



**King County
Metro Transit Division**

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

Memorandum

October 2, 2006

TO: Interested parties

Handwritten signature of David Hull in black ink.

Handwritten signature of Chuck Sawyer in black ink.

FM: David Hull, Supervisor and Chuck Sawyer, Supervisor
Service Planning Research and Management Information

RE: ***2005 Route Performance Report***
2003 – 2004 Peer Agency Comparisons

Attached are copies of the ***2005 Route Performance Report*** (Report) and the ***2003 – 2004 Peer Agency Comparison***. These respectively report on the performance of individual King County Metro routes and the performance of the Metro system as a whole compared to peer transit agencies.

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

Route Performance Report for 2005. The Report consists of a list of routes grouped by subarea and time period, showing each route's performance on four measures plus a summary score.

Two measures used to evaluate each route were established by the 1997 Route Performance Guidelines. These guidelines were developed in response to the Six-Year Transit Development Plan for 1996 – 2001 policy that directed regular performance reports on each route. Additional route performance measures were adopted as part of the Six-Year Transit Development Plan for 2002 – 2007. One of these measures, passenger miles divided by seat miles was updated in 2004 to passenger miles divided by coach (platform) miles to better reflect performance in removing vehicle miles traveled on the roadways.

Two performance categories are highlighted in the Report for further action.

- Routes with “Strong” performance are to be considered for expansion.
- “Below minimum performance” routes are to be evaluated for changes to improve performance, or for discontinuation if performance does not improve after changes are tried. Changes intended to improve performance or to delete routes that continue to have poor performance are subjected to a public process and only implemented if approved by the County Council.

Performance is evaluated based on comparison to other members of a group of routes, and routes are grouped by subarea and time period for similarity in operating conditions. Each of these subarea and time period groups will have some “strong” and some “below minimum” performance routes determined by thresholds based upon the average route performance in each group. These thresholds are updated every three years based upon the goal that the overall route network will improve performance continuously as a result of expanding high performance routes and deleting low performance routes. The performance thresholds used in this Report are based on fall 2005 route data, and they are shown in a table at the front of the Report route data tables.

The Report has an introductory section that contains explanations for the measures, the route groupings, and the thresholds. The introduction also contains tables summarizing performance by time period and year. Although in some cases it may be appropriate to accept unchanged performance for an individual route, the summary tables show whether or not the Report is working as a tool to continually improve route performance.

Peer Agency Comparison, 2001 to 2004. In 2004, the Regional Transit Committee recommended, and the King County Council adopted, an amendment to the Six-Year Transit Development Plan directing the Transit Division to develop and recommend “an approach to peer agency comparison that identifies:

- the appropriate measures of performance;
- the major factors, internal and external, that vary among transit agencies and affect performance;
- the extent to which those factors can be tracked for a small group of peer agencies to inform the performance comparisons, and
- a list of five peer agencies considered to be most comparable to King County Metro Transit based on agency characteristics and the ability to track major performance-related factors.” (King County Metro Six-Year Transit Development Plan September 2002 - Updated November 2004)

In response to this Six-Year Plan amendment, the Transit Division conducted an analysis, which is reported separately in the technical report “Transit Peer Agency Comparisons – Analysis and Recommendations.” On the basis of this analysis, the Transit Division identified a group of six agencies for peer comparison, and the peer report attached to this memorandum compares King County Metro with this group of six agencies, as well as

with the larger group of 27 peer agencies that the Regional Transit Committee established in 2003.

The data used for these comparisons are from the National Transit Database (NTD) published by the Federal Transit Administration. These measures focus on changes from 2001, the “base year” for the Six-Year Plan, to 2004, the year for which the most current NTD data are available. Through 2004, King County Metro’s statistics for Motor Bus and Trolley Bus include service operated by Metro under contract to Sound Transit.

The three performance measures used for these comparisons, and their corresponding policy areas, are included and discussed in Strategy M-1 of the current Six-Year Plan:

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

Over the period 2001 to 2004, King County Metro’s increases in **Operating Cost per Platform Hour** were in line with increases experienced by peers, while King County Metro’s **Boardings per Platform Hour** and **Boardings per Capita** declined at slower rates than those of peer agencies.

Additional Information

Should you have any questions about the *Report on 2005 Route Performance*, please call David Hull at 263-4734, or Diane Harper at 684-1646.

Should you have any questions about the *Peer Agency Comparisons, 2001 to 2004*, please call Chuck Sawyer at 684-1512.

2001-2004 Transit Peer Agency Comparisons

Prepared by King County Metro Transit
Research and Management Information

July 2006



Transit Peer Agency Comparisons, 2001 to 2004

This report compares King County Metro Transit with transit agency peers on three performance indicators: (1) percent change in boardings per platform hour; (2) percent change in operating cost per platform hour; and (3) percent change in boardings per capita. These indicators show changes in the measures identified in Table 3-1 “Six-Year Plan Progress Target,” (page 3-12) of the Six-Year Plan, and are the only measures among those in this table that allow for comparisons with peer agencies based on the National Transit Database. The information provided in the attached seven graphs is summarized below.

Figure 1 Boardings for Motor Bus and Trolley Bus, 2004. Figure 1 provides context for these comparisons by showing the total 2004 Motor Bus and Trolley Bus boardings for all 31 transit agencies in the U.S. with over 25 million boardings. Metro had the ninth highest Motor Bus and Trolley Bus boardings of all agencies. (Note that the boardings are not directly comparable to the rides reported in the Route Performance Report as the Peer Comparison includes routes operated for Sound Transit, the rides within the downtown Seattle Ride Free Area, and the data are annualized in a different way.)

Comparison with Seven-Agency Peer Group

Figure 2 Average Annual Percent Change in Boardings per Platform Hour.

Boardings per platform hour declined by an annual average of 3.3 percent from 2001 to 2004, reflecting the impact of the downturn in the economy. This was about twice the average percentage decline experienced by Metro (1.6 percent) over this same period.

Figure 3 Average Annual Percent Change in Operating Cost per Platform Hour.

Metro’s operating cost per platform hour of Motorbus and Trolley Bus service increased by an average of 3.7% per year from 2001 to 2004, nearly equal to the 3.5 percent annual average increase.

Figure 4 Average Annual Percent Change in Boardings per Capita. Boardings per capita decline by an average of 3.6 percent per year from 2001 to 2004, while Metro nearly held constant with a an average annual percentage decline of only 0.1 percent.

Comparison with Twenty-Eight Agency Peer Group

Figure 5 Average Annual Percent Change in Boardings per Platform Hour. The larger 28-agency peer group had an annual average decline in boardings per platform hour of 2.2 percent, about one-third greater than the rate of decline at Metro.

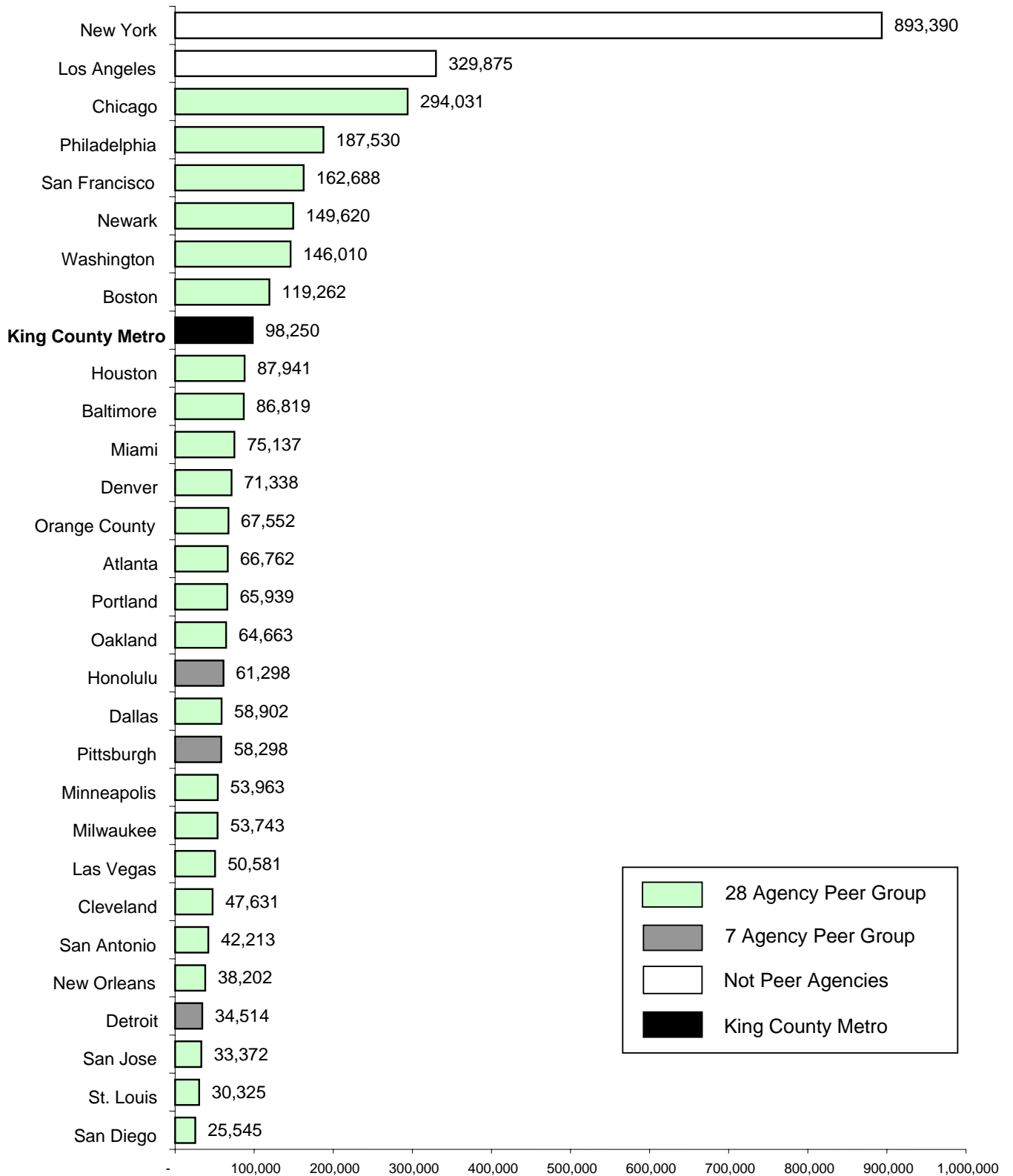
Figure 6 Average Annual Percent Change in Operating Cost per Platform Hour.

King County Metro’s 2001 to 2004 annual average increase of 3.7 percent in operating cost per platform hour was below the 4.4 percent increase of the large peer group.

Figure 7 Average Annual Percent Change in Boardings per Capita.

The average annual decline in boardings per capita for the larger group of 28 transit agencies was 0.9 percent from 2001 to 2004, a much greater decline than Metro’s 0.1 percent annual average over this period. (Note: The service area for the transit agency serving Washington, D.C. was redefined between the 2001 and 2004 National Transit Database reports, resulting in a service area reduction of over 25 percent, and a decline in service area population of 39%, resulting in the very large increase in boardings per capita.)

Figure 1
Boardings for Motorbus and Trolley Bus in Thousands, 2004



NOTE: Agencies in the 7 Agency Peer Group are also included in the 28 Agency Peer Group

Figure 2
Average Annual Percent Change in Boardings per Platform Hour
2001-2004 (Motorbus and Trolley Bus)

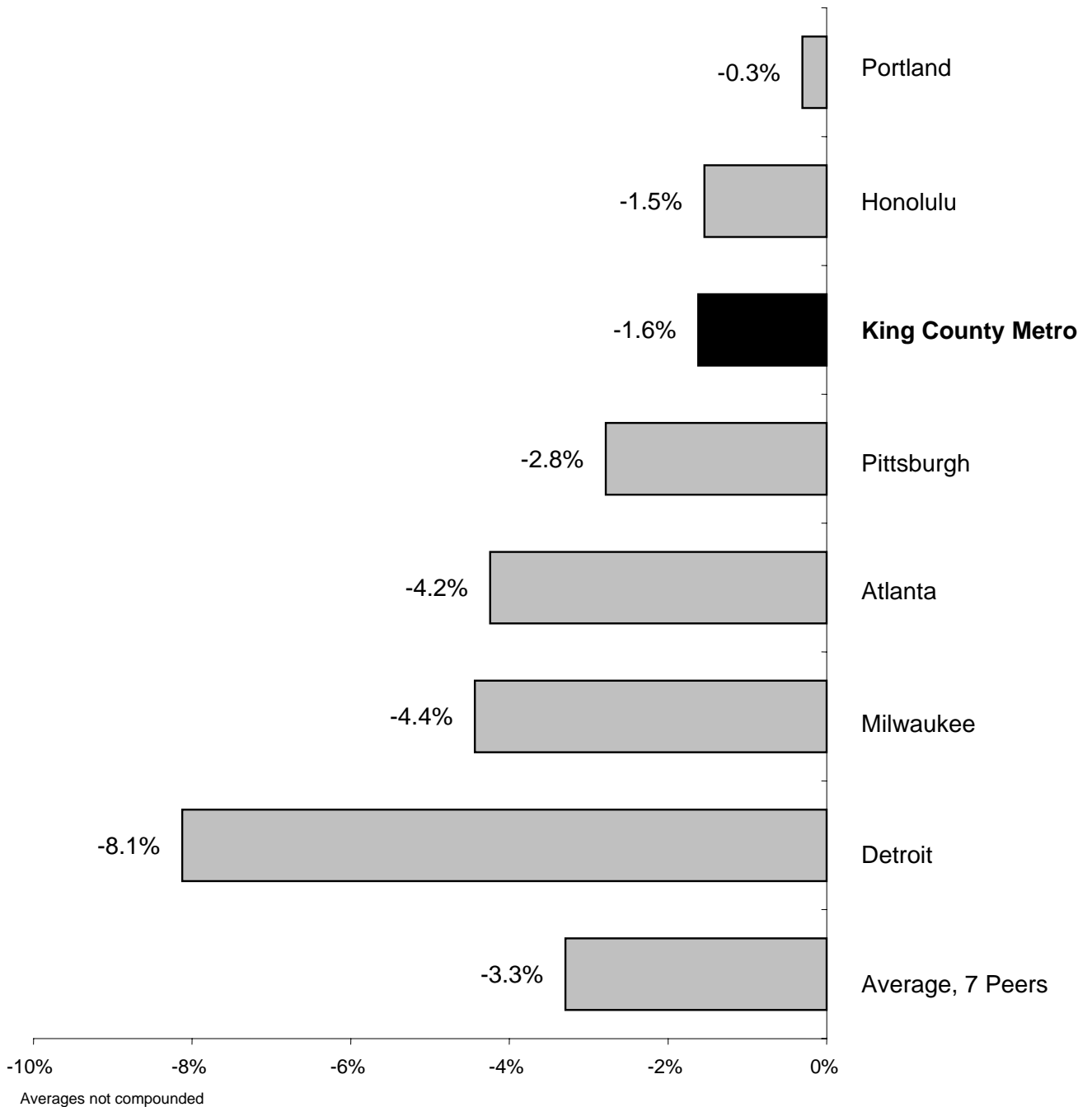


Figure 3
Average Annual Percent Change in Operating Cost Per Platform Hour
2001-2004 (Motorbus and Trolley Bus)

