

City of Bellevue  
Transit Network Profile  
2011-12 Update



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## Routes Quick Reference

*organized numerically*

RapidRide B Line	42	Route 255	138
Route 111	212	Route 265	144
Route 114	218	Route 269	292
Route 167	124	Route 271	104
Route 210	160	Route 280	320
Route 211	166	Route 342	226
Route 212	172	Route 532	258
Route 215	178	Route 535	264
Route 216	184	Route 540	90
Route 217	190	Route 550	152
Route 218	196	Route 554	202
Route 219	308	Route 555	110
Route 221	62	Route 556	116
Route 226	314	Route 560	278
Route 232	48	Route 566	284
Route 234	234	Route 821	337
Route 235	240	Route 822	338
Route 237	246	Route 823	339
Route 240	272	Route 824	340
Route 241	70	Route 885	341
Route 242	84	Route 886	342
Route 243	98	Route 887	343
Route 244	252	Route 888	344
Route 245	300	Route 889	345
Route 246	76	Route 890	346
Route 249	54	Route 925	326
Route 250	132		







Section I

# Document Guide

Overview of Contents, Organization, Methods, and Sources



# Introduction

## Bellevue Transit Network Profile

This document serves as a companion document to the *Bellevue Transit Network Profile: 2010 Baseline*, first published in April of 2012. This *2011-12 Update* provides a comprehensive summary of public transit services in Bellevue, Washington as of December 2012. Both documents support the city's current efforts to update its 2003 Transit Plan, with the resulting *Bellevue Transit Master Plan* to provide guidance related to the service, capital investment, and policy actions that will help realize Bellevue's transit visions through 2030.

Compiled between September and December 2012, this document completes the Fall 2010-2011 transit network review. It presents a summary of transit services operating in Bellevue one year after the significant October 2011 Eastside service restructuring, which included the introduction of the RapidRide B Line service, many route additions, deletions, and revisions, and the first *Metro Service Guidelines Report* (March 2012) to draw from Metro's new productivity-, social equity-, and geographic value-based guidelines.

Together, the two documents provide a departure point for examining the present state of public transit services in Bellevue and assessing the impacts that recent service restructuring has had on network performance. These documents will also help facilitate study of potential outcomes that may result from Metro's new *Service Guidelines*. As a result of the October 2011 change, Bellevue's transit network is notably different today than it was one year ago. Additional service revisions were implemented throughout King County in February, June, and September of 2012, and while these revisions had less dramatic impacts on Bellevue residents and commuters than those in October 2011 did, these changes are noteworthy nonetheless. Though no specific restructuring is currently scheduled for the immediate future, revisions may be proposed as a result of the Transit Master Plan process, adjustments will be required in the coming years to accommodate the construction of East Link Light Rail, and changes may become necessary if budget shortfalls force Metro to implement service reductions or if new funding sources allow for the improvement or expansion of current services.

The network examined herein is comprised of forty-three routes, of which forty-two remain active today. Thirty-nine of the routes are designated as King County Metro service; nine are designated as Sound Transit service (five of which are operated by Metro, two by Community Transit, and one by Pierce Transit). Data presented for each route includes the type and family of service, hours and frequency of operation, destinations served, ridership statistics, productivity and efficiency measures, and performance trends between Fall 2010, Fall 2011, and Spring 2012. All data presented on the following pages is the result of extensive data collection efforts by the respective transit agencies and analysis by Metro, Sound Transit, and staff in the City of Bellevue Transportation Department.

## What is Bellevue's Transit Master Plan?

The *Bellevue Master Transit Plan* is the city's primary document concerning transit—primarily bus service presently, but soon also including light rail—in and around the city. While the city doesn't operate its own transit system, it can leverage additional transit investments to/from Bellevue with supportive land uses that maximize existing transit facility investments. Additionally, efforts to improve the average speed of buses in Bellevue will result in improved provision of cost-efficient and effective bus transit service and potential for increased ridership.

The Transit Master Plan is a tool to better align with King County Metro's focus on creating a more productive transit system in accordance with its new Strategic Plan for Public Transportation and associated *Service Guidelines*, which have a significant influence on King County's transit resource allocation decisions. The *Transit Master Plan* will develop short- and long-term policies, programs, and projects that foster a high-quality transit system that is easier, more effective, and more enjoyable for residents, employees, and visitors in Bellevue. Specifically, the plan will recommend improvements to create a transit system that is fast, reliable, safe, comfortable, and accessible for all users.

The *Bellevue Transit Master Plan* will address many critical issues, including:

- Identifying the city's most important transit corridors that carry high ridership today, as well as potential new ridership markets that will emerge as Bellevue grows in jobs and new residents;
- Integrating transit capital facilities and services with pedestrian and bicycling infrastructure, and using transit to make great places;
- Enhancing bus transit performance through roadway investments such as traffic signal priority; and
- Coordinating with Metro and Sound Transit to create a seamless, fully integrated, and user friendly network of transit services.



## King County Metro Service Guidelines Report

This analysis is consistent with Metro’s *Service Guidelines*, adopted in July 2011 in conjunction with the agency’s *Strategic Plan for Public Transportation 2011-2021*. The information contained herein is therefore immediately useful for evaluating Metro’s existing services and for serving as the basis for recommending adjustments that will maintain a high degree of mobility in Bellevue, even as service reductions are contemplated by transit agencies due to potential budget shortfalls.

By using the Service Guidelines and related performance measures, Metro strives to provide all-day and peak-hour networks that support regional growth plans, respond to existing ridership demand, offer productive and efficient service, ensure social equity, and provide geographic value through a network of connections between major urban and activity centers.

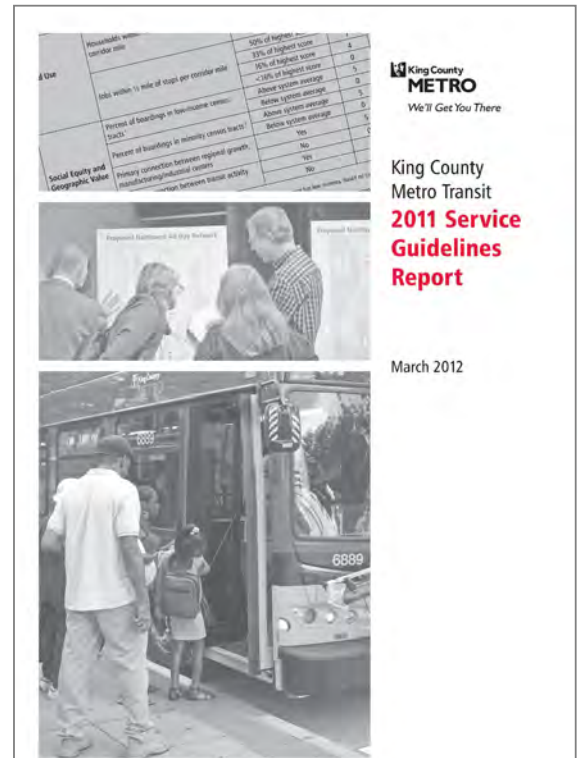
Whereas the *Transit Network Profile: 2010 Baseline* presents Metro’s complete analytical process for assessing route service levels on the basis of various performance measures, this document presents only an update of the underlying route and network performance data for the Fall 2011 and Spring 2012 service periods. This data can be used to conduct an update to the full service level analysis for all-day and peak-only routes if deemed prudent at a later date.

### Metro Guidelines for Service Adjustment

Guideline	Measures
Productivity	Rides per platform hour Passenger miles per platform mile
Passenger Loads	Load factor
Schedule Reliability	On-time performance Headway adherence Latency
All-Day and Peak Networks	Current service relative to All-Day and Peak Networks

King County Metro uses the above guidelines when adding or reducing service and in the ongoing development and management of transit service. The complete Service Guidelines (2011) are available online at...

[http://www.bellevuewa.gov/pdf/Transportation/King\\_County\\_Metro\\_-\\_Service\\_Guidelines\\_%28July\\_2011%29.pdf](http://www.bellevuewa.gov/pdf/Transportation/King_County_Metro_-_Service_Guidelines_%28July_2011%29.pdf)



Document available online at:  
<http://issuu.com/metro-transit/docs/service-guidelines-report-2011/>  
or through Metro’s website at <http://metro.kingcounty.gov/planning/>

# Route Profiles Layout

## Organization of Information Presented

These two pages explain how the information presented in the *Transit Network Profile* documents is organized. Every route profile included herein has a six-page spread that follows the template presented below. The chart on the opposite page provides an overview of the transit network operating in Bellevue and recent changes it has undergone, and it shows which document(s) the profiles for a given route and service period can be found in. For example, any route deleted by or before Fall 2011 is not included in this *2011-12 Update*; these can instead be found in the *Transit Network Profile: 2010 Baseline*.

**2**

### Route Overview & Service Statistics

The first two route profile pages present basic route information including a description, route map, service characteristics, destinations and transit facilities served, connections to other transit services, and route operating statistics and performance measures.

**3**

### Historic & Comparative Performance Measures

Page three presents a series of historic performance charts—annual ridership and productivity—and a table summarizing notable trends in each. Page four provides a chart comparing the productivity and cost efficiency of each route to all other routes in the Bellevue transit network.

**5**

### Stop-Level Boarding & Alighting Activity

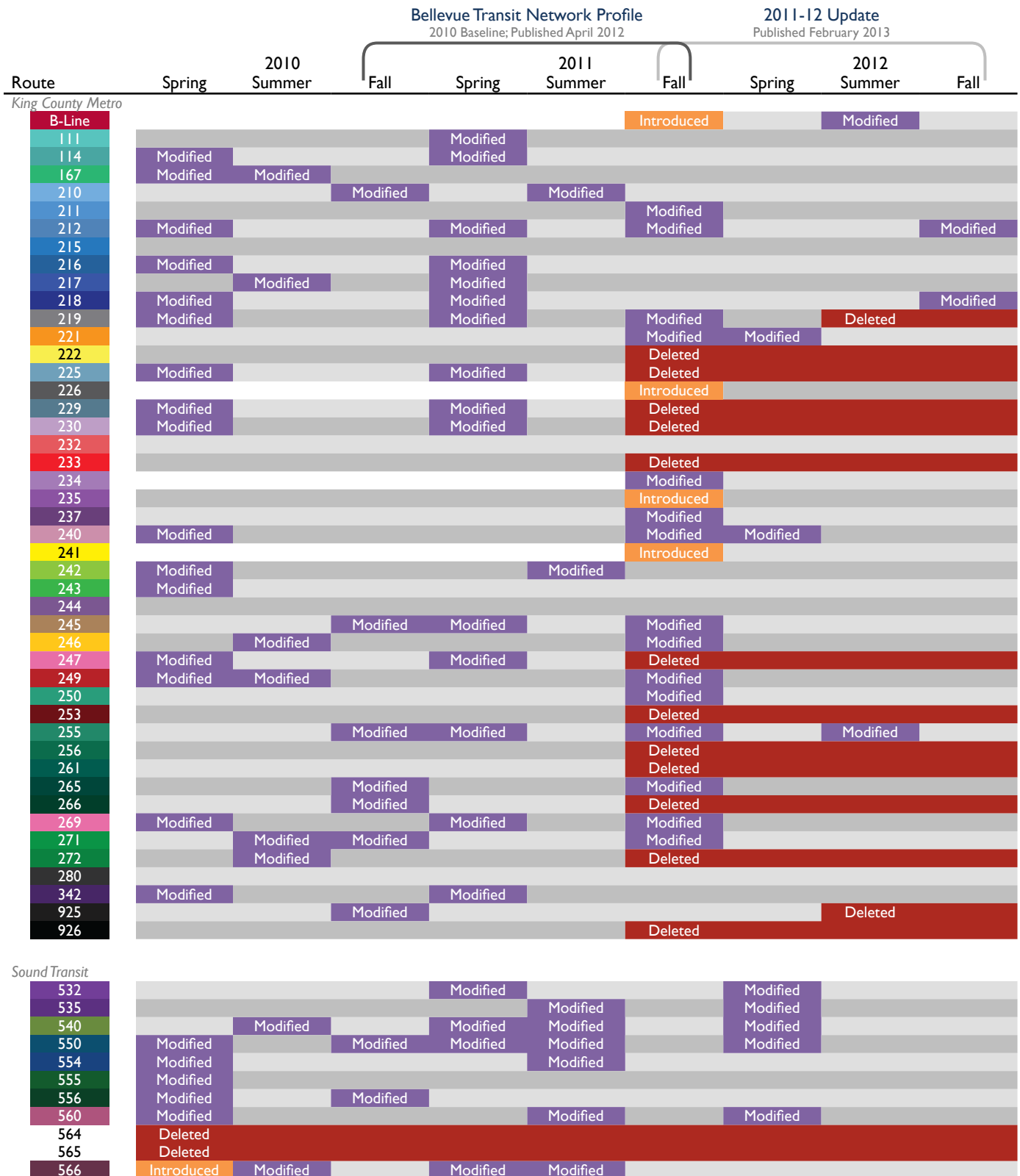
Pages five and six present average weekday boarding and alighting activity for each stop a bus makes in Bellevue. These provide an indication of the origins and destinations common to riders of the route, as well as help to determine which high-traffic stops may benefit from investments in stop amenities such as shelters.



# Route Catalog

## Bellevue Transit Network Timeline

2010 – 2012



# Data Notes & Disclaimers

## King County Metro

### *Platform Hours*

Platform hours were provided by Metro only at the annualized level for each trip. All figures presented for daily platform hours and all derivative measures (e.g. estimated operating cost, rides/platform hour) are estimations and should be considered with due caution.

### *Operating Cost Data by Route*

All operating costs presented in this report are estimations that should be considered with caution. While a reasonable estimate can be calculated based on scheduled hours of service and the type of bus assigned, which is the process used by Metro to estimate the figures that appear in this report, the results of these annual estimates are not perfectly accurate reflections of actual operating costs for several reasons. Because the estimates are based on scheduled—not actual—operation, they cannot account for variation that may be experienced in daily operations such as bus operator overtime or vehicle substitutions. Estimates are also subject to fluctuation depending on how Metro Operations staff assign vehicles to scheduled services, which can affect the number of platform hours operated and hence the actual cost. For example, if Operations staff change how drivers or vehicles are assigned in such a way that platform hours are reduced to improve operating efficiency, such as through interlining routes (or increased to accommodate known problems with existing assignment patterns), the cost of providing a service may vary even if that change has no impact on revenue service provided. Finally, the route level operating cost estimates are the result of extrapolation of data from a single service period (e.g. Fall 2010) to the entire year. These therefore do not reflect any changes to scheduled service that may be made within the course of a single year.

### *Platform Miles and Passenger Miles*

Beginning with data for the Fall 2011 service period, King County Metro no longer provides platform mile or passenger mile data at the trip-level. Therefore, although these measures were provided in the *Transit Network Profile: 2010 Baseline*, these measures nor any that are derived from them are included in this *2011-12 Update*.

## Sound Transit

### *Platform Hours & Related Metrics*

Platform hour data is not available by trip for Sound Transit routes operated by Community Transit and Pierce Transit. Instead, platform hours were provided only for the entire Fall 2011 quarter, so consideration of platform hours by time of day is possible only via estimation and extrapolation. (Note also that Sound Transit's 'Fall 2011' quarter is a different time period than Metro's 'Fall 2011' service change period, of which there are three annually.) The figures presented for annualized platform hours by time of day for Routes 532, 535, and 556 are therefore estimations and should not be considered equally reliable to the same figures provided for other routes. The same also applies to other measures whose values are derived from platform hours, such as daily operating costs.

### *On-Time Performance*

On-time performance data is available only at the quarterly and annual levels by day of service for Sound Transit Routes 532, 535, and 566. Because data is not available by time-of-day, the overall figures for these routes were applied to all time periods for the sake of estimation, though some variation likely does occur throughout the day.









Section II

# Network Summary

Categorization of Bellevue's Transit Routes  
*organized by various defining characteristics*

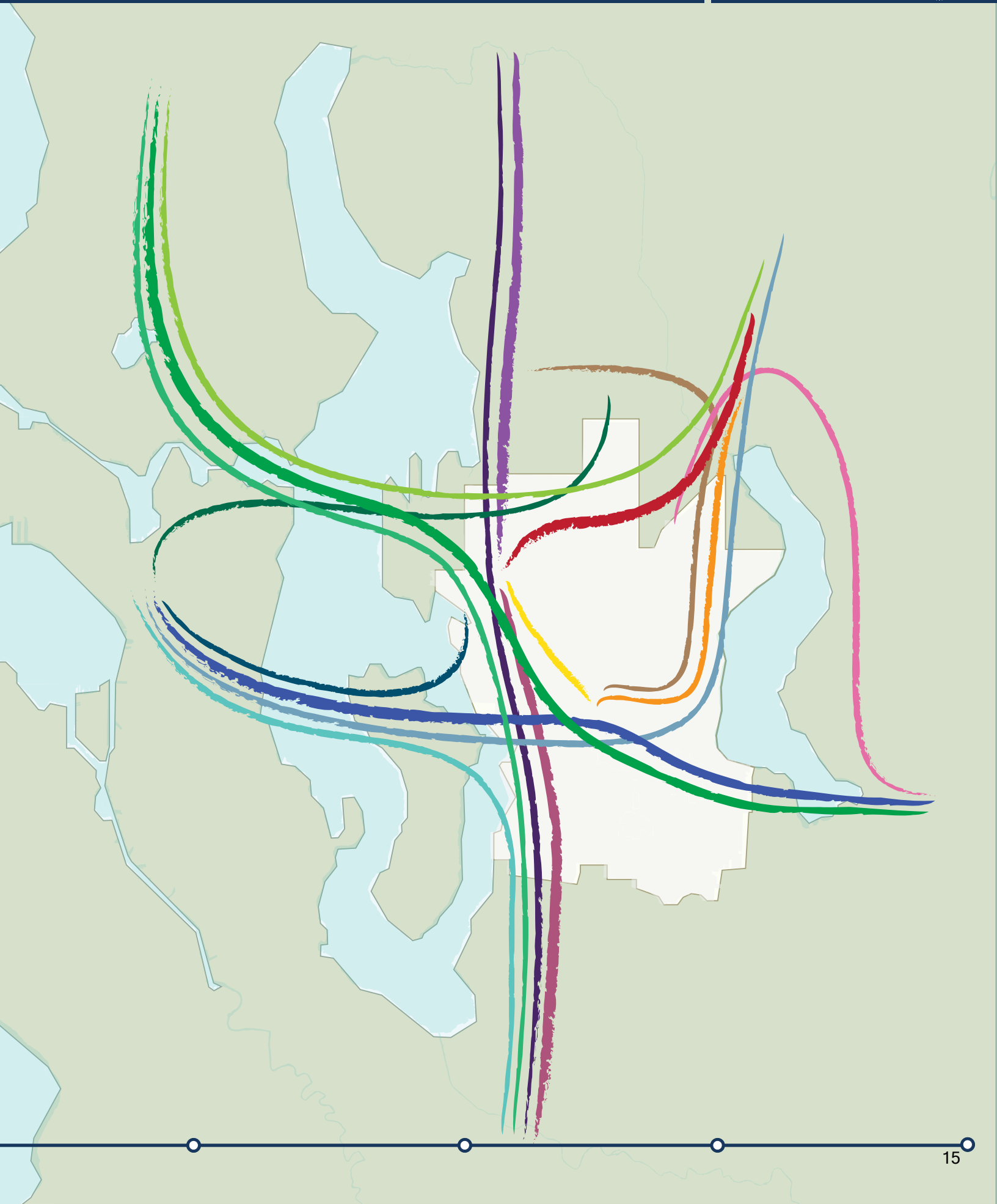


# Transit Corridor Groups

## Bellevue Transit Network

Downtown Bellevue - Overlake - Redmond	1	B Line 232 249
Eastgate - Overlake - Redmond	2	221
Downtown Bellevue - Factoria - Eastgate	3	241 246
North Seattle - Bellevue - Overlake - Redmond	4	242 540
North Seattle - Bellevue - Eastgate - Issaquah - East King	5	243 271 555 556
North Seattle - Bellevue - Renton - South King	6	167
Downtown Seattle - Bellevue - Northern Eastside	7	250 255 265
Downtown Seattle - Mercer Island - Downtown Bellevue	8	550
Downtown Seattle - Eastgate - Issaquah - East King	9	210 211 212 215 216 217 218 554
Downtown Seattle - Eastgate - Overlake - Redmond	10	
Downtown Seattle - Factoria - Southeast King	11	111 114
North King - Downtown Bellevue - Renton	12	342
North King - Kirkland - Downtown Bellevue	13	234 235 237 244 532 535
Downtown Bellevue - Renton - South King	14	240 560 566
Redmond - Overlake - Eastgate - Renton - South King	15	269
Kirkland - Overlake - Eastgate - Factoria	16	245
Local & Regional Circulators	17	219 226 280 925

The routes comprising the Bellevue transit network can be categorized according to the major destinations and corridors served; the map on the right depicts the seventeen unique resultant groups (excluding the Local & Regional Circulators group). This document organizes routes according to these service groupings—as opposed to strict numerical order—thereby facilitating more direct comparison between similar routes. The lone route (Route 247) that comprised Corridor Group 15 in the original 2010 version of the Transit Network Profile was deleted as part of the October 2011 network restructuring. In this document, Corridor Group 15 has been redesignated to represent to Bellevue-serving routes whose primary function is to provide service to the Sammamish Plateau, with 269 being the new lone route.



## Core Service Network

### Top Routes by Annual Ridership











based on Fall 2011 data

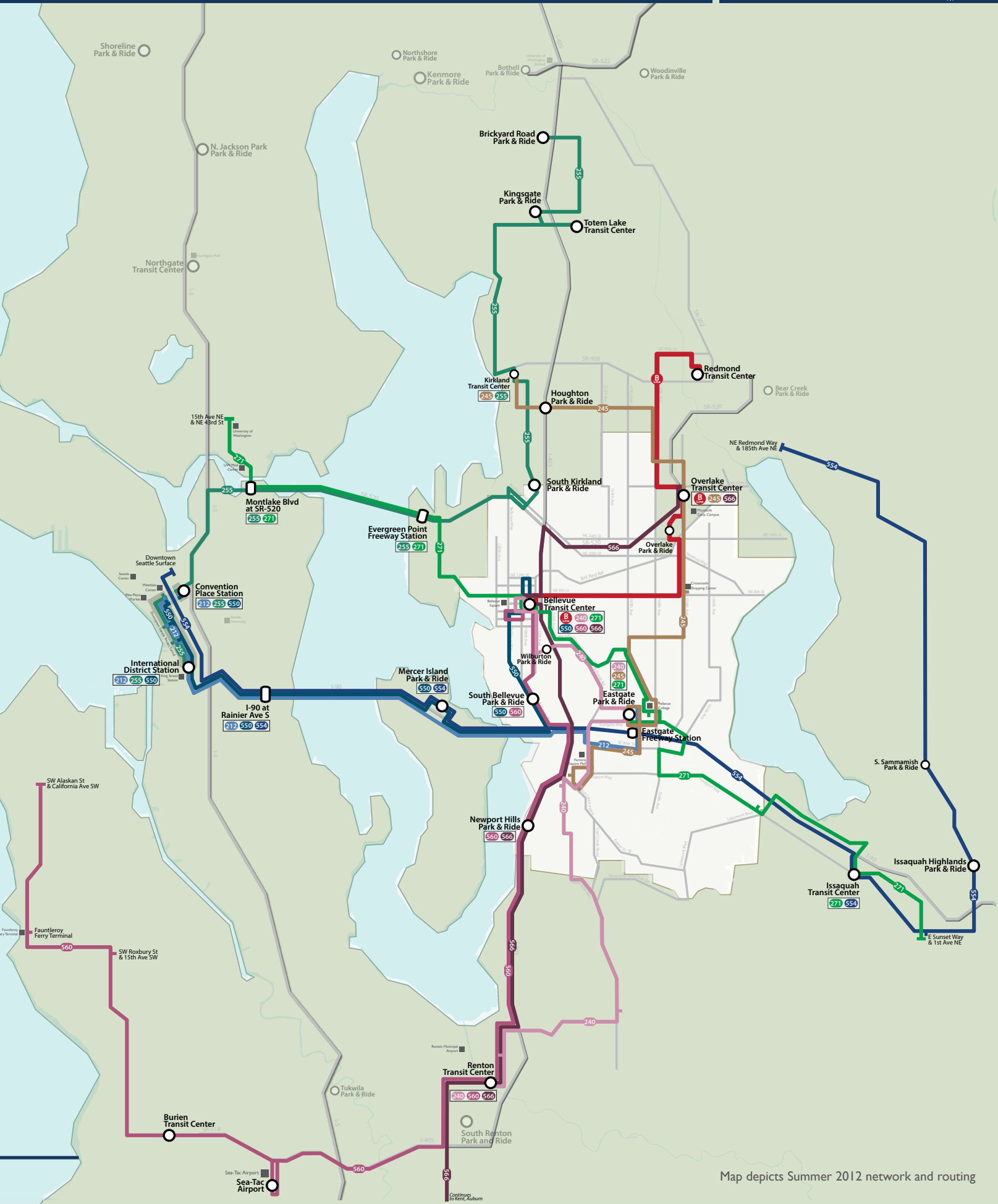
Bellevue's Core Service Network is the collection of King County Metro and Sound Transit routes considered to be the most important to realizing an effective transit system in the city. It is comprised of the ten highest-ridership routes operating in Bellevue within a given year, and it is hence subject to change annually as services are revised and ridership patterns change.

As a result of Metro's network restructuring in October 2011, the Fall 2011 Core Service Network is different from the 2010 network in several ways. Routes 230 and 253, both deleted in that service revision, have been replaced by the RapidRide B Line and Route 212. The latter is the only peak-only route in the Core Network, rising from fifteenth in annualized ridership in Fall 2010 to eighth in Fall 2011. Conversely, Route 271, which previously served the second most annualized rides, now ranks fourth overall, surpassed by both the B Line and Route 255. Route 240 continues to rank seventh in rides served, but it was surpassed in Fall 2011 by Route 554, which now ranks sixth. Another notable distinction from the 2010 Core Network is exhibited by Route 560: its annualized ridership fell by nearly 122,000, and it is now the only core route to serve less than 500,000 annualized rides.

With the rise of Route 212 into Bellevue's Core Network, the significance of Seattle as a major generator of ridership and an important origin and destination for Bellevue transit users is even more evident than it was in 2010. Six of the ten core routes have a terminus in Seattle—four in Downtown, one in the University District, and one in West Seattle.

It is also clear that Eastgate is becoming a more important transit node, with half of the core routes providing service to either the Eastgate Park & Ride or Freeway Station. Corridor Group 14, connecting Downtown Bellevue to Renton and South King County, continues to be the group that appears most frequently in Bellevue's Core Network and is the only multi-route group to have all of its routes among the core network.

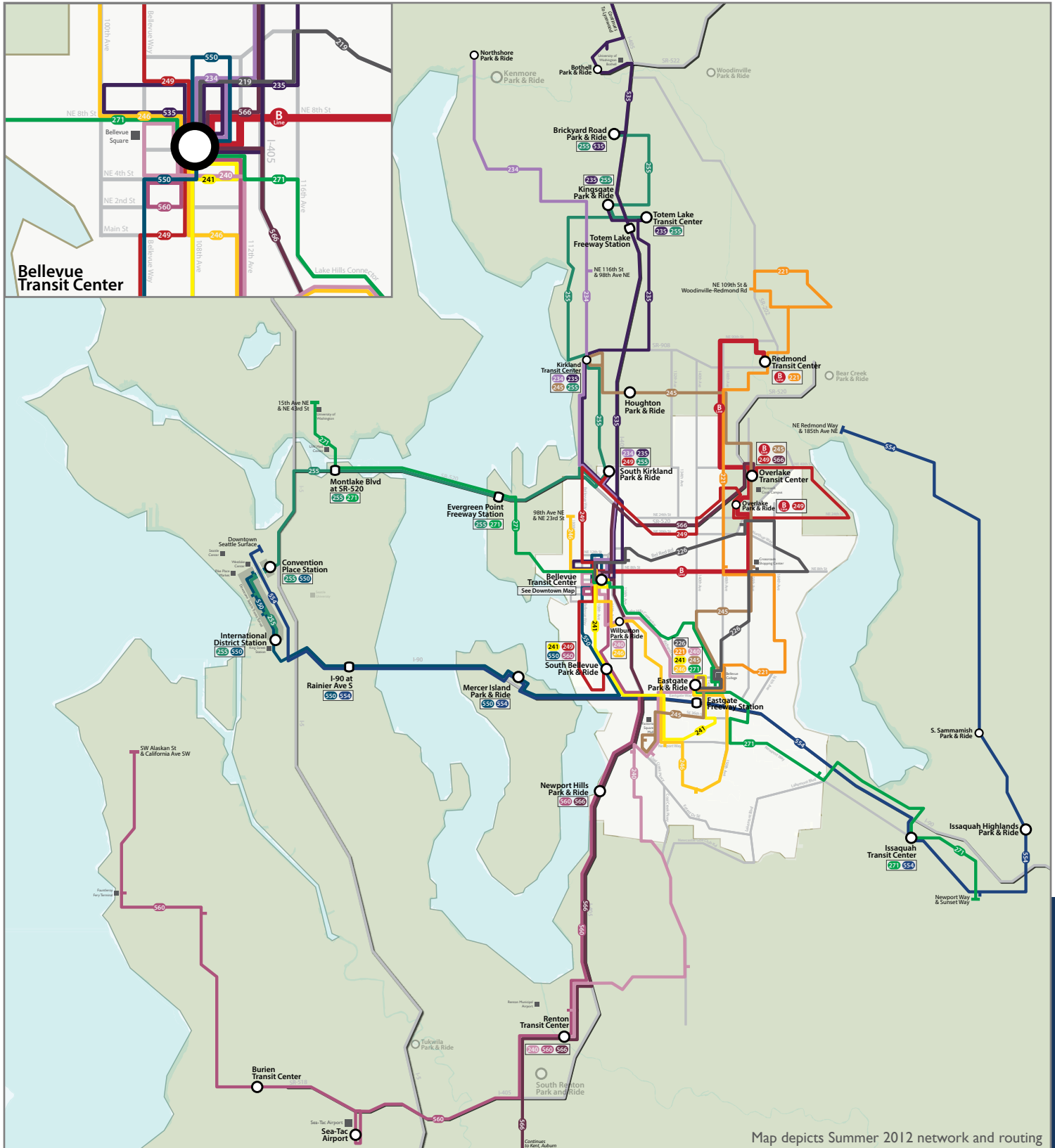
- 
**550** Bellevue to Downtown Seattle  
*via I-90, Mercer Island*  
 Sound Transit Express Bus
- 
**B Line** Bellevue to Redmond  
*via NE 8th St, 156th Ave NE*  
 Metro Corridor 15
- 
**255** Totem Lake to Downtown Seattle  
*via Kirkland, SR-520*  
 Metro Corridor 97
- 
**271** U. District to Issaquah  
*via Bellevue, Eastgate*  
 Metro Corridors 106, 14, 40
- 
**245** Kirkland to Factoria  
*via Overlake, Crossroads, Eastgate*  
 Metro Corridor 54
- 
**554** Issaquah to Downtown Seattle  
*via Eastgate, Mercer Island*  
 Sound Transit Express Bus
- 
**240** Bellevue to Renton  
*via Newcastle, Factoria*  
 Metro Corridor 16
- 
**212** Issaquah to Downtown Seattle  
*via Eastgate, Mercer Island*
- 
**566** Auburn to Overlake  
*via Kent, Renton, Bellevue*  
 Sound Transit Express Bus
- 
**560** Bellevue to Sea-Tac Airport, West Seattle  
*via Renton, Burien, White Center*  
 Sound Transit Express Bus



Map depicts Summer 2012 network and routing

# All-Day Service Network

Fall 2011 – Summer 2012







Route	KCM Service Family	Bellevue Category	Seattle Core
<b>B</b> <i>Bellevue to Redmond</i> <i>via NE 8th St, I 56th Ave NE</i>	Very Frequent Service	Eastside Service	—
<b>221</b> <i>Redmond to Eastgate</i> <i>via I 48th Ave, Crossroads, Bellevue College</i>	Local Service	Eastside Service	—
<b>226</b> <i>Eastgate to Bellevue</i> <i>via Crossroads, Bel-Red Road</i>	Local Service	Community Service	—
<b>234</b> <i>Kenmore to Bellevue</i> <i>via Juanita</i>	Frequent Service	Eastside Service	—
<b>235</b> <i>Kingsgate to Bellevue</i> <i>via Kirkland</i>	Frequent Service	Eastside Service	—
<b>240</b> <i>Bellevue to Renton</i> <i>via Newcastle, Factoria</i>	Local Service	Regional Service	—
<b>241</b> <i>Bellevue to Eastgate</i> <i>via Factoria</i>	Local Service	Community Service	—
<b>245</b> <i>Kirkland to Crossroads, Factoria</i> <i>via Overlake, Eastgate</i>	Frequent Service	Eastside Service	—
<b>246</b> <i>Eastgate to Bellevue</i> <i>via Somerset, Factoria, Woodridge</i>	Local Service	Community Service	—
<b>249</b> <i>Overlake to Bellevue</i> <i>via Sammamish Viewpoint, Northup Way</i>	Local Service	Community Service	—
<b>255</b> <i>Totem Lake to Downtown Seattle</i> <i>via Kirkland, SR-520</i>	Frequent Service	Regional Service	Serves Seattle Core
<b>271</b> <i>U. District to Bellevue, Issaquah</i> <i>via SR-520, Lake Hills, Newport Way</i>	Frequent Service	Regional Service	Serves Seattle Core
<b>535</b> <i>Bellevue to Lynnwood</i> <i>via Totem Lake, UW Bothell</i>	Local Service	Regional Service	—
<b>550</b> <i>Bellevue to Downtown Seattle</i> <i>via I-90, Mercer Island</i>	Very Frequent Service	Regional Service	Serves Seattle Core
<b>554</b> <i>Issaquah to Downtown Seattle</i> <i>via Eastgate, Mercer Island</i>	Local Service	Regional Service	Serves Seattle Core
<b>560</b> <i>Bellevue to Sea-Tac Airport, West Seattle</i> <i>via Renton, Burien, White Center</i>	Local Service	Regional Service	—
<b>566</b> <i>Auburn to Overlake</i> <i>via Kent, Renton, Bellevue</i>	Local Service	Regional Service	—

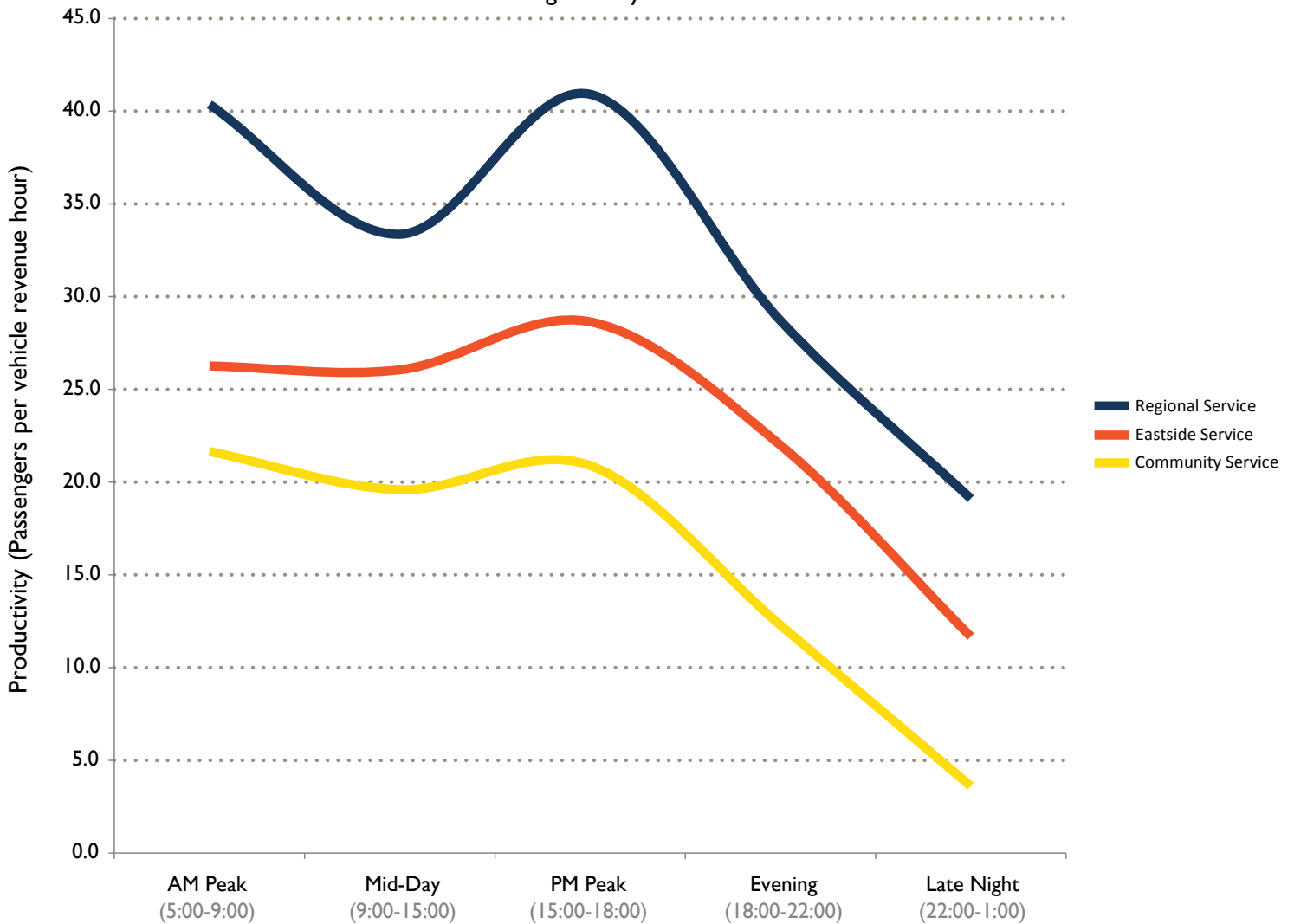
All-day routes operate throughout the day, providing connections from morning through evening between designated regional growth centers, manufacturing/industrial centers, and other areas of concentrated activity, serving a variety of travel needs and trip purposes. Many though not all of the above routes also operate on weekends. Seventeen routes comprise Bellevue’s All-Day Service Network.

Compared with the Peak-Only Service Network (see page II-22), the All-Day Service Network provides more extensive coverage within Bellevue, including service to the neighborhoods of East Bellevue, Wilburton, Northeast Bellevue, Richards Valley, South Bellevue, and Somerset, none of which are served by peak-only routes. However, the All-Day Service Network generally provides less direct service to neighborhoods outside of Bellevue, such as North Seattle and East Renton Highlands, instead primarily serving major transit centers. Two exceptions to this are Kirkland and Redmond, which are both relatively better served by Bellevue’s all-day routes.

# All-Day Service Network

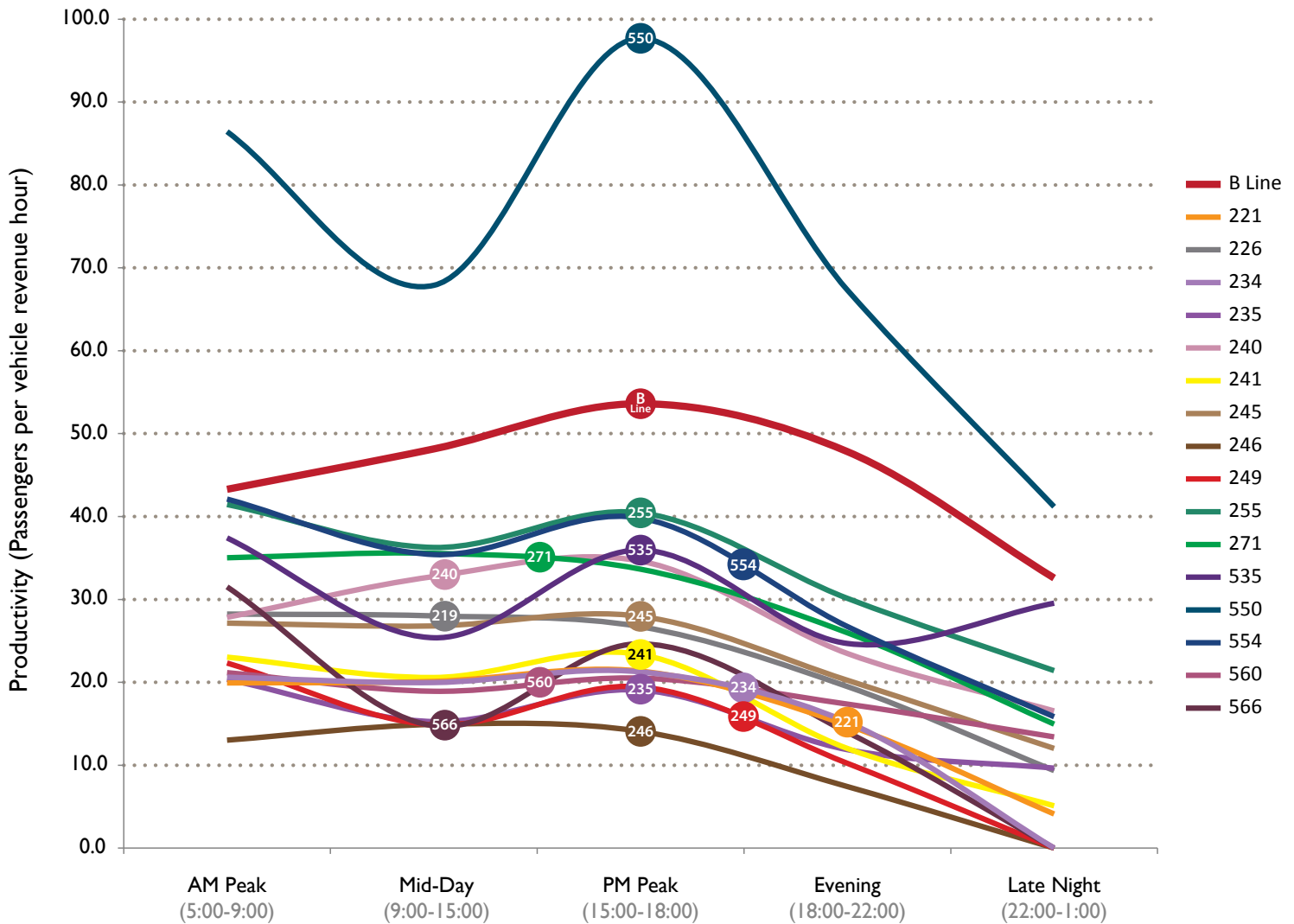
Fall 2011 Productivity

Productivity by Time of Day and Metro Service Family  
Among All-Day Routes



As depicted in the chart above, it is typical for all-day routes to generally exhibit higher productivity during peak hours than off-peak, with the number of rides per revenue hour declining sharply in the evening and late at night for each of the three Bellevue service categories. Peaking is significantly more pronounced among regional routes than among Bellevue’s community services, and the evening peak tends to have higher productivity than the morning peak, especially among Eastside routes. Among Eastside routes, mid-day service is almost equally productive as morning peak service. Regional services tend to be between approximately 1.75 to 2 times as productive as community services, while Eastside service ranges between 1.25 and 1.5 times as productive as community service.

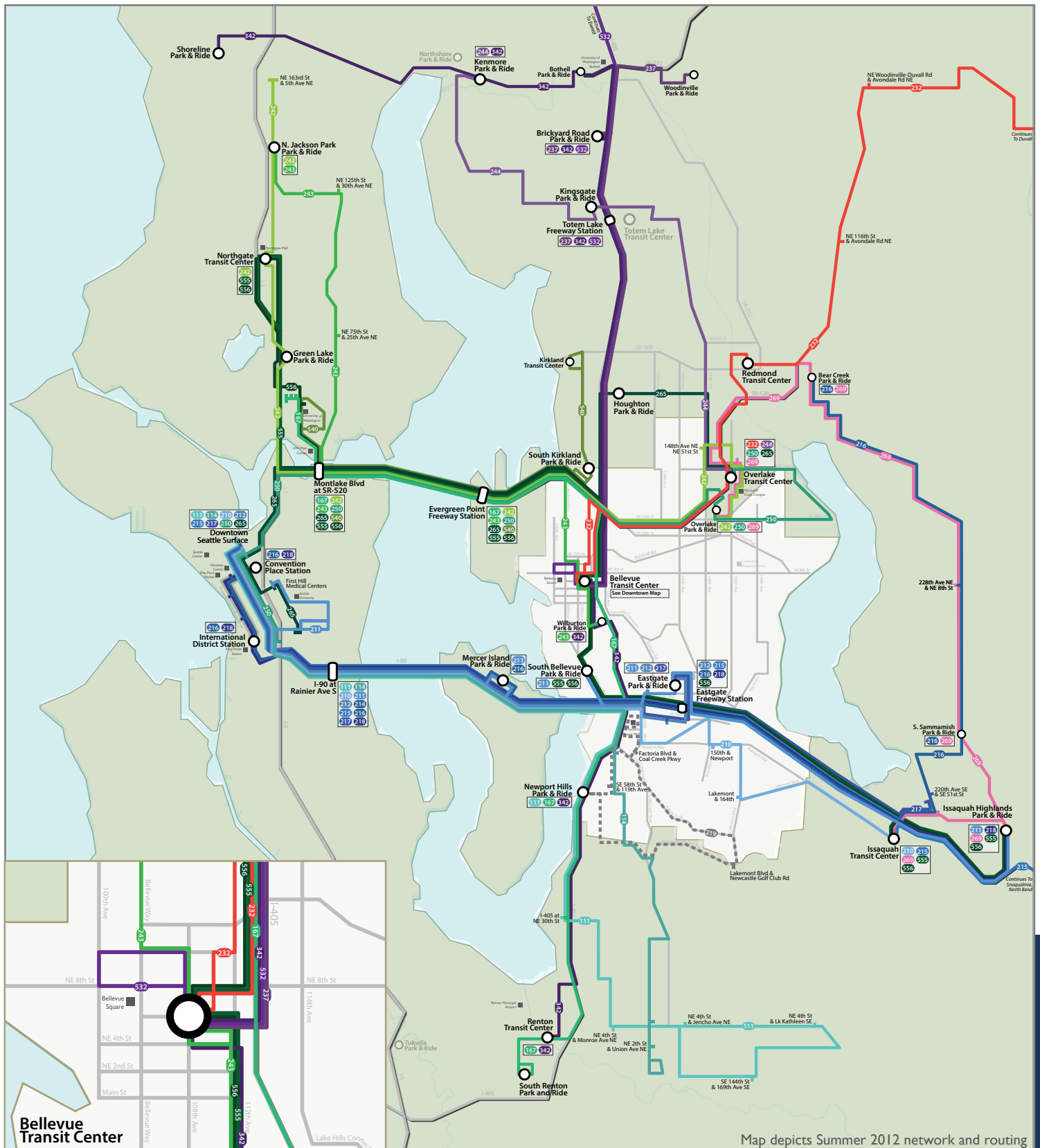
### Productivity by Time of Day and All-Day Routes



The above chart presents the variation of productivity by time of day for each all-day route that serves Bellevue. Route 550 is Bellevue's most productive all-day route, and it is approximately twice as productive as the second best-performing route, the RapidRide B Line. Peaking is exhibited by several of the routes depicted, including Routes 550, 255, 554, 535, 566—all regional services—Eastside Route 249, and community service Route 241. Productivity increases consistently from morning through evening peak for the RapidRide B Line and Route 240, while Route 245 has the most consistent productivity from morning through evening peak. Route 271 is the only all-day route that is most productive mid-day.

## Peak-Only Service Network

Fall 2011 – Summer 2012



Map depicts Summer 2012 network and routing



Route	KCM Service Family	Bellevue Category	Seattle Core
111 <i>Maplewood to Downtown Seattle via Lake Kathleen</i>	Peak Service	Regional Service	Serves Seattle Core
114 <i>Renton Highlands to Downtown Seattle via Newport Hills</i>	Peak Service	Regional Service	Serves Seattle Core
167 <i>Renton to University District via I-405</i>	Peak Service	Regional Service	Serves Seattle Core
210 <i>Issaquah to Downtown Seattle via Lakemont</i>	Peak Service	Regional Service	Serves Seattle Core
211 <i>Eastgate to First Hill via South Bellevue, Mercer Island</i>	Peak Service	Regional Service	Serves Seattle Core
212 <i>Eastgate to Downtown Seattle via I-90</i>	Peak Service	Regional Service	Serves Seattle Core
215 <i>North Bend to Downtown Seattle via Snoqualmie, I-90</i>	Peak Service	Regional Service	Serves Seattle Core
216 <i>Bear Creek to Downtown Seattle via Sammamish</i>	Peak Service	Regional Service	Serves Seattle Core
217 <i>Downtown Seattle to North Issaquah via Factoria, Eastgate</i>	Peak Service	Regional Service	Serves Seattle Core
218 <i>Issaquah Highlands to Downtown Seattle via I-90</i>	Peak Service	Regional Service	Serves Seattle Core
219 <i>Newport Hills to Newcastle, Factoria Factoria Square Loop</i>	Peak Service	Community Service	—
232 <i>Duvall to Bellevue via Redmond</i>	Peak Service	Eastside Service	—
237 <i>Woodinville to Downtown Seattle via Totem Lake</i>	Peak Service	Regional Service	Serves Seattle Core
242 <i>Ridgecrest to Overlake via Northgate</i>	Peak Service	Regional Service	Serves Seattle Core
243 <i>Jackson Park to Bellevue via Lake City</i>	Peak Service	Regional Service	—
244 <i>Kenmore to Overlake via Kingsgate</i>	Peak Service	Eastside Service	—
250 <i>Redmond to Downtown Seattle via Overlake</i>	Peak Service	Regional Service	Serves Seattle Core
265 <i>Overlake to First Hill via Rose Hill, Downtown Seattle</i>	Peak Service	Regional Service	Serves Seattle Core
269 <i>Overlake to Issaquah via Sammamish</i>	Peak Service	Regional Service	—
342 <i>Shoreline to Renton via Bellevue</i>	Peak Service	Regional Service	—
532 <i>Bellevue to Everett via Totem Lake, UW Bothell</i>	Peak Service	Regional Service	—
540 <i>Kirkland to U. District via SR-520</i>	Peak Service	Regional Service	Serves Seattle Core
555 <i>Bellevue to Everett via Lynnwood, UW Bothell</i>	Peak Service	Regional Service	Serves Seattle Core
556 <i>Issaquah to Northgate via Eastgate, Bellevue, U. District</i>	Peak Service	Regional Service	Serves Seattle Core

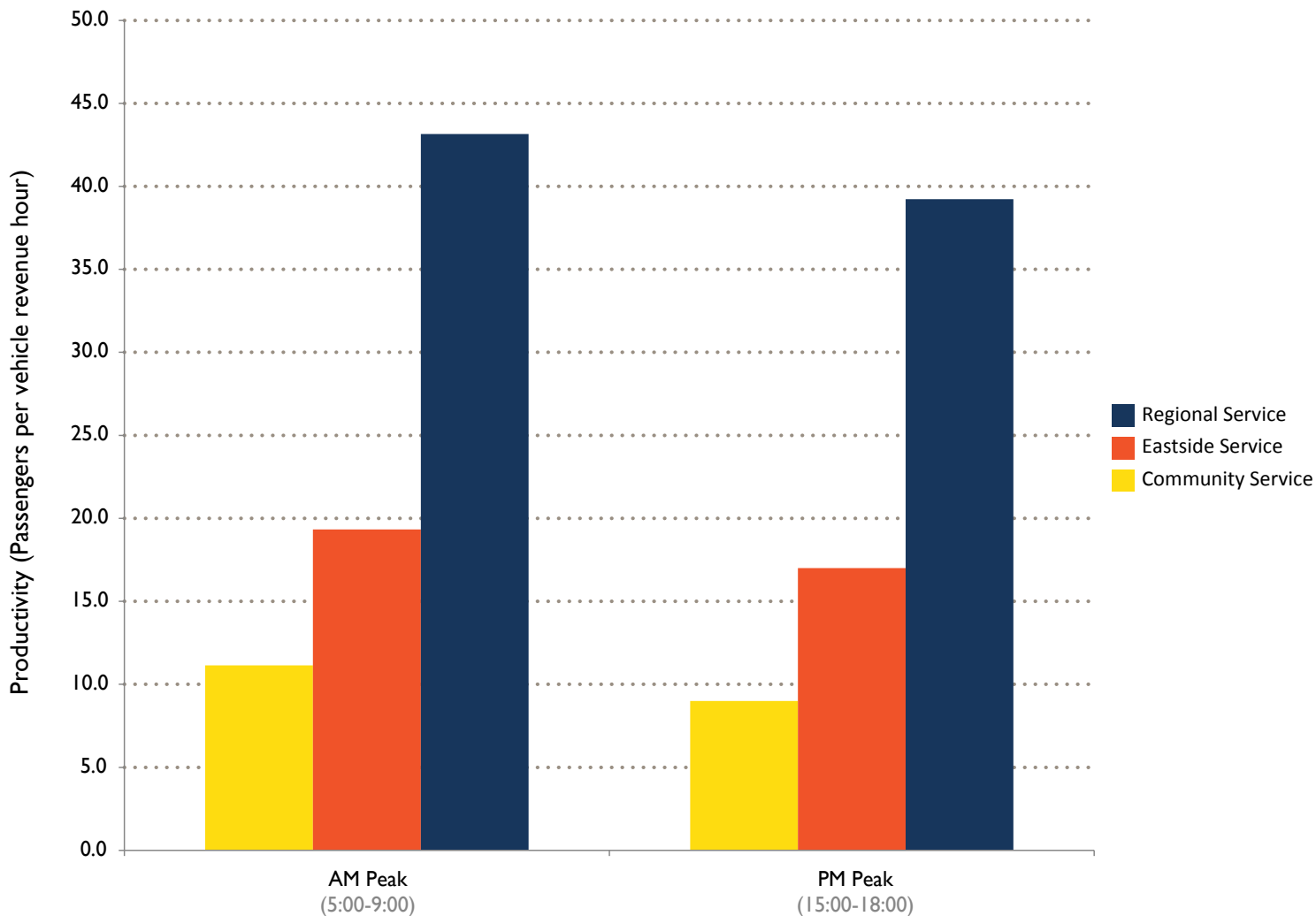
Peak-only service provides faster travel times and accommodates very high demand for travel to and from major employment centers and Park & Ride lots during morning and afternoon commuting periods. Peak services operate between 5-9 AM and 3-6 PM. Twenty-four routes comprised Bellevue's Peak-Only Service Network in Fall 2011; Route 219 was deleted in June 2012.

Within Bellevue, the Peak-Only Service Network primarily serves transit centers via freeways and major arterials. The only Bellevue neighborhood with service exclusively during peak hours is Newcastle, served by Route 210. (Forest Drive was also previously served exclusively during the peak prior to the deletion of Route 219, but it is now not served at all.) North Seattle, Shoreline, Woodinville, Northeast King County, and Everett are served by a direct connection with Bellevue exclusively during peak hours.

# Peak-Only Service Network

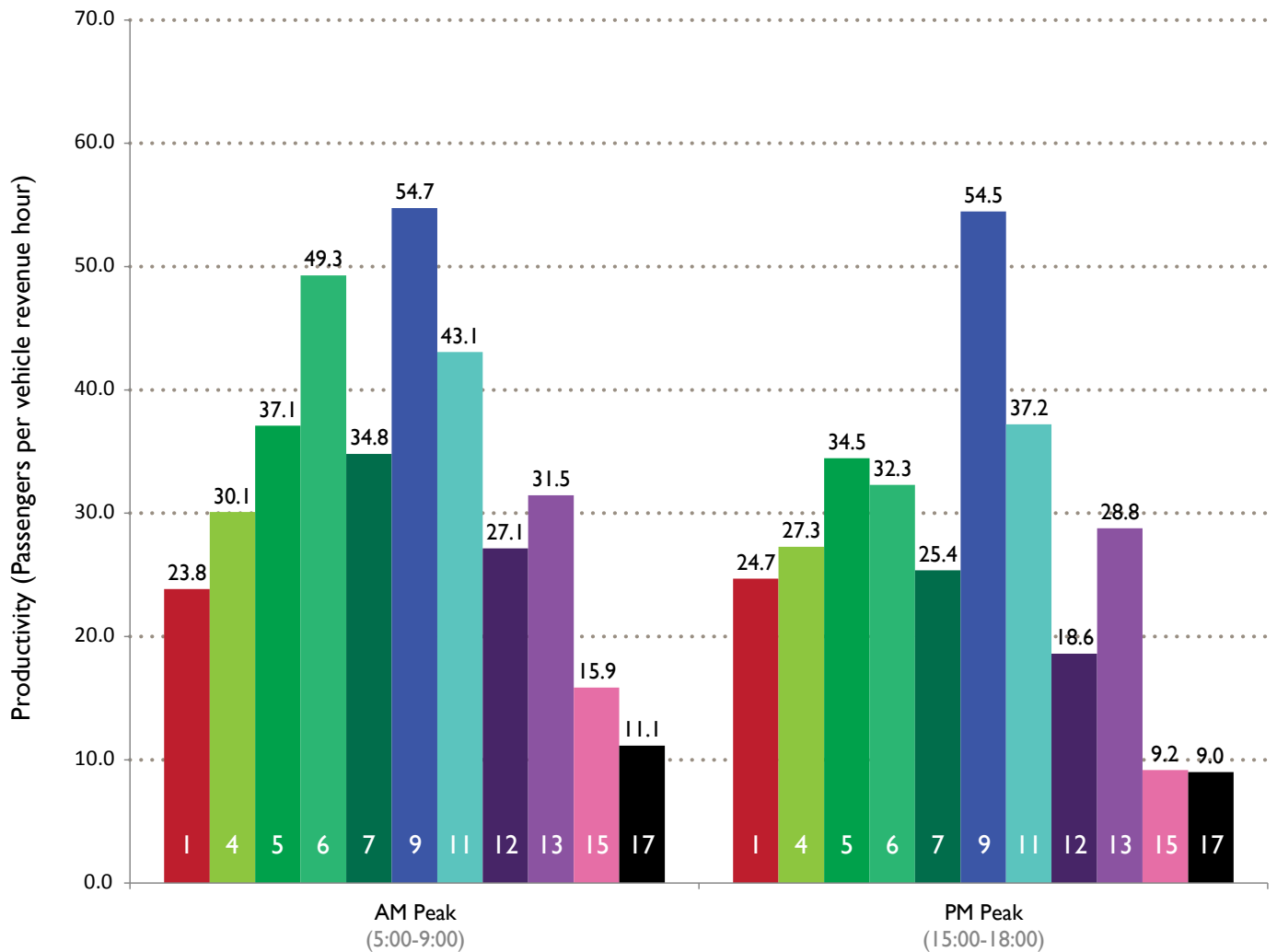
Fall 2011 Productivity

Productivity by Time of Day and Metro Service Family  
Among Peak-Only Routes



As depicted in the chart above, regional routes—which comprise twenty of Bellevue’s twenty-four peak-only routes—are more than twice as productive as Bellevue’s Eastside services, and four times more productive than community service. (Note that Route 219 was the lone peak-only community service in Fall 2011, prior to its deletion in June 2012.) Unlike all-day services, peak-only service tends to be more productive during the morning peak than during the evening peak.

### Productivity by Time of Day and Transit Corridor Group Among Peak-Only Routes



As depicted in the chart above, regional peak-only routes are significantly more productive than Eastside and local Bellevue service, and services tend to be somewhat more productive in the morning peak than in the afternoon peak.

Peak-only routes that serve the I-90 corridor tend to be Bellevue’s most productive, including Corridor Group 9 (Downtown Seattle–Eastgate–Issaquah) and Corridor Group 11 (Downtown Seattle–Factoria–Southeast King). Routes serving the SR-520 corridor tend to be the second most productive cohort, especially Corridor Group 6 (North Seattle–Bellevue–Renton–South King) and Corridor Group 5 (North Seattle–Bellevue–Eastgate–Issaquah–East King). Routes serving the I-405 corridor are the least productive of Bellevue’s regional freeway-based routes, and those that serve I-405 north (Corridor Group 13; North King–Kirkland–Bellevue) are more productive than Corridor Group 12 (Route 342), which connects Shoreline and Bothell to Renton via I-405.

## Service Families

### Frequency and Areas Served

based on Fall 2011 operations

#### Metro Service Families

Service Families	Routes	Annualized Ridership		Annualized Revenue Hours	
		Rides	% of Total	Hours	% of Total
<b>Very Frequent</b> Connects centers with 15 minute headways or better, operating 16 to 20 hours daily.	B Line, 550	4,285,278	25.9%	69,746	14.2%
<b>Frequent</b> Connects centers with 30 minute headways or better (15 during peak hours), operating 16 to 20 hours daily.	234, 235, 245, 255, 271	4,684,246	28.3%	157,879	32.2%
<b>Local</b> Connects neighborhood services and centers with 30+ minute headways.	221, 226, 240, 241, 246, 249, 535, 554, 560, 566	4,248,339	25.6%	176,199	36.0%
<b>Hourly</b> Infrequent service (60+ minute headways) to low-density areas.	—	0	0.0%	0	0.0%
<b>Peak</b> Peak-hour service on weekdays, connecting regional employment centers.	111, 114, 167, 210, 211, 212, 215, 216, 217, 218, 219*, 232, 237, 242, 243, 244, 250, 265, 269, 342, 532, 540, 555, 556	3,350,627	20.2%	85,177	17.4%
<b>Night Owl</b> Late night service connecting local and regional employment areas.	280	6,894	0.0%	821	0.2%

#### Bellevue Service Categories

Service Families	Routes	Annualized Ridership		Annualized Revenue Hours	
		Rides	% of Total	Hours	% of Total
<b>Community Service</b> Routes exclusively serving Bellevue, connecting neighborhoods and local destinations.	219*, 226, 241, 246, 249	956,776	5.8%	48,781	10.0%
<b>Eastside Service</b> Routes connecting Bellevue with other Eastside communities.	B Line, 221, 232, 234, 235, 244, 245, 269, 925	3,775,276	22.8%	132,762	27.1%
<b>Regional Service</b> Routes connecting Bellevue to other regional destinations, notably including Seattle.	111, 114, 167, 210, 211, 212, 215, 216, 217, 218, 237, 240, 242, 243, 250, 255, 265, 271, 280, 342, 532, 535, 540, 550, 554, 555, 556, 560, 566	11,843,331	71.5%	308,279	62.9%

\* Route deleted Summer 2012

All figures based on Fall 2011 data

The charts above categorize the routes comprising Bellevue's transit network according to the service family standards set by Metro's Service Guidelines (see table at right) and the Bellevue service categories as defined by the 2003 Transit Plan.

As indicated, regional services account for nearly two-thirds of all revenue hours and almost three-quarters of ridership among Bellevue-serving routes. Though peak routes are the most numerous, services that are very frequent, frequent, and local each account for larger shares of total ridership.

#### Summary of Typical Service Levels by Family

Service Family	Frequency			Days of Service	Hours of Service
	Peak	Off-Peak	Night		
Very Frequent	15 or better	15 or better	30 or better	7 days	16-20 hrs
Frequent	15 or better	30	30	7 days	16-20 hrs
Local	30	30-60	—*	5-7 days	12-16 hrs
Hourly	60 or worse	60 or worse	—	5 days	8-12 hrs
Peak	8 trips/day min	—	—	5 days	Peak

\* Night service on local corridors is determined by ridership and connections





# Frequent Service Network

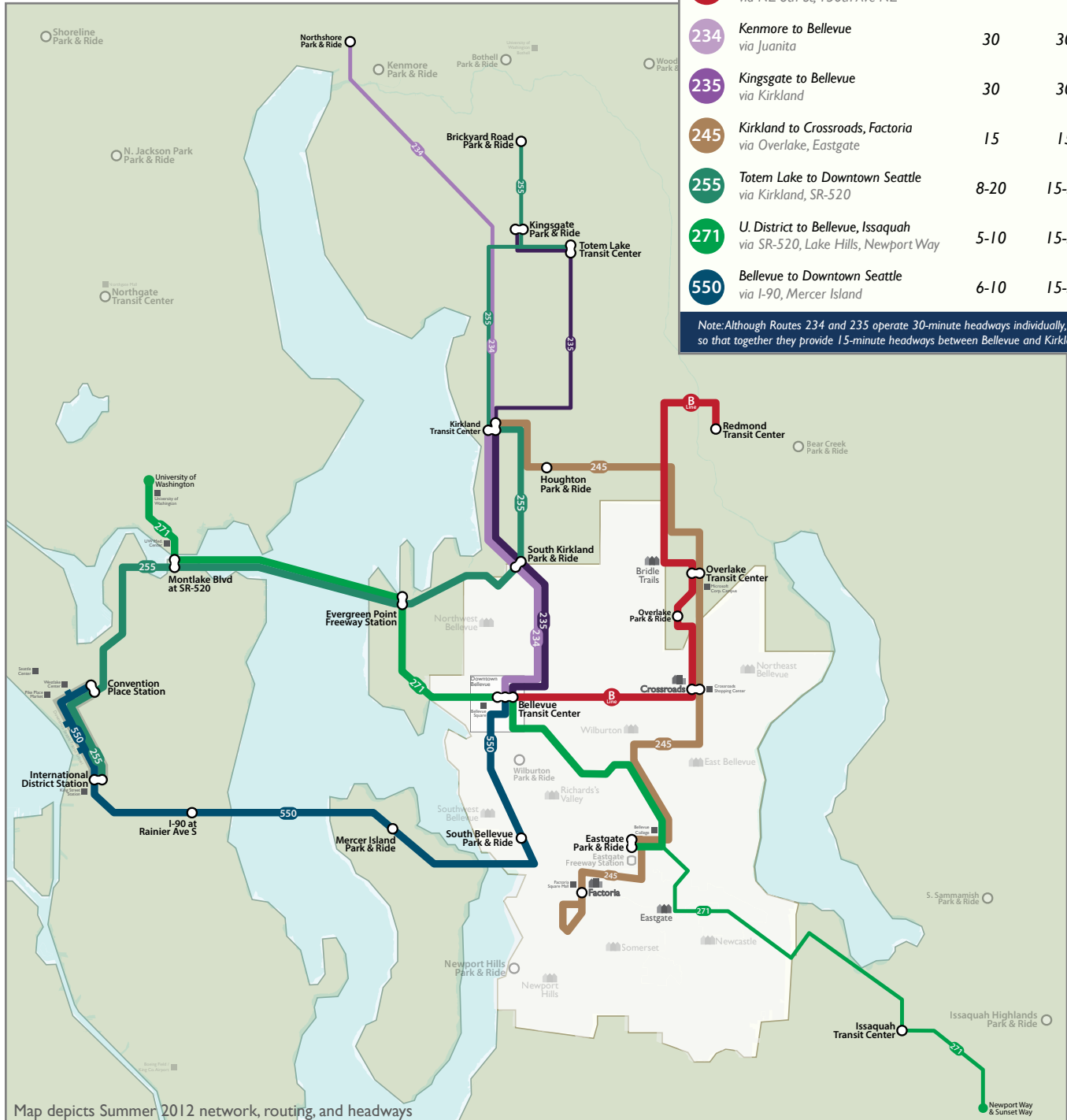
All-Day Routes Providing Service Every 15 Minutes or Better

based on Summer 2012 operations

Frequent service is defined as all-day service that operates approximately every 15 minutes or better during most portions of the day. Note that on the map below, thick lines indicate corridors with frequent service, while thin lines represent portions of a route with less frequent service.

		Weekday Headways		
		Peak	Off-Peak	Night
<b>B Line</b>	Bellevue to Redmond via NE 8th St, 156th Ave NE	10	15	30
<b>234</b>	Kenmore to Bellevue via Juanita	30	30	—
<b>235</b>	Kingsgate to Bellevue via Kirkland	30	30	30
<b>245</b>	Kirkland to Crossroads, Factoria via Overlake, Eastgate	15	15	30-60
<b>255</b>	Totem Lake to Downtown Seattle via Kirkland, SR-520	8-20	15-30	60
<b>271</b>	U. District to Bellevue, Issaquah via SR-520, Lake Hills, Newport Way	5-10	15-30	30
<b>550</b>	Bellevue to Downtown Seattle via I-90, Mercer Island	6-10	15-30	30

*Note: Although Routes 234 and 235 operate 30-minute headways individually, they are scheduled so that together they provide 15-minute headways between Bellevue and Kirkland all day.*



## Service Headways

Fall 2011

Route	Weekday					Saturday			Sunday		
	AM Peak (5:00-9:00)	Midday (9:00-15:00)	PM Peak (15:00-18:00)	Evening (18:00-22:00)	Night (22:00-1:00)	Daytime (5:00-18:00)	Evening (18:00-22:00)	Night (22:00-1:00)	Daytime (5:00-18:00)	Evening (18:00-22:00)	Night (22:00-1:00)
B Line	10	15	10	15	30	15	15	30	15	15	30
111	20-30	—	20-30	—	—	—	—	—	—	—	—
114	30	—	30	—	—	—	—	—	—	—	—
167	30	—	30	—	—	—	—	—	—	—	—
210	4 trips	—	4 trips	—	—	—	—	—	—	—	—
211	30	—	30	—	—	—	—	—	—	—	—
212	7-15	—	7-15	—	—	—	—	—	—	—	—
215	30	—	30	—	—	—	—	—	—	—	—
216	30	—	30	—	—	—	—	—	—	—	—
217	3 trips	—	3 trips	—	—	—	—	—	—	—	—
218	9-30	—	10-30	—	—	—	—	—	—	—	—
219	2 trips	—	3 trips	—	—	—	—	—	—	—	—
221	30	30	30	30-60	1 trip	30	60	—	60	60	—
226	30	30	30	60	—	30	60	—	60	60	—
232	30	—	30	—	—	—	—	—	—	—	—
234	30	30	30	60	—	60	—	—	60	—	—
235	30	30	30	30	30-60	60	60	60	60	60	60
237	3 trips	—	2 trips	—	—	—	—	—	—	—	—
240	30	30	30	30-60	60	30	60	60	60	60	60
241	30	30	30	60	—	30	60	—	60	60	—
242	20-30	—	30	—	—	—	—	—	—	—	—
243	3 trips	—	2 trips	—	—	—	—	—	—	—	—
244	30	—	30	—	—	—	—	—	—	—	—
245	15	15	15	30	60	30	30	60	30-60	60	60
246	30	60	30	—	—	—	—	—	—	—	—
249	30	30	30	—	—	45	—	—	45	—	—
250	30	—	30	—	—	—	—	—	—	—	—
255	20	30	20	30	60	30	30-60	60	30-60	30-60	60
255 Variant	10	15	10	30	60	30	30	60	30-60	30-60	60
265	15-20	—	15-20	—	—	—	—	—	—	—	—
269	20-30	3 trips	20-30	1 trip	—	—	—	—	—	—	—

Route	Weekday					Saturday			Sunday		
	AM Peak (5:00-9:00)	Midday (9:00-15:00)	PM Peak (15:00-18:00)	Evening (18:00-22:00)	Night (22:00-1:00)	Daytime (5:00-18:00)	Evening (18:00-22:00)	Night (22:00-1:00)	Daytime (5:00-18:00)	Evening (18:00-22:00)	Night (22:00-1:00)
271	10-30	30	30	60	30	30	60	—	60	60	—
271 Variant	5-10	15	5-10	30	—	30	60	—	30-60	60	—
280	—	—	—	—	2 trips	—	—	2 trips	—	—	2 trips
342	30	—	30	—	—	—	—	—	—	—	—
532	10-30	—	15-30	—	—	—	—	—	—	—	—
535	30	30	30	30-60	—	60	60	—	—	—	—
540	15-30	—	15-30	—	—	—	—	—	—	—	—
550	6-10	15	6-10	30	30	15	30	30	30	30	30
554	30	20	20-30	30-60	60	30-60	60	60	30-60	60	60
555	30	1 trip	30	—	—	—	—	—	—	—	—
556	30	1 trip	30	—	—	—	—	—	—	—	—
560	30	60	30	60	60	60	60	60	60	60	60
560 Variant	30	—	30	—	—	—	—	—	—	—	—
566	7-30	30	10-30	30-60	—	—	—	—	—	—	—
925	—	DART	DART	—	—	—	—	—	—	—	—

### Spring 2012<sup>a</sup> and Summer 2012<sup>b</sup> Headway Revisions

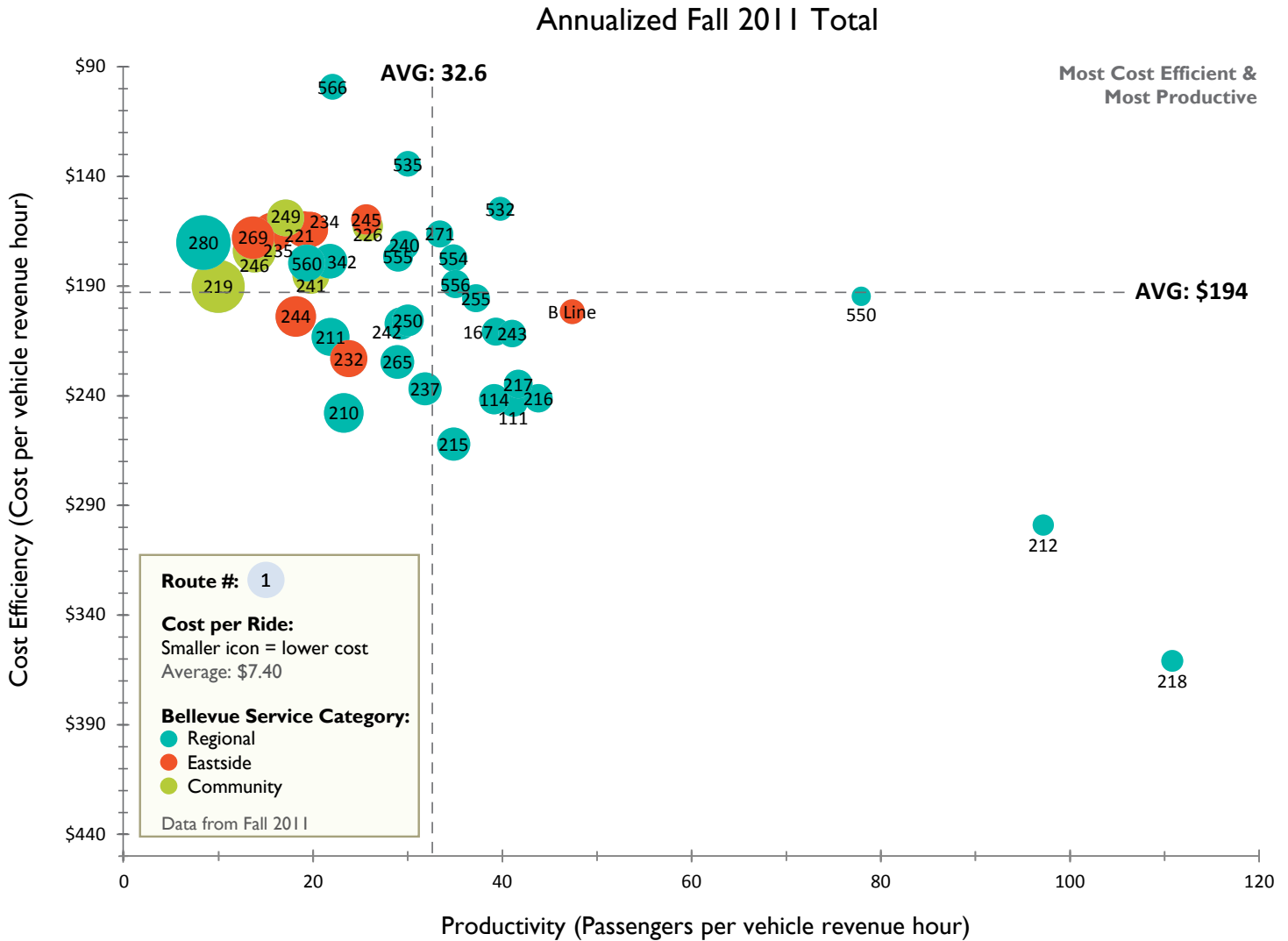
Route	Weekday					Saturday			Sunday		
	AM Peak (5:00-9:00)	Midday (9:00-15:00)	PM Peak (15:00-18:00)	Evening (18:00-22:00)	Night (22:00-1:00)	Daytime (5:00-18:00)	Evening (18:00-22:00)	Night (22:00-1:00)	Daytime (5:00-18:00)	Evening (18:00-22:00)	Night (22:00-1:00)
240 <sup>a</sup>	15-30	30	15-30	30-60	60	30	60	60	60	60	60
255 Variant <sup>b</sup>	8-10	15-30	8-10	30	—	30	60	—	60	60	—
219 <sup>b</sup>	—	—	—	—	—	—	—	—	—	—	—
925 <sup>b</sup>	—	—	—	—	—	—	—	—	—	—	—

As part of the Spring service change, Route 240 service frequency was increased from 30 minutes to 15 minutes during portions of each peak period. This was achieved by adding six northbound and six southbound trips between the Bellevue and Renton Transit Centers and by making other minor schedule adjustments. For weekday service of Route 255, one morning peak-period trip to Downtown Seattle and one afternoon peak-period trip to the Brickyard Park & Ride were added to improve service frequency between the Kirkland Transit Center and Seattle to every 8 minutes between 7:30 a.m. and 8:20 am, and 4:45 p.m. and 5:17 pm. Two eastbound and two westbound off-peak trips were deleted. Routes 219 and 925 were deleted as part of the June 2012 service revision.

# Network Performance

## Productivity and Cost Efficiency

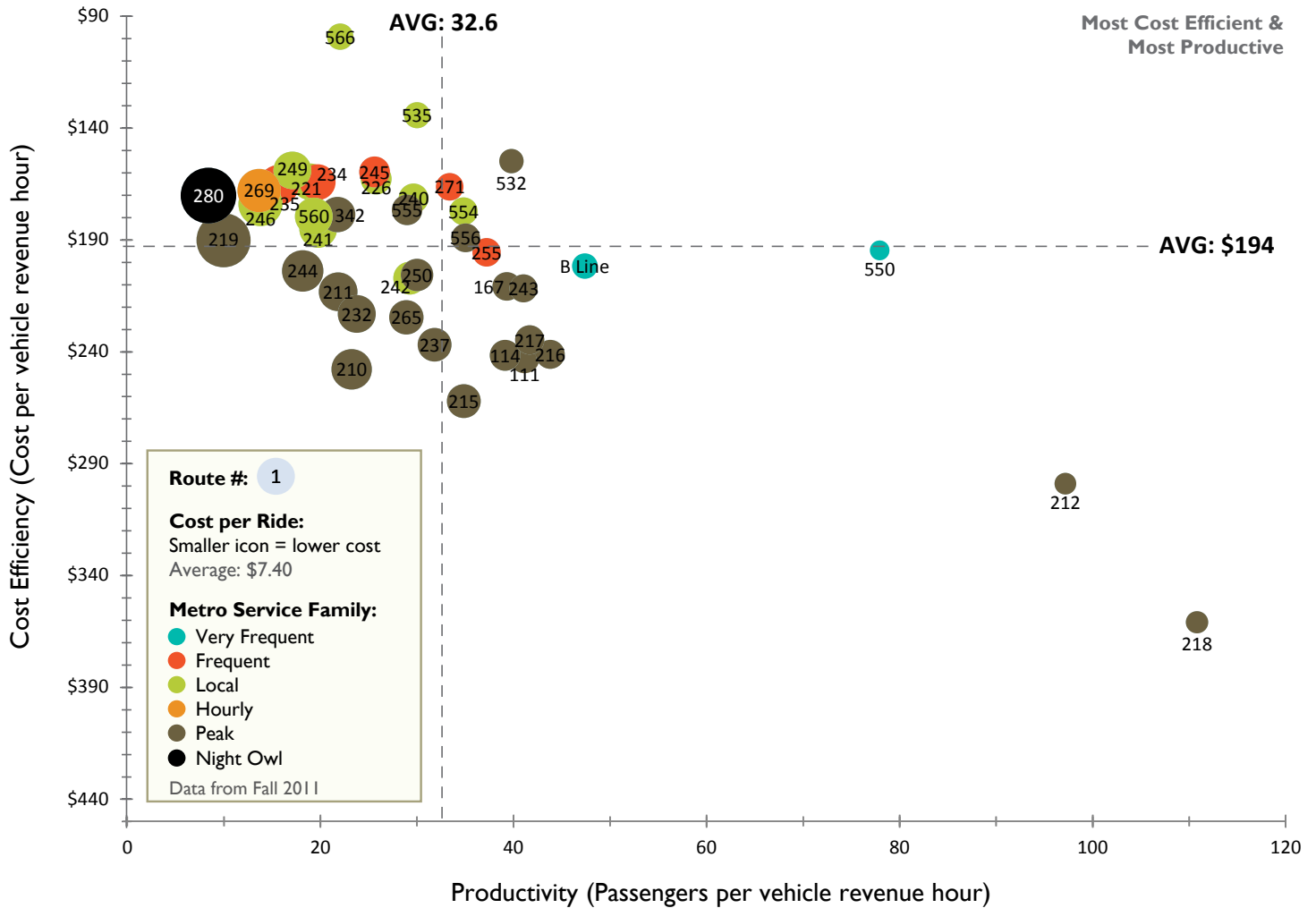
based on Fall 2011 operations



The charts at right depict the performance of Bellevue-serving routes according to three distinct metrics: productivity and cost efficiency define the x- and y-axes, respectively, while cost per ride is indicated by the size of the bubbles corresponding to each route. Both charts depict the same data but are differently color-coded to reflect how these measures relate to Bellevue service categories (community, Eastside, and regional) and Metro service family (frequent, local, peak, etc.).

The best-performing routes are those in the top-right quadrant of the chart, such as 532 and 271, while the worst-performing routes, conversely, are generally those in the lower-left quadrant, including 210, 232, and 250. Because the relationship between productivity and cost efficiency is irregular, routes like 218 and 566 may perform exceptionally well with respect to one metric while performing quite poorly in regards to another. Cost per ride can be said to roughly follow a similar pattern, though the most expensive routes to operate per ride—Routes 219 and 280—do not conform perfectly to this trend.

### Annualized Fall 2011 Total



In the chart on the opposite page, it can be seen that local community routes tend to perform at or above average in terms of cost efficiency, but they are generally not productive. By contrast, regional routes are generally the most productive—especially those that operate on the I-90 corridor. The B Line defies the trend of poor productivity among community and Eastside routes, ranking fourth overall with regards to this measure, though its cost efficiency is slightly below average.

The chart above indicates that while frequent and local services tend to be considerably more cost efficient to operate than peak-only routes, the latter of which rank almost exclusively below average, cost efficiency declines at the 'very frequent' level of service. However, very frequent service tends to be considerably more productive than other services, with the exception of several exceptionally productive peak-only routes like 212 and 218.

## King County Metro Network Productivity

Spring 2011

### Bellevue Routes Serving the Seattle Core

Route	Peak		Off-Peak		Night	
	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi
111	20.8	12.8	—	—	—	—
114	17.8	10.4	—	—	—	—
167	22.3	16.7	—	—	—	—
210	10.7	5.0	—	—	—	—
211	16.9	4.8	—	—	—	—
212	36.7	15.8	—	—	—	—
215	19.7	11.1	—	—	—	—
216	21.2	13.9	—	—	—	—
217	30.4	16.0	—	—	—	—
218	37.6	20.8	—	—	—	—
225	24.5	12.4	—	—	—	—
229	27.2	14.3	—	—	—	—
243	24.2	8.9	—	—	—	—
250	9.2	4.5	—	—	—	—
255	27.0	14.7	20.5	12.1	17.5	11.8
256	17.9	9.4	—	—	—	—
261	17.2	7.2	—	—	—	—
266	13.5	7.1	—	—	—	—
271	23.3	10.0	26.7	13.6	16.9	7.9
272	14.3	6.1	—	—	—	—
280*	—	—	—	—	9.8	—
Spring 2011 Thresholds						
Top 25%	42.0	12.9	52.6	15.2	32.0	8.4
Bottom 25%	18.6	7.9	29.4	9.8	17.7	5.8

### Bellevue Routes Not Serving the Seattle Core

Route	Peak		Off-Peak		Night	
	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi
219	4.2	0.5	—	—	—	—
221	17.0	5.0	17.8	5.7	12.5	2.7
222	15.6	3.3	16.0	4.7	8.3	2.4
230 E	36.3	8.6	25.9	9.6	26.1	6.5
230 W	28.2	7.2	21.4	7.9	11.9	4.5
232	15.5	4.8	—	—	—	—
233	23.0	5.5	22.2	6.4	13.5	3.2
234	16.2	5.7	12.7	5.6	8.8	3.3
237	13.7	5.1	—	—	—	—
240	27.9	9.9	24.5	12.6	12.9	5.5
242	16.7	9.1	—	—	—	—
245	22.4	6.2	20.2	6.0	15.7	3.7
246	9.6	1.8	8.5	2.0	—	—
247	4.8	1.3	—	—	—	—
249	15.6	4.5	14.9	5.3	5.0	1.4
253	35.2	11.3	36.4	12.5	31.5	8.9
342	14.7	4.7	—	—	—	—
925 DART	1.0	0.5	—	—	—	—
926 DART	8.4	2.2	7.4	1.9	—	—
Spring 2011 Thresholds						
Top 25%	27	7.2	27.4	9.3	20.3	6.2
Bottom 25%	9.8	2.9	12.7	3.3	8.8	2.6

\* Passenger miles are unavailable for some routes/times due to a lack of APC data. Figures based on Spring 2011 performance data.

The above tables, adapted from the King County Metro 2011 Service Guidelines Report published in March 2012, depict the two measures of productivity identified by Metro's Service Guidelines—rides per platform hour and passenger miles per platform mile—for all Metro routes serving Bellevue for the Spring 2011 service quarter. These measures help Metro identify which routes require modification due to notably strong or weak performance, determined by whether a route ranks among the top or bottom 25th percentile for that measure and operating period. Ranking among the bottom 25th percentile indicates a potential need for service reduction, replacement, or elimination, while ranking among the top 25 percent may indicate a potential need for improved service frequency. Because routes serving the Seattle core tend to exhibit greater productivity than routes that do not, the analysis is segmented to avoid geographically inequitable restructuring practices that may otherwise result from this tendency.

Note that the 'Top 25%' and 'Bottom 25%' thresholds indicated above refer to the 25th percentile of all King County Metro routes, not the 25th percentile among only Bellevue-serving routes.

Spring 2012

Bellevue Routes Serving the Seattle Core

Route	Peak		Off-Peak		Night	
	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi
111	24.0	15.3	—	—	—	—
114	22.3	13.1	—	—	—	—
167	25.1	19.9	—	—	—	—
210	11.0	5.0	—	—	—	—
211	12.8	3.9	—	—	—	—
212	47.7	18.9	—	—	—	—
215	19.4	11.5	—	—	—	—
216	25.9	14.4	—	—	—	—
217	28.7	16.0	—	—	—	—
218	43.1	20.7	—	—	—	—
243	25.0	9.8	—	—	—	—
250	19.3	10.0	—	—	—	—
255	29.7	14.8	26.3	12.6	20.1	10.7
265	17.3	8.8	—	—	—	—
271	25.1	10.5	28.0	12.7	19.1	8.5
280	—	—	—	—	9.8	0.0
Spring 2012 Thresholds						
Top 25%	45.4	14.8	54.3	15.5	31.5	9.0
Bottom 25%	22.8	9.8	30.6	9.9	19.1	5.8

Figures based on Spring 2012 performance data

Bellevue Routes Not Serving the Seattle Core

Route	Peak		Off-Peak		Night	
	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi	Rides/ Plat Hr	Pass Mi/ Plat Mi
B Line	39.6	11.1	33.7	10.5	29.8	8.0
219	7.0	0.9	—	—	—	—
221	16.8	5.3	14.0	4.3	8.9	2.3
226	21.9	5.6	16.4	3.9	9.4	2.3
232	14.7	5.4	—	—	—	—
234	17.9	6.4	14.8	5.9	10.9	3.7
235	17.4	5.7	12.2	4.9	8.6	3.2
237	17.7	4.3	—	—	—	—
240	19.8	6.6	22.3	8.2	14.6	5.9
241	16.6	3.3	13.2	2.7	10.1	1.5
242	18.1	9.9	—	—	—	—
244	12.3	5.0	—	—	—	—
245	20.8	6.6	18.9	6.0	13.3	4.0
246	9.6	2.3	8.2	1.8	—	—
249	16.4	4.0	9.6	2.5	7.4	2.0
269	10.6	4.5	12.5	6.0	9.1	3.9
342	19.6	9.4	—	—	—	—
Spring 2012 Thresholds						
Top 25%	21.9	6.0	22.4	6.6	17.7	5.3
Bottom 25%	12.0	2.2	10.1	1.9	9.3	2.0

Compared with Fall 2010 performance, presented in the original Transit Network Profile Baseline Report, several routes saw performance improve in Spring 2011, including Routes 215 and 256 rising out of the bottom 25 percent in the peak period, and Routes 216, 217, and 253 rising into the top 25 percent for both productivity measures during all time periods. Two routes saw performance decline relative to the rest of the network: Routes 246 and 261, both of which fell into the bottom 25 percent during the peak period.

In Spring 2012, Route 215 fell back into the bottom 25 percent, and Route 243 also fell into the bottom 25 percent, both during the peak among routes that serve the Seattle core. Among routes that do not serve the Seattle core, Route 221 fell into the bottom 25 percent at night, and Route 240 fell out of the top 25 percent during the peak in terms of rides per platform hour. Improvements were even more numerous. Among routes that serve the Seattle core, Routes 111 and 212 rose into the top 25 percent, and Routes 243, 250, and 255 each rose out of the bottom 25 percent in terms of one service measure. Among routes that do not serve the Seattle core, Route 234 rose out of the bottom 25 percent for night service and into the top 25 percent for peak service, Routes 245 and 342 rose into the top 25 percent during peak hours, and while Route 240 fell out of the top 25 percent during the peak in terms of rides per platform hour, it rose into the top 25 percent in terms of passenger miles per platform mile at night. The RapidRide B Line ranks among the top 25 percent for all measures during all time periods—like Route 253, the route it most closely replaced. In general, most routes performed better in absolute terms in Spring 2012 than they did in Spring 2011, even if they are among the bottom 25 percent network-wide.

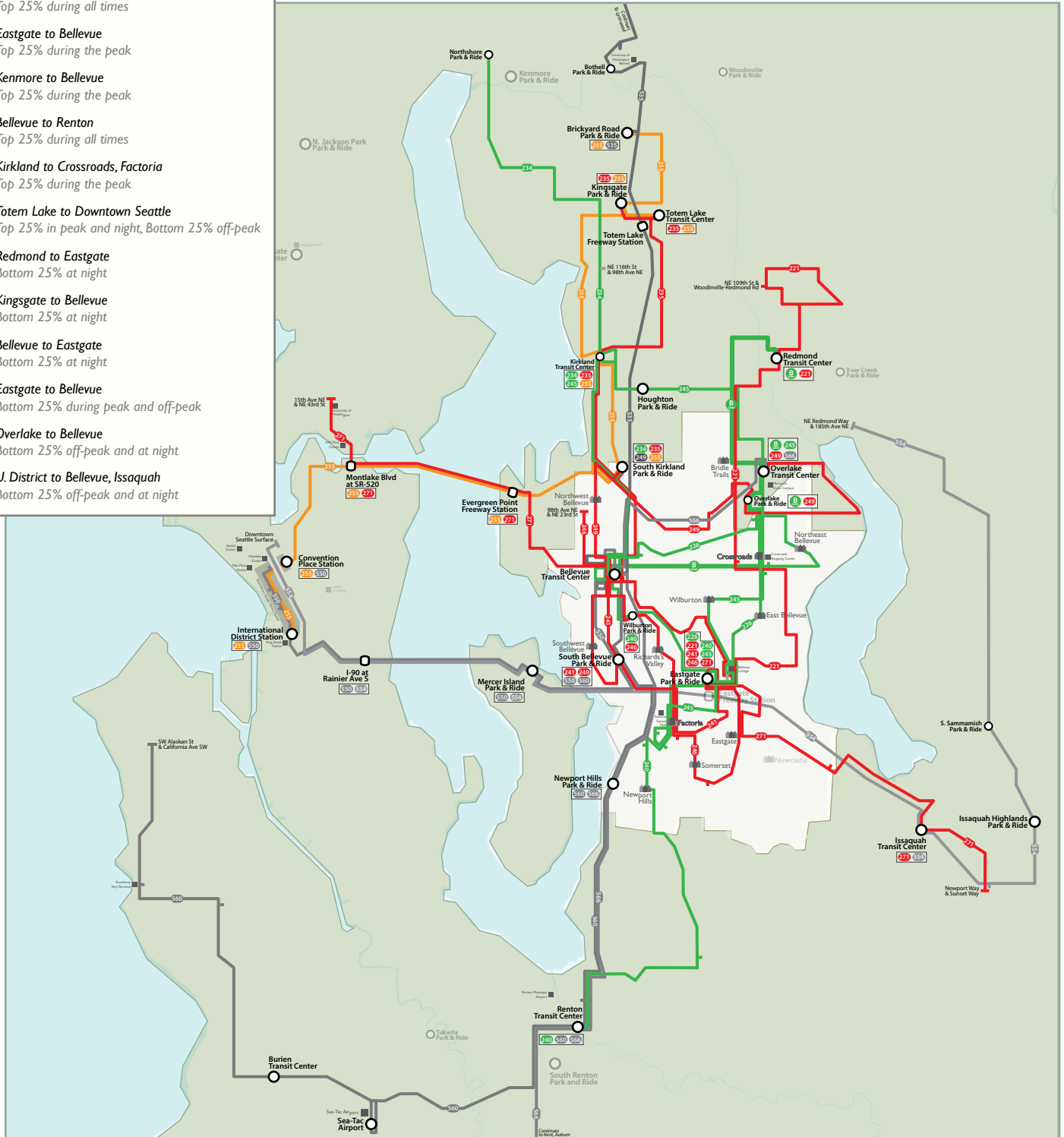
# NETWORK SUMMARY

## All-Day Network Productivity

based on Spring 2012 operations

In terms of productivity, Bellevue's all-day service network is nearly equally split between routes fall in the top and bottom 25 percent of King County Metro's services. Five routes are among the top 25 percent for one or more measures and/or time periods, six are among the bottom 25 percent, and one varies between the top and bottom by time of day. The only all-day routes not among the top or bottom 25 percent are those operated by Sound Transit and are hence not considered in the Metro route analysis.

Route	
<b>B</b> Line	<b>Bellevue to Redmond</b> Top 25% during all times
<b>226</b>	<b>Eastgate to Bellevue</b> Top 25% during the peak
<b>234</b>	<b>Kenmore to Bellevue</b> Top 25% during the peak
<b>240</b>	<b>Bellevue to Renton</b> Top 25% during all times
<b>245</b>	<b>Kirkland to Crossroads, Factoria</b> Top 25% during the peak
<b>255</b>	<b>Totem Lake to Downtown Seattle</b> Top 25% in peak and night, Bottom 25% off-peak
<b>221</b>	<b>Redmond to Eastgate</b> Bottom 25% at night
<b>235</b>	<b>Kingsgate to Bellevue</b> Bottom 25% at night
<b>241</b>	<b>Bellevue to Eastgate</b> Bottom 25% at night
<b>246</b>	<b>Eastgate to Bellevue</b> Bottom 25% during peak and off-peak
<b>249</b>	<b>Overlake to Bellevue</b> Bottom 25% off-peak and at night
<b>271</b>	<b>U. District to Bellevue, Issaquah</b> Bottom 25% off-peak and at night



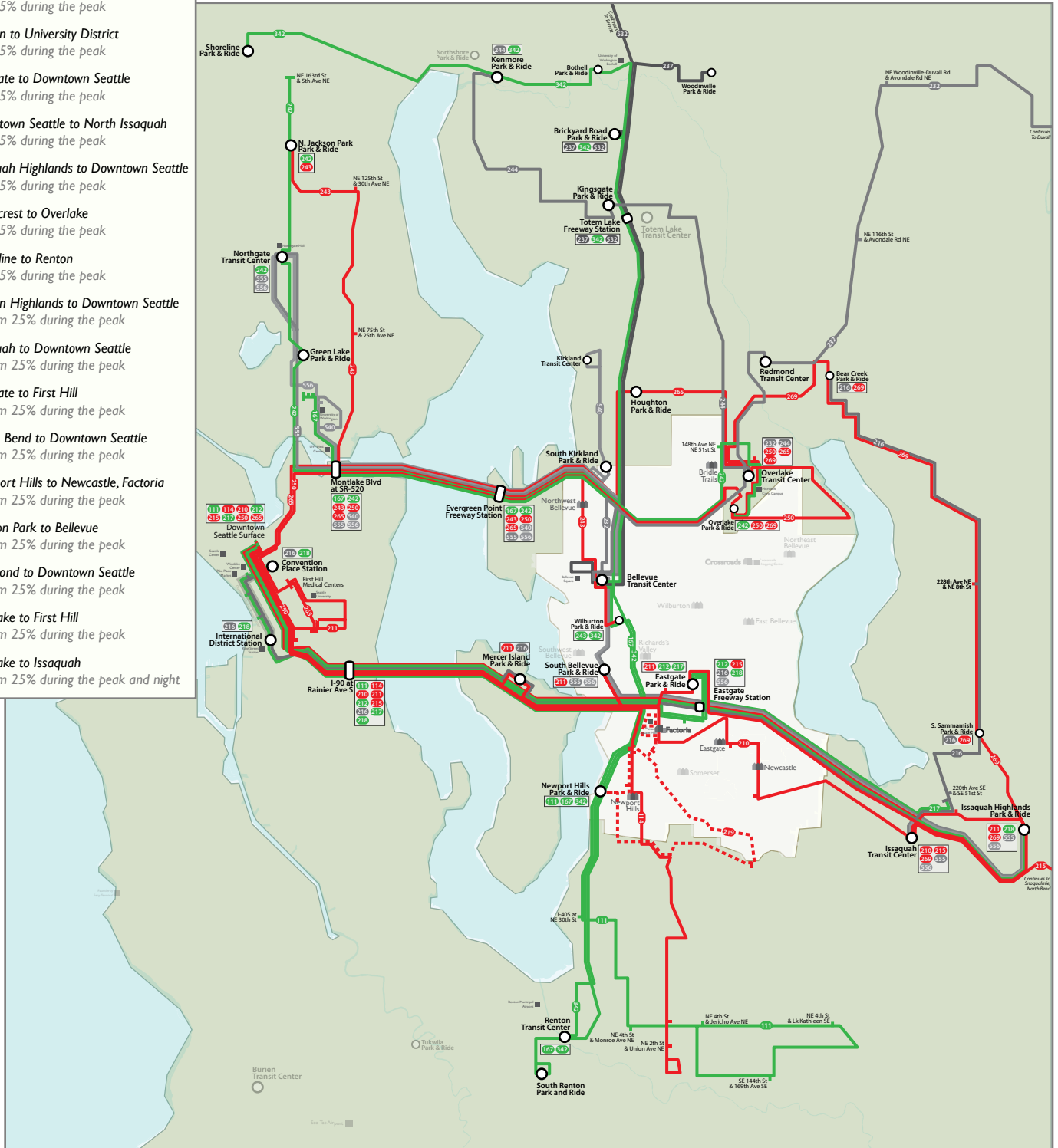


## Peak-Only Network Productivity

based on Spring 2012 operations

In terms of productivity, Bellevue's peak-only service network has more routes among the bottom 25 percent of King County Metro's services than are among the top. Of the seven routes that rank among the top 25 percent, four serve the I-90 corridor, two operate across the SR-520 bridge, and three serve the I-405 corridor. Four of the less productive routes also operate on the I-90 corridor, and three operate on SR-520. In addition to Sound Transit routes, four peak-only routes are neither among the top nor bottom 25 percent of Metro routes.

Route	
111	Maplewood to Downtown Seattle Top 25% during the peak
167	Renton to University District Top 25% during the peak
212	Eastgate to Downtown Seattle Top 25% during the peak
217	Downtown Seattle to North Issaquah Top 25% during the peak
218	Issaquah Highlands to Downtown Seattle Top 25% during the peak
242	Ridgecrest to Overlake Top 25% during the peak
342	Shoreline to Renton Top 25% during the peak
114	Renton Highlands to Downtown Seattle Bottom 25% during the peak
210	Issaquah to Downtown Seattle Bottom 25% during the peak
211	Eastgate to First Hill Bottom 25% during the peak
215	North Bend to Downtown Seattle Bottom 25% during the peak
219	Newport Hills to Newcastle, Factoria Bottom 25% during the peak
243	Jackson Park to Bellevue Bottom 25% during the peak
250	Redmond to Downtown Seattle Bottom 25% during the peak
265	Overlake to First Hill Bottom 25% during the peak
269	Overlake to Issaquah Bottom 25% during the peak and night



# NETWORK SUMMARY

## Summary of Performance Measures

based on Fall 2011 operations

Route	Annual Rides						Annual Operating Cost						Annual Revenue Hours					
	% Total	Rank	Change from 2010 Rides	%	Rank		% Total	Rank	Change from 2010 Cost	%	Rank		% of Total	Rank	Change from 2010 Hours	%	Rank	
550	2,501,297	15.1%	1	595,756	1.6%	—	\$ 6,251,809	7.0%	4	-\$288,554	-0.8%	-2	32,098	6.6%	5	-15,368	-3.1%	-4
B Line	1,783,981	10.8%	2	N/A	N/A	N/A	\$ 7,597,238	8.5%	3	N/A	N/A	N/A	37,648	7.7%	3	N/A	N/A	N/A
255	1,652,460	10.0%	3	639,471	2.8%	1	\$ 8,690,589	9.7%	1	\$2,766,951	2.7%	2	44,422	9.1%	2	15,882	3.3%	4
271	1,578,838	9.5%	4	298,276	0.5%	-2	\$ 7,866,321	8.8%	2	\$628,196	0.2%	-1	47,294	9.7%	1	5,160	1.1%	1
245	910,763	5.5%	5	98,566	-0.2%	1	\$ 5,681,200	6.3%	5	\$577,926	0.3%	-1	35,574	7.3%	4	5,948	1.2%	1
554	807,032	4.9%	6	89,273	-0.2%	2	\$ 4,110,022	4.6%	7	-\$717,706	-1.1%	-1	23,179	4.7%	8	-13,182	-2.6%	-4
240	669,307	4.0%	7	-63,032	-1.1%	—	\$ 3,872,380	4.3%	9	\$160,517	-0.1%	—	22,581	4.6%	9	-105	0.0%	—
212	571,207	3.4%	8	254,530	1.2%	7	\$ 1,758,195	2.0%	16	\$376,982	0.3%	2	5,878	1.2%	20	1,697	0.4%	3
566	511,114	3.1%	9	5,146	-0.5%	1	\$ 4,081,149	4.6%	8	-\$62,556	-0.4%	—	23,197	4.7%	7	-4,216	-0.8%	—
560	488,867	2.9%	10	-121,885	-1.4%	-1	\$ 4,546,132	5.1%	6	-\$536,573	-0.9%	-1	25,317	5.2%	6	-13,383	-2.7%	-3
535	469,131	2.8%	11	48,194	-0.1%	—	\$ 2,101,088	2.3%	15	-\$354,070	-0.6%	-2	15,636	3.2%	12	-1,357	-0.3%	1
218	442,546	2.7%	12	67,361	0.0%	—	\$ 1,441,815	1.6%	19	-\$326,713	-0.5%	-5	3,994	0.8%	25	13	0.0%	-1
532	420,197	2.5%	13	79,003	0.1%	1	\$ 1,636,703	1.8%	18	\$26,607	-0.1%	-2	10,566	2.2%	16	382	0.1%	-1
226	396,609	2.4%	14	N/A	N/A	N/A	\$ 2,505,841	2.8%	13	N/A	N/A	N/A	15,391	3.1%	14	N/A	N/A	N/A
221	362,134	2.2%	15	678	-0.4%	-2	\$ 3,138,046	3.5%	10	\$238,636	0.1%	1	19,119	3.9%	10	642	0.2%	1
234	306,229	1.8%	16	-8,904	-0.4%	—	\$ 2,552,987	2.8%	11	-\$239,173	-0.5%	1	15,538	3.2%	13	-2,133	-0.4%	-1
249	271,806	1.6%	17	122,381	0.6%	4	\$ 2,530,000	2.8%	12	\$1,163,860	1.2%	7	15,911	3.2%	11	7,792	1.6%	6
235	235,956	1.4%	18	N/A	N/A	N/A	\$ 2,491,884	2.8%	14	N/A	N/A	N/A	15,051	3.1%	15	N/A	N/A	N/A
111	207,375	1.3%	19	34,371	0.0%	—	\$ 1,225,131	1.4%	21	-\$193,623	-0.3%	-4	5,041	1.0%	21	-25	0.0%	—
540	181,426	1.1%	20	N/A	N/A	N/A	\$ 1,331,624	1.5%	20	N/A	N/A	N/A	6,524	1.3%	19	N/A	N/A	N/A
241	177,351	1.1%	21	N/A	N/A	N/A	\$ 1,661,638	1.9%	17	N/A	N/A	N/A	8,976	1.8%	17	N/A	N/A	N/A
556	175,979	1.1%	22	16,814	-0.1%	-2	\$ 950,175	1.1%	23	\$53,870	0.0%	1	5,024	1.0%	22	-538	-0.1%	-4
216	156,215	0.9%	23	29,482	0.0%	-1	\$ 860,383	1.0%	25	-\$99,113	-0.2%	-3	3,567	0.7%	28	20	0.0%	-2
555	117,111	0.7%	24	9,344	-0.1%	-1	\$ 714,090	0.8%	29	-\$47,968	-0.1%	-3	4,042	0.8%	24	-1,188	-0.2%	-4
215	116,242	0.7%	25	8,589	-0.1%	-1	\$ 874,684	1.0%	24	-\$201,190	-0.3%	-3	3,336	0.7%	30	16	0.0%	-3
265	107,110	0.6%	26	N/A	N/A	N/A	\$ 833,022	0.9%	26	N/A	N/A	N/A	3,707	0.8%	26	N/A	N/A	N/A
242	98,183	0.6%	27	5,822	-0.1%	-2	\$ 695,608	0.8%	30	-\$153,936	-0.2%	-5	3,357	0.7%	29	-257	0.0%	-4
246	94,988	0.6%	28	18,066	0.0%	—	\$ 1,200,093	1.3%	22	\$242,062	0.2%	1	6,894	1.4%	18	1,374	0.3%	1
114	89,386	0.5%	29	15,475	0.0%	3	\$ 552,218	0.6%	32	-\$85,671	-0.1%	-1	2,285	0.5%	35	-16	0.0%	-2
167	88,747	0.5%	30	4,904	-0.1%	-4	\$ 476,123	0.5%	36	-\$91,616	-0.1%	-2	2,258	0.5%	36	0	0.0%	-2
211	79,975	0.5%	31	17,091	0.0%	4	\$ 781,396	0.9%	27	\$244,172	0.2%	8	3,664	0.7%	27	1,666	0.3%	11
250	78,433	0.5%	32	19,471	0.1%	4	\$ 537,875	0.6%	33	-\$179,035	-0.2%	-5	2,614	0.5%	33	-354	-0.1%	-2
232	72,368	0.4%	33	-2,860	-0.1%	-2	\$ 679,852	0.8%	31	-\$63,192	-0.1%	-4	3,046	0.6%	31	7	0.0%	-1
342	63,885	0.4%	34	-3,197	-0.1%	-1	\$ 524,710	0.6%	34	-\$188,611	-0.3%	-5	2,935	0.6%	32	-235	0.0%	-4
269	58,437	0.4%	35	N/A	N/A	N/A	\$ 719,823	0.8%	28	N/A	N/A	N/A	4,284	0.9%	23	N/A	N/A	N/A
217	52,421	0.3%	36	252	-0.1%	3	\$ 295,351	0.3%	39	\$26,735	0.0%	5	1,258	0.3%	39	—	0.0%	4
243	48,482	0.3%	37	-2,865	-0.1%	3	\$ 250,151	0.3%	40	-\$52,128	-0.1%	3	1,181	0.2%	40	0	0.0%	4
244	45,408	0.3%	38	N/A	N/A	N/A	\$ 510,102	0.6%	35	N/A	N/A	N/A	2,501	0.5%	34	N/A	N/A	N/A
210	44,083	0.3%	39	-1,473	-0.1%	2	\$ 470,515	0.5%	37	-\$102,299	-0.2%	-4	1,898	0.4%	37	-239	0.0%	—
237	19,389	0.1%	40	-5,995	-0.1%	3	\$ 144,356	0.2%	41	-\$97,602	-0.1%	4	609	0.1%	42	-128	0.0%	4
219	16,022	0.1%	41	2,805	0.0%	4	\$ 306,237	0.3%	38	-\$85,913	-0.1%	2	1,610	0.3%	38	-539	-0.1%	-3
280	6,894	0.0%	42	-4,487	0.0%	4	\$ 139,849	0.2%	42	-\$32,200	0.0%	4	821	0.2%	41	0	0.0%	4
<b>Total</b>	<b>16,575,383</b>						<b>\$89,588,406</b>						<b>489,821</b>					
Average	394,652						\$2,133,057						11,662					
Median	176,665						\$1,212,612						5,032					

Route	Annual Revenue Miles			Cost per Revenue Hour				Rides per Revenue Hour				Revenue Hours per Platform			
	% Total	Rank		Rank	Change from 2010 Cost/Hr	Rank		Rank	Change from 2010 Rides/Hr	Rank		Rank	Change from 2010 Ratio	Rank	
550	644,815	6.7%	3	\$ 194.77	21	\$56.98	22	77.9	3	37.8	5	0.64	21	-0.25	-18
B Line	589,067	6.1%	5	\$ 201.80	19	N/A	N/A	47.4	4	N/A	N/A	0.68	18	N/A	N/A
255	871,448	9.1%	1	\$ 195.64	20	-\$11.92	4	37.2	12	1.7	—	0.70	14	0.03	5
271	794,558	8.3%	2	\$ 166.33	34	-\$5.46	-4	33.4	16	3.0	4	0.72	7	0.01	6
245	561,391	5.9%	7	\$ 159.70	39	-\$12.56	-10	25.6	26	-1.8	-1	0.75	2	0.06	15
554	567,009	5.9%	6	\$ 177.32	27	\$44.55	17	34.8	15	15.1	20	0.70	12	-0.22	-10
240	371,294	3.9%	10	\$ 171.49	31	\$7.87	1	29.6	20	-2.6	-3	0.70	13	-0.03	-1
212	155,213	1.6%	17	\$ 299.10	2	-\$31.21	—	97.2	2	21.4	—	0.46	41	0.00	2
566	597,875	6.2%	4	\$ 175.94	29	\$24.78	11	22.0	29	3.6	9	0.60	27	-0.21	-21
560	554,467	5.8%	8	\$ 179.57	25	\$48.23	20	19.3	34	3.5	7	0.70	16	-0.24	-15
535	412,735	4.3%	9	\$ 134.38	42	-\$10.10	—	30.0	19	5.2	9	0.71	9	0.07	15
218	144,742	1.5%	19	\$ 361.03	1	-\$83.23	—	110.8	1	16.6	—	0.38	42	-0.01	4
532	312,003	3.3%	12	\$ 154.91	41	-\$3.19	-5	39.8	9	6.3	6	0.62	24	0.03	8
226	236,999	2.5%	15	\$ 162.81	38	N/A	N/A	25.8	25	N/A	N/A	0.74	3	N/A	N/A
221	328,972	3.4%	11	\$ 164.13	37	\$7.21	1	18.9	35	-0.6	2	0.73	4	-0.02	6
234	269,667	2.8%	14	\$ 164.31	36	\$6.30	1	19.7	33	1.9	7	0.73	5	-0.02	4
249	282,575	2.9%	13	\$ 159.01	40	-\$9.26	-9	17.1	37	-1.3	2	0.75	1	0.06	15
235	233,395	2.4%	16	\$ 165.56	35	N/A	N/A	15.7	38	N/A	N/A	0.73	6	N/A	N/A
111	100,504	1.0%	23	\$ 243.03	5	-\$37.02	1	41.1	7	7.0	7	0.56	34	0.00	2
540	120,605	1.3%	20	\$ 204.12	17	N/A	N/A	27.8	24	N/A	N/A	0.61	26	N/A	N/A
241	146,674	1.5%	18	\$ 185.12	24	N/A	N/A	19.8	32	N/A	N/A	0.65	20	N/A	N/A
556	112,674	1.2%	21	\$ 189.15	23	\$27.99	11	35.0	13	6.4	10	0.66	19	-0.10	-11
216	86,919	0.9%	26	\$ 241.23	7	-\$29.28	2	43.8	5	8.1	6	0.57	32	-0.01	1
555	94,745	1.0%	25	\$ 176.68	28	\$30.96	13	29.0	22	8.4	11	0.71	10	-0.13	-6
215	95,038	1.0%	24	\$ 262.18	3	-\$61.82	1	34.8	14	2.4	2	0.52	38	-0.01	—
265	78,103	0.8%	29	\$ 224.73	10	N/A	N/A	28.9	23	N/A	N/A	0.53	37	N/A	N/A
242	64,845	0.7%	31	\$ 207.22	15	-\$27.83	2	29.2	21	3.7	5	0.62	25	0.01	5
246	109,259	1.1%	22	\$ 174.08	30	\$0.53	-2	13.8	39	-0.2	3	0.69	17	0.04	5
114	40,790	0.4%	35	\$ 241.70	6	-\$35.50	1	39.1	11	7.0	7	0.55	35	0.01	2
167	44,924	0.5%	34	\$ 210.88	14	-\$40.58	-1	39.3	10	2.2	-1	0.64	22	0.04	9
211	82,199	0.9%	28	\$ 213.29	12	-\$55.66	-2	21.8	30	-9.7	-11	0.56	33	0.09	9
250	57,991	0.6%	33	\$ 205.76	16	-\$35.78	-1	30.0	18	10.1	16	0.58	29	0.02	6
232	72,914	0.8%	30	\$ 223.17	11	-\$21.32	3	23.8	27	-1.0	2	0.54	36	-0.04	-2
342	63,855	0.7%	32	\$ 178.80	26	-\$46.28	-8	21.8	31	0.6	1	0.70	15	0.04	6
269	84,383	0.9%	27	\$ 168.02	33	N/A	N/A	13.6	40	N/A	N/A	0.71	8	N/A	N/A
217	27,953	0.3%	39	\$ 234.78	9	\$21.25	13	41.7	6	0.2	1	0.58	30	-0.07	-7
243	20,242	0.2%	41	\$ 211.73	13	-\$44.12	-1	41.0	8	-2.4	-2	0.57	31	0.04	9
244	39,828	0.4%	36	\$ 203.95	18	N/A	N/A	18.2	36	N/A	N/A	0.59	28	N/A	N/A
210	39,251	0.4%	37	\$ 247.93	4	-\$20.17	7	23.2	28	1.9	3	0.49	40	-0.01	1
237	15,813	0.2%	42	\$ 236.93	8	-\$91.42	-5	31.8	17	-2.6	-4	0.51	39	0.06	5
219	33,990	0.4%	38	\$ 190.25	22	\$7.77	4	10.0	41	3.8	5	0.63	23	-0.04	-3
280	26,360	0.3%	40	\$ 170.29	32	-\$39.20	-9	8.4	42	-5.5	1	0.71	11	0.00	4
<b>Total</b>	<b>9,588,082</b>														
Average	228,288			\$200.78				32.60				0.63			
Median	110,967			\$192.51				29.11				0.64			

- 1 Best-Performing Route by category
- 10 Top 25% of Routes by category
- 33 Bottom 25% of Routes by category
- 42 Worst-Performing Route by category





Section III

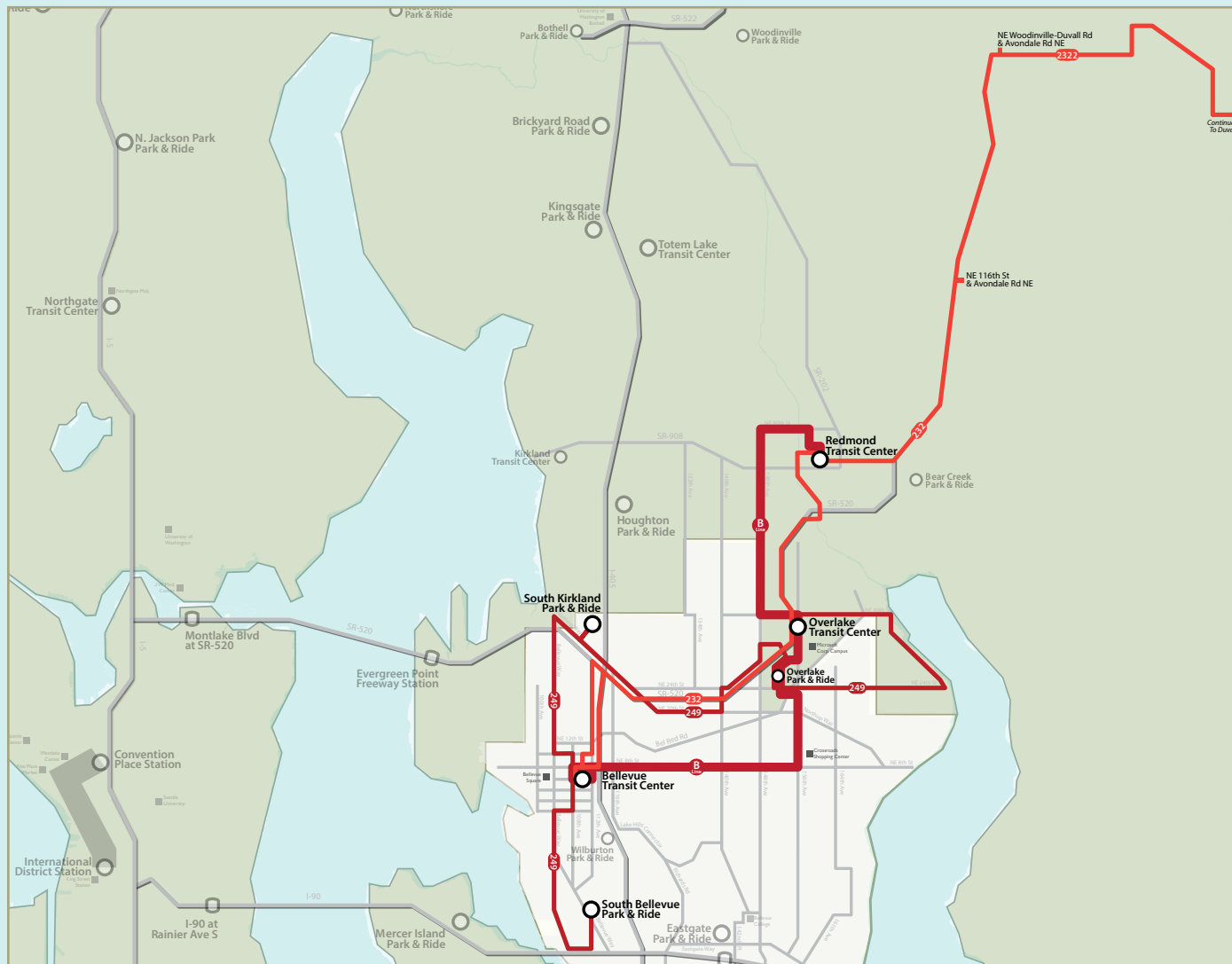
# Route Profiles

Complete Catalog of Routes Comprising the Bellevue Transit Network  
*organized by Bellevue Corridor Group*



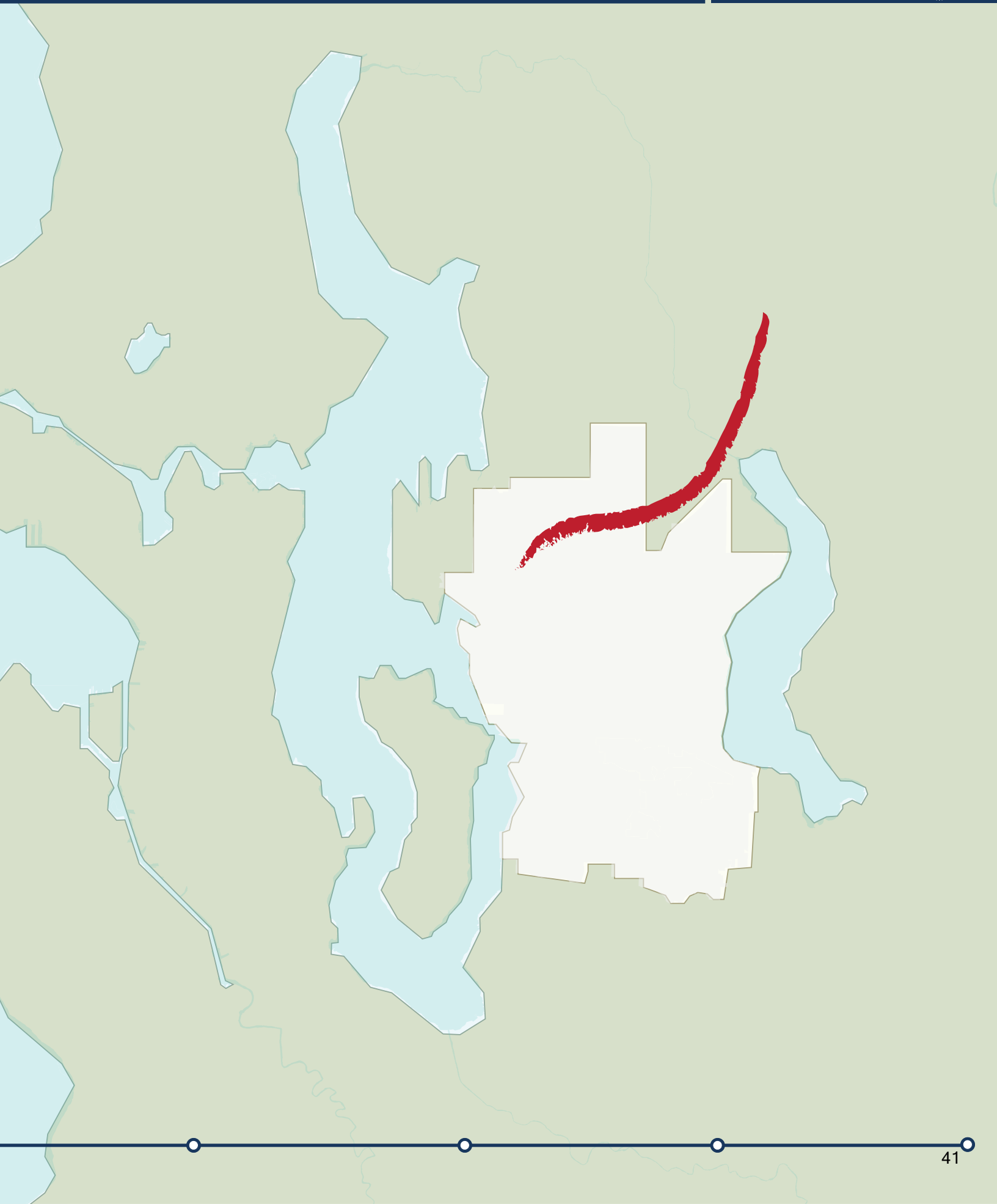
# Corridor Group I

Downtown Bellevue – Overlake – Redmond



B
232
249

Corridor Group I connects Downtown Bellevue with Overlake, Redmond, and Northeast King County via one of several different routes. Group I includes the RapidRide B Line, King County Metro’s premier service on the Eastside. Two of the routes in this group—Routes 233 and 253—were deleted as part of Metro’s Fall 2011 service revision in order to create the RapidRide B Line. There are thus presently three operational routes in this Corridor Group.



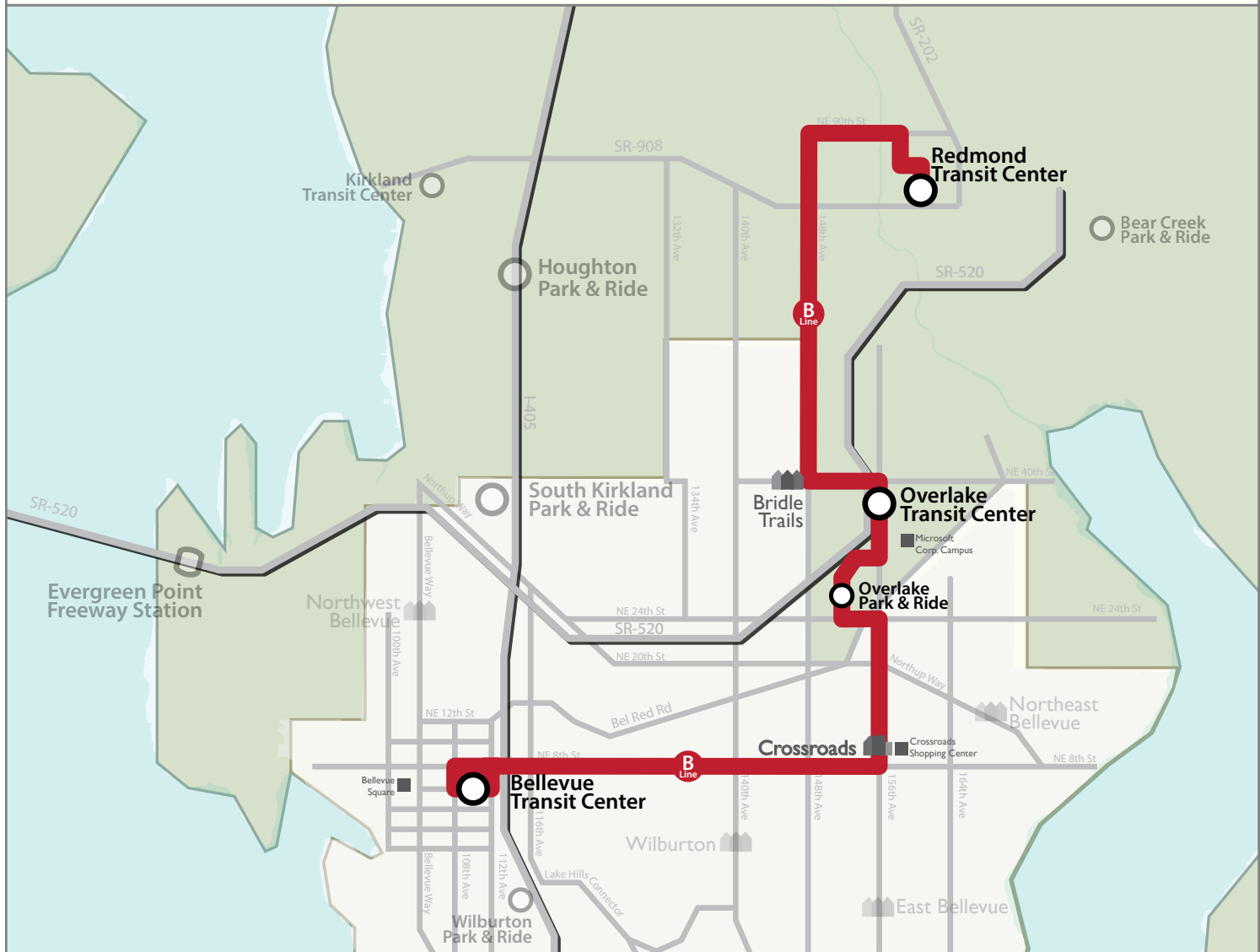
# RAPIDRIDE **B** Line

Bellevue to Redmond via NE 8th St, I56th Ave NE  
Corridor 15

All-Day Route  
Introduced Fall 2011  
Bellevue Core Route

Very Frequent Service Metro Service Family  
Eastside Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	<b>B</b> Line 226 232 234 235 237 240 241 243 246 249 271 280 342 532 535 550 555 556 560 566
Overlake Park & Ride	Overlake Village, Overlake Shopping Center	<b>B</b> Line 242 249 250 269
Overlake Transit Center	Overlake Employment Area, Microsoft Corp. Campus	<b>B</b> Line 221 232 244 245 249 268 269 982 542 545 566
Redmond Transit Center	Downtown Redmond	<b>B</b> Line 221 224 232 248 250 265 930 931 542 545



Map depicts Fall 2012 routing



## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:21 - 0:54					6:00 - 0:54					6:00 - 0:54									
Daily Trips	174					140					139					59,712				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	10	15	10	15	30	15	15	15	15	30	15	15	15	15	30					
Percent On-Time	N/A					N/A					N/A					N/A				
Revenue Hours	114.53					77.00					76.52					37,648				
Platform Hours	164.90					116.50					128.07					55,535				
Revenue Miles	1,713.82					1,387.40					1,377.56					589,067				
Rev. Hour/Plat. Hour	0.69					0.66					0.60					0.68				
Boardings (per day)	5,724.00					3,406.00					2,659.00					1,783,981				
Average Load	21.02					16.06					12.24					16.79				
Boardings/Trip	32.90					24.33					19.13					29.88				
Boardings/Rev. Hour	49.98					44.23					34.75					47.39				
Boardings/Rev. Mile	3.34					2.45					1.93					3.03				
Boardings/Plat. Hour	34.71					29.24					20.76					32.12				
Est. Operating Costs	\$22,558					\$15,937					\$17,520					\$7,597,238				
Cost/Revenue Hour	\$196.96					\$206.98					\$228.96					\$201.80				
Cost/Platform Hour	\$136.80					\$136.80					\$136.80					\$136.80				
Cost/Revenue Mile	\$13.16					\$11.49					\$12.72					\$12.90				
Cost/Boarding	\$3.94					\$4.68					\$6.59					\$4.26				
Cost/Trip	\$129.65					\$113.84					\$126.04					\$127.23				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	1,266	1,828	1,476	986	150	339	1,357	805	725	180	250	1,016	710	559	124	353,601	593,307	458,141	320,266	54,249
Boardings/Rev. Hour	47.7	50.5	53.9	51.9	34.0	25.9	48.3	56.8	43.3	36.7	19.8	36.2	50.1	33.4	25.3	43.3	48.1	53.6	47.9	32.6
Cost/Revenue Hour	\$197.25	\$189.34	\$186.26	\$218.47	\$224.56	\$202.42	\$204.47	\$201.58	\$210.17	\$238.24	\$221.19	\$227.78	\$232.77	\$233.85	\$228.00	\$199.82	\$196.21	\$192.06	\$219.63	\$227.24
Percent On-Time	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Note: Metro considers on-time performance differently for RapidRide services than for standard bus service. Instead of adherence to an established schedule, RapidRide services are measured with adherence to established headways, which are not available at the time of this publishing.

The RapidRide B Line is Metro's new flagship, bus rapid transit-style service on the Eastside, providing more efficient, more reliable, and faster service than is typical of standard Metro bus service. It is Metro's second RapidRide line, introduced on October 1, 2011 as part of the Fall 2011 service restructuring, replacing six routes that previously operated on various parts of the corridor. In Fall 2011—its first service period in operation—the B Line ranked as Bellevue's second-highest ridership route.

The B Line connects the Bellevue Transit Center with the downtown Redmond Transit Center via Crossroads and Overlake, providing rapid, frequent, seven-day service between the Eastside's largest urban centers. It achieves its improvements over standard service through a variety of technological and service features, including the use of transit signal priority (TSP), low-floor, three-door buses, and less frequent stops. Other amenities associated with the RapidRide service include real time bus arrival signs at shelters, available off-board payment with ORCA, on-board automated 'Next Stop' display and audio announcements, and free Wi-Fi.

# RAPIDRIDE **B** Line

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:21 - 0:54					6:00 - 0:54					6:00 - 0:54									
Daily Trips	172					140					139					59,202				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	10	15	10	15	30	15	15	15	15	30	15	15	15	15	30					
Percent On-Time	N/A					N/A					N/A					N/A				
Revenue Hours	115.33					83.72					82.68					38,559				
Platform Hours	163.65					116.58					128.33					55,236				
Revenue Miles	1,704.27					1,387.19					1,377.35					586,608				
Rev. Hour/Plat. Hour	0.70					0.72					0.64					0.70				
Boardings (per day)	6,176.00					3,792.00					2,856.00					1,937,712				
Average Load	22.34					17.31					13.27					17.99				
Boardings/Trip	35.91					27.09					20.55					32.73				
Boardings/Rev. Hour	53.55					45.30					34.54					50.25				
Boardings/Rev. Mile	3.62					2.73					2.07					3.30				
Boardings/Plat. Hour	37.74					32.53					22.25					35.08				
Est. Operating Costs	\$22,387					\$15,949					\$17,556					\$7,976,176				
Cost/Revenue Hour	\$194.11					\$190.51					\$212.33					\$206.86				
Cost/Platform Hour	\$136.80					\$136.80					\$136.80					\$144.40				
Cost/Revenue Mile	\$13.14					\$11.50					\$12.75					\$13.60				
Cost/Boarding	\$3.62					\$4.21					\$6.15					\$4.12				
Cost/Trip	\$130.16					\$113.92					\$126.30					\$134.73				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	1,378	1,877	1,570	1,144	185	389	1,387	855	949	212	294	1,035	714	677	136	388,670	610,789	486,222	380,334	66,087
Boardings/Rev. Hour	51.8	52.0	57.3	60.3	35.6	28.0	44.7	54.3	53.1	40.8	22.7	33.5	45.3	37.9	26.2	47.1	48.5	55.8	55.9	34.8
Cost/Revenue Hour	\$192.74	\$189.59	\$187.17	\$203.52	\$229.32	\$195.10	\$182.47	\$182.11	\$198.12	\$225.37	\$217.36	\$207.23	\$208.24	\$220.13	\$215.72	\$206.02	\$201.81	\$199.40	\$216.72	\$239.18
Percent On-Time	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

The RapidRide B Line operated two fewer weekday trips in Spring 2012 than it did in Fall 2011. These westbound trips are now 'deadheading' to the Bellevue Transit Center from Overlake Village instead of providing service in order to improve the route's efficiency. This revision amounts to 510 fewer annualized trips and nearly 2,500 fewer annualized revenue miles travelled.

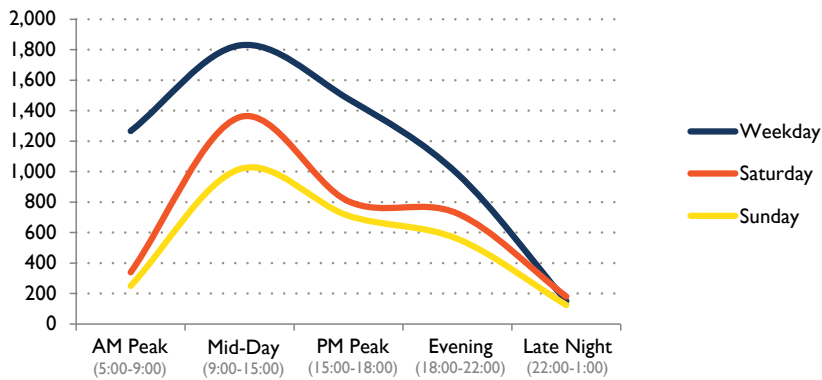
Ridership of the B Line improved between Fall 2011 and Spring 2012, with daily boardings increasing by 452 passengers on weekdays, 386 on Saturdays, and 197 on Sundays—in each case the second-largest increases, respectively, in absolute terms of any route operating in Bellevue. Spring 2012 also saw rides per trip increase by 3.0 passengers on weekdays, 2.8 on Saturday, and 1.4 on Sundays. While the estimated annualized cost of operations increased on a per-trip (+\$7.50) and per-revenue-hour (+\$5.06) basis, these increases are smaller than most other Bellevue-serving routes, likely thanks at least in part to the efficiency-improving revisions noted above. Despite these cost increases, the B Line's operating cost per ride decreased by \$0.14 due to increased ridership. As depicted by the charts on the opposite page, ridership of the B Line increased throughout the day, but it did so especially notably in the evening. This results in marked changes to the boardings and cost per revenue hour charts in the Spring 2012 service periods, including substantially higher productivity in the PM peak and evening than during other times of day, and smaller operating cost increases until later at night.



