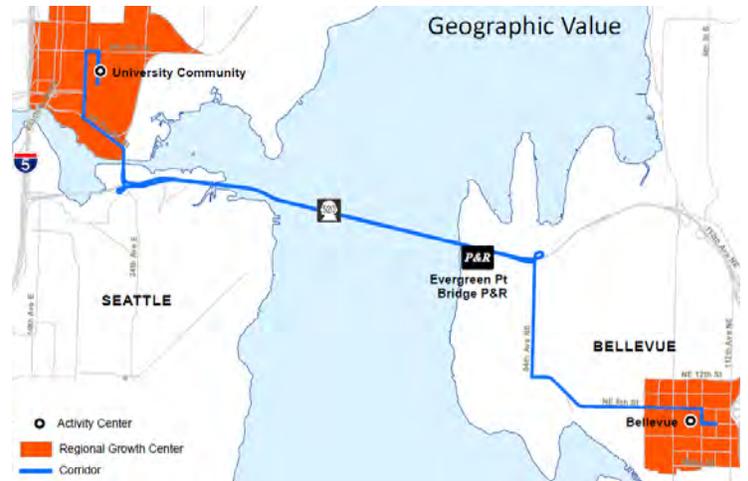
Corridor: #106 U District and Bellevue via SR 520

Step One: Set Initial Service Levels



Land Use	Points
<u>5,694 H/H</u> = 662 8.6 Mi.	0
<u>57,987 Jobs</u> = 6,741 8.6 Mi.	4

Land Use Thresholds		
H/H	Jobs	Points
3,110	17,390	10
2,080	11,480	7
1,040	5,810	4
<1,040	<5,810	0



Social Equity Thresholds	
> system average	Points
Low Inc. 54%	5
Min 52%	5
Social Equity	
<u>1,532 low inc</u> = 65% 2,357 tot. boardings	5
<u>1,946 min</u> = 83% 2,357 tot. boardings	5

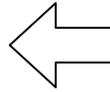
Geographic Value	Points
Primary Connections	
Activity Centers	
U District to Bellevue	5
Regional Growth Centers	
U District to Bellevue	5

Examples of Very Frequent Corridors

Corridor: #106 U District and Bellevue via SR 520

Step One Summary:

Initial Frequency Assignment			
Scoring Range	Peak	Off Peak	Night
25-40	15	15	30
18-24	15	30	30
10-18	30	30	--
0-9	<60	<60	--



Corridor Score	Points
Land Use	4
Social Equity	10
Geographic Value	10
Total	24

Step Two: Compare Initial Frequency Assignment to Existing Demand

Could everyone fit at the Initial Frequency?

Current Service			Initial Assignment		Service Increase?
Period	Frequency	Max Load	Frequency	Max Load	
Peak	<15	0.57	15	0.85	Yes – one levels
Off Peak	15	0.79	30	1.58	Yes – two levels

Thresholds for service increases due to load	
Max Load	Increase
1.50	Two levels
0.80	One level

How much of the service cost does the corridor recover?

Current Service			Initial Assignment		Service Increase?
Period	Frequency	Cost Recovery	Frequency	Cost Recovery	
Peak	<15	23%	15	34%	No
Off Peak	15	20%	30	39%	No
Night	30	13%	30	12%	No

Thresholds for service increases due to load		
Period	Cost Recovery	Increase
Peak/Off Peak	100%	Two levels
Peak/Off Peak	50%	One level
Night	33%	One level
Night	16%	30 min
Night	8%	60 min