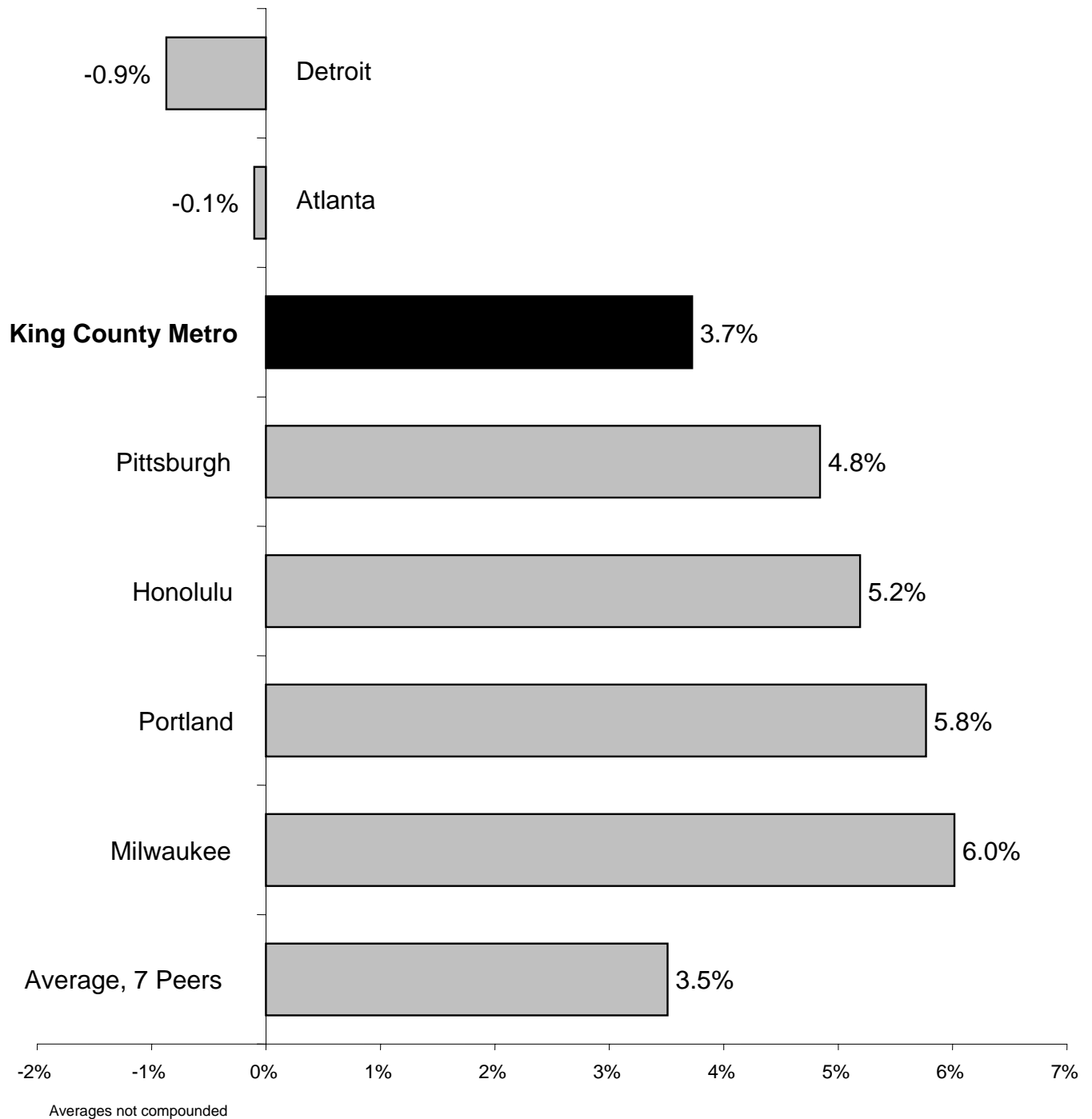
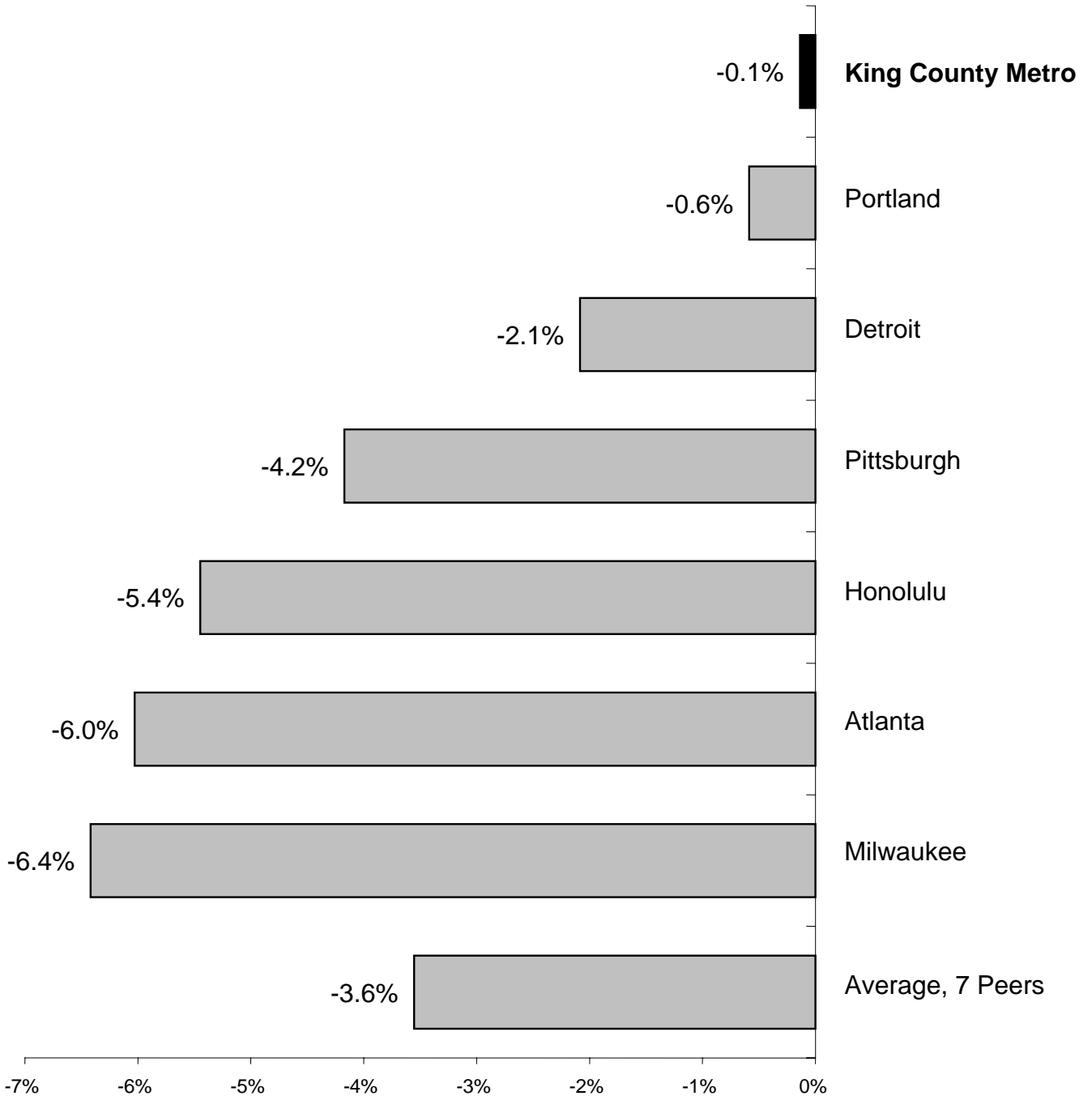


Figure 4
Average Annual Percent Change in Boardings per Capita
2001-2004 (Motorbus and Trolley Bus)



Note: Service Area Population changed significantly for some properties in 2004.
 Averages not compounded

Figure 5
Average Annual Percent Change in Boardings per Platform Hour
2001-2004 (Motorbus and Trolley Bus)

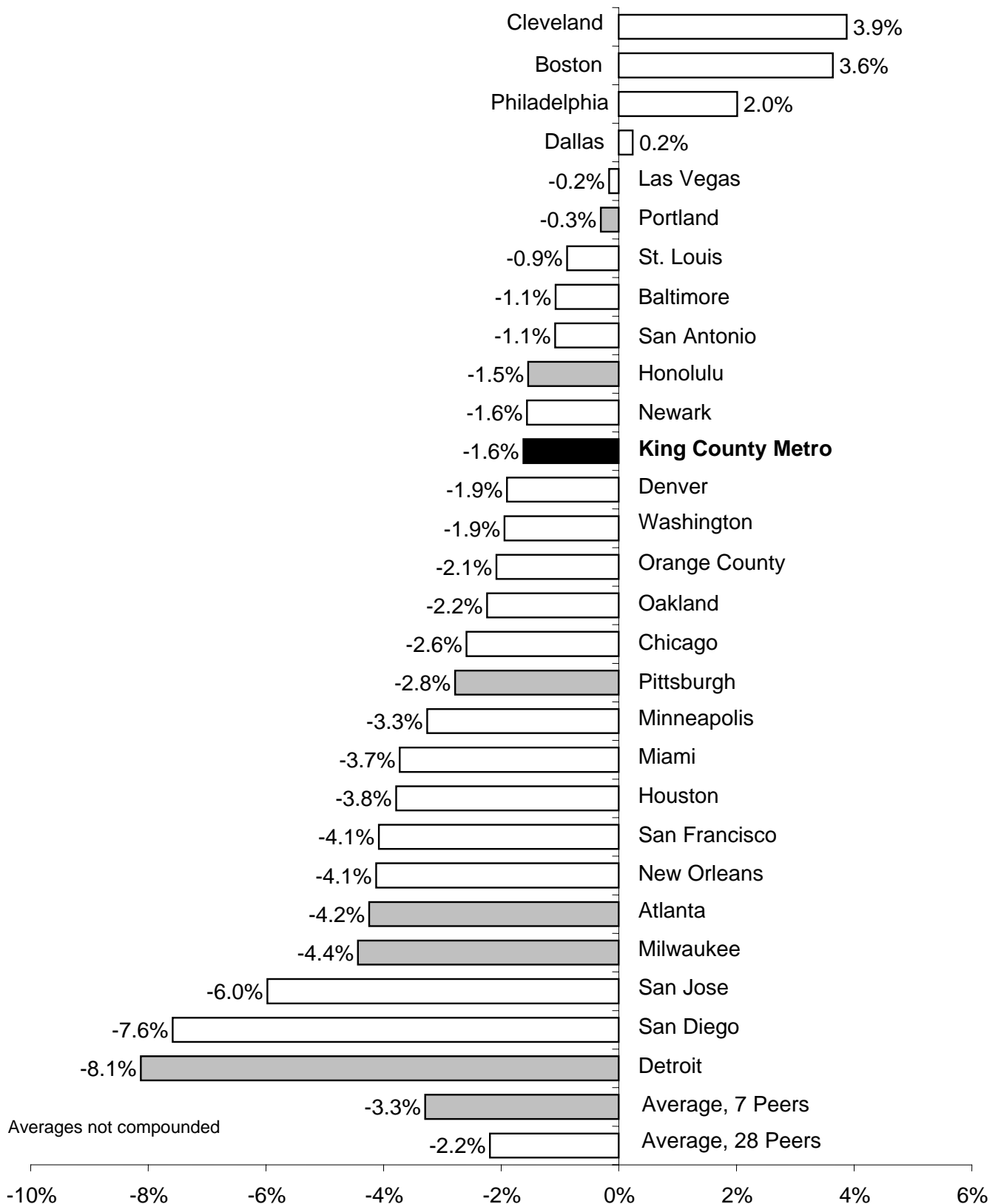


Figure 6
Average Annual Percent Change in Operating Cost per Platform Hour
2001-2004 (Motorbus and Trolley Bus)