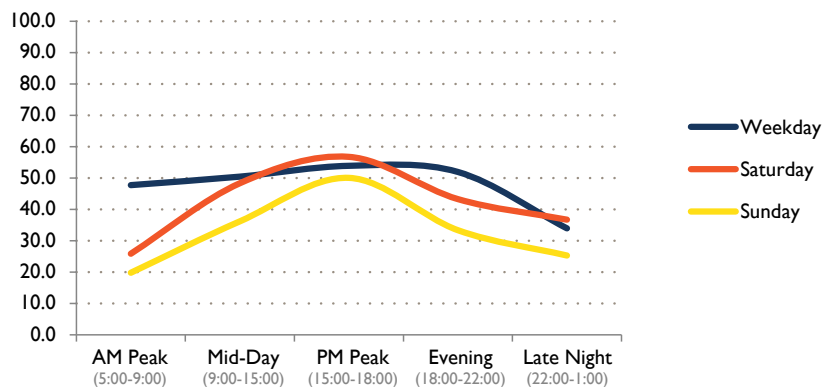
## Ridership, Productivity & Efficiency

Fall 2011

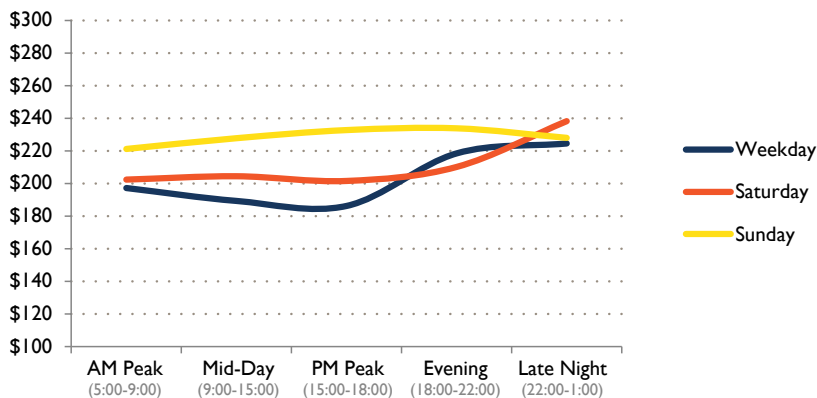
Daily Boardings



Daily Boardings per Revenue Hour

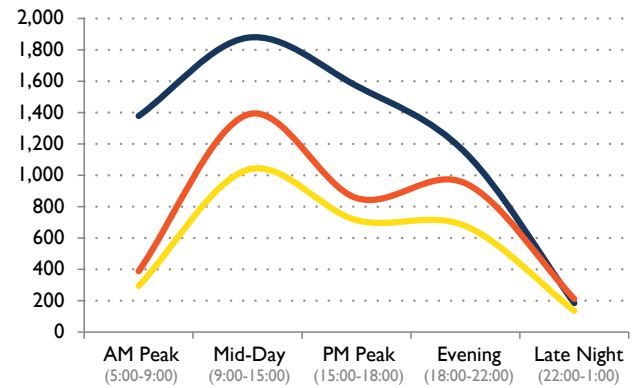


Estimated Operating Cost per Revenue Hour

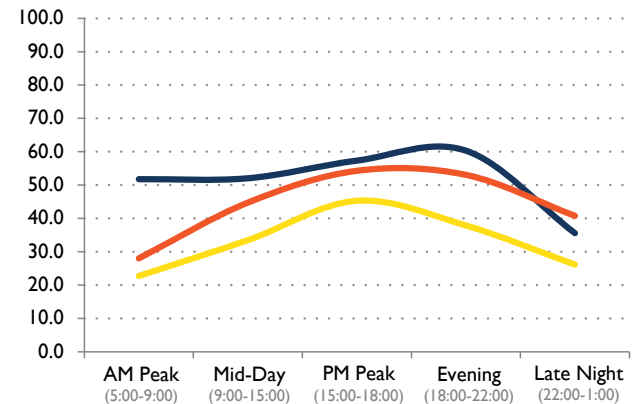


Fall 2012

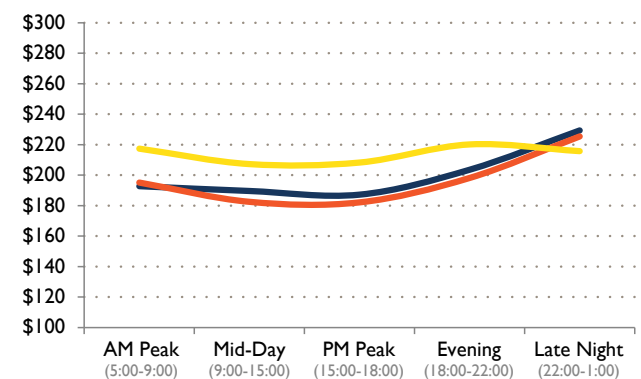
Daily Boardings



Daily Boardings per Revenue Hour

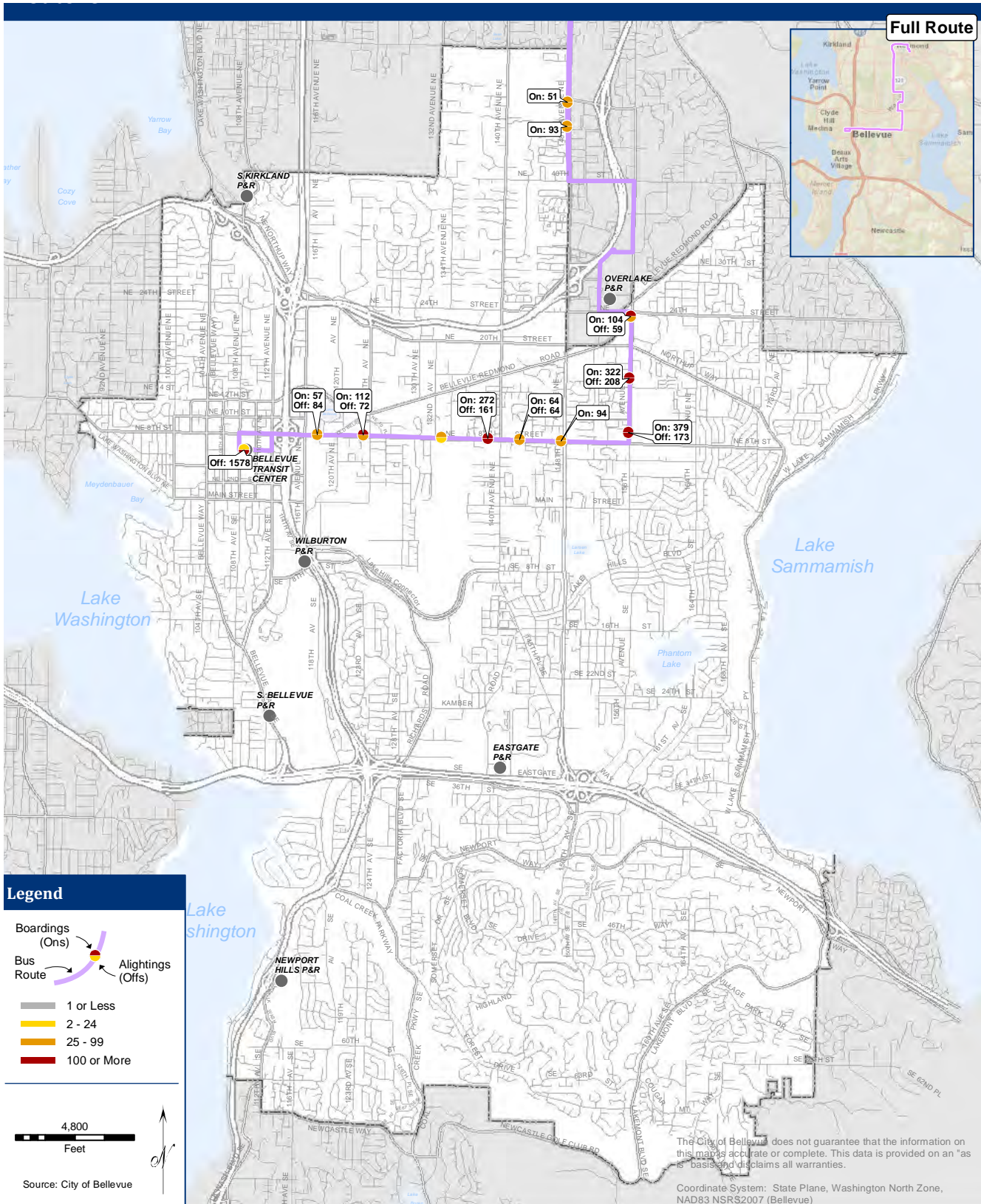


Estimated Operating Cost per Revenue Hour



# RAPIDRIDE **B** Line

Boarding & Alighting Activity, Spring 2012 | Inbound

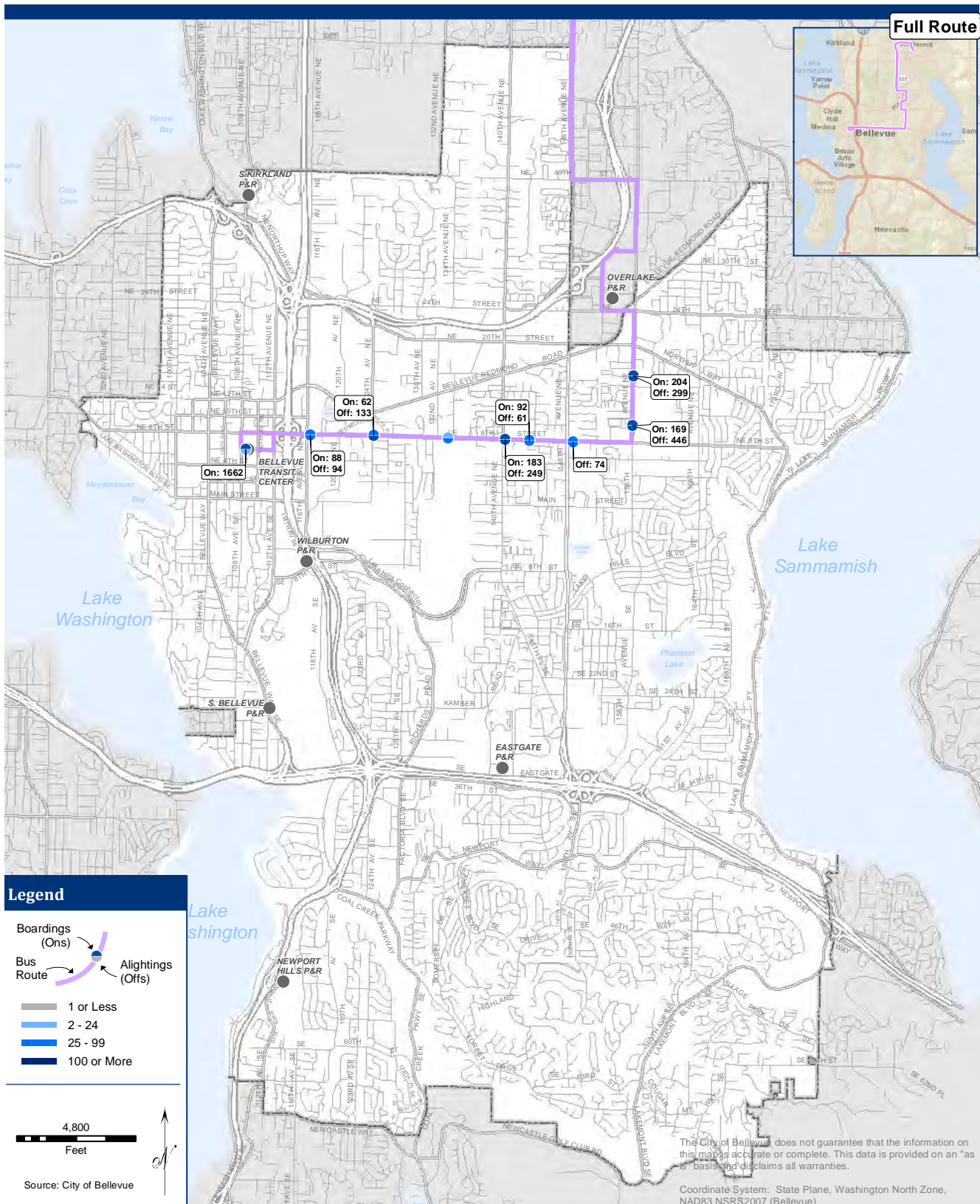


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Route 232

Peak-Only Route

Duvall to Bellevue via Redmond  
Peak-Only Alternative to 311 + 532/535

Peak Service Metro Service Family  
Eastside Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Duvall Park & Ride	Duvall	224 232 311
Redmond Transit Center	Downtown Redmond	B Line 221 224 232 248 250 265 930 931 542 545
Overlake Transit Center	Overlake Employment Area, Microsoft Corp. Campus	B Line 221 232 244 245 249 268 269 982 542 545 566
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	B Line 226 232 234 235 237 240 241 243 246 249 271 280 342 532 535 550 555 556 560 566



Map depicts Fall 2012 routing

### Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:30 - 19:11																			
Daily Trips	18															4,590				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	84.3%															84.3%				
Revenue Hours	12.07															3,046				
Platform Hours	22.42															5,661				
Revenue Miles	288.81															72,914				
Rev. Hour/Plat. Hour	0.54															0.54				
Boardings (per day)	286.00															72,368				
Average Load	12.83															12.83				
Boardings/Trip	15.89															15.77				
Boardings/Rev. Hour	23.70															23.76				
Boardings/Rev. Mile	0.99															0.99				
Boardings/Plat. Hour	12.76															12.78				
Est. Operating Costs	\$2,692															\$679,852				
Cost/Revenue Hour	\$223.10															\$223.17				
Cost/Platform Hour	\$120.09															\$120.09				
Cost/Revenue Mile	\$9.32															\$9.32				
Cost/Boarding	\$9.41															\$9.39				
Cost/Trip	\$149.56															\$148.12				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	136	—	135	15	—											33,992	—	34,551	3,825	—
Boardings/Rev. Hour	24.0	—	24.4	17.3	—											23.8	—	24.7	17.3	—
Cost/Revenue Hour	\$217.22	—	\$230.05	\$217.09	—											\$217.28	—	\$230.13	\$217.09	—
Percent On-Time	91.5%	—	79.9%	54.2%	—											91.5%	—	79.9%	54.2%	—

Note: Though not reflected as an evening trip according to Metro-defined service headways, one trip of Route 232 departs Downtown Bellevue at 6:20 PM daily and is hence reflected in evening service statistics.

Route 232 is a one-way peak-only commuter route that connects the Duvall and Cottage Lake commuter markets to Redmond and Bellevue via NE Woodinville-Duvall Rd, Avondale Way, and SR-520. Route 232 also provides express peak service from the Bellevue Transit Center to the Redmond Transit Center via SR-520 and the Overlake Transit Center flyer stops. Its ridership is segmented into three markets: Duvall to Redmond and Overlake, Duvall to Bellevue, and Bellevue to Redmond and Overlake express service.

# Route 232

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:30 - 19:11																			
Daily Trips	18															4,590				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	86.3%															86.3%				
Revenue Hours	12.07															3,046				
Platform Hours	22.08															5,576				
Revenue Miles	288.77															72,904				
Rev. Hour/Plat. Hour	0.55															0.55				
Boardings (per day)	325.00															81,987				
Average Load	14.28															14.28				
Boardings/Trip	18.06															17.86				
Boardings/Rev. Hour	26.93															26.91				
Boardings/Rev. Mile	1.13															1.12				
Boardings/Plat. Hour	14.72															14.70				
Est. Operating Costs	\$2,652															\$742,078				
Cost/Revenue Hour	\$219.78															\$243.60				
Cost/Platform Hour	\$120.09															\$133.08				
Cost/Revenue Mile	\$9.18															\$10.18				
Cost/Boarding	\$8.16															\$9.05				
Cost/Trip	\$147.33															\$161.67				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	157	—	155	13	—											39,467	—	39,205	3,315	—
Boardings/Rev. Hour	27.7	—	28.0	15.0	—											27.7	—	28.0	15.0	—
Cost/Revenue Hour	\$210.16	—	\$230.05	\$217.09	—											\$232.85	—	\$255.02	\$240.57	—
Percent On-Time	92.1%	—	82.5%	64.9%	—											92.1%	—	82.5%	64.9%	—

Note: Though not reflected as an evening trip according to Metro-defined service headways, one trip of Route 232 departs Downtown Bellevue at 6:20 PM daily and is hence reflected in evening service statistics.

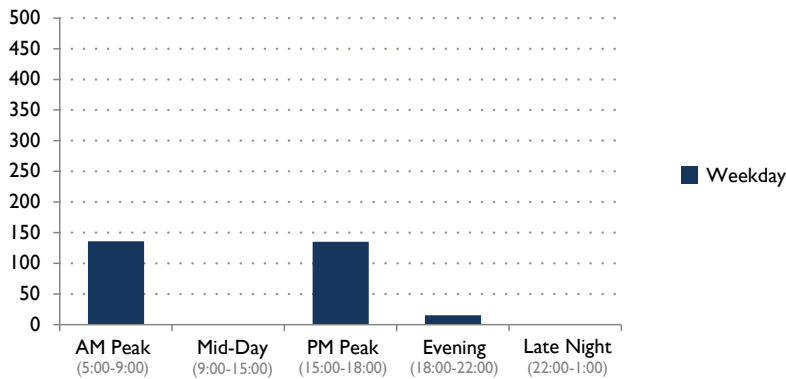
Weekday daily ridership of Route 232 increased by 39 passengers between Fall 2011 and Spring 2012, resulting in an average of 2.2 additional rides per trip. Estimated operating costs increased on an annual basis as a result of Metro's higher per-unit estimated costs for providing service, the charts on the opposite page show that increased ridership during the AM and PM peaks contributed to higher boardings per revenue hour during these periods and lower costs during the AM peak.



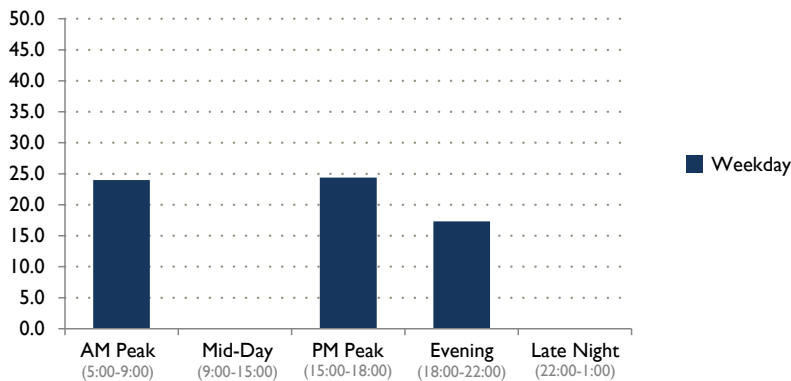
## Ridership, Productivity & Efficiency

Fall 2011

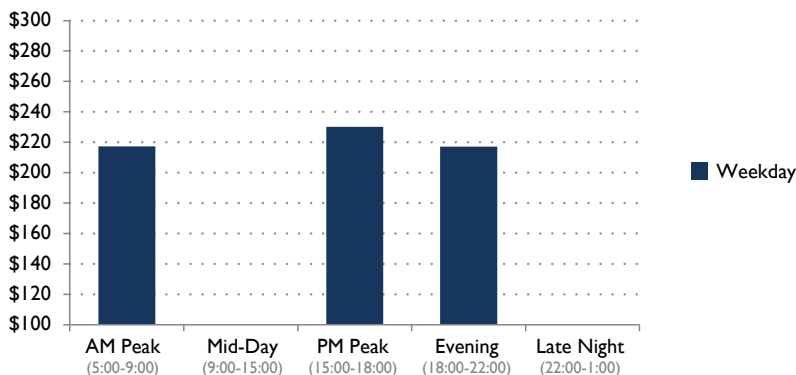
Daily Boardings



Daily Boardings per Revenue Hour

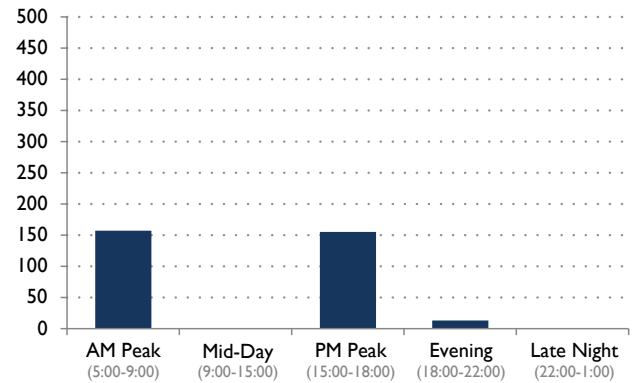


Estimated Operating Cost per Revenue Hour

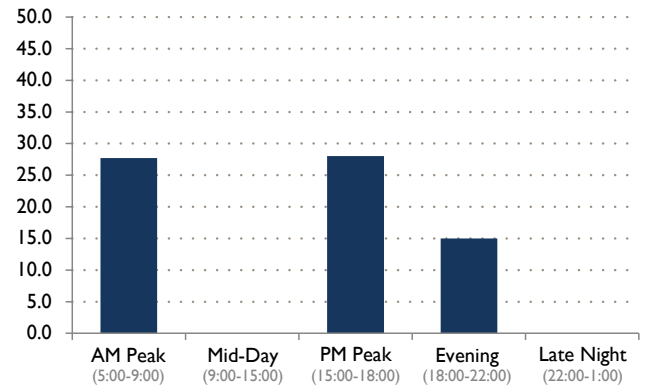


Fall 2012

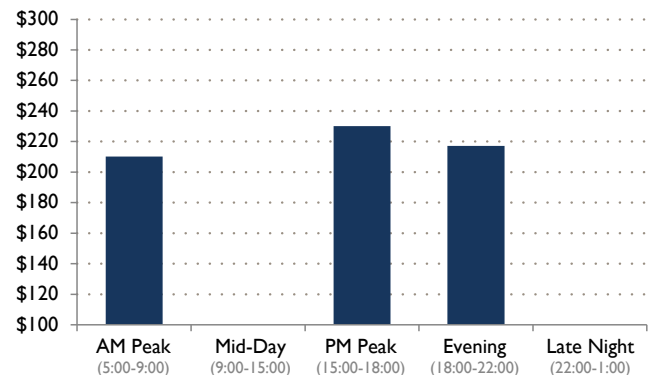
Daily Boardings



Daily Boardings per Revenue Hour

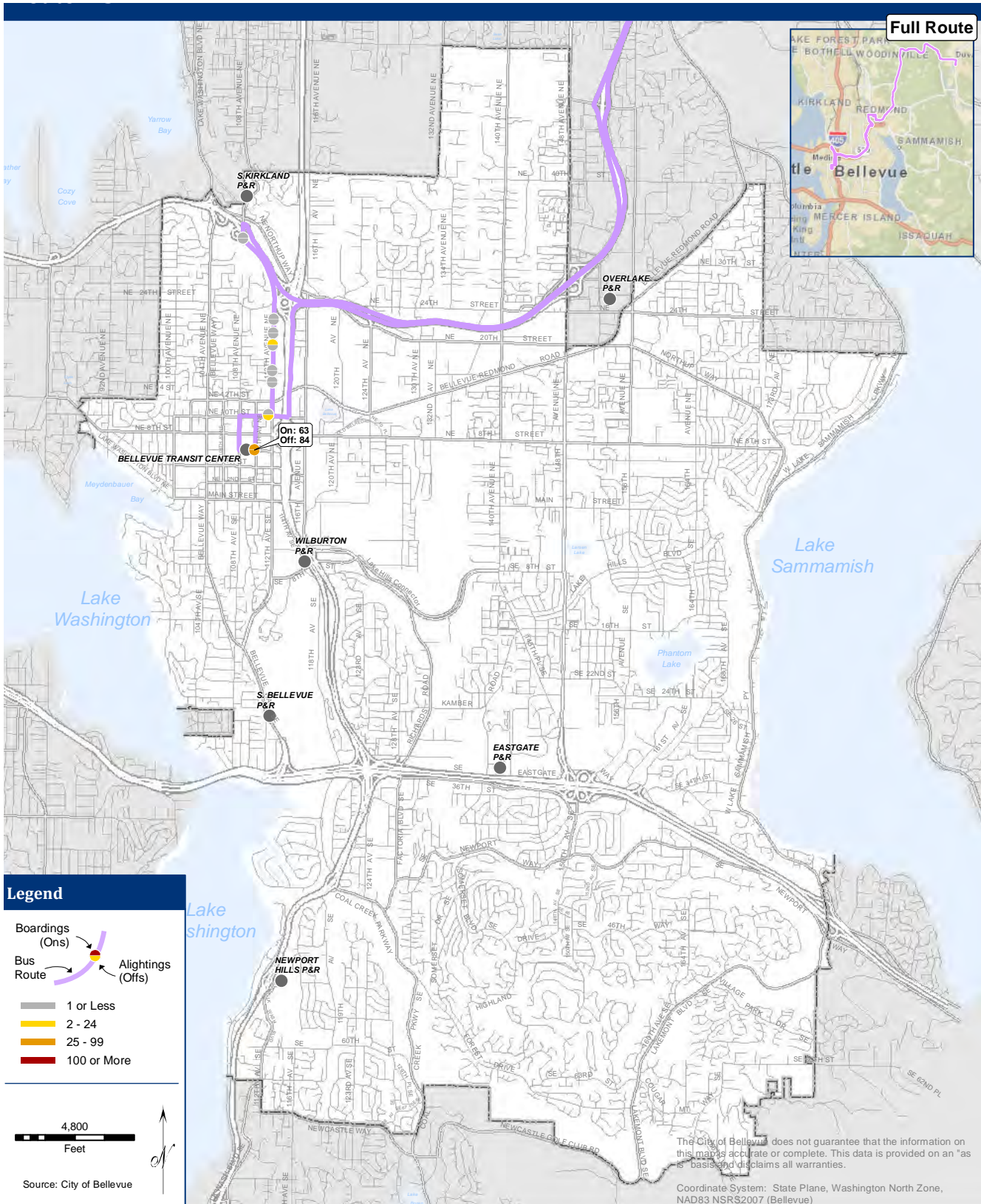


Estimated Operating Cost per Revenue Hour



# Route 232

Boarding & Alighting Activity, Spring 2012 | Inbound

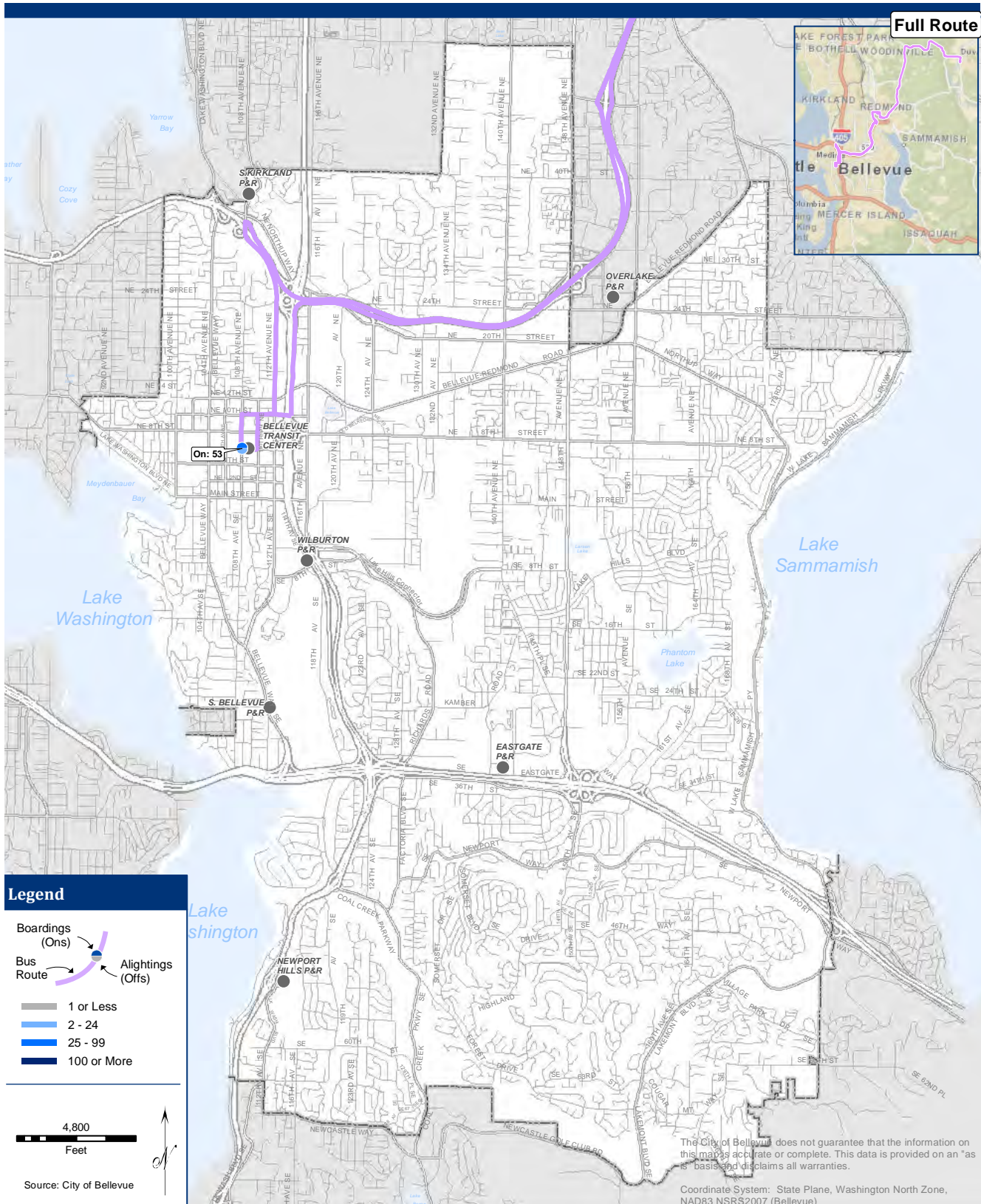


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Route 249

Overlake to Bellevue via Sammamish Viewpoint, Northup Way  
Corridor 73

All-Day Route

Revised Fall 2011

Revised Spring 2012

Local Service Metro Service Family  
Community Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Overlake Transit Center	Overlake Employment Area, Microsoft Corp. Campus	B Line 221 232 244 245 249 268 269 982 542 545 566
Overlake Park & Ride	Overlake Village, Overlake Shopping Center	B Line 242 249 250 269
South Kirkland Park & Ride	South Kirkland and Bridle Trails neighborhoods	234 235 249 255 981 986 540
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	B Line 226 232 234 235 237 240 241 243 246 249 271 280 342 532 535 550 555 556 560 566
South Bellevue Park & Ride	Enatai and Beaux Arts Village neighborhoods	211 241 249 550 555 556 560



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:01 - 20:18					7:06 - 20:40					7:06 - 20:40									
Daily Trips	52					35					35					17,110				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	30	30	—	—	45	45	45	—	—	45	45	45	—	—					
Percent On-Time	72.1%					84.7%					88.9%					80.5%				
Revenue Hours	49.27					30.43					30.43					15,911				
Platform Hours	65.58					39.98					39.82					21,112				
Revenue Miles	859.79					575.73					575.70					282,575				
Rev. Hour/Plat. Hour	0.75					0.76					0.76					0.75				
Boardings (per day)	954.00					286.00					240.00					271,806				
Average Load	10.15					5.00					4.26					6.98				
Boardings/Trip	18.35					8.17					6.86					15.89				
Boardings/Rev. Hour	19.36					9.40					7.89					17.08				
Boardings/Rev. Mile	1.11					0.50					0.42					0.96				
Boardings/Plat. Hour	14.55					7.15					6.03					12.87				
Est. Operating Costs	\$7,860					\$4,790					\$4,770					\$2,530,000				
Cost/Revenue Hour	\$159.54					\$157.38					\$156.72					\$159.01				
Cost/Platform Hour	\$119.85					\$119.79					\$119.79					\$119.84				
Cost/Revenue Mile	\$9.14					\$8.32					\$8.28					\$8.95				
Cost/Boarding	\$8.24					\$16.75					\$19.87					\$9.31				
Cost/Trip	\$151.15					\$136.85					\$136.28					\$147.87				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	261	373	268	52	—	51	136	73	26	—	27	120	63	30	—	70,928	108,456	75,991	16,431	—
Boardings/Rev. Hour	25.3	16.6	22.4	11.5	—	10.2	9.6	10.3	6.3	—	5.4	8.4	8.9	7.3	—	22.3	14.9	19.8	10.2	—
Cost/Revenue Hour	\$155.72	\$160.19	\$150.38	\$189.28	—	\$158.12	\$152.65	\$151.08	\$183.55	—	\$158.12	\$152.65	\$151.08	\$178.72	—	\$156.13	\$158.57	\$150.52	\$186.94	—
Percent On-Time	67.7%	78.9%	60.8%	76.4%	—	89.2%	82.6%	84.1%	86.7%	—	91.4%	88.4%	87.2%	89.8%	—	79.5%	82.7%	75.0%	84.3%	—

Note: Though not reflected as evening trips according to Metro-defined service headways, three trips of Route 249 depart South Bellevue at 6:00, 6:30, and 7:01 PM and two trips depart Overlake at 6:17 and 6:51 PM daily, and two trips depart South Bellevue at 6:41 and 7:26 PM and three depart Overlake at 6:21, 7:06, and 7:51 PM on Saturdays and Sundays. These are hence reflected in evening service statistics.

Route 249 is an all-day route that connects the Sammamish Viewpoint neighborhood to the Overlake and Bellevue Transit Centers via Northup Way (NE 20th St) and the northern end of the Bel-Red industrial area. As part of the Fall 2011 service change, the route was amended in Overlake to serve an area of high residential and employment density on 148th Ave NE, to serve Downtown Bellevue via Bellevue Way, and to reach its terminus at the South Bellevue Park & Ride via Enatai and Beaux Arts Village. The route also now serves the South Kirkland Park & Ride at all times while traveling in both directions—it previously deviated to this stop only while en route to Overlake during the AM peak and while en route to Bellevue during the PM peak.

The routing of Route 249 was revised in one direction effective with the Spring 2012 service change to reduce the volume of buses on 112th Ave SE by half. That street continues to be used when approaching the Park & Ride to permit use of the signal at Bellevue Way.

# Route 249

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:01 - 20:18					7:06 - 20:40					7:06 - 20:40									
Daily Trips	53					35					35					17,365				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	30	30	—	—	45	45	45	—	—	45	45	45	—	—					
Percent On-Time	83.0%					90.6%					90.8%					87.4%				
Revenue Hours	55.48					30.43					30.43					17,496				
Platform Hours	69.43					39.82					39.82					22,085				
Revenue Miles	872.38					575.86					575.86					285,802				
Rev. Hour/Plat. Hour	0.80					0.76					0.76					0.79				
Boardings (per day)	928.00					288.00					228.00					264,869				
Average Load	9.66					5.31					4.40					6.93				
Boardings/Trip	17.51					8.23					6.51					15.25				
Boardings/Rev. Hour	16.73					9.46					7.49					15.14				
Boardings/Rev. Mile	1.06					0.50					0.40					0.93				
Boardings/Plat. Hour	13.37					7.23					5.73					11.99				
Est. Operating Costs	\$8,321					\$4,770					\$4,770					\$2,813,858				
Cost/Revenue Hour	\$149.98					\$156.72					\$156.72					\$160.83				
Cost/Platform Hour	\$119.85					\$119.79					\$119.79					\$127.41				
Cost/Revenue Mile	\$9.54					\$8.28					\$8.28					\$9.85				
Cost/Boarding	\$8.97					\$16.56					\$20.92					\$10.62				
Cost/Trip	\$157.01					\$136.28					\$136.28					\$162.04				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	259	357	244	68	—	44	123	83	38	—	30	112	58	28	—	70,073	103,956	69,900	20,940	—
Boardings/Rev. Hour	21.3	14.1	20.3	11.2	—	8.8	8.7	11.7	9.2	—	6.0	7.9	8.2	6.8	—	19.2	13.0	18.2	10.5	—
Cost/Revenue Hour	\$153.38	\$145.40	\$144.28	\$173.51	—	\$158.12	\$152.65	\$151.08	\$178.72	—	\$158.12	\$152.65	\$151.08	\$178.72	—	\$163.84	\$156.18	\$154.79	\$185.52	—
Percent On-Time	83.3%	83.1%	83.0%	81.8%	—	94.4%	89.6%	89.1%	91.8%	—	93.6%	91.6%	87.0%	91.5%	—	88.6%	87.4%	86.0%	87.9%	—

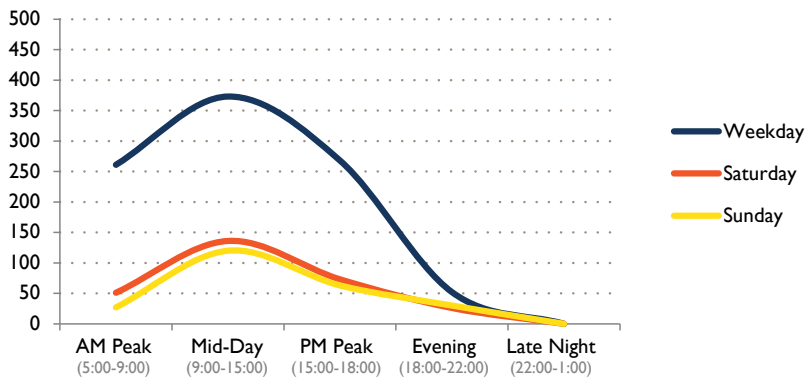
Note: Though not reflected as evening trips according to Metro-defined service headways, three trips of Route 249 depart South Bellevue at 6:00, 6:30, and 7:01 PM and two trips depart Overlake at 6:17 and 6:51 PM daily, and two trips depart South Bellevue at 6:41 and 7:26 PM and three depart Overlake at 6:21, 7:06, and 7:51 PM on Saturdays and Sundays. These are hence reflected in evening service statistics.

Route 249 was one of only a few routes to experience a decrease in ridership between Fall 2011 and Spring 2012. The route served 26 fewer daily riders on weekdays and twelve fewer on Sundays; only Saturday saw a small ridership increase of two riders per day. The charts on the opposite page show that these changes tended to be consistent throughout the day. Together with Metro's higher per-unit estimated costs for providing service, the addition of one daily weekday trip contributed to the increased cost of operating Route 249 in Spring 2012. However, this additional trip may have also helped on-time performance, which improved by 10.9 percent on weekdays—among the most significant reliability improvements of any Bellevue route. Saturday and Sunday on-time performance improved by 5.9 percent and 2.0 percent, respectively, without additional trips.

## Ridership, Productivity & Efficiency

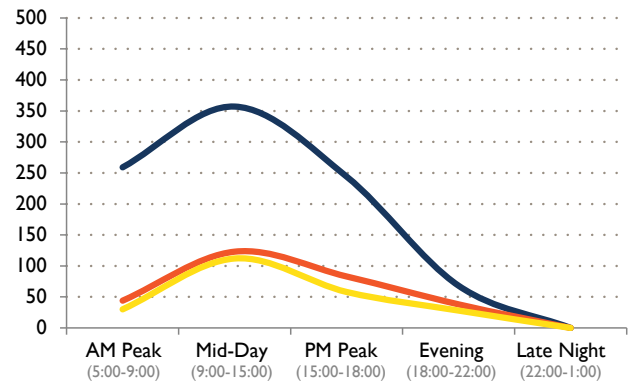
Fall 2011

Daily Boardings

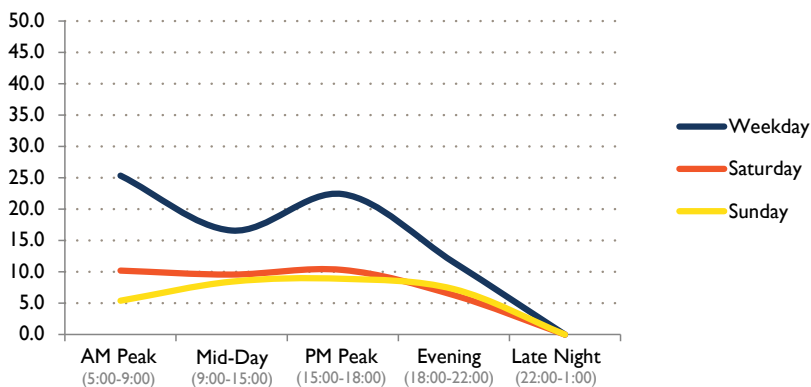


Fall 2012

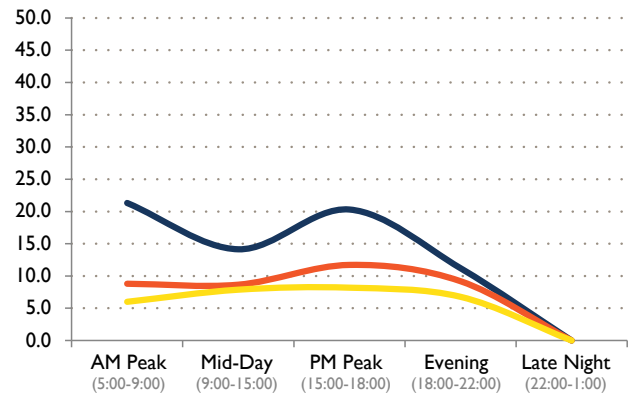
Daily Boardings



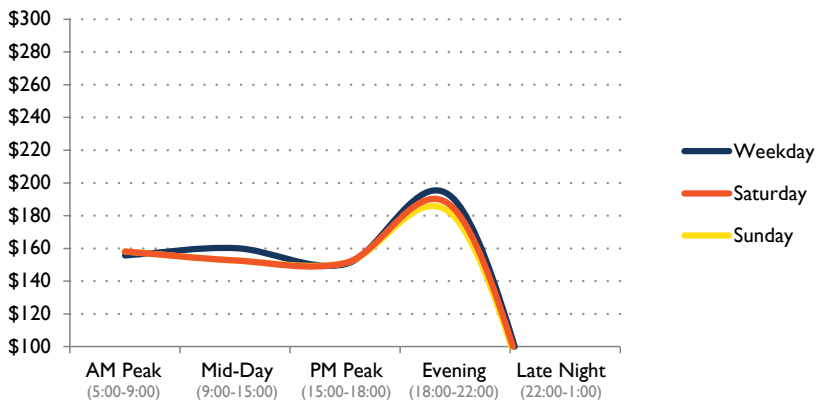
Daily Boardings per Revenue Hour



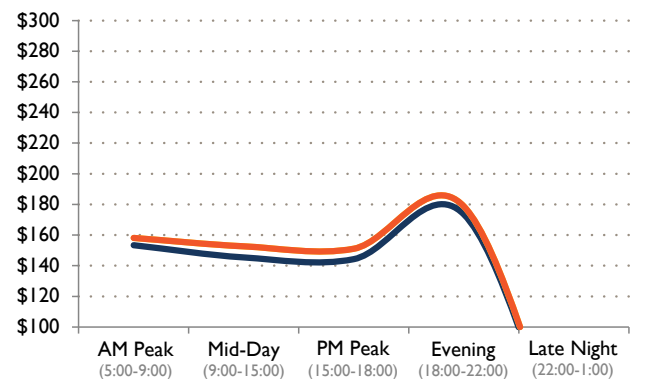
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour



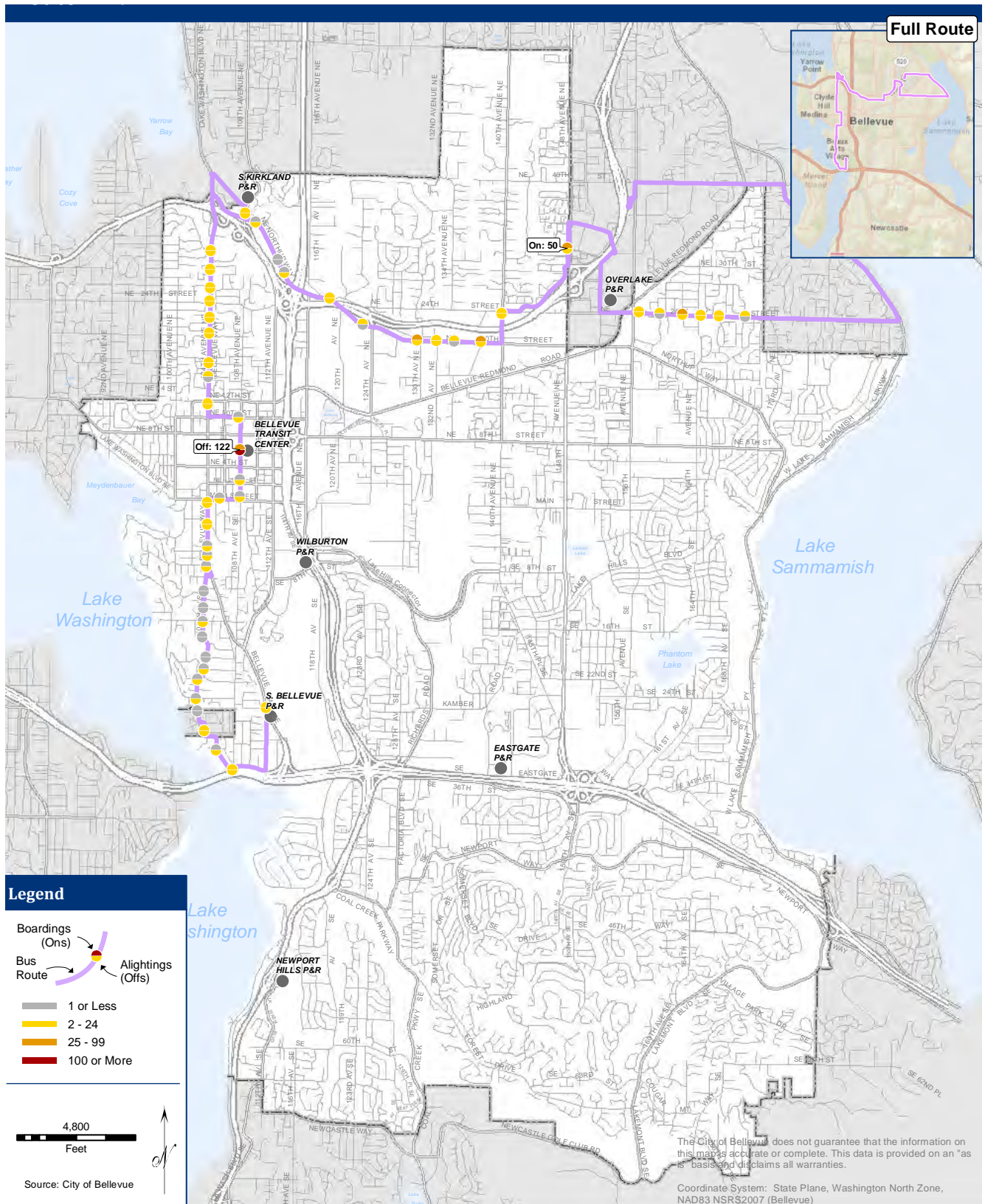
Estimated Operating Cost per Revenue Hour





# Route 249

Boarding & Alighting Activity, Spring 2012 | Inbound

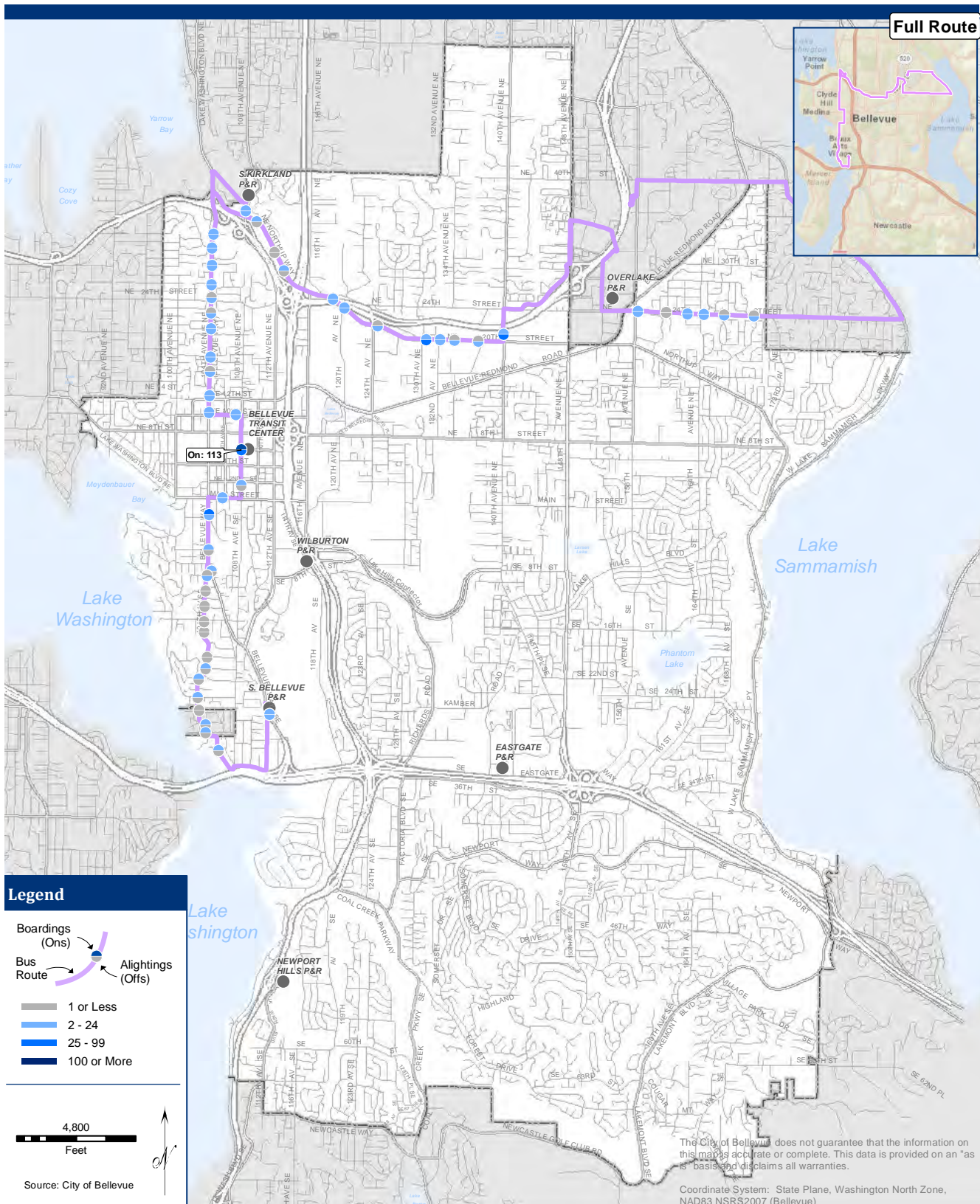


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Corridor Group 2

Eastgate – Crossroads – Redmond



221

Corridor Group 2 is comprised of only one route—Route 221—which connects Eastgate to Redmond via Crossroads and 148th Ave NE. The route notably does not include service to Overlake en route to Redmond.



# Route 221

Redmond to Eastgate via 148th Ave, Crossroads, Bellevue College  
Corridor 80

All-Day Route

Revised Fall 2011

Revised Spring 2012

Local Service Metro Service Family  
Eastside Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Redmond Transit Center	Downtown Redmond	B Line 221 224 232 248 250 265 930 931 542 545
Eastgate Park & Ride	Bellevue College, Eastgate	211 212 217 221 226 240 241 245 246 271 981 989 555



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:57 - 23:53					6:25 - 21:51					7:14 - 22:21									
Daily Trips	67					52					30					21,529				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	30	30	30-60	1 trip	30	30	30	60	—	60	60	60	60	—					
Percent On-Time	71.8%					79.4%					82.9%					76.7%				
Revenue Hours	61.07					38.25					27.35					19,119				
Platform Hours	83.98					50.78					36.48					26,131				
Revenue Miles	1,017.73					744.18					539.90					328,972				
Rev. Hour/Plat. Hour	0.73					0.75					0.75					0.73				
Boardings (per day)	1,205.20					697.95					319.50					362,134				
Average Load	10.00					9.33					6.10					8.98				
Boardings/Trip	17.99					13.42					10.65					16.82				
Boardings/Rev. Hour	19.74					18.25					11.68					18.94				
Boardings/Rev. Mile	1.18					0.94					0.59					1.10				
Boardings/Plat. Hour	14.35					13.74					8.76					13.86				
Est. Operating Costs	\$10,086					\$6,099					\$4,381					\$3,138,046				
Cost/Revenue Hour	\$165.16					\$159.44					\$160.19					\$164.13				
Cost/Platform Hour	\$120.09					\$120.09					\$120.09					\$120.09				
Cost/Revenue Mile	\$9.91					\$8.20					\$8.11					\$9.54				
Cost/Boarding	\$8.37					\$8.74					\$13.71					\$8.67				
Cost/Trip	\$150.53					\$117.28					\$146.04					\$145.76				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	295	474	256	157	8	91	347	187	74	—	28	131	91	70	—	81,304	146,563	80,474	47,920	2,168
Boardings/Rev. Hour	21.4	21.4	21.5	15.3	3.9	12.3	18.2	24.2	17.9	—	8.2	11.6	16.1	10.0	—	19.9	20.1	21.3	14.8	4.1
Cost/Revenue Hour	\$168.53	\$163.86	\$152.96	\$174.37	\$181.10	\$161.29	\$155.39	\$162.46	\$169.20	—	\$167.89	\$154.68	\$154.20	\$170.13	—	\$167.76	\$161.88	\$154.08	\$173.50	\$181.10
Percent On-Time	75.2%	78.1%	54.2%	68.8%	80.1%	88.6%	79.0%	79.9%	65.5%	—	79.9%	83.9%	82.8%	82.9%	—	80.6%	79.6%	69.5%	72.1%	80.1%

Route 221 is an all-day two-way route that provides service every day of the week. It serves Education Hill, Redmond Transit Center, Overlake Transit Center, Bellevue College, and the Eastgate Park & Ride primarily using 148th Ave. Routing was revised in the Fall 2011 service change to keep Route 221 on 148th Ave through Overlake instead of deviating to the transit center, as well as to now serve Crossroads, replacing Route 926 service in Lake Hills and Phantom Lake.

In Spring 2012, Route 221 was revised to operate in both directions via West Lake Sammamish Pkwy NE, Leary Way NE, Bear Creek Pkwy and 161st Ave NE. It no longer operates on Redmond Way (SR-908) between 161st Ave NE and West Lake Sammamish Pkwy NE and on West Lake Sammamish Pkwy NE between Redmond Way and NE Old Redmond Rd.



# Route 221

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:57 - 23:53					6:25 - 21:51					7:14 - 22:21									
Daily Trips	67					56					30					21,737				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	30	30	30-60	1 trip	30	30	30	60	—	60	60	60	60	—					
Percent On-Time	76.0%					80.7%					81.8%					78.8%				
Revenue Hours	61.42					41.55					27.33					19,379				
Platform Hours	82.13					55.28					36.47					25,892				
Revenue Miles	1,036.13					826.67					545.60					338,281				
Rev. Hour/Plat. Hour	0.75					0.75					0.75					0.75				
Boardings (per day)	1,198.00					679.00					359.00					361,232				
Average Load	9.78					6.46					6.77					7.97				
Boardings/Trip	17.88					12.13					11.97					16.62				
Boardings/Rev. Hour	19.51					16.34					13.13					18.64				
Boardings/Rev. Mile	1.16					0.82					0.66					1.07				
Boardings/Plat. Hour	14.59					12.28					9.84					13.95				
Est. Operating Costs	\$9,863					\$6,639					\$4,379					\$3,445,721				
Cost/Revenue Hour	\$160.60					\$159.78					\$160.22					\$177.81				
Cost/Platform Hour	\$120.09					\$120.09					\$120.09					\$133.08				
Cost/Revenue Mile	\$9.52					\$8.03					\$8.03					\$10.19				
Cost/Boarding	\$8.23					\$9.78					\$12.20					\$9.54				
Cost/Trip	\$147.21					\$118.55					\$145.98					\$158.52				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

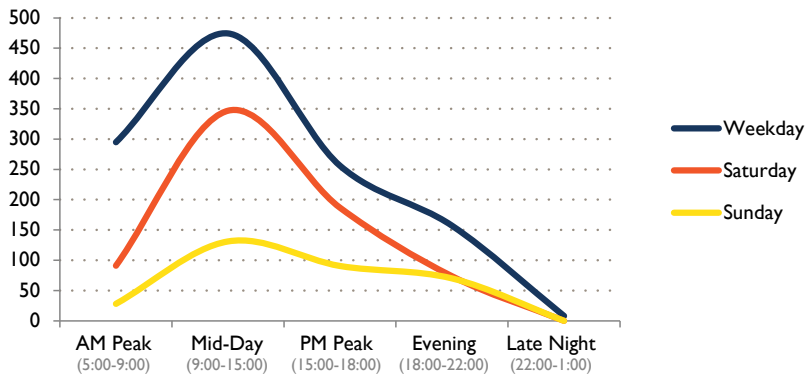
	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	276	467	285	146	14	69	273	185	152	—	35	157	99	68	—	75,754	142,402	88,013	49,023	3,570
Boardings/Rev. Hour	20.0	20.8	23.9	14.2	6.8	9.3	14.4	24.0	20.2	—	10.2	13.9	17.6	9.7	—	18.6	19.3	23.3	14.4	6.8
Cost/Revenue Hour	\$158.72	\$159.32	\$152.29	\$171.06	\$181.10	\$162.92	\$151.99	\$161.68	\$174.41	—	\$167.89	\$154.68	\$154.20	\$170.25	—	\$176.70	\$175.01	\$170.05	\$189.88	\$200.69
Percent On-Time	79.0%	78.9%	57.6%	79.5%	89.5%	90.5%	77.4%	82.8%	76.1%	—	86.5%	79.8%	80.9%	83.2%	—	84.1%	78.5%	71.6%	79.3%	89.5%

Route 221 was one of only a few routes to experience a decrease in ridership between Fall 2011 and Spring 2012. The route served an average of about seven fewer riders daily on weekdays and 19 fewer on Saturdays, but the route attracted an average of 39.5 more riders on Sundays in the spring. This is particularly notable because four additional trips were operated every Saturday during Spring 2012, contributing to a decline of 1.3 boardings per trip on Saturdays—equal but opposite the 1.3 boardings per trip increase on Sundays. In aggregate, this equates to 902 fewer annualized rides—the smallest decrease among the routes whose ridership declined. The charts on the opposite page indicate that the largest ridership decreases on Saturday occurred mid-day, while evening ridership actually saw improvement. On weekdays, evening ridership remained fairly constant, but PM peak ridership improved somewhat. The charts also make clear that while mid-day operations serve the most daily riders, PM peak service is the most productive every day of the week as of Spring 2012—even if only slightly on weekdays.

## Ridership, Productivity & Efficiency

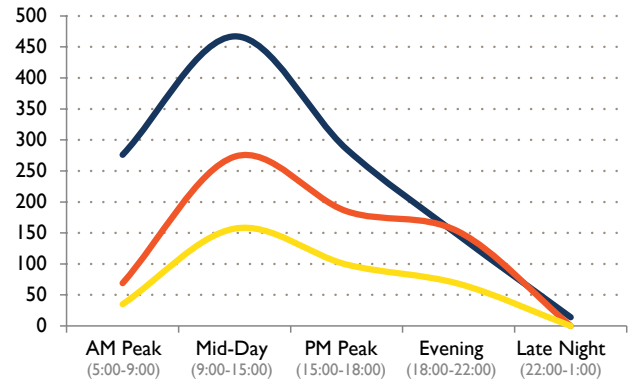
Fall 2011

Daily Boardings

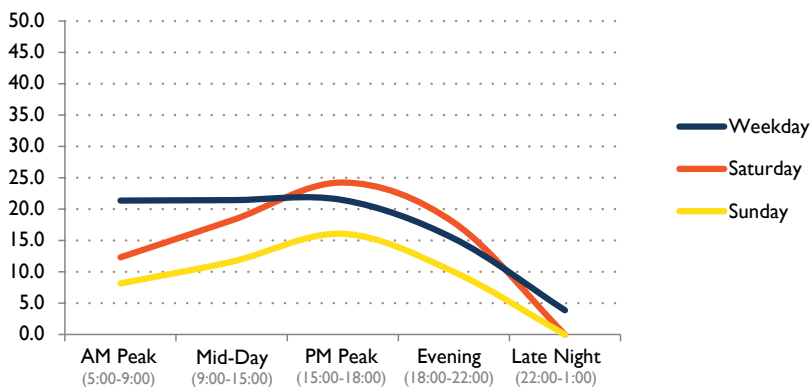


Fall 2012

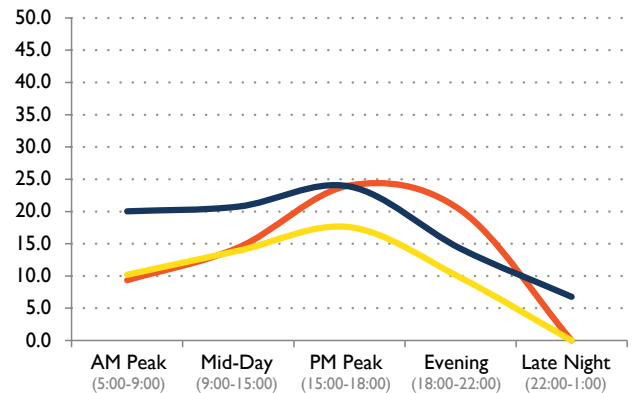
Daily Boardings



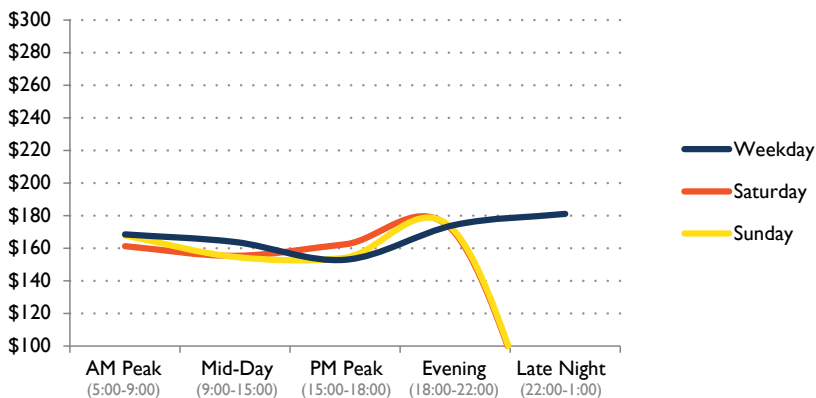
Daily Boardings per Revenue Hour



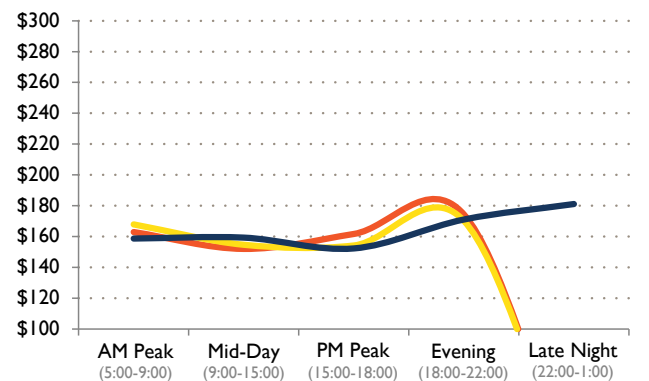
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour

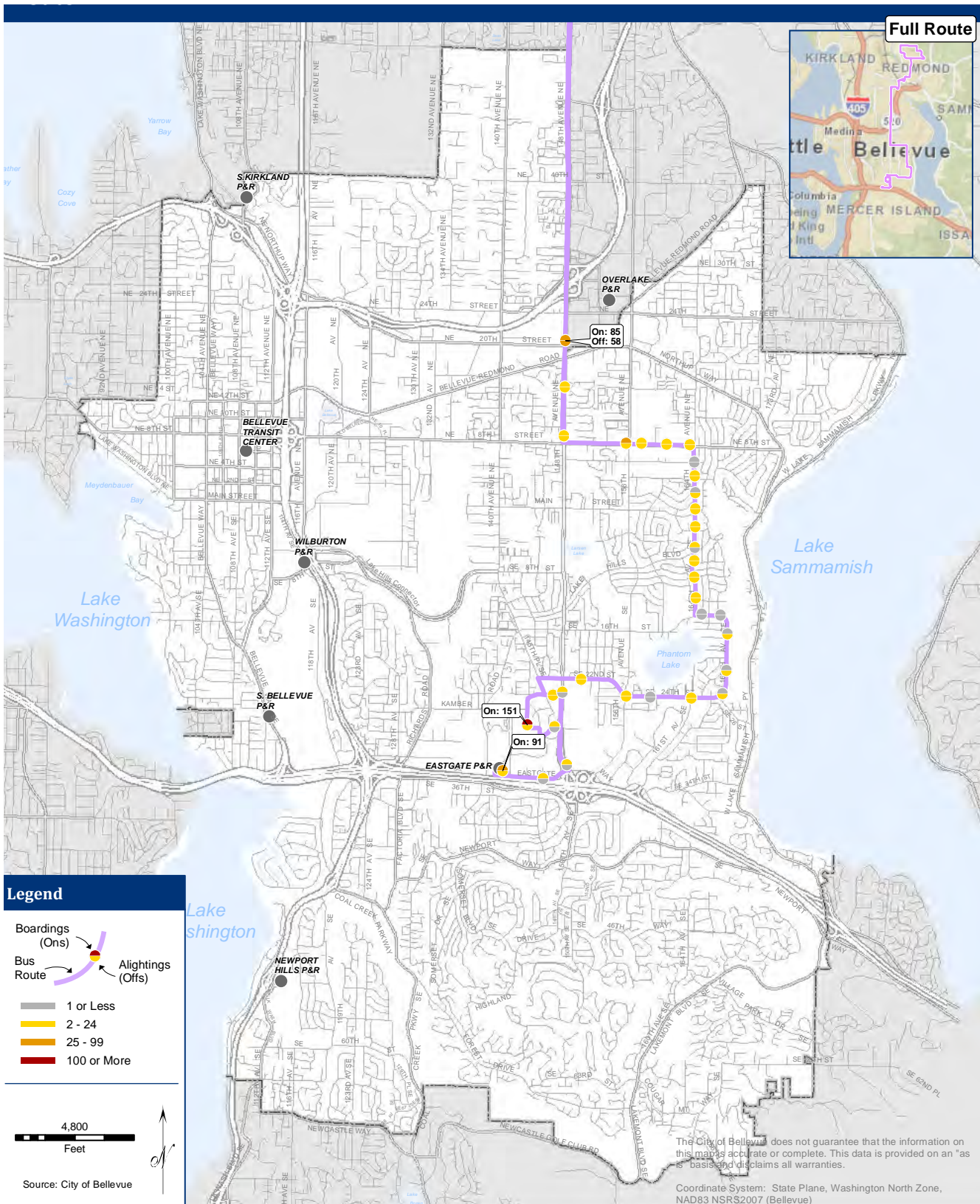


Estimated Operating Cost per Revenue Hour



# Route 221

Boarding & Alighting Activity, Spring 2012 | Inbound

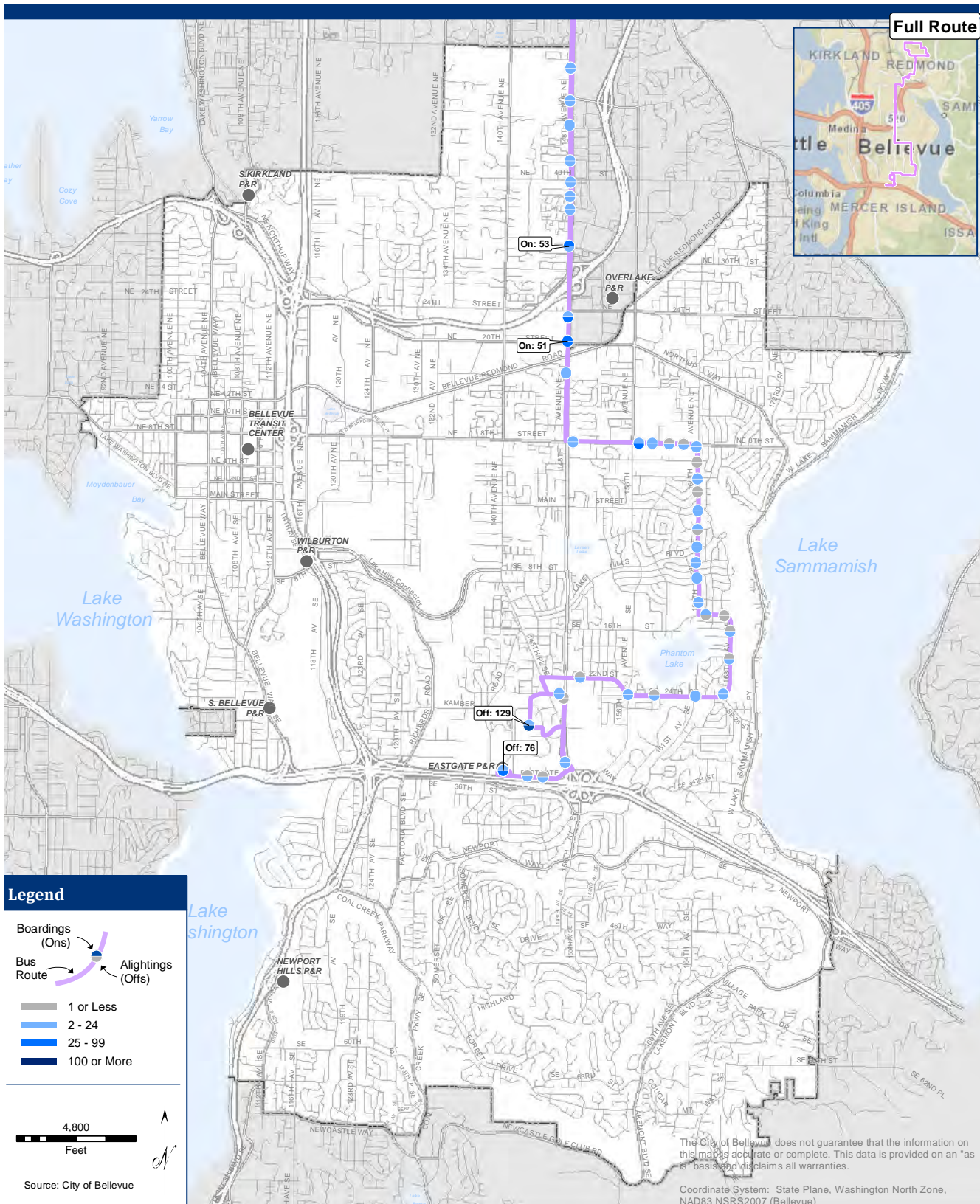


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Corridor Group 3

Downtown Bellevue – Factoria – Eastgate



241 246

Corridor Group 3 consists of two routes that connect Downtown Bellevue with Eastgate via Factoria. Route 222, which also previously served the corridor, was deleted as part of Metro’s Fall 2011 service revision.



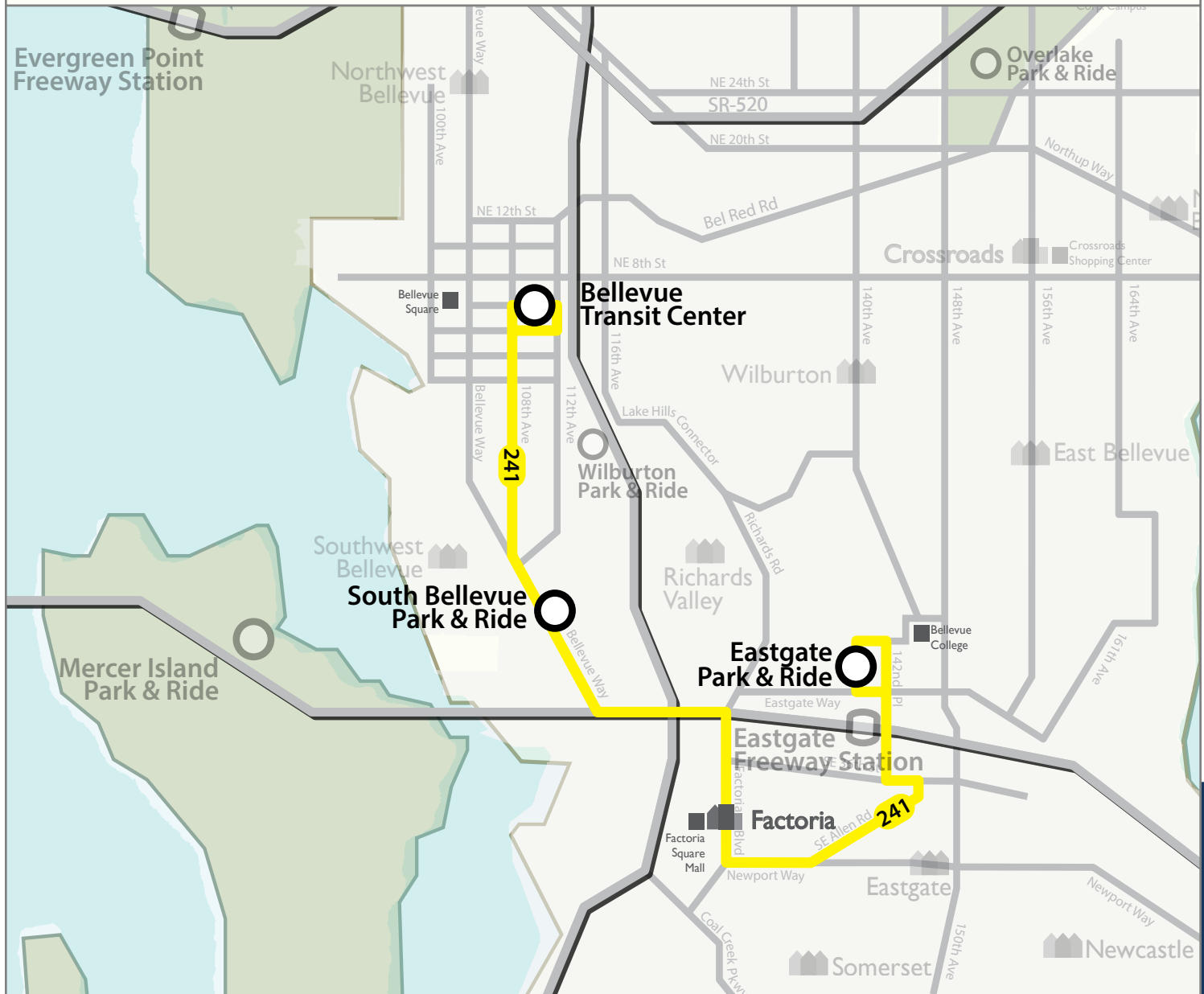
# Route 241

Bellevue to Eastgate via Factoria

All-Day Route  
Introduced Fall 2011

Local Service Metro Service Family  
Community Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	
South Bellevue Park & Ride	Enatai and Beaux Arts Village neighborhoods	
Eastgate Park & Ride	Bellevue College, Eastgate	



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:39 - 22:58					7:38 - 22:58					7:35 - 23:00									
Daily Trips	63					54					31					20,671				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	30	30	60	—	30	30	30	60	—	60	60	60	60	—					
Percent On-Time	79.8%					76.7%					79.5%					78.6%				
Revenue Hours	28.05					21.42					12.23					8,976				
Platform Hours	43.50					33.82					17.00					13,837				
Revenue Miles	447.03					382.99					220.10					146,674				
Rev. Hour/Plat. Hour	0.64					0.63					0.72					0.65				
Boardings (per day)	568.20					369.16					231.19					177,351				
Average Load	6.73					5.70					5.39					6.07				
Boardings/Trip	9.02					6.84					7.46					8.58				
Boardings/Rev. Hour	20.26					17.24					18.90					19.76				
Boardings/Rev. Mile	1.27					0.96					1.05					1.21				
Boardings/Plat. Hour	13.06					10.92					13.60					12.82				
Est. Operating Costs	\$5,224					\$4,061					\$2,042					\$1,661,638				
Cost/Revenue Hour	\$186.23					\$189.62					\$166.88					\$185.12				
Cost/Platform Hour	\$120.09					\$120.09					\$120.09					\$120.09				
Cost/Revenue Mile	\$11.69					\$10.60					\$9.28					\$11.33				
Cost/Boarding	\$9.19					\$11.00					\$8.83					\$9.37				
Cost/Trip	\$82.92					\$75.20					\$65.86					\$80.38				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	154	216	146	49	3	27	176	95	67	5	19	114	50	47	3	41,445	71,067	45,088	18,424	1,327
Boardings/Rev. Hour	24.5	20.9	24.2	10.6	4.1	11.9	17.6	19.8	18.3	6.3	13.0	22.7	20.6	15.6	6.5	23.0	20.6	23.4	12.0	5.1
Cost/Revenue Hour	\$189.08	\$195.97	\$165.41	\$189.49	\$176.30	\$166.69	\$181.74	\$192.90	\$219.44	\$196.51	\$162.39	\$159.72	\$158.45	\$183.82	\$198.41	\$186.37	\$190.78	\$168.45	\$192.57	\$181.15
Percent On-Time	85.2%	81.1%	67.8%	80.1%	96.4%	82.4%	76.1%	74.6%	73.8%	95.5%	75.5%	75.4%	83.9%	83.2%	90.2%	82.8%	77.9%	73.7%	78.8%	94.8%

Note: Though not reflected as late night trips according to Metro-defined service headways, one trip of Route 241 departs Downtown Bellevue at 10:35 PM and one departs Eastgate at 10:20 PM daily, one trip departs Downtown Bellevue at 10:37 PM and one departs Eastgate at 10:20 PM on Saturdays, and one trip departs Eastgate at 10:38 PM on Sundays. These are hence reflected in evening service statistics.

**Route 241 is a new route that debuted as part of Metro's Fall 2011 service revision.** It was created by revising and renumbering the now-defunct Route 222, with the primary change in routing being the provision of service to the South Bellevue Park & Ride and 112th Ave SE. Route 241 connects the Bellevue Transit Center to the Eastgate Park & Ride via 108th Ave SE, the South Bellevue Park & Ride, Factoria, Newport Way, Allen Road, and the 142nd Pl overpass. The route is interlined with Route 226 to provide through-service to Overlake via Bel-Red Road.



# Route 241

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total
Hours of Service	5:39 - 22:58					7:38 - 22:58					7:35 - 23:00					
Daily Trips	63					54					31					20,671
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	
Headway (min)	30	30	30	60	—	30	30	30	60	—	60	60	60	60	—	
Percent On-Time	83.0%					82.6%					89.0%					84.1%
Revenue Hours	28.07					21.40					12.23					8,979
Platform Hours	43.38					34.43					17.00					13,839
Revenue Miles	447.15					382.92					220.12					146,703
Rev. Hour/Plat. Hour	0.65					0.62					0.72					0.65
Boardings (per day)	637.00					367.00					205.00					193,390
Average Load	6.02					4.28					4.61					5.09
Boardings/Trip	10.11					6.80					6.61					9.36
Boardings/Rev. Hour	22.70					17.15					16.76					21.54
Boardings/Rev. Mile	1.42					0.96					0.93					1.32
Boardings/Plat. Hour	14.68					10.66					12.06					13.97
Est. Operating Costs	\$5,210					\$4,135					\$2,042					\$1,840,745
Cost/Revenue Hour	\$185.62					\$193.23					\$166.88					\$205.00
Cost/Platform Hour	\$120.09					\$120.09					\$120.09					\$133.01
Cost/Revenue Mile	\$11.65					\$10.80					\$9.27					\$12.55
Cost/Boarding	\$8.18					\$11.27					\$9.96					\$9.52
Cost/Trip	\$82.69					\$76.58					\$65.86					\$89.05

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	146	239	155	90	7	36	181	88	57	5	17	99	50	36	3	40,112	76,127	46,964	28,011	2,176
Boardings/Rev. Hour	23.3	23.1	25.6	19.6	8.9	16.0	18.2	18.4	15.5	6.8	11.6	19.8	20.8	12.1	7.8	22.3	22.1	24.3	18.2	8.4
Cost/Revenue Hour	\$183.01	\$196.93	\$165.74	\$190.54	\$181.41	\$179.69	\$187.97	\$189.97	\$219.44	\$196.51	\$162.39	\$159.72	\$158.45	\$183.82	\$198.41	\$201.49	\$213.28	\$186.55	\$213.68	\$205.10
Percent On-Time	84.9%	84.8%	73.0%	86.5%	88.8%	78.3%	80.8%	84.9%	87.2%	80.0%	88.8%	85.7%	88.3%	93.3%	100.0%	83.9%	83.4%	80.8%	88.6%	87.5%

Note: Though not reflected as late night trips according to Metro-defined service headways, one trip of Route 241 departs Downtown Bellevue at 10:35 PM and one departs Eastgate at 10:20 PM daily, one trip departs Downtown Bellevue at 10:37 PM and one departs Eastgate at 10:20 PM on Saturdays, and one trip departs Eastgate at 10:38 PM on Sundays. These are hence reflected in evening service statistics.

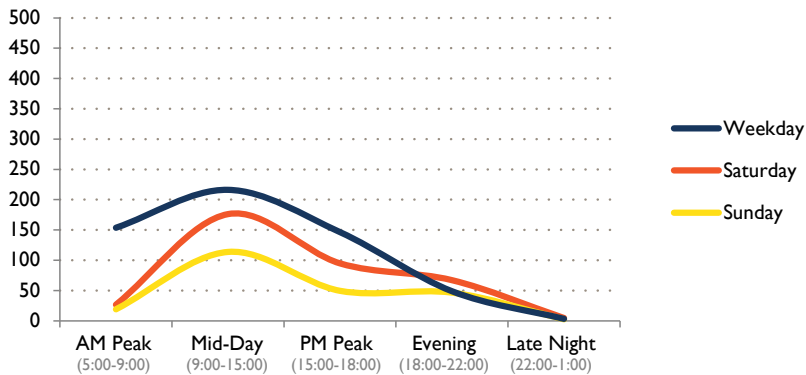
Weekday daily ridership of Route 241 increased by almost 69 passengers in Spring 2012 compared with Fall 2011. These increases took place primarily mid-day and in the evening, substantially altering the productivity profile for Spring 2012. Ridership declined on weekends—by an average of 2.2 passengers on Saturdays and by 26.2 on Sundays—and conversely to weekday performance, weekend declines were greatest mid-day and in the evening.



## Ridership, Productivity & Efficiency

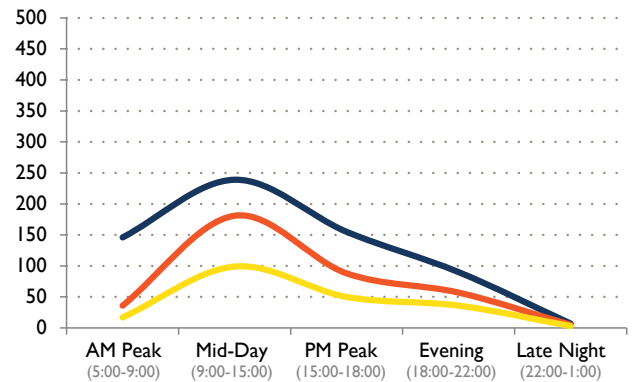
Fall 2011

Daily Boardings

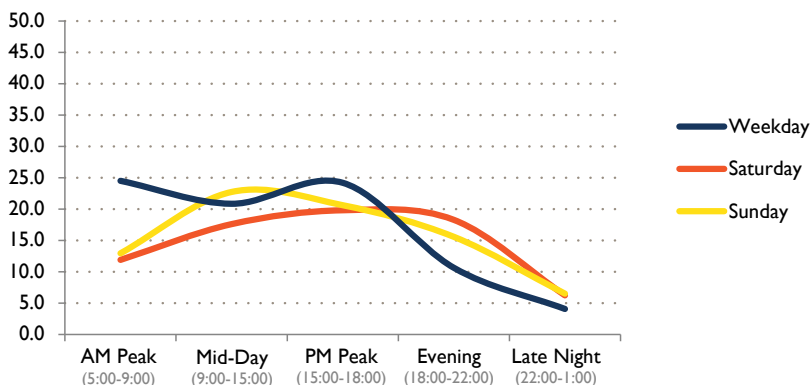


Fall 2012

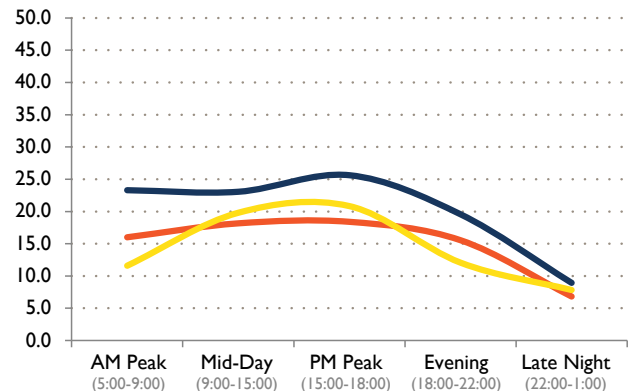
Daily Boardings



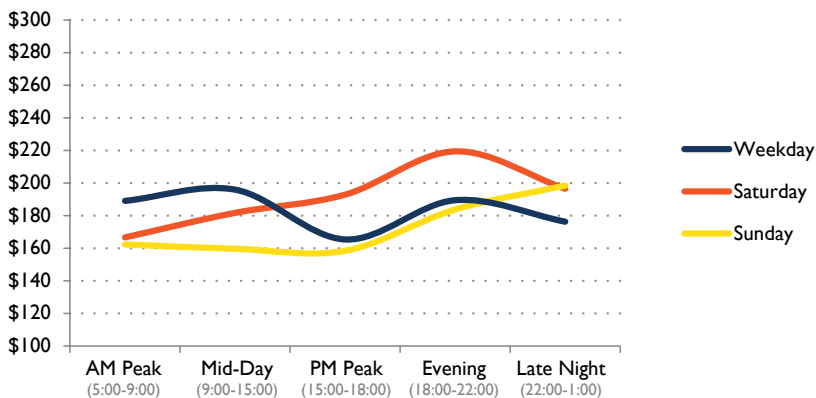
Daily Boardings per Revenue Hour



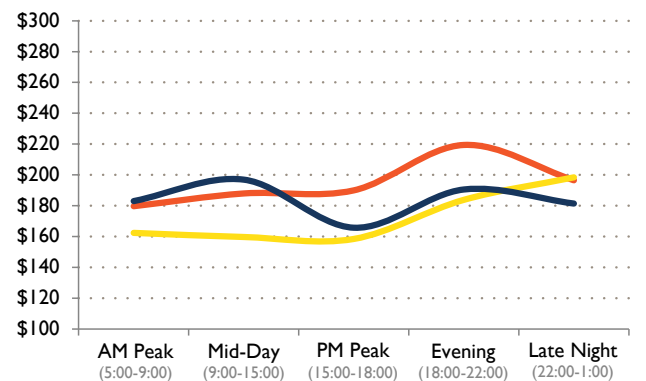
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour

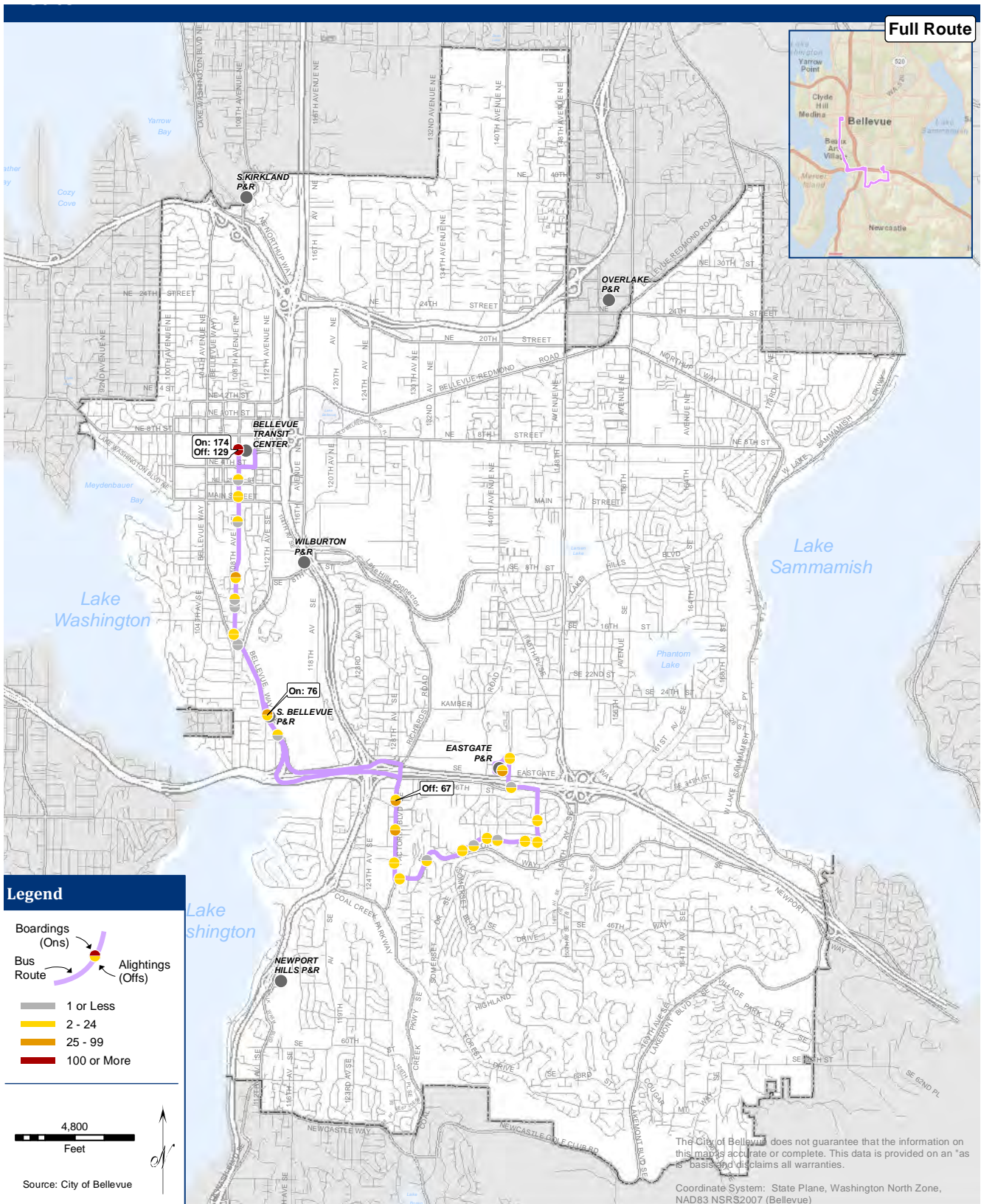


Estimated Operating Cost per Revenue Hour



# Route 241

Boarding & Alighting Activity, Spring 2012 | Inbound

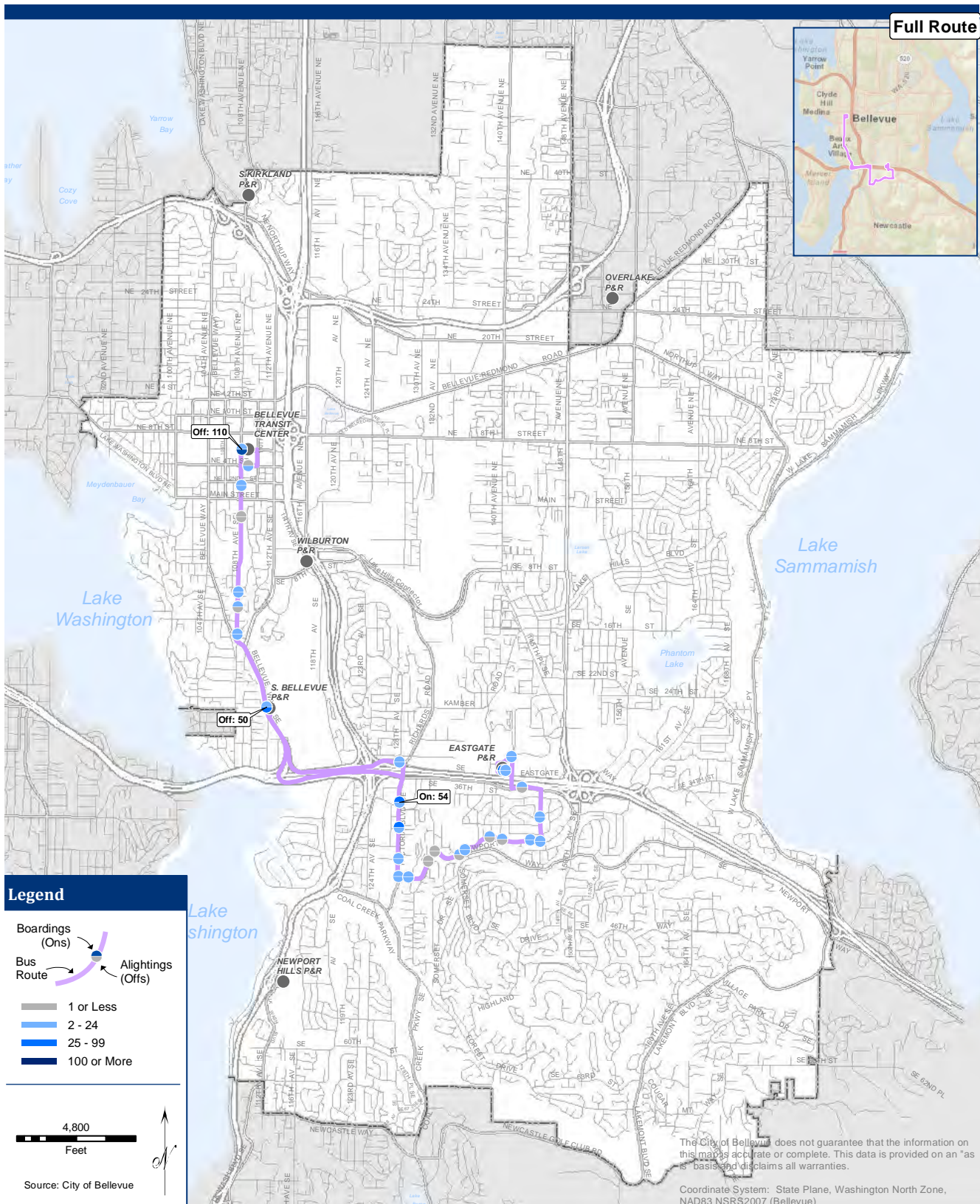


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Route 246

All-Day Route  
Revised Fall 2011

Eastgate to Bellevue via Somerset, Factoria, Woodridge  
Corridor 28

Local Service Metro Service Family  
Community Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	226  232  234  235  237  240  241  243  246  249  271 280  342  532  535  550  555  556  560  566
Wilburton Park & Ride	Wilburton, Woodridge, and Surrey Downs neighborhoods	240  243  246  280  342 952
Eastgate Park & Ride	Bellevue College, Eastgate	211  212  217  221  226  240  241  245  246  271 981 989  555



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:14 - 19:24																			
Daily Trips	40															10,200				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	60	30	—	—															
Percent On-Time	79.1%															79.1%				
Revenue Hours	27.25															6,894				
Platform Hours	39.58															9,997				
Revenue Miles	431.23															109,259				
Rev. Hour/Plat. Hour	0.69															0.69				
Boardings (per day)	383.00															94,988				
Average Load	5.98															5.98				
Boardings/Trip	9.58															9.31				
Boardings/Rev. Hour	14.06															13.78				
Boardings/Rev. Mile	0.89															0.87				
Boardings/Plat. Hour	9.68															9.50				
Est. Operating Costs	\$4,756															\$1,200,093				
Cost/Revenue Hour	\$174.52															\$174.08				
Cost/Platform Hour	\$120.14															\$120.04				
Cost/Revenue Mile	\$11.03															\$10.98				
Cost/Boarding	\$12.42															\$12.63				
Cost/Trip	\$118.89															\$117.66				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	98	161	114	10	—											25,447	38,420	28,699	2,422	—
Boardings/Rev. Hour	12.8	15.7	14.2	7.7	—											13.0	14.9	14.1	7.4	—
Cost/Revenue Hour	\$168.64	\$172.37	\$172.59	\$238.04	—											\$168.60	\$171.33	\$172.58	\$237.97	—
Percent On-Time	83.7%	84.6%	67.3%	74.8%	—											83.7%	84.6%	67.3%	74.8%	—

Note: Though not reflected as evening trips according to Metro-defined service headways, two trips of Route 246 depart Northwest Bellevue at 6:15 and 6:45 PM daily and are hence reflected in evening service statistics.

Route 246 is an all-day route that connects the neighborhoods of Woodridge and Somerset with the activity centers of Downtown Bellevue, Eastgate, and Factoria via Lake Hills Connector, 123rd Ave SE, SE 26th St, Eastgate Way, 150th Ave SE, Highland Dr, Somerset Blvd, Newport Way, and Factoria Mall. The route was revised by the Fall 2011 service change to serve the hotel district on 112th Ave SE and to reverse the direction of the loop it makes between Eastgate and Factoria, now serving Factoria first before terminating at Eastgate.

# Route 246

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:14 - 19:24																			
Daily Trips	40															10,200				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	60	30	—	—															
Percent On-Time	78.8%															78.8%				
Revenue Hours	27.25															6,894				
Platform Hours	39.58															9,997				
Revenue Miles	431.23															109,258				
Rev. Hour/Plat. Hour	0.69															0.69				
Boardings (per day)	367.00															91,277				
Average Load	5.70															5.70				
Boardings/Trip	9.18															8.95				
Boardings/Rev. Hour	13.47															13.24				
Boardings/Rev. Mile	0.85															0.84				
Boardings/Plat. Hour	9.27															9.13				
Est. Operating Costs	\$4,756															\$1,266,030				
Cost/Revenue Hour	\$174.52															\$183.65				
Cost/Platform Hour	\$120.14															\$126.64				
Cost/Revenue Mile	\$11.03															\$11.59				
Cost/Boarding	\$12.96															\$13.87				
Cost/Trip	\$118.89															\$124.12				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	103	137	114	13	—											26,233	32,779	29,006	3,259	—
Boardings/Rev. Hour	13.4	13.4	14.2	10.0	—											13.4	12.7	14.2	10.0	—
Cost/Revenue Hour	\$168.64	\$172.37	\$172.59	\$238.04	—											\$177.87	\$180.75	\$182.06	\$251.05	—
Percent On-Time	82.0%	87.5%	68.1%	52.4%	—											82.0%	87.5%	68.1%	52.4%	—

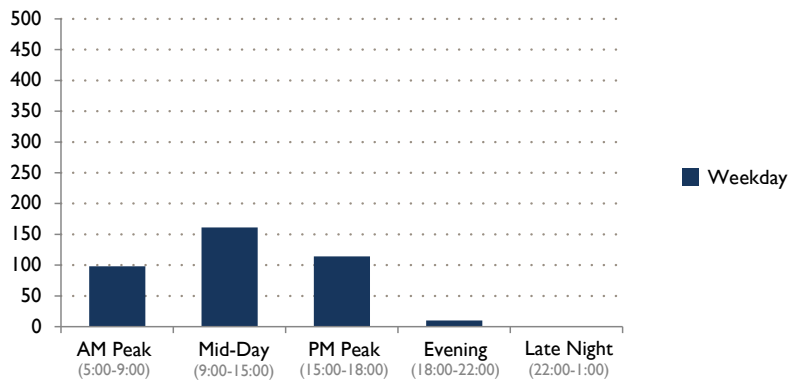
Note: Though not reflected as evening trips according to Metro-defined service headways, two trips of Route 246 depart Northwest Bellevue at 6:15 and 6:45 PM daily and are hence reflected in evening service statistics.

Route 246 was one of only a few routes to experience a decrease in ridership between Fall 2011 and Spring 2012. The route served an average of 16 fewer riders daily on weekdays, equating to approximately 3,700 annualized rides based on spring performance. The charts on the opposite page indicate that the declines in ridership and productivity are most prevalent mid-day, and because of these, mid-day service is no longer the most productive to operate. The charts also show that the final two trips of Route 246 operated daily—the 6:15 and 6:45 PM trips departing Eastgate—cost nearly twice as much to operate per revenue hour as service throughout the rest of the day, while they serve only a fraction of a day's total ridership.

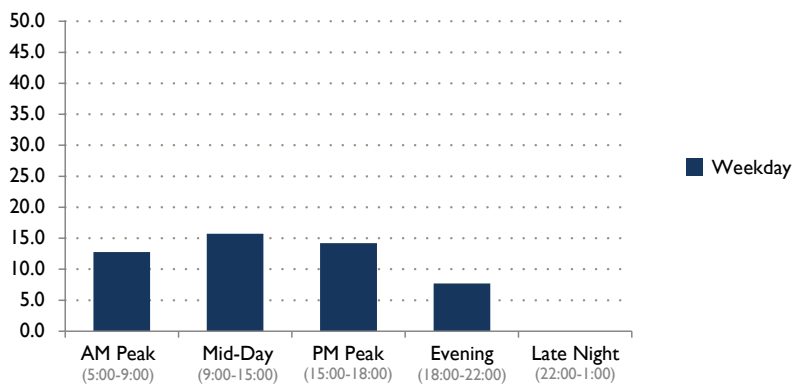
## Ridership, Productivity & Efficiency

Fall 2011

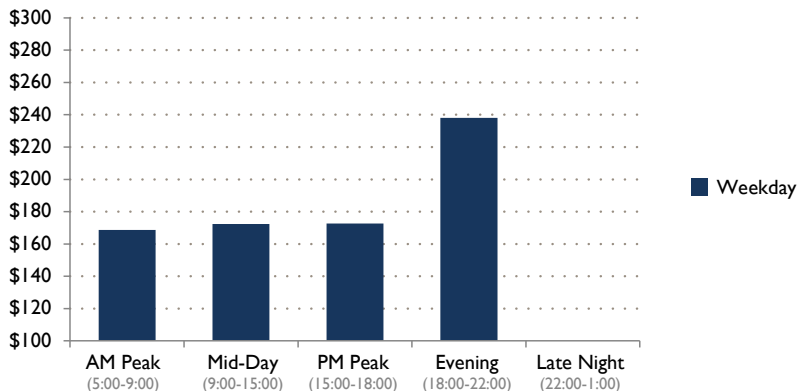
Daily Boardings



Daily Boardings per Revenue Hour

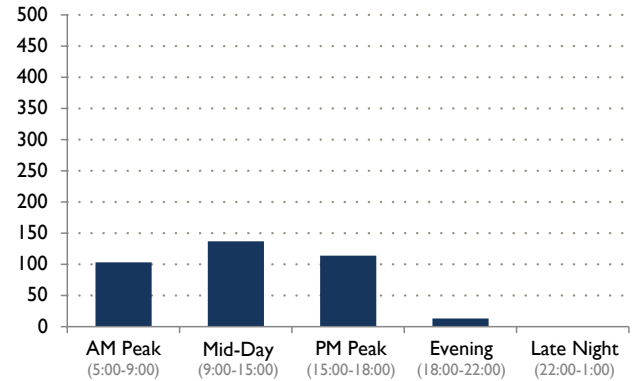


Estimated Operating Cost per Revenue Hour

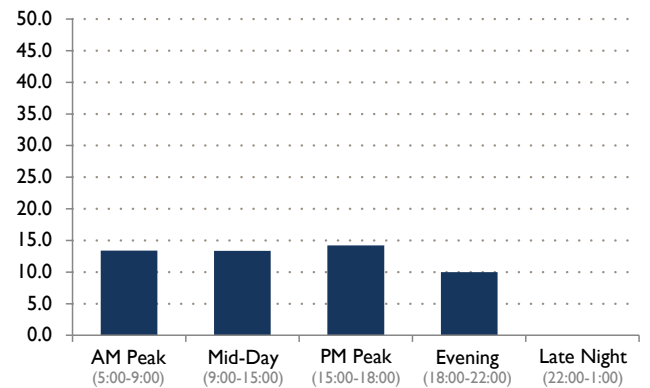


Fall 2012

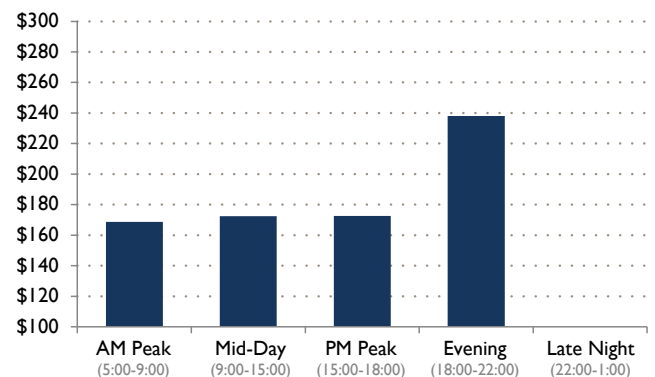
Daily Boardings



Daily Boardings per Revenue Hour



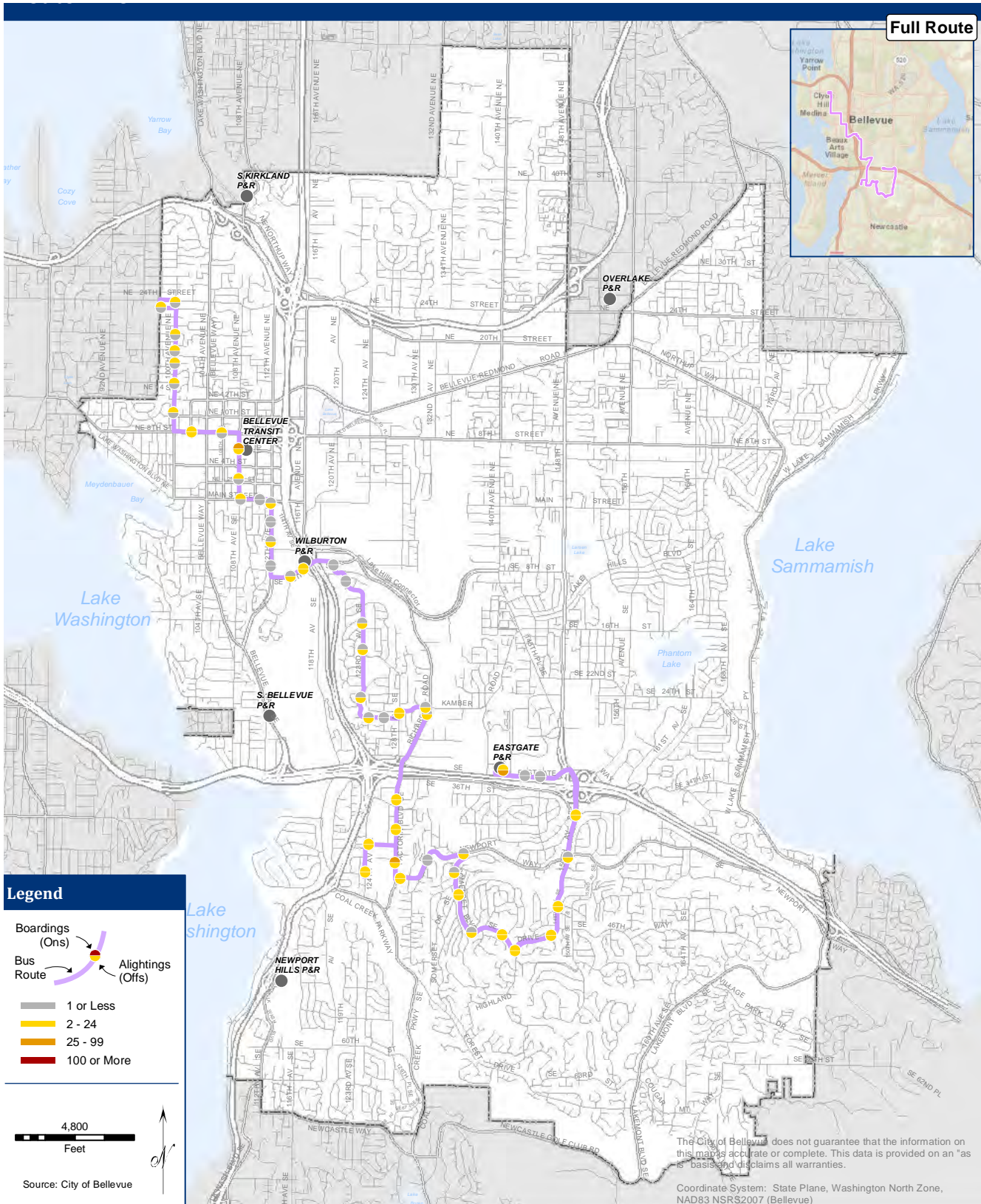
Estimated Operating Cost per Revenue Hour





# Route 246

Boarding & Alighting Activity, Spring 2012 | Inbound

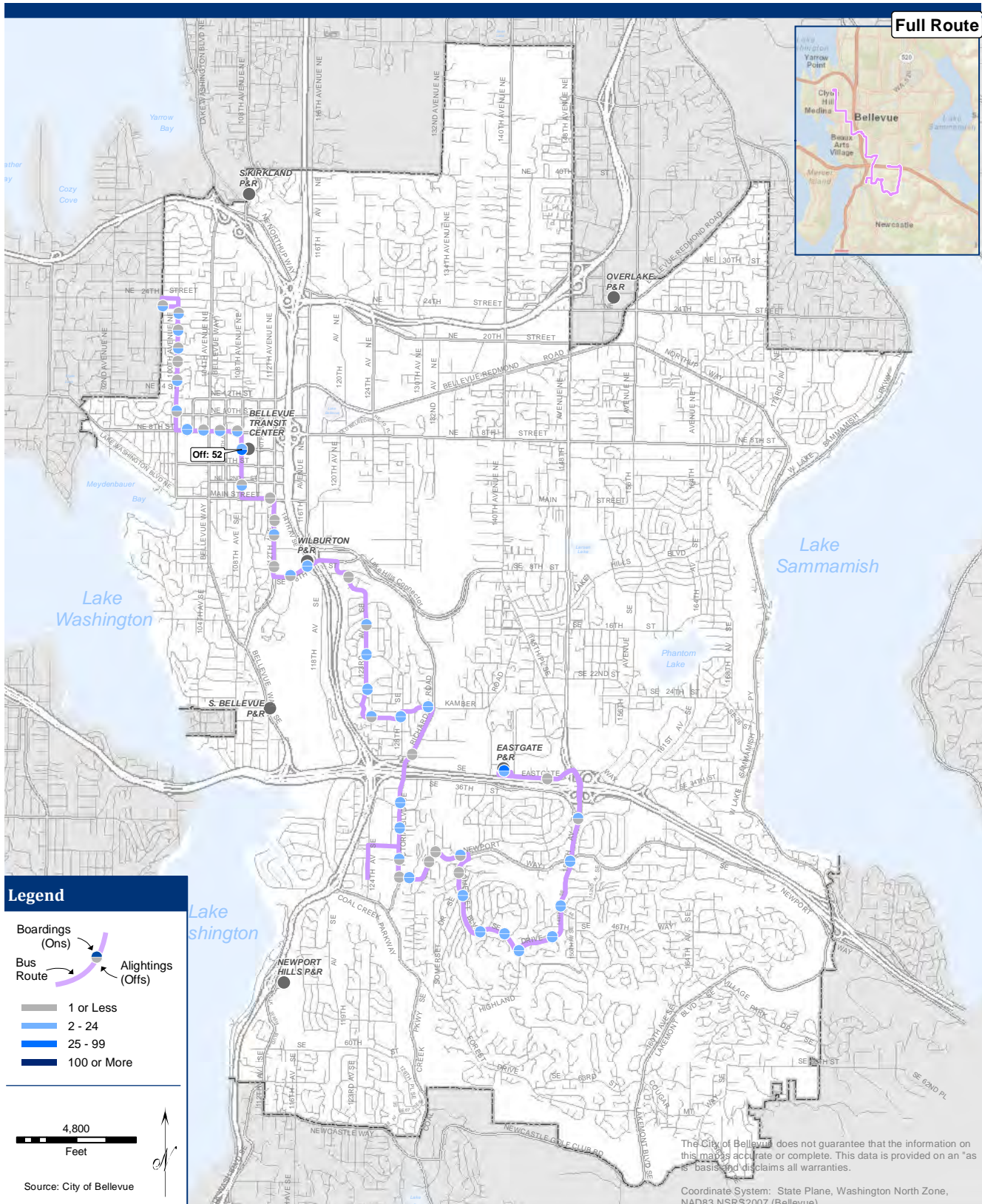


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound

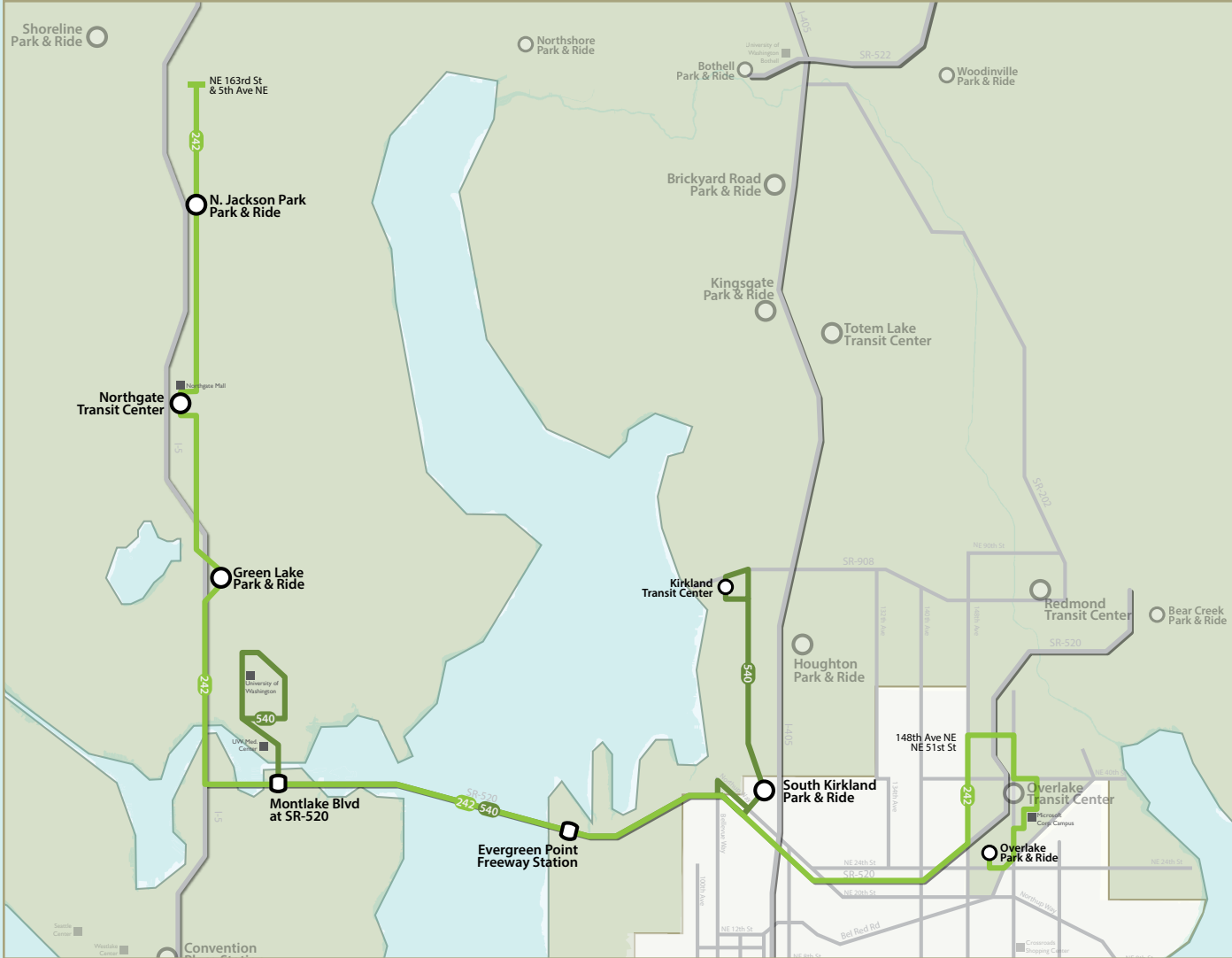


Map depicts Spring 2012 routing and data



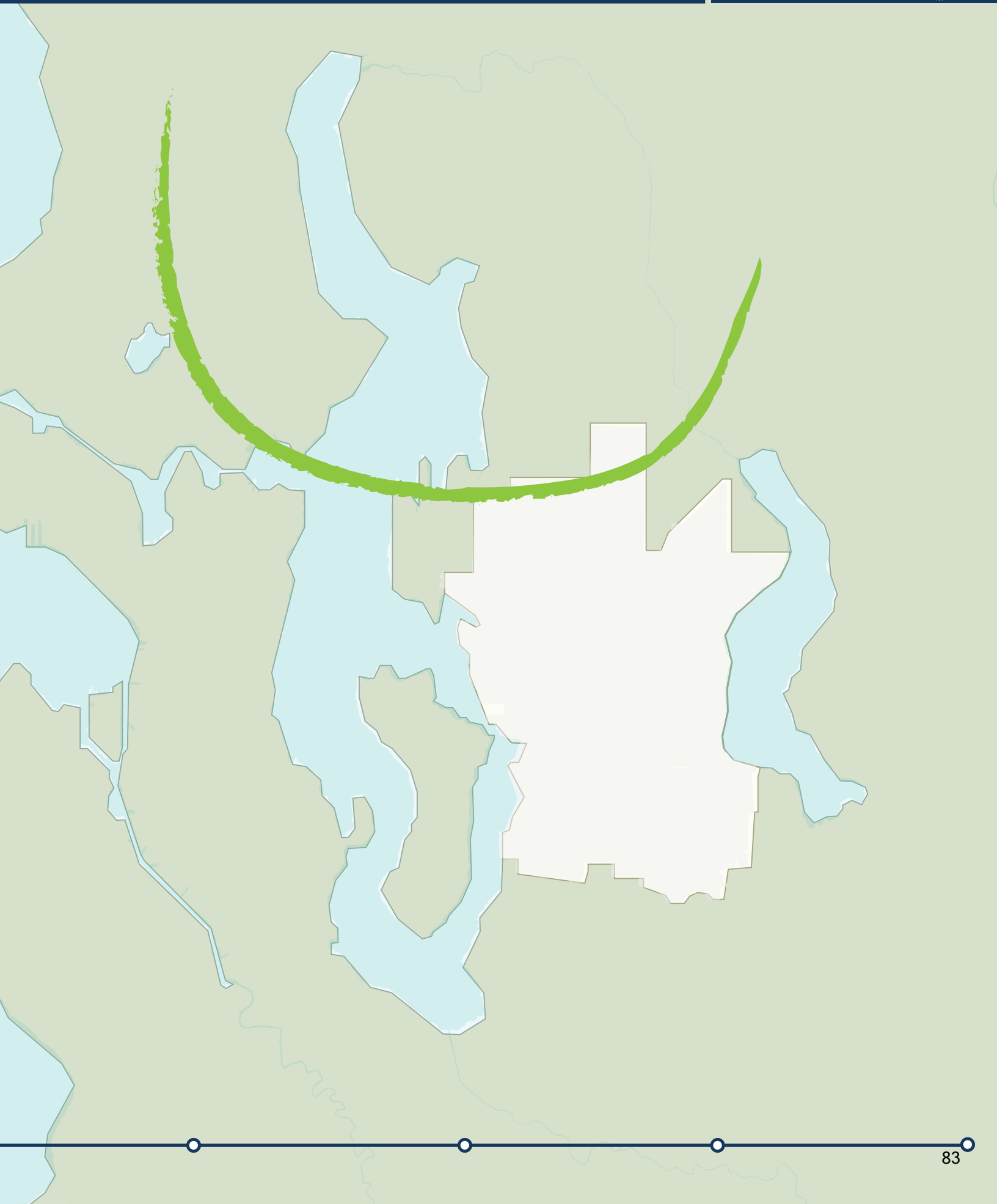
# Corridor Group 4

North Seattle – Bellevue – Overlake



242 540

Two routes comprise Corridor Group 4, which provides a direct connection between North Seattle and Overlake via SR-520 through Bellevue. Although Route 540 was not included in the original Transit Network Profile, no changes were made to the route to instigate its inclusion here.



# Route 242

Peak-Only Route

Ridgecrest to Overlake via Northgate  
Peak-Only Alternative to 542

Local Service Metro Service Family  
Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
North Jackson Park Park & Ride	Jackson Park neighborhood	242 243 301 303 304 308 347 373 510 511
Northgate Transit Center	Northgate Mall, Thornton Place	16 40 41 66 67 68 75 242 303 345 346 347 348 995 555 556
Montlake Blvd at SR-520	Montlake neighborhood, MOHAI	25 43 48 167 243 271 277 980 982 986 540 542 556
Evergreen Point Freeway Station	Yarrow Point, Clyde Hill	167 242 243 250 252 255 257 260 265 268 271 277 280 311 982 986 540 542 545 555 556 424
Overlake Park & Ride	Overlake Village, Overlake Shopping Center	B Line 242 249 250 269



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:51 - 9:48; 15:34 - 19:11																			
Daily Trips	12															3,060				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	20-30	—	30	—	—															
Percent On-Time	77.6%															77.6%				
Revenue Hours	13.30															3,357				
Platform Hours	21.52															5,434				
Revenue Miles	256.98															64,845				
Rev. Hour/Plat. Hour	0.62															0.62				
Boardings (per day)	389.63															98,183				
Average Load	25.25															25.25				
Boardings/Trip	32.47															32.09				
Boardings/Rev. Hour	29.30															29.25				
Boardings/Rev. Mile	1.52															1.51				
Boardings/Plat. Hour	18.11															18.07				
Est. Operating Costs	\$2,754															\$695,608				
Cost/Revenue Hour	\$207.06															\$207.22				
Cost/Platform Hour	\$127.99															\$128.02				
Cost/Revenue Mile	\$10.72															\$10.73				
Cost/Boarding	\$7.07															\$7.08				
Cost/Trip	\$229.49															\$227.32				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	204	—	169	17	—											51,406	—	42,442	4,335	—
Boardings/Rev. Hour	31.0	—	29.7	16.5	—											30.9	—	29.6	16.5	—
Cost/Revenue Hour	\$209.09	—	\$200.44	\$230.50	—											\$209.15	—	\$200.70	\$230.50	—
Percent On-Time	89.1%	—	64.9%	71.4%	—											89.1%	—	64.9%	71.4%	—

Note: Though not reflected as an evening trip according to Metro-defined service headways, one trip of Route 242 departs Overlake at 6:09 PM daily and is hence reflected in evening service statistics.

Route 242 is a one-way peak-only commuter route from Ridgcrest to the Overlake Employment Area and Overlake Village. It serves 5th Ave NE, the Northgate Transit Center, and Green Lake Park & Ride, then takes I-5 and SR-520 toward Overlake, makes a loop through the Microsoft campus, and terminates at the Overlake Park & Ride. The route's service of the Microsoft campus comes at the expense of service to the Overlake Transit Center, which it bypasses.

# Route 242

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:51 - 9:48; 15:34 - 19:11																			
Daily Trips	12															3,060				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	20-30	—	30	—	—															
Percent On-Time	84.3%															84.3%				
Revenue Hours	13.30															3,357				
Platform Hours	21.47															5,421				
Revenue Miles	257.02															64,855				
Rev. Hour/Plat. Hour	0.62															0.62				
Boardings (per day)	389.00															98,275				
Average Load	25.92															25.92				
Boardings/Trip	32.42															32.12				
Boardings/Rev. Hour	29.25															29.28				
Boardings/Rev. Mile	1.51															1.52				
Boardings/Plat. Hour	18.12															18.13				
Est. Operating Costs	\$2,814															\$762,035				
Cost/Revenue Hour	\$211.59															\$227.01				
Cost/Platform Hour	\$131.09															\$140.57				
Cost/Revenue Mile	\$10.95															\$11.75				
Cost/Boarding	\$7.23															\$7.75				
Cost/Trip	\$234.51															\$249.03				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	214	—	154	21	—											54,010	—	38,910	5,355	—
Boardings/Rev. Hour	32.5	—	27.1	20.3	—											32.5	—	27.2	20.3	—
Cost/Revenue Hour	\$213.33	—	\$200.30	\$262.57	—											\$227.89	—	\$216.76	\$277.15	—
Percent On-Time	93.0%	—	72.9%	89.3%	—											93.0%	—	72.9%	89.3%	—

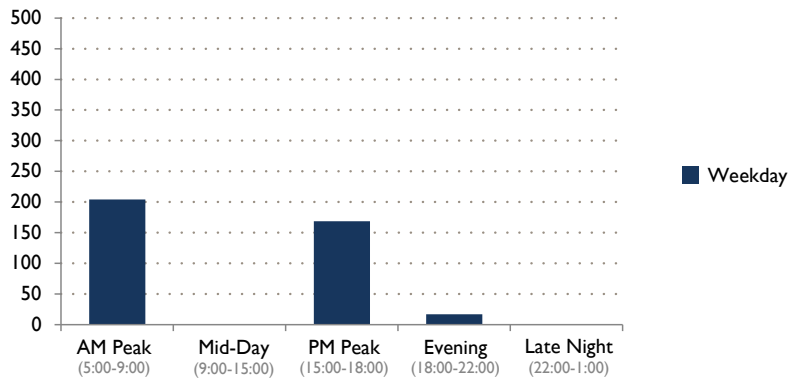
Note: Though not reflected as an evening trip according to Metro-defined service headways, one trip of Route 242 departs Overlake at 6:09 PM daily and is hence reflected in evening service statistics.

Route 242 had the most consistent ridership between Fall 2011 and Spring 2012 of any route operating in Bellevue, experiencing an average decline of less than one daily rider. The charts on the opposite page show that a small time-of-day shift in ridership took place, with AM peak ridership increasing and PM peak ridership declining slightly. The final trip of Route 242 operated daily—the 6:09 PM trip departing Overlake—is considerably more expensive to operate per revenue hour than other trips operated during the PM peak.

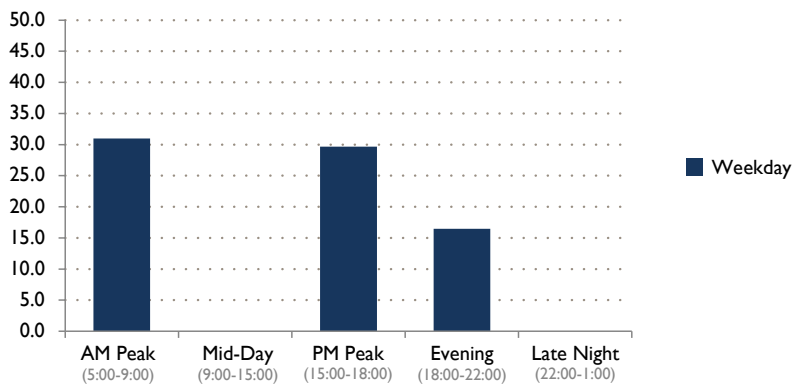
## Ridership, Productivity & Efficiency

Fall 2011

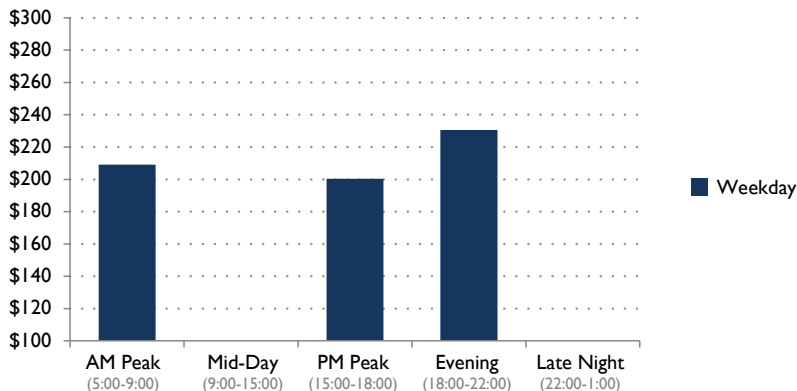
Daily Boardings



Daily Boardings per Revenue Hour

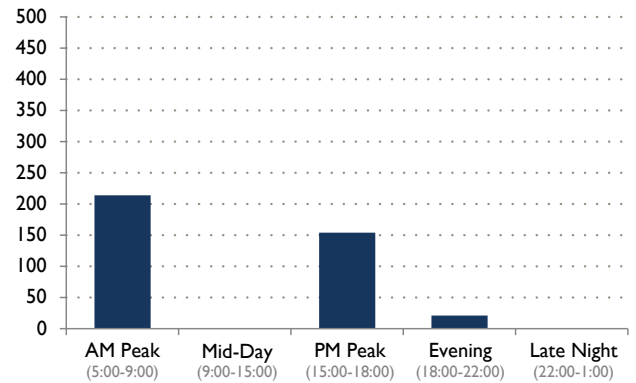


Estimated Operating Cost per Revenue Hour

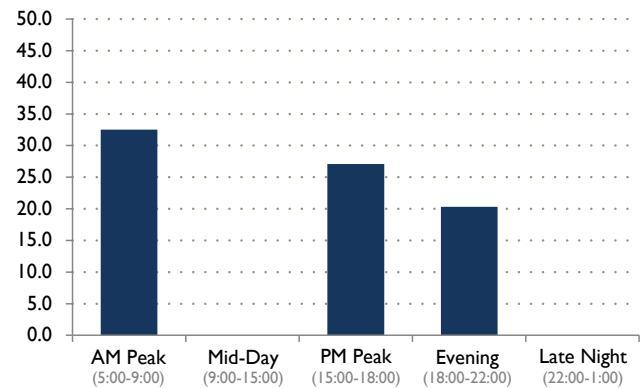


Fall 2012

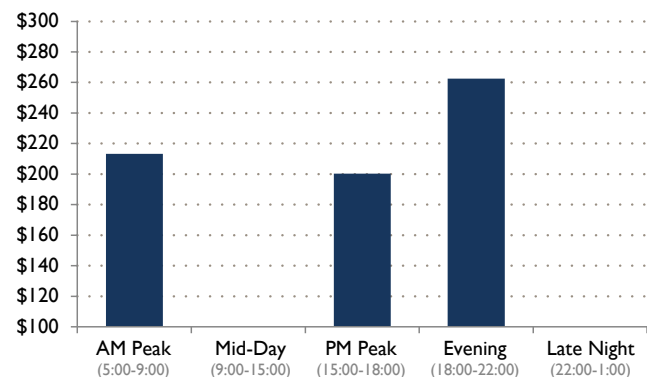
Daily Boardings



Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour



# Route 242

Boarding & Alighting Activity, Spring 2012 | Inbound

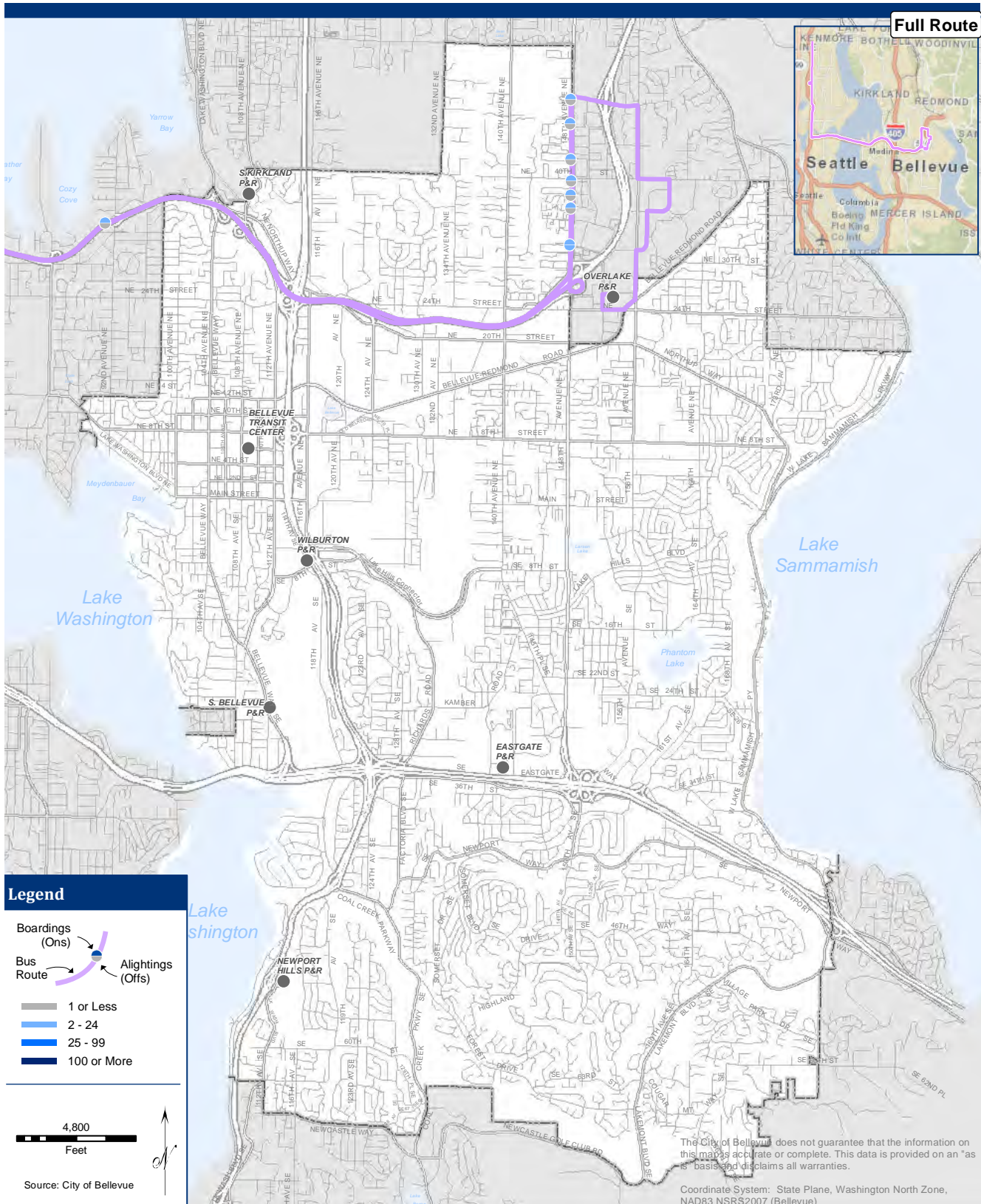
—Inbound Map Unavailable—

Route 242 is a one-way route; it does not make any inbound trips.





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Route 540

U. District to Kirkland via SR-520  
Sound Transit Express Bus

Peak-Only Route

Serves Seattle Core

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
15th Ave NE & NE Campus Pkwy	University of Washington, University District	43 44 48 167 205 271 277 540 542 556
Montlake Blvd at SR-520	Montlake neighborhood, MOHAI	25 43 48 167 243 271 277 980 982 986 540 542 556
Evergreen Point Freeway Station	Yarrow Point, Clyde Hill	167 242 243 250 252 255 257 260 265 268 271 277 280 311 982 986 540 542 545 555 556 424
South Kirkland Park & Ride	South Kirkland and Bridle Trails neighborhoods	234 235 249 255 981 986 540
Kirkland Transit Center	Kirkland City Hall, Kirkland Library, Kirkland Parkplace	234 236 238 245 248 255 540



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:07 - 10:15; 14:32 - 19:16																			
Daily Trips	42															10,710				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	15-30	—	15-30	—	—															
Percent On-Time	85.3%															85.3%				
Revenue Hours	25.58															6,524				
Platform Hours	41.83															10,668				
Revenue Miles	472.96															120,605				
Rev. Hour/Plat. Hour	0.61															0.61				
Boardings (per day)	716.00															181,426				
Average Load	14.90															14.90				
Boardings/Trip	17.05															16.94				
Boardings/Rev. Hour	27.99															27.81				
Boardings/Rev. Mile	1.51															1.50				
Boardings/Plat. Hour	17.12															17.01				
Est. Operating Costs	\$5,222															\$1,331,624				
Cost/Revenue Hour	\$204.12															\$204.12				
Cost/Platform Hour	\$124.83															\$124.83				
Cost/Revenue Mile	\$11.04															\$11.04				
Cost/Boarding	\$7.29															\$7.34				
Cost/Trip	\$124.33															\$124.33				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	308	88	285	35	—											78,033	22,053	72,424	8,916	—
Boardings/Rev. Hour	29.4	35.0	25.0	29.2	—											29.2	34.4	24.9	29.1	—
Cost/Revenue Hour	\$185.65	\$261.23	\$200.20	\$282.60	—											\$185.65	\$261.23	\$200.20	\$282.60	—
Percent On-Time	83.9%	93.5%	83.8%	95.5%	—											83.9%	93.5%	83.8%	95.5%	—

Note: Though not reflected as mid-day and evening trips according to Metro-defined service headways, two trips of Route 540 depart Kirkland at 9:05 and 9:35 AM and two trips depart the University District at 2:32 and 2:52 PM, and one trip departs Kirkland at 5:40 PM and two trips depart the University District at 6:12 and 6:42 PM daily. These trips are hence reflected in mid-day and evening service statistics, respectively.

Route 540 operates between the Kirkland Transit Center and the U. District, with key intermediate stops at the South Kirkland Park & Ride and the Evergreen Point and Yarrow Point freeway stations. Service operates weekdays only in both directions. In 2002, peak hour service was expanded between Kirkland Transit Center and the U. District to meet growing demand, primarily from the South Kirkland Park & Ride. In February 2008, the eastern segment of the route between Kirkland Transit Center and Bear Creek Park & Ride was deleted and replaced with King County Metro Route 248 operating along NE 85th Street. All weekend service was discontinued at that time due to low productivity.

In June 2011, service was revised to reflect existing ridership patterns, preserve peak-period capacity and achieve operating savings. The U. District routing was changed to serve the UW campus loop, bringing service closer to the route's primary market of UW staff and students. Midday and evening service was discontinued, but all peak period service was retained in anticipation of increased ridership from tolls on the SR-520 bridge. Metro Route 255 follows the same routing as Route 540 between Kirkland Transit Center and Montlake, and increased midday and evening service on Route 255 helped to mitigate the reduction of off-peak service on Route 540. The start-up of tolls on the Evergreen Point Bridge in December 2011 had less impact on Route 540 ridership than expected; as a result peak service levels will be adjusted in February 2013 to better match actual ridership, with headways changed from every 15 minutes to every 20-25 minutes. The span of service will remain unchanged.