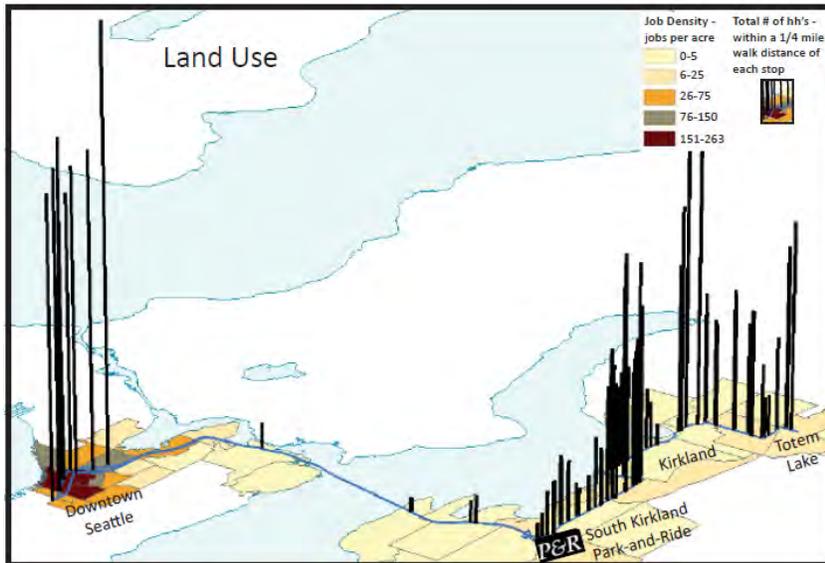
Final Target Service Level

Service Family	Peak	Off Peak	Night
Very Frequent	<15	<15	30

Examples of Frequent Corridors

Corridor: #97 Totem Lake to Seattle CBD via Kirkland and SR-520

Step One: Set Initial Service Levels

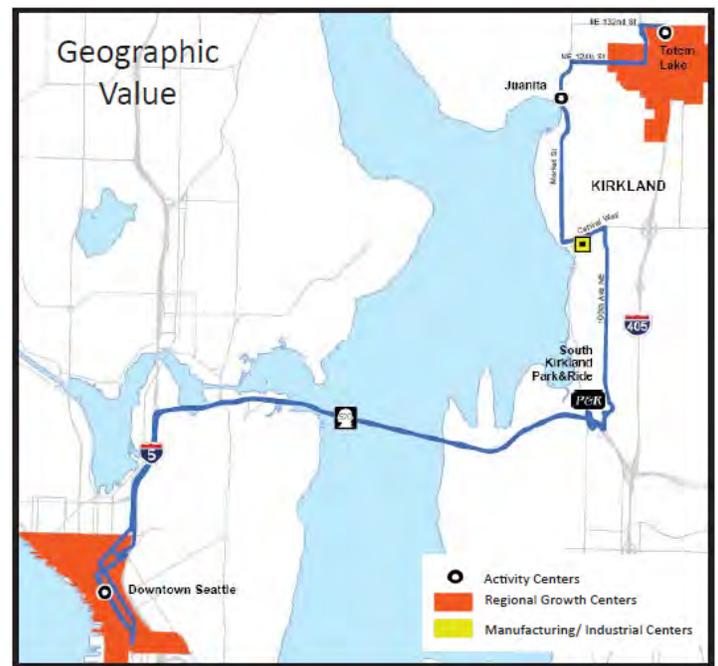


Land Use	Points
15,733 H/H = 905 17.38 Mi.	0
107,149 Jobs = 6,167 17.38 Mi.	4

Land Use Thresholds		
H/H	Jobs	Points
3,110	17,390	10
2,080	11,480	7
1,040	5,810	4
<1,040	<5,810	0



Social Equity Thresholds	
> system average	Points
Low Inc. 54%	5
Min 52%	5
Social Equity	
41 low inc = 2%	Points
2,053 tot. boardings	0
0 min = 0%	0
2,053 tot. boardings	0



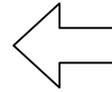
Geographic Value	Points
Primary Connections	
Activity Centers	
Totem Lake to Seattle CBD	5
Regional Growth Centers	
Totem Lake to Seattle CBD	5

Examples of Frequent Corridors

Corridor: #97 Totem Lake to Seattle CBD via Kirkland and SR-520

Step One Summary:

Initial Frequency Assignment			
Scoring Range	Peak	Off Peak	Night
25-40	15	15	30
18-24	15	30	30
10-18	30	30	--
0-9	<60	<60	--



Corridor Score	Points
Land Use	4
Social Equity	0
Geographic Value	10
Total	14

Corridor: #97 Totem Lake to Seattle CBD via Kirkland and SR-520

Step Two: Compare Initial Frequency Assignment to Existing Demand

Could everyone fit at the Initial Frequency?

Current Service			Initial Assignment		Service Increase?
Period	Frequency	Max Load	Frequency	Max Load	
Peak	<15	0.73	30	2.18	Yes – two levels
Off Peak	15	0.39	30	0.79	No

Thresholds for service increases due to load	
Max Load	Increase
1.50	Two levels
0.80	One level

How much of the service cost does the corridor recover?

Current Service			Initial Assignment		Service Increase?
Period	Frequency	Cost Recovery	Frequency	Cost Recovery	
Peak	<15	26%	30	79%	Yes – one level
Off Peak	15	15%	30	30%	No
Night	30	13%	--	13%	Yes – 60 min

Thresholds for service increases due to load		
Period	Cost Recovery	Increase
Peak/Off Peak	100%	Two levels
Peak/Off Peak	50%	One level
Night	33%	One level
Night	16%	30 min
Night	8%	60 min