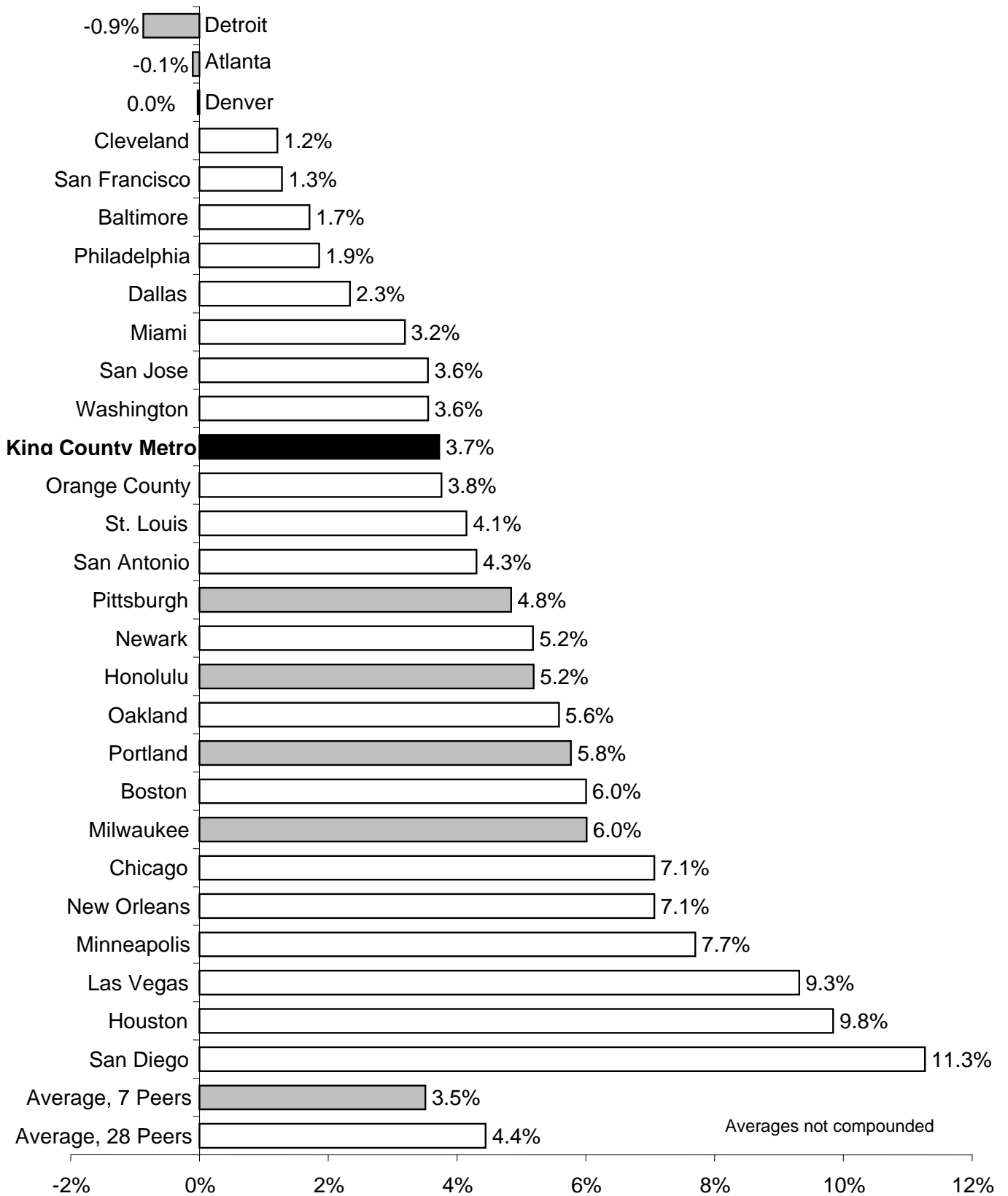
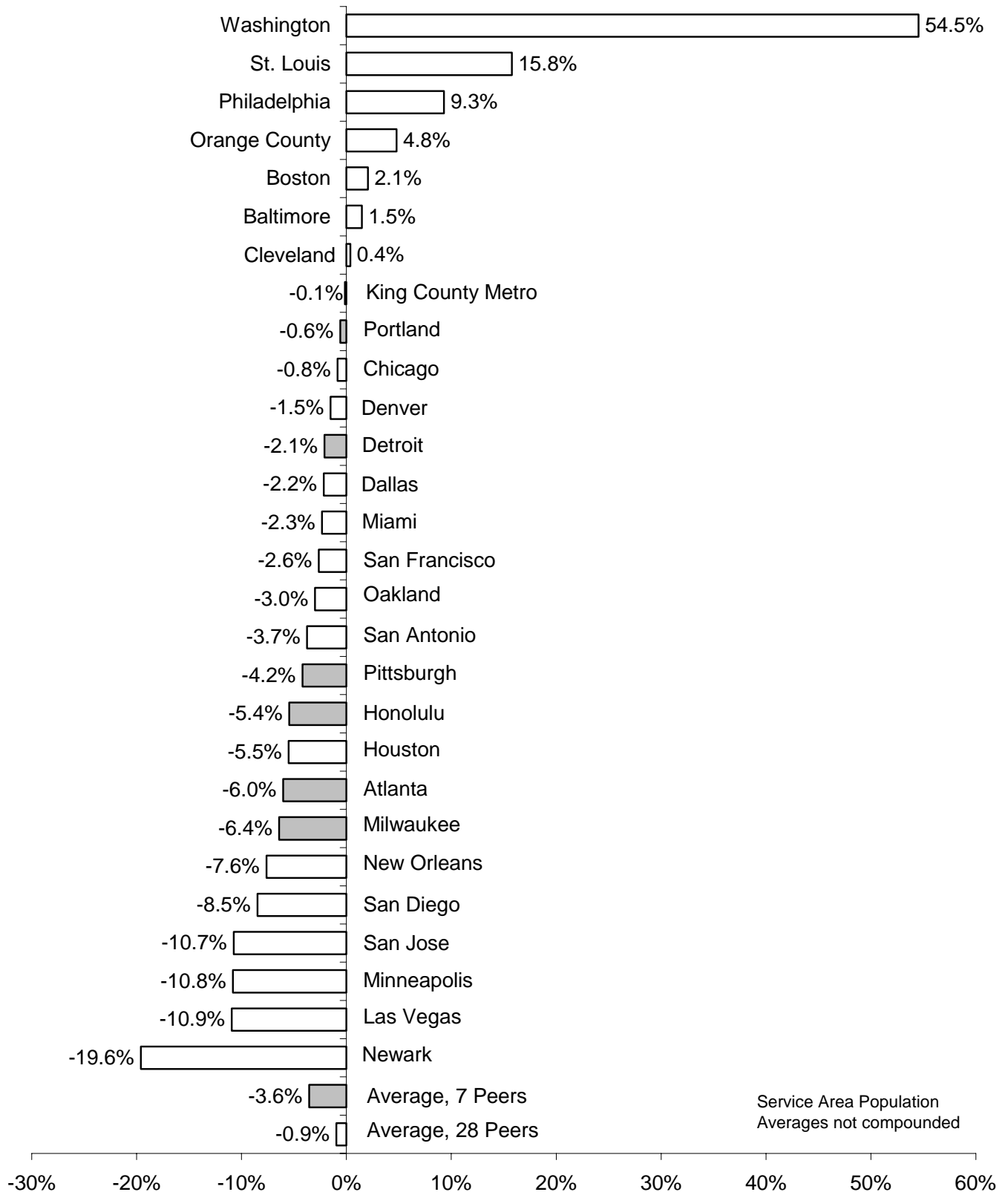


Figure 7
Average Annual Percent Change in Boardings per Capita
2001-2004 (Motorbus and Trolley Bus)



2005
Route Performance Report

Prepared by
King County Metro Transit

Service Development Section:
Service Planning
Scheduling

October 2006

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Explanation of Measures and Route Groups

A. Performance Measures: Discussion and Examples

➤ **Riders per revenue hour.** Routes with many ons and offs during each trip tend to do well on this measure. The high number of ons and offs is typical for routes operating in areas of dense population and employment, where many riders make short trips. The length of the trip and the density of the population and employment (thus number of stops) along it are correlated to performance on this measure. There are exceptions such as express trips that fill all seats and travel at mostly freeway speeds. This kind of trip achieves high ridership per revenue hour because the number of revenue hours per trip is quite small. (By contrast, if the non-revenue return trip was included, the route would drop by about half.) The range on this measure for the individual route variants at different times is high, with 98% of the variants ranging between 96 and 7 rides per revenue hour.

Example - An illustration of the impact of the travel time: Route 15 TB is a short route between Ballard and Seattle, while Route 132 EX travels from Highline Community College in Burien to Seattle. These two routes in the peak time period have the same number of trips (2,286 annually). They carry about the same number of riders annually (104,000 for Route 132 and 100,000 for Route 15 TB). But Route 15 TB has a travel time that averages 32 minutes per trip, while Route 132 EX averages 59 minutes per trip. Since one of the factors in this measure is time spent in carrying riders, Route 15 TB scores much higher on this measure at 82 rides per revenue hour than does Route 132 EX at 46 rides per revenue hour.

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

Example: The example of Route 3S TB and Route 177 illustrates the relationship between riders per hour and fare return to operating expense. While Route 177 carries 403,000 riders annually, while Route 3S TB carries 356,000; many more riders get on and off Route 3 each hour of operation (or hour of expense). Route 3S TB averages 47% of its operating expense covered by fares; while Route 177 with more riders, but fewer riders per hour of

operation, averages only 29% fare recovery. There are some exceptions where the expense recovery from fares is not directly related to the number of riders even though operational expenses are the same. An example would be Route 271. Both Route 271 and Route 255 cost about \$1.8 million annually, and both serve about 430,000 riders annually. But Route 271 serves both a community college campus and the University of Washington. Due to the higher rate of off-peak rides and number of transfers, the cost recovery from fares is only 16% for Route 271; while Route 255 averages about 30% fare return.

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

Example: Routes 190 and 191 travel about the same number of miles between Star Lake Park-and-Ride and downtown Seattle (20 and 22 miles), and they also have the about the same number of trips (3000 and 2800 annually) and riders (79,000 and 72,000). They both travel about 60,800 miles annually while carrying riders. In 2005, Route 190 averaged 665 passenger miles per revenue hour, while Route 191 averaged only 309 passenger miles per revenue hour. The difference is a result of the route design: Route 191 travels a long distance on Highway 99 before getting on I-5; Route 190 travels almost exclusively via the freeway; thus there is a large difference in speed, or the revenue miles per revenue hour. Route 190 carries many more riders per hour, as each trip takes less time. Also, as an all freeway route it makes no stops between Star Lake and Seattle, so all passengers travel the full length of the route, while Route 191 has intermediate stops, so some riders travel fewer miles than others.

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

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

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

➤ **“Route Effectiveness Sum” definition:** The Route Effectiveness Sum is intended to provide a way of comparing the routes in a specific group via a summary score for the four performance measures. It is calculated by adding four separate scores, one for each of the four performance measures for each route. These scores are a mathematical relationship of the standard deviation of a route’s performance from its group’s average performance for each measure. By the definition of standard deviation, the average for each group of routes will be 0, and the high and low scores are equal in distance from zero - one positive and one negative. The result is that within each group about half of the routes will have a positive “Route Effectiveness Sum” and have will have negative.

Few routes have both strong performance in one or more measures and below minimum performance in one or more measures. An extremely high or low score on one or two of the four measures may be enough to weight the overall Route Effectiveness Sum to a high or low number even though the route performs adequately on the other measures..

Use of the “Route Effectiveness Sum.” The Route Effectiveness Sum cannot be compared across groups. Standard deviations and averages depend upon the other scores and the number of items within a specified group, and the Route Effectiveness Sum represents only the position of a route within its subarea and time period group. The Route Effectiveness Sum is a mathematical construct that indicates how extreme a route’s performance is within a group of other routes. It can be used only to rank the overall performance of one route within a group of routes. By contrast, the numbers reported for the four performance measures represent a consistent physical measurement across all of the subareas and time periods. For instance, carrying 33 rides per revenue hour is the same number whatever the time period or subarea.

Example by analogy: *Question: which route did better on all four measures, the route variant with a Route Effectiveness Sum of 4.4. or the one that got only 1.9?*

This cannot be answered without knowing whether the route variants were in the same group. In this example from the 2005 Route Performance tables, the answer is the variant with a Route Effectiveness Sum of 1.9 actually performed better on every one of the four measures – more riders per revenue hour, per revenue mile, etc. The Route Effectiveness Sum of the better performing route was lower because it was in the South peak group. That is a higher performance group on average than the East night group where the score of 4.4 was achieved.

The only way to compare the numerical scores across time periods and/or subareas with the Route Effectiveness Sum would be to include all of the routes from every time period and subarea in one group, and then calculate a new set of Route Effectiveness scores based on the new group's averages and standard deviations on the measures.

B. Route Definition and Performance Groups

Routes are divided into groups by subarea and by time of day. Planning Subareas were defined when the *Long Range Policy Framework for Public Transportation* was adopted by the King County Council in 1993. All cross-subarea routes are kept whole for the purpose of performance evaluation, rather than dividing 50/50 those all day routes that travel between subareas as currently done for the purpose of allocating hours among subareas. For usefulness in comparing current and past route performance on routes crossing subarea boundaries, routes are reported in the same subarea as in prior years.

Route performance within each subarea is evaluated separately for three time periods that have different ridership characteristics. The three time periods are the peak period, offpeak (including weekend days), and night (all seven days). Time periods reflect the increasingly broad span of peak-period service levels, with the "peak" time period 4 hours in both morning and evening on weekdays (excluding holidays).

➤ **Routes are defined by route number, part of route and type of route.** Some route numbers include multiple variations, or "route variants" that are evaluated separately for performance. Route parts (north and south, or east and west) can be considered for the purposes of performance evaluation as totally separate routes, and are always listed separately in the report. Route types (e.g. express or shuttle routing) are a variation on the basic route or route part. Route variants that could be considered separately for specific improvements are kept separate on the performance evaluation.

Route type variants needed operationally. An example is trolley routes that have a shuttle (SH) variant traveling back to the base south of downtown Seattle at night. By having this trip back to the base on the schedule, it provides

service to a few riders. The performance level of these operational variants is generally very low, but they are of service to a few people at very little or no system cost. When these comprise an extremely small part of the total route service in a time period, they are consolidated into the larger route variant. Otherwise they continue to be shown separately in the tables.

Route type variants with less than five trips in a time period. Those route variants generally have been combined with the same one in an adjacent time period to more accurately reflect overall performance. For instance, Route 272 is a commuter service from the Eastgate area to the University of Washington, and a few trips that occur in the offpeak time period are instead included as part of the peak period. However, express variants of less than five trips that do not have express trips in an adjacent time period are shown separately, rather than being combined with a different route type.

Routes excluded from performance evaluation. They are listed by origin subarea after the tables for the three time periods for that subarea. No thresholds were calculated for these “exception” routes, although the average performance for regular routes in the same subarea during the same time period is listed under them as a reference point. The cost recovery performance measure for this Report is calculated using fully allocated costs, while the policy goal for custom and school routes is to generate enough revenue to cover 100% of marginal operating costs. The fare revenue for all of these types of routes is available upon request, whether paid by individuals or a partner institution. In addition to custom and school routes, other routes funded partially by partner entities and DART (demand responsive) routes are excluded from evaluation.

C. Production and Allocation Subareas

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

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

Route	Production Subarea	New Subarea	Route	Production Subarea	New Subarea
<i>East Production Subarea Routes</i>			<i>South continued</i>		
240	EAST	EAST-SOUTH	131	SOUTH	SOUTH-WEST
255	EAST	EAST-WEST	131 TB	SOUTH	SOUTH-WEST
271	EAST	EAST-WEST	132	SOUTH	SOUTH-WEST
280	EAST	SOUTH-WEST	132 TB	SOUTH	SOUTH-WEST
342	EAST	WEST	150	SOUTH	SOUTH-WEST
935	EAST	EAST-WEST	150 TB	SOUTH	SOUTH-WEST
DART					
<i>South Production Subarea Routes</i>			174	SOUTH	SOUTH-WEST
101	SOUTH	SOUTH-WEST	194	SOUTH	SOUTH-WEST
101 TB	SOUTH	SOUTH-WEST	194 TB	SOUTH	SOUTH-WEST
106	SOUTH	SOUTH-WEST	<i>West Production Subarea Routes</i>		
107	SOUTH	SOUTH-WEST	23	WEST	SOUTH-WEST
113	SOUTH	WEST	39	WEST	SOUTH-WEST
120	SOUTH	SOUTH-WEST	126	WEST	SOUTH-WEST
121	SOUTH	SOUTH-WEST	128	WEST	SOUTH-WEST
121 TB	SOUTH	SOUTH-WEST	128 TB	WEST	SOUTH-WEST
125	SOUTH	SOUTH-WEST	331	WEST	EAST-WEST
125 NT	SOUTH	SOUTH-WEST	982 CUST	WEST	EAST
125 TB	SOUTH	SOUTH-WEST			

Performance Thresholds and Summary 2005

A. Performance Thresholds

Performance thresholds for evaluation of routes are set for three years to allow comparison of route performance from year to year. The performance thresholds for 2005 - 2007 are based on subarea performance by time period in 2005. Data used to develop these thresholds was the annualized Fall 2005 information on regular service routes - excludes paratransit, special service, the downtown Seattle Ride-Free Area, and the routes in group excluded from performance evaluation such as custom bus services.