## Route 540

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:07 - 10:15; 14:32 - 19:16																			
Daily Trips	42															10,710				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	15-30	—	15-30	—	—															
Percent On-Time	94.9%															94.9%				
Revenue Hours	27.17															6,928				
Platform Hours	41.92															10,689				
Revenue Miles	472.89															120,586				
Rev. Hour/Plat. Hour	0.65															0.65				
Boardings (per day)	644.00															164,220				
Average Load	13.48															13.48				
Boardings/Trip	15.33															15.33				
Boardings/Rev. Hour	23.71															23.71				
Boardings/Rev. Mile	1.36															1.36				
Boardings/Plat. Hour	15.36															15.36				
Est. Operating Costs	\$5,812															\$1,482,102				
Cost/Revenue Hour	\$213.94															\$213.94				
Cost/Platform Hour	\$138.66															\$138.66				
Cost/Revenue Mile	\$12.29															\$12.29				
Cost/Boarding	\$9.03															\$9.03				
Cost/Trip	\$138.38															\$138.38				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	265	73	275	31	—											67,575	18,615	70,125	7,905	—
Boardings/Rev. Hour	24.4	28.3	22.2	23.3	—											24.4	28.3	22.2	23.3	—
Cost/Revenue Hour	\$200.33	\$279.11	\$206.59	\$266.92	—											\$200.33	\$279.11	\$206.59	\$266.92	—
Percent On-Time	93.0%	96.2%	95.9%	98.6%	—											93.0%	96.2%	95.9%	98.6%	—

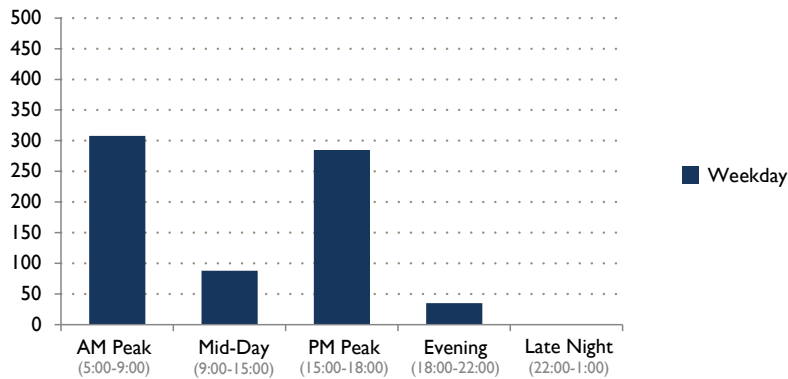
Note: Though not reflected as mid-day and evening trips according to Metro-defined service headways, two trips of Route 540 depart Kirkland at 9:05 and 9:35 AM and two trips depart the University District at 2:32 and 2:52 PM, and one trip departs Kirkland at 5:40 PM and two trips depart the University District at 6:12 and 6:42 PM daily. These trips are hence reflected in mid-day and evening service statistics, respectively.

Route 540 was one of only a few routes to experience a decrease in ridership between Fall 2011 and Spring 2012. The route served an average of 72 fewer riders daily on weekdays—an average of about 1.7 fewer passengers per trip and 4.3 fewer per revenue hour—equating to approximately 17,200 less annualized rides based on spring performance. The AM peak experienced the largest decrease in ridership, though productivity declined notably throughout the day. However, on-time performance improved by 9.6 percent.

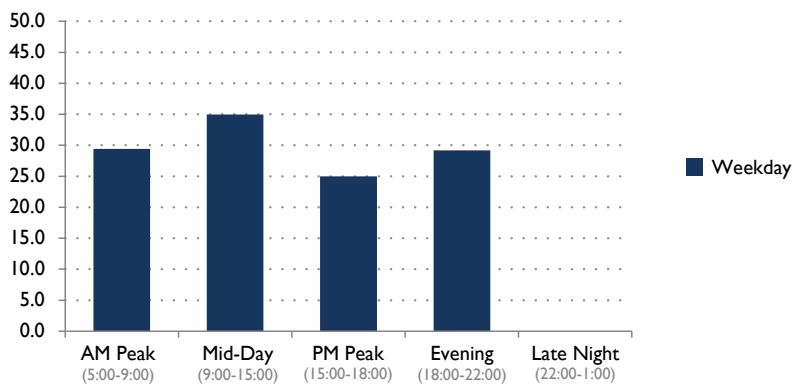
## Ridership, Productivity & Efficiency

Fall 2011

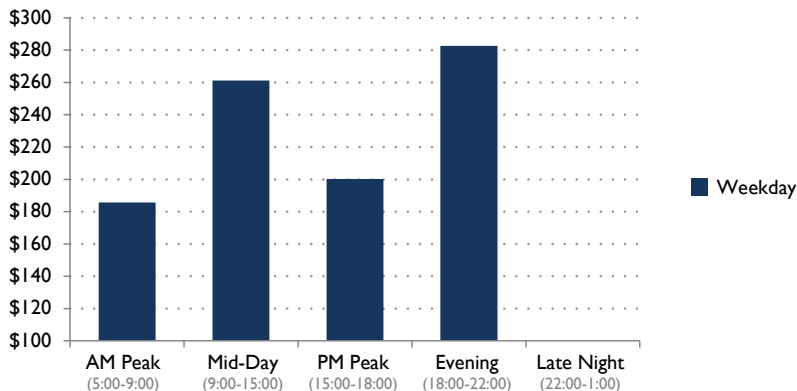
Daily Boardings



Daily Boardings per Revenue Hour

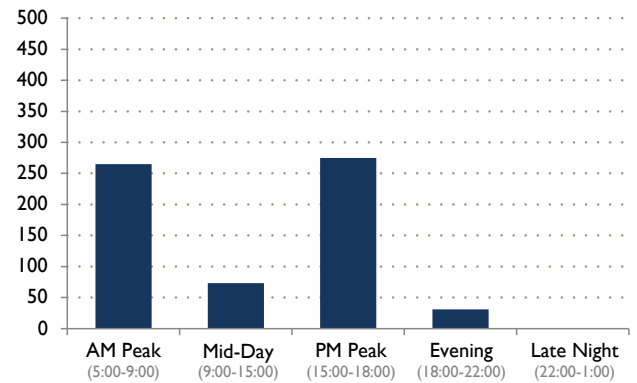


Estimated Operating Cost per Revenue Hour

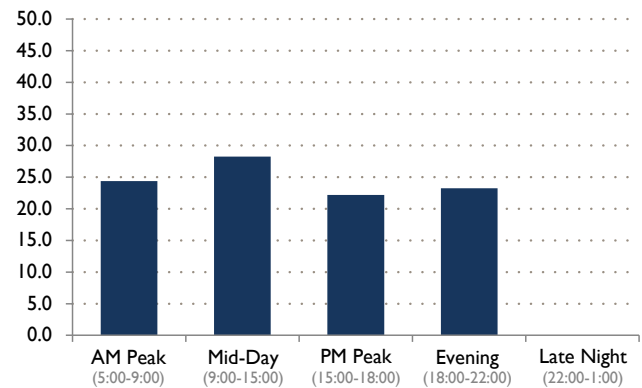


Fall 2012

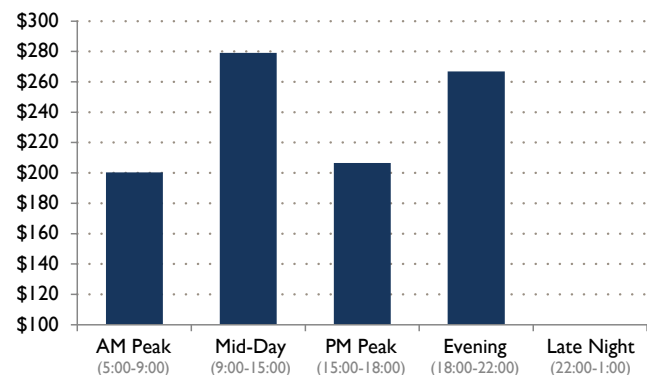
Daily Boardings



Daily Boardings per Revenue Hour



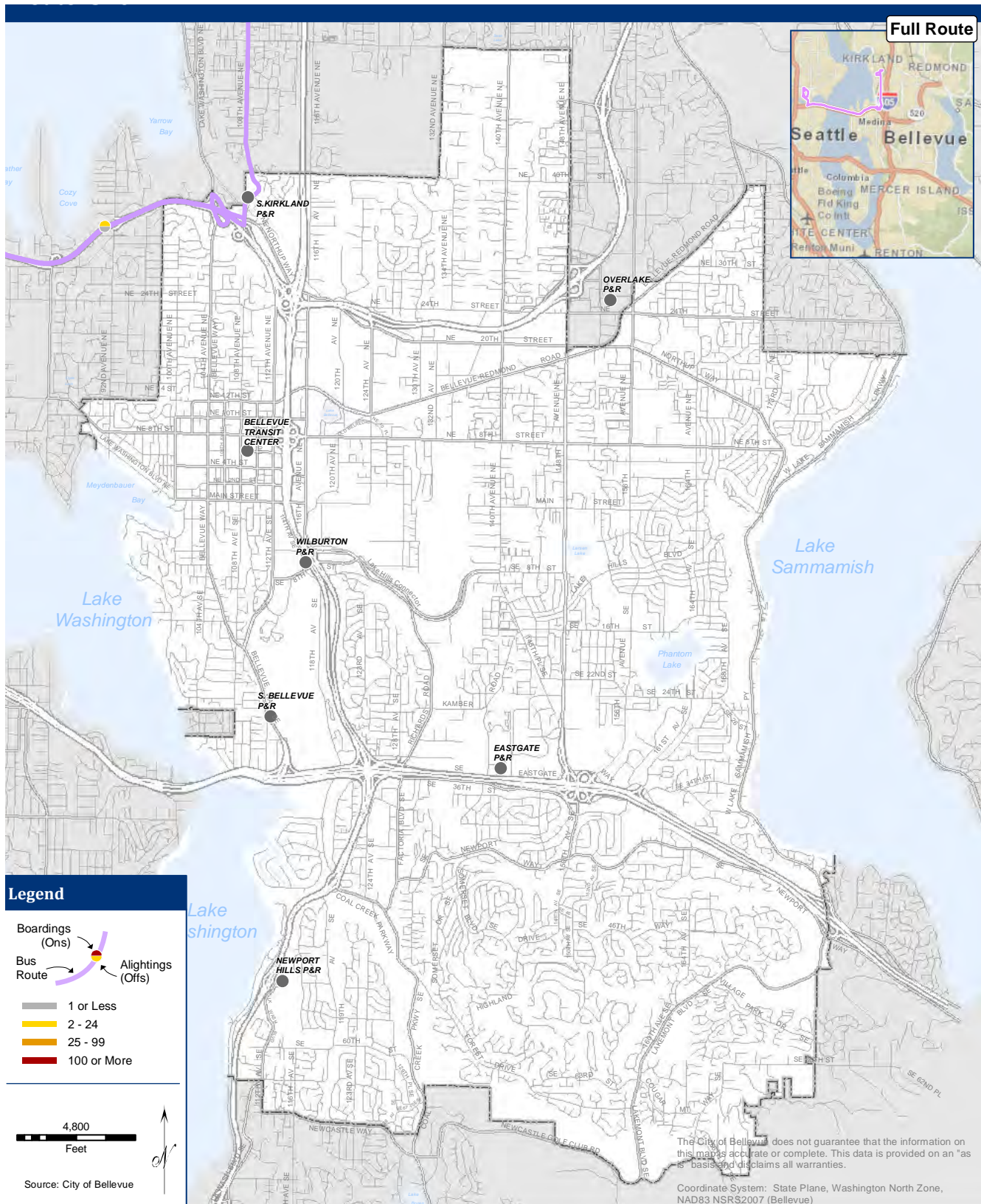
Estimated Operating Cost per Revenue Hour





# Route 540

Boarding & Alighting Activity, Spring 2012 | Inbound

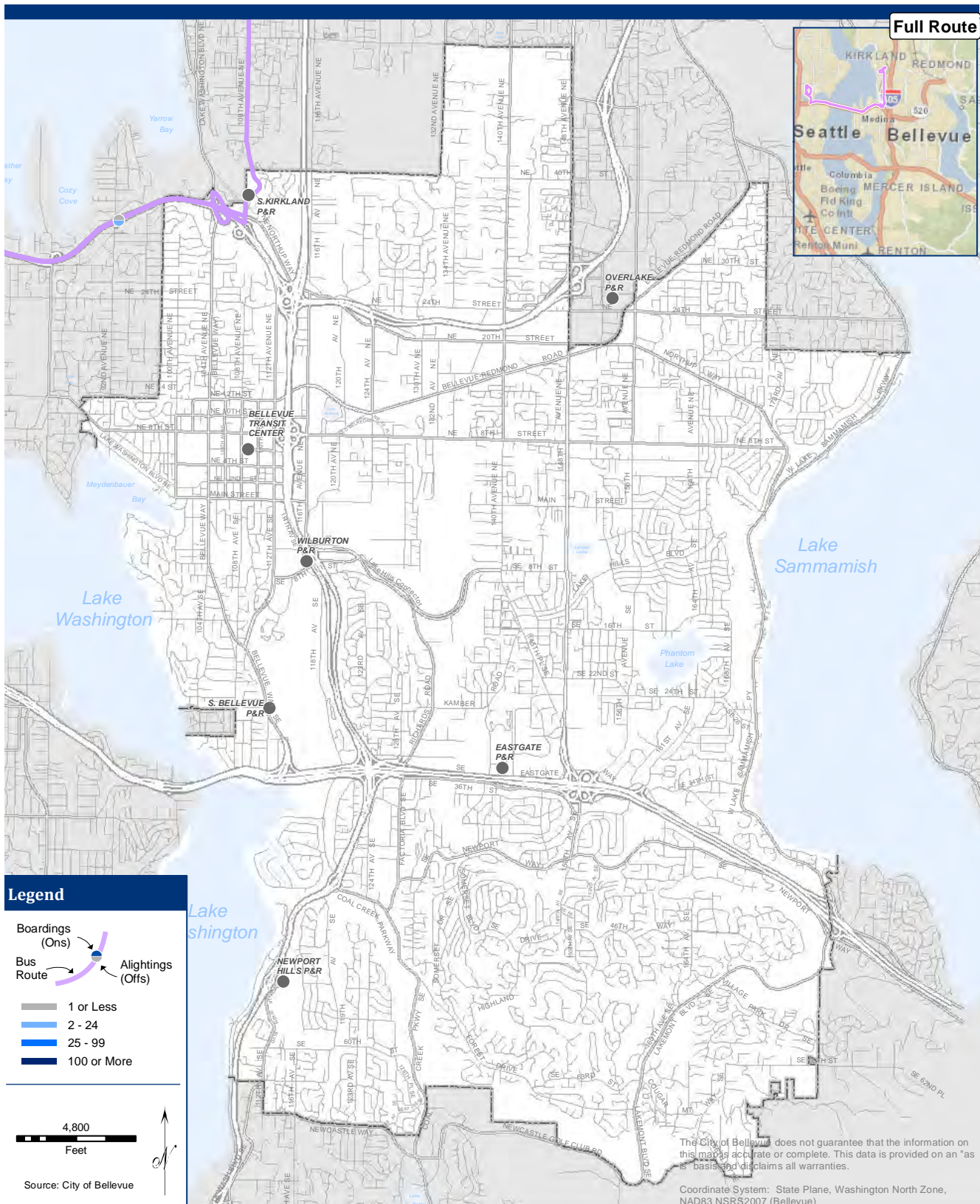


Map depicts Spring 2012 routing and data





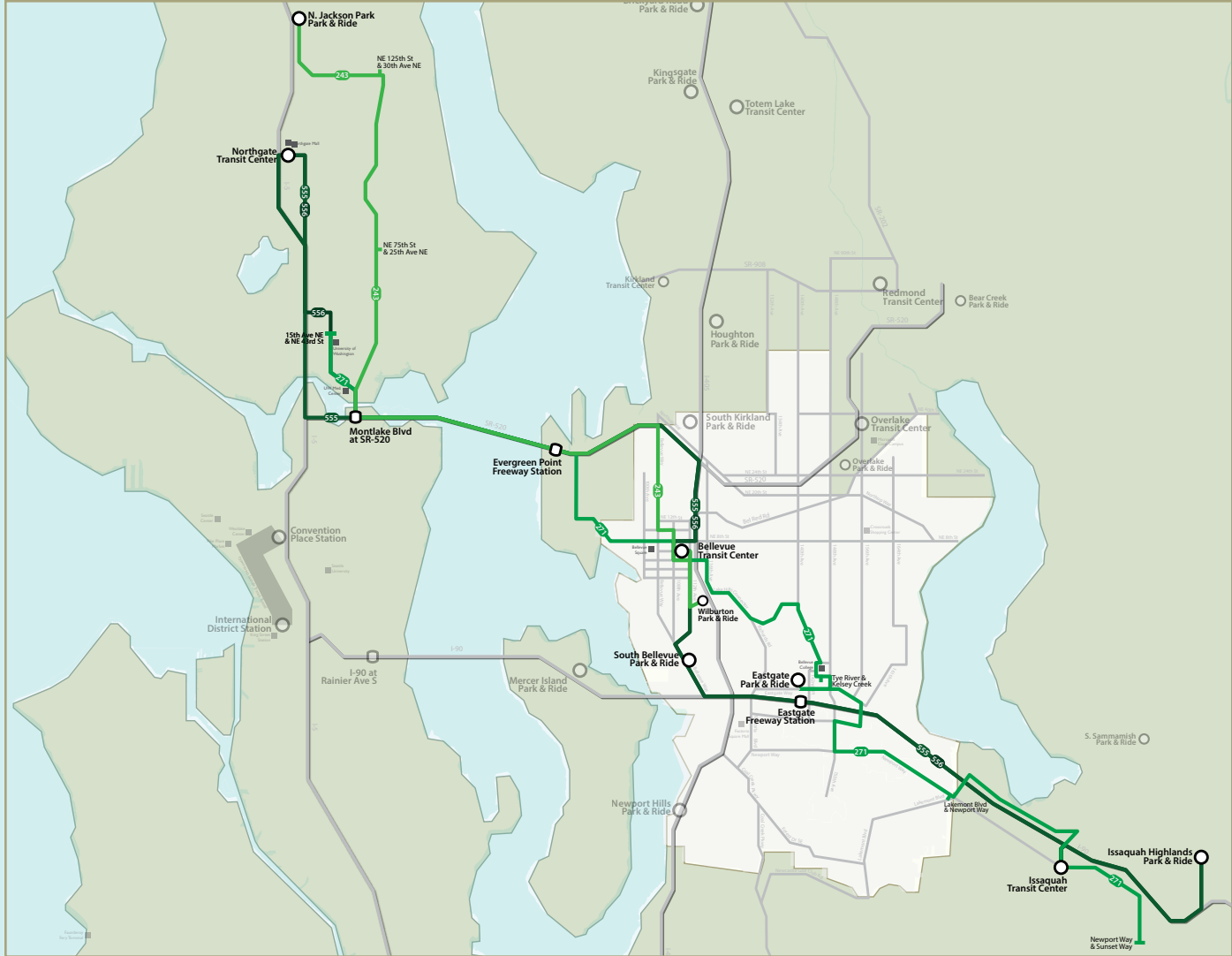
# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

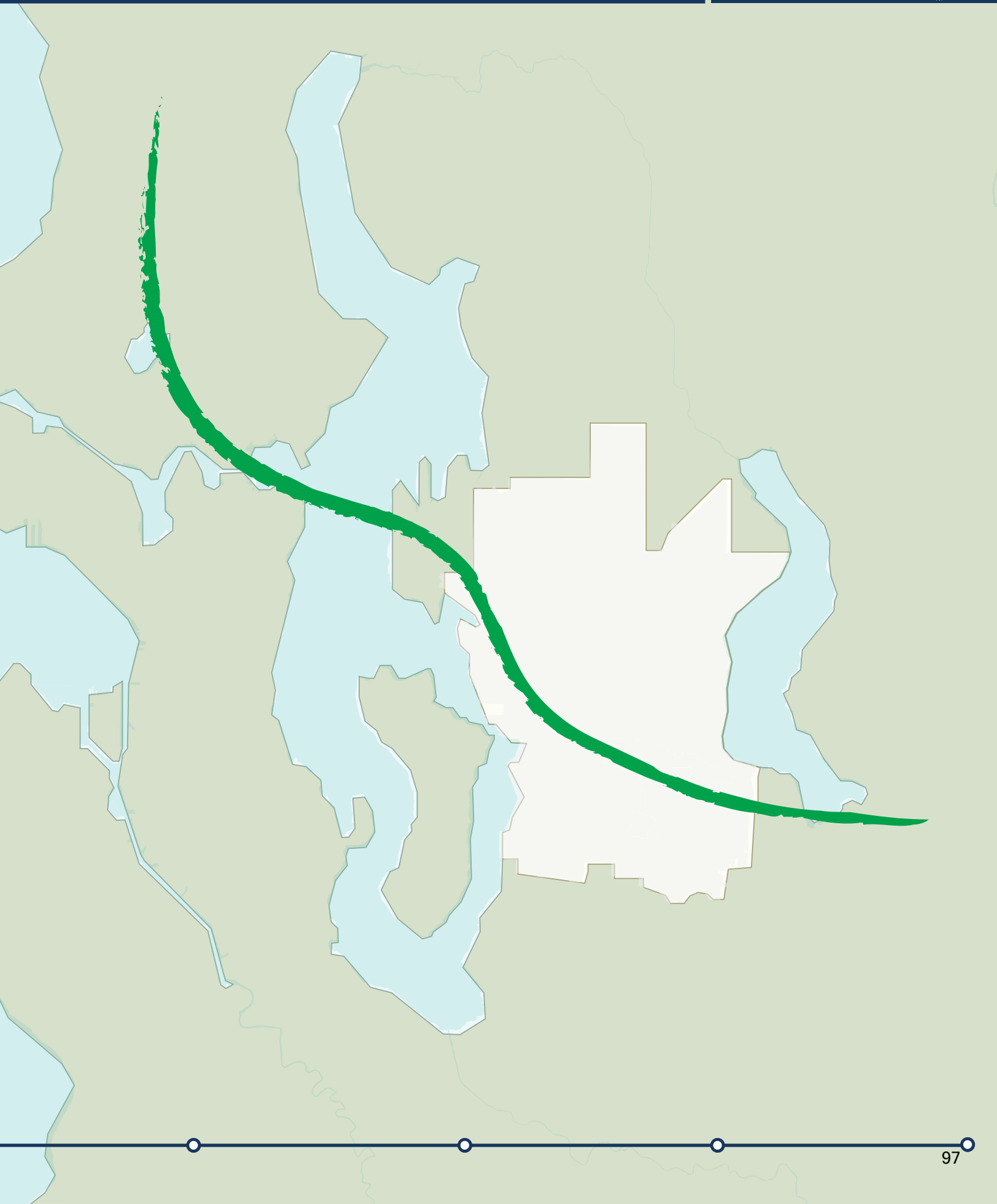
## Corridor **Group 5**

North Seattle – Bellevue – Eastgate – Issaquah



**243 271 555 556**

Corridor Group 5 connects North Seattle with Issaquah via the SR-520 Bridge, Bellevue, and the Eastgate/I-90 corridor. The group consists of four routes: 243, 271, 555, and 556. Route 272, which previously also served the corridor, was deleted as part of King County Metro’s Fall 2011 service revision.



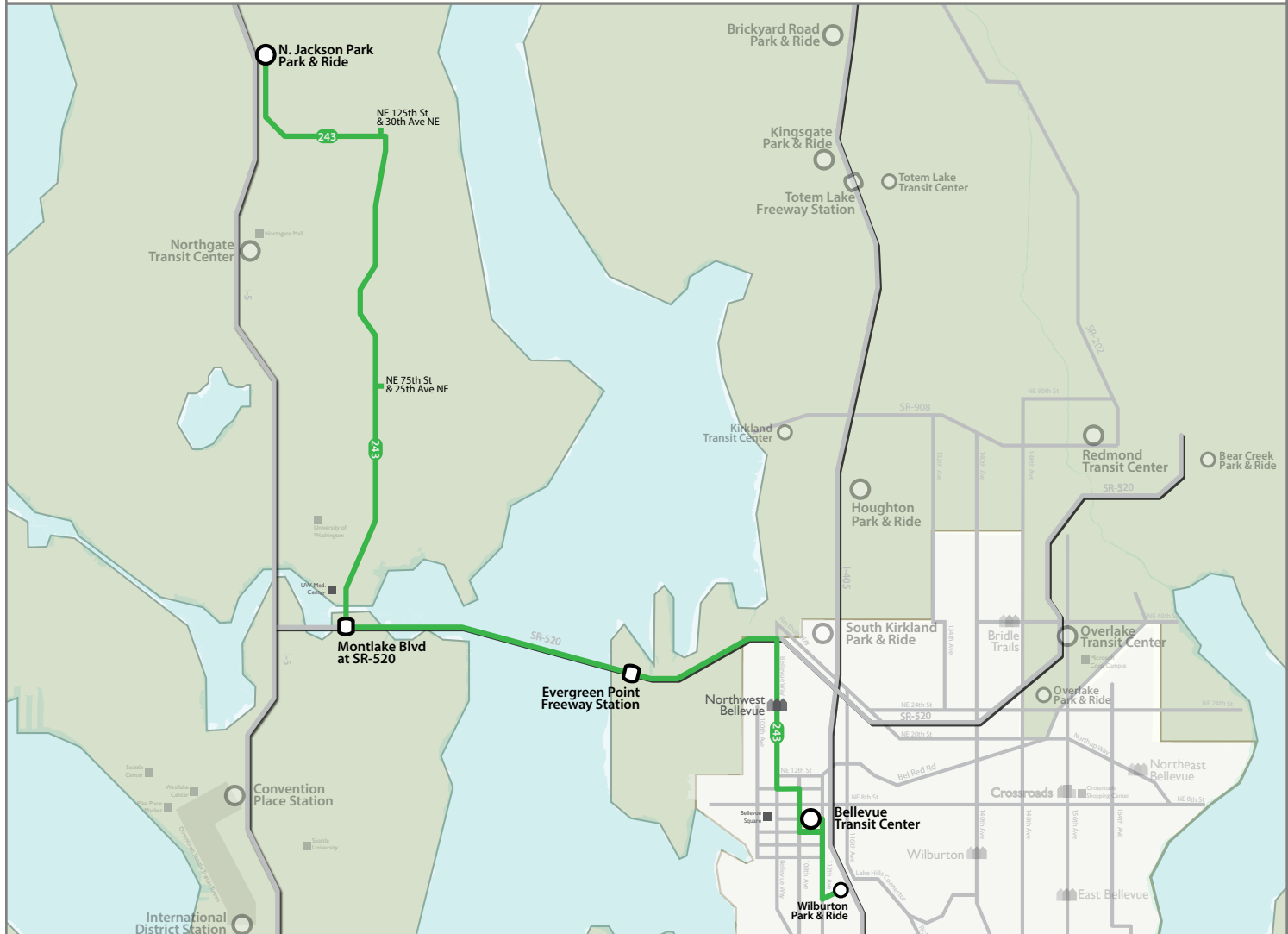
# Route 243

Jackson Park to Bellevue via Lake City  
Peak-Only Alternative to 372 + 271

Peak-Only Route  
Serves Seattle Core

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
North Jackson Park Park & Ride	Jackson Park neighborhood	242 243 301 303 304 308 347 373 510 511
Montlake Blvd at SR-520	Montlake neighborhood, MOHAI	25 43 48 167 243 271 277 980 982 986 540 542 556
Evergreen Point Freeway Station	Yarrow Point, Clyde Hill	167 242 243 250 252 255 257 260 265 268 271 277 280 311 982 986 540 542 545 555 556 424
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	B Line 226 232 234 235 237 240 241 243 246 249 271 280 342 532 535 550 555 556 560 566
Wilburton Park & Ride	Wilburton, Woodridge, and Surrey Downs neighborhoods	240 243 246 280 342 952



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:27 - 8:34; 16:12 - 18:11																			
Daily Trips	5															1,275				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	3 trips	—	2 trips	—	—															
Percent On-Time	73.2%															73.2%				
Revenue Hours	4.78															1,181				
Platform Hours	8.43															2,083				
Revenue Miles	81.95															20,242				
Rev. Hour/Plat. Hour	0.57															0.57				
Boardings (per day)	196.45															48,482				
Average Load	31.60															31.60				
Boardings/Trip	39.29															38.03				
Boardings/Rev. Hour	41.07															41.03				
Boardings/Rev. Mile	2.40															2.40				
Boardings/Plat. Hour	23.29															23.27				
Est. Operating Costs	\$1,013															\$250,151				
Cost/Revenue Hour	\$211.73															\$211.73				
Cost/Platform Hour	\$120.09															\$120.09				
Cost/Revenue Mile	\$12.36															\$12.36				
Cost/Boarding	\$5.16															\$5.16				
Cost/Trip	\$202.55															\$196.20				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	120	—	76	—	—											29,710	—	18,772	—	—
Boardings/Rev. Hour	41.8	—	40.0	—	—											41.7	—	40.0	—	—
Cost/Revenue Hour	\$194.37	—	\$238.07	—	—											\$194.37	—	\$238.07	—	—
Percent On-Time	85.6%	—	54.5%	—	—											85.6%	—	54.5%	—	—

Route 243 is a one-way peak-only commuter route connecting Jackson Park to the Wilburton Park & Ride through Lake City Way, Ravenna Ave, the Montlake Bridge, SR-520, Bellevue Way, the Bellevue Transit Center, and the Bellevue hotel district. Despite the route's start- and end-points being at Park & Ride facilities, relatively few riders use those to access the route. Instead, the route typically builds ridership gradually as it travels south, and the majority of riders alight in Downtown Bellevue.



# Route 243

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:27 - 8:34; 16:12 - 18:11																			
Daily Trips	5															1,275				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	3 trips		—	2 trips		—		—												
Percent On-Time	83.5%															83.5%				
Revenue Hours	4.78															1,181				
Platform Hours	8.43															2,083				
Revenue Miles	81.97															20,246				
Rev. Hour/Plat. Hour	0.57															0.57				
Boardings (per day)	211.00															52,117				
Average Load	33.80															33.80				
Boardings/Trip	42.20															40.88				
Boardings/Rev. Hour	44.11															44.11				
Boardings/Rev. Mile	2.57															2.57				
Boardings/Plat. Hour	25.02															25.02				
Est. Operating Costs	\$1,013															\$277,210				
Cost/Revenue Hour	\$211.73															\$234.63				
Cost/Platform Hour	\$120.09															\$133.08				
Cost/Revenue Mile	\$12.36															\$13.69				
Cost/Boarding	\$4.80															\$5.32				
Cost/Trip	\$202.55															\$217.42				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

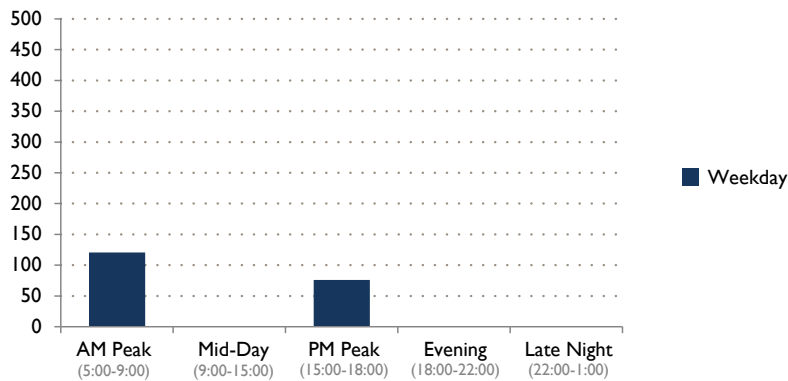
	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	135	—	76	—	—											33,345	—	18,772	—	—
Boardings/Rev. Hour	46.8	—	40.0	—	—											46.8	—	40.0	—	—
Cost/Revenue Hour	\$194.37	—	\$238.07	—	—											\$215.39	—	\$263.82	—	—
Percent On-Time	97.0%	—	63.4%	—	—											97.0%	—	63.4%	—	—

Route 243 served an average of nearly 15 additional daily rides in Spring 2012 compared to Fall 2011, or about three additional rides per trip and per revenue hour. This aggregates to over 3,600 additional annualized rides based on spring performance. The charts on the opposite page indicate that ridership increased during the AM peak but remained comparatively constant in the PM peak. As a result, productivity during the AM peak, which was in Fall 2011 only slightly greater than that of the PM peak, improved such that the morning now serves five more passengers per hour than the afternoon.

## Ridership, Productivity & Efficiency

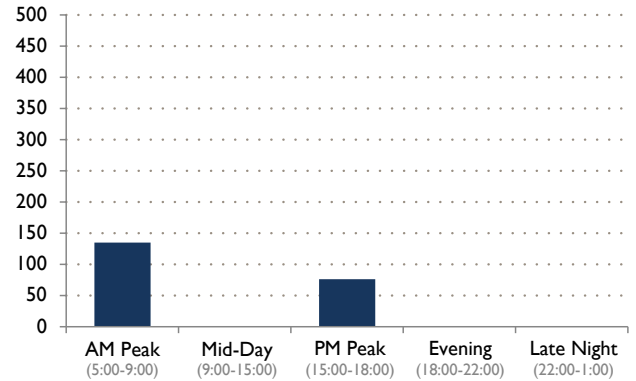
Fall 2011

Daily Boardings

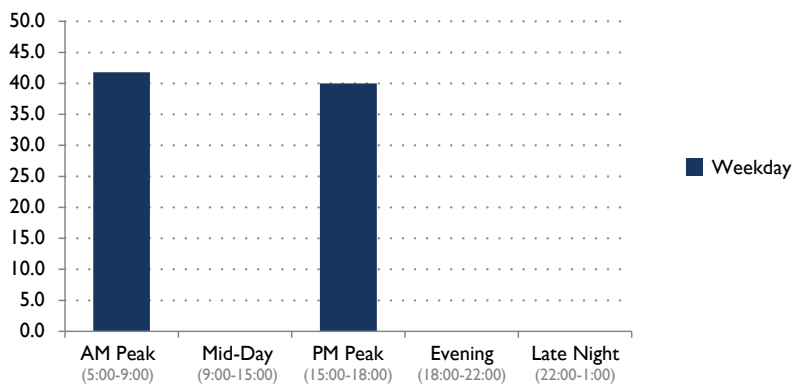


Fall 2012

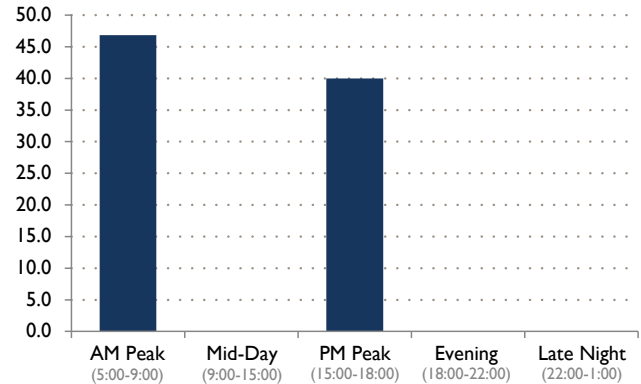
Daily Boardings



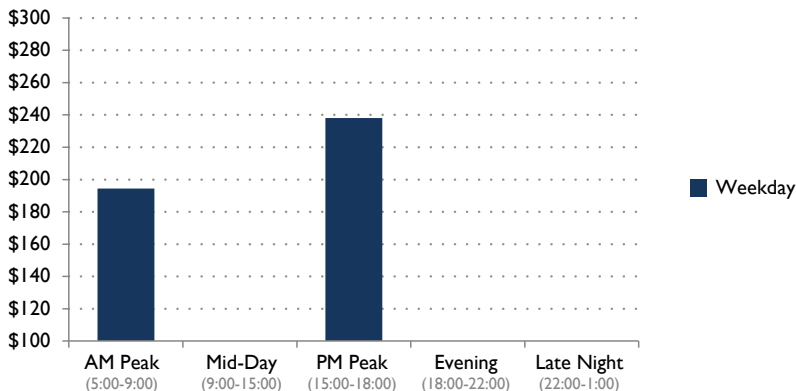
Daily Boardings per Revenue Hour



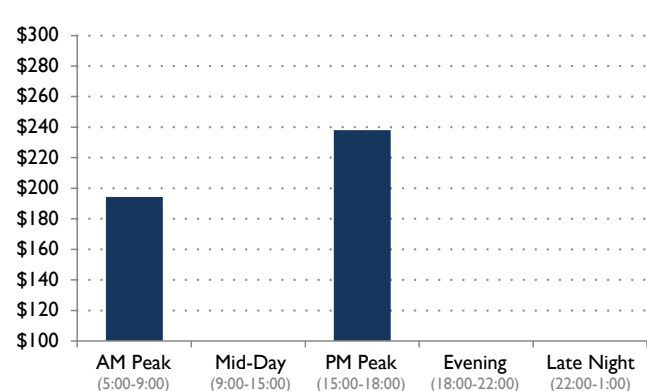
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour



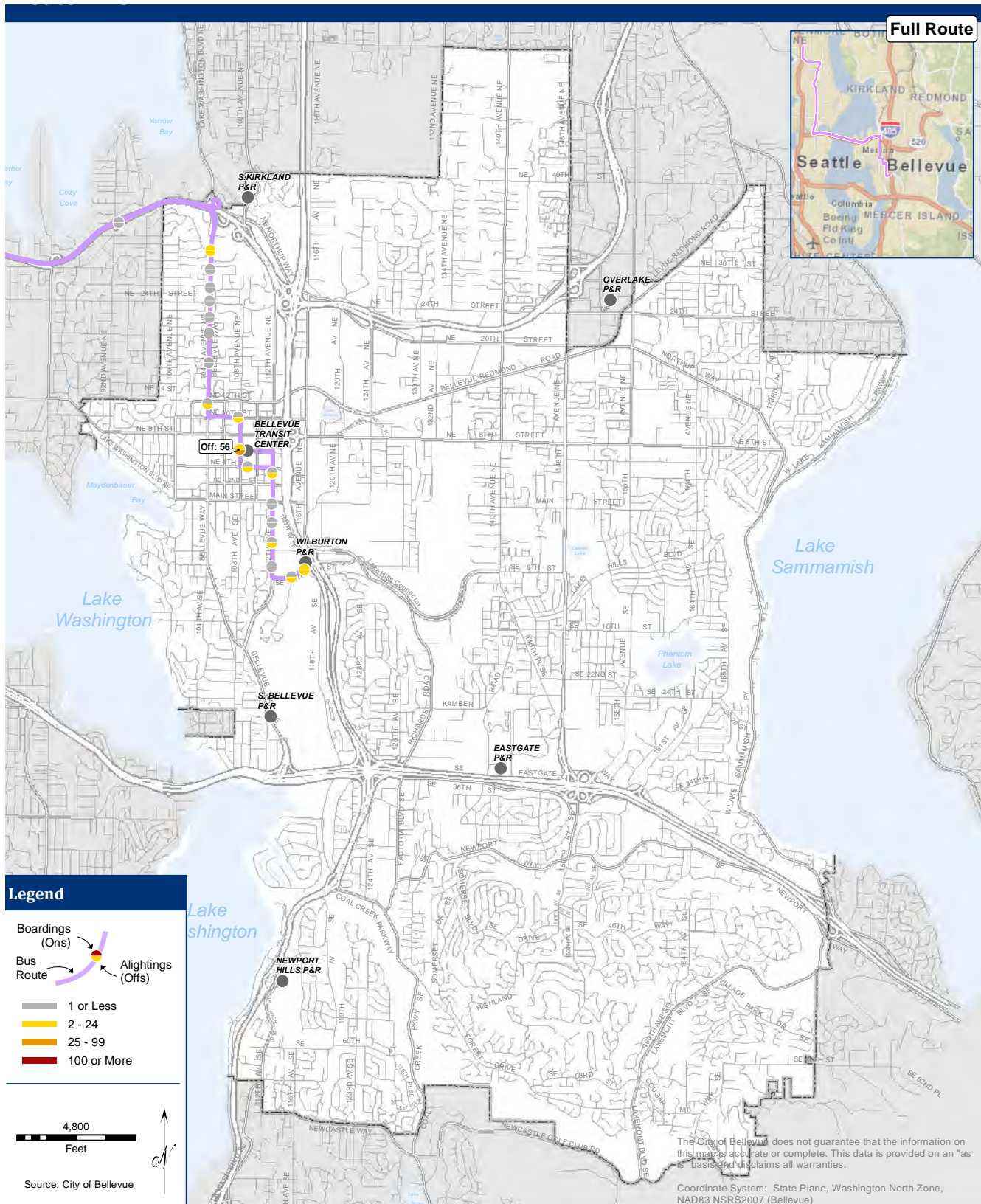
Estimated Operating Cost per Revenue Hour





# Route 243

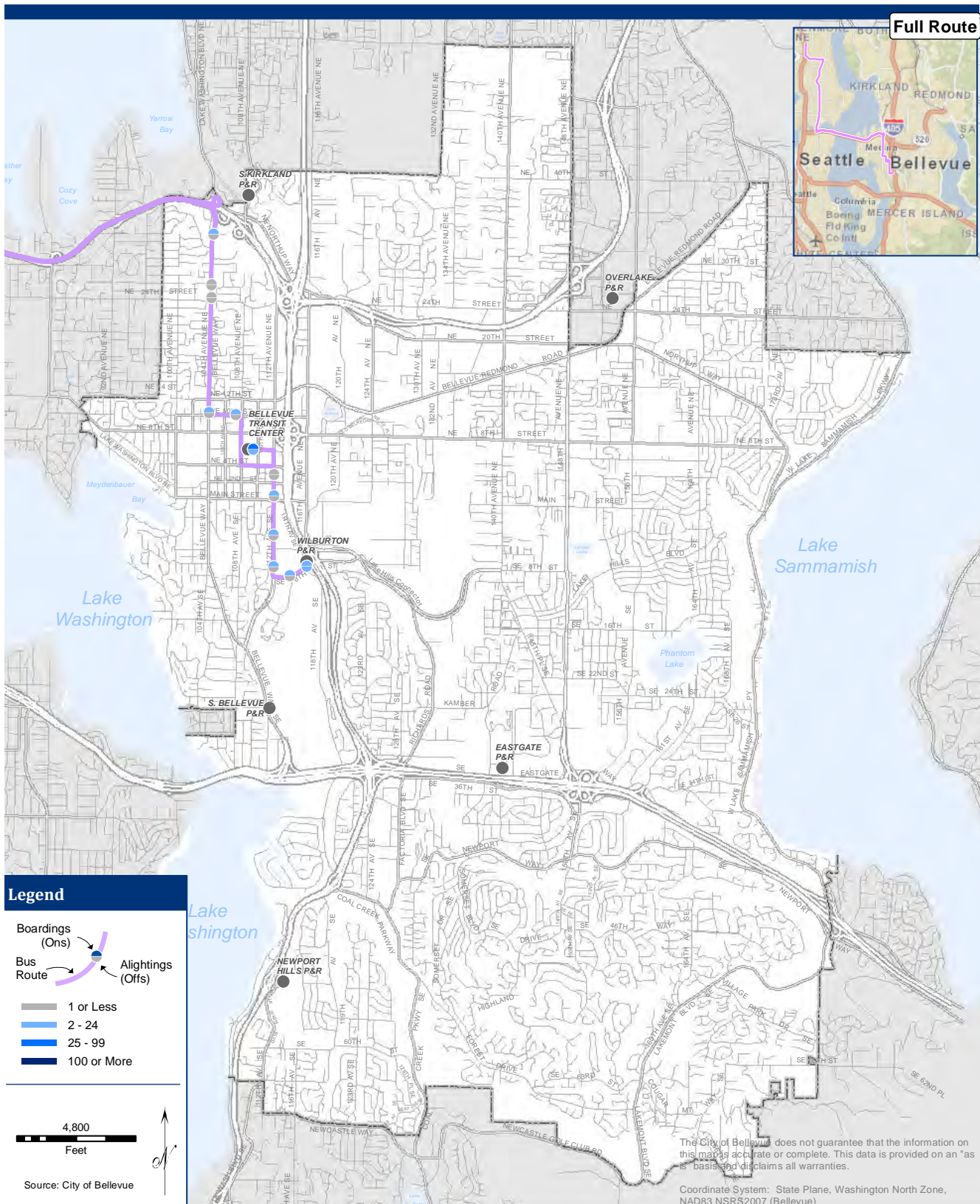
Boarding & Alighting Activity, Spring 2012 | Inbound







# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Route 271

U. District to Bellevue via SR-520  
Corridor 106

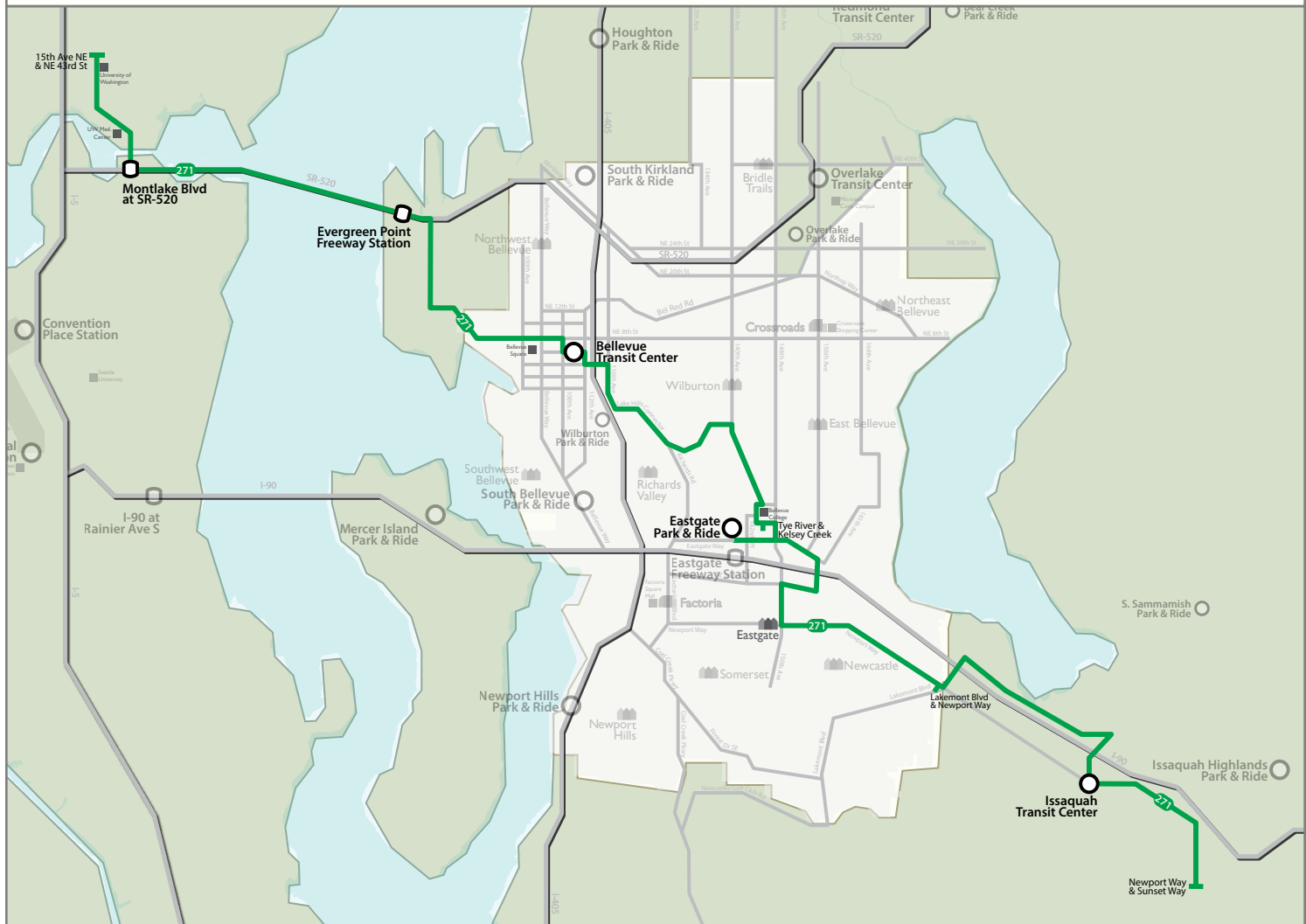
Bellevue to Eastgate via Lake Hills Connector  
Corridor 14

Eastgate to Issaquah via Newport Way  
Corridor 40

- All-Day Route
- Revised Fall 2011
- Bellevue Core Route
- Serves Seattle Core

Frequent Arterial Metro Service Family  
Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
15th Ave NE & NE Campus Pkwy	University of Washington, University District	43 44 48 167 205 271 277 540 542 556
Montlake Blvd at SR-520	Montlake neighborhood, MOHAI	25 43 48 167 243 271 277 980 982 986 540 542 556
Evergreen Point Freeway Station	Yarrow Point, Clyde Hill	167 242 243 250 252 255 257 260 265 268 271 277 280 311 982 986 540 542 545 555 556 424
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	167 226 232 234 235 237 240 241 243 246 249 271 280 342 532 535 550 555 556 560 566
Eastgate Park & Ride	Bellevue College, Eastgate	211 212 217 221 226 240 241 245 246 271 981 989 555
Issaquah Transit Center	Newport neighborhood	200 209 210 214 215 269 271 927 554 555 556



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:22 - 23:36					6:30 - 23:32					7:34 - 23:29									
Daily Trips	153					51					46					44,335				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	10-30	30	30	60	30	30	30	30	60	—	60	60	60	60	—					
Percent On-Time	81.8%					84.4%					84.7%					82.9%				
Revenue Hours	161.37					67.23					58.73					47,294				
Platform Hours	224.08					92.45					81.38					65,504				
Revenue Miles	2,678.09					1,183.70					1,067.49					794,558				
Rev. Hour/Plat. Hour	0.72					0.73					0.72					0.72				
Boardings (per day)	5,628.30					1,858.30					1,075.00					1,578,838				
Average Load	23.75					25.18					12.52					21.98				
Boardings/Trip	36.79					36.44					23.37					35.61				
Boardings/Rev. Hour	34.88					27.64					18.30					33.38				
Boardings/Rev. Mile	2.10					1.57					1.01					1.99				
Boardings/Plat. Hour	25.12					20.10					13.21					24.10				
Est. Operating Costs	\$26,910					\$11,102					\$9,773					\$7,866,321				
Cost/Revenue Hour	\$166.76					\$165.13					\$166.40					\$166.33				
Cost/Platform Hour	\$120.09					\$120.09					\$120.09					\$120.09				
Cost/Revenue Mile	\$10.05					\$9.38					\$9.16					\$9.90				
Cost/Boarding	\$4.78					\$5.97					\$9.09					\$4.98				
Cost/Trip	\$175.88					\$217.69					\$212.46					\$177.43				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	1,578	2,021	1,453	558	19	183	830	443	376	27	79	521	319	146	11	402,199	586,630	409,660	173,497	6,852
Boardings/Rev. Hour	35.8	38.8	34.4	25.8	14.8	24.3	25.8	29.8	33.0	22.1	22.6	19.1	20.1	13.4	9.0	35.0	35.6	33.6	26.0	15.0
Cost/Revenue Hour	\$170.52	\$155.39	\$168.20	\$181.34	\$205.87	\$162.33	\$158.73	\$162.23	\$184.17	\$208.92	\$162.98	\$160.24	\$164.87	\$180.32	\$211.02	\$169.58	\$156.17	\$167.35	\$181.19	\$207.05
Percent On-Time	85.7%	81.2%	75.2%	86.4%	89.4%	85.5%	84.9%	79.8%	87.7%	87.1%	88.9%	83.6%	84.3%	85.7%	92.3%	85.9%	82.7%	77.8%	86.5%	89.6%

Note: Though not reflected as late night trips according to Metro-defined service headways, one trip of Route 271 departs the University District at 10:22 PM on Saturday and Sunday and are hence reflected in late night service statistics. The headways presented above reflect standard service provided by Route 271. Refer to page 29 for the headways of the 271 variant.

Route 271 is a complex route. It has an all-day base route from the University District to the Issaquah Transit Center via SR-520, 84th Ave NE, NE 8th St, the Bellevue Transit Center, Lake Hills Connector, 145th Pl, Bellevue College, Eastgate Park & Ride, SE Newport Way, West Lake Sammamish Parkway, and the Issaquah Transit Center. The route also has an all-day variant, which only goes from the Eastgate Park & Ride to the University District. This variant runs every thirty minutes midday and more frequently according to need during peak times. All reverse peak Eastgate turnback variants of the route serve the Eastgate Employment Center in a loop through Eastgate Way and SE 36th St. All night versions of Route 271 serve Gillman Village and Sunset Way. In the Fall 2011 service change, Metro increased service on the Eastgate turnback variant. As part of the Fall 2011 service revision, 7,500 annual platform hours were added to Route 271 to improve service frequencies. Trips were added on weekdays to improve peak headways to every 10 minutes and midday headways to every 15 minutes in both directions. Additional trips were added between the Bellevue Transit Center and the University District in the busiest peak hour.

# Route 271

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:22 - 23:36					6:30 - 23:32					7:34 - 23:29									
Daily Trips	152					51					46					44,080				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	10-30	30	30	60	30	30	30	30	60	—	60	60	60	60	—					
Percent On-Time	80.7%					79.2%					87.7%					81.7%				
Revenue Hours	160.23					67.23					58.73					46,841				
Platform Hours	224.37					92.45					81.38					65,264				
Revenue Miles	2,663.05					1,183.68					1,067.47					788,144				
Rev. Hour/Plat. Hour	0.71					0.73					0.72					0.72				
Boardings (per day)	5,928.00					2,078.00					1,341.00					1,660,219				
Average Load	24.35					26.16					17.07					23.37				
Boardings/Trip	39.00					40.75					29.15					37.66				
Boardings/Rev. Hour	37.00					30.91					22.83					35.44				
Boardings/Rev. Mile	2.23					1.76					1.26					2.11				
Boardings/Plat. Hour	26.42					22.48					16.48					25.44				
Est. Operating Costs	\$26,944					\$11,102					\$9,773					\$8,685,353				
Cost/Revenue Hour	\$168.16					\$165.13					\$166.40					\$185.42				
Cost/Platform Hour	\$120.09					\$120.09					\$120.09					\$133.08				
Cost/Revenue Mile	\$10.12					\$9.38					\$9.16					\$11.02				
Cost/Boarding	\$4.55					\$5.34					\$7.29					\$5.23				
Cost/Trip	\$177.26					\$217.69					\$212.46					\$197.04				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	1,563	2,124	1,568	648	25	176	958	548	366	30	81	639	393	215	13	397,224	627,392	433,612	193,295	8,696
Boardings/Rev. Hour	35.4	40.8	37.1	31.5	19.5	23.4	29.7	36.9	32.1	24.7	23.1	23.4	24.8	19.7	11.1	34.6	38.0	36.1	30.3	19.0
Cost/Revenue Hour	\$174.78	\$155.39	\$169.97	\$180.18	\$205.87	\$162.33	\$158.73	\$162.23	\$184.17	\$208.92	\$162.98	\$160.24	\$164.87	\$180.32	\$211.02	\$191.97	\$173.06	\$186.91	\$199.63	\$229.45
Percent On-Time	85.1%	75.5%	77.9%	88.7%	89.7%	86.8%	76.7%	77.0%	82.1%	93.1%	87.0%	86.9%	88.2%	88.7%	93.2%	85.4%	78.3%	79.8%	87.1%	92.0%

Note: Though not reflected as late night trips according to Metro-defined service headways, one trip of Route 271 departs the University District at 10:22 PM on Saturday and Sunday and are hence reflected in late night service statistics. The headways presented above reflect standard service provided by Route 271. Refer to page 29 for the headways of the 271 variant.

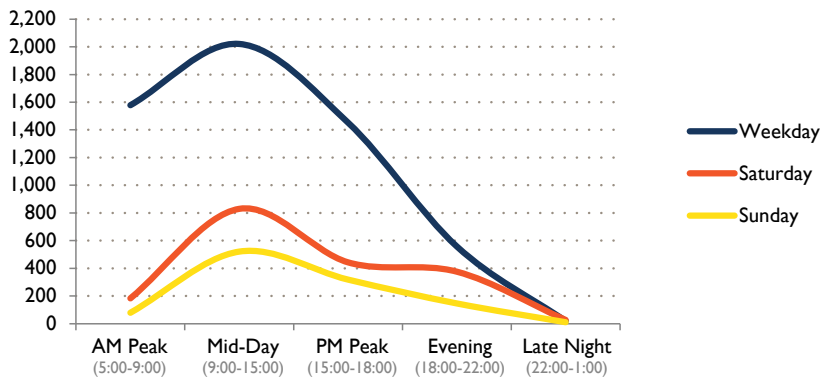
Route 271 operated one less trip in Spring 2012 than in Fall 2011. It previously operated three trips between 5:50–6:15 PM but in the spring operated only two. This eliminated trip reduced the number of revenue hours operated annually by more than 450, which may have contributed to the route's on-time performance decrease of 1.2 percent. Still, daily ridership of Route 271 increased by 300 passengers on weekdays, by 220 on Saturdays, and by 266 on Sundays. The charts on the opposite page indicate that ridership increased most significantly mid-day and during the PM peak throughout the week—and especially on Saturday—which notably altered the productivity profile in Spring 2012.



## Ridership, Productivity & Efficiency

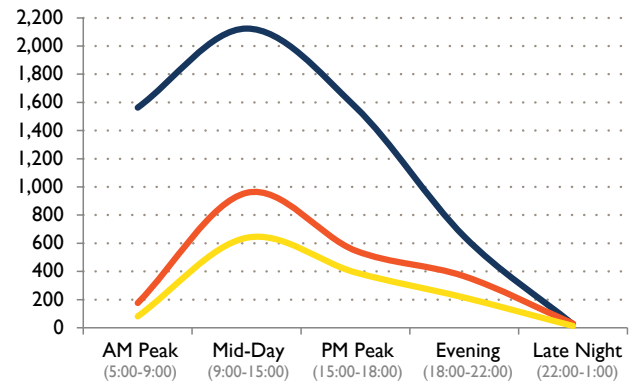
Fall 2011

Daily Boardings

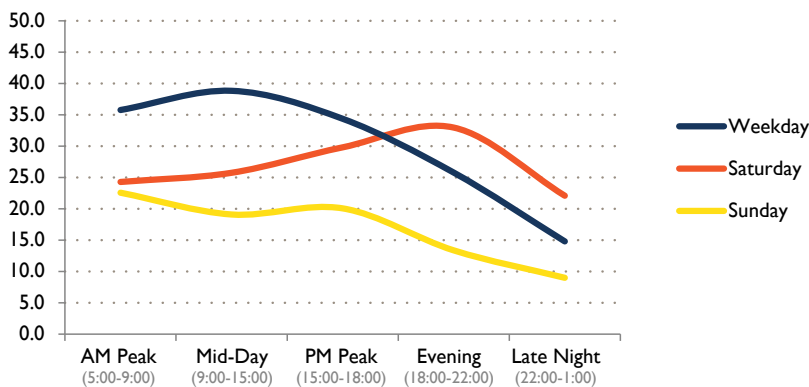


Fall 2012

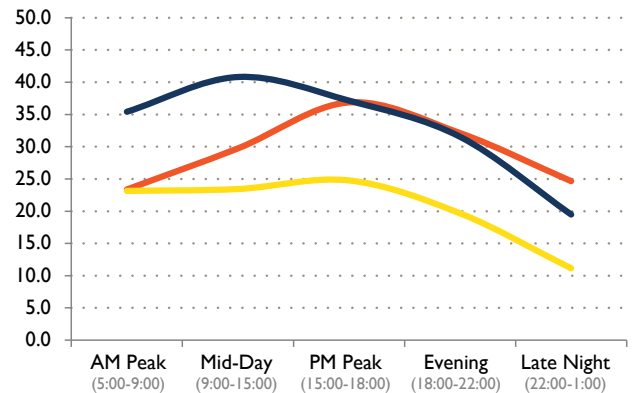
Daily Boardings



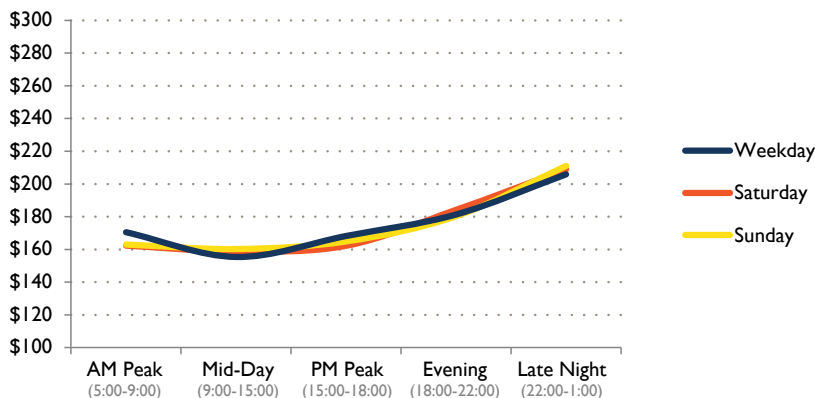
Daily Boardings per Revenue Hour



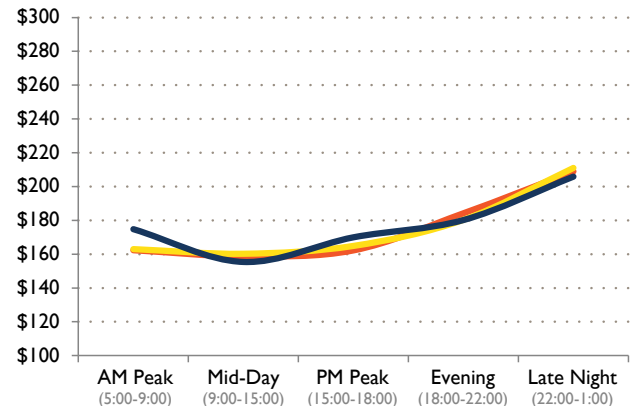
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour



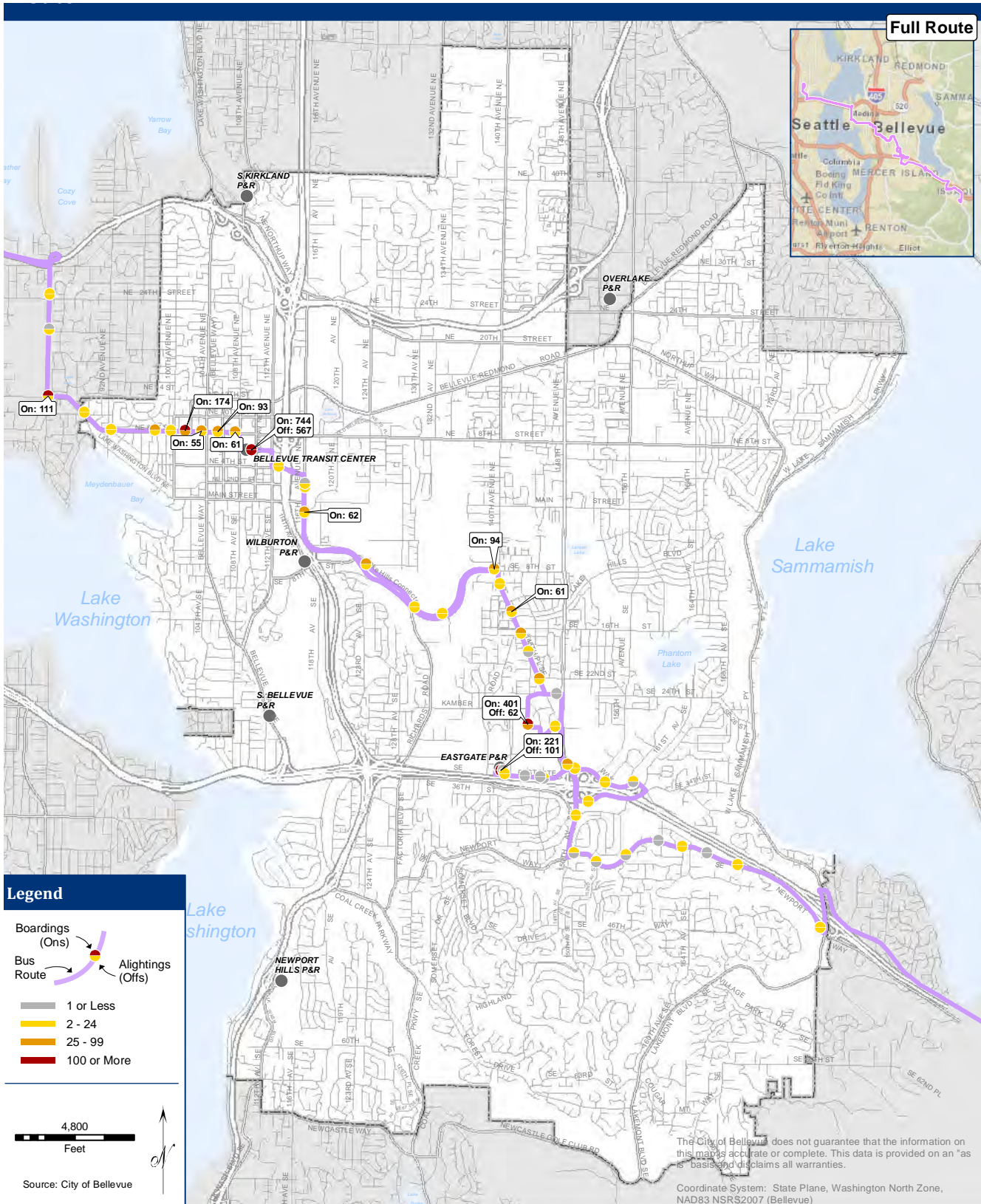
Estimated Operating Cost per Revenue Hour





# Route 271

Boarding & Alighting Activity, Spring 2012 | Inbound

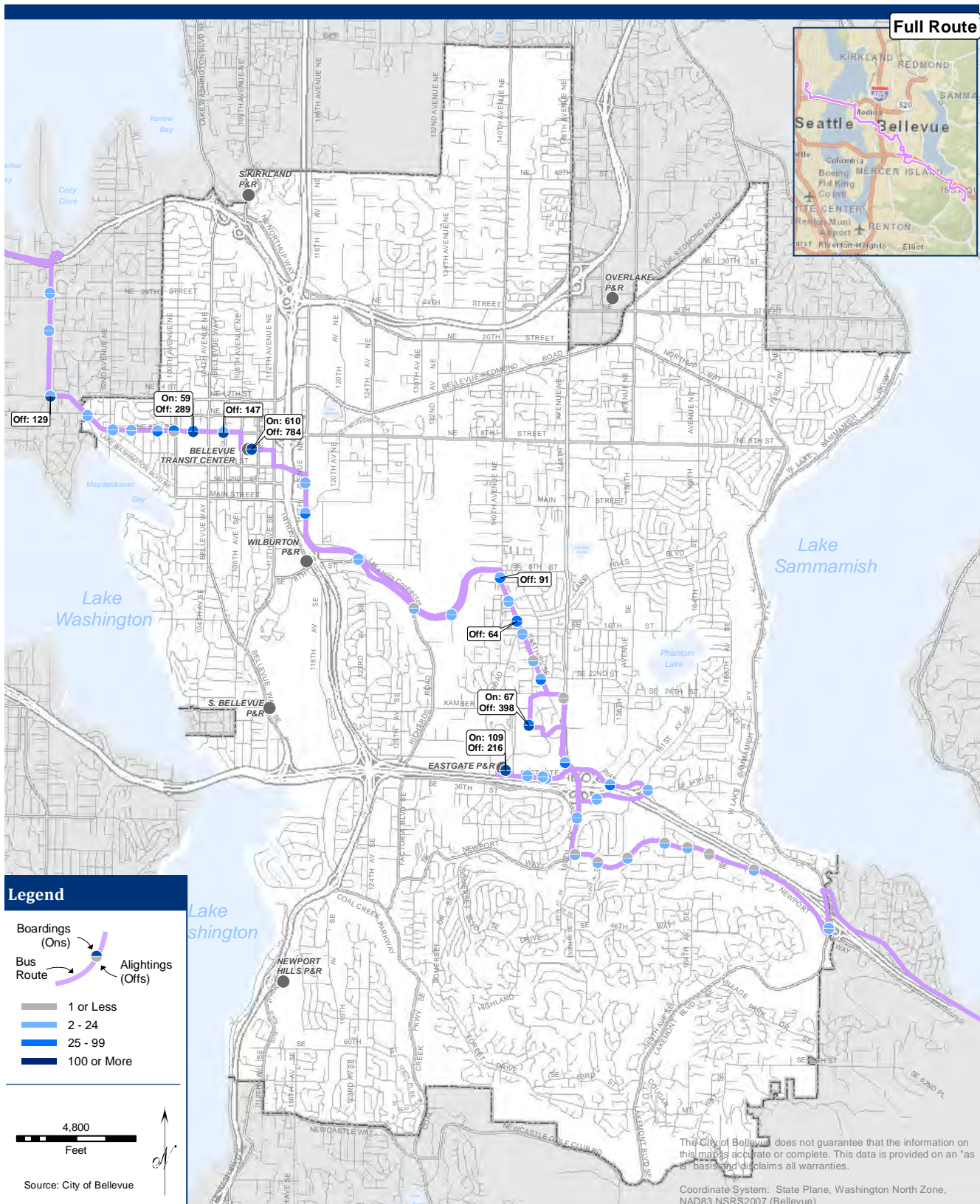


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

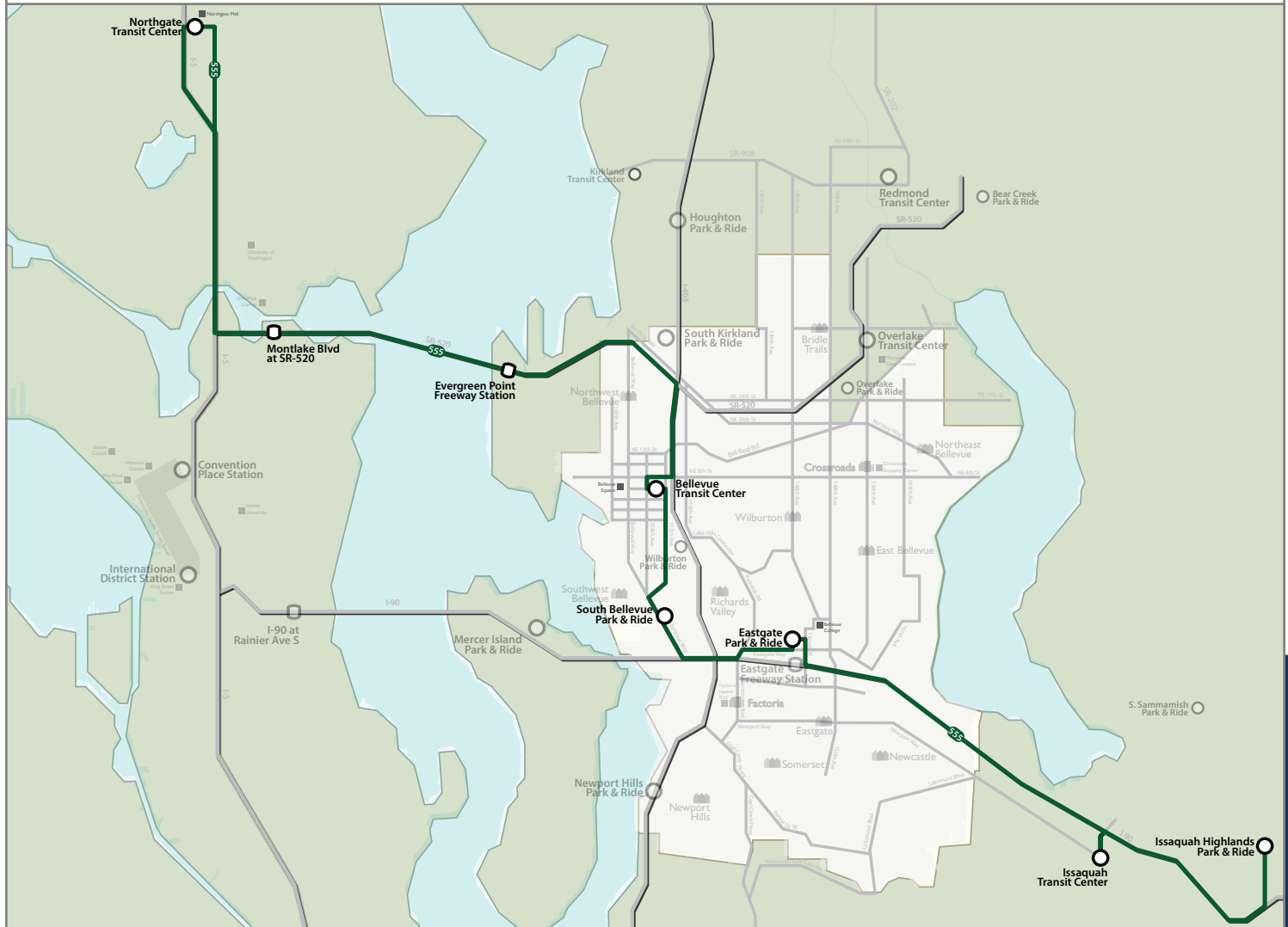
# Route 555

Peak-Only Route

Issaquah to Northgate via Eastgate, Downtown Bellevue, I-5  
Sound Transit Express Bus

Operated by King County Metro

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Issaquah Highlands Park & Ride	Issaquah Highlands neighborhood, Swedish Medical Center Issaquah Campus	211 218 269 554 555 556
Issaquah Transit Center	Newport neighborhood	200 209 210 214 215 269 271 927 554 555 556
Eastgate Park & Ride	Bellevue College, Eastgate	211 212 217 221 226 240 241 245 246 271 981 989 555
South Bellevue Park & Ride	Enatai and Beaux Arts Village neighborhoods	211 241 249 550 555 556 560
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	B Line 226 232 234 235 237 240 241 243 246 249 271 280 342 532 535 550 555 556 560 566
Evergreen Point Freeway Station	Yarrow Point, Clyde Hill	167 242 243 250 252 255 257 260 265 268 271 277 280 311 982 986 540 542 545 555 556 424
Montlake Freeway Station	Montlake neighborhood, MOHAI	242 250 252 255 257 260 265 268 311 545 555
Northgate Transit Center	Northgate Mall, Thornton Place	16 40 41 66 67 68 75 242 303 345 346 347 348 995 555 556



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:44 - 9:15; 14:35 - 19:12																			
Daily Trips	13															3,315				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	1 trip	30	—	—															
Percent On-Time	81.5%															81.5%				
Revenue Hours	15.85															4,042				
Platform Hours	22.43															5,721				
Revenue Miles	371.55															94,745				
Rev. Hour/Plat. Hour	0.71															0.71				
Boardings (per day)	462.00															117,111				
Average Load	27.23															27.23				
Boardings/Trip	35.54															35.33				
Boardings/Rev. Hour	29.15															28.98				
Boardings/Rev. Mile	1.24															1.24				
Boardings/Plat. Hour	20.59															20.47				
Est. Operating Costs	\$2,800															\$714,090				
Cost/Revenue Hour	\$176.68															\$176.68				
Cost/Platform Hour	\$124.83															\$124.83				
Cost/Revenue Mile	\$7.54															\$7.54				
Cost/Boarding	\$6.06															\$6.10				
Cost/Trip	\$215.41															\$215.41				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	216	30	201	15	—											54,393	7,723	51,202	3,793	—
Boardings/Rev. Hour	31.7	24.0	30.5	12.7	—											31.3	24.2	30.4	12.6	—
Cost/Revenue Hour	\$172.44	\$174.76	\$178.73	\$191.64	—											\$172.44	\$174.76	\$178.73	\$191.64	—
Percent On-Time	81.9%	86.2%	80.0%	82.2%	—											81.9%	86.2%	80.0%	82.2%	—

Note: Though not reflected as an evening trip according to Metro-defined service headways, one trip of Route 555 departs Downtown Bellevue at 6:01 PM and is hence reflected in evening service statistics.

Route 555, also known as the Issaquah to Northgate Express, began service in September 2001. It operates generally along the I-90 and SR-520 corridors, with major intermediate stops at Eastgate and the Bellevue Transit Center. Service operates in both directions during weekday peak periods only. In September 2006, at the urging of the City of Bellevue, Sound Transit changed Route 555 to provide additional service in the Factoria area. Bus stops were added along SE 36th Street at I36th Ave SE and Factoria Blvd SE. The most recent change occurred in June 2009 when both 555 and its variant Route 556 were modified to operate between Eastgate and downtown Bellevue via I-90 and Bellevue Way. Route 556 buses now operate a streamlined routing that uses the Eastgate Freeway Station, while Route 555 serves the Eastgate Park & Ride and a single Factoria-area stop at I-90 and Richards Rd. Both routes now serve the South Bellevue Park & Ride, a major transfer point and future East Link Light Rail station.

# Route 555

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:44 - 9:15; 14:35 - 19:12																			
Daily Trips	13															3,315				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	1 trip	30	—	—															
Percent On-Time	85.1%															85.1%				
Revenue Hours	15.85															4,042				
Platform Hours	22.43															5,721				
Revenue Miles	371.55															94,745				
Rev. Hour/Plat. Hour	0.71															0.71				
Boardings (per day)	537.00															136,935				
Average Load	30.00															30.00				
Boardings/Trip	41.31															41.31				
Boardings/Rev. Hour	33.88															33.88				
Boardings/Rev. Mile	1.45															1.45				
Boardings/Plat. Hour	23.94															23.94				
Est. Operating Costs	\$3,111															\$793,205				
Cost/Revenue Hour	\$196.25															\$196.25				
Cost/Platform Hour	\$138.66															\$138.66				
Cost/Revenue Mile	\$8.37															\$8.37				
Cost/Boarding	\$5.79															\$5.79				
Cost/Trip	\$239.28															\$239.28				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	289	35	194	19	—											73,695	8,925	49,470	4,845	—
Boardings/Rev. Hour	42.4	28.0	29.4	16.1	—											42.4	28.0	29.4	16.1	—
Cost/Revenue Hour	\$191.55	\$194.12	\$198.54	\$212.87	—											\$191.55	\$194.12	\$198.54	\$212.87	—
Percent On-Time	84.4%	89.3%	84.1%	90.8%	—											84.4%	89.3%	84.1%	90.8%	—

Note: Though not reflected as an evening trip according to Metro-defined service headways, one trip of Route 555 departs Downtown Bellevue at 6:01 PM and is hence reflected in evening service statistics.

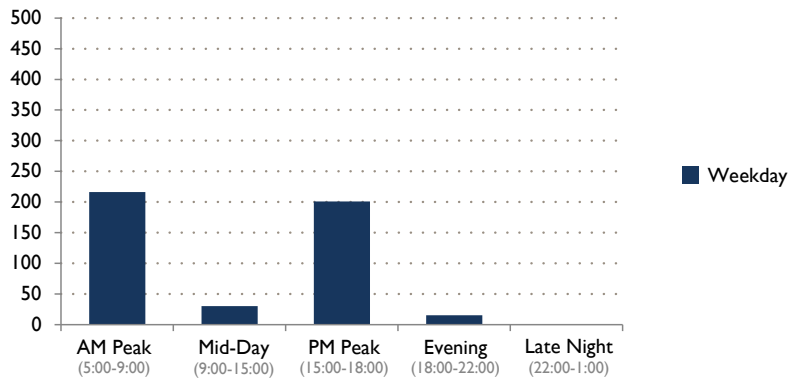
Route 555 served an average of 75 more daily riders in Spring 2012 than it had in Fall 2011—about 5.8 more rides per trip and about 4.7 more rides per revenue hour. In aggregate, this equates to more than 19,800 additional annualized rides based on spring performance. The charts on the opposite page indicate that the majority of this ridership increase took place during the AM peak, while the mid-day and evening service periods also realized small increases. Conversely, PM peak ridership declined slightly. Overall, on-time performance of Route 555 improved in Spring 2012 by 3.7 percent despite no changes being made to routing or the number of trips operated.



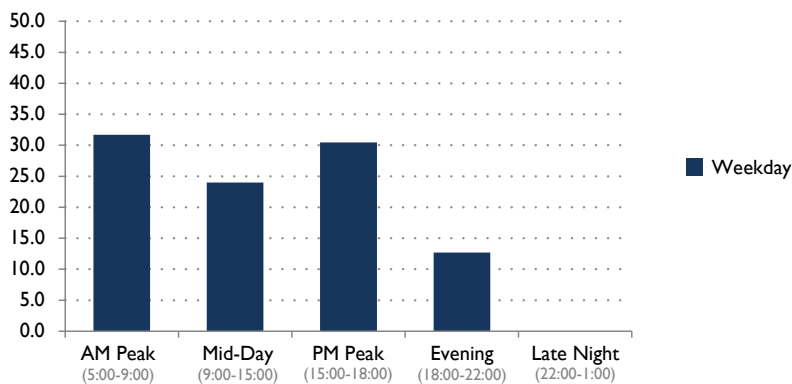
## Ridership, Productivity & Efficiency

Fall 2011

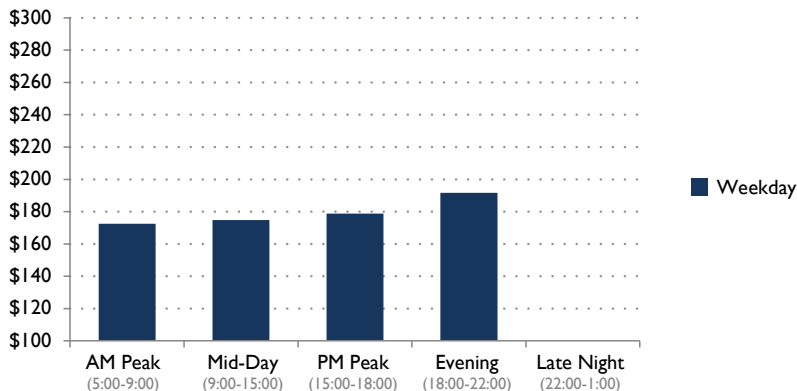
Daily Boardings



Daily Boardings per Revenue Hour

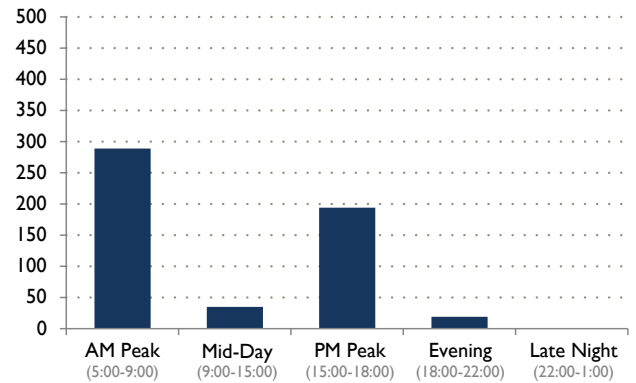


Estimated Operating Cost per Revenue Hour

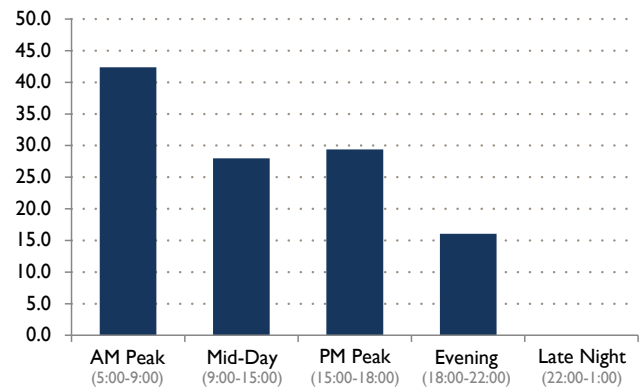


Fall 2012

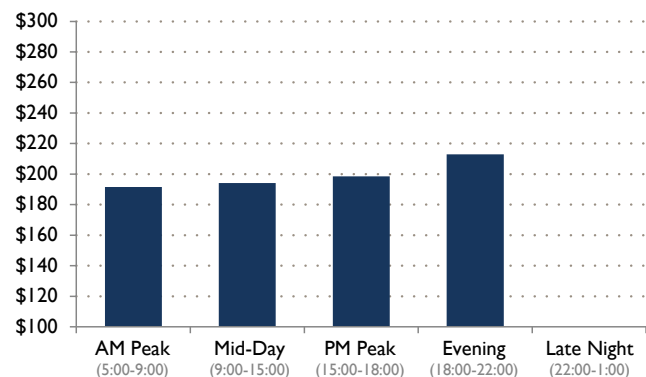
Daily Boardings



Daily Boardings per Revenue Hour

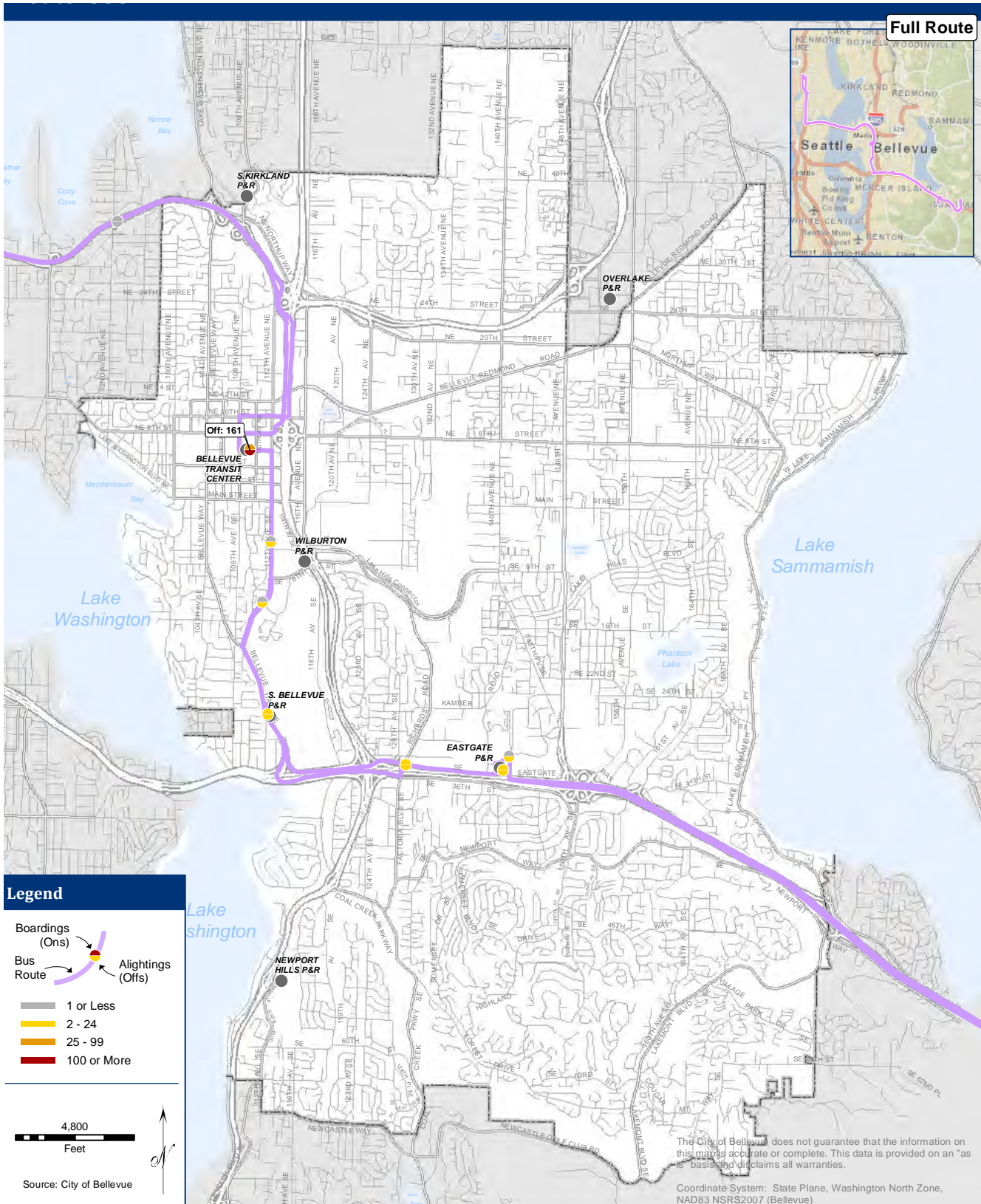


Estimated Operating Cost per Revenue Hour



# Route 555

Boarding & Alighting Activity, Spring 2012 | Inbound

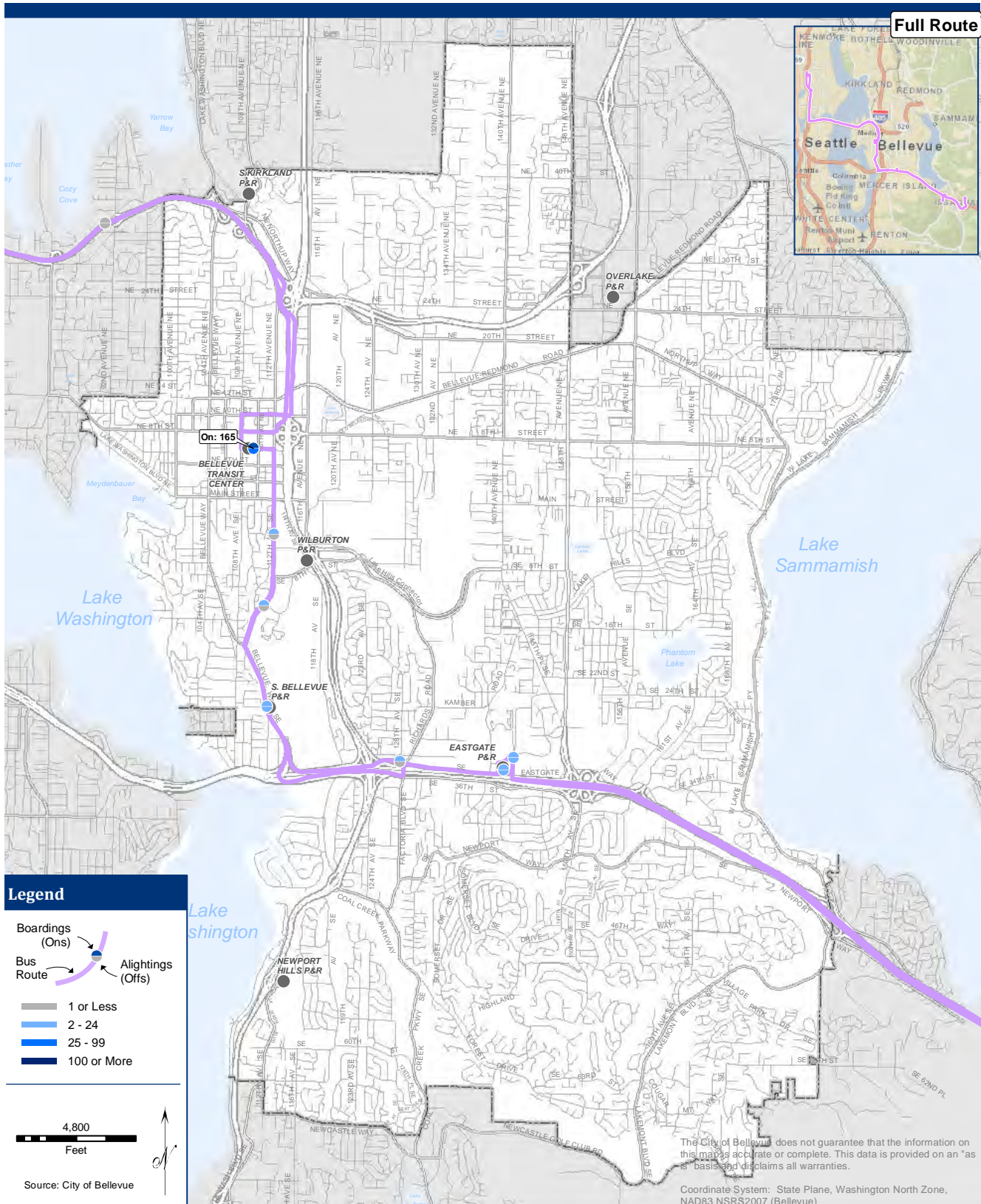


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Route 556

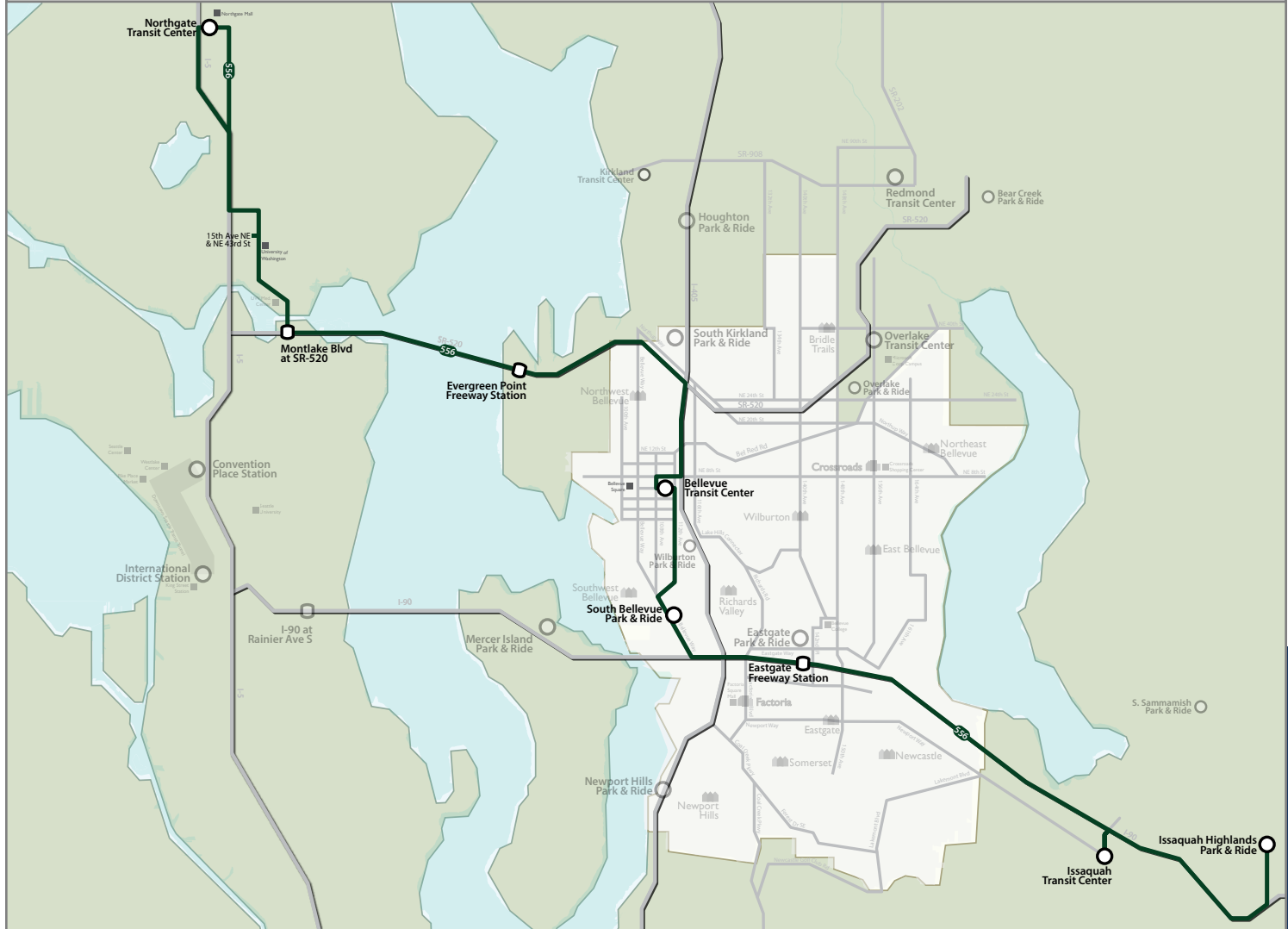
Peak-Only Route

Serves Seattle Core

Issaquah to Northgate via Eastgate, Downtown Bellevue, U. District  
Sound Transit Express Bus

Operated by King County Metro

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Issaquah Highlands Park & Ride	Issaquah Highlands neighborhood, Swedish Medical Center Issaquah Campus	211 218 269 554 555 556
Issaquah Transit Center	Newport neighborhood	200 209 210 214 215 269 271 927 554 555 556
Eastgate Freeway Station	Bellevue College, Eastgate	212 215 216 218 554 556
South Bellevue Park & Ride	Enatai and Beaux Arts Village neighborhoods	211 241 249 550 555 556 560
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	B Line 226 232 234 235 237 240 241 243 246 249 271 280 342 532 535 550 555 556 560 566
Evergreen Point Freeway Station	Yarrow Point, Clyde Hill	167 242 243 250 252 255 257 260 265 268 271 277 280 311 982 986 540 542 545 555 556 424
Montlake Blvd at SR-520	Montlake neighborhood, MOHAI	25 43 48 167 243 271 277 980 982 986 540 542 556
Northgate Transit Center	Northgate Mall, Thornton Place	16 40 41 66 67 68 75 242 303 345 346 347 348 995 555 556



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:18 - 9:57; 14:18 - 19:12																			
Daily Trips	16															4,080				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	1 trip	30	—	—															
Percent On-Time	78.0%															78.0%				
Revenue Hours	19.70															5,024				
Platform Hours	29.85															7,612				
Revenue Miles	441.86															112,674				
Rev. Hour/Plat. Hour	0.66															0.66				
Boardings (per day)	696.00															175,979				
Average Load	32.19															32.19				
Boardings/Trip	43.50															43.13				
Boardings/Rev. Hour	35.33															35.03				
Boardings/Rev. Mile	1.58															1.56				
Boardings/Plat. Hour	23.32															23.12				
Est. Operating Costs	\$3,726															\$950,175				
Cost/Revenue Hour	\$189.15															\$189.15				
Cost/Platform Hour	\$124.83															\$124.83				
Cost/Revenue Mile	\$8.43															\$8.43				
Cost/Boarding	\$5.35															\$5.40				
Cost/Trip	\$232.89															\$232.89				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	310	80	306	—	—											78,156	20,196	77,627	—	—
Boardings/Rev. Hour	38.8	32.4	33.1	—	—											38.3	32.1	33.0	—	—
Cost/Revenue Hour	\$195.83	\$175.44	\$187.02	—	—											\$195.83	\$175.44	\$187.02	—	—
Percent On-Time	85.7%	75.5%	71.0%	—	—											85.7%	75.5%	71.0%	—	—

Route 556 was implemented in September 2005 as a variant to Route 555 to operate through the University District on westbound trips in the morning and eastbound trips in the afternoon, providing access to that important activity center for work and school trips. In September 2008, the University District routing of Route 556 was changed to operate along 15th Ave NE so that common U-District stops are provided for passengers going to Evergreen Point Freeway Station, where connections can be made to all other SR-520 bus routes. The most recent change occurred in June 2009 when both Routes 555 and 556 were modified to operate between Eastgate and downtown Bellevue via I-90 and Bellevue Way. Route 556 buses now operate a streamlined routing that uses the Eastgate Freeway Station, while Route 555 serves the Eastgate Park & Ride and a single Factoria-area stop at I-90 and Richards Rd. Both routes now serve the South Bellevue Park & Ride, a major transfer point and future East Link Light Rail station.



# Route 556

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:18 - 9:57; 14:18 - 19:12																			
Daily Trips	16															4,080				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	1 trip	30	—	—															
Percent On-Time	81.5%															81.5%				
Revenue Hours	19.70															5,024				
Platform Hours	29.85															7,612				
Revenue Miles	441.82															112,665				
Rev. Hour/Plat. Hour	0.66															0.66				
Boardings (per day)	743.00															189,465				
Average Load	35.31															35.31				
Boardings/Trip	46.44															46.44				
Boardings/Rev. Hour	37.72															37.72				
Boardings/Rev. Mile	1.68															1.68				
Boardings/Plat. Hour	24.89															24.89				
Est. Operating Costs	\$4,139															\$1,055,445				
Cost/Revenue Hour	\$210.10															\$210.10				
Cost/Platform Hour	\$138.66															\$138.66				
Cost/Revenue Mile	\$9.37															\$9.37				
Cost/Boarding	\$5.57															\$5.57				
Cost/Trip	\$258.69															\$258.69				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

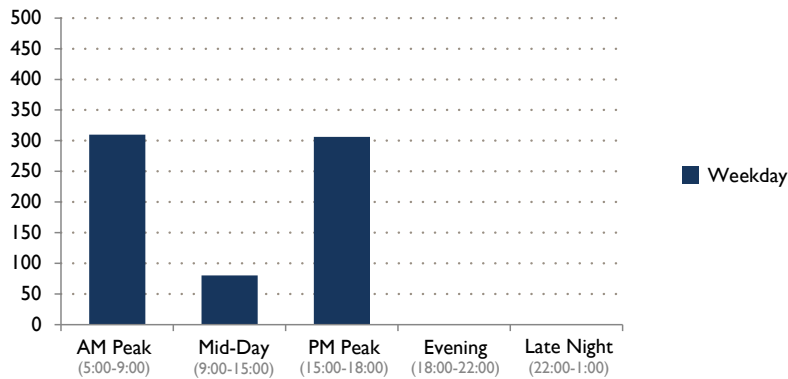
	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	346	72	325	—	—											88,230	18,360	82,875	—	—
Boardings/Rev. Hour	43.3	29.2	35.2	—	—											43.3	29.2	35.2	—	—
Cost/Revenue Hour	\$217.52	\$194.87	\$207.74	—	—											\$217.52	\$194.87	\$207.74	—	—
Percent On-Time	89.5%	83.3%	73.0%	—	—											89.5%	83.3%	73.0%	—	—

Like Route 555, Route 556 also experienced an increase in ridership between Fall 2011 and Spring 2012—an average of 47 more daily rides, or about 2.9 additional rides per trip. In aggregate, this equates to nearly 13,500 additional annualized rides based on spring performance. The charts on the opposite page indicate that this ridership increase was realized throughout the day, but like Route 555, the largest gains were observed during the AM peak. On-time performance also improved in Spring 2012 by 3.5 percent, though no changes were made to routing or the number of trips operated.

## Ridership, Productivity & Efficiency

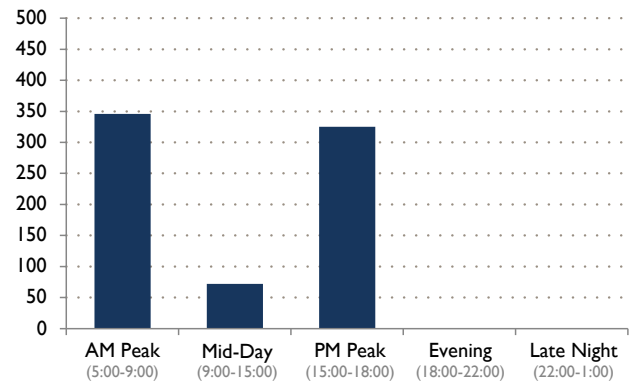
Fall 2011

Daily Boardings

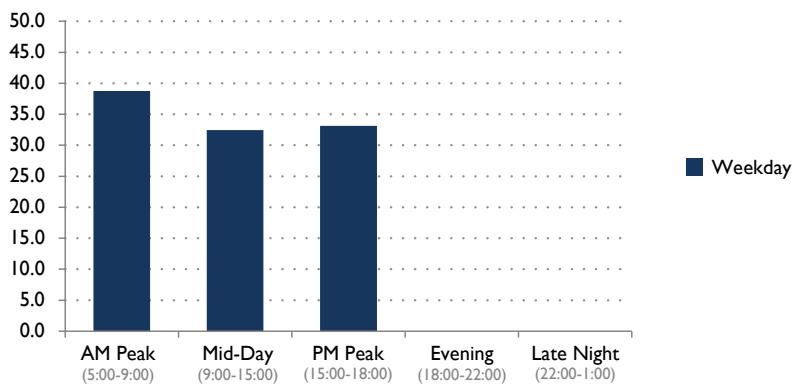


Fall 2012

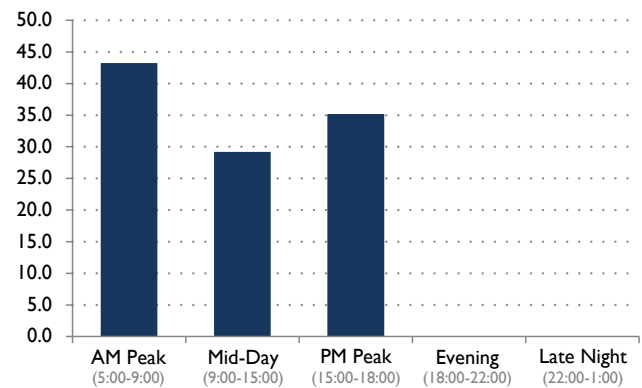
Daily Boardings



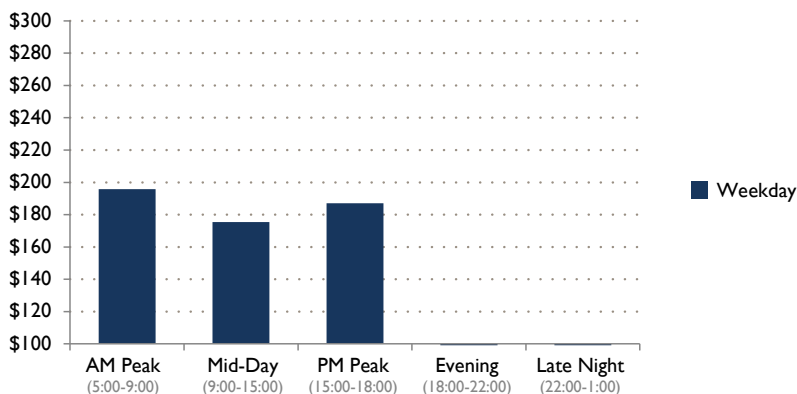
Daily Boardings per Revenue Hour



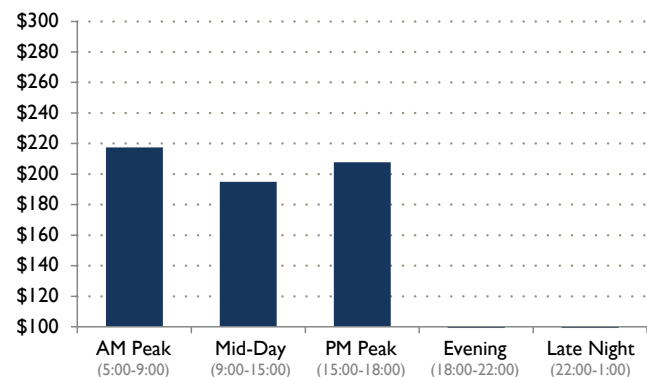
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour

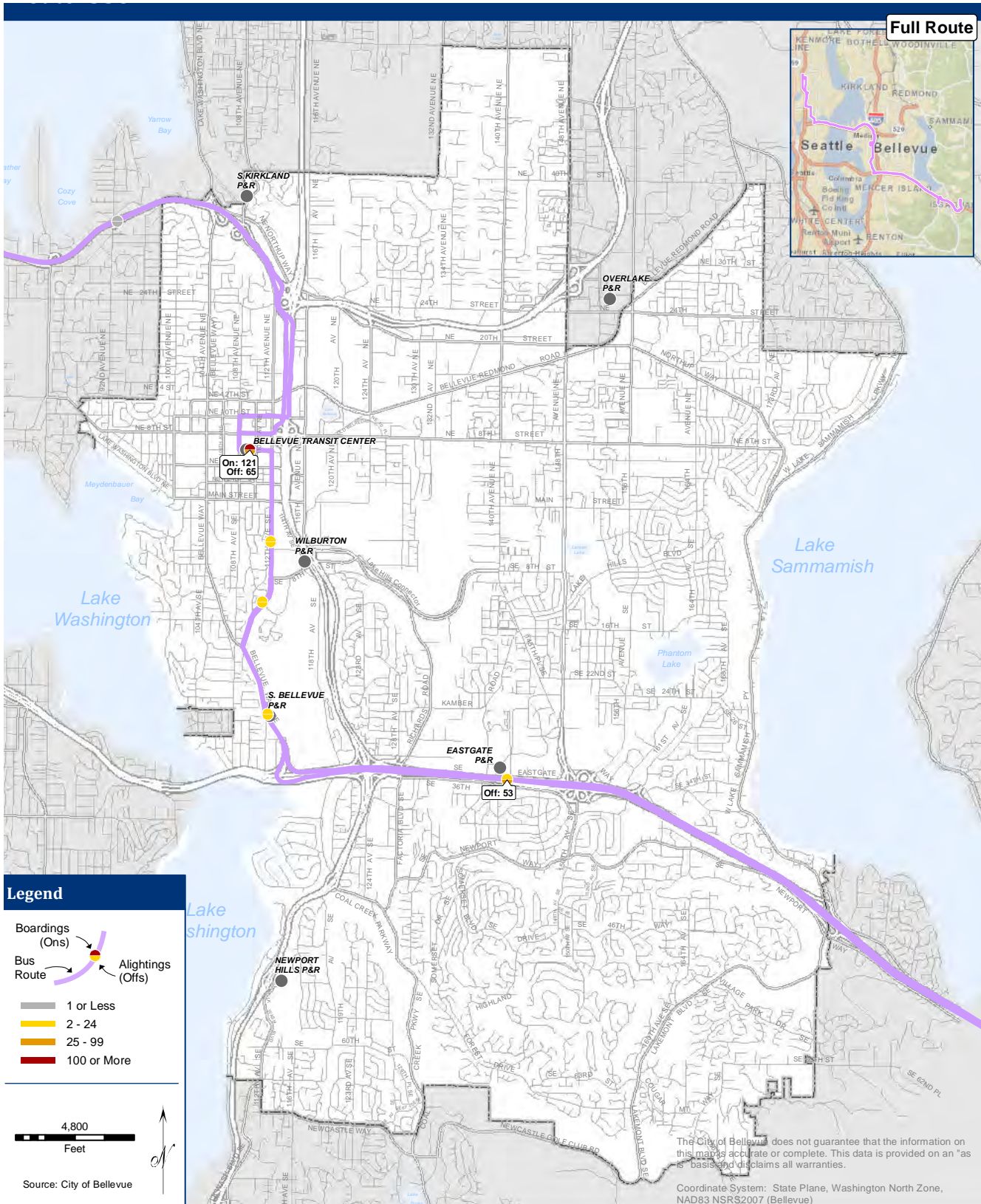


Estimated Operating Cost per Revenue Hour



# Route 556

Boarding & Alighting Activity, Spring 2012 | Inbound

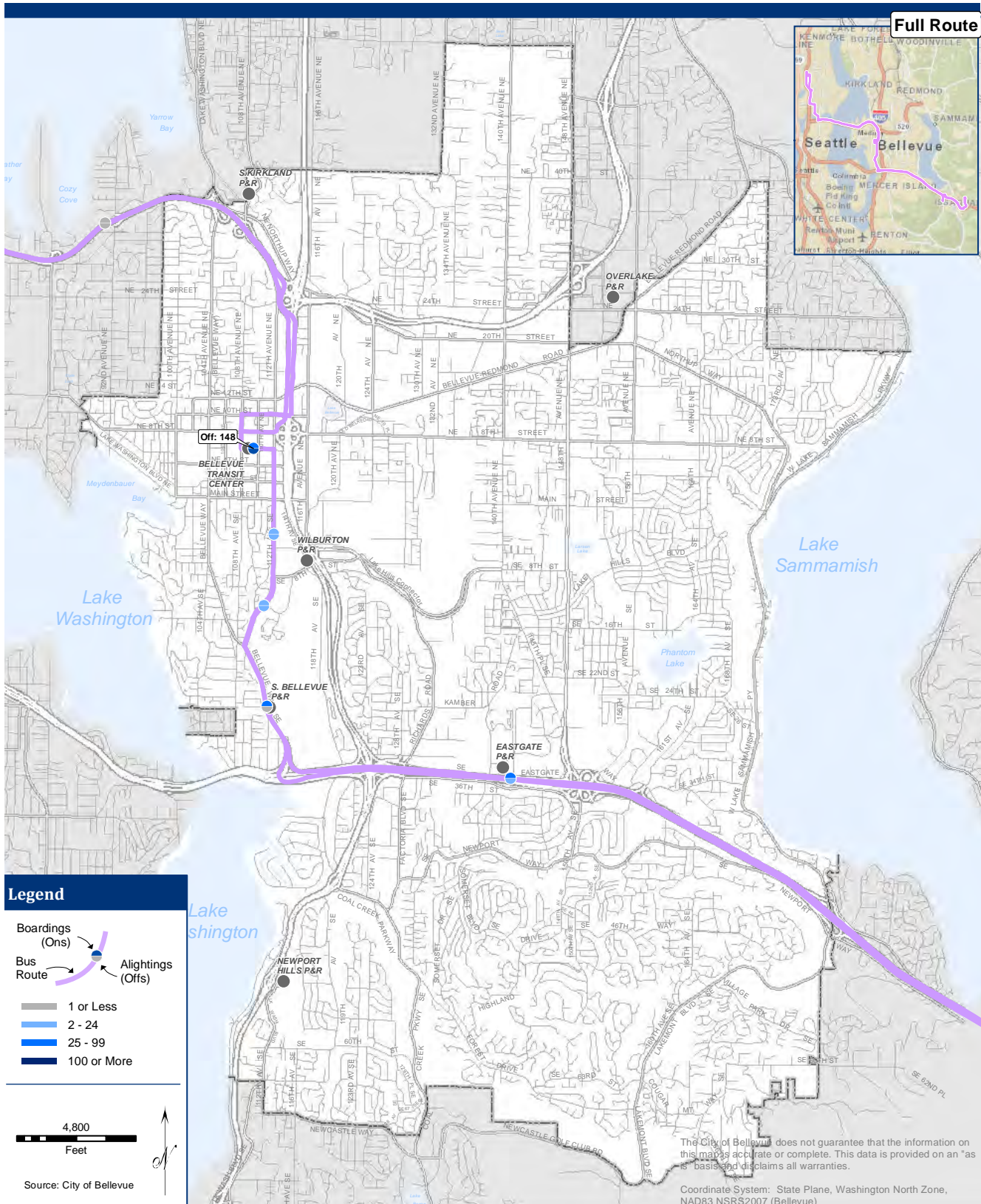


Map depicts Spring 2012 routing and data





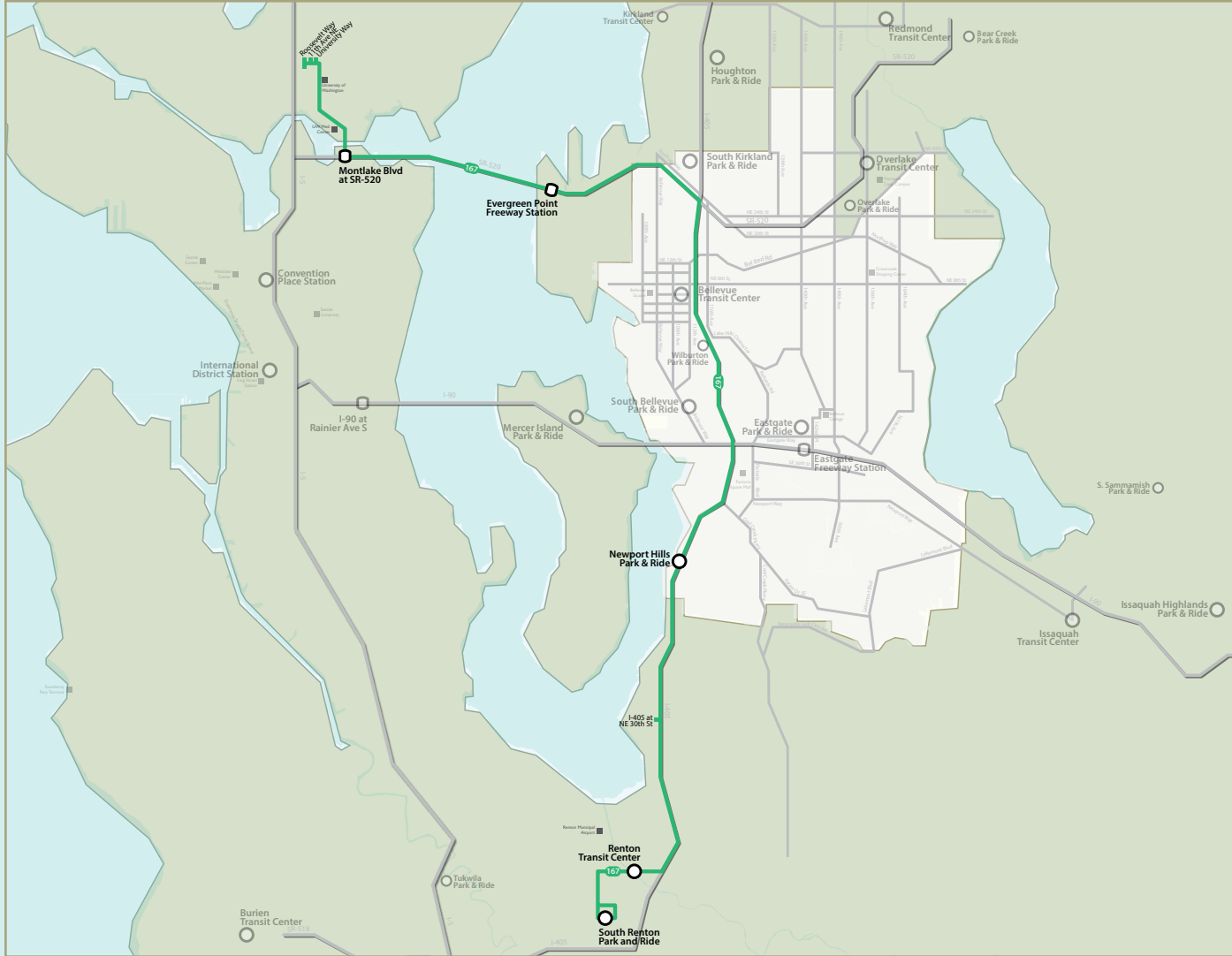
# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Corridor Group 6

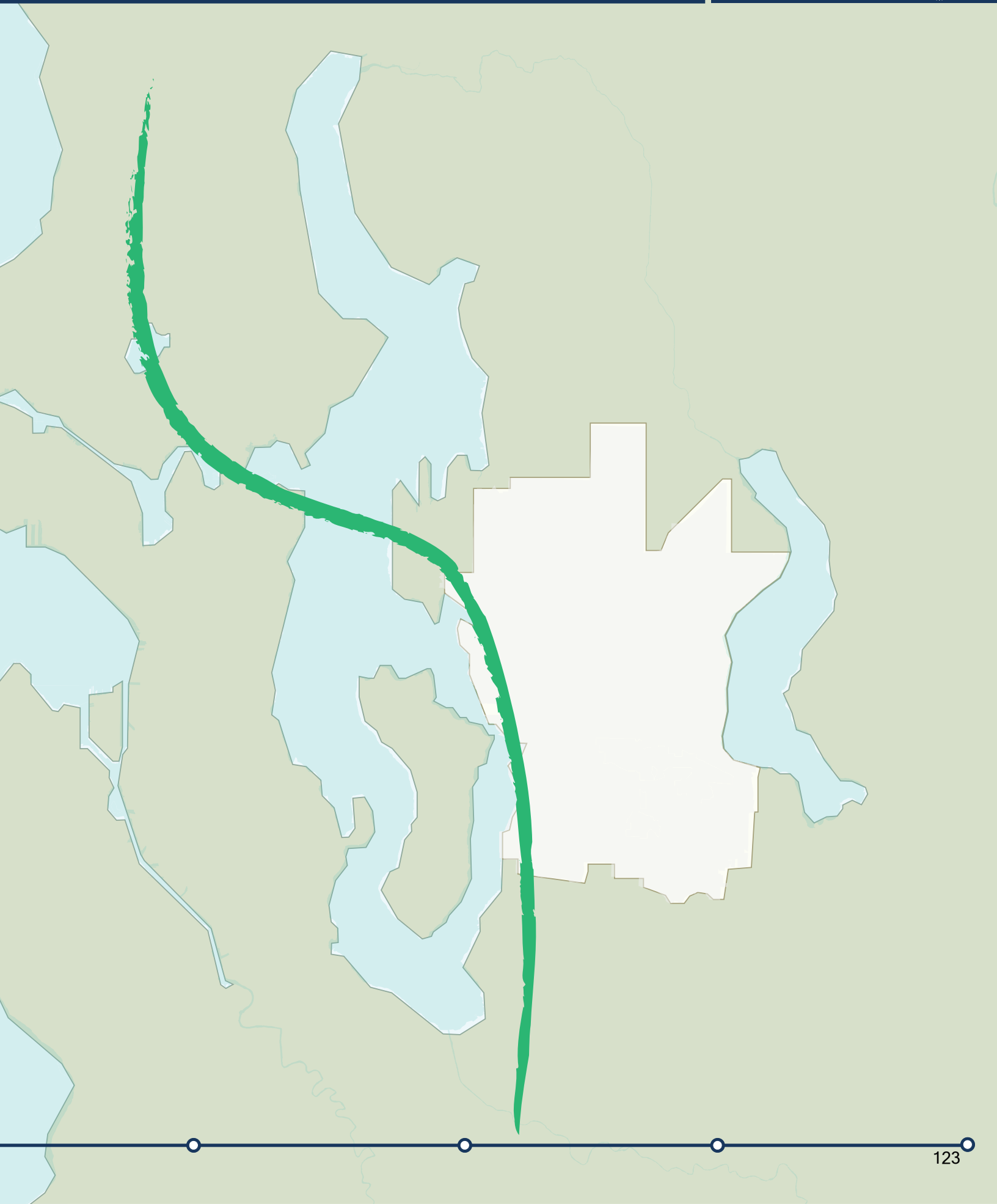
North Seattle – Bellevue – Renton



167

Corridor Group 6 connects North Seattle with Renton via SR-520, Bellevue, and I-405. The corridor is served exclusively by Route 167, a peak-only route whose only stop in Bellevue is at the Newport Hills Park & Ride.





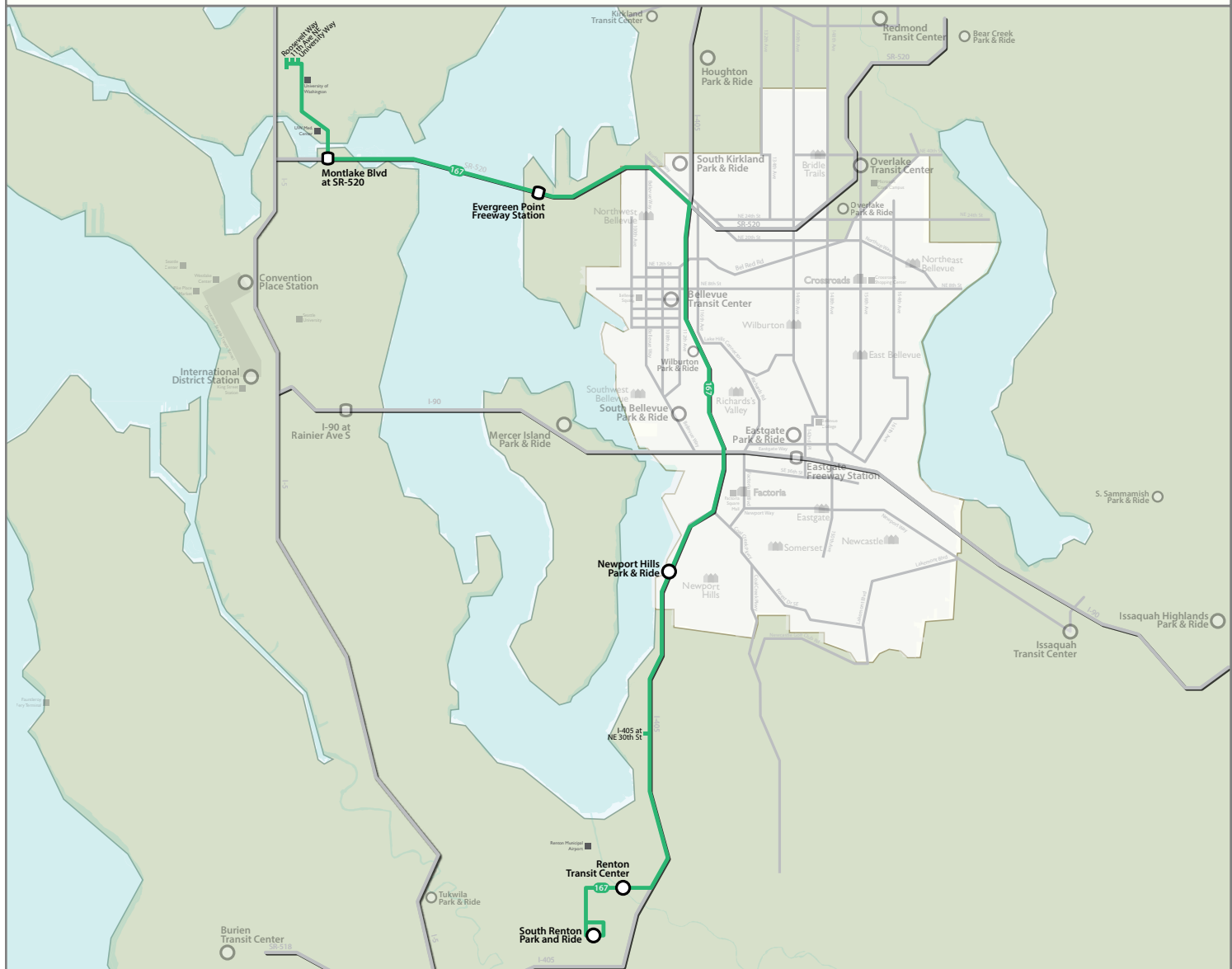
# Route 167

Renton to U. District via I-405  
Peak-Only Alternative to 101 + 71/72/73

Peak-Only Route  
Serves Seattle Core

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
South Renton Park & Ride	Renton Village Shopping Center	101 102 140 148 153 167 169 280
Renton Transit Center	Downtown Renton, Renton High School	101 105 106 107 110 140 143 148 153 167 169 240 342 907 908 909 560 566
Newport Hills Park & Ride	Newport Hills neighborhood	111 167 280 342 824 952 560
Evergreen Point Freeway Station	Yarrow Point, Clyde Hill	167 242 243 250 252 255 257 260 265 268 271 277 280 311 982 986 540 542 545 555 556 424
Montlake Blvd at SR-520	Montlake neighborhood, MOHAI	25 43 48 167 243 271 277 980 982 986 540 542 556
NE 45th St & University Way NE	University District, University of Washington	48 70 542 556



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:01 - 8:44; 14:38 - 18:11																			
Daily Trips	9															2,295				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	85.2%															85.2%				
Revenue Hours	9.57															2,258				
Platform Hours	15.02															3,555				
Revenue Miles	190.13															44,924				
Rev. Hour/Plat. Hour	0.64															0.64				
Boardings (per day)	372.00															88,747				
Average Load	36.11															36.11				
Boardings/Trip	41.33															38.67				
Boardings/Rev. Hour	38.89															39.31				
Boardings/Rev. Mile	1.96															1.98				
Boardings/Plat. Hour	24.77															24.97				
Est. Operating Costs	\$2,006															\$476,123				
Cost/Revenue Hour	\$209.64															\$210.88				
Cost/Platform Hour	\$133.56															\$133.94				
Cost/Revenue Mile	\$10.55															\$10.60				
Cost/Boarding	\$5.39															\$5.36				
Cost/Trip	\$222.84															\$207.46				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	191	32	149	—	—											47,054	5,216	36,477	—	—
Boardings/Rev. Hour	49.0	30.0	32.4	—	—											49.3	30.0	32.3	—	—
Cost/Revenue Hour	\$216.61	\$167.00	\$213.63	—	—											\$217.30	\$167.00	\$212.21	—	—
Percent On-Time	90.5%	88.7%	79.1%	—	—											90.5%	88.7%	79.1%	—	—

Note: Though not reflected as a mid-day trip according to Metro-defined service headways, one trip of Route 167 departs the University District at 2:38 daily and is hence reflected in mid-day service statistics.

Route 167 is a peak-only route that connects the South Renton Park & Ride to the University District. Once on I-405 after leaving the Renton Transit Center, the route's only stops are at the Newport Hills Park & Ride and Evergreen Point Freeway Station before reaching the University District. The route does not serve Downtown Bellevue.

# Route 167

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:01 - 8:44; 14:38 - 18:11																			
Daily Trips	9															2,295				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	88.0%															88.0%				
Revenue Hours	9.57															2,258				
Platform Hours	15.52															3,682				
Revenue Miles	190.12															44,922				
Rev. Hour/Plat. Hour	0.62															0.61				
Boardings (per day)	386.00															92,577				
Average Load	40.67															40.67				
Boardings/Trip	42.89															40.34				
Boardings/Rev. Hour	40.35															41.00				
Boardings/Rev. Mile	2.03															2.06				
Boardings/Plat. Hour	24.88															25.14				
Est. Operating Costs	\$2,074															\$564,928				
Cost/Revenue Hour	\$216.80															\$250.22				
Cost/Platform Hour	\$133.67															\$153.42				
Cost/Revenue Mile	\$10.91															\$12.58				
Cost/Boarding	\$5.37															\$6.10				
Cost/Trip	\$230.45															\$246.16				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	200	24	162	—	—											49,176	3,912	39,489	—	—
Boardings/Rev. Hour	51.3	22.5	35.2	—	—											51.5	22.5	35.0	—	—
Cost/Revenue Hour	\$216.61	\$167.00	\$228.52	—	—											\$250.17	\$185.07	\$260.29	—	—
Percent On-Time	92.6%	96.1%	81.3%	—	—											92.6%	96.1%	81.3%	—	—

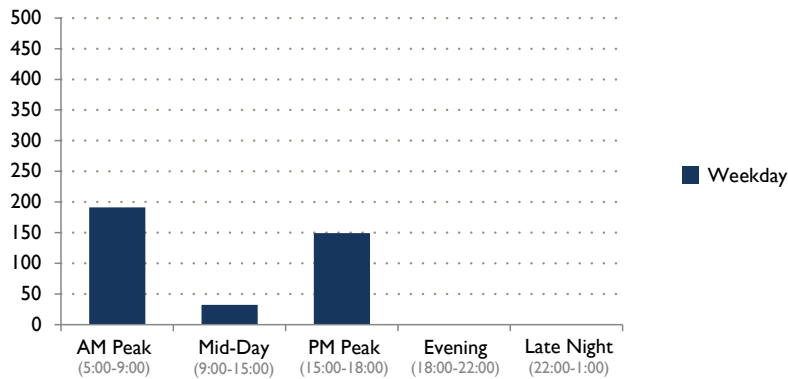
Note: Though not reflected as a mid-day trip according to Metro-defined service headways, one trip of Route 167 departs the University District at 2:38 daily and is hence reflected in mid-day service statistics.

Route 167 served an average of 14 more daily rides in Spring 2012 than in Fall 2011. This equates to about 1.6 additional rides per trip, or about 3,830 additional annualized rides based on spring performance. The charts on the opposite page indicate that the small ridership increase was realized during both the AM and PM peaks, but the AM peak remains the greater attractor of ridership. Although no changes were made to the number of daily trips operated, the estimated annualized cost of operating Route 167 increased by \$38.70 per trip—more than any other Bellevue route—possibly indicating that changes were made to bus operator scheduling, deadheading, or some other factor affecting platform hours without providing additional revenue service. The charts suggest this change in estimated operating cost stems almost entirely from PM peak service.

