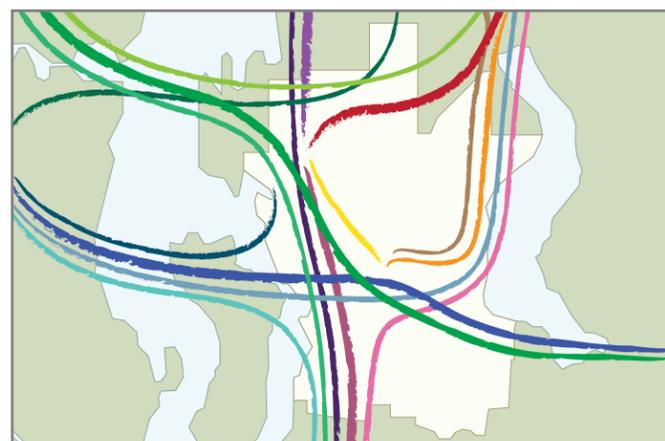
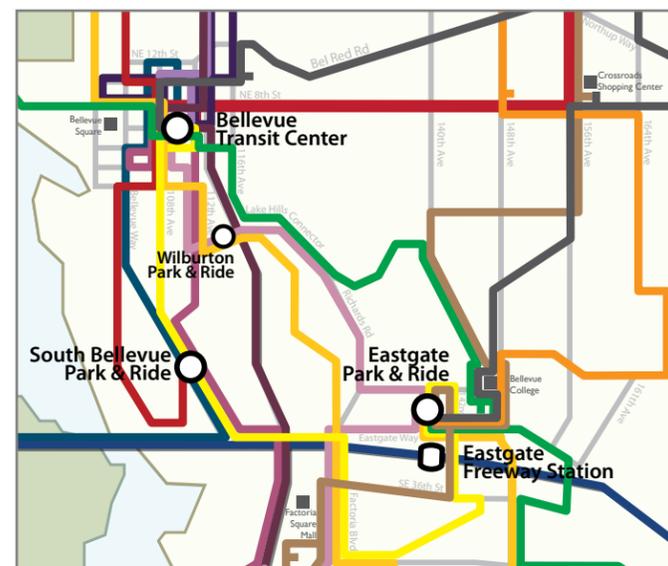


City of Bellevue  
Transit Network Profile



# Contents

|   |       |
|---|-------|
| <b>Section I: Document Guide</b>            | I-5   |
| Introduction                                | I-6   |
| Bellevue Transit Network Profile            | I-6   |
| King County Metro Service Guidelines        | I-7   |
| Route Profiles Layout                       | I-8   |
| Organization of Information Presented       | I-8   |
| All-Day Route Service-Level Assessment      | I-10  |
| Peak-Only Route Service-Level Assessment    | I-11  |
| <b>Section II: Network Summary</b>          | II-15 |
| Transit Corridor Groups                     | II-16 |
| Core Service Network                        | II-18 |
| All-Day Service Network                     | II-20 |
| Peak-Only Service Network                   | II-21 |
| Service Families                            | II-22 |
| Frequent Service Network                    | II-23 |
| Service Headways                            | II-24 |
| Fall 2010                                   | II-24 |
| Fall 2011                                   | II-26 |
| Network Performance                         | II-28 |
| Ridership by Mobility Management Area (MMA) | II-28 |
| Productivity and Cost Efficiency            | II-29 |
| King County Metro Network Productivity      | II-30 |
| Summary of Performance Measures             | II-32 |



|   |         |
|---|---------|
| <b>Section III: Route Profiles</b>                  | III-35  |
| Corridor Group 1                                    | III-36  |
| Corridor Group 2                                    | III-74  |
| Corridor Group 3                                    | III-84  |
| Corridor Group 4                                    | III-104 |
| Corridor Group 5                                    | III-114 |
| Corridor Group 6                                    | III-154 |
| Corridor Group 7                                    | III-164 |
| Corridor Group 8                                    | III-210 |
| Corridor Group 9                                    | III-220 |
| Corridor Group 10                                   | III-284 |
| Corridor Group 11                                   | III-302 |
| Corridor Group 12                                   | III-320 |
| Corridor Group 13                                   | III-330 |
| Corridor Group 14                                   | III-372 |
| Corridor Group 15                                   | III-398 |
| Corridor Group 16                                   | III-408 |
| Corridor Group 17                                   | III-418 |
| <b>Section IV: Appendices</b>                       | IV-451  |
| Glossary  | IV-452  |
| Selected King County Metro Maps                     | IV-456  |
| Central Eastside All-Day Transit Service, Fall 2011 | IV-456  |
| RapidRide B Line                                    | IV-457  |
| Bellevue School District Supplemental Routes        | IV-458  |
| Spring 2011 Performance Highlights                  | IV-468  |
| Acknowledgements                                    | IV-472  |

## Routes Quick Reference

organized numerically

|                  |         |           |         |
|------------------|---------|-----------|---------|
| RapidRide B Line | III-38  | Route 243 | III-116 |
| Route 111        | III-304 | Route 245 | III-410 |
| Route 114        | III-312 | Route 246 | III-96  |
| Route 167        | III-156 | Route 247 | III-400 |
| Route 210        | III-222 | Route 249 | III-58  |
| Route 211        | III-230 | Route 250 | III-166 |
| Route 212        | III-238 | Route 253 | III-66  |
| Route 215        | III-246 | Route 255 | III-174 |
| Route 216        | III-254 | Route 256 | III-182 |
| Route 217        | III-262 | Route 261 | III-190 |
| Route 218        | III-270 | Route 265 | III-198 |
| Route 219        | III-420 | Route 266 | III-202 |
| Route 221        | III-76  | Route 271 | III-124 |
| Route 222        | III-86  | Route 272 | III-134 |
| Route 225        | III-286 | Route 280 | III-430 |
| Route 226        | III-428 | Route 342 | III-322 |
| Route 229        | III-294 | Route 532 | III-358 |
| Route 230        | III-332 | Route 535 | III-366 |
| Route 232        | III-40  | Route 550 | III-212 |
| Route 233        | III-48  | Route 554 | III-278 |
| Route 234        | III-340 | Route 555 | III-142 |
| Route 235        | III-348 | Route 556 | III-148 |
| Route 237        | III-350 | Route 560 | III-382 |
| Route 240        | III-374 | Route 566 | III-390 |
| Route 241        | III-94  | Route 925 | III-438 |
| Route 242        | III-106 | Route 926 | III-442 |





Section I

## Document Guide

Overview of Contents, Organization, Methods, and Sources

# Introduction

## Bellevue Transit Network Profile

This document provides a comprehensive examination of the transit system operating in Bellevue, Washington as of April 2012. It is intended to support the city's current efforts to update its 2003 Transit Plan; the resulting Bellevue Transit Master Plan will provide guidance related to the service, funding, and policy actions needed to meet Bellevue's transit needs through 2030.

Compiled between fall 2011 and spring 2012, the timing of this document provided the unique opportunity to examine transit in Bellevue at a moment of substantial network restructuring. Between the introduction of the RapidRide B Line service, King County Metro's adoption of a new Strategic Plan and accompanying Service Guidelines, and the many route additions, deletions, and revisions implemented in October 2011 as a result of these, Bellevue's transit network is notably different today than it was one year ago. Additional service revisions were implemented in February and are presently being planned for June and September 2012, and while these restructuring periods will have less dramatic impacts on Bellevue residents and commuters than the October 2011 restructuring did, the anticipated changes are noteworthy nonetheless.

As such, this document presents Bellevue's transit network simultaneously at three time scales—as it operates today, how this came to be as a result of Metro's most recent service revisions, and what further changes might be anticipated this year. The data presented is generally focused on Fall 2010—the most recent fall quarter of service with data available at the time of writing—though 2009 data is used for service level assessments, consistent with how Metro conducted the analyses in planning the October 2011 service revision. Maps typically depict Fall 2011 routing unless otherwise noted.

The network examined herein is comprised of fifty-two routes, forty of which are in operation today. Forty-two of the routes are designated as King County Metro service; eight are designated as Sound Transit service (six of which are operated by Metro, two by Community 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 in recent years. Where applicable, route service level assessment is also provided in accordance with Metro's current Service Guidelines. 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 bus service 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 walking and biking 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

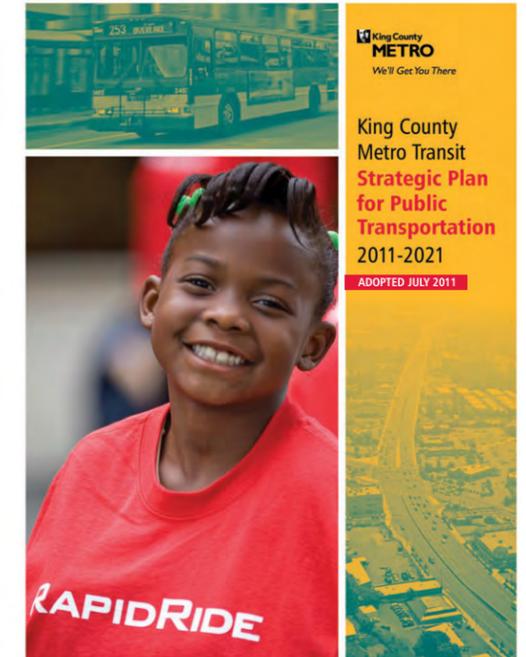
This analysis is consistent with Metro's Service Guidelines, adopted in July 2011 in conjunction with the agency's Strategic Plan for Public Transportation 2011-2021. The information contained herein is therefore immediately useful for evaluating Metro's existing services and for serving as the basis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

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

The Guidelines establish three distinct analytical processes for assessing route performance: the first addresses route productivity by considering the measures *rides per platform hour* and *passenger miles per platform mile*, the second addresses service quality by examining passenger loads and schedule reliability, and the third assesses the level of service provided by individual routes according to the type of service they provide—all-day or peak-only. In this document, the first two analyses—productivity and service quality—are presented at the network level in the Network Summary section. The third analysis—all-day and peak-only level of service—is provided as part of the route profiles presented for every Bellevue-serving route, as applicable.

The analysis process for all-day routes follows three distinct steps to determine the appropriate level of service for each route. The process begins by examining three performance categories—land use, social equity, and geographic value—and their respective performance measures, including household and job density, the percentage of a corridor's population that is classified as low-income or minority, and whether the corridor provides the primary connection between designated centers. Points are awarded based on an established scale, with the total providing the initial suggested level of service for peak, off-peak, and night-time hours. The second stage of the assessment examines the load, cost recovery, and demand for late-night service at the suggested level of service. Adjustments to the initial suggested levels of service are assigned based on the figures obtained in this step, thereby providing the final suggested service levels. The existing and final levels of service are then compared to determine whether corridors are currently over- or under-served.

It is important to emphasize that Metro's service level assessment process is corridor-based, not route-based, and that only those corridors categorized as serving an all-day need are assessed in the way described above. Peak-only routes, which comprise more than half of the routes operating in Bellevue, are assessed by only two measures: whether they are at least 20 percent faster and if they serve at least 90 percent as much ridership compared with their all-day alternatives. This alternative-based performance assessment is presented for all Metro peak-only routes contained in this document.



Metro Guidelines for Service Adjustment

| Guideline                 | Measures   |
|---------------------------|--|
| Productivity              | Rides per platform hour<br>Passenger miles per platform mile |
| Passenger Loads           | Load factor  |
| Schedule Reliability      | On-time performance<br>Headway adherence<br>Lateness         |
| 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)

# Route Profiles Layout

## Organization of Information Presented

The following structure is presented for each route throughout the document. Except in special circumstances, such as for routes newly introduced in October 2011 or all-day routes comprised of multiple Metro-defined corridors, each route profile has an eight-page spread following a consistent template.

**Route 249**  
Overlake to Bellevue via Sammamish Way, Northup Way  
Corridor 53L

| Hours of Service        | Weekday               | Saturday              | Sunday                | Annual Total |
|-------------------------|-----------------------|-----------------------|-----------------------|--------------|
| Daily Time              | 41                    | 26                    |                       |              |
| Time of Day             | AH   HD   PH   EV   X | AH   HD   PH   EV   X | AH   HD   PH   EV   X |              |
| Headway (min)           | 30   40   30   ---    | ---   40   ---   ---  |                       |              |
| Percent On-Time         |                       |                       |                       |              |
| Revenue Hours           | 29.22                 | 14.25                 |                       | 81.19        |
| Platform Hours          | 42.24                 | 25.93                 |                       | 11,254       |
| Revenue Miles           | 471.43                | 274.77                |                       | 133,273      |
| Platform Miles          | 510.98                | 291.54                |                       | 144,537      |
| Passenger Miles         | 5,986.20              | 3,386.50              |                       | 1,965,190    |
| Revenue H/Platform Hr   | 0.69                  | 0.48                  |                       | 0.69         |
| Revenue M/Platform Mi   | 0.92                  | 0.94                  |                       | 0.93         |
| Passenger M/Platform Mi | 3.91                  | 0.94                  |                       | 10.82        |
| Boardings (per day)     | 549.39                | 203.42                |                       | 148,425      |
| Alightings              | 14.68                 | 6.73                  |                       | 764          |
| Average Load            | 8.41                  | 5.50                  |                       | 11.67        |
| Boarding/Tip            | 13.40                 | 7.82                  |                       | 12.77        |
| Boarding/Revenue Hour   | 18.80                 | 14.38                 |                       | 18.41        |
| Boarding/Revenue Mile   | 1.17                  | 0.74                  |                       | 10.25        |
| Boarding/Platform Hour  | 13.00                 | 9.72                  |                       | 12.71        |

Cost/Revenue Hour: \$168.27  
Cost/Platform Hour: \$114.22  
Cost/Revenue Mile: \$0.22  
Cost/Platform Mile: \$9.48  
Cost/Boarding: \$9.14

Farebox Revenue: \$157,510  
Operating Costs: \$1,346,141  
Fare Recovery Ratio: 11.5%

### 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.

**Route 249**  
Boarding & Alighting Activity | Inbound

Boarding & Alighting Activity | Outbound

### 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 249**  
Historical & Relative Route Performance

Route 249 Average Daily Ridership

Route 249 Daily Productivity

Cost Efficiency & Peak Productivity

| Year | Average Daily Ridership | Daily Productivity |
|------|-------------------------|--------------------|
| 2003 | ~100                    | ~1.0               |
| 2004 | ~100                    | ~1.0               |
| 2005 | ~100                    | ~1.0               |
| 2006 | ~100                    | ~1.0               |
| 2007 | ~100                    | ~1.0               |
| 2008 | ~100                    | ~1.0               |
| 2009 | ~100                    | ~1.0               |
| 2010 | ~100                    | ~1.0               |
| 2011 | ~100                    | ~1.0               |

| Year | Productivity |
|------|--------------|
| 2003 | ~1.0         |
| 2004 | ~1.0         |
| 2005 | ~1.0         |
| 2006 | ~1.0         |
| 2007 | ~1.0         |
| 2008 | ~1.0         |
| 2009 | ~1.0         |
| 2010 | ~1.0         |
| 2011 | ~1.0         |

### 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.

**Route 249**  
Metro All-Day Route Service Level Assessment

Corridor 53L - Overlake to Bellevue via Sammamish Way, Northup Way

Land Use - Productivity

| Corridor Length | Land Use         | Productivity | Notes        |
|-----------------|------------------|--------------|--------------|
| 11.45           | High Density     | High         | Urban Center |
| 6.38            | Medium Density   | Medium       | Urban Center |
| 5.56            | Low Density      | Low          | Urban Center |
| 3.89            | Very Low Density | Very Low     | Urban Center |

Fare Equity - Charge Equity

| Category                            | Charge | Equity | Notes    |
|-------------------------------------|--------|--------|----------|
| All Inboard On                      | 1.00   | High   | Priority |
| All Inboard On in Low Income Tracts | 0.75   | High   | Priority |

Service Level Assessment

| Category | Level    | Notes        |
|----------|----------|--------------|
| Level 1  | High     | Urban Center |
| Level 2  | Medium   | Urban Center |
| Level 3  | Low      | Urban Center |
| Level 4  | Very Low | Urban Center |

Recent & Future Service Revisions

October 2011: Route 249 was significantly altered by the Fall 2011 service revision. The route now serves the new overcrossing of SR 520 at NE 31st Street and 16th Avenue NE north of NE 24th Street. NE 48th Street between Bell Road and West Lake Sammamish Parkway NE, Bellevue Way NE, and 116th Avenue NE between South Kirkland and the Bellevue Transit Center and is has been extended to the South Bellevue Park & Ride via Main Street, Enatai, and Basco Apts. The South Kirkland Park & Ride is now served by all trips seven days a week. Monday trip frequency has been increased to every 30 minutes, and Sunday service was added. To accommodate these extensive changes, 1,000 annual platform hours were added—nearly double the existing service—bringing the total to 22,100 hours annually.

February 2012: In response to several customer complaints about the volume of transit coaches on 112th Ave SE, a small residential street near the South Bellevue Park & Ride, the routing of Route 249 will be revised in one direction effective with the February service change. This will reduce the volume of buses on 112th Ave SE by half while retaining the use of that street approaching the Park & Ride, which allows for the use of the signal at Bellevue Way to safely turn north onto Bellevue Way. This revised northbound-only routing from the South Bellevue Park & Ride toward Bellevue Transit Center should have no noticeable impact on travel time.

### Performance Evaluation & Service Revisions

The seventh page of each route provides a performance-based service level assessment consistent with Metro's Service Guidelines. The page takes one of two forms depending on whether the route provides all-day or peak-only service—the graphic on the left is the format for the former. All-day routes serving multiple Metro-defined corridors have an additional page for each corridor evaluated. The final page of each route profile is reserved for information about recent, future, and potential service revisions. For routes that have not recently been modified and have no revisions planned for 2012, this page is intentionally left blank.

All-Day Route Service-Level Assessment

according to Metro Service Guidelines

King County Metro defines all-day routes as those that operate throughout the day, provide connections between designated regional growth centers, manufacturing/industrial centers, and other areas of concentrated activity, and serve a variety of travel needs and trip purposes. The following is a cursory review of Metro's two-step, point-based assessment process for all-day service, as presented in this document. Interested readers are encouraged to consult Metro's Service Guidelines for a more thorough explanation of the process.

Step 1: Set Service Levels

**Land Use - Productivity**

Purpose: Support areas of higher employment and household density.

Measures:

- Number of households within 1/4-mile of bus stops per corridor mile.
- Number of jobs within 1/4-mile of stops per corridor mile.

Points are awarded based on a corridor's performance relative to the best-performing corridor in Metro's network.

**Social Equity - Demographics**

Purpose: Serve historically disadvantaged communities.

Measures:

- Percentage of boardings along a corridor occurring in low-income census tracts
- Percentage of boardings along a corridor occurring in minority census tracts

Points are awarded on the basis of being either above or below the system-wide average.

**Geographic Value - Primary Connections**

Purpose: Provide appropriate service levels throughout King County.

Measures:

- Corridor's primary connection is between regional growth or manufacturing/industrial centers
- Corridor's primary connection is between transit activity centers

Points are awarded if a corridor provides the specified connection.

**CORRIDOR GROUP 1 | DOWNTOWN BELLEVUE - OVERLAKE - REDMOND**

**Route 249**

Metro All-Day Route Service Level Assessment

Corridor 53L - Overlake to Bellevue via Sammamish Viewpoint, Northup Way

| Land Use - Productivity                |                                     |                               |        |
|--|-------------------------------------|-------------------------------|--------|
| Corridor Length (mi)                   | Total HHs                           | HH/Corridor Mi                | Points |
| 1.1                                    | 6,369                               | 556                           | 0      |
| Social Equity - Demographics           |                                     |                               |        |
| All Inbound On's                       | All Inbound On's in Minority Tracts | % Boarding in Minority Tracts | Points |
| 240                                    | 74                                  | 31%                           | 0      |
| Geographic Value - Primary Connections |                                     |                               |        |
| Activity Center 1                      | Activity Center 2                   | Activity Connection           | Points |
| Overlake                               | Sammamish                           | Yes                           | 0      |
| Urban Center 1                         | Urban Center 2                      | Urban Connection              | Points |
| Overlake                               | —                                   | No                            | 0      |

| Load Factor                                |                                       |               |                                       |
|--|---------------------------------------|---------------|---------------------------------------|
| Passenger Loads at Suggested Service Level | Frequency Improvements Based on Loads | Cost Recovery | Frequency Improvements Based on Loads |
| Peak                                       | Off-Peak                              | Peak          | Off-Peak                              |
| 0.5  | 0                                     | 24%           | 10%                                   |
| 0  | 0                                     | N/A           | N/A                                   |

| Additional Night Service                 |                              |                                   |                                   |
|--|------------------------------|-----------------------------------|-----------------------------------|
| Primary Connection Between Urban Centers | Cost Recovery Basis (8%/16%) | Corridor Has 15 Min. Peak Service | Add What Frequency Night Service? |
| N/A                                      | 0                            | 0                                 | 0                                 |

| Step 2 Service Level Adjustments |          |       |                          |
|----------------------------------|----------|-------|--------------------------|
| Peak                             | Off-Peak | Night | Resulting Service Family |
| 0                                | 0        | 0     | Hourly                   |

| Final Suggested Service Levels |          |       |                          |
|--------------------------------|----------|-------|--------------------------|
| Peak                           | Off-Peak | Night | Resulting Service Family |
| 60                             | 60       | 0     | Hourly                   |

Step 2: Adjust Service Levels

**Load Factor**

Purpose: Provide sufficient capacity for existing transit demand.

Measure: Estimated ratio of riders to vehicle capacity by time of day. Assumes the service level established by Step 1.

Adjustments: Service is increased by one or two service levels if load factors of greater than 0.8 or 1.5 are estimated, respectively.

**Cost Recovery**

Purpose: Improve effectiveness and financial stability of transit service.

Measure: Estimated farebox recovery by time of day. Assumes Step 1 service level.

Adjustments: Service is increased if estimated farebox recovery exceeds thresholds differentiated by time of service.

**Service Span**

Purpose: Provide adequate levels of service throughout the day.

Measure: Provision of connections at night.

Adjustments: Night service is added if the corridor provides a primary connection between regional growth centers or if it has frequent peak service.

Peak-Only Route Service-Level Assessment

according to Metro Service Guidelines

Peak-only service complements the all-day network by providing faster travel times and accommodating very high demand for travel to and from major employment centers and, in areas of lower population density, park-and-ride lots. Assessment of peak-only service is considered by Metro to be the third step in a corridor's evaluation process, following the steps presented on page 10. In this document, peak service assessment is presented in the format depicted below.

**Alternative Service Notation**

The following notation is used when referring to alternative routes throughout this document:

- A '+' indicates that a transfer is required
- A '/' indicates that two routes are interchangeable for a particular segment of an alternative to the peak route.

The example shown here provides the alternative '311 + 532/535'. This indicates that as an alternative to Route 232, riders can take Route 311 from Duvall and transfer to either Route 532 or 535 at Brickyard Road Park & Ride to continue to the Bellevue Transit Center.

**Alternative Service Maps**

Maps depicting the recommended alternative route(s) are provided for each peak-only assessment presented. Metro's recommended alternative service is typically highlighted in yellow. If a second alternative exists for a single peak-only route, that alternative is highlighted in orange. When multiple alternatives exist, the results for each alternative are highlighted the same color in the table below as in the map for clarity.

**Travel Time**

Purpose: Ensure that peak service provides a travel time advantage compared to other service alternatives.

Measure: Travel time relative to alternate service

Peak service should reduce travel time such that it is at least 20 percent faster than alternate service. For alternatives requiring a transfer, a delay of one-half of the peak-hour headway of the less-frequent route is added to the travel time to approximate time lost to transferring.

Method: (Alt. Route Total - Peak Route) / Alt. Route Total = % Difference

Example: (0:53 - 0:55) / 0:55 = 4% travel time savings. Fails measure.

**CORRIDOR GROUP 1 | DOWNTOWN BELLEVUE - OVERLAKE - REDMOND**

**Route 232**

Metro Peak-Only Route Service Level Assessment

Peak-Only Alternative: 311 + 532/535

| Route Alternatives                                   | Peak-Hour Headway | Travel Time | Ridership |
|--|-------------------|-------------|-----------|
| 232 Duvall to Bellevue via Redmond                   | 30                | 0:53        | 16.59     |
| 311 Duvall to Seattle via Totem Lake                 | 15-30             | 0:33        | 37.02     |
| 532 + Bellevue to Everett via Totem Lake, UW Bothell | 10-30             | 0:22        | 3.54      |
| 535 Bellevue to Lynnwood via Totem Lake, UW Bothell  | 30                | 0:33        | 2.75      |
| <b>Total:</b>  |                   | <b>0:55</b> |           |
| Percent Difference: 4%                               |                   |             |           |

Based on the standards of King County Metro's service level assessment, Route 232 failed one peak-only service assessment measure—it did not have 90 percent the ridership of its alternate.

Route 232 ridership was only 45 percent that of Route 311, and travel time was only improved sufficiently using the 311+535 alternative (20% time savings). The 311+532 alternative reduced travel time by only 4 percent.

**Data Sources**

When planning the Fall 2011 service restructuring, King County Metro conducted its peak service assessment using 2009 performance data, the results of which are presented first in the descriptive summary. This is followed by an explanation of the evaluation presented in the table to the right, which is based on 2010 data, consistent with other analyses presented in this document.

Notes:

- Sound Transit 'Ridership' figures are based on total Fall 2010 boardings divided by the number of weekdays in the 4th Quarter (66 days), divided by the number of daily trips.
- Metro 'Ridership' figures were obtained from annualized Fall 2010 performance data.

**Ridership**

Purpose: Ensure that peak service is highly used.

Measure: Rides per trip

Peak service should attract at least 90 percent of the number of rides per trip as alternate service. For alternatives requiring a transfer, the alternative route with higher ridership is used for comparison.

Method: Peak Route / Alt. Route = % Ridership Relative to Alternative

Example: 16.59 / 37.02 = 44.8% more rides per trip. Passes measure.

I-10

I-11

# Data Notes & Disclaimers

## King County Metro

### *Farebox Revenue Data by Route*

King County Metro does not have plans to continue estimating farebox revenue by route in the future. Actual fare revenues are not available to Metro at the individual route level, so the data contained in this report reflects estimates made by Metro based on average peak and off-peak fares for one- and two-zone routes. This method results in fare revenue estimates that are directly related to the number of rides and does not account for variation in fare revenues that may result from the use of reduced-fare passes, such as those available to seniors and students, among others.

### *Operating Cost Data by Route*

King County Metro does not have plans to continue estimating operating cost by route in the future. 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, this process is labor-intensive, and there is typically considerable delay in the availability of cost data. Though illustrative, 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.

### *Revenue Hour per Platform Hour and Revenue Mile per Platform Mile by Route*

These measures are typically used by King County Metro only at the system-wide level and are not commonly considered at the individual route level. Like operating cost data, as described above, these ratio measures are subject to how Operations staff assign vehicles and drivers to scheduled service, among other scheduling constraints. Acknowledging these limitations, these measures are provided at the route level in this report primarily for general illustrative purposes.

## Sound Transit

### *Farebox Revenue Data*

The ORCA regional smart card began operations in July 2009, making 2010 the first full fiscal year of ORCA operations. With the introduction of the ORCA system, Sound Transit now has access to detailed revenue and ridership data for all modes and routes related to the use of the ORCA smart card. ORCA-generated revenues account for approximately 57 percent of total fare revenue in 2010 and is expected to increase to more than 70 percent of total fare revenues by the end of 2012 once the transition of all business accounts is complete. As such, please note that in order to provide detailed revenue and ridership amounts for sales channel/payment type, passenger type, and route level, various assumptions were made due to the lack of system generated reports for each revenue stream. The farebox revenue and farebox recovery figures that appear in this report for Sound Transit routes are therefore approximations based on extrapolation using these assumptions.



Section II

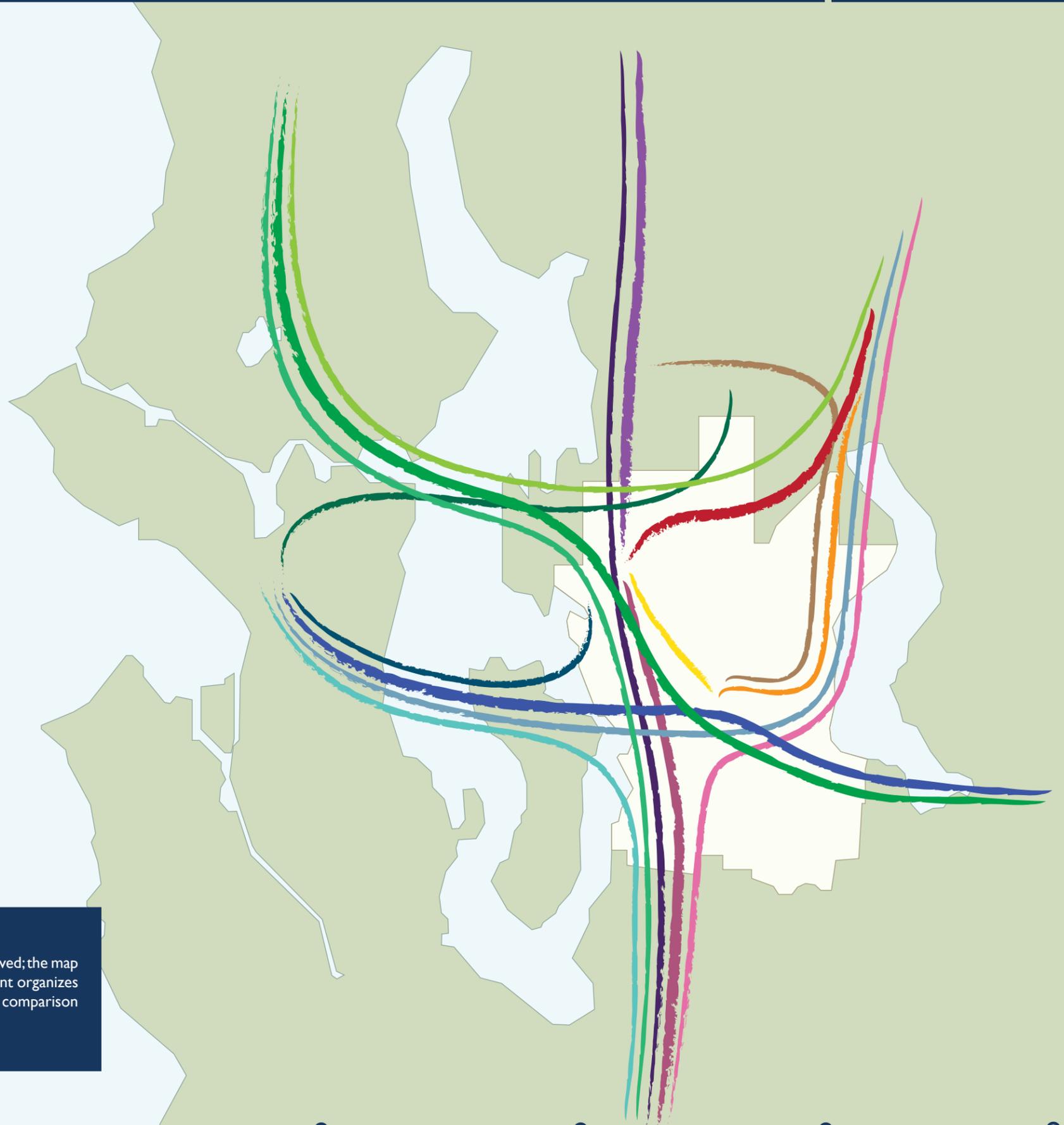
## Network Summary

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

# Transit Corridor Groups

## Bellevue Transit Network

|  |    |                                 |
|--|----|---------------------------------|
| Downtown Bellevue - Overlake - Redmond                     | 1  | B 232 233 249 253               |
| Eastgate - Overlake - Redmond                              | 2  | 221                             |
| Downtown Bellevue - Factoria - Eastgate                    | 3  | 222 241 246                     |
| North Seattle - Bellevue - Overlake - Redmond              | 4  | 242                             |
| North Seattle - Bellevue - Eastgate - Issaquah - East King | 5  | 243 271 272 555 556             |
| North Seattle - Bellevue - Renton - South King             | 6  | 167                             |
| Downtown Seattle - Bellevue - Northern Eastside            | 7  | 250 255 256 261 265 266         |
| 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 | 225 229                         |
| Downtown Seattle - Eastgate - Southeast King               | 11 | 111 114                         |
| North King - Downtown Bellevue - Renton                    | 12 | 342                             |
| North King - Kirkland - Downtown Bellevue                  | 13 | 230 234 235 237 532 535         |
| Downtown Bellevue - Renton - South King                    | 14 | 240 560 566                     |
| Redmond - Overlake - Eastgate - Renton - South King        | 15 | 247                             |
| Kirkland - Overlake - Eastgate - Factoria                  | 16 | 245                             |
| Local & Regional Circulators                               | 17 | 219 226 280 925 926             |



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.

# Core Service Network

## Top Routes by Annual Ridership

based on Fall 2010 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.