Performance Thresholds: 2005 - 2007 (Revised using Fall 2005 Route Data)						
Subarea	Performance Thresholds*	Guide-Time	Rides/ Rev. Hr.	Fare Rev. / Op. Exp.	Psgr.Miles / Rev. Hr.	Pass. Miles / Plat. Miles
EAST	Strong	Peak	39.8	23%	421	12.4
		OffPeak	30.2	18%	159	8.7
		Night	29.7	12%	186	7.2
	Minimum	Peak	12.9	6%	44	2.4
		OffPeak	10.3	3%	38	2.1
		Night	8.3	3%	37	2.2
SOUTH	Strong	Peak	44.3	25%	503	14.5
		OffPeak	49.2	24%	358	17.6
		Night	35.0	14%	287	11.2
	Minimum	Peak	24.7	12%	113	5.3
		OffPeak	22.1	9%	61	3.4
		Night	19.8	7%	63	3.0
WEST	Strong	Peak	72.1	37%	298	14.5
		OffPeak	72.9	32%	207	15.9
		Night	44.6	18%	150	9.2
	Minimum	Peak	33.9	15%	89	6.5
		OffPeak	30.7	13%	87	6.5
		Night	20.4	7%	53	3.4

Strong performance is defined as one standard deviation above the mean;
Below minimum performance is one standard deviation below the mean.

B. Route Performance for 2005

The purpose of route evaluation is to improve performance. Thresholds are updated periodically so that there will always be room for improvement. Some routes will always be “below minimum” performance each year. For that reason, using the relative rankings of routes in this report does not indicate whether or not the evaluated routes as a whole group are improving in performance. Instead, performance of King County Metro Routes is summarized for 2005 in the table below. This summary can be compared to the years prior to 2005 to evaluate how system performance is changing.

Note: These performance reports do not include rides within the downtown Seattle Ride Free Area and routes operated by Metro for Sound Transit. Routes that are not subject to performance evaluation are not included, although separately noted in the table summarizing 2005 routes. These totals can only be used to examine the subset of Metro service that is subject to annual performance evaluation, and will not match system totals found elsewhere.

2005	Service Delivered in 2005						
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Annual Platform Miles	Annual Platform Hours		
Peaks	1,001,987	15,434,489	1,394,522	22,355,403	1,545,410		
OffPeak	845,169	12,204,426	1,318,130	12,980,748	1,212,198		
Night	321,949	5,157,245	579,523	6,078,130	508,655		
Total	2,169,105	32,796,161	3,292,175	41,414,281	3,266,262		
Exception Routes	67,294	1,140,817	143,057	1,360,779	95,810		
2005	Rider Use in 2005			Performance Measures			
	Annual Rides	Annual Passenger Miles	Annual Fare Revenue	Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi
Peaks	45,352,850	247,997,956	\$40,545,603	45.3	23%	248	11.1
OffPeak	39,799,108	164,145,166	\$26,588,890	47.1	21%	194	12.6
Night	10,376,794	47,873,986	\$6,970,503	32.2	12%	149	7.9
Total	95,528,752	460,017,108	\$74,104,996	44.0	21%	212	11.1
Exception Routes	1,130,256	6,168,279	n.a.	16.8	n.a.	92	4.5

Abbreviations Used in the Route Performance Tables

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

Guide Time: time periods defined for route evaluation

Peak 5:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. weekdays

Offpeak 9:00 a.m. to 3:00 p.m. weekdays; 5:00 a.m. to 7:00 p.m. weekends

Night 7:00 p.m. to 5:00 a.m. all days

Part: (Route Part)

N north route segment

S south route segment

E east route segment

W west route segment

Type: (Route Type)

ALT alternate routing

EX express routing

NT special routing for late night or very early morning

SH shuttle routing

SHAL alternate shuttle routing

SHTB turnback routing on a shuttle trip

TB turnback routing

TEX turnback routing on an express trip

Exceptions:

CUST Custom bus routes are cost supported by private business or schools for regular commuters

DART Dial-A-Ride Routes provide flexible routing available by request

PART Partnership or Grant funded routes - routes partially supported by other organizations or grants

SCH Routes or special trips that serve public secondary or private schools - cost usually shared with the school district or private school

n.a. Not applicable. The marginal operating cost ratio is available on request for the exception routes.

2005
Route Performance Report

Prepared by
King County Metro Transit

Service Development Section:
Service Planning
Scheduling

October 2006

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Explanation of Measures and Route Groups

A. Performance Measures: Discussion and Examples

➤ **Riders per revenue hour.** Routes with many ons and offs during each trip tend to do well on this measure. The high number of ons and offs is typical for routes operating in areas of dense population and employment, where many riders make short trips. The length of the trip and the density of the population and employment (thus number of stops) along it are correlated to performance on this measure. There are exceptions such as express trips that fill all seats and travel at mostly freeway speeds. This kind of trip achieves high ridership per revenue hour because the number of revenue hours per trip is quite small. (By contrast, if the non-revenue return trip was included, the route would drop by about half.) The range on this measure for the individual route variants at different times is high, with 98% of the variants ranging between 96 and 7 rides per revenue hour.

Example - An illustration of the impact of the travel time: Route 15 TB is a short route between Ballard and Seattle, while Route 132 EX travels from Highline Community College in Burien to Seattle. These two routes in the peak time period have the same number of trips (2,286 annually). They carry about the same number of riders annually (104,000 for Route 132 and 100,000 for Route 15 TB). But Route 15 TB has a travel time that averages 32 minutes per trip, while Route 132 EX averages 59 minutes per trip. Since one of the factors in this measure is time spent in carrying riders, Route 15 TB scores much higher on this measure at 82 rides per revenue hour than does Route 132 EX at 46 rides per revenue hour.

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

Example: The example of Route 3S TB and Route 177 illustrates the relationship between riders per hour and fare return to operating expense. While Route 177 carries 403,000 riders annually, while Route 3S TB carries 356,000; many more riders get on and off Route 3 each hour of operation (or hour of expense). Route 3S TB averages 47% of its operating expense covered by fares; while Route 177 with more riders, but fewer riders per hour of

operation, averages only 29% fare recovery. There are some exceptions where the expense recovery from fares is not directly related to the number of riders even though operational expenses are the same. An example would be Route 271. Both Route 271 and Route 255 cost about \$1.8 million annually, and both serve about 430,000 riders annually. But Route 271 serves both a community college campus and the University of Washington. Due to the the higher rate of off-peak rides and number of transfers, the cost recovery from fares is only 16% for Route 271; while Route 255 averages about 30% fare return.

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

Example: Routes 190 and 191 travel about the same number of miles between Star Lake Park-and-Ride and downtown Seattle (20 and 22 miles), and they also have the about the same number of trips (3000 and 2800 annually) and riders (79,000 and 72,000). They both travel about 60,800 miles annually while carrying riders. In 2005, Route 190 averaged 665 passenger miles per revenue hour, while Route 191 averaged only 309 passenger miles per revenue hour. The difference is a result of the route design: Route 191 travels a long distance on Highway 99 before getting on I-5; Route 190 travels almost exclusively via the freeway; thus there is a large difference in speed, or the revenue miles per revenue hour. Route 190 carries many more riders per hour, as each trip takes less time. Also, as an all freeway route it makes no stops between Star Lake and Seattle, so all passengers travel the full length of the route, while Route 191 has intermediate stops, so some riders travel fewer miles than others.

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

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

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

➤ **“Route Effectiveness Sum” definition:** The Route Effectiveness Sum is intended to provide a way of comparing the routes in a specific group via a summary score for the four performance measures. It is calculated by adding four separate scores, one for each of the four performance measures for each route. These scores are a mathematical relationship of the standard deviation of a route’s performance from its group’s average performance for each measure. By the definition of standard deviation, the average for each group of routes will be 0, and the high and low scores are equal in distance from zero - one positive and one negative. The result is that within each group about half of the routes will have a positive “Route Effectiveness Sum” and have will have negative.

Few routes have both strong performance in one or more measures and below minimum performance in one or more measures. An extremely high or low score on one or two of the four measures may be enough to weight the overall Route Effectiveness Sum to a high or low number even though the route performs adequately on the other measures..

Use of the “Route Effectiveness Sum.” The Route Effectiveness Sum cannot be compared across groups. Standard deviations and averages depend upon the other scores and the number of items within a specified group, and the Route Effectiveness Sum represents only the position of a route within its subarea and time period group. The Route Effectiveness Sum is a mathematical construct that indicates how extreme a route’s performance is within a group of other routes. It can be used only to rank the overall performance of one route within a group of routes. By contrast, the numbers reported for the four performance measures represent a consistent physical measurement across all of the subareas and time periods. For instance, carrying 33 rides per revenue hour is the same number whatever the time period or subarea.

Example by analogy: *Question: which route did better on all four measures, the route variant with a Route Effectiveness Sum of 4.4. or the one that got only 1.9?*

This cannot be answered without knowing whether the route variants were in the same group. In this example from the 2005 Route Performance tables, the answer is the variant with a Route Effectiveness Sum of 1.9 actually performed better on every one of the four measures – more riders per revenue hour, per revenue mile, etc. The Route Effectiveness Sum of the better performing route was lower because it was in the South peak group. That is a higher performance group on average than the East night group where the score of 4.4 was achieved.

The only way to compare the numerical scores across time periods and/or subareas with the Route Effectiveness Sum would be to include all of the routes from every time period and subarea in one group, and then calculate a new set of Route Effectiveness scores based on the new group's averages and standard deviations on the measures.

B. Route Definition and Performance Groups

Routes are divided into groups by subarea and by time of day. Planning Subareas were defined when the *Long Range Policy Framework for Public Transportation* was adopted by the King County Council in 1993. All cross-subarea routes are kept whole for the purpose of performance evaluation, rather than dividing 50/50 those all day routes that travel between subareas as currently done for the purpose of allocating hours among subareas. For usefulness in comparing current and past route performance on routes crossing subarea boundaries, routes are reported in the same subarea as in prior years.

Route performance within each subarea is evaluated separately for three time periods that have different ridership characteristics. The three time periods are the peak period, offpeak (including weekend days), and night (all seven days). Time periods reflect the increasingly broad span of peak-period service levels, with the "peak" time period 4 hours in both morning and evening on weekdays (excluding holidays).

➤ **Routes are defined by route number, part of route and type of route.** Some route numbers include multiple variations, or "route variants" that are evaluated separately for performance. Route parts (north and south, or east and west) can be considered for the purposes of performance evaluation as totally separate routes, and are always listed separately in the report. Route types (e.g. express or shuttle routing) are a variation on the basic route or route part. Route variants that could be considered separately for specific improvements are kept separate on the performance evaluation.

Route type variants needed operationally. An example is trolley routes that have a shuttle (SH) variant traveling back to the base south of downtown Seattle at night. By having this trip back to the base on the schedule, it provides

service to a few riders. The performance level of these operational variants is generally very low, but they are of service to a few people at very little or no system cost. When these comprise an extremely small part of the total route service in a time period, they are consolidated into the larger route variant. Otherwise they continue to be shown separately in the tables.

Route type variants with less than five trips in a time period. Those route variants generally have been combined with the same one in an adjacent time period to more accurately reflect overall performance. For instance, Route 272 is a commuter service from the Eastgate area to the University of Washington, and a few trips that occur in the offpeak time period are instead included as part of the peak period. However, express variants of less than five trips that do not have express trips in an adjacent time period are shown separately, rather than being combined with a different route type.

Routes excluded from performance evaluation. They are listed by origin subarea after the tables for the three time periods for that subarea. No thresholds were calculated for these “exception” routes, although the average performance for regular routes in the same subarea during the same time period is listed under them as a reference point. The cost recovery performance measure for this Report is calculated using fully allocated costs, while the policy goal for custom and school routes is to generate enough revenue to cover 100% of marginal operating costs. The fare revenue for all of these types of routes is available upon request, whether paid by individuals or a partner institution. In addition to custom and school routes, other routes funded partially by partner entities and DART (demand responsive) routes are excluded from evaluation.

C. Production and Allocation Subareas

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

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

Route	Production Subarea	New Subarea	Route	Production Subarea	New Subarea
<i>East Production Subarea Routes</i>			<i>South continued</i>		
240	EAST	EAST-SOUTH	131	SOUTH	SOUTH-WEST
255	EAST	EAST-WEST	131 TB	SOUTH	SOUTH-WEST
271	EAST	EAST-WEST	132	SOUTH	SOUTH-WEST
280	EAST	SOUTH-WEST	132 TB	SOUTH	SOUTH-WEST
342	EAST	WEST	150	SOUTH	SOUTH-WEST
935	EAST	EAST-WEST	150 TB	SOUTH	SOUTH-WEST
DART					
<i>South Production Subarea Routes</i>			174	SOUTH	SOUTH-WEST
101	SOUTH	SOUTH-WEST	194	SOUTH	SOUTH-WEST
101 TB	SOUTH	SOUTH-WEST	194 TB	SOUTH	SOUTH-WEST
106	SOUTH	SOUTH-WEST	<i>West Production Subarea Routes</i>		
107	SOUTH	SOUTH-WEST	23	WEST	SOUTH-WEST
113	SOUTH	WEST	39	WEST	SOUTH-WEST
120	SOUTH	SOUTH-WEST	126	WEST	SOUTH-WEST
121	SOUTH	SOUTH-WEST	128	WEST	SOUTH-WEST
121 TB	SOUTH	SOUTH-WEST	128 TB	WEST	SOUTH-WEST
125	SOUTH	SOUTH-WEST	331	WEST	EAST-WEST
125 NT	SOUTH	SOUTH-WEST	982 CUST	WEST	EAST
125 TB	SOUTH	SOUTH-WEST			

Performance Thresholds and Summary 2005

A. Performance Thresholds

Performance thresholds for evaluation of routes are set for three years to allow comparison of route performance from year to year. The performance thresholds for 2005 - 2007 are based on subarea performance by time period in 2005. Data used to develop these thresholds was the annualized Fall 2005 information on regular service routes - excludes paratransit, special service, the downtown Seattle Ride-Free Area, and the routes in group excluded from performance evaluation such as custom bus services.