## Ridership, Productivity & Efficiency

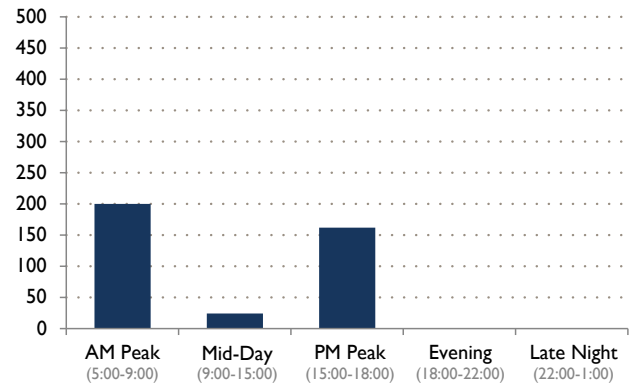
Fall 2011

Daily Boardings

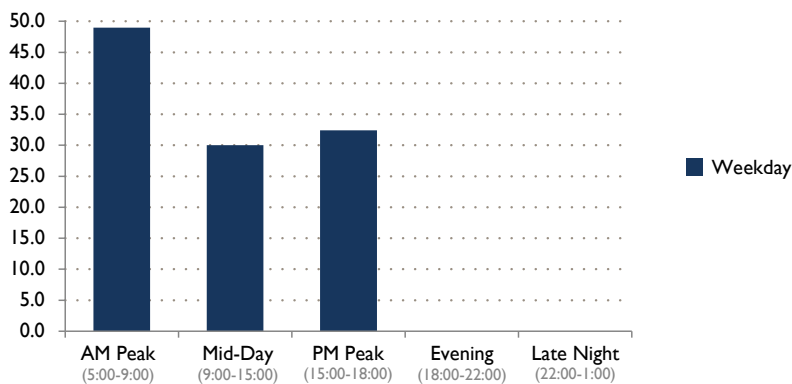


Fall 2012

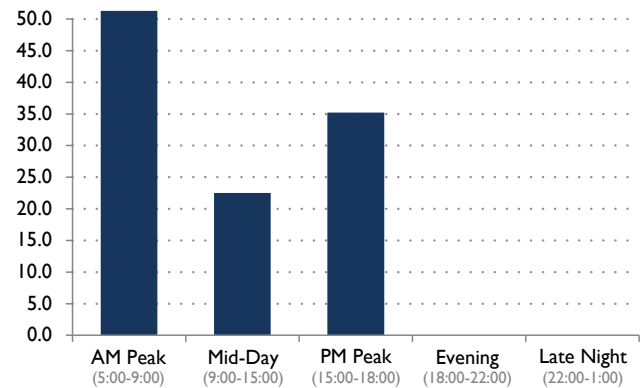
Daily Boardings



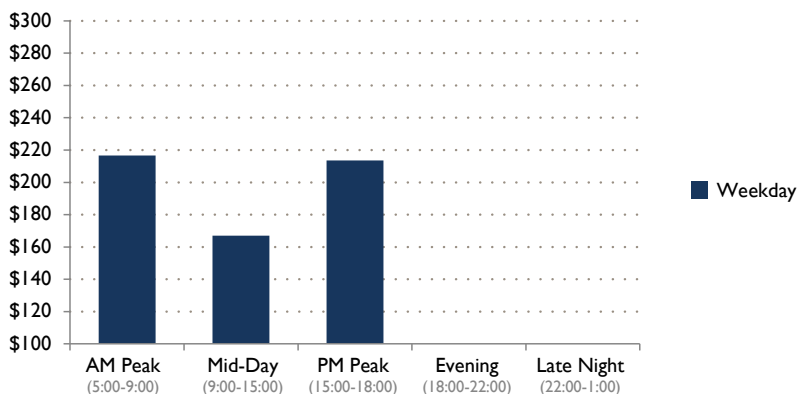
Daily Boardings per Revenue Hour



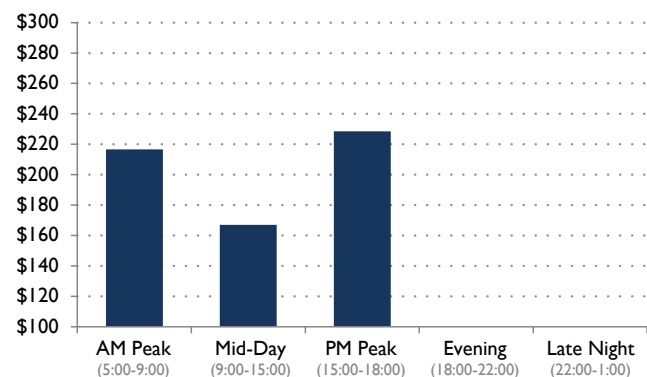
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour



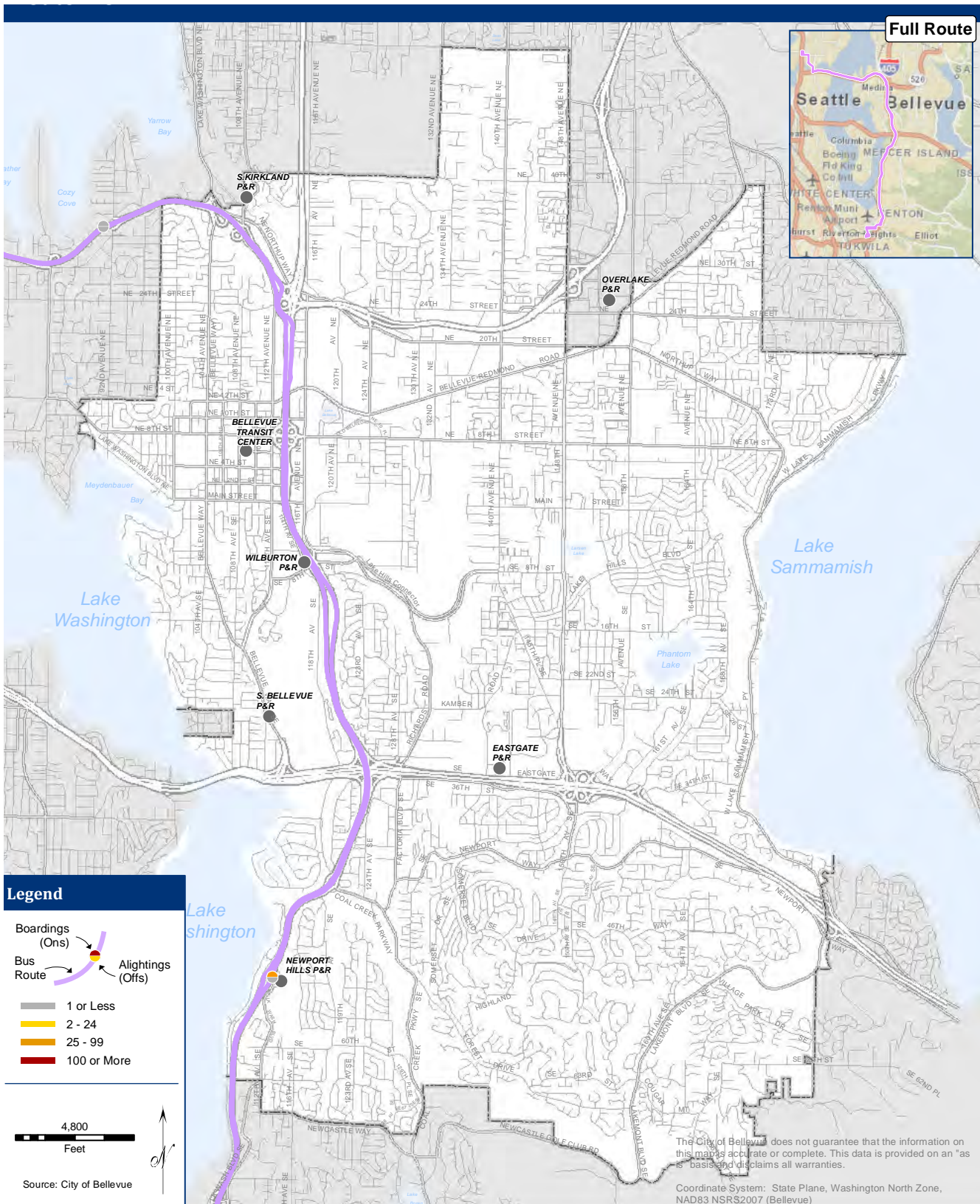
Estimated Operating Cost per Revenue Hour





# Route 167

Boarding & Alighting Activity, Spring 2012 | Inbound

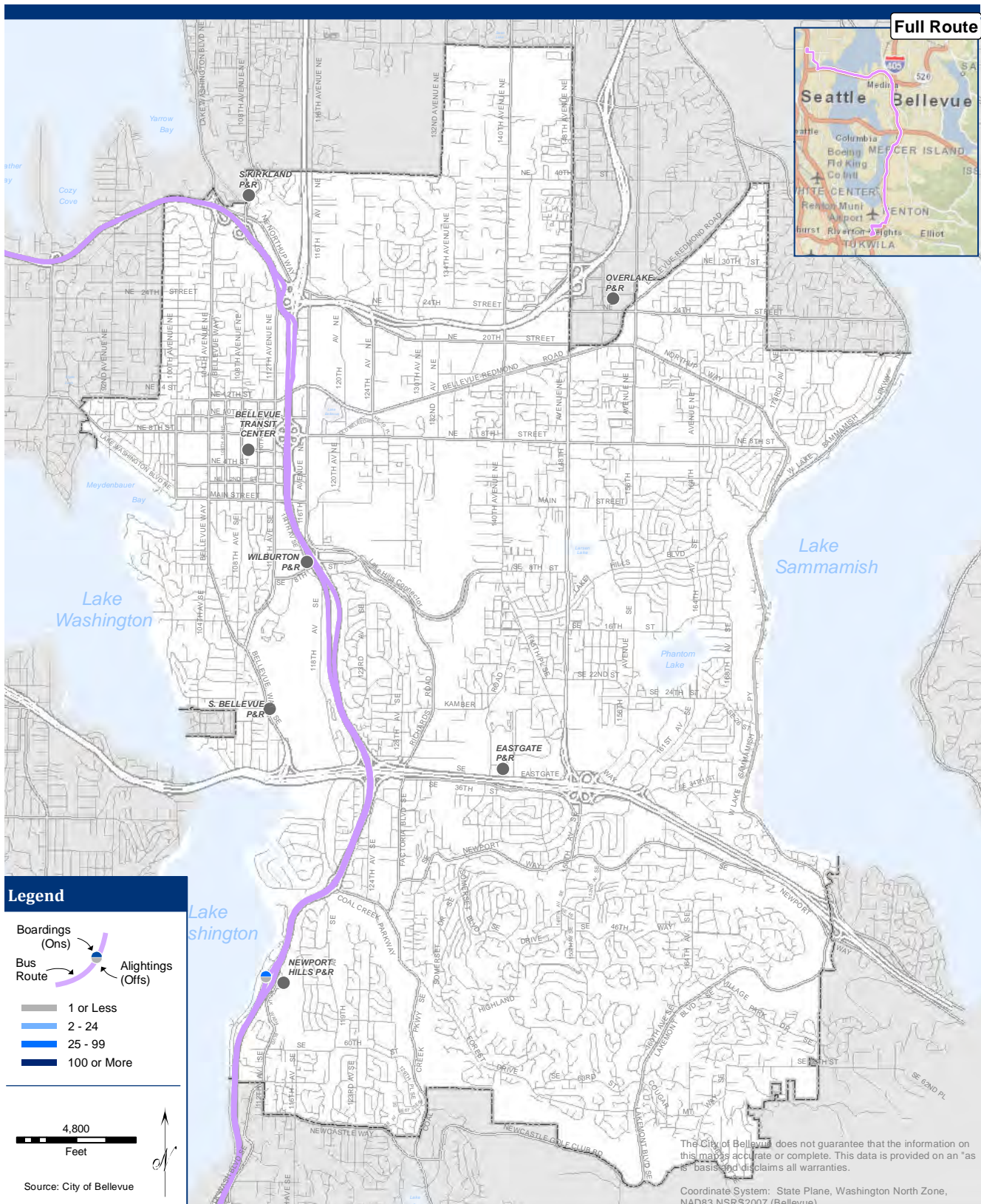


Map depicts Spring 2012 routing and data





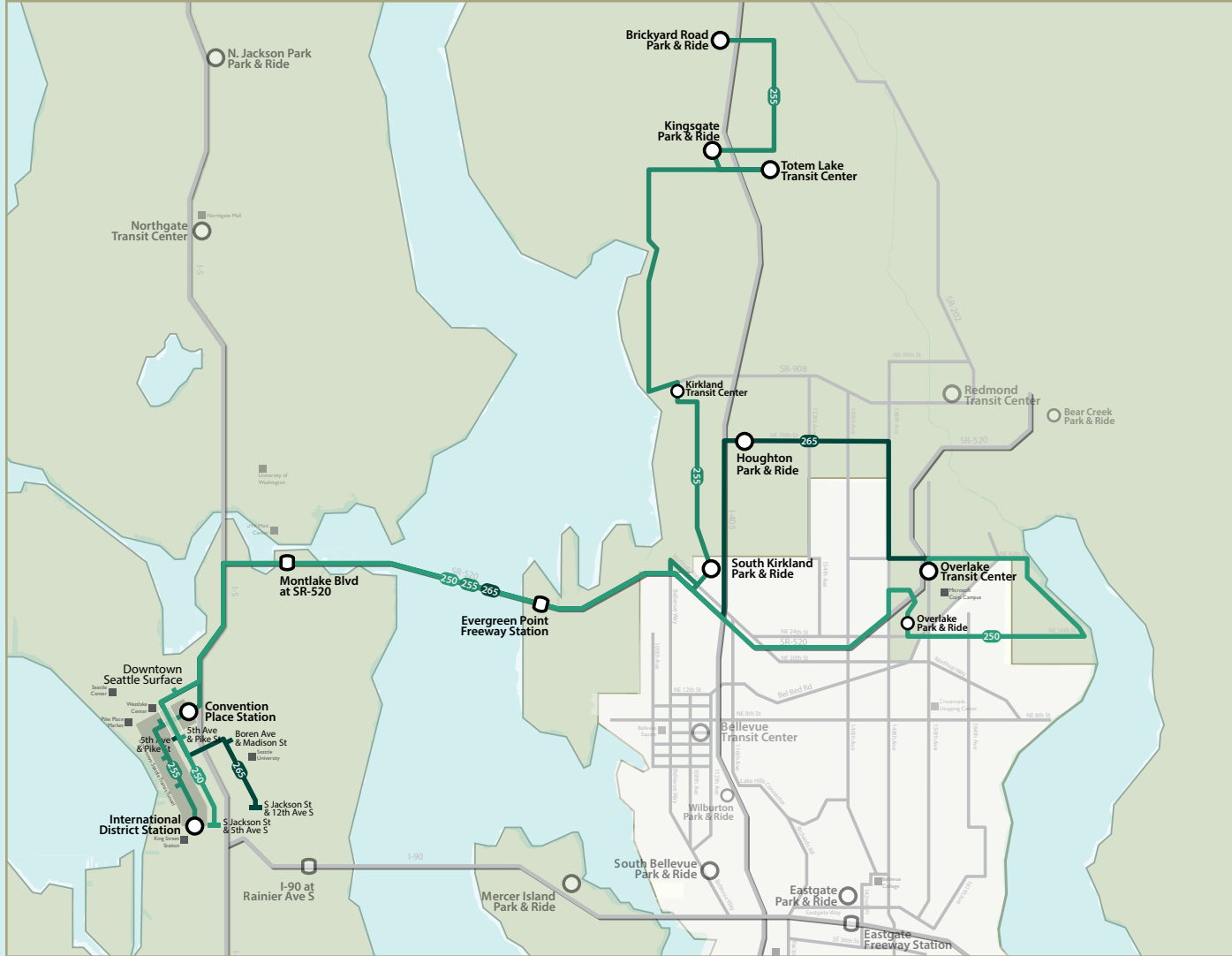
# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

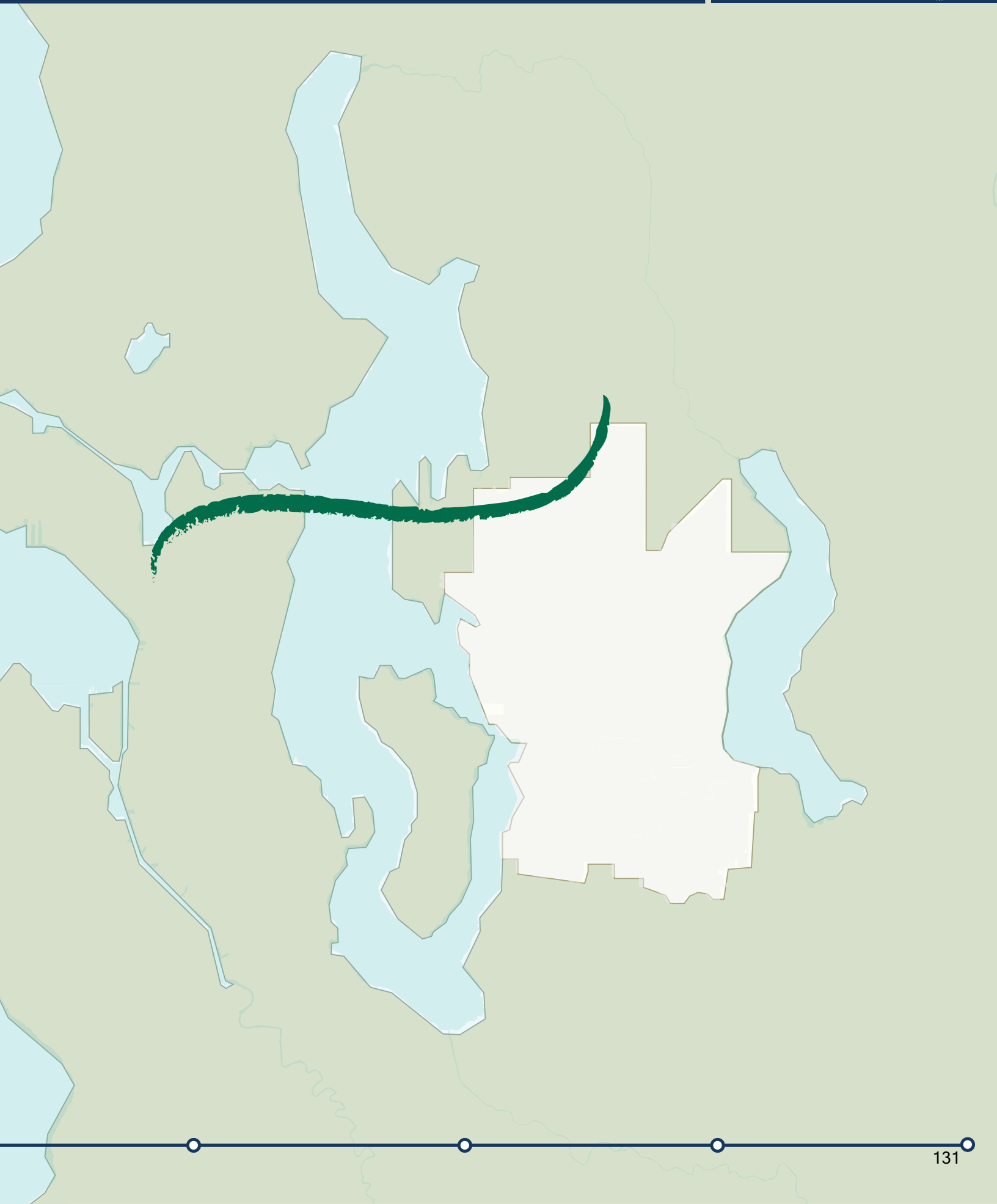
# Corridor Group 7

Downtown Seattle – Bellevue – Northern Eastside



250
255
265

Corridor Group 7 connects Downtown Seattle with the northern Eastside communities of Kirkland, Overlake, and Redmond via SR-520 and Bellevue. As part of Metro’s Fall 2011 service revision, three of the routes comprising Group 7 were deleted—Routes 256, 261, and 266—while Route 265 was revised to now provide service to the edge of the Bridle Trails neighborhood along I-48th Ave NE. As a result of the service deletions, Downtown Redmond is no longer connected to Downtown Seattle via Bellevue, but Route 545 (not included in this volume) provides an alternative for direct service between these destinations without service to Bellevue.



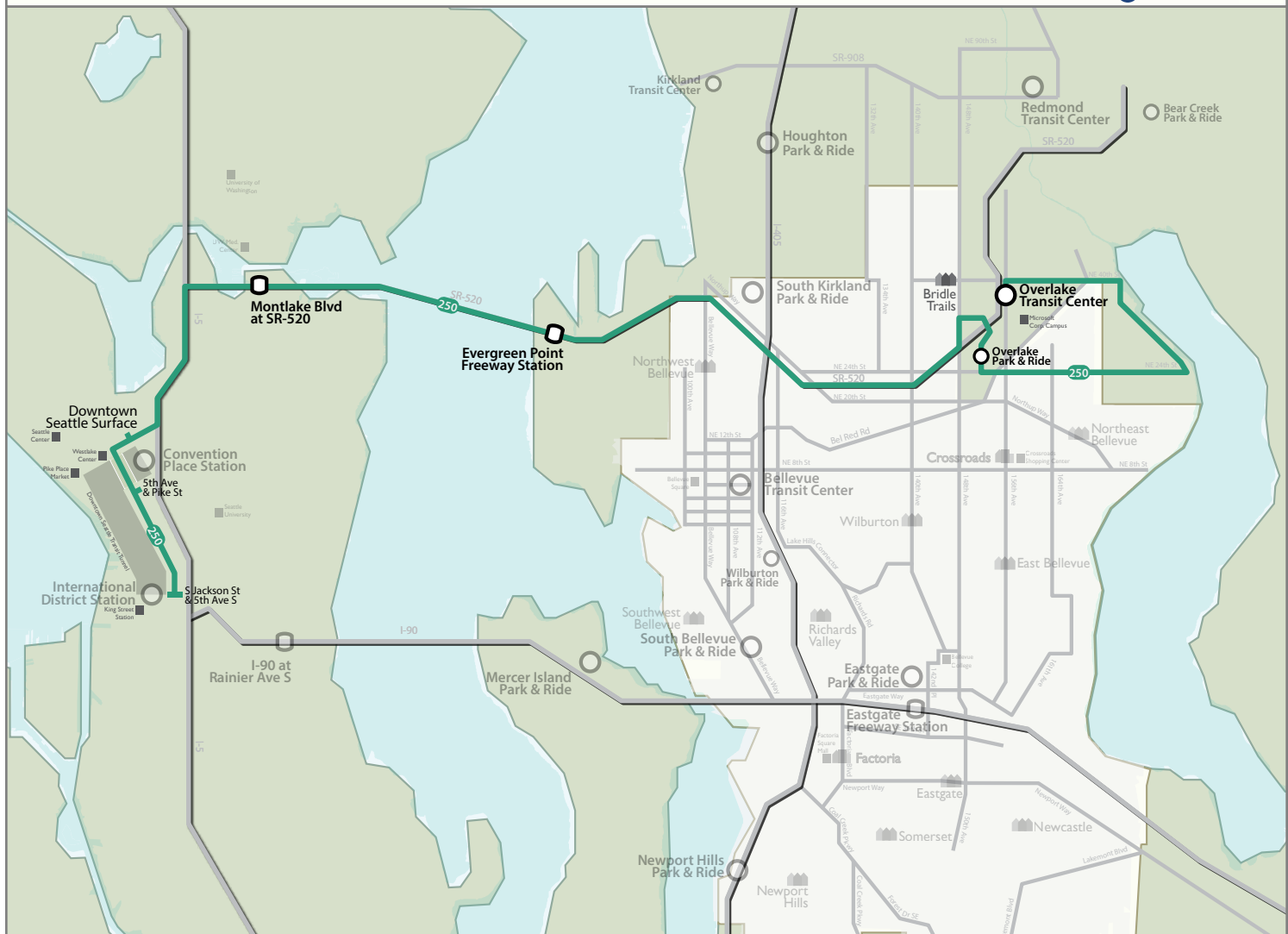
# Route 250

Redmond to Downtown Seattle via SR-520  
 Peak-Only Alternative to 249 + 545

Peak-Only Route  
 Revised Fall 2011  
 Serves Seattle Core

Peak Service Metro Service Family  
 Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Overlake Transit Center	Overlake Employment Area, Microsoft Corp. Campus	221 232 244 245 249 268 269 982 542 545 566
Overlake Park & Ride	Overlake Village, Overlake Shopping Center	242 249 250 269
Evergreen Point Freeway Station	Yarrow Point, Clyde Hill	252 255 257 260  268 271 277 280 311 982 986  542 545   424
Montlake Freeway Station	Montlake neighborhood, MOHAI	250 252 255 257 260  268 311 545
Downtown Seattle (Surface)	Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center	7 64 82 83 84 106   124 143 150 152 157 158 159 161 177 202   214   510 511 512 513   590
S. Jackson St & 5th Ave S	International District Tunnel Station, King Street Station	1 2 3 4 7 10 12 13 14 36 41 43 47 49 70 71 72 73 99      214 215   252 257 260 268 311 510 510 511 512 513 545



Map depicts Fall 2012 routing



## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:33 - 8:59; 15:29 - 19:16																			
Daily Trips	12															3,060				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	70.0%															70.0%				
Revenue Hours	10.58															2,614				
Platform Hours	18.13															4,479				
Revenue Miles	234.78															57,991				
Rev. Hour/Plat. Hour	0.58															0.58				
Boardings (per day)	318.66															78,433				
Average Load	20.58															20.58				
Boardings/Trip	26.56															25.63				
Boardings/Rev. Hour	30.11															30.00				
Boardings/Rev. Mile	1.36															1.35				
Boardings/Plat. Hour	17.57															17.51				
Est. Operating Costs	\$2,178															\$537,875				
Cost/Revenue Hour	\$205.76															\$205.76				
Cost/Platform Hour	\$120.09															\$120.09				
Cost/Revenue Mile	\$9.28															\$9.28				
Cost/Boarding	\$6.83															\$6.86				
Cost/Trip	\$181.47															\$175.78				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	173	—	122	24	—											42,631	—	29,973	5,829	—
Boardings/Rev. Hour	35.5	—	25.0	28.8	—											35.5	—	24.8	28.3	—
Cost/Revenue Hour	\$183.84	—	\$217.64	\$264.20	—											\$183.84	—	\$217.64	\$264.20	—
Percent On-Time	68.3%	—	71.7%	71.4%	—											68.3%	—	71.7%	71.4%	—

Note: Though not reflected as an evening trip according to Metro-defined service headways, one trip of Route 250 departs Downtown Seattle at 6:29 PM daily and is hence reflected in evening service statistics.

Route 250 is a peak-only commuter route from the downtown Redmond Transit Center to Downtown Seattle. It passes through the Sammamish Viewpoint neighborhood and stops at the Overlake Park & Ride, after which it provides express service to Seattle. As of the Fall 2011 service change, the route now utilizes the NE 31st/36th St bridge and serves portions of 148th Ave NE before getting on SR-520 and proceeding to Seattle.

# Route 250

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:33 - 8:59; 15:29 - 19:16																			
Daily Trips	12															3,060				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	88.3%															88.3%				
Revenue Hours	10.88															2,688				
Platform Hours	18.72															4,623				
Revenue Miles	234.77															57,988				
Rev. Hour/Plat. Hour	0.58															0.58				
Boardings (per day)	362.00															89,414				
Average Load	24.17															24.17				
Boardings/Trip	30.17															29.22				
Boardings/Rev. Hour	33.26															33.26				
Boardings/Rev. Mile	1.54															1.54				
Boardings/Plat. Hour	19.34															19.34				
Est. Operating Costs	\$2,248															\$615,231				
Cost/Revenue Hour	\$206.53															\$228.86				
Cost/Platform Hour	\$120.09															\$133.08				
Cost/Revenue Mile	\$9.57															\$10.61				
Cost/Boarding	\$6.21															\$6.88				
Cost/Trip	\$187.31															\$201.06				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	196	—	152	14	—											48,412	—	37,544	3,458	—
Boardings/Rev. Hour	37.9	—	31.1	16.8	—											37.9	—	31.1	16.8	—
Cost/Revenue Hour	\$180.14	—	\$224.61	\$264.20	—											\$199.62	—	\$248.90	\$292.78	—
Percent On-Time	95.7%	—	80.4%	83.9%	—											95.7%	—	80.4%	83.9%	—

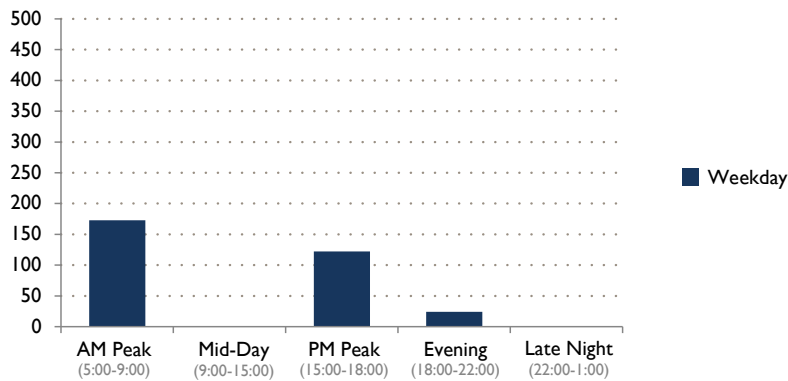
Note: Though not reflected as an evening trip according to Metro-defined service headways, one trip of Route 250 departs Downtown Seattle at 6:29 PM daily and is hence reflected in evening service statistics.

Route 250 served an average of about 43 more daily rides in Spring 2012 than in Fall 2011. This equates to about 3.6 additional rides per trip, or nearly 11,000 additional annualized rides based on spring performance. The charts on the opposite page indicate that ridership and productivity gains were realized during both the AM and PM peak, but productivity gains were more substantial in the PM peak. The single trip operating during the evening period—departing Downtown Seattle at 6:29 PM—saw average ridership decline from 24 passengers to 14, making the productivity of that trip drop to about half that of AM and PM peak trips. Although no changes were made to routing or the number of trips operated, on-time performance of Route 250 improved by 18.4 percent—the largest reliability improvement of any Bellevue route.

## Ridership, Productivity & Efficiency

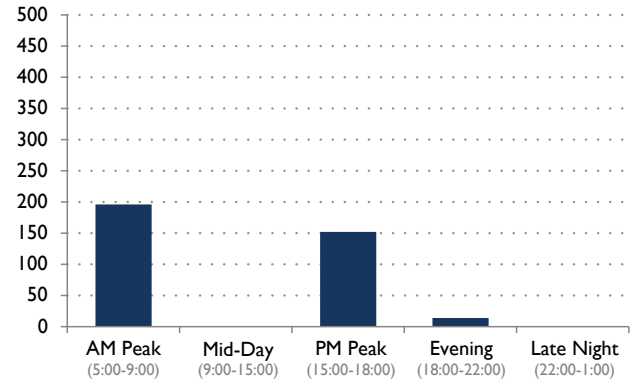
Fall 2011

Daily Boardings

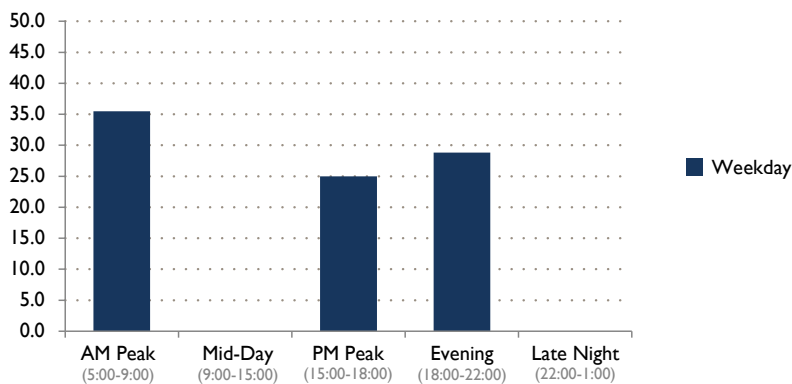


Fall 2012

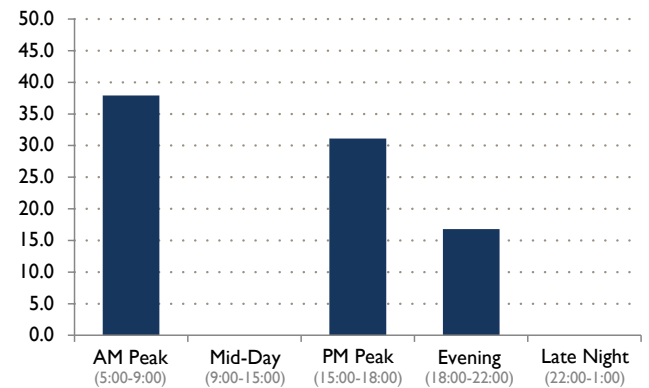
Daily Boardings



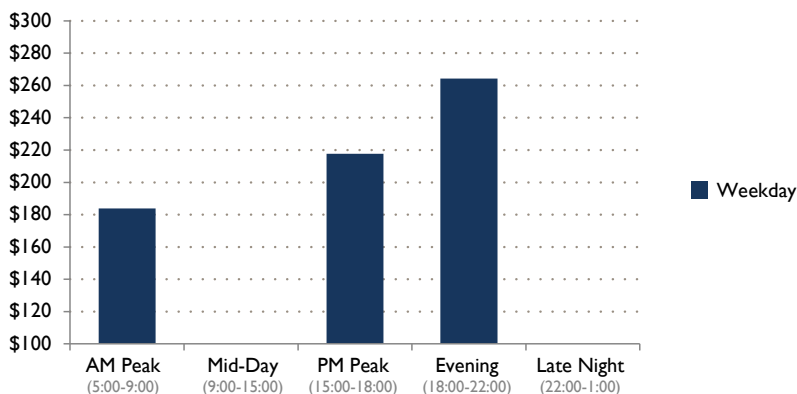
Daily Boardings per Revenue Hour



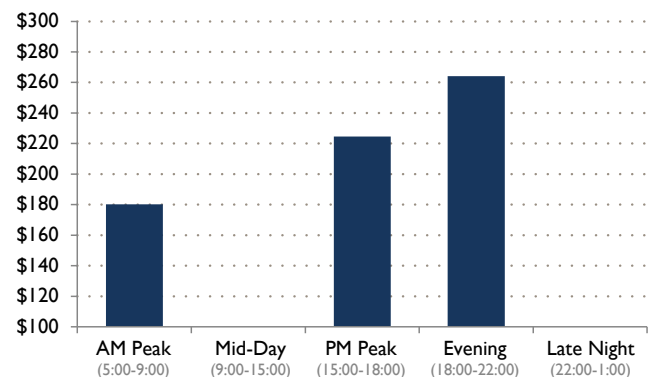
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour

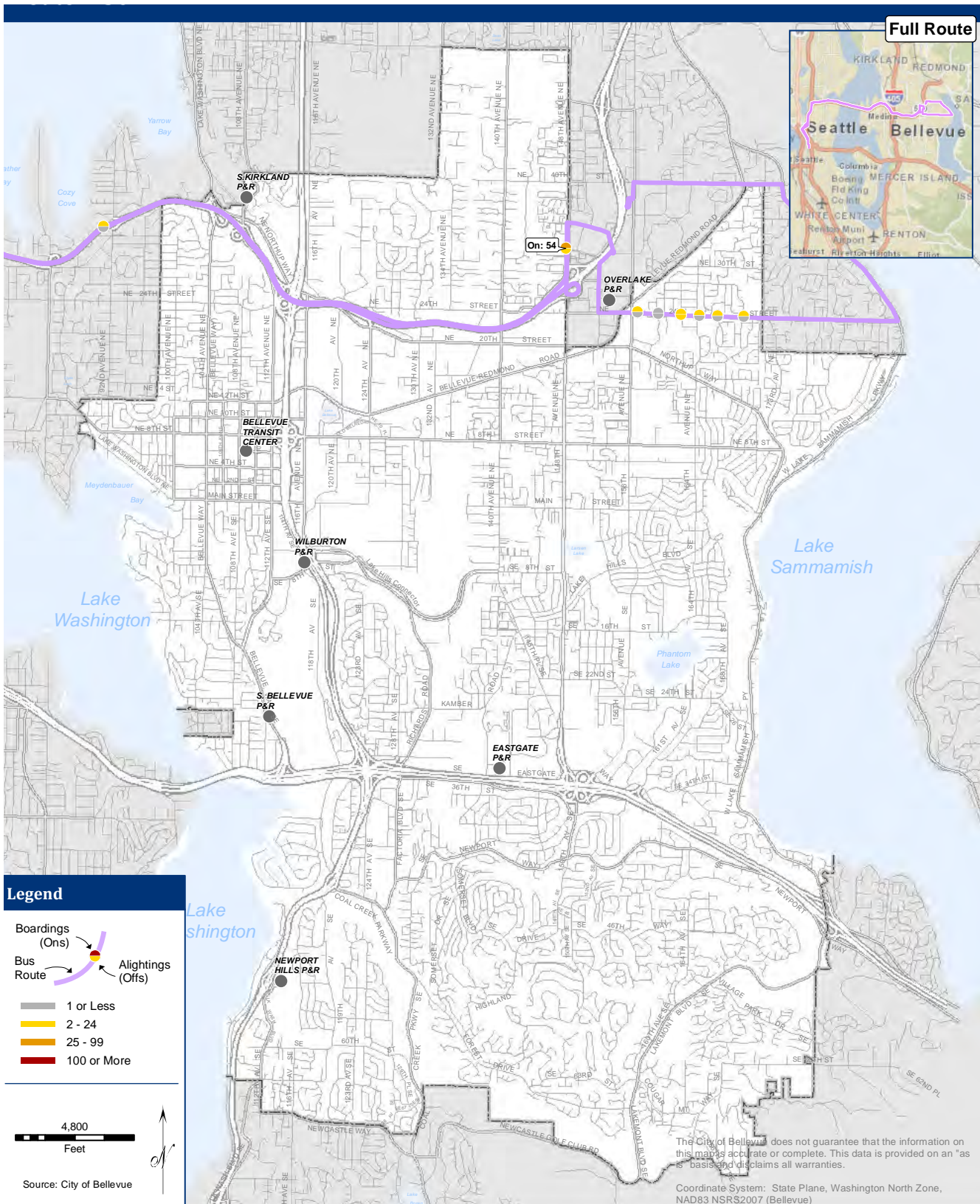


Estimated Operating Cost per Revenue Hour



# Route 250

Boarding & Alighting Activity, Spring 2012 | Inbound

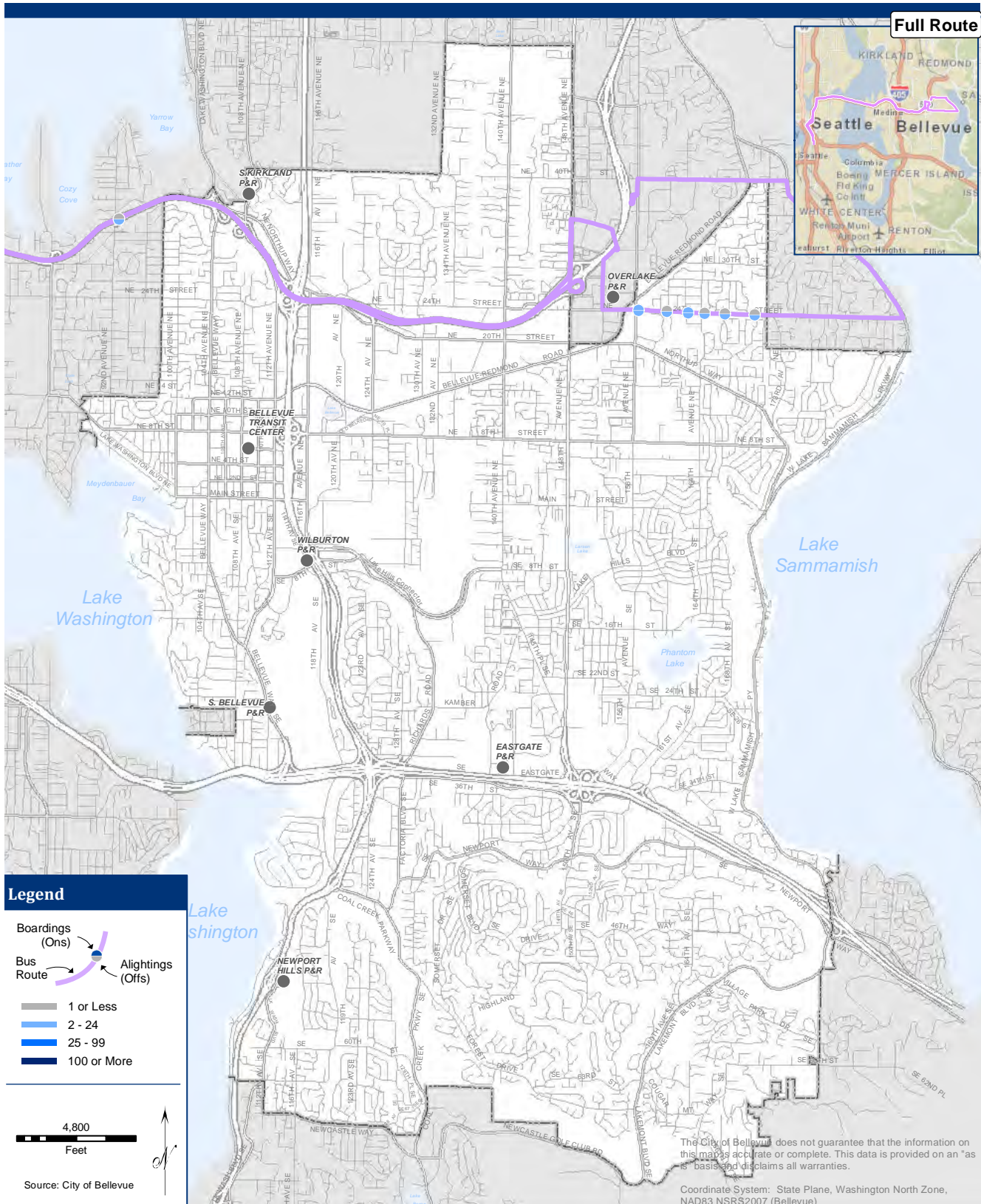


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data



# Route 255

Totem Lake to Downtown Seattle via Kirkland, SR-520  
Corridor 97

Frequent Arterial Metro Service Family  
Regional Service Bellevue Service Category

- All-Day Route
- Revised Fall 2011
- Bellevue Core Route
- Serves Seattle Core

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Brickyard Road Park & Ride	Norway Hill and Queensgate neighborhoods	236 237 238 255 257 311 342 952 532 535
Kingsgate Park & Ride	Totem Lake, Kingsgate, and North Juanita neighborhoods	235 238 244 252 255 257 277 930
Totem Lake Transit Center	Evergreen Hospital and Totem Lake, Kingsgate, and North Juanita neighborhoods	235 236 238 255 930 935
Kirkland Transit Center	Kirkland City Hall, Kirkland Library, Kirkland Parkplace	234 236 238 245 248 255 540
South Kirkland Park & Ride	South Kirkland and Bridle Trails neighborhoods	234 235 249 255 981 986 540
Evergreen Point Freeway Station	Yarrow Point, Clyde Hill	167 242 243 250 252 255 257 260 265 268 271 277 280 311 982 986 540 542 545 555 556 424
Montlake Freeway Station	Montlake neighborhood, MOHAI	242 250 252 255 257 260 265 268 311 545 555
Downtown Seattle (DSTT)	International District, Pioneer Square, Westlake Center, WA Convention Center	41 71 72 73 74 76 77 101 102 106 150 216 218 255 316 550  



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:34 - 1:02					5:05 - 0:20					5:25 - 0:15									
Daily Trips	154					63					58					45,910				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	20	30	20	30	60	30	30	30	30-60	60	30-60	30-60	30-60	30-60	60					
Percent On-Time	79.4%					74.0%					85.7%					79.5%				
Revenue Hours	149.58					60.23					55.30					44,422				
Platform Hours	214.93					83.33					77.38					63,528				
Revenue Miles	2,882.35					1,305.76					1,201.60					871,448				
Rev. Hour/Plat. Hour	0.70					0.72					0.71					0.70				
Boardings (per day)	5,738.00					2,332.94					1,302.50					1,652,460				
Average Load	24.49					24.49					13.57					22.19				
Boardings/Trip	37.26					37.03					22.46					35.99				
Boardings/Rev. Hour	38.36					38.73					23.55					37.20				
Boardings/Rev. Mile	1.99					1.79					1.08					1.90				
Boardings/Plat. Hour	26.70					28.00					16.83					26.01				
Est. Operating Costs	\$29,403					\$11,400					\$10,586					\$8,690,589				
Cost/Revenue Hour	\$196.57					\$189.26					\$191.43					\$195.64				
Cost/Platform Hour	\$136.80					\$136.80					\$136.80					\$136.80				
Cost/Revenue Mile	\$10.20					\$8.73					\$8.81					\$9.97				
Cost/Boarding	\$5.12					\$4.89					\$8.13					\$5.26				
Cost/Trip	\$190.93					\$180.95					\$182.52					\$189.30				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	1,699	1,648	1,573	700	85	295	978	602	349	109	178	598	342	162	24	453,541	503,969	453,120	204,606	28,864
Boardings/Rev. Hour	44.2	37.1	40.3	30.3	22.9	24.3	41.7	51.7	37.5	29.6	19.1	25.6	29.4	21.7	6.5	41.5	36.3	40.4	30.1	21.4
Cost/Revenue Hour	\$189.99	\$188.56	\$200.06	\$214.59	\$215.32	\$193.44	\$178.38	\$176.14	\$198.96	\$261.84	\$196.13	\$179.40	\$183.90	\$201.07	\$261.57	\$190.41	\$186.78	\$197.72	\$212.60	\$229.09
Percent On-Time	78.0%	81.4%	73.6%	83.7%	95.0%	94.5%	73.5%	55.6%	64.8%	88.2%	82.9%	86.3%	87.3%	86.9%	82.4%	82.1%	80.6%	72.8%	79.8%	88.6%

Note: The headways presented above reflect standard service provided by Route 255. Refer to page 29 for the headways of the 255 variant.

Route 255 is an all-day route that travels from the Brickyard Park & Ride to the Downtown Seattle Transit Tunnel, serving Kingsgate Park & Ride, Totem Lake Transit Center, Juanita, Kirkland Transit Center, and the South Kirkland Park & Ride via 124th Ave NE, NE 132nd St, Market St, 108th Ave NE, and SR-520. Route 255's only stop in Bellevue is at the South Kirkland Park & Ride. It serves the dual purpose of connecting Seattle with Kirkland and providing intra-Eastside service in Kirkland and its neighboring northern communities. Route 255 was previously scheduled with Route 256 to provide 10 to 15 minute service frequency between Seattle and the Eastside, but Route 256 was cancelled as part of the Fall 2011 service revision. Some of Route 256's platform hours have since been added to Route 255, allowing for further improved service frequency. Route 255 has all-day and peak variants, the latter of which terminates in the Totem Lake Business district. On weekdays in Summer 2012, one morning peak-period trip to Downtown Seattle and one afternoon peak-period trip to the Brickyard P&R were added to improve service frequency between the Kirkland TC and Seattle to every 8 minutes between 7:30 and 8:20 AM, and 4:45 and 5:17 PM. Two eastbound and two westbound off-peak trips were deleted.

# Route 255

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:34 - 1:02					5:05 - 0:20					5:25 - 0:15									
Daily Trips	153					63					58					45,655				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	20	30	20	30	60	30	30	30	30-60	60	30-60	30-60	30-60	30-60	60					
Percent On-Time	83.0%					72.3%					71.9%					78.2%				
Revenue Hours	151.27					65.45					55.30					45,037				
Platform Hours	218.58					93.58					77.38					64,861				
Revenue Miles	2,872.65					1,305.84					1,201.68					867,400				
Rev. Hour/Plat. Hour	0.69					0.70					0.71					0.69				
Boardings (per day)	5,947.00					2,483.00					1,820.00					1,745,288				
Average Load	25.90					25.71					19.41					24.48				
Boardings/Trip	38.87					39.41					31.38					38.23				
Boardings/Rev. Hour	39.31					37.94					32.91					38.75				
Boardings/Rev. Mile	2.07					1.90					1.51					2.01				
Boardings/Plat. Hour	27.21					26.53					23.52					26.91				
Est. Operating Costs	\$29,902					\$12,802					\$10,586					\$9,365,985				
Cost/Revenue Hour	\$197.68					\$195.60					\$191.43					\$207.96				
Cost/Platform Hour	\$136.80					\$136.80					\$136.80					\$144.40				
Cost/Revenue Mile	\$10.41					\$9.80					\$8.81					\$10.80				
Cost/Boarding	\$5.03					\$5.16					\$5.82					\$5.37				
Cost/Trip	\$195.44					\$203.21					\$182.52					\$205.15				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	1,758	1,661	1,673	719	107	351	1,045	564	392	131	216	781	483	271	69	476,037	523,193	481,789	218,775	38,099
Boardings/Rev. Hour	44.8	36.8	40.9	33.7	28.8	28.2	40.4	43.2	38.4	33.7	23.2	33.5	41.6	36.4	19.2	42.8	36.8	41.1	34.3	28.0
Cost/Revenue Hour	\$200.12	\$191.20	\$195.13	\$206.21	\$233.73	\$190.16	\$187.39	\$192.46	\$207.88	\$246.01	\$196.13	\$179.40	\$183.90	\$201.07	\$261.57	\$210.30	\$200.25	\$205.07	\$217.33	\$253.15
Percent On-Time	85.0%	84.1%	76.4%	86.1%	90.9%	79.3%	65.0%	73.2%	77.4%	77.2%	79.3%	68.7%	65.6%	73.9%	86.6%	83.0%	75.3%	73.7%	81.5%	84.9%

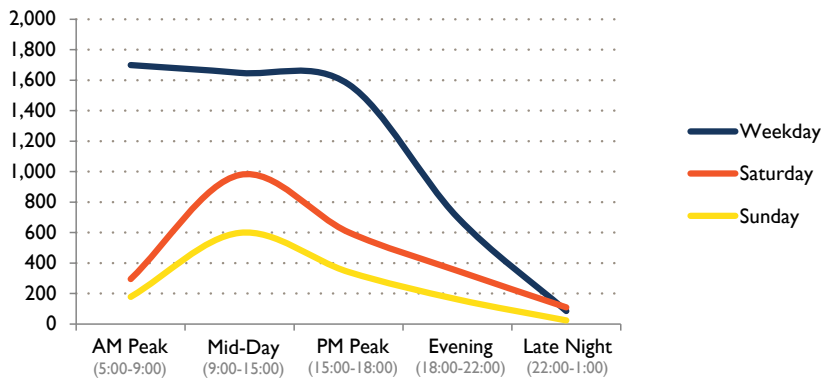
Note: The headways presented above reflect standard service provided by Route 255. Refer to page 29 for the headways of the 255 variant.

Route 255 served an average of 209 more daily rides in Spring 2012 than in Fall 2011. This equates to about 1.6 additional rides per trip, or about 92,800 additional annualized rides based on spring performance. The charts on the opposite page indicate that the increased ridership was realized primarily during peak periods on weekdays, mid-day and in the evenings on Saturdays, and throughout the afternoon and evening on Sundays. Whereas the PM peak realized large ridership and productivity gains on Sundays, the same period saw substantial declines in both measures on Saturdays.

## Ridership, Productivity & Efficiency

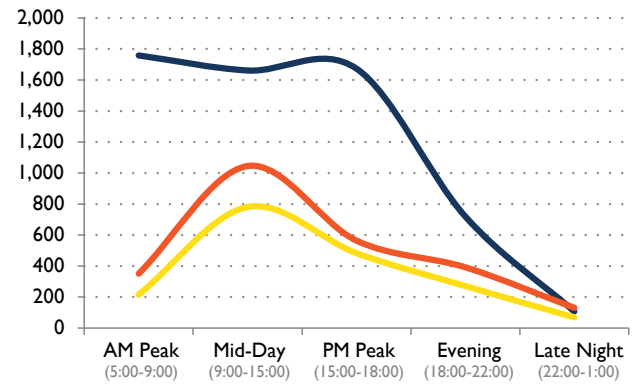
Fall 2011

Daily Boardings

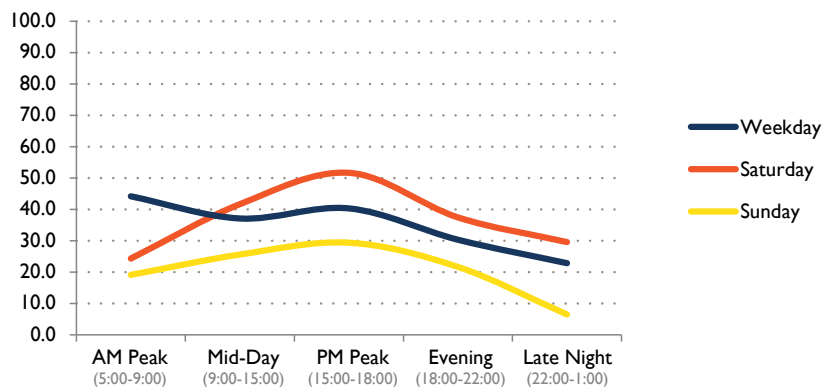


Fall 2012

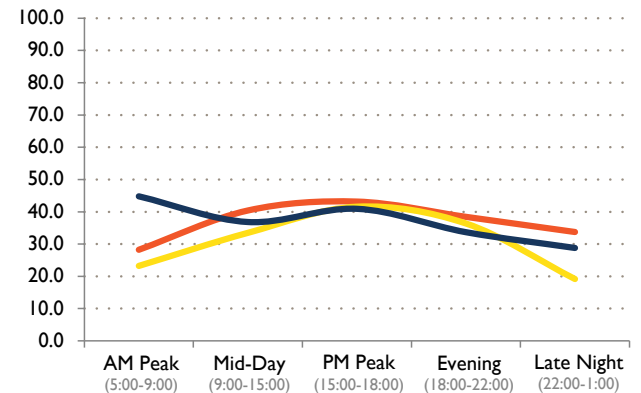
Daily Boardings



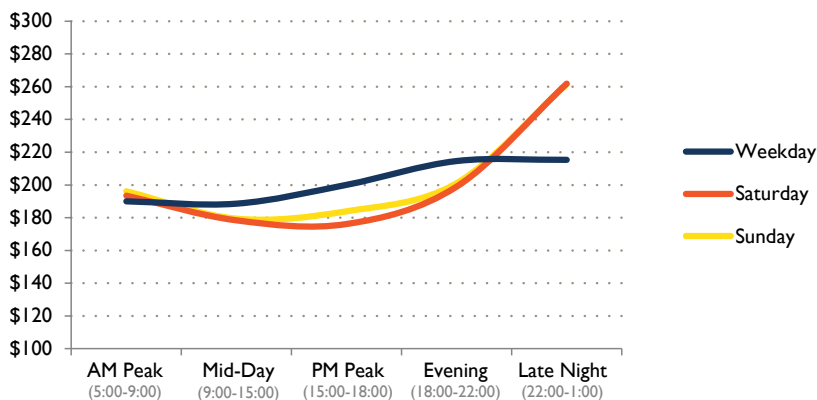
Daily Boardings per Revenue Hour



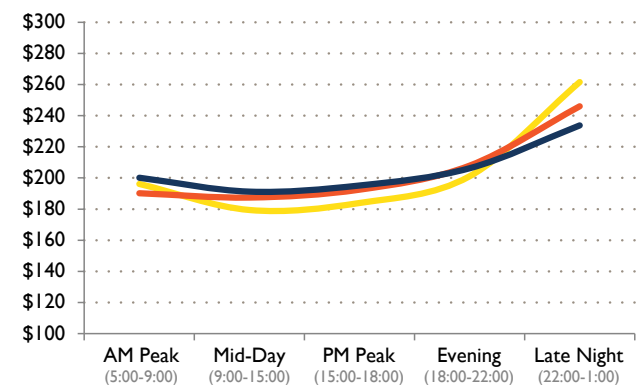
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour

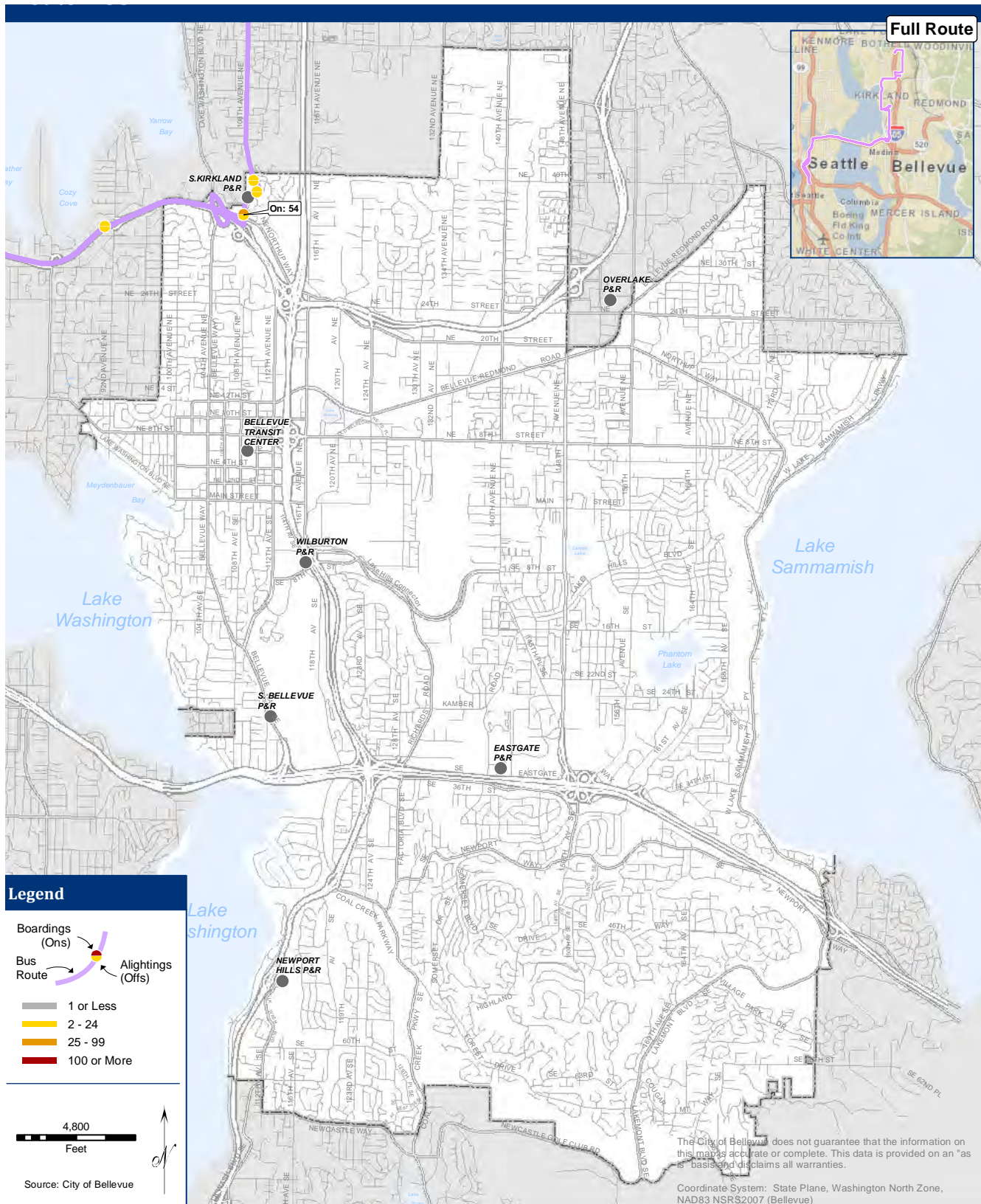


Estimated Operating Cost per Revenue Hour



# Route 255

Boarding & Alighting Activity, Spring 2012 | Inbound

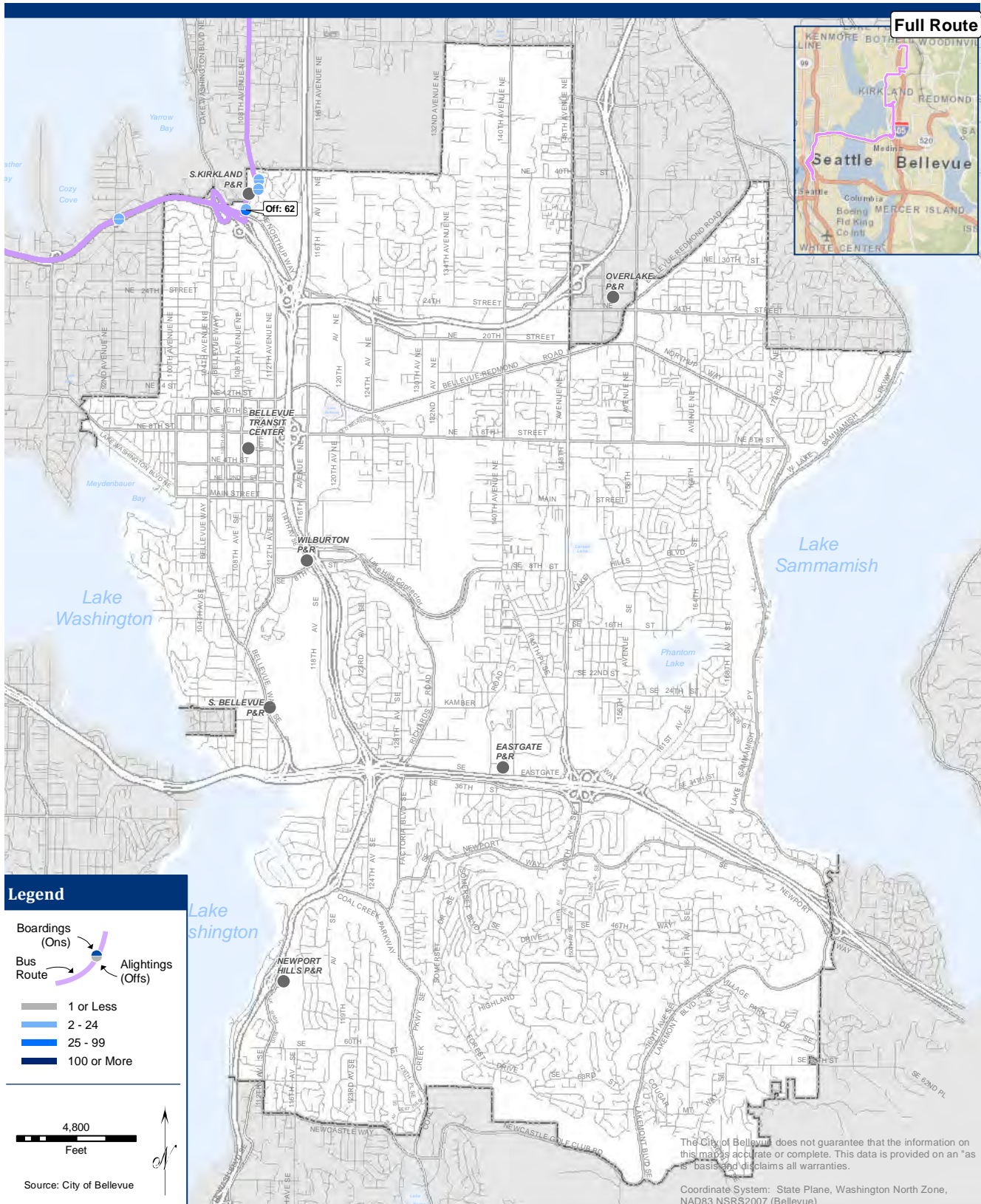


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

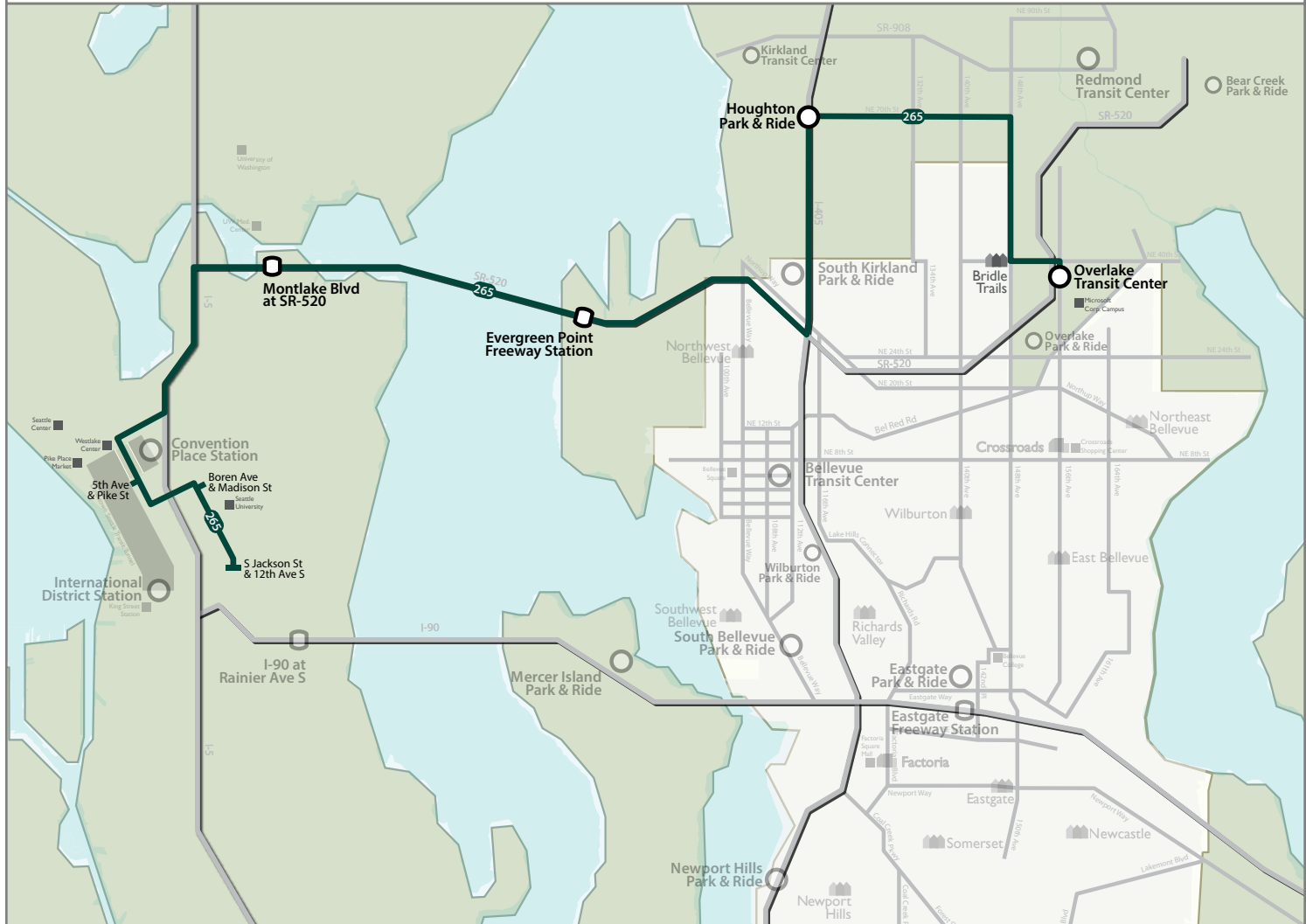
# Route 265

Overlake to First Hill via Rose Hill, Downtown Seattle  
 Peak-Only Alternative to 545, 245+211

Peak-Only Route  
 Revised Fall 2011  
 Serves Seattle Core

Peak Service Metro Service Family  
 Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Overlake Transit Center	Overlake Employment Area, Microsoft Corp. Campus	<b>B</b> Line 221 232 244 245 249 268 269 982 542 545 566
Houghton Park & Ride	Central Houghton, Bridle Trails, and South Rose Hill neighborhoods	238 245 260 265 277 342 952 986
Evergreen Point Freeway Station	Yarrow Point, Clyde Hill	167 242 243 250 252 259 257 260 265 268 271 277 280 311 982 986 640 542 545 555 556 424
Montlake Freeway Station	Montlake neighborhood, MOHAI	242 250 252 255 257 260 265 268 311 545 555
Downtown Seattle (Surface)	Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center	7 64 82 83 84 106 111 114 124 143 150 152 157 158 159 161 177 202 210 212 214 215 217 510 511 512 513 550 554 590
First Hill Medical Centers	Harborview Medical Center, Virginia Mason Medical Center, Swedish First Hill Campus	2 64 193 205 211 265 303 309



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:45 - 9:54; 15:09 - 19:43																			
Daily Trips	18															4,590				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	15-20	—	15-20	—	—															
Percent On-Time	70.8%															70.8%				
Revenue Hours	14.67															3,707				
Platform Hours	27.48															6,937				
Revenue Miles	308.97															78,103				
Rev. Hour/Plat. Hour	0.53															0.53				
Boardings (per day)	424.54															107,110				
Average Load	18.83															18.83				
Boardings/Trip	23.59															23.34				
Boardings/Rev. Hour	28.95															28.90				
Boardings/Rev. Mile	1.37															1.37				
Boardings/Plat. Hour	15.45															15.44				
Est. Operating Costs	\$3,300															\$833,022				
Cost/Revenue Hour	\$225.03															\$224.73				
Cost/Platform Hour	\$120.09															\$120.09				
Cost/Revenue Mile	\$10.68															\$10.67				
Cost/Boarding	\$7.77															\$7.78				
Cost/Trip	\$183.36															\$181.49				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	231	—	183	11	—											58,286	—	46,104	2,720	—
Boardings/Rev. Hour	34.2	—	25.9	12.7	—											34.2	—	25.9	12.3	—
Cost/Revenue Hour	\$223.28	—	\$220.87	\$272.51	—											\$222.70	—	\$220.74	\$272.51	—
Percent On-Time	73.6%	—	67.6%	71.1%	—											73.6%	—	67.6%	71.1%	—

Note: Though not reflected as evening trips according to Metro-defined service headways, two trips of Route 265 depart Downtown Seattle at 6:29 and 6:59 PM daily and are hence reflected in evening service statistics.

Route 265 was revised as part of the Fall 2011 service change and now provides service to northern Bellevue along 148th Ave NE. The route previously operated between Downtown Redmond and Downtown Seattle via Old Redmond Rd, the Houghton Park & Ride, I-405, SR-520, and I-5. The route was extended to First Hill via Spring St, Seneca St, Boren Ave, and 12th Ave S in October 2011 as part of the fall service change. As of the Fall 2011 service restructuring, Route 265 now serves the Overlake Transit Center via 156th Ave NE, NE 40th St, and 148th Ave NE instead of providing service to Downtown Redmond. This revision was made, in part, to provide the staging space needed at the Redmond Transit Center to implement the RapidRide B Line service.

Route 265 was revised to serve Bellevue as part of King County Metro's Fall 2011 service change. The route now serves the Overlake Transit Center via 156th Ave NE, NE 40th St, and 148th Ave NE. It previously provided service to Downtown Redmond via Old Redmond Rd and Redmond Way.

# Route 265

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:45 - 9:54; 15:09 - 19:43																			
Daily Trips	18															4,590				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	15-20	—	15-20	—	—															
Percent On-Time	82.9%															82.9%				
Revenue Hours	15.13															3,825				
Platform Hours	27.35															6,905				
Revenue Miles	309.00															78,109				
Rev. Hour/Plat. Hour	0.55															0.55				
Boardings (per day)	474.00															119,878				
Average Load	21.39															21.39				
Boardings/Trip	26.33															26.12				
Boardings/Rev. Hour	31.32															31.34				
Boardings/Rev. Mile	1.53															1.53				
Boardings/Plat. Hour	17.33															17.36				
Est. Operating Costs	\$3,284															\$918,917				
Cost/Revenue Hour	\$217.01															\$240.23				
Cost/Platform Hour	\$120.09															\$133.08				
Cost/Revenue Mile	\$10.63															\$11.76				
Cost/Boarding	\$6.93															\$7.67				
Cost/Trip	\$182.45															\$200.20				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	270	—	192	12	—											68,282	—	48,536	3,060	—
Boardings/Rev. Hour	37.4	—	27.2	13.8	—											37.4	—	27.3	13.8	—
Cost/Revenue Hour	\$206.57	—	\$220.87	\$272.51	—											\$228.47	—	\$244.62	\$301.99	—
Percent On-Time	88.4%	—	74.8%	98.6%	—											88.4%	—	74.8%	98.6%	—

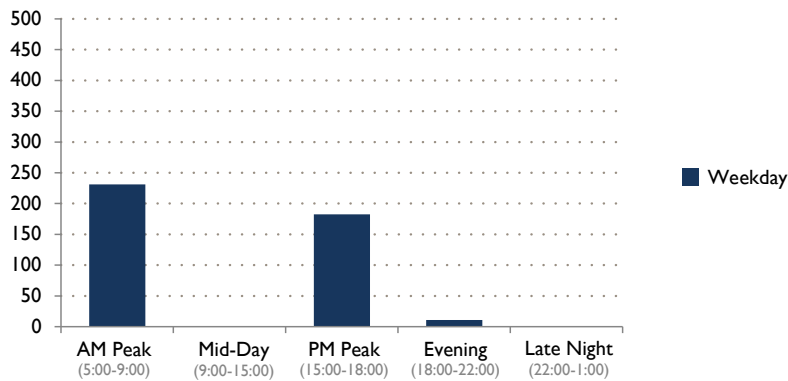
Note: Though not reflected as evening trips according to Metro-defined service headways, two trips of Route 265 depart Downtown Seattle at 6:29 and 6:59 PM daily and are hence reflected in evening service statistics.

Weekday daily ridership of Route 265 increased by about 50 passengers in Spring 2012 compared with Fall 2011. While ridership increases were realized during both peak periods, the AM peak gained about four times as many riders (40) as the PM peak (10). Although no changes were made to routing or the number of trips operated, on-time performance of Route 265 improved by 12.1 percent—the second-largest reliability improvement of any Bellevue route.

## Ridership, Productivity & Efficiency

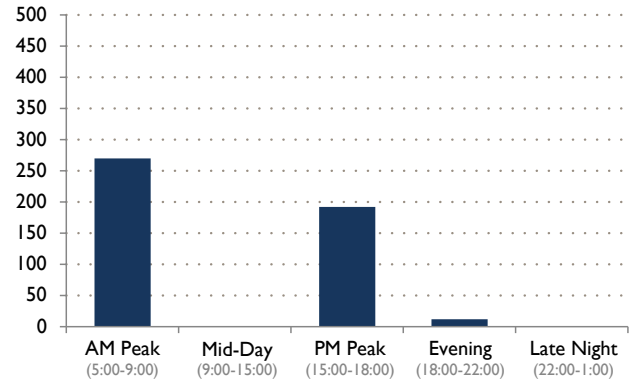
Fall 2011

Daily Boardings

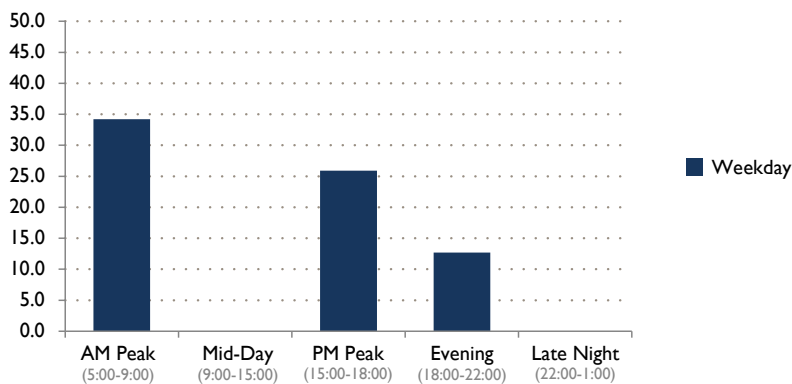


Fall 2012

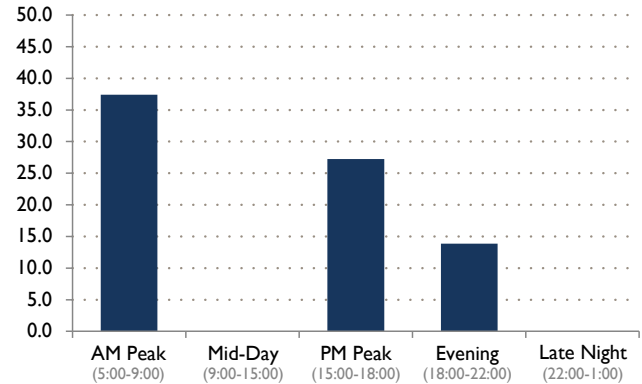
Daily Boardings



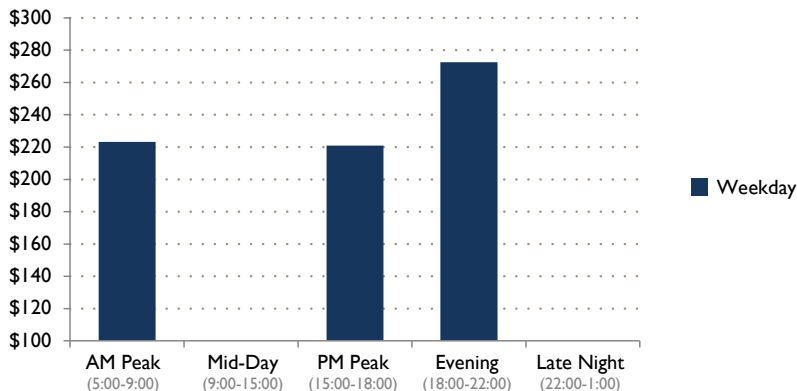
Daily Boardings per Revenue Hour



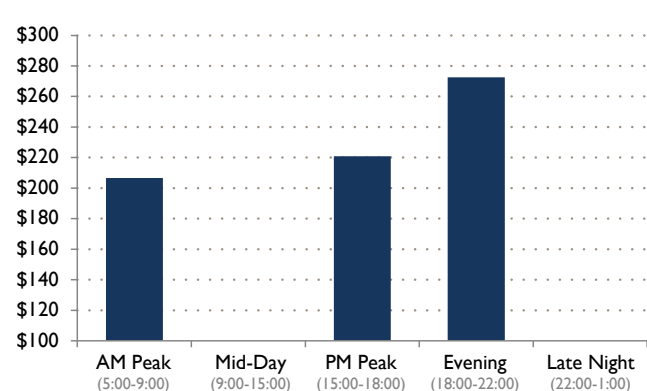
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour



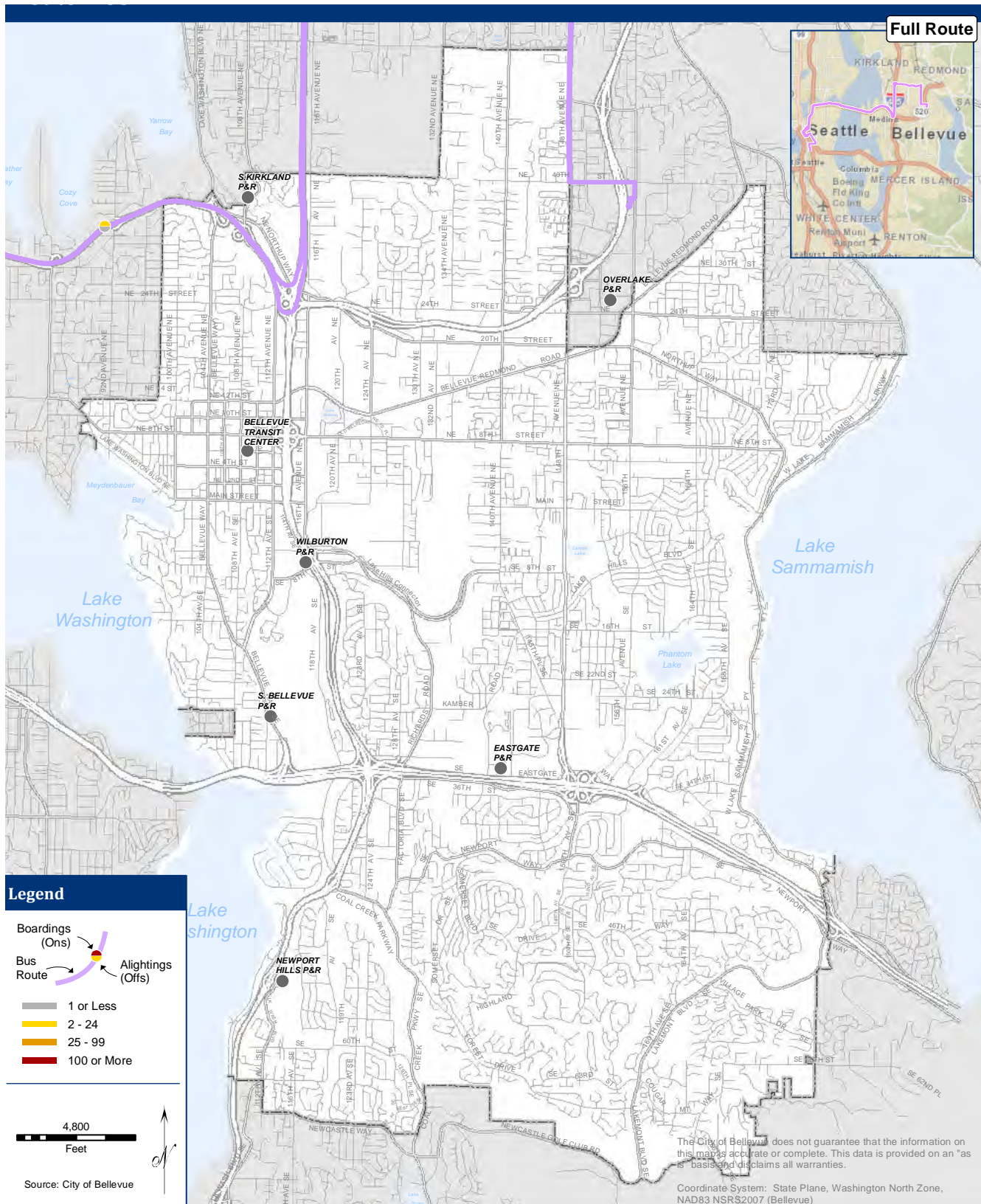
Estimated Operating Cost per Revenue Hour





# Route 265

Boarding & Alighting Activity, Spring 2012 | Inbound

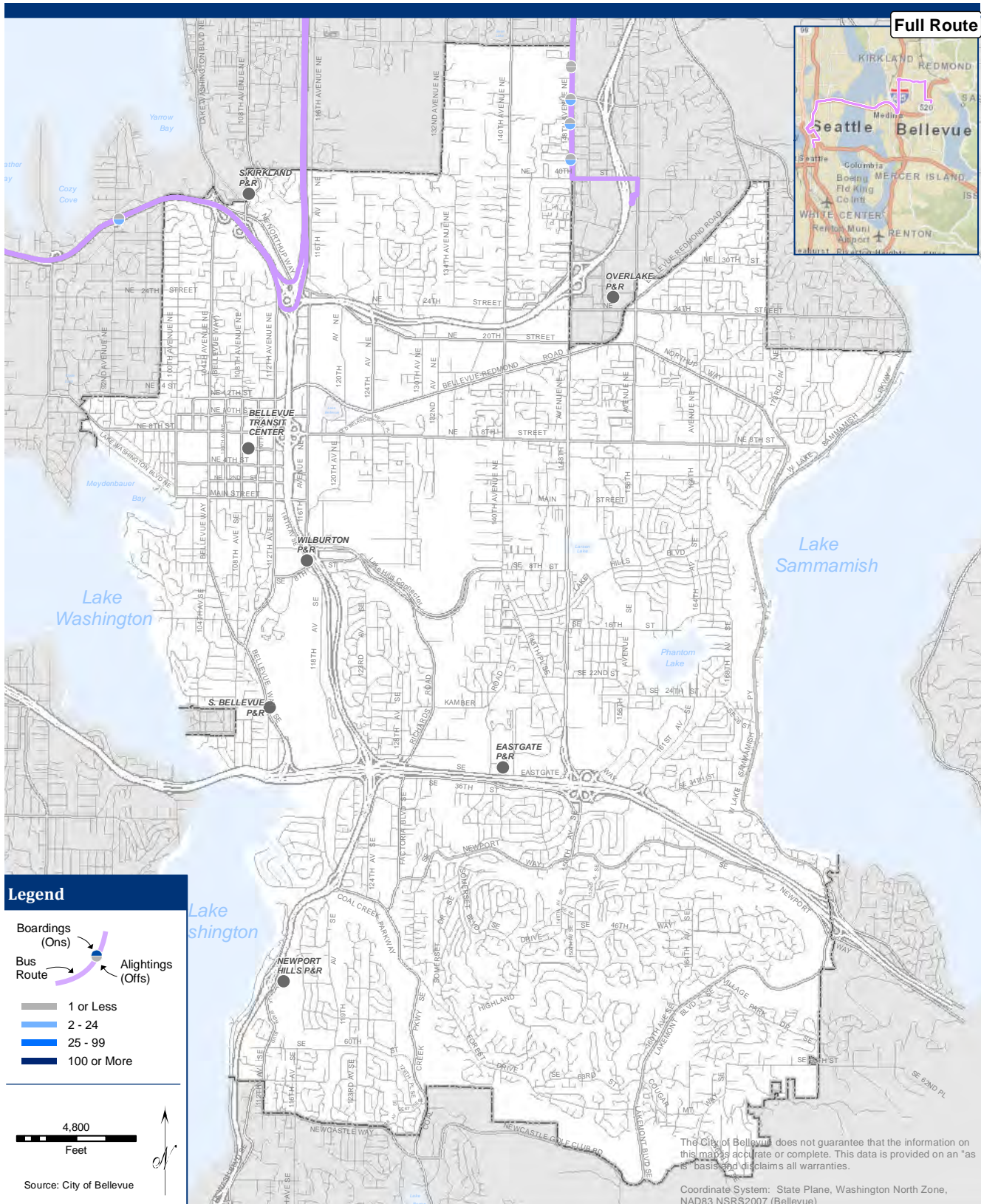


Map depicts Spring 2012 routing and data





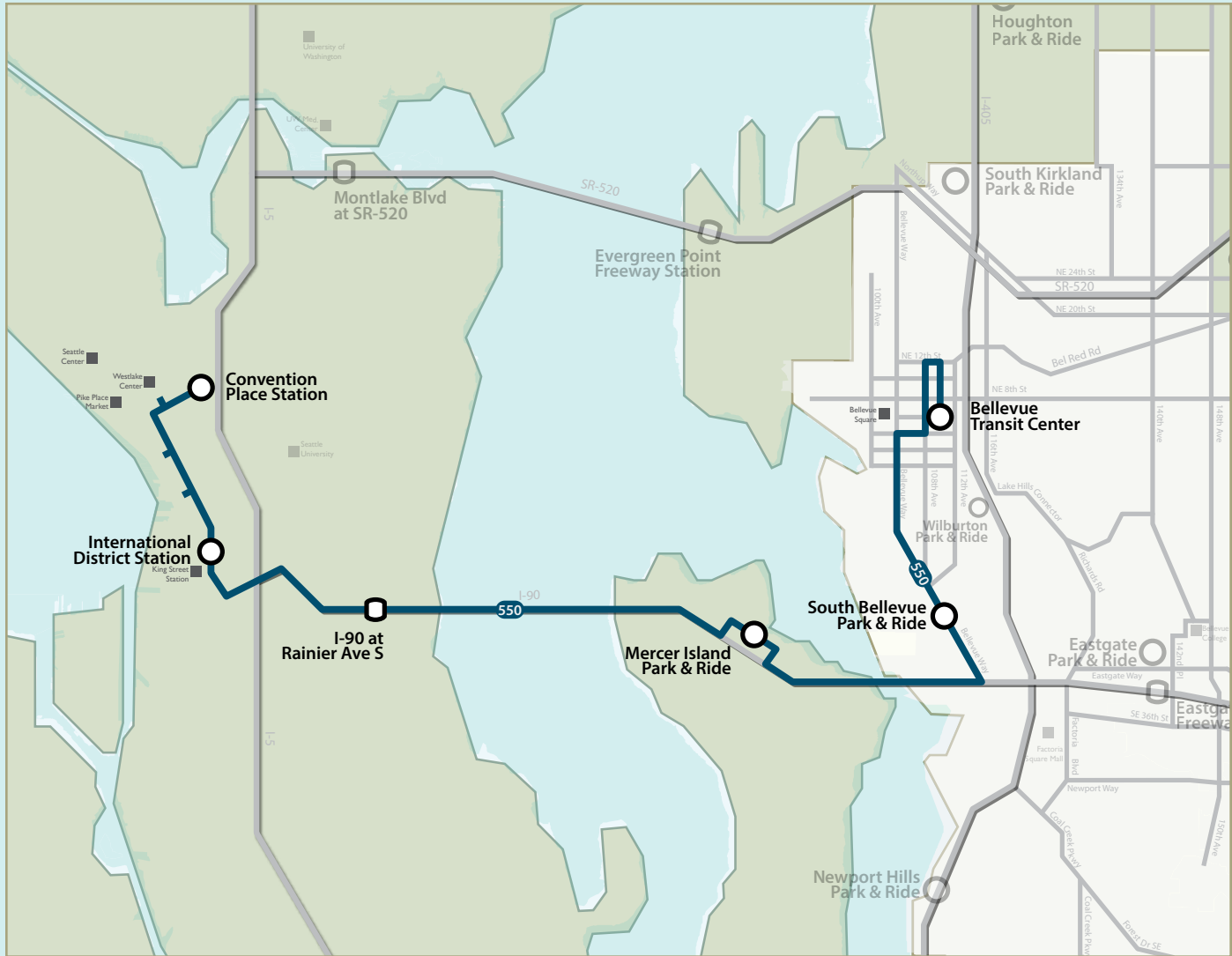
# Boarding & Alighting Activity, Spring 2012 | Outbound



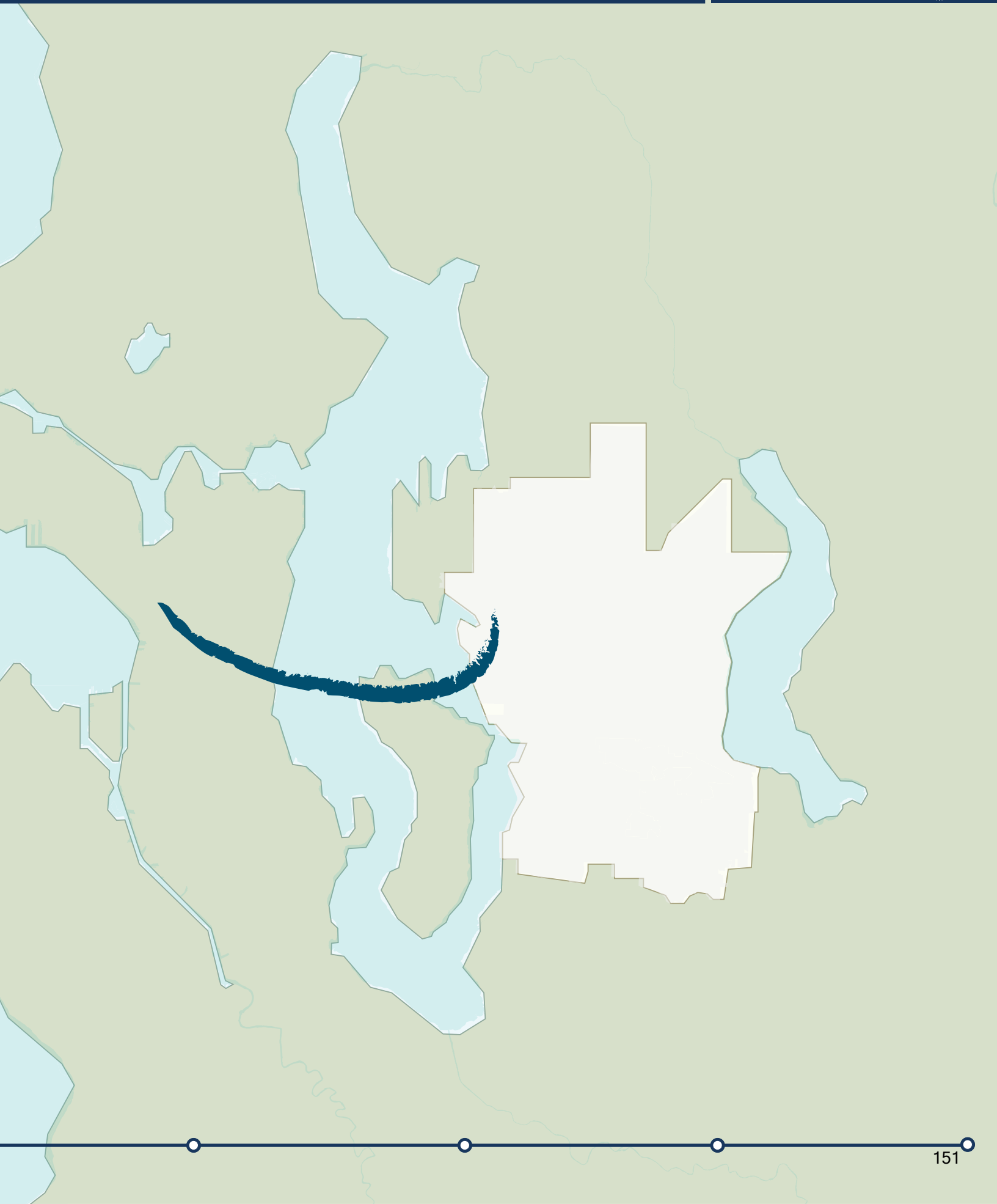
Map depicts Spring 2012 routing and data

# Corridor Group 8

Downtown Seattle – Mercer Island – Downtown Bellevue



Corridor Group 8 provides service connecting Downtown Seattle with Downtown Bellevue via I-5 and the Mercer Island Park & Ride. The group is comprised of only a single route—Route 550—but it is Bellevue’s highest-ridership route, making this Corridor Group highly important to Bellevue’s network.



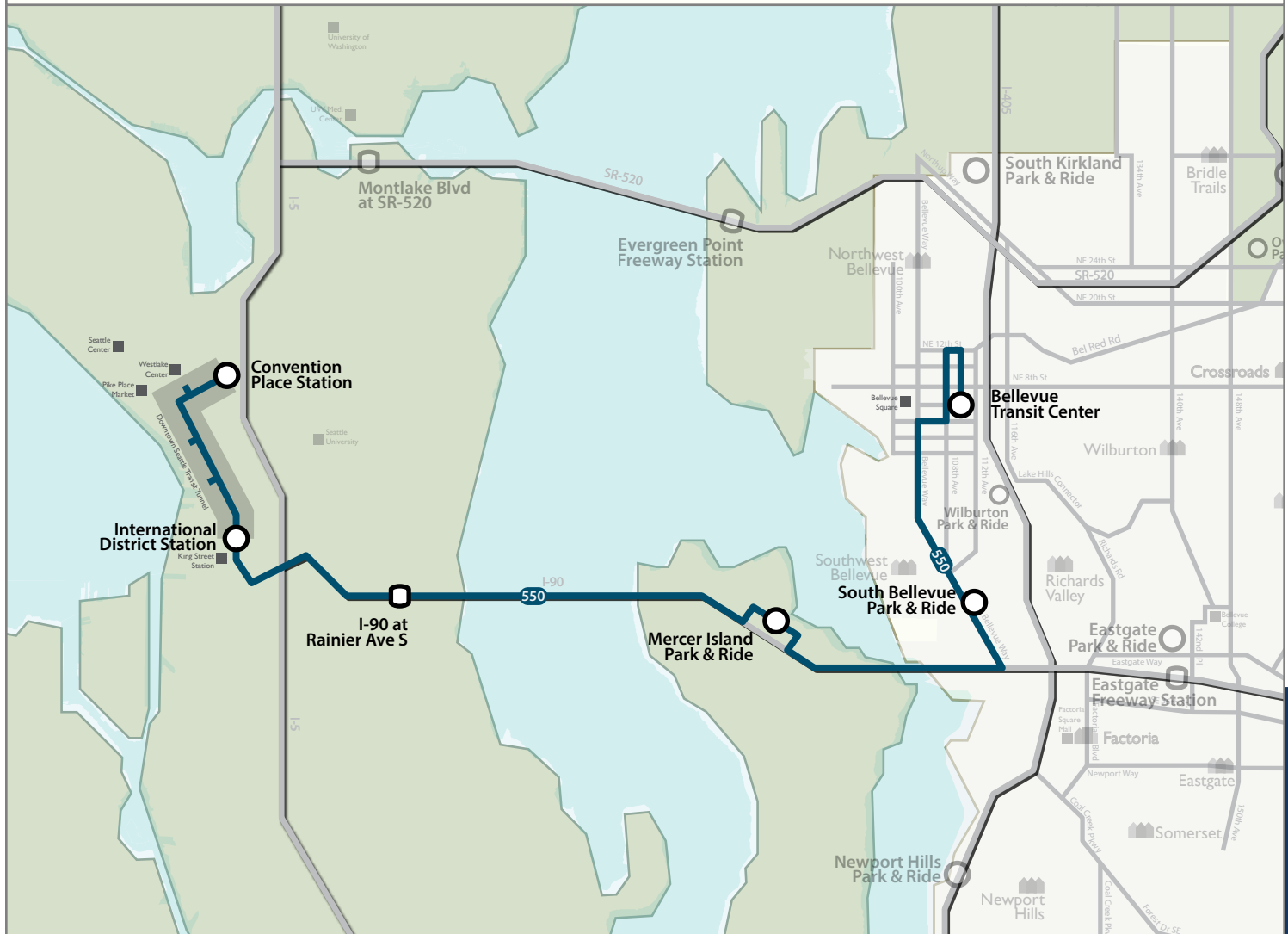
# Route 550

Bellevue to Downtown Seattle via I-90, Mercer Island  
Sound Transit Express Bus

- All-Day Route
- Bellevue Core Route
- Serves Seattle Core

Operated by King County Metro

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	<div style="display: flex; flex-wrap: wrap; gap: 5px;"> <span style="background-color: #e91e63; color: white; border-radius: 50%; padding: 2px;">B Line</span> <span style="background-color: #ffeb3b; border-radius: 50%; padding: 2px;">226</span> <span style="background-color: #e91e63; border-radius: 50%; padding: 2px;">232</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">234</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">235</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">237</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">240</span> <span style="background-color: #ffeb3b; border-radius: 50%; padding: 2px;">241</span> <span style="background-color: #ffeb3b; border-radius: 50%; padding: 2px;">243</span> <span style="background-color: #ffeb3b; border-radius: 50%; padding: 2px;">246</span> <span style="background-color: #e91e63; border-radius: 50%; padding: 2px;">249</span> <span style="background-color: #e91e63; border-radius: 50%; padding: 2px;">271</span> </div> <div style="display: flex; flex-wrap: wrap; gap: 5px; margin-top: 5px;"> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">280</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">342</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">532</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">535</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">550</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">555</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">556</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">560</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">566</span> </div>
South Bellevue Park & Ride	Enatai and Beaux Arts Village neighborhoods	<div style="display: flex; flex-wrap: wrap; gap: 5px;"> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">211</span> <span style="background-color: #ffeb3b; border-radius: 50%; padding: 2px;">241</span> <span style="background-color: #e91e63; border-radius: 50%; padding: 2px;">249</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">550</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">555</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">556</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">560</span> </div>
Mercer Island Park & Ride	Mercer Island	<div style="display: flex; flex-wrap: wrap; gap: 5px;"> <span>201</span> <span>202</span> <span>203</span> <span>204</span> <span>205</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">211</span> <span>213</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">216</span> <span>981</span> <span>989</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">550</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">554</span> </div>
I-90 at Rainier Ave S	North Beacon Hill, Rainier Valley, and Central District neighborhoods	<div style="display: flex; flex-wrap: wrap; gap: 5px;"> <span>7</span> <span>9</span> <span>42</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">111</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">114</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">210</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">211</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">212</span> <span>214</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">215</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">216</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">217</span> </div> <div style="display: flex; flex-wrap: wrap; gap: 5px; margin-top: 5px;"> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">218</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">550</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">554</span> </div>
Downtown Seattle (DSTT)	International District, Pioneer Square, Westlake Center, WA Convention Center	<div style="display: flex; flex-wrap: wrap; gap: 5px;"> <span>41</span> <span>71</span> <span>72</span> <span>73</span> <span>74</span> <span>76</span> <span>77</span> <span>101</span> <span>102</span> <span>106</span> <span>150</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">216</span> </div> <div style="display: flex; flex-wrap: wrap; gap: 5px; margin-top: 5px;"> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">218</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">255</span> <span>316</span> <span style="background-color: #42a5f5; border-radius: 50%; padding: 2px;">550</span> </div> <div style="display: flex; align-items: center; gap: 10px; margin-top: 5px;"> </div>



Map depicts Fall 2012 routing



## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:52 - 0:50					6:09 - 0:50					6:09 - 0:47									
Daily Trips	166					113					72					52,382				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	6-10	15	6-10	30	30	15	15	15	30	30	30	30	30	30	30					
Percent On-Time	87.0%					93.5%					88.0%					89.3%				
Revenue Hours	103.12					68.17					38.94					32,098				
Platform Hours	162.75					102.75					55.84					50,083				
Revenue Miles	2,044.14					1,389.21					885.03					644,815				
Rev. Hour/Plat. Hour	0.63					0.66					0.70					0.64				
Boardings (per day)	8,444.00					4,068.00					2,383.00					2,501,297				
Average Load	40.19					28.17					26.15					33.44				
Boardings/Trip	50.87					36.00					33.10					47.75				
Boardings/Rev. Hour	81.89					59.68					61.19					77.93				
Boardings/Rev. Mile	4.13					2.93					2.69					3.88				
Boardings/Plat. Hour	51.88					39.59					42.67					49.94				
Est. Operating Costs	\$20,316					\$12,826					\$6,971					\$6,251,809				
Cost/Revenue Hour	\$197.02					\$188.16					\$179.00					\$194.77				
Cost/Platform Hour	\$124.83					\$124.83					\$124.83					\$124.83				
Cost/Revenue Mile	\$9.94					\$9.23					\$7.88					\$9.70				
Cost/Boarding	\$2.41					\$3.15					\$2.93					\$2.50				
Cost/Trip	\$122.39					\$113.51					\$96.82					\$119.35				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	2,553	2,165	2,515	1,006	178	428	1,731	1,000	673	236	313	898	577	482	113	691,203	697,641	724,904	316,713	64,078
Boardings/Rev. Hour	89.8	69.5	102.4	71.0	42.4	58.9	57.5	68.7	58.4	49.9	49.3	67.9	85.6	56.7	27.4	86.4	67.9	97.9	67.3	41.2
Cost/Revenue Hour	\$190.61	\$185.21	\$200.59	\$230.57	\$199.63	\$183.81	\$184.07	\$188.46	\$194.02	\$205.71	\$184.46	\$172.47	\$176.05	\$175.74	\$203.16	\$190.01	\$184.08	\$198.06	\$220.17	\$201.13
Percent On-Time	90.2%	91.6%	73.0%	89.5%	96.1%	94.1%	94.0%	91.6%	93.5%	95.2%	95.2%	85.2%	78.9%	91.0%	93.6%	91.7%	91.3%	79.9%	91.3%	95.0%

Route 550, also known as the Bellevue to Seattle Express, began service in September 1999. It provides the core transit connection between these two important activity centers, operating along Bellevue Way and the I-90 corridor, and when available uses transit-only facilities in the center of the I-90 roadway and in the Downtown Seattle Transit Tunnel. Major intermediate stops are at the South Bellevue Park & Ride, Mercer Island Park & Ride, and the Rainier Avenue Freeway Station, but the route also serves several local stops in Downtown Bellevue and along Bellevue Way. Service operates all day, seven days a week. Route 550 is a well-performing, mature route and is part of the corridor slated for East Link Light Rail service in the future.

# Route 550

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:52 - 0:50					6:09 - 0:50					6:09 - 0:47									
Daily Trips	170					113					72					53,402				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	6-10	15	6-10	30	30	15	15	15	30	30	30	30	30	30	30					
Percent On-Time	87.4%					87.6%					82.0%					86.3%				
Revenue Hours	105.53					68.12					39.28					32,731				
Platform Hours	167.93					99.42					55.88					51,234				
Revenue Miles	2,092.90					1,389.10					884.94					657,249				
Rev. Hour/Plat. Hour	0.63					0.69					0.70					0.64				
Boardings (per day)	8,988.00					4,587.00					2,775.00					2,691,414				
Average Load	41.59					32.49					30.28					36.40				
Boardings/Trip	52.87					40.59					38.54					50.40				
Boardings/Rev. Hour	85.17					67.34					70.64					82.23				
Boardings/Rev. Mile	4.29					3.30					3.14					4.09				
Boardings/Plat. Hour	53.52					46.14					49.66					52.53				
Est. Operating Costs	\$23,286					\$13,785					\$7,749					\$7,104,093				
Cost/Revenue Hour	\$220.65					\$202.38					\$197.25					\$217.04				
Cost/Platform Hour	\$138.66					\$138.66					\$138.66					\$138.66				
Cost/Revenue Mile	\$11.13					\$9.92					\$8.76					\$10.81				
Cost/Boarding	\$2.59					\$3.01					\$2.79					\$2.64				
Cost/Trip	\$136.97					\$121.99					\$107.62					\$133.03				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

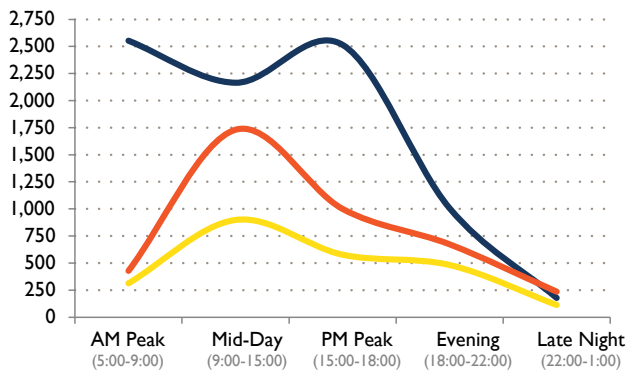
	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	2,748	2,166	2,658	1,179	206	498	1,841	1,124	856	268	326	1,101	669	565	114	745,544	711,920	775,040	377,927	73,078
Boardings/Rev. Hour	94.6	69.5	103.0	80.0	49.0	69.2	61.2	77.3	74.2	56.6	51.3	83.6	93.6	66.5	27.7	91.5	69.3	100.0	77.9	47.0
Cost/Revenue Hour	\$213.16	\$203.95	\$226.26	\$262.42	\$221.75	\$204.78	\$198.09	\$190.76	\$215.80	\$228.98	\$204.90	\$190.44	\$189.08	\$195.21	\$225.67	\$212.40	\$202.05	\$220.81	\$249.82	\$223.49
Percent On-Time	91.9%	92.1%	73.0%	87.8%	95.9%	95.1%	89.9%	82.7%	79.9%	94.1%	93.3%	73.8%	71.1%	87.4%	94.6%	92.7%	87.6%	75.8%	85.1%	94.9%

Sound Transit added eight weekday trips of Route 550 in January and February 2012 to help meet the additional demand created as a result of SR-520 tolling. Of these, only four additional trips are captured in Metro's Spring 2012 data, meaning that data for Route 550 during this service period is incomplete and represents an underestimate of total ridership. Still, available data indicates that daily ridership of Route 550 increased by an average of about 544 passengers on weekdays, 519 on Saturdays, and 392 on Sundays—in each case the largest increases, respectively, in absolute terms of any route operating in Bellevue. In aggregate, this amounts to about 2.6 more rides per trip and 4.3 more per revenue hour, or approximately 190,100 additional annualized rides per year. The AM and PM peak periods realized the greatest ridership and productivity gains on weekdays, while on Saturdays and Sundays, the mid-day, PM peak, and evening periods realized notable increases, altering the productivity and cost profiles for weekend service. On-time performance remained constant on weekdays but declined by about 6.0 percent on both Saturdays and Sundays.

## Ridership, Productivity & Efficiency

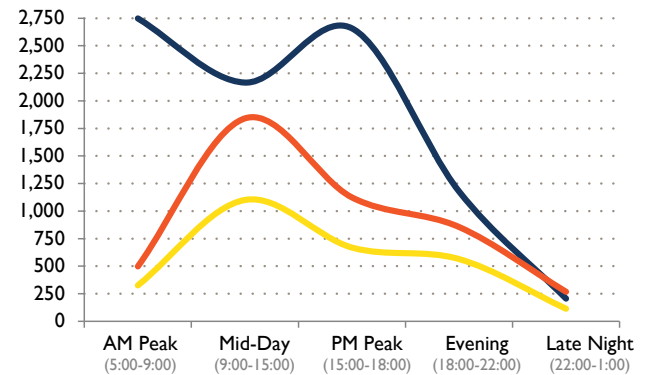
Fall 2011

Daily Boardings

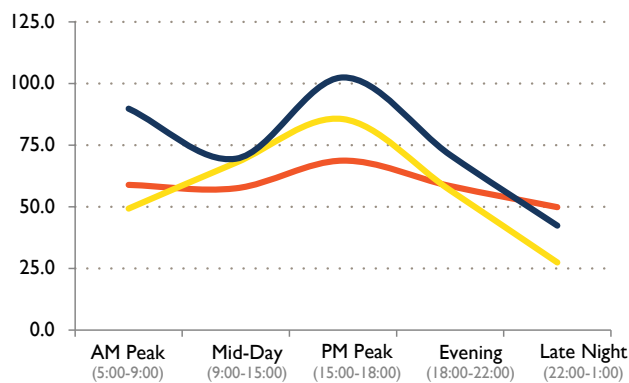


Fall 2012

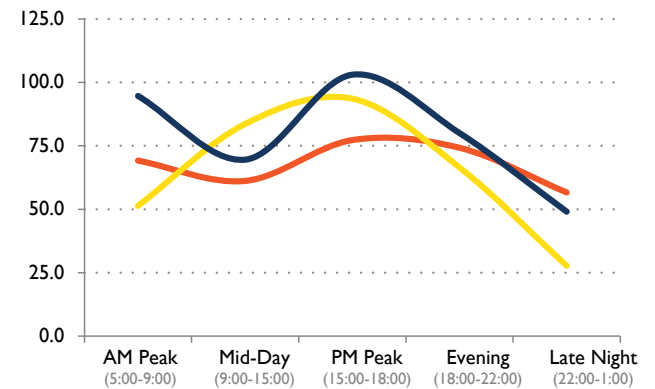
Daily Boardings



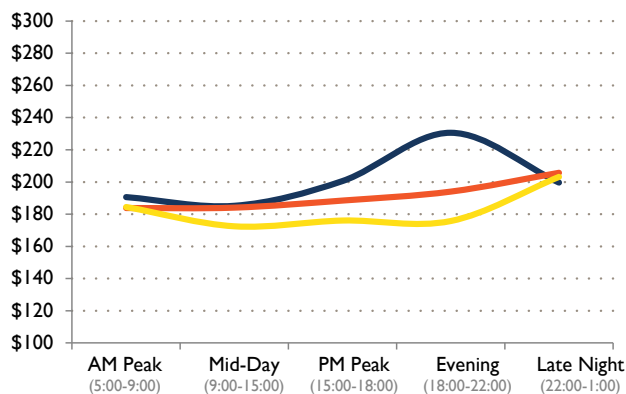
Daily Boardings per Revenue Hour



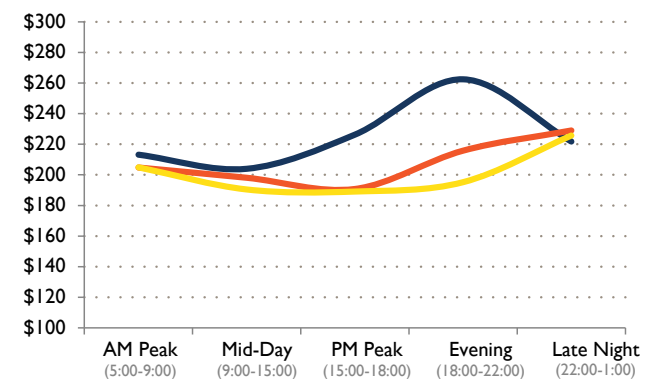
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour

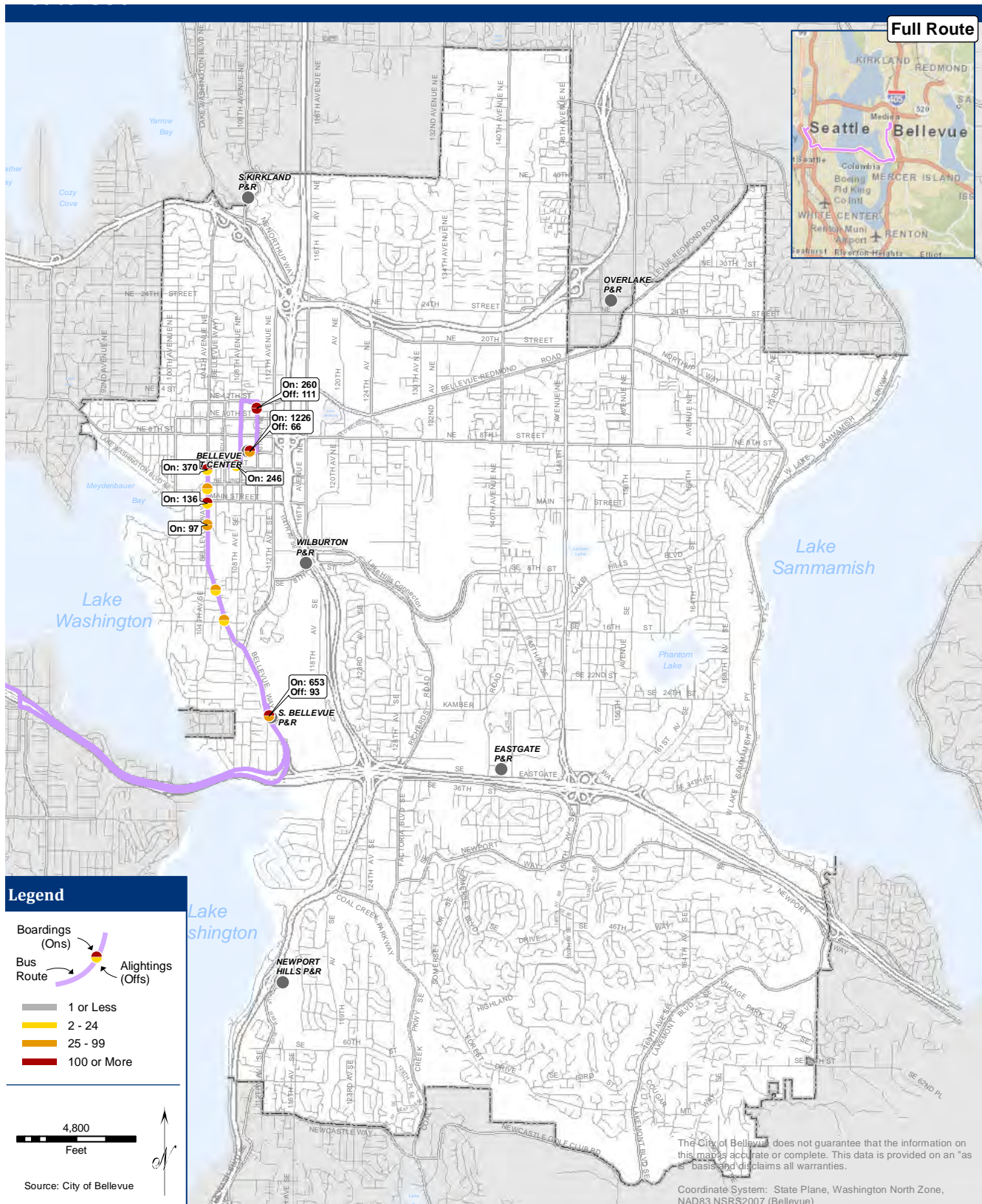


Estimated Operating Cost per Revenue Hour



# Route 550

Boarding & Alighting Activity, Spring 2012 | Inbound

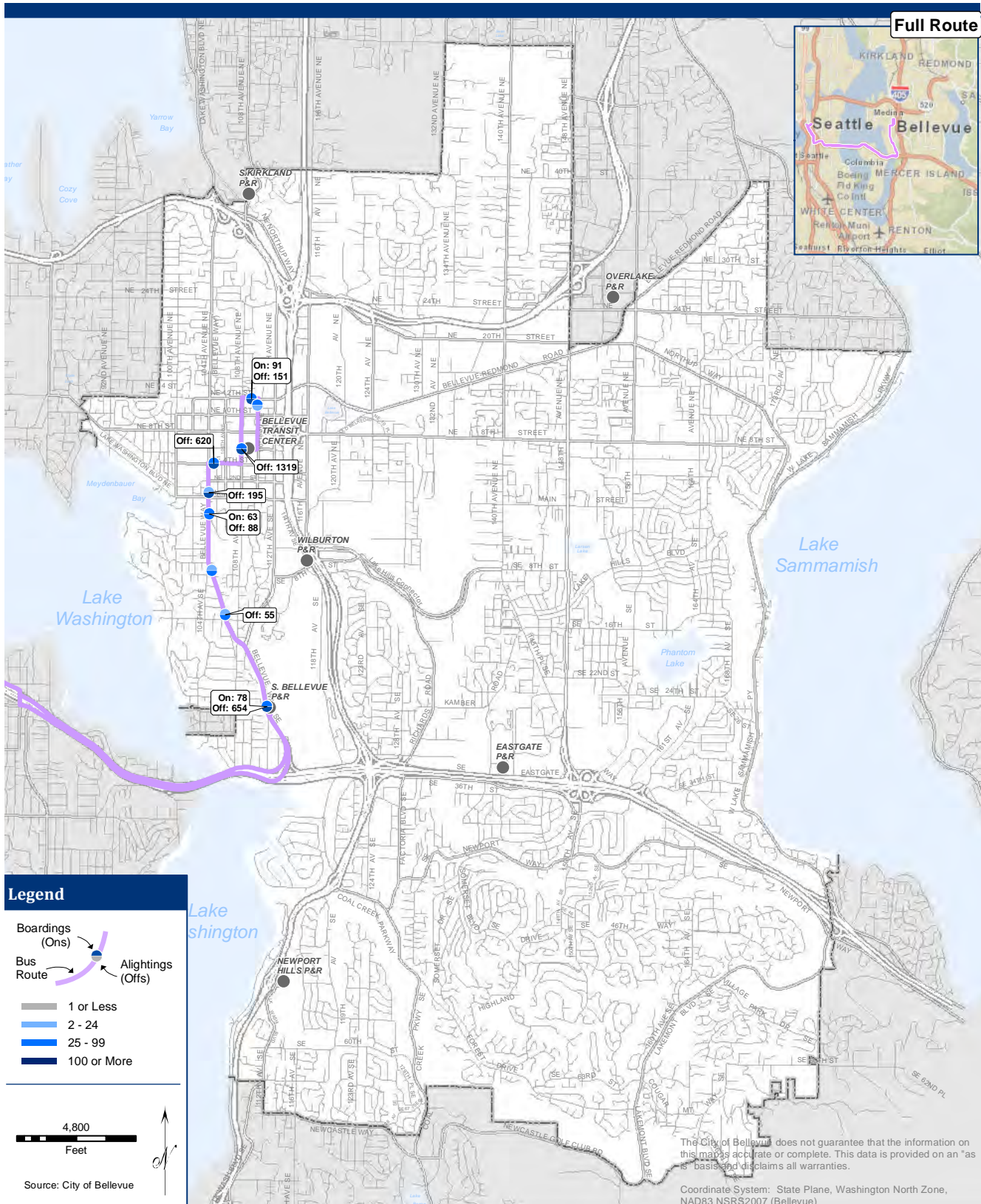


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound

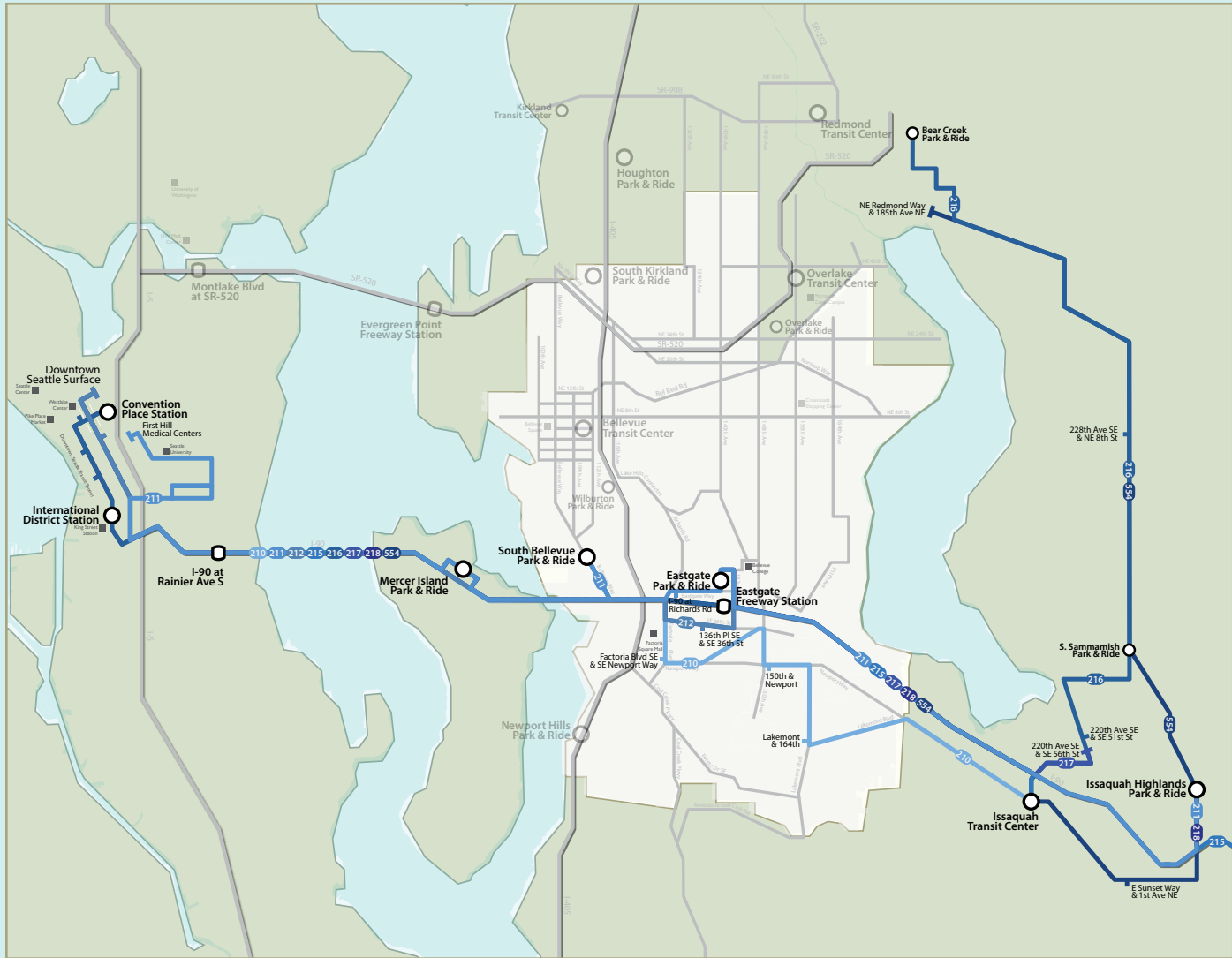


Map depicts Spring 2012 routing and data



# Corridor Group 9

Downtown Seattle – Eastgate – Issaquah – East King



- 210
- 211
- 212
- 215
- 216
- 217
- 218
- 554

Corridor Group 9 is the most populous Corridor Group, connecting Downtown Seattle with East King County via I-5 and Eastgate. Destinations served include Issaquah, Issaquah Highlands, and Sammamish. Group 9 is comprised of seven routes, including two that are among Bellevue’s Core Service Network—Routes 554 and 212. Route 212 is the group’s only route that does not continue past Eastgate. Several revisions were made to Group 9 routes in since the Fall 2011 service change to reduce overcrowding and improve schedule reliability, including changes to which routes operate in the Downtown Seattle Transit Tunnel and which serve Eastgate.



# Route 210

Peak-Only Route

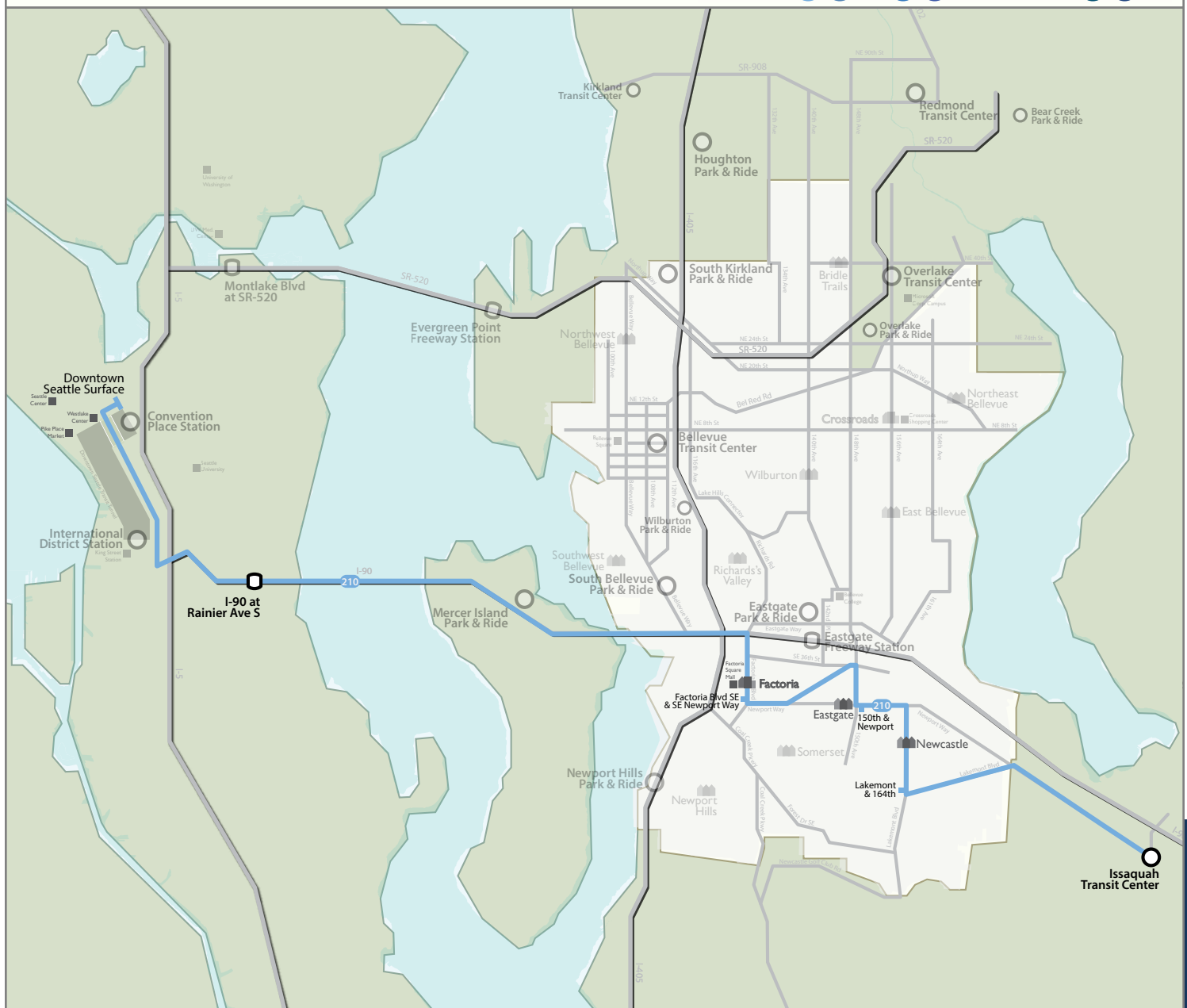
Serves Seattle Core

Issaquah to Downtown Seattle via Lakemont

Peak-Only Alternative to 212 + 271

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Issaquah Transit Center	Newport neighborhood	200 209 210 214 215 269 271 927 554 555 556
I-90 at Rainier Ave S	North Beacon Hill, Rainier Valley, and Central District neighborhoods	7 9 42 111 114 210 211 212 214 215 216 217 218 550 554
Downtown Seattle (Surface)	Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center	7 64 82 83 84 106 111 114 124 143 150 152 157 158 159 161 177 202 210 212 214 215 217 510 511 512 513 550 554 590



Map depicts Fall 2012 routing

### Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:51 - 8:27; 16:00 - 18:32																			
Daily Trips	8															2,040				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	4 trips	—	4 trips	—	—															
Percent On-Time	74.7%															74.7%				
Revenue Hours	7.68															1,898				
Platform Hours	15.58															3,849				
Revenue Miles	158.91															39,251				
Rev. Hour/Plat. Hour	0.49															0.49				
Boardings (per day)	180.00															44,083				
Average Load	17.13															17.13				
Boardings/Trip	22.50															21.61				
Boardings/Rev. Hour	23.43															23.23				
Boardings/Rev. Mile	1.13															1.12				
Boardings/Plat. Hour	11.55															11.45				
Est. Operating Costs	\$1,905															\$470,515				
Cost/Revenue Hour	\$247.93															\$247.93				
Cost/Platform Hour	\$122.24															\$122.24				
Cost/Revenue Mile	\$11.99															\$11.99				
Cost/Boarding	\$10.58															\$10.67				
Cost/Trip	\$238.12															\$230.64				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	96	—	84	—	—											23,595	—	20,488	—	—
Boardings/Rev. Hour	26.5	—	20.7	—	—											26.4	—	20.4	—	—
Cost/Revenue Hour	\$251.66	—	\$244.61	—	—											\$251.66	—	\$244.61	—	—
Percent On-Time	78.0%	—	71.3%	—	—											78.0%	—	71.3%	—	—

Route 210 is a one-way, peak-only commuter route that begins at the Issaquah Transit Center and winds through unincorporated Eastgate and South Bellevue on Lakemont Blvd, 164th Ave SE, and Allen Road, before serving Factoria Blvd and Downtown Seattle. Metro is considering revising Route 210 to serve the Eastgate Freeway Station to improve ridership and lift the route above the bottom 25 percent

# Route 210

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:51 - 8:27; 16:00 - 18:32																			
Daily Trips	8															2,040				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	4 trips	—	4 trips	—	—															
Percent On-Time	82.6%															82.6%				
Revenue Hours	7.68															1,898				
Platform Hours	15.58															3,849				
Revenue Miles	158.89															39,245				
Rev. Hour/Plat. Hour	0.49															0.49				
Boardings (per day)	172.00															42,484				
Average Load	17.13															17.13				
Boardings/Trip	21.50															20.83				
Boardings/Rev. Hour	22.39															22.39				
Boardings/Rev. Mile	1.08															1.08				
Boardings/Plat. Hour	11.04															11.04				
Est. Operating Costs	\$1,905															\$524,302				
Cost/Revenue Hour	\$247.93															\$276.27				
Cost/Platform Hour	\$122.24															\$136.21				
Cost/Revenue Mile	\$11.99															\$13.36				
Cost/Boarding	\$11.08															\$12.34				
Cost/Trip	\$238.12															\$257.01				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	90	—	82	—	—											22,230	—	20,254	—	—
Boardings/Rev. Hour	24.9	—	20.2	—	—											24.9	—	20.2	—	—
Cost/Revenue Hour	\$251.66	—	\$244.61	—	—											\$282.12	—	\$271.07	—	—
Percent On-Time	95.5%	—	69.7%	—	—											95.5%	—	69.7%	—	—

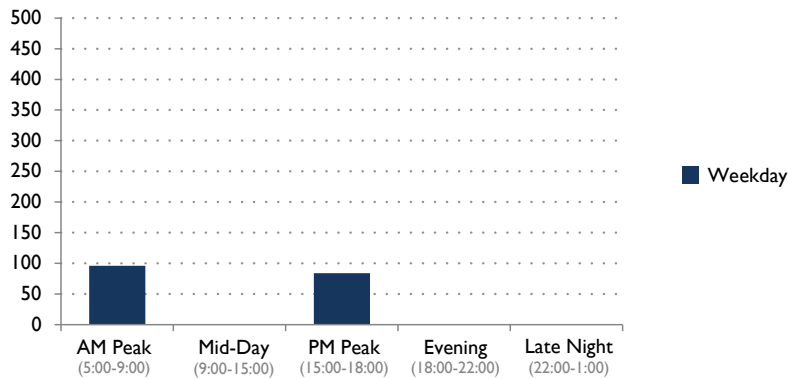
Route 210 was one of only a few routes to experience a decrease in ridership between Fall 2011 and Spring 2012. The route served 8 fewer daily riders, or about one ride less per trip and per revenue hour. In aggregate, this equates to about 1,600 fewer annualized rides based on spring performance. Ridership and productivity declined slightly more during the AM peak than during the PM peak, but the charts on the opposite page show that the difference was small in both cases. On-time performance of Route 210 improved by 7.9 percent, though no changes were made to routing or the number of trips operated.



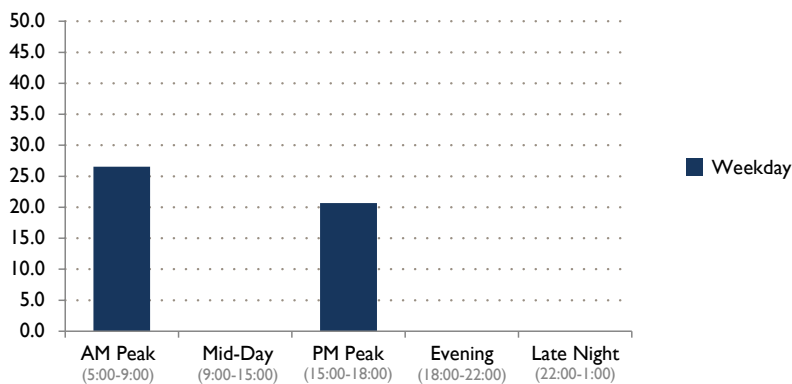
## Ridership, Productivity & Efficiency

Fall 2011

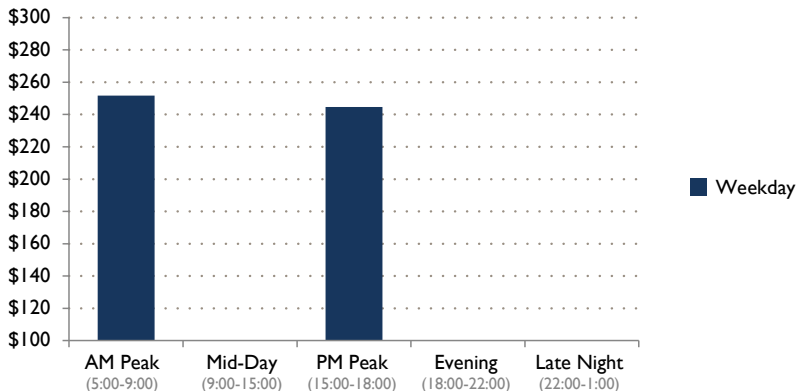
Daily Boardings



Daily Boardings per Revenue Hour

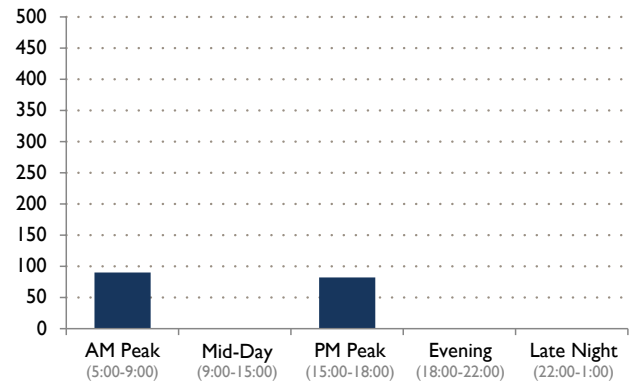


Estimated Operating Cost per Revenue Hour

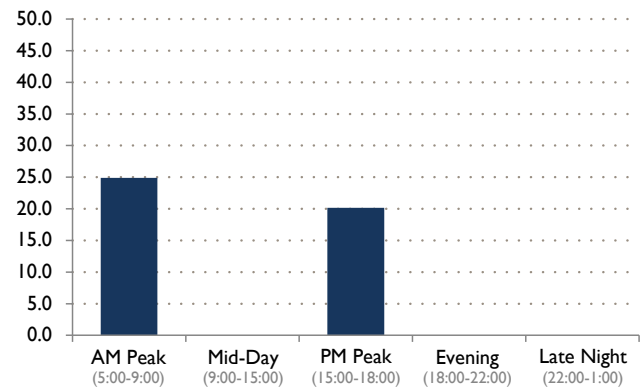


Fall 2012

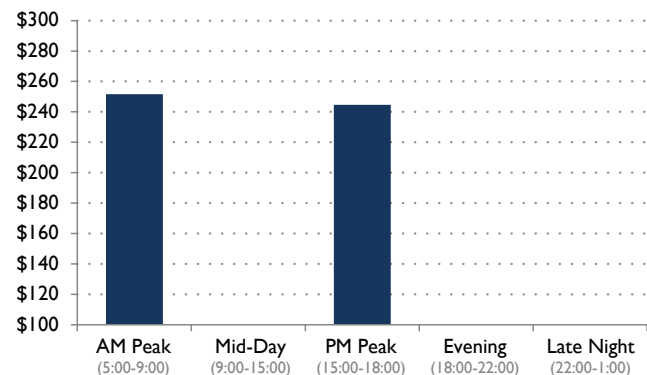
Daily Boardings



Daily Boardings per Revenue Hour

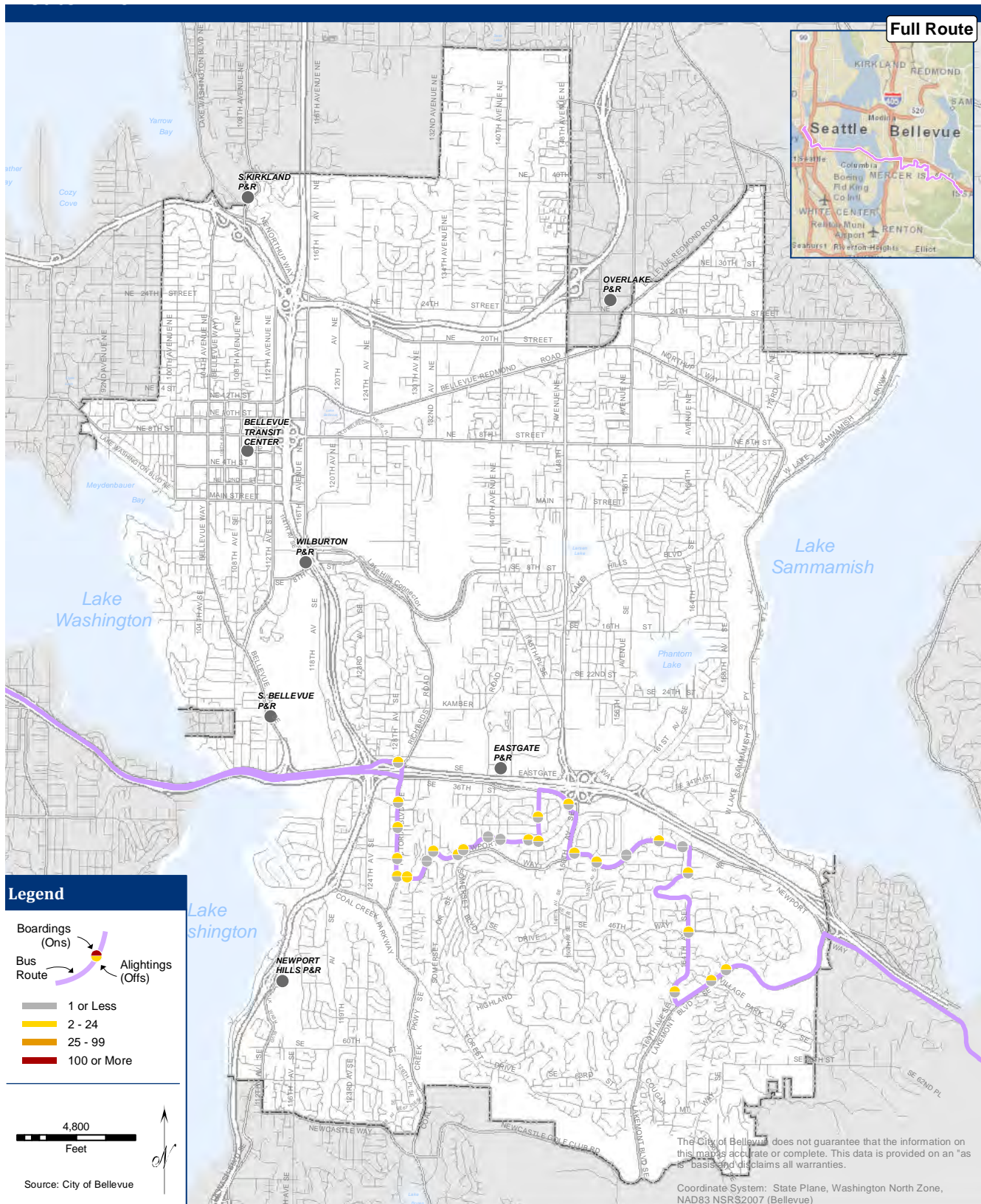


Estimated Operating Cost per Revenue Hour



# Route 210

Boarding & Alighting Activity, Spring 2012 | Inbound

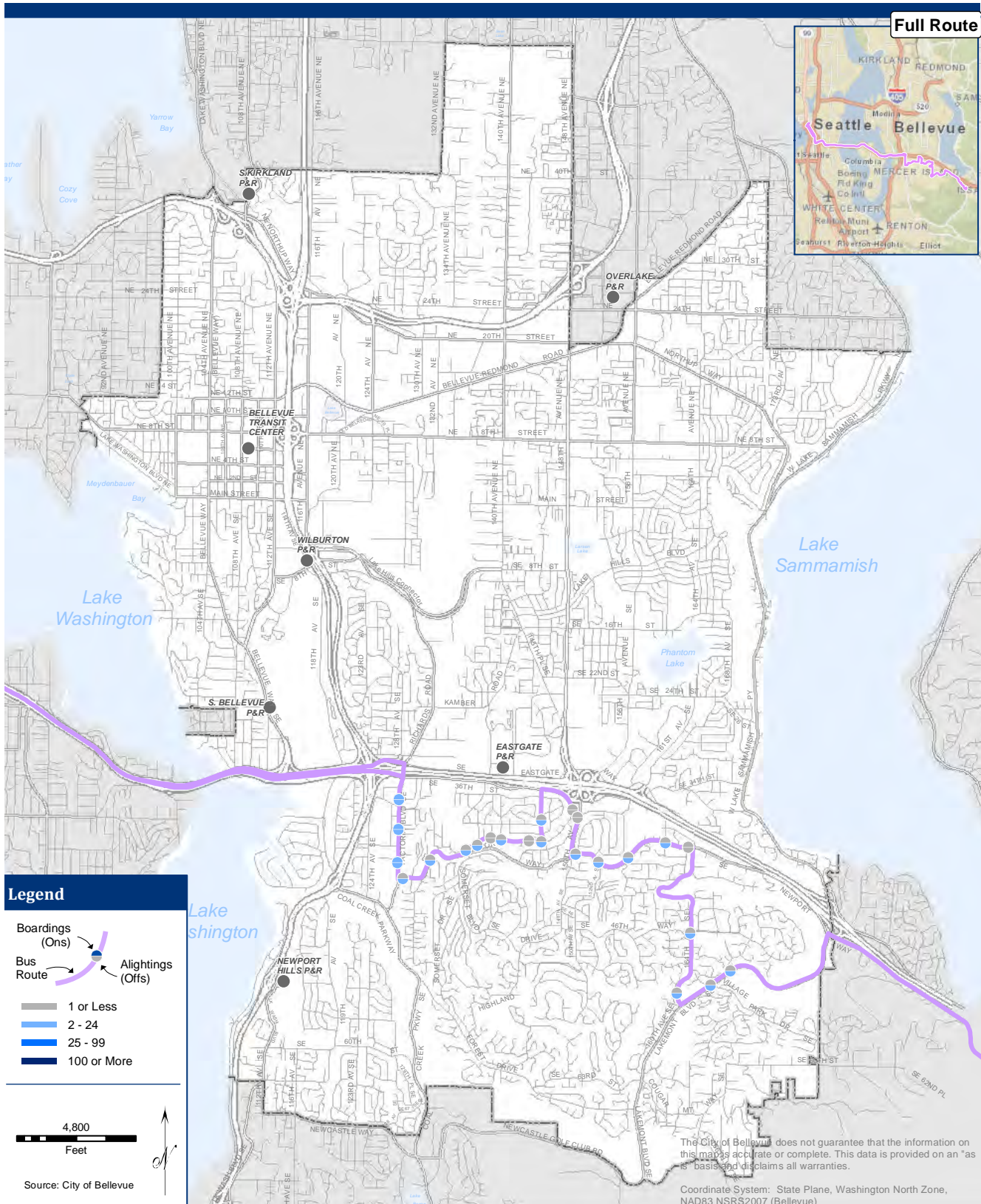


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

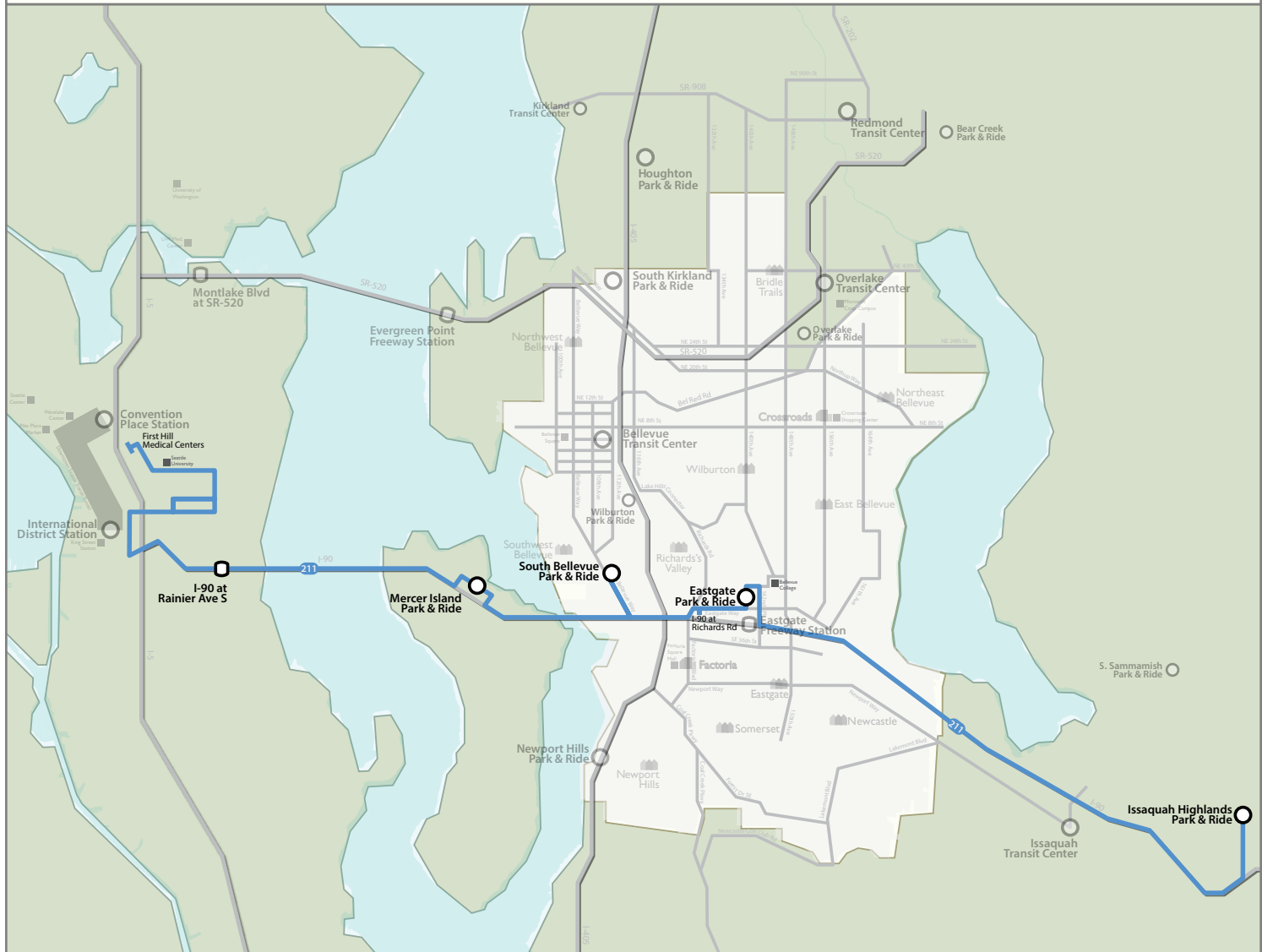
# Route 211

Issaquah to First Hill via Eastgate, South Bellevue, Mercer Island  
 Peak-Only Alternative to 212 + 12

- Peak-Only Route
- Revised Fall 2011
- Serves Seattle Core

Peak Service Metro Service Family  
 Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Issaquah Highlands Park & Ride	Issaquah Highlands neighborhood, Swedish Medical Center Issaquah Campus	211 218 269 554 555 556
Eastgate Park & Ride	Bellevue College, Eastgate	211 212 217 221 226 240 241 245 246 271 981 989 555
South Bellevue Park & Ride	Enatai and Beaux Arts Village neighborhoods	211 241 249 550 555 556 560
Mercer Island Park & Ride	Mercer Island	201 202 203 204 205 211 213 216 981 989 550 554
I-90 at Rainier Ave S	North Beacon Hill, Rainier Valley, and Central District neighborhoods	7 9 42 111 114 210 211 212 214 215 216 217 218 550 554
First Hill Medical Centers	Harborview Medical Center, Virginia Mason Medical Center, Swedish First Hill Campus	2 64 193 205 211 265 303 309



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:30 - 9:30 ; 14:40 - 18:39																			
Daily Trips	14															3,570				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	83.5%															83.5%				
Revenue Hours	14.37															3,664				
Platform Hours	25.52															6,507				
Revenue Miles	322.35															82,199				
Rev. Hour/Plat. Hour	0.56															0.56				
Boardings (per day)	313.36															79,975				
Average Load	17.29															17.29				
Boardings/Trip	22.38															22.40				
Boardings/Rev. Hour	21.81															21.83				
Boardings/Rev. Mile	0.97															0.97				
Boardings/Plat. Hour	12.28															12.29				
Est. Operating Costs	\$3,064															\$781,396				
Cost/Revenue Hour	\$213.29															\$213.29				
Cost/Platform Hour	\$120.09															\$120.09				
Cost/Revenue Mile	\$9.51															\$9.51				
Cost/Boarding	\$9.78															\$9.77				
Cost/Trip	\$218.88															\$218.88				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	202	12	100	—	—											51,632	3,060	25,283	—	—
Boardings/Rev. Hour	30.4	11.6	14.9	—	—											30.4	11.6	14.8	—	—
Cost/Revenue Hour	\$236.57	\$174.32	\$196.16	—	—											\$236.57	\$174.32	\$196.16	—	—
Percent On-Time	91.9%	92.6%	72.3%	—	—											91.9%	92.6%	72.3%	—	—

Note: Though not reflected as a mid-day trip according to Metro-defined service headways, one trip of Route 211 departs Downtown Seattle at 2:40 daily and is hence reflected in mid-day service statistics.