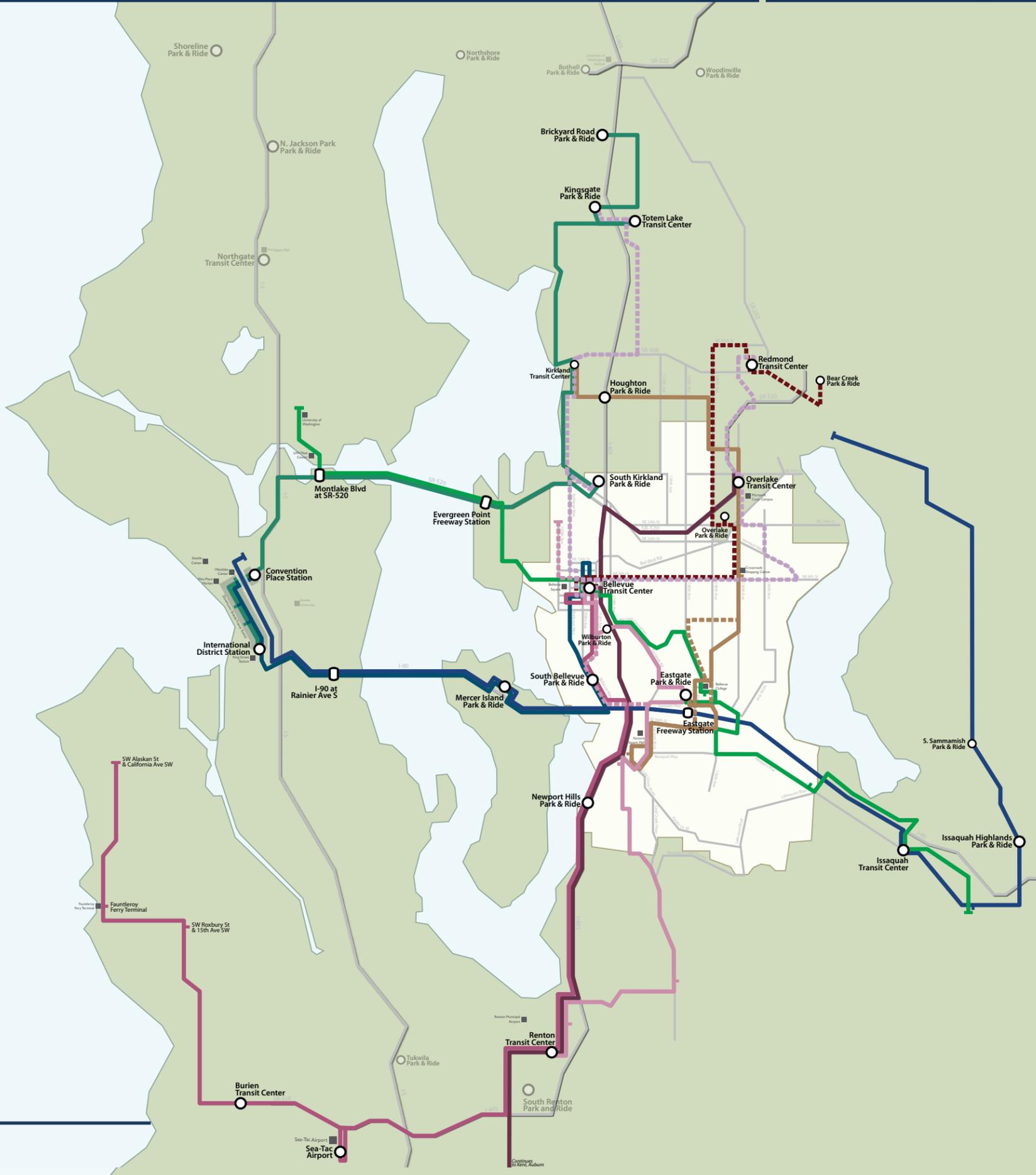
In 2010, the core routes have the distinction of being the only ten with more than 500,000 annual rides. Although the 'core' was defined as being the top ten routes by ridership prior to any consideration of how many riders those routes might carry, the distinction of being the only ten routes with 500,000+ riders lends credence to this break point.

The significance of Seattle as a major generator of ridership and an important origin and destination for Bellevue transit users is evidenced by half of the core routes having a terminus there—three Downtown, one in the University District, and one in West Seattle.

Two of the routes comprising Bellevue's Core Network in 2010—Routes 230 and 253—were deleted as part of Metro's Fall 2011 service revision, either to be replaced by the RapidRide B service or otherwise restructure to improve the network's efficiency. Additionally, adjustments were made to the routing of Routes 240 and 245 as part of the same restructuring period.

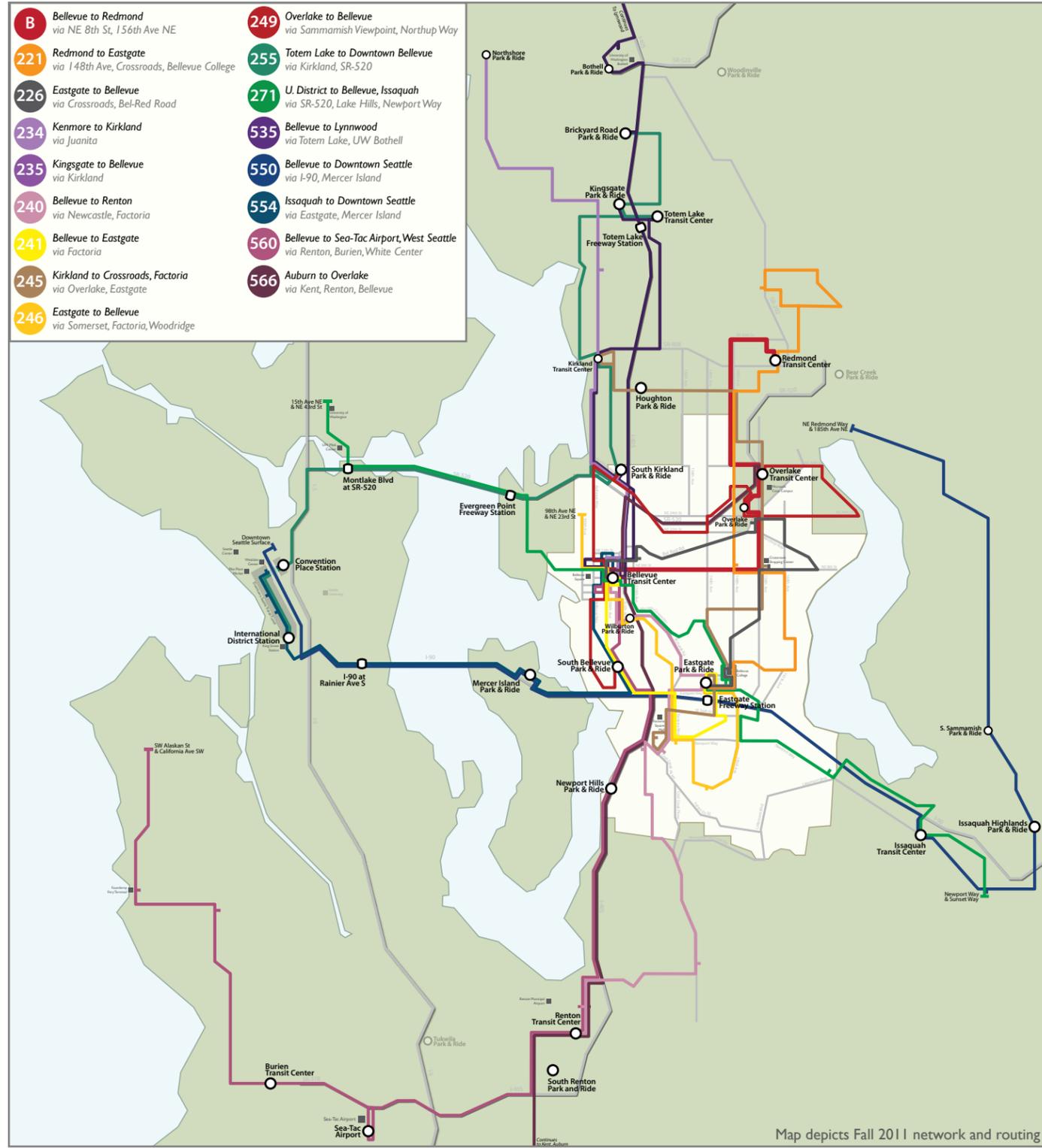
Corridor Group 14, connecting Downtown Bellevue to Renton and South King, is not only the group appearing most frequently in Bellevue's core network, it is also the only multi-route group to have all of its routes among the core network—an indication of the importance of Renton and South King County as generators of Bellevue ridership. Corridor Groups 2, 3, 4, 6, 10, 11, 12, 15, and 17 are not represented among the core routes, which is consistent with these generally being the smaller groups and/or those with routes of a more specialized character.

- 550** Bellevue to Downtown Seattle  
via I-90, Mercer Island  
Sound Transit Express Bus
- 271** U. District to Issaquah  
via Bellevue  
Metro Corridors 49C, 10C, and 21C
- 230** Kirkland to Redmond  
via South Kirkland, Bellevue, Overlake  
Metro Corridor 30C
- 255** Totem Lake to Downtown Seattle  
via Kirkland, SR-520  
Metro Corridor 46C
- 253** Bellevue to Redmond, Bear Creek  
via NE 8th St, 156th Ave NE  
Metro Corridor 11C
- 245** Kirkland to Factoria  
via Overlake, Crossroads, Eastgate  
Metro Corridor 31C
- 240** Bellevue to Renton  
via Newcastle, Factoria  
Metro Corridor 12C
- 554** Issaquah to Downtown Seattle  
via Eastgate, Mercer Island  
Sound Transit Express Bus
- 560** Bellevue to Sea-Tac Airport, West Seattle  
via Renton, Burien, White Center  
Sound Transit Express Bus
- 566** Auburn to Overlake  
via Kent, Renton, Bellevue  
Sound Transit Express Bus



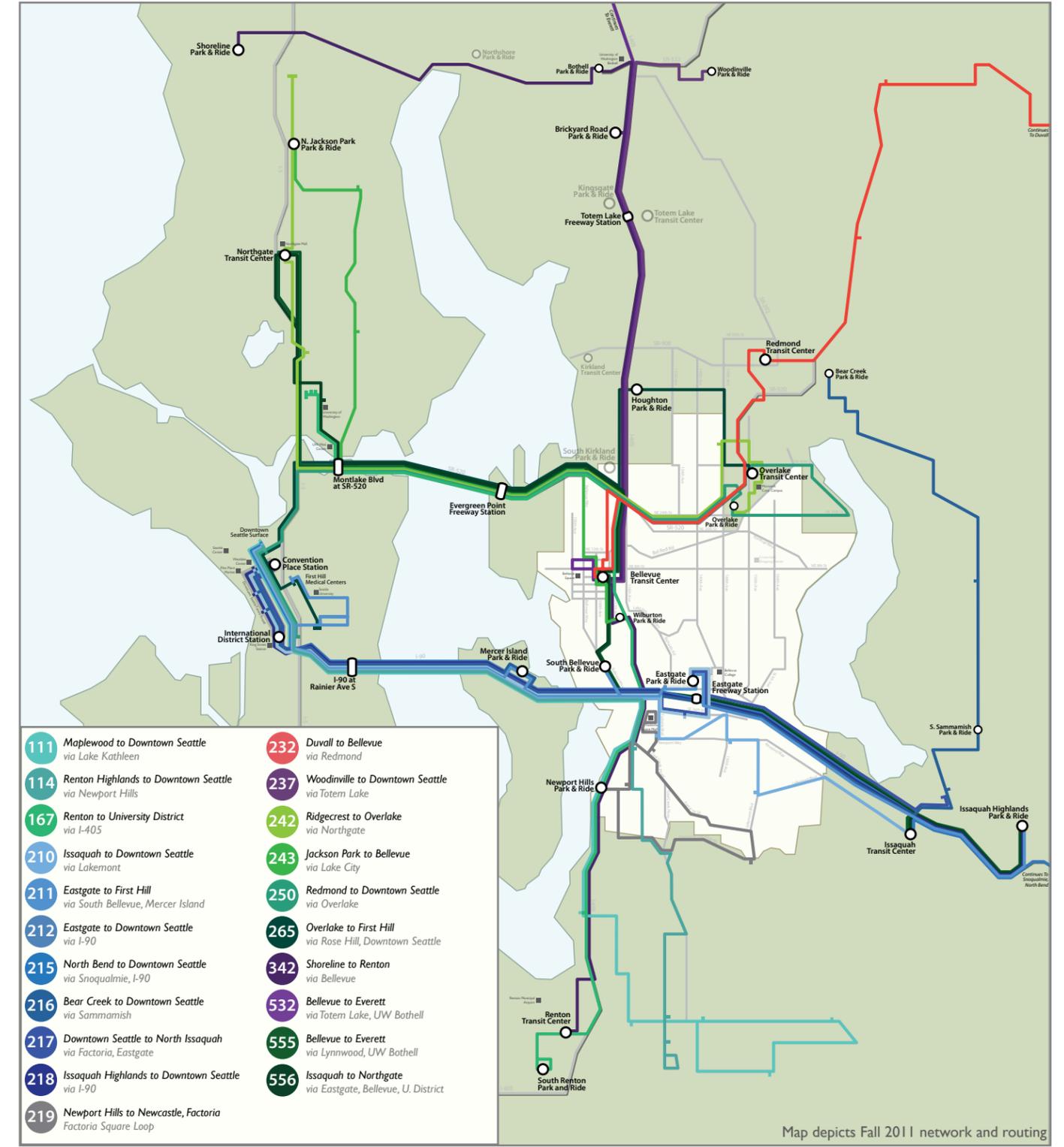
# All-Day Service Network

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.



# Peak-Only Service Network

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 6-9 AM and 4-6 PM.





# Service Families

## Frequency and Areas Served

based on 2010 operations

### Metro Service Families

| Service Families  | Routes  | Annual Ridership |            | Annual Revenue Hours |            |
|---|---|------------------|------------|----------------------|------------|
|   |   | Rides            | % of Total | Hours                | % of Total |
| <b>Very Frequent</b><br>Connects centers with 15 minute headways or better, operating 16 to 20 hours daily.                   | B Line, 550   | 1,905,541        | 14%        | 47,465               | 10%        |
| <b>Frequent</b><br>Connects centers with 30 minute headways or better (15 during peak hours), operating 16 to 20 hours daily. | 234, 235, 245, 255, 271   | 3,420,881        | 25%        | 117,972              | 26%        |
| <b>Local</b><br>Connects neighborhood services and centers with 30+ minute headways.  | 221, 222*, 230*, 233*, 240, 242, 246, 249, 253*, 272*, 925, 926*, 535, 560, 566   | 5,446,623        | 41%        | 214,492              | 47%        |
| <b>Hourly</b><br>Infrequent service (60+ minute headways) to low-density areas.   | —   | 0                | 0%         | 0                    | 0%         |
| <b>Peak</b><br>Peak-hour service on weekdays, connecting regional employment centers.   | 111, 114, 167, 210, 211, 212, 215, 216, 217, 218, 219, 225*, 229*, 232, 237, 243, 247*, 250, 256*, 261*, 266*, 342, 532, 555, 556 | 2,663,174        | 20%        | 75,477               | 17%        |
| <b>Night Owl</b><br>Late night service connecting local and regional employment areas.  | 280   | 11,381           | < 0.1%     | 821                  | < 0.1%     |

Figures based on 2010 data. Some route frequencies have since been adjusted.

### Bellevue Service Categories

| Service Families  | Routes  | Annual Ridership |            | Annual Revenue Hours |            |
|---|---|------------------|------------|----------------------|------------|
|   |   | Rides            | % of Total | Hours                | % of Total |
| <b>Community Service</b><br>Routes exclusively serving Bellevue, connecting neighborhoods and local destinations. | 219, 222*, 246, 249, 925, 926*  | 492,372          | 4%         | 31,072               | 7%         |
| <b>Eastside Service</b><br>Routes connecting Bellevue with other Eastside communities.                            | B Line, 221, 230*, 232, 233*, 234, 245, 253*  | 3,732,429        | 28%        | 123,349              | 27%        |
| <b>Regional Service</b><br>Routes connecting Bellevue to other regional destinations, notably including Seattle.  | 111, 114, 167, 210, 211, 212, 215, 216, 217, 218, 225*, 229*, 237, 240, 242, 243, 247*, 250, 255, 256*, 261*, 265, 266*, 271, 272*, 280, 342, 532, 535, 550, 555, 556, 560, 566 | 9,222,798        | 69%        | 301,806              | 66%        |

\* Route deleted Fall 2011

Figures based on 2010 data.

### 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

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

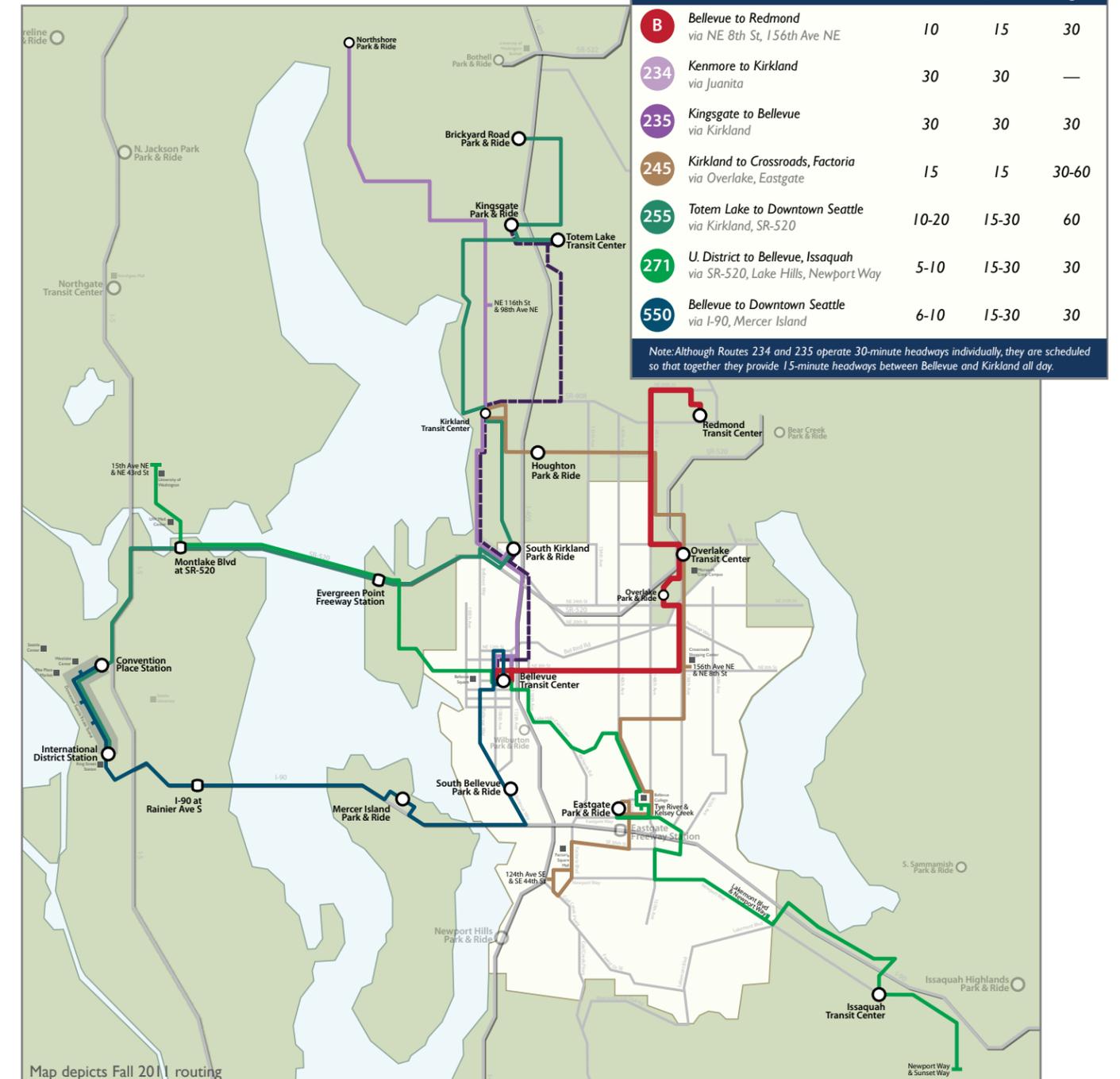
As indicated, regional services account for over two-thirds of all Bellevue transit ridership and revenue hours. Though peak routes are the most numerous by a wide margin, frequent and local services each account for larger shares of total ridership.

# Frequent Service Network

## All-Day Routes Providing Service Every 15 Minutes or Better

based on Fall 2011 service period

Frequent service is defined as all-day service that operates approximately every 15 minutes or better during most portions of the day.



Map depicts Fall 2011 routing

# Service Headways

Fall 2010

| Route  | Weekday |        |         |         |        | Saturday |         |       | Sunday  |         |       |
|--------|---------|--------|---------|---------|--------|----------|---------|-------|---------|---------|-------|
|        | AM Peak | Midday | PM Peak | Evening | Night  | Daytime  | Evening | Night | Daytime | Evening | Night |
| B Line | —       | —      | —       | —       | —      | —        | —       | —     | —       | —       | —     |
| 111    | 20-30   | —      | 20-30   | —       | —      | —        | —       | —     | —       | —       | —     |
| 114    | 30      | —      | 30      | —       | —      | —        | —       | —     | —       | —       | —     |
| 167    | 30      | —      | 30      | —       | —      | —        | —       | —     | —       | —       | —     |
| 210    | 20      | —      | 30      | —       | —      | —        | —       | —     | —       | —       | —     |
| 211    | 30      | —      | 30      | —       | —      | —        | —       | —     | —       | —       | —     |
| 212    | 7-25    | —      | 7-30    | —       | —      | —        | —       | —     | —       | —       | —     |
| 215    | 30      | —      | 30      | —       | —      | —        | —       | —     | —       | —       | —     |
| 216    | 30      | —      | 30      | —       | —      | —        | —       | —     | —       | —       | —     |
| 217    | 3 trips | —      | 3 trips | —       | —      | —        | —       | —     | —       | —       | —     |
| 218    | 9-30    | —      | 10-30   | —       | —      | —        | —       | —     | —       | —       | —     |
| 219    | 60      | —      | 60      | —       | —      | —        | —       | —     | —       | —       | —     |
| 221    | 30      | 30     | 30      | 30-60   | 1 trip | 30       | 60      | —     | 60      | 60      | —     |
| 222    | 30      | 30     | 30      | 60      | —      | 30       | 60      | —     | 30      | 60      | —     |
| 225    | 3 trips | —      | 3 trips | —       | —      | —        | —       | —     | —       | —       | —     |
| 226    | —       | —      | —       | —       | —      | —        | —       | —     | —       | —       | —     |
| 229    | 30      | —      | 30      | —       | —      | —        | —       | —     | —       | —       | —     |
| 230    | 30      | 30     | 30      | 30-60   | —      | 30-60    | 30-60   | —     | 60      | 60      | —     |
| 232    | 30      | —      | 30      | —       | —      | —        | —       | —     | —       | —       | —     |
| 233    | 30      | 30     | 30      | 60      | —      | 60       | —       | —     | —       | —       | —     |
| 234    | 30      | 30     | 30      | 60      | —      | 60       | —       | —     | 60      | —       | —     |
| 235    | —       | —      | —       | —       | —      | —        | —       | —     | —       | —       | —     |
| 237    | 3 trips | —      | 2 trips | —       | —      | —        | —       | —     | —       | —       | —     |
| 240    | 30      | 30     | 30      | 30-60   | 60     | 30       | 60      | 60    | 60      | 60      | 60    |
| 241    | —       | —      | —       | —       | —      | —        | —       | —     | —       | —       | —     |
| 242    | 12-30   | —      | 30      | —       | —      | —        | —       | —     | —       | —       | —     |
| 243    | 3 trips | —      | 2 trips | —       | —      | —        | —       | —     | —       | —       | —     |
| 245    | 15      | 30     | 15      | 30      | 60     | 30       | 30      | 60    | 30-60   | 60      | 60    |
| 246    | 30      | 60     | 30      | —       | —      | —        | —       | —     | —       | —       | —     |

| Route       | Weekday |         |         |         |         | Saturday |         |         | Sunday  |         |         |
|-------------|---------|---------|---------|---------|---------|----------|---------|---------|---------|---------|---------|
|             | AM Peak | Midday  | PM Peak | Evening | Night   | Daytime  | Evening | Night   | Daytime | Evening | Night   |
| 247         | 3 trips | —       | 2 trips | —       | —       | —        | —       | —       | —       | —       | —       |
| 249         | 30      | 60      | 30      | —       | —       | 60       | —       | —       | —       | —       | —       |
| 250         | 30      | —       | 30      | —       | —       | —        | —       | —       | —       | —       | —       |
| 253         | 30      | 30      | 30      | 30-60   | 60      | 30-60    | 30-60   | 60      | 60      | 60      | 60      |
| 255         | 15-30   | 30      | 20-30   | 30-60   | 60      | 30       | 60      | 60      | 30      | 60      | 60      |
| 255 Variant | 10-15   | 30      | 10-15   | 30-60   | 60      | 30       | 60      | 60      | 30      | 60      | 60      |
| 256         | 30      | —       | 30      | —       | —       | —        | —       | —       | —       | —       | —       |
| 261         | 30      | —       | 30      | —       | —       | —        | —       | —       | —       | —       | —       |
| 265         | 15-20   | —       | 15-20   | —       | —       | —        | —       | —       | —       | —       | —       |
| 266         | 20      | —       | 20      | —       | —       | —        | —       | —       | —       | —       | —       |
| 269         | 20-30   | 3 trips | 20-30   | 1 trip  | —       | —        | —       | —       | —       | —       | —       |
| 271         | 30      | 30      | 30      | 60      | —       | 30       | 60      | —       | 60      | 60      | —       |
| 271 Variant | 10      | 15-30   | 10      | 30      | —       | 30       | 60      | —       | 60      | 60      | —       |
| 272         | 15-30   | 4 trips | 20-60   | —       | —       | —        | —       | —       | —       | —       | —       |
| 280         | —       | —       | —       | —       | 2 trips | —        | —       | 2 trips | —       | —       | 2 trips |
| 342         | 30      | —       | 30      | —       | —       | —        | —       | —       | —       | —       | —       |
| 532         | 10-30   | —       | 15-30   | —       | —       | —        | —       | —       | —       | —       | —       |
| 535         | 30      | 30      | 30      | 60      | —       | 60       | 60      | —       | 60      | 60      | —       |
| 550         | 6-10    | 15      | 6-10    | 30      | 30      | 15       | 30      | 30      | 30      | 30      | 30      |
| 554         | 30      | 15-30   | 20-30   | 30-60   | 60      | 30       | 60      | 60      | 30      | 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      | 30      | 30-60   | 60      | 60       | 60      | 60      | 60      | 60      | 60      |
| 566         | 7-30    | 30      | 10-30   | 30-60   | —       | —        | —       | —       | —       | —       | —       |
| 925         | —       | DART    | DART    | —       | —       | —        | —       | —       | —       | —       | —       |
| 926         | 30      | 60      | 30      | —       | —       | —        | —       | —       | —       | —       | —       |

Note: Routes 226, 235, 241, and the RapidRide B Line were first introduced in Fall 2011.

# Service Headways

Fall 2011

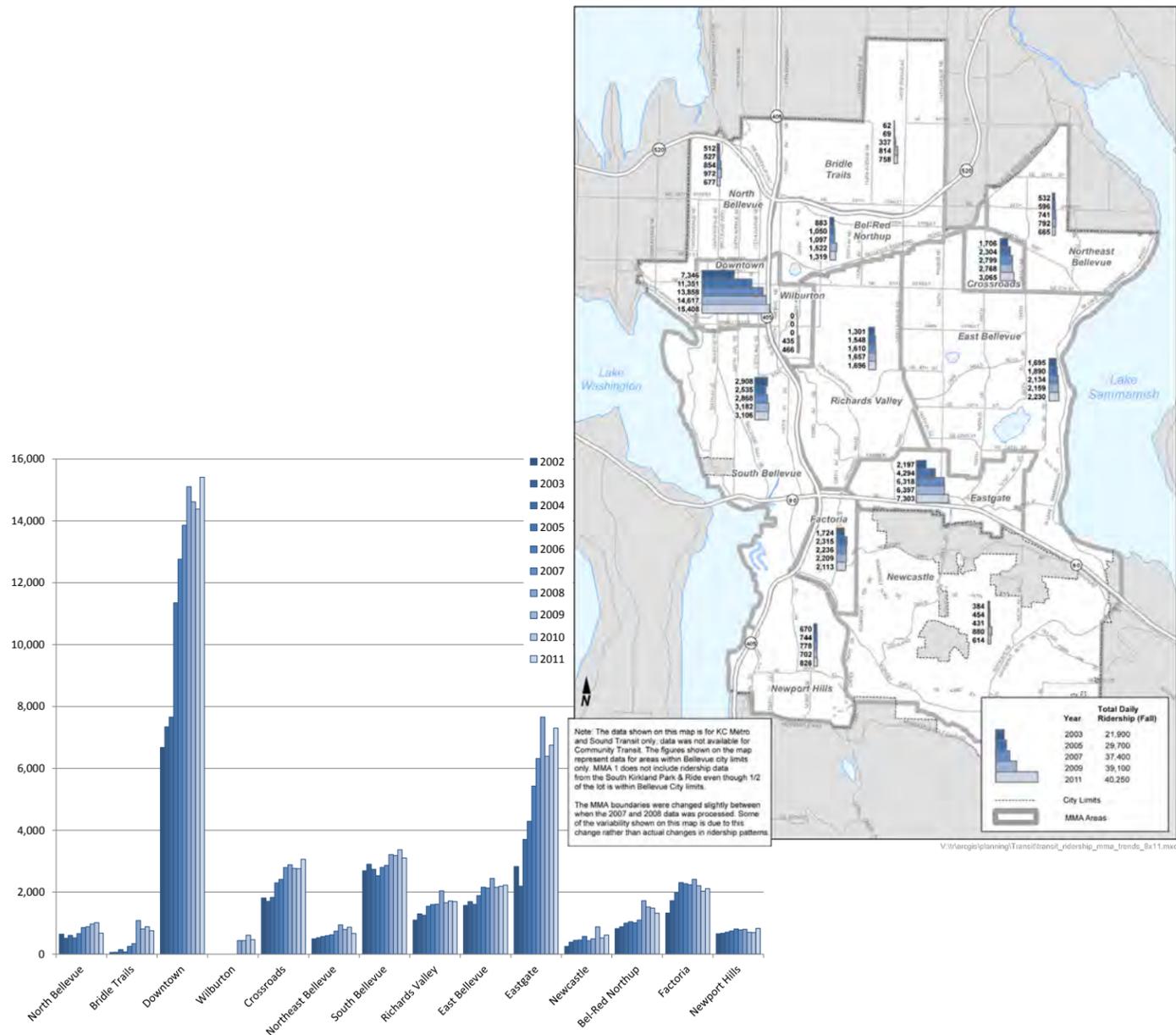
| Route  | Weekday |        |         |         |        | Saturday |         |       | Sunday  |         |       |
|--------|---------|--------|---------|---------|--------|----------|---------|-------|---------|---------|-------|
|        | AM Peak | Midday | PM Peak | Evening | Night  | Daytime  | Evening | Night | Daytime | Evening | Night |
| 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      | —     |
| 222    | —       | —      | —       | —       | —      | —        | —       | —     | —       | —       | —     |
| 225    | —       | —      | —       | —       | —      | —        | —       | —     | —       | —       | —     |
| 226    | 30      | 30     | 30      | 60      | —      | 30       | 60      | —     | 60      | 60      | —     |
| 229    | —       | —      | —       | —       | —      | —        | —       | —     | —       | —       | —     |
| 230    | —       | —      | —       | —       | —      | —        | —       | —     | —       | —       | —     |
| 232    | 30      | —      | 30      | —       | —      | —        | —       | —     | —       | —       | —     |
| 233    | —       | —      | —       | —       | —      | —        | —       | —     | —       | —       | —     |
| 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 | —       | —      | —        | —       | —     | —       | —       | —     |
| 245    | 15      | 15     | 15      | 30      | 60     | 30       | 30      | 60    | 30-60   | 60      | 60    |
| 246    | 30      | 60     | 30      | —       | —      | —        | —       | —     | —       | —       | —     |

| Route       | Weekday |         |         |         |         | Saturday |         |         | Sunday  |         |         |
|-------------|---------|---------|---------|---------|---------|----------|---------|---------|---------|---------|---------|
|             | AM Peak | Midday  | PM Peak | Evening | Night   | Daytime  | Evening | Night   | Daytime | Evening | Night   |
| 247         | —       | —       | —       | —       | —       | —        | —       | —       | —       | —       | —       |
| 249         | 30      | 30      | 30      | —       | —       | 45       | —       | —       | 45      | —       | —       |
| 250         | 30      | —       | 30      | —       | —       | —        | —       | —       | —       | —       | —       |
| 253         | —       | —       | —       | —       | —       | —        | —       | —       | —       | —       | —       |
| 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      |
| 256         | —       | —       | —       | —       | —       | —        | —       | —       | —       | —       | —       |
| 261         | —       | —       | —       | —       | —       | —        | —       | —       | —       | —       | —       |
| 265         | 15-20   | —       | 15-20   | —       | —       | —        | —       | —       | —       | —       | —       |
| 266         | —       | —       | —       | —       | —       | —        | —       | —       | —       | —       | —       |
| 269         | 20-30   | 3 trips | 20-30   | 1 trip  | —       | —        | —       | —       | —       | —       | —       |
| 271         | 10-30   | 30      | 30      | 60      | 30      | 30       | 60      | —       | 60      | 60      | —       |
| 271 Variant | 5-10    | 15      | 5-10    | 30      | —       | 30       | 60      | —       | 30-60   | 60      | —       |
| 272         | —       | —       | —       | —       | —       | —        | —       | —       | —       | —       | —       |
| 280         | —       | —       | —       | —       | 2 trips | —        | —       | 2 trips | —       | —       | 2 trips |
| 342         | 30      | —       | 30      | —       | —       | —        | —       | —       | —       | —       | —       |
| 532         | 10-30   | —       | 15-30   | —       | —       | —        | —       | —       | —       | —       | —       |
| 535         | 30      | 30      | 30      | —       | —       | 60       | 60      | —       | —       | —       | —       |
| 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    | —       | —       | —        | —       | —       | —       | —       | —       |
| 926         | —       | —       | —       | —       | —       | —        | —       | —       | —       | —       | —       |

Note: Routes 222, 225, 229, 230, 233, 247, 253, 256, 261, 266, 272, and 926 were deleted as part of the Fall 2011 service revision.