Performance Thresholds: 2005 - 2007 (Revised using Fall 2005 Route Data)						
Subarea	Performance Thresholds*	Guide-Time	Rides/ Rev. Hr.	Fare Rev. / Op. Exp.	Psgr.Miles / Rev. Hr.	Pass. Miles / Plat. Miles
EAST	Strong	Peak	39.8	23%	421	12.4
		OffPeak	30.2	18%	159	8.7
		Night	29.7	12%	186	7.2
	Minimum	Peak	12.9	6%	44	2.4
		OffPeak	10.3	3%	38	2.1
		Night	8.3	3%	37	2.2
SOUTH	Strong	Peak	44.3	25%	503	14.5
		OffPeak	49.2	24%	358	17.6
		Night	35.0	14%	287	11.2
	Minimum	Peak	24.7	12%	113	5.3
		OffPeak	22.1	9%	61	3.4
		Night	19.8	7%	63	3.0
WEST	Strong	Peak	72.1	37%	298	14.5
		OffPeak	72.9	32%	207	15.9
		Night	44.6	18%	150	9.2
	Minimum	Peak	33.9	15%	89	6.5
		OffPeak	30.7	13%	87	6.5
		Night	20.4	7%	53	3.4

Strong performance is defined as one standard deviation above the mean;
Below minimum performance is one standard deviation below the mean.

B. Route Performance for 2005

The purpose of route evaluation is to improve performance. Thresholds are updated periodically so that there will always be room for improvement. Some routes will always be “below minimum” performance each year. For that reason, using the relative rankings of routes in this report does not indicate whether or not the evaluated routes as a whole group are improving in performance. Instead, performance of King County Metro Routes is summarized for 2005 in the table below. This summary can be compared to the years prior to 2005 to evaluate how system performance is changing.

Note: These performance reports do not include rides within the downtown Seattle Ride Free Area and routes operated by Metro for Sound Transit. Routes that are not subject to performance evaluation are not included, although separately noted in the table summarizing 2005 routes. These totals can only be used to examine the subset of Metro service that is subject to annual performance evaluation, and will not match system totals found elsewhere.

2005	Service Delivered in 2005						
	Annual Revenue Hours	Annual Revenue Miles	Annual Trips	Annual Platform Miles	Annual Platform Hours		
Peaks	1,001,987	15,434,489	1,394,522	22,355,403	1,545,410		
OffPeak	845,169	12,204,426	1,318,130	12,980,748	1,212,198		
Night	321,949	5,157,245	579,523	6,078,130	508,655		
Total	2,169,105	32,796,161	3,292,175	41,414,281	3,266,262		
Exception Routes	67,294	1,140,817	143,057	1,360,779	95,810		
2005	Rider Use in 2005			Performance Measures			
	Annual Rides	Annual Passenger Miles	Annual Fare Revenue	Rides / Rev. Hr.	Fare Rev / Op. Exp	Psgr. Miles / RevHr	Psgr. Miles/ PlatMi
Peaks	45,352,850	247,997,956	\$40,545,603	45.3	23%	248	11.1
OffPeak	39,799,108	164,145,166	\$26,588,890	47.1	21%	194	12.6
Night	10,376,794	47,873,986	\$6,970,503	32.2	12%	149	7.9
Total	95,528,752	460,017,108	\$74,104,996	44.0	21%	212	11.1
Exception Routes	1,130,256	6,168,279	n.a.	16.8	n.a.	92	4.5

Abbreviations Used in the Route Performance Tables

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

Guide Time: time periods defined for route evaluation

Peak 5:00 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. weekdays

Offpeak 9:00 a.m. to 3:00 p.m. weekdays; 5:00 a.m. to 7:00 p.m. weekends

Night 7:00 p.m. to 5:00 a.m. all days

Part: (Route Part)

N north route segment

S south route segment

E east route segment

W west route segment

Type: (Route Type)

ALT alternate routing

EX express routing

NT special routing for late night or very early morning

SH shuttle routing

SHAL alternate shuttle routing

SHTB turnback routing on a shuttle trip

TB turnback routing

TEX turnback routing on an express trip

Exceptions:

CUST Custom bus routes are cost supported by private business or schools for regular commuters

DART Dial-A-Ride Routes provide flexible routing available by request

PART Partnership or Grant funded routes - routes partially supported by other organizations or grants

SCH Routes or special trips that serve public secondary or private schools - cost usually shared with the school district or private school

n.a. Not applicable. The marginal operating cost ratio is available on request for the exception routes.

Annual Route Performance Report for 2005

EAST Planning Subarea

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

October 2006

2005 Route Performance Report - East Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
2005 PEAK - EAST PRODUCTION SUBAREA											
EAST						<i>Meets or exceeds strong performance threshold</i>	39.8	23%	421	12.4	3.7
EAST						<i>Less than minimum performance threshold</i>	12.9	6%	44	2.4	-3.7
EAST		Peak	212			Eastgate	57.5	32%	547	15.0	7.7
EAST		Peak	214	TB		Issaquah	57.4	27%	881	18.6	9.5
EAST		Peak	306	EX		Kenmore	55.9	38%	560	19.2	9.1
EAST		Peak	312	EX		U of W - Bothell	53.8	27%	570	16.2	7.1
EAST		Peak	229			Overlake	51.3	36%	521	19.7	8.5
EAST		Peak	255	TB		Kirkland	49.7	27%	458	13.7	5.7
EAST		Peak	253			Bear Creek P&R	40.8	29%	139	8.7	2.7
EAST		Peak	230	E		Redmond P&R	39.9	22%	128	6.8	1.3
EAST		Peak	230	W TB		Kirkland	36.5	18%	58	3.0	-0.6
EAST		Peak	225			Overlake	35.7	27%	364	14.0	4.3
EAST		Peak	268			E Lake Sammamish	35.2	17%	465	11.4	3.1
EAST		Peak	271			Issaquah P&R	34.6	15%	212	10.5	1.3
EAST		Peak	255			Kingsgate	34.2	25%	312	14.1	3.6
EAST		Peak	214			North Bend	33.8	17%	561	11.3	3.4
EAST		Peak	230	W		Kingsgate P&R	32.8	20%	104	6.1	0.2
EAST		Peak	271	TB		Bellevue TC	31.7	11%	199	9.1	0.2
EAST		Peak	216			Sammamish	31.4	12%	565	16.1	3.6
EAST		Peak	252			Kingsgate P&R	31.3	17%	422	11.7	2.6
EAST		Peak	240			Bellevue	30.6	18%	155	9.1	0.7
EAST		Peak	245			Kirkland	30.1	17%	124	7.5	0.0
EAST		Peak	261			Overlake P&R	28.8	16%	242	8.2	0.6
EAST		Peak	203			Mercer Island	28.6	14%	54	2.1	-1.9
EAST		Peak	205	EX		Mercer Island	28.5	12%	175	6.0	-0.7
EAST		Peak	311			Woodinville P&R	27.8	14%	513	12.2	2.5
EAST		Peak	257			Kingsgate P&R	26.8	15%	366	9.9	1.3
EAST		Peak	266			Bear Creek P&R	25.9	13%	279	8.2	0.2
EAST		Peak	272			Eastgate P&R	25.7	7%	236	7.5	-0.9
EAST		Peak	202			Mercer Island	24.0	12%	136	4.0	-1.6
EAST		Peak	342			Bothell	23.5	8%	277	5.8	-1.0
EAST		Peak	942	EX		Eastgate P&R	23.4	12%	236	5.3	-0.9
EAST		Peak	237			Woodinville	22.1	6%	259	4.8	-1.7
EAST		Peak	277			Juanita	21.7	7%	189	5.7	-1.8
EAST		Peak	234			Northshore P&R	21.6	15%	124	6.1	-1.2
EAST		Peak	222			Overlake	20.4	13%	87	5.3	-1.8
EAST		Peak	260			Juanita	20.4	12%	287	7.4	-0.5
EAST		Peak	233			Bellevue	19.9	8%	83	4.7	-2.5
EAST		Peak	210			Issaquah	19.4	11%	188	4.8	-1.6
EAST		Peak	236			Woodinville	19.0	11%	71	3.4	-2.5
EAST		Peak	265			Redmond P&R	18.2	9%	203	5.2	-1.8
EAST		Peak	250			Redmond P&R	18.1	11%	203	6.0	-1.4
EAST		Peak	232			Duvall	17.1	7%	175	4.5	-2.4
EAST		Peak	232			Redmond	18.7	7%	68	1.8	-3.4
EAST		Peak	238			Bothell	17.0	9%	76	3.8	-2.9

2005 Route Performance Report - East Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
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EAST		Peak	269			E Lake Sammamish	14.1	8%	125	5.1	-2.6	
EAST		Peak	249			Redmond P&R	13.1	7%	57	2.8	-3.8	
EAST		Peak	254		SH	Redmond	12.7	7%	46	1.9	-3.9	
EAST		Peak	247			Overlake P&R	12.1	5%	85	2.2	-4.0	
EAST		Peak	921			Eastgate P&R	10.4	7%	37	1.7	-4.2	
EAST		Peak	251			North Creek	10.3	10%	70	3.1	-3.5	
EAST		Peak	201			Mercer Island	8.7	8%	32	1.2	-4.4	
EAST		Peak	209			North Bend	7.9	4%	104	3.1	-4.2	
EAST		Peak	220			Redmond P&R	7.6	7%	38	1.9	-4.4	
EAST		Peak	929			North Bend	3.1	2%	50	1.5	-5.4	
EAST		Peak	922			Carnation	2.4	1%	29	0.4	-5.9	
EAST		average 2005 PEAK - EAST						26.4	14%	232	7.39	0.0

2005 OFF-PEAK - EAST PRODUCTION SUBAREA												
EAST		<i>Meets or exceeds strong performance threshold</i>					30.2	18%	159	8.7	3.3	
EAST		<i>Less than minimum performance threshold</i>					10.3	3%	38	2.1	-3.3	
EAST		OffPeak	230	E		Redmond P&R	39.5	15%	152	8.3	4.3	
EAST		OffPeak	253			Bear Creek P&R	38.9	17%	135	9.9	4.6	
EAST		OffPeak	271			Issaquah P&R	31.0	12%	210	11.7	5.0	
EAST		OffPeak	213			Mercer Island	30.8	39%	59	2.8	3.4	
EAST		OffPeak	230	W		Kingsgate P&R	29.3	14%	102	7.0	1.9	
EAST		OffPeak	255			Kingsgate	28.7	13%	288	14.3	6.9	
EAST		OffPeak	240			Bellevue	27.1	11%	145	8.5	2.5	
EAST		OffPeak	245			Kirkland	25.8	12%	107	6.1	1.1	
EAST		OffPeak	203			Mercer Island	22.5	16%	42	2.2	-0.9	
EAST		OffPeak	234			Northshore P&R	17.7	9%	108	6.1	-0.1	
EAST		OffPeak	204			Mercer Island	16.9	10%	54	2.7	-1.9	
EAST		OffPeak	238			Bothell	16.7	7%	83	4.3	-1.4	
EAST		OffPeak	222			Overlake	16.4	7%	80	4.6	-1.4	
EAST		OffPeak	233			Bellevue	15.0	6%	68	4.1	-2.0	
EAST		OffPeak	236			Woodinville	13.8	7%	63	3.3	-2.3	
EAST		OffPeak	249			Redmond P&R	13.2	6%	68	4.0	-2.2	
EAST		OffPeak	209			North Bend	9.3	3%	119	3.8	-2.2	
EAST		OffPeak	254		SH	Redmond	9.2	4%	43	2.1	-3.9	
EAST		OffPeak	251			North Creek	8.7	4%	62	2.9	-3.3	
EAST		OffPeak	921			Eastgate P&R	7.2	4%	37	2.3	-4.1	
EAST		OffPeak	220			Redmond P&R	6.6	3%	41	2.2	-4.2	
EAST		average 2005 OFFPEAK - EAST						20.2	10%	98	5.39	0.0

2005 Route Performance Report - East Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
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2005 NIGHT - EAST PRODUCTION SUBAREA												
EAST	<i>Meets or exceeds strong performance threshold</i>						29.7	12%	186	7.2	3.5	
EAST	<i>Less than minimum performance threshold</i>						8.3	3%	37	2.2	-3.5	
EAST		Night	253			Bear Creek P&R	44.0	18%	139	7.2	6.1	
EAST		Night	230	E		Redmond P&R	36.3	14%	143	6.7	4.4	
EAST		Night	230	W		Kingsgate P&R	22.4	9%	87	4.8	0.3	
EAST		Night	271			Issaquah P&R	19.3	7%	138	6.3	0.9	
EAST		Night	280			Bellevue TC	18.6	7%	307	8.5	4.1	
EAST		Night	255			Kingsgate	18.4	8%	174	7.5	2.0	
EAST		Night	240			Bellevue	17.4	6%	114	5.3	-0.1	
EAST		Night	245			Kirkland	16.8	7%	71	3.3	-1.4	
EAST		Night	222			Overlake	10.4	4%	51	2.6	-3.2	
EAST		Night	236			Woodinville	9.4	4%	41	1.6	-3.9	
EAST		Night	238			Bothell	7.7	2%	38	1.5	-4.4	
EAST		Night	254	SH		Redmond	7.1	2%	34	1.1	-4.7	
EAST	average 2005 NIGHT - EAST						19.0	7%	111	4.69		

2005 EAST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED											
EAST	DART	Peak	926		DART	Crossroads	9.7	n.a.	29	1.9	
EAST	DART	Peak	927		DART	E Lake Sammamish	7.0	n.a.	41	2.5	
EAST	DART	Peak	935		DART	Juanita	7.4	n.a.	37	2.1	
EAST	PART	Peak	200			Issaquah	12.8	n.a.	36	1.6	
EAST	PART	Peak	291		DART	Redmond	9.0	n.a.	30	2.4	
EAST	PART	Peak	630		EX	Kingsgate	25.4	n.a.	121	3.7	
EAST	SCL	Peak	206			Newport Hills	53.2	n.a.	219	8.7	
EAST	SCL	Peak	207			Newport Hills	60.5	n.a.	228	9.3	
EAST	SCL	Peak	208			Newport Hills	72.4	n.a.	249	10.3	
EAST	SCL	Peak	219			Newcastle	12.3	n.a.	40	1.4	
EAST	SCL	Peak	885			Bellevue	42.6	n.a.	116	5.0	
EAST	SCL	Peak	886			Clyde Hill	37.9	n.a.	41	2.0	
EAST	SCL	Peak	888			Eastgate	43.9	n.a.	210	8.9	
EAST	SCL	Peak	889			Bellevue	56.2	n.a.	154	7.2	
EAST	SCL	Peak	890			Eastgate	38.9	n.a.	183	6.8	
EAST	SCL	Peak	891			Mercer Island	58.4	n.a.	304	9.9	
EAST	SCL	Peak	892			Mercer Island	112.3	n.a.	369	11.3	
EAST	SCL	Peak	986		CUST	Kirkland	50.9	n.a.	407	11.3	
EAST	SCL	Peak	989		CUST	Eastgate	39.8	n.a.	631	16.0	
EAST	SCL	Peak	997		CUST	Bellevue	18.3	n.a.	218	7.9	
EAST	regular route average: 2005 East Peak						26.4		232	7.39	