Route 211 is a peak-only commuter route serving the Eastgate, South Bellevue, and Mercer Island Park & Ride facilities, King Street Station, and the First Hill medical complexes. It is one of only a few routes funded through a public-private partnership—in this case between the medical complexes on First Hill and King County Metro. In the Fall 2011 service change, it was extended to the Issaquah Highlands Park & Ride, and two trips were added to complement its connection with the Sounder Commuter Rail.

To help address chronic overcrowding and reliability issues on I-90 corridor commuter routes, Metro is considering revising Route 211 to no longer serve the South Bellevue Park & Ride or the platform level of the Eastgate Park & Ride, instead serving only the Eastgate Freeway Station. This revision would save about 8-10 minutes of travel time in each direction.



# Route 211

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:30 - 9:30 ; 14:40 - 18:39																			
Daily Trips	14																			
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	87.7%																			
Revenue Hours	14.37																			
Platform Hours	25.85																			
Revenue Miles	322.36																			
Rev. Hour/Plat. Hour	0.56																			
Boardings (per day)	331.00																			
Average Load	17.79																			
Boardings/Trip	23.64																			
Boardings/Rev. Hour	23.04																			
Boardings/Rev. Mile	1.03																			
Boardings/Plat. Hour	12.80																			
Est. Operating Costs	\$3,104																			
Cost/Revenue Hour	\$216.08																			
Cost/Platform Hour	\$120.09																			
Cost/Revenue Mile	\$9.63																			
Cost/Boarding	\$9.38																			
Cost/Trip	\$221.74																			

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	201	12	118	—	—											51,255	3,060	30,090	—	—
Boardings/Rev. Hour	30.2	11.6	17.7	—	—											30.2	11.6	17.7	—	—
Cost/Revenue Hour	\$233.56	\$174.32	\$205.14	—	—											\$258.82	\$193.18	\$227.33	—	—
Percent On-Time	92.5%	78.1%	83.7%	—	—											92.5%	78.1%	83.7%	—	—

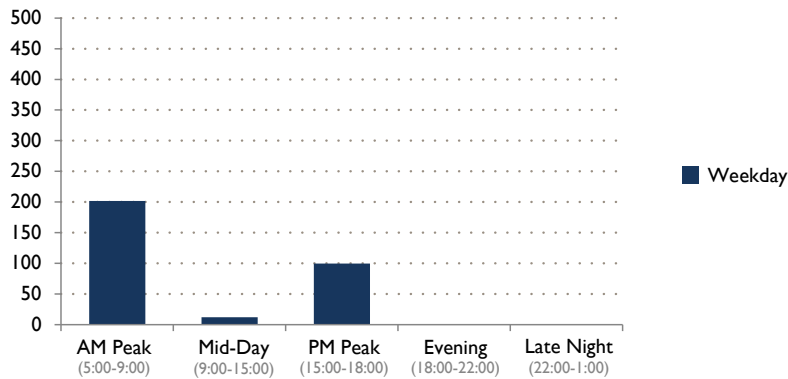
Note: Though not reflected as a mid-day trip according to Metro-defined service headways, one trip of Route 211 departs Downtown Seattle at 2:40 daily and is hence reflected in mid-day service statistics.

Weekday daily ridership of Route 211 increased by an average of 17.6 passengers in Spring 2012 compared with Fall 2011, equating to about 4,400 additional annualized rides based on spring performance. This increase in ridership was realized only during the PM peak, as indicated by the charts on the opposite page. Although no changes were made to routing or the number of trips operated in Spring 2012, on-time performance of Route 211 improved by 4.2 percent.

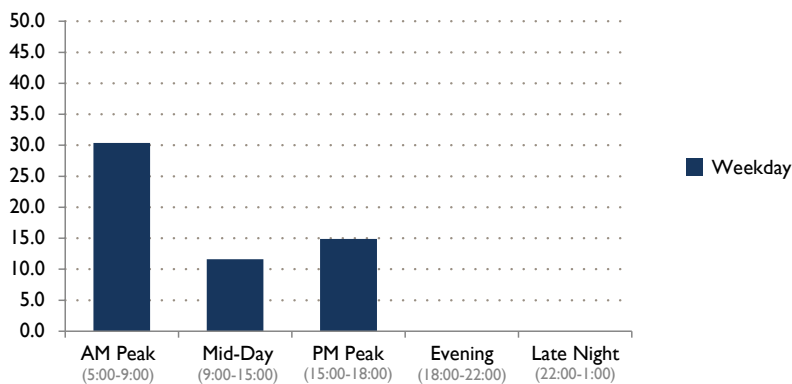
## Ridership, Productivity & Efficiency

Fall 2011

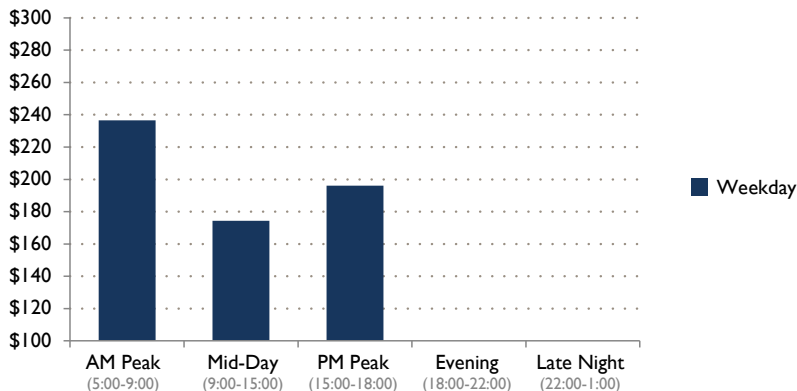
Daily Boardings



Daily Boardings per Revenue Hour

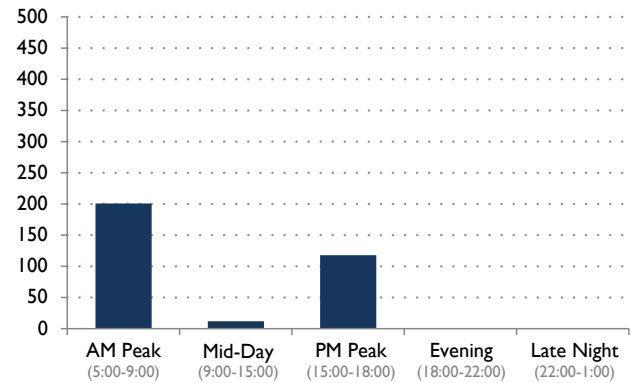


Estimated Operating Cost per Revenue Hour

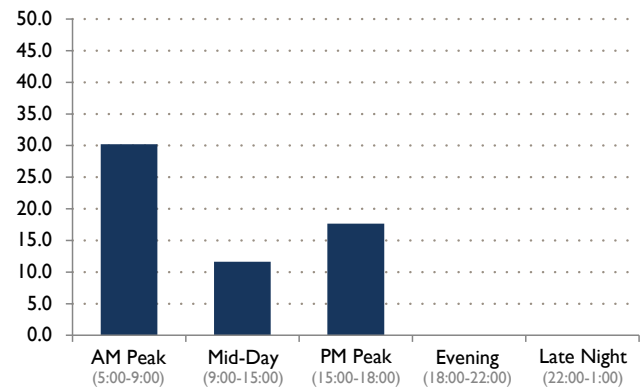


Fall 2012

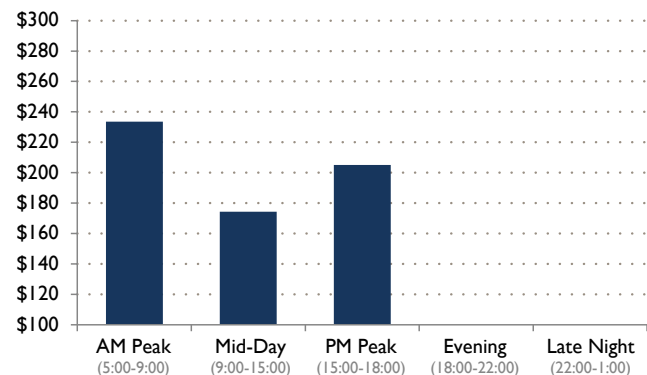
Daily Boardings



Daily Boardings per Revenue Hour

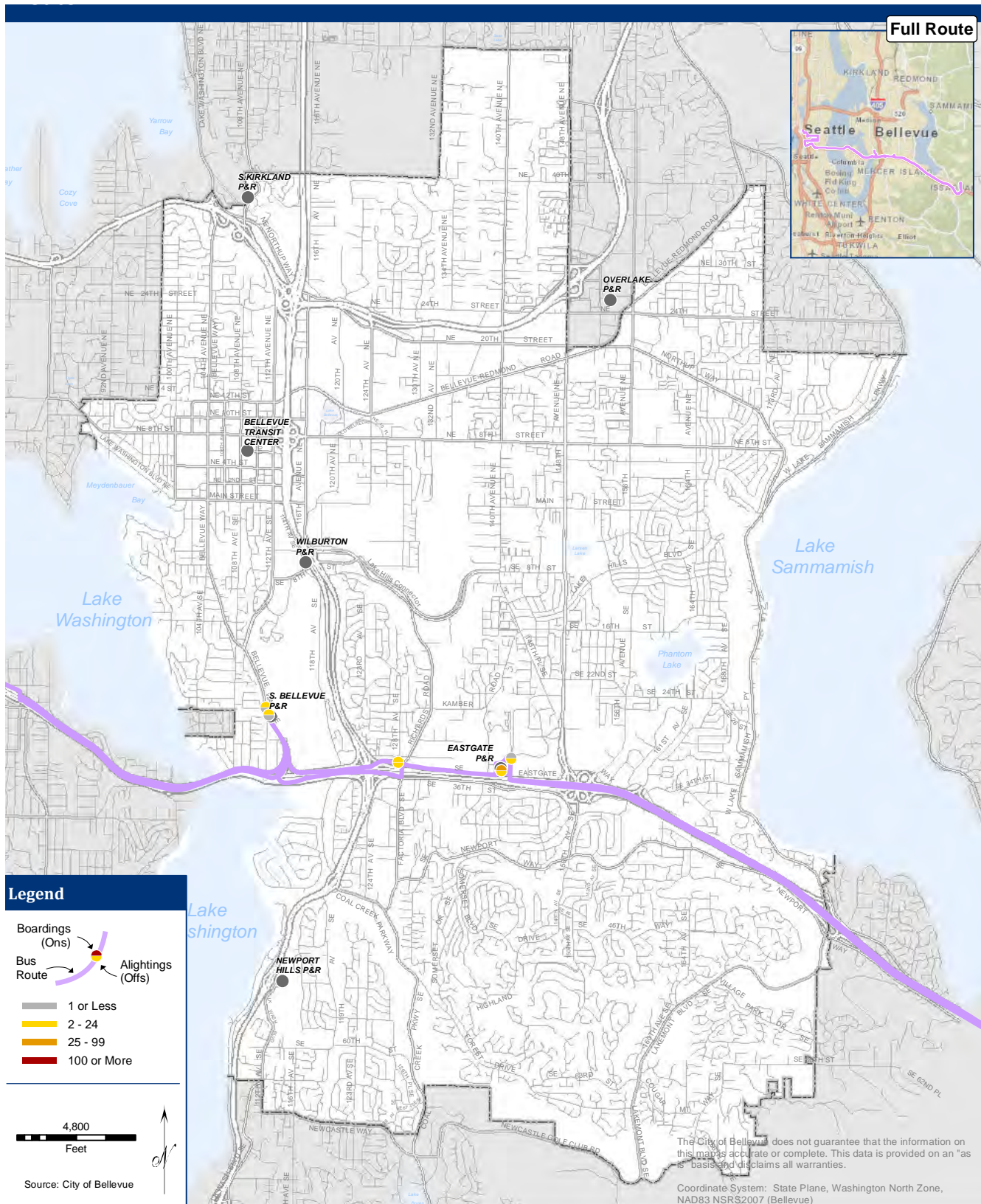


Estimated Operating Cost per Revenue Hour



# Route 211

Boarding & Alighting Activity, Spring 2012 | Inbound

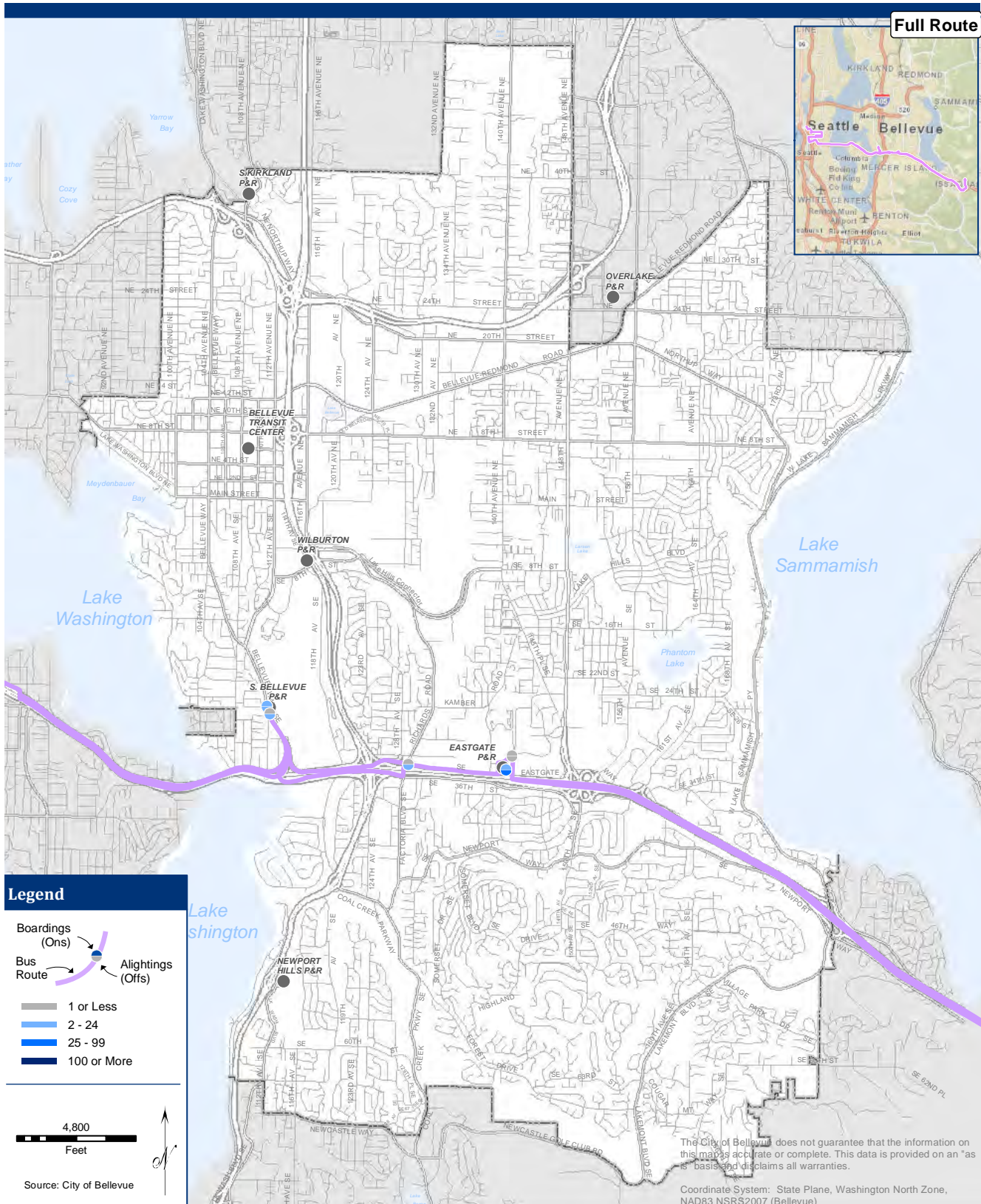


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

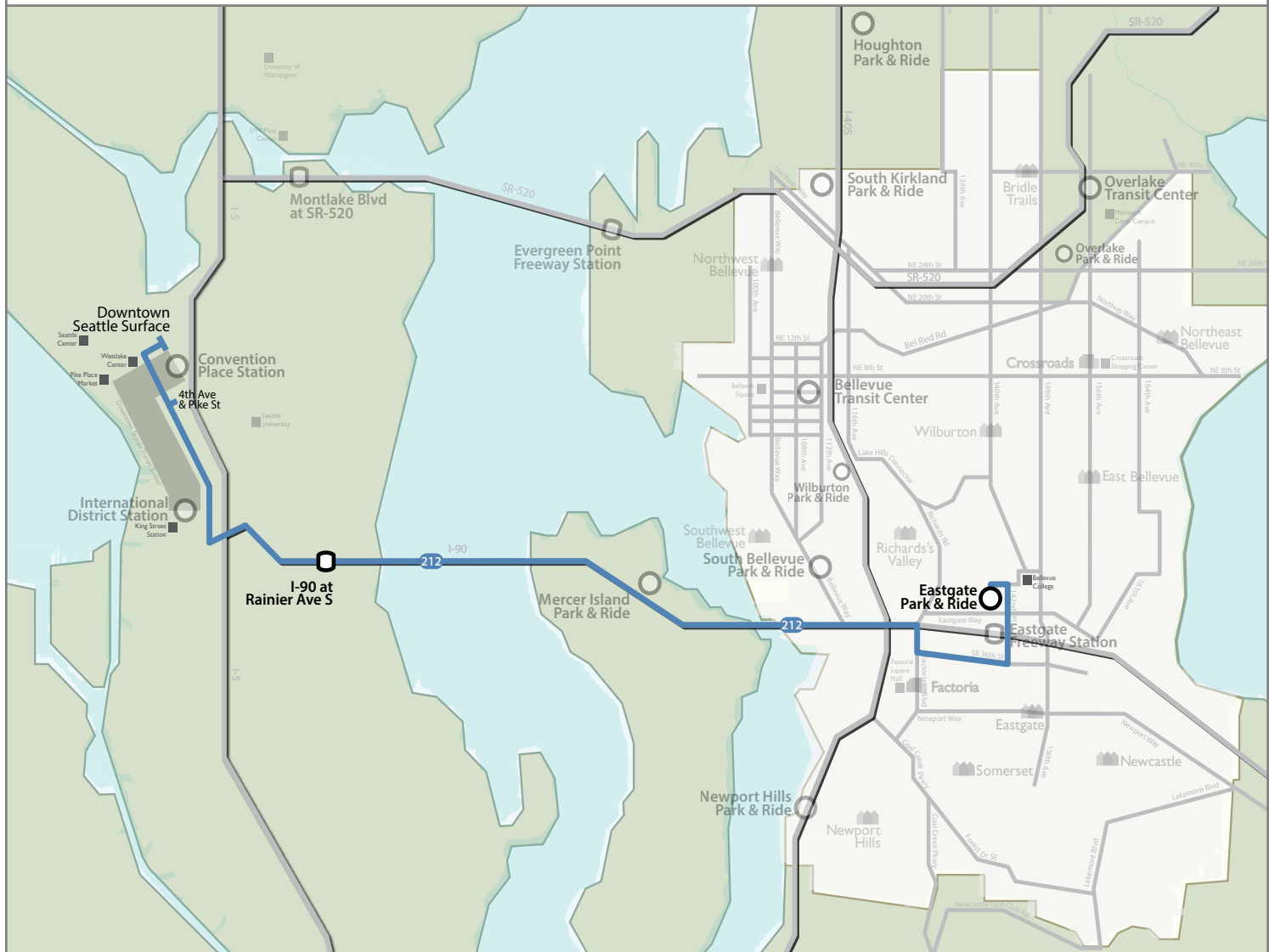
# Route 212

Eastgate to Downtown Seattle via I-90  
Peak-Only Alternative to Route 554

- Peak-Only Route
- Revised Fall 2011
- Bellevue Core Route
- Serves Seattle Core

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Eastgate Park & Ride / Eastgate Freeway Station	Bellevue College, Eastgate	211 212 217 221 226 240 241 245 246 271 981 989 555 212 215 216 218 554 556
I-90 at Rainier Ave S	North Beacon Hill, Rainier Valley, and Central District neighborhoods	7 9 42 111 114 210 211 212 214 215 216 217 218 550 554
Downtown Seattle (Surface)	Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center	7 64 82 83 84 106 111 114 124 143 150 152 157 158 159 161 177 202 210 212 214 215 217 510 511 512 513 550 554 590



Map depicts Fall 2012 routing



## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:59 - 9:44; 15:25 - 19:28																			
Daily Trips	55															14,025				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	7-15	—	7-15	—	—															
Percent On-Time	82.1%															82.1%				
Revenue Hours	23.33															5,878				
Platform Hours	51.03															12,852				
Revenue Miles	616.40															155,213				
Rev. Hour/Plat. Hour	0.46															0.46				
Boardings (per day)	2,279.00															571,207				
Average Load	35.76															35.76				
Boardings/Trip	41.44															40.73				
Boardings/Rev. Hour	97.67															97.17				
Boardings/Rev. Mile	3.70															3.68				
Boardings/Plat. Hour	44.66															44.44				
Est. Operating Costs	\$6,981															\$1,758,195				
Cost/Revenue Hour	\$299.20															\$299.10				
Cost/Platform Hour	\$136.80															\$136.80				
Cost/Revenue Mile	\$11.33															\$11.33				
Cost/Boarding	\$3.06															\$3.08				
Cost/Trip	\$126.93															\$125.36				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	1,113	97	989	80	—											280,559	24,140	246,217	20,291	—
Boardings/Rev. Hour	100.3	116.4	100.6	51.1	—											100.3	115.4	99.5	51.2	—
Cost/Revenue Hour	\$298.04	\$352.94	\$280.56	\$395.85	—											\$297.75	\$353.16	\$280.55	\$395.96	—
Percent On-Time	90.4%	83.2%	75.6%	64.6%	—											90.4%	83.2%	75.6%	64.6%	—

Note: Though not reflected as mid-day and evening trips according to Metro-defined service headways, two trips of Route 212 depart Eastgate after 9:00 AM daily, and four trips depart Downtown Seattle between 6:00-7:00 PM daily; these are hence reflected in mid-day and evening service statistics, respectively.

Route 212 is a peak-only commuter route that begins service at the Eastgate Park & Ride and ends in the Seattle Downtown Transit Tunnel. Three inbound afternoon peak trips and three outbound morning trips exit I-90 at Factoria Blvd to serve businesses along SE 36th St instead of serving the Eastgate Freeway Station en route to the Eastgate Park & Ride. The route previously combined with Routes 225 and 229 to provide very frequent service from Eastgate to Downtown Seattle, however those routes were discontinued as part of the Fall 2011 service revision. Trips were added to Route 212 to offset the discontinuation of Routes 225 and 229. Route 212 also has a reverse peak segment that combines with Route 217 to provide service every fifteen minutes from Downtown Seattle to Factoria and Eastgate.

In Fall 2012, two trips each were added in both the morning and afternoon in the peak direction of travel, and one trip each was added in the morning and afternoon in the off-peak direction. To help address chronic overcrowding and reliability issues on I-90 corridor commuter routes, Metro is considering reducing the number of AM peak Route 212 trips and redistributing the resources to fund additional trips of Route 214 and 218.

# Route 212

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:59 - 9:44; 15:25 - 19:28																			
Daily Trips	55															14,025				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	7-15	—	7-15	—	—															
Percent On-Time	83.1%															83.1%				
Revenue Hours	23.33															5,878				
Platform Hours	51.12															12,874				
Revenue Miles	616.25															155,175				
Rev. Hour/Plat. Hour	0.46															0.46				
Boardings (per day)	2,445.00															614,411				
Average Load	38.67															38.67				
Boardings/Trip	44.45															43.81				
Boardings/Rev. Hour	104.79															104.52				
Boardings/Rev. Mile	3.97															3.96				
Boardings/Plat. Hour	47.83															47.73				
Est. Operating Costs	\$6,993															\$1,858,942				
Cost/Revenue Hour	\$299.69															\$316.24				
Cost/Platform Hour	\$136.80															\$144.40				
Cost/Revenue Mile	\$11.35															\$11.98				
Cost/Boarding	\$2.86															\$3.03				
Cost/Trip	\$127.14															\$132.54				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	1,237	104	980	124	—											310,883	26,056	246,132	31,340	—
Boardings/Rev. Hour	111.4	124.8	99.7	79.1	—											111.1	124.6	99.4	79.1	—
Cost/Revenue Hour	\$299.07	\$352.94	\$280.56	\$395.85	—											\$315.39	\$372.78	\$296.14	\$417.96	—
Percent On-Time	94.2%	89.2%	72.3%	70.2%	—											94.2%	89.2%	72.3%	70.2%	—

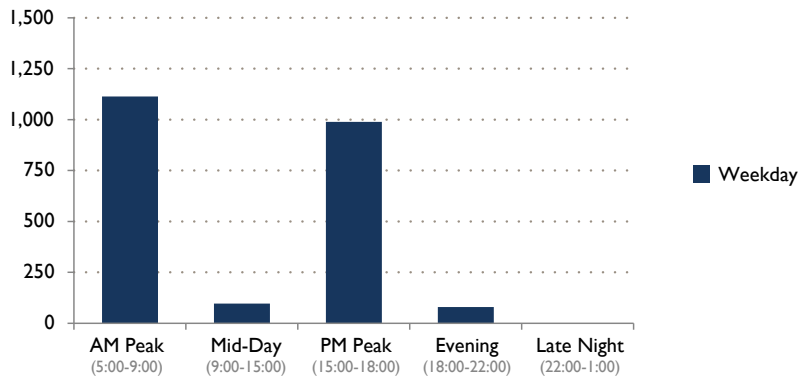
Note: Though not reflected as mid-day and evening trips according to Metro-defined service headways, two trips of Route 212 depart Eastgate after 9:00 AM daily, and four trips depart Downtown Seattle between 6:00-7:00 PM daily; these are hence reflected in mid-day and evening service statistics, respectively.

Ridership of Route 212 increased more than any other Metro commuter route operating on the I-90 corridor between Fall 2011 and Spring 2012. (Only Sound Transit Routes 550 and 554 experienced greater ridership increases on the corridor.) Weekday daily rides increased by 166, or about 3.0 more rides per trip and 7.1 more rides per revenue hour. This equates to about 43,204 additional annualized rides based on spring performance. The charts on the opposite page indicate that this increase was realized primarily during the AM peak, and to a lesser extent by the four trips departing Downtown Seattle after 6:00 PM that are reflected in the evening service period.

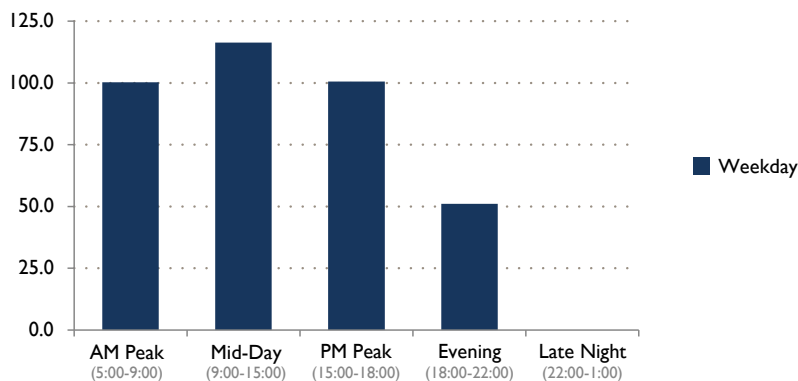
## Ridership, Productivity & Efficiency

Fall 2011

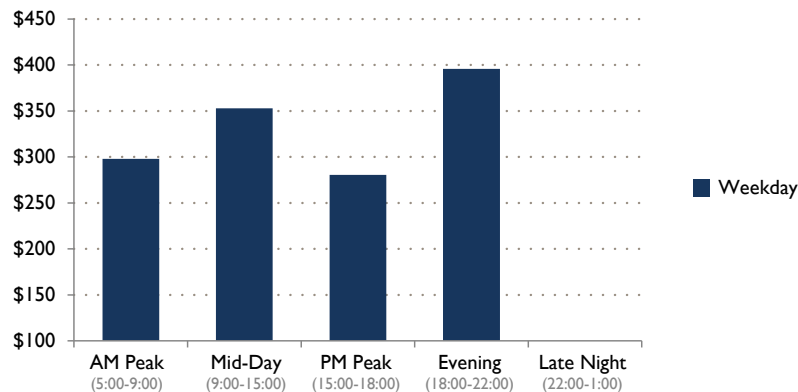
Daily Boardings



Daily Boardings per Revenue Hour

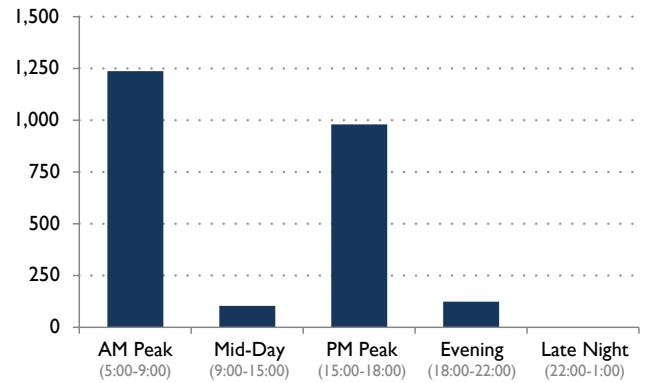


Estimated Operating Cost per Revenue Hour

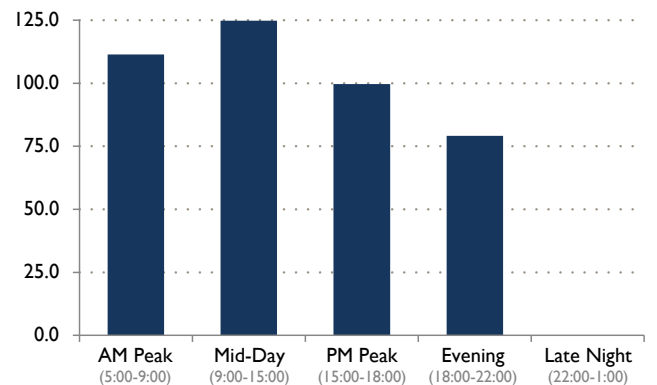


Fall 2012

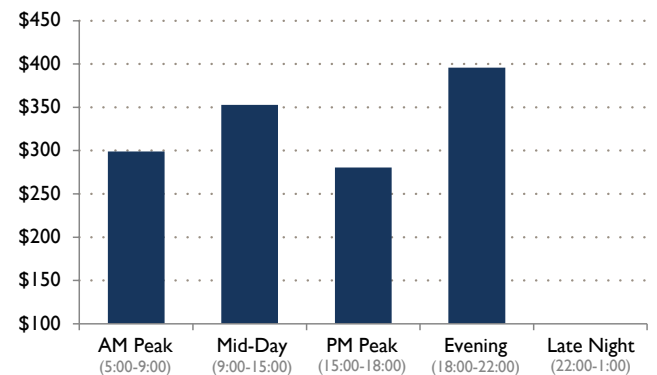
Daily Boardings



Daily Boardings per Revenue Hour

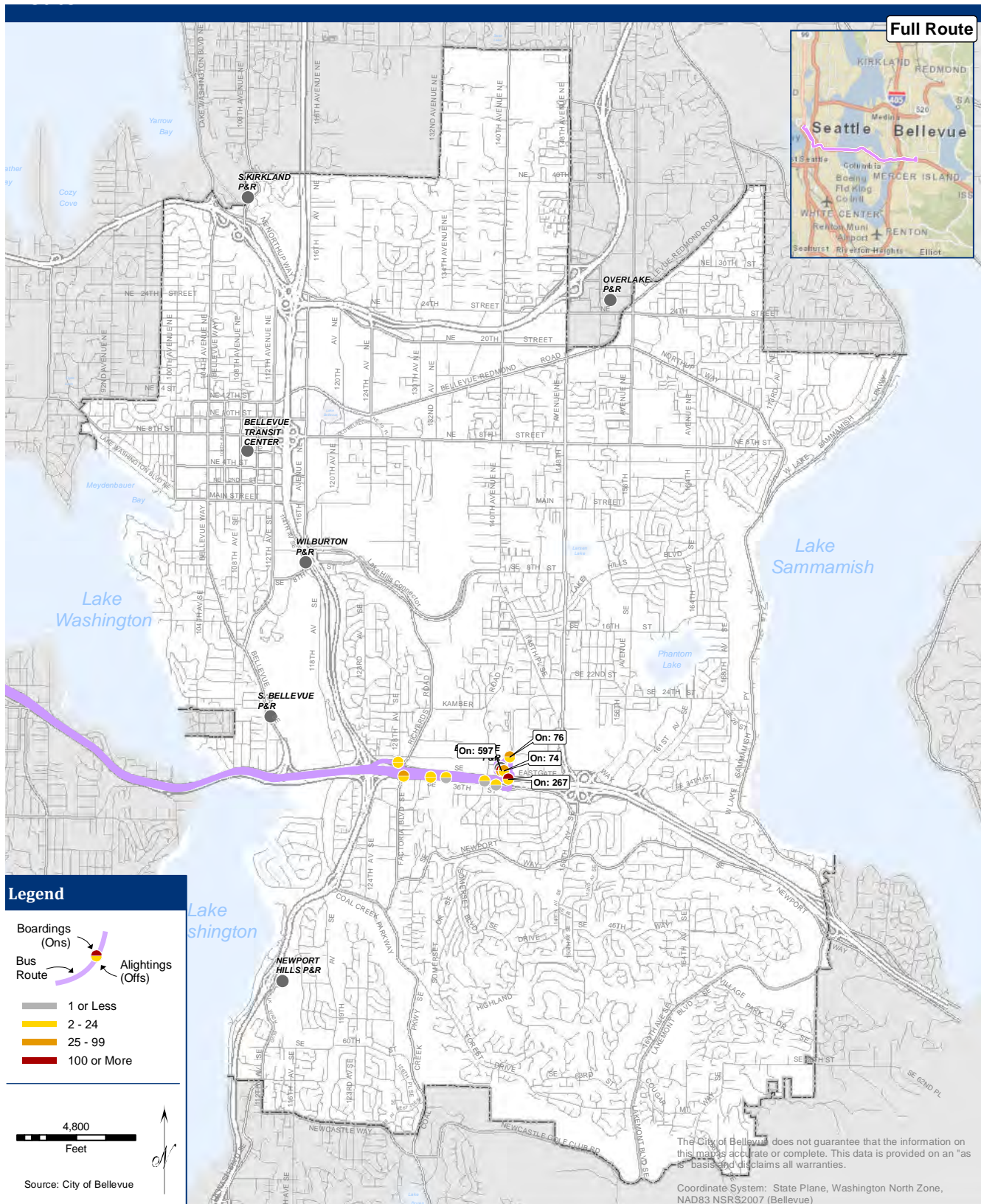


Estimated Operating Cost per Revenue Hour



# Route 212

Boarding & Alighting Activity, Spring 2012 | Inbound

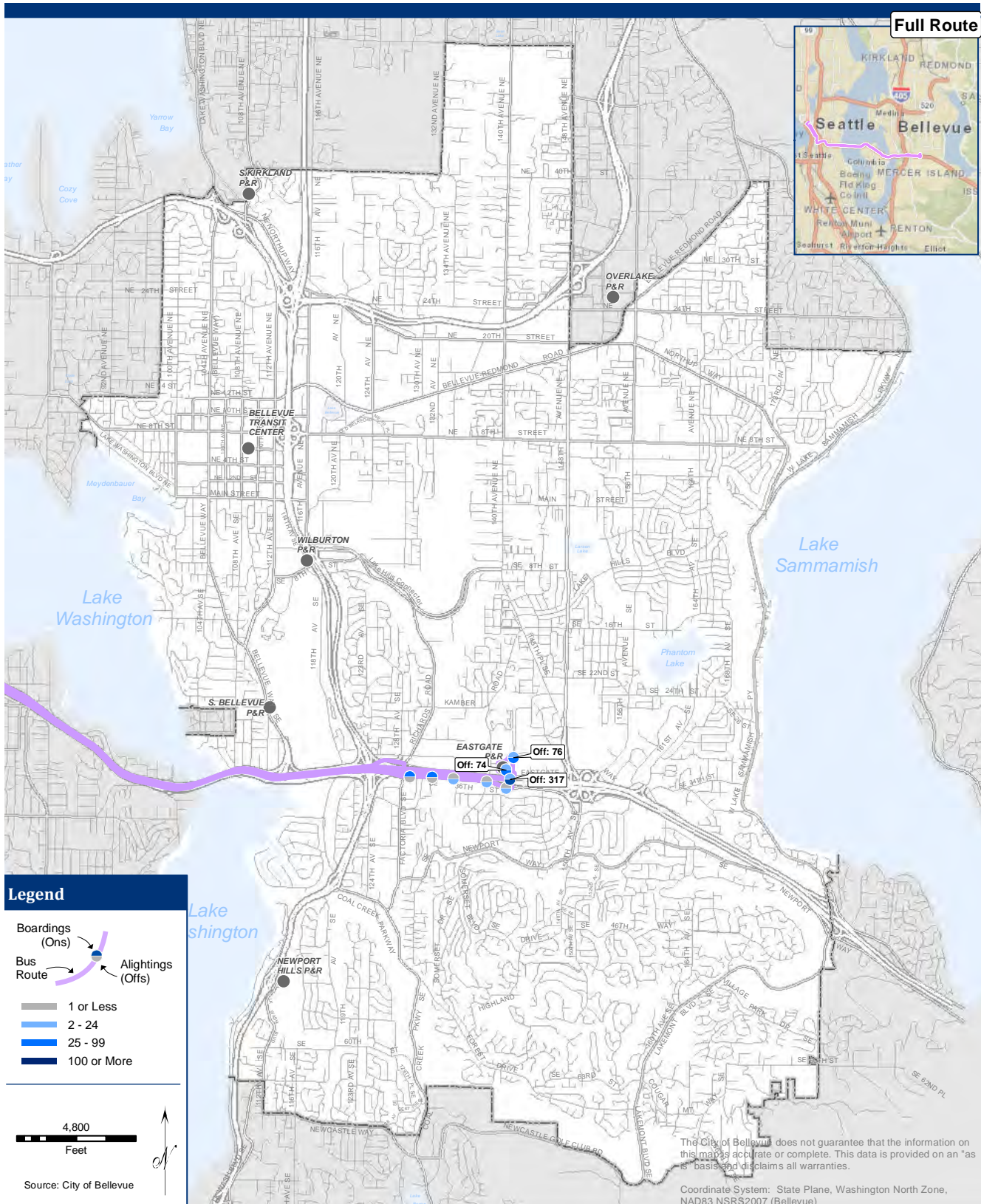


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data



# Route 215

Peak-Only Route

Serves Seattle Core

North Bend to Downtown Seattle via Snoqualmie, I-90

Peak-Only Alternative to 209 + 554

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Issaquah Transit Center	Newport neighborhood	200 209 210 214 215 269 271 927 554 555 556
Eastgate Freeway Station	Bellevue College, Eastgate	212 215 216 218 554 556
I-90 at Rainier Ave S	North Beacon Hill, Rainier Valley, and Central District neighborhoods	7 9 42 111 114 210 211 212 214 215 216 217 218 550 554
Downtown Seattle (Surface)	Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center	7 64 82 83 84 106 111 114 124 143 150 152 157 158 159 161 177 202 210 212 214 215 217 510 511 512 513 550 554 590



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:59 - 8:32; 15:44 - 19:33																			
Daily Trips	10															2,550				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	80.1%															80.1%				
Revenue Hours	13.08															3,336				
Platform Hours	25.07															6,392				
Revenue Miles	372.70															95,038				
Rev. Hour/Plat. Hour	0.52															0.52				
Boardings (per day)	456.00															116,242				
Average Load	38.10															38.10				
Boardings/Trip	45.60															45.59				
Boardings/Rev. Hour	34.85															34.84				
Boardings/Rev. Mile	1.22															1.22				
Boardings/Plat. Hour	18.19															18.19				
Est. Operating Costs	\$3,430															\$874,684				
Cost/Revenue Hour	\$262.18															\$262.18				
Cost/Platform Hour	\$136.84															\$136.84				
Cost/Revenue Mile	\$9.20															\$9.20				
Cost/Boarding	\$7.52															\$7.52				
Cost/Trip	\$343.01															\$343.01				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	232	—	199	25	—											59,061	—	50,899	6,282	—
Boardings/Rev. Hour	39.8	—	34.0	17.9	—											39.7	—	34.1	17.6	—
Cost/Revenue Hour	\$248.27	—	\$257.72	\$338.74	—											\$248.27	—	\$257.72	\$338.74	—
Percent On-Time	78.4%	—	85.5%	66.8%	—											78.4%	—	85.5%	66.8%	—

Note: Though not reflected as an evening trip according to Metro-defined service headways, one trip of Route 215 departs Downtown Seattle at 6:08 PM daily and is hence reflected in evening service statistics.

Route 215 is a one-way, peak-only commuter route that connects North Bend and Mt. Si to Downtown Seattle via Issaquah and Eastgate. The route's only stop in Bellevue is at the Eastgate Freeway Station, which it passes through while traveling along the I-90 corridor. The North Bend terminus is the eastern-most point served by transit in King County.

To help address chronic overcrowding and reliability issues on I-90 corridor commuter routes, Metro is considering revising Route 215 to no longer serve the Issaquah Transit Center, thereby saving about 8-10 minutes of travel time in each direction.

# Route 215

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:59 - 8:32; 15:44 - 19:33																			
Daily Trips	10															2,550				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	87.0%															87.0%				
Revenue Hours	13.33															3,400				
Platform Hours	24.73															6,307				
Revenue Miles	364.48															92,942				
Rev. Hour/Plat. Hour	0.54															0.54				
Boardings (per day)	481.00															122,655				
Average Load	39.00															39.00				
Boardings/Trip	48.10															48.10				
Boardings/Rev. Hour	36.08															36.08				
Boardings/Rev. Mile	1.32															1.32				
Boardings/Plat. Hour	19.45															19.45				
Est. Operating Costs	\$3,384															\$910,729				
Cost/Revenue Hour	\$253.76															\$267.86				
Cost/Platform Hour	\$136.80															\$144.40				
Cost/Revenue Mile	\$9.28															\$9.80				
Cost/Boarding	\$7.03															\$7.43				
Cost/Trip	\$338.35															\$357.15				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	191	—	214	36	—											48,705	—	54,570	9,180	—
Boardings/Rev. Hour	38.3	—	36.6	25.7	—											38.3	—	36.6	25.7	—
Cost/Revenue Hour	\$246.61	—	\$257.62	\$291.51	—											\$260.31	—	\$271.93	\$307.71	—
Percent On-Time	90.4%	—	78.8%	93.5%	—											90.4%	—	78.8%	93.5%	—

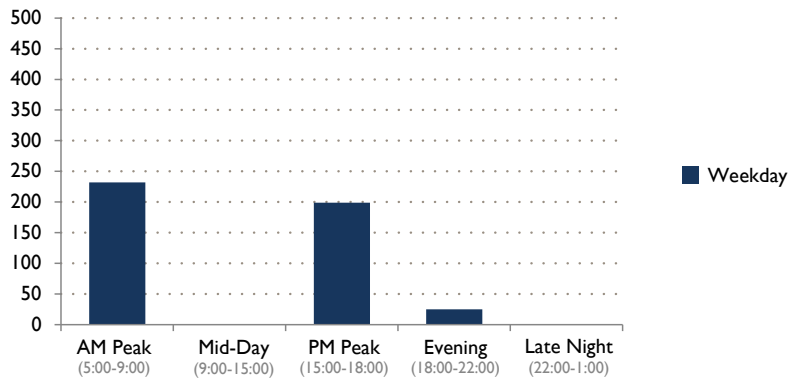
Note: Though not reflected as an evening trip according to Metro-defined service headways, one trip of Route 215 departs Downtown Seattle at 6:08 PM daily and is hence reflected in evening service statistics.

Route 215 served an average of 25 more daily rides in Spring 2012 than in Fall 2011, or about 2.5 more rides per trip and 1.2 more per revenue hour. This equates to about 6,400 additional annualized rides based on spring performance. As indicated by the charts on the opposite page, while the AM peak experienced a considerable decline in ridership, this decrease was offset by increased PM peak ridership. On-time performance improved by 7.0 percent.

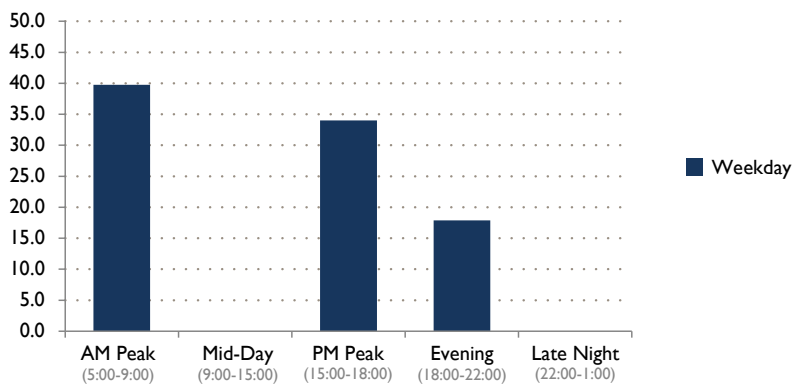
## Ridership, Productivity & Efficiency

Fall 2011

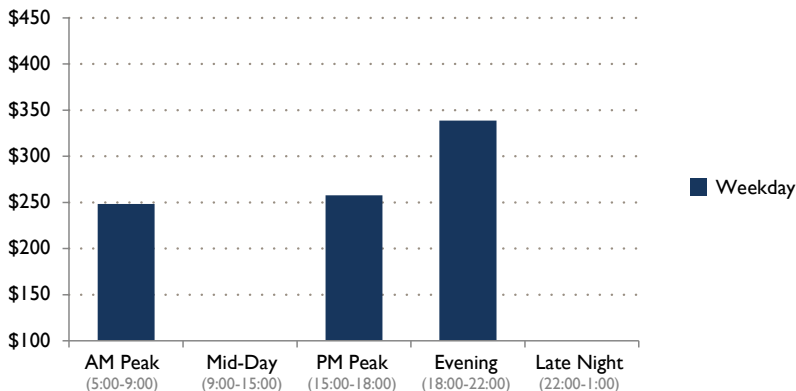
Daily Boardings



Daily Boardings per Revenue Hour

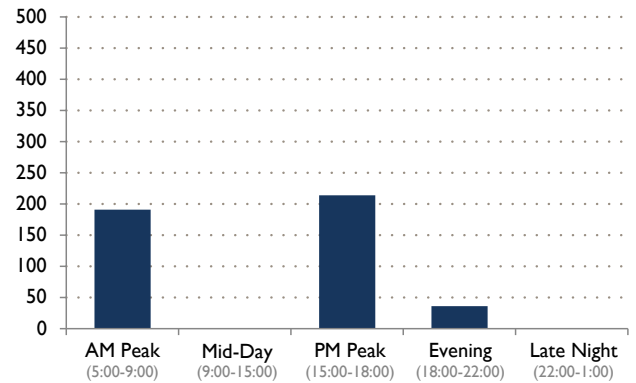


Estimated Operating Cost per Revenue Hour

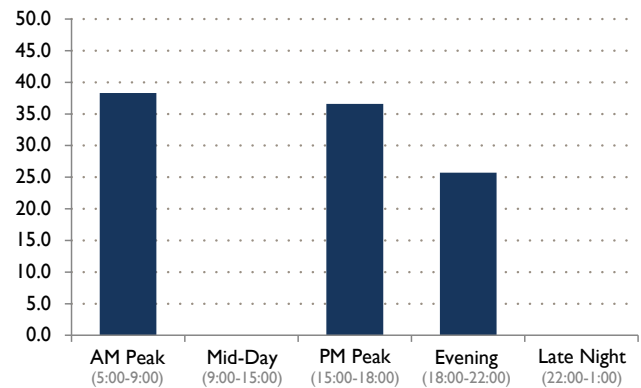


Fall 2012

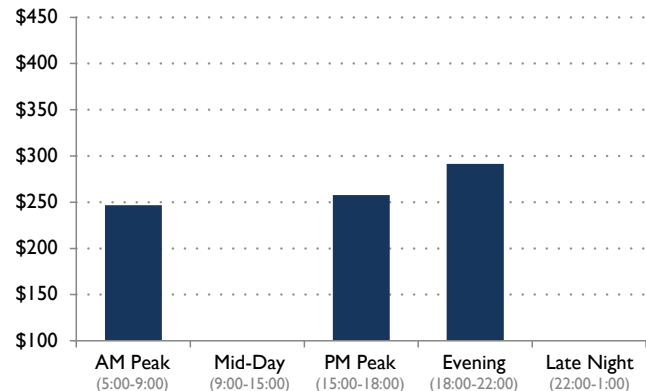
Daily Boardings



Daily Boardings per Revenue Hour

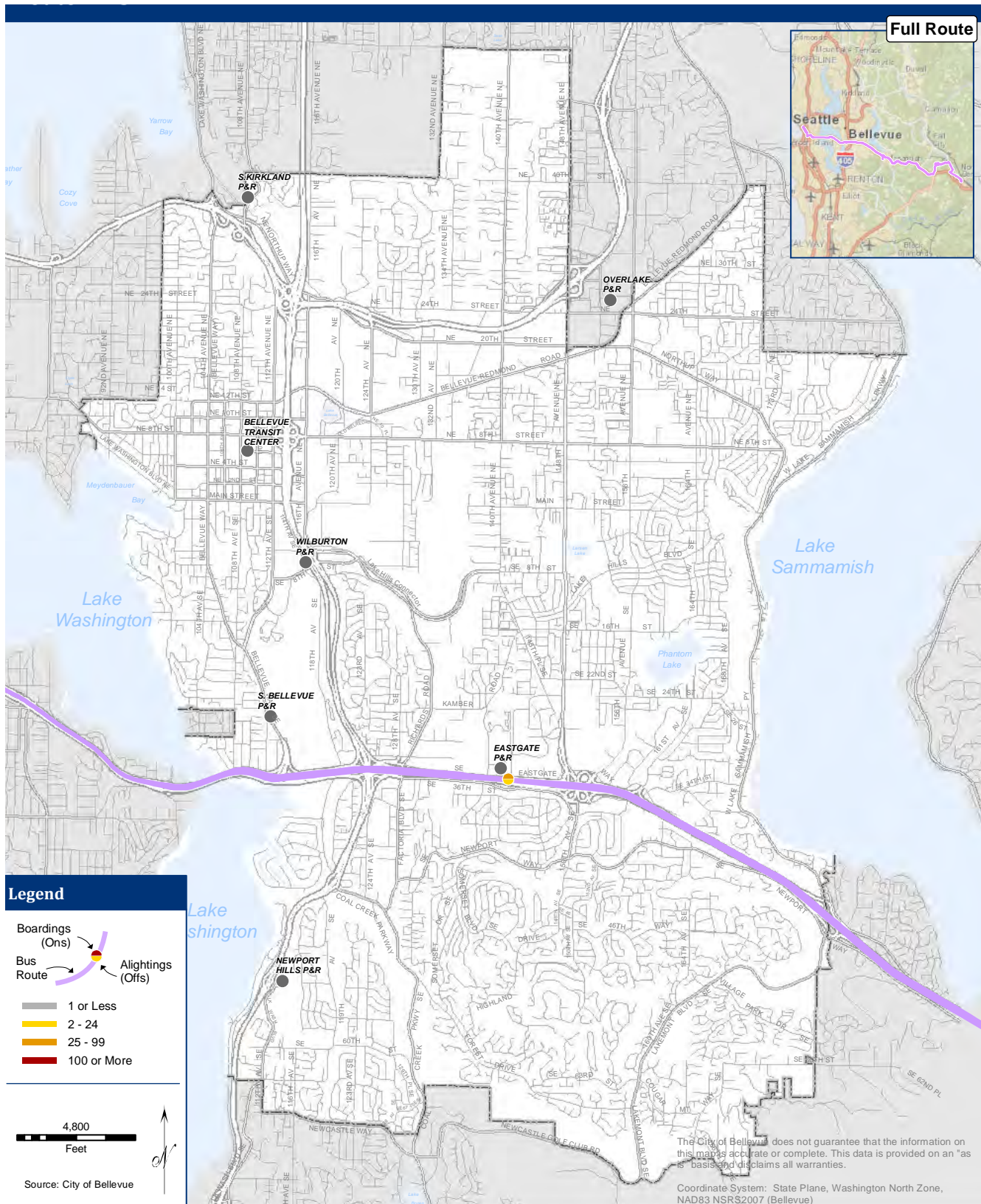


Estimated Operating Cost per Revenue Hour



# Route 215

Boarding & Alighting Activity, Spring 2012 | Inbound

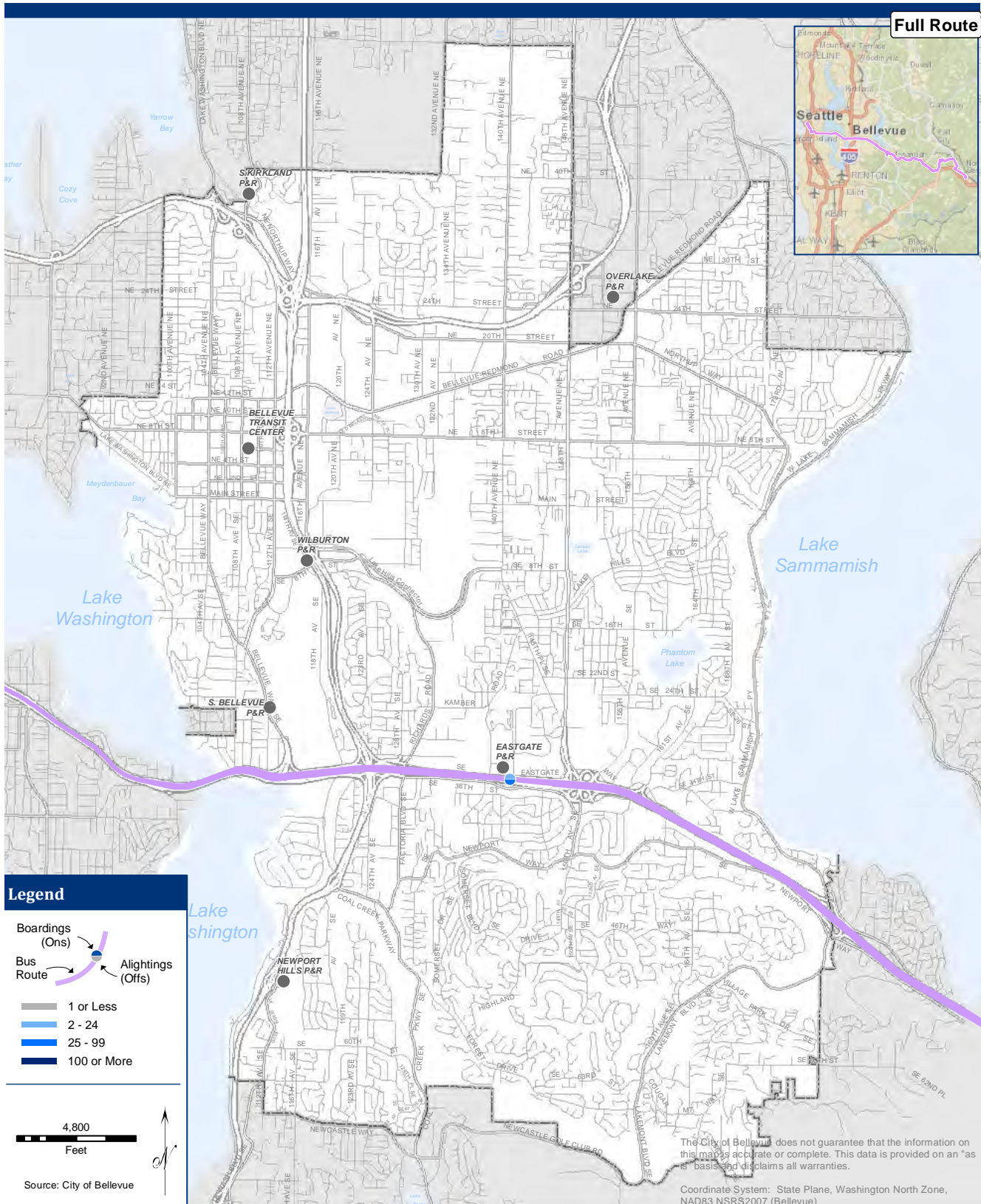


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Route 216

Peak-Only Route

Serves Seattle Core

Bear Creek to Downtown Seattle via Sammamish

Peak-Only Alternative to 218 + 269

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Bear Creek Park-and-Ride	Bear Creek Business Parks	216 248 268 269 982 545
South Sammamish Park & Ride	Pine Lake neighborhood	216 269 927 554
Eastgate Freeway Station	Bellevue College, Eastgate	212 215 216 218 554 556
Mercer Island Park & Ride	Mercer Island	201 202 203 204 205 211 213 216 981 989 550 554
I-90 at Rainier Ave S	North Beacon Hill, Rainier Valley, and Central District neighborhoods	7 9 42 111 114 210 211 212 214 215 216 217 218 550 554
Downtown Seattle (DSTT)	International District, Pioneer Square, Westlake Center, WA Convention Center	7 64 82 83 84 106 111 114 124 143 150 152 157 158 159 161 177 202 210 212 214 215 217 510 511 512 513 550 554 590



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:44 - 9:20; 15:39 - 0:35																			
Daily Trips	12															3,060				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	79.2%															79.2%				
Revenue Hours	14.13															3,567				
Platform Hours	24.92															6,289				
Revenue Miles	344.46															86,919				
Rev. Hour/Plat. Hour	0.57															0.57				
Boardings (per day)	618.00															156,215				
Average Load	38.67															38.67				
Boardings/Trip	51.50															51.05				
Boardings/Rev. Hour	43.73															43.80				
Boardings/Rev. Mile	1.79															1.80				
Boardings/Plat. Hour	24.80															24.84				
Est. Operating Costs	\$3,409															\$860,383				
Cost/Revenue Hour	\$241.17															\$241.23				
Cost/Platform Hour	\$136.80															\$136.80				
Cost/Revenue Mile	\$9.90															\$9.90				
Cost/Boarding	\$5.52															\$5.51				
Cost/Trip	\$284.05															\$281.17				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	319	—	266	33	—											80,729	—	67,007	8,479	—
Boardings/Rev. Hour	45.7	—	43.7	30.9	—											45.8	—	43.7	31.2	—
Cost/Revenue Hour	\$226.59	—	\$248.11	\$297.11	—											\$226.55	—	\$248.19	\$297.11	—
Percent On-Time	92.4%	—	67.2%	60.0%	—											92.4%	—	67.2%	60.0%	—

Note: Though not reflected as an evening trip according to Metro-defined service headways, one trip of Route 216 departs Downtown Seattle at 6:15 PM daily and is hence reflected in evening service statistics.

Route 216 is a peak-only commuter route that begins at the Bear Creek Park & Ride, travels south through Sammamish on Redmond-Fall City Rd, Sahalee Way NE, and 228th Ave SE. After its stop at 220th Ave SE and SE 51st St in Issaquah, where it serves several large office buildings, the route provides express service to Downtown Seattle. Its only stop in Bellevue is at the Eastgate Freeway Station. In the early mornings and late evenings, Sound Transit Route 554 provides service to the Sammamish portion of the route as it deadheads back to base.

To help address chronic overcrowding and reliability issues on I-90 corridor commuter routes, Metro will revise Route 216 such that it no longer serves the Eastgate Freeway Station during the PM peak beginning in February 2013. Metro is also considering discontinuing Route 216 service to the Mercer Island Park & Ride, saving 3-4 minutes of travel time in each direction, and revising routing around the Issaquah Highlands Park & Ride to bypass traffic congestion in North Issaquah.

# Route 216

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:44 - 9:20; 15:39 - 0:35																			
Daily Trips	12															3,060				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	86.3%															86.3%				
Revenue Hours	14.13															3,567				
Platform Hours	24.02															6,067				
Revenue Miles	344.46															86,918				
Rev. Hour/Plat. Hour	0.59															0.59				
Boardings (per day)	623.00															157,265				
Average Load	37.83															37.83				
Boardings/Trip	51.92															51.39				
Boardings/Rev. Hour	44.08															44.09				
Boardings/Rev. Mile	1.81															1.81				
Boardings/Plat. Hour	25.94															25.92				
Est. Operating Costs	\$3,285															\$876,042				
Cost/Revenue Hour	\$232.46															\$245.63				
Cost/Platform Hour	\$136.80															\$144.40				
Cost/Revenue Mile	\$9.54															\$10.08				
Cost/Boarding	\$5.27															\$5.57				
Cost/Trip	\$273.79															\$286.29				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	300	—	274	49	—											75,716	—	69,054	12,495	—
Boardings/Rev. Hour	43.0	—	45.0	45.9	—											43.0	—	45.1	45.9	—
Cost/Revenue Hour	\$215.81	—	\$240.24	\$297.11	—											\$228.00	—	\$253.83	\$313.62	—
Percent On-Time	95.8%	—	78.4%	69.2%	—											95.8%	—	78.4%	69.2%	—

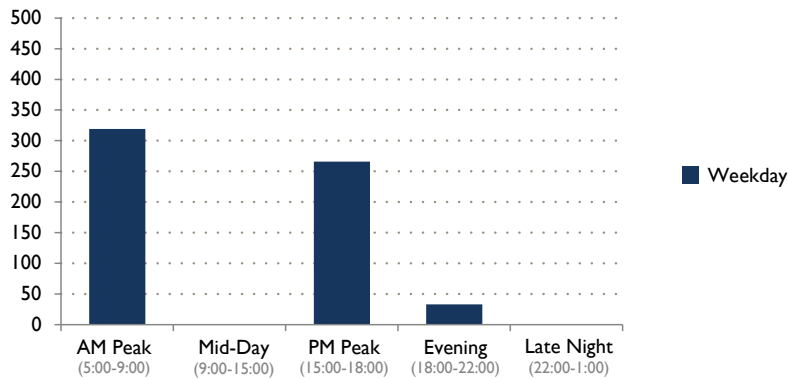
Note: Though not reflected as an evening trip according to Metro-defined service headways, one trip of Route 216 departs Downtown Seattle at 6:15 PM daily and is hence reflected in evening service statistics.

Route 216 served an average of 5 more daily rides in Spring 2012 than in Fall 2011, or about 0.4 more rides per trip and per revenue hour. This equates to about 1,050 additional annualized rides based on spring performance. As indicated by the charts on the opposite page, while the AM peak experienced a decline in ridership, this decrease was offset by increased PM peak ridership. On-time performance improved by 7.1 percent, though no changes were made to routing or the number of trips operated.

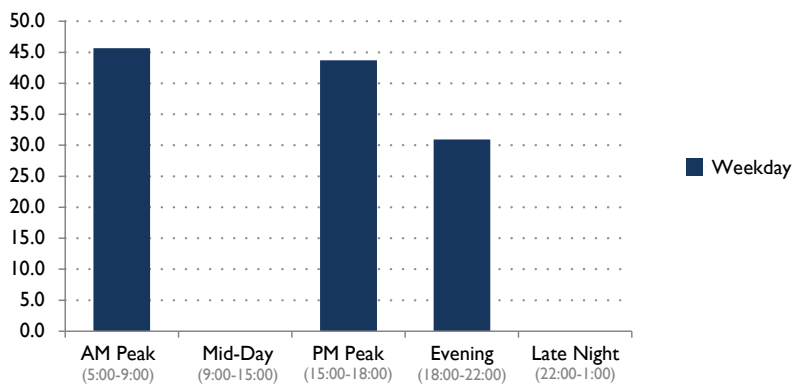
## Ridership, Productivity & Efficiency

Fall 2011

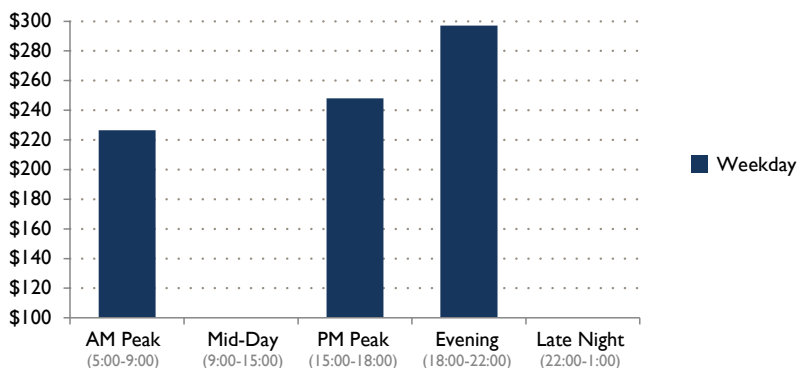
Daily Boardings



Daily Boardings per Revenue Hour

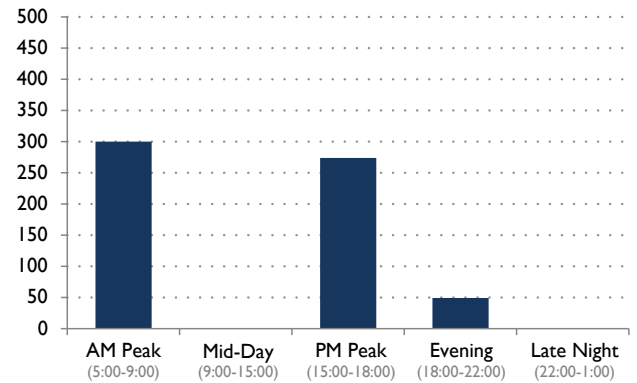


Estimated Operating Cost per Revenue Hour

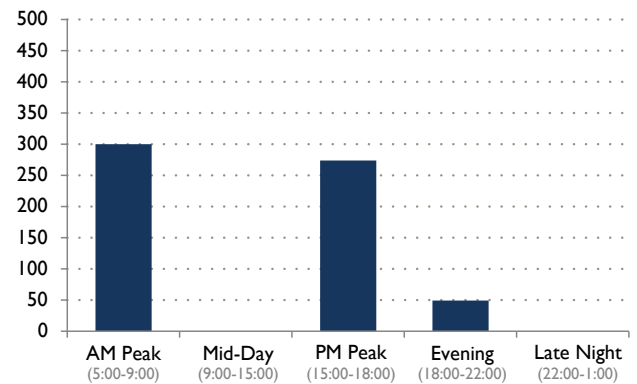


Fall 2012

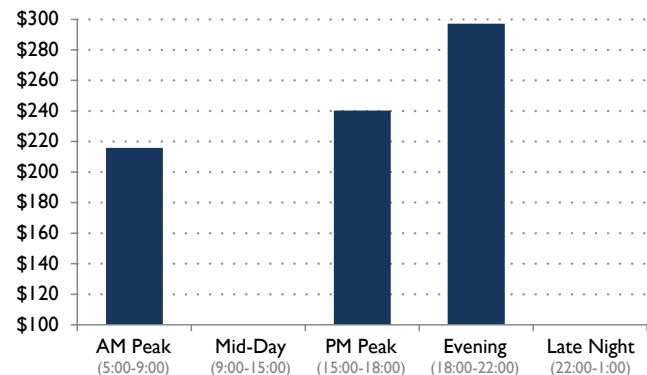
Daily Boardings



Daily Boardings per Revenue Hour



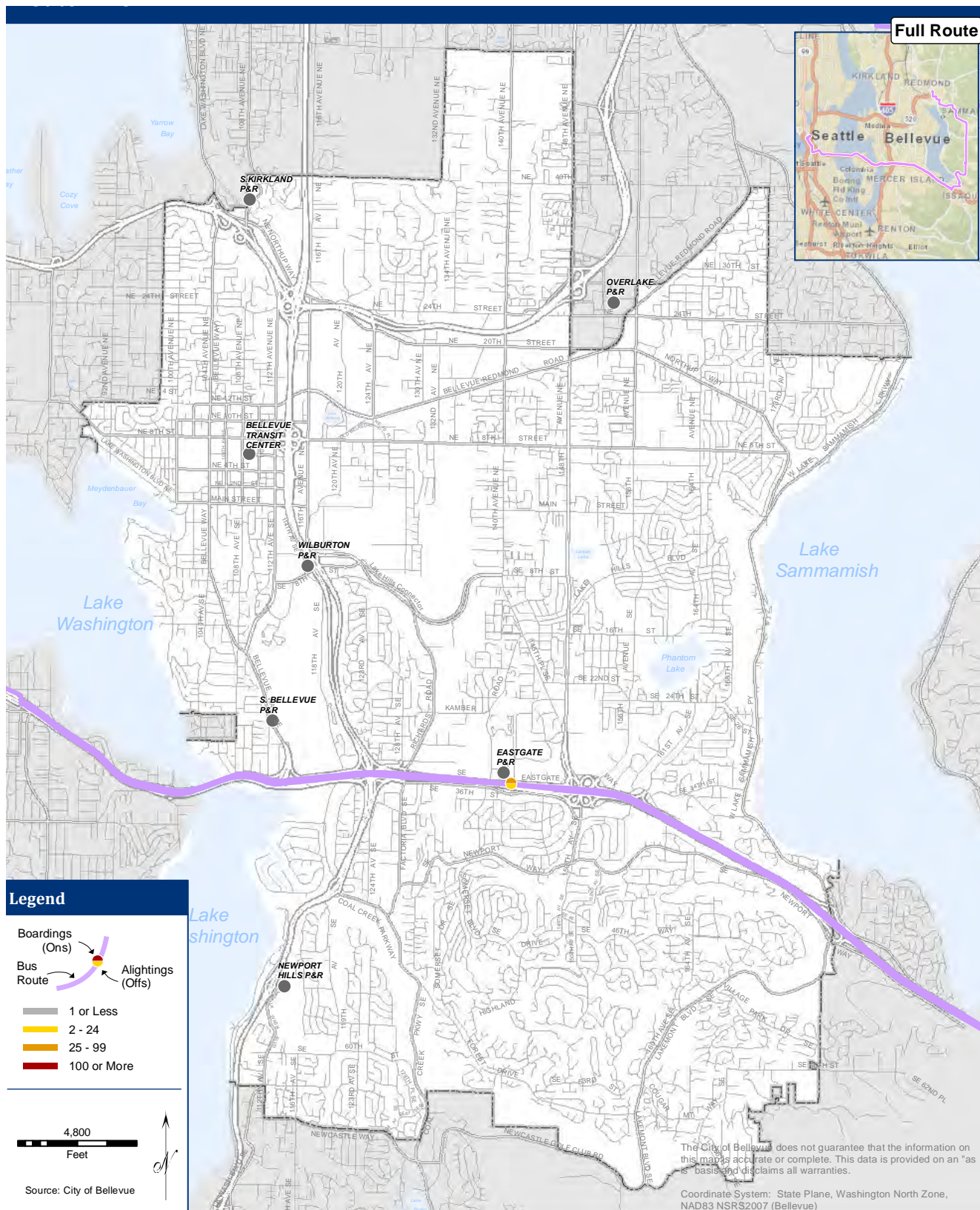
Estimated Operating Cost per Revenue Hour





# Route 216

Boarding & Alighting Activity, Spring 2012 | Inbound

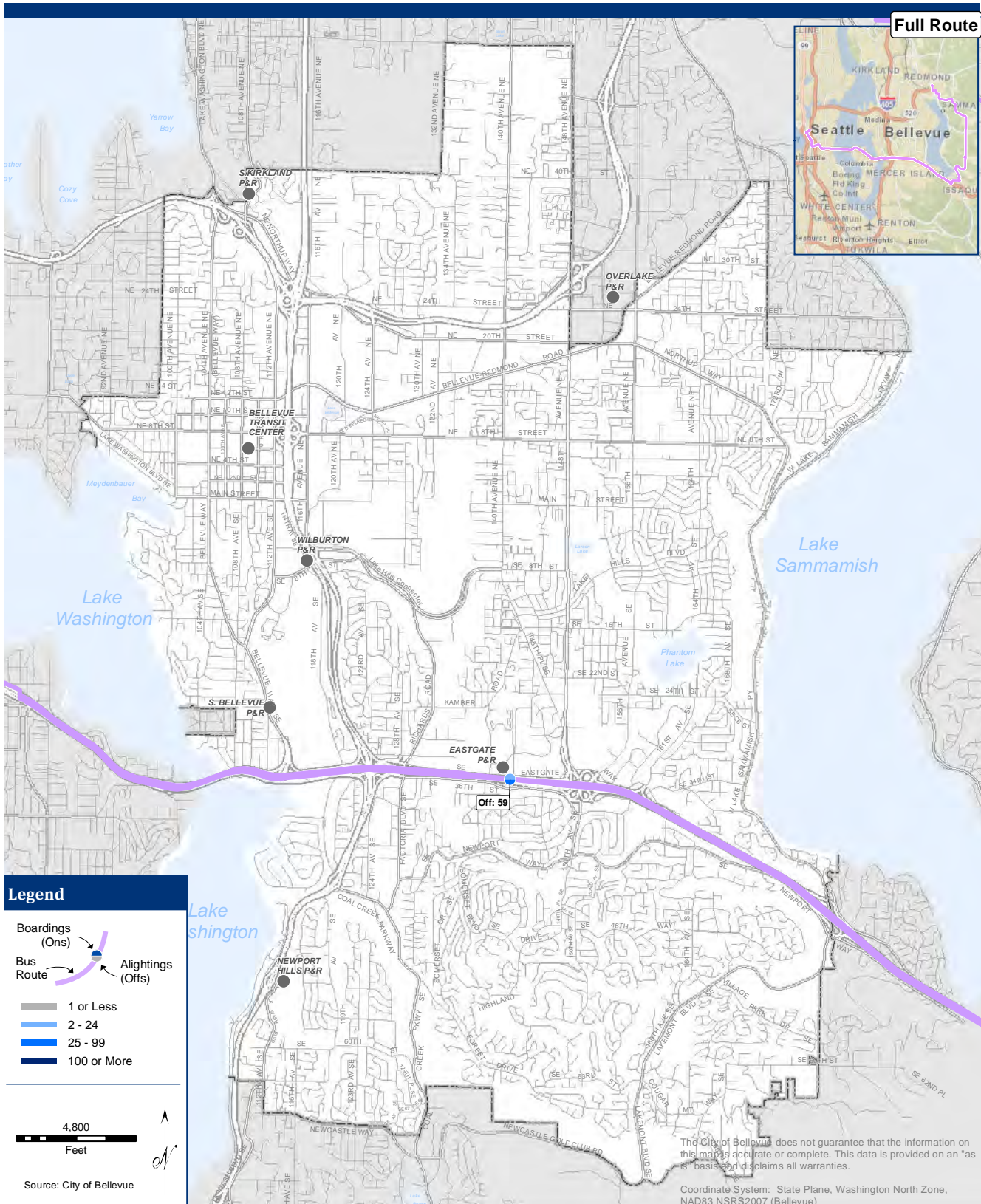


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Route 217

Peak-Only Route

Serves Seattle Core

Downtown Seattle to North Issaquah via Factoria, Eastgate  
Peak-Only Alternative to 554 + 200

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Downtown Seattle (DSTT)	International District, Pioneer Square, Westlake Center, WA Convention Center	41 71 72 73 74 76 77 101 102 106 150 216 218 255 316 550
I-90 at Rainier Ave S	North Beacon Hill, Rainier Valley, and Central District neighborhoods	7 9 42 111 114 210 211 212 214 215 216 217 218 550 554
Eastgate Park & Ride	Bellevue College, Eastgate	211 212 217 221 226 240 241 245 246 271 981 989 555



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:45 - 8:44; 16:42 - 18:37																			
Daily Trips	6															1,530				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	3 trips	—	3 trips	—	—															
Percent On-Time	70.6%															70.6%				
Revenue Hours	4.93															1,258				
Platform Hours	8.47															2,159				
Revenue Miles	109.62															27,953				
Rev. Hour/Plat. Hour	0.58															0.58				
Boardings (per day)	208.00															52,421				
Average Load	27.33															27.33				
Boardings/Trip	34.67															34.26				
Boardings/Rev. Hour	42.16															41.67				
Boardings/Rev. Mile	1.90															1.88				
Boardings/Plat. Hour	24.57															24.28				
Est. Operating Costs	\$1,158															\$295,351				
Cost/Revenue Hour	\$234.78															\$234.78				
Cost/Platform Hour	\$136.80															\$136.80				
Cost/Revenue Mile	\$10.57															\$10.57				
Cost/Boarding	\$5.57															\$5.63				
Cost/Trip	\$193.04															\$193.04				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	100	—	108	—	—											24,900	—	27,521	—	—
Boardings/Rev. Hour	40.5	—	43.8	—	—											39.6	—	43.8	—	—
Cost/Revenue Hour	\$211.67	—	\$257.89	—	—											\$211.67	—	\$257.89	—	—
Percent On-Time	79.9%	—	61.3%	—	—											79.9%	—	61.3%	—	—

Route 217 is a reverse-peak, one-way commuter route. It departs from the Downtown Seattle Transit Tunnel and serves the Eastgate/I-90 corridor, Eastgate Park & Ride, and the business district in North Issaquah. It is timed with the Route 212 reverse-peak in order to provide service every fifteen minutes during peak hours from the DSTT to Factoria and the Eastgate Park & Ride.

# Route 217

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:45 - 8:44; 16:42 - 18:37																			
Daily Trips	6															1,530				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	3 trips		—	3 trips		—	—													
Percent On-Time	77.3%															77.3%				
Revenue Hours	4.93															1,258				
Platform Hours	8.37															2,134				
Revenue Miles	109.59															27,944				
Rev. Hour/Plat. Hour	0.59															0.59				
Boardings (per day)	240.00															61,200				
Average Load	31.17															31.17				
Boardings/Trip	40.00															40.00				
Boardings/Rev. Hour	48.65															48.65				
Boardings/Rev. Mile	2.19															2.19				
Boardings/Plat. Hour	28.69															28.69				
Est. Operating Costs	\$1,145															\$308,078				
Cost/Revenue Hour	\$232.01															\$244.90				
Cost/Platform Hour	\$136.80															\$144.40				
Cost/Revenue Mile	\$10.44															\$11.02				
Cost/Boarding	\$4.77															\$5.03				
Cost/Trip	\$190.76															\$201.36				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	118	—	122	—	—											30,090	—	31,110	—	—
Boardings/Rev. Hour	47.8	—	49.5	—	—											47.8	—	49.5	—	—
Cost/Revenue Hour	\$211.67	—	\$252.34	—	—											\$223.43	—	\$266.36	—	—
Percent On-Time	83.9%	—	70.7%	—	—											83.9%	—	70.7%	—	—

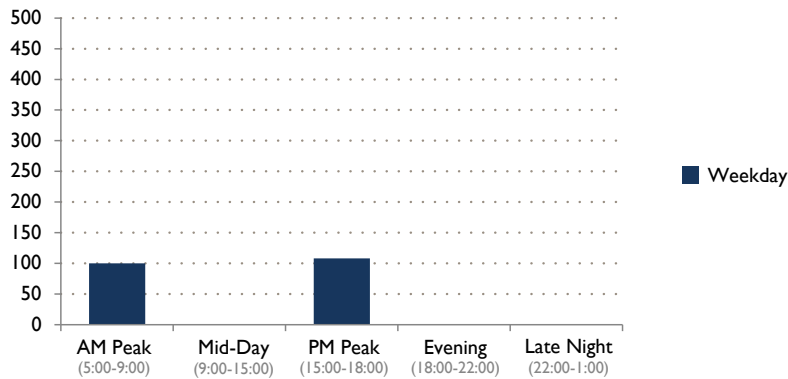
Route 217 served an average of 32 more daily rides in Spring 2012 than in Fall 2011, or about 5.3 more rides per trip and 6.5 more rides per revenue hour. This equates to nearly 8,800 additional annualized rides based on spring performance. As indicated by the charts on the opposite page, these ridership gains were realized approximately equally by the AM and PM peak periods. Though no changes were made to routing or the number of trips operated, on-time performance improved by 6.7 percent.



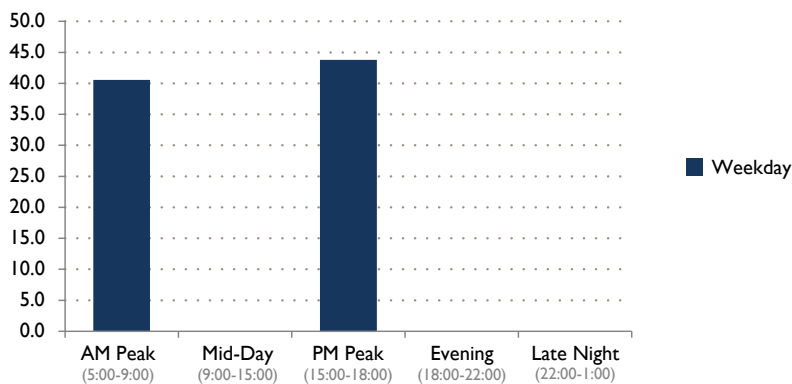
## Ridership, Productivity & Efficiency

Fall 2011

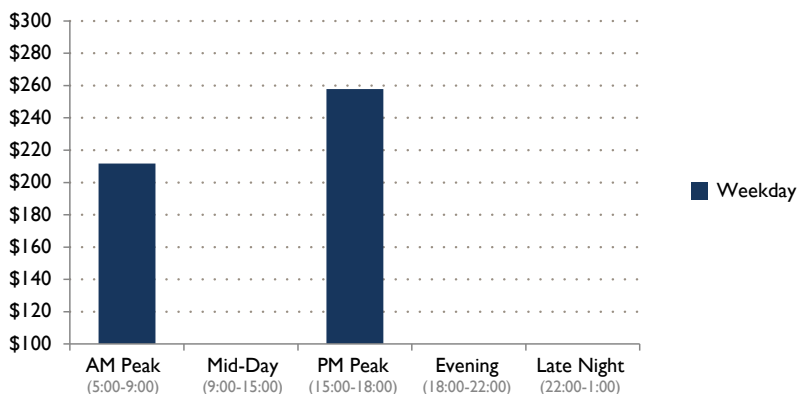
Daily Boardings



Daily Boardings per Revenue Hour

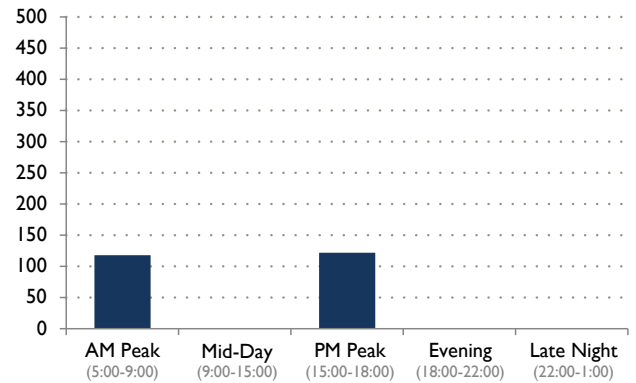


Estimated Operating Cost per Revenue Hour

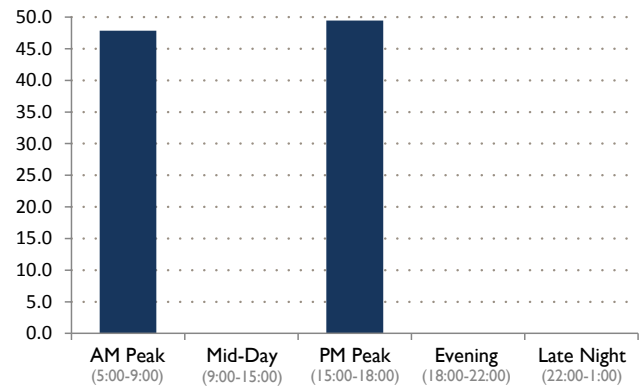


Fall 2012

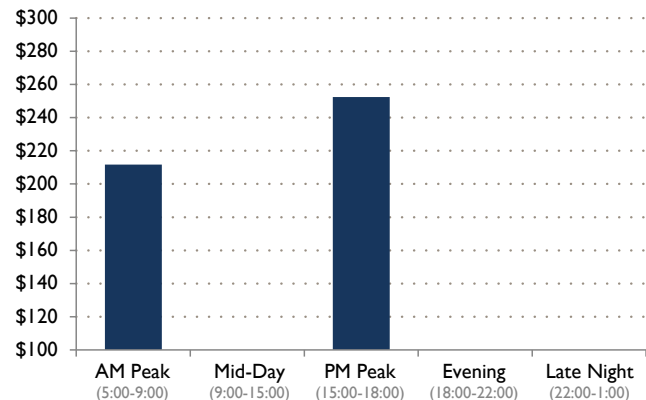
Daily Boardings



Daily Boardings per Revenue Hour

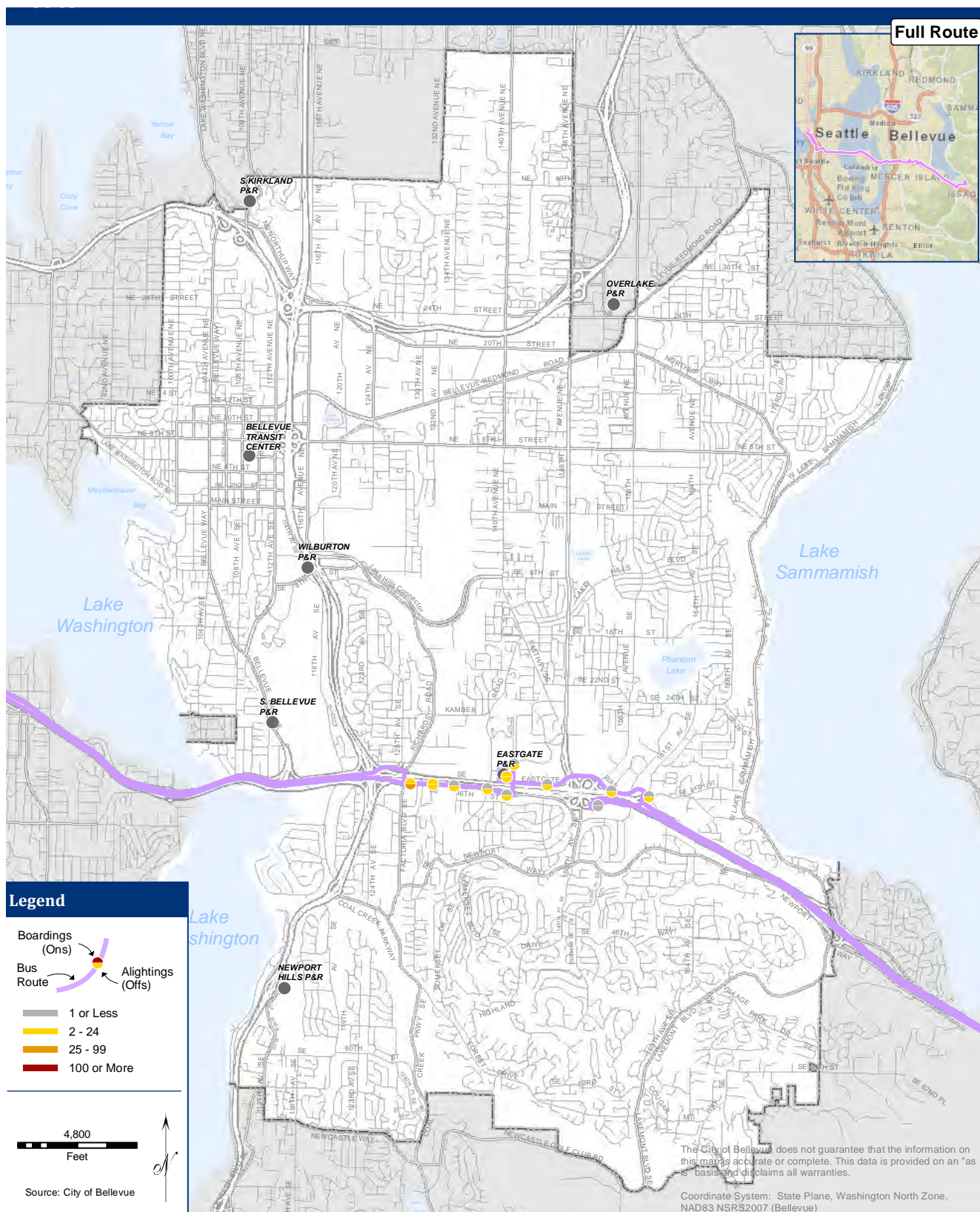


Estimated Operating Cost per Revenue Hour



# Route 217

Boarding & Alighting Activity, Spring 2012 | Inbound

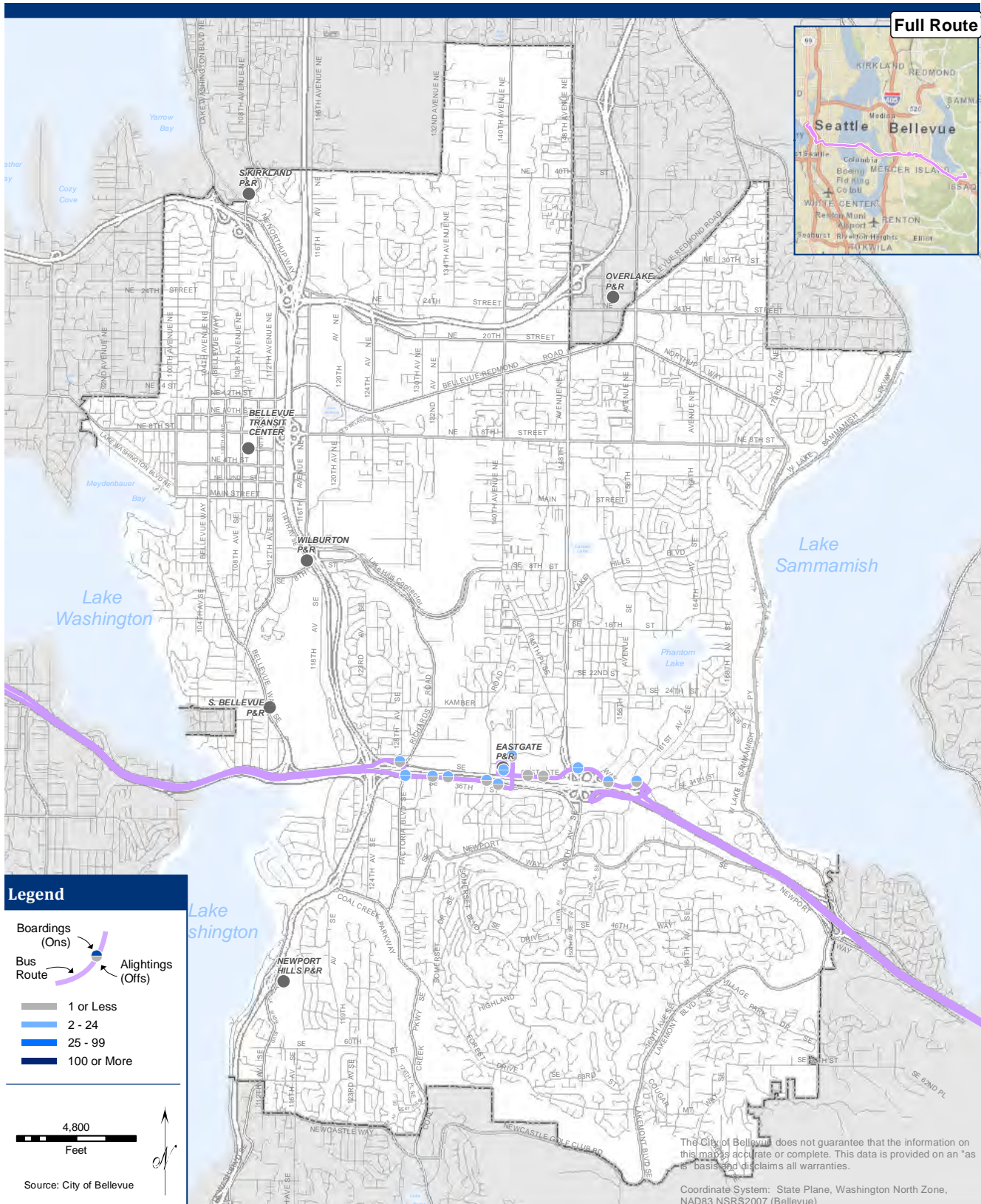


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Route 218

Peak-Only Route

Serves Seattle Core

Issaquah Highlands P&R to Downtown Seattle via I-90

Peak-Only Alternative to 554

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Issaquah Highlands Park & Ride	Issaquah Highlands neighborhood, Swedish Medical Center Issaquah Campus	211 218 269 554 555 556
Eastgate Freeway Station	Bellevue College, Eastgate	211 212 217 221 226 240 241 245 246 271 981 989 555
I-90 at Rainier Ave S	North Beacon Hill, Rainier Valley, and Central District neighborhoods	7 9 42 111 114 210 211 212 214 215 216 217 218 550 554
Downtown Seattle (DSTT)	International District, Pioneer Square, Westlake Center, WA Convention Center	41 71 72 73 74 76 77 101 102 106 150 216 218 255 316 550  



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:51 - 9:30; 15:34 - 19:23																			
Daily Trips	29															7,395				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	9-30	—	10-30	—	—															
Percent On-Time	81.3%															81.3%				
Revenue Hours	15.82															3,994				
Platform Hours	41.75															10,540				
Revenue Miles	573.18															144,742				
Rev. Hour/Plat. Hour	0.38															0.38				
Boardings (per day)	1,745.00															442,546				
Average Load	49.21															49.21				
Boardings/Trip	60.17															59.84				
Boardings/Rev. Hour	110.33															110.81				
Boardings/Rev. Mile	3.04															3.06				
Boardings/Plat. Hour	41.80															41.99				
Est. Operating Costs	\$5,711															\$1,441,815				
Cost/Revenue Hour	\$361.10															\$361.03				
Cost/Platform Hour	\$136.80															\$136.80				
Cost/Revenue Mile	\$9.96															\$9.96				
Cost/Boarding	\$3.27															\$3.26				
Cost/Trip	\$196.94															\$194.97				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	845	—	792	108	—											213,071	—	202,416	27,059	—
Boardings/Rev. Hour	101.0	—	123.8	102.9	—											100.9	—	125.0	102.7	—
Cost/Revenue Hour	\$343.64	—	\$376.91	\$403.89	—											\$343.49	—	\$376.92	\$403.85	—
Percent On-Time	80.7%	—	80.0%	94.0%	—											80.7%	—	80.0%	94.0%	—

Note: Though not reflected as an evening trip according to Metro-defined service headways, three trips of Route 218 depart Downtown Seattle between 6:00-7:00 PM daily and are hence reflected in evening service statistics.

Route 218 is a quintessential peak-only commuter route. It serves the Issaquah Highlands Park & Ride, Eastgate Freeway Station, Rainier Ave Freeway Station, and the Downtown Seattle Transit Tunnel. Route 218 is similar to other Corridor Group 9 routes in that they tend to fill up at Eastside Park & Ride facilities before traveling long highway segments to Downtown Seattle.

As part of the Fall 2012 service change, two morning peak-period trips to Downtown Seattle and two afternoon peak-period trips to the Eastgate Park & Ride were converted to Route 212 trips. Additionally, to reduce overcrowding on Route 218, the route no longer stops at the Eastgate Freeway Station—nor anywhere in Bellevue—during the afternoon peak period. Metro is also considering the reallocation of several Route 212 AM peak trips to Route 218 to help address chronic overcrowding and reliability issues among the I-90 corridor commuter routes.



# Route 218

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:51 - 9:30; 15:34 - 19:23																			
Daily Trips	29															7,395				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	9-30	—	10-30	—	—															
Percent On-Time	88.2%															88.2%				
Revenue Hours	15.82															3,994				
Platform Hours	41.27															10,412				
Revenue Miles	550.06															138,899				
Rev. Hour/Plat. Hour	0.38															0.38				
Boardings (per day)	1,780.00															449,212				
Average Load	50.00															50.00				
Boardings/Trip	61.38															60.75				
Boardings/Rev. Hour	112.54															112.48				
Boardings/Rev. Mile	3.24															3.23				
Boardings/Plat. Hour	43.13															43.14				
Est. Operating Costs	\$5,645															\$1,503,503				
Cost/Revenue Hour	\$356.92															\$376.47				
Cost/Platform Hour	\$136.80															\$144.40				
Cost/Revenue Mile	\$10.26															\$10.82				
Cost/Boarding	\$3.17															\$3.35				
Cost/Trip	\$194.66															\$203.31				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	861	—	791	128	—											217,003	—	200,121	32,088	—
Boardings/Rev. Hour	102.9	—	123.6	121.9	—											102.8	—	123.6	121.8	—
Cost/Revenue Hour	\$333.55	—	\$370.50	\$460.34	—											\$351.92	—	\$390.83	\$484.95	—
Percent On-Time	87.5%	—	88.0%	94.6%	—											87.5%	—	88.0%	94.6%	—

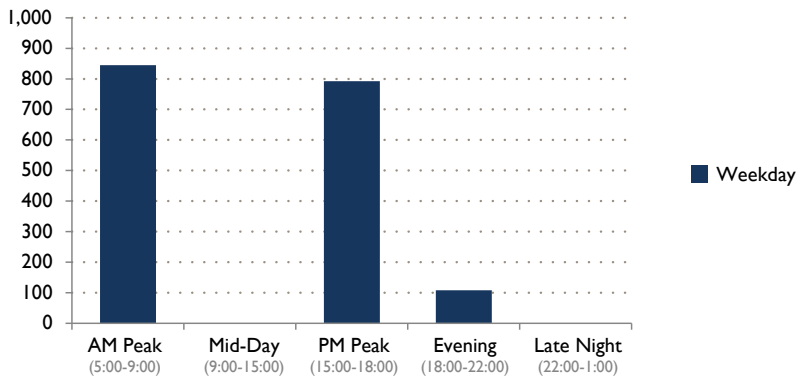
Note: Though not reflected as an evening trip according to Metro-defined service headways, three trips of Route 218 depart Downtown Seattle between 6:00-7:00 PM daily and are hence reflected in evening service statistics.

Route 218 served an average of 35 more daily rides in Spring 2012 than in Fall 2011, or about 1.2 more rides per trip and 2.2 more rides per revenue hour. This equates to more than 6,600 additional annualized rides based on spring performance. As indicated by the charts on the opposite page, these ridership gains were realized primarily by the three trips departing Downtown Seattle between 6:00-7:00 PM, resulting in the substantial increase in productivity during the evening service period. Ridership also increased, though to a lesser extent, during the AM peak. On-time performance of Route 218 improved 6.9 percent, though the routing revision eliminating PM peak service to the Eastgate Freeway Station was already captured in Fall 2011 performance, and no additional routing or trip changes were implemented in Spring 2012.

## Ridership, Productivity & Efficiency

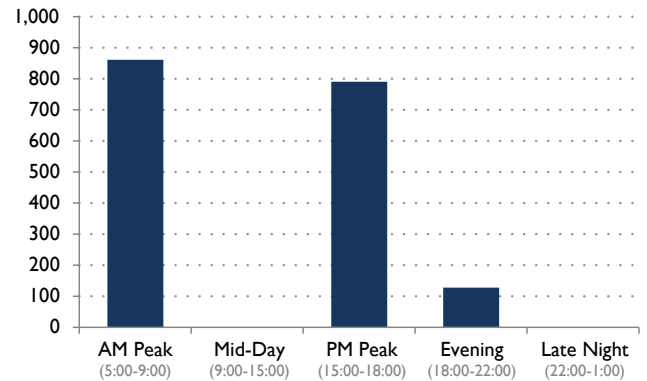
Fall 2011

Daily Boardings

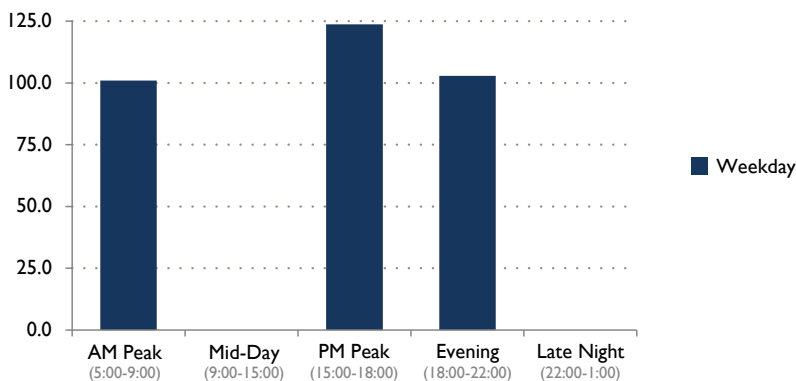


Fall 2012

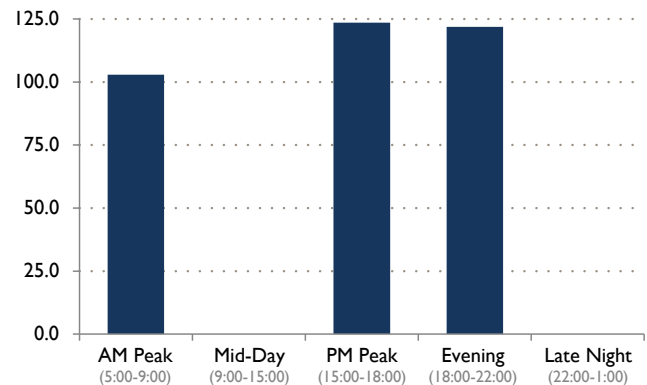
Daily Boardings



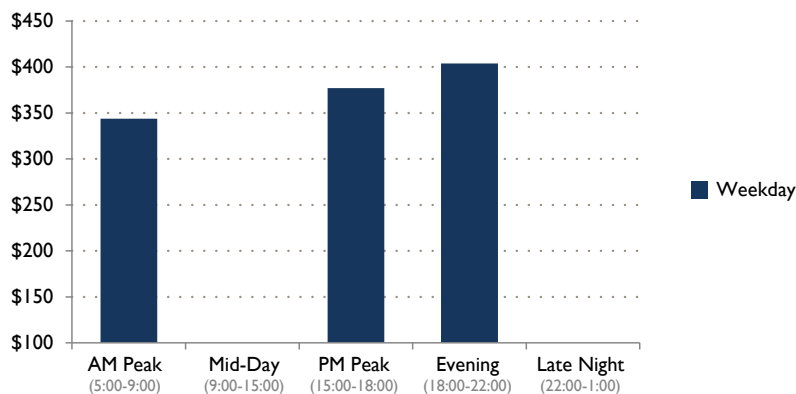
Daily Boardings per Revenue Hour



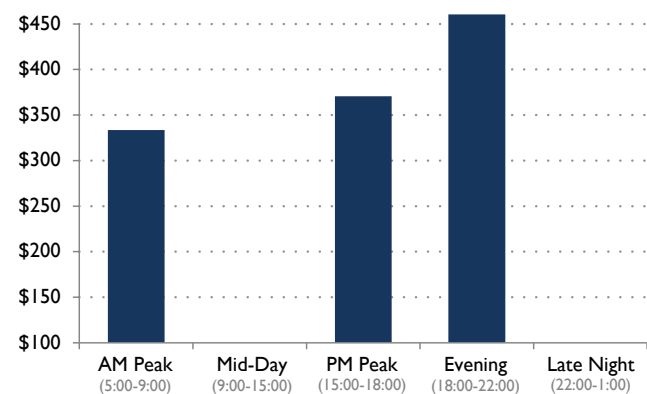
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour

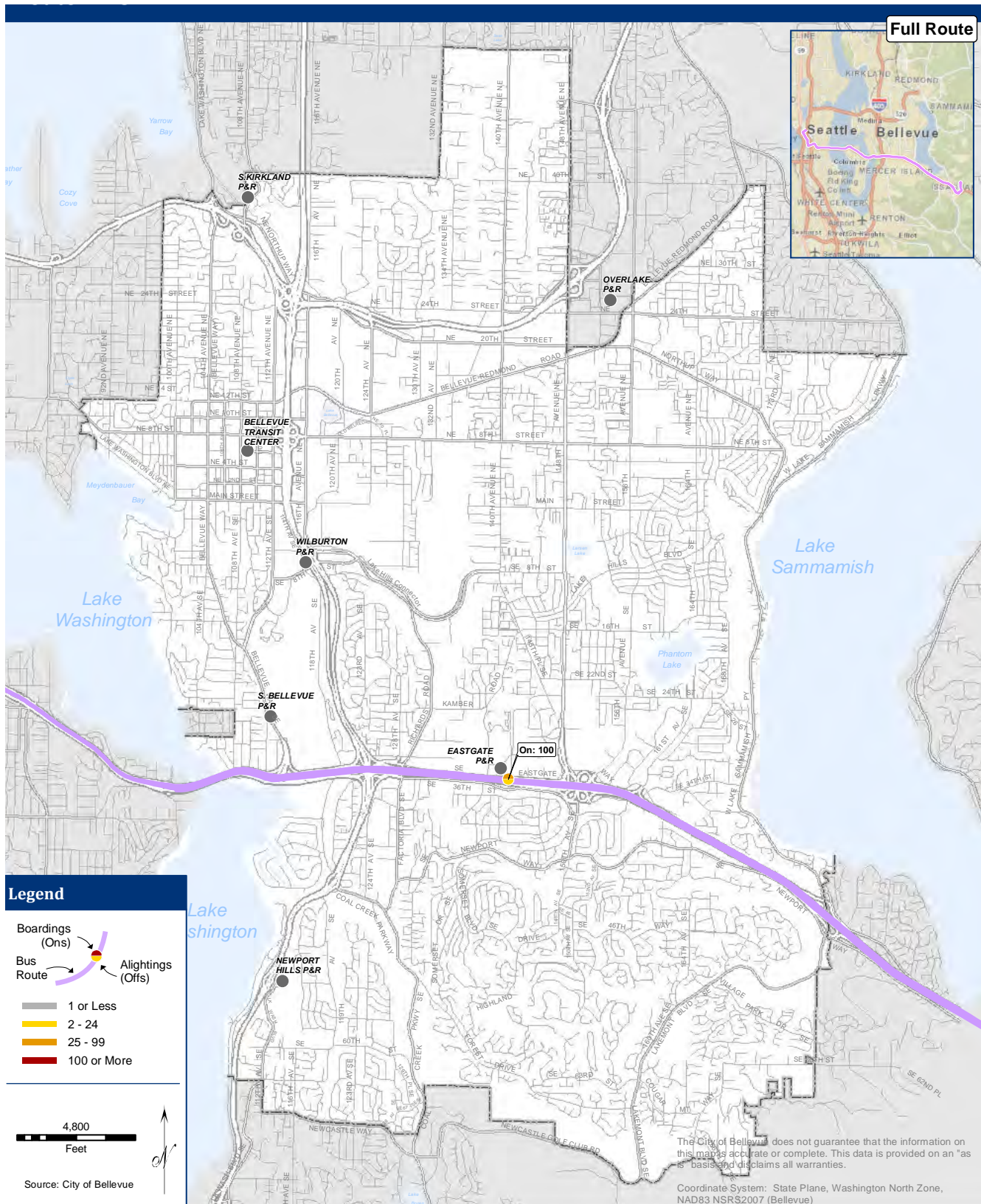


Estimated Operating Cost per Revenue Hour



# Route 218

Boarding & Alighting Activity, Spring 2012 | Inbound

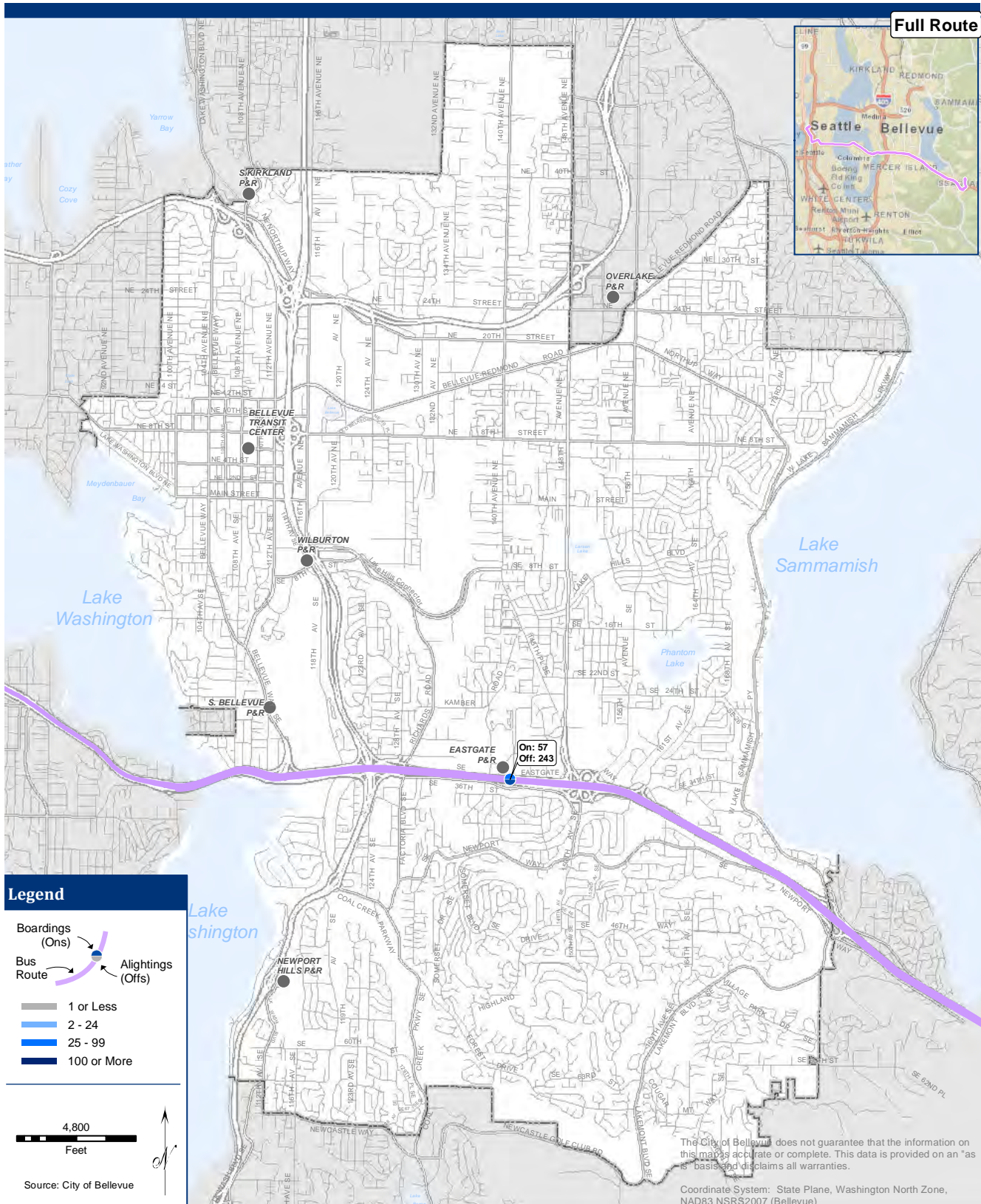


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Route 554

Issaquah to Downtown Seattle via Eastgate, Mercer Island  
Sound Transit Express Bus

- All-Day Route
- Revised Fall 2011
- Bellevue Core Route
- Serves Seattle Core

Operated by King County Metro

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
South Sammamish Park & Ride	Pine Lake neighborhood	216 269 927 554
Issaquah Highlands Park & Ride	Issaquah Highlands neighborhood, Swedish Medical Center Issaquah Campus	211 218 269 554 555 556
Issaquah Transit Center	Newport neighborhood	200 209 210 214 215 269 271 927 554 555 556
Eastgate Freeway Station	Bellevue College, Eastgate	212 215 216 218 554 556
Mercer Island Park & Ride	Mercer Island	201 202 203 204 205 211 213 216 981 989 550 554
I-90 at Rainier Ave S	North Beacon Hill, Rainier Valley, and Central District neighborhoods	7 9 42 111 114 210 211 212 214 215 216 217 218 550 554
Downtown Seattle (Surface)	Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center	7 64 82 83 84 106 111 114 124 143 150 152 157 158 159 161 177 202 210 212 214 215 217 510 511 512 513 550 554 590



Map depicts Fall 2012 routing



## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:27 - 0:46					6:25 - 0:07					6:25 - 0:07									
Daily Trips	84					53					53					27,250				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	20	20-30	30-60	60	30-60	30-60	30-60	60	60	30-60	30-60	30-60	60	60					
Percent On-Time	87.9%					89.3%					91.7%					89.4%				
Revenue Hours	73.53					40.25					40.25					23,179				
Platform Hours	105.32					55.18					55.17					32,925				
Revenue Miles	1,764.26					1,064.75					1,064.75					567,009				
Rev. Hour/Plat. Hour	0.70					0.73					0.73					0.70				
Boardings (per day)	2,668.00					1,327.69					1,030.04					807,032				
Average Load	26.44					21.19					16.47					22.19				
Boardings/Trip	31.76					25.05					19.43					29.62				
Boardings/Rev. Hour	36.28					32.99					25.59					34.82				
Boardings/Rev. Mile	1.51					1.25					0.97					1.42				
Boardings/Plat. Hour	25.33					24.06					18.67					24.51				
Est. Operating Costs	\$13,147					\$6,889					\$6,886					\$4,110,022				
Cost/Revenue Hour	\$178.79					\$171.14					\$171.09					\$177.32				
Cost/Platform Hour	\$124.83					\$124.83					\$124.83					\$124.83				
Cost/Revenue Mile	\$7.45					\$6.47					\$6.47					\$7.25				
Cost/Boarding	\$4.93					\$5.19					\$6.69					\$5.09				
Cost/Trip	\$156.51					\$129.97					\$129.93					\$150.83				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	562	1,145	507	355	45	162	556	408	145	58	120	482	279	121	27	158,341	347,934	166,542	104,679	15,920
Boardings/Rev. Hour	43.6	36.8	41.1	29.1	14.8	37.8	32.4	43.4	19.8	27.6	28.0	28.1	29.7	16.6	12.9	42.1	35.4	39.8	26.7	15.8
Cost/Revenue Hour	\$166.76	\$178.82	\$175.87	\$195.09	\$179.01	\$185.06	\$164.74	\$159.36	\$179.71	\$217.96	\$186.03	\$164.38	\$159.36	\$179.71	\$217.96	\$169.12	\$176.08	\$171.79	\$191.93	\$187.97
Percent On-Time	84.6%	88.2%	83.0%	92.9%	96.9%	89.1%	88.7%	87.5%	91.8%	93.9%	96.4%	92.7%	87.1%	90.8%	95.8%	88.3%	89.6%	85.8%	91.9%	95.6%

Route 554, also known as the Issaquah to Seattle Express, began service in September 2001. It operates along the I-90 corridor with intermediate stops in downtown Issaquah, Issaquah Transit Center, Eastgate Park & Ride, Mercer Island Park & Ride and the Rainier Avenue Freeway Station. Service operates all day, seven days a week. Originally the route went only as far east as Issaquah Transit Center; in September 2003, weekday service was extended from the transit center to the Issaquah Highlands Park & Ride, and weekend service to the Highlands followed in June 2006. Heavy ridership generated by Bellevue College prompted the implementation of midday Seattle-Eastgate turnback trips in September 2008; when combined with existing through trips, this provided 15-minute service between Seattle and Eastgate during the midday. In June 2009, Route 554 routing was streamlined in the Eastgate area to stop only at the Eastgate Freeway Station adjacent to I-90. Efficiencies gained from this change allowed the Eastgate turnback trips to be extended to and from Issaquah Transit Center at no additional cost, thus increasing the midday Issaquah-Seattle service to every 15 minutes. In September 2009 trips serving South Sammamish were revised to start or end in Redmond; this extension was requested by the City of Sammamish. All trips operating beyond Issaquah Highlands are "deadhead" buses operating to and from Metro's East Base, so the cost of the extended trips is relatively small. Low ridership off-peak service was targeted as part of the initiative to reduce ST Express costs in the 2011 Service Implementation Plan. In June 2011, weekend service was reduced from every 30 minutes to hourly before 10:00 AM and after 7:00 PM. In August 2011, an express stop was added in the Issaquah Highlands area to serve the new Issaquah campus of Swedish Hospital.

# Route 554

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:27 - 0:46					6:25 - 0:07					6:25 - 0:07									
Daily Trips	84					53					53					27,250				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	20	20-30	30-60	60	30-60	30-60	30-60	60	60	30-60	30-60	30-60	60	60					
Percent On-Time	88.0%					81.7%					93.1%					87.7%				
Revenue Hours	74.20					40.70					40.70					23,398				
Platform Hours	105.62					55.22					55.22					33,006				
Revenue Miles	1,783.68					1,077.12					1,077.12					573,322				
Rev. Hour/Plat. Hour	0.70					0.74					0.74					0.71				
Boardings (per day)	3,091.00					1,621.00					989.00					929,859				
Average Load	30.37					26.15					15.81					25.13				
Boardings/Trip	36.80					30.58					18.66					34.12				
Boardings/Rev. Hour	41.66					39.83					24.30					39.74				
Boardings/Rev. Mile	1.73					1.50					0.92					1.62				
Boardings/Plat. Hour	29.27					29.36					17.91					28.17				
Est. Operating Costs	\$14,645					\$7,656					\$7,656					\$4,576,624				
Cost/Revenue Hour	\$197.37					\$188.12					\$188.12					\$195.60				
Cost/Platform Hour	\$138.66					\$138.66					\$138.66					\$138.66				
Cost/Revenue Mile	\$8.21					\$7.11					\$7.11					\$7.98				
Cost/Boarding	\$4.74					\$4.72					\$7.74					\$4.92				
Cost/Trip	\$174.34					\$144.46					\$144.46					\$167.95				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

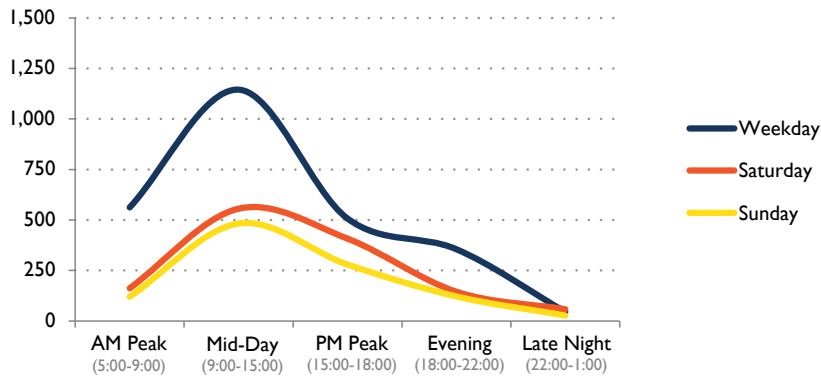
	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	644	1,293	635	412	48	164	683	463	262	49	104	485	233	142	25	178,780	393,361	199,515	126,920	16,238
Boardings/Rev. Hour	49.5	41.1	51.0	33.5	15.7	37.8	39.4	48.7	35.4	23.0	24.0	28.0	24.5	19.2	11.7	47.1	39.6	47.3	32.1	16.0
Cost/Revenue Hour	\$183.58	\$196.74	\$198.24	\$213.53	\$196.69	\$203.72	\$181.19	\$175.15	\$197.37	\$238.32	\$203.72	\$181.19	\$175.15	\$197.37	\$238.32	\$186.11	\$193.75	\$192.53	\$210.20	\$206.30
Percent On-Time	90.8%	88.3%	81.6%	87.6%	98.2%	90.3%	82.6%	79.9%	73.6%	92.2%	93.6%	93.6%	92.8%	91.2%	95.3%	91.3%	88.2%	84.7%	84.6%	95.2%

Route 554 served an average of 423 more daily rides in Spring 2012 than in Fall 2011, or about 5.0 more rides per trip and 5.4 more per revenue hour. This equates to about 122,800 additional annualized rides based on spring performance. As indicated by the charts on the opposite page, these ridership improvements were realized throughout the day on weekdays, particularly mid-day and in the PM peak, primarily mid-day and in the evening on Saturdays, and primarily in the PM peak on Sundays. These changes resulted in more pronounced peaking in the weekday productivity profile—despite the mid-day period serving the most riders—and a more gradual decline in productivity after the PM and mid-day peaks on Saturday and Sunday, respectively.