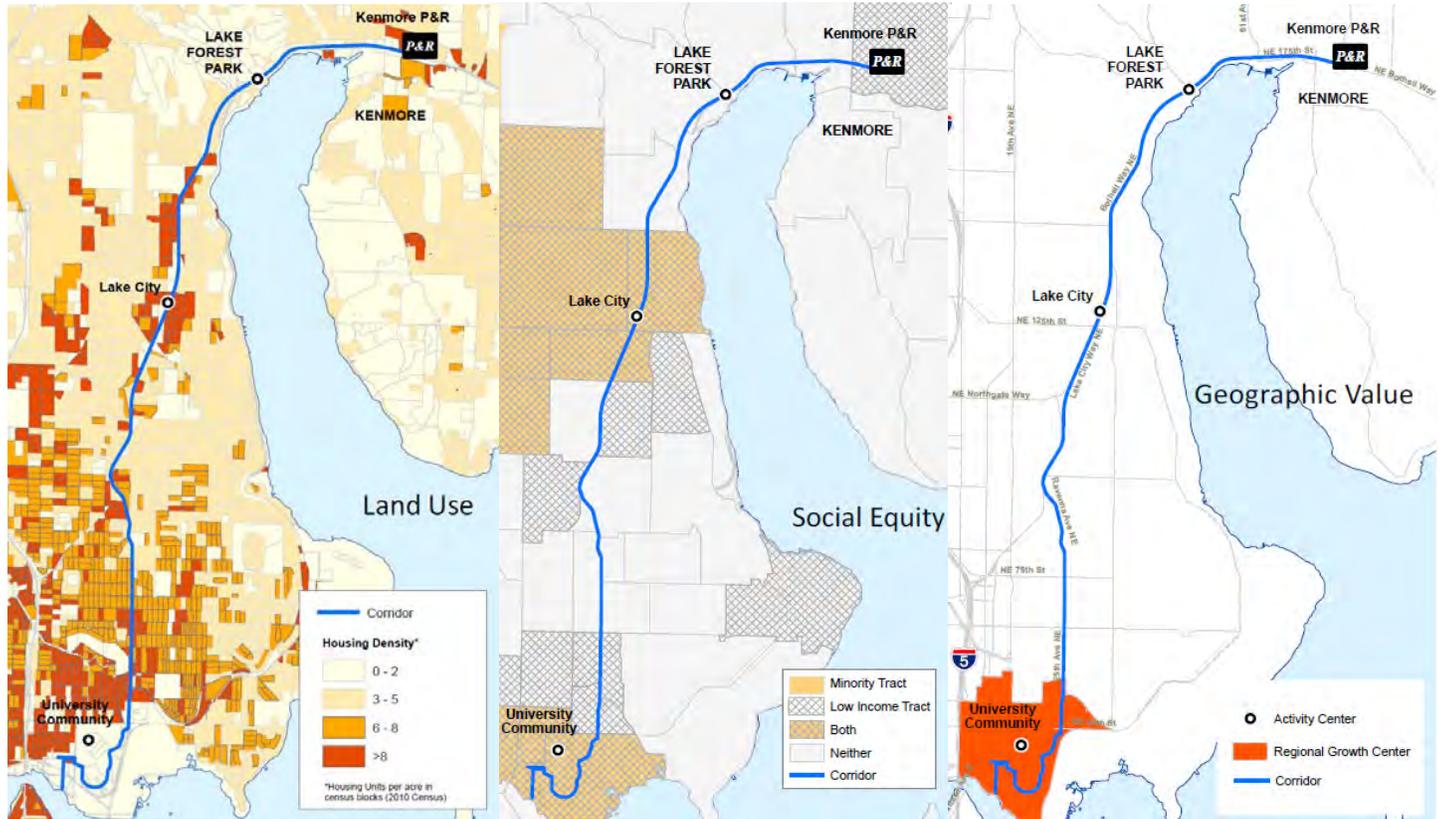
Final Target Service Level

Service Family	Peak	Off Peak	Night
Frequent	<15	30	30

Examples of Frequent Corridors

Corridor: #45 Kenmore to U District via Lake Forest Park/Lake City

Step One: Set Initial Service Levels



Land Use	Points
<u>12,066 H/H</u> = 1,119 10.78 Mi.	4
<u>35,173 Jobs</u> = 3,236 10.78 Mi.	0

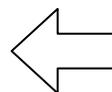
Social Equity	Points
<u>1,333 low inc</u> = 62% 2,133 tot. boardings	5
<u>632 min</u> = 30% 2,133 tot. boardings	0

Geographic Value	Points
Primary Connections	
Activity Centers	
Kenmore to U District	5
Regional Growth Centers	
	0

Land Use Thresholds		
H/H	Jobs	Points
3,110	17,390	10
2,080	11,480	7
1,040	5,810	4
<1,040	<5,810	0

Social Equity Thresholds	
> system average	Points
Low Inc. 54%	5
Min 52%	5

Initial Frequency Assignment			
Scoring Range	Peak	Off Peak	Night
25-40	15	15	30
18-24	15	30	30
10-18	30	30	--
0-9	<60	<60	--



Corridor Score	Points
Land Use	4
Social Equity	5
Geographic Value	5
Total	14

Examples of Frequent Corridors

Corridor: #45 Kenmore to U District via Lake Forest Park/Lake City

Step Two: Compare Initial Frequency Assignment to Existing Demand

Could everyone fit at the Initial Frequency?

Current Service			Initial Assignment		Service Increase?
Period	Frequency	Max Load	Frequency	Max Load	
Peak	<15	0.64	30	1.93	Yes – two levels
Off Peak	30	0.66	30	0.66	No

Thresholds for service increases due to load	
Max Load	Increase
1.50	Two levels
0.80	One level

How much of the service cost does the corridor recover?

Current Service			Initial Assignment		Service Increase?
Period	Frequency	Cost Recovery	Frequency	Cost Recovery	
Peak	<15	32%	30	79%	No
Off Peak	30	28%	30	28%	No
Night	60	19%	--	19%	Yes – 30 min

Thresholds for service increases due to load		
Period	Cost Recovery	Increase
Peak/Off Peak	100%	Two levels
Peak/Off Peak	50%	One level
Night	33%	One level
Night	16%	30 min
Night	8%	60 min