EAST	DART	OffPeak	925		DART	Newcastle	1.3	n.a.	7	7.3	
EAST	DART	OffPeak	926		DART	Crossroads	9.0	n.a.	26	1.7	
EAST	DART	OffPeak	927		DART	E Lake Sammamish	5.9	n.a.	35	2.0	
EAST	DART	OffPeak	935		DART	Juanita	6.0	n.a.	30	1.6	
EAST	PART	OffPeak	200			Issaquah	14.1	n.a.	44	2.7	
EAST	regular route average: 2005 East OffPeak						20.2		98.4	5.4	

2005 Route Performance Report - East Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective- ness" Sum

Annual Route Performance Report for 2005

SOUTH Planning Subarea

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

October 2006

2005 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
2005 PEAK - SOUTH PRODUCTION SUBAREA											
SOUTH						<i>Meets or exceeds strong performance threshold</i>	44.3	25%	503	14.5	3.1
SOUTH						<i>Less than minimum performance threshold</i>	24.7	12%	113	5.3	-3.1
SOUTH		Peak	105			Renton Highlands	56.3	30%	129	8.10	2.7
SOUTH		Peak	120			Burien	55.4	28%	312	15.55	4.8
SOUTH		Peak	174			Federal Way P&R,TC	54.7	33%	359	18.27	6.3
SOUTH		Peak	168			Timberlane	52.5	25%	206	7.78	1.9
SOUTH		Peak	122			Highline CC	51.6	28%	460	17.05	5.6
SOUTH		Peak	941		EX	Star Lake P&R	49.5	23%	743	15.38	5.6
SOUTH		Peak	106			Renton	48.9	26%	278	15.42	3.7
SOUTH		Peak	164			Kent	47.5	29%	210	9.67	2.4
SOUTH		Peak	151			Auburn	47.0	18%	123	5.65	-0.7
SOUTH		Peak	169			Kent P&R,TC	46.6	25%	177	9.38	1.4
SOUTH		Peak	177			Federal Way	44.6	25%	908	20.47	7.4
SOUTH		Peak	121			Highline CC	43.4	22%	426	13.86	2.9
SOUTH		Peak	113			Shorewood	43.4	18%	314	9.98	0.9
SOUTH		Peak	107			Renton	42.8	28%	141	8.12	1.1
SOUTH		Peak	101		TB	Renton CBD	42.6	28%	460	19.91	5.2
SOUTH		Peak	166			Kent P&R,TC	41.6	26%	145	7.50	0.4
SOUTH		Peak	125		TB	White Center	41.4	22%	230	11.58	1.2
SOUTH		Peak	125			Shorewood	39.4	19%	219	8.21	-0.3
SOUTH		Peak	132		TB	Burien	38.7	25%	238	10.66	1.3
SOUTH		Peak	150			Auburn	38.4	25%	420	19.62	4.1
SOUTH		Peak	143		EX	Black Diamond	38.3	23%	660	19.00	4.9
SOUTH		Peak	131		TB	Burien	38.2	24%	249	10.52	1.0
SOUTH		Peak	118			Vashon	37.8	16%	125	4.05	-2.3
SOUTH		Peak	116		EX	Fauntleroy	37.5	19%	280	11.25	0.5
SOUTH		Peak	162			Kent	37.0	19%	690	14.93	3.4
SOUTH		Peak	119		SH	Vashon	36.7	18%	174	5.61	-1.5
SOUTH		Peak	133			Burien TC	36.5	11%	415	11.94	0.0
SOUTH		Peak	131			Highline CC	35.6	26%	192	10.54	0.8
SOUTH		Peak	150		TB	Kent	35.4	19%	370	14.18	1.4
SOUTH		Peak	111			Renton	35.2	20%	496	14.37	2.2
SOUTH		Peak	140			Burien	34.1	19%	155	7.44	-1.4
SOUTH		Peak	181			Green River CC	34.1	22%	143	6.57	-1.1
SOUTH		Peak	190			Star Lake P&R	33.9	18%	570	11.60	1.5
SOUTH		Peak	194		TB	SeaTac	33.7	17%	353	12.50	0.4
SOUTH		Peak	132			Highline CC	33.7	22%	196	9.13	-0.3
SOUTH		Peak	139			Gregory Heights	33.4	16%	64	4.11	-3.0
SOUTH		Peak	197			Federal Way	33.3	8%	718	13.95	1.2
SOUTH		Peak	160			Kent	32.7	16%	466	10.47	0.4
SOUTH		Peak	158			Lk Meridi/E Kent P&R	32.7	18%	597	15.03	2.3
SOUTH		Peak	123		EX	Burien	32.4	22%	275	12.93	0.7
SOUTH		Peak	148			Fairwood	32.2	30%	122	6.58	-0.1
SOUTH		Peak	163			Kent	31.5	17%	409	10.04	0.0
SOUTH		Peak	187			Federal Way	31.4	22%	113	5.21	-1.8
SOUTH		Peak	114			Renton	31.0	19%	383	11.11	0.4

2005 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
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SOUTH		Peak	159			Kent P&R,TC	30.5	15%	502	12.21	0.5	
SOUTH		Peak	194			Federal Way	30.4	14%	429	14.18	0.4	
SOUTH		Peak	119		EX	Vashon	30.3	22%	162	8.89	-0.9	
SOUTH		Peak	196			Federal Way S P&R	29.6	15%	614	11.80	1.0	
SOUTH		Peak	183			Kent	29.5	18%	131	5.08	-2.6	
SOUTH		Peak	192			Federal Way	29.3	14%	531	10.17	0.0	
SOUTH		Peak	153			Kent	28.7	20%	101	5.25	-2.4	
SOUTH		Peak	134			Burien TC	28.3	11%	175	7.85	-3.0	
SOUTH		Peak	167			Auburn P&R	26.2	7%	413	9.61	-2.2	
SOUTH		Peak	155			Fairwood	26.1	16%	100	5.02	-3.5	
SOUTH		Peak	179			Federal Way	26.0	11%	637	11.39	0.0	
SOUTH		Peak	191			Star Lake P&R	25.7	12%	350	8.24	-2.1	
SOUTH		Peak	170			McMicken Heights	25.5	17%	231	6.94	-2.3	
SOUTH		Peak	121		TB	Burien	25.3	13%	209	7.17	-2.9	
SOUTH		Peak	186			Auburn	24.6	14%	55	2.22	-4.6	
SOUTH		Peak	118		EX	Vashon	23.7	13%	114	5.44	-4.0	
SOUTH		Peak	173			Federal Way P&R,TC	23.0	9%	238	5.14	-4.1	
SOUTH		Peak	182			Federal Way	22.3	11%	76	2.59	-5.3	
SOUTH		Peak	915			Enumclaw	22.2	13%	144	4.15	-4.3	
SOUTH		Peak	152			Enumclaw	22.1	11%	399	9.12	-2.1	
SOUTH		Peak	175			Federal Way P&R,TC	19.9	12%	331	7.89	-2.9	
SOUTH		Peak	110			Renton	17.9	11%	38	1.46	-6.2	
SOUTH		Peak	154			Auburn	16.6	6%	174	3.92	-5.7	
SOUTH		Peak	149			Black Diamond	7.8	3%	61	1.64	-8.2	
SOUTH		average 2005 PEAK - SOUTH						34.5	19%	308	9.89	0.0

2005 OFFPEAK - SOUTH PRODUCTION SUBAREA											
SOUTH		<i>Meets or exceeds strong performance threshold</i>					49.2	24%	358	17.6	3.5
SOUTH		<i>Less than minimum performance threshold</i>					22.1	9%	61	3.4	-3.5
SOUTH		OffPeak	174			Federal Way P&R,TC	60.3	29%	432	24.29	7.1
SOUTH		OffPeak	120			Burien	59.6	28%	335	18.73	5.3
SOUTH		OffPeak	164			Kent	56.8	26%	261	13.96	3.7
SOUTH		OffPeak	105			Renton Highlands	56.2	22%	145	8.99	1.7
SOUTH		OffPeak	169			Kent P&R,TC	48.5	22%	209	11.93	1.9
SOUTH		OffPeak	151			Auburn	47.2	17%	121	6.77	-0.3
SOUTH		OffPeak	140			Burien	45.6	19%	223	11.59	1.3
SOUTH		OffPeak	168			Timberlane	45.2	17%	208	9.36	0.7
SOUTH		OffPeak	106			Renton	44.3	20%	294	19.59	3.0
SOUTH		OffPeak	194			Federal Way	42.2	18%	700	25.71	6.1
SOUTH		OffPeak	101		TB	Renton CBD	41.6	22%	465	25.08	4.9
SOUTH		OffPeak	107			Renton	40.7	21%	145	8.29	0.3
SOUTH		OffPeak	132		TB	Burien	40.5	19%	279	12.35	1.4
SOUTH		OffPeak	150			Auburn	40.3	18%	505	26.00	4.7
SOUTH		OffPeak	166			Kent P&R,TC	39.3	19%	152	8.68	0.0
SOUTH		OffPeak	125			Shorewood	35.0	15%	219	10.65	-0.1
SOUTH		OffPeak	181			Green River CC	34.9	16%	162	9.05	-0.6

2005 Route Performance Report - South Subarea

Prod Subar ea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective- ness" Sum

2005 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum	
SOUTH		OffPeak	187			Federal Way	34.3	16%	135	6.99	-1.1	
SOUTH		OffPeak	148			Fairwood	34.1	32%	148	8.28	1.4	
SOUTH		OffPeak	139			Gregory Heights	33.7	13%	65	4.22	-2.5	
SOUTH		OffPeak	194		TB	SeaTac	33.7	14%	405	16.76	1.7	
SOUTH		OffPeak	132			Highline CC	33.6	17%	226	11.54	0.2	
SOUTH		OffPeak	131			Highline CC	32.2	19%	210	11.47	0.3	
SOUTH		OffPeak	186			Auburn	32.2	14%	72	2.85	-2.6	
SOUTH		OffPeak	915			Enumclaw	26.0	11%	153	5.25	-2.6	
SOUTH		OffPeak	182			Federal Way	25.7	8%	99	4.10	-3.6	
SOUTH		OffPeak	155			Fairwood	25.5	12%	111	6.82	-2.6	
SOUTH		OffPeak	183			Kent	23.4	11%	131	6.82	-2.8	
SOUTH		OffPeak	185			Auburn	22.7	15%	50	3.68	-3.1	
SOUTH		OffPeak	119		SH	Vashon	14.5	4%	90	2.57	-5.2	
SOUTH		OffPeak	118			Vashon	10.8	4%	31	0.98	-6.2	
SOUTH		OffPeak	149			Black Diamond	9.6	3%	73	2.23	-5.9	
SOUTH		OffPeak	912			Covington	5.9	2%	51	1.58	-6.5	
SOUTH		average 2005 OFFPEAK - SOUTH						35.6	17%	209	10.52	0.0

2004 NIGHT - SOUTH PRODUCTION SUBAREA												
SOUTH		<i>Meets or exceeds strong performance threshold</i>					35.0	14%	287	11.2	3.4	
SOUTH		<i>Less than minimum performance threshold</i>					19.8	7%	63	3.0	-3.4	
SOUTH		Night	120			Burien	47.6	19%	295	13.27	7.5	
SOUTH		Night	169			Kent P&R,TC	42.4	15%	177	7.65	3.4	
SOUTH		Night	174			Federal Way P&R,TC	40.5	17%	383	15.71	7.3	
SOUTH		Night	140			Burien	38.5	14%	208	8.95	3.1	
SOUTH		Night	106			Renton	32.3	13%	228	12.30	3.0	
SOUTH		Night	168			Timberlane	30.0	10%	123	4.47	-1.0	
SOUTH		Night	194			Federal Way	29.5	11%	522	14.84	5.2	
SOUTH		Night	164			Kent	29.3	13%	129	6.13	0.1	
SOUTH		Night	181			Green River CC	27.6	9%	116	3.76	-1.8	
SOUTH		Night	105			Renton Highlands	26.8	9%	68	3.30	-2.5	
SOUTH		Night	101		TB	Renton CBD	26.8	12%	297	12.89	2.7	
SOUTH		Night	166			Kent P&R,TC	25.5	10%	106	4.30	-1.7	
SOUTH		Night	125			Shorewood	25.2	8%	156	4.58	-1.9	
SOUTH		Night	125			Shorewood	25.2	8%	156	4.58	-1.9	
SOUTH		Night	151			Auburn	24.7	6%	64	1.93	-4.1	
SOUTH		Night	125			Shorewood	24.1	11%	165	6.72	-0.7	
SOUTH		Night	150			Auburn	24.0	10%	336	13.29	2.1	
SOUTH		Night	187			Federal Way	23.7	9%	80	3.05	-3.0	
SOUTH		Night	125		NT	Shorewood	23.6	13%	169	8.40	0.3	
SOUTH		Night	148			Fairwood	23.0	18%	96	4.96	0.3	
SOUTH		Night	139			Gregory Heights	22.2	8%	44	2.29	-3.9	
SOUTH		Night	131			Highline CC	19.8	10%	143	5.97	-1.8	
SOUTH		Night	107			Renton	19.1	7%	67	3.00	-4.0	
SOUTH		Night	132			Highline CC	17.8	8%	145	6.30	-2.6	
SOUTH		Night	125		TB	White Center	16.0	6%	100	5.08	-4.2	
SOUTH		average 2005 NIGHT - SOUTH						27.4	11%	175	7.1	0.0