# Network Performance

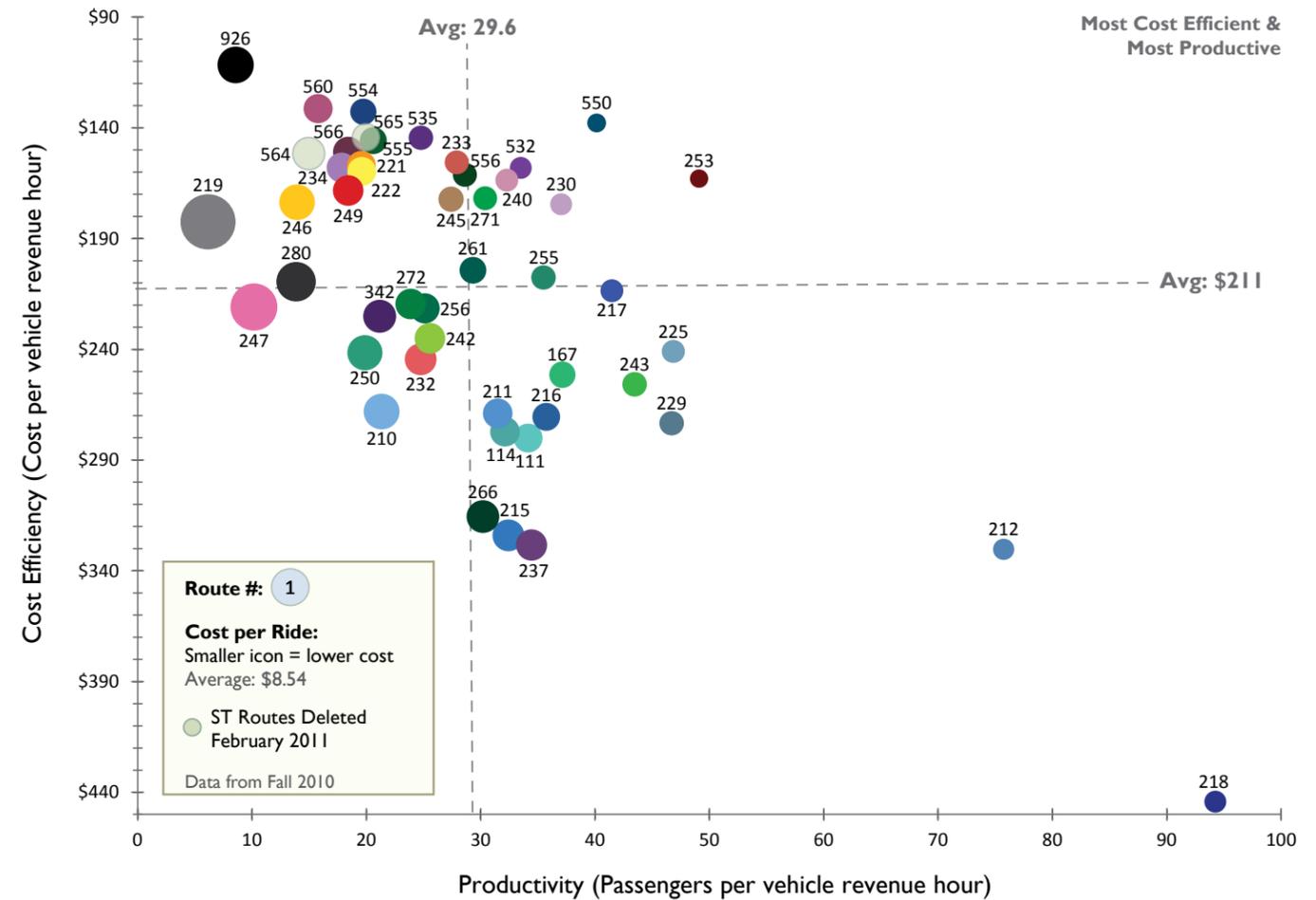
Ridership by Mobility Management Area (MMA)  
between 2003 and 2011



The chart and map above depict the change in transit ridership in Bellevue between 2003 and 2011 by Mobility Management Area (MMA). The trend among all areas has been an increase in transit use over this period, but the magnitude of increase varies significantly among the MMAs. Downtown and Eastgate have experienced the most dramatic gains, while others like North Bellevue and Newport Hills have realized more modest increases. It is notable that no single year can be characterized as having universally the highest ridership—2008 represents a local maximum for many of the MMAs, but ridership peaked in South Bellevue in 2010 and in Downtown and Crossroads in 2011.

# Productivity and Cost Efficiency

based on 2010 operations



The chart above depicts 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. The best-performing routes are those in the top-right quadrant of the chart, such as 253, 550, and 230. The worst-performing routes, conversely, are generally those in the lower-left quadrant, including 210, 250, and 232. Because the relationship between productivity and cost efficiency is irregular, routes like 218 and 926 may perform exceptionally well with respect to one metric while performing especially poorly in regards to another. Cost per ride can be said to roughly follow a similar pattern, though the most expensive route to operate per ride—Route 219—does not conform perfectly to this trend.

By considering the corridor group-based color-coding of the route icons, it can be seen that two-zone routes connecting Seattle to Bellevue and other Eastside communities (blue and green icons) tend to have greater productivity and lower costs per ride than average, despite above-average cost per vehicle revenue hour. By contrast, routes operating wholly within Bellevue (yellow icons) or between Eastside communities (red and brown icons) tend to have lower productivity and higher operating costs per ride.

Note that Sound Transit Routes 564 and 565 are present in the above chart but are not referenced elsewhere in this document. This is because these routes were replaced by Route 566 in February of 2010—several months before the Fall 2010 quarter used herein as the baseline for performance measurement.

King County Metro Network Productivity

Fall 2010

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                  | 19            | 11.5            | —             | —               | —             | —               |
| 114                  | 17.5          | 10.2            | —             | —               | —             | —               |
| 167                  | 22.1          | 16.9            | —             | —               | —             | —               |
| 210                  | 10.6          | 5.0             | —             | —               | —             | —               |
| 211                  | 14.9          | 4.7             | —             | —               | —             | —               |
| 212                  | 34.4          | 14.7            | —             | —               | —             | —               |
| 215                  | 17.3          | 9.7             | —             | —               | —             | —               |
| 216                  | 20.6          | 12.3            | —             | —               | —             | —               |
| 217                  | 26.9          | 12.2            | —             | —               | —             | —               |
| 218                  | 36.5          | 17.2            | —             | —               | —             | —               |
| 225                  | 28.8          | 12.5            | —             | —               | —             | —               |
| 229                  | 24.7          | 13.4            | —             | —               | —             | —               |
| 243                  | 23.0          | 8.6             | —             | —               | —             | —               |
| 250                  | 11.2          | 5.5             | —             | —               | —             | —               |
| 255                  | 28.8          | 15.0            | 22.6          | 13.9            | 14.7          | 10.4            |
| 256                  | 16.1          | 6.6             | —             | —               | —             | —               |
| 261                  | 18.8          | 7.3             | —             | —               | —             | —               |
| 266                  | 13.2          | 6.7             | —             | —               | —             | —               |
| 271                  | 20.9          | 9.0             | 25.9          | 11.8            | 13.5          | 5.9             |
| 272                  | 15.0          | 6.5             | —             | —               | —             | —               |
| 280                  | —             | —               | —             | —               | 9.8           | 4.5             |
| Fall 2010 Thresholds |               |                 |               |                 |               |                 |
| Top 25%              | 41.1          | 12.9            | 49.7          | 13.9            | 28.7          | 7.3             |
| Bottom 25%           | 18.7          | 8.2             | 29.1          | 9.3             | 15.3          | 5               |

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                  | 4.1           | 0.8             | —             | —               | —             | —               |
| 221                  | 15.8          | 5.6             | 16.5          | 5.9             | 8.6           | 2.3             |
| 222                  | 16.8          | 3.9             | 14.8          | 5.0             | 7.4           | 1.9             |
| 230E                 | 35.3          | 8.0             | 25.8          | 5.9             | 26.6          | 5.1             |
| 230W                 | 26.2          | 7.1             | 20.6          | 5.3             | 11.3          | 3.5             |
| 232                  | 14.2          | 4.2             | —             | —               | —             | —               |
| 233                  | 21.4          | 4.9             | 22.6          | 6.8             | 10.5          | 2.4             |
| 234                  | 15.7          | 6.6             | 13.2          | 5.6             | 6.2           | 2.9             |
| 237                  | 15.2          | 5.7             | —             | —               | —             | —               |
| 240                  | 29.1          | 7.4             | 25.0          | 8.9             | 13.6          | 3.4             |
| 242                  | 15.5          | 8.1             | —             | —               | —             | —               |
| 245                  | 19.5          | 5.7             | 21.2          | 5.8             | 11.8          | 2.5             |
| 246                  | 10.3          | 2.2             | 7.5           | 1.1             | —             | —               |
| 247                  | 6.3           | 1.9             | —             | —               | —             | —               |
| 249                  | 14            | 3.6             | 12.6          | 4.7             | 5.4           | 2.0             |
| 253                  | 33.4          | 10.1            | 38.2          | 8.6             | 27.7          | 5.6             |
| 342                  | 13.9          | 6.4             | —             | —               | —             | —               |
| 925 DART             | 1.0           | —               | 1.0           | —               | —             | —               |
| 926 DART             | 7.3           | 1.9             | 6.9           | 1.8             | —             | —               |
| Fall 2010 Thresholds |               |                 |               |                 |               |                 |
| Top 25%              | 21.1          | 7.0             | 26.3          | 8.6             | 17.4          | 5.1             |
| Bottom 25%           | 8.4           | 2.2             | 10.4          | 2.4             | 7.8           | 2.2             |

Figures based on Fall 2010 performance data.

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             | —             | —               | —             | —               |
| 211EX                  | 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             |

\* Passenger miles data was unavailable on some routes and time periods due to a lack of APC 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 |
| 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             |

Figures based on Spring 2011 performance data.

Adapted from Metro’s Fall 2010 Route Productivity report, the above tables 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. 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 25<sup>th</sup> percentile for that measure and operating period. Ranking among the bottom 25<sup>th</sup> 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 25<sup>th</sup> percentile of all King County Metro routes, not the 25<sup>th</sup> percentile among Bellevue-serving routes.

The above tables depict the same measures of productivity for the Spring 2011 service quarter, adapted from the King County Metro 2011 Service Guidelines Report published in March 2012. While many of the routes previously identified as being among the top or bottom 25<sup>th</sup> percentile in Fall 2010 continued to be ranked as such in Spring 2011, there are several instances in which this is not the case. In general, even those routes ranked among the bottom 25 percent performed better in Spring 2011 than they did in Fall 2010.

Summary of Performance Measures

| Route | Annual Rides |       | Annual Passenger Mile |            | Annual Fare Revenue |      | Annual Operating Cost |       | Farebox Recovery Ratio | Annual Platform Hours |      | Annual Platform Miles |           | Annual Revenue Hours |          | Rides per Platform Hour | Cost per Platform Mile | Revenue Hours per Platform Hour | Passenger Mile per Platform Mile |        |          |       |    |          |    |         |    |       |    |      |    |
|-------|--------------|-------|-----------------------|------------|---------------------|------|-----------------------|-------|------------------------|-----------------------|------|-----------------------|-----------|----------------------|----------|-------------------------|------------------------|---------------------------------|----------------------------------|--------|----------|-------|----|----------|----|---------|----|-------|----|------|----|
|       | % Total      | Rank  | % Total               | Rank       | % Total             | Rank | % Total               | Rank  |                        | % Total               | Rank | % Total               | Rank      | % Total              | Rank     |                         |                        |                                 |                                  |        |          |       |    |          |    |         |    |       |    |      |    |
| 550   | 1,905,541    | 13.5% | 1                     | 25,145,580 | 19.6%               | 1    | \$ 3,388,304.84       | 16.7% | 1                      | \$ 6,540,362.57       | 7.7% | 2                     | 53,482.40 | 7.8%                 | 2        | 753,461.34              | 6.7%                   | 3                               | 47,465.40                        | 9.6%   | 1        | 35.63 | 2  | \$ 8.68  | 13 | 0.89    | 3  | 22.36 | 7  |      |    |
| 271   | 1,280,562    | 9.0%  | 2                     | 7,758,466  | 6.1%                | 6    | \$ 1,515,704.31       | 7.5%  | 2                      | \$ 7,238,125.41       | 8.6% | 1                     | 59,419.17 | 8.7%                 | 1        | 824,069                 | 7.4%                   | 1                               | 42,133.94                        | 8.6%   | 2        | 21.55 | 14 | \$ 8.78  | 11 | 0.71    | 13 | 53.97 | 2  |      |    |
| 230   | 1,013,994    | 7.2%  | 3                     | 3,007,078  | 2.3%                | 10   | \$ 1,008,310.40       | 5.0%  | 5                      | \$ 4,778,147.35       | 5.7% | 7                     | 40,472.10 | 5.9%                 | 6        | 494,063                 | 4.4%                   | 9                               | 27,378.78                        | 5.6%   | 8        | 25.05 | 7  | \$ 9.67  | 2  | 0.68    | 18 | 36.63 | 3  |      |    |
| 255   | 1,012,989    | 7.2%  | 4                     | 9,505,587  | 7.4%                | 3    | \$ 1,426,212.63       | 7.0%  | 3                      | \$ 5,923,638.84       | 7.0% | 3                     | 42,581.06 | 6.2%                 | 4        | 689,299                 | 6.2%                   | 6                               | 28,540.27                        | 5.8%   | 6        | 23.79 | 9  | \$ 8.59  | 14 | 0.67    | 19 | 54.94 | 1  |      |    |
| 253   | 918,944      | 6.5%  | 5                     | 2,466,460  | 1.9%                | 14   | \$ 935,397.73         | 4.6%  | 6                      | \$ 3,049,369.79       | 3.6% | 10                    | 26,512.54 | 3.9%                 | 10       | 287,586                 | 2.6%                   | 14                              | 18,718.17                        | 3.8%   | 10       | 34.66 | 3  | \$ 10.60 | 1  | 0.71    | 14 | 32.63 | 5  |      |    |
| 245   | 812,197      | 5.7%  | 6                     | 2,733,510  | 2.1%                | 12   | \$ 881,617.11         | 4.3%  | 8                      | \$ 5,103,273.30       | 6.0% | 4                     | 43,098.42 | 6.3%                 | 3        | 533,163                 | 4.8%                   | 8                               | 29,625.85                        | 6.0%   | 5        | 18.85 | 19 | \$ 9.57  | 3  | 0.69    | 17 | 14.83 | 12 |      |    |
| 240   | 732,339      | 5.2%  | 7                     | 2,886,404  | 2.3%                | 11   | \$ 773,376.36         | 3.8%  | 10                     | \$ 3,711,863.58       | 4.4% | 9                     | 30,886.81 | 4.5%                 | 9        | 405,871                 | 3.6%                   | 11                              | 22,685.79                        | 4.6%   | 9        | 23.71 | 10 | \$ 9.15  | 5  | 0.73    | 12 | 20.73 | 8  |      |    |
| 554   | 717,759      | 5.1%  | 8                     | 14,008,427 | 10.9%               | 2    | \$ 1,120,509.49       | 5.5%  | 4                      | \$ 4,827,727.93       | 5.7% | 6                     | 39,477.70 | 5.8%                 | 7        | 722,641.00              | 6.5%                   | 5                               | 36,360.28                        | 7.4%   | 4        | 18.18 | 21 | \$ 6.68  | 35 | 0.92    | 2  | N/A   |    |      |    |
| 560   | 610,752      | 4.3%  | 9                     | 7,870,942  | 6.2%                | 5    | \$ 741,824.25         | 3.6%  | 11                     | \$ 5,082,704.30       | 6.0% | 5                     | 41,562.71 | 6.1%                 | 5        | 737,302.00              | 6.6%                   | 4                               | 38,699.75                        | 7.9%   | 3        | 14.69 | 32 | \$ 6.89  | 31 | 0.93    | 1  | 8.35  | 30 |      |    |
| 566   | 505,968      | 3.6%  | 10                    | 7,952,593  | 6.2%                | 4    | \$ 810,505.90         | 4.0%  | 9                      | \$ 4,143,705.05       | 4.9% | 8                     | 33,884.25 | 5.0%                 | 8        | 794,070.00              | 7.1%                   | 2                               | 27,412.48                        | 5.6%   | 7        | 14.93 | 30 | \$ 5.22  | 44 | 0.81    | 6  | 7.97  | 31 |      |    |
| 535   | 420,937      | 3.0%  | 11                    | 5,894,619  | 4.6%                | 8    | \$ 661,193.45         | 3.3%  | 14                     | \$ 2,455,158.52       | 2.9% | 13                    | 26,416.60 | 3.9%                 | 11       | 570,725.47              | 5.1%                   | 7                               | 16,993.05                        | 3.4%   | 13       | 15.93 | 26 | \$ 4.30  | 45 | 0.64    | 24 | 10.74 | 25 |      |    |
| 218   | 375,185      | 2.6%  | 12                    | 4,841,476  | 3.8%                | 9    | \$ 897,350.03         | 4.4%  | 7                      | \$ 1,768,527.77       | 2.1% | 14                    | 10,275.85 | 1.5%                 | 18       | 281,263                 | 2.5%                   | 15                              | 3,980.84                         | 0.8%   | 24       | 36.51 | 1  | \$ 6.29  | 38 | 0.39    | 46 | 33.09 | 4  |      |    |
| 221   | 361,456      | 2.6%  | 13                    | 1,571,325  | 1.2%                | 20   | \$ 382,822.41         | 1.9%  | 16                     | \$ 2,899,409.58       | 3.4% | 11                    | 24,678.42 | 3.6%                 | 12       | 317,266                 | 2.8%                   | 13                              | 18,476.53                        | 3.8%   | 11       | 14.65 | 33 | \$ 9.14  | 6  | 0.75    | 10 | 15.09 | 11 |      |    |
| 532   | 341,194      | 2.4%  | 14                    | 5,943,502  | 4.6%                | 7    | \$ 704,255.50         | 3.5%  | 12                     | \$ 1,610,096.32       | 1.9% | 16                    | 17,324.04 | 2.5%                 | 14       | 444,740.14              | 4.0%                   | 10                              | 10,183.97                        | 2.1%   | 15       | 19.69 | 17 | \$ 3.62  | 46 | 0.59    | 32 | 14.20 | 16 |      |    |
| 212   | 316,677      | 2.2%  | 15                    | 2,689,195  | 2.1%                | 13   | \$ 695,972.93         | 3.4%  | 13                     | \$ 1,381,212.28       | 1.6% | 18                    | 9,213.07  | 1.4%                 | 19       | 182,883                 | 1.6%                   | 18                              | 4,181.50                         | 0.8%   | 23       | 34.37 | 4  | \$ 7.55  | 21 | 0.45    | 43 | 23.59 | 6  |      |    |
| 234   | 315,133      | 2.2%  | 16                    | 1,798,941  | 1.4%                | 17   | \$ 349,751.68         | 1.7%  | 17                     | \$ 2,792,160.14       | 3.3% | 12                    | 23,486.07 | 3.4%                 | 13       | 317,437                 | 2.8%                   | 12                              | 17,671.49                        | 3.6%   | 12       | 13.42 | 37 | \$ 8.80  | 10 | 0.75    | 9  | 16.71 | 10 |      |    |
| 233   | 235,478      | 1.7%  | 17                    | 835,453    | 0.7%                | 24   | \$ 244,390.10         | 1.2%  | 20                     | \$ 1,313,097.93       | 1.6% | 20                    | 11,091.84 | 1.6%                 | 17       | 147,332                 | 1.3%                   | 21                              | 8,439.52                         | 1.7%   | 16       | 21.23 | 15 | \$ 8.91  | 8  | 0.76    | 7  | 14.78 | 14 |      |    |
| 222   | 216,501      | 1.5%  | 18                    | 800,312    | 0.6%                | 26   | \$ 200,185.65         | 1.0%  | 21                     | \$ 1,763,420.02       | 2.1% | 15                    | 15,003.38 | 2.2%                 | 15       | 193,221                 | 1.7%                   | 16                              | 11,047.38                        | 2.2%   | 14       | 14.43 | 34 | \$ 9.13  | 7  | 0.74    | 11 | 11.36 | 23 |      |    |
| 111   | 173,004      | 1.2%  | 19                    | 2,173,435  | 1.7%                | 16   | \$ 390,122.66         | 1.9%  | 15                     | \$ 1,418,753.81       | 1.7% | 17                    | 9,123.53  | 1.3%                 | 20       | 188,799                 | 1.7%                   | 17                              | 5,066.10                         | 1.0%   | 21       | 18.96 | 18 | \$ 7.51  | 23 | 0.56    | 36 | 11.51 | 22 |      |    |
| 556   | 159,165      | 1.1%  | 20                    | 2,325,060  | 1.8%                | 15   | \$ 126,800.76         | 0.6%  | 29                     | \$ 896,304.25         | 1.1% | 24                    | 7,329.33  | 1.1%                 | 22       | 160,109.63              | 1.4%                   | 20                              | 5,561.66                         | 1.1%   | 18       | 21.72 | 13 | \$ 5.60  | 43 | 0.76    | 8  | 12.22 | 21 |      |    |
| 249   | 149,425      | 1.1%  | 21                    | 549,590    | 0.4%                | 32   | \$ 157,509.74         | 0.8%  | 25                     | \$ 1,366,140.81       | 1.6% | 19                    | 11,754.48 | 1.7%                 | 16       | 144,037                 | 1.3%                   | 22                              | 8,118.57                         | 1.6%   | 17       | 12.71 | 39 | \$ 9.48  | 4  | 0.69    | 16 | 10.82 | 24 |      |    |
| 216   | 126,733      | 0.9%  | 22                    | 1,665,010  | 1.3%                | 19   | \$ 284,089.19         | 1.4%  | 18                     | \$ 959,495.86         | 1.1% | 22                    | 6,148.28  | 0.9%                 | 25       | 134,844                 | 1.2%                   | 23                              | 3,546.94                         | 0.7%   | 26       | 20.61 | 16 | \$ 7.12  | 28 | 0.58    | 33 | 12.35 | 19 |      |    |
| 555   | 107,767      | 0.8%  | 23                    | 1,463,182  | 1.1%                | 21   | \$ 192,176.55         | 0.9%  | 22                     | \$ 762,058.08         | 0.9% | 26                    | 6,231.57  | 0.9%                 | 23       | 124,503.94              | 1.1%                   | 24                              | 5,229.78                         | 1.1%   | 20       | 17.29 | 24 | \$ 6.12  | 39 | 0.84    | 4  | 8.84  | 28 |      |    |
| 215   | 107,653      | 0.8%  | 24                    | 1,753,282  | 1.4%                | 18   | \$ 256,607.55         | 1.3%  | 19                     | \$ 1,075,873.71       | 1.3% | 21                    | 6,222.00  | 0.9%                 | 24       | 181,260                 | 1.6%                   | 19                              | 3,320.63                         | 0.7%   | 27       | 17.30 | 23 | \$ 5.94  | 41 | 0.53    | 38 | 9.67  | 27 |      |    |
| 242   | 92,361       | 0.7%  | 25                    | 964,212    | 0.8%                | 23   | \$ 142,116.93         | 0.7%  | 28                     | \$ 849,543.43         | 1.0% | 25                    | 5,964.40  | 0.9%                 | 26       | 118,525                 | 1.1%                   | 25                              | 3,614.28                         | 0.7%   | 25       | 15.49 | 27 | \$ 7.17  | 27 | 0.61    | 30 | 14.82 | 13 |      |    |
| 167   | 83,843       | 0.6%  | 26                    | 1,156,743  | 0.9%                | 22   | \$ 121,512.42         | 0.6%  | 30                     | \$ 567,738.67         | 0.7% | 34                    | 3,797.05  | 0.6%                 | 37       | 68,466                  | 0.6%                   | 35                              | 2,257.77                         | 0.5%   | 34       | 22.08 | 12 | \$ 8.29  | 15 | 0.59    | 31 | 16.90 | 9  |      |    |
| 229   | 79,779       | 0.6%  | 27                    | 782,085    | 0.6%                | 27   | \$ 180,217.50         | 0.9%  | 23                     | \$ 467,045.00         | 0.6% | 39                    | 3,225.75  | 0.5%                 | 39       | 58,421                  | 0.5%                   | 38                              | 1,708.50                         | 0.3%   | 40       | 24.73 | 8  | \$ 7.99  | 18 | 0.53    | 39 | 13.39 | 17 |      |    |
| 246   | 76,922       | 0.5%  | 28                    | 192,404    | 0.2%                | 42   | \$ 105,762.88         | 0.5%  | 37                     | \$ 958,031.36         | 1.1% | 23                    | 8,454.41  | 1.2%                 | 21       | 108,148                 | 1.0%                   | 27                              | 5,519.98                         | 1.1%   | 19       | 9.10  | 43 | \$ 8.86  | 9  | 0.65    | 22 | 3.64  | 43 |      |    |
| 261   | 76,052       | 0.5%  | 29                    | 483,157    | 0.4%                | 35   | \$ 146,050.70         | 0.7%  | 26                     | \$ 529,865.19         | 0.6% | 36                    | 4,038.45  | 0.6%                 | 36       | 66,023                  | 0.6%                   | 36                              | 2,593.49                         | 0.5%   | 32       | 18.83 | 20 | \$ 8.03  | 17 | 0.64    | 25 | 7.32  | 32 |      |    |
| 272   | 75,239       | 0.5%  | 30                    | 600,328    | 0.5%                | 29   | \$ 93,642.09          | 0.5%  | 39                     | \$ 691,806.64         | 0.8% | 30                    | 5,024.74  | 0.7%                 | 30       | 92,389                  | 0.8%                   | 30                              | 3,150.75                         | 0.6%   | 29       | 14.97 | 29 | \$ 7.49  | 25 | 0.63    | 27 | 14.64 | 15 |      |    |
| 232   | 75,228       | 0.5%  | 31                    | 489,967    | 0.4%                | 34   | \$ 116,162.32         | 0.6%  | 33                     | \$ 743,043.80         | 0.9% | 27                    | 5,290.33  | 0.8%                 | 27       | 117,194                 | 1.0%                   | 26                              | 3,039.14                         | 0.6%   | 30       | 14.22 | 35 | \$ 6.34  | 37 | 0.57    | 34 | 4.18  | 41 |      |    |
| 114   | 73,911       | 0.5%  | 32                    | 826,684    | 0.6%                | 25   | \$ 159,670.41         | 0.8%  | 24                     | \$ 637,889.28         | 0.8% | 31                    | 4,231.93  | 0.6%                 | 34       | 81,305                  | 0.7%                   | 33                              | 2,301.23                         | 0.5%   | 33       | 17.47 | 22 | \$ 7.85  | 19 | 0.54    | 37 | 10.17 | 26 |      |    |
| 342   | 67,082       | 0.5%  | 33                    | 656,710    | 0.5%                | 28   | \$ 109,635.43         | 0.5%  | 35                     | \$ 713,321.85         | 0.8% | 29                    | 4,812.71  | 0.7%                 | 31       | 103,414                 | 0.9%                   | 29                              | 3,169.27                         | 0.6%   | 28       | 13.94 | 36 | \$ 6.90  | 30 | 0.66    | 21 | 6.35  | 35 |      |    |
| 225   | 63,313       | 0.4%  | 34                    | 526,955    | 0.4%                | 33   | \$ 145,165.10         | 0.7%  | 27                     | \$ 325,648.98         | 0.4% | 42                    | 2,201.50  | 0.3%                 | 43       | 42,210                  | 0.4%                   | 43                              | 1,351.50                         | 0.3%   | 42       | 28.76 | 5  | \$ 7.71  | 20 | 0.61    | 29 | 12.48 | 18 |      |    |
| 211   | 62,884       | 0.4%  | 35                    | 337,110    | 0.3%                | 40   | \$ 116,914.11         | 0.6%  | 32                     | \$ 537,223.59         | 0.6% | 35                    | 4,211.75  | 0.6%                 | 35       | 71,709                  | 0.6%                   | 34                              | 1,997.50                         | 0.4%   | 38       | 14.93 | 31 | \$ 7.49  | 24 | 0.47    | 42 | 4.70  | 39 |      |    |
| 250   | 58,962       | 0.4%  | 36                    | 586,650    | 0.5%                | 30   | \$ 118,356.37         | 0.6%  | 31                     | \$ 716,909.99         | 0.8% | 28                    | 5,269.33  | 0.8%                 | 28       | 106,425                 | 0.9%                   | 28                              | 2,968.13                         | 0.6%   | 31       | 11.19 | 40 | \$ 6.74  | 34 | 0.56    | 35 | 5.51  | 37 |      |    |
| 266   | 58,172       | 0.4%  | 37                    | 561,159    | 0.4%                | 31   | \$ 112,732.05         | 0.6%  | 34                     | \$ 607,906.14         | 0.7% | 32                    | 4,392.49  | 0.6%                 | 32       | 83,664                  | 0.7%                   | 31                              | 1,926.60                         | 0.4%   | 39       | 13.24 | 38 | \$ 7.27  | 26 | 0.44    | 45 | 6.71  | 33 |      |    |
| 256   | 53,747       | 0.4%  | 38                    | 379,393    | 0.3%                | 38   | \$ 82,438.39          | 0.4%  | 41                     | \$ 474,167.63         | 0.6% | 37                    | 3,334.50  | 0.5%                 | 38       | 57,467                  | 0.5%                   | 39                              | 2,140.67                         | 0.4%   | 36       | 16.12 | 25 | \$ 8.25  | 16 | 0.64    | 26 | 6.60  | 34 |      |    |
| 217   | 52,169       | 0.4%  | 39                    | 377,806    | 0.3%                | 39   | \$ 85,375.66          | 0.4%  | 40                     | \$ 268,616.66         | 0.3% | 44                    | 1,942.25  | 0.3%                 | 44       | 30,906                  | 0.3%                   | 45                              | 1,258.00                         | 0.3%   | 43       | 26.86 | 6  | \$ 8.69  | 12 | 0.65    | 23 | 12.22 | 20 |      |    |
| 243   | 51,347       | 0.4%  | 40                    | 379,960    | 0.3%                | 37   | \$ 107,453.03         | 0.5%  | 36                     | \$ 302,279.96         | 0.4% | 43                    | 2,235.35  | 0.3%                 | 42       | 44,327                  | 0.4%                   | 42                              | 1,181.48                         | 0.2%   | 44       | 22.97 | 11 | \$ 6.82  | 33 | 0.53    | 40 | 8.57  | 29 |      |    |
| 210   | 45,556       | 0.3%  | 41                    | 407,155    | 0.3%                | 36   | \$ 98,214.27          | 0.5%  | 38                     | \$ 572,814.53         | 0.7% | 33                    | 4,285.46  | 0.6%                 | 33       | 82,004                  | 0.7%                   | 32                              | 2,136.56                         | 0.4%   | 37       | 10.63 | 41 | \$ 6.99  | 29 | 0.50    | 41 | 4.97  | 38 |      |    |
| 926   | 36,307       | 0.3%  | 42                    | 117,104    | 0.1%                | 44   | \$ 43,062.83          | 0.2%  | 43                     | \$ 472,889.34         | 0.6% | 38                    | 9.1%      | 43                   | 5,049.00 | 0.7%                    | 29                     | 62,799                          | 0.6%                             | 37     | 4,237.25 | 0.9%  | 22 | 7.19     | 44 | \$ 7.53 | 22 | 0.84  | 5  | 3.69 | 42 |
| 237   | 25,384       | 0.2%  | 43                    | 229,092    | 0.2%                | 41   | \$ 45,843.40          | 0.2%  | 42                     | \$ 241,957.78         | 0.3% | 45                    | 1,667.26  | 0.2%                 | 45       | 40,394                  | 0.4%                   | 44                              | 736.89                           | 0.1%</ |          |       |    |          |    |         |    |       |    |      |    |



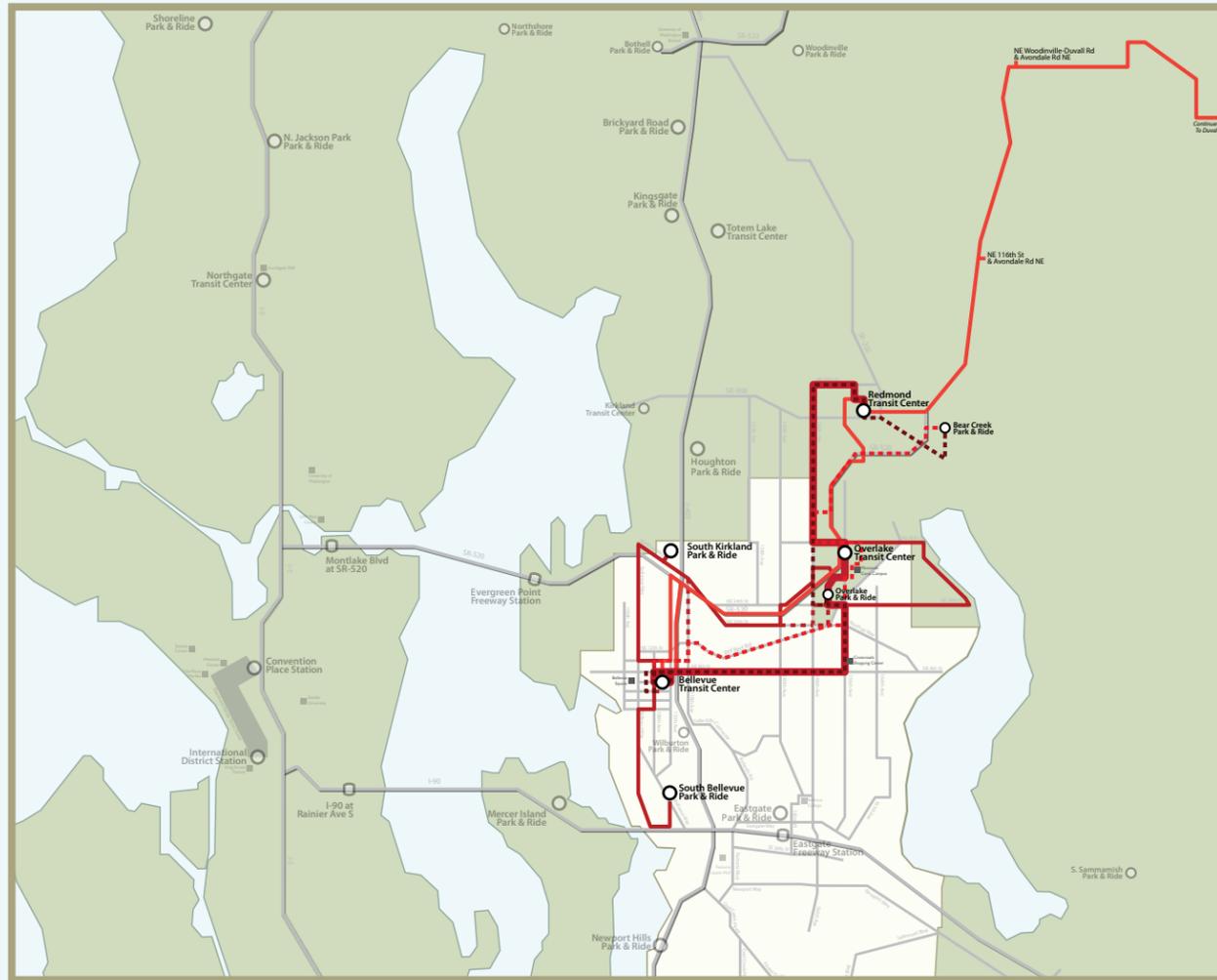
Section III

## Route Profiles

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

# Corridor Group I

Downtown Bellevue - Overlake - Redmond



**B** 232 233 249 253

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, 156th Ave NE  
Corridor 11C

All-Day Route  
Introduced Fall 2011

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 226 232 234 235 237 240 241 243 246 249 271<br>280 342 385 886 532 535 550 555 560 566 |
| Overlake Park & Ride    | Overlake Village, Overlake Shopping Center                | B 221 225 232 244 245 249 250 265 268 269 982  |
| Overlake Transit Center | Overlake Employment Area, Microsoft Corp. Campus          | B 221 225 232 244 245 249 250 265 268 269 982<br>542 545 566                             |
| Redmond Transit Center  | Downtown Redmond  | B 221 224 232 248 250 251 265 930 542 545  |



Map depicts Fall 2011 routing

|                          | Weekday | Saturday | Sunday | Annual Total |
|--------------------------|---------|----------|--------|--------------|
| Hours of Service         |         |          |        |              |
| Daily Trips              |         |          |        |              |
| Time of Day              |         |          |        |              |
| Headway (min)            |         |          |        |              |
| Percent On-Time          |         |          |        |              |
| Revenue Hours            |         |          |        |              |
| Platform Hours           |         |          |        |              |
| Revenue Miles            |         |          |        |              |
| Platform Miles           |         |          |        |              |
| Passenger Miles          |         |          |        |              |
| Revenue Hr/Platform Hr   |         |          |        |              |
| Revenue Mi/Platform Mi   |         |          |        |              |
| Passenger Mi/Platform Mi |         |          |        |              |
| Boardings (per day)      |         |          |        |              |
| Max Load                 |         |          |        |              |
| Average Load             |         |          |        |              |
| Boardings/Trip           |         |          |        |              |
| Boardings/Revenue Hour   |         |          |        |              |
| Boardings/Revenue Mile   |         |          |        |              |
| Boardings/Platform Hour  |         |          |        |              |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |  |
|--------------------|--|
| Cost/Revenue Hour  |  |
| Cost/Platform Hour |  |
| Cost/Revenue Mile  |  |
| Cost/Platform Mile |  |
| Cost/Boarding      |  |

|                  |  |
|------------------|--|
| Farebox Revenue  |  |
| Operating Costs  |  |
| Farebox Recovery |  |

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.