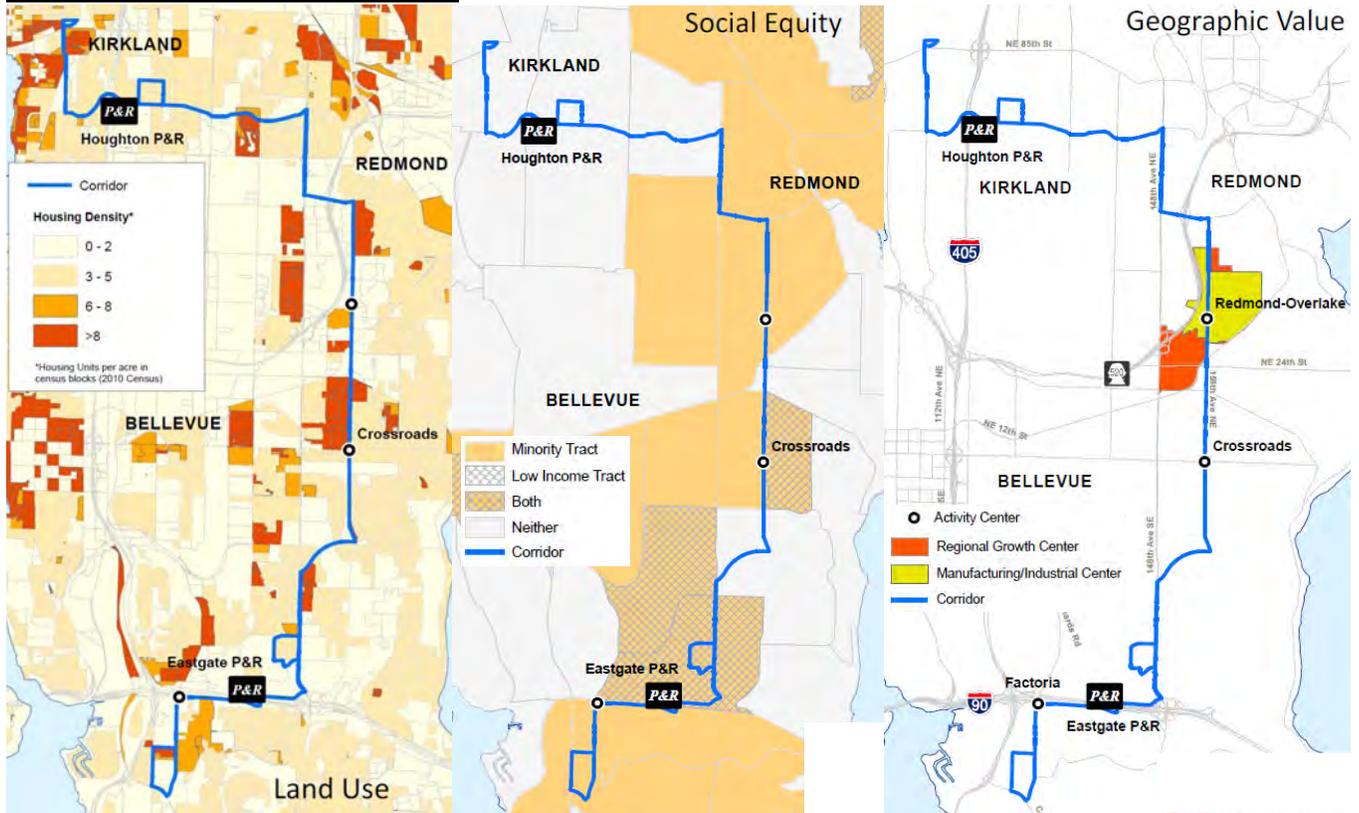
Final Target Service Level

Service Family	Peak	Off Peak	Night
Frequent	<15	30	30

Examples of Local Corridors

Corridor: #54 Kirkland to Factoria via Overlake, Crossroads, Eastgate

Step One: Set Initial Service Levels



Land Use	Points
11,599 H/H = 698 16.62 Mi.	0
24,733 Jobs = 1,488 16.62 Mi.	0

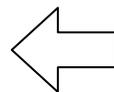
Land Use Thresholds		
H/H	Jobs	Points
3,110	17,390	10
2,080	11,480	7
1,040	5,810	4
<1,040	<5,810	0

Social Equity Thresholds	
> system average	Points
Low Inc. 54%	5
Min 52%	5

Social Equity	Points
176 low inc = 12% 1,477 tot. boardings	0
915 min = 62% 1,477 tot. boardings	5

Geographic Value	Points
Primary Connections	
Activity Centers	
Kirkland to Overlake	5
Regional Growth Centers	
	0

Initial Frequency Assignment			
Scoring Range	Peak	Off Peak	Night
25-40	15	15	30
18-24	15	30	30
10-18	30	30	--
0-9	<60	<60	--



Corridor Score	Points
Land Use	0
Social Equity	5
Geographic Value	5
Total	10

Examples of Local Corridors

Corridor: #54 Kirkland to Factoria via Overlake, Crossroads, Eastgate

Step Two: Compare Initial Frequency Assignment to Existing Demand

Could everyone fit at the Initial Frequency?

Current Service			Initial Assignment		Service Increase?
Period	Frequency	Max Load	Frequency	Max Load	
Peak	15	0.40	30	0.80	No
Off Peak	15	0.40	30	0.80	No

Thresholds for service increases due to load	
Max Load	Increase
1.50	Two levels
0.80	One level

How much of the service cost does the corridor recover?

Current Service			Initial Assignment		Service Increase?
Period	Frequency	Cost Recovery	Frequency	Cost Recovery	
Peak	15	19%	30	37%	No
Off Peak	15	15%	30	30%	No
Night	30	11%	--	11%	Yes – 60 min

Thresholds for service increases due to load		
Period	Cost Recovery	Increase
Peak/Off Peak	100%	Two levels
Peak/Off Peak	50%	One level
Night	33%	One level
Night	16%	30 min
Night	8%	60 min

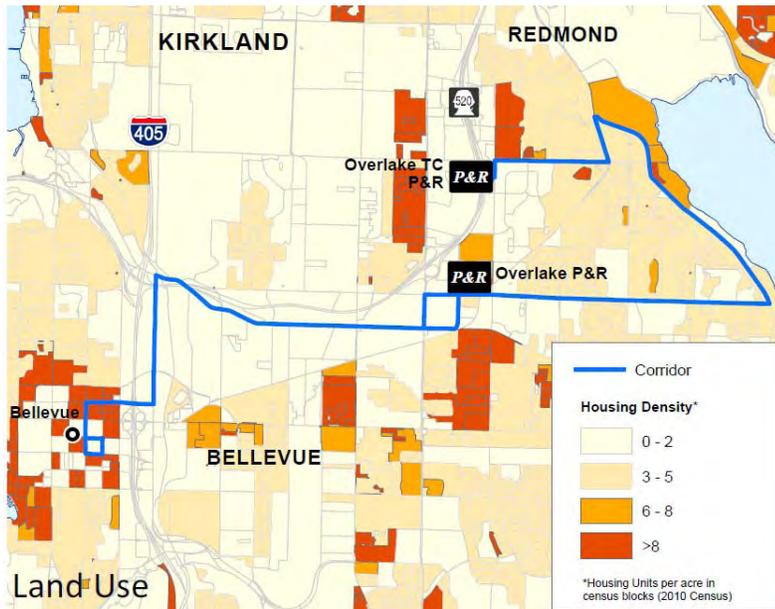
Final Target Service Level

Service Family	Peak	Off Peak	Night
Local	30	30	60

Examples of Hourly Corridors

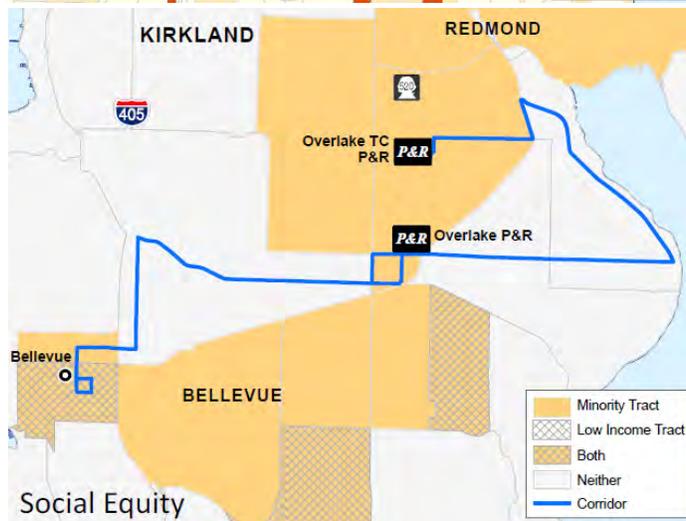
Corridor: #73 Overlake to Bellevue via Sammamish Viewpoint, Northrup Way