2005 Route Performance Report - South Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
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2005 SOUTH PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED											
SOUTH	CUST	Peak	949		CUST	Federal Way S P&R	9.0	n.a.	252	4.99	
SOUTH	CUST	Peak	952		CUST	Auburn P&R	20.3	n.a.	515	9.68	
SOUTH	DART	Peak	901		DART	Dash Point	26.2	n.a.	47	3.34	
SOUTH	DART	Peak	903		DART	South Campus	26.5	n.a.	84	4.45	
SOUTH	DART	Peak	908		DART	Renton Highlands	13.1	n.a.	23	1.60	
SOUTH	DART	Peak	909		DART	Renton	13.0	n.a.	30	2.00	
SOUTH	DART	Peak	917		DART	Algona	18.7	n.a.	58	3.07	
SOUTH	DART	Peak	918		DART	Kent	26.0	n.a.	41	2.75	
SOUTH	regular route average: 2005 SOUTH PEAK						34.5		308	9.9	

SOUTH	DART	OffPeak	901		DART	Dash Point	22.8	n.a.	42	2.87	
SOUTH	DART	OffPeak	903		DART	South Campus	23.7	n.a.	77	4.02	
SOUTH	DART	OffPeak	908		DART	Renton Highlands	10.8	n.a.	19	1.32	
SOUTH	DART	OffPeak	909		DART	Renton	11.4	n.a.	26	1.76	
SOUTH	DART	OffPeak	917		DART	Algona	17.8	n.a.	49	2.49	
SOUTH	PART	OffPeak	914		DART	Kent	16.0	n.a.	66	4.87	
SOUTH	PART	OffPeak	916		DART	Kent	14.7	n.a.	70	5.39	
SOUTH	regular route average: 2005 SOUTH OFFPEAK						35.6		209	10.5	

SOUTH	DART	Night	901		DART	Dash Point	22.9	n.a.	42	2.56	
SOUTH	DART	Night	903		DART	South Campus	23.8	n.a.	76	3.88	
SOUTH	regular route average: 2005 SOUTH NIGHT						27.4		175	7.1	

2005 Route Performance Report - South Subarea

Prod Subar ea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective- ness" Sum

Annual Route Performance Report for 2005

WEST Planning Subarea

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

October 2006

2005 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
2005 PEAK - WEST PRODUCTION SUBAREA											
WEST			<i>Meets or exceeds strong performance threshold</i>				72.1	37%	298	14.5	3.0
WEST			<i>Less than minimum performance threshold</i>				33.9	15%	89	6.5	-3.0
WEST		Peak	15			Blue Ridge	97.9	51%	250	14.7	6.1
WEST		Peak	1			Kinnear	94.6	54%	141	13.6	4.9
WEST		Peak	2 N			West Queen Anne	91.4	54%	129	13.9	4.8
WEST		Peak	3 N			North Queen Anne	90.3	55%	107	11.3	3.9
WEST		Peak	15		TB	Ballard	85.0	56%	203	14.8	5.5
WEST		Peak	4 N			East Queen Anne	83.2	49%	108	11.0	2.9
WEST		Peak	13			Seattle Pacific U.	82.2	50%	120	13.1	3.6
WEST		Peak	14 N			Summit	80.9	43%	98	12.0	2.4
WEST		Peak	12		TB	First Hill	80.1	43%	70	9.2	1.4
WEST		Peak	48 S			Rainier Beach	78.9	37%	219	13.8	3.4
WEST		Peak	12			Interlaken Park	78.2	45%	98	11.3	2.3
WEST		Peak	18			North Beach	77.8	40%	196	10.2	2.5
WEST		Peak	2 S			Madrona	77.1	48%	111	11.9	2.8
WEST		Peak	5		EX	Greenwood	77.0	31%	346	14.2	4.0
WEST		Peak	3 S			Madrona	76.3	43%	99	10.8	1.9
WEST		Peak	56		EX	Alki	75.3	26%	417	16.2	4.7
WEST		Peak	10			Capitol Hill	75.0	42%	105	12.1	2.2
WEST		Peak	15		EX	Blue Ridge	75.0	33%	358	15.1	4.5
WEST		Peak	11			Madison Park	74.8	42%	128	10.1	1.8
WEST		Peak	28		TB	Whittier Heights	74.6	35%	212	9.0	1.8
WEST		Peak	4 S			Judkins Park	74.2	40%	116	11.9	2.0
WEST		Peak	18		TB	Crown Hill	73.9	35%	190	13.1	2.5
WEST		Peak	48 N		TB	Ravenna	73.6	12%	101	1.8	-3.3
WEST		Peak	2 N		EX	West Queen Anne	71.9	28%	153	7.0	-0.2
WEST		Peak	49			U. District	71.8	38%	164	19.3	3.9
WEST		Peak	26			East Green Lake	71.5	41%	176	10.7	2.1
WEST		Peak	44			Ballard	71.5	30%	140	13.7	1.6
WEST		Peak	48 N		EX	Loyal Heights	71.3	25%	255	11.0	1.5
WEST		Peak	68			Northgate TC	71.0	29%	139	7.9	0.0
WEST		Peak	24		TB	Central Magnolia	70.1	33%	249	12.8	2.6
WEST		Peak	3 S		TB	First Hill	69.6	39%	75	10.7	0.9
WEST		Peak	8		TB	Capitol Hill	69.3	29%	84	5.5	-1.3
WEST		Peak	48 S		ALT	Columbia City	69.2	35%	147	10.1	1.1
WEST		Peak	18		EX	North Beach	67.6	27%	333	12.4	2.6
WEST		Peak	48 N			Loyal Heights	67.5	29%	140	8.2	-0.1
WEST		Peak	24			Central Magnolia	67.5	36%	196	10.8	1.7
WEST		Peak	65			Lake City	64.3	23%	150	8.5	-0.7
WEST		Peak	8			Mount Baker	63.9	32%	117	8.4	-0.1
WEST		Peak	372		TEX	Kenmore	63.6	16%	269	8.6	-0.1
WEST		Peak	17		EX	Loyal Heights	62.4	27%	329	12.6	2.3
WEST		Peak	43			U. District	62.3	28%	141	15.1	1.3
WEST		Peak	54		EX	Fauntleroy	61.5	21%	390	12.7	2.4
WEST		Peak	7		TB	Rainier Beach	60.0	30%	184	16.9	2.2
WEST		Peak	358		EX	Aurora Village	59.8	34%	337	20.4	4.9

2005 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
WEST		Peak	36		TB	Beacon Hill	59.7	34%	168	14.5	1.7
WEST		Peak	67			North Seattle	59.6	22%	143	8.3	-1.1
WEST		Peak	26		EX	East Green Lake	59.3	30%	262	13.9	2.1
WEST		Peak	41		TB	Northgate P&R	58.2	26%	438	16.2	4.0
WEST		Peak	28			Broadview	57.7	30%	176	9.3	0.1
WEST		Peak	4 N		NT	East Queen Anne	57.0	32%	84	7.4	-1.1
WEST		Peak	75			Northgate	56.6	29%	185	11.6	0.6
WEST		Peak	5			Shoreline CC	56.4	26%	229	10.5	0.5
WEST		Peak	73		TEX	Roosevelt	56.0	25%	237	16.6	2.0
WEST		Peak	72		EX	Lake City	55.8	29%	256	20.0	3.4
WEST		Peak	55			Admiral District	55.7	26%	271	14.5	1.8
WEST		Peak	42		TB	Rainier Beach	55.4	28%	163	9.5	-0.3
WEST		Peak	71		EX	Wedgwood	55.3	27%	247	18.2	2.7
WEST		Peak	14 S			Mount Baker	55.0	33%	116	12.0	0.4
WEST		Peak	31			Magnolia	54.4	21%	157	7.6	-1.5
WEST		Peak	73		EX	Jackson Park	54.4	27%	239	16.6	2.1
WEST		Peak	5		ALT	Northgate TC	54.0	28%	203	11.4	0.5
WEST		Peak	33			Discovery Park	53.9	28%	191	9.4	-0.1
WEST		Peak	19			West Magnolia	53.8	32%	178	10.0	0.3
WEST		Peak	27			Colman Park	53.6	32%	92	6.9	-1.4
WEST		Peak	60			White Center	53.4	29%	151	11.4	0.1
WEST		Peak	9		EX	Rainier Ave	52.7	24%	164	8.4	-1.1
WEST		Peak	36			Rainier Beach	52.2	27%	179	12.0	0.3
WEST		Peak	70			U. District	51.9	29%	121	13.9	0.4
WEST		Peak	7		EX	Rainier Beach	51.5	23%	225	10.2	-0.2
WEST		Peak	54			Fauntleroy	50.4	23%	273	13.8	1.2
WEST		Peak	56			Alki	50.2	25%	167	8.6	-1.0
WEST		Peak	74			Sand Point	50.1	26%	154	10.3	-0.6
WEST		Peak	41			Lake City	49.5	29%	365	21.7	4.5
WEST		Peak	23			White Center	49.5	26%	223	12.8	0.7
WEST		Peak	303		EX	Shoreline	49.4	28%	492	14.3	3.8
WEST		Peak	21		EX	Arbor Heights	49.0	20%	329	11.7	0.8
WEST		Peak	28		EX	Broadview	48.9	23%	294	12.4	0.9
WEST		Peak	7			Rainier Beach	48.8	25%	157	13.7	0.1
WEST		Peak	373		EX	Aurora Village TC	48.4	15%	250	11.1	-0.5
WEST		Peak	32		EX	Rainier Beach	48.1	24%	229	12.1	0.3
WEST		Peak	17			Loyal Heights	47.5	29%	184	10.4	-0.2
WEST		Peak	128			Admiral District	47.3	25%	196	10.3	-0.4
WEST		Peak	75		TB	Lake City	46.7	20%	149	7.1	-2.1
WEST		Peak	21			Arbor Heights	46.4	26%	197	10.6	-0.3
WEST		Peak	372		EX	Woodinville P&R	45.5	15%	257	11.8	-0.5
WEST		Peak	42		EX	Rainier View	45.2	26%	215	13.1	0.4
WEST		Peak	42			Rainier View	44.8	29%	172	11.3	-0.2
WEST		Peak	301		EX	Shoreline	44.7	28%	538	17.5	4.8
WEST		Peak	43		SH	Capitol Hill	44.5	16%	77	5.8	-3.6
WEST		Peak	982		CUST	Redmond	44.4	31%	633	13.8	5.0
WEST		Peak	16			Northgate TC	44.0	26%	156	11.5	-0.6
WEST		Peak	66		EX	Northgate	43.7	23%	151	12.7	-0.6

2005 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
WEST		Peak	77			Jackson Park	43.2	19%	355	12.7	0.9
WEST		Peak	76			Wedgwood	42.3	17%	281	10.0	-0.7
WEST		Peak	45		EX	Queen Anne	42.2	11%	134	5.3	-3.8
WEST		Peak	57			W. Seattle Junction	40.6	22%	199	9.3	-1.3
WEST		Peak	346			Aurora Village	39.8	17%	143	7.9	-2.7
WEST		Peak	34		EX	Rainier Beach	39.7	18%	195	8.5	-1.9
WEST		Peak	74		EX	Sand Point	39.7	15%	242	9.4	-1.5
WEST		Peak	355		EX	Shoreline CC	39.5	16%	284	10.0	-0.9
WEST		Peak	64		EX	Lake City	38.5	19%	238	10.4	-1.1
WEST		Peak	22			White Center	38.1	22%	154	9.4	-1.8
WEST		Peak	46			Shilshole	37.2	11%	100	3.7	-4.8
WEST		Peak	347			Mountlake Terrace	37.0	16%	137	8.4	-2.8
WEST		Peak	348			Richmond Beach	35.9	24%	108	6.6	-2.9
WEST		Peak	330			Lake City	35.8	21%	82	3.7	-4.2
WEST		Peak	316			Shoreline	34.5	15%	223	8.8	-2.1
WEST		Peak	345			Shoreline	34.1	20%	122	9.2	-2.6
WEST		Peak	39			Rainier Beach	33.6	18%	125	7.3	-3.2
WEST		Peak	242			North Seattle	32.8	13%	391	11.0	-0.2
WEST		Peak	304			Shoreline	32.2	17%	366	12.0	0.1
WEST		Peak	36		SH	Rainier Beach	32.2	12%	68	3.8	-5.2
WEST		Peak	308			Lake Forest Park	31.7	20%	346	12.2	0.2
WEST		Peak	217			Seattle CBD	30.1	11%	364	10.3	-1.0
WEST		Peak	331			Kenmore	29.6	21%	123	7.3	-3.2
WEST		Peak	25			Laurelhurst	29.2	19%	91	6.7	-3.9
WEST		Peak	37		EX	Admiral District	28.7	13%	209	8.0	-2.9
WEST		Peak	35			Seattle CBD	27.9	16%	122	7.1	-3.8
WEST		Peak	79		EX	Lake City	25.4	12%	149	6.0	-4.3
WEST		Peak	38			SODO	24.4	11%	35	2.5	-6.4
WEST		Peak	51			West Seattle	21.8	12%	38	2.2	-6.5
WEST		Peak	243			Jackson Park	21.1	9%	173	4.3	-5.0
WEST		Peak	256			Seattle CBD	19.9	14%	169	8.5	-3.6
WEST		Peak	7		SH	Rainier Beach	19.0	6%	41	2.2	-7.1
WEST		Peak	53			Admiral District	15.9	9%	48	2.6	-6.9
WEST		Peak	301			Shoreline	12.8	9%	135	6.5	-5.2
WEST		Peak	126			Rainier Beach	9.7	5%	40	1.8	-7.8
WEST		Peak	600		EX	Seattle CBD	9.7	6%	126	4.4	-6.3
WEST		Peak	10		SH	Capitol Hill	7.2	1%	6	0.1	-9.1
WEST		average 2005 PEAK - WEST					53.0	26%	194	10.5	0.0

2005 OFFPEAK - WEST PRODUCTION SUBAREA											
WEST	<i>Meets or exceeds strong performance threshold</i>						72.9	32%	207	15.9	3.3
WEST	<i>Less than minimum performance threshold</i>						30.7	13%	87	6.5	-3.3
WEST		OffPeak	3 S	TB		First Hill	104.0	53%	123	19.1	6.8
WEST		OffPeak	4 N			East Queen Anne	103.7	45%	140	13.9	5.2
WEST		OffPeak	2 N			West Queen Anne	101.5	44%	151	15.7	5.6
WEST		OffPeak	1			Kinnear	92.8	37%	143	13.2	3.8