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.

Routes replaced by the implementation of the RapidRide B service include Routes 229, 230, 233, 253, 261, and 272.

# Route 232

Peak-Only Route

Duval 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  |
|-------------------------|---|--|
| Bellevue Transit Center | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center | B 226 232 234 235 237 240 241 243 246 249 271<br>280 342 385 886 532 535 550 555 560 566 |
| Overlake Transit Center | Overlake Employment Area, Microsoft Corp. Campus          | B 221 225 232 244 245 249 250 265 268 269 982<br>542 545 566                             |
| Redmond Transit Center  | Downtown Redmond  | B 224 232 248 250 251 265 930 542 545  |
| Duval Park & Ride       | Duval   | 224 232 311  |



Map depicts Fall 2011 routing

|                          | Weekday       | Saturday      | Sunday        | Annual Total |
|--------------------------|---------------|---------------|---------------|--------------|
| Hours of Service         |               |               |               |              |
| Daily Trips              | 18            |               |               |              |
| 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          |               |               |               |              |
| Revenue Hours            | 12.07         |               |               | 3,039        |
| Platform Hours           | 21.00         |               |               | 5,290        |
| Revenue Miles            | 288.81        |               |               | 72,742       |
| Platform Miles           | 465.14        |               |               | 117,194      |
| Passenger Miles          | 1,949.50      |               |               | 489,967      |
| Revenue Hr/Platform Hr   | 0.57          |               |               | 0.57         |
| Revenue Mi/Platform Mi   | 0.62          |               |               | 0.62         |
| Passenger Mi/Platform Mi | 4.19          |               |               | 4.18         |
| Boardings (per day)      | 299.28        |               |               | 75,228       |
| Max Load                 | 19.50         |               |               | N/A          |
| Average Load             | 12.28         |               |               | 6.74         |
| Boardings/Trip           | 16.63         |               |               | 16.59        |
| Boardings/Revenue Hour   | 24.80         |               |               | 24.75        |
| Boardings/Revenue Mile   | 1.04          |               |               | 10.21        |
| Boardings/Platform Hour  | 14.25         |               |               | 14.22        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$244.49 |
| Cost/Platform Hour | \$140.45 |
| Cost/Revenue Mile  | \$10.21  |
| Cost/Platform Mile | \$6.34   |
| Cost/Boarding      | \$9.88   |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$116,162 |
| Operating Costs  | \$743,044 |
| Farebox Recovery | 15.6%     |

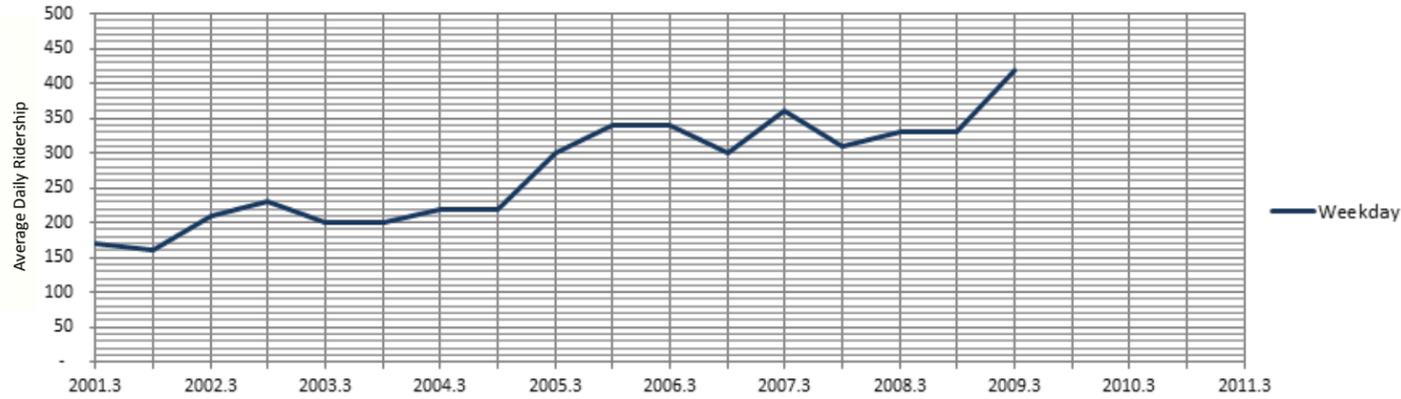
Route 232 is a one-way peak-only commuter route that connects the Duval and Cottage Lake commuter markets to Redmond and Bellevue via NE Woodinville-Duval Rd, Avondale Way, and SR-520. Route 232 also provides express peak service from the Bellevue Transit Center to the Redmond Transit Center via SR-520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

In 2010, Route 232 exhibited poor productivity in terms of both measures. Its rides served per platform hour (14.22) was below the network average and median (18.44 and 17.30, respectively), and its ratio of passenger miles per platform mile (4.18) was among the network's bottom 25 percent. The route's cost per platform mile (\$6.34) is among the most affordable 25 percent in the city.

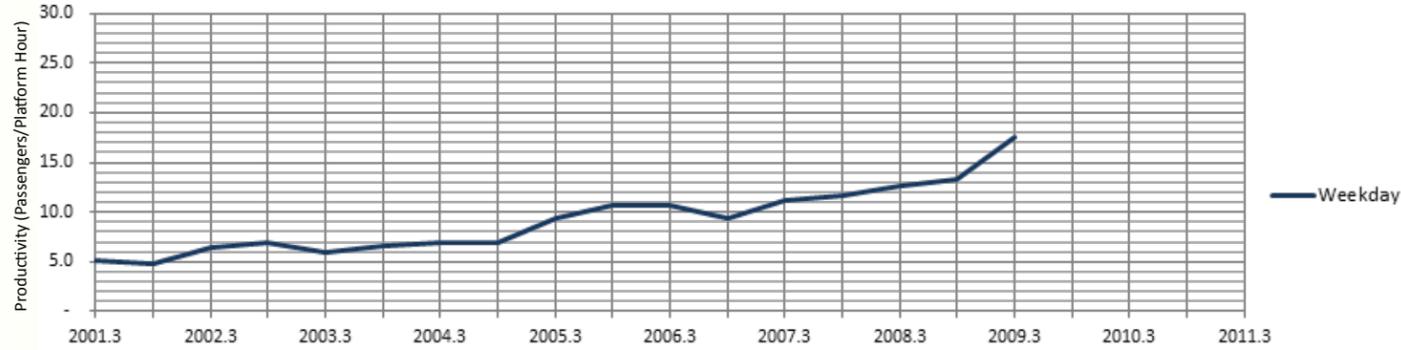
# Route 232

## Historical & Relative Route Performance

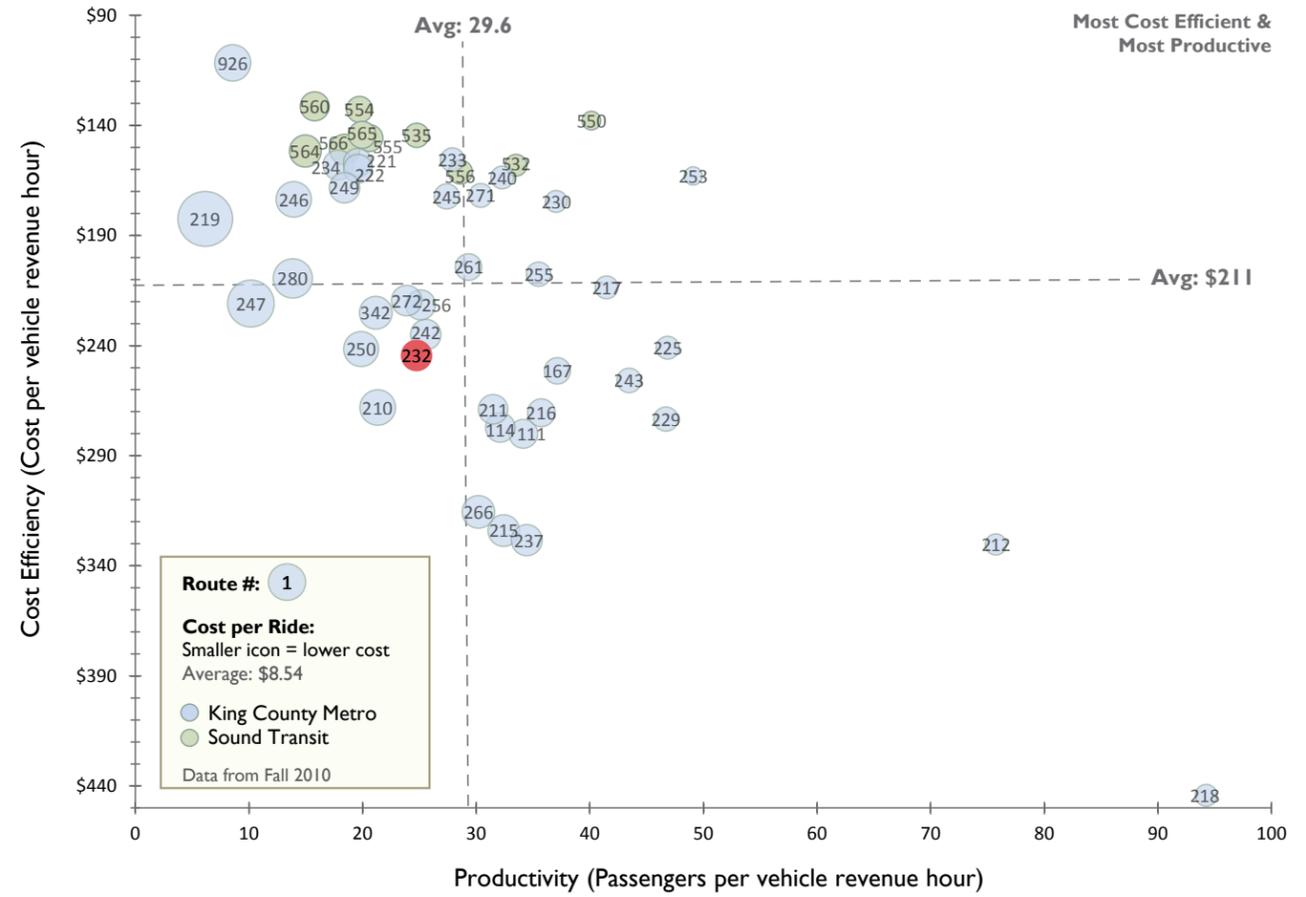
Route 232 Average Daily Ridership



Route 232 Daily Productivity



Service Note:  
Fall 2001: 32 daily trips  
Spring 2004: 28 daily trips  
Spring 2008: 20 daily trips



### Nine-Year Summary

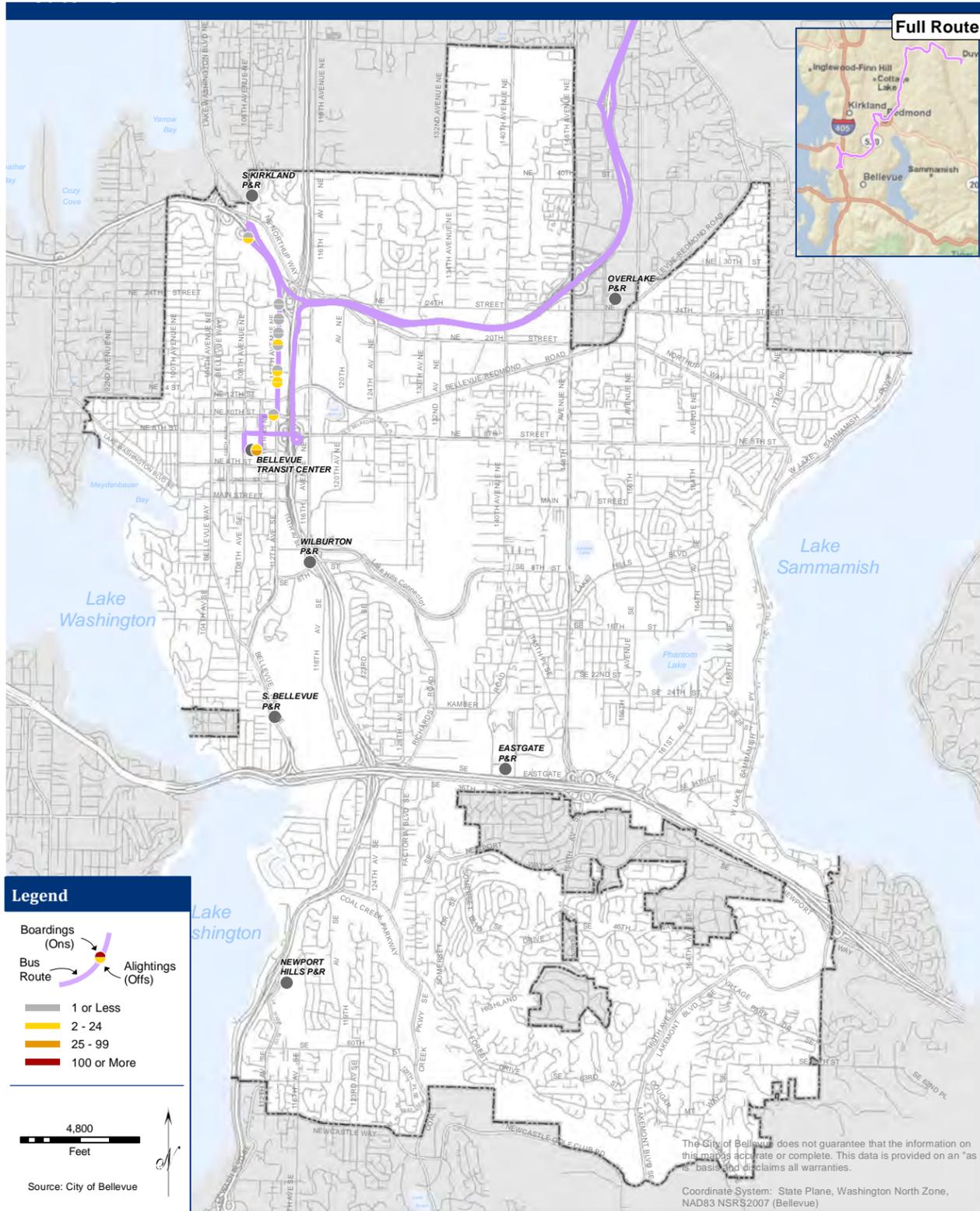
| Average Daily Ridership     |       |        | Productivity                |       |        |
|-----------------------------|-------|--------|-----------------------------|-------|--------|
| Most Recent                 | 420   | 2009.3 | Most Recent                 | 17.5  | 2009.3 |
| Maximum                     | 420   | 2009.3 | Maximum                     | 17.5  | 2009.3 |
| Minimum                     | 160   | 2002.1 | Minimum                     | 4.7   | 2002.1 |
| Average                     | 272.9 |        | Average                     | 9.2   |        |
| % Change from Previous Year | 27.3% |        | % Change from Previous Year | 37.7% |        |
| % Change from Nine-Year Max | 0.0%  |        | % Change from Nine-Year Max | 0.0%  |        |

All above figures refer to weekday ridership

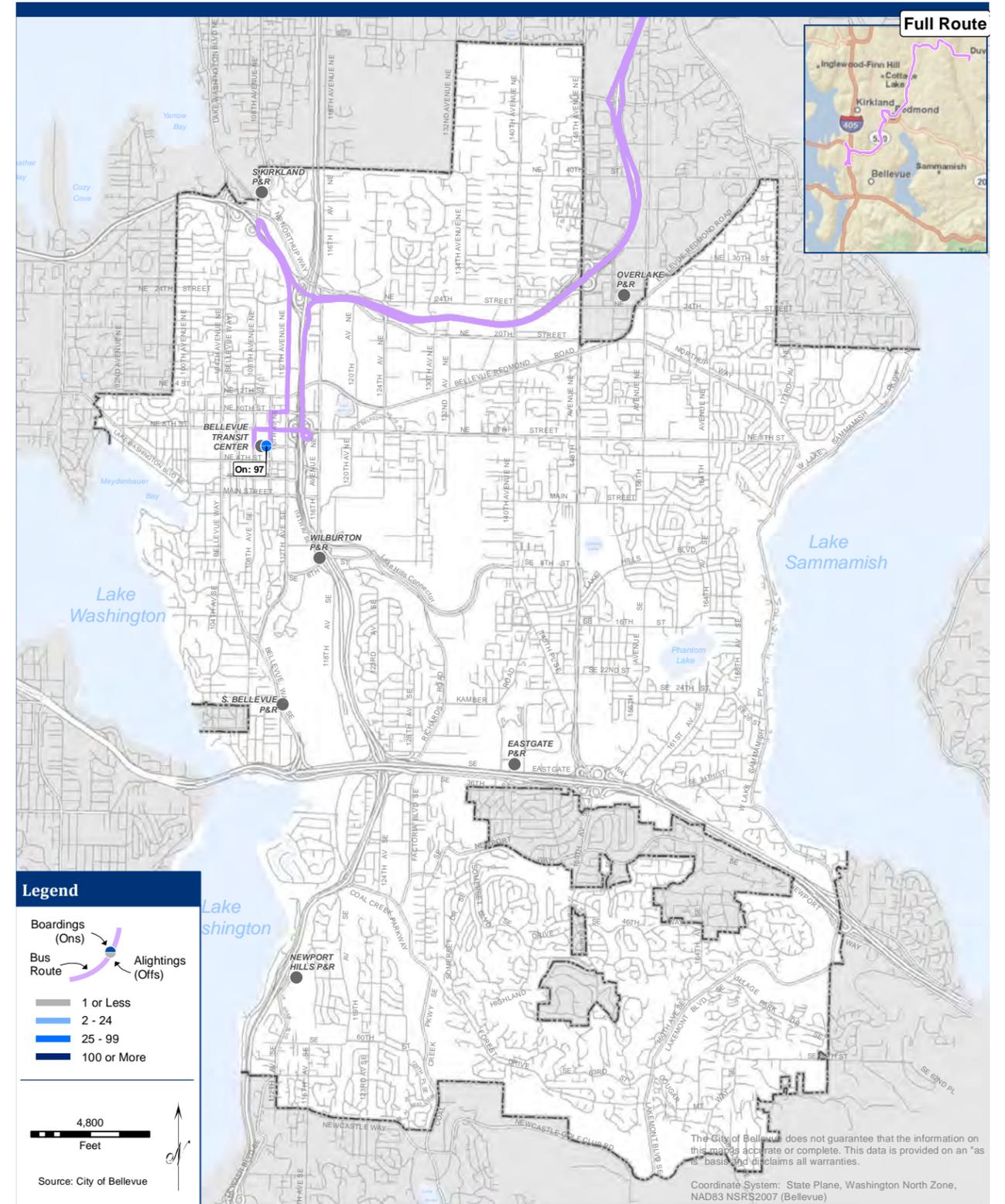
Ridership of Route 232 has increased significantly in the years since its introduction in Fall 1989, though most of this increase has taken place since Fall 2001. Between 1989 and Spring 2001, ridership generally remained between 90 and 120 rides daily, while the number of platform hours and trips operated were reduced, thereby improving productivity to its first phase height of 12.70 in Fall 2000. In Fall 2001, the number of daily trips operated was increased from nine to thirty-two, nearly tripling platform hours. Though average daily ridership rose to 170 immediately and continued to improve gradually in the years thereafter, productivity remained low for several years. As in the route's first phase of operation, daily trips and annual platform hours operated were gradually reduced, improving productivity while maintaining ridership. The route achieved its maximum daily ridership (420) and productivity (17.49) in Fall 2009.

# Route 232

## Boarding & Alighting Activity | Inbound



## Boarding & Alighting Activity | Outbound



# Route 232

## Metro Peak-Only Route Service Level Assessment

### Peak-Only Alternative to 311 + 532/535



Alternative service for Route 232 is provided by a combination of Routes 311 from Duvall to the Brickyard Road Park & Ride and either Route 532 or 535 to Downtown Bellevue.

Based on the standards of King County Metro's service level assessment, Route 232 failed one peak-only service assessment measure—it did not have 90 percent the ridership of its alternative.

In 2010, ridership was only 45 percent that of Route 311, and travel time was only improved sufficiently by using the 311+535 alternative (20% time savings). The 311+532 alternative reduced travel time by only 4 percent.

| Route Alternatives   | Peak-Hour Headway | Travel Time | Ridership |
|--|-------------------|-------------|-----------|
| <b>232</b> Duvall to Bellevue via Redmond                  | 30                | 0:53        | 16.59     |
| <b>311</b> Duvall to Seattle via Totem Lake                | 15-30             | 0:33        | 37.02     |
| <b>532</b> Bellevue to Everett via Totem Lake, UW Bothell  | 10-30             | 0:22        | 33.54     |
| <b>535</b> Bellevue to Lynnwood via Totem Lake, UW Bothell | 30                | 0:33        | 21.75     |
| Total:   |                   | 0:55        |           |
| Percent Difference:  |                   | 4%          | 44.8%     |

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2010. Ridership and travel times shown reflect Fall 2010 data.

# Route 233

Overlake to Bellevue via Bel-Red Road  
Corridor 31L

Eastgate to Overlake via Phantom Lake  
Corridor 52L

All-Day Route  
Deleted Fall 2011

Local 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 226 232 234 235 237 240 241 243 246 249 271 |
| Bear Creek Park & Ride  | Bear Creek Business Parks                                 | 280 342 885 886 532 535 550 555 560 566       |
|                         |   | 216 248 268 269 982 545                       |



Map depicts Fall 2011 routing

|                          | Weekday  | Saturday | Sunday | Annual Total |   |          |    |    |    |   |         |    |    |    |   |  |
|--------------------------|----------|----------|--------|--------------|---|----------|----|----|----|---|---------|----|----|----|---|--|
| Hours of Service         |          |          |        |              |   |          |    |    |    |   |         |    |    |    |   |  |
| Daily Trips              | 50       |          |        |              |   |          |    |    |    |   |         |    |    |    |   |  |
| 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 | —  | —  | — |         |    |    |    |   |  |
| Percent On-Time          |          |          |        |              |   |          |    |    |    |   |         |    |    |    |   |  |
| Revenue Hours            | 31.00    |          |        |              |   | 10.07    |    |    |    |   | 8,440   |    |    |    |   |  |
| Platform Hours           | 40.16    |          |        |              |   | 16.34    |    |    |    |   | 11,092  |    |    |    |   |  |
| Revenue Miles            | 484.24   |          |        |              |   | 213.42   |    |    |    |   | 134,579 |    |    |    |   |  |
| Platform Miles           | 530.62   |          |        |              |   | 231.23   |    |    |    |   | 147,332 |    |    |    |   |  |
| Passenger Miles          | 3,052.40 |          |        |              |   | 1,097.90 |    |    |    |   | 835,453 |    |    |    |   |  |
| Revenue Hr/Platform Hr   | 0.77     |          |        |              |   | 0.62     |    |    |    |   | 0.76    |    |    |    |   |  |
| Revenue Mi/Platform Mi   | 0.91     |          |        |              |   | 0.92     |    |    |    |   | 0.91    |    |    |    |   |  |
| Passenger Mi/Platform Mi | 5.75     |          |        |              |   | 0.92     |    |    |    |   | 14.78   |    |    |    |   |  |
| Boardings (per day)      | 867.51   |          |        |              |   | 274.33   |    |    |    |   | 235,478 |    |    |    |   |  |
| Max Load                 | 18.28    |          |        |              |   | 12.27    |    |    |    |   | N/A     |    |    |    |   |  |
| Average Load             | 12.76    |          |        |              |   | 10.00    |    |    |    |   | 16.53   |    |    |    |   |  |
| Boardings/Trip           | 17.35    |          |        |              |   | 12.47    |    |    |    |   | 16.95   |    |    |    |   |  |
| Boardings/Revenue Hour   | 27.98    |          |        |              |   | 27.24    |    |    |    |   | 27.90   |    |    |    |   |  |
| Boardings/Revenue Mile   | 1.79     |          |        |              |   | 1.29     |    |    |    |   | 9.76    |    |    |    |   |  |
| Boardings/Platform Hour  | 21.60    |          |        |              |   | 16.79    |    |    |    |   | 21.23   |    |    |    |   |  |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$155.59 |
| Cost/Platform Hour | \$118.38 |
| Cost/Revenue Mile  | \$9.76   |
| Cost/Platform Mile | \$8.91   |
| Cost/Boarding      | \$5.58   |

|                  |             |
|------------------|-------------|
| Farebox Revenue  | \$244,390   |
| Operating Costs  | \$1,313,098 |
| Farebox Recovery | 18.6%       |

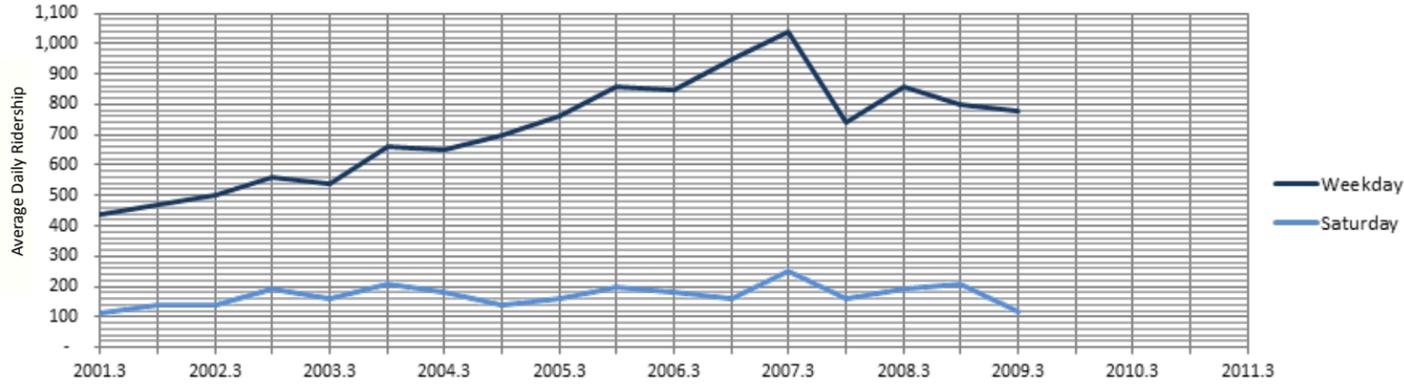
**Route 233 was eliminated by the Fall 2011 service change.** The route had two distinct purposes—it connected the Bear Creek Park & Ride with the Overlake area, including direct service to the Microsoft campus, before continuing on Bel-Red Road to the Bellevue Transit Center. It was interlined with Route 222 at the Bellevue Transit Center to provide seamless service to Eastgate via Enatai. Route 233 was replaced in Fall 2011 with Route 226, which deleted the Microsoft campus and Bear Creek Park & Ride portions of the route. The new Route 226 also provides service through the Route 230 service area in Lake Hills and then follows the existing 245 route to Bellevue College and the Eastgate Park & Ride. Half of its ridership was devoted to each of its corridors served; however, its load factor slowly decreased along Bel-Red Road and through the Microsoft Campus. Few riders used it to access the Bear Creek Park & Ride.

Route 233 could perhaps best be described as average: its various service measures fell either just above or just below their respective network averages, making the route not especially notable in most regards. Its productivity measures of 21.23 rides per platform hour and 14.78 passenger miles per platform mile were both slightly above average (18.44 and 13.94, respectively), while its farebox recovery ratio (18.6%) was slightly below the network average (22.5%) and median (20.2%). While Route 233 was among the top 25 percent in terms of revenue hours per platform hour (0.76), its cost per platform mile (\$8.91) was among the most expensive 25 percent in Bellevue.