Step One: Set Initial Service Levels



Land Use Thresholds		
H/H	Jobs	Points
3,110	17,390	10
2,080	11,480	7
1,040	5,810	4
<1,040	<5,810	0

Land Use	Points
<u>6,369 H/H</u> = 556 11.45 Mi.	0
<u>35,236 Jobs</u> = 3,078 11.45 Mi.	0



Social Equity	Points
<u>0 low inc</u> = 0%	0
262 tot. boardings	
<u>80 min</u> = 31%	0
262 tot. boardings	

Social Equity Thresholds	
> system average	Points
Low Inc. 54%	5
Min 52%	5



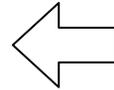
Geographic Value	Points
Primary Connections	
Activity Centers	
Overland and South Kirkland P&R	5
Regional Growth Centers	
	0

Examples of Hourly Corridors

Corridor: #73 Overlake to Bellevue via Sammamish Viewpoint, Northup Way

Step One Summary:

Initial Frequency Assignment			
Scoring Range	Peak	Off Peak	Night
25-40	15	15	30
18-24	15	30	30
10-18	30	30	--
0-9	<60	<60	--



Corridor Score	Points
Land Use	0
Social Equity	0
Geographic Value	5
Total	5

Step Two: Compare Initial Frequency Assignment to Existing Demand

Could everyone fit at the Initial Frequency?

Current Service			Initial Assignment		Service Increase?
Period	Frequency	Max Load	Frequency	Max Load	
Peak	30	0.33	60	0.66	No
Off Peak	60	0.25	60	0.25	No

Thresholds for service increases due to load	
Max Load	Increase
1.50	Two levels
0.80	One level

How much of the service cost does the corridor recover?

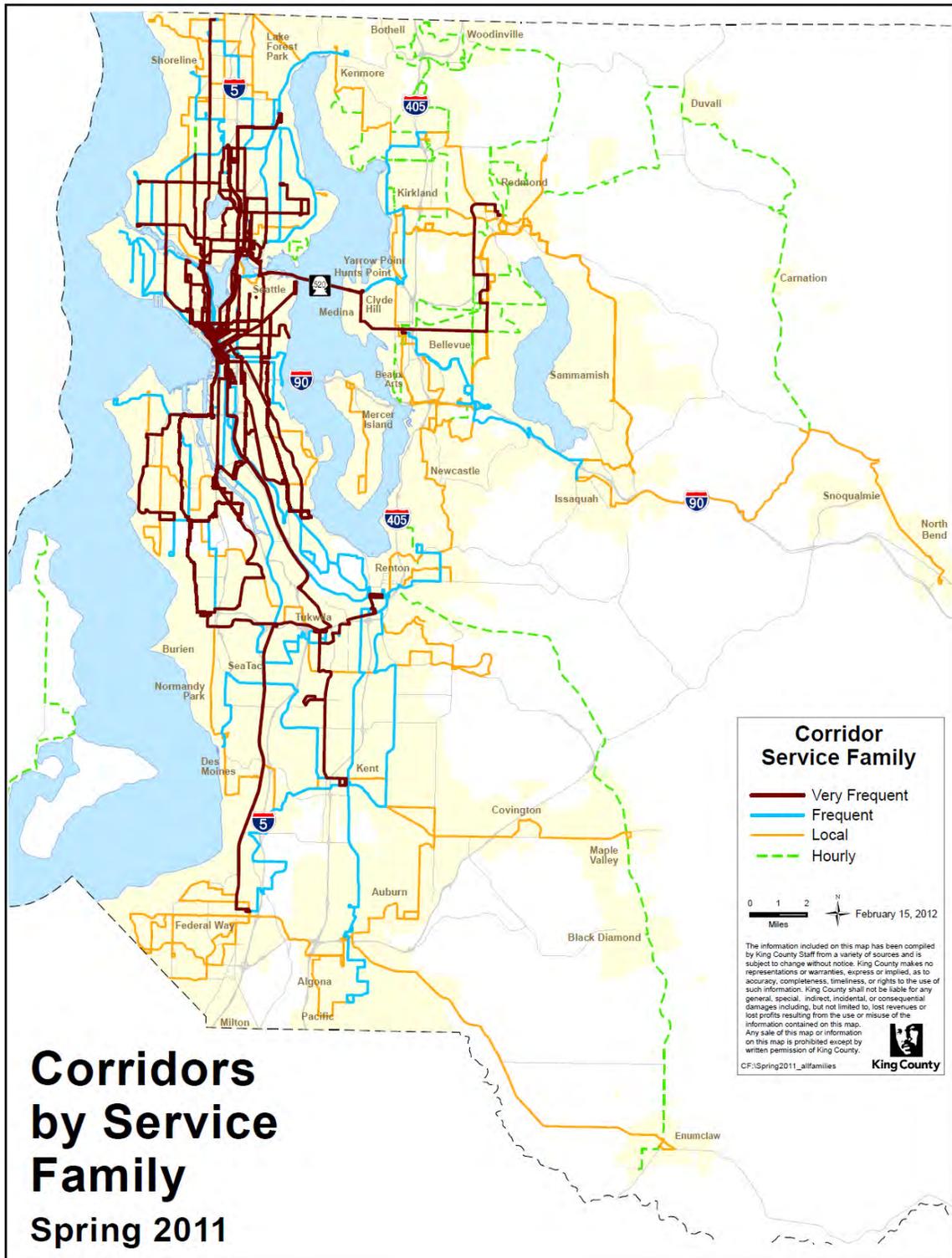
Current Service			Initial Assignment		Service Increase?
Period	Frequency	Cost Recovery	Frequency	Cost Recovery	
Peak	30	13%	60	26%	No
Off Peak	60	11%	60	11%	No
Night	<60	4%	--	4%	No