## Ridership, Productivity & Efficiency

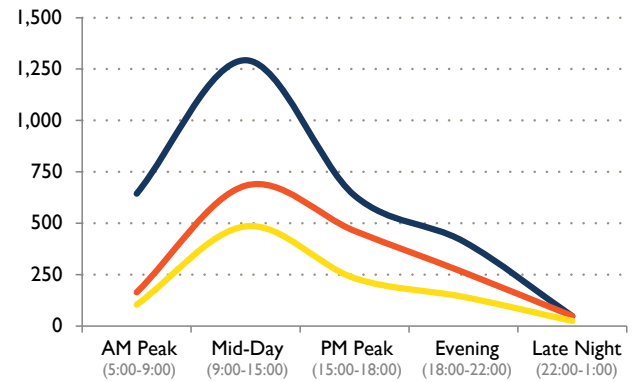
Fall 2011

Daily Boardings

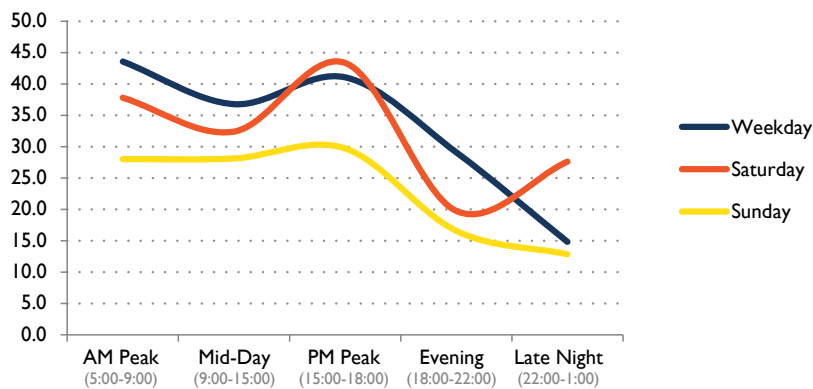


Fall 2012

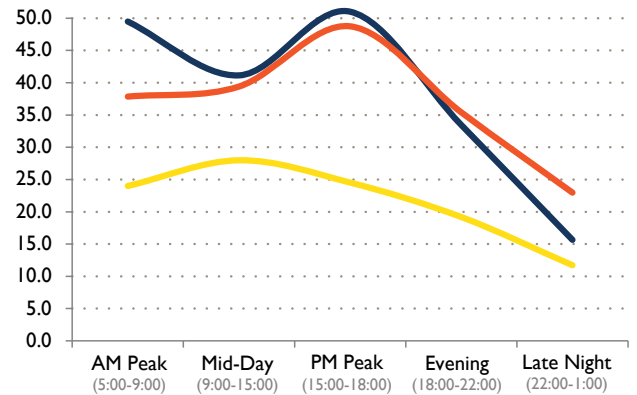
Daily Boardings



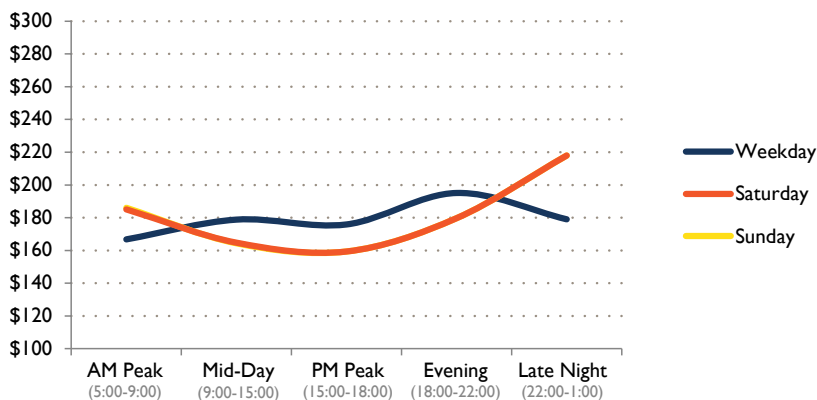
Daily Boardings per Revenue Hour



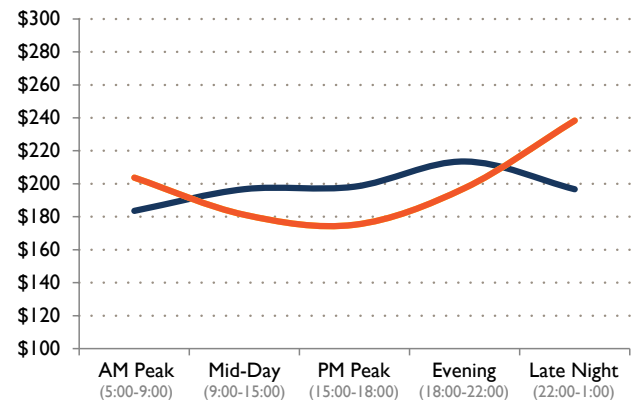
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour

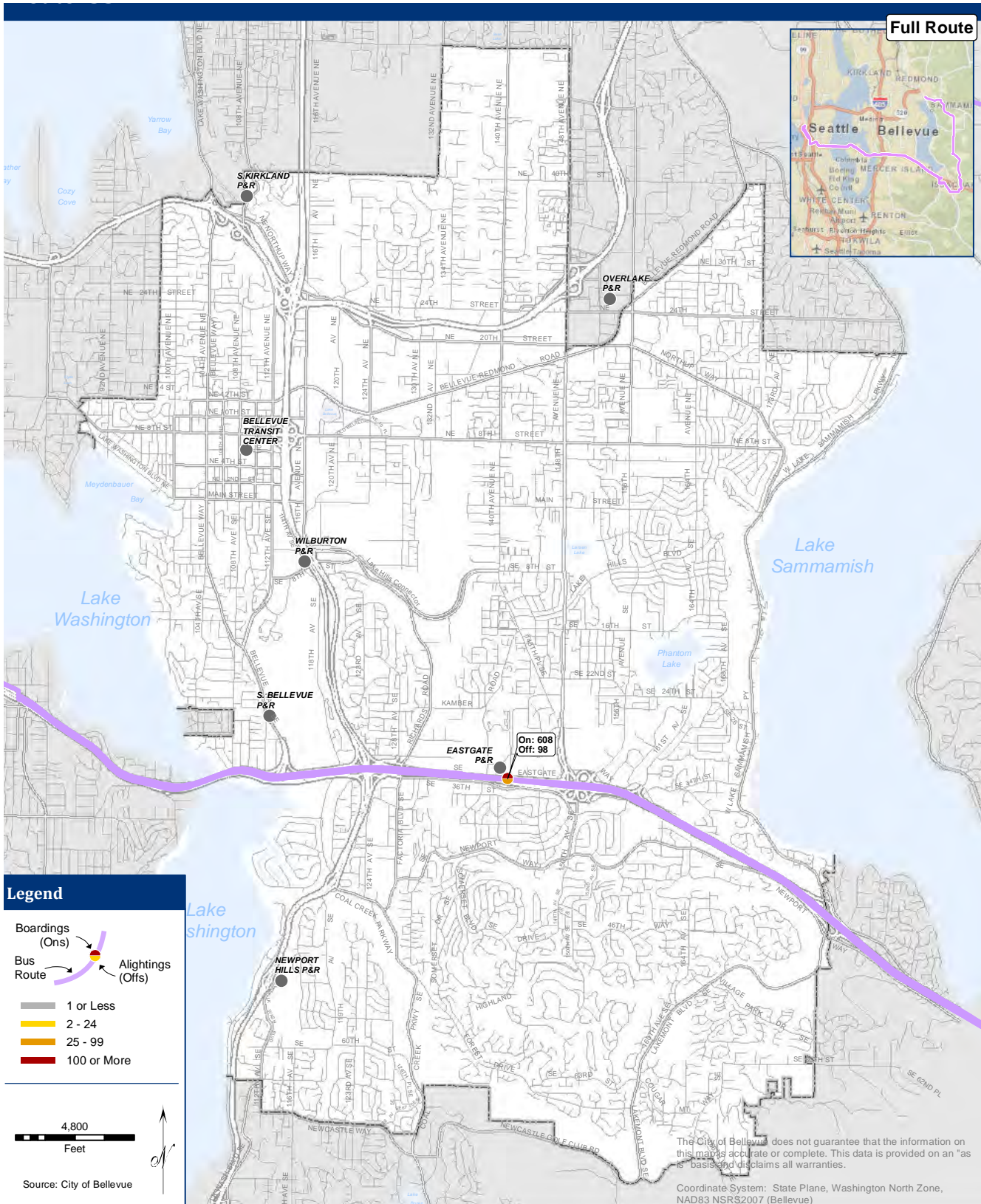


Estimated Operating Cost per Revenue Hour



# Route 554

Boarding & Alighting Activity, Spring 2012 | Inbound

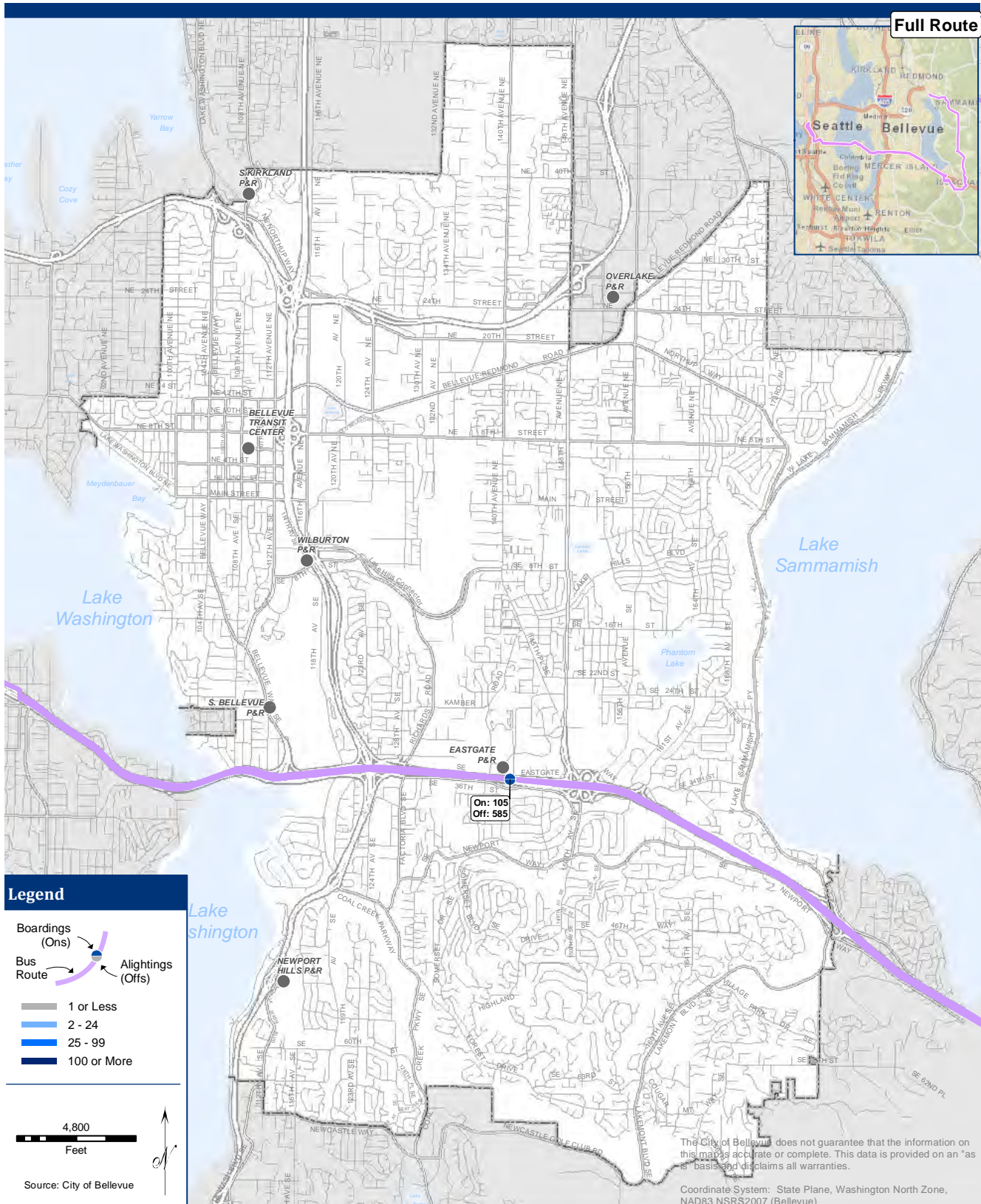


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

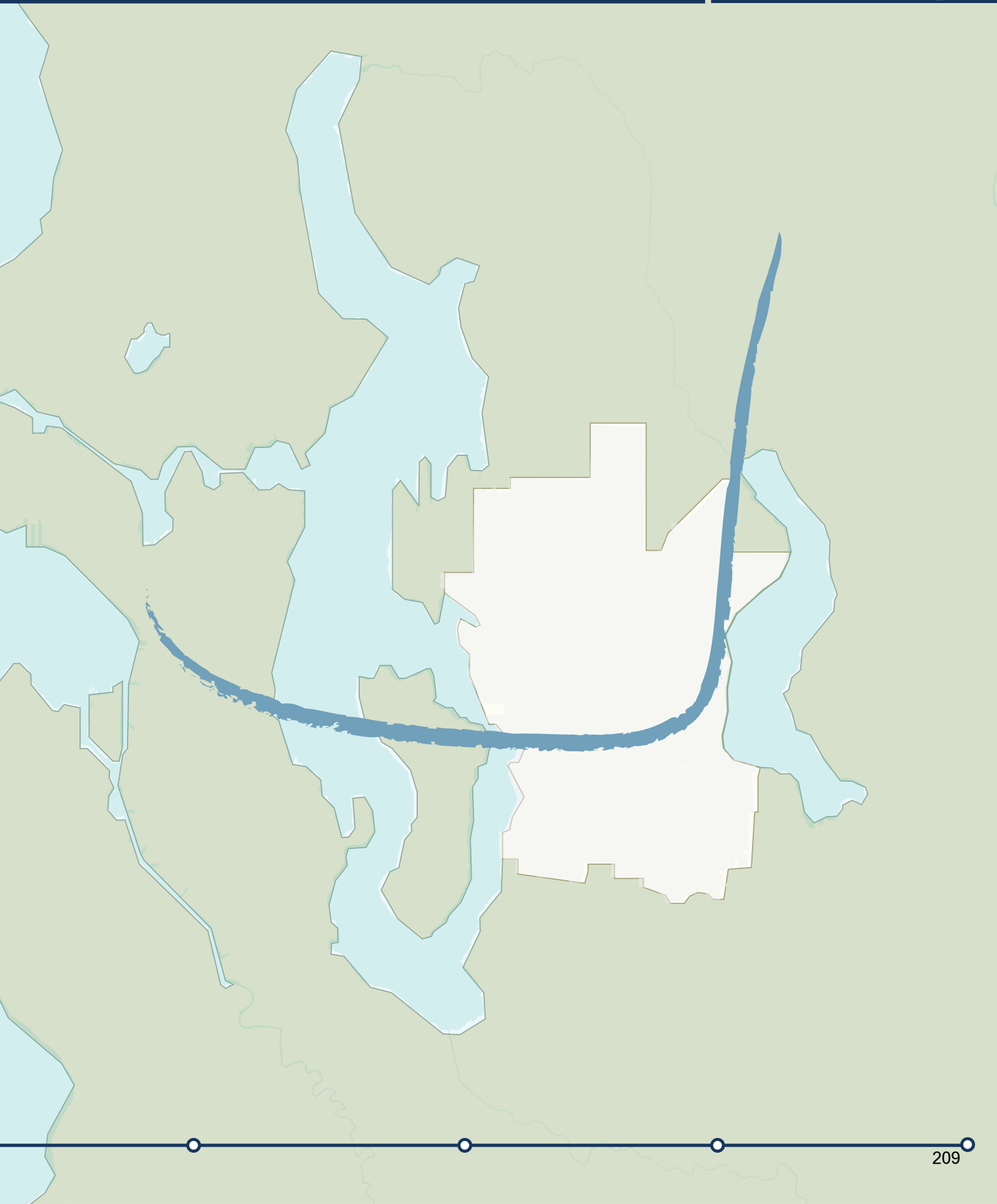


# Corridor Group 10

Downtown Seattle – Eastgate – Overlake – Redmond

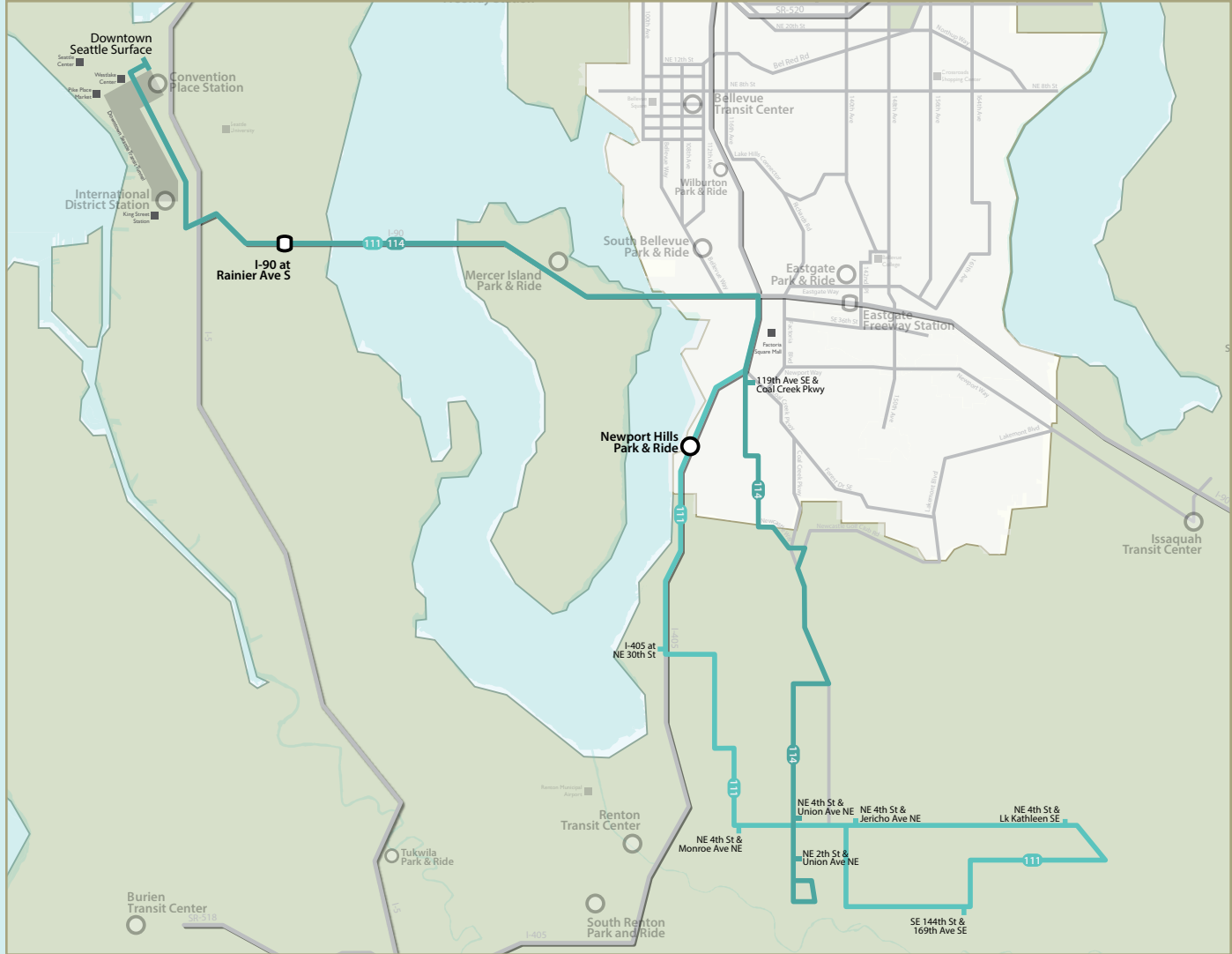
No Routes in Service

Corridor Group 10 is unique because it is the only group in which all constituent routes have been deleted. Routes 225 and 229 previously connected Downtown Seattle to Overlake via Eastgate and east Bellevue before being deleted as part of Metro's Fall 2010 service revision. Today, no routes connect Downtown Seattle with East Bellevue and Overlake with a one-seat ride.



# Corridor Group II

Downtown Seattle – Eastgate – Southeast King



Corridor Group II connects Downtown Seattle with southeast King County via I-90 and Factoria. Communities served include Kenndale, Newcastle, Maplewood, and East Renton Highlands.





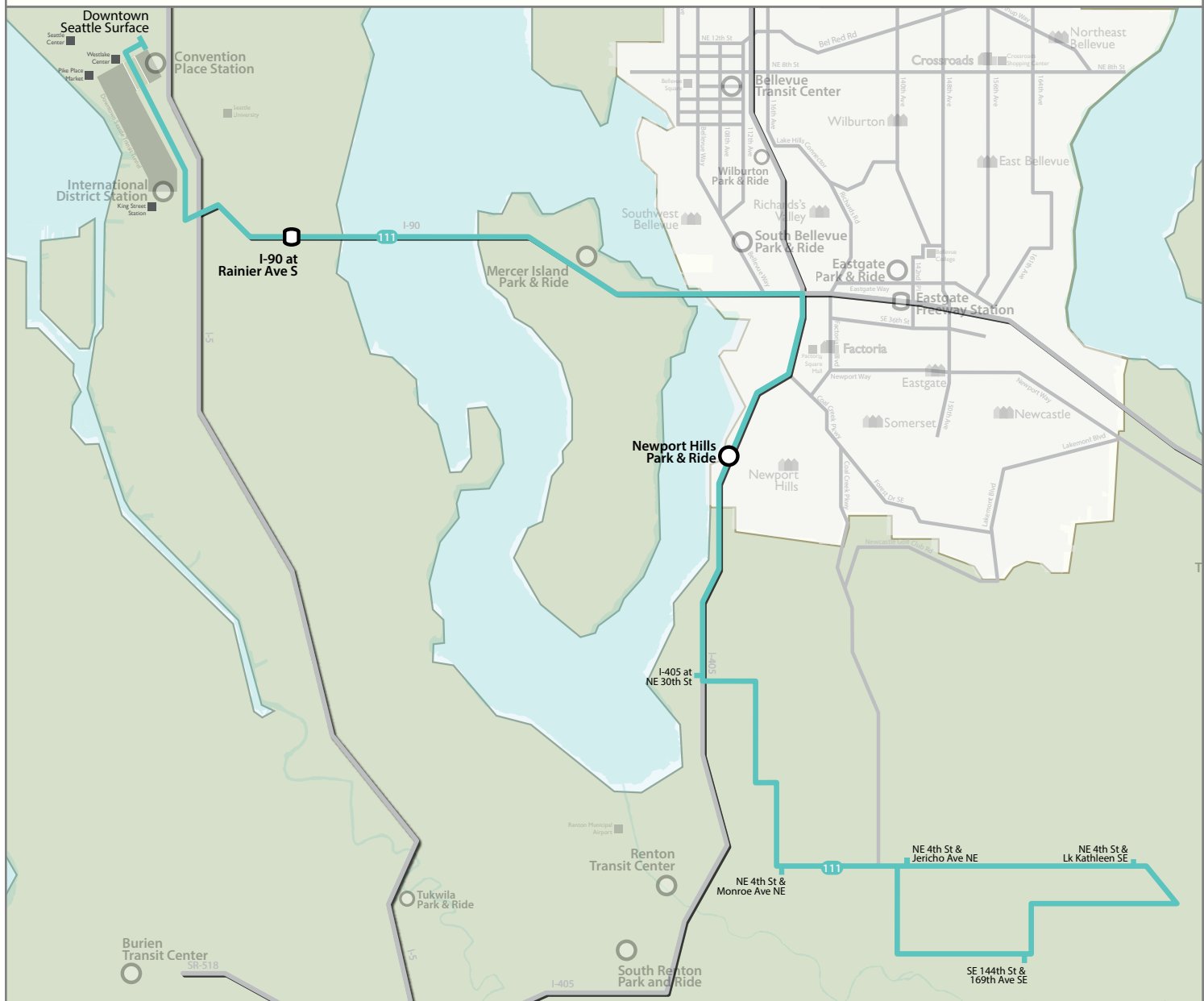
# Route III

Maplewood to Downtown Seattle via Lake Kathleen

Peak-Only Route  
Serves Seattle Core

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Newport Hills Park & Ride	Newport Hills neighborhood	111 167 280 342 824 952 560
I-90 at Rainier Ave S	North Beacon Hill, Rainier Valley, and Central District neighborhoods	7 9 42 111 114 210 211 212 214 215 216 217 218 550 554
Downtown Seattle (Surface)	Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center	7 64 82 83 84 106 111 114 124 143 150 152 157 158 159 161 177 202 210 212 214 215 217 510 511 512 513 550 554 590



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:21 - 8:54; 15:30 - 19:16																			
Daily Trips	16															4,080				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	20-30	—	20-30	—	—															
Percent On-Time	86.7%															86.7%				
Revenue Hours	20.07															5,041				
Platform Hours	36.00															9,040				
Revenue Miles	400.14															100,504				
Rev. Hour/Plat. Hour	0.56															0.56				
Boardings (per day)	825.00															207,375				
Average Load	45.69															45.69				
Boardings/Trip	51.56															50.83				
Boardings/Rev. Hour	41.11															41.14				
Boardings/Rev. Mile	2.06															2.06				
Boardings/Plat. Hour	22.92															22.94				
Est. Operating Costs	\$4,880															\$1,225,131				
Cost/Revenue Hour	\$243.17															\$243.03				
Cost/Platform Hour	\$135.55															\$135.53				
Cost/Revenue Mile	\$12.19															\$12.19				
Cost/Boarding	\$5.91															\$5.91				
Cost/Trip	\$304.98															\$300.28				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	423	—	402	—	—											106,162	—	101,213	—	—
Boardings/Rev. Hour	43.0	—	39.3	—	—											43.0	—	39.4	—	—
Cost/Revenue Hour	\$229.55	—	\$256.27	—	—											\$229.51	—	\$256.03	—	—
Percent On-Time	90.8%	—	82.6%	—	—											90.8%	—	82.6%	—	—

Route 111 provides one-way peak service from Maplewood to Downtown Seattle via Lake Kathleen, the Renton Highlands, and Kenndale. The route begins at Jericho Ave NE in the Renton Highlands, loops through Lake Kathleen and Maplewood, and follows NE 4th St and Sunset Blvd NE to the NE 30th St entrance of I-405. It then travels on I-405 and I-90 through Bellevue, providing limited-stop service between NE 30th St and Downtown Seattle with stops only at the Newport Hills Park & Ride and Rainier Ave Freeway Station.

# Route III

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:21 - 8:54; 15:30 - 19:16																			
Daily Trips	16															4,080				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	20-30	—	20-30	—	—															
Percent On-Time	86.6%															86.6%				
Revenue Hours	20.07															5,041				
Platform Hours	36.00															9,040				
Revenue Miles	400.12															100,498				
Rev. Hour/Plat. Hour	0.56															0.56				
Boardings (per day)	864.00															217,120				
Average Load	48.13															48.13				
Boardings/Trip	54.00															53.22				
Boardings/Rev. Hour	43.06															43.07				
Boardings/Rev. Mile	2.16															2.16				
Boardings/Plat. Hour	24.00															24.02				
Est. Operating Costs	\$4,880															\$1,297,545				
Cost/Revenue Hour	\$243.17															\$257.40				
Cost/Platform Hour	\$135.55															\$143.54				
Cost/Revenue Mile	\$12.20															\$12.91				
Cost/Boarding	\$5.65															\$5.98				
Cost/Trip	\$304.98															\$318.03				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

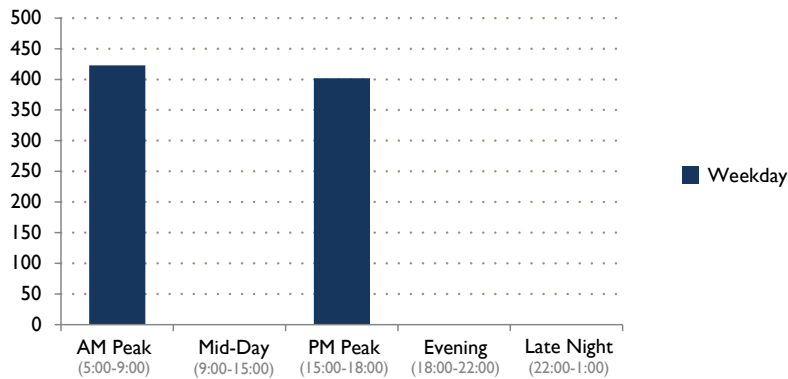
	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	435	—	429	—	—											109,357	—	107,763	—	—
Boardings/Rev. Hour	44.2	—	41.9	—	—											44.3	—	41.9	—	—
Cost/Revenue Hour	\$229.55	—	\$256.27	—	—											\$242.26	—	\$271.95	—	—
Percent On-Time	93.3%	—	79.9%	—	—											93.3%	—	79.9%	—	—

Route III served an average of 39 more daily rides in Spring 2012 than in Fall 2011, or about 2.4 more rides per trip and 1.9 more per revenue hour. This equates to over 9,700 additional annualized rides based on spring performance. As indicated by the charts on the opposite page, ridership and productivity gains were realized during both peak periods, though the PM peak experienced larger increases in both measures.

## Ridership, Productivity & Efficiency

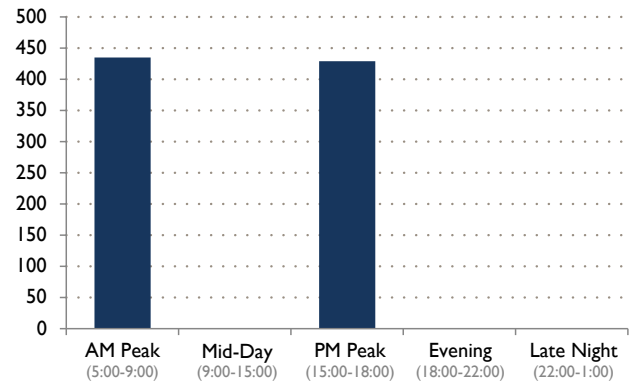
Fall 2011

Daily Boardings

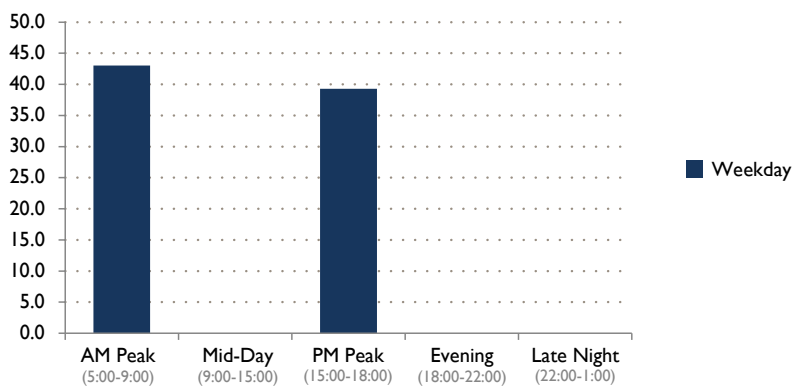


Fall 2012

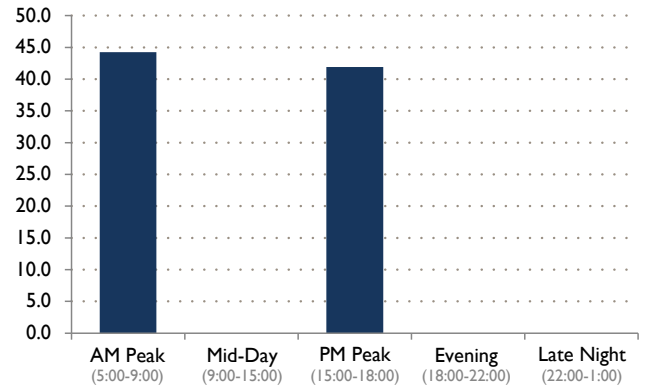
Daily Boardings



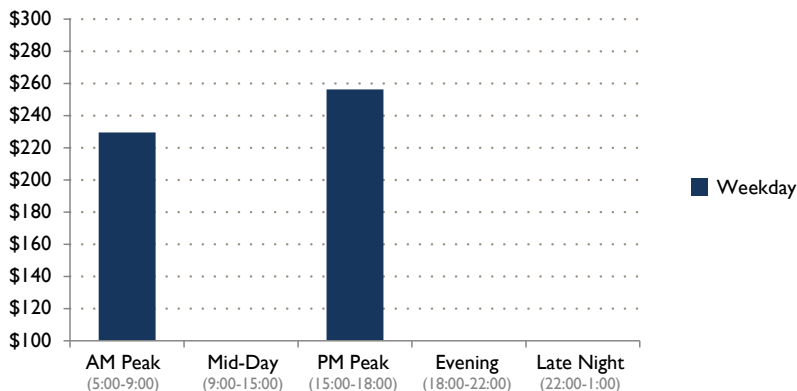
Daily Boardings per Revenue Hour



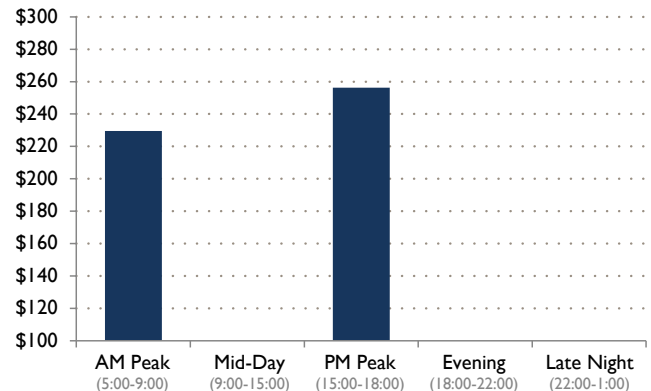
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour

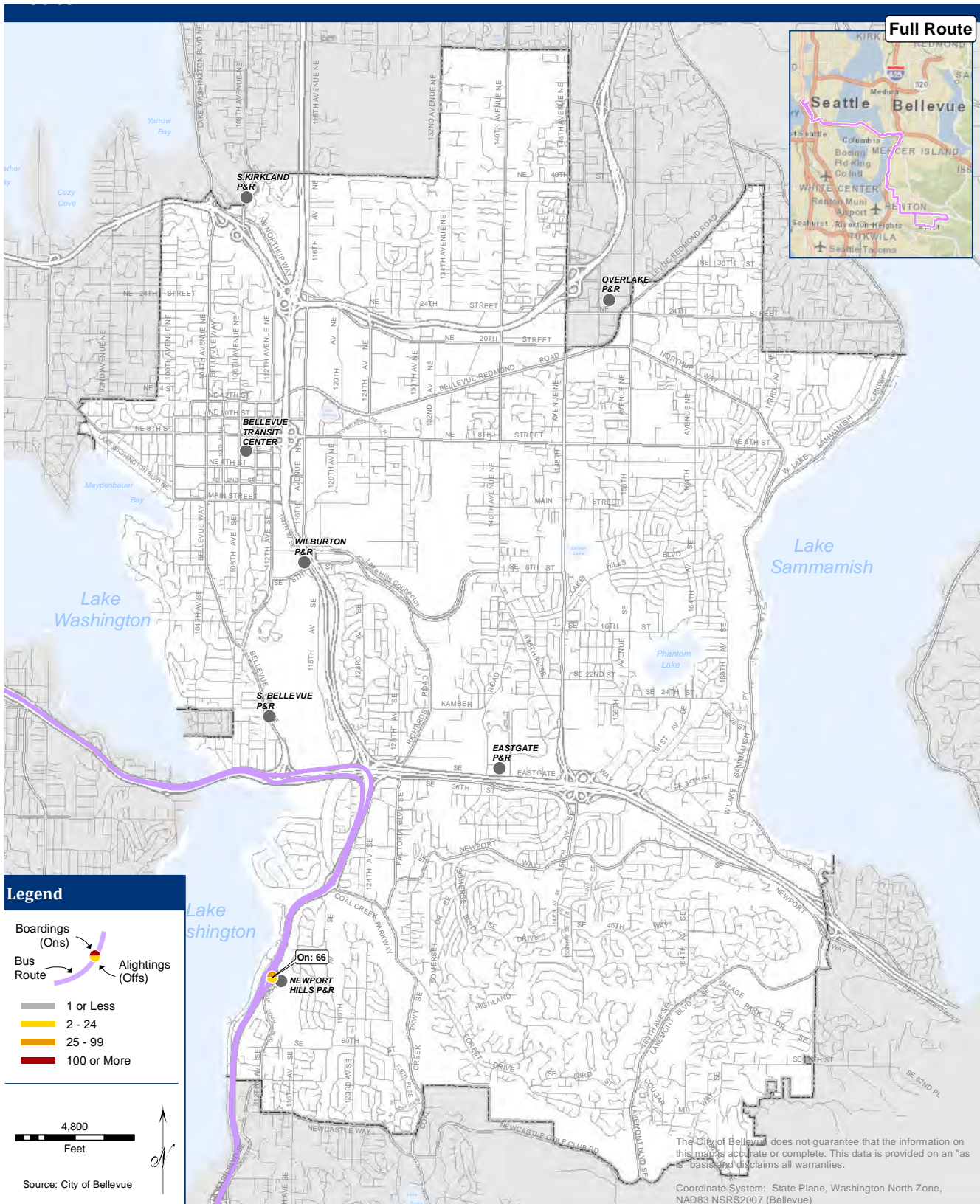


Estimated Operating Cost per Revenue Hour



# Route III

Boarding & Alighting Activity, Spring 2012 | Inbound

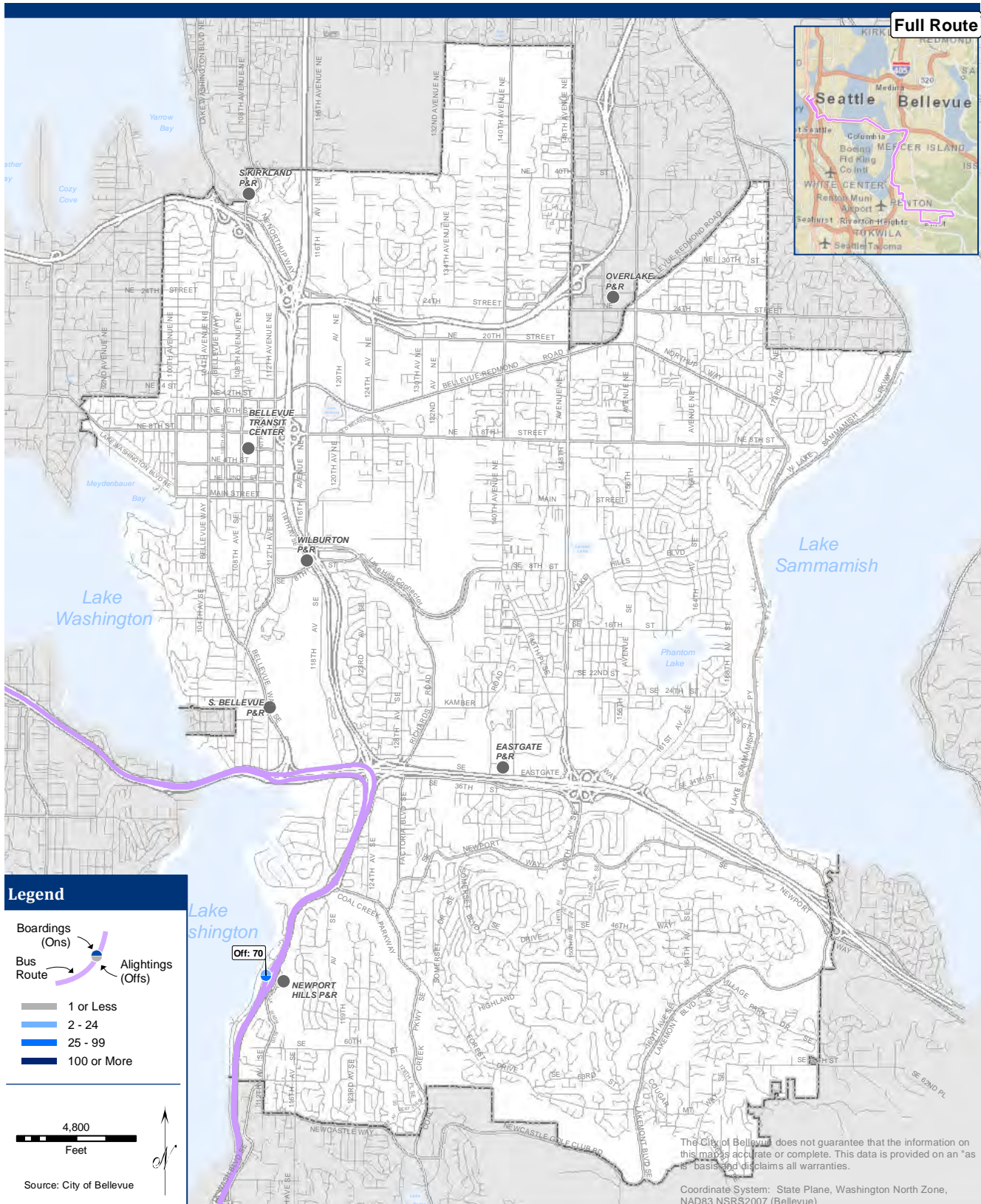


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Route 114

Peak-Only Route  
Serves Seattle Core

Renton Highlands to Downtown Seattle via Newport Hills  
Peak-Only Alternative to 240 + 550

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Newcastle Transit Center	Newcastle, Newcastle Public Library	114 240
I-90 at Rainier Ave S	North Beacon Hill, Rainier Valley, and Central District neighborhoods	7 9 42 111 114 210 211 212 214 215 216 217 218 550 554
Downtown Seattle (Surface)	Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center	7 64 82 83 84 106 111 114 124 143 150 152 157 158 159 161 177 202 210 212 214 215 217 510 511 512 513 550 554 590



Map depicts Fall 2012 routing

### Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:35 - 8:45; 16:04 - 18:43																			
Daily Trips	9															2,295				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	86.3%															86.3%				
Revenue Hours	9.25															2,285				
Platform Hours	16.75															4,137				
Revenue Miles	165.14															40,790				
Rev. Hour/Plat. Hour	0.55															0.55				
Boardings (per day)	361.00															89,386				
Average Load	36.33															36.33				
Boardings/Trip	40.11															38.95				
Boardings/Rev. Hour	39.03															39.12				
Boardings/Rev. Mile	2.19															2.19				
Boardings/Plat. Hour	21.55															21.61				
Est. Operating Costs	\$2,236															\$552,218				
Cost/Revenue Hour	\$241.70															\$241.70				
Cost/Platform Hour	\$133.47															\$133.47				
Cost/Revenue Mile	\$13.54															\$13.54				
Cost/Boarding	\$6.19															\$6.18				
Cost/Trip	\$248.41															\$240.62				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	200	—	161	—	—											49,577	—	39,809	—	—
Boardings/Rev. Hour	43.0	—	35.0	—	—											43.2	—	35.0	—	—
Cost/Revenue Hour	\$245.02	—	\$238.34	—	—											\$245.02	—	\$238.34	—	—
Percent On-Time	86.9%	—	85.5%	—	—											86.9%	—	85.5%	—	—

Route 114 is a one-way peak-only commuter route that provides service from the Renton Highlands to Downtown Seattle. It follows the path of Route 240 on Coal Creek Parkway SE, travels through Newcastle and Newport Hills, then begins limited-stop service to Downtown Seattle, during which its only stop is at the Rainier Ave Freeway Station.

# Route 114

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:35 - 8:45; 16:04 - 18:43																			
Daily Trips	9															2,295				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	81.9%															81.9%				
Revenue Hours	9.25															2,285				
Platform Hours	16.75															4,137				
Revenue Miles	165.13															40,788				
Rev. Hour/Plat. Hour	0.55															0.55				
Boardings (per day)	374.00															92,378				
Average Load	37.22															37.22				
Boardings/Trip	41.56															40.25				
Boardings/Rev. Hour	40.43															40.43				
Boardings/Rev. Mile	2.26															2.26				
Boardings/Plat. Hour	22.33															22.33				
Est. Operating Costs	\$2,215															\$584,556				
Cost/Revenue Hour	\$239.41															\$255.85				
Cost/Platform Hour	\$132.21															\$141.29				
Cost/Revenue Mile	\$13.41															\$14.33				
Cost/Boarding	\$5.92															\$6.33				
Cost/Trip	\$246.06															\$254.71				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

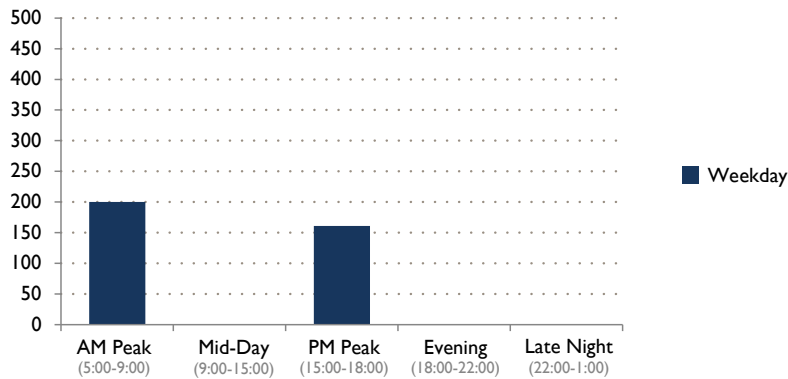
	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	203	—	171	—	—											50,141	—	42,237	—	—
Boardings/Rev. Hour	43.7	—	37.2	—	—											43.7	—	37.2	—	—
Cost/Revenue Hour	\$240.47	—	\$238.34	—	—											\$257.27	—	\$254.41	—	—
Percent On-Time	83.5%	—	80.0%	—	—											83.5%	—	80.0%	—	—

Route 111 served an average of 13 more daily rides in Spring 2012 than in Fall 2011, or about 1.4 more rides per trip and per revenue hour. This equates to nearly 3,000 additional annualized rides based on spring performance. As indicated by the charts on the opposite page, improvements to ridership and productivity were realized almost exclusively in the PM peak period. Route 114 was one of only a few routes to have on-time performance decline in Spring 2012—in this case by about 4.4 percent.

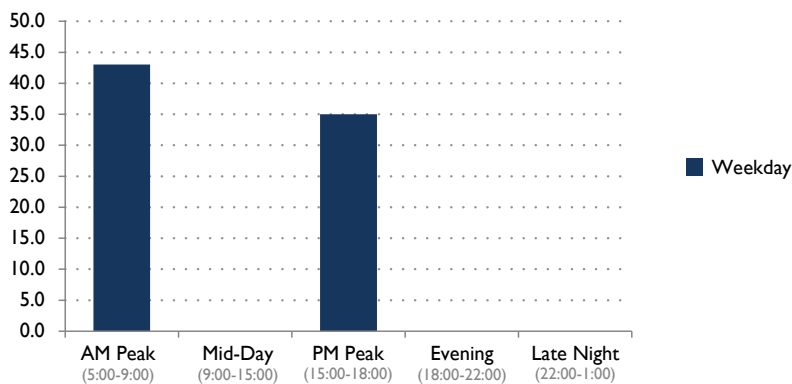
## Ridership, Productivity & Efficiency

Fall 2011

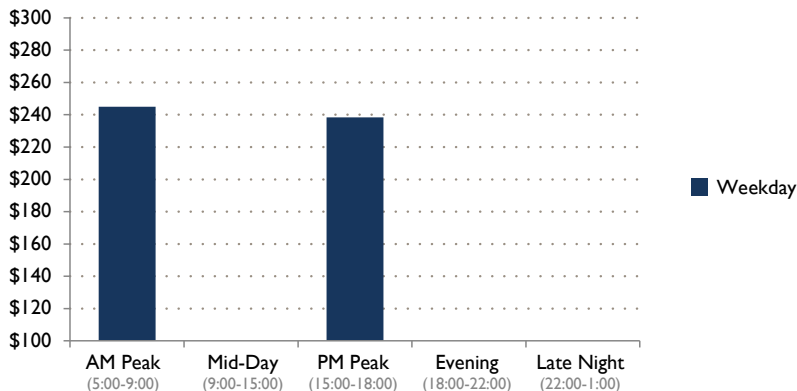
Daily Boardings



Daily Boardings per Revenue Hour

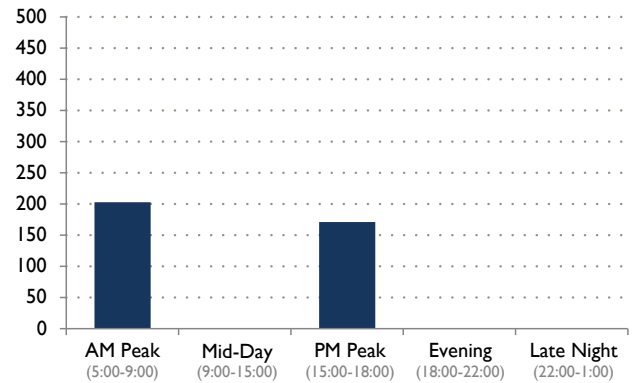


Estimated Operating Cost per Revenue Hour

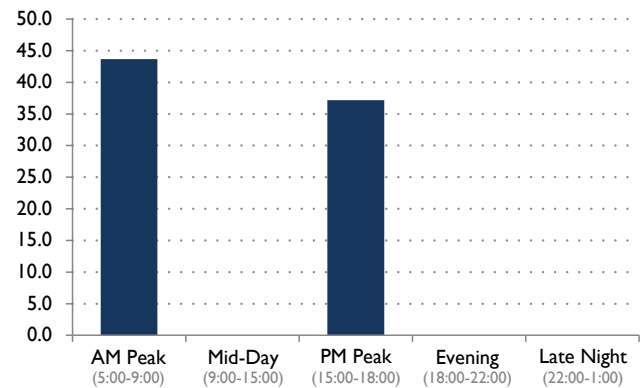


Fall 2012

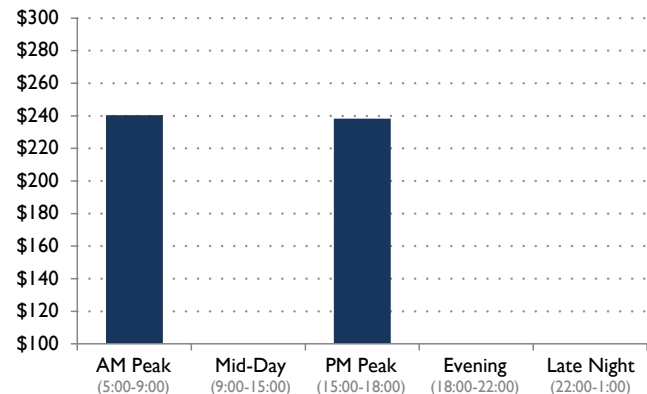
Daily Boardings



Daily Boardings per Revenue Hour



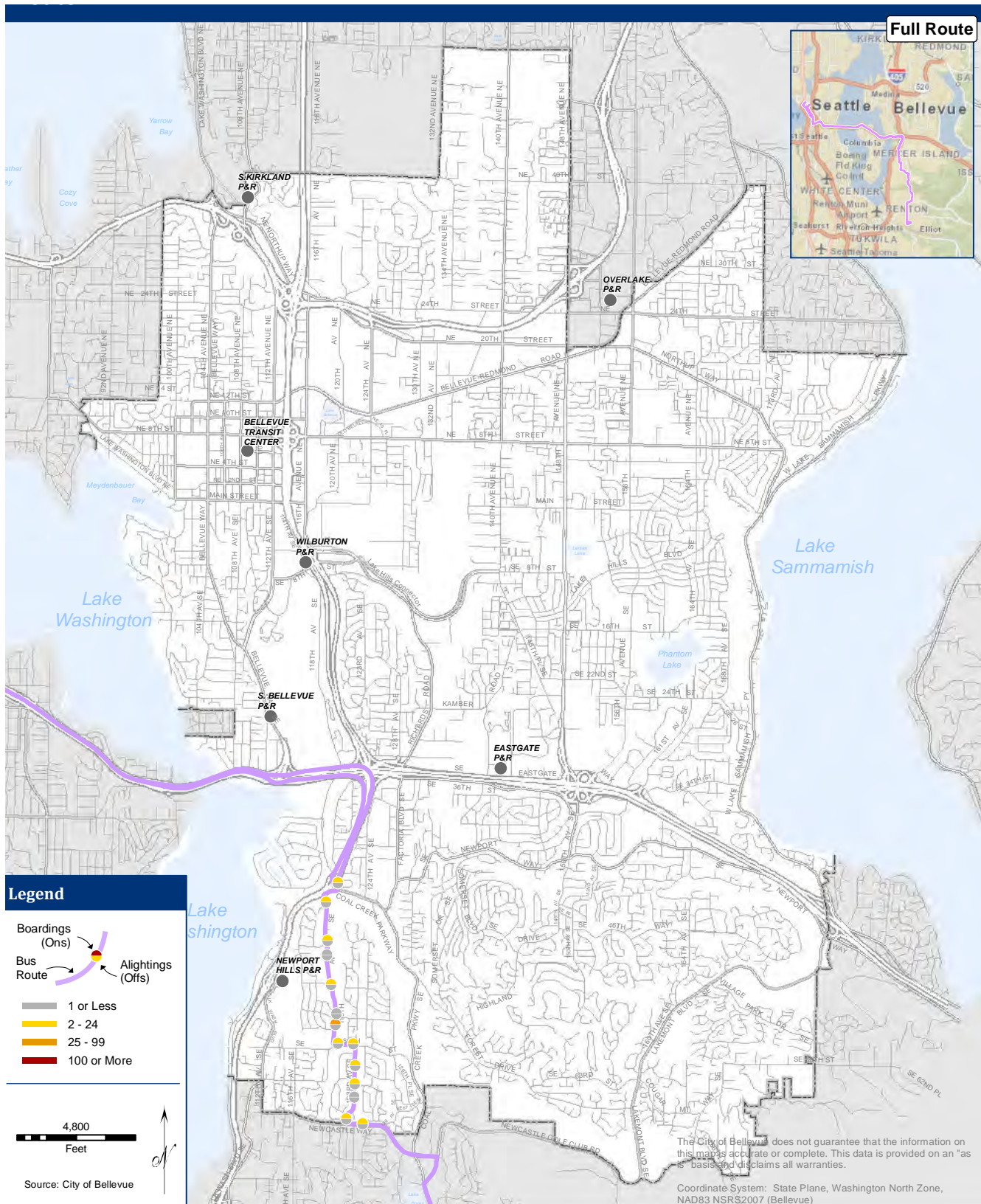
Estimated Operating Cost per Revenue Hour





# Route 114

Boarding & Alighting Activity, Spring 2012 | Inbound

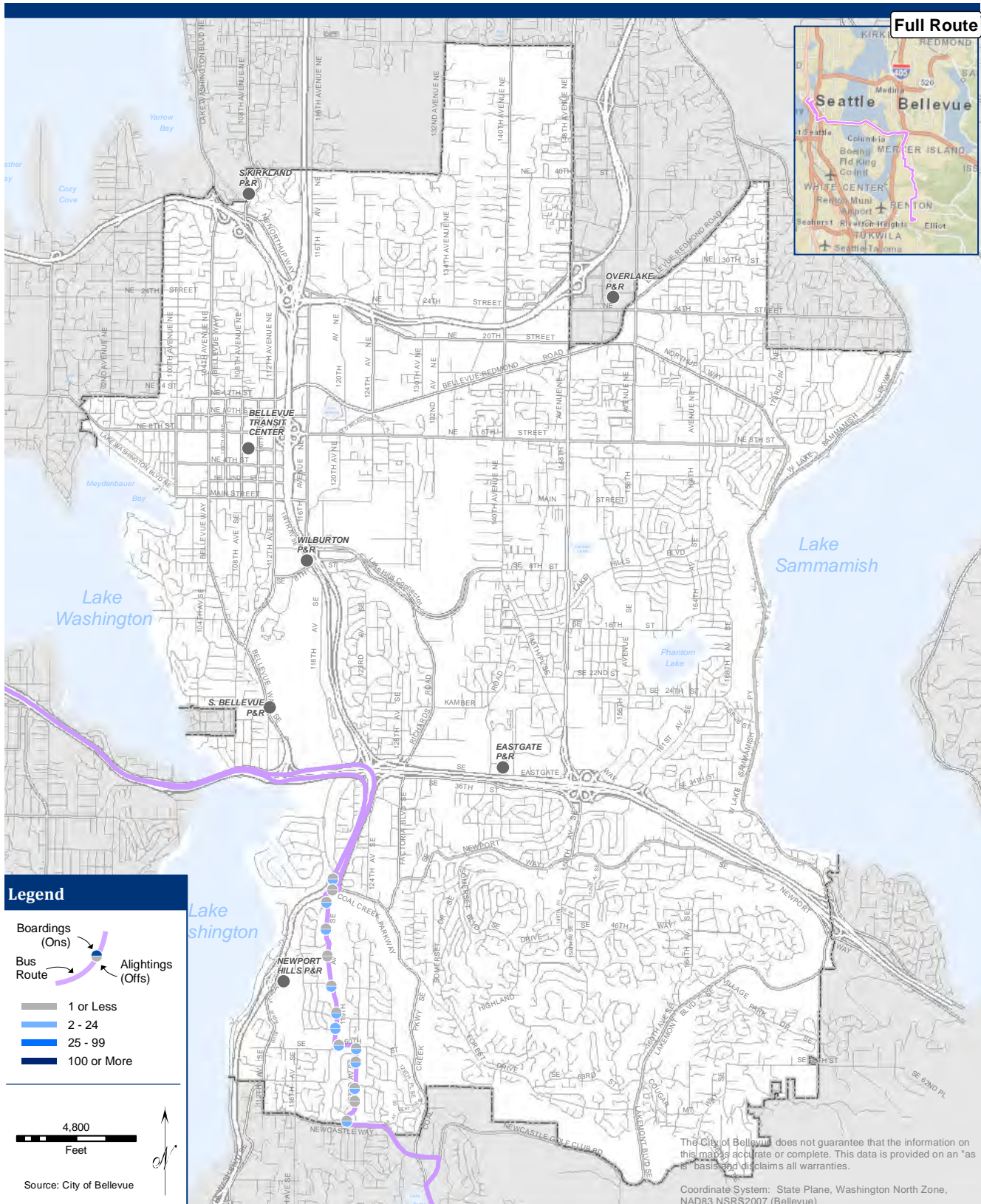


Map depicts Spring 2012 routing and data





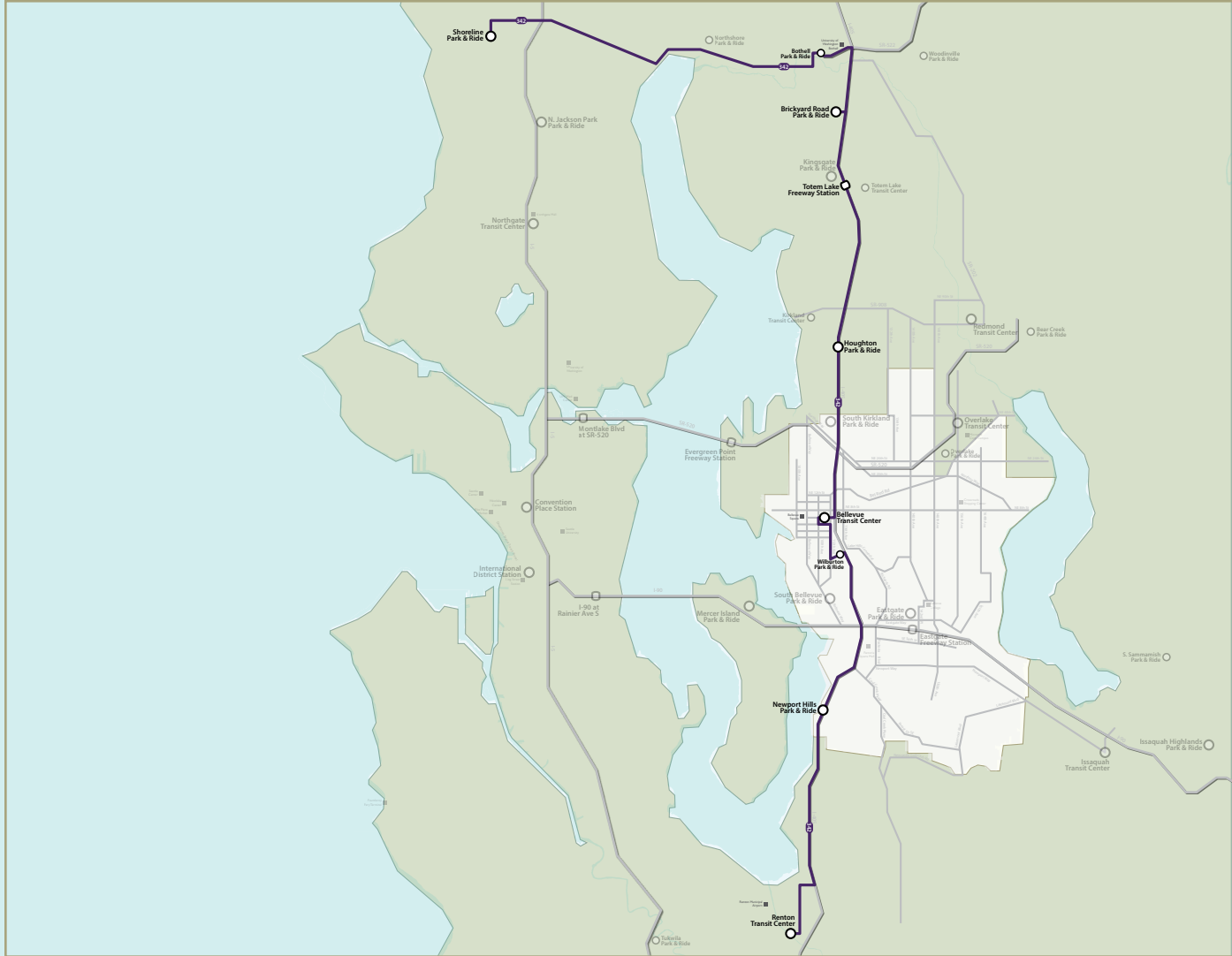
# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

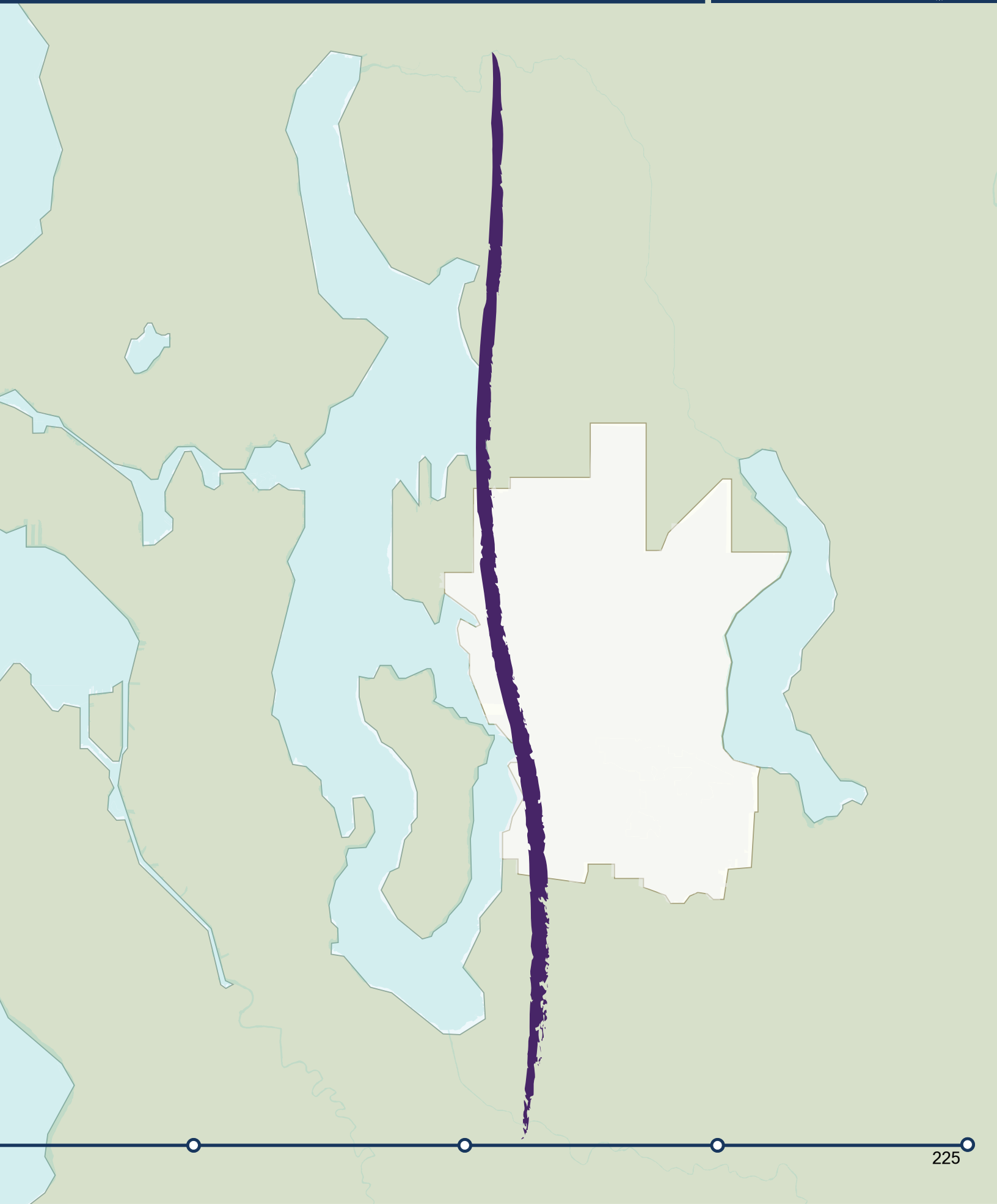
# Corridor Group 12

North King – Downtown Bellevue – Renton



342

Corridor Group 12 spans the majority of the I-405 corridor, stretching from Bothell to Renton. The only route in the group, Route 342, connects Shoreline with Renton via Bothell, Bellevue, and several I-405 freeway stations.



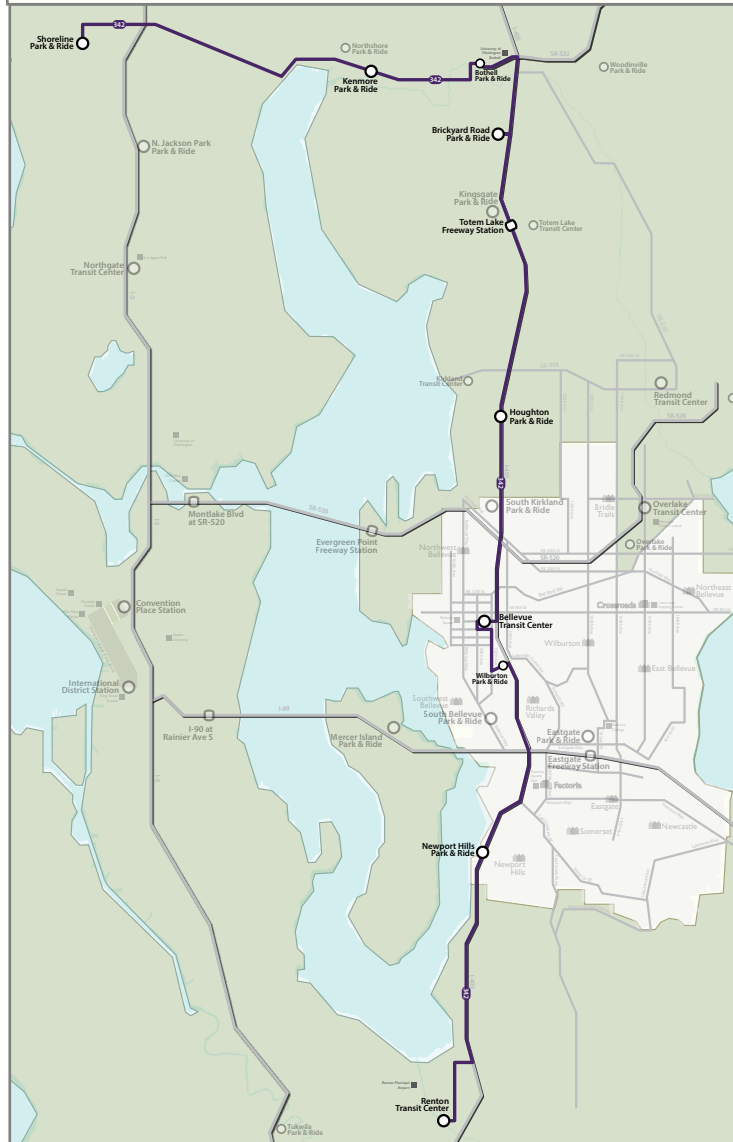
# Route 342

Peak-Only Route

Shoreline to Renton via Bellevue  
Peak-Only Alternative to 301 + 550 + 566

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Shoreline Park & Ride	Shoreline	301 303 <b>342</b> 358 373
Kenmore Park & Ride	Kenmore	<b>244</b> 306 309 312 331 342 372 522
Bothell Park & Ride	Downtown Bothell, University of Washington Bothell	238 312 <b>342</b> 372 522 <b>535</b>
Brickyard Road Park & Ride	Norway Hill and Queensgate neighborhoods	236 <b>237</b> 238 <b>255</b> 257 311 <b>342</b> 952 <b>532</b> <b>535</b>
Totem Lake Freeway Station	Kingsgate Park & Ride, Totem Lake, Kingsgate, and North Juanita neighborhoods	<b>235</b> <b>237</b> 238 252 <b>255</b> 257 277 311 <b>342</b> 930 935 952 <b>532</b> <b>535</b>
Houghton Park & Ride	Central Houghton, Bridle Trails, and South Rose Hill neighborhoods	238 <b>245</b> 260 <b>265</b> 277 <b>342</b> 952 986
Renton Transit Center	Downtown Renton, Renton High School	101 105 106 107 110 140 143 148 153 <b>167</b> 169 <b>240</b> <b>342</b> 907 908 909 <b>560</b> <b>566</b>



Map depicts Fall 2012 routing



## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:32 - 7:50; 15:09 - 18:42																			
Daily Trips	9															2,295				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	85.8%															85.8%				
Revenue Hours	11.62															2,935				
Platform Hours	16.72															4,220				
Revenue Miles	252.75															63,855				
Rev. Hour/Plat. Hour	0.69															0.70				
Boardings (per day)	253.00															63,885				
Average Load	19.56															19.56				
Boardings/Trip	28.11															27.84				
Boardings/Rev. Hour	21.78															21.77				
Boardings/Rev. Mile	1.00															1.00				
Boardings/Plat. Hour	15.13															15.14				
Est. Operating Costs	\$2,079															\$524,710				
Cost/Revenue Hour	\$178.95															\$178.80				
Cost/Platform Hour	\$124.35															\$124.35				
Cost/Revenue Mile	\$8.22															\$8.22				
Cost/Boarding	\$8.22															\$8.21				
Cost/Trip	\$230.97															\$228.63				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	123	—	112	—	—											31,023	—	28,272	—	—
Boardings/Rev. Hour	27.0	—	18.7	—	—											27.1	—	18.6	—	—
Cost/Revenue Hour	\$180.51	—	\$179.13	—	—											\$180.55	—	\$178.84	—	—
Percent On-Time	82.9%	—	87.9%	—	—											82.9%	—	87.9%	—	—

Route 342 is a one-way peak-only commuter route that connects the Shoreline Park & Ride to the Renton Transit Center via a host of northern and eastern King County communities, including Aurora Village, Ballinger Terrace, Lake Forest Park, Kenmore, Bothell, Downtown Bellevue, and Newcastle. The route provides express service on I-405 between the Bothell Park & Ride and Renton, with the only exception being a stretch in Bellevue between the Transit Center and the Wilburton Park & Ride, and several freeway flyer stops including Totem Lake, Houghton, Coal Creek Pkwy, and Newport Hills. Route 342 is split into two segments: the Aurora to Downtown Bellevue segment, and the Downtown Bellevue to Renton segment. Only 10 percent of its riders use the Bellevue to Renton segment to access areas north of the Bellevue Transit Center, while the segment between Aurora Village and I-405 is long and not very productive.

# Route 342

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:32 - 7:50; 15:09 - 18:42																			
Daily Trips	9															2,295				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	91.0%															91.0%				
Revenue Hours	11.62															2,935				
Platform Hours	16.53															4,173				
Revenue Miles	252.73															63,852				
Rev. Hour/Plat. Hour	0.70															0.70				
Boardings (per day)	324.00															81,820				
Average Load	24.00															24.00				
Boardings/Trip	36.00															35.65				
Boardings/Rev. Hour	27.89															27.88				
Boardings/Rev. Mile	1.28															1.28				
Boardings/Plat. Hour	19.60															19.61				
Est. Operating Costs	\$2,057															\$581,526				
Cost/Revenue Hour	\$177.05															\$198.16				
Cost/Platform Hour	\$124.40															\$139.36				
Cost/Revenue Mile	\$8.14															\$9.11				
Cost/Boarding	\$6.35															\$7.11				
Cost/Trip	\$228.53															\$253.39				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

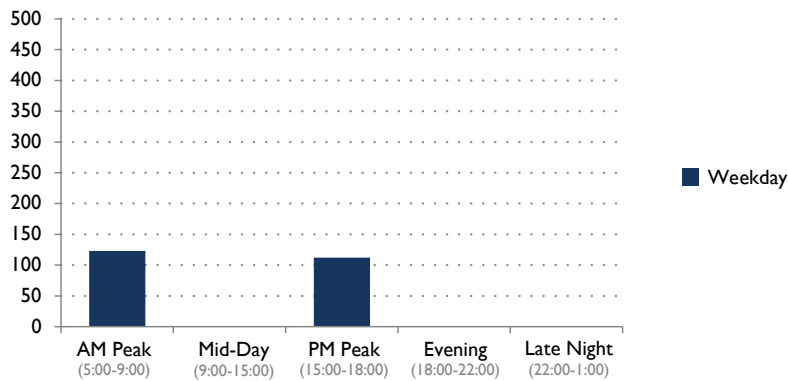
	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	143	—	159	—	—											35,977	—	40,233	—	—
Boardings/Rev. Hour	31.4	—	26.5	—	—											31.5	—	26.5	—	—
Cost/Revenue Hour	\$175.67	—	\$179.13	—	—											\$198.37	—	\$198.18	—	—
Percent On-Time	88.7%	—	92.2%	—	—											88.7%	—	92.2%	—	—

Route 342 served an average of 71 more daily rides in Spring 2012 than in Fall 2011, or about 7.9 more rides per trip and 6.1 more rides per revenue hour. This equates to more than 17,900 additional annualized rides based on spring performance. The charts on the opposite page indicate that while both peak periods realized gains in ridership and productivity, those in the PM peak were more substantial. While the AM peak served more riders in Fall 2011, the PM peak took this distinction in Spring 2012, though the AM peak continued to be the more productive. Although no changes were made to routing or the number of trips operated, on-time performance of Route 342 improved by 5.3 percent.

## Ridership, Productivity & Efficiency

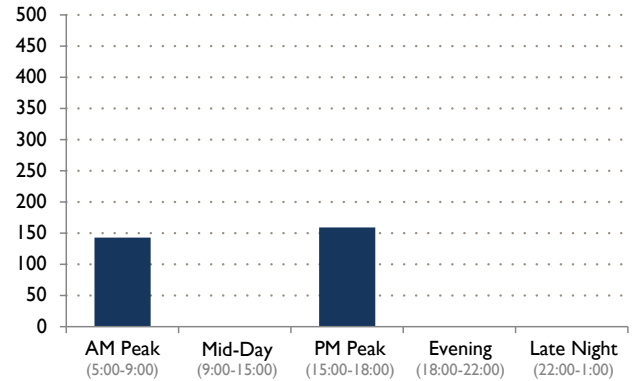
Fall 2011

Daily Boardings

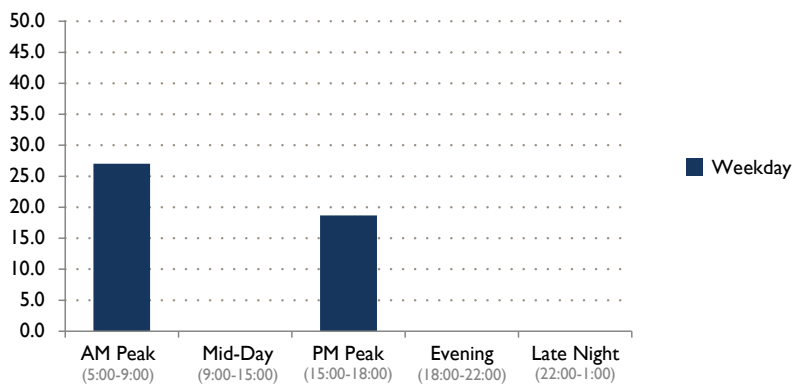


Fall 2012

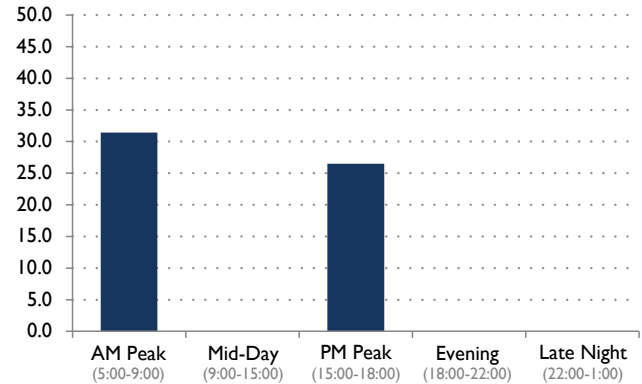
Daily Boardings



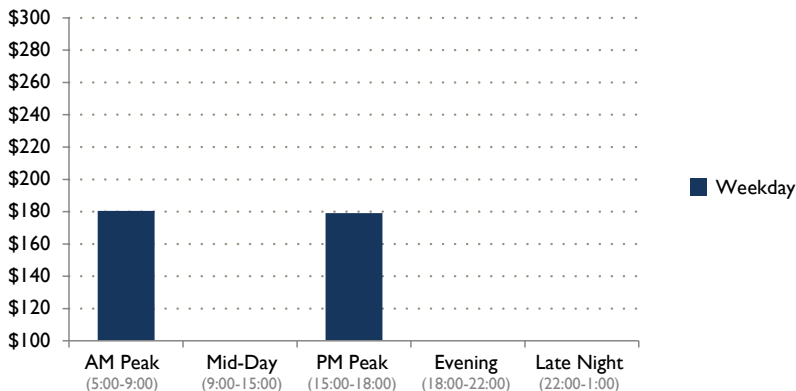
Daily Boardings per Revenue Hour



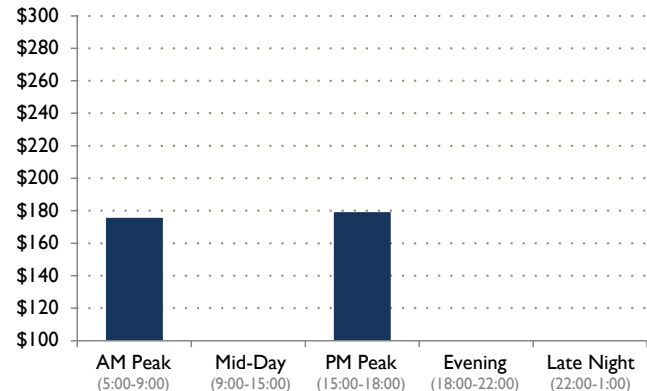
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour

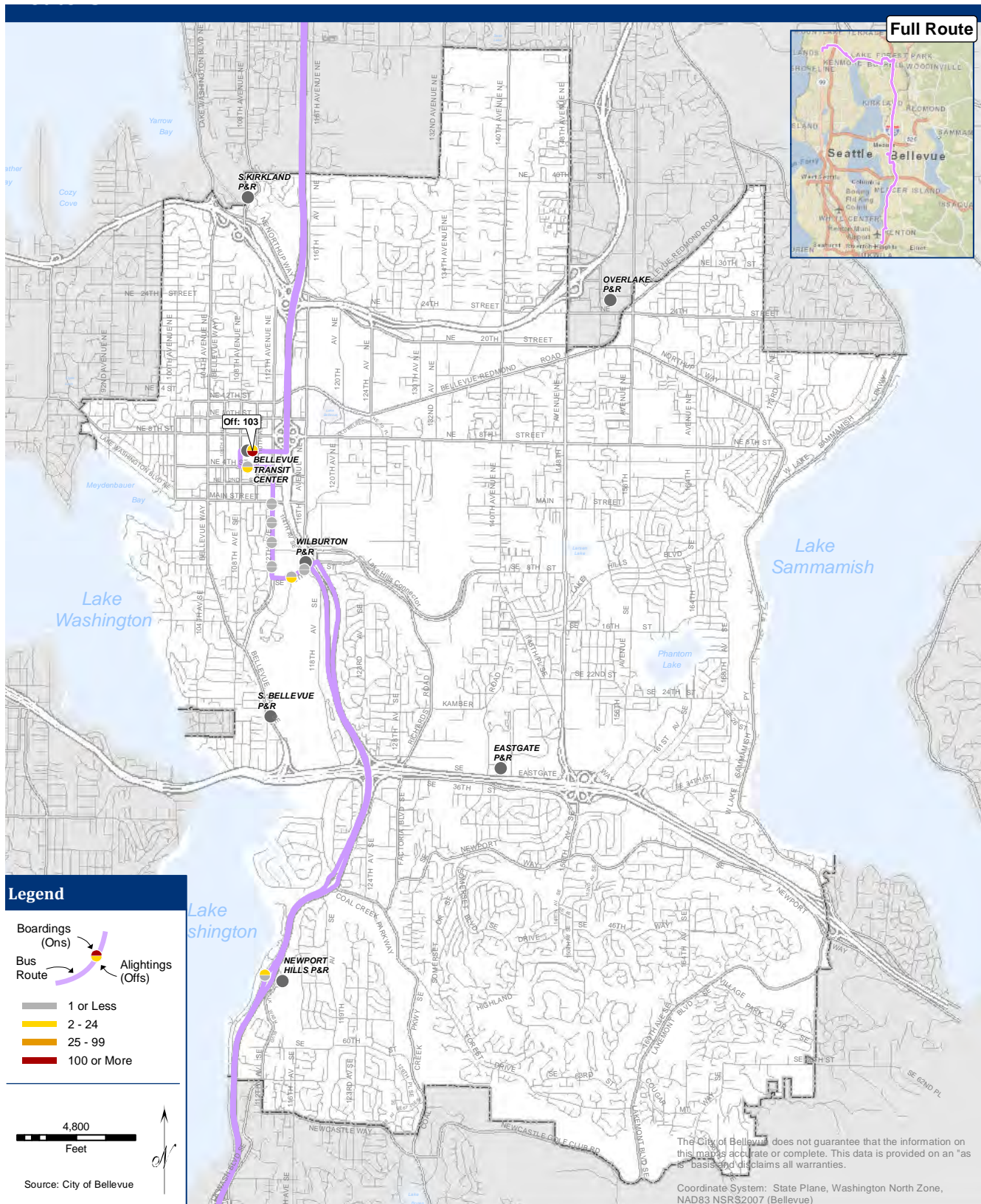


Estimated Operating Cost per Revenue Hour



# Route 342

Boarding & Alighting Activity, Spring 2012 | Inbound

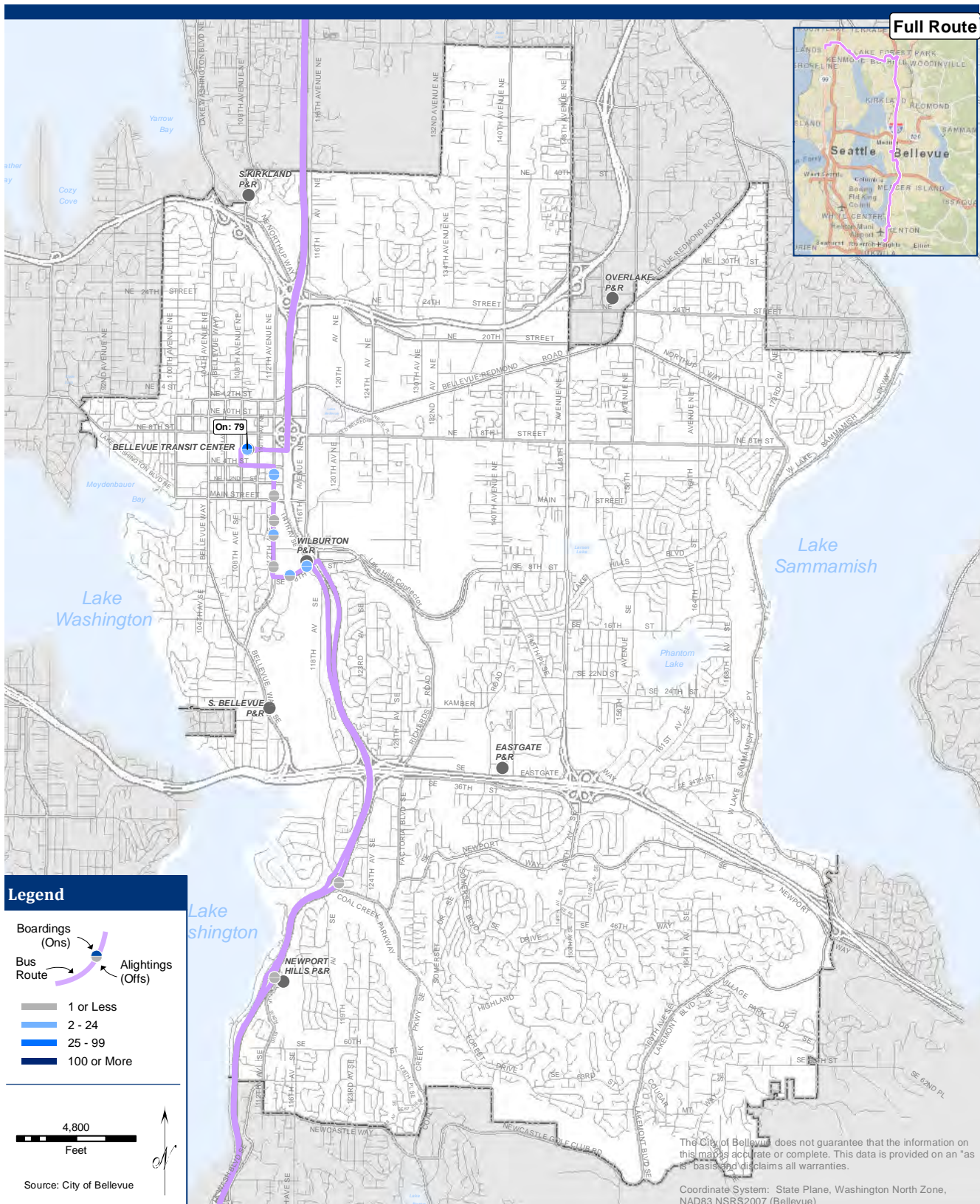


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound

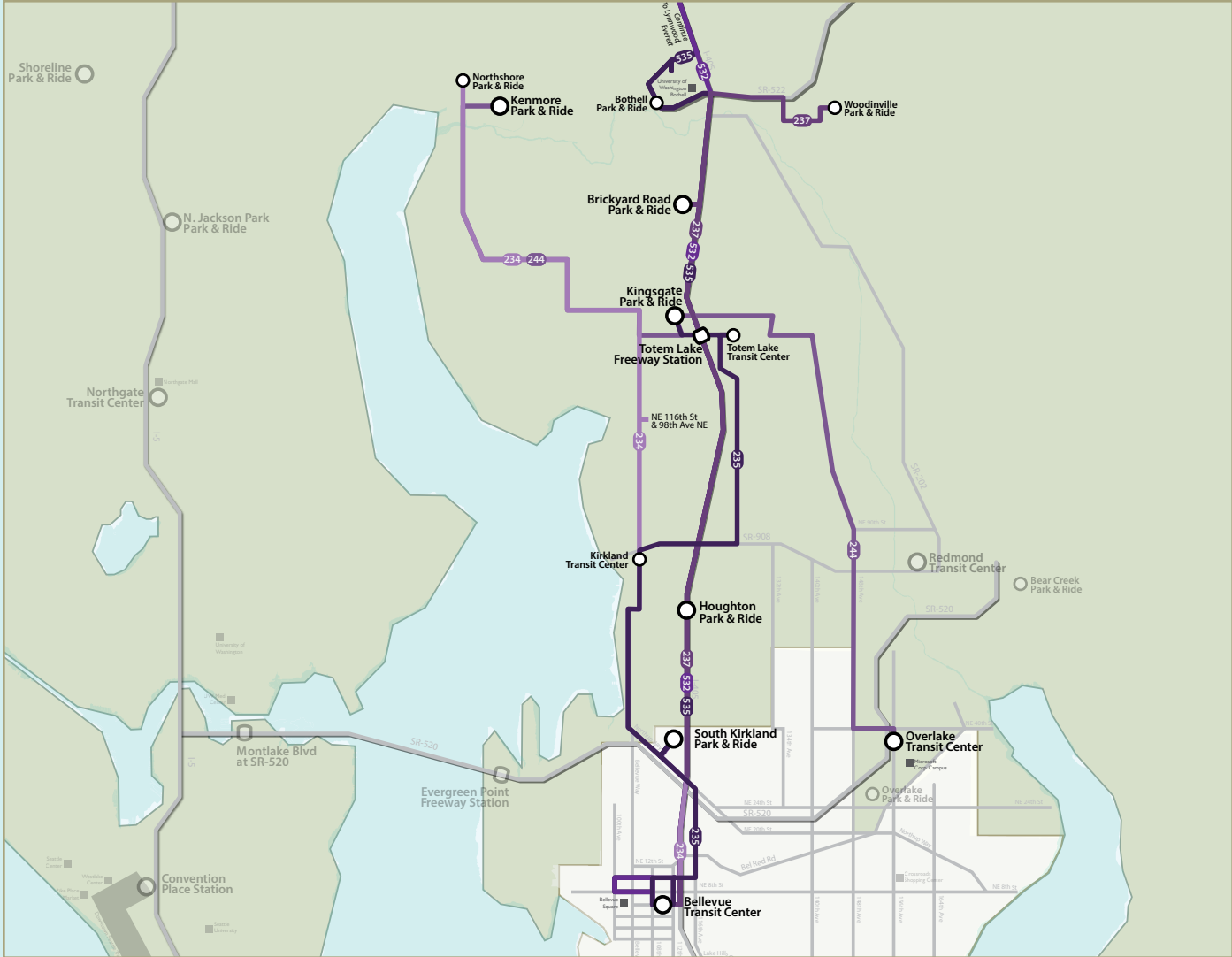


Map depicts Spring 2012 routing and data



# Corridor Group 13

North King – Kirkland – Downtown Bellevue



- 234
- 235
- 237
- 244
- 532
- 535

Corridor Group 13 connects Downtown Bellevue to North King County via either Kirkland surface streets or I-405. The two Sound Transit routes in this group—Routes 532 and 535—extend further north into Snohomish County, with termini in either Lynnwood or Everett. Although it did not undergo any changes to routing or service, Route 244 is now included as part of Corridor Group 13, though it is the group’s only route whose southern terminus serves Overlake instead of Downtown Bellevue.



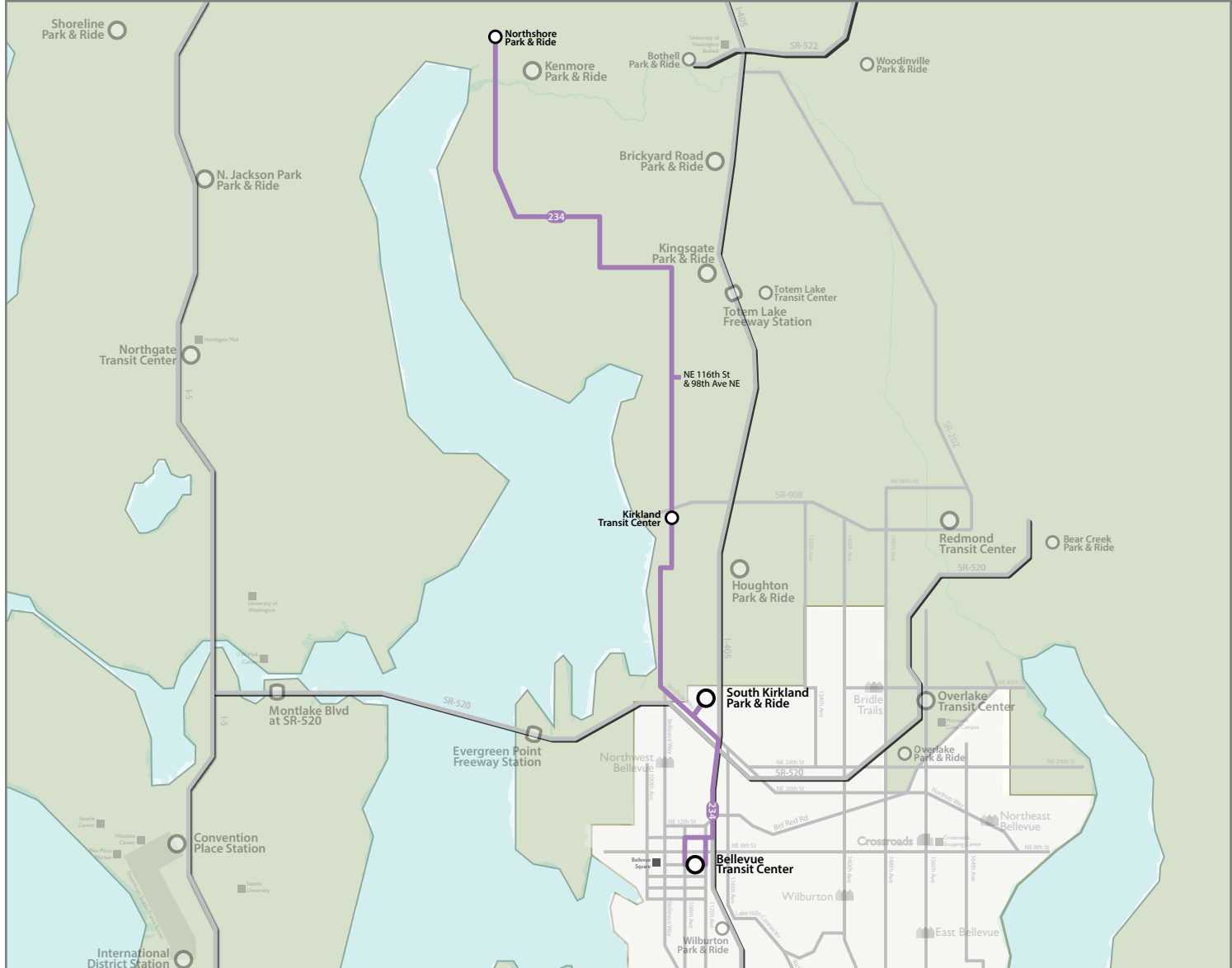
# Route 234

All-Day Route  
Revised Fall 2011

Kenmore to Kirkland, Bellevue via Juanita  
Corridor 43

Frequent Arterial Metro Service Family  
Eastside Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Northshore Park & Ride	Kenmore	234 935
Kirkland Transit Center	Kirkland City Hall, Kirkland Library, Kirkland Parkplace	234 236 238 245 248 255 540
South Kirkland Park & Ride	South Kirkland and Bridle Trails neighborhoods	234 235 249 255 981 986 540
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	B Line 226 232 234 235 237 240 241 243 246 249 271 280 342 532 535 550 555 556 560 566



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:05 - 21:50					7:50 - 20:33					7:50 - 20:33									
Daily Trips	61					25					25					18,305				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	30	30	60	—	60	60	60	—	—	60	60	60	—	—					
Percent On-Time	81.2%					78.5%					83.0%					81.0%				
Revenue Hours	52.45					19.67					19.67					15,538				
Platform Hours	72.22					25.82					25.88					21,259				
Revenue Miles	898.63					368.33					368.33					269,667				
Rev. Hour/Plat. Hour	0.73					0.76					0.76					0.73				
Boardings (per day)	1,069.25					372.00					331.00					306,229				
Average Load	10.13					9.96					8.56					9.74				
Boardings/Trip	17.53					14.88					13.24					16.73				
Boardings/Rev. Hour	20.39					18.92					16.83					19.71				
Boardings/Rev. Mile	1.19					1.01					0.90					1.14				
Boardings/Plat. Hour	14.81					14.41					12.79					14.40				
Est. Operating Costs	\$8,672					\$3,100					\$3,108					\$2,552,987				
Cost/Revenue Hour	\$165.35					\$157.64					\$158.05					\$164.31				
Cost/Platform Hour	\$120.09					\$120.09					\$120.09					\$120.09				
Cost/Revenue Mile	\$9.65					\$8.42					\$8.44					\$9.47				
Cost/Boarding	\$8.11					\$8.33					\$9.39					\$8.34				
Cost/Trip	\$142.17					\$124.01					\$124.33					\$139.47				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	277	428	243	121	—	55	171	110	36	—	39	164	87	41	—	73,935	125,721	72,284	34,289	—
Boardings/Rev. Hour	21.6	20.9	21.6	15.3	—	18.5	17.6	22.9	16.4	—	13.1	16.9	18.1	18.6	—	20.6	20.0	21.3	15.2	—
Cost/Revenue Hour	\$157.98	\$157.78	\$167.17	\$194.32	—	\$167.32	\$150.22	\$146.78	\$201.06	—	\$167.32	\$150.22	\$146.78	\$204.70	—	\$158.83	\$156.50	\$164.00	\$195.25	—
Percent On-Time	86.5%	83.7%	73.1%	76.9%	—	83.0%	75.9%	82.8%	74.8%	—	89.5%	87.7%	75.9%	69.8%	—	86.4%	82.7%	76.2%	75.2%	—

Note: Though not reflected as evening trips according to Metro-defined service headways, one trip of Route 234 departs Kenmore at 6:50 PM and two trips depart Downtown Bellevue at 6:50 and 7:50 on Saturdays and Sundays, and are hence reflected in evening service statistics.

Route 234 is an all-day two-way route serving the Northshore Park & Ride, Kenmore, Juanita, the Kirkland Transit Center, South Kirkland Park & Ride, the Bellevue Transit Center, and Old Bellevue using 68th Ave NE, 84th Ave NE, 98th Ave NE, Market Street, 108th Ave NE, 116th Ave NE, and Main Street. It is primarily used for local trips in the Kirkland area. In the Fall 2011 service change, Route 234 was revised to serve Lake Washington Blvd instead of 108th Ave NE from the South Kirkland Park & Ride to the Kirkland Transit Center. Route 234 is scheduled in combination with Route 235 such that 15-minute service is provided between Bellevue and Kirkland.



# Route 234

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:05 - 21:50					7:50 - 20:33					7:50 - 20:33									
Daily Trips	61					25					25					18,305				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	30	30	60	—	60	60	60	—	—	60	60	60	—	—					
Percent On-Time	79.8%					77.9%					92.6%					82.2%				
Revenue Hours	52.45					19.68					19.67					15,539				
Platform Hours	72.25					25.82					25.82					21,264				
Revenue Miles	898.90					368.44					368.44					269,749				
Rev. Hour/Plat. Hour	0.73					0.76					0.76					0.73				
Boardings (per day)	1,117.00					478.00					365.00					330,859				
Average Load	11.49					12.04					8.80					11.01				
Boardings/Trip	18.31					19.12					14.60					18.07				
Boardings/Rev. Hour	21.30					24.28					18.56					21.29				
Boardings/Rev. Mile	1.24					1.30					0.99					1.23				
Boardings/Plat. Hour	15.46					18.52					14.14					15.56				
Est. Operating Costs	\$8,677					\$3,100					\$3,100					\$2,829,757				
Cost/Revenue Hour	\$165.42					\$157.51					\$157.64					\$182.11				
Cost/Platform Hour	\$120.09					\$120.09					\$120.09					\$133.08				
Cost/Revenue Mile	\$9.65					\$8.41					\$8.41					\$10.49				
Cost/Boarding	\$7.77					\$6.49					\$8.49					\$8.55				
Cost/Trip	\$142.24					\$124.01					\$124.01					\$154.59				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	283	399	282	153	—	70	267	98	43	—	46	187	83	49	—	78,460	126,502	81,812	44,085	—
Boardings/Rev. Hour	22.1	19.5	25.0	19.4	—	23.6	27.5	20.3	19.5	—	15.5	19.3	17.3	22.3	—	21.9	20.1	24.0	19.5	—
Cost/Revenue Hour	\$157.98	\$157.78	\$167.17	\$194.83	—	\$167.32	\$150.22	\$146.68	\$200.15	—	\$167.32	\$150.22	\$146.78	\$201.06	—	\$176.01	\$173.42	\$181.73	\$216.59	—
Percent On-Time	88.3%	77.3%	74.5%	79.3%	—	81.5%	76.8%	79.7%	73.8%	—	97.2%	93.0%	88.1%	93.8%	—	88.7%	81.1%	79.2%	81.0%	—

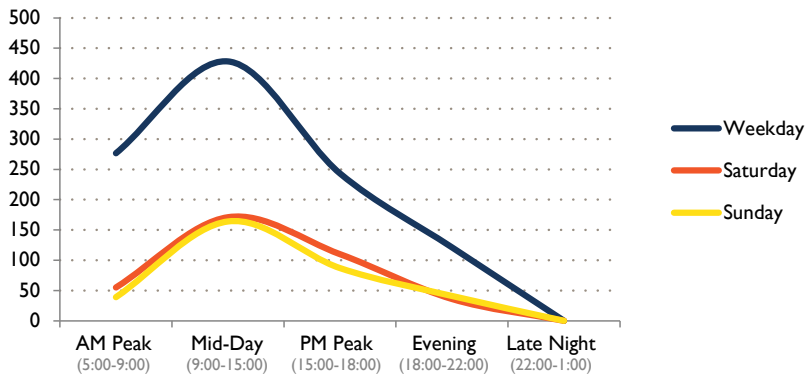
Note: Though not reflected as evening trips according to Metro-defined service headways, one trip of Route 234 departs Kenmore at 6:50 PM and two trips depart Downtown Bellevue at 6:50 and 7:50 on Saturdays and Sundays, and are hence reflected in evening service statistics.

Between Fall 2011 and Spring 2012, daily ridership of Route 234 increased by an average of about 48 passengers on weekdays, 106 on Saturdays, and 34 on Sundays. On weekdays, this is only about 0.9 more rides per revenue hour, while on Saturdays it is about 5.4 more rides per revenue hour. In aggregate, these increases equate to about 24,600 additional annualized rides based on spring performance. The charts on the opposite page make clear the substantial increase in Saturday ridership, the majority of which took place mid-day. An increase in weekday PM peak ridership is also apparent. Both of these changes in daily ridership result in notable changes to the productivity profiles. While on-time performance declined slightly on weekdays and Saturdays (-1.4 and -0.7 percent, respectively), Sunday reliability improved by 9.6 percent, though no changes were made to routing or the number of trips operated on any day of the week.

## Ridership, Productivity & Efficiency

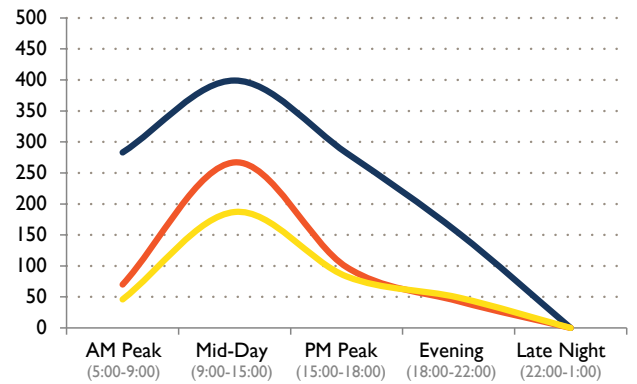
Fall 2011

Daily Boardings

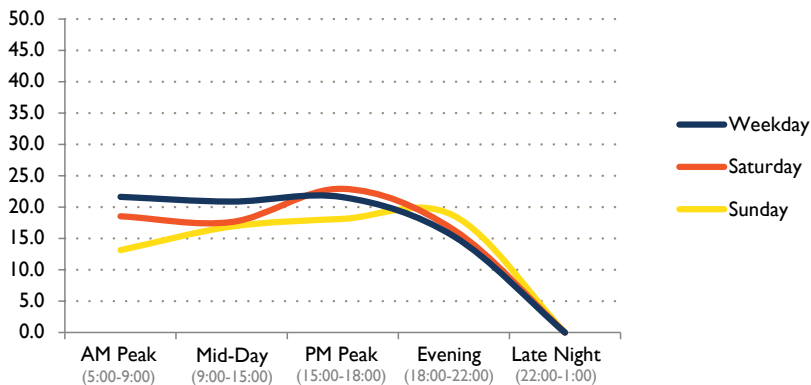


Fall 2012

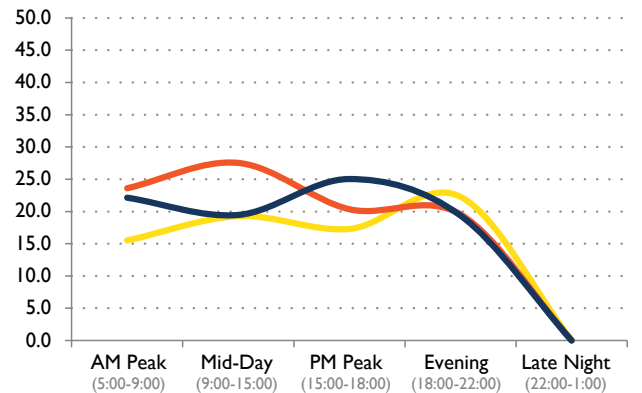
Daily Boardings



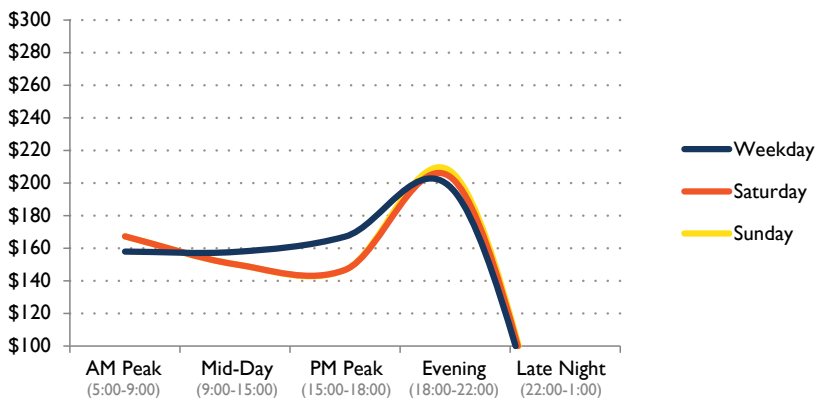
Daily Boardings per Revenue Hour



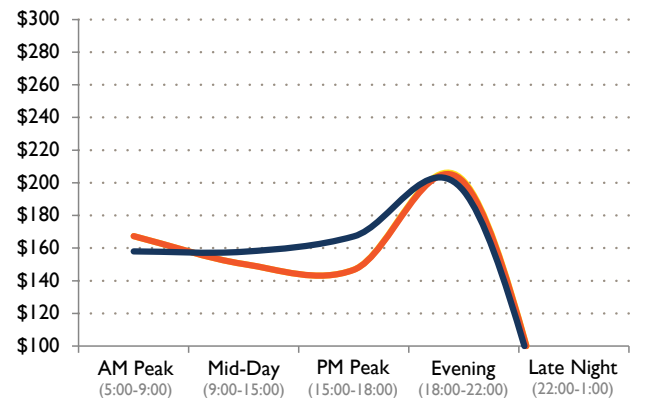
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour

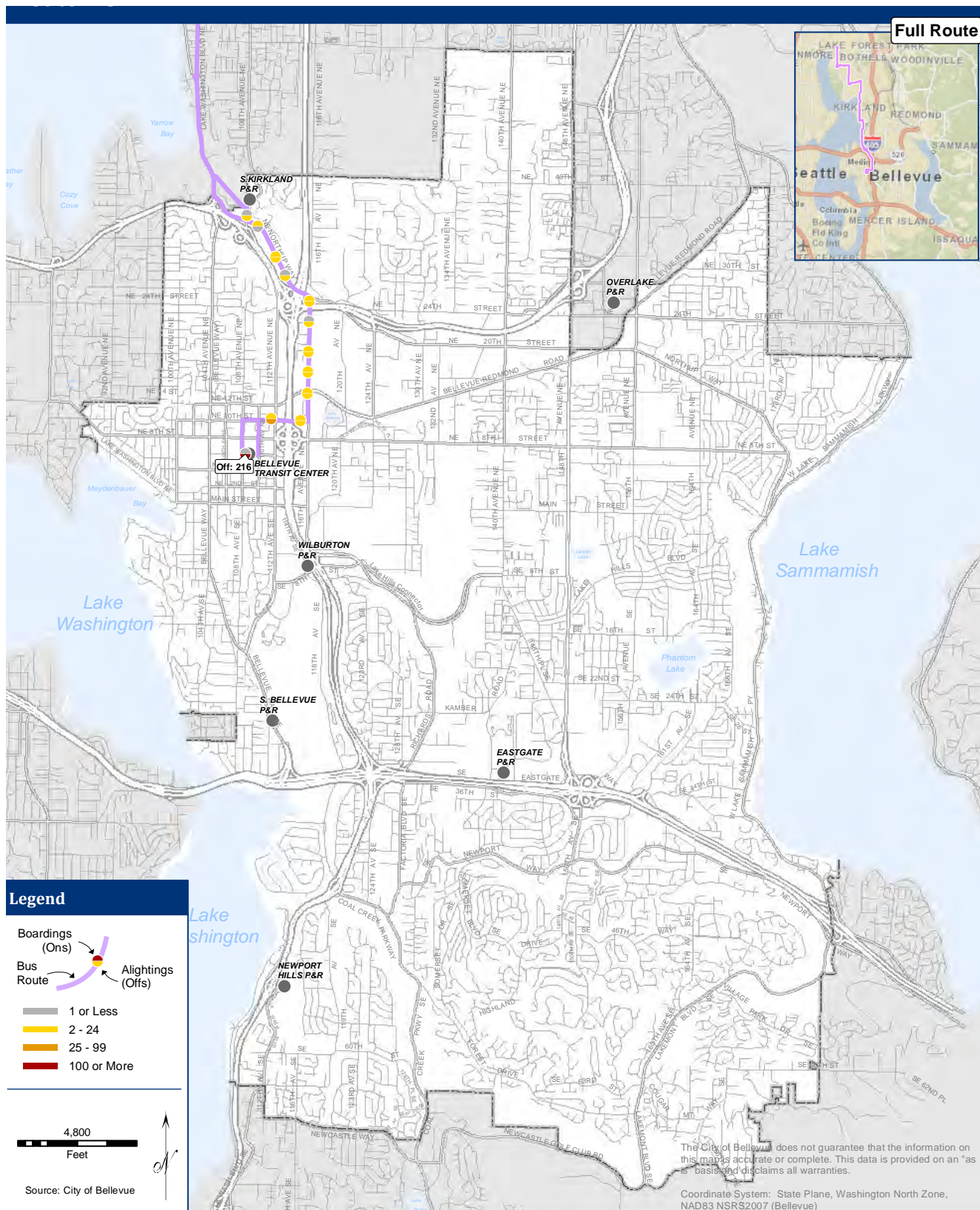


Estimated Operating Cost per Revenue Hour



# Route 234

Boarding & Alighting Activity, Spring 2012 | Inbound

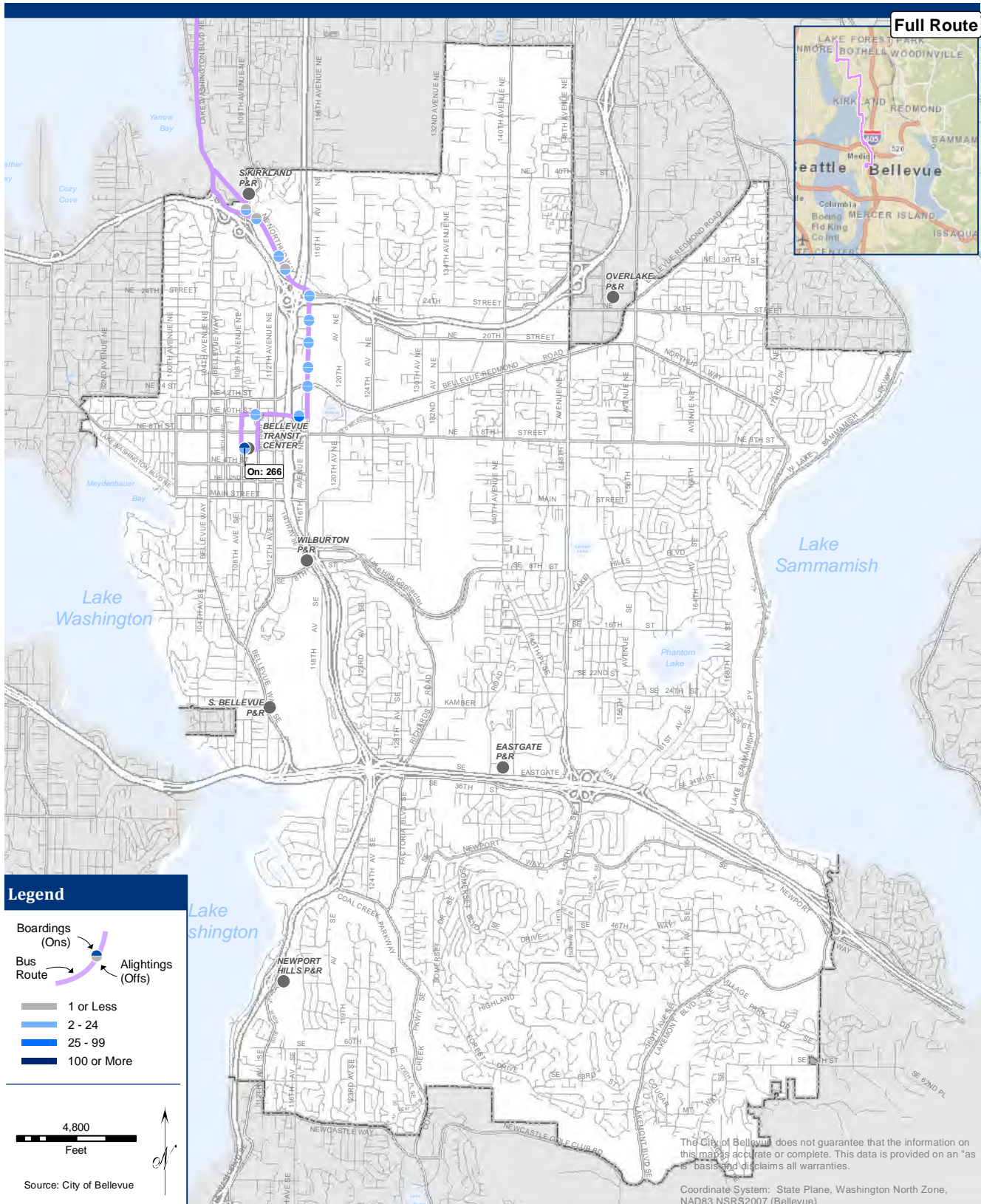


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Route 235

All-Day Route  
Introduced Fall 2011

Kingsgate to Bellevue via Kirkland  
Corridor ID Unassigned

Frequent Arterial Metro Service Family  
Eastside Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Kingsgate Park & Ride	Totem Lake, Kingsgate, and North Juanita neighborhoods	235 238 244 252 255 257 277 930
Totem Lake Transit Center	Evergreen Hospital and Totem Lake, Kingsgate, and North Juanita neighborhoods	235 236 238 255 930 935
Kirkland Transit Center	Kirkland City Hall, Kirkland Library, Kirkland Parkplace	234 236 238 245 248 255 540
South Kirkland Park & Ride	South Kirkland and Bridle Trails neighborhoods	234 235 249 255 981 986 540
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	B Line 226 232 234 235 237 240 241 243 246 249 271 280 342 532 535 550 555 556 560 566



Map depicts Fall 2012 routing



## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:21 - 0:59					6:20 - 0:06					6:26 - 0:06									
Daily Trips	74					36					35					22,772				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	30	30	30	30-60	60	60	60	60	60	60	60	60	60	60					
Percent On-Time	81.9%					90.0%					87.8%					85.4%				
Revenue Hours	48.62					24.45					23.83					15,051				
Platform Hours	66.00					36.20					35.13					20,750				
Revenue Miles	758.42					369.00					358.79					233,395				
Rev. Hour/Plat. Hour	0.74					0.68					0.68					0.73				
Boardings (per day)	811.50					348.77					229.51					235,956				
Average Load	7.55					7.33					4.47					6.84				
Boardings/Trip	10.97					9.69					6.56					10.36				
Boardings/Rev. Hour	16.69					14.26					9.63					15.68				
Boardings/Rev. Mile	1.07					0.95					0.64					1.01				
Boardings/Plat. Hour	12.30					9.63					6.53					11.37				
Est. Operating Costs	\$7,926					\$4,347					\$4,219					\$2,491,884				
Cost/Revenue Hour	\$163.03					\$177.80					\$177.03					\$165.56				
Cost/Platform Hour	\$120.09					\$120.09					\$120.09					\$120.09				
Cost/Revenue Mile	\$10.45					\$11.78					\$11.76					\$10.68				
Cost/Boarding	\$9.77					\$12.46					\$18.38					\$10.56				
Cost/Trip	\$107.11					\$120.76					\$120.55					\$109.43				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	206	269	187	94	56	56	112	78	72	31	36	82	44	51	17	56,880	77,512	53,702	30,871	16,991
Boardings/Rev. Hour	21.9	16.5	20.4	11.9	9.7	14.4	13.3	17.7	13.9	12.1	11.1	9.7	10.0	9.8	6.5	20.4	15.3	19.1	11.9	9.6
Cost/Revenue Hour	\$166.13	\$155.49	\$163.40	\$168.93	\$170.47	\$181.43	\$173.02	\$163.76	\$181.67	\$204.31	\$176.42	\$173.02	\$163.76	\$181.67	\$204.31	\$167.92	\$158.69	\$163.46	\$171.74	\$175.90
Percent On-Time	79.9%	82.8%	70.9%	86.5%	89.9%	93.4%	84.1%	90.6%	95.1%	92.0%	91.7%	90.1%	82.5%	87.8%	84.0%	85.3%	85.0%	78.7%	89.3%	89.1%

**Route 235 is a new route that debuted as part of the Fall 2011 service revision.** It was created by renumbering the portion of the now-defunct Route 230 between Bellevue and Totem Lake and revising it to operate on 116th Avenue NE between NE 10th Street and the South Kirkland Park & Ride. Route 235 connects the Kingsgate Park & Ride with the Totem Lake Transit Center, Kirkland Transit Center, South Kirkland Park & Ride, Overlake hospital district, and Bellevue Transit Center. Route 235 is scheduled in combination with Route 234 to provide 15-minute service between Bellevue and Kirkland.

# Route 235

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:21 - 0:59					6:20 - 0:06					6:26 - 0:06									
Daily Trips	74					36					35					22,772				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	30	30	30	30-60	60	60	60	60	60	60	60	60	60	60					
Percent On-Time	81.1%					94.0%					95.1%					87.7%				
Revenue Hours	48.62					24.45					23.83					15,051				
Platform Hours	66.00					36.20					35.13					20,750				
Revenue Miles	758.53					369.05					358.85					233,428				
Rev. Hour/Plat. Hour	0.74					0.68					0.68					0.73				
Boardings (per day)	902.00					459.00					311.00					271,916				
Average Load	8.68					9.19					5.91					8.14				
Boardings/Trip	12.19					12.75					8.89					11.94				
Boardings/Rev. Hour	18.55					18.77					13.05					18.07				
Boardings/Rev. Mile	1.19					1.24					0.87					1.16				
Boardings/Plat. Hour	13.67					12.68					8.85					13.10				
Est. Operating Costs	\$7,926					\$4,347					\$4,219					\$2,761,429				
Cost/Revenue Hour	\$163.03					\$177.80					\$177.03					\$183.47				
Cost/Platform Hour	\$120.09					\$120.09					\$120.09					\$133.08				
Cost/Revenue Mile	\$10.45					\$11.78					\$11.76					\$11.83				
Cost/Boarding	\$8.79					\$9.47					\$13.57					\$10.16				
Cost/Trip	\$107.11					\$120.76					\$120.55					\$121.26				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

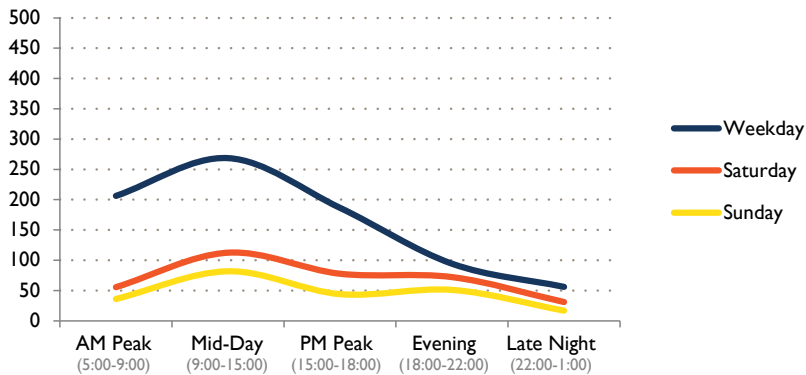
	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	222	269	236	125	50	71	154	106	86	42	47	110	52	79	23	63,028	82,983	68,708	40,929	16,268
Boardings/Rev. Hour	23.5	16.5	25.8	15.7	8.6	18.4	18.3	24.1	16.5	16.4	14.5	13.0	11.8	15.2	9.0	22.6	16.3	24.4	15.7	9.2
Cost/Revenue Hour	\$166.13	\$155.49	\$163.40	\$168.93	\$170.47	\$181.43	\$173.02	\$163.76	\$181.67	\$204.31	\$176.42	\$173.02	\$163.76	\$181.67	\$204.31	\$186.08	\$175.86	\$181.14	\$190.31	\$194.92
Percent On-Time	77.0%	78.3%	73.1%	91.6%	89.9%	98.2%	93.3%	90.6%	93.3%	96.0%	95.9%	93.5%	96.1%	96.0%	95.5%	85.5%	85.9%	83.2%	93.3%	92.5%

Between Fall 2011 and Spring 2012, daily ridership of Route 235 increased by an average of about 90 passengers on weekdays, 110 on Saturdays, and 81 on Sundays. These are larger absolute ridership increases than were realized by Route 234, the most similar alternative route, but Route 234 continues to serve more passengers daily. On weekdays, Route 235 served about 1.9 more rides per revenue hour in Spring 2012 than in Fall 2011, while on Saturdays it served about 4.5 more rides per revenue hour. In aggregate, these increases equate to about 24,600 additional annualized rides based on spring performance. The charts on the opposite page indicate that the weekday PM peak experienced the largest share of Route 235's ridership increase, while Saturday mid-day and PM peak ridership also saw smaller increases. On-time performance declined slightly on weekdays (-0.8 percent) but improved on Saturdays and Sundays (3.9 and 7.3 percent, respectively), though no changes were made to routing or the number of trips operated on any day of the week.

## Ridership, Productivity & Efficiency

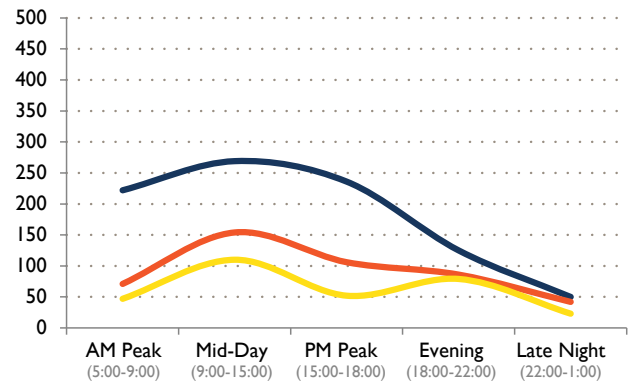
Fall 2011

Daily Boardings

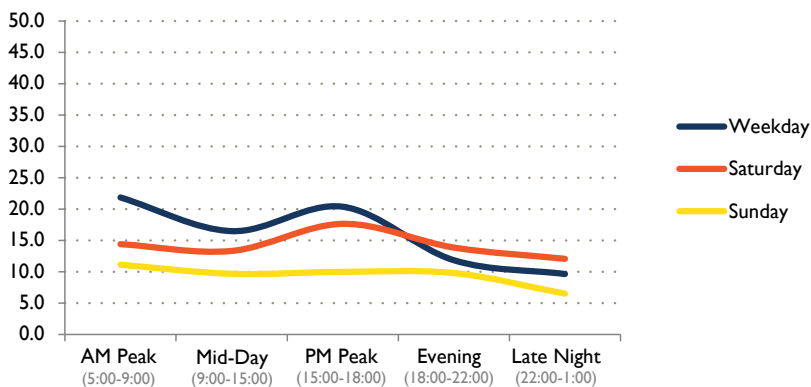


Fall 2012

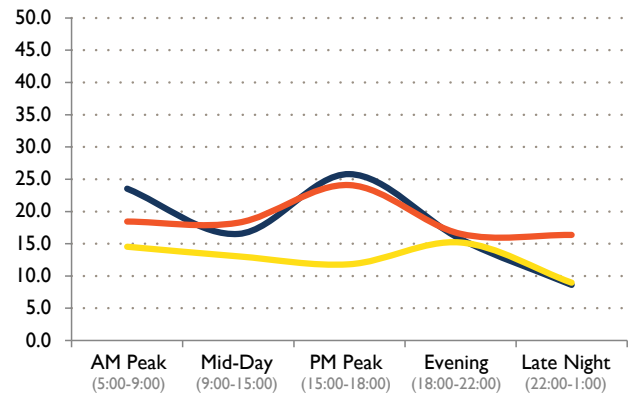
Daily Boardings



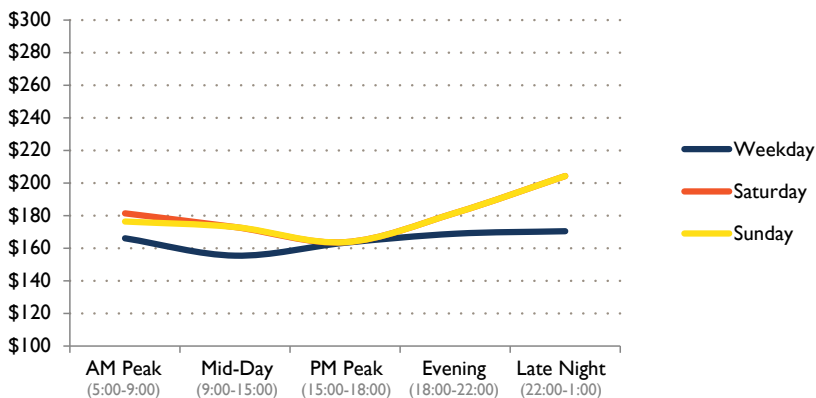
Daily Boardings per Revenue Hour



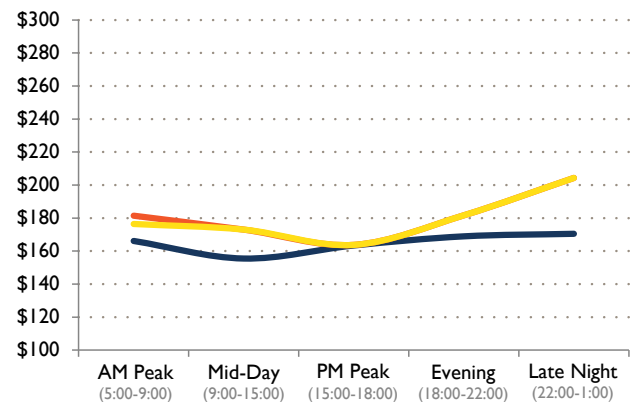
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour

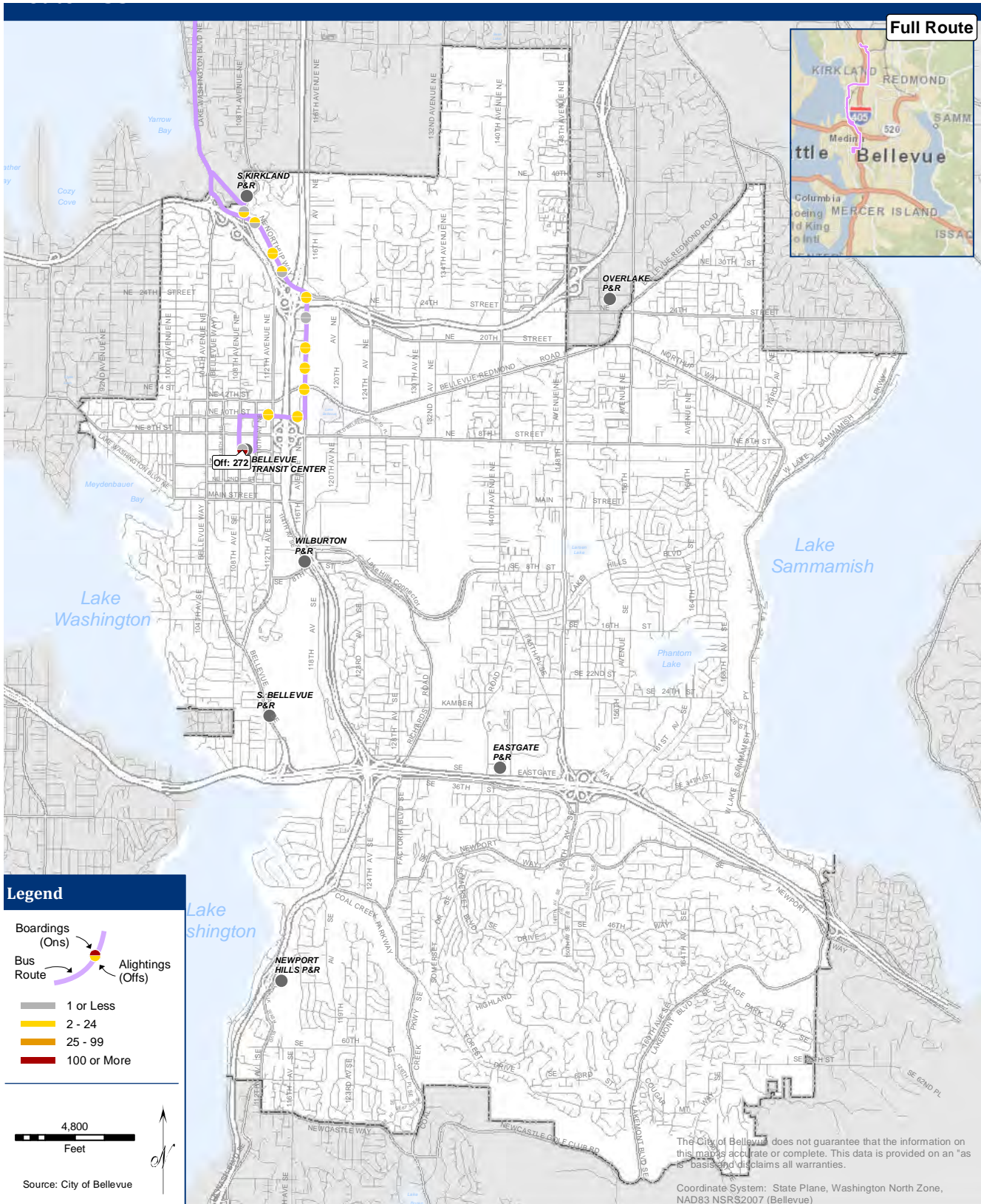


Estimated Operating Cost per Revenue Hour



# Route 235

Boarding & Alighting Activity, Spring 2012 | Inbound

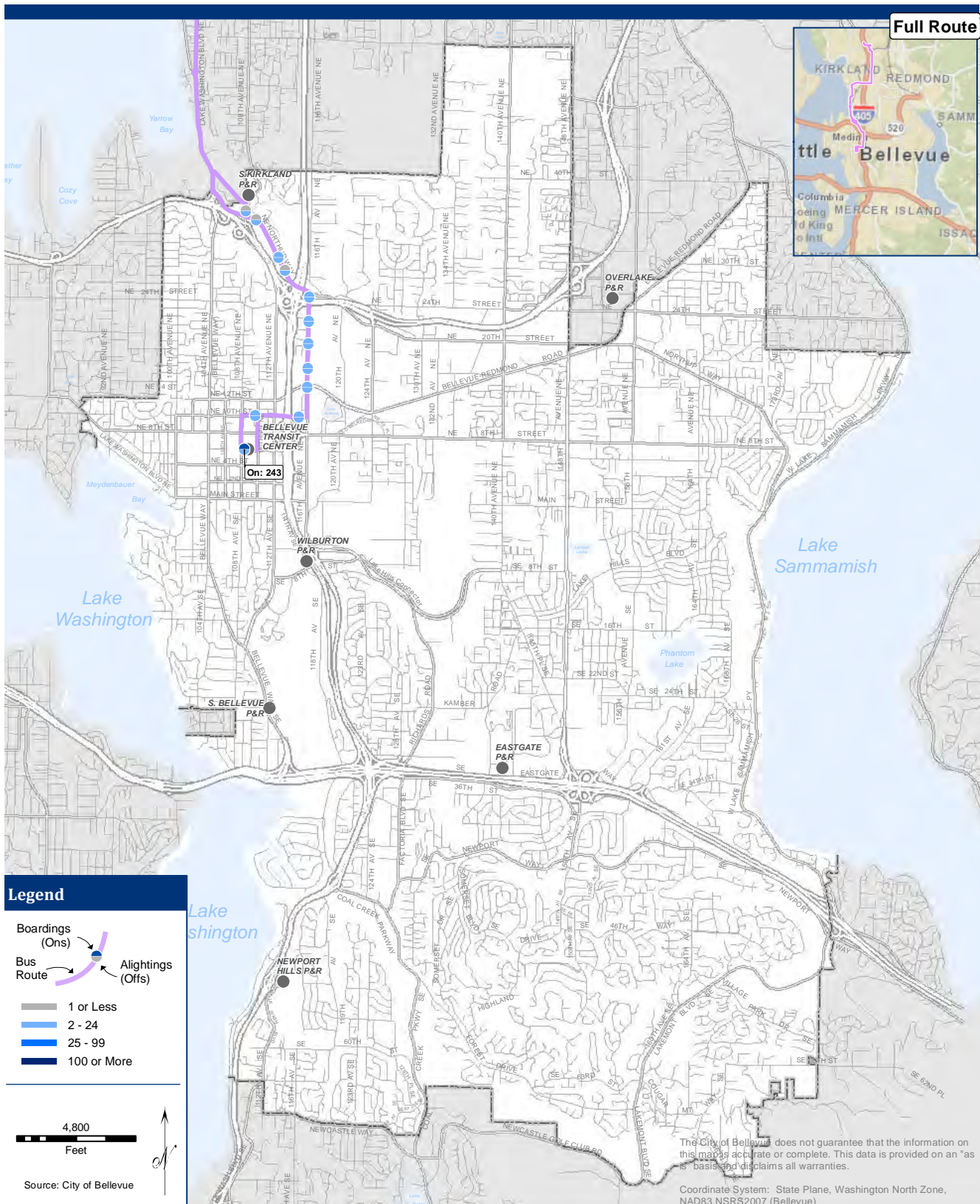


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Route 237

Peak-Only Route

Revised Fall 2011

Woodinville to Bellevue via Totem Lake  
Peak-Only Alternative to 311 + 532/535

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Woodinville Park & Ride	Woodinville Town Center	236 237 311 372 522
Brickyard Road Park & Ride	Norway Hill and Queensgate neighborhoods	236 237 238 255 257 311 342 952 532 535
Totem Lake Freeway Station	Kingsgate Park & Ride, Totem Lake, Kingsgate, and North Juanita neighborhoods	235 237 238 252 255 257 277 311 342 930 935 952 532 535
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	B Line 226 232 234 235 237 240 241 243 246 249 271 280 342 532 535 550 555 556 560 566



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:20 - 8:19; 4:25 - 5:38																			
Daily Trips	5															1,275				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	3 trips	—	2 trips	—	—															
Percent On-Time	74.5%															74.5%				
Revenue Hours	2.47															609				
Platform Hours	4.87															1,202				
Revenue Miles	64.02															15,813				
Rev. Hour/Plat. Hour	0.51															0.51				
Boardings (per day)	79.00															19,389				
Average Load	12.40															12.40				
Boardings/Trip	15.80															15.21				
Boardings/Rev. Hour	32.03															31.82				
Boardings/Rev. Mile	1.23															1.23				
Boardings/Plat. Hour	16.23															16.13				
Est. Operating Costs	\$584															\$144,356				
Cost/Revenue Hour	\$236.93															\$236.93				
Cost/Platform Hour	\$120.09															\$120.09				
Cost/Revenue Mile	\$9.13															\$9.13				
Cost/Boarding	\$7.40															\$7.45				
Cost/Trip	\$116.89															\$113.22				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	46	—	33	—	—											11,238	—	8,151	—	—
Boardings/Rev. Hour	32.1	—	31.9	—	—											31.7	—	31.9	—	—
Cost/Revenue Hour	\$241.58	—	\$230.50	—	—											\$241.58	—	\$230.50	—	—
Percent On-Time	81.1%	—	64.7%	—	—											81.1%	—	64.7%	—	—

Route 237 is a one-way peak-only route serving the commuter market from Woodinville to Downtown Bellevue via I-405. The limited-stop service also stops at the Brickyard Road Park & Ride and Totem Lake Freeway Stations while en route; it does not serve the Houghton Park & Ride.

# Route 237

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:20 - 8:19; 4:25 - 5:38																			
Daily Trips	5															1,275				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	3 trips		—	2 trips		—		—												
Percent On-Time	83.8%															83.8%				
Revenue Hours	2.47															609				
Platform Hours	4.87															1,202				
Revenue Miles	64.03															15,816				
Rev. Hour/Plat. Hour	0.51															0.51				
Boardings (per day)	86.00															21,242				
Average Load	16.20															16.20				
Boardings/Trip	17.20															16.66				
Boardings/Rev. Hour	34.86															34.86				
Boardings/Rev. Mile	1.34															1.34				
Boardings/Plat. Hour	17.67															17.67				
Est. Operating Costs	\$584															\$159,971				
Cost/Revenue Hour	\$236.93															\$262.56				
Cost/Platform Hour	\$120.09															\$133.08				
Cost/Revenue Mile	\$9.13															\$10.11				
Cost/Boarding	\$6.80															\$7.53				
Cost/Trip	\$116.89															\$125.47				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	50	—	36	—	—											12,350	—	8,892	—	—
Boardings/Rev. Hour	34.9	—	34.8	—	—											34.9	—	34.8	—	—
Cost/Revenue Hour	\$241.58	—	\$230.50	—	—											\$267.71	—	\$255.43	—	—
Percent On-Time	93.2%	—	69.7%	—	—											93.2%	—	69.7%	—	—

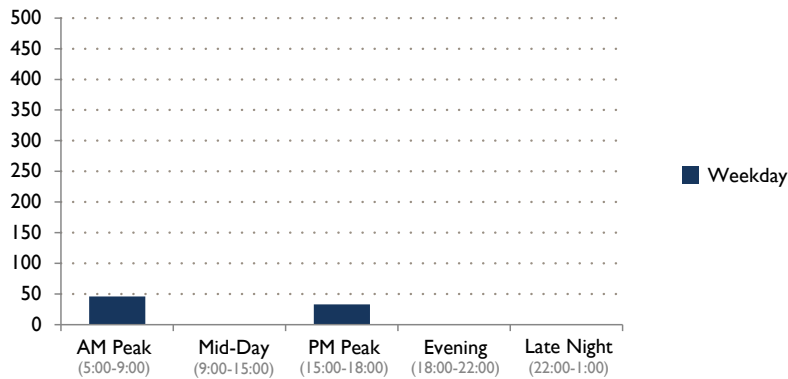
Route 237 served an average of 7 more daily rides in Spring 2012 than in Fall 2011, or about 1.4 more rides per trip and 2.8 more rides per revenue hour. This equates to about 1,800 additional annualized rides based on spring performance. The charts on the opposite page indicate that these increases were realized approximately equally by the AM and PM peak periods. Although no changes were made to routing or the number of trips operated, on-time performance of Route 237 improved by 9.3 percent.