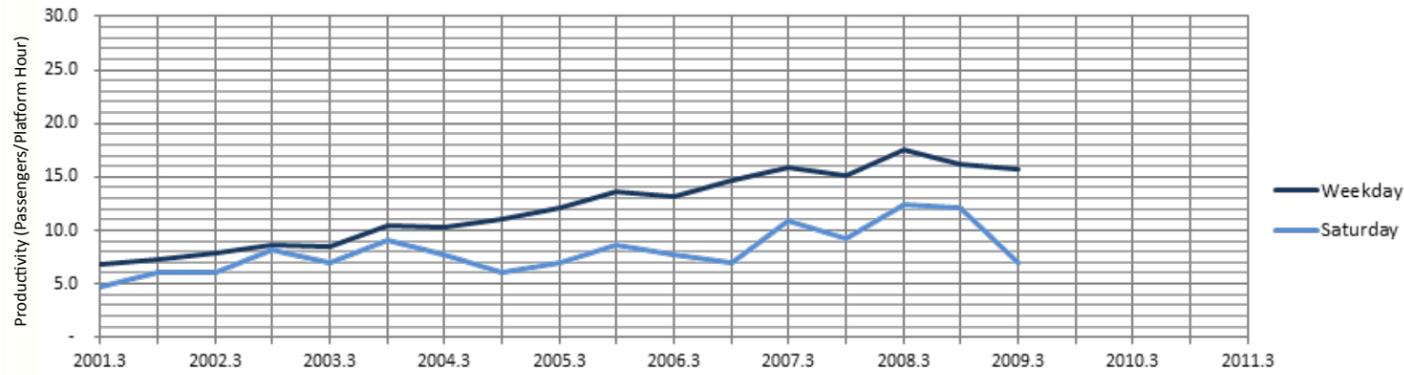
# Route 233

## Historical & Relative Route Performance

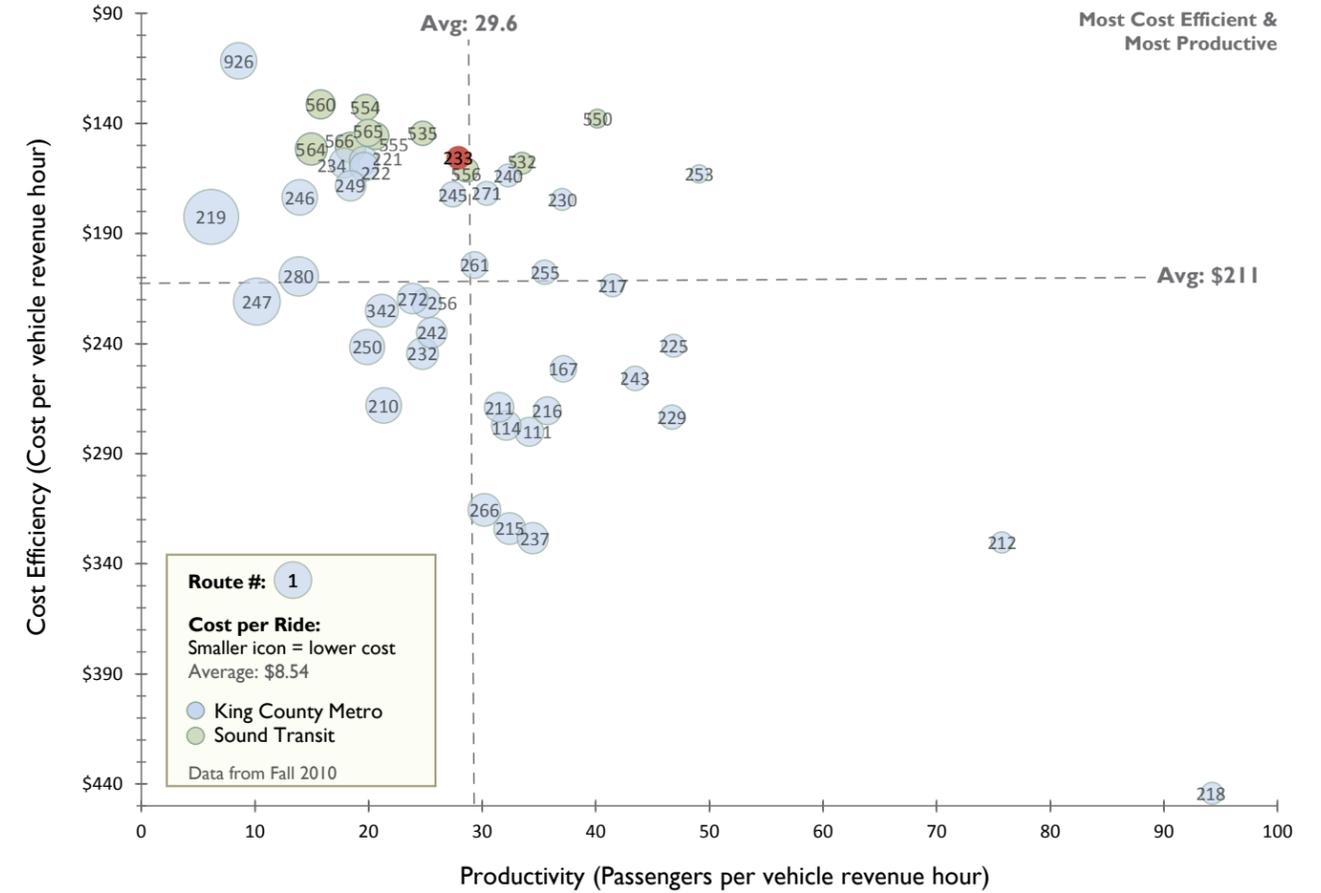
Route 233 Average Daily Ridership



Route 233 Daily Productivity



Service Note:  
Fall 2001: 50/22/0 daily trips



### Nine-Year Summary

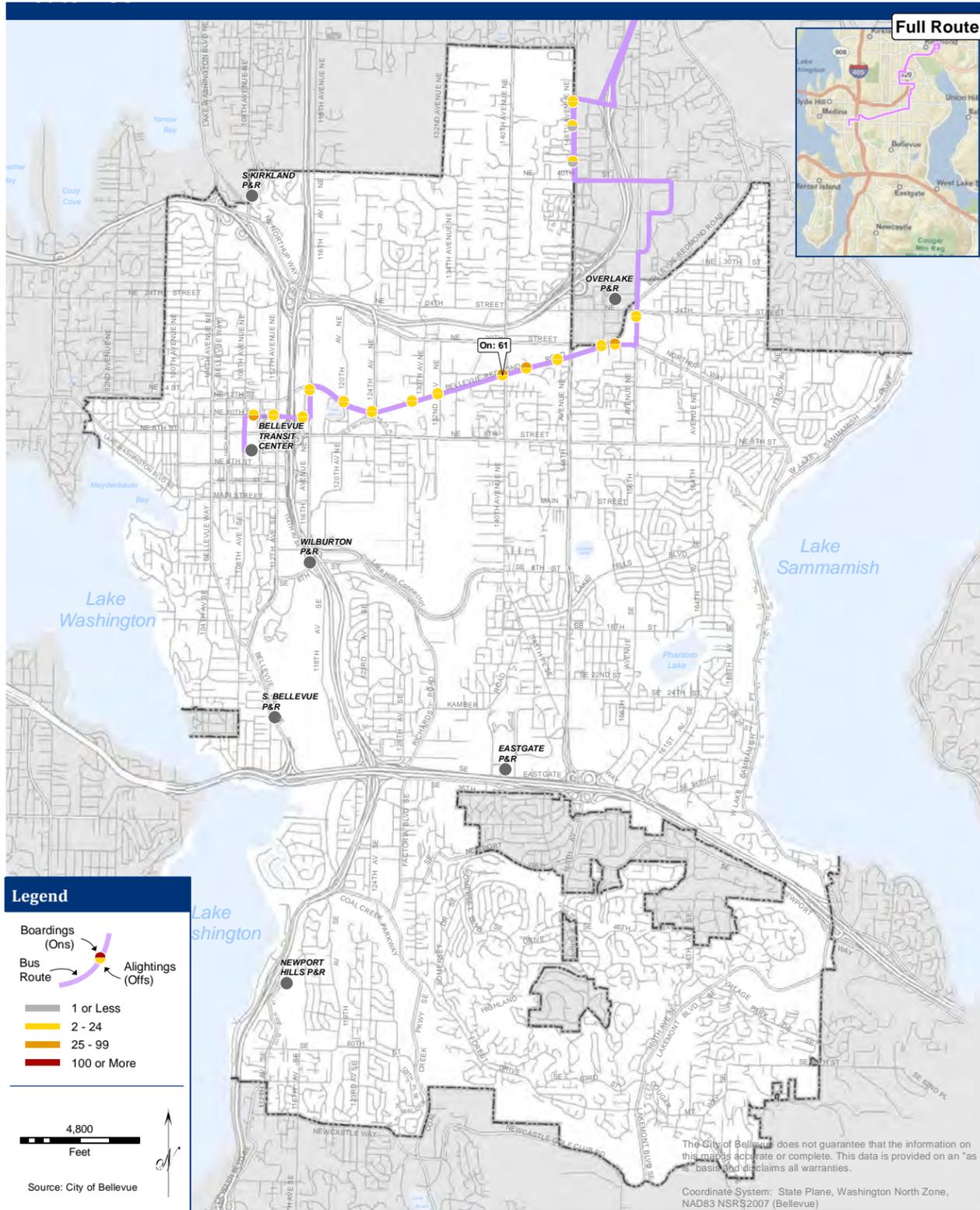
| Average Daily Ridership     |        |        | Productivity                |        |        |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Most Recent                 | 780    | 2009.3 | Most Recent                 | 15.7   | 2009.3 |
| Maximum                     | 1040   | 2007.3 | Maximum                     | 17.5   | 2008.3 |
| Minimum                     | 440    | 2001.3 | Minimum                     | 6.9    | 2001.3 |
| Average                     | 715.3  |        | Average                     | 12.1   |        |
| % Change from Previous Year | -9.3%  |        | % Change from Previous Year | -10.0% |        |
| % Change from Nine-Year Max | -25.0% |        | % Change from Nine-Year Max | -10.0% |        |

All above figures refer to weekday ridership

Route 233's service history can be categorized by three distinct periods. When it was first introduced in Fall 1989, Route 233 provided only twelve daily trips and served between only 50 and 70 daily riders through Fall 1991. Service was expanded to thirty daily trips in Spring 1992 and ridership followed, increasing to 240 daily riders by that fall. Additional daily trips were added and removed in many of the subsequent service quarters, varying from 24 to 38; daily ridership reached 560 in Fall 1999, the maximum for this period of the route's history. Route 233 underwent its most significant and final revision of service (in terms of daily trips operated) beginning in Fall 2001—the number of daily weekday trips operated was increased to fifty, and Saturday service was initiated with twenty-two daily trips. Productivity fell to only 6.75 rides per platform hour that year—the lowest since Fall 1992 and second-lowest in the route's history—and it remained at depressed levels for several years. Though the number of daily trips was not amended through Fall 2009, both ridership and productivity tended to improve over this time, with Fall 2007 providing the route's highest-ridership quarter. Weekday platform hours operated were reduced from 16,600 that quarter to 12,400 in Spring 2008 with coincident reductions in both ridership and productivity that recovered only partially in subsequent service quarters.

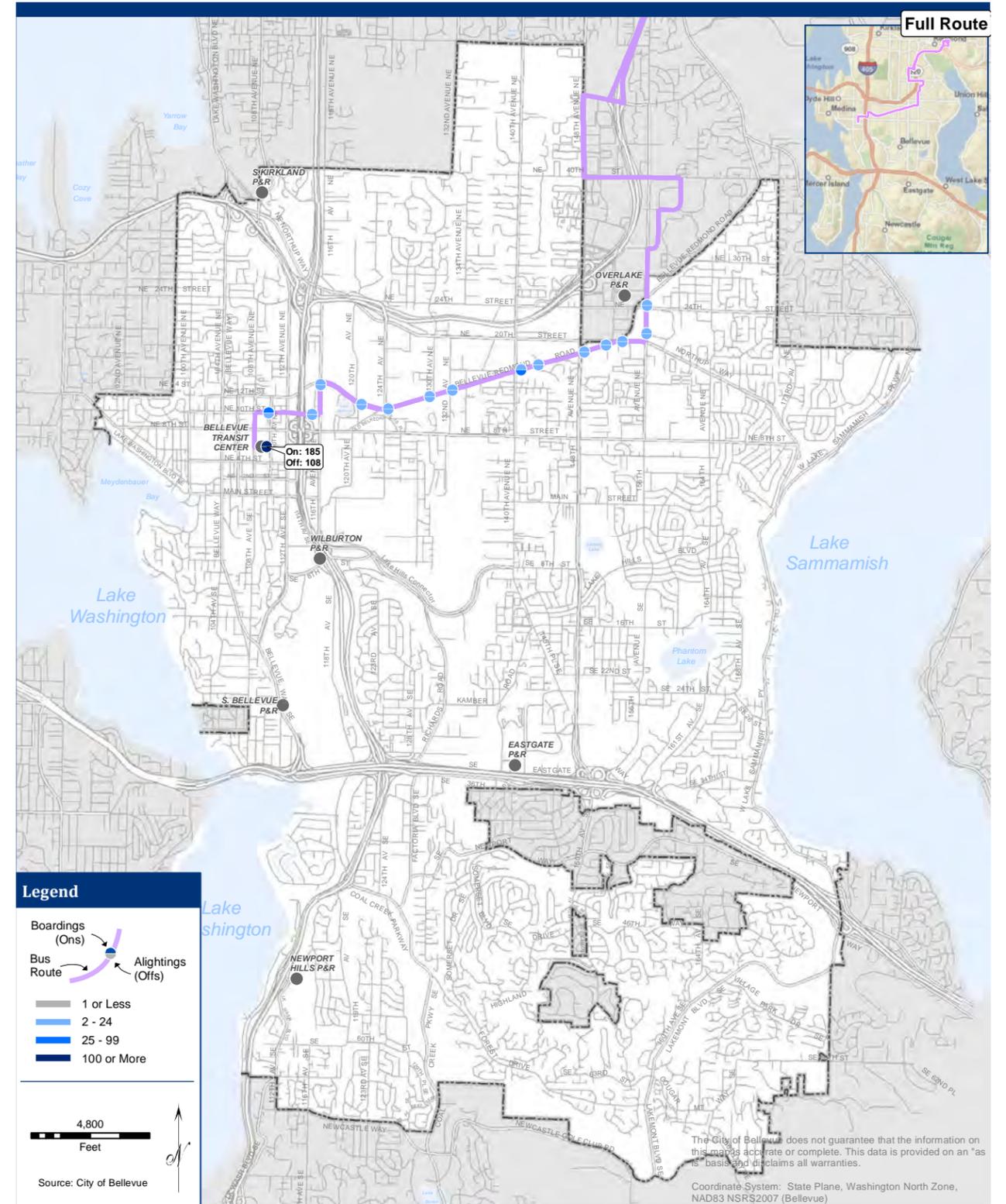
# Route 233

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 233

## Metro All-Day Route Service Level Assessment

Corridor 31L - Overlake to Bellevue via Bel-Red Road

### Step 1

| Land Use - Productivity |            |                  |        |
|-------------------------|------------|------------------|--------|
| Corridor Length         | Total HHs  | HH/Corridor Mi   | Points |
| 5.33                    | 5,425      | 1,018            | 0      |
|                         | Total Jobs | Jobs/Corridor Mi | Points |
|                         | 62,960     | 11,812           | 7      |

| Social Equity - Demographics |                                      |                                  |        |
|------------------------------|--------------------------------------|----------------------------------|--------|
| All Inbound Ons              | All Inbound Ons in Minority Tracts   | % Boarding in Minority Tracts    | Points |
| 378                          | 162                                  | 43%                              | 0      |
|                              | All Inbound Ons in Low-Income Tracts | % Boardings in Low-Income Tracts | Points |
|                              | 0                                    | 0%                               | 0      |

| Geographic Value - Primary Connections |                   |                     |        |
|--|-------------------|---------------------|--------|
| Activity Center 1                      | Activity Center 2 | Activity Connection | Points |
| —                                      | —                 | No                  | 0      |
| Urban Center 1                         | Urban Center 2    | Urban Connection    | Points |
| —                                      | —                 | No                  | 0      |

| Point Sub-Totals |               |           |              |
|------------------|---------------|-----------|--------------|
| Land Use         | Social Equity | Geo.Value | Step 1 Total |
| 7                | 0             | 0         | 7            |

| Step 1 Suggested Service Levels |          |       |
|---------------------------------|----------|-------|
| Peak                            | Off-Peak | Night |
| 60                              | 60       | 0     |

Analysis based on 2009 data

Based on the standards of King County Metro's service level assessment, Corridor 31L was overserved during both peak and off-peak hours. To improve service efficiency, it was recommended that both be reduced two service levels, resulting in headways of greater than 60 minutes.

|                                  | Peak | Off-Peak | Night      |
|----------------------------------|------|----------|------------|
| Existing Level of Service        | 30   | 30       | No Service |
| Suggested Level of Service       | > 60 | > 60     | No Service |
| Recommended Levels of Adjustment | -2   | -2       | 0          |

### Step 2

| Load Factor                                |         |                                       |         |
|--|---------|---------------------------------------|---------|
| Passenger Loads at Suggested Service Level |         | Frequency Improvements Based on Loads |         |
| Peak                                       | Offpeak | Peak                                  | Offpeak |
| 0.79                                       | 0.36    | 0                                     | 0       |

| Cost Recovery                            |         |       |                                       |         |       |
|--|---------|-------|---------------------------------------|---------|-------|
| Cost Recovery at Suggested Service Level |         |       | Frequency Improvements Based on Loads |         |       |
| Peak                                     | Offpeak | Night | Peak                                  | Offpeak | Night |
| 34%                                      | 22%     | N/A   | 0                                     | 0       | N/A   |

| Additional Night Service                 |                              |                                   |                                   |
|--|------------------------------|-----------------------------------|-----------------------------------|
| Primary Connection Between Urban Centers | Cost Recovery Basis (8%/16%) | Corridor Has 15 Min. Peak Service | Add What Frequency Night Service? |
| 0  | N/A                          | 0                                 | 0                                 |

| Step 2 Service Level Adjustments |          |       |
|----------------------------------|----------|-------|
| Peak                             | Off-Peak | Night |
| 0                                | 0        | 0     |

### Result

| Final Suggested Service Levels |          |       |                          |
|--------------------------------|----------|-------|--------------------------|
| Peak                           | Off-Peak | Night | Resulting Service Family |
| 60                             | 60       | 0     | Hourly                   |

Corridor 52L - Eastgate to Overlake via Phantom Lake

### Step 1

| Land Use - Productivity |            |                  |        |
|-------------------------|------------|------------------|--------|
| Corridor Length         | Total HHs  | HH/Corridor Mi   | Points |
| 9.11                    | 4,843      | 532              | 0      |
|                         | Total Jobs | Jobs/Corridor Mi | Points |
|                         | 8,191      | 899              | 0      |

| Social Equity - Demographics |                                      |                                  |        |
|------------------------------|--------------------------------------|----------------------------------|--------|
| All Inbound Ons              | All Inbound Ons in Minority Tracts   | % Boarding in Minority Tracts    | Points |
| 378                          | 162                                  | 43%                              | 0      |
|                              | All Inbound Ons in Low-Income Tracts | % Boardings in Low-Income Tracts | Points |
|                              | 0                                    | 0%                               | 0      |

| Geographic Value - Primary Connections |                   |                     |        |
|--|-------------------|---------------------|--------|
| Activity Center 1                      | Activity Center 2 | Activity Connection | Points |
| —                                      | —                 | No                  | 0      |
| Urban Center 1                         | Urban Center 2    | Urban Connection    | Points |
| —                                      | —                 | No                  | 0      |

| Point Sub-Totals |               |           |              |
|------------------|---------------|-----------|--------------|
| Land Use         | Social Equity | Geo.Value | Step 1 Total |
| 0                | 0             | 0         | 0            |

| Step 1 Suggested Service Levels |          |       |
|---------------------------------|----------|-------|
| Peak                            | Off-Peak | Night |
| 60                              | 60       | 0     |

Analysis based on 2009 data

Based on Metro's service level assessment, Corridor 52L was overserved during peak hours. To improve service efficiency, it was recommended that peak service be reduced to provide headways of no better than 60 minutes, thereby matching the corridor's existing level of off-peak service and the recommended service levels for Route 233's other Metro-defined corridor, 31L.

### Step 2

| Load Factor                                |         |                                       |         |
|--|---------|---------------------------------------|---------|
| Passenger Loads at Suggested Service Level |         | Frequency Improvements Based on Loads |         |
| Peak                                       | Offpeak | Peak                                  | Offpeak |
| 0.79                                       | 0.36    | 0                                     | 0       |

| Cost Recovery                            |         |       |                                       |         |       |
|--|---------|-------|---------------------------------------|---------|-------|
| Cost Recovery at Suggested Service Level |         |       | Frequency Improvements Based on Loads |         |       |
| Peak                                     | Offpeak | Night | Peak                                  | Offpeak | Night |
| 34%                                      | 22%     | N/A   | 0                                     | 0       | N/A   |

| Additional Night Service                 |                              |                                   |                                   |
|--|------------------------------|-----------------------------------|-----------------------------------|
| Primary Connection Between Urban Centers | Cost Recovery Basis (8%/16%) | Corridor Has 15 Min. Peak Service | Add What Frequency Night Service? |
| 0  | N/A                          | 0                                 | 0                                 |

| Step 2 Service Level Adjustments |          |       |
|----------------------------------|----------|-------|
| Peak                             | Off-Peak | Night |
| 0                                | 0        | 0     |

### Result

| Final Suggested Service Levels |         |       |                          |
|--------------------------------|---------|-------|--------------------------|
| Peak                           | Offpeak | Night | Resulting Service Family |
| 60                             | 60      | 0     | Hourly                   |

|                                  | Peak | Offpeak | Night      |
|----------------------------------|------|---------|------------|
| Existing Level of Service        | 30   | > 60    | No Service |
| Suggested Level of Service       | > 60 | > 60    | No Service |
| Recommended Levels of Adjustment | -2   | 0       | 0          |

# Route 233

## Recent & Future Service Revisions

October 2011

Route 233 has been discontinued as part of the Fall 2011 service revision and is now known as Route 226, a revised version of the former route. Route 226 has been extended to the Eastgate Park & Ride via NE 24th Street, Northup, Crossroads, 156th Avenue SE, Lake Hills Boulevard, and Bellevue College, while the northern part of Route 233 that ran between Overlake and the Bear Creek Park & Ride has been deleted. Sunday service was also added to Route 226.



# Route 249

All-Day Route

Revised Fall 2011

Overlake to Bellevue via Sammamish Viewpoint, Northup Way  
Corridor 53L

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 221 225 232 244 245 249 250 265 268 269 982<br>542 545 566                             |
| Overlake Park & Ride       | Overlake Village, Overlake Shopping Center                | B 221 225 232 244 245 249 250 265 268 269 982  |
| South Kirkland Park & Ride | South Kirkland neighborhoods                              | 234 235 249 255 981 986 540  |
| Bellevue Transit Center    | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center | B 226 232 234 235 237 240 241 243 246 249 271<br>280 342 385 886 532 535 550 555 560 566 |
| South Bellevue Park & Ride | Enatai and Beaux Arts Village neighborhoods               | 211 241 249 981 983 550 555 556 560  |



Map depicts Fall 2011 routing

|                          | Weekday       | Saturday      | Sunday        | Annual Total |
|--------------------------|---------------|---------------|---------------|--------------|
| Hours of Service         |               |               |               |              |
| Daily Trips              | 41            | 26            |               |              |
| Time of Day              | AM MD PM EV X | AM MD PM EV X | AM MD PM EV X |              |
| Headway (min)            | 30 60 30 — —  | — 60 — — —    |               |              |
| Percent On-Time          |               |               |               |              |
| Revenue Hours            | 29.22         | 14.25         |               | 8,119        |
| Platform Hours           | 42.26         | 20.93         |               | 11,754       |
| Revenue Miles            | 471.43        | 274.77        |               | 133,273      |
| Platform Miles           | 510.98        | 291.54        |               | 144,037      |
| Passenger Miles          | 1,998.20      | 838.50        |               | 549,590      |
| Revenue Hr/Platform Hr   | 0.69          | 0.68          |               | 0.69         |
| Revenue Mi/Platform Mi   | 0.92          | 0.94          |               | 0.93         |
| Passenger Mi/Platform Mi | 3.91          | 0.94          |               | 10.82        |
| Boardings (per day)      | 549.39        | 203.42        |               | 149,425      |
| Max Load                 | 14.68         | 6.73          |               | N/A          |
| Average Load             | 8.41          | 5.50          |               | 11.67        |
| Boardings/Trip           | 13.40         | 7.82          |               | 12.77        |
| Boardings/Revenue Hour   | 18.80         | 14.28         |               | 18.41        |
| Boardings/Revenue Mile   | 1.17          | 0.74          |               | 10.25        |
| Boardings/Platform Hour  | 13.00         | 9.72          |               | 12.71        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$168.27 |
| Cost/Platform Hour | \$116.22 |
| Cost/Revenue Mile  | \$10.25  |
| Cost/Platform Mile | \$9.48   |
| Cost/Boarding      | \$9.14   |

|                  |             |
|------------------|-------------|
| Farebox Revenue  | \$157,510   |
| Operating Costs  | \$1,366,141 |
| Farebox Recovery | 11.5%       |

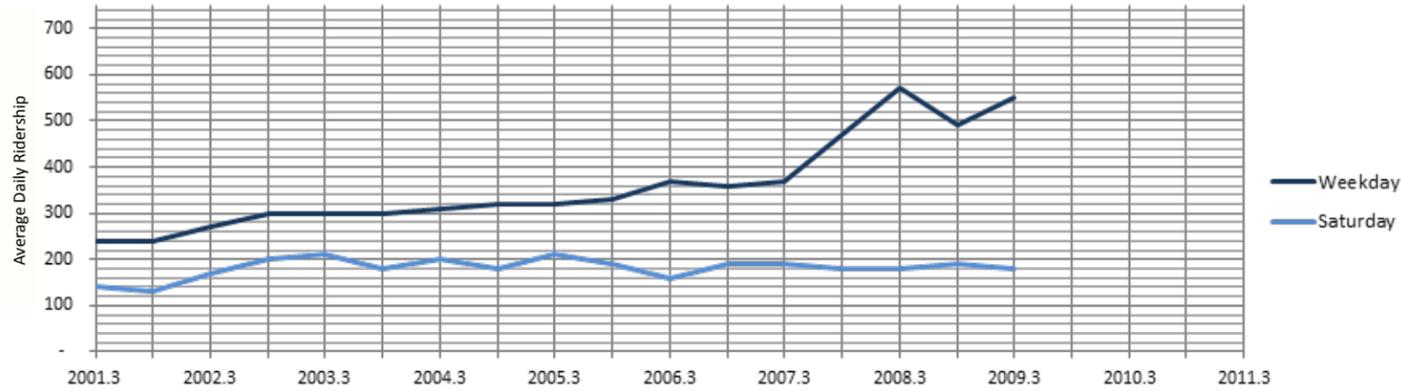
Route 249 is an all-day route that connects the Sammamish Viewpoint neighborhood to the Overlake and Bellevue Transit Centers via Northup Way (NE 20th St) and the northern end of the Bel-Red industrial area. As part of the Fall 2011 service change, the route was amended in Overlake to serve an area of 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.

Route 249 is one of the lowest-performing routes in Bellevue's all-day service network. It served only 149,425 rides in 2010, the second least of Bellevue's all-day routes. The route is also among the bottom 25 percent in terms of rides per platform hour (12.71; average 18.44), cost per platform mile (\$9.48; average \$7.50), and farebox recovery ratio (11.5%; average 22.5%). However, among the Bellevue routes providing community service, it ranks second only to Route 222, which was deleted in Fall 2011 and renamed Route 241.

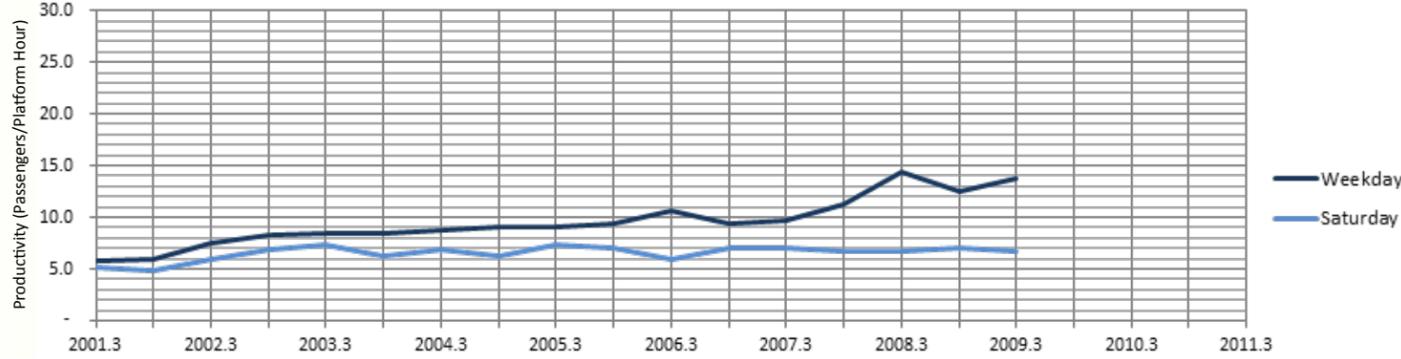
# Route 249

## Historical & Relative Route Performance

Route 249 Average Daily Ridership



Route 249 Daily Productivity

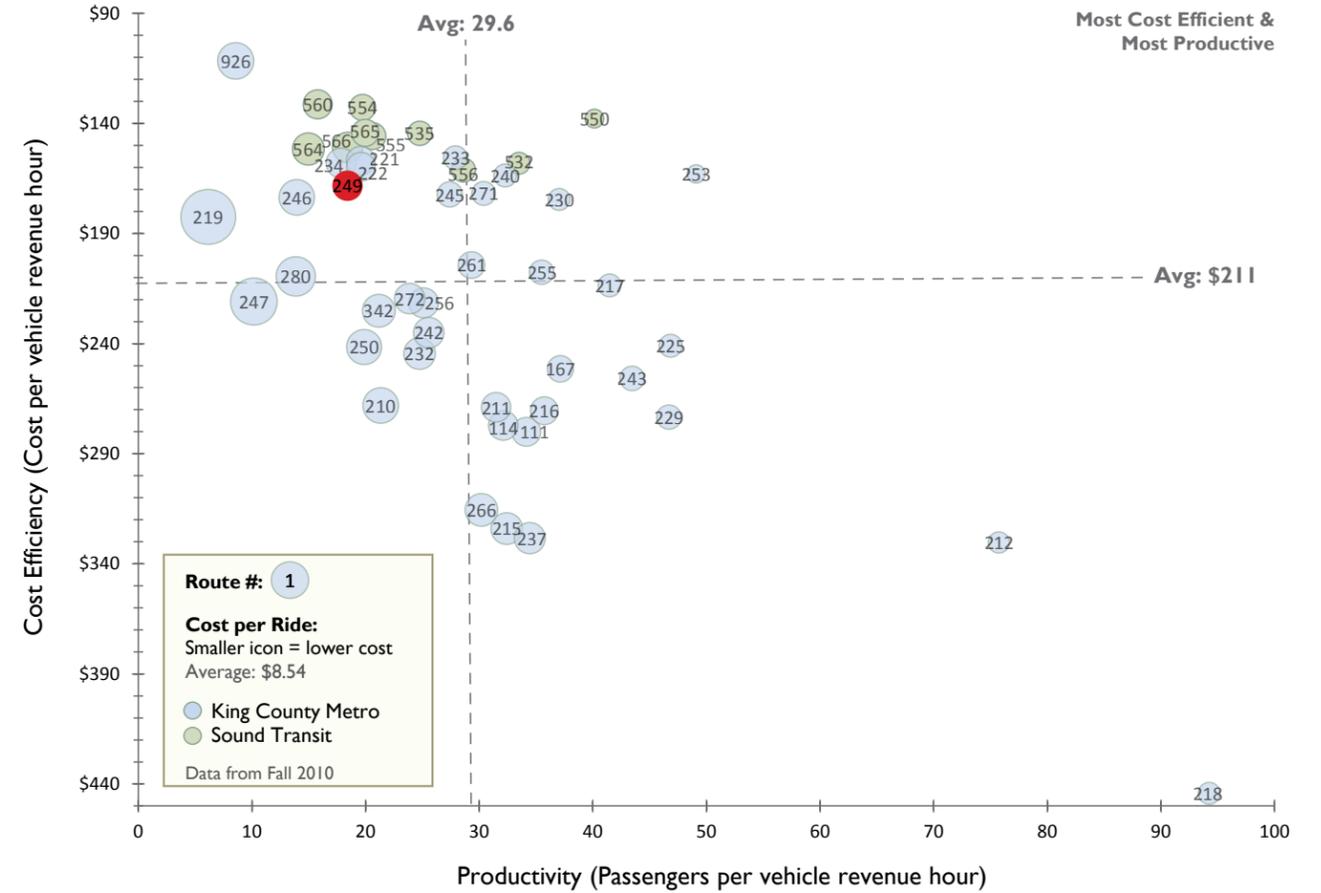


Service Notes:  
Fall 2001: 33/26/0 daily trips  
Spring 2008: 41/26/0 daily trips

### Nine-Year Summary

| Average Daily Ridership     |       |                | Productivity                |       |        |
|-----------------------------|-------|----------------|-----------------------------|-------|--------|
| Most Recent                 | 550   | 2009.3         | Most Recent                 | 13.8  | 2009.3 |
| Maximum                     | 570   | 2008.3         | Maximum                     | 14.3  | 2008.3 |
| Minimum                     | 240   | 2001.3, 2002.1 | Minimum                     | 5.8   | 2001.3 |
| Average                     | 359.4 |                | Average                     | 9.5   |        |
| % Change from Previous Year | -3.5% |                | % Change from Previous Year | -3.5% |        |
| % Change from Nine-Year Max | -3.5% |                | % Change from Nine-Year Max | -3.5% |        |

All above figures refer to weekday ridership

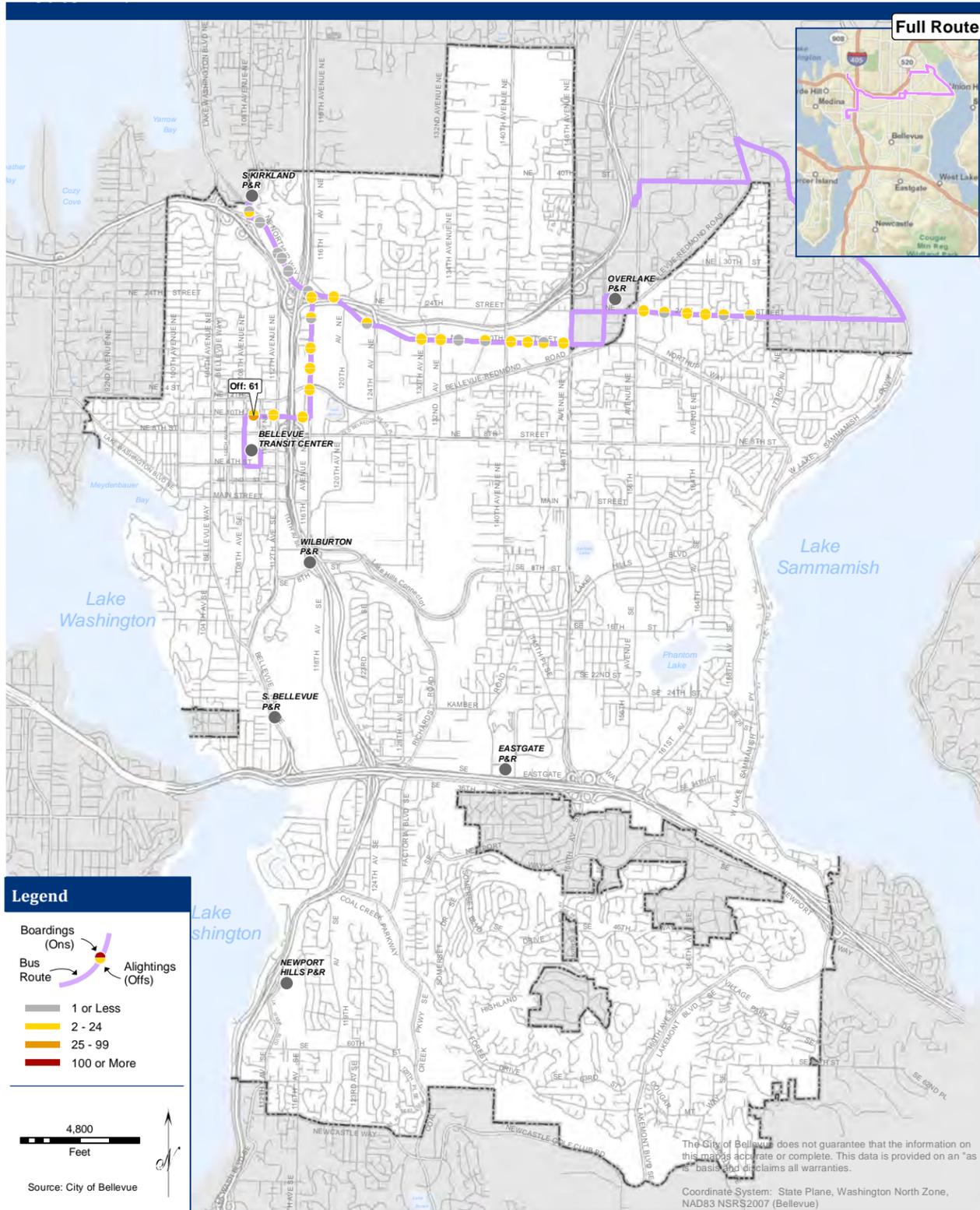


Route 249 began service in Fall 1989 with strong performance; it attracted an average of 340 daily rides and served 12.39 rides per platform hour that quarter. By Spring 1992, average daily ridership increased to 570—a height it would not reach again until Fall 2008. Though daily ridership declined somewhat in Spring 2009, it largely recovered by Fall 2009 and has remained at approximately 550 rides daily since. Weekday productivity exceeded 20 rides per platform hour in Spring 1992, and the route has yet to achieve such levels of productivity again. The service revision enacted in Fall 2001, which increased the number of daily trips operated from 26 and 14 on weekdays and Saturdays, respectively, to 33 and 26, resulted in an immediate decrease in ridership and productivity. It took nearly seven years for Route 249's productivity to return to Spring 2001 levels preceding the service change.