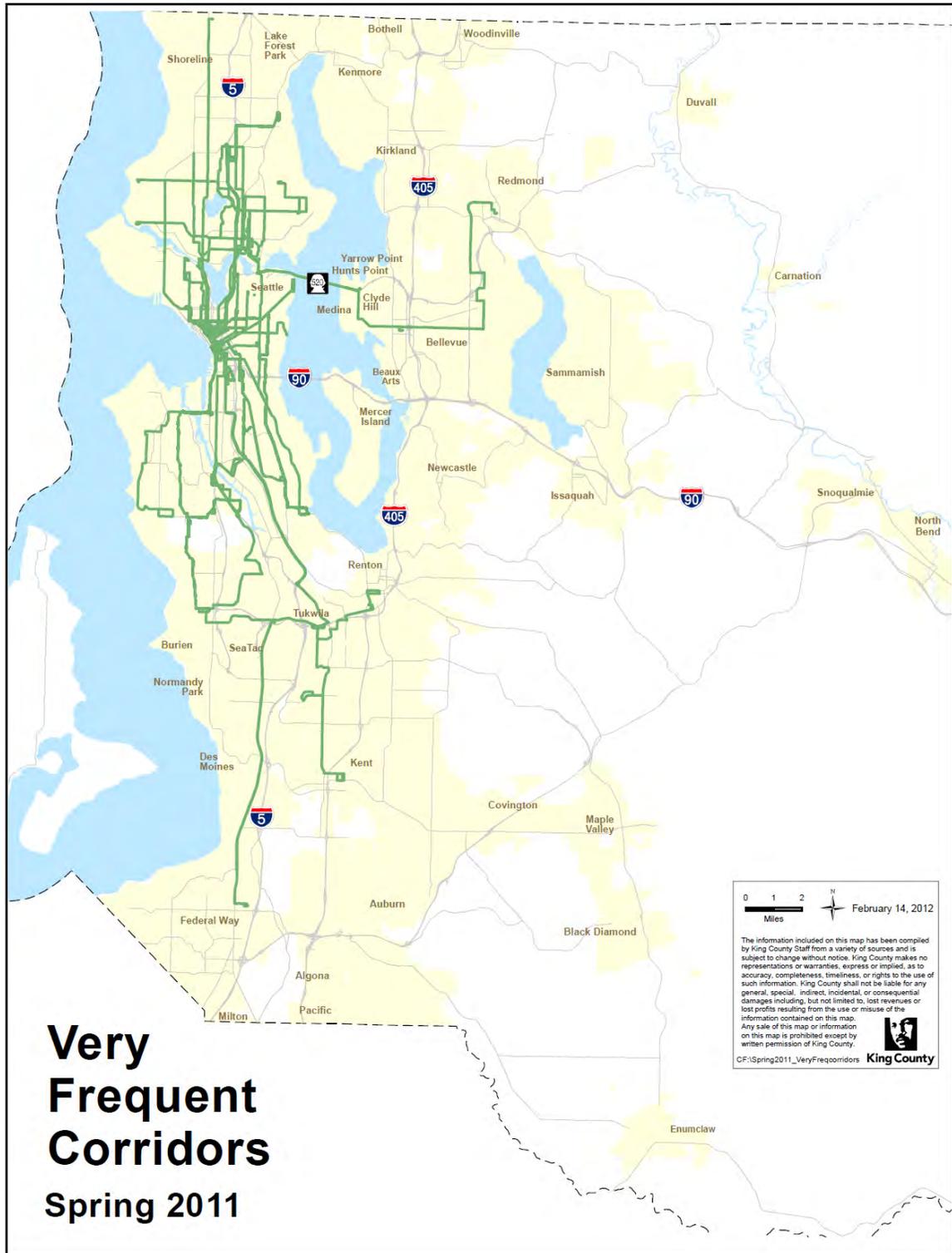
Thresholds for service increases due to load		
Period	Cost Recovery	Increase
Peak/Off Peak	100%	Two levels
Peak/Off Peak	50%	One level
Night	33%	One level
Night	16%	30 min
Night	8%	60 min