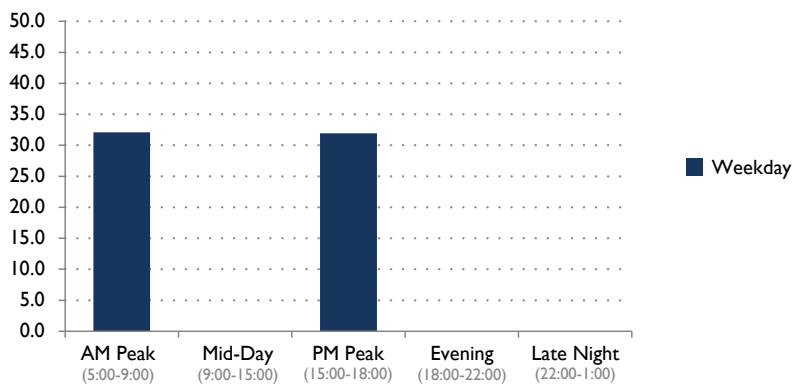
## Ridership, Productivity & Efficiency

Fall 2011

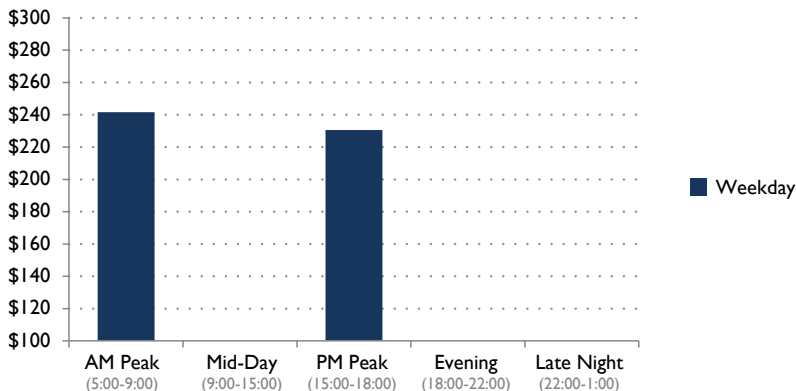
Daily Boardings



Daily Boardings per Revenue Hour

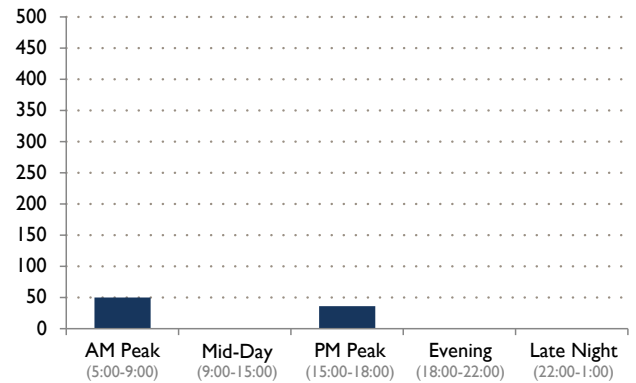


Estimated Operating Cost per Revenue Hour

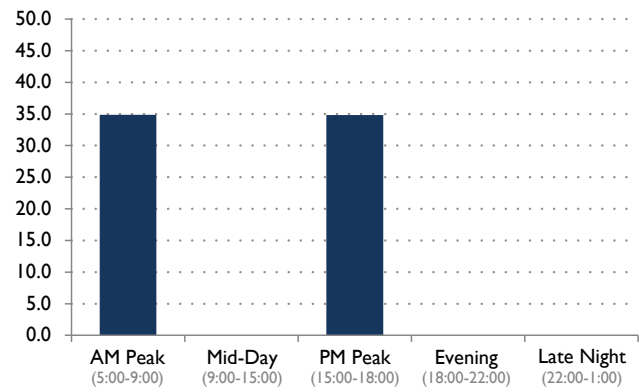


Fall 2012

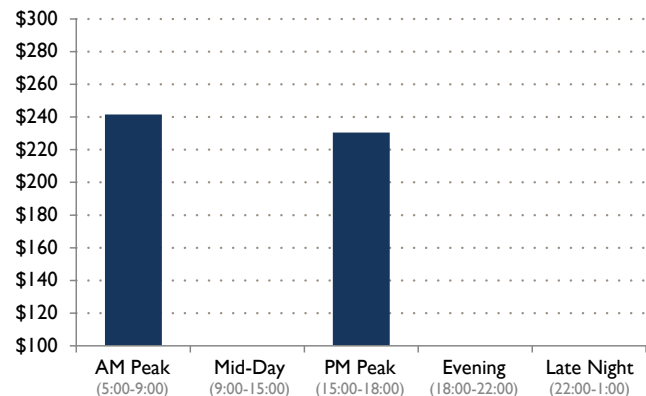
Daily Boardings



Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour



# Route 237

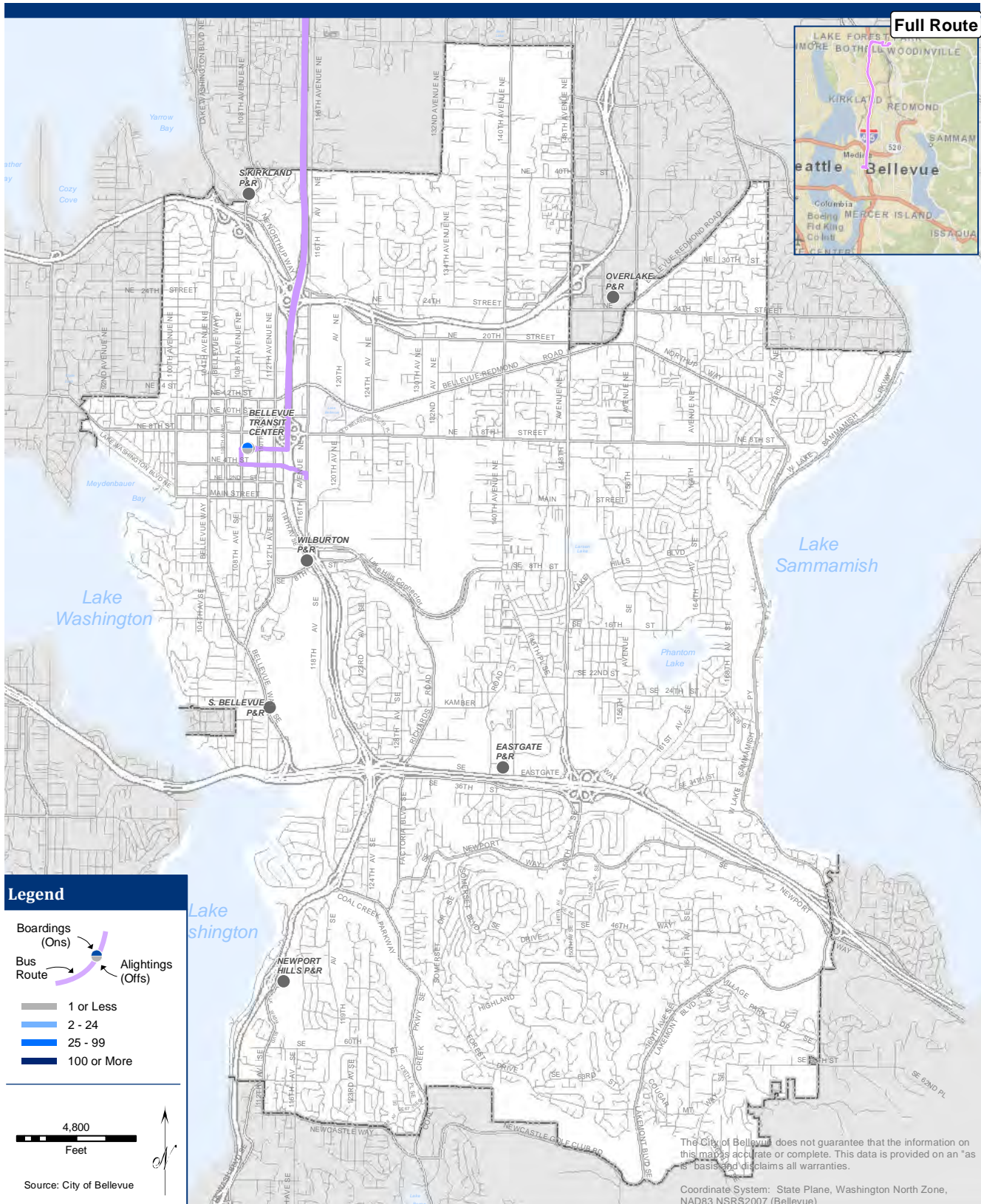
Boarding & Alighting Activity, Spring 2012 | Inbound

—Inbound Map Unavailable—

Route 237 is a one-way route; it does not make any inbound trips



# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

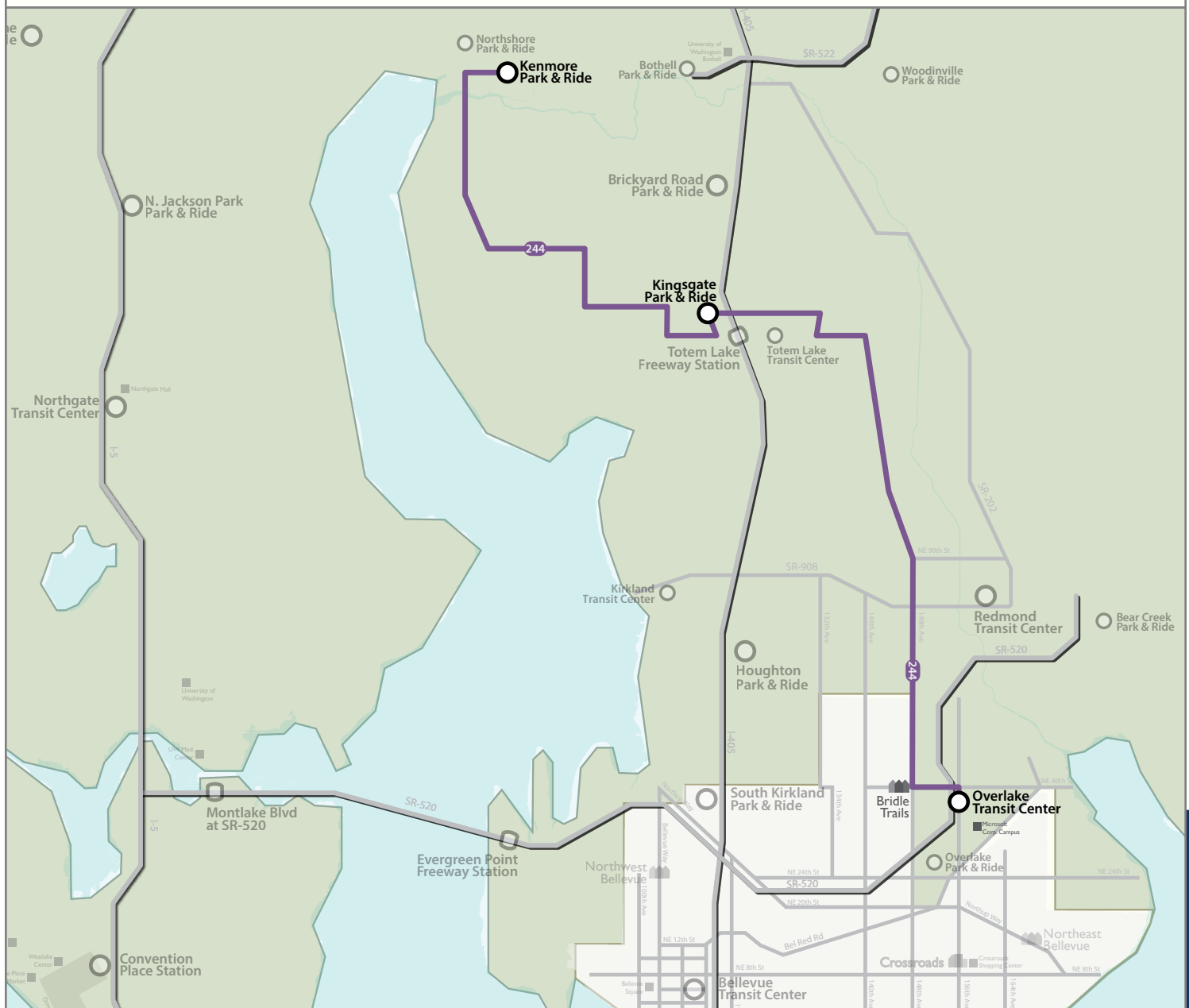
# Route 244

Peak-Only Route

Kenmore to Overlake via Kingsgate

Peak-Only Service Metro Service Family  
Eastside Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Kenmore Park & Ride	Kenmore	244 306 309 312 331 342 372 522
Kingsgate Park & Ride	Totem Lake, Kingsgate, and North Juanita neighborhoods	235 238 244 252 255 257 277 930
Overlake Transit Center	Overlake Employment Area, Microsoft Corp. Campus	B Line 221 232 244 245 249 268 269 982 542 545 566



Map depicts Fall 2012 routing



## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:23 - 9:29; 4:12 - 7:05																			
Daily Trips	10															2,550				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	79.3%															79.3%				
Revenue Hours	9.93															2,501				
Platform Hours	16.85															4,248				
Revenue Miles	158.05															39,828				
Rev. Hour/Plat. Hour	0.59															0.59				
Boardings (per day)	180.26															45,408				
Average Load	14.90															14.90				
Boardings/Trip	18.03															17.81				
Boardings/Rev. Hour	18.16															18.15				
Boardings/Rev. Mile	1.14															1.14				
Boardings/Plat. Hour	10.70															10.69				
Est. Operating Costs	\$2,024															\$510,102				
Cost/Revenue Hour	\$203.88															\$203.95				
Cost/Platform Hour	\$120.09															\$120.09				
Cost/Revenue Mile	\$12.81															\$12.81				
Cost/Boarding	\$11.23															\$11.23				
Cost/Trip	\$202.39															\$200.04				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	94	—	66	20	—											23,804	—	16,504	5,100	—
Boardings/Rev. Hour	18.2	—	17.2	21.5	—											18.3	—	17.2	21.4	—
Cost/Revenue Hour	\$196.02	—	\$197.87	\$272.35	—											\$196.07	—	\$197.69	\$272.35	—
Percent On-Time	92.2%	—	68.8%	57.3%	—											92.2%	—	68.8%	57.3%	—

Note: Though not reflected as an evening trip according to Metro-defined service headways, one trip of Route 244 departs Overlake at 6:10 PM daily and is hence reflected in evening service statistics.

Route 244 provides peak-only service connecting Kenmore to Overlake via northern Kirkland and northwest Redmond. After departing the Kenmore Park & Ride, the route travels primarily along arterial streets including NE Bothell Way, Juanita Dr NE, NE 153rd and 155th St, and 84th Ave NE, through the Inglewood-Finn Hill neighborhood via NE 132nd to 137th St, through North Juanita via 100th Ave NE, NE 124th St, and the Kingsgate Park & Ride, through Totem Lake via NE 132nd St and 132nd Ave NE, and through north and west Redmond via NE 124th St, Willows Rd NE, 148th Ave NE, and NE 40th St to the Overlake Transit Center.

# Route 244

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:23 - 9:29; 4:12 - 7:05																			
Daily Trips	10															2,550				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	—	30	—	—															
Percent On-Time	86.5%															86.5%				
Revenue Hours	9.93															2,501				
Platform Hours	16.68															4,201				
Revenue Miles	158.05															39,797				
Rev. Hour/Plat. Hour	0.60															0.60				
Boardings (per day)	205.00															51,672				
Average Load	16.20															16.20				
Boardings/Trip	20.50															20.26				
Boardings/Rev. Hour	20.64															20.66				
Boardings/Rev. Mile	1.30															1.30				
Boardings/Plat. Hour	12.29															12.30				
Est. Operating Costs	\$2,004															\$559,057				
Cost/Revenue Hour	\$201.69															\$223.53				
Cost/Platform Hour	\$120.09															\$133.08				
Cost/Revenue Mile	\$12.68															\$14.05				
Cost/Boarding	\$9.77															\$10.82				
Cost/Trip	\$200.35															\$219.24				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	113	—	75	17	—											28,468	—	18,869	4,335	—
Boardings/Rev. Hour	21.9	—	19.6	18.2	—											21.9	—	19.6	18.2	—
Cost/Revenue Hour	\$199.12	—	\$206.24	\$197.29	—											\$220.75	—	\$228.50	\$218.63	—
Percent On-Time	92.1%	—	82.7%	74.3%	—											92.1%	—	82.7%	74.3%	—

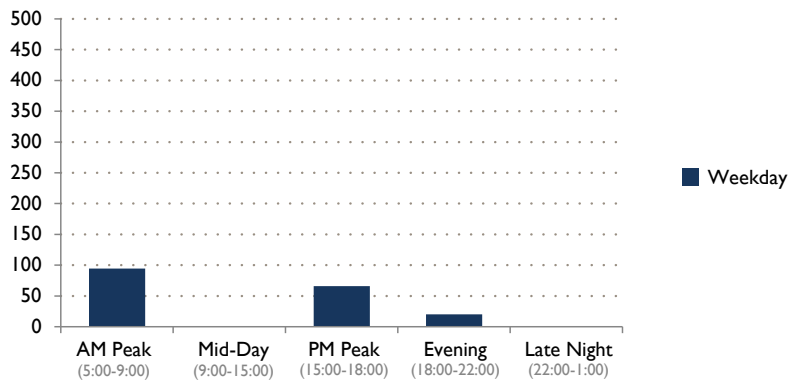
Note: Though not reflected as an evening trip according to Metro-defined service headways, one trip of Route 244 departs Overlake at 6:10 PM daily and is hence reflected in evening service statistics.

Route 244 served an average of about 25 additional daily rides in Spring 2012 compared to Fall 2011, or about 2.5 additional rides per trip and per revenue hour. The equates to over 6,200 additional annualized rides based on spring performance. The charts on the opposite page indicate that ridership and productivity increased during both the AM and PM peaks, but that these measures declined for the last trip daily—that which departs Overlake at 6:10 PM and is hence counted as an evening trip. Although no changes were made to routing or the number of trips operated, on-time performance improved by 7.2 percent in Spring 2012.

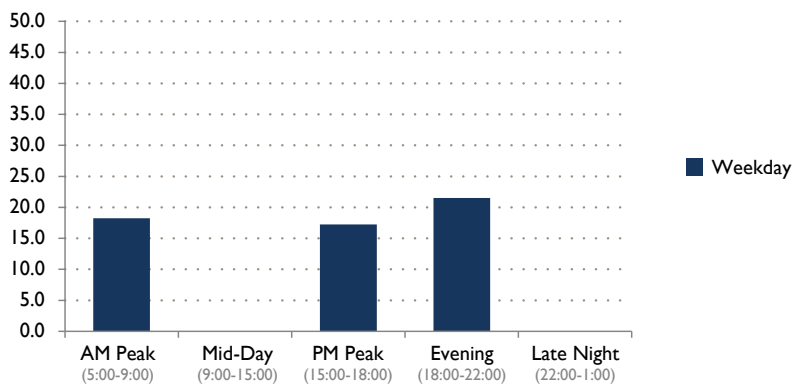
## Ridership, Productivity & Efficiency

Fall 2011

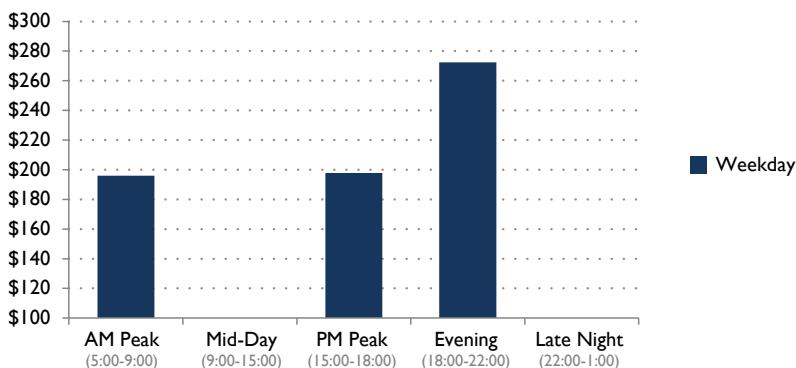
Daily Boardings



Daily Boardings per Revenue Hour

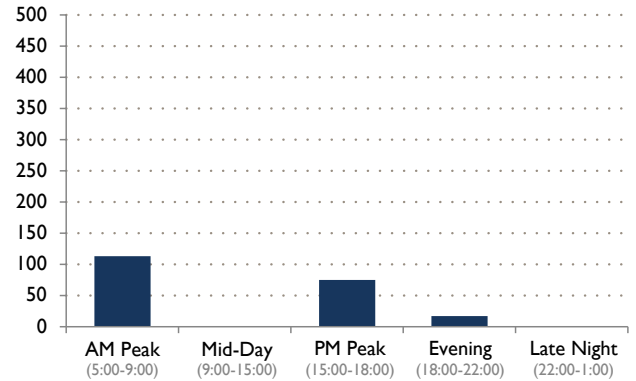


Estimated Operating Cost per Revenue Hour

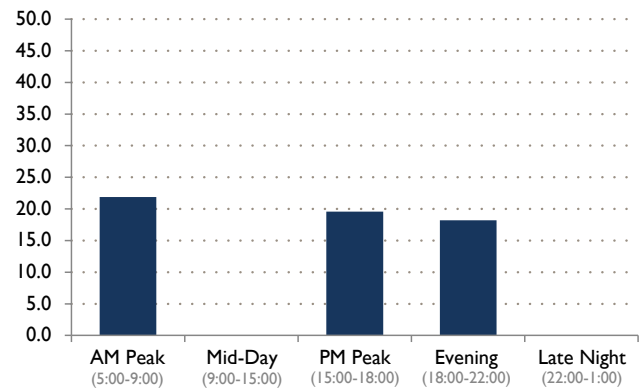


Fall 2012

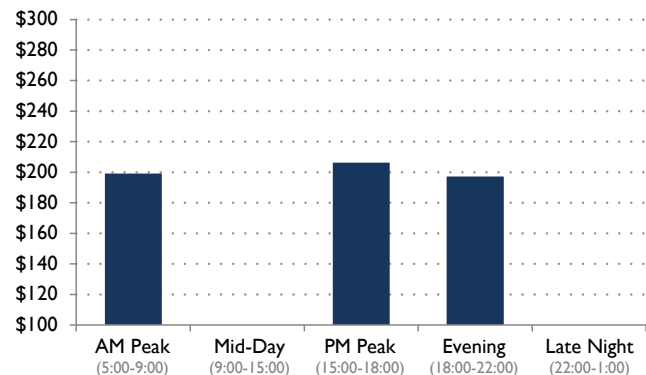
Daily Boardings



Daily Boardings per Revenue Hour

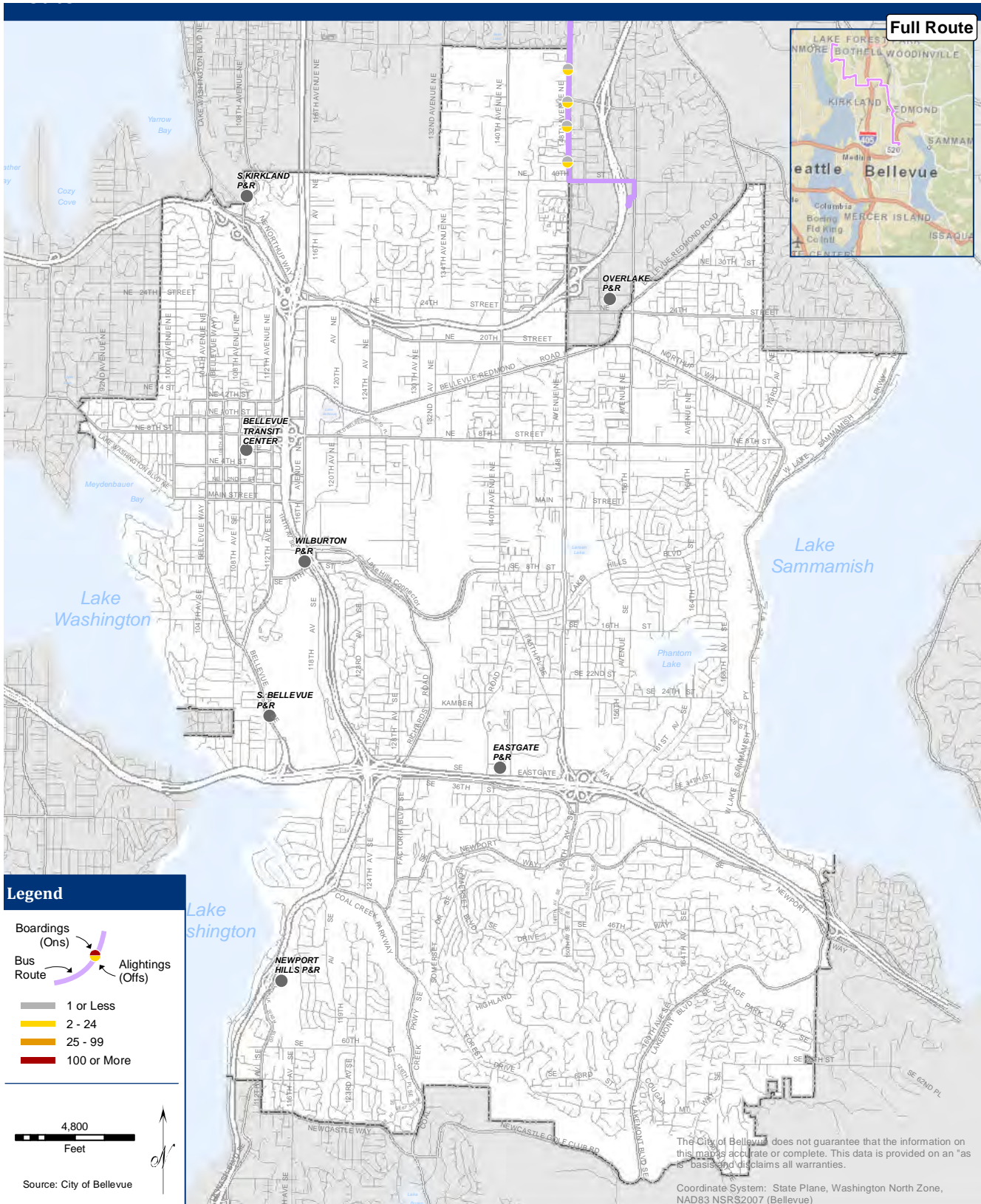


Estimated Operating Cost per Revenue Hour



# Route 244

Boarding & Alighting Activity, Spring 2012 | Inbound



Map depicts Spring 2012 routing and data





## Boarding & Alighting Activity, Spring 2012 | Outbound

—Outbound Map Unavailable—  
Route 244 only operates within Bellevue city limits during inbound trips



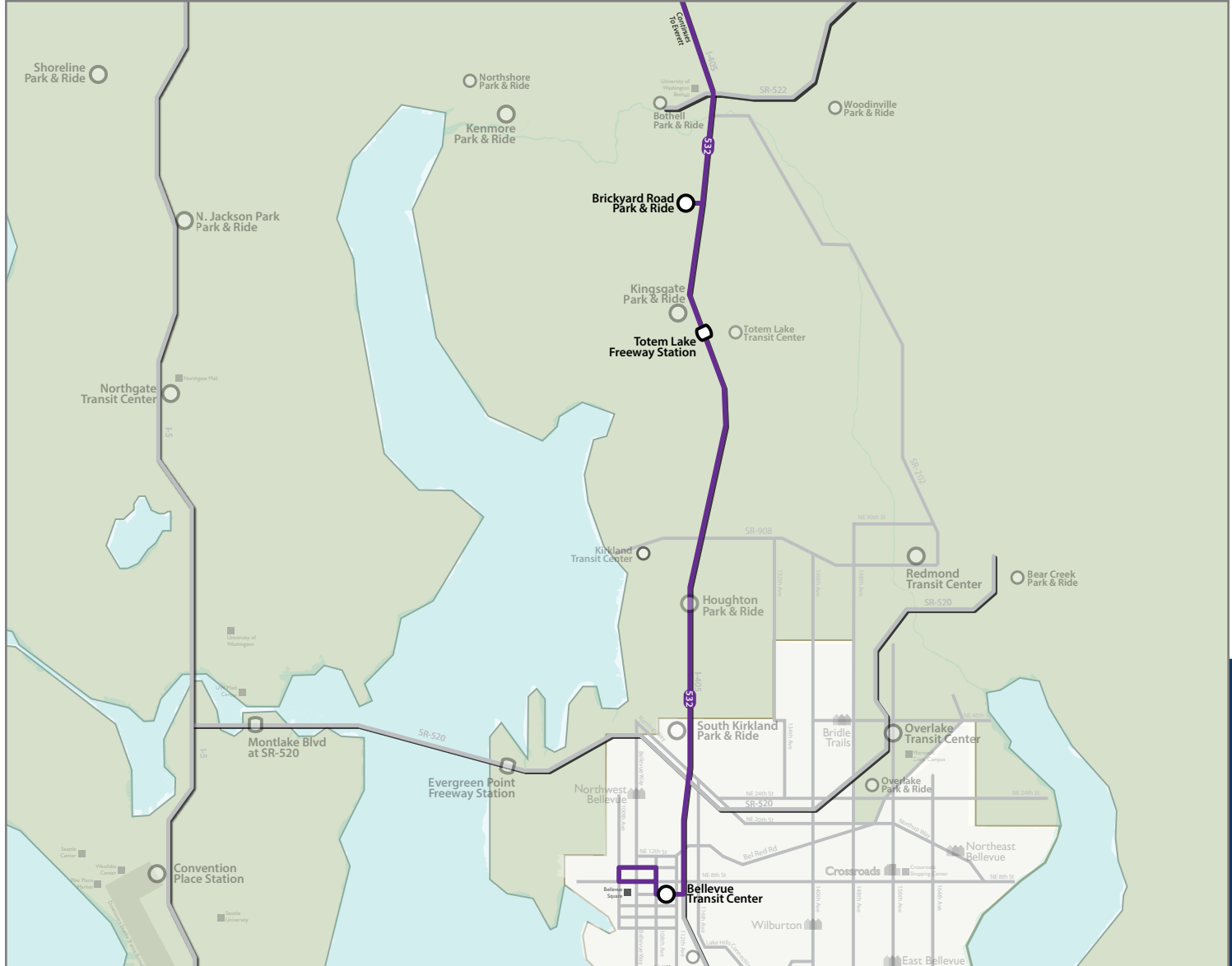
# Route 532

Peak-Only Route

Everett to Bellevue via Ash Way, UW Bothell, Totem Lake  
Sound Transit Express Bus

Operated by Community Transit

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Brickyard Road Park & Ride	Norway Hill and Queensgate neighborhoods	236 237 238 255 257 311 342 952 532 535
Totem Lake Freeway Station	Kingsgate Park & Ride, Totem Lake, Kingsgate, and North Juanita neighborhoods	235 237 238 252 255 257 277 311 342 930 935 952 532 535
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	B Line 226 232 234 235 237 240 241 243 246 249 271 280 342 532 535 550 555 556 560 566



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:46 - 9:12; 14:12 - 19:42																			
Daily Trips	41															10,455				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	10-30	—	15-30	—	—															
Percent On-Time	95.4%															95.4%				
Revenue Hours	41.43															10,566				
Platform Hours	N/A															17,049				
Revenue Miles	1,223.54															312,003				
Rev. Hour/Plat. Hour	N/A															0.62				
Boardings (per day)	1,647.83															420,197				
Average Load	N/A															N/A				
Boardings/Trip	40.19															40.19				
Boardings/Rev. Hour	39.77															39.77				
Boardings/Rev. Mile	1.35															1.35				
Boardings/Plat. Hour	N/A															24.65				
Est. Operating Costs	\$6,418															\$1,636,703				
Cost/Revenue Hour	\$154.91															\$154.91				
Cost/Platform Hour	N/A															\$96.00				
Cost/Revenue Mile	\$5.25															\$5.25				
Cost/Boarding	\$3.90															\$3.90				
Cost/Trip	\$156.55															\$156.55				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	800	68	694	64	—											204,111	17,443	176,880	16,393	—
Boardings/Rev. Hour	44.3	34.8	37.2	32.7	—											44.3	34.8	37.2	32.7	—
Cost/Revenue Hour	N/A	N/A	N/A	N/A	N/A											\$154.91	\$154.91	\$154.91	\$154.91	—
Percent On-Time	95.4%	95.4%	95.4%	95.4%	—											95.4%	95.4%	95.4%	95.4%	—

Note: Though not reflected as mid-day and evening trips according to Metro-defined service headways, two trips of Route 532 depart Downtown Bellevue at 2:12 and 2:42 PM and two trips depart at 6:11 and 6:43 PM and are hence reflected in mid-day and evening service statistics, respectively.

Route 532, also known as the Everett to Bellevue Express, operates along the I-5 and I-405 corridors. Service began in September 1999 as two routes, 530 and 532. In September 2006, a major restructure was implemented that eliminated Route 530; Route 532 was continued, but the Everett Mall stop was replaced by an extension to downtown Everett and Route 532 service was expanded to operate in both directions during peak hours. Sound Transit's new Canyon Park Freeway Station opened in June 2007, followed by the new Totem Lake Freeway Station in November 2007 (replacing the old Kingsgate stop). These facilities increased average speed and improved on-time performance. The most recent major routing change occurred in September 2008, when the route was modified to serve the new South Everett Freeway Station, located in the median of I-5 at I 12th Street in South Everett. This change reduced travel time between Everett and Bellevue by about five minutes. At the same time, the segment of Route 532 between downtown Everett and Everett Station was discontinued and additional peak period/peak directional trips were added to address overcrowding. In March 2011, additional peak direction trips funded through the ST2 program were added following the delivery of new buses.

# Route 532

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:46 - 9:12; 14:12 - 19:42																			
Daily Trips	41															10,455				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	10-30	—	15-30	—	—															
Percent On-Time	94.7%															94.7%				
Revenue Hours	41.43															10,566				
Platform Hours	68.38															17,438				
Revenue Miles	1,223.54															312,003				
Rev. Hour/Plat. Hour	0.61															0.61				
Boardings (per day)	1,812.29															462,134				
Average Load	N/A															N/A				
Boardings/Trip	44.20															44.20				
Boardings/Rev. Hour	43.74															43.74				
Boardings/Rev. Mile	1.48															1.48				
Boardings/Plat. Hour	N/A															26.50				
Est. Operating Costs	\$7,466															\$1,903,846				
Cost/Revenue Hour	\$180.19															\$180.19				
Cost/Platform Hour	N/A															\$109.18				
Cost/Revenue Mile	\$6.10															\$6.10				
Cost/Boarding	\$4.12															\$4.12				
Cost/Trip	\$182.10															\$182.10				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	870	61	772	86	—											221,795	15,571	196,873	21,807	—
Boardings/Rev. Hour	48.2	31.0	41.4	43.5	—											48.2	31.0	41.4	43.5	—
Cost/Revenue Hour	N/A	N/A	N/A	N/A	N/A											\$180.19	\$180.19	\$180.19	\$180.19	—
Percent On-Time	94.7%	94.7%	94.7%	94.7%	—											94.7%	94.7%	94.7%	94.7%	—

Note: Though not reflected as mid-day and evening trips according to Metro-defined service headways, two trips of Route 532 depart Downtown Bellevue at 2:12 and 2:42 PM and two trips depart at 6:11 and 6:43 PM and are hence reflected in mid-day and evening service statistics, respectively.

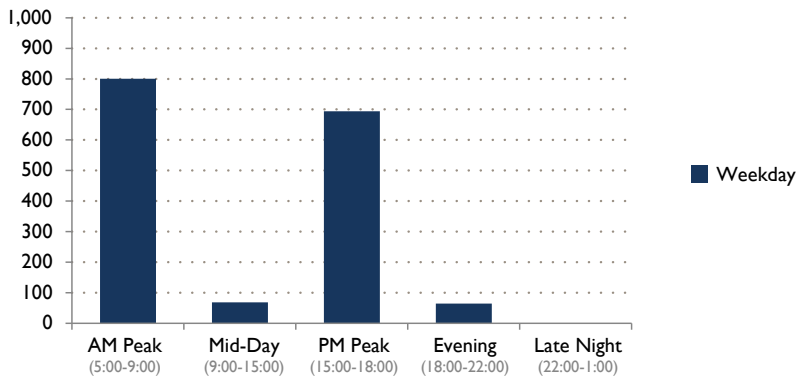
Route 532 served an average of about 164 more daily rides in Spring 2012 than in Fall 2011, or about 4 more rides per trip and per revenue hour. This equates to more than 41,900 additional annualized rides based on spring performance. The charts on the opposite page indicate that the AM and PM peak periods realized comparable gains in ridership and productivity, hence the AM peak remains the greater attractor of ridership. While the two early PM peak (i.e. mid-day) trips experienced a small decrease in daily ridership (-6 rides), the late PM peak (i.e. evening) trips realized a notable increase (+22 rides). As a result, the evening became the second most productive period of the day for Route 532 in Spring 2012.



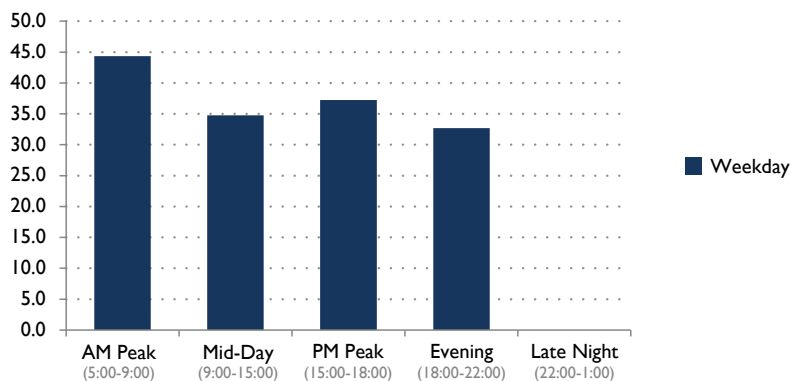
## Ridership, Productivity & Efficiency

Fall 2011

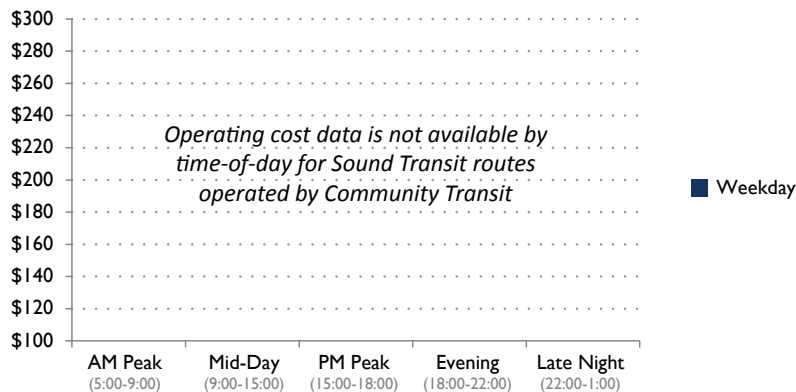
Daily Boardings



Daily Boardings per Revenue Hour

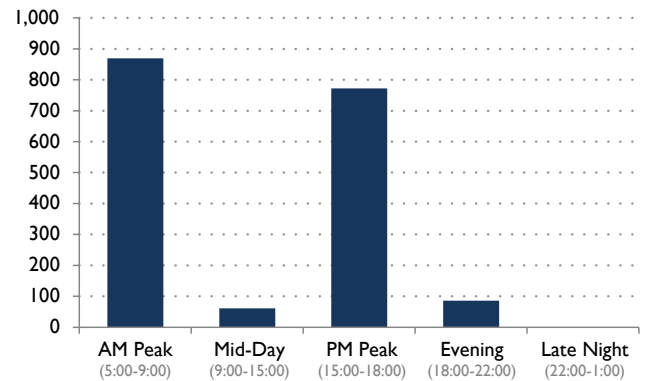


Estimated Operating Cost per Revenue Hour

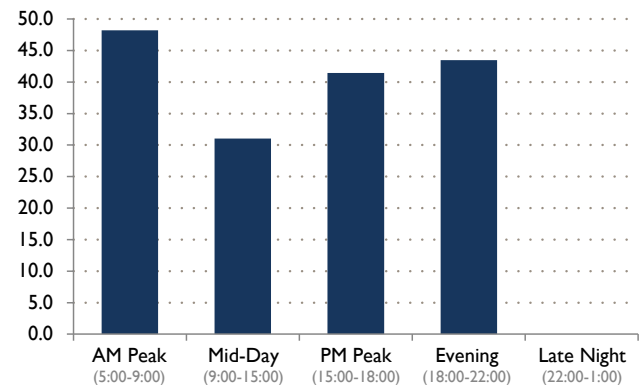


Fall 2012

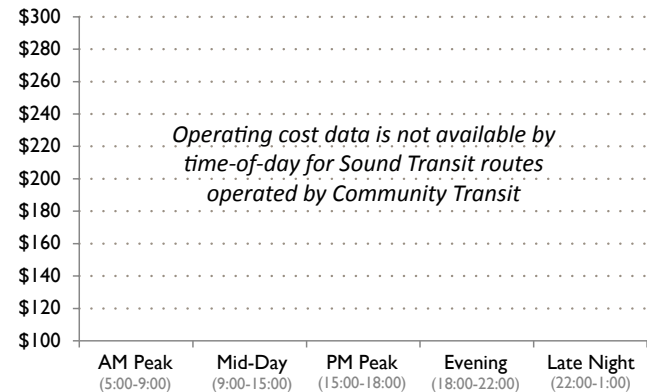
Daily Boardings



Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour



# Route 532

Boarding & Alighting Activity, Spring 2012 | Inbound

—Inbound Map Unavailable—

Boarding data is not available for Sound Transit Express Route 532, operated by Community Transit.



## Boarding & Alighting Activity, Spring 2012 | Outbound

—Outbound Map Unavailable—

Boarding data is not available for Sound Transit Express Route 532, operated by Community Transit.



# Route 535

All-Day Route

Lynnwood to Bellevue via UW Bothell, Totem Lake  
Sound Transit Express Bus

Operated by Community Transit

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Bothell Park & Ride	Downtown Bothell, University of Washington Bothell	238 312 342 372 522 535
Brickyard Road Park & Ride	Norway Hill and Queensgate neighborhoods	236 237 238 255 257 311 342 952 532 535
Totem Lake Freeway Station	Kingsgate Park & Ride, Totem Lake, Kingsgate, and North Juanita neighborhoods	235 237 238 252 255 257 277 311 342 930 935 952 532 535
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	B Line 226 232 234 235 237 240 241 243 246 249 271 280 342 532 535 550 555 556 560 566



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:48 - 23:02					7:18 - 23:01														
Daily Trips	65					30										18,135				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	30	30	30-60	—	60	60	60	60	—										
Percent On-Time	98.7%					98.7%										98.7%				
Revenue Hours	56.32					24.52										15,636				
Platform Hours	N/A					N/A										21,886				
Revenue Miles	1,479.36					682.66										412,735				
Rev. Hour/Plat. Hour	N/A					N/A										0.71				
Boardings (per day)	1,718.67					593.65										469,131				
Average Load	N/A					N/A										N/A				
Boardings/Trip	26.44					19.79										25.87				
Boardings/Rev. Hour	30.52					24.21										30.00				
Boardings/Rev. Mile	1.16					0.87										1.14				
Boardings/Plat. Hour	N/A					N/A										21.43				
Est. Operating Costs	\$8,240					\$3,579										\$2,101,088				
Cost/Revenue Hour	\$146.31					\$145.98										\$134.38				
Cost/Platform Hour	N/A					N/A										\$96.00				
Cost/Revenue Mile	\$5.57					\$5.24										\$5.09				
Cost/Boarding	\$4.79					\$6.03										\$4.48				
Cost/Trip	\$126.76					\$119.30										\$115.86				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	475	524	431	249	25	70	229	133	146	16						124,714	145,557	116,830	71,123	7,106
Boardings/Rev. Hour	37.6	25.6	36.9	24.9	31.3	32.6	22.9	25.5	22.9	20.7						37.4	25.4	36.0	24.7	29.5
Cost/Revenue Hour	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A						\$134.38	\$134.38	\$134.38	\$134.38	\$134.38
Percent On-Time	98.7%	98.7%	98.7%	98.7%	98.7%	98.7%	98.7%	98.7%	98.7%	98.7%						98.7%	98.7%	98.7%	98.7%	98.7%

Note: Though not reflected as late night trips according to Metro-defined service headways, one trip of Route 535 departs Downtown Bellevue at 10:15 PM daily, and two trips depart Downtown Bellevue at 10:01 and 11:01 PM and one departs Lynnwood at 10:02 PM on Saturdays. These trips are hence reflected in mid-day and evening service statistics, respectively.

Route 535, also known as the Lynnwood to Bellevue Express, began service in September 1999. It operates generally along the I-405 corridor, with intermediate stops at Alderwood Mall, Canyon Park Freeway Station, UW Bothell/Cascadia Community College, Bothell Park & Ride, Brickyard Park & Ride, and Totem Lake Freeway Station. Service operates in both directions six days a week. In June 2005, the I-405 freeway stop at Kingsgate was closed for construction of the new Totem Lake Freeway Station and Direct Access Ramps, which opened for service in November 2007. During the construction period, Route 535 began serving the Brickyard Road Freeway Station on all trips, which it continues to do since the opening of Totem Lake. The new Canyon Park Freeway Station opened in June 2007, reducing southbound travel time by about five minutes. In September 2006, midday service on weekdays improved from every 60 minutes to every 30 minutes to replace the discontinued service along I-405 that was provided by Route 530. Service to the Houghton Park & Ride was discontinued at the same time. While weekday ridership has generally been satisfactory, there has been little growth in weekend demand and Sunday service was discontinued in June 2011 as part of the 2011 Service Implementation Plan efficiency initiative.



# Route 535

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:48 - 23:02					7:18 - 23:01														
Daily Trips	65					30										18,135				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	30	30	30-60	—	60	60	60	60	—										
Percent On-Time	98.1%					98.1%										98.1%				
Revenue Hours	56.32					24.52										15,636				
Platform Hours	82.33					38.20										22,979				
Revenue Miles	1,479.36					682.66										412,735				
Rev. Hour/Plat. Hour	0.68					0.64										0.68				
Boardings (per day)	1,797.65					611.69										490,207				
Average Load	N/A					N/A										N/A				
Boardings/Trip	27.66					20.39										27.03				
Boardings/Rev. Hour	31.92					24.95										31.35				
Boardings/Rev. Mile	1.22					0.90										1.19				
Boardings/Plat. Hour	N/A					N/A										21.33				
Est. Operating Costs	\$8,988					\$4,171										\$2,292,005				
Cost/Revenue Hour	\$159.60					\$170.12										\$146.59				
Cost/Platform Hour	N/A					N/A										\$99.74				
Cost/Revenue Mile	\$6.08					\$6.11										\$5.55				
Cost/Boarding	\$5.00					\$6.82										\$4.68				
Cost/Trip	\$138.28					\$139.02										\$126.39				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	528	574	402	259	18	73	237	132	153	17						138,368	158,645	109,339	73,962	5,426
Boardings/Rev. Hour	41.8	28.1	34.4	25.9	22.7	34.1	23.6	25.5	24.0	22.0						41.5	27.7	33.6	25.7	22.6
Cost/Revenue Hour	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A						\$146.59	\$146.59	\$146.59	\$146.59	\$146.59
Percent On-Time	98.1%	98.1%	98.1%	98.1%	98.1%	98.1%	98.1%	98.1%	98.1%	98.1%						98.1%	98.1%	98.1%	98.1%	98.1%

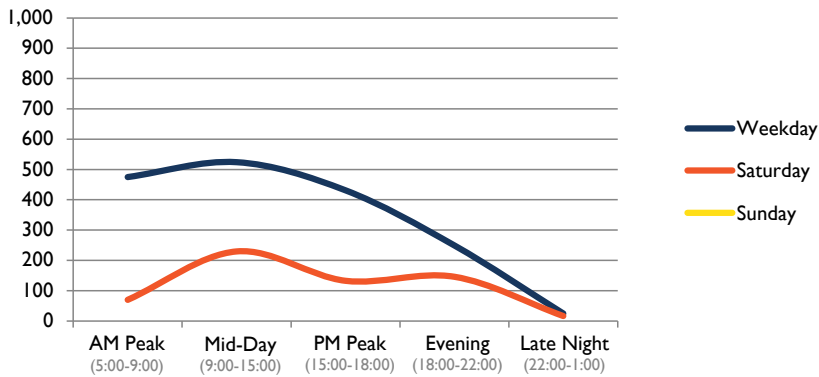
Note: Though not reflected as late night trips according to Metro-defined service headways, one trip of Route 535 departs Downtown Bellevue at 10:15 PM daily, and two trips depart Downtown Bellevue at 10:01 and 11:01 PM and one departs Lynnwood at 10:02 PM on Saturdays. These trips are hence reflected in mid-day and evening service statistics, respectively.

Between Fall 2011 and Spring 2012, daily ridership of Route 535 increased by an average of about 79 rides on weekdays and 18 daily rides on Saturdays, or about 1.4 and 0.7 more rides per revenue hour, respectively. This equates to more than 21,000 additional annualized rides based on spring performance. The charts on the opposite page indicate that weekday daily ridership dipped during the PM peak and during its few late night trips, resulting in the PM peak operating notably less productively than the AM peak in Spring 2012, whereas in Fall 2011 the peaks operated approximately equally productively. Because there are many less trips operated and boardings counted during the late night period, the decrease of 7 daily rides dramatically affects late night productivity.

## Ridership, Productivity & Efficiency

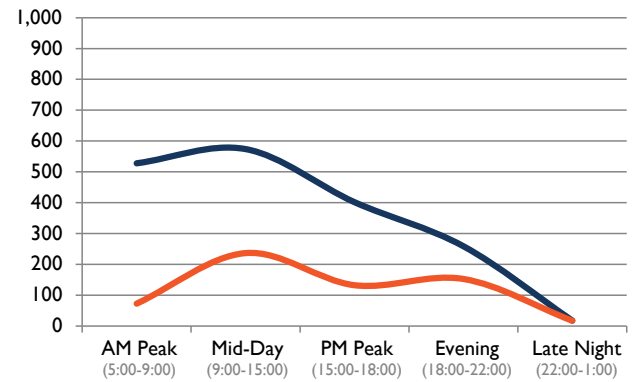
Fall 2011

Daily Boardings

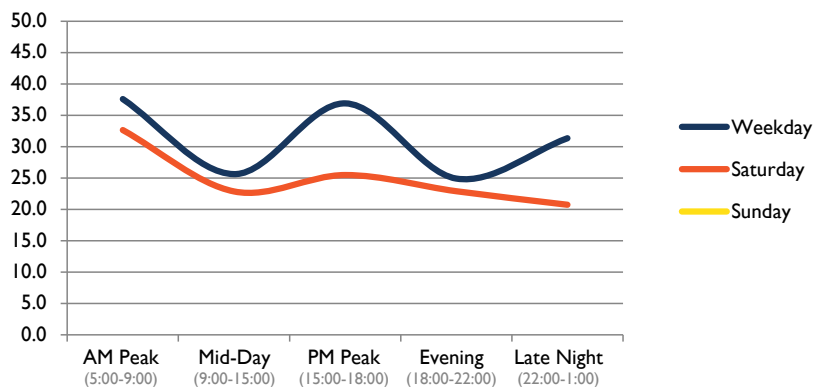


Fall 2012

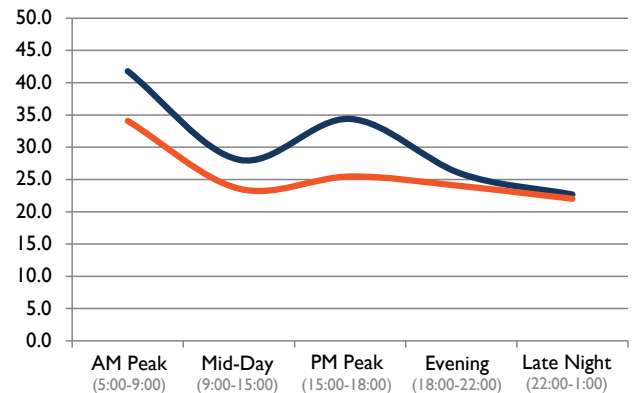
Daily Boardings



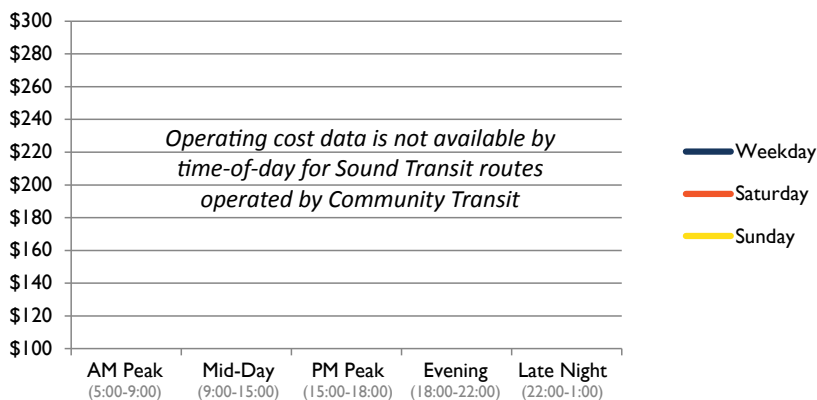
Daily Boardings per Revenue Hour



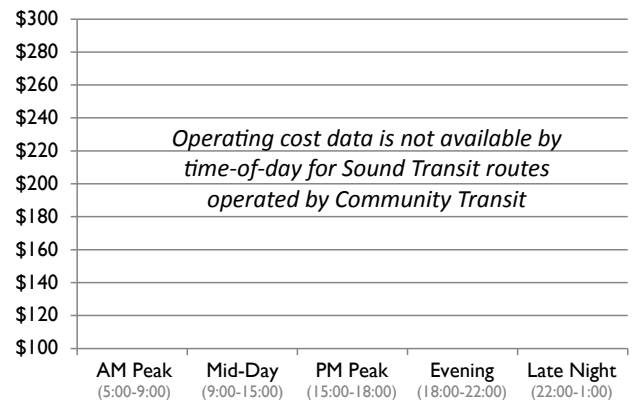
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour



Estimated Operating Cost per Revenue Hour



# Route 535

Boarding & Alighting Activity, Spring 2012 | Inbound

—Inbound Map Unavailable—

Boarding data is not available for Sound Transit Express Route 535, operated by Community Transit.



## Boarding & Alighting Activity, Spring 2012 | Outbound

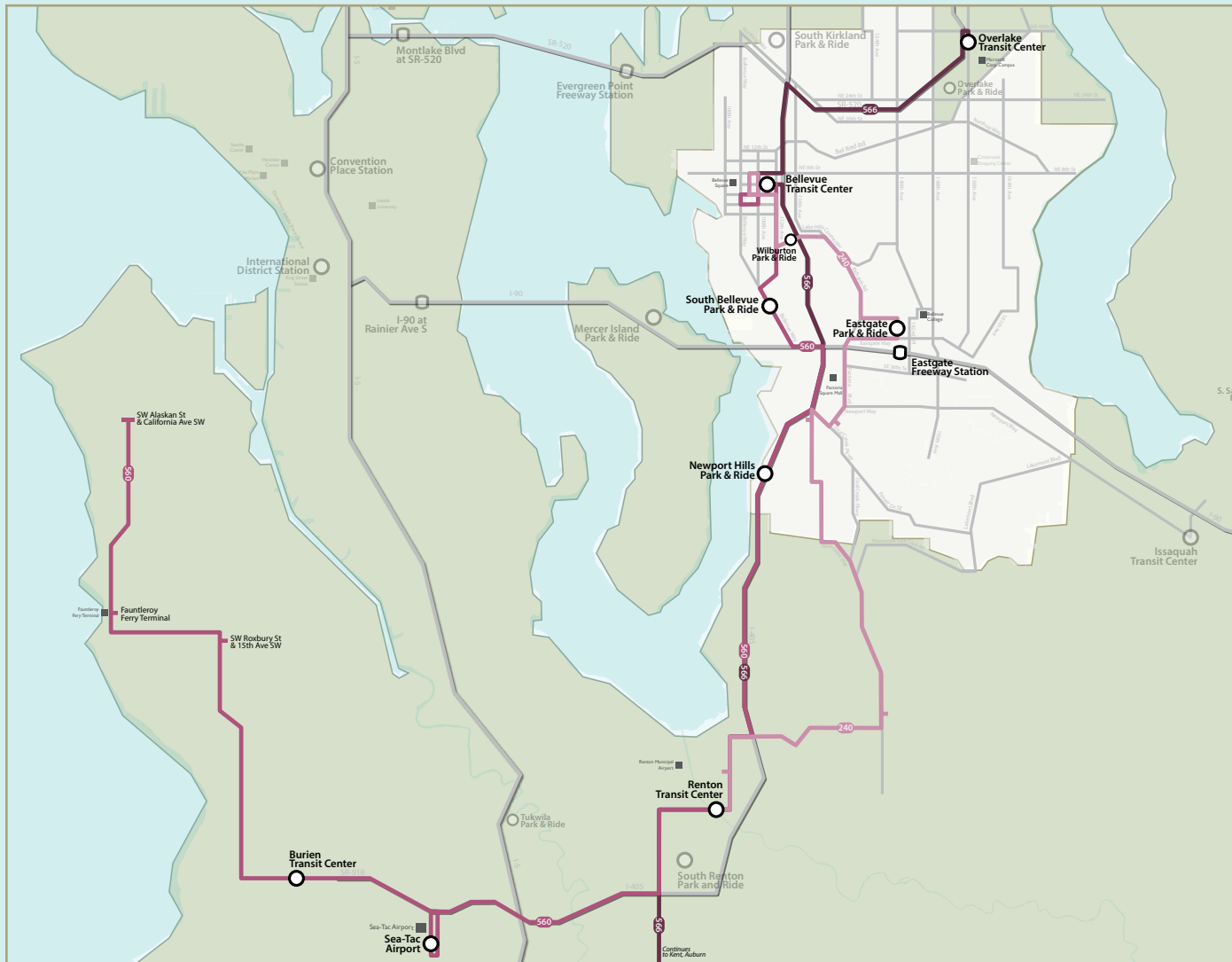
—Outbound Map Unavailable—

Boarding data is not available for Sound Transit Express Route 535, operated by Community Transit.



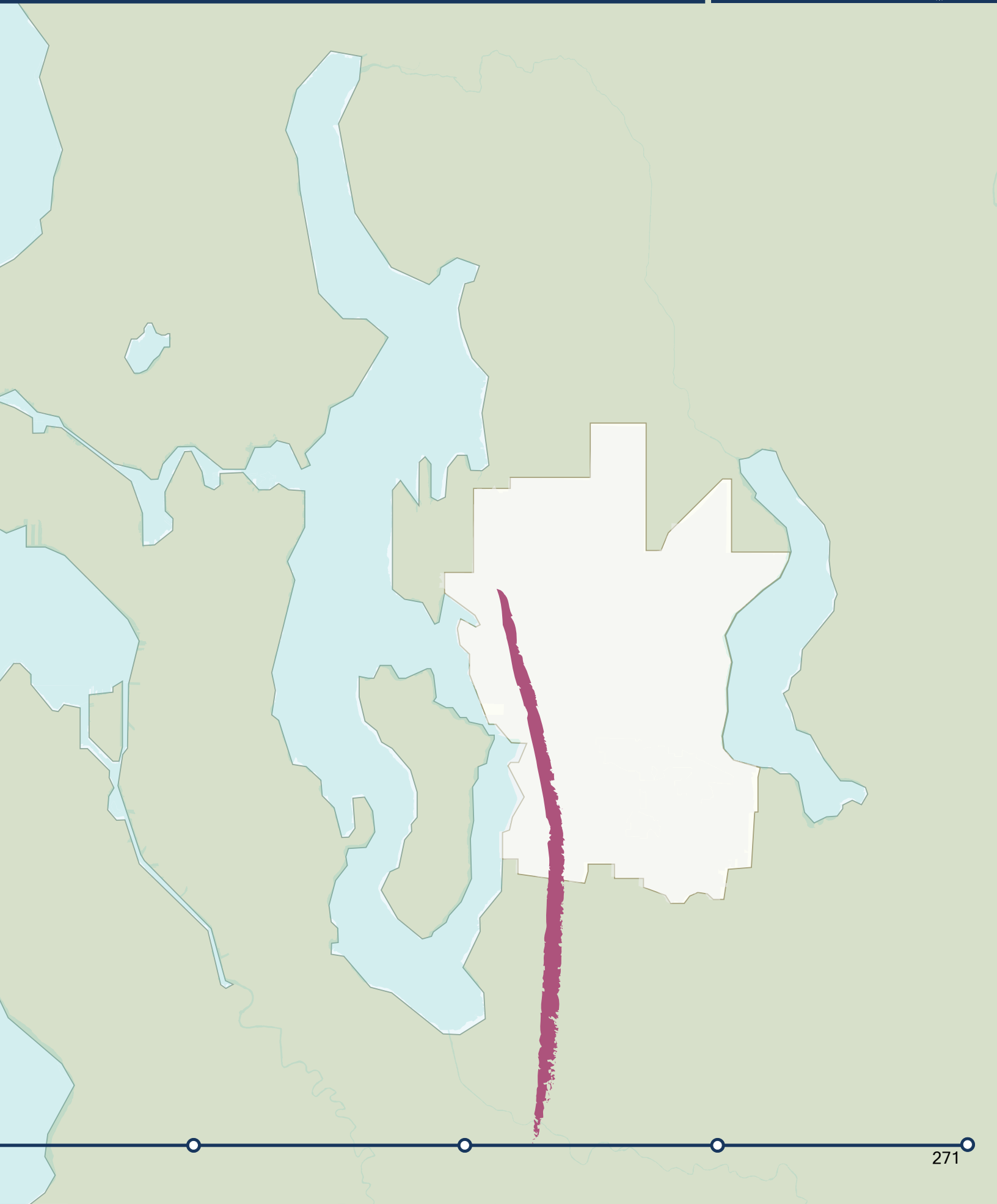
# Corridor Group 14

## Downtown Bellevue – Renton – South King



Corridor Group 14 connects Downtown Bellevue with Renton and South King. Route 560 provides one-seat service from the Bellevue Transit Center to Sea-Tac Airport and West Seattle, while Route 566 continues to Kent and Auburn after serving Renton Transit Center. Route 240 is the only route in the group that does not continue beyond Renton, while 566 is the only route extending north to Overlake. Each route takes a different path through south Bellevue.





# Route 240

Bellevue to Renton via Newcastle, Factoria  
Corridor 16

Local Service Metro Service Family  
Regional Service Bellevue Service Category

- All-Day Route
- Revised Spring 2012
- Revised Fall 2011
- Bellevue Core Route

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	<span style="background-color: #e91e63; border-radius: 50%; padding: 2px;">B Line</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">226</span> <span style="background-color: #9c27b0; border-radius: 50%; padding: 2px;">232</span> <span style="background-color: #00bcd4; border-radius: 50%; padding: 2px;">234</span> <span style="background-color: #4fc3f7; border-radius: 50%; padding: 2px;">235</span> <span style="background-color: #9c27b0; border-radius: 50%; padding: 2px;">237</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">240</span> <span style="background-color: #ffc107; border-radius: 50%; padding: 2px;">241</span> <span style="background-color: #27ae60; border-radius: 50%; padding: 2px;">243</span> <span style="background-color: #ffc107; border-radius: 50%; padding: 2px;">246</span> <span style="background-color: #e91e63; border-radius: 50%; padding: 2px;">249</span> <span style="background-color: #27ae60; border-radius: 50%; padding: 2px;">271</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">280</span> <span style="background-color: #9c27b0; border-radius: 50%; padding: 2px;">342</span> <span style="background-color: #00bcd4; border-radius: 50%; padding: 2px;">532</span> <span style="background-color: #00bcd4; border-radius: 50%; padding: 2px;">535</span> <span style="background-color: #00bcd4; border-radius: 50%; padding: 2px;">550</span> <span style="background-color: #00bcd4; border-radius: 50%; padding: 2px;">555</span> <span style="background-color: #00bcd4; border-radius: 50%; padding: 2px;">556</span> <span style="background-color: #9c27b0; border-radius: 50%; padding: 2px;">560</span> <span style="background-color: #9c27b0; border-radius: 50%; padding: 2px;">566</span>
Wilburton Park & Ride	Wilburton, Woodridge, and Surrey Downs neighborhoods	<span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">240</span> <span style="background-color: #27ae60; border-radius: 50%; padding: 2px;">243</span> <span style="background-color: #ffc107; border-radius: 50%; padding: 2px;">246</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">280</span> <span style="background-color: #9c27b0; border-radius: 50%; padding: 2px;">342</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">952</span>
Eastgate Park & Ride	Bellevue College, Eastgate	<span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">211</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">212</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">217</span> <span style="background-color: #00bcd4; border-radius: 50%; padding: 2px;">221</span> <span style="background-color: #00bcd4; border-radius: 50%; padding: 2px;">226</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">240</span> <span style="background-color: #ffc107; border-radius: 50%; padding: 2px;">241</span> <span style="background-color: #ffc107; border-radius: 50%; padding: 2px;">245</span> <span style="background-color: #ffc107; border-radius: 50%; padding: 2px;">246</span> <span style="background-color: #27ae60; border-radius: 50%; padding: 2px;">271</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">981</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">989</span> <span style="background-color: #27ae60; border-radius: 50%; padding: 2px;">555</span>
Newcastle Transit Center	Newcastle, Newcastle Public Library	<span style="background-color: #27ae60; border-radius: 50%; padding: 2px;">114</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">240</span>
Renton Transit Center	Downtown Renton, Renton High School	<span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">101</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">105</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">106</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">107</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">110</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">140</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">143</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">148</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">153</span> <span style="background-color: #27ae60; border-radius: 50%; padding: 2px;">167</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">169</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">240</span> <span style="background-color: #9c27b0; border-radius: 50%; padding: 2px;">342</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">907</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">908</span> <span style="background-color: #2196f3; border-radius: 50%; padding: 2px;">909</span> <span style="background-color: #9c27b0; border-radius: 50%; padding: 2px;">560</span> <span style="background-color: #9c27b0; border-radius: 50%; padding: 2px;">566</span>



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:05 - 0:21					7:05 - 0:30					8:05 - 0:32									
Daily Trips	67					58					32					21,957				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	30	30	30-60	60	30	30	30	60	60	60	60	60	60	60					
Percent On-Time	78.7%					78.8%					83.2%					79.7%				
Revenue Hours	69.62					57.43					31.77					22,581				
Platform Hours	97.45					87.33					49.22					32,246				
Revenue Miles	1,132.07					982.95					543.15					371,294				
Rev. Hour/Plat. Hour	0.71					0.66					0.65					0.70				
Boardings (per day)	2,137.00					1,466.00					855.00					669,307				
Average Load	18.00					13.45					13.53					15.41				
Boardings/Trip	31.90					25.28					26.72					30.48				
Boardings/Rev. Hour	30.70					25.53					26.92					29.64				
Boardings/Rev. Mile	1.89					1.49					1.57					1.80				
Boardings/Plat. Hour	21.93					16.79					17.37					20.76				
Est. Operating Costs	\$11,703					\$10,488					\$5,910					\$3,872,380				
Cost/Revenue Hour	\$168.10					\$182.61					\$186.06					\$171.49				
Cost/Platform Hour	\$120.09					\$120.09					\$120.09					\$120.09				
Cost/Revenue Mile	\$10.34					\$10.67					\$10.88					\$10.43				
Cost/Boarding	\$5.48					\$7.15					\$6.91					\$5.79				
Cost/Trip	\$174.67					\$180.83					\$184.70					\$176.36				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	428	898	475	274	62	159	659	359	230	59	51	374	203	187	40	120,472	283,771	151,645	92,116	21,303
Boardings/Rev. Hour	28.4	34.4	35.9	23.3	17.9	21.5	26.4	29.0	25.3	16.2	27.8	30.4	32.5	24.3	10.8	27.8	32.8	34.6	23.5	16.5
Cost/Revenue Hour	\$169.43	\$160.15	\$148.07	\$180.56	\$256.35	\$167.53	\$175.57	\$176.74	\$196.55	\$246.79	\$180.14	\$178.91	\$172.93	\$182.47	\$242.34	\$169.52	\$164.00	\$154.34	\$182.70	\$252.61
Percent On-Time	80.0%	79.7%	65.9%	83.8%	86.4%	88.9%	76.2%	69.2%	82.0%	95.7%	91.7%	78.1%	81.5%	87.2%	88.7%	83.8%	78.0%	70.5%	84.1%	90.2%

Route 240 is a core Bellevue route that connects the neighborhoods of Clyde Hill, Surrey Downs, Newport Hills, Newcastle, and the Renton Highlands with the activity centers of Downtown Bellevue, Factoria, and Downtown Renton. It functions as the primary connection between Factoria and Downtown Bellevue, and with ridership at its peak in the Factoria area. The route serves 100th Ave NE between Clyde Hill and the Bellevue Transit Center, 108th Ave, Bellevue Way, and I-90 between the Bellevue Transit Center and Factoria, local arterials, neighborhood streets, and Coal Creek Parkway to the Renton Highlands, and Sunset Blvd to Downtown Renton. In the Fall 2011 service change, Route 240 was revised to serve the activity center surrounding the Eastgate Park & Ride, including Bellevue College, which it reaches via SE 8th St, the Wilburton Park & Ride, Lake Hills Connector, Richards Rd, and SE Eastgate Way. Route 241 has replaced 240's previous routing along Bellevue Way to the South Bellevue Park & Ride, while Route 246 has replaced its previous routing to Clyde Hill via 100th Ave NE.

In Spring 2012, six northbound trips were added to Bellevue, leaving the Renton Transit Center at 7:22 and 7:53 AM, and at 1:28, 1:56, 2:25 and 3:10 PM. Also, six southbound trips were added to Renton, leaving the Bellevue Transit Center at 8:50 and 9:20 AM, and at 2:50, 3:20, 3:50 and 4:20 PM. These adjustments have improved service frequency from 30 minutes to 15 minutes during portions of each peak period. The northbound trip to Bellevue leaving the Renton Transit Center at 3:00 PM was also revised to leave 5 minutes earlier, at 2:55 PM.

# Route 240

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:05 - 0:21					7:05 - 0:30					8:05 - 0:32									
Daily Trips	79					58					32					25,017				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	15-30	30	15-30	30-60	60	30	30	30	60	60	60	60	60	60	60					
Percent On-Time	80.1%					83.3%					84.2%					82.0%				
Revenue Hours	83.43					57.43					31.77					26,105				
Platform Hours	115.45					87.33					49.22					36,836				
Revenue Miles	1,337.24					982.77					543.05					423,596				
Rev. Hour/Plat. Hour	0.72					0.66					0.65					0.71				
Boardings (per day)	2,330.00					1,638.00					854.00					728,849				
Average Load	16.08					15.31					13.50					15.33				
Boardings/Trip	29.49					28.24					26.69					29.13				
Boardings/Rev. Hour	27.93					28.52					26.88					27.92				
Boardings/Rev. Mile	1.74					1.67					1.57					1.72				
Boardings/Plat. Hour	20.18					18.76					17.35					19.79				
Est. Operating Costs	\$13,864					\$10,488					\$5,910					\$4,902,087				
Cost/Revenue Hour	\$166.17					\$182.61					\$186.06					\$187.79				
Cost/Platform Hour	\$120.09					\$120.09					\$120.09					\$133.08				
Cost/Revenue Mile	\$10.37					\$10.67					\$10.88					\$11.57				
Cost/Boarding	\$5.95					\$6.40					\$6.92					\$6.73				
Cost/Trip	\$175.50					\$180.83					\$184.70					\$195.95				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

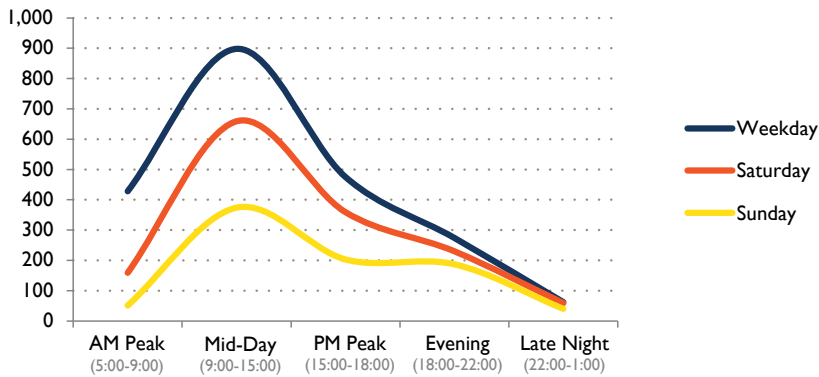
	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	494	946	514	310	66	203	670	399	292	74	53	381	197	187	36	139,597	298,162	163,244	105,080	22,766
Boardings/Rev. Hour	26.9	29.8	28.3	26.3	19.0	27.5	26.8	32.3	32.1	20.4	28.9	31.0	31.5	24.3	9.7	27.0	29.5	29.0	26.8	17.7
Cost/Revenue Hour	\$168.24	\$158.71	\$153.64	\$175.80	\$256.35	\$167.53	\$175.57	\$176.74	\$196.55	\$246.79	\$180.14	\$178.91	\$172.93	\$182.47	\$242.34	\$186.65	\$179.86	\$174.56	\$198.43	\$279.93
Percent On-Time	80.6%	80.7%	74.9%	82.9%	85.4%	91.2%	83.4%	77.6%	80.5%	90.9%	92.8%	80.0%	76.4%	90.8%	91.2%	84.5%	81.5%	76.1%	84.2%	89.2%

As noted on the previous page, Route 240 operated twelve more trips daily in Spring 2012 than in Fall 2011—three during the AM peak, five mid-day, and four in the PM peak. These additional trips increased the number of revenue hours operated annually by more than 3,500. Daily ridership of Route 240 increased by 193 passengers on weekdays and by 172 on Saturdays, while on Sundays it decreased by one ride. In aggregate, this equates to more than 59,500 additional annualized rides based on spring performance. The charts on the opposite page indicate several notable changes in Route 240's ridership and productivity. First, although ridership increased throughout the day on weekdays, it did not increase sufficiently during any period that had trips added to offset the additional revenue hours operated. Conversely, the evening and late night periods realized small productivity improvements. Route 240's productivity also generally fared better on weekends than on weekdays in Spring 2012. The changes realized by Saturday's productivity profile are all positive, especially in the PM peak and the evening. Sunday operations remained consistent by comparison. On-time performance remained relatively consistent on weekdays, improving just 1.5 percent, while on Saturday reliability improved 4.4 percent.

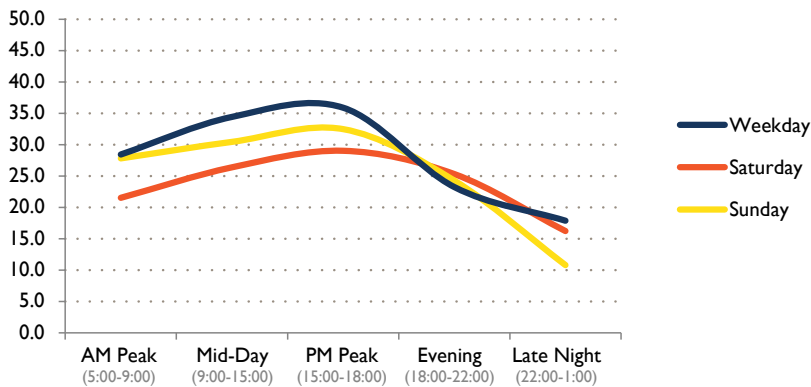
## Ridership, Productivity & Efficiency

Fall 2011

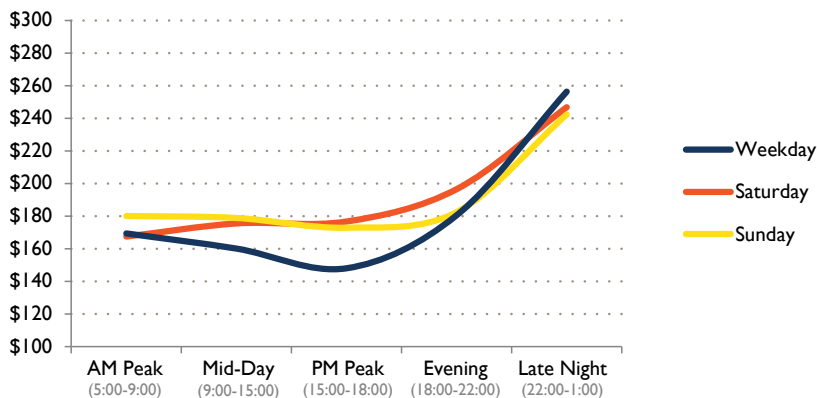
Daily Boardings



Daily Boardings per Revenue Hour

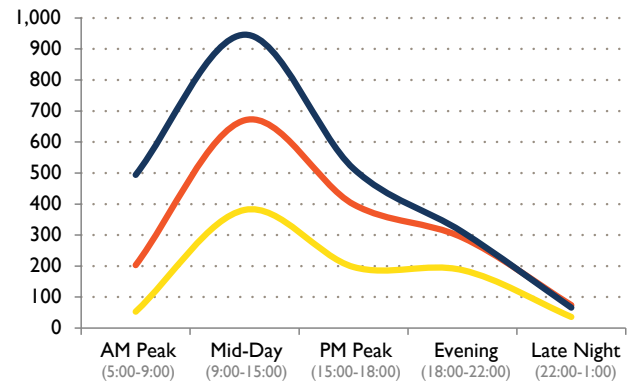


Estimated Operating Cost per Revenue Hour

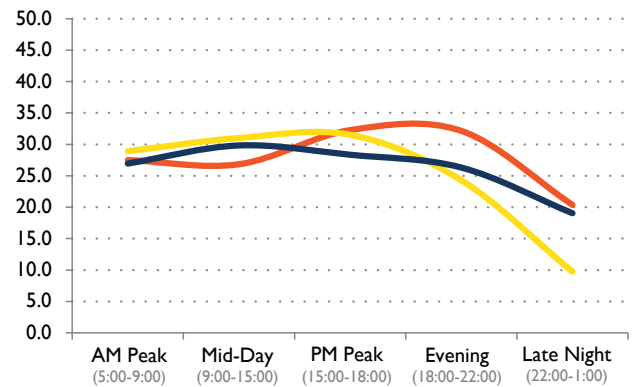


Fall 2012

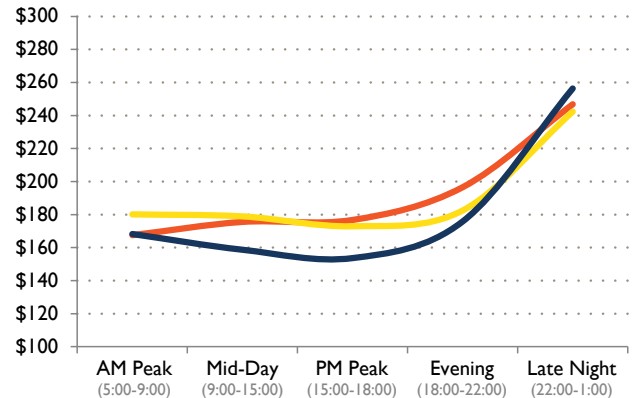
Daily Boardings



Daily Boardings per Revenue Hour



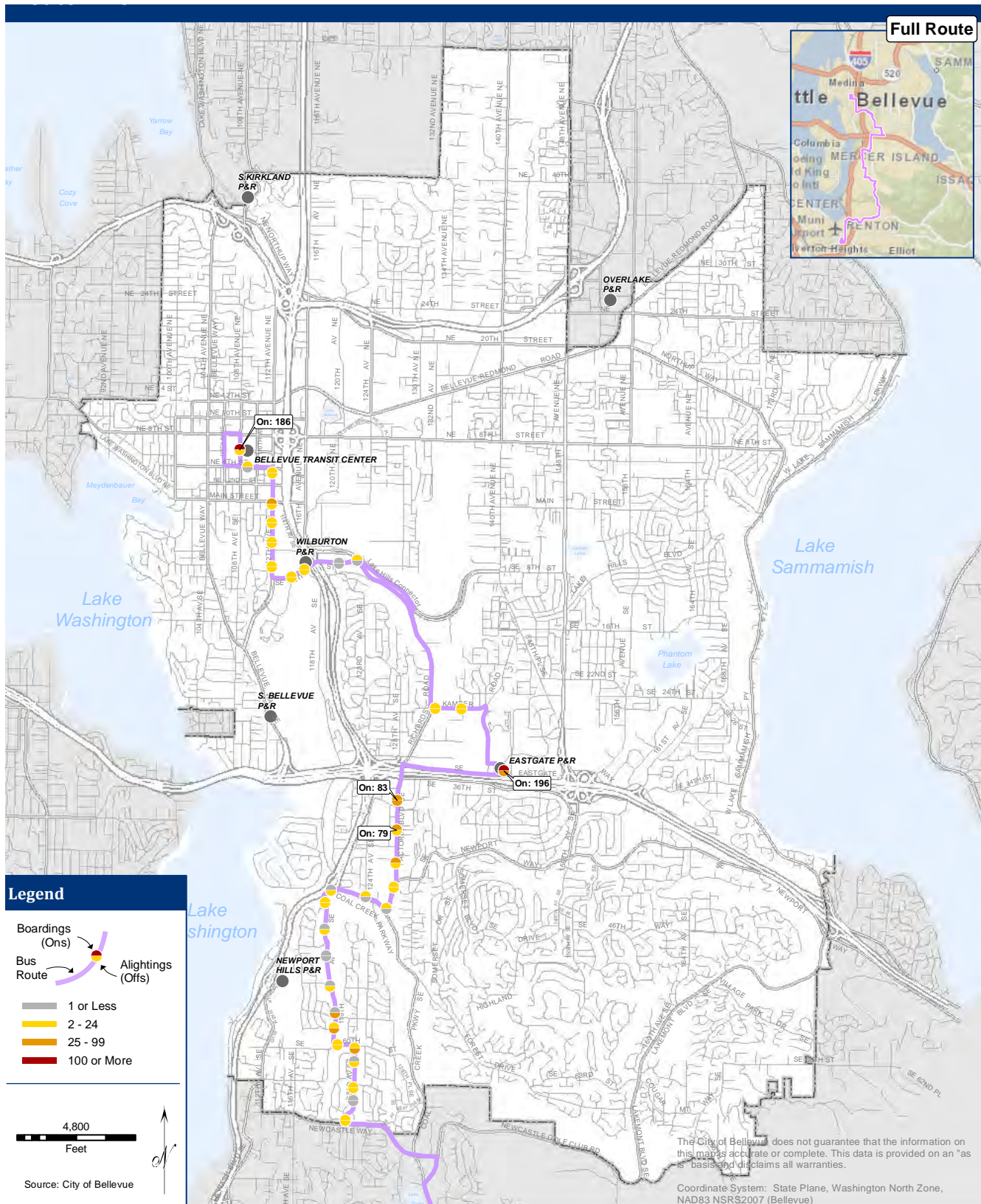
Estimated Operating Cost per Revenue Hour





# Route 240

Boarding & Alighting Activity, Spring 2012 | Inbound

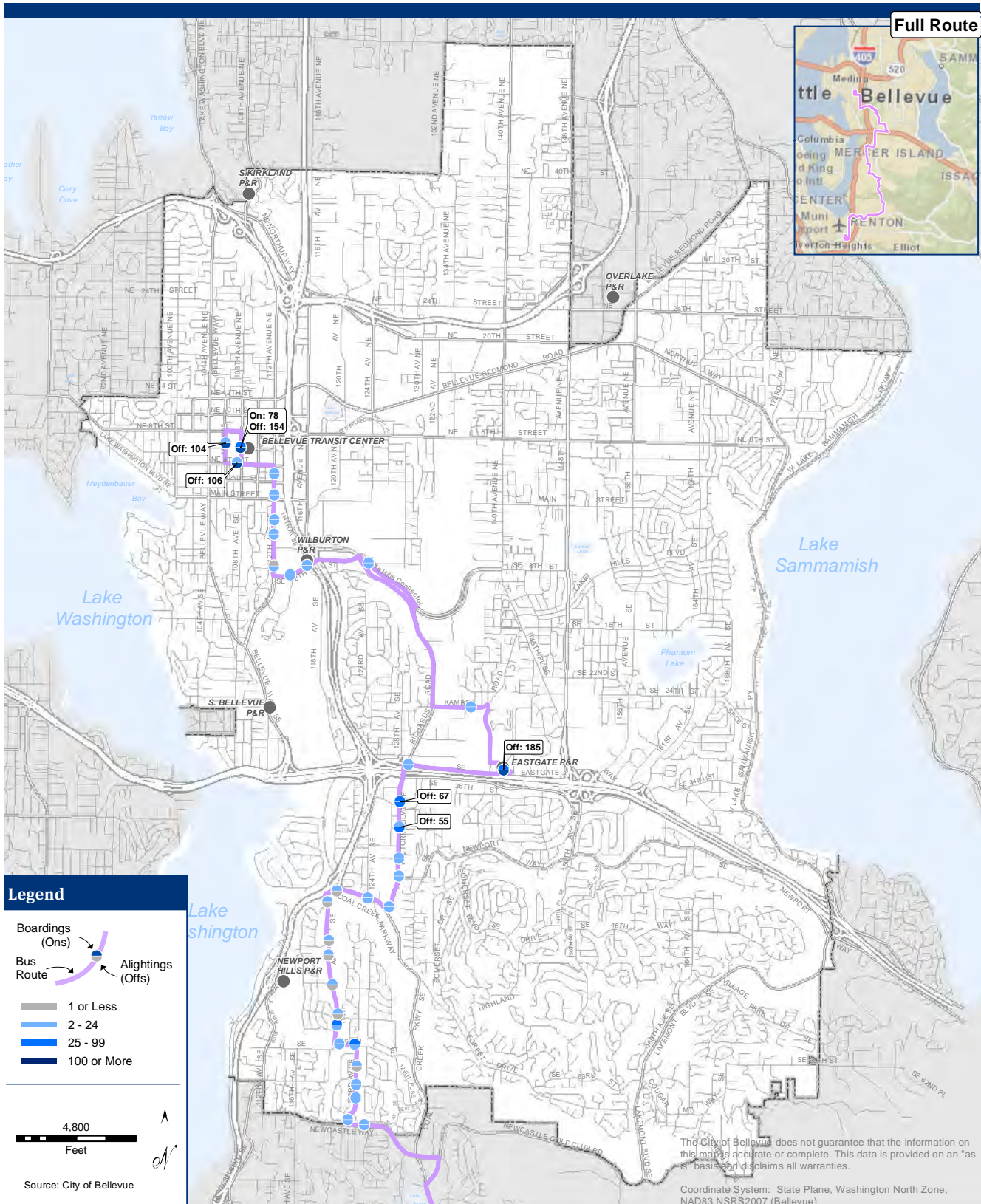


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Route 560

Bellevue to Sea-Tac Airport, West Seattle via Renton, Burien, White Center  
 Sound Transit Express Bus

- All-Day Route
- Revised Spring 2012
- Revised Fall 2011
- Bellevue Core Route

Operated by King County Metro

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	B Line 226 232 234 235 237 240 241 243 246 249 271 280 342 532 535 550 555 556 560 566
South Bellevue Park & Ride	Enatai and Beaux Arts Village neighborhoods	211 241 249 550 555 556 560
Newport Hills Park & Ride	Newport Hills neighborhood	111 167 280 342 824 952 560
Renton Transit Center	Downtown Renton, Renton High School	101 105 106 107 110 140 143 148 153 167 169 240 342 907 908 909 560 566
Burien Transit Center	Downtown Burien, Burien City Hall, Burien Library	120 121 122 123 131 132 140 166 180 560



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:30 - 23:47					5:25 - 23:52					5:25 - 23:52									
Daily Trips	67					36					36					21,045				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	60	30	60	60	60	60	60	60	60	60	60	60	60	60					
Percent On-Time	86.6%					90.0%					92.7%					89.1%				
Revenue Hours	84.77					33.65					33.65					25,317				
Platform Hours	119.52					54.02					54.02					36,419				
Revenue Miles	1,817.80					826.62					826.62					554,467				
Rev. Hour/Plat. Hour	0.71					0.62					0.62					0.70				
Boardings (per day)	1,609.00					817.00					705.00					488,867				
Average Load	14.31					18.19					13.50					15.11				
Boardings/Trip	24.01					22.69					19.58					23.23				
Boardings/Rev. Hour	18.98					24.28					20.95					19.31				
Boardings/Rev. Mile	0.89					0.99					0.85					0.88				
Boardings/Plat. Hour	13.46					15.12					13.05					13.42				
Est. Operating Costs	\$14,919					\$6,743					\$6,743					\$4,546,132				
Cost/Revenue Hour	\$176.00					\$200.38					\$200.38					\$179.57				
Cost/Platform Hour	\$124.83					\$124.83					\$124.83					\$124.83				
Cost/Revenue Mile	\$8.21					\$8.16					\$8.16					\$8.20				
Cost/Boarding	\$9.27					\$8.25					\$9.56					\$9.30				
Cost/Trip	\$222.68					\$187.30					\$187.30					\$216.02				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	494	487	372	150	38	182	306	159	132	38	128	287	129	123	38	140,667	155,716	109,794	51,485	13,740
Boardings/Rev. Hour	21.1	18.1	20.1	17.0	13.3	28.4	24.7	27.8	20.4	14.3	19.9	23.2	22.6	19.0	14.3	21.1	18.9	20.5	17.4	13.4
Cost/Revenue Hour	\$172.66	\$172.41	\$170.52	\$192.43	\$238.77	\$186.43	\$198.25	\$195.80	\$200.11	\$254.34	\$186.43	\$198.25	\$195.80	\$200.11	\$254.34	\$174.12	\$176.69	\$173.49	\$194.27	\$243.23
Percent On-Time	88.1%	89.6%	72.1%	90.8%	95.3%	90.6%	87.9%	86.6%	93.6%	95.9%	93.7%	91.1%	92.8%	93.4%	95.4%	90.0%	89.6%	80.9%	92.5%	95.6%

Note: The headways presented above reflect standard service provided by Route 560. Refer to page 29 for the headways of the 560 variant.

The current West Seattle to Bellevue Express dates from September 2003 when the Westside Express (Route 570) and the Bellevue-SeaTac Express (old Route 560) were merged into one route. The portion operating between West Seattle Junction and Burien Transit Center operates as a peak-only variant (see Service Headways on page 28). In contrast to most ST Express routes, the West Seattle-Burien segment operates entirely on arterial streets with eight intermediate stops. Between Burien and Bellevue Transit Center, the route travels primarily along the SR-518 and I-405 freeways with stops at Sea-Tac Airport, Renton Transit Center, Newport Hills Park & Ride, and South Bellevue Park & Ride. Service operates all day, seven days a week. In February 2010, midday frequency was reduced from every 30 minutes to every 60 minutes between West Seattle and Burien. In June 2011, all remaining service between West Seattle and Burien via White Center was eliminated except during weekday peak periods.

In Spring 2012, several adjustments were made to the weekday schedule. Two westbound morning peak trips were truncated at the Burien Transit Center instead of serving the Alaska Junction in West Seattle, and two westbound trips—one each mid-day and in the afternoon peak—were extended to the Alaska Junction instead of ending at the Burien Transit Center. Two trips to Burien leaving the Alaska Junction in the afternoon peak were added.

# Route 560

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:30 - 23:47					5:25 - 23:52					5:25 - 23:52									
Daily Trips	67					36					36					21,045				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	30	30	60	60	60	60	60	60	60	60	60	60	60	60					
Percent On-Time	89.2%					91.7%					93.2%					90.9%				
Revenue Hours	85.95					33.65					33.65					25,619				
Platform Hours	119.62					54.02					54.02					36,444				
Revenue Miles	1,837.12					826.68					826.68					559,400				
Rev. Hour/Plat. Hour	0.72					0.62					0.62					0.70				
Boardings (per day)	1,586.00					750.00					711.00					484,595				
Average Load	13.93					14.72					13.56					14.04				
Boardings/Trip	23.67					20.83					19.75					23.03				
Boardings/Rev. Hour	18.45					22.29					21.13					18.92				
Boardings/Rev. Mile	0.86					0.91					0.86					0.87				
Boardings/Plat. Hour	13.26					13.88					13.16					13.30				
Est. Operating Costs	\$16,586					\$7,490					\$7,490					\$5,053,337				
Cost/Revenue Hour	\$192.97					\$222.58					\$222.58					\$197.25				
Cost/Platform Hour	\$138.66					\$138.66					\$138.66					\$138.66				
Cost/Revenue Mile	\$9.03					\$9.06					\$9.06					\$9.03				
Cost/Boarding	\$10.46					\$9.99					\$10.53					\$10.43				
Cost/Trip	\$247.55					\$208.05					\$208.05					\$240.12				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	467	477	348	181	43	141	280	154	143	32	136	254	139	141	41	134,305	150,927	104,787	61,739	14,987
Boardings/Rev. Hour	20.8	17.3	18.3	18.3	15.0	22.0	22.6	26.9	22.1	12.0	21.2	20.5	24.3	21.8	15.4	20.9	18.0	19.2	19.1	14.6
Cost/Revenue Hour	\$194.00	\$190.23	\$185.16	\$196.69	\$265.23	\$207.09	\$220.21	\$217.49	\$222.28	\$282.52	\$207.09	\$220.21	\$217.49	\$222.28	\$282.52	\$195.44	\$195.10	\$188.88	\$202.31	\$270.18
Percent On-Time	91.3%	90.6%	80.0%	91.0%	94.4%	94.5%	92.7%	88.9%	88.0%	95.6%	93.9%	91.5%	94.2%	93.6%	96.4%	92.7%	91.3%	85.8%	90.9%	95.5%

Note: The headways presented above reflect standard service provided by Route 560. Refer to page 29 for the headways of the 560 variant.

Route 560 was among the few routes that realized a decrease in daily ridership in Spring 2012 compared to Fall 2011. Daily ridership of Route 560 decreased by an average of about 23 rides on weekdays and by 67 rides on Saturdays. Sunday saw an increase of 6 daily rides. In aggregate, this equates to a loss of almost 4,300 annualized rides based on spring performance. The charts on the opposite page indicate that ridership declined throughout much of the day on weekdays and Saturdays, with only evenings and late night trips realizing improvements in ridership and productivity. On Sundays, ridership declined mid-day sufficiently to alter the productivity profile, but both measures improved or remained constant during the rest of the day.

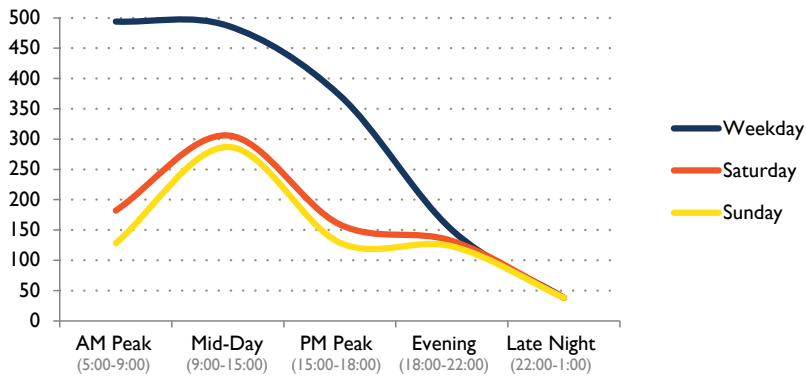
The Route 560 variant—the peak-period extension to Alaska Junction in West Seattle—will cease operation beginning in Summer 2013. Westwood Village will then be the new terminus in Seattle for all trips. This proposed restructure will avoid duplication with King County Metro service, improve ST Express productivity, and provide a convenient full-time connection between the West Seattle/Highline areas and Sea-Tac Airport. King County Metro is developing Westwood Village as a major transit hub, served by the new RapidRide C Line as of September 2012. Route 560 duplicates service with the C Line between West Seattle Junction and the Westwood area, but Sound Transit and King County Metro staff have developed a proposal for a Route 560 Westwood-Airport connection that eliminates this duplication and provides a much longer span of service to the airport.



## Ridership, Productivity & Efficiency

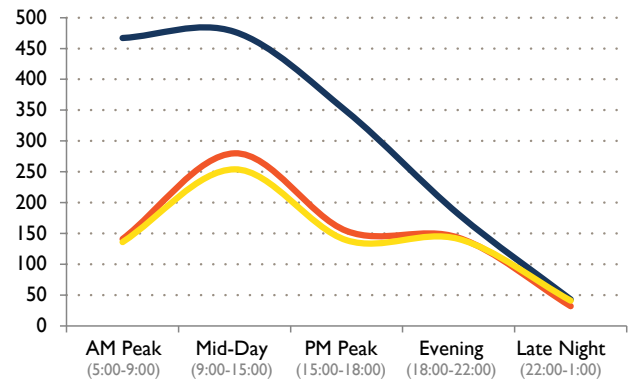
Fall 2011

Daily Boardings

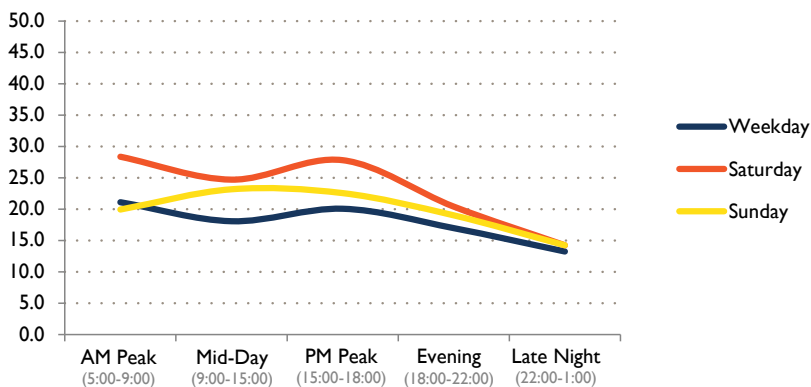


Fall 2012

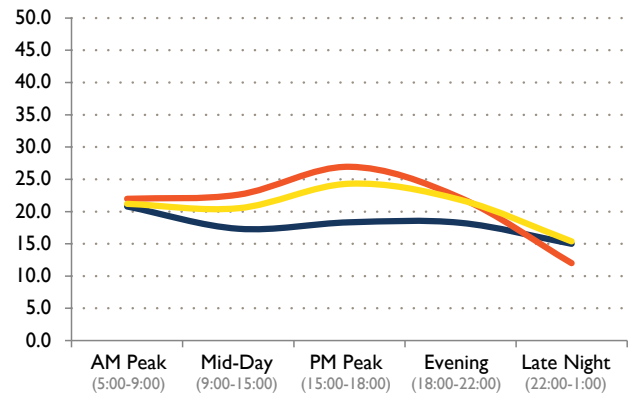
Daily Boardings



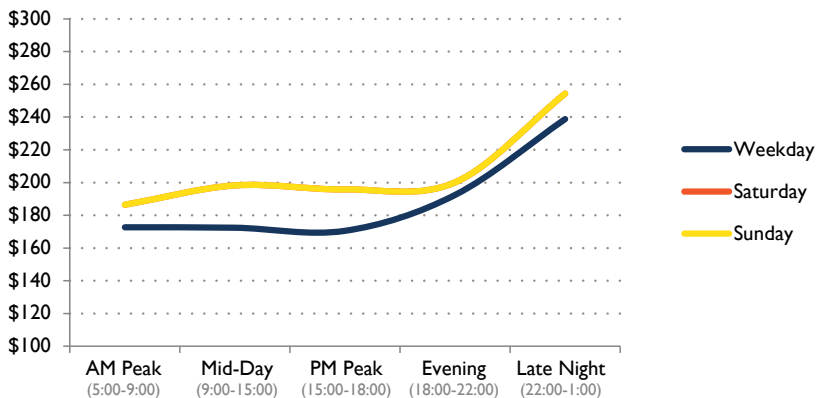
Daily Boardings per Revenue Hour



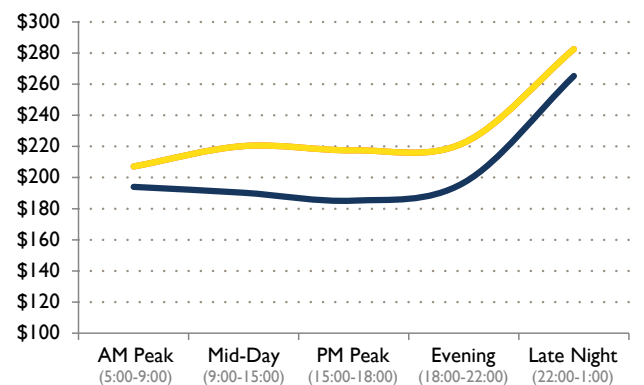
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour

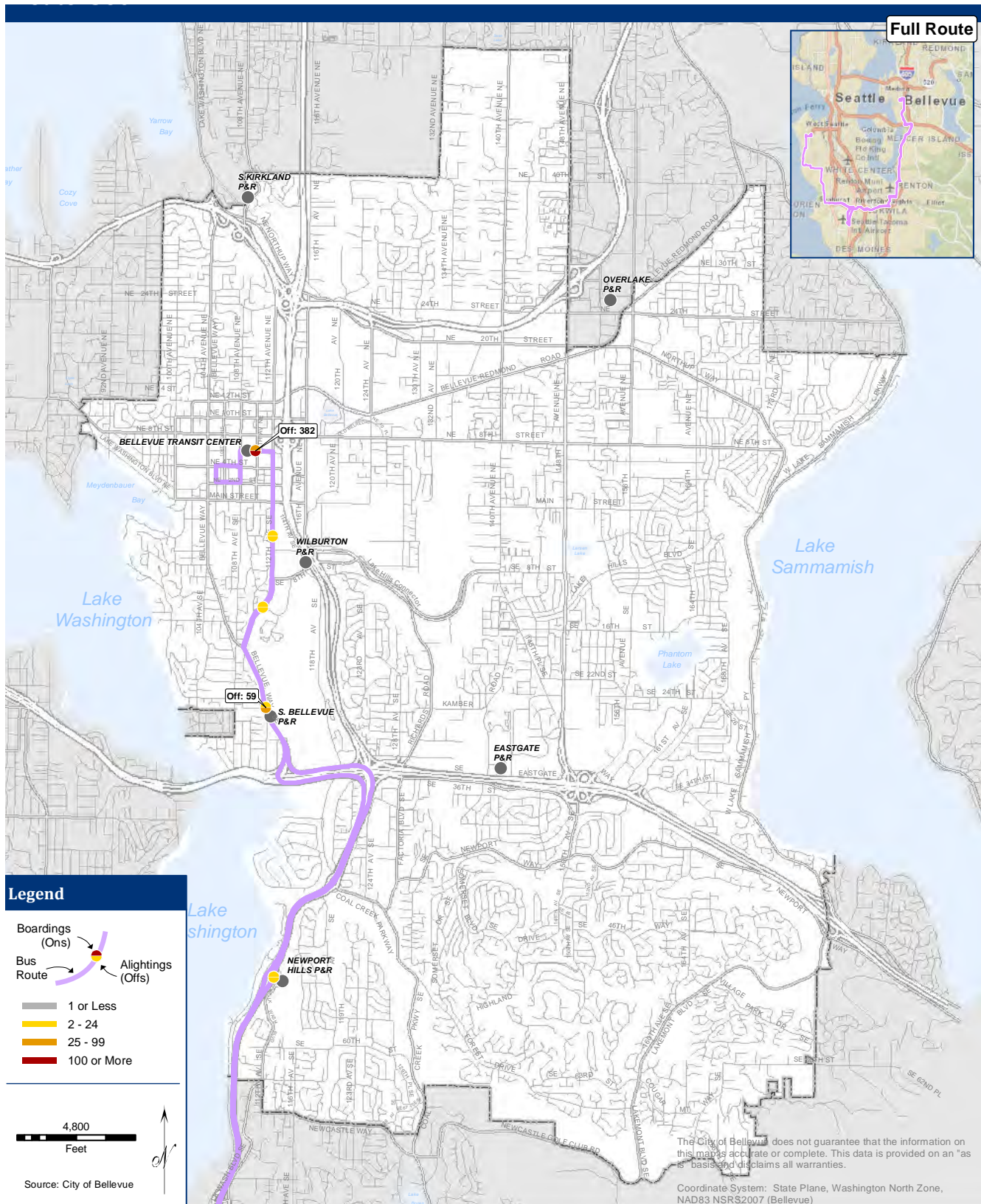


Estimated Operating Cost per Revenue Hour



# Route 560

Boarding & Alighting Activity, Spring 2012 | Inbound

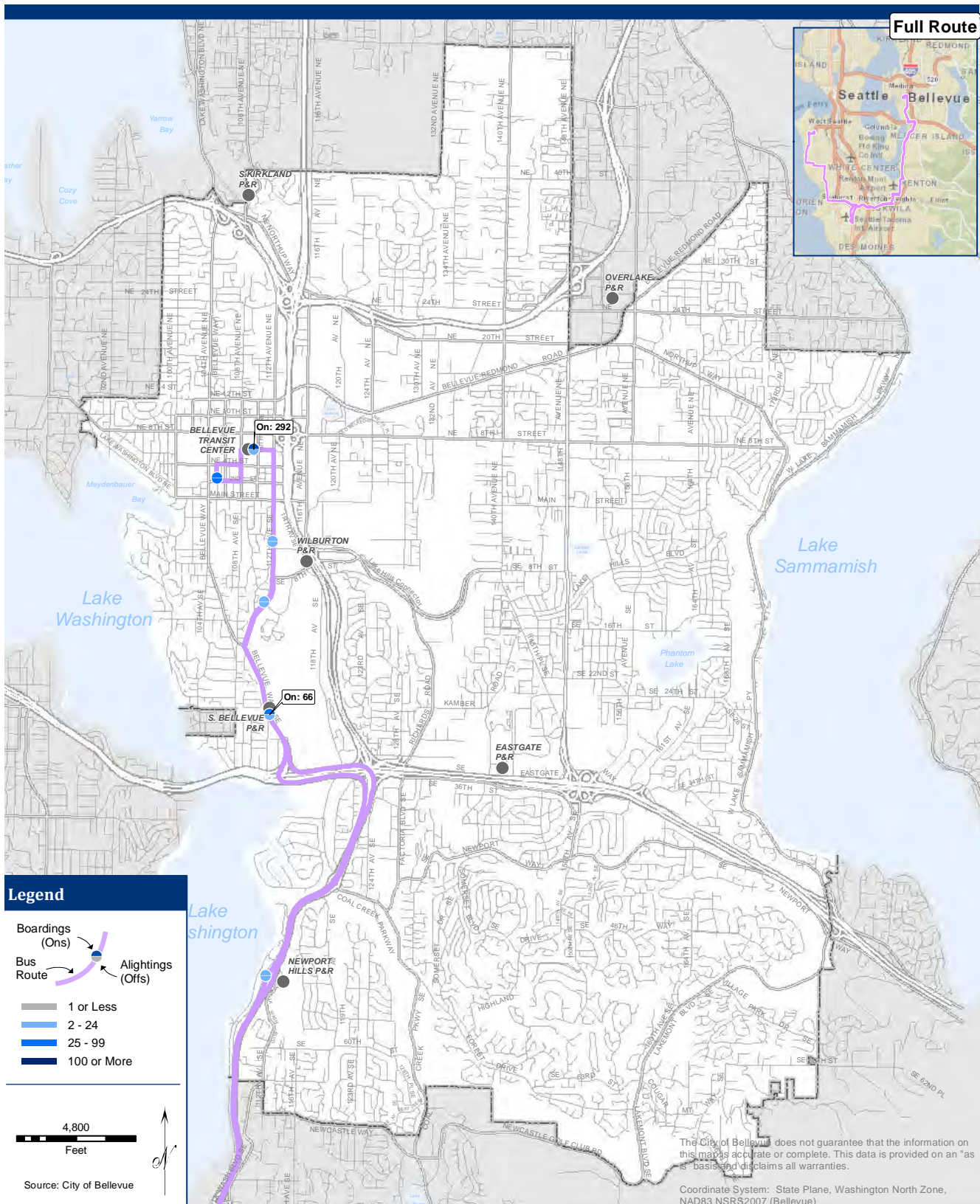


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Route 566

All-Day Route  
Bellevue Core Route

Auburn to Overlake via Kent, Renton, Bellevue  
Sound Transit Express Bus

Operated by Pierce Transit

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Auburn Park & Ride	University of Washington, University District	152 180 181 186 556 578 497 910 915 917 919 
Renton Transit Center	Downtown Renton, Renton High School	101 105 106 107 110 140 143 148 153 167 169 240 342 907 908 909 560 566
Newport Hills Park & Ride	Newport Hills neighborhood	111 167 280 342 824 952 560
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	B Line 226 232 234 235 237 240 241 243 246 249 271 280 342 532 535 550 555 556 560 566
Overlake Transit Center	Overlake Employment Area, Microsoft Corp. Campus	B Line 221 232 244 245 249 268 269 982 542 545 566



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:45 - 23:09																			
Daily Trips	80															20,400				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	7-30	30	10-30	30-60	—															
Percent On-Time	96.0%															96.0%				
Revenue Hours	90.97															23,197				
Platform Hours	N/A															38,798				
Revenue Miles	2,344.61															597,875				
Rev. Hour/Plat. Hour	N/A															0.60				
Boardings (per day)	2,004.37															511,114				
Average Load	N/A															N/A				
Boardings/Trip	25.05															25.05				
Boardings/Rev. Hour	22.03															22.03				
Boardings/Rev. Mile	0.85															0.85				
Boardings/Plat. Hour	N/A															13.17				
Est. Operating Costs	\$16,005															\$4,081,149				
Cost/Revenue Hour	\$175.94															\$175.94				
Cost/Platform Hour	N/A															\$105.19				
Cost/Revenue Mile	\$6.83															\$6.83				
Cost/Boarding	\$7.98															\$7.98				
Cost/Trip	\$200.06															\$200.06				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	775	451	623	137	—											197,562	114,906	158,913	34,903	—
Boardings/Rev. Hour	31.5	14.8	24.6	14.0	—											31.5	14.8	24.6	14.0	—
Cost/Revenue Hour	N/A	N/A	N/A	N/A	N/A											\$175.94	\$175.94	\$175.94	\$175.94	—
Percent On-Time	96.0%	96.0%	96.0%	96.0%	—											96.0%	96.0%	96.0%	96.0%	—

ST Express bus service on the SR-167 corridor began with Route 565 in 1999. Initially this route connected Federal Way with Bellevue with all-day service on weekdays. As ridership increased, it was joined in 2003 by a companion route, Route 564, which started at South Hill Transit Center in Puyallup and shared a common path with Route 565 between Auburn and Bellevue. Both routes were extended from Bellevue to Overlake in September 2005. With increasing ridership on the northern end of the corridor, Sound Transit added new peak period turnback trips between Kent and Overlake in 2006. This resulted in 7 to 15 minute service between these points during weekday peak periods. Ridership on the Federal Way and South Hill “tails” was not very productive, and a major service restructure was approved by the Board for February 2010 implementation. The objectives were to improve on-time performance, reduce service duplication and better integrate bus service with Sounder. Starting in February 2010, Routes 564 and 565 were combined into a single route (566) operating between Auburn and Overlake only. Route 566 operates all day on weekdays, with a basic 30-minute headway supplemented by frequent turnback trips between Kent and Overlake during peak periods. The turnback trips combine with the through service to provide bus departures every 7 to 15 minutes northbound from Kent in the morning, and every 7 to 15 minutes southbound from Overlake in the afternoon. Effective with the February 2011 service change, Pierce Transit assumed the role as contract operator of Route 566 from King County Metro.



# Route 566

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	4:45 - 23:09																			
Daily Trips	80															20,400				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	7-30	30	10-30	30-60	—															
Percent On-Time	90.6%															90.6%				
Revenue Hours	90.97															23,197				
Platform Hours	148.96															37,984				
Revenue Miles	2,344.61															597,875				
Rev. Hour/Plat. Hour	0.61															0.61				
Boardings (per day)	2,280.85															581,616				
Average Load	N/A															N/A				
Boardings/Trip	28.51															28.51				
Boardings/Rev. Hour	25.07															25.07				
Boardings/Rev. Mile	0.97															0.97				
Boardings/Plat. Hour	N/A															15.31				
Est. Operating Costs	\$16,772															\$4,276,958				
Cost/Revenue Hour	\$184.38															\$184.38				
Cost/Platform Hour	N/A															\$112.60				
Cost/Revenue Mile	\$7.15															\$7.15				
Cost/Boarding	\$7.35															\$7.35				
Cost/Trip	\$209.65															\$209.65				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	871	503	737	150	—											222,164	128,199	187,918	38,334	—
Boardings/Rev. Hour	35.4	16.5	29.1	15.3	—											35.4	16.5	29.1	15.3	—
Cost/Revenue Hour	N/A	N/A	N/A	N/A	N/A											\$184.38	\$184.38	\$184.38	\$184.38	—
Percent On-Time	90.6%	90.6%	90.6%	90.6%	—											90.6%	90.6%	90.6%	90.6%	—

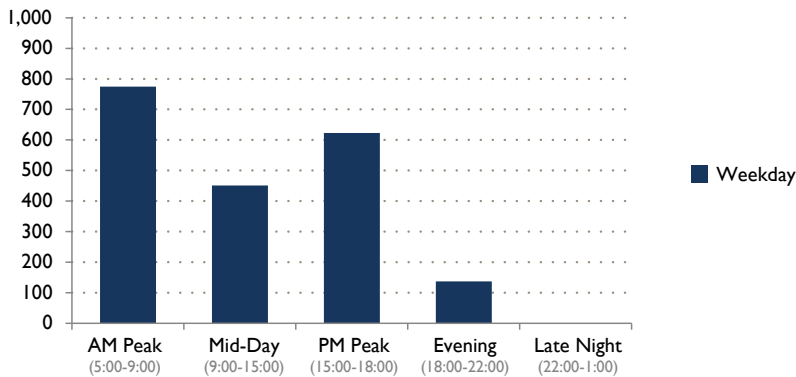
Route 566 served an average of about 275 more daily rides in Spring 2012 than in Fall 2011, or about 3.5 more rides per trip and 3.0 more per revenue hour. This equates to more than 70,500 additional annualized rides based on spring performance. The charts on the opposite page indicate that increases in ridership were realized throughout the day, especially during the AM and PM peak, and while the latter grew more, the AM peak remains the greater attractor of ridership. On-time performance declined by 5.4 percent in Spring 2012.

Due to the strongly commuter-oriented market served by Route 566 and the relatively lengthy trip time from end to end, Sound Transit proposes to convert eight of the peak-direction trips starting in Kent in the morning and eight trips ending in Kent in the afternoon to new Route 567, which would provide non-stop service between Kent and Bellevue Transit Center, and then continue to Overlake. This new route would be timed to meet northbound Sounder trains in the morning and southbound trains in the afternoon at Kent Station, providing a faster trip for Pierce and South King County residents wishing to travel to the Eastside during commute hours. Route 566 service to and from Auburn would be maintained with 30-minute headways, and during most of the morning and evening peak, 15-minute service would be maintained through Renton Transit Center. Finally, to help improve ridership and productivity, and to free resources for use on overcrowded peak service in the South and East King subareas, ST proposes to eliminate several low-ridership mid-day trips of Route 566. Service would operate on an expanded peak schedule, with northbound service operating from 4:45–11:00 AM and 3:30–9:30 PM and southbound service operating from 6:00–9:00 AM and 1:30–11:00 PM.

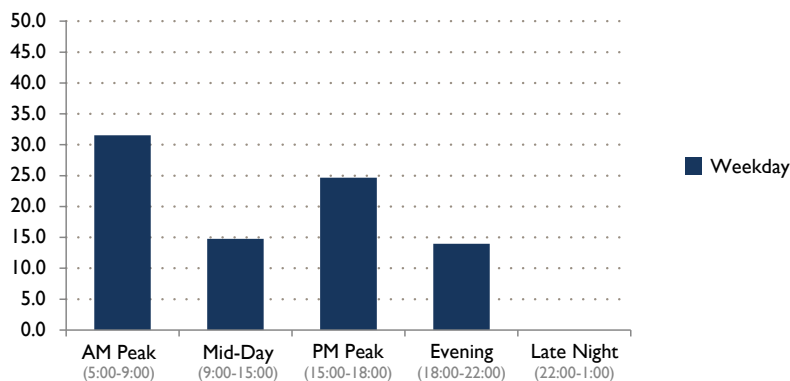
## Ridership, Productivity & Efficiency

Fall 2011

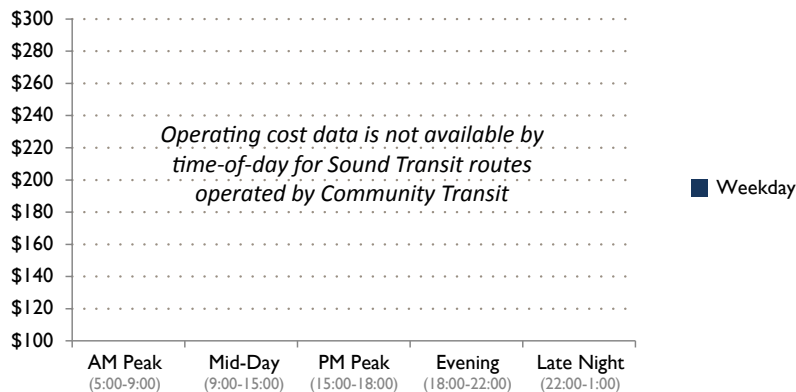
Daily Boardings



Daily Boardings per Revenue Hour

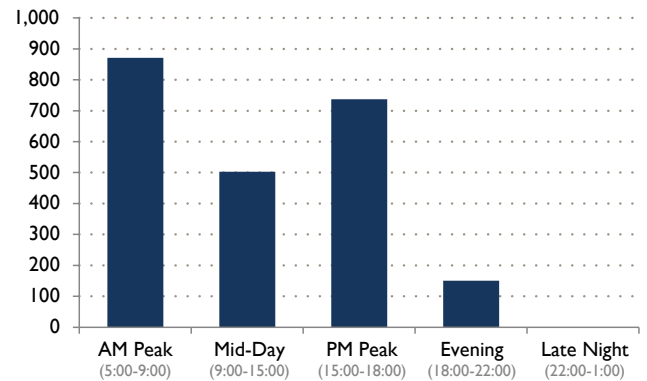


Estimated Operating Cost per Revenue Hour

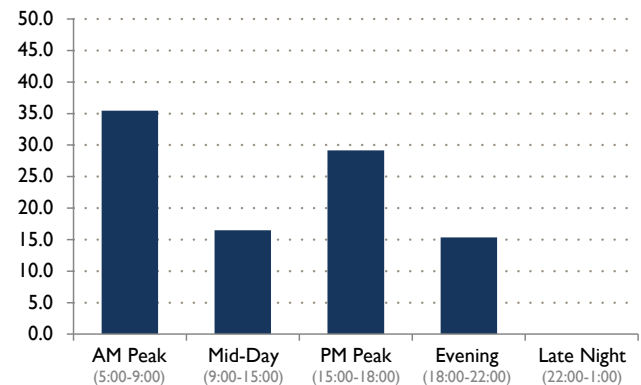


Fall 2012

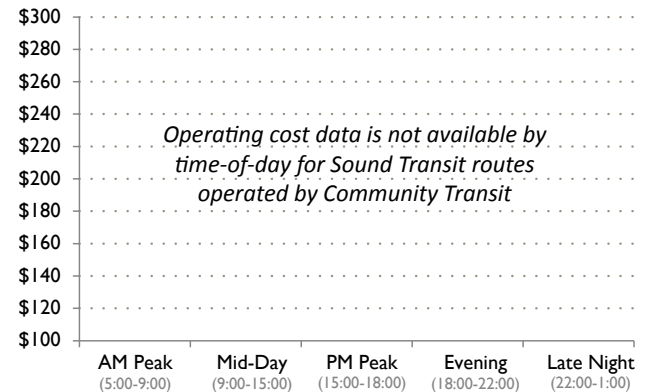
Daily Boardings



Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour



# Route 566

Boarding & Alighting Activity, Spring 2012 | Inbound

—Inbound Map Unavailable—

Boarding data is not available for Sound Transit Express Route 566, operated by Pierce Transit.



## Boarding & Alighting Activity, Spring 2012 | Outbound

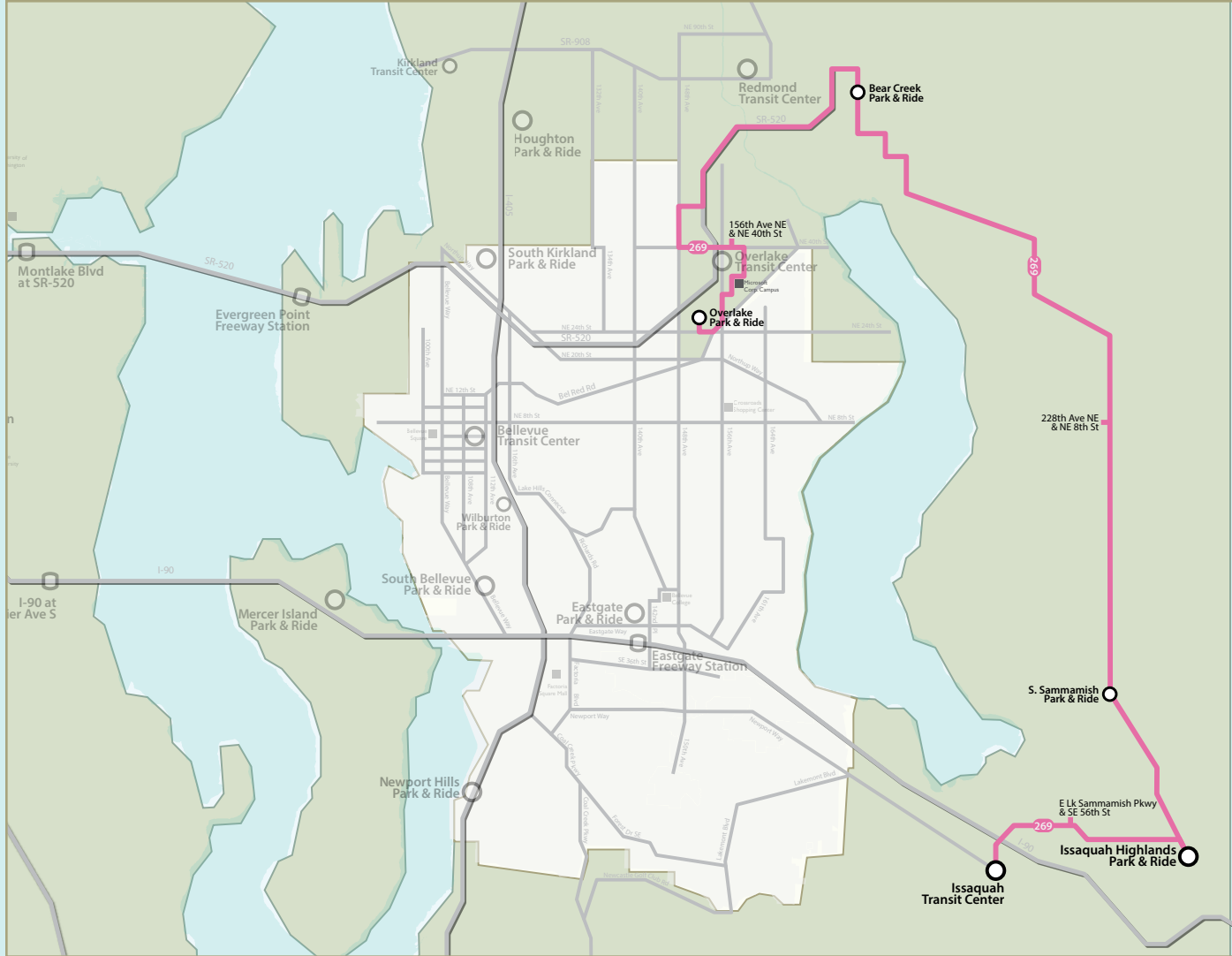
—Outbound Map Unavailable—

Boarding data is not available for Sound Transit Express Route 566, operated by Pierce Transit.



# Corridor Group 15

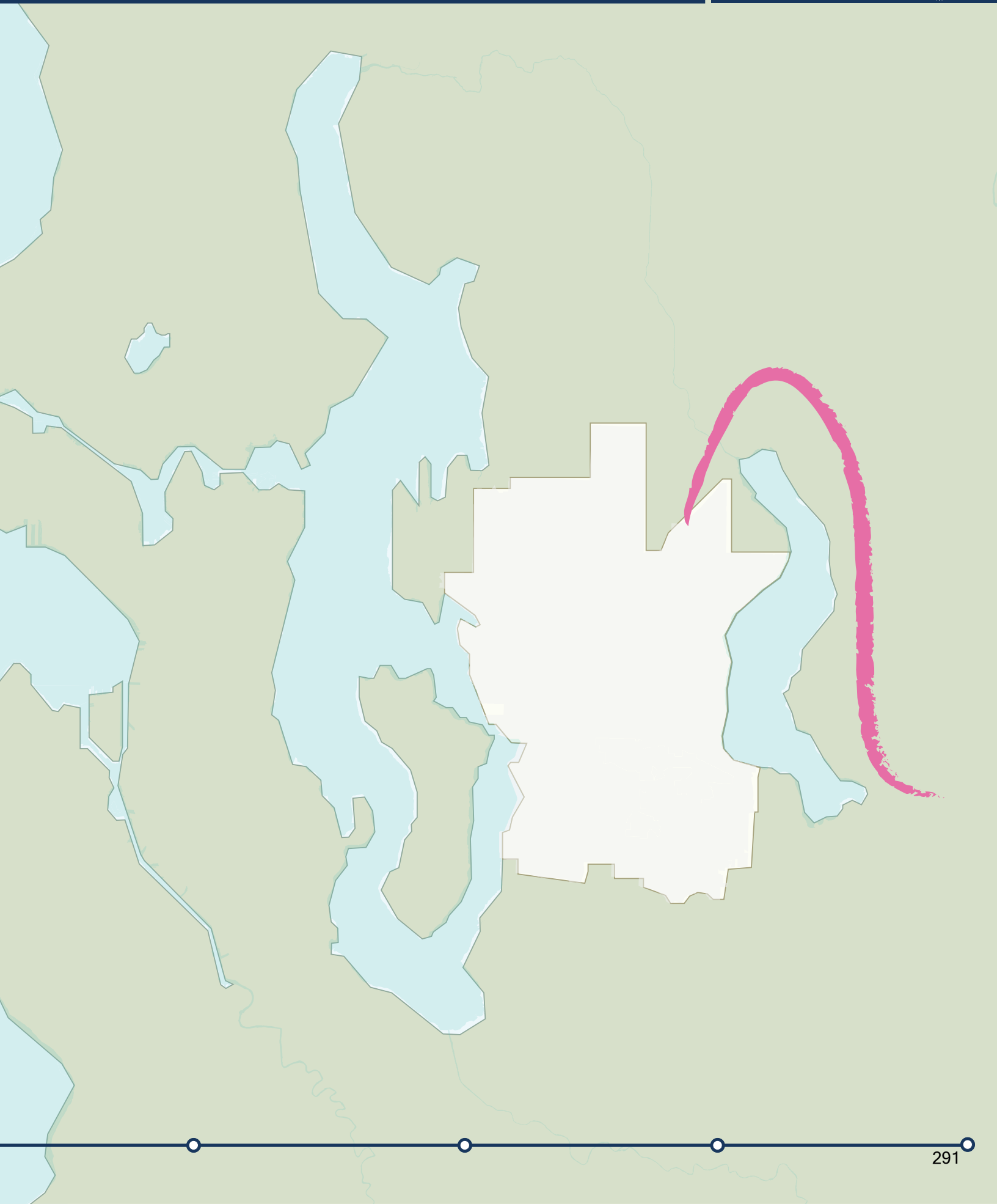
Issaquah – Sammamish – Redmond – Bellevue



269

The corridor identified as Group 15 is different in this volume than in the original Transit Network Profile document. The original corridor connected Overlake with South King County via Eastgate, Newport Hills, and Renton, but that group’s only route, Route 247, was deleted as part of Metro’s Fall 2011 service revision. The new Corridor Group 15 is comprised exclusively of Route 269, which connects Issaquah and Sammamish to Redmond and Overlake, with incidental service to the Bridle Trails neighborhood in northern Bellevue. Route 269 was not included in the original volume.





# Route 269

Peak-Only Route

Overlake to Issaquah via Sammamish

Peak Service Metro Service Family  
Eastside Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Overlake Park & Ride	Overlake Village, Overlake Shopping Center	
Overlake Transit Center	Overlake Employment Area, Microsoft Corp. Campus	
Bear Creek Park-and-Ride	Bear Creek Business Parks	
South Sammamish Park & Ride	Pine Lake neighborhood	
Issaquah Highlands Park & Ride	Issaquah Highlands neighborhood, Swedish Medical Center Issaquah Campus	
Issaquah Transit Center	Newport neighborhood	200 209  214    927



Map depicts Fall 2012 routing

### Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:02 - 10:16; 3:32 - 8:31																			
Daily Trips	16															4,080				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	20-30	3 trips	20-30	1 trip	—															
Percent On-Time	73.1%															73.1%				
Revenue Hours	17.03															4,284				
Platform Hours	23.83															5,994				
Revenue Miles	335.52															84,383				
Rev. Hour/Plat. Hour	0.71															0.71				
Boardings (per day)	232.87															58,437				
Average Load	9.81															9.81				
Boardings/Trip	14.55															14.32				
Boardings/Rev. Hour	13.67															13.64				
Boardings/Rev. Mile	0.69															0.69				
Boardings/Plat. Hour	9.77															9.75				
Est. Operating Costs	\$2,862															\$719,823				
Cost/Revenue Hour	\$168.03															\$168.02				
Cost/Platform Hour	\$120.09															\$120.09				
Cost/Revenue Mile	\$8.53															\$8.53				
Cost/Boarding	\$12.29															\$12.32				
Cost/Trip	\$178.88															\$176.43				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	137	30	49	17	—											34,168	7,606	12,426	4,237	—
Boardings/Rev. Hour	16.0	28.4	9.1	8.4	—											15.9	28.4	9.2	8.4	—
Cost/Revenue Hour	\$172.79	\$186.81	\$158.76	\$162.77	—											\$172.88	\$186.81	\$158.64	\$162.54	—
Percent On-Time	78.9%	43.4%	63.5%	88.6%	—											78.9%	43.4%	63.5%	88.6%	—

Route 269 is a two-way, peak-only route that provides service between the Overlake Park & Ride and Issaquah Transit Center via the Microsoft Campus, Overlake Transit Center, SR-520, Bear Creek Park & Ride, Sahalee Way NE, 228th Ave, South Sammamish Park & Ride, Issaquah-Pine Lake Rd, and the Issaquah Highlands Park & Ride. It provides service in Bellevue along I 48th Ave NE.

# Route 269

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:02 - 10:16; 3:32 - 8:31																			
Daily Trips	31															7,905				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	20-30	3 trips	20-30	1 trip	—															
Percent On-Time	81.3%															81.3%				
Revenue Hours	33.62															8,477				
Platform Hours	49.07															12,379				
Revenue Miles	652.21															164,462				
Rev. Hour/Plat. Hour	0.69															0.68				
Boardings (per day)	519.00															130,809				
Average Load	11.87															11.87				
Boardings/Trip	16.74															16.55				
Boardings/Rev. Hour	15.44															15.43				
Boardings/Rev. Mile	0.80															0.80				
Boardings/Plat. Hour	10.58															10.57				
Est. Operating Costs	\$5,892															\$1,647,387				
Cost/Revenue Hour	\$175.28															\$194.33				
Cost/Platform Hour	\$120.09															\$133.08				
Cost/Revenue Mile	\$9.03															\$10.02				
Cost/Boarding	\$11.35															\$12.59				
Cost/Trip	\$190.08															\$208.40				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

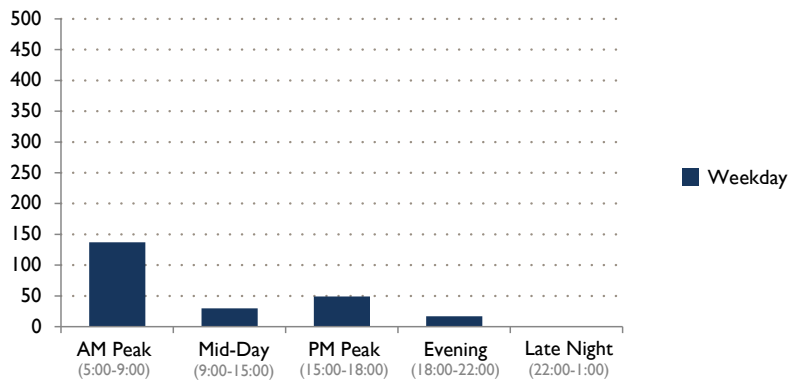
	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	207	34	193	85	—											52,001	8,670	48,647	21,491	—
Boardings/Rev. Hour	17.6	16.7	14.2	13.7	—											17.6	16.7	14.1	13.7	—
Cost/Revenue Hour	\$172.21	\$195.88	\$165.89	\$194.98	—											\$190.94	\$217.07	\$183.93	\$216.01	—
Percent On-Time	90.2%	64.8%	74.1%	85.1%	—											90.2%	64.8%	74.1%	85.1%	—

A reliable assessment cannot be made of the changing performance of Route 269 between Fall 2011 and Spring 2012, because the data available for Fall 2011 includes only outbound trips—that is, half of all service operated. So, while comparing the tables and charts presented here reveals that daily ridership improved by an average of about 286 rides, the number of boardings per revenue hour may have actually declined over this period given that the doubling of available trip data in Spring 2012 does not nearly double the productivity. A more thorough examination of Route 269's performance should be undertaken when complete operating data is available for consecutive Fall-to-Spring service periods.

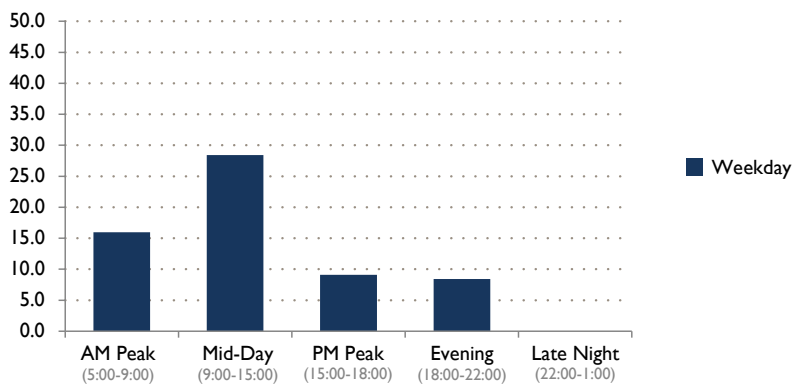
## Ridership, Productivity & Efficiency

Fall 2011

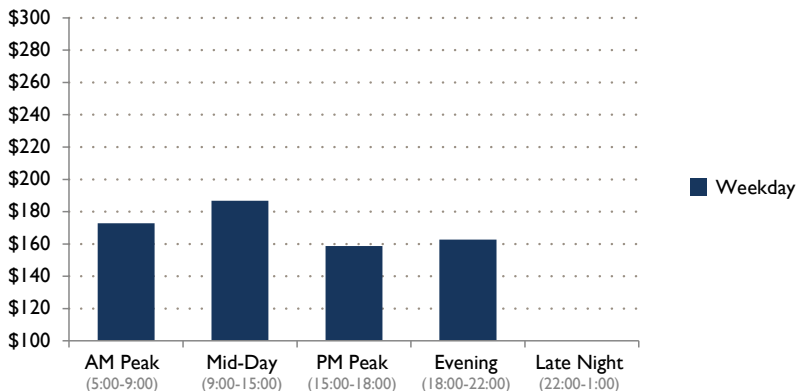
Daily Boardings



Daily Boardings per Revenue Hour

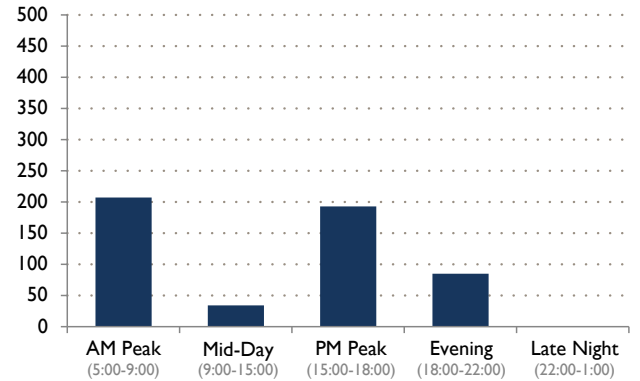


Estimated Operating Cost per Revenue Hour

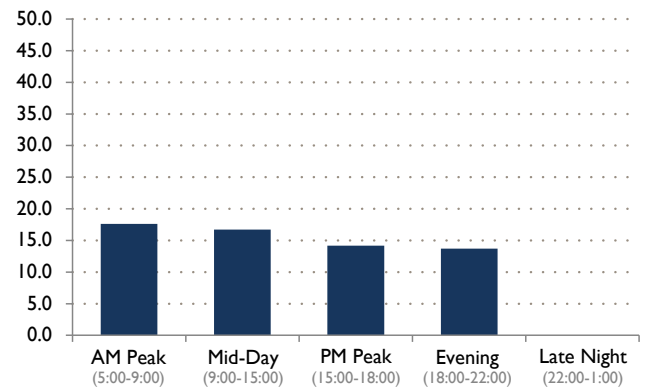


Fall 2012

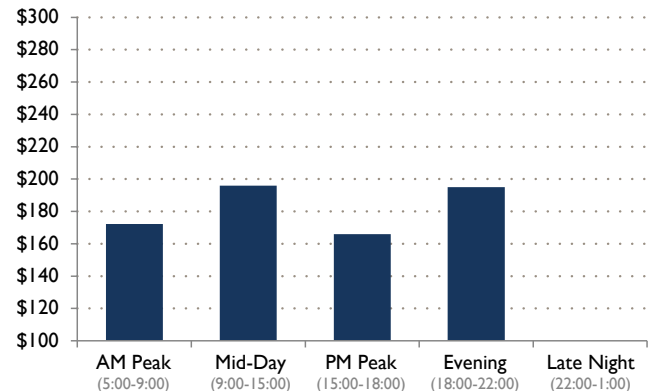
Daily Boardings



Daily Boardings per Revenue Hour



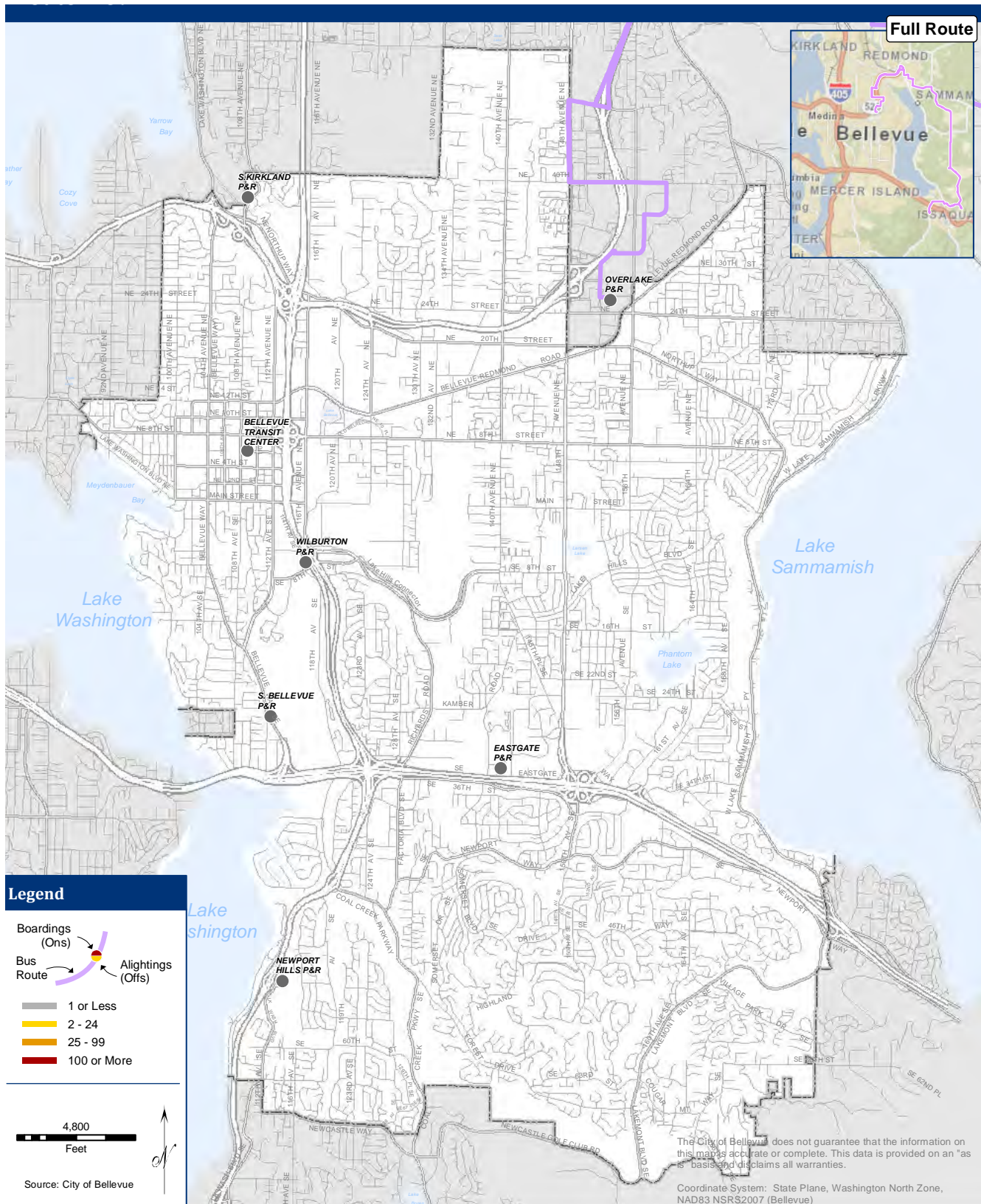
Estimated Operating Cost per Revenue Hour





# Route 269

Boarding & Alighting Activity, Spring 2012 | Inbound

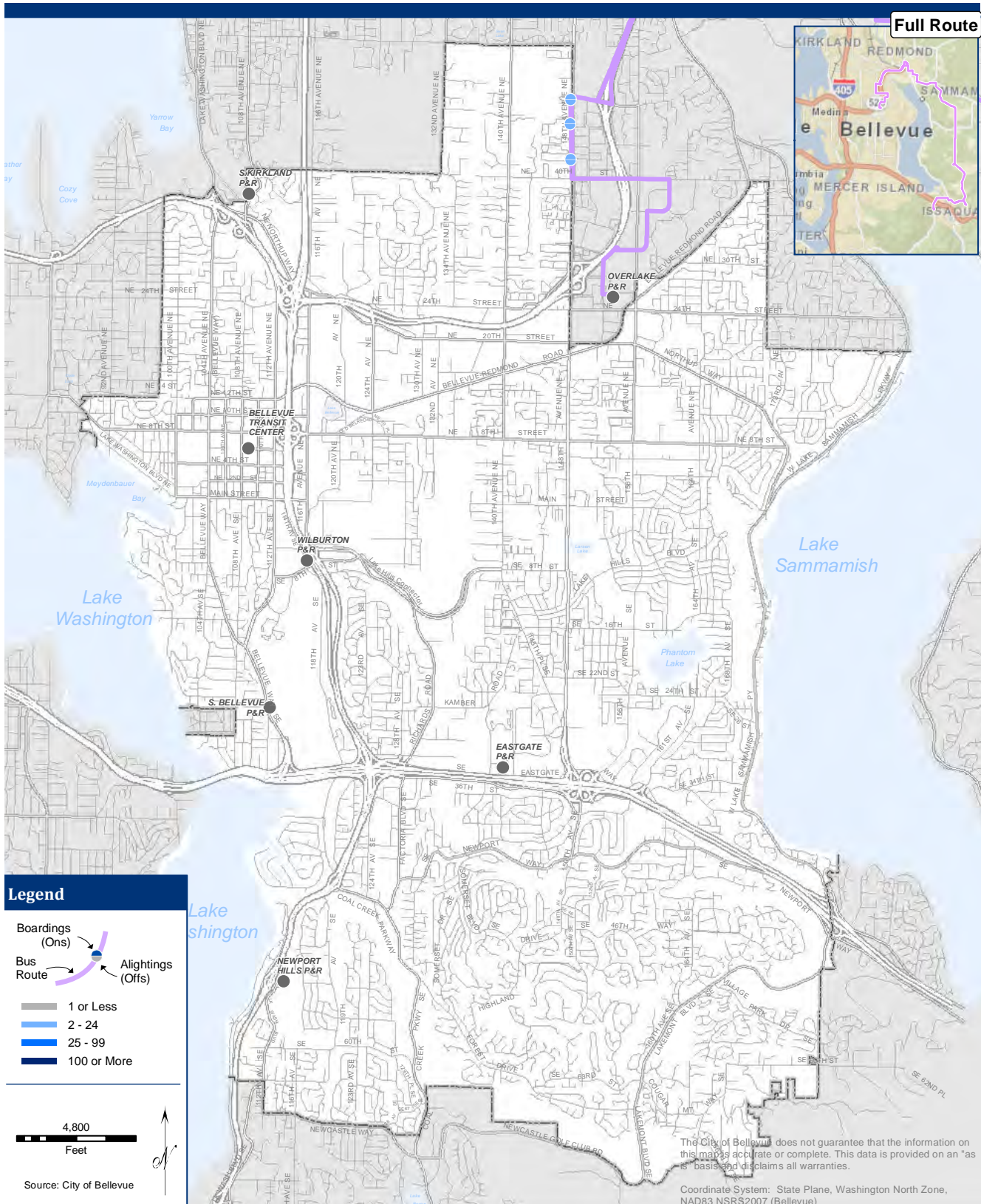


Map depicts Spring 2012 routing and data





# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

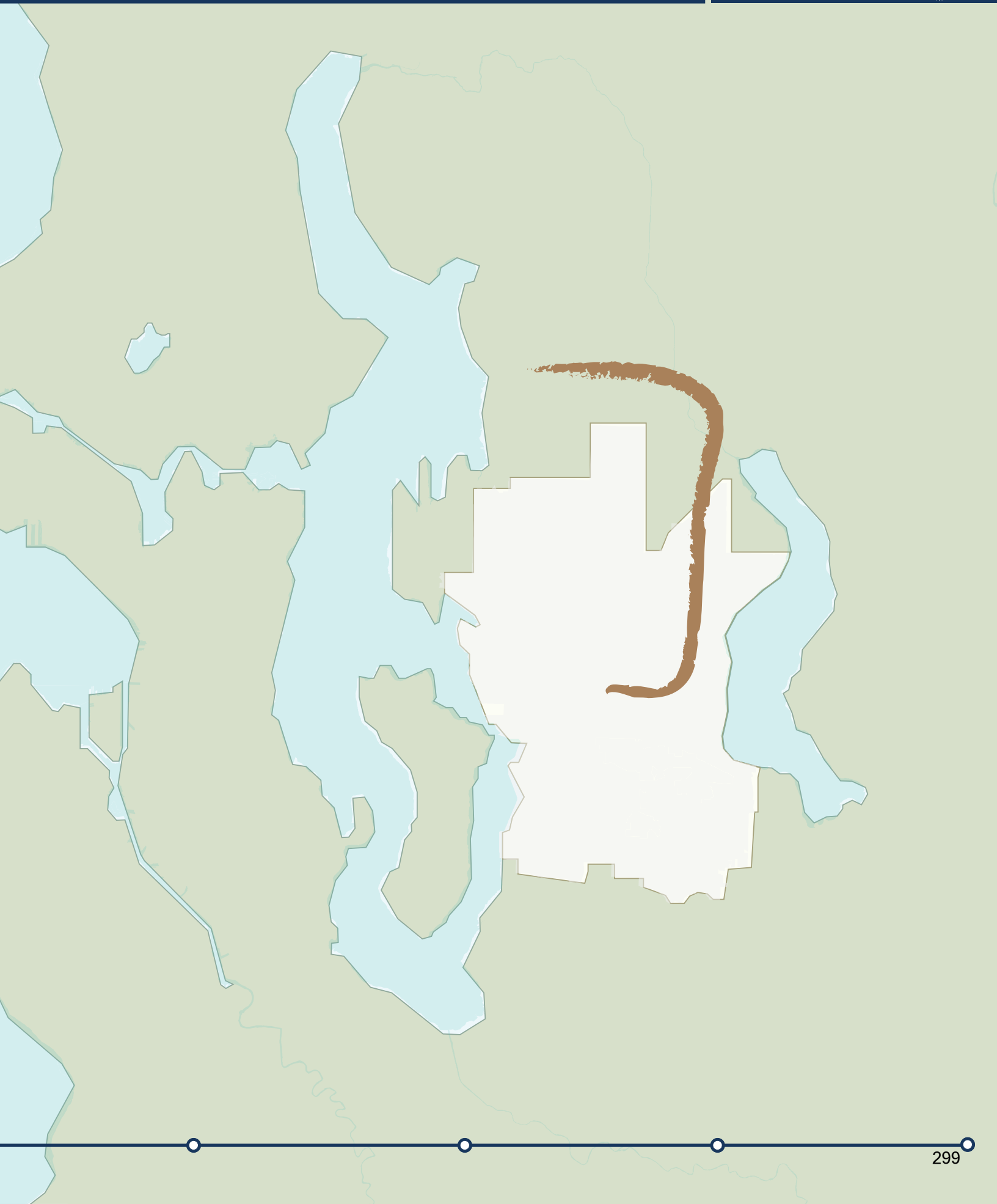
# Corridor Group 16

Kirkland – Overlake – Eastgate – Factoria



245

Corridor Group 16 is comprised of only Route 245, which connects Kirkland, Overlake, Eastgate, and Factoria. Minor routing revisions were made to Route 245 as part of Metro’s Fall 2011 service change, but these changes did not significantly affect the destinations served.