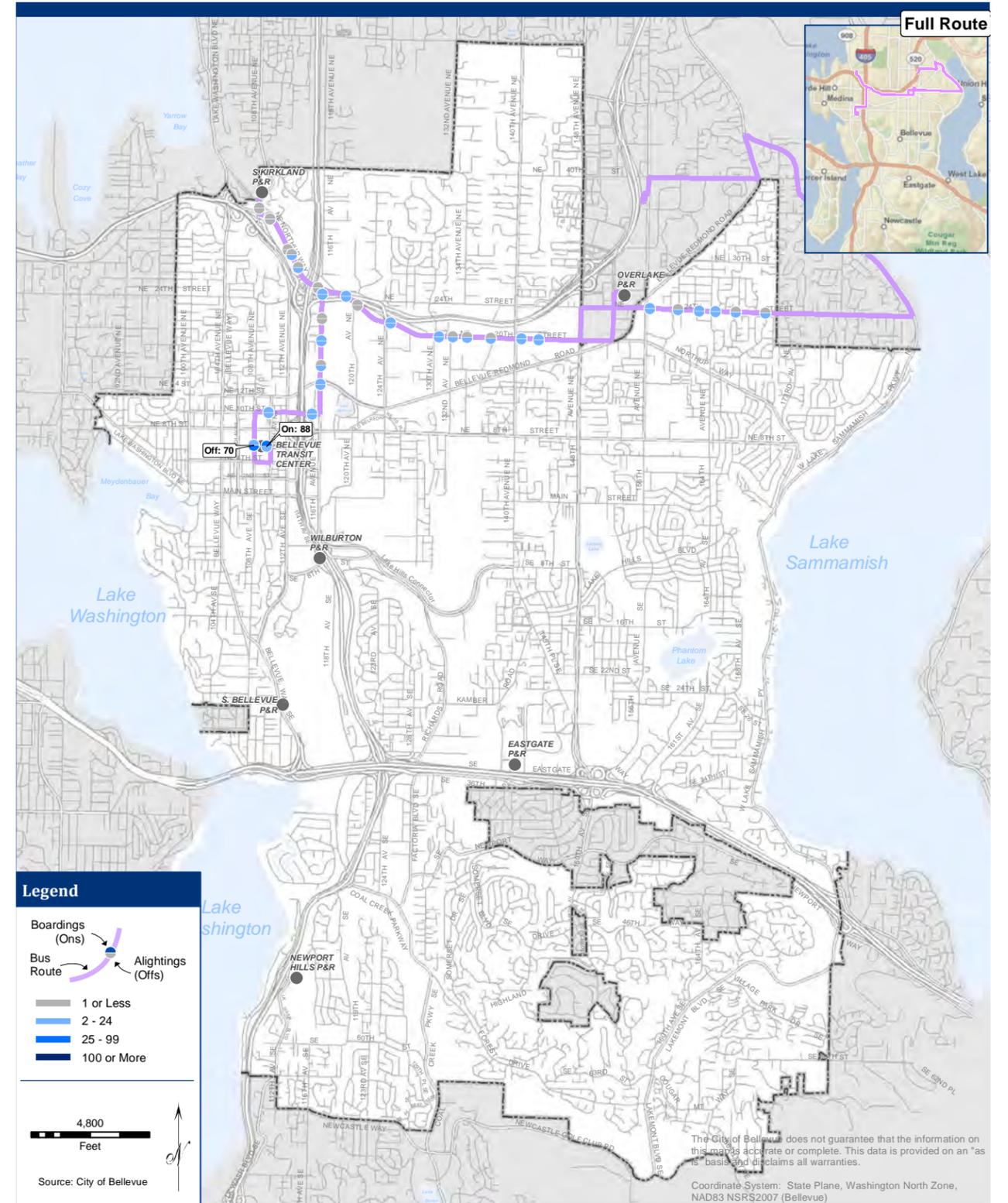
# Route 249

Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 249

## Metro All-Day Route Service Level Assessment

Corridor 53L - Overlake to Bellevue via Sammamish Viewpoint, Northup Way

### Step 1

| Land Use - Productivity |            |                  |        |
|-------------------------|------------|------------------|--------|
| Corridor Length         | Total HHs  | HH/Corridor Mi   | Points |
| 11.45                   | 6,369      | 556              | 0      |
|                         | Total Jobs | Jobs/Corridor Mi | Points |
|                         | 29,785     | 2,602            | 0      |

| Social Equity - Demographics |                                      |                                  |        |
|------------------------------|--------------------------------------|----------------------------------|--------|
| All Inbound Ons              | All Inbound Ons in Minority Tracts   | % Boarding in Minority Tracts    | Points |
| 240                          | 74                                   | 31%                              | 0      |
|                              | All Inbound Ons in Low-Income Tracts | % Boardings in Low-Income Tracts | Points |
|                              | 0                                    | 0%                               | 0      |

| Geographic Value - Primary Connections |                   |                     |        |
|--|-------------------|---------------------|--------|
| Activity Center 1                      | Activity Center 2 | Activity Connection | Points |
| Overlake                               | Sammamish         | Yes                 | 5      |
| Urban Center 1                         | Urban Center 2    | Urban Connection    | Points |
| Overlake                               | —                 | No                  | 0      |

| Point Sub-Totals |               |           |              |
|------------------|---------------|-----------|--------------|
| Land Use         | Social Equity | Geo.Value | Step 1 Total |
| 0                | 0             | 5         | 5            |

| Step 1 Suggested Service Levels |          |       |
|---------------------------------|----------|-------|
| Peak                            | Off-Peak | Night |
| 60                              | 60       | 0     |

Analysis based on 2009 data

Based on the standards of King County Metro's service level assessment, Corridor 53L is overserved during peak hours by two service levels. To improve efficiency, peak service should be reduced from headways of 30 minutes to headways of greater than 60 minutes.

### Step 2

| Load Factor                                |          |                                       |          |
|--|----------|---------------------------------------|----------|
| Passenger Loads at Suggested Service Level |          | Frequency Improvements Based on Loads |          |
| Peak                                       | Off-Peak | Peak                                  | Off-Peak |
| 0.49                                       | 0.5      | 0                                     | 0        |

| Cost Recovery                            |          |       |                                       |          |       |
|--|----------|-------|---------------------------------------|----------|-------|
| Cost Recovery at Suggested Service Level |          |       | Frequency Improvements Based on Loads |          |       |
| Peak                                     | Off-Peak | Night | Peak                                  | Off-Peak | Night |
| 24%                                      | 10%      | N/A   | 0                                     | 0        | N/A   |

| Additional Night Service                 |                              |                                   |                                   |
|--|------------------------------|-----------------------------------|-----------------------------------|
| Primary Connection Between Urban Centers | Cost Recovery Basis (8%/16%) | Corridor Has 15 Min. Peak Service | Add What Frequency Night Service? |
| 0  | N/A                          | 0                                 | 0                                 |

| Step 2 Service Level Adjustments |          |       |
|----------------------------------|----------|-------|
| Peak                             | Off-Peak | Night |
| 0                                | 0        | 0     |

### Result

| Final Suggested Service Levels |          |       |                          |
|--------------------------------|----------|-------|--------------------------|
| Peak                           | Off-Peak | Night | Resulting Service Family |
| 60                             | 60       | 0     | Hourly                   |

|                                  |      |          |            |
|----------------------------------|------|----------|------------|
|                                  | Peak | Off-Peak | Night      |
| Existing Level of Service        | 30   | > 60     | No Service |
| Suggested Level of Service       | > 60 | > 60     | No Service |
| Recommended Levels of Adjustment | -2   | 0        | 0          |

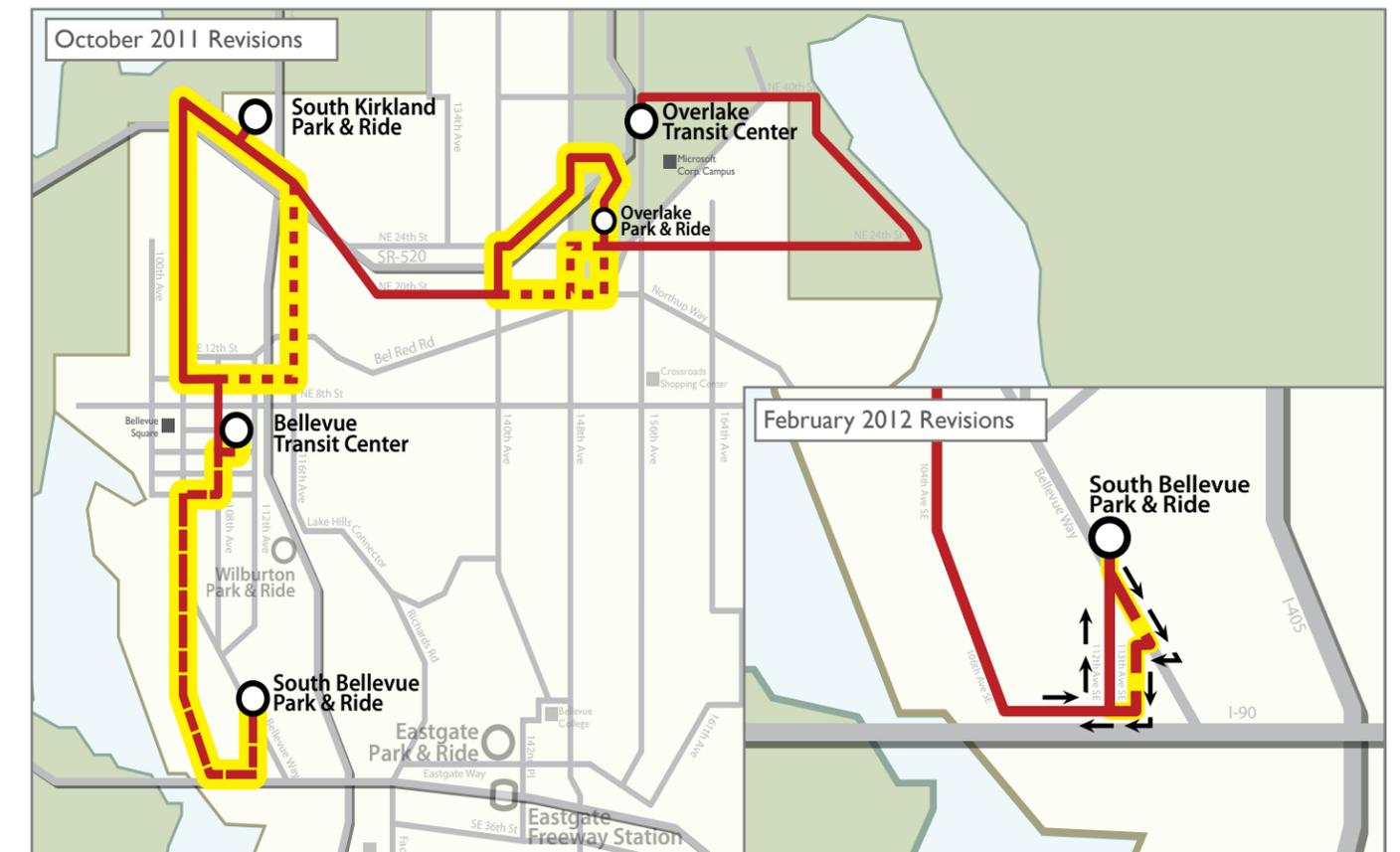
## Recent & Future Service Revisions

### October 2011

Route 249 was significantly altered by the Fall 2011 service revision. The route now serves the new overcrossing of SR-520 at NE 31st/36th Streets and 148th Avenue NE north of NE 24th Street, NE 40th Street between Bel-Red Road and West Lake Sammamish Parkway NE, Bellevue Way NE instead of 116th Avenue NE between south Kirkland and the Bellevue Transit Center, and it has been extended to the South Bellevue Park & Ride via Main Street, Enatai, and Beaux Arts. The South Kirkland Park & Ride is now served by all trips, seven days a week. Midday trip frequency has been increased to every 30 minutes, and Sunday service was added. To accommodate these extensive changes, 11,000 annual platform hours were added—nearly double the existing service—bringing the total to 22,100 hours annually.

### February 2012

In response to several customer complaints about the volume of transit coaches on 112th Ave SE, a small residential street near the South Bellevue Park & Ride, the routing of Route 249 was revised in one direction effective with the February service change. This reduces the volume of buses on 112th Ave SE by half while retaining the use of that street approaching the Park & Ride, which allows for the use of the signal at Bellevue Way to safely turn north onto Bellevue Way. This revised northbound-only routing from the South Bellevue Park & Ride toward Bellevue Transit Center should have no noticeable impact on travel time.



# Route 253

Bellevue to Redmond, Bear Creek via NE 8th St, 156th Ave NE  
Corridor 11C

All-Day Route  
Deleted Fall 2011  
Bellevue Core Route

Local 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<br>Meydenbauer Center | <b>B</b> 226 232 234 235 237 240 241 243 246 249 271<br>280 342 385 886 532 535 550 555 560 566 |
| Overlake Park & Ride    | Overlake Village, Overlake Shopping Center                  | <b>B</b> 221 225 232 244 245 249 250 265 268 269 982  |
| Redmond Transit Center  | Downtown Redmond  | <b>B</b> 221 224 232 248 250 251 265 930 542 545  |
| Bear Creek Park & Ride  | Bear Creek Business Parks                                   | <b>216</b> 248 268 269 982 545  |



Map depicts Fall 2011 routing

|                          | Weekday  |    |    |       |    | Saturday |       |    |       |    | Sunday   |    |    |    |    | Annual Total |
|--------------------------|----------|----|----|-------|----|----------|-------|----|-------|----|----------|----|----|----|----|--------------|
| Hours of Service         |          |    |    |       |    |          |       |    |       |    |          |    |    |    |    |              |
| Daily Trips              | 66       |    |    |       |    | 57       |       |    |       |    | 33       |    |    |    |    |              |
| 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 | —        | 30-60 | —  | 30-60 | 60 | —        | 60 | —  | 60 | 60 |              |
| Percent On-Time          |          |    |    |       |    |          |       |    |       |    |          |    |    |    |    |              |
| Revenue Hours            | 59.16    |    |    |       |    | 43.89    |       |    |       |    | 23.43    |    |    |    |    | 18,718       |
| Platform Hours           | 82.94    |    |    |       |    | 64.69    |       |    |       |    | 34.50    |    |    |    |    | 26,513       |
| Revenue Miles            | 786.84   |    |    |       |    | 672.85   |       |    |       |    | 377.92   |    |    |    |    | 257,552      |
| Platform Miles           | 878.46   |    |    |       |    | 754.05   |       |    |       |    | 420.14   |    |    |    |    | 287,586      |
| Passenger Miles          | 9,584.00 |    |    |       |    | N/A      |       |    |       |    | N/A      |    |    |    |    | 2,466,460    |
| Revenue Hr/Platform Hr   | 0.71     |    |    |       |    | 0.68     |       |    |       |    | 0.68     |    |    |    |    | 0.71         |
| Revenue Mi/Platform Mi   | 0.90     |    |    |       |    | 0.89     |       |    |       |    | 0.90     |    |    |    |    | 0.90         |
| Passenger Mi/Platform Mi | 10.91    |    |    |       |    | 0.89     |       |    |       |    | 0.90     |    |    |    |    | 32.63        |
| Boardings (per day)      | 2,945.90 |    |    |       |    | 1,900.51 |       |    |       |    | 1,188.16 |    |    |    |    | 918,944      |
| Max Load                 | 33.50    |    |    |       |    | 22.42    |       |    |       |    | 24.18    |    |    |    |    | N/A          |
| Average Load             | 24.00    |    |    |       |    | 18.28    |       |    |       |    | 19.79    |    |    |    |    | 37.33        |
| Boardings/Trip           | 44.63    |    |    |       |    | 33.34    |       |    |       |    | 36.00    |    |    |    |    | 42.33        |
| Boardings/Revenue Hour   | 49.80    |    |    |       |    | 43.30    |       |    |       |    | 50.71    |    |    |    |    | 49.09        |
| Boardings/Revenue Mile   | 3.74     |    |    |       |    | 2.82     |       |    |       |    | 3.14     |    |    |    |    | 11.84        |
| Boardings/Platform Hour  | 35.52    |    |    |       |    | 29.38    |       |    |       |    | 34.44    |    |    |    |    | 34.66        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$162.91 |
| Cost/Platform Hour | \$115.02 |
| Cost/Revenue Mile  | \$11.84  |
| Cost/Platform Mile | \$10.60  |
| Cost/Boarding      | \$3.32   |

|                  |             |
|------------------|-------------|
| Farebox Revenue  | \$935,398   |
| Operating Costs  | \$3,049,370 |
| Farebox Recovery | 30.7%       |

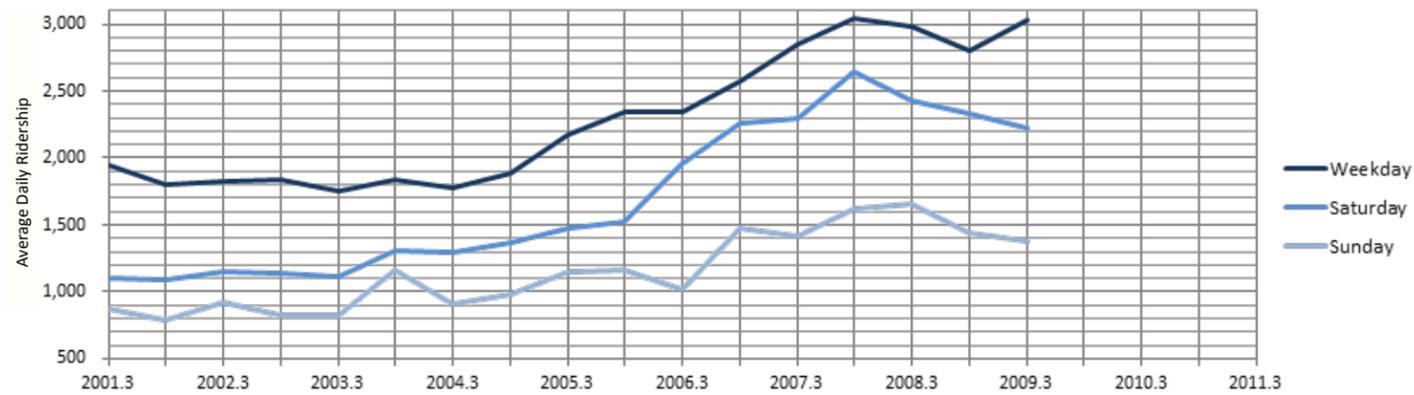
**Route 253 was eliminated by the Fall 2011 service change.** It was an all-day route that connected the Bellevue Transit Center to Downtown Redmond via NE 8th St through Crossroads and 156th Ave NE through Overlake. During midday and peak hours, the route was extended to the Bear Creek Park & Ride. The RapidRide B Line replaced the Bellevue to Redmond segment of Route 253, while the Bear Creek to Redmond segment has replacement service from Routes 248 and 545.

The decision to replace Route 253 with RapidRide service was well supported by its performance data. Route 253 was the most productive intra-Eastside route by a considerable margin, providing 34.66 rides per platform hour (citywide average, 18.44) compared with only 25.05 for Route 230, the next most productive. Despite having the highest cost per platform hour (\$10.60) of any Bellevue route in 2010, Route 253 is the only all-day route other than Route 550 to rank among the top 25 percent in terms of its farebox recovery ratio (30.7%). It is interesting to note that Route 253 was one of few routes for which Sunday was its most productive day.

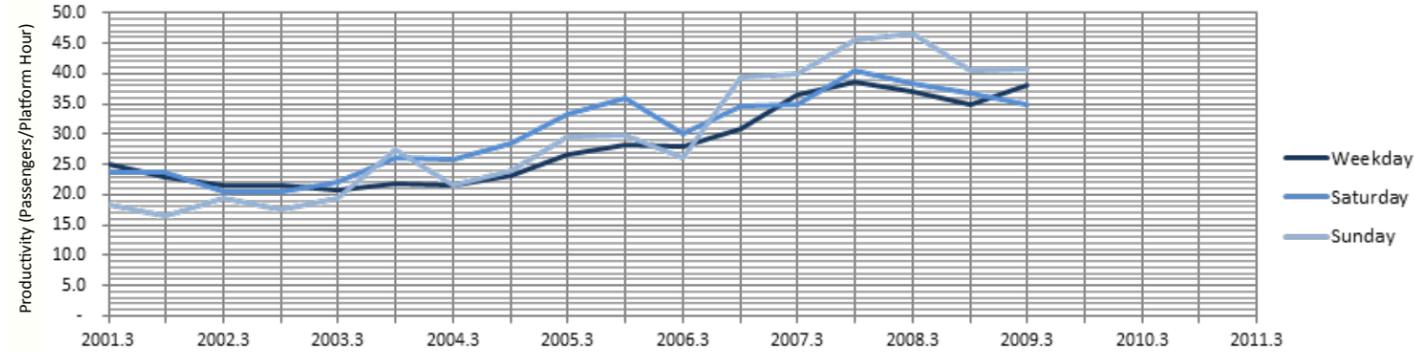
# Route 253

## Historical & Relative Route Performance

Route 253 Average Daily Ridership



Route 253 Daily Productivity

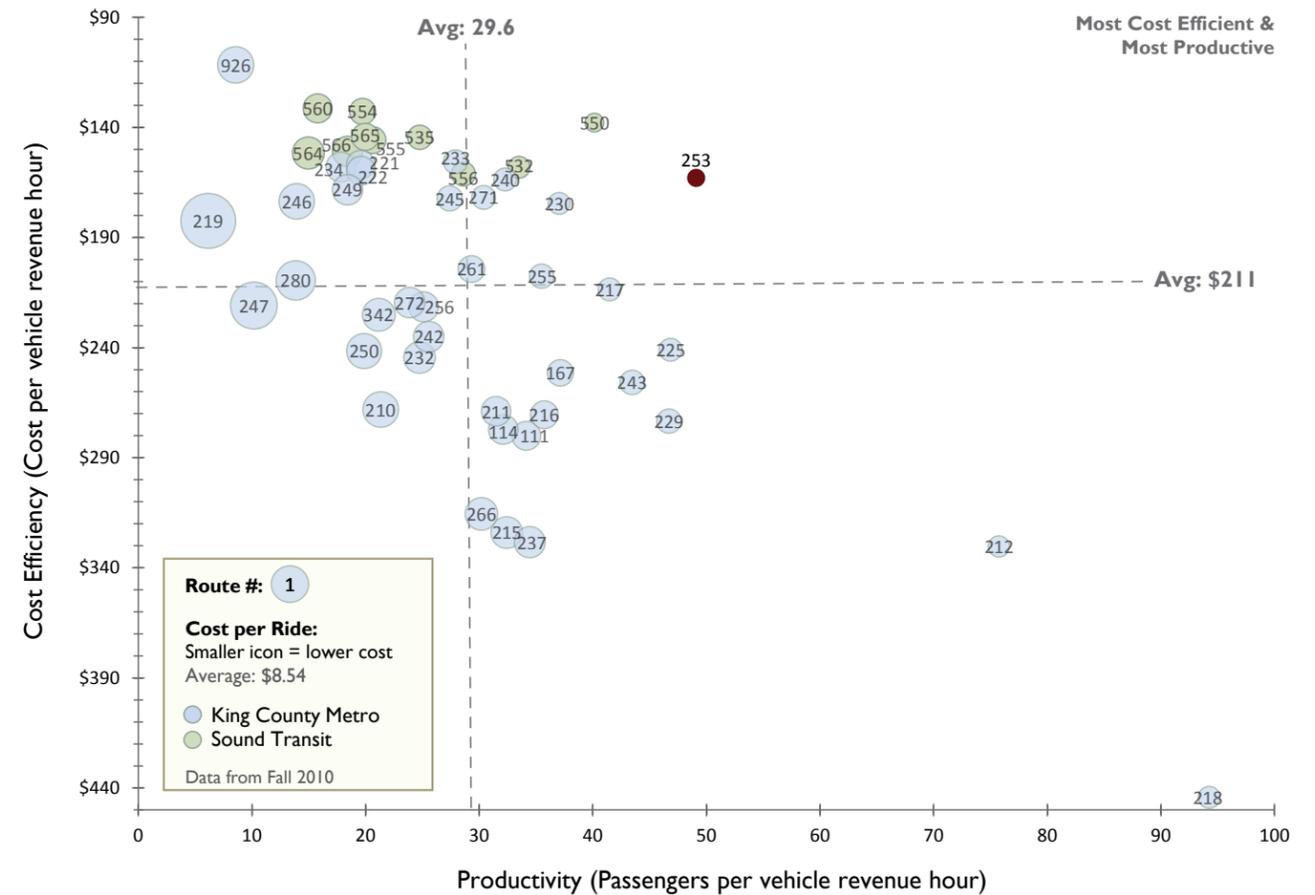


Service Notes:  
Spring 2005: 65/34/33 daily trips  
Fall 2006: 65/57/33 daily trips  
Fall 2008: 66/57/33 daily trips

### Nine-Year Summary

| Average Daily Ridership     |        |        | Productivity                |       |        |
|-----------------------------|--------|--------|-----------------------------|-------|--------|
| Most Recent                 | 3030   | 2009.3 | Most Recent                 | 38.1  | 2009.3 |
| Maximum                     | 3040   | 2008.1 | Maximum                     | 38.6  | 2008.1 |
| Minimum                     | 1750   | 2003.3 | Minimum                     | 20.9  | 2003.3 |
| Average                     | 2281.2 |        | Average                     | 28.1  |        |
| % Change from Previous Year | 1.7%   |        | % Change from Previous Year | 2.7%  |        |
| % Change from Nine-Year Max | -0.3%  |        | % Change from Nine-Year Max | -1.3% |        |

All above figures refer to weekday ridership

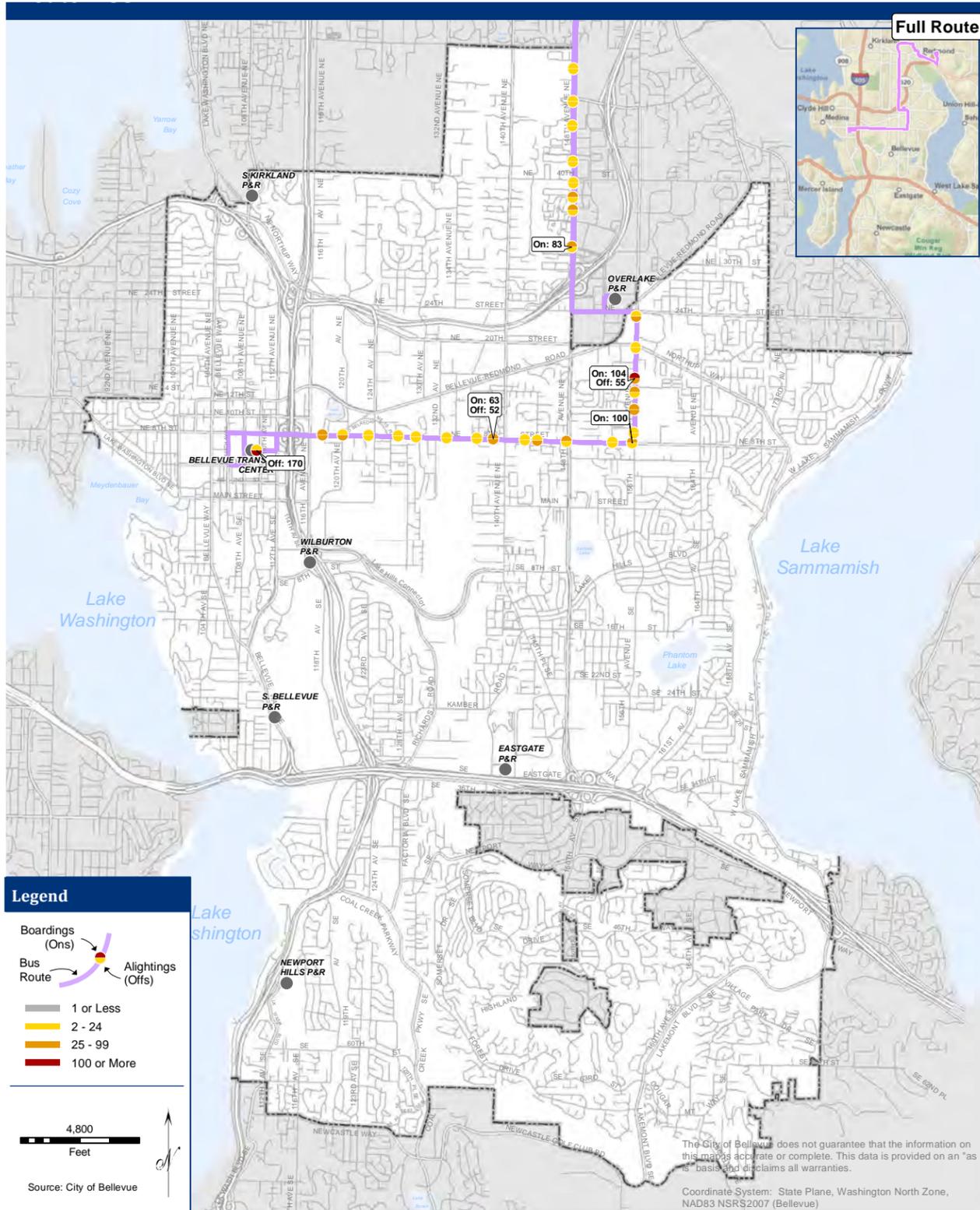


Route 253 has been among Bellevue's highest-ridership and most-productive routes for much of its service history. In Fall 1989, the route served an average of 2,740 daily rides while operating 69 daily trips on weekdays, another 1,500 daily rides served by 31 daily trips on Saturdays, and 990 daily rides on Sundays served by 29 daily trips. With a total of 31,400 annual platform hours operated, the route initially served an average of 26.5 rides per platform hour. The number of daily trips was increased slightly (to 71/32/30) during the mid-1990s, and the average daily weekday ridership peaked at 4,000 in Spring 1997. The number of daily trips operated was reduced in 1998, then adjusted again in Fall 2001 to serve 65/33/32 daily trips on weekdays, Saturdays, and Sundays respectively. Average daily ridership fell and remained below 2,000 until Fall 2005, after which it rose for several consecutive quarters until Spring 2008, when it peaked with an average of 3,040 daily weekday and 2,640 daily Saturday rides. Route 253's productivity reached its historical maximum of 39.4 rides per platform hour in Spring 2008. Ridership and productivity have both dipped only slightly since Spring 2008.