Final Target Service Level

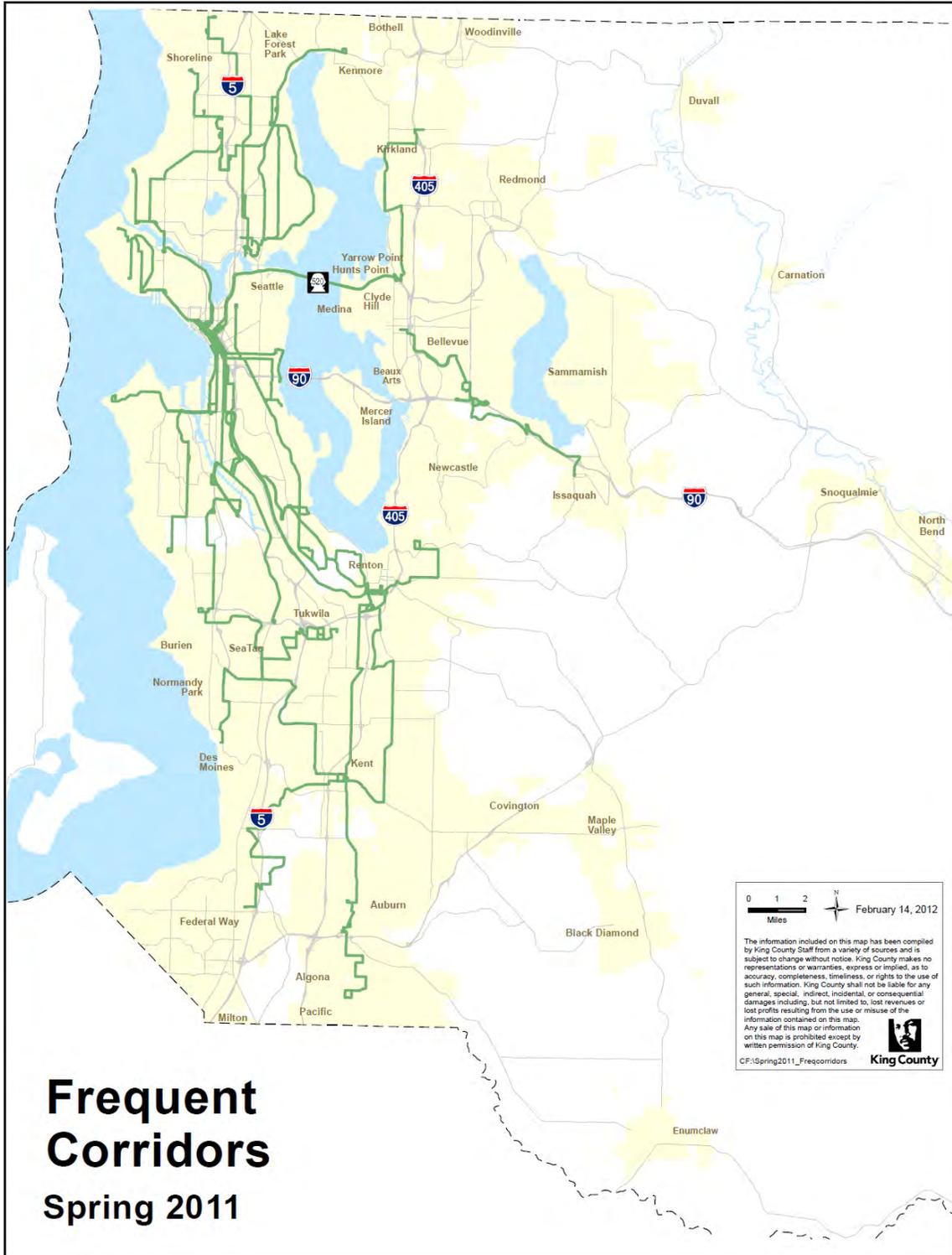
Service Family	Peak	Off Peak	Night
Hourly	<60	<60	--