# Route 245

Kirkland to Factoria via Overlake, Crossroads, Eastgate  
Corridor 54

- All-Day Route
- Revised Fall 2011
- Bellevue Core Route

Frequent Arterial Metro Service Family  
Eastside Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Kirkland Transit Center	Kirkland City Hall, Kirkland Library, Kirkland Parkplace	234 236 238 245 248 255 540
Houghton Park & Ride	Central Houghton, Bridle Trails, and South Rose Hill neighborhoods	238 245 260 265 277 342 952 986
Overlake Transit Center	Overlake Employment Area, Microsoft Corp. Campus	B Line 221 232 244 245 249 268 269 982 542 545 566
Eastgate Park & Ride	Bellevue College, Eastgate	211 212 217 221 226 240 241 245 246 271 981 989 555



Map depicts Fall 2012 routing



## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total
Hours of Service	5:46 - 0:47					6:51 - 0:40					6:51 - 0:39					
Daily Trips	120					64					53					37,002
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	
Headway (min)	15	15	15	30	60	30	30	30	30	60	30-60	30-60	30-60	60	60	
Percent On-Time	76.1%					74.6%					86.1%					77.9%
Revenue Hours	120.12					50.22					41.67					35,574
Platform Hours	160.58					64.58					53.92					47,308
Revenue Miles	1,832.77					952.32					788.56					561,391
Rev. Hour/Plat. Hour	0.75					0.78					0.77					0.75
Boardings (per day)	3,203.21					1,007.50					756.96					910,763
Average Load	14.06					8.33					7.34					11.01
Boardings/Trip	26.69					15.74					14.28					24.61
Boardings/Rev. Hour	26.67					20.06					18.17					25.60
Boardings/Rev. Mile	1.75					1.06					0.96					1.62
Boardings/Plat. Hour	19.95					15.60					14.04					19.25
Est. Operating Costs	\$19,284					\$7,756					\$6,475					\$5,681,200
Cost/Revenue Hour	\$160.55					\$154.45					\$155.40					\$159.70
Cost/Platform Hour	\$120.09					\$120.09					\$120.09					\$120.09
Cost/Revenue Mile	\$10.52					\$8.14					\$8.21					\$10.12
Cost/Boarding	\$6.02					\$7.70					\$8.55					\$6.24
Cost/Trip	\$160.70					\$121.18					\$122.17					\$153.54

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	741	1,330	731	354	47	102	426	239	208	34	84	373	144	136	20	197,976	382,807	206,344	108,647	14,989
Boardings/Rev. Hour	28.3	27.7	29.4	20.8	12.1	13.7	21.9	24.8	18.1	15.0	18.7	20.9	15.0	18.1	9.1	27.1	26.8	28.0	20.2	12.0
Cost/Revenue Hour	\$167.68	\$155.55	\$156.82	\$169.51	\$158.76	\$162.90	\$149.98	\$148.51	\$155.82	\$183.72	\$164.29	\$149.80	\$148.44	\$163.40	\$185.59	\$167.31	\$154.71	\$155.52	\$167.43	\$163.83
Percent On-Time	76.1%	76.7%	65.4%	85.4%	87.6%	86.1%	69.2%	65.2%	80.7%	85.9%	95.9%	86.0%	80.3%	86.5%	88.6%	81.3%	76.9%	69.2%	84.0%	87.4%

Route 245 is an all-day, two-way route that provides frequent service from Kirkland to Overlake, Crossroads, Bellevue College, Eastgate, and Factoria via NE 70th St, I48th Ave NE, I56th Ave, I48th Ave SE, SE 36th St, and Factoria Blvd. It is the most frequent Eastside route that serves neither the Bellevue Transit Center nor Seattle. Metro received a grant in Fall 2009 to increase peak service on Route 245 to every fifteen minutes, and as part of the Fall 2011 service revision, it now also operates fifteen minute headways mid-day. The route was further adjusted in Fall 2011 to serve Sammamish High School via Main Street, I40th Ave SE, and I45th PI SE between Crossroads and Bellevue College.

# Route 245

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:46 - 0:47					6:51 - 0:40					6:51 - 0:39									
Daily Trips	120					64					53					37,002				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	15	15	15	30	60	30	30	30	30	60	30-60	30-60	30-60	60	60					
Percent On-Time	78.5%					77.9%					84.4%					79.7%				
Revenue Hours	120.15					50.20					41.67					35,473				
Platform Hours	155.77					64.58					53.92					45,951				
Revenue Miles	1,833.14					952.49					788.70					559,910				
Rev. Hour/Plat. Hour	0.77					0.78					0.77					0.77				
Boardings (per day)	2,999.00					1,150.00					736.00					862,070				
Average Load	14.72					10.45					8.09					12.08				
Boardings/Trip	24.99					17.97					13.89					23.30				
Boardings/Rev. Hour	24.96					22.91					17.66					24.30				
Boardings/Rev. Mile	1.64					1.21					0.93					1.54				
Boardings/Plat. Hour	19.25					17.81					13.65					18.76				
Est. Operating Costs	\$18,706					\$7,756					\$6,475					\$6,115,179				
Cost/Revenue Hour	\$155.69					\$154.50					\$155.40					\$172.39				
Cost/Platform Hour	\$120.09					\$120.09					\$120.09					\$133.08				
Cost/Revenue Mile	\$10.20					\$8.14					\$8.21					\$10.92				
Cost/Boarding	\$6.24					\$6.74					\$8.80					\$7.09				
Cost/Trip	\$155.88					\$121.18					\$122.17					\$165.27				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

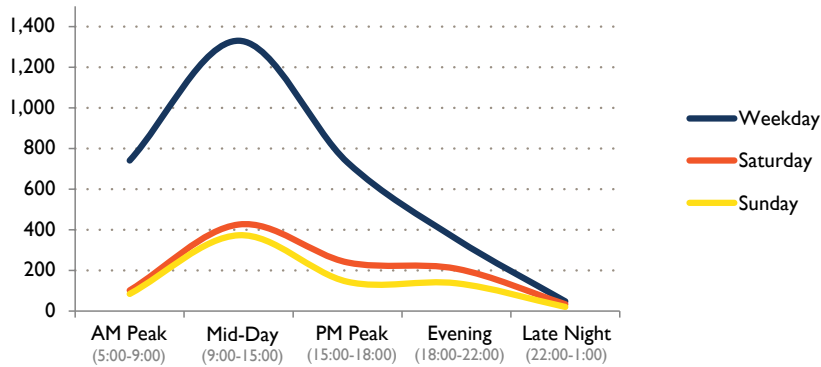
	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	742	1,214	651	331	61	119	440	265	284	42	72	339	173	135	17	197,643	351,064	188,127	106,543	18,693
Boardings/Rev. Hour	28.4	25.3	26.1	19.4	15.5	16.0	22.7	27.5	24.7	18.8	16.1	19.0	18.0	17.9	7.7	27.3	24.6	25.6	19.9	15.0
Cost/Revenue Hour	\$158.59	\$153.51	\$152.94	\$160.71	\$158.76	\$162.90	\$150.11	\$148.51	\$155.82	\$183.72	\$164.45	\$149.92	\$148.44	\$163.04	\$185.59	\$176.26	\$169.53	\$168.74	\$177.62	\$181.56
Percent On-Time	78.3%	79.0%	71.7%	84.0%	85.3%	90.6%	69.4%	72.1%	86.8%	82.7%	95.4%	85.6%	79.5%	81.1%	83.7%	83.7%	78.1%	73.8%	84.3%	84.2%

Route 245 is among the few routes that realized declines in ridership between Fall 2011 and Spring 2012, and it is the route to have experienced the greatest losses. In Spring 2012 it served an average of about 204 fewer daily rides on weekdays and 21 fewer on Sundays, while on Saturdays daily ridership increased by about 142 boardings. In aggregate, this equates to a loss of nearly 48,700 annualized rides based on spring performance. The charts on the opposite page indicate that weekday ridership losses were most acute mid-day and in the PM-peak, while Saturday ridership gains were realized primarily in the PM peak and especially the evening. Sunday ridership during PM peak hours also increased, resulting in Sunday productivity profile that is reasonably consistent throughout the day. On-time performance improved on weekdays and Saturdays (+2.3 and 3.4 percent, respectively) but declined by 1.7 percent on Sundays.

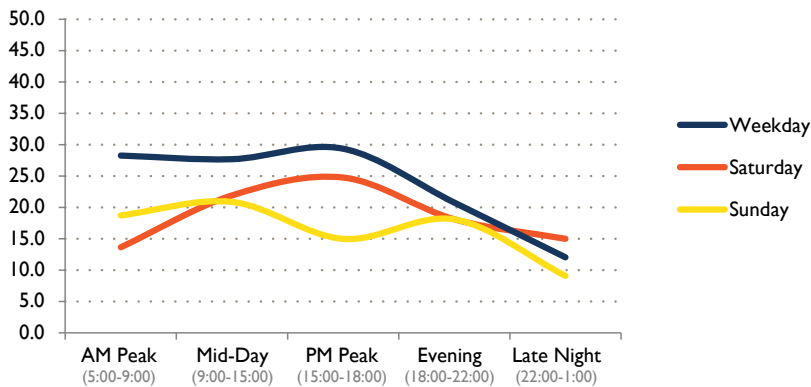
## Ridership, Productivity & Efficiency

Fall 2011

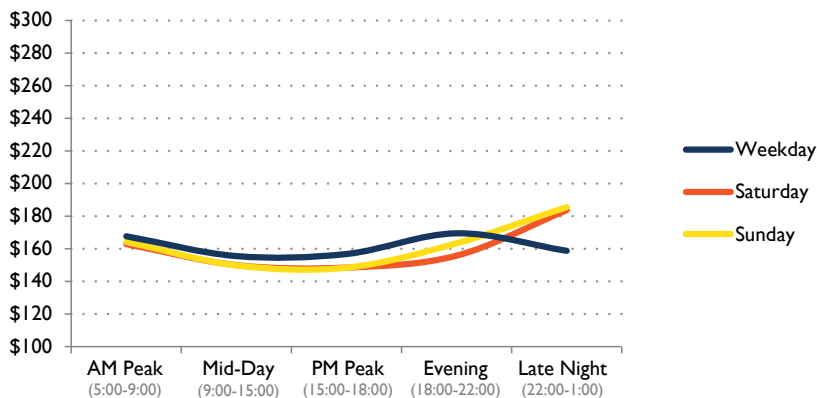
Daily Boardings



Daily Boardings per Revenue Hour

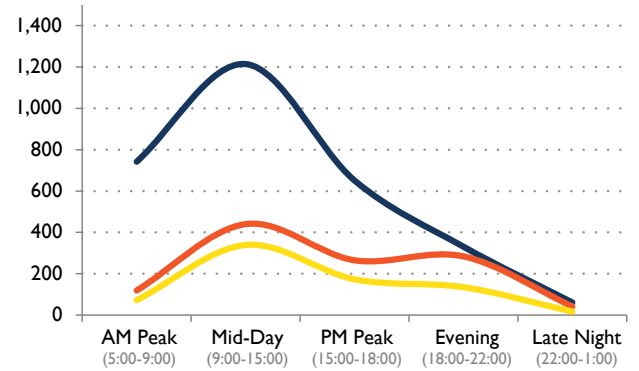


Estimated Operating Cost per Revenue Hour

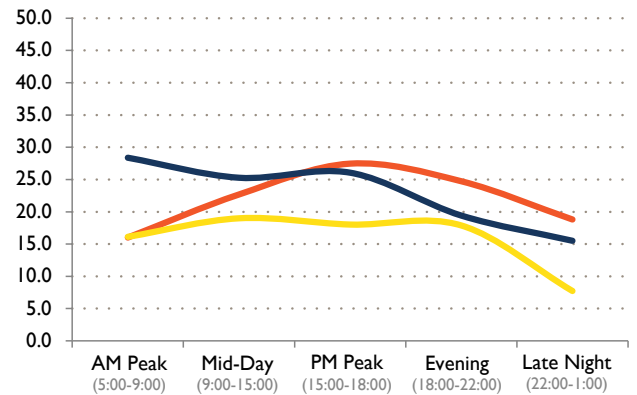


Fall 2012

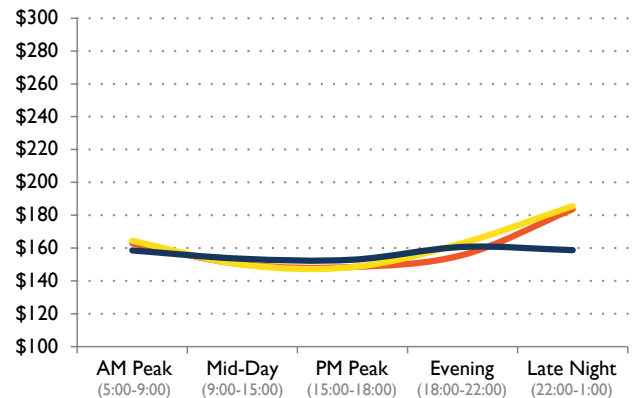
Daily Boardings



Daily Boardings per Revenue Hour

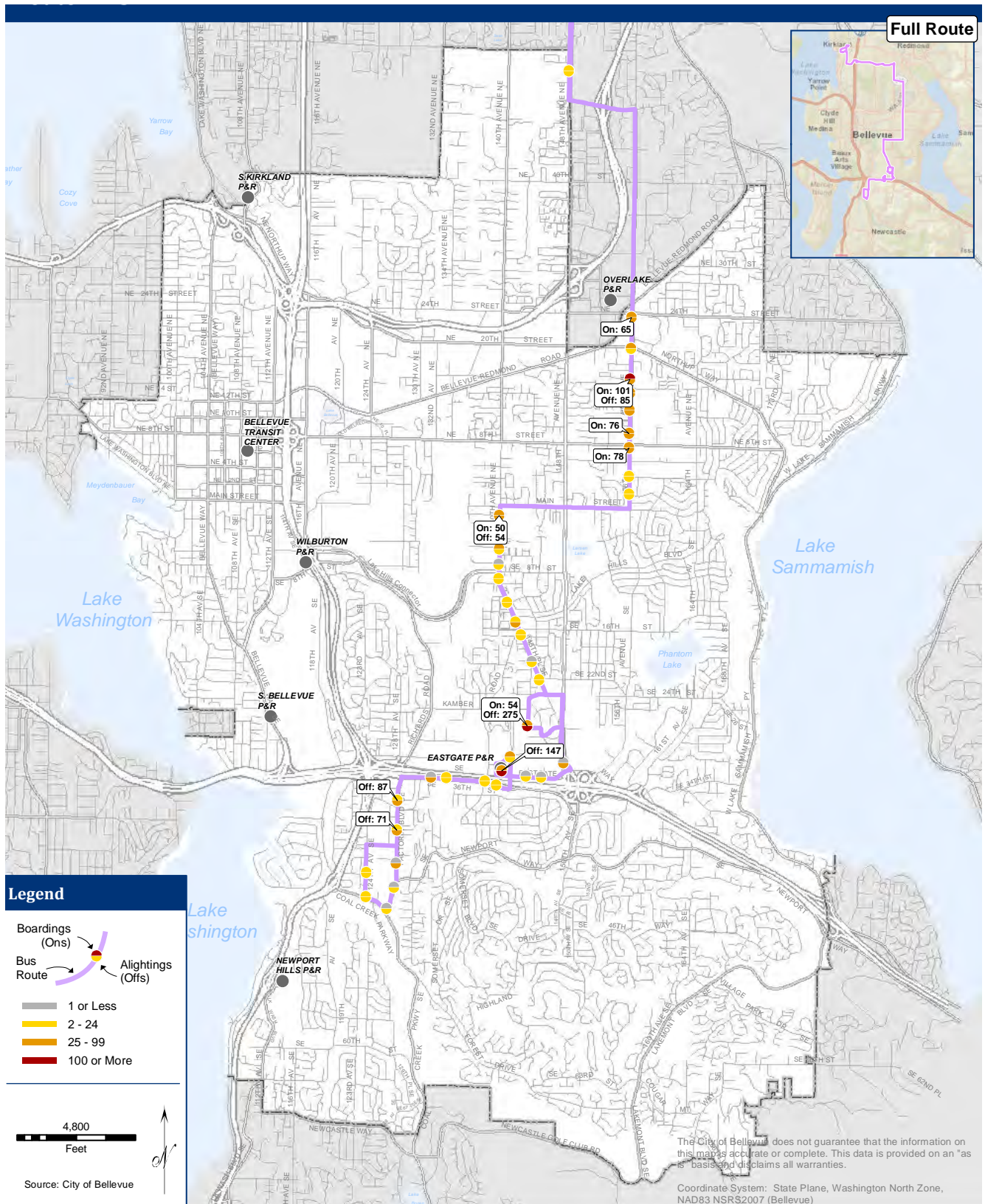


Estimated Operating Cost per Revenue Hour



# Route 245

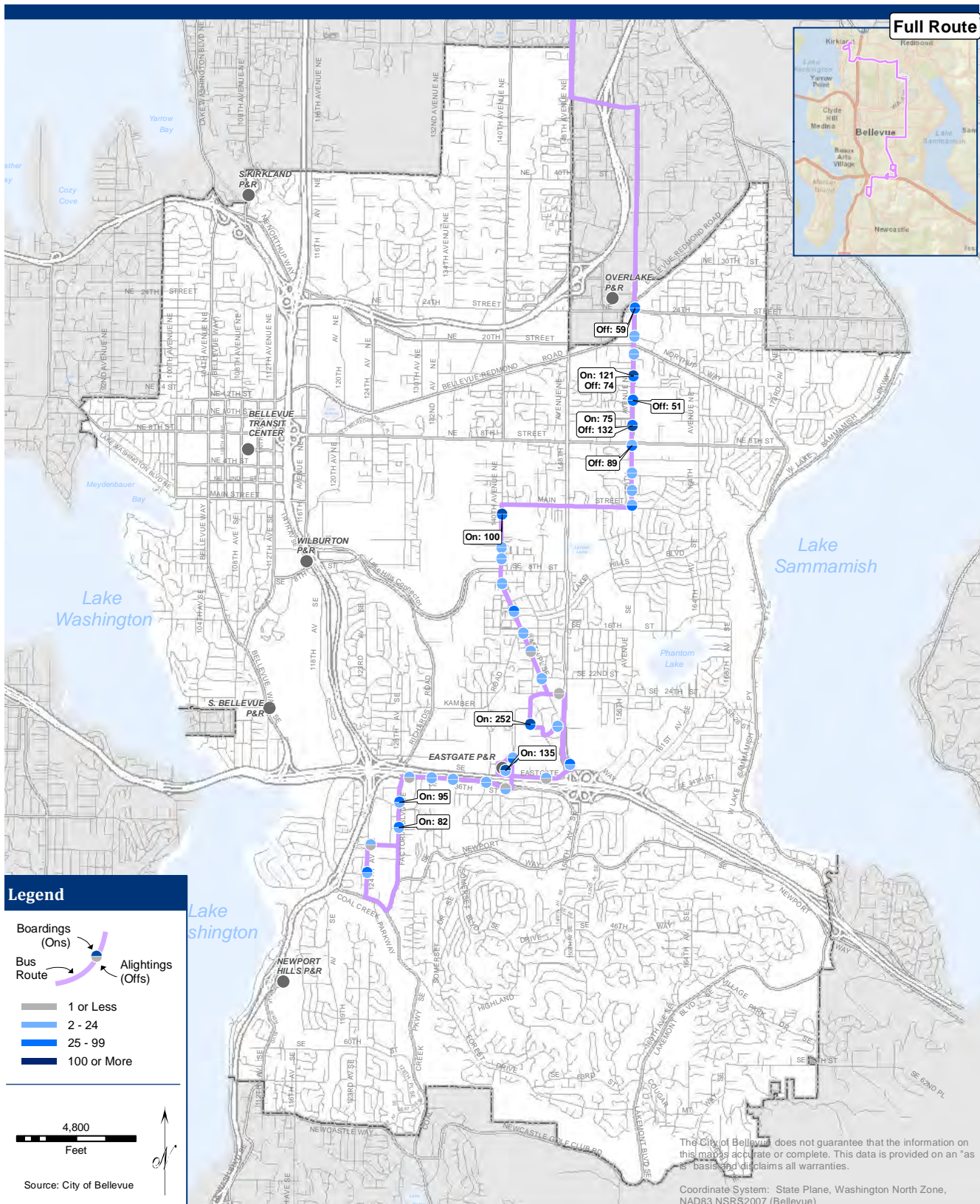
Boarding & Alighting Activity, Spring 2012 | Inbound







# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data



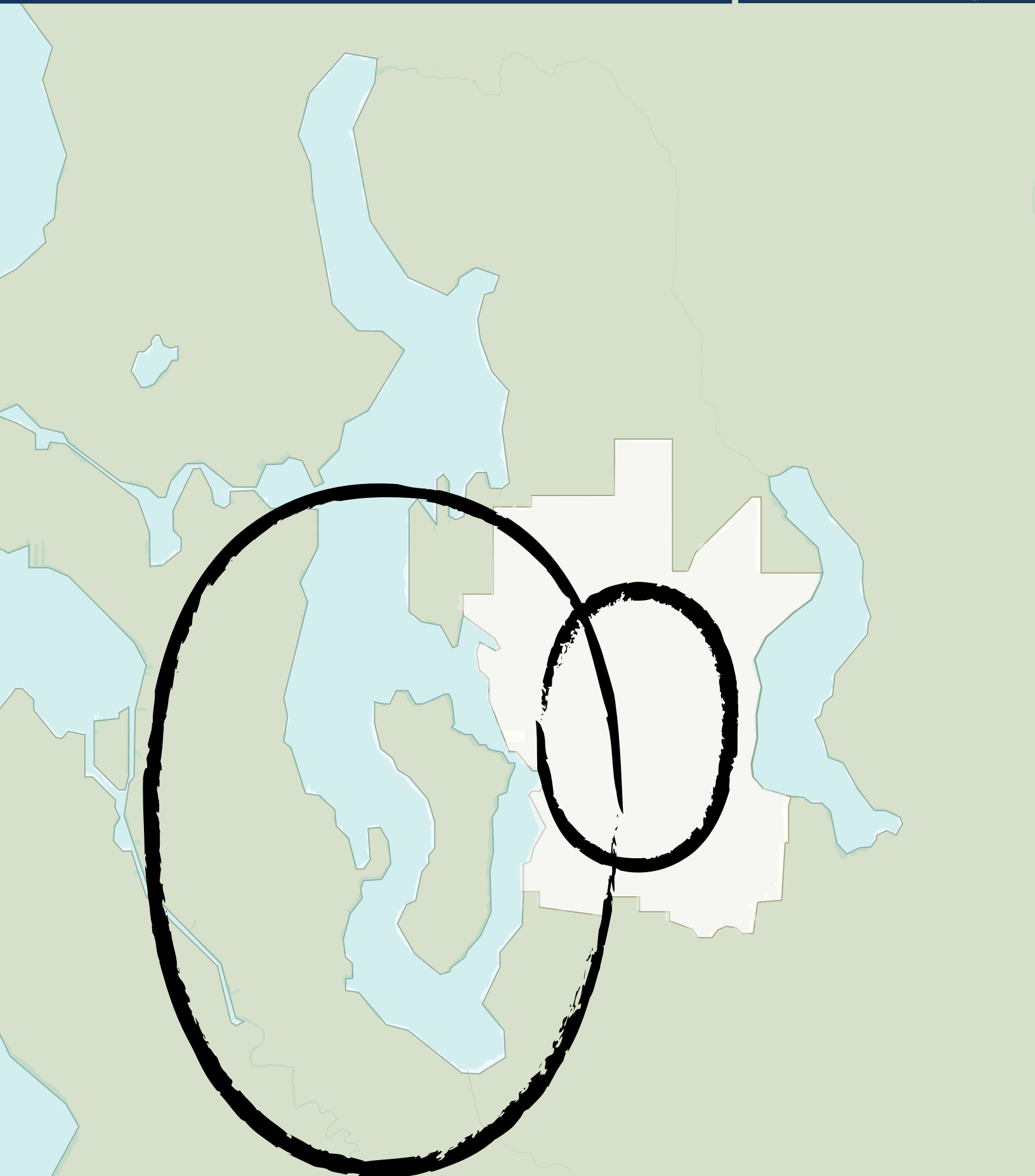
# Corridor Group 17

Local & Regional Circulators



219 226 280 925

Corridor Group 17 is comprised of three circulator-style routes at both the local and regional scales. Route 280 is the only regional circulator, providing Night Owl service around the southern half of Lake Washington from SR-520 to I-405, I-5, and back around. The other two routes—Routes 219 and 226—are local circulators, providing service within and between Bellevue neighborhoods. Route 226 was introduced as part of Metro’s Fall 2011 service revision. Routes 219 and 925 were both deleted as part of the Summer 2012 service revision, and as a result, no DART service remains in operation in Bellevue.



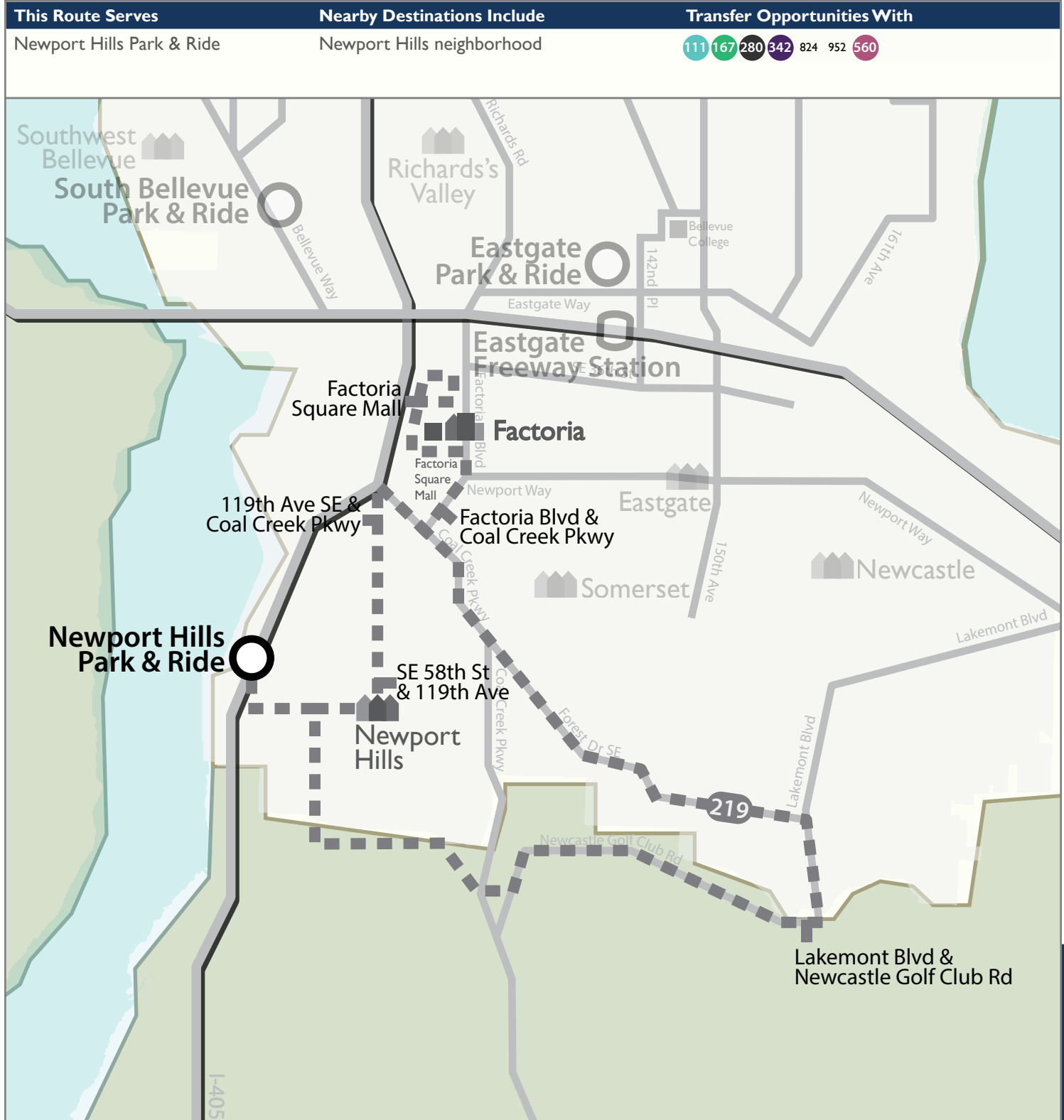
# Route 219

Peak-Only Route

Deleted Summer 2012

Newport Hills to Newcastle, Factoria via Factoria Square Loop  
 Alternative to Routes 114, 240

Peak Service Metro Service Family  
 Community Service Bellevue Service Category



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:57 - 7:28; 14:50 - 15:15																			
Daily Trips	9															2,295				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	2 trips	—	3 trips	—	—															
Percent On-Time	71.8%															71.8%				
Revenue Hours	6.52															1,610				
Platform Hours	10.35															2,556				
Revenue Miles	137.61															33,990				
Rev. Hour/Plat. Hour	0.63															0.63				
Boardings (per day)	64.00															16,022				
Average Load	6.11															6.11				
Boardings/Trip	7.11															6.98				
Boardings/Rev. Hour	9.82															9.95				
Boardings/Rev. Mile	0.47															0.47				
Boardings/Plat. Hour	6.18															6.27				
Est. Operating Costs	\$1,240															\$306,237				
Cost/Revenue Hour	\$190.25															\$190.25				
Cost/Platform Hour	\$119.79															\$119.79				
Cost/Revenue Mile	\$9.01															\$9.01				
Cost/Boarding	\$19.37															\$19.11				
Cost/Trip	\$137.76															\$133.44				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	32	—	32	—	—											7,983	—	8,039	—	—
Boardings/Rev. Hour	11.0	—	8.8	—	—											11.1	—	9.0	—	—
Cost/Revenue Hour	\$194.83	—	\$186.59	—	—											\$194.83	—	\$186.59	—	—
Percent On-Time	80.4%	—	64.9%	—	—											80.4%	—	64.9%	—	—

**Route 219 was deleted as part of the Summer 2012 service change.** The route was a two-way peak-only loop that provided neighborhood service between Newport Hills, Factoria, and Newcastle, with stops at Newport High School and the Newport Hills Park & Ride. Because the route traveled primarily on non-arterial and neighborhood streets, service was provided by a small van instead of a full-size bus. Route 219 had a variant—Route 925, which was also deleted in the Summer 2012 service change—that provided Dial-a-Ride Transit service through Hopelink to the Newcastle-Coal Creek area.

# Route 219

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	6:57 - 7:28; 14:50 - 15:15																			
Daily Trips	9															2,295				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	2 trips		—	3 trips		—		—												
Percent On-Time	83.5%															83.5%				
Revenue Hours	6.52															1,610				
Platform Hours	10.35															2,556				
Revenue Miles	137.58															33,982				
Rev. Hour/Plat. Hour	0.63															0.63				
Boardings (per day)	72.00															17,784				
Average Load	5.89															5.89				
Boardings/Trip	8.00															7.75				
Boardings/Rev. Hour	11.05															11.05				
Boardings/Rev. Mile	0.52															0.52				
Boardings/Plat. Hour	6.96															6.96				
Est. Operating Costs	\$1,240															\$323,059				
Cost/Revenue Hour	\$190.25															\$200.71				
Cost/Platform Hour	\$119.79															\$126.37				
Cost/Revenue Mile	\$9.01															\$9.51				
Cost/Boarding	\$17.22															\$18.17				
Cost/Trip	\$137.76															\$140.77				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	36	—	36	—	—											8,892	—	8,892	—	—
Boardings/Rev. Hour	12.4	—	10.0	—	—											12.4	—	10.0	—	—
Cost/Revenue Hour	\$194.83	—	\$186.59	—	—											\$205.53	—	\$196.84	—	—
Percent On-Time	91.4%	—	77.1%	—	—											91.4%	—	77.1%	—	—

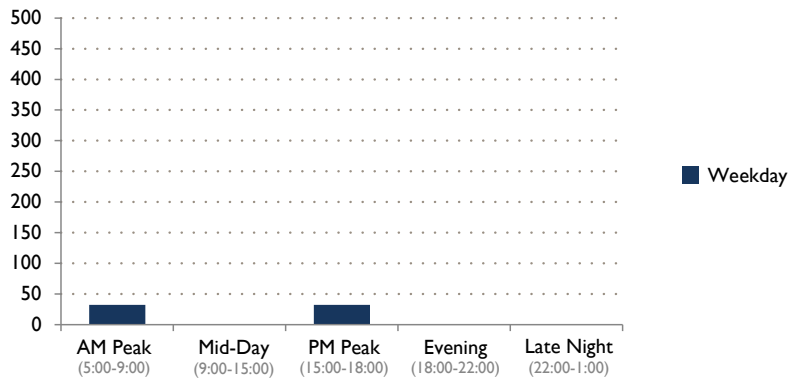
Between Fall 2011 and Spring 2012—the route’s final period of active service—Route 219 served an average of about 8 additional rides daily, or about 1.2 more rides per revenue hour. This equates to about 1,700 additional annualized rides based on spring performance. The charts on the opposite page indicate that small increases in ridership and productivity were realized in both the AM and PM peaks, but these increases were insufficient to elevate the route out of the Metro-wide bottom 25 percent in terms of productivity.



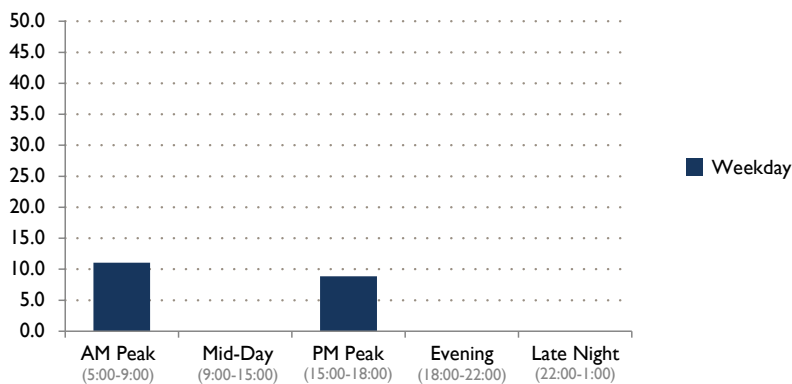
## Ridership, Productivity & Efficiency

Fall 2011

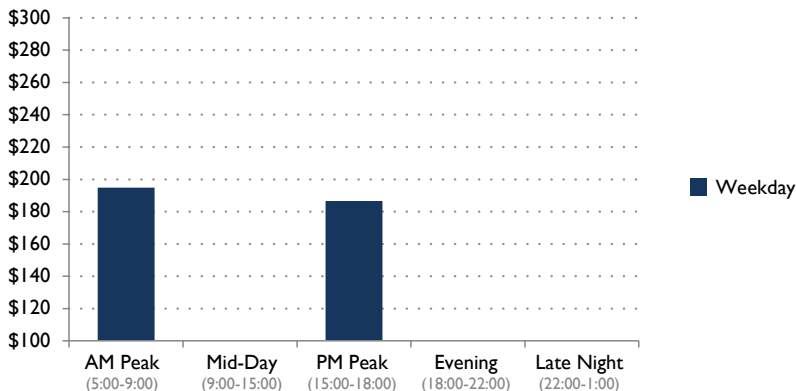
Daily Boardings



Daily Boardings per Revenue Hour

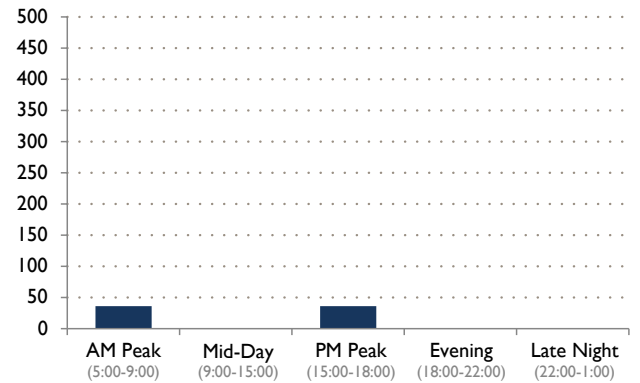


Estimated Operating Cost per Revenue Hour

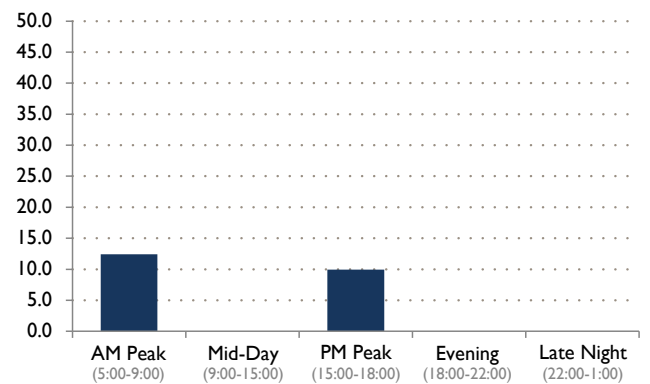


Fall 2012

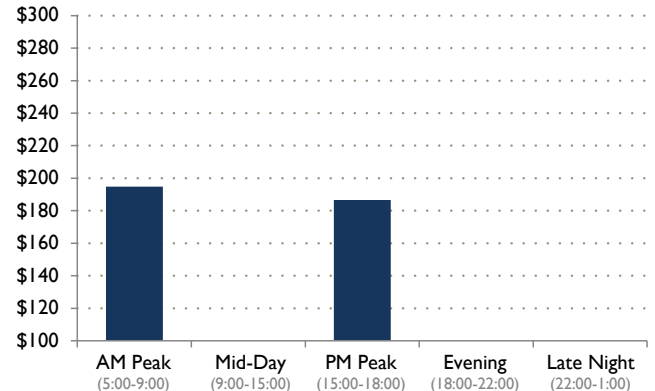
Daily Boardings



Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour



# Route 219

Boarding & Alighting Activity, Spring 2012 | Inbound

—Inbound Map Unavailable—  
Stop-level boarding data is not available for Route 219.



## Boarding & Alighting Activity, Spring 2012 | Outbound

—Outbound Map Unavailable—  
Stop-level boarding data is not available for Route 219.



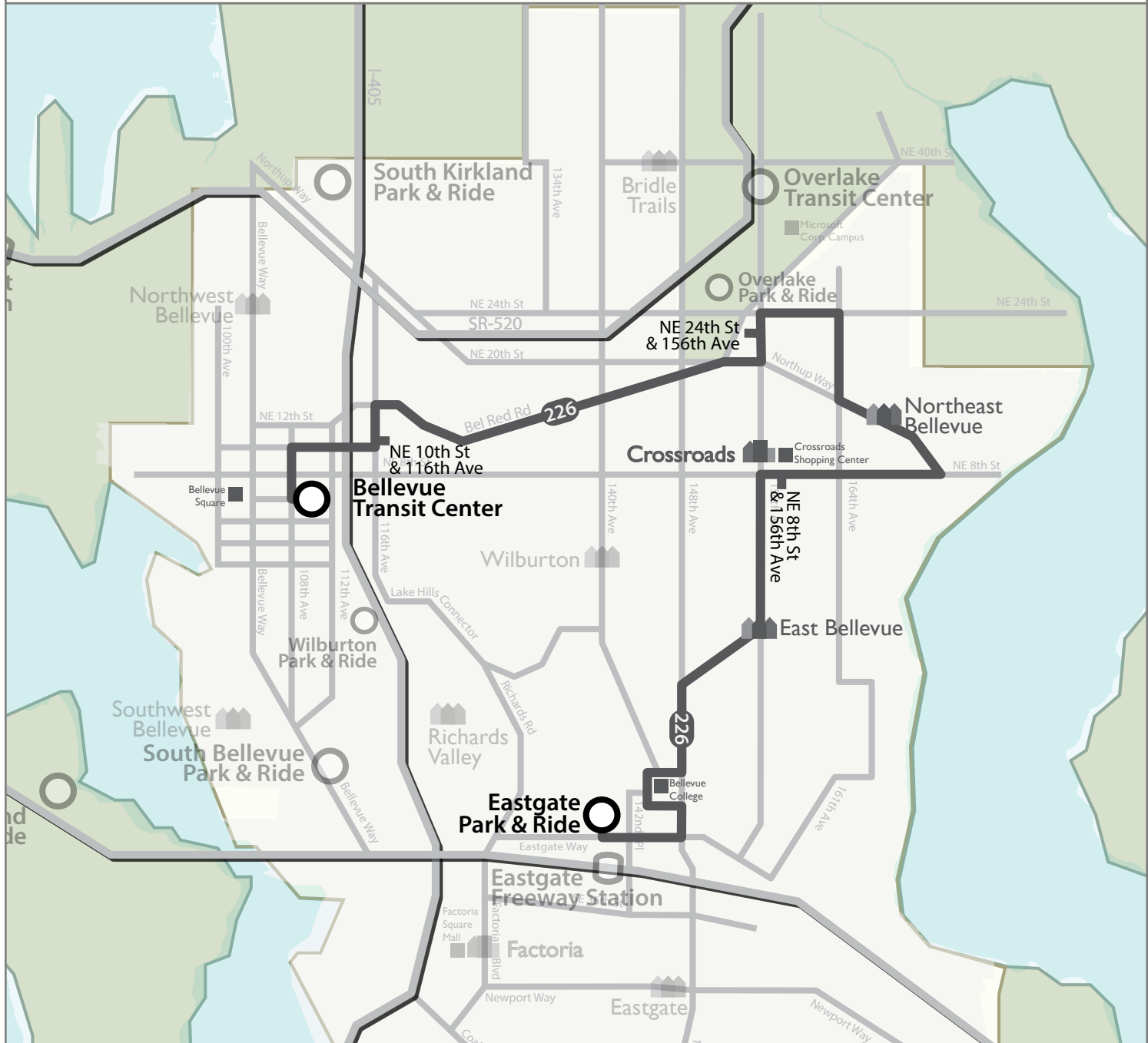
# Route 226

All-Day Route  
Introduced Fall 2011

Eastgate to Bellevue via Crossroads, Bel-Red Road  
Corridor ID Unassigned

Local Service Metro Service Family  
Community Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Eastgate Park & Ride	Bellevue College, Eastgate	211 212 217 221 226 240 241 245 246 271 981 989 555
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	B Line 226 232 234 235 237 240 241 243 246 249 271 280 342 532 535 550 555 556 560 566



Map depicts Fall 2012 routing

## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:36 - 0:24					5:35 - 23:36					6:00 - 23:35									
Daily Trips	64					62					36					21,632				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	30	30	60	—	30	30	30	60	—	60	60	60	60	—					
Percent On-Time	77.6%					80.4%					85.5%					80.4%				
Revenue Hours	48.93					34.12					19.63					15,391				
Platform Hours	65.53					48.92					27.80					20,867				
Revenue Miles	709.88					653.08					379.64					236,999				
Rev. Hour/Plat. Hour	0.75					0.70					0.71					0.74				
Boardings (per day)	1,335.95					653.57					375.75					396,609				
Average Load	12.31					7.19					5.22					8.78				
Boardings/Trip	20.87					10.54					10.44					18.33				
Boardings/Rev. Hour	27.30					19.16					19.14					25.77				
Boardings/Rev. Mile	1.88					1.00					0.99					1.67				
Boardings/Plat. Hour	20.39					13.36					13.52					19.01				
Est. Operating Costs	\$7,870					\$5,874					\$3,339					\$2,505,841				
Cost/Revenue Hour	\$160.82					\$172.19					\$170.04					\$162.81				
Cost/Platform Hour	\$120.08					\$120.09					\$120.09					\$120.09				
Cost/Revenue Mile	\$11.09					\$8.99					\$8.79					\$10.57				
Cost/Boarding	\$5.89					\$8.99					\$8.88					\$6.32				
Cost/Trip	\$122.96					\$94.75					\$92.74					\$115.84				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	338	558	285	139	16	102	295	127	113	16	97	136	68	60	16	96,974	165,560	83,414	44,681	5,980
Boardings/Rev. Hour	30.3	29.7	28.4	19.7	8.6	13.9	21.4	18.3	24.8	10.7	27.1	19.5	19.7	14.4	10.4	28.2	28.0	26.7	19.6	9.4
Cost/Revenue Hour	\$157.55	\$158.88	\$151.36	\$171.75	\$209.89	\$167.69	\$171.49	\$176.82	\$161.00	\$212.47	\$184.06	\$155.14	\$157.40	\$181.59	\$202.33	\$160.27	\$160.15	\$154.69	\$171.67	\$209.15
Percent On-Time	81.2%	77.6%	70.4%	81.4%	76.1%	89.7%	77.7%	76.7%	75.0%	88.5%	76.8%	85.5%	89.6%	89.0%	88.0%	83.6%	79.2%	76.8%	81.5%	84.2%

Note: Though not reflected as late night trips according to Metro-defined service headways, two trips of Route 226 depart Eastgate at 10:01 and 11:06 PM and one trip departs Downtown Bellevue at 10:50 PM on Saturdays, and one trip departs Eastgate at 10:59 PM and two depart Downtown Bellevue at 10:05 and 11:05 PM on Sundays. These are reflected in late night service statistics.

**Route 226 is a new route that debuted as part of the Fall 2011 service revision.** It was created by revising and renumbering the now-defunct Route 233, deleting the portion of that route connecting Overlake to the Bear Creek Park & Ride, and extending the route to the Eastgate Park & Ride via NE 24th St, Northup Way, Crossroads, 156th Avenue SE, Lake Hills Boulevard, and Bellevue College. In addition to being the direct replacement for Route 233, Route 226 also functions as a partial replacement for eliminated Routes 229, 230, 253, and 272. It obtained its hours for service expansion, at least in part, from the reinvestment of hours resulting from Route 926's deletion.



# Route 226

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	5:36 - 0:24					5:35 - 23:36					6:00 - 23:35									
Daily Trips	64					62					36					21,632				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	30	30	30	60	—	30	30	30	60	—	60	60	60	60	—					
Percent On-Time	78.7%					82.6%					91.5%					83.1%				
Revenue Hours	48.45					34.10					19.63					15,267				
Platform Hours	65.33					47.78					27.80					20,757				
Revenue Miles	709.90					652.99					379.65					236,999				
Rev. Hour/Plat. Hour	0.74					0.71					0.71					0.74				
Boardings (per day)	1,249.00					531.00					250.00					360,534				
Average Load	10.72					5.18					4.14					7.14				
Boardings/Trip	19.52					8.56					6.94					16.67				
Boardings/Rev. Hour	25.78					15.57					12.73					23.62				
Boardings/Rev. Mile	1.76					0.81					0.66					1.52				
Boardings/Plat. Hour	19.12					11.11					8.99					17.37				
Est. Operating Costs	\$7,846					\$5,738					\$3,339					\$2,760,437				
Cost/Revenue Hour	\$161.93					\$168.28					\$170.04					\$180.81				
Cost/Platform Hour	\$120.08					\$120.09					\$120.09					\$132.99				
Cost/Revenue Mile	\$11.05					\$8.79					\$8.79					\$11.65				
Cost/Boarding	\$6.28					\$10.81					\$13.35					\$7.66				
Cost/Trip	\$122.59					\$92.55					\$92.74					\$127.61				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	297	509	304	124	15	61	257	113	84	16	36	108	51	44	11	80,985	149,414	86,365	38,494	5,276
Boardings/Rev. Hour	27.0	27.2	30.3	17.9	8.5	8.3	18.7	16.2	18.5	10.5	10.1	15.5	14.9	10.6	7.2	23.8	25.4	27.7	17.2	8.5
Cost/Revenue Hour	\$158.79	\$161.80	\$152.21	\$166.34	\$220.92	\$170.15	\$160.27	\$177.26	\$161.00	\$212.47	\$184.06	\$155.14	\$157.40	\$181.59	\$202.33	\$179.08	\$178.58	\$172.26	\$184.71	\$240.66
Percent On-Time	81.0%	80.0%	73.2%	81.6%	70.0%	87.7%	77.5%	88.5%	80.7%	82.5%	93.5%	88.4%	91.5%	93.1%	95.2%	86.1%	80.7%	82.9%	84.7%	82.6%

Note: Though not reflected as late night trips according to Metro-defined service headways, two trips of Route 226 depart Eastgate at 10:01 and 11:06 PM and one trip departs Downtown Bellevue at 10:50 PM on Saturdays, and one trip departs Eastgate at 10:59 PM and two depart Downtown Bellevue at 10:05 and 11:05 PM on Sundays. These are reflected in late night service statistics.

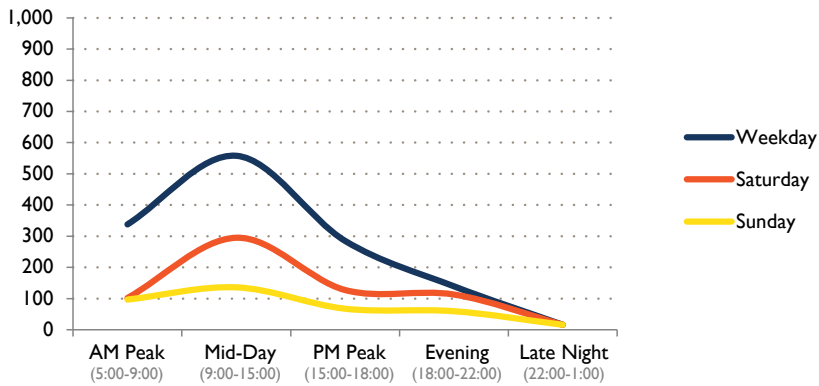
Route 226 was among the few routes that experienced a decrease in ridership between Fall 2011 and Spring 2012. Daily ridership declined by an average of 87 rides on weekdays, about 122 rides on Saturdays, and about 126 on Sundays. This amounts to a decrease in productivity of between 1.5 (on weekdays) and 6.4 (on Sundays) rides per revenue hour, equivalent to about 36,000 fewer annualized rides based on spring performance. The charts on the opposite page indicate ridership losses were experienced throughout the day on Saturdays and Sundays and in every period but the PM peak on weekdays. Given that Route 226 is still new, these trends may be subject to change as ridership matures. As such, it will be important to monitor how performance changes in subsequent service periods to determine whether additional route revisions might be beneficial.



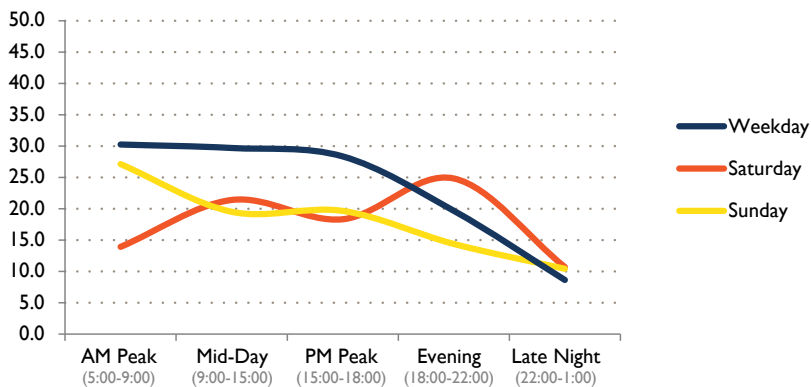
## Ridership, Productivity & Efficiency

Fall 2011

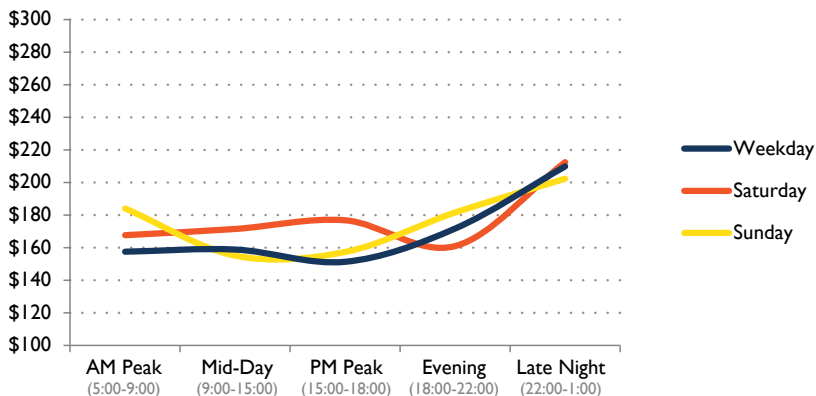
Daily Boardings



Daily Boardings per Revenue Hour

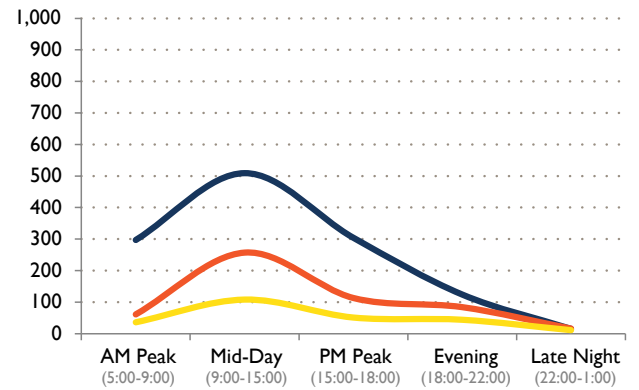


Estimated Operating Cost per Revenue Hour

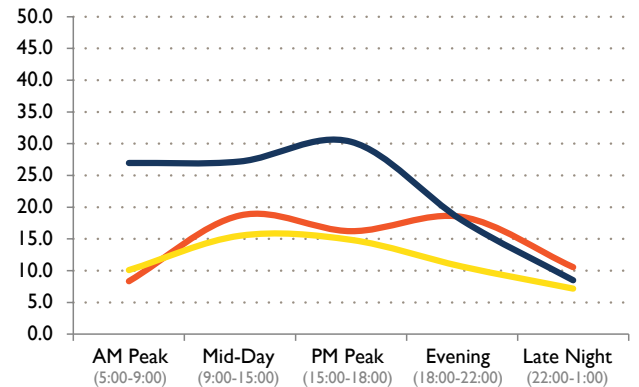


Fall 2012

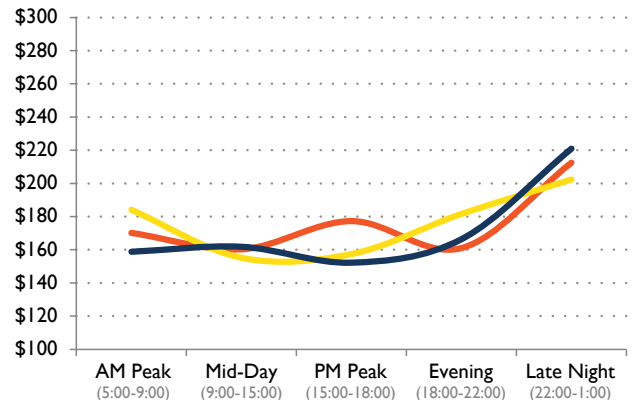
Daily Boardings



Daily Boardings per Revenue Hour

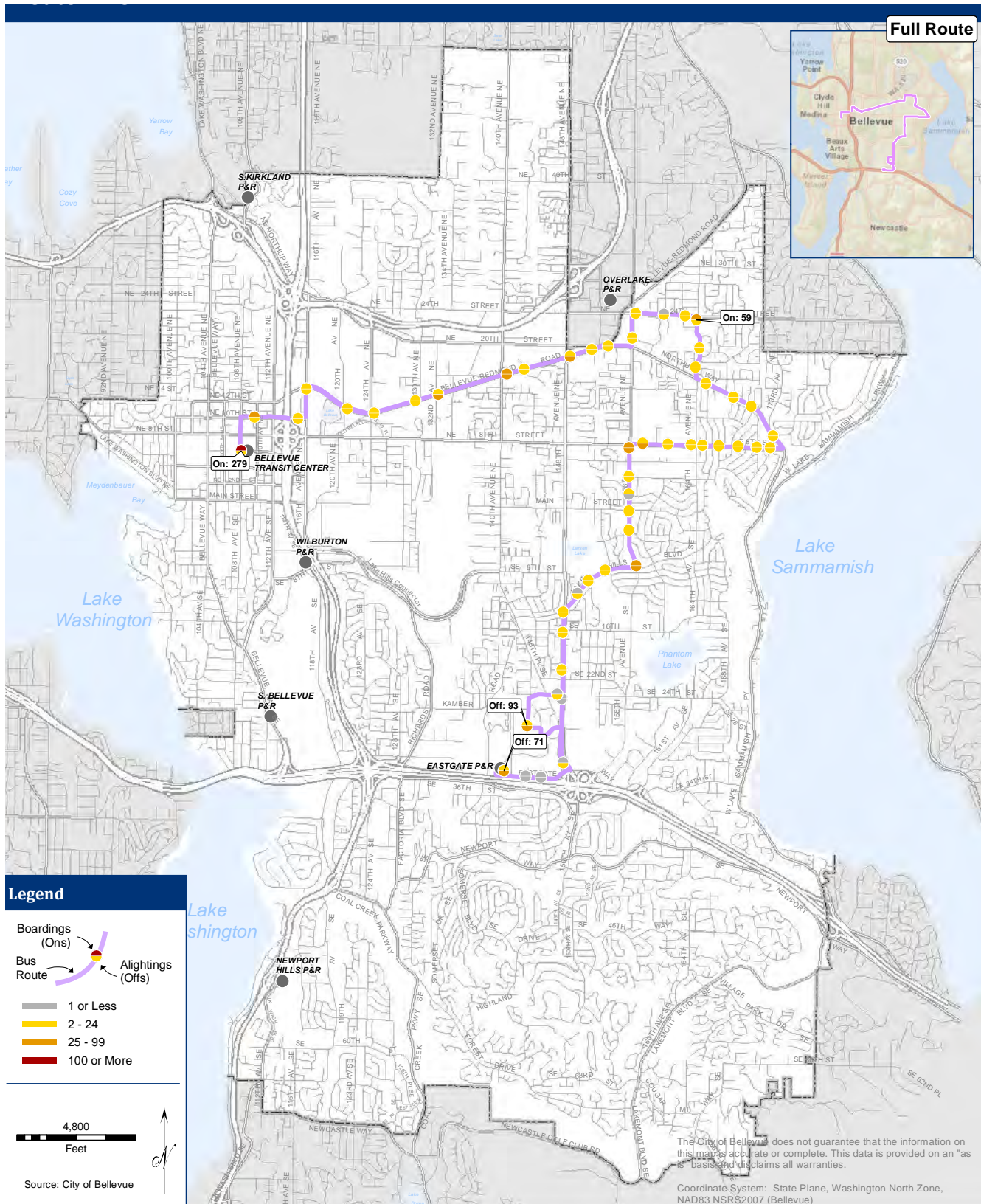


Estimated Operating Cost per Revenue Hour



# Route 226

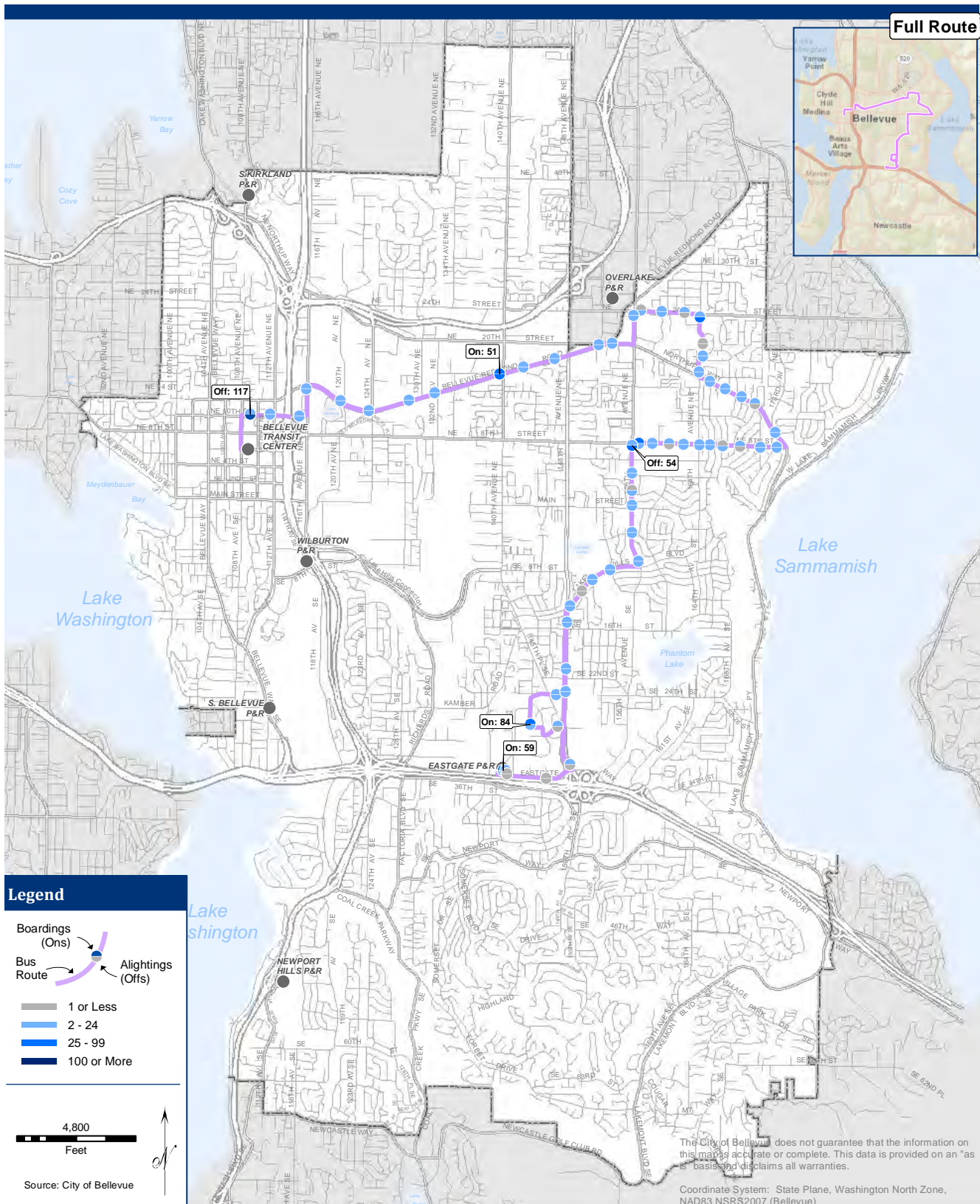
Boarding & Alighting Activity, Spring 2012 | Inbound



Map depicts Spring 2012 routing and data



# Boarding & Alighting Activity, Spring 2012 | Outbound



Map depicts Spring 2012 routing and data

# Route 280

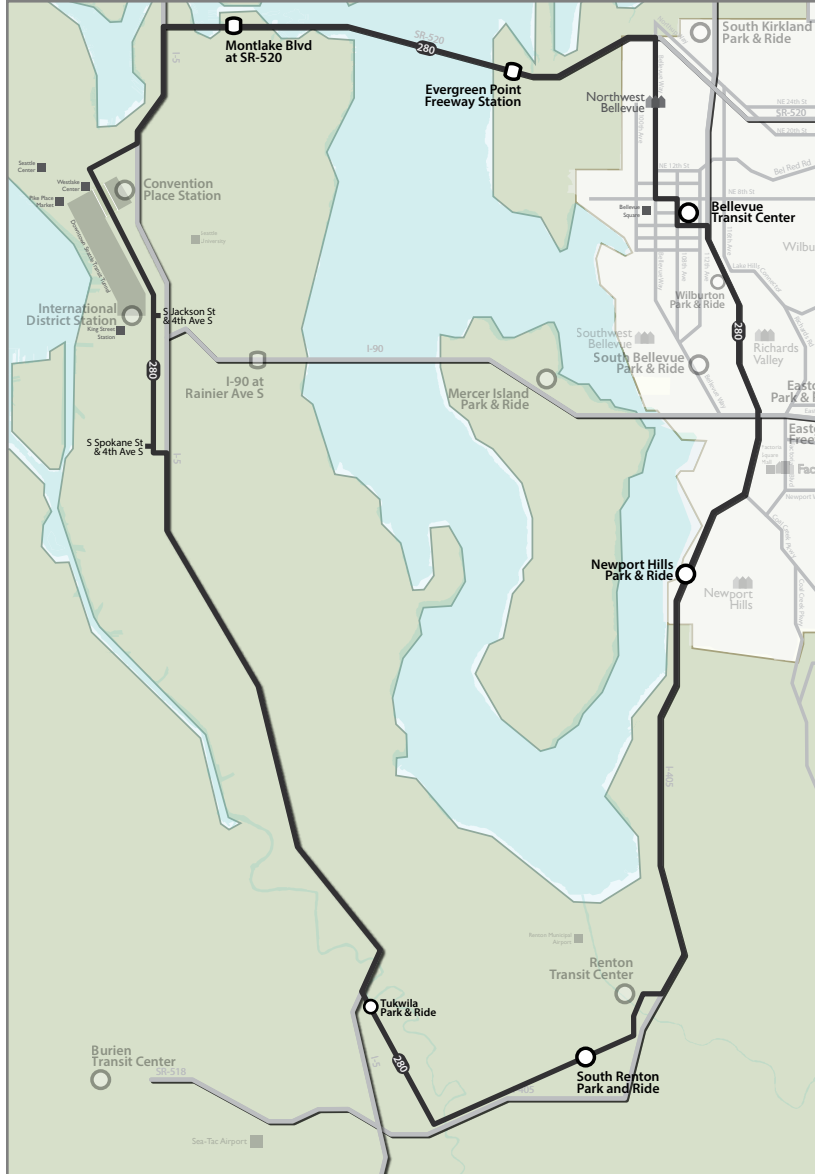
Bellevue to Renton, Tukwila, Downtown Seattle via I-405, I-5, SR-520  
 South Lake Washington Loop

Night Owl Service

Serves Seattle Core

Night Owl Service Metro Service Family  
 Regional Service Bellevue Service Category

This Route Serves	Nearby Destinations Include	Transfer Opportunities With
Bellevue Transit Center	Downtown Bellevue, Bellevue City Hall, Meydenbauer Center	
Newport Hills Park & Ride	Newport Hills neighborhood	
South Renton Park & Ride	Renton Village Shopping Center	
Tukwila Park & Ride	Tukwila	
Montlake Blvd at SR-520	Montlake neighborhood, MOHAI	
Evergreen Point Freeway Station	Yarrow Point, Clyde Hill	



Map depicts Fall 2012 routing



## Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	2:06 - 4:32					2:06 - 4:34					2:06 - 4:34									
Daily Trips	4					4					4					1,460				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	—	—	—	—	2 trips	—	—	—	—	2 trips	—	—	—	—	2 trips					
Percent On-Time	84.6%					72.3%					98.6%					89.4%				
Revenue Hours	2.25					2.25					2.25					821				
Platform Hours	3.20					3.13					3.20					1,165				
Revenue Miles	72.22					72.22					72.22					26,360				
Rev. Hour/Plat. Hour	0.70					0.72					0.70					0.71				
Boardings (per day)	17.00					15.75					30.00					6,894				
Average Load	5.00					3.75					7.50					5.42				
Boardings/Trip	4.25					3.94					7.50					4.72				
Boardings/Rev. Hour	7.56					7.00					13.33					8.39				
Boardings/Rev. Mile	0.24					0.22					0.42					0.26				
Boardings/Plat. Hour	5.31					5.03					9.38					5.92				
Est. Operating Costs	\$384					\$376					\$384					\$139,849				
Cost/Revenue Hour	\$170.79					\$167.24					\$170.79					\$170.29				
Cost/Platform Hour	\$120.09					\$120.09					\$120.09					\$120.09				
Cost/Revenue Mile	\$5.32					\$5.21					\$5.32					\$5.31				
Cost/Boarding	\$22.61					\$23.89					\$12.81					\$20.29				
Cost/Trip	\$96.07					\$94.07					\$96.07					\$95.79				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	—	—	—	—	17	—	—	—	—	16	—	—	—	—	30	—	—	—	—	6,894
Boardings/Rev. Hour	—	—	—	—	7.6	—	—	—	—	7.0	—	—	—	—	13.3	—	—	—	—	8.4
Cost/Revenue Hour	—	—	—	—	\$170.79	—	—	—	—	\$167.24	—	—	—	—	\$170.79	—	—	—	—	\$170.29
Percent On-Time	—	—	—	—	84.6%	—	—	—	—	72.3%	—	—	—	—	98.6%	—	—	—	—	89.4%

Route 280 is a nightly route that loops between Downtown Bellevue, I-405, Renton, I-5, Tukwila, SODO, Downtown Seattle, and SR-520. It has two trips every night, including on weekends, and provides the only late-night, 'Night Owl' service between Seattle and the Eastside. As such, Route 280 has significant social equity value, since its riders would otherwise be stranded in Seattle or would need to drive both ways instead of taking transit. Historic ridership and productivity information could not be obtained for Route 280 by the time of this publication.

# Route 280

## Spring 2012 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service	2:06 - 4:32					2:06 - 4:34					2:06 - 4:34									
Daily Trips	4					4					4					1,460				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)	—	—	—	—	2 trips	—	—	—	—	2 trips	—	—	—	—	2 trips					
Percent On-Time	78.6%					N/A					N/A					78.6%				
Revenue Hours	2.25					2.25					2.25					821				
Platform Hours	3.20					3.12					3.19					1,164				
Revenue Miles	72.22					72.22					72.22					26,361				
Rev. Hour/Plat. Hour	0.70					0.72					0.71					0.71				
Boardings (per day)	31.00					21.00					40.00					11,381				
Average Load	7.75					5.25					10.00					7.67				
Boardings/Trip	7.75					5.25					10.00					7.80				
Boardings/Rev. Hour	13.78					9.33					17.78					13.86				
Boardings/Rev. Mile	0.43					0.29					0.55					0.43				
Boardings/Plat. Hour	9.68					6.74					12.54					9.78				
Est. Operating Costs	\$385					\$374					\$383					\$154,904				
Cost/Revenue Hour	\$171.00					\$166.28					\$170.24					\$188.62				
Cost/Platform Hour	\$120.09					\$120.09					\$120.09					\$133.08				
Cost/Revenue Mile	\$5.33					\$5.18					\$5.30					\$5.88				
Cost/Boarding	\$12.41					\$17.82					\$9.58					\$13.61				
Cost/Trip	\$96.19					\$93.53					\$95.76					\$106.10				

Note: Totals are annualized from Spring 2012 performance. All other figures represent Spring 2012 daily performance.

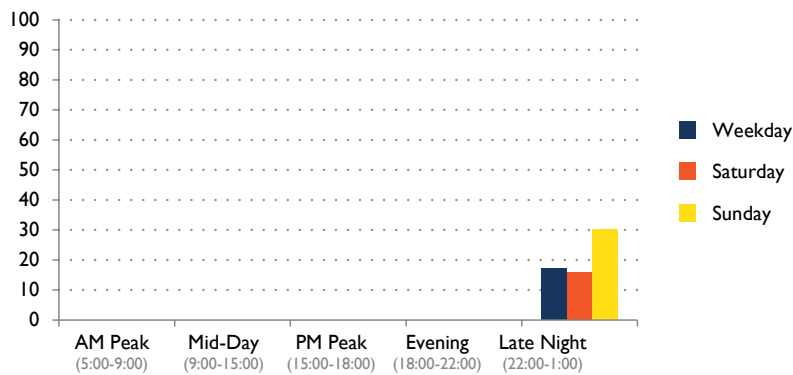
	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings	—	—	—	—	31	—	—	—	—	21	—	—	—	—	40	—	—	—	—	11,381
Boardings/Rev. Hour	—	—	—	—	13.8	—	—	—	—	9.3	—	—	—	—	17.8	—	—	—	—	13.9
Cost/Revenue Hour	—	—	—	—	\$171.00	—	—	—	—	\$166.28	—	—	—	—	\$170.24	—	—	—	—	\$188.62
Percent On-Time	—	—	—	—	78.6%	—	—	—	—	N/A	—	—	—	—	N/A	—	—	—	—	78.6%

Because APC data was not observed for Route 280 during the Spring 2012 service period due to the transition between operating systems, an assessment cannot be provided of the change in Route 280's performance between Fall 2011 and Spring 2012, as the Spring 2012 data has been estimated based on performance during previous service periods. Route 280 should therefore be monitored more closely in upcoming service periods to ensure that future projections, if necessary, can be reasonably accurate.

## Ridership, Productivity & Efficiency

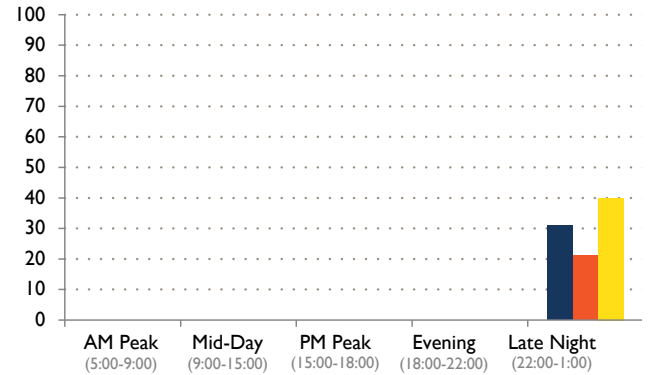
Fall 2011

Daily Boardings

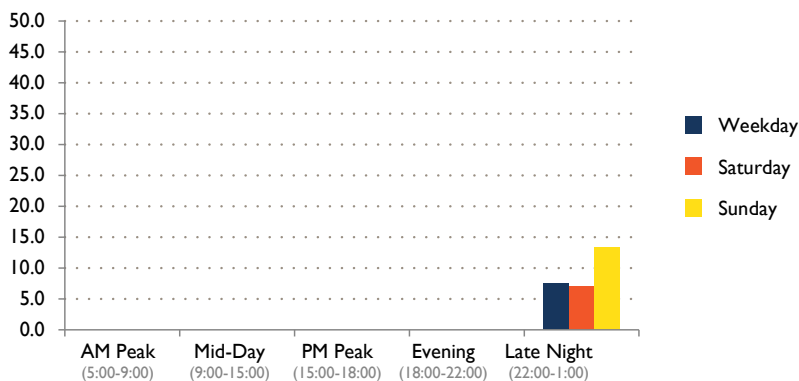


Fall 2012

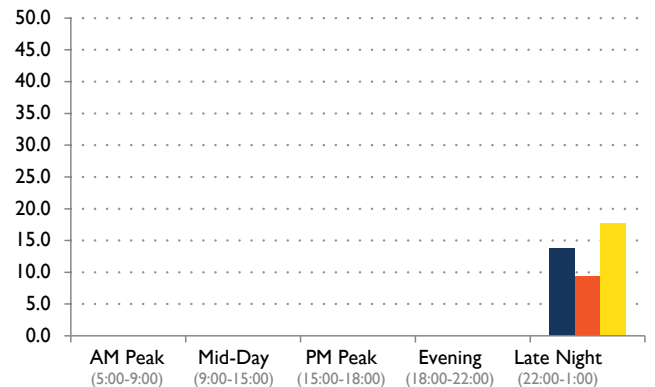
Daily Boardings



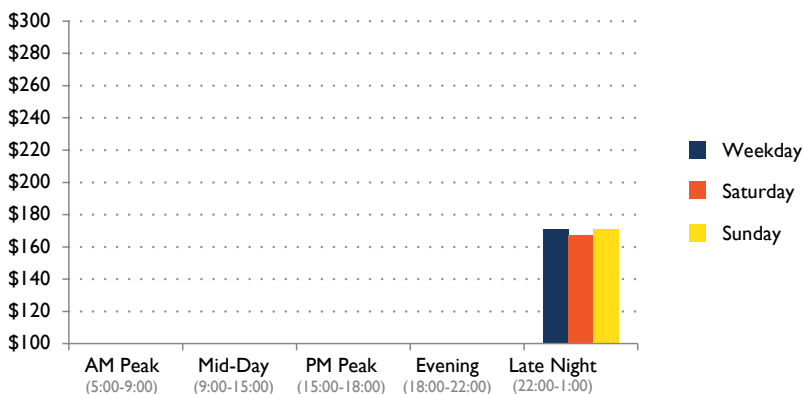
Daily Boardings per Revenue Hour



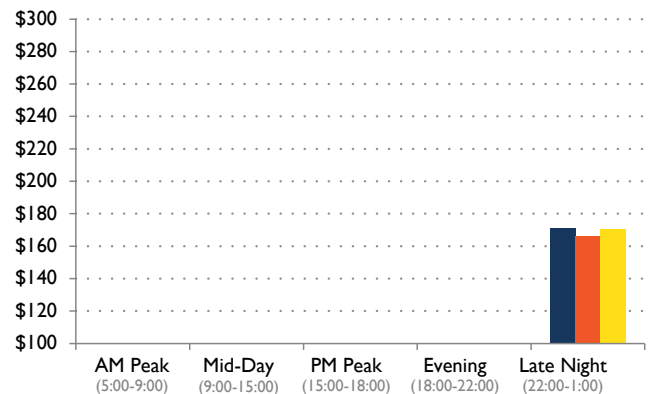
Daily Boardings per Revenue Hour



Estimated Operating Cost per Revenue Hour

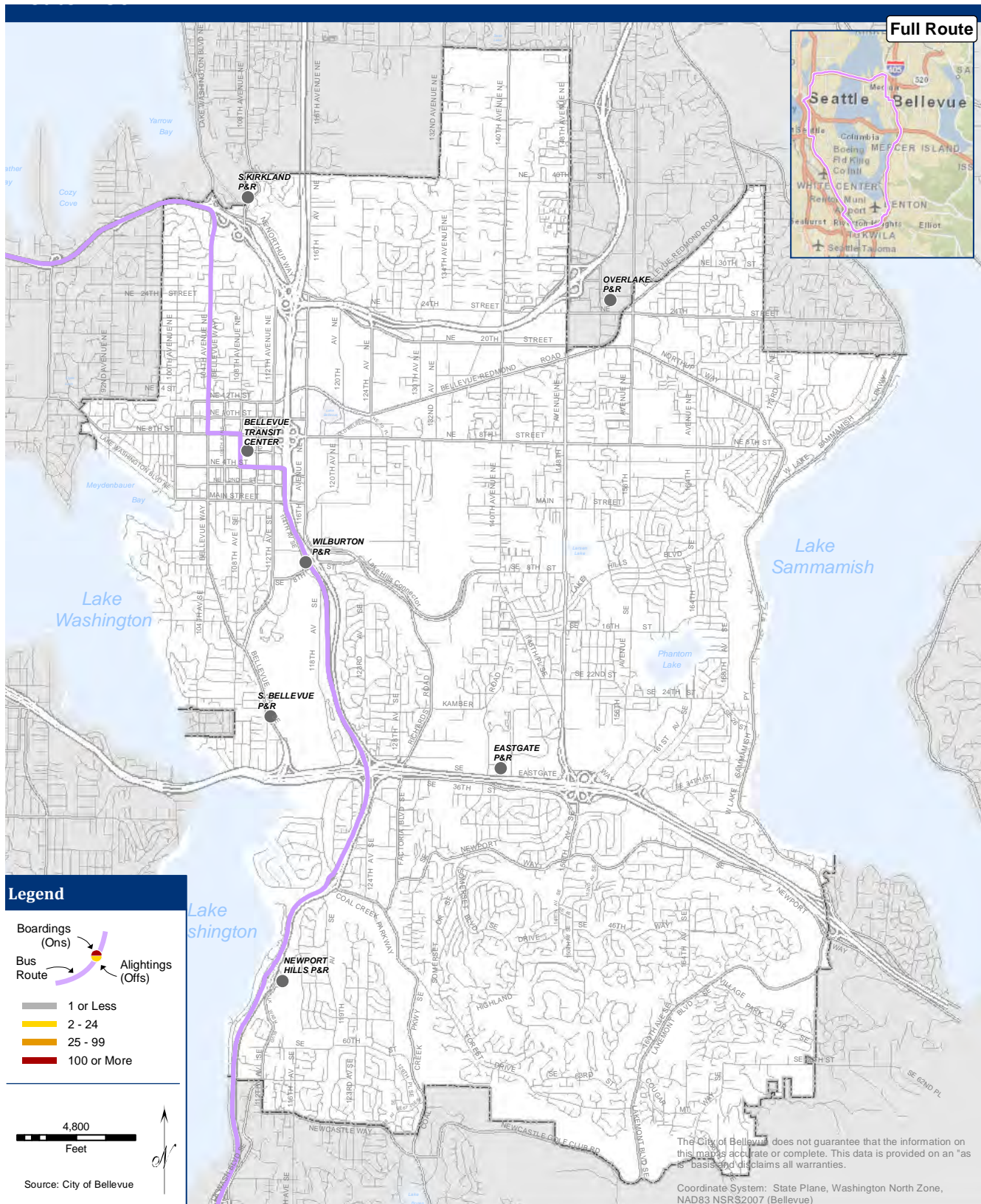


Estimated Operating Cost per Revenue Hour



# Route 280

Boarding & Alighting Activity, Spring 2012 | Inbound



Map depicts Spring 2012 routing and data



## Boarding & Alighting Activity, Spring 2012 | Outbound

—Outbound Map Unavailable—

Route 280 operates in a clockwise loop—there are no trips in the outbound direction.





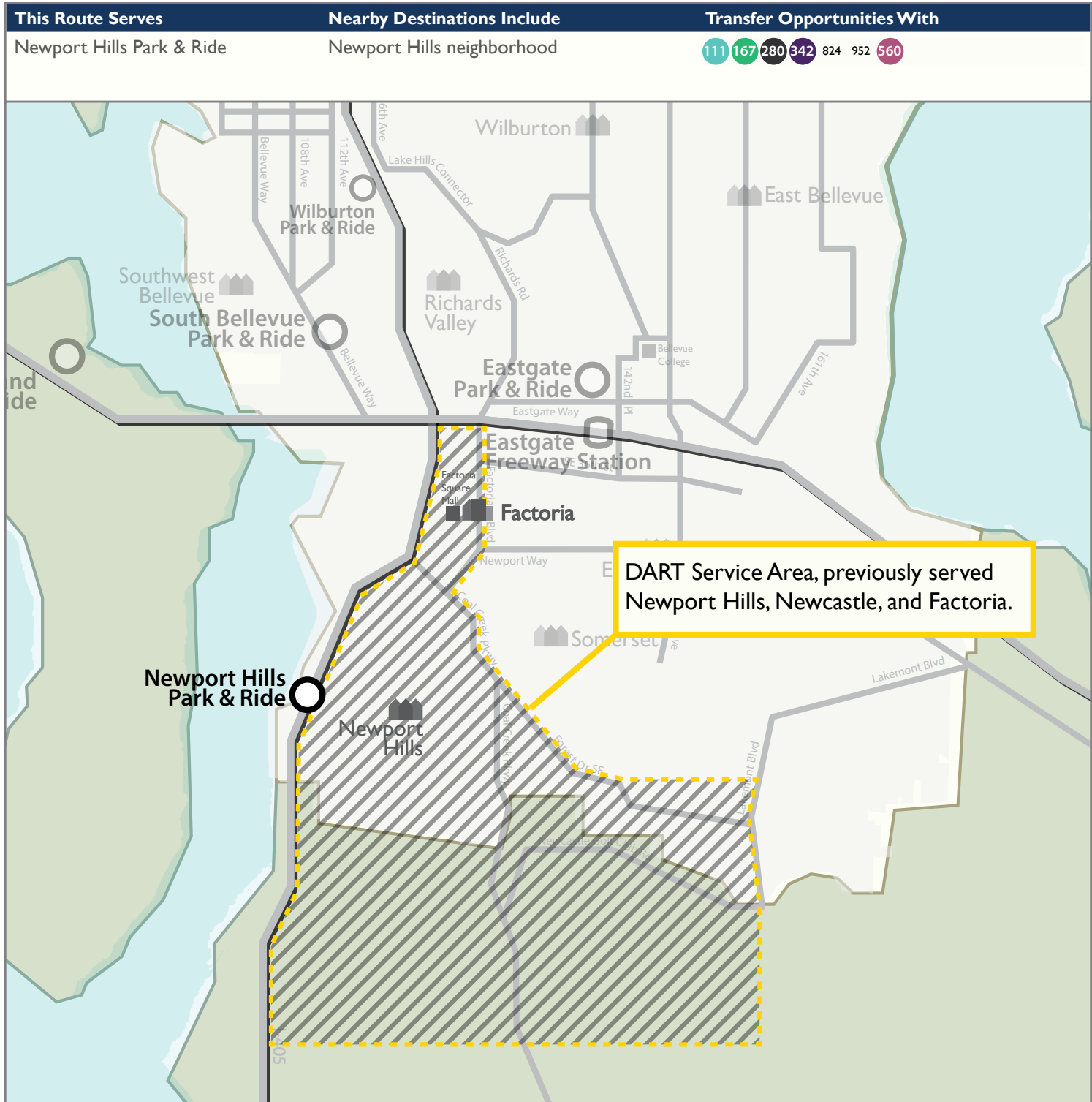
# Route 925

Newport Hills to Newcastle, Factoria

DART Limited Variable-Route Service

- All-Day Route
- Deleted Summer 2012
- DART [Limited Variable]

Local Service Metro Service Family  
Community Service Bellevue Service Category



Map depicts Fall 2012 routing

### Fall 2011 Route Performance

	Weekday					Saturday					Sunday					Annualized Total				
Hours of Service																				
Daily Trips																				
Time of Day	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X					
Headway (min)																				
Percent On-Time																				
Revenue Hours																				
Platform Hours																				
Revenue Miles																				
Rev. Hour/Plat. Hour																				
Boardings (per day)																				
Average Load																				
Boardings/Trip																				
Boardings/Rev. Hour																				
Boardings/Rev. Mile																				
Boardings/Plat. Hour																				
Est. Operating Costs																				
Cost/Revenue Hour																				
Cost/Platform Hour																				
Cost/Revenue Mile																				
Cost/Boarding																				
Cost/Trip																				

Note: Totals are annualized from Fall 2011 performance. All other figures represent Fall 2011 daily performance.

	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X	AM	MD	PM	EV	X
Boardings																				
Boardings/Rev. Hour																				
Cost/Revenue Hour																				
Percent On-Time																				

**DART Route 925 was deleted as part of the Summer 2012 service change.** It previously provided limited variable service to the Newport Hills, Newcastle, Factoria, and Coal Creek neighborhoods. As of Fall 2011, Route 925 was the only DART service in operation in Bellevue, and as of its elimination, no service remains in operation in Bellevue. Unlike Route 926, a route eliminated in Fall 2011 that also provided variable-routing DART service during peak hours, DART Route 925 did not provide any fixed-route service.





Section IV  
**Appendices**



# Glossary

## Key Transit Planning Terminology

*listed alphabetically*

Alight	Exiting a transit vehicle.
All-Day Service	Refers to transit service provided throughout the day, from morning through evening. King County Metro additionally specifies that all-day service provides connections between designated regional growth centers, manufacturing/industrial centers, and other areas of concentrated activity, and that it serves a variety of travel needs and trip purposes.
Automatic Passenger Count (APC)	An automated system that counts the number of passengers boarding and alighting a transit vehicle. The data collected from such a system is most commonly used by transit service planners to determine such things as ridership, typical vehicle loads, and the relative use of individual bus stops.
Average Daily Ridership	The average number of daily rides of a particular revenue service, typically extrapolated from sample passenger counts obtained from APC equipment.
Boarding	To get on or into a transit vehicle.
Bus Rapid Transit (BRT)	A bus rapid transit (BRT) system is a category of bus system design and operation that provides an enhanced quality of service more often associated with rail transit modes while retaining the flexibility and lower costs afforded by buses. The specific features required for a system to be considered a BRT service have not been officially defined by state or federal agencies; however, features generally considered to be central to such service include grade-separated right-of-ways, implementation of transit signal priority, peak-hour headways of less than 10 minutes, off-board fare payment, and high-quality, high capacity vehicles.
Bus Shelter	A structure or building constructed at a transit stop for the purpose of providing protection from the weather for passengers waiting for transit service. Bus shelters often also provide seating and/or schedule information for the passenger's comfort and convenience.
Bus Stop	Designated areas where passengers wait for, board, alight, and transfer between transit vehicles. Bus stops are indicated by specific signage and by curb and/or pavement markings, and they sometimes provide bus shelters.
Commute	Regular travel between home and a fixed location, such as work or school.
Cost Efficiency	The cost of providing a transit service compared to the amount of service provided. In this document, cost efficiency is expressed either as cost per platform mile or as cost per vehicle revenue hour.
Dial-a-Ride-Transit (DART)	King County Metro's Dial-a-Ride-Transit (DART) offers variable routing in certain defined service areas in King County. DART uses vans instead of standard buses to provide service off of regular fixed routes, allowing passengers to arrange a pick-up or drop-off closer to their home or destination. This provides greater flexibility to users while maintaining an appropriate level of transit service for areas not able to support regular fixed-route service by standard-size buses.
Deadhead (Miles or Hours)	The miles or hours traveled by a vehicle while not providing revenue service. This includes non-revenue travel to and from a garage, between routes, and scheduled time allocated for bus operator breaks.
Dwell Time	The amount of time that a transit vehicle spends stationary at a stop or station. Factors affecting dwell time include the time it takes for passengers to board and alight, pay fares, and a vehicle's schedule adherence, among other things.
Farebox Revenue	The monies or tickets collected as payment for use (i.e. a ride) of transit service, including income from cash, ORCA cards, tickets, tokens, transfers, and pass receipts.





Farebox Recovery Ratio	The ratio of fare revenue to operating expenses of a particular service, alternately conveyed as either a percentage or decimal in this document, depending on context. It is uncommon among most transit system nationally and internationally for farebox revenues to equal even half of a service's operating expenses, so readers should not be surprised to see that recovery ratios presented herein are often well below 50%.
Fixed Route	Transit service provided on a repetitive basis along a specific route according to a specified stops and time schedules.
Flyer Stop	See Freeway Station.
Freeway Station	Bus stops located on limited-access highways throughout King County that provide efficient service along major thoroughfares without requiring transit vehicles to fully exit a highway. Freeway stations are most common in suburban areas and are frequently paired with Park & Ride lots.
Frequent Service	Service that operates every 15 minutes or better, seven days a week.
Headway	The scheduled time interval between any two revenue vehicles operating in the same direction on the same route. For example, a bus with a headway of 15 minutes is scheduled to arrive at a given stop every 15 minutes.
Hours of Service	The time period over which a route provides revenue service on a given day of the week. Sometimes referred to as Service Span.
Interline	The transfer of a vehicle that is in operation from one route to another, generally for the purpose of improving staff or vehicle assignment efficiency. When this occurs where the termini of the routes meet, it is referred to as through routing, which provides benefits to users who would otherwise need to transfer between the two routes in addition to the operating efficiency benefits.
Load (Average or Maximum)	The number of passengers on-board a transit vehicle at any given time. Average load is a measure of how many passengers are typically on a transit vehicle during its revenue service. Maximum load is a measure of the greatest number of passengers observed on a transit vehicle over a given period of time. For the purposes of this document, maximum load actually refers to the average maximum load—that is, the average of the greatest number of passengers observed on a transit vehicle over a given period of time.
Load Factor	The ratio of passengers actually carried relative to the total passenger seating capacity of a transit vehicle. A load factor less than 1.0 indicates that empty seats remain available, while a load factor greater than 1.0 indicates that there are standees on the vehicle.
Manufacturing/Industrial Center	An area of intensive manufacturing and/or industrial activity. Defined by the Puget Sound Regional Council's Vision 2040 plan.
Mobility Management Area (MMA)	Mobility Management Areas (MMAs) are geographic areas for which traffic is managed and congestion standards are established to help guide land development and transportation improvement decisions.
Off-board Payment	A payment system where passengers pay fares at designated ticket vending machines or smart card readers prior to boarding transit vehicles. Off-board payment systems are typically used to reduce vehicle dwell time due to slow passenger boarding and fare payment.
On-time Performance	For fixed-route service, the percentage of departures from scheduled time points that are five minutes late or better.

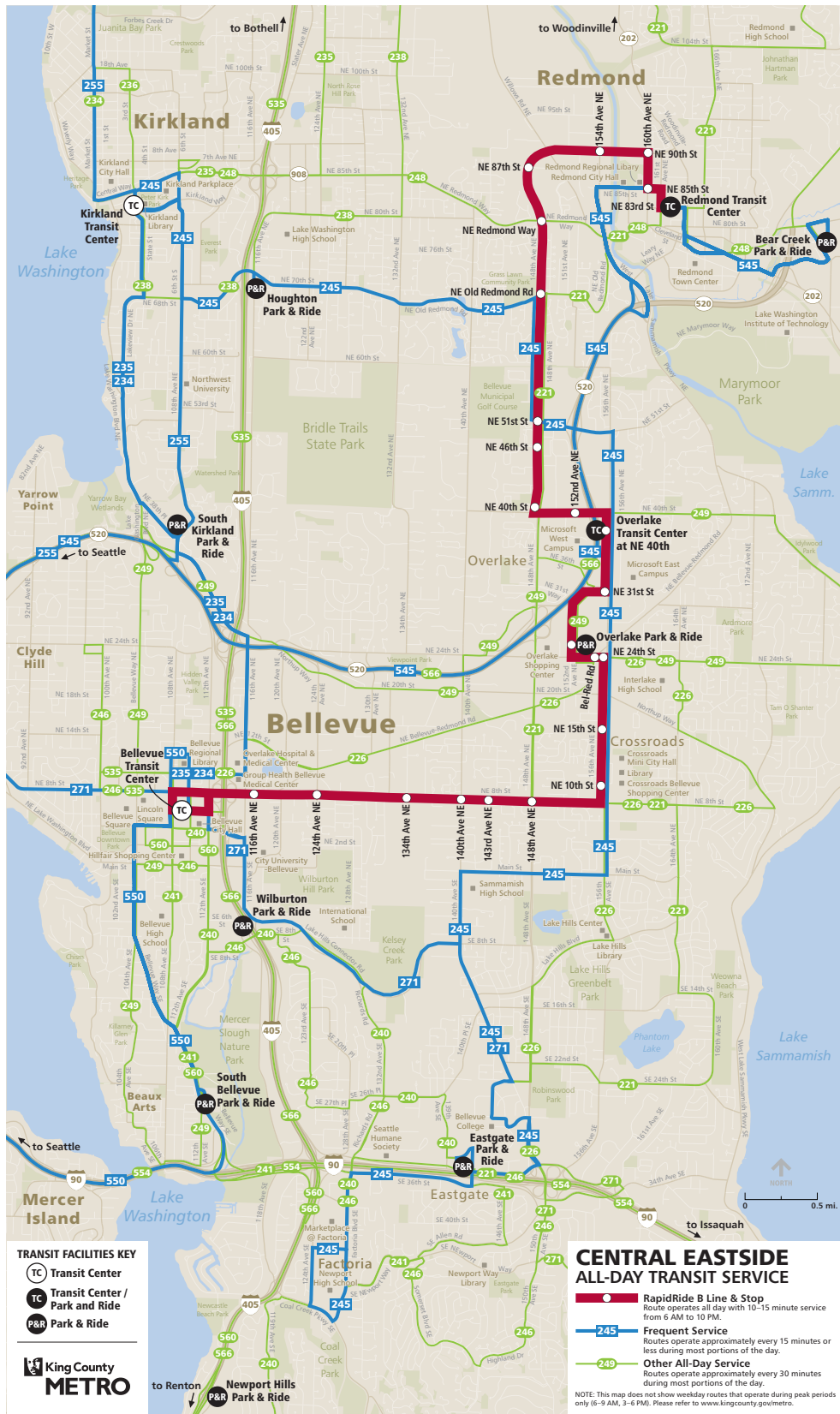
ORCA Card	A contactless, stored value smart card used for payment of public transport fares in the Puget Sound region. The card's name is an acronym for "One Regional Card for All", as the card is accepted as a method of payment on buses, light rail, ferries, trains, and streetcars operated by numerous regional transit agencies including King County Metro, Sound Transit, Community Transit, Pierce Transit, Kitsap Transit, Everett Transit, and Washington State Ferries. Customers can load the ORCA card with regional passes (PugetPass), agency-specific passes, an E-purse account, or some combination of these options so as to best suit their transit needs.
Park & Ride	A parking area for automobile drivers and bicycle riders who then board transit vehicles, shuttles or carpools from these locations to reach their destinations. Park & Ride lots are designated by King County Metro and may be either expressly constructed for this purpose or loaned from other organizations or businesses, most commonly churches, that have excess parking capacity available.
Passenger Miles	A measure of service utilization that represents the cumulative sum of the distances traveled on-board a transit vehicle by each passenger using a given service.
Passenger Miles per Platform Mile	A measure of the sum of the miles that all riders travel onboard a transit vehicle relative to the total miles that vehicle operates from leaving the base until it returns, including both revenue service and deadhead miles. This is one of two measures considered by Metro to evaluate individual route productivity. Routes that have full, even loading tend to perform well on this measure—including routes that pick up many riders at transit centers or park-and-rides, then travel long distances with few people getting on or off on the way to their destination.
Peak Service	Service provided during the periods of the morning (6:00-9:00) and afternoon/evening (3:00-6:00) when demand for transportation is heaviest.
Platform Hour	The total scheduled time that a transit vehicle spends between leaving from and returning to the garage, including both revenue service and deadhead time. Platform hours are used as an indicator of service efficiency or utilization, such as in the case of rides per platform hour.
Platform Mile	The total miles that a transit vehicle travels between leaving from and returning to the garage, including both revenue service and deadhead time. Platform miles are used as an indicator of service efficiency or utilization, such as in the case of cost per platform mile.
Productivity	A measure of service efficiency comparing passengers carried to service operated. King County Metro considers productivity to be determined by two measures: rides per platform hour and passenger miles per platform mile. More generally, it is a ratio of transit service output (e.g. annual rides) to units of service input (e.g. annual platform hours).
Regional Growth Center	A defined focal area within a city or community that has a mix of housing, employment, retail, and entertainment uses and is pedestrian oriented. These are formally designated by the Puget Sound Regional Council.
Revenue Hour	The number of hours during which a transit vehicle is in operation and providing revenue service, including layover and recovery time but excluding deadhead time.
Revenue Mile	The number of miles operated by a transit vehicle providing revenue service, including that traveled during layover and recovery time but excluding deadhead miles.
Rides per Platform Hour	A measure of the total number of people who board a transit vehicle relative to the total number of hours that vehicle operates, including both revenue and deadhead hours. This is one of two measures considered by Metro to evaluate individual route productivity. Routes with many riders boarding the bus during each trip tend to perform well on this measure.



Seattle Core	Includes the following neighborhoods in Seattle: Downtown, First Hill, Capitol Hill, South Lake Union, the University District, and Uptown. This geographic classification is used by King County Metro when assessing the relative productivity of routes to ensure that the performance of routes serving areas of considerably lower population and/or employment density than is found in Seattle’s most urban neighborhoods are not unreasonably compared to routes serving these locations when considering service adjustments.
Service Span	The time period over which a route provides revenue service on a given day of the week. This is sometimes referred to in this document as Hours of Service.
Through Routing	The practice of joining the termini of two distinct routes, typically downtown or at a transit center, such that the transit vehicle enters the stop or station as one route and departs as another. Similar to interlining, this practice is used to improve staff and/or vehicle efficiency while improving convenience for passengers by potentially eliminating the need to transfer between vehicles.
Transfer	(1) The process of a passenger changing from one transit vehicle to another, often without need for additional payment. (2) The slip of paper issued by a King County Metro vehicle operators to a passenger for the purpose of allowing the passenger to change from one transit vehicle to another without need for additional payment. Sound Transit no longer issues paper transfers, but both agencies allow passengers to use an ORCA card to transfer.
Transit Center	A transit station that functions as the convergence point for multiple routes, lines, or modes of transportation. Such facilities are designed to facilitate the flow of transit vehicles and the boarding, alighting, and transferring of passengers between those vehicles and the services they provide.
Transit Activity Center	Activity nodes, major destinations, and transit attractions that form the basis for an interconnected transit network throughout King County’s urban growth area. Such destinations include major employment sites, significant healthcare and academic institutions, and major social service agencies. To be classified as a transit activity center, a node must meet one or more of the following criteria: <ul style="list-style-type: none"> <li>(1) Is located in an area of mixed-use development that includes concentrated housing, employment, and commercial activity;</li> <li>(2) Includes a major regional hospital, medical center, or institution of higher education located outside of a designated regional growth center;</li> <li>(3) Is located outside other designated regional growth centers at a transit hub served by three or more all-day routes.</li> </ul>
Trip	A one-way movement of an individual or vehicle between two points. The most commonly used variety, called an ‘unlinked passenger trip’, further specifies that each time an individual transfers between vehicles or reaches an intermediary destination (for example, stopping at a day care center en route to work), an additional unlinked trip has been made.

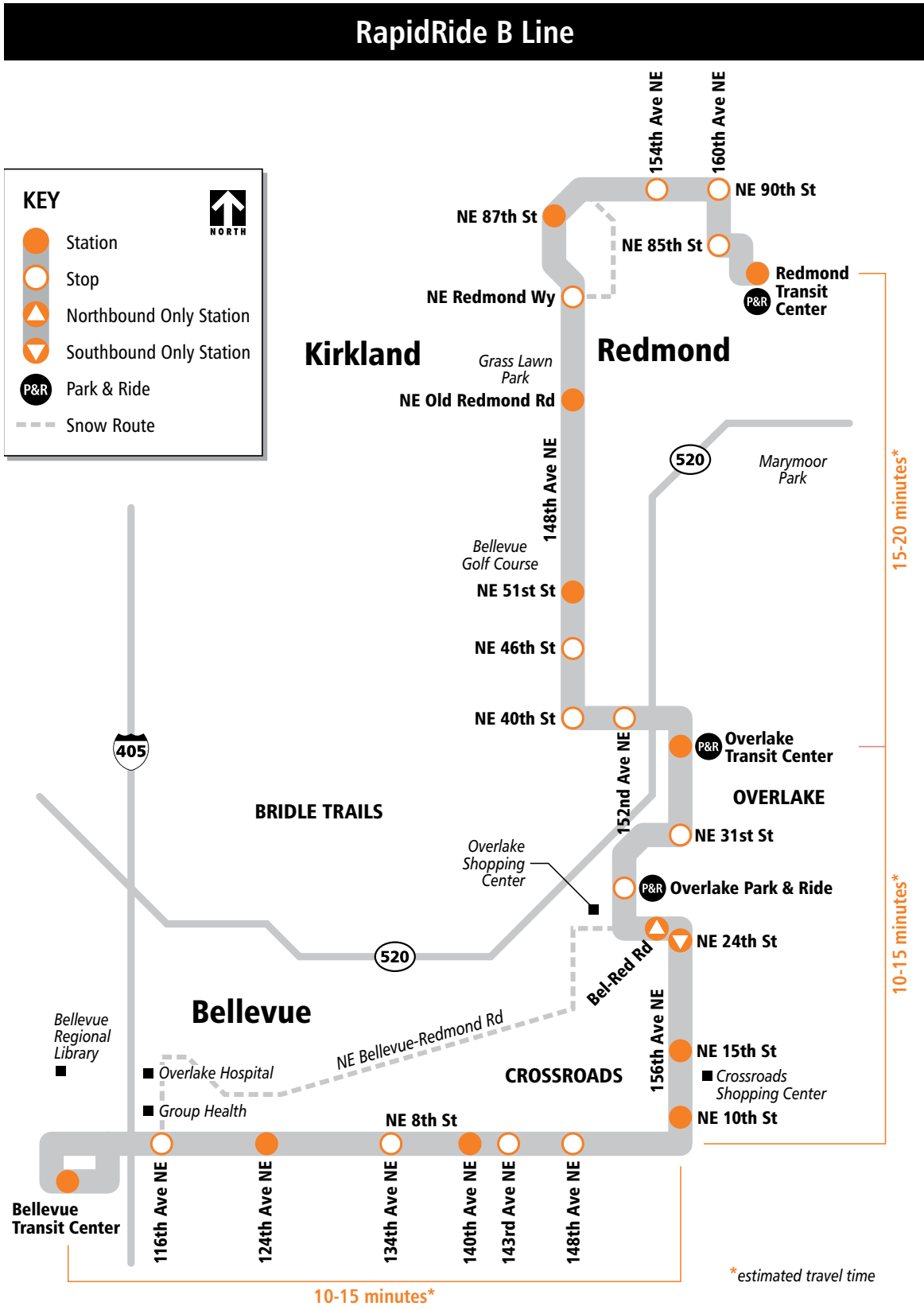
# Selected King County Metro Maps

## Central Eastside All-Day Transit Service, Fall 2011





# RapidRide B Line



\*estimated travel time





# Bellevue School District Supplemental Routes

## Service and Performance Information

*operated by King County Metro*

Route	From	To	Via
821	Newport Hills	Newport High School, International School	Newcastle, I-405, Factoria
822	Eastgate	Newport High School, International School	Hilltop, Somerset, Factoria
823	Eastgate	Newport High School, International School	Collingwood, Factoria
824	Newcastle	Newport High School, International School	Newcastle Golf Club Rd, Forest Dr, Factoria
885	Newport Shores	International School, Bellevue High School	Wilburton Hill, Downtown Bellevue
886	Clyde Hill	Bellevue High School	Downtown Bellevue
887	Newcastle	Newport High School, International School, and Bellevue High School	Wilburton Hill, Downtown Bellevue
888	Eastgate	Interlake High School, International School	W Lake Sammamish Pkwy, Tam-O-Shanter, Bel-Red Rd
889	Bridle Trails	Sammamish High School, International School	Cherry Crest, Lake Hills Connector
890	West Lake Sammamish	Sammamish High School, International School	Eastgate, Sunset, Glendale, Wilburton

In October 1992, Metro Transit issued a report recommending the implementation of Student Transit in Bellevue high schools. Following that report, the Bellevue School District (BSD) converted all of its high school campuses to the Student Transit program, which transports students on standard Metro buses instead of using conventional yellow school buses. As a result of this partnership between the Bellevue School District, Metro Transit, and the City of Bellevue, the District decreased the cost of providing school transportation services, student use of buses increased relative to the former school bus system, and Metro has realized greater ridership.

King County Metro operated nine supplemental routes during the 2011-2012 school year to connect Bellevue neighborhoods underserved by standard Metro services to Bellevue high schools. Five of these routes were deleted beginning in the 2012-2013 school year due to increases in the cost of providing the service. Some of the remaining routes were revised and one new route was added in an effort to minimize the effects of service reductions on students' access to transit that serves Bellevue high schools.

All BSD supplemental routes operate two trips every school day—one each in the morning and afternoon—consistent with school schedules. Students may ride these or other Metro or local Sound Transit buses free of charge using BSD-provided ORCA cards, though the BSD supplemental routes are also open to the general public for standard Metro fares. The information presented herein summarizes the supplemental services provided during the 2012-2013 school year.



# Route 821

Deleted Summer 2012

Newport Hills to Newport High School, International School  
*via Newcastle, I-405, Factoria*

**Route 821 was deleted beginning in the 2012-2013 school year.** It previously connected the neighborhood of Newport Hills with Newport High School and the International School via the Newport Hills Park & Ride, I-405, Factoria Blvd, Richards Rd, and the Lake Hills Connector. Routes 114 and 240 provide alternative service to portions of Route 821's service area, and BSD Route 887 was introduced in the 2012-2013 school year to provide additional replacement service to other areas of the former Route 821.



Map depicts routing for 2012-13 school year



# Route 822

Deleted Summer 2012

Eastgate to Newport High School, International School  
via Hilltop, Somerset, Factoria

**Route 822 was deleted beginning in the 2012-2013 school year.** It previously connected the neighborhoods of Eastgate, Hilltop, and Somerset with Newport High School and the International School via Newport Way, 150th Ave SE, Somerset Blvd, Factoria Blvd, Richards Rd, and the Lake Hills Connector. Replacement service in Somerset is available with Route 246, while students residing in Hilltop can board Route 823 at SE 46th Way and 150th Ave SE. Students traveling to the International School may remain on Route 246 and walk to the International School from SE 8th and 121st Ave, or they may transfer to Route 824 at Newport High School.



Map depicts routing for 2012-13 school year



# Route 823

Revised Fall 2012

Eastgate to Newport High School, International School  
via Collingwood, Factoria

Morning / To School		Afternoon / From School		
Daily		M, T, Th, F	Wed.	
6:32	Factoria Blvd SE & SE Newport Way	3:00	12:51	International School
6:51	164th Ave SE & SE 46th Way	3:12	1:03	Newport High School
7:07	Newport High School	3:23	1:14	150th Ave SE & SE 46th Way
7:19	International School	3:29	1:20	146th Ave SE & SE 55th St
		3:38	1:29	164th Ave SE & SE 46th Way
		3:53	1:44	Factoria Blvd SE & SE Newport Way

Note: No service to Hilltop during morning trips.

Route 823 connects the neighborhoods of Eastgate, Collingwood, and Whispering Heights with Newport High School and the International School via Newport Way, Factoria Blvd, Richards Rd, and the Lake Hills Connector. Routes 210 and 246 provide service to the west and east of the Collingwood and Whispering Heights neighborhoods, respectively, but these are not sufficiently proximate to serve as adequate alternatives for most households, particularly because of the circuitous pattern of street development in this area. Route 823 was revised beginning in the 2012-2013 school year to additionally provide afternoon-only service to Hilltop as a replacement for deleted Route 822.



Map depicts routing for 2012-13 school year



# Route 824

Revised Fall 2012

Forest Drive to Newport High School, International School  
via Factoria

Morning / To School		Afternoon / From School	
Daily		M, T, Th, F	Wed.
6:57	SE 63rd St & 155th Ave SE	2:50	12:53 International School
7:15	Newport High School	3:02	1:05 Newport High School
7:28	International School	3:15	1:18 SE 63rd St & 155th Ave SE

Route 824 connects communities along Forest Drive with Newport High School and the International School via Factoria Blvd, Richards Rd, and the Lake Hills Connector. This is the only transit service operating on Forest Dr, providing lifeline service to the neighborhoods of Forest Ridge, Forest Glen, The Woods, Forest Park, Westwood Highlands, and Foresthill. Route 824 previously provided service to Newcastle via Newcastle Golf Club Rd, but the route was revised and the tail deleted beginning in the 2012-2013 school year.



Map depicts routing for 2012-13 school year



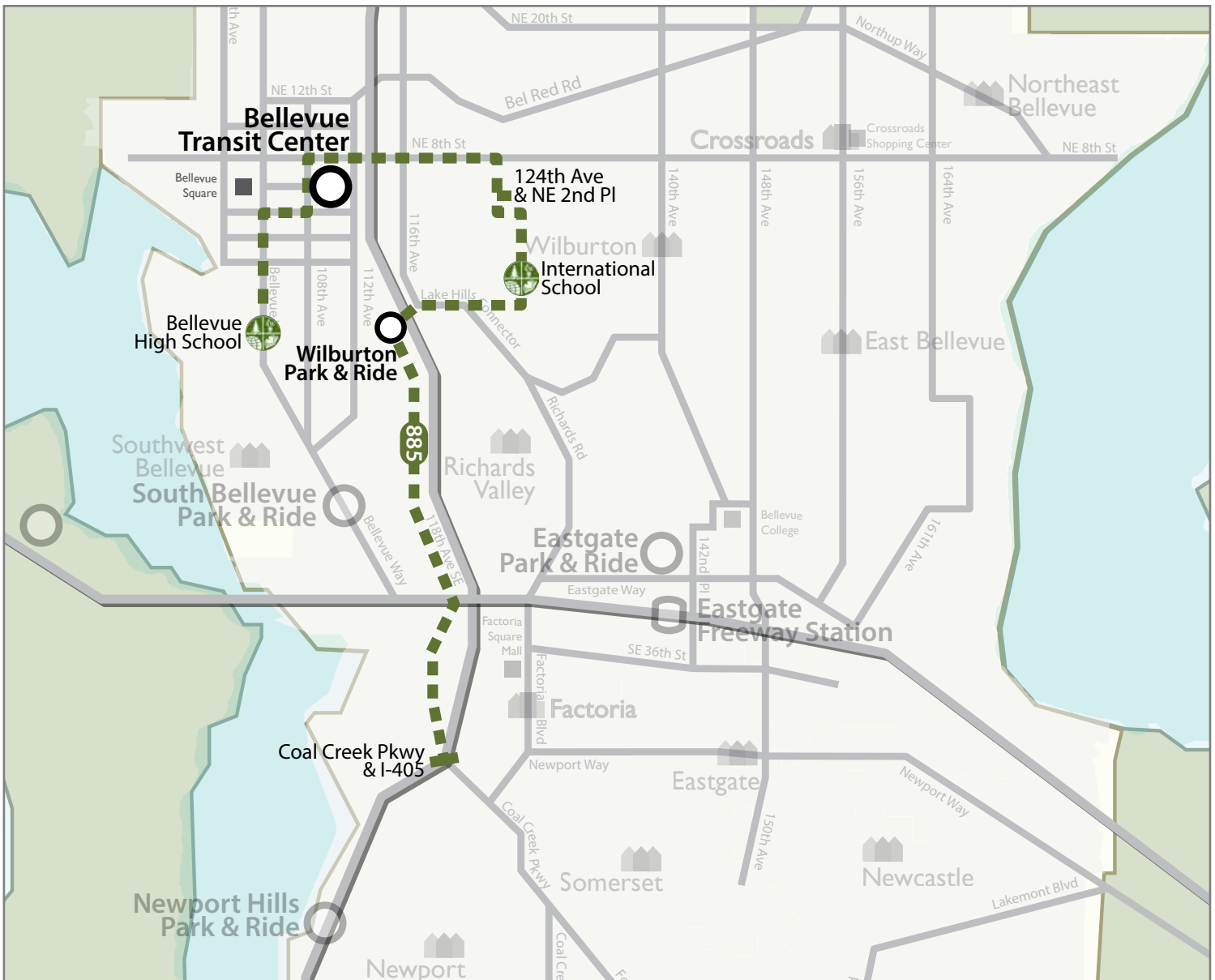


# Route 885

Deleted Summer 2012

Newport Shores to International School, Bellevue High School  
via Wilburton Hill, Downtown Bellevue

**Route 885 was deleted beginning in the 2012-2013 school year.** The route previously connected Newport Shores to the International School and Bellevue High School via I 18th Ave SE, SE 8th St, Wilburton Hill, NE 8th St, Downtown Bellevue, and Bellevue Way SE. This was the only transit service operating on I 18th Ave SE, providing lifeline service to the neighborhood of Greenwich Crest. Replacement service for the I 18th Ave segment is provided by the new Route 887. Wilburton students reside within 1 mile of the RapidRide B Line on NE 8th St or Route 271 on Lake Hills Connector and SE 7th Pl, either of which can be used to reach the Bellevue Transit Center, where students will transfer to Route 550 to reach Bellevue High School.



Map depicts routing for 2012-13 school year



# Route 886

Clyde Hill to Bellevue High School  
via Downtown Bellevue

Deleted Summer 2012

**Route 886 was deleted beginning in the 2012-2013 school year.** It previously connected Clyde Hill to Bellevue High School via 100th Ave NE, Downtown Bellevue, and 108th Ave SE. Route 246 provides replacement service for some affected students, who can use that to reach the Bellevue Transit Center, then transfer to Route 271 or 550 to reach Bellevue High School.



Map depicts routing for 2012-13 school year



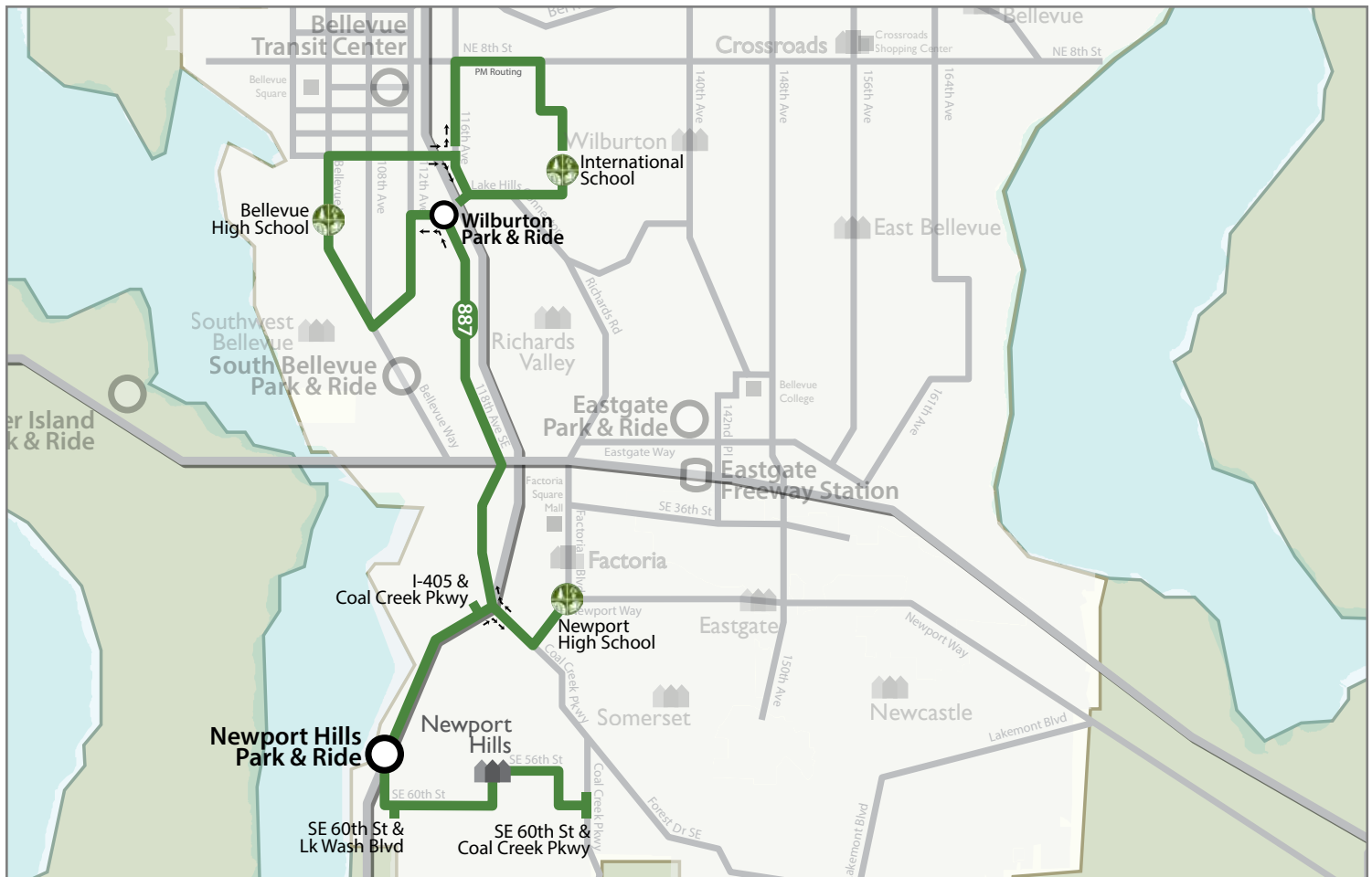
# Route 887

Introduced Fall 2012

Newport Hills to Newport High School, Bellevue High School, International School  
via SE 60th St, I 18th Ave SE, Main St

Morning / To School		Afternoon / From School	
Daily		M, T, Th, F	Wed.
6:45	I-405 & Coal Creek Pkwy	2:35	12:48 I-405 & SE 8th St
6:49	Coal Creek Pkwy & SE 60th St	2:40	12:53 108th Ave SE & SE 12th St
6:55	Lake Washington Blvd & SE 60th St	2:53	1:06 International School
7:01	Newport High School	3:05	1:18 Newport High School
7:12	I 14th Ave SE & SE 8th St	3:11	1:24 Coal Creek Pkwy & SE 60th St
7:17	108th Ave SE & SE 12th St	3:17	1:30 Lake Washington Blvd & SE 60th St
7:24	International School		
7:26	I 28th Ave & SE 7th St		

**Route 887 was introduced in the 2012-2013 school year.** It connects Newport Hills and Newport Shores to the International School and Bellevue High School via SE 60th St, I 18th Ave SE, SE 8th St, 108th Ave SE, Main St, Wilburton Hill, and the Lake Hills Connector. This is the only transit service operating on I 18th Ave SE, providing lifeline service to the neighborhood of Greenwich Crest.



Map depicts routing for 2012-13 school year



# Route 888

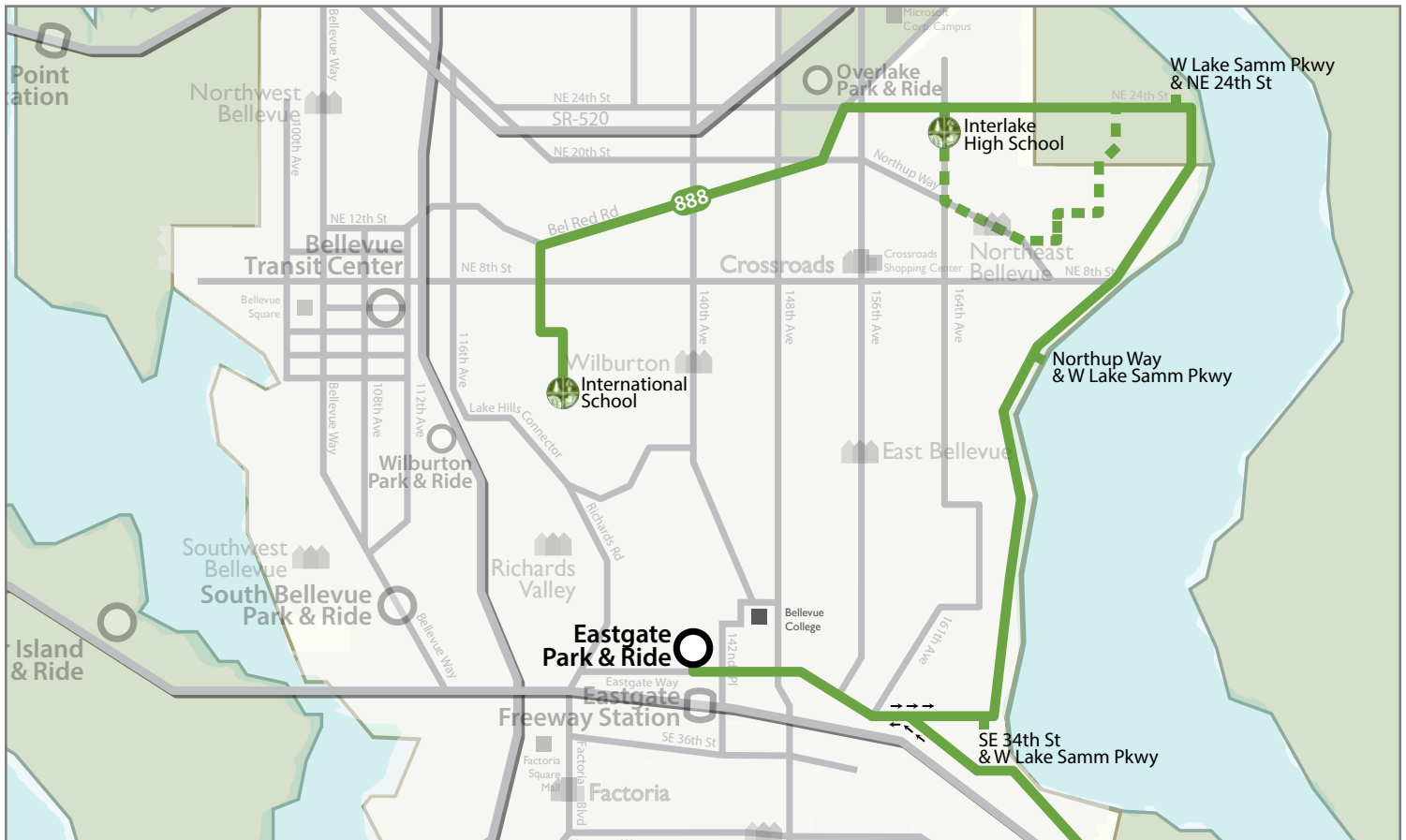
Revised Fall 2012

Eastgate to Interlake High School, International School  
via W Lake Sammamish Pkwy, Bel-Red Rd

Morning / To School		Afternoon / From School		
Daily		M,T,Th, F	Wed.	
6:46	Lakemont Blvd & I-90	2:43	12:55	International School
6:56	Eastgate Park & Ride	3:03	1:15	Interlake High School
7:05	W Lake Sammamish Pkwy & SE 34th St	3:08	1:20	W Lake Sammamish Pkwy & NE 24th St
7:16	W Lake Sammamish Pkwy & NE 24th St	3:19	1:31	W Lake Sammamish Pkwy & SE 34th St
7:21	Interlake High School	3:28	1:40	Eastgate Park & Ride
7:38	International School	3:41	1:53	Lakemont Blvd & I-90

Route 888 connects West Lake Sammamish and Eastgate to Interlake High School and the International School via West Lake Sammamish Pkwy, NE 24th St, Bel-Red Rd, and Wilburton Hill. This is the only transit service operating along West Lake Sammamish Pkwy, providing lifeline services to adjacent neighborhoods.

Route 888 was revised beginning in the 2012-2013 school year. It now begins at Lakemont Blvd and I-90 and provides service along West Lake Sammamish Pkwy en route to the Eastgate Park & Ride, replacing the now-deleted Route 890. The route then doubles back to West Lake Sammamish Pkwy, travels north to NE 24th St, and serves Interlake High School and the International School. Route 888 no longer diverts to serve the Tam O'Shanter neighborhood en route to Interlake High School. Students traveling to the International School and Sammamish High School may transfer at the Eastgate Park & Ride to Routes 271 and 245, respectively.



Map depicts routing for 2012-13 school year

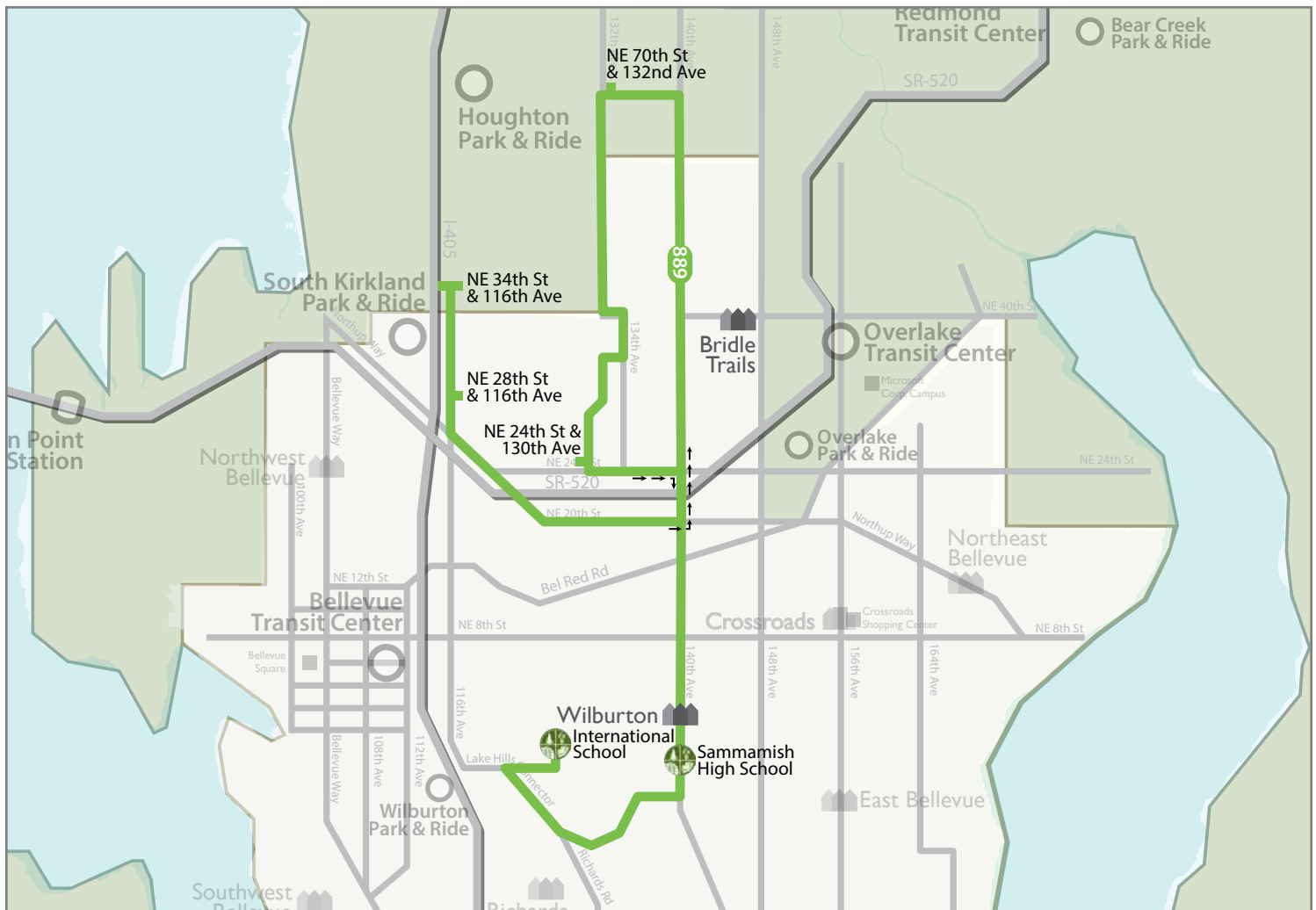


# Route 889

Bridle Trails to Sammamish High School, International School  
via Cherry Crest, Lake Hills Connector

Morning / To School		Afternoon / From School	
Daily		M, T, Th, F	Wed.
6:36	116th Ave NE & NE 34th St	2:51	12:56 International School
6:50	132nd Ave NE & NE 70th St	3:01	1:04 Sammamish High School
7:00	130th Ave NE & NE 24th St	3:12	1:15 130th Ave NE & NE 24th St
7:10	Sammamish High School	3:22	1:25 132nd Ave NE & NE 70th St
7:19	International School	3:36	1:39 116th Ave NE & NE 34th St

Route 889 connects Bridle Trails with Sammamish High School and the International School via 140th Ave NE, NE 70th St, 132nd Ave NE, Cherry Crest, and the Lake Hills Connector. This is the only transit service operating within the Bridle Trails neighborhood. Route 889 was the only BSD supplemental route that was not revised for the 2012-2013 school year.



Map depicts routing for 2012-13 school year





# Route 890

Deleted Summer 2012

West Lake Sammamish to Sammamish High School, International School  
 via Eastgate, Sunset, Glendale, Wilburton

**Route 890 was deleted beginning in the 2012-2013 school year.** It previously connected the south end of West Lake Sammamish, Eastgate, Sunset, and Glendale with Sammamish High School and the International School via Eastgate Way, the Eastgate Park & Ride, Richards Rd, SE 26th St, Kamber Rd, 145th Place SE, 140th Ave SE, NE 8th St, and Wilburton Hills. It was the only transit service operating in this area of West Lake Sammamish, though this segment has been replaced by revisions to Route 888. It was also the only route serving the neighborhoods of Sunset and Glendale, which has not been replaced by any other routes.



Map depicts routing for 2012-13 school year



## Acknowledgements

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