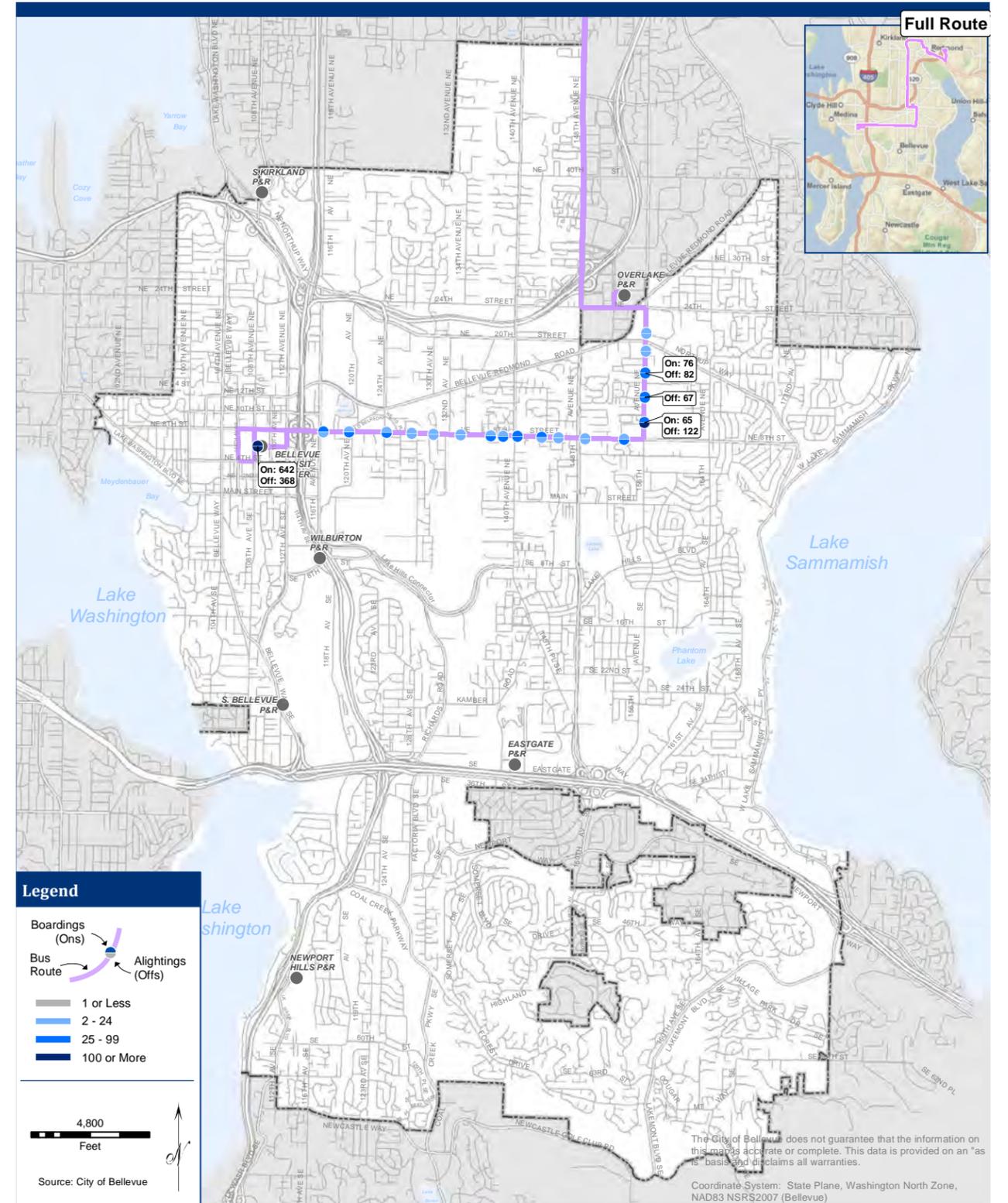


# Route 253

## Boarding & Alighting Activity | Inbound



## Boarding & Alighting Activity | Outbound



# Route 253

## Metro All-Day Route Service Level Assessment

Corridor IIC - Bellevue to Redmond via NE 8th St, 156th Ave NE

### Step 1

| Land Use - Productivity |            |                  |        |
|-------------------------|------------|------------------|--------|
| Corridor Length         | Total HHs  | HH/Corridor Mi   | Points |
| 10.16                   | 11,958     | 1,177            | 4      |
|                         | Total Jobs | Jobs/Corridor Mi | Points |
|                         | 33,243     | 3,271            | 0      |

| Social Equity - Demographics |                                      |                                  |        |
|------------------------------|--------------------------------------|----------------------------------|--------|
| All Inbound Ons              | All Inbound Ons in Minority Tracts   | % Boarding in Minority Tracts    | Points |
| 912                          | 706                                  | 77%                              | 5      |
|                              | All Inbound Ons in Low-Income Tracts | % Boardings in Low-Income Tracts | Points |
|                              | 68                                   | 7%                               | 0      |

| Geographic Value - Primary Connections |                   |                     |        |
|--|-------------------|---------------------|--------|
| Activity Center 1                      | Activity Center 2 | Activity Connection | Points |
| Bellevue                               | Redmond           | Yes                 | 5      |
| Urban Center 1                         | Urban Center 2    | Urban Connection    | Points |
| Bellevue                               | Redmond           | Yes                 | 5      |

| Point Sub-Totals |               |           |              |
|------------------|---------------|-----------|--------------|
| Land Use         | Social Equity | Geo.Value | Step 1 Total |
| 4                | 5             | 10        | 19           |

| Step 1 Suggested Service Levels |          |       |
|---------------------------------|----------|-------|
| Peak                            | Off-Peak | Night |
| Better than 15 min              | 15       | 15    |

Analysis based on 2009 data

Based on the standards of King County Metro's service level assessment, Corridor IIC was significantly underserved during all service periods. It was recommended that service be increased to provide headways of 15 minutes or better throughout the day. Route 253's replacement with RapidRide B Line service in Fall 2011 follows this recommendation.

### Step 2

| Load Factor                                |          |                                       |          |
|--|----------|---------------------------------------|----------|
| Passenger Loads at Suggested Service Level |          | Frequency Improvements Based on Loads |          |
| Peak                                       | Off-Peak | Peak                                  | Off-Peak |
| 0.77                                       | 0.5      | 0                                     | 0        |

| Cost Recovery                            |          |       | Frequency Improvements Based on Loads |          |       |
|--|----------|-------|---------------------------------------|----------|-------|
| Cost Recovery at Suggested Service Level |          |       | Frequency Improvements Based on Loads |          |       |
| Peak                                     | Off-Peak | Night | Peak                                  | Off-Peak | Night |
| 15%                                      | 23%      | 20%   | 0                                     | 0        | 0     |

| Additional Night Service                 |                              |                                   |                                   |
|--|------------------------------|-----------------------------------|-----------------------------------|
| Primary Connection Between Urban Centers | Cost Recovery Basis (8%/16%) | Corridor Has 15 Min. Peak Service | Add What Frequency Night Service? |
| 60                                       | 30                           | 30                                | 30                                |

| Step 2 Service Level Adjustments |          |       |
|----------------------------------|----------|-------|
| Peak                             | Off-Peak | Night |
| 0                                | 0        | 0     |

### Result

| Final Suggested Service Levels |          |       |                          |
|--------------------------------|----------|-------|--------------------------|
| Peak                           | Off-Peak | Night | Resulting Service Family |
| Better than 15 min             | 15       | 15    | Very Frequent            |

|                                  | Peak | Off-Peak | Night |
|----------------------------------|------|----------|-------|
| Existing Level of Service        | 30   | 30       | 60    |
| Suggested Level of Service       | < 15 | 15       | 15    |
| Recommended Levels of Adjustment | 2    | 1        | 2     |

## Recent & Future Service Revisions

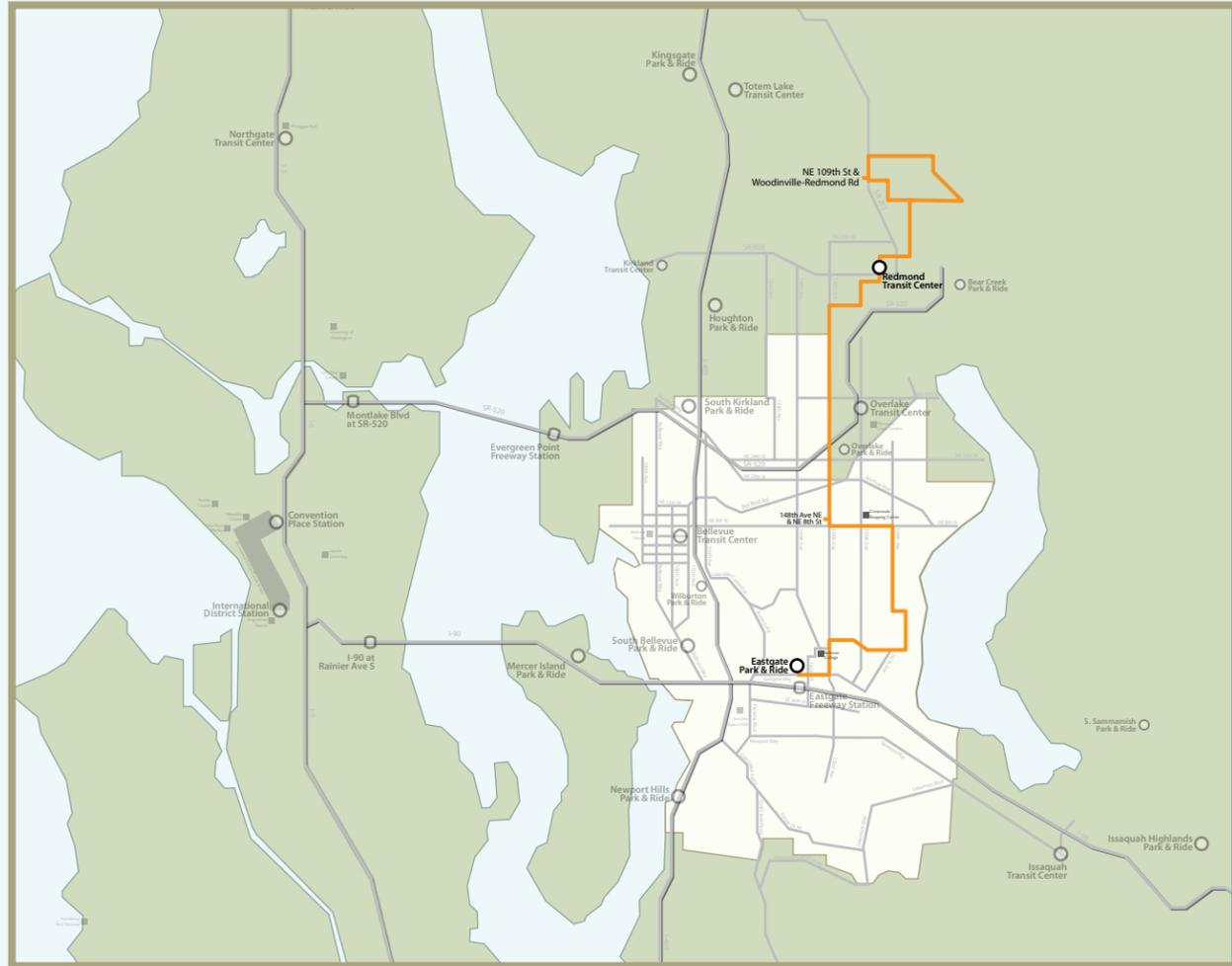
### October 2011

Route 253 was deleted and its 26,500 annual platform hours reinvested in the B Line as part of the Fall 2011 service change.



# 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 41C

All-Day Route  
Revised Fall 2011  
Bellevue Core Route

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 221 224 232 248 250 251 265 930 542 545                      |
| Eastgate Park & Ride   | Bellevue College, Eastgate  | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 555 |



Map depicts Fall 2011 routing

|                          | Weekday  |    |    |       |        | Saturday |    |    |    |   | Sunday   |    |    |    |   | Annual Total |
|--------------------------|----------|----|----|-------|--------|----------|----|----|----|---|----------|----|----|----|---|--------------|
| Hours of Service         |          |    |    |       |        |          |    |    |    |   |          |    |    |    |   |              |
| Daily Trips              | 66       |    |    |       |        | 56       |    |    |    |   | 30       |    |    |    |   |              |
| 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 | —  | 60 | — | —        | 60 | —  | 60 | — |              |
| Percent On-Time          |          |    |    |       |        |          |    |    |    |   |          |    |    |    |   |              |
| Revenue Hours            | 58.71    |    |    |       |        | 39.02    |    |    |    |   | 25.56    |    |    |    |   | 18,477       |
| Platform Hours           | 77.88    |    |    |       |        | 55.15    |    |    |    |   | 34.16    |    |    |    |   | 24,678       |
| Revenue Miles            | 903.66   |    |    |       |        | 746.59   |    |    |    |   | 500.88   |    |    |    |   | 297,926      |
| Platform Miles           | 967.21   |    |    |       |        | 788.35   |    |    |    |   | 520.00   |    |    |    |   | 317,266      |
| Passenger Miles          | 5,619.60 |    |    |       |        | 1,226.30 |    |    |    |   | 1,234.20 |    |    |    |   | 1,571,325    |
| Revenue Hr/Platform Hr   | 0.75     |    |    |       |        | 0.71     |    |    |    |   | 0.75     |    |    |    |   | 0.75         |
| Revenue Mi/Platform Mi   | 0.93     |    |    |       |        | 0.95     |    |    |    |   | 0.96     |    |    |    |   | 0.94         |
| Passenger Mi/Platform Mi | 5.81     |    |    |       |        | 0.95     |    |    |    |   | 0.96     |    |    |    |   | 15.09        |
| Boardings (per day)      | 1,212.93 |    |    |       |        | 576.51   |    |    |    |   | 384.58   |    |    |    |   | 361,456      |
| Max Load                 | 14.05    |    |    |       |        | 7.50     |    |    |    |   | 9.90     |    |    |    |   | N/A          |
| Average Load             | 10.86    |    |    |       |        | 5.82     |    |    |    |   | 7.80     |    |    |    |   | 15.66        |
| Boardings/Trip           | 18.38    |    |    |       |        | 10.29    |    |    |    |   | 12.82    |    |    |    |   | 16.85        |
| Boardings/Revenue Hour   | 20.66    |    |    |       |        | 14.77    |    |    |    |   | 15.05    |    |    |    |   | 19.56        |
| Boardings/Revenue Mile   | 1.34     |    |    |       |        | 0.77     |    |    |    |   | 0.77     |    |    |    |   | 9.73         |
| Boardings/Platform Hour  | 15.57    |    |    |       |        | 10.45    |    |    |    |   | 11.26    |    |    |    |   | 14.65        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$156.92 |
| Cost/Platform Hour | \$117.49 |
| Cost/Revenue Mile  | \$9.73   |
| Cost/Platform Mile | \$9.14   |
| Cost/Boarding      | \$8.02   |

|                  |             |
|------------------|-------------|
| Farebox Revenue  | \$382,822   |
| Operating Costs  | \$2,899,410 |
| Farebox Recovery | 13.2%       |

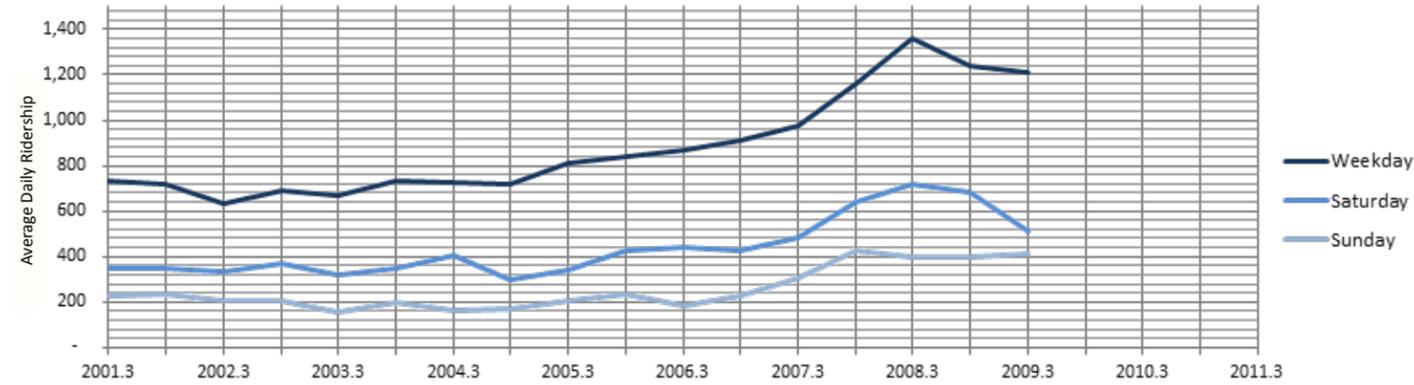
Route 221 is an all-day two-way route that provides service every day of the week. It serves Education Hill, Redmond Transit Center, Overlake Transit Center, Bellevue College, and the Eastgate Park & Ride primarily using 148th Ave. Routing was revised in the Fall 2011 service change to keep Route 221 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.

Route 221 is among the least productive all-day routes, with only 14.65 rides per platform hour—about 20 percent lower than the Bellevue average (18.44). Its cost per platform mile (\$9.14) and farebox recovery ratio (13.2%) are among the bottom 25 percent of Bellevue routes, but its ratios of passenger miles to platform miles (15.09, compared with the network average of 13.94) and revenue hours to platform hours (0.75, compared with the network average and median of 0.65) are both among the top 25 percent. With an operating cost of nearly \$2.9 million, Route 221 accounted for 3.4 percent of the Bellevue network's operating expenses but only 2.6 percent of its annual ridership in 2010.

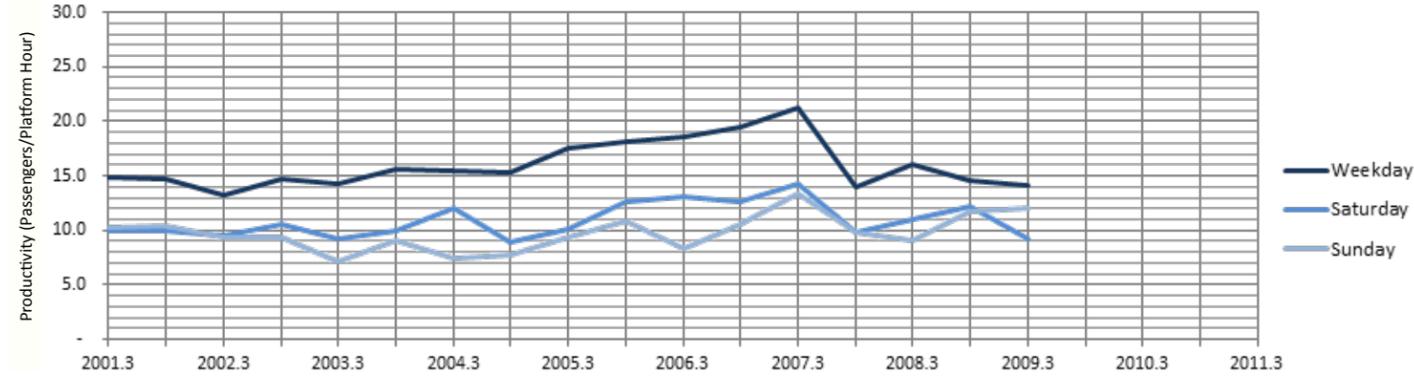
# Route 221

## Historical & Relative Route Performance

Route Average Daily Ridership

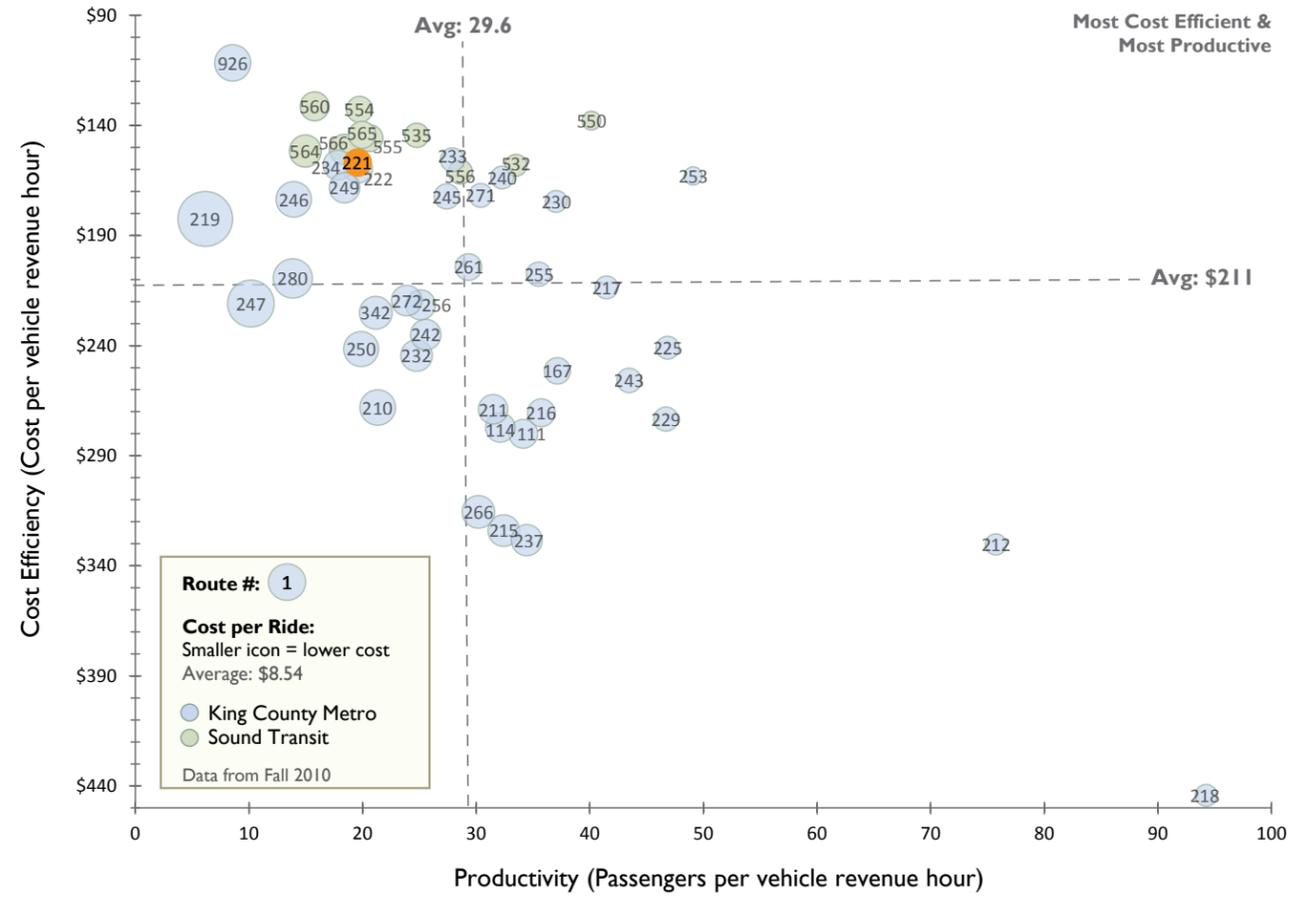


Route 221 Daily Productivity



Service Notes:  
Fall 2011: 58/44/29 daily trips.  
Spring 2008: 65/56//30 daily trips

Note: Route 221 was known as Route 222 between 1997.3 and 2007.3.



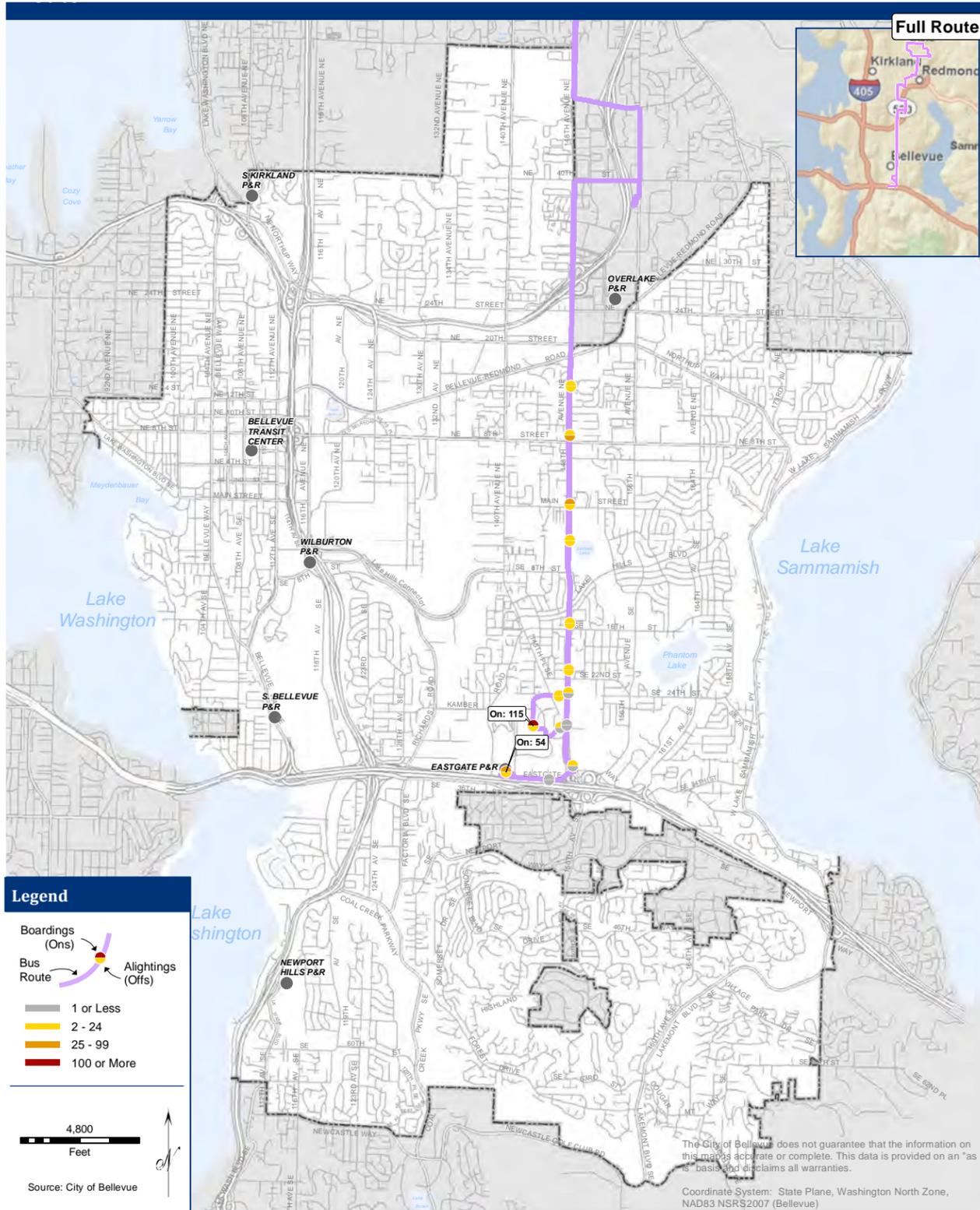
| Nine-Year Summary           |        |        |                             |             |
|-----------------------------|--------|--------|-----------------------------|-------------|
| Average Daily Ridership     |        |        | Productivity                |             |
| Most Recent                 | 1210   | 2009.3 | Most Recent                 | 14.2 2009.3 |
| Maximum                     | 1360   | 2008.3 | Maximum                     | 21.3 2007.3 |
| Minimum                     | 630.54 | 2002.3 | Minimum                     | 13.3 2002.3 |
| Average                     | 882.2  |        | Average                     | 16.0        |
| % Change from Previous Year | -11.0% |        | % Change from Previous Year | -11.4%      |
| % Change from Nine-Year Max | -11.0% |        | % Change from Nine-Year Max | -33.5%      |

All above figures refer to weekday ridership



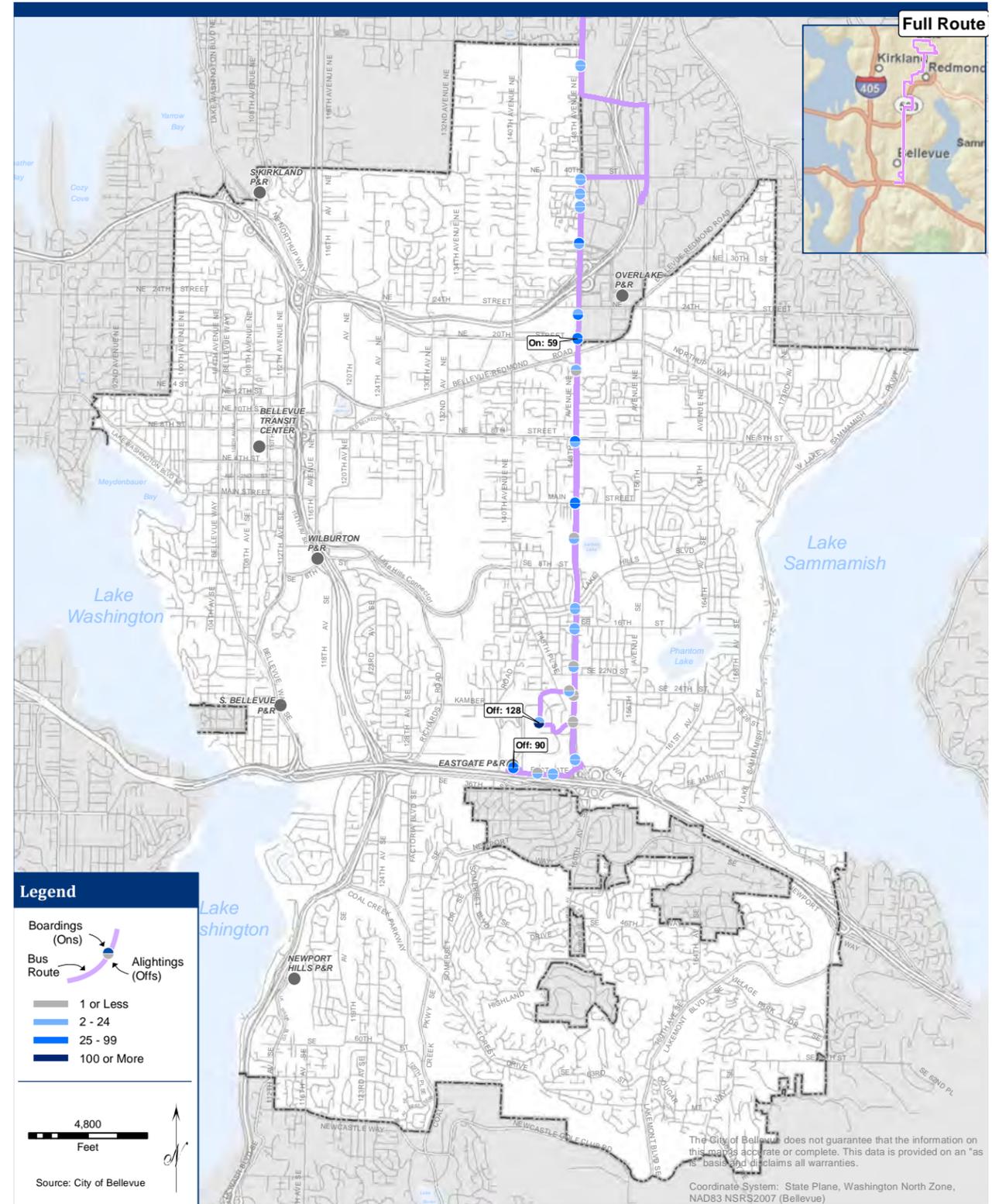
# Route 221

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 221

## Metro All-Day Route Service Level Assessment

Corridor 41C - Redmond to Eastgate via 148th Ave, Crossroads, Bellevue College

### Step 1

| Land Use - Productivity |            |                  |        |
|-------------------------|------------|------------------|--------|
| Corridor Length         | Total HHs  | HH/Corridor Mi   | Points |
| 16.11                   | 11,292     | 701              | 0      |
|                         | Total Jobs | Jobs/Corridor Mi | Points |
|                         | 14,185     | 881              | 0      |

| Social Equity - Demographics |                                      |                                  |        |
|------------------------------|--------------------------------------|----------------------------------|--------|
| All Inbound Ons              | All Inbound Ons in Minority Tracts   | % Boarding in Minority Tracts    | Points |
| 584                          | 497                                  | 85%                              | 5      |
|                              | All Inbound Ons in Low-Income Tracts | % Boardings in Low-Income Tracts | Points |
|                              | 216                                  | 37%                              | 0      |

| Geographic Value - Primary Connections |                   |                     |        |
|--|-------------------|---------------------|--------|
| Activity Center 1                      | Activity Center 2 | Activity Connection | Points |
| —                                      | —                 | No                  | 0      |
| Urban Center 1                         | Urban Center 2    | Urban Connection    | Points |
| —                                      | —                 | No                  | 0      |

| Point Sub-Totals |               |           |              |
|------------------|---------------|-----------|--------------|
| Land Use         | Social Equity | Geo.Value | Step 1 Total |
| 0                | 5             | 0         | 5            |

| Step 1 Suggested Service Levels |          |       |
|---------------------------------|----------|-------|
| Peak                            | Off-Peak | Night |
| 60                              | 60       | 0     |

Analysis based on 2009 data

Based on the standards of King County Metro's service level assessment, Corridor 41C is overserved during all service periods. To improve service efficiency, Metro recommended that peak and off-peak service be reduced to headways of greater than 60 minutes and night service be eliminated.

### Step 2

| Load Factor                                |          |                                       |          |
|--|----------|---------------------------------------|----------|
| Passenger Loads at Suggested Service Level |          | Frequency Improvements Based on Loads |          |
| Peak                                       | Off-Peak | Peak                                  | Off-Peak |
| 0.67                                       | 0.38     | 0                                     | 0        |

| Cost Recovery                            |          |       |                                       |          |       |
|--|----------|-------|---------------------------------------|----------|-------|
| Cost Recovery at Suggested Service Level |          |       | Frequency Improvements Based on Loads |          |       |
| Peak                                     | Off-Peak | Night | Peak                                  | Off-Peak | Night |
| 27%                                      | 21%      | 7%    | 0                                     | 0        | 0     |

| Additional Night Service                 |                              |                                   |                                   |
|--|------------------------------|-----------------------------------|-----------------------------------|
| Primary Connection Between Urban Centers | Cost Recovery Basis (8%/16%) | Corridor Has 15 Min. Peak Service | Add What Frequency Night Service? |
| 0  | 0                            | 0                                 | 0                                 |

| Step 2 Service Level Adjustments |          |       |
|----------------------------------|----------|-------|
| Peak                             | Off-Peak | Night |
| 0                                | 0        | 0     |

### Result

| Final Suggested Service Levels |          |       |                          |
|--------------------------------|----------|-------|--------------------------|
| Peak                           | Off-Peak | Night | Resulting Service Family |
| 60                             | 60       | 0     | Hourly                   |

|                                  |      |          |            |
|----------------------------------|------|----------|------------|
|                                  | Peak | Off-Peak | Night      |
| Existing Level of Service        | 30   | 30       | > 60       |
| Suggested Level of Service       | > 60 | > 60     | No Service |
| Recommended Levels of Adjustment | -2   | -2       | -1         |

## Recent & Future Service Revisions

### October 2011

As part of the Fall 2011 service revision, Route 221 was revised to serve Redmond Town Center, 148th Avenue, and southeast Bellevue. The new 221 routing now serves 161st Avenue NE, Leary Way, and West Lake Sammamish Parkway NE between the Redmond Transit Center and Old Redmond Road, and NE 8th Street, Crossroads, and the 164th Avenue SE corridor. There was no change in the number of annual platform hours allocated.

### February 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.



# Corridor Group 3

Downtown Bellevue - Factoria - Eastgate



222 241 246

Corridor Group 3 consists of three routes that connect Downtown Bellevue with Eastgate via Factoria. Route 222 was deleted as part of Metro's Fall 2011 service revision, leaving two active routes that presently serve the corridor.