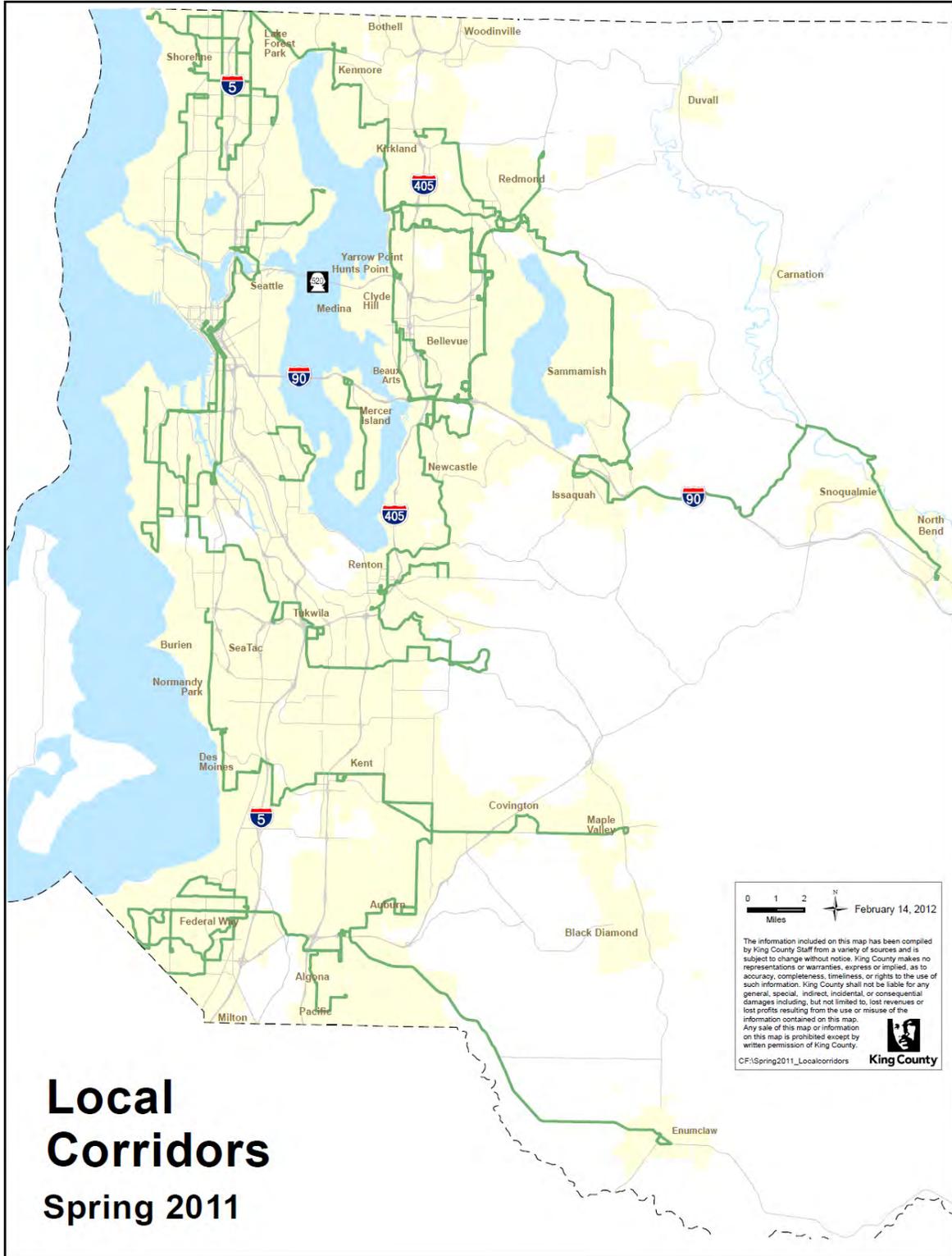
Corridor Maps



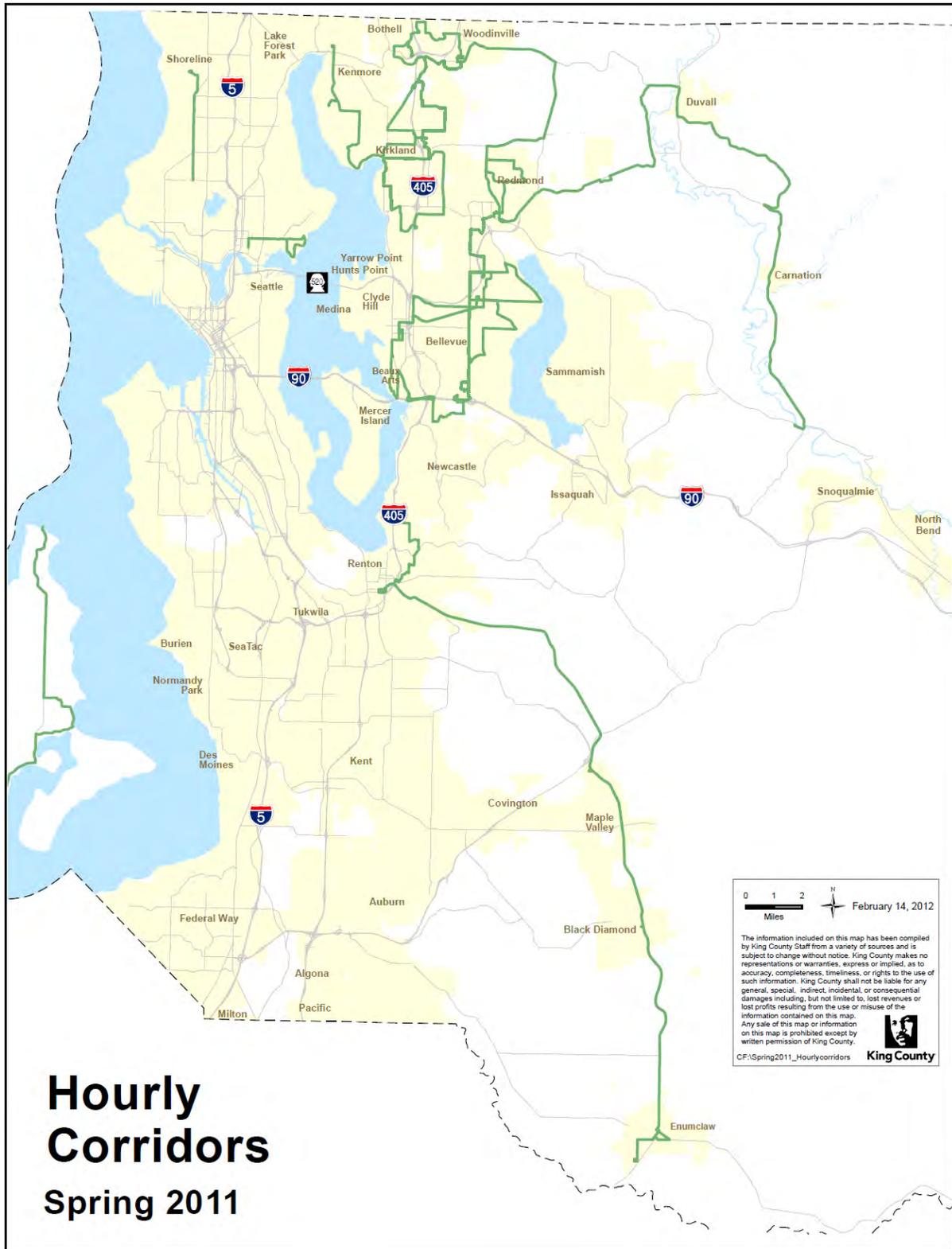


Corridor Maps





Corridor Maps



Corridor Maps

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												
3,113	10	17,849	10	51.5%	5	54.4%	5	Yes	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	No	0

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

Corridor Maps

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										
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

Corridor Maps

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

Corridor Identifier Number	Connections				Land Use - Productivity				Social Equity - Demographics				Geographic Value - Primary Connections				TOTAL SCORE		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			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	145	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												
3,113	10	17,849	10	51.5%	5	54.4%	5	Yes	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	No	0

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

Corridor Maps

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												
3,113	10	17,849	10	51.5%	5	54.4%	5	Yes	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	No	0

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

Corridor Maps

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	2	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	1	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	2	1	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	1	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	1	1	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	1	1	1	< 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	2	1	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	2	1	1	< 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	1	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	1	1	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	1	1	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	1	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	1	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	2	2	1	< 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	2	1	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	1	0	0	15	30	30	Frequent

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

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

Overserved
Underserved

Corridor Maps

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	1	0	1	< 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	1	1	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	1	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	1	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	1	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	1	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	1	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	1	1	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	2	1	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	1	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	1	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	1	1	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
0.80	1	1

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

Overserved	Underserved
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Corridor Maps

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
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

Corridor Maps

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

Corridor Maps

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	1	2	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	2	1	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	2	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