2005 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
WEST		OffPeak	3	N		North Queen Anne	92.0	42%	110	11.5	3.4
WEST		OffPeak	13			Seattle Pacific U.	89.8	39%	143	14.9	4.2
WEST		OffPeak	11			Madison Park	86.3	39%	141	12.8	3.5
WEST		OffPeak	10			Capitol Hill	83.4	36%	128	14.9	3.3
WEST		OffPeak	15			Blue Ridge	79.1	36%	219	15.9	4.9
WEST		OffPeak	14	N		Summit	78.1	29%	99	11.8	1.2
WEST		OffPeak	4	S		Judkins Park	75.1	35%	125	13.9	2.6
WEST		OffPeak	3	S		Madrona	74.8	33%	107	12.2	1.7
WEST		OffPeak	2	S		Madrona	74.0	36%	127	13.6	2.6
WEST		OffPeak	36		TB	Beacon Hill	73.6	32%	224	20.6	5.3
WEST		OffPeak	68			Northgate TC	72.1	28%	159	9.0	1.3
WEST		OffPeak	7		TB	Rainier Beach	71.5	29%	224	21.3	5.1
WEST		OffPeak	18		TB	Crown Hill	70.8	30%	183	12.7	2.6
WEST		OffPeak	12			Interlaken Park	70.1	29%	106	12.4	1.1
WEST		OffPeak	67			North Seattle	69.8	29%	169	13.7	2.4
WEST		OffPeak	48	S		Rainier Beach	69.6	32%	183	12.0	2.6
WEST		OffPeak	18			North Beach	68.8	32%	178	12.9	2.7
WEST		OffPeak	12		TB	First Hill	68.7	35%	82	13.0	1.3
WEST		OffPeak	48	S	ALT	Columbia City	66.6	30%	145	10.5	1.3
WEST		OffPeak	49			U. District	66.6	28%	148	17.2	2.5
WEST		OffPeak	44			Ballard	65.0	24%	126	12.7	0.7
WEST		OffPeak	26			East Green Lake	65.0	31%	157	11.1	1.6
WEST		OffPeak	14	S		Mount Baker	64.6	32%	132	13.7	1.9
WEST		OffPeak	48	N		Loyal Heights	62.9	28%	144	10.0	0.8
WEST		OffPeak	8		TB	Capitol Hill	61.0	25%	81	7.4	-1.3
WEST		OffPeak	9		EX	Rainier Ave	60.6	27%	185	13.5	2.0
WEST		OffPeak	65			Lake City	57.7	18%	135	9.6	-0.7
WEST		OffPeak	358		EX	Aurora Village	57.7	26%	341	22.9	6.4
WEST		OffPeak	60			White Center	56.7	25%	163	13.3	1.2
WEST		OffPeak	8			Mount Baker	56.0	21%	106	8.0	-1.4
WEST		OffPeak	73		EX	Jackson Park	55.8	25%	256	20.5	4.2
WEST		OffPeak	43			U. District	55.7	21%	138	14.5	0.6
WEST		OffPeak	36			Rainier Beach	54.5	24%	185	14.5	1.6
WEST		OffPeak	7			Rainier Beach	54.3	23%	174	15.4	1.6
WEST		OffPeak	28			Broadview	53.5	25%	170	10.2	0.5
WEST		OffPeak	72		EX	Lake City	53.5	24%	257	21.2	4.2
WEST		OffPeak	4	N	NT	East Queen Anne	52.1	24%	75	6.8	-1.9
WEST		OffPeak	48	S	TB	Mount Baker	51.7	23%	131	8.8	-0.7
WEST		OffPeak	5			Shoreline CC	51.6	24%	205	12.2	1.3
WEST		OffPeak	73		TEX	Roosevelt	50.4	20%	205	14.8	1.4
WEST		OffPeak	75			Northgate	50.1	22%	174	12.4	0.6
WEST		OffPeak	71		EX	Wedgwood	50.0	23%	249	21.4	3.8
WEST		OffPeak	372		EX	Woodinville P&R	48.6	17%	252	13.8	1.5
WEST		OffPeak	54			Fauntleroy	47.4	18%	258	14.2	1.8
WEST		OffPeak	42			Rainier View	47.0	23%	183	12.8	0.7
WEST		OffPeak	72			Lake City	46.3	20%	191	11.4	0.2
WEST		OffPeak	42		TB	Rainier Beach	45.9	17%	165	12.5	-0.2
WEST		OffPeak	43		SH	Capitol Hill	45.7	15%	70	4.8	-3.7

2005 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
WEST		OffPeak	24			Central Magnolia	44.7	18%	135	7.8	-1.7
WEST		OffPeak	41			Lake City	44.1	20%	342	22.0	4.9
WEST		OffPeak	42		NT	Rainier View	43.2	28%	172	12.6	0.9
WEST		OffPeak	73			Jackson Park	43.2	18%	190	10.2	-0.4
WEST		OffPeak	128			Admiral District	42.8	22%	173	10.3	-0.2
WEST		OffPeak	71			Wedgwood	42.4	19%	173	12.8	0.0
WEST		OffPeak	56			Alki	42.4	19%	194	12.0	0.1
WEST		OffPeak	74			Sand Point	42.1	17%	128	9.1	-1.8
WEST		OffPeak	27			Colman Park	41.4	17%	77	6.4	-3.2
WEST		OffPeak	16			Northgate TC	40.7	19%	145	11.2	-0.9
WEST		OffPeak	5		ALT	Northgate TC	39.4	17%	170	10.9	-0.8
WEST		OffPeak	55			Admiral District	39.1	15%	201	11.4	-0.4
WEST		OffPeak	70			U. District	38.2	16%	106	11.9	-1.8
WEST		OffPeak	23			White Center	37.7	18%	170	10.5	-0.9
WEST		OffPeak	346			Aurora Village	37.6	13%	157	9.1	-1.9
WEST		OffPeak	21			Arbor Heights	37.5	16%	182	10.5	-0.9
WEST		OffPeak	128		TB	West Seattle	35.9	12%	158	8.1	-2.3
WEST		OffPeak	347			Mountlake Terrace	35.2	13%	132	8.0	-2.7
WEST		OffPeak	345			Shoreline	34.6	18%	134	10.0	-1.8
WEST		OffPeak	348			Richmond Beach	34.6	17%	120	7.4	-2.7
WEST		OffPeak	74		TB	Sand Point	34.4	13%	102	6.1	-3.6
WEST		OffPeak	60		TB	Georgetown	34.2	15%	69	5.7	-4.1
WEST		OffPeak	66		EX	Northgate	33.5	14%	121	10.1	-2.4
WEST		OffPeak	17			Loyal Heights	33.3	17%	138	9.5	-1.9
WEST		OffPeak	31			Magnolia	32.4	13%	107	6.9	-3.5
WEST		OffPeak	22			White Center	32.0	14%	146	10.0	-2.0
WEST		OffPeak	28		SH	Broadview	27.9	9%	92	4.0	-4.9
WEST		OffPeak	331			Kenmore	27.2	15%	125	7.5	-3.1
WEST		OffPeak	39			Rainier Beach	26.7	12%	123	7.9	-3.4
WEST		OffPeak	51			West Seattle	26.4	11%	50	2.8	-5.8
WEST		OffPeak	33			Discovery Park	23.4	11%	90	5.8	-4.6
WEST		OffPeak	38			SODO	22.5	10%	30	2.3	-6.6
WEST		OffPeak	1		SH	Kinnear	22.5	9%	41	2.9	-6.3
WEST		OffPeak	25			Laurelhurst	20.1	10%	78	6.5	-5.0
WEST		OffPeak	53			Admiral District	15.3	6%	61	3.9	-6.4
WEST		OffPeak	74		SH	Sand Point	14.8	5%	30	1.4	-7.6
WEST		OffPeak	37			Admiral District	8.3	3%	52	2.4	-7.5
WEST		OffPeak	331		TB	Aurora Village TC	8.2	3%	29	0.9	-8.2
WEST						average 2005 OFFPEAK - WEST	51.8	23%	147	11.2	0.0

2005 NIGHT - WEST PRODUCTION SUBAREA											
WEST		<i>Meets or exceeds strong performance threshold</i>					44.6	18%	150	9.2	3.4
WEST		<i>Less than minimum performance threshold</i>					20.4	7%	53	3.4	-3.4
WEST		Night	13			Seattle Pacific U.	58.5	23%	88	8.1	4.5
WEST		Night	8		TB	Capitol Hill	55.7	18%	79	6.7	2.7
WEST		Night	49			U. District	54.6	23%	131	13.1	6.9
WEST		Night	10			Capitol Hill	53.9	19%	80	7.3	2.8

2005 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effective-ness" Sum
WEST		Night	2	N		West Queen Anne	53.2	23%	76	6.9	3.5
WEST		Night	14	N		Summit	52.9	15%	65	6.5	1.5
WEST		Night	44			Ballard	52.4	18%	106	8.8	3.6
WEST		Night	11			Madison Park	51.4	22%	86	6.7	3.2
WEST		Night	7			Rainier Beach	47.5	20%	176	11.5	6.0
WEST		Night	73			Jackson Park	46.4	18%	183	11.4	5.7
WEST		Night	15			Blue Ridge	46.0	20%	150	9.2	4.6
WEST		Night	67			North Seattle	45.9	16%	104	7.0	2.1
WEST		Night	48	N		Loyal Heights	44.7	17%	99	5.7	1.7
WEST		Night	72			Lake City	44.4	18%	182	12.1	5.7
WEST		Night	7		TB	Rainier Beach	44.2	16%	163	11.8	4.8
WEST		Night	358		EX	Aurora Village	44.0	18%	295	16.3	9.3
WEST		Night	48	S	TB	Mount Baker	43.3	17%	107	6.5	1.9
WEST		Night	26			East Green Lake	43.1	18%	116	7.5	2.7
WEST		Night	4	N	NT	East Queen Anne	42.8	22%	62	5.5	1.6
WEST		Night	4	N		East Queen Anne	42.3	15%	54	4.7	-0.2
WEST		Night	18			North Beach	41.9	20%	131	7.8	3.4
WEST		Night	15		TB	Ballard	41.4	15%	110	6.4	1.3
WEST		Night	43			U. District	39.8	15%	118	10.5	2.8
WEST		Night	71			Wedgwood	37.6	16%	147	10.1	3.2
WEST		Night	3	S		Madrona	36.4	14%	60	5.5	-0.5
WEST		Night	4	S		Judkins Park	35.5	13%	67	6.3	-0.3
WEST		Night	2	S		Madrona	34.7	14%	61	5.8	-0.5
WEST		Night	14	S		Mount Baker	34.7	14%	81	6.4	0.0
WEST		Night	42		NT	Rainier View	33.9	18%	149	8.7	3.0
WEST		Night	12			Interlaken Park	32.0	12%	58	5.8	-1.2
WEST		Night	5			Shoreline CC	32.0	13%	135	6.1	0.6
WEST		Night	54			Fauntleroy	31.9	11%	191	9.0	2.4
WEST		Night	75			Northgate	31.7	12%	116	6.7	0.3
WEST		Night	65			Lake City	31.4	9%	81	5.2	-1.6
WEST		Night	36			Rainier Beach	31.1	13%	123	8.0	1.0
WEST		Night	41			Lake City	30.9	11%	240	12.8	4.7
WEST		Night	372		EX	Woodinville P&R	30.8	8%	152	5.2	-0.4
WEST		Night	43		SH	Capitol Hill	30.2	7%	86	4.1	-2.4
WEST		Night	55		SH	Admiral District	29.1	8%	39	1.7	-4.1
WEST		Night	1		SH	Kinnear	29.1	10%	49	3.4	-2.8
WEST		Night	18		TB	Crown Hill	28.9	9%	90	5.6	-1.4
WEST		Night	60			White Center	27.6	11%	77	5.1	-1.7
WEST		Night	347			Mountlake Terrace	26.5	8%	110	5.9	-1.3
WEST		Night	56			Alki	25.5	9%	125	5.7	-1.1
WEST		Night	16			Northgate TC	24.9	10%	103	6.5	-1.1
WEST		Night	66		EX	Northgate	24.8	9%	101	6.2	-1.3
WEST		Night	84			Madison Park	24.7	12%	77	4.7	-1.8
WEST		Night	346			Aurora Village	24.5	6%	108	5.4	-2.1
WEST		Night	23			White Center	23.3	9%	129	6.1	-1.0
WEST		Night	74		SH	Sand Point	22.7	7%	47	2.6	-4.3
WEST		Night	21			Arbor Heights	22.6	8%	120	5.7	-1.6
WEST		Night	42		TB	Rainier Beach	22.3	9%	87	5.6	-2.0

2005 Route Performance Report - West Subarea

Prod Subarea	Exceptions to Route Evaluation	Guide time	Route	Part	Key Type	Origin	Rides /Rev. Hour	Fare Rev. / Op.Exp Ratio	Pass. Miles / Rev. Hour	Pass. Miles/ Plat. Miles	"Route Effectiveness" Sum
WEST		Night	348			Richmond Beach	22.1	9%	78	4.1	-2.8
WEST		Night	24			Central Magnolia	21.6	8%	69	3.6	-3.3
WEST		Night	70			U. District	21.5	9%	56	4.9	-3.0
WEST		Night	83			U. District	21.4	11%	120	5.8	-0.9
WEST		Night	81			Ballard	21.4	11%	114	4.2	-1.7
WEST		Night	27			Colman Park	21.2	9%	44	3.1	-4.0
WEST		Night	85			West Seattle	21.1	10%	180	8.2	0.8
WEST		Night	128			Admiral District	20.8	10%	98	4.9	-2.1
WEST		Night	33			Discovery Park	19.1	7%	68	3.0	-4.0
WEST		Night	49		SH	U. District	18.9	7%	46	2.8	-4.6
WEST		Night	28		SH	Broadview	18.7	5%	68	2.4	-4.6
WEST		Night	36		SH	Rainier Beach	18.3	6%	37	1.9	-5.3
WEST		Night	17			Loyal Heights	17.9	8%	78	4.0	-3.5
WEST		Night	345			Shoreline	17.8	7%	75	4.9	-3.4
WEST		Night	7		SH	Rainier Beach	17.2	5%	48	2.6	-5.1
WEST		Night	331			Kenmore	15.3	6%	75	3.6	-4.1
WEST		Night	82			East Green Lake	15.1	8%	83	3.8	-3.5
WEST		Night	38			SODO	6.8	3%	12	0.7	-7.8
WEST		average 2005 NIGHT - WEST					32.5	13%	102	6.3	0.0

2005 WEST PRODUCTION SUBAREA EXCEPTION ROUTES - NOT EVALUATED											
WEST	SCL	Peak	650			Beacon Hill	41.7	n.a.	42	1.3	
WEST	SCL	Peak	987		CUST	Rainier Beach	34.8	n.a.	391	11.1	
WEST	SCL	Peak	988		CUST	Mount Baker	60.8	n.a.	476	15.2	
WEST	SCL	Peak	994		CUST	Queen Anne	17.0	n.a.	114	3.7	
WEST	SCL	Peak	995		CUST	Laurelhurst	30.2	n.a.	183	6.2	
WEST		regular route average: 2005 WEST PEAK					53.0		194	10.5	