# Route 222

Eastgate to Bellevue via Newport Way, S Bellevue, Beaux Arts  
Corridor 30L

All-Day Route  
Deleted Fall 2011  
Serves Seattle Core

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<br>Meydenbauer Center | 8 226 232 234 235 237 240 241 243 246 249 271<br>280 342 885 886 532 535 550 555 560 566 |
| South Bellevue Park & Ride | Enatai and Beaux Arts Village neighborhoods                 | 211 241 249 981 983 550 555 556 560  |
| Eastgate Park & Ride       | Bellevue College, Eastgate                                  | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 555                           |



Map depicts Fall 2011 routing

|                          | Weekday  | Saturday | Sunday | Annual Total |   |
|--------------------------|----------|----------|--------|--------------|---|
| Hours of Service         |          |          |        |              |   |
| Daily Trips              | 59       |          |        |              |   |
| Time of Day              | AM       | MD       | PM     | EV           | X |
| Headway (min)            | 30       | 30       | 30     | 60           | — |
| Percent On-Time          |          |          |        |              |   |
| Revenue Hours            | 34.91    | 25.45    | 14.38  | 11,047       |   |
| Platform Hours           | 45.46    | 35.96    | 26.47  | 15,003       |   |
| Revenue Miles            | 562.36   | 456.65   | 274.00 | 183,040      |   |
| Platform Miles           | 591.85   | 469.53   | 308.34 | 193,221      |   |
| Passenger Miles          | 2,721.20 | 1,413.80 | 558.50 | 800,312      |   |
| Revenue Hr/Platform Hr   | 0.77     | 0.71     | 0.54   | 0.74         |   |
| Revenue Mi/Platform Mi   | 0.95     | 0.97     | 0.89   | 0.95         |   |
| Passenger Mi/Platform Mi | 4.60     | 0.97     | 0.89   | 11.36        |   |
| Boardings (per day)      | 743.15   | 368.37   | 135.09 | 216,501      |   |
| Max Load                 | 13.15    | 6.94     | 5.24   | N/A          |   |
| Average Load             | 8.59     | 5.60     | 3.66   | 11.94        |   |
| Boardings/Trip           | 12.60    | 7.67     | 4.66   | 11.26        |   |
| Boardings/Revenue Hour   | 21.29    | 14.47    | 9.39   | 19.60        |   |
| Boardings/Revenue Mile   | 1.32     | 0.81     | 0.49   | 9.63         |   |
| Boardings/Platform Hour  | 16.35    | 10.24    | 5.10   | 14.43        |   |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |                  |             |
|--------------------|----------|------------------|-------------|
| Cost/Revenue Hour  | \$159.62 | Farebox Revenue  | \$200,186   |
| Cost/Platform Hour | \$117.53 | Operating Costs  | \$1,763,420 |
| Cost/Revenue Mile  | \$9.63   | Farebox Recovery | 11.4%       |
| Cost/Platform Mile | \$9.13   |                  |             |
| Cost/Boarding      | \$8.15   |                  |             |

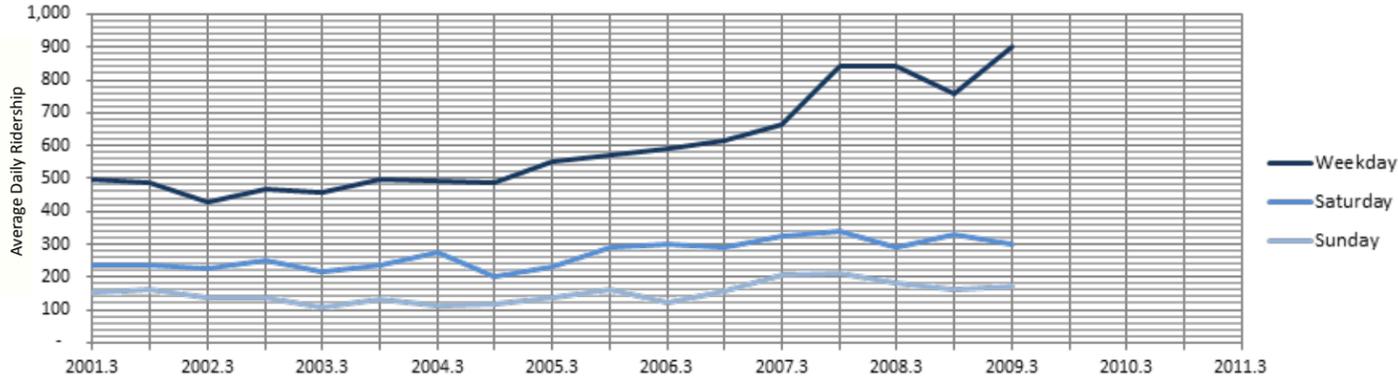
**Route 222 was eliminated by the Fall 2011 service change.** It was an all-day, two-way route with daily neighborhood service to Enatai and unincorporated Eastgate on its way from the Bellevue Transit Center to the Eastgate Park & Ride through Factoria. Its neighborhood service featured two deviations in the Enatai neighborhood due to the lack of gridded arterials. It appears that a significant number of people use it as a connection between Factoria and the Bellevue Transit Center, where it was interlined with Route 233. As of the Fall 2011 service change, Route 222 has been renamed Route 241, and it now follows 108th Ave SE from the Bellevue Transit Center to Bellevue Way, duplicating the existing Route 240 service. The Enatai neighborhood is now served instead by an extended Route 249.

Route 222 was among the least productive all-day, two-way routes in Bellevue with only 14.43 rides per platform hour. Like 221, both its cost per service hour (\$9.13) and farebox recovery ratio (11.4%) were among the most worst-performing 25 percent in the city. The route operated 193,221 platform hours in 2010, representing 1.7 percent of Bellevue's total platform hours that year, which have since been reallocated.

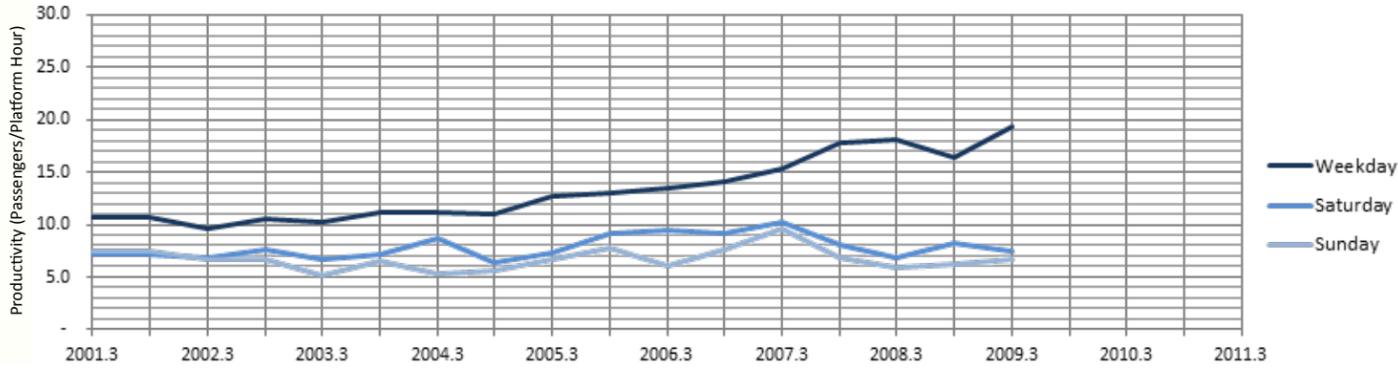
# Route 222

## Historical & Relative Route Performance

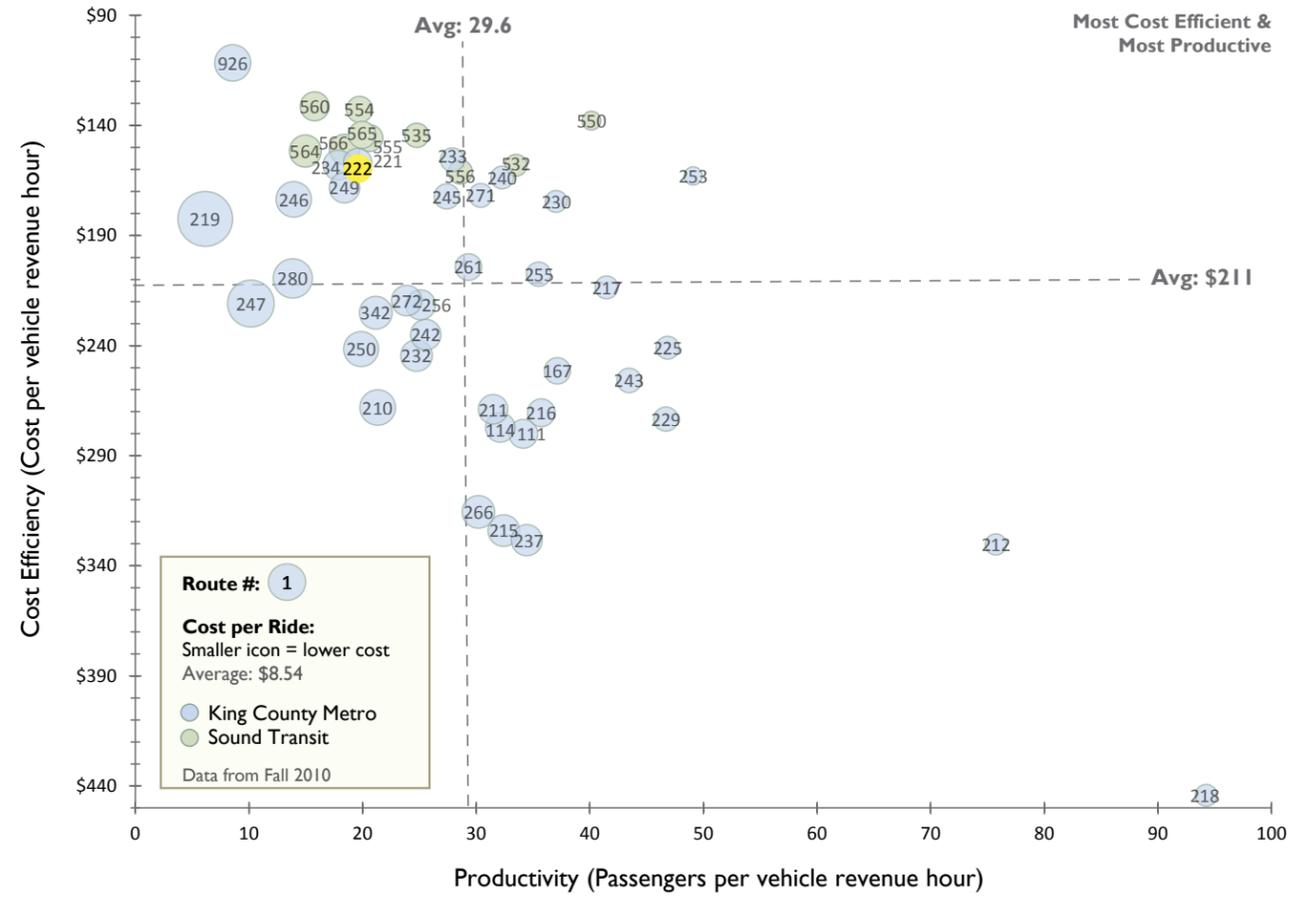
Route 222 Average Daily Ridership



Route 222 Daily Productivity



Service Note:  
Fall 2001: 58/44/29 daily trips  
Spring 2008: 59/46/29 daily trips



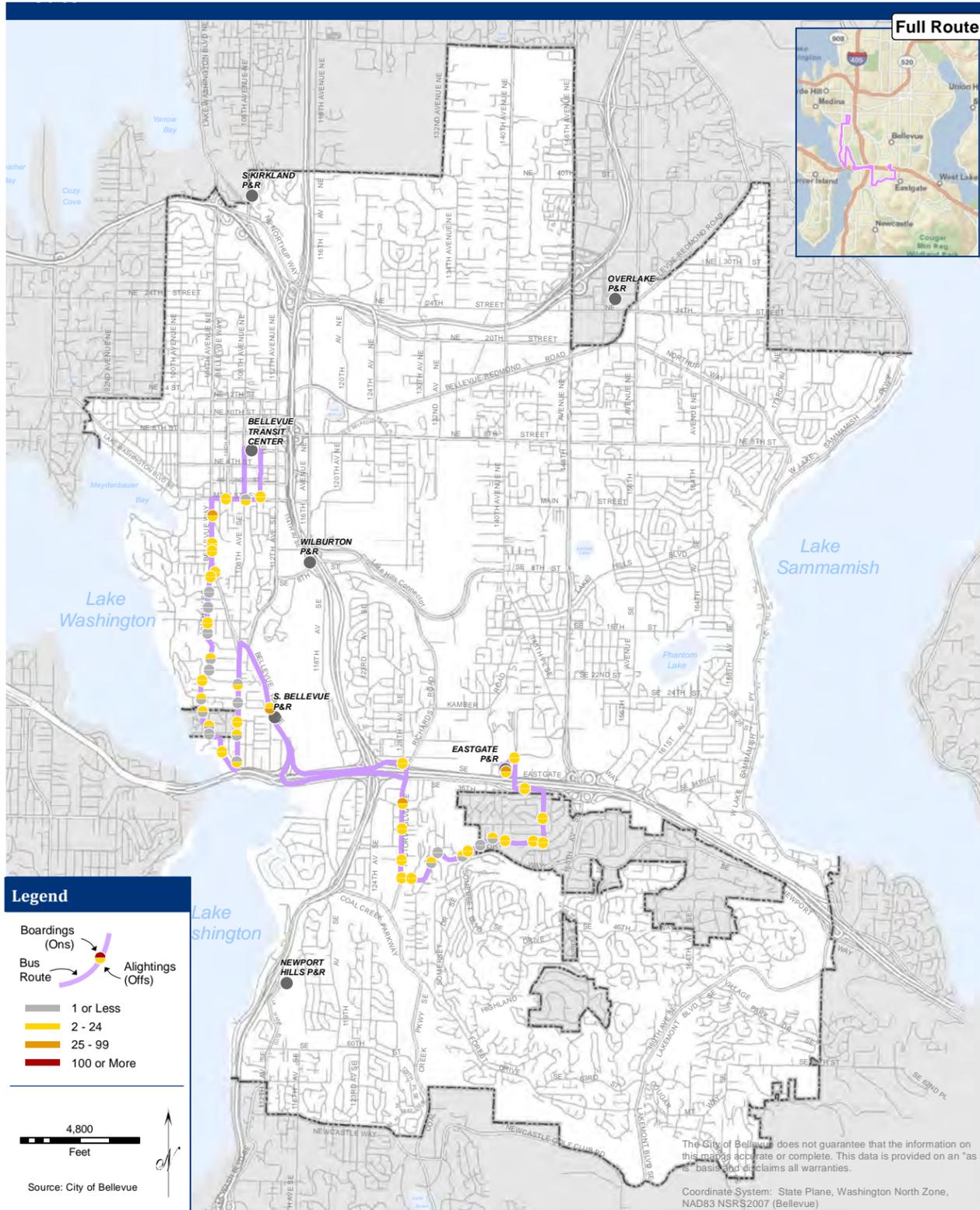
| Nine-Year Summary           |       |        |                             |      |        |
|-----------------------------|-------|--------|-----------------------------|------|--------|
| Average Daily Ridership     |       |        | Productivity                |      |        |
| Most Recent                 | 900   | 2009.3 | Most Recent                 | 19.4 | 2009.3 |
| Maximum                     | 900   | 2009.3 | Maximum                     | 19.4 | 2009.3 |
| Minimum                     | 427.8 | 2002.3 | Minimum                     | 9.6  | 2002.3 |
| Average                     | 596.7 |        | Average                     | 13.3 |        |
| % Change from Previous Year | 7.1%  |        | % Change from Previous Year | 7.1% |        |
| % Change from Nine-Year Max | 0.0%  |        | % Change from Nine-Year Max | 0.0% |        |

All above figures refer to weekday ridership

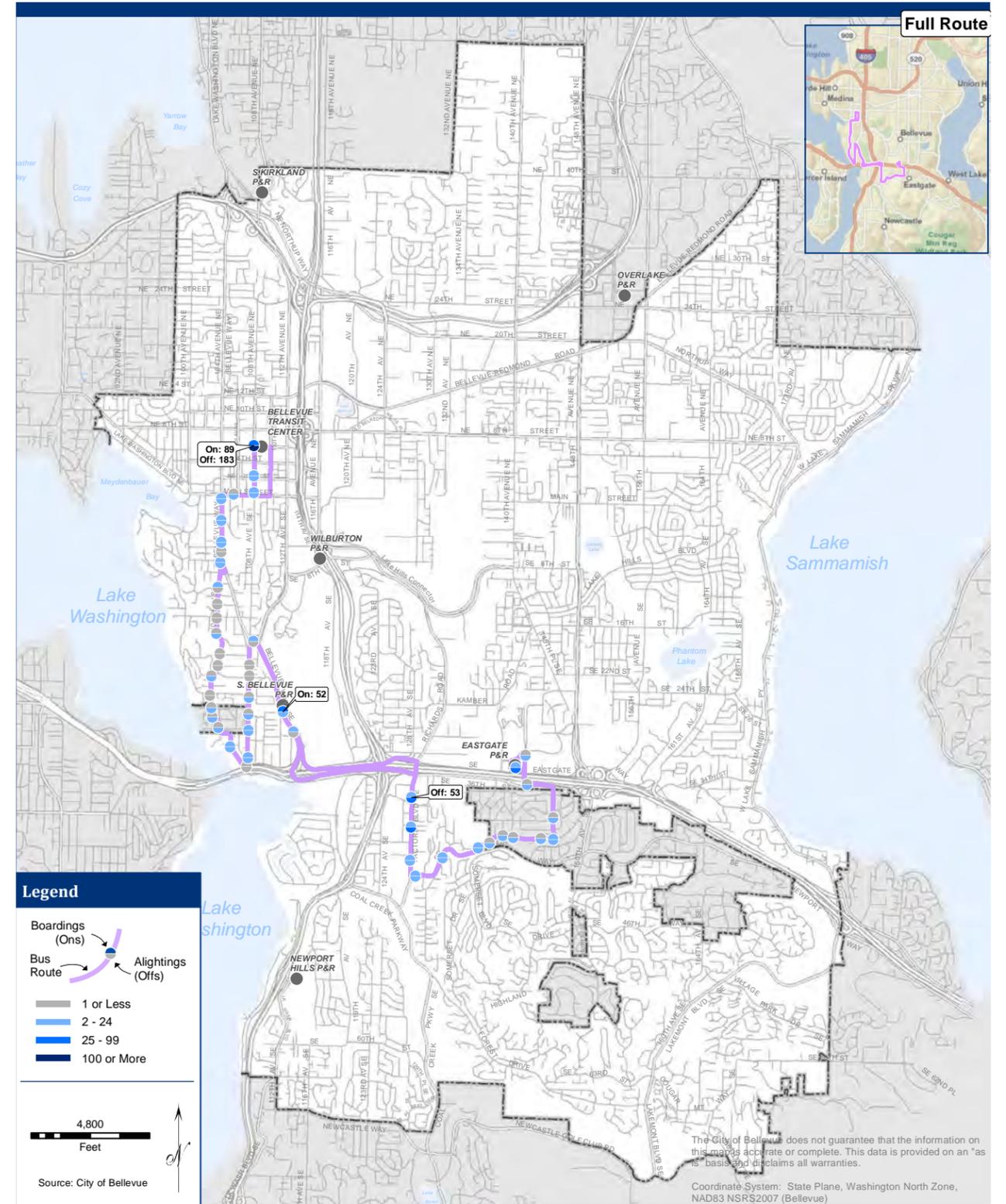
Since its introduction in Fall 1997, Route 222 tended to slowly but steadily increase its ridership quarter to quarter. The route was generally responsive to service adjustments, with its largest decline in ridership (-16%) occurring between Spring and Fall 2001 when two daily trips were eliminated, and its largest increase in ridership (23%) occurring between Fall 2007 and Spring 2008 when one weekday trip was added. Route 222 achieved its highest ridership (254,230 annual rides) and productivity (16.51 rides per platform hour) in Fall 2009.

# Route 222

## Boarding & Alighting Activity | Inbound



## Boarding & Alighting Activity | Outbound



# Route 222

## Metro All-Day Route Service Level Assessment

Corridor 30L - Eastgate to Bellevue via Newport Way, S. Bellevue, Beaux Arts

### Step 1

| Land Use - Productivity |            |                  |        |
|-------------------------|------------|------------------|--------|
| Corridor Length         | Total HHs  | HH/Corridor Mi   | Points |
| 10.07                   | 11,292     | 701              | 0      |
|                         | Total Jobs | Jobs/Corridor Mi | Points |
|                         | 14,185     | 881              | 0      |

| Social Equity - Demographics |                                      |                                  |        |
|------------------------------|--------------------------------------|----------------------------------|--------|
| All Inbound Ons              | All Inbound Ons in Minority Tracts   | % Boarding in Minority Tracts    | Points |
| 285                          | 230                                  | 81%                              | 5      |
|                              | All Inbound Ons in Low-Income Tracts | % Boardings in Low-Income Tracts | Points |
|                              | 58                                   | 20%                              | 0      |

| Geographic Value - Primary Connections |                   |                     |        |
|--|-------------------|---------------------|--------|
| Activity Center 1                      | Activity Center 2 | Activity Connection | Points |
| —                                      | —                 | No                  | 0      |
| Urban Center 1                         | Urban Center 2    | Urban Connection    | Points |
| —                                      | —                 | No                  | 0      |

| Point Sub-Totals |               |           |              |
|------------------|---------------|-----------|--------------|
| Land Use         | Social Equity | Geo.Value | Step 1 Total |
| 0                | 5             | 0         | 5            |

| Step 1 Suggested Service Levels |          |       |
|---------------------------------|----------|-------|
| Peak                            | Off-Peak | Night |
| 60                              | 60       | 0     |

Analysis based on 2009 data

Based on Metro's service level assessment, Corridor 30L was overserved during off-peak and night service periods. To improve service efficiency, it was recommended that night service be eliminated and off-peak service be reduced to headways of no better than 60 minutes.

### Step 2

| Load Factor                                |          |                                       |          |
|--|----------|---------------------------------------|----------|
| Passenger Loads at Suggested Service Level |          | Frequency Improvements Based on Loads |          |
| Peak                                       | Off-Peak | Peak                                  | Off-Peak |
| 0.83                                       | 0.3      | 1                                     | 0        |

| Cost Recovery                            |          |       | Frequency Improvements Based on Loads |          |       |
|--|----------|-------|---------------------------------------|----------|-------|
| Cost Recovery at Suggested Service Level |          |       | Frequency Improvements Based on Loads |          |       |
| Peak                                     | Off-Peak | Night | Peak                                  | Off-Peak | Night |
| 34%                                      | 22%      | 6%    | 0                                     | 0        | 0     |

| Additional Night Service                 |                              |                                   |                                   |
|--|------------------------------|-----------------------------------|-----------------------------------|
| Primary Connection Between Urban Centers | Cost Recovery Basis (8%/16%) | Corridor Has 15 Min. Peak Service | Add What Frequency Night Service? |
| 0  | 0                            | 0                                 | 0                                 |

| Step 2 Service Level Adjustments |          |       |
|----------------------------------|----------|-------|
| Peak                             | Off-Peak | Night |
| 1                                | 0        | 0     |

### Result

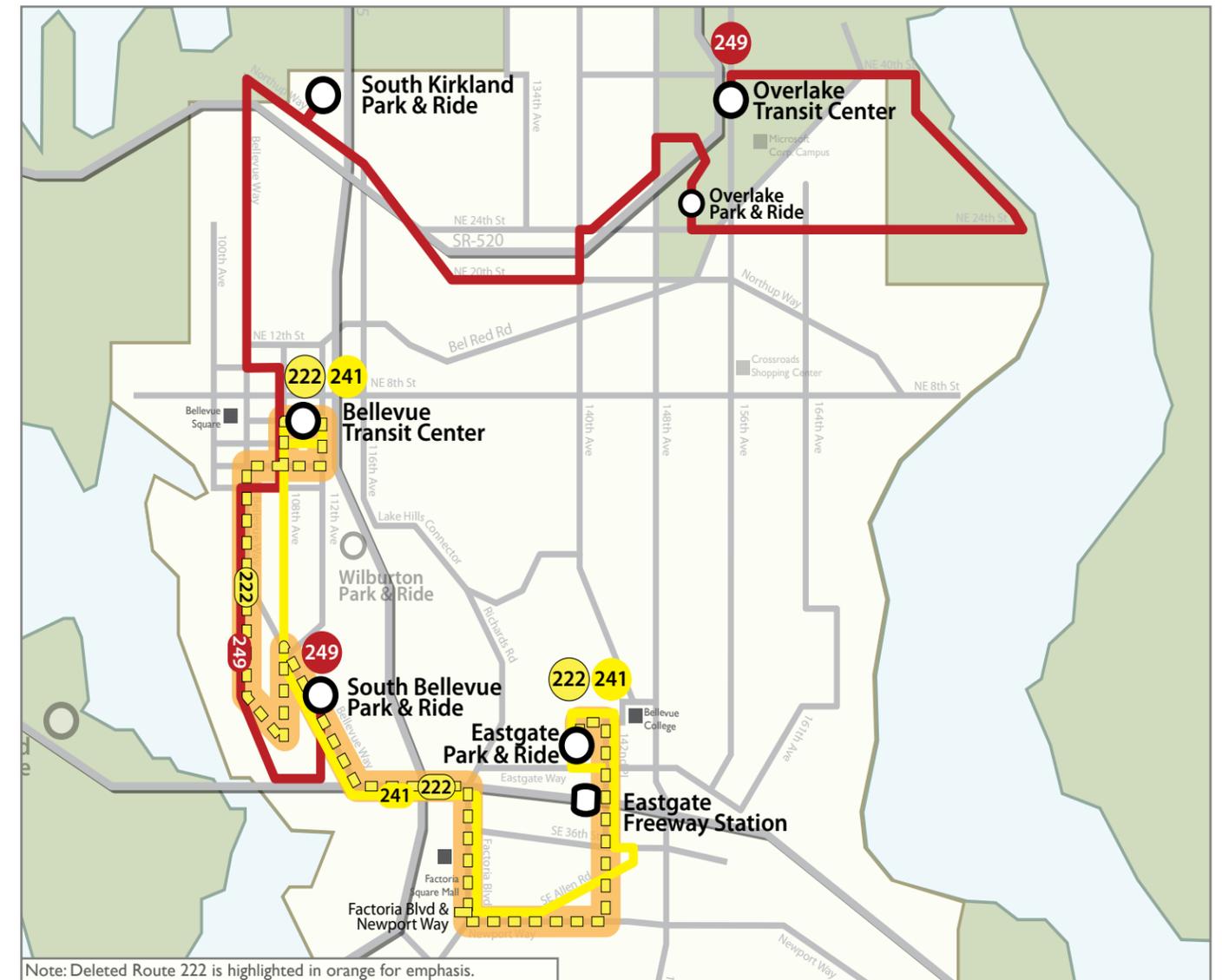
| Final Suggested Service Levels |          |       |                          |
|--------------------------------|----------|-------|--------------------------|
| Peak                           | Off-Peak | Night | Resulting Service Family |
| 30                             | 60       | 0     | Local                    |

|                                  |      |          |            |
|----------------------------------|------|----------|------------|
|                                  | Peak | Off-Peak | Night      |
| Existing Level of Service        | 30   | 30       | > 60       |
| Suggested Level of Service       | 30   | > 60     | No Service |
| Recommended Levels of Adjustment | 0    | -2       | -1         |

## Recent & Future Service Revisions

### October 2011

As part of the Fall 2011 service revision, Route 222 was renumbered as Route 241, and its routing was revised between Factoria and the Bellevue Transit Center to serve the South Bellevue Park & Ride and 112th Avenue SE. Route 222 is hence discontinued, its 15,000 platform hours reallocated, and its service replaced by Route 241 and a revised Route 249.



# Route 241

Bellevue to Eastgate via Factoria  
Corridor Unknown

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<br>Meydenbauer Center | B 226 232 234 235 237 240 241 243 246 249 271<br>280 342 385 886 532 535 550 555 560 566 |
| South Bellevue Park & Ride | Enatai and Beaux Arts Village neighborhoods                 | 211 241 249 981 983 550 555 556 560  |
| Eastgate Park & Ride       | Bellevue College, Eastgate                                  | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 555                           |



Map depicts Fall 2011 routing

|                          | Weekday | Saturday | Sunday | Annual Total |
|--------------------------|---------|----------|--------|--------------|
| Hours of Service         |         |          |        |              |
| Daily Trips              |         |          |        |              |
| Time of Day              |         |          |        |              |
| Headway (min)            |         |          |        |              |
| Percent On-Time          |         |          |        |              |
| Revenue Hours            |         |          |        |              |
| Platform Hours           |         |          |        |              |
| Revenue Miles            |         |          |        |              |
| Platform Miles           |         |          |        |              |
| Passenger Miles          |         |          |        |              |
| Revenue Hr/Platform Hr   |         |          |        |              |
| Revenue Mi/Platform Mi   |         |          |        |              |
| Passenger Mi/Platform Mi |         |          |        |              |
| Boardings (per day)      |         |          |        |              |
| Max Load                 |         |          |        |              |
| Average Load             |         |          |        |              |
| Boardings/Trip           |         |          |        |              |
| Boardings/Revenue Hour   |         |          |        |              |
| Boardings/Revenue Mile   |         |          |        |              |
| Boardings/Platform Hour  |         |          |        |              |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |  |
|--------------------|--|
| Cost/Revenue Hour  |  |
| Cost/Platform Hour |  |
| Cost/Revenue Mile  |  |
| Cost/Platform Mile |  |
| Cost/Boarding      |  |

|                  |  |
|------------------|--|
| Farebox Revenue  |  |
| Operating Costs  |  |
| Farebox Recovery |  |

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 is interlined with Route 226 to provide through-service to Overlake via Bel-Red Road.

# Route 246

Eastgate to Bellevue via Somerset, Factoria, Woodridge  
Corridor 51L

All-Day Route

Revised Fall 2011

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                                | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 555                           |
| Wilburton Park & Ride   | Wilburton, Woodridge, and Surrey Downs neighborhoods      | 240 243 246 542 885 886 952  |
| Bellevue Transit Center | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center | B 226 232 234 235 237 240 241 243 246 249 271<br>280 342 885 886 532 535 550 555 560 566 |



Map depicts Fall 2011 routing

|                          | Weekday       | Saturday      | Sunday        | Annual Total |
|--------------------------|---------------|---------------|---------------|--------------|
| Hours of Service         |               |               |               |              |
| Daily Trips              | 37            |               |               |              |
| 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          |               |               |               |              |
| Revenue Hours            | 21.85         |               |               | 5,520        |
| Platform Hours           | 33.54         |               |               | 8,454        |
| Revenue Miles            | 354.56        |               |               | 89,669       |
| Platform Miles           | 429.84        |               |               | 108,148      |
| Passenger Miles          | 749.10        |               |               | 192,404      |
| Revenue Hr/Platform Hr   | 0.65          |               |               | 0.65         |
| Revenue Mi/Platform Mi   | 0.82          |               |               | 0.83         |
| Passenger Mi/Platform Mi | 1.74          |               |               | 3.64         |
| Boardings (per day)      | 309.34        |               |               | 76,922       |
| Max Load                 | 8.43          |               |               | N/A          |
| Average Load             | 5.95          |               |               | 4.31         |
| Boardings/Trip           | 8.36          |               |               | 8.25         |
| Boardings/Revenue Hour   | 14.16         |               |               | 13.94        |
| Boardings/Revenue Mile   | 0.87          |               |               | 10.68        |
| Boardings/Platform Hour  | 9.22          |               |               | 9.10         |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$173.56 |
| Cost/Platform Hour | \$113.32 |
| Cost/Revenue Mile  | \$10.68  |
| Cost/Platform Mile | \$8.86   |
| Cost/Boarding      | \$12.45  |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$105,763 |
| Operating Costs  | \$958,031 |
| Farebox Recovery | 11.0%     |

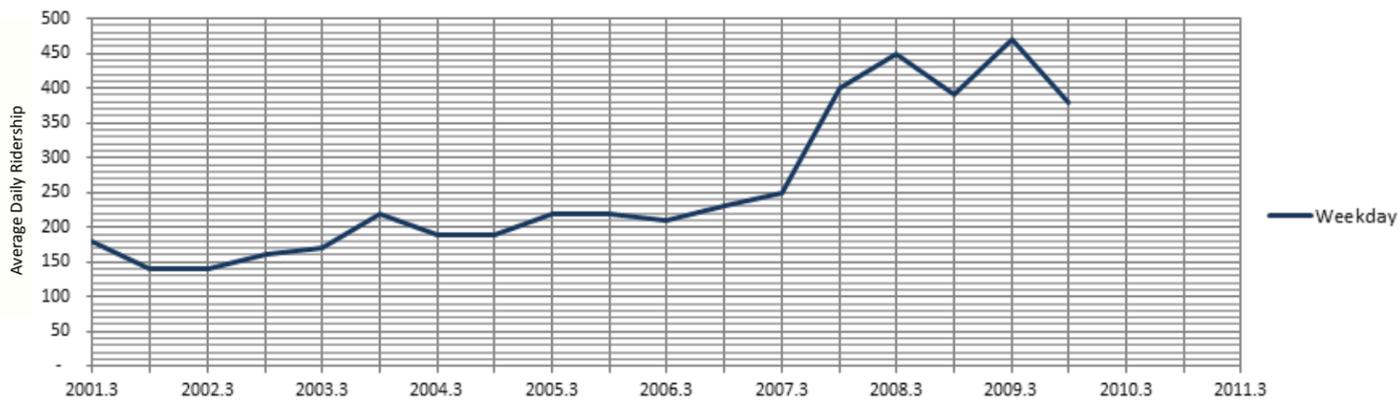
Route 246 is an all-day route that connects the neighborhoods of Woodridge and Somerset with the activity centers of Downtown Bellevue, Eastgate, and Factoria via Lake Hills Connector, 123rd Ave SE, SE 26th St, Eastgate Way, 150th Ave SE, Highland Dr, Somerset Blvd, Newport Way, and Factoria Mall. The 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 is the worst-performing all-day route in Bellevue according to virtually every performance measure. It is the lowest-ridership all-day route in the city, with only 76,922 rides served in 2010—roughly half as many as the next-lowest all-day route (Route 249). It has consistently been one of Bellevue's least productive routes, serving the third fewest rides per platform hour (9.10; average, 18.44; median, 17.30) and passenger miles per platform mile (3.64; average 13.94; median, 11.36). It is the only all-day route to rank in Bellevue's bottom 25 percent for both of these measures, and it also ranks among the bottom 25 percent in cost effectiveness (\$8.86 per platform mile; average, \$7.50). Route 246 has the lowest farebox recovery ratio (11.0%) of any Bellevue all-day route (average, 22.5%; median, 20.2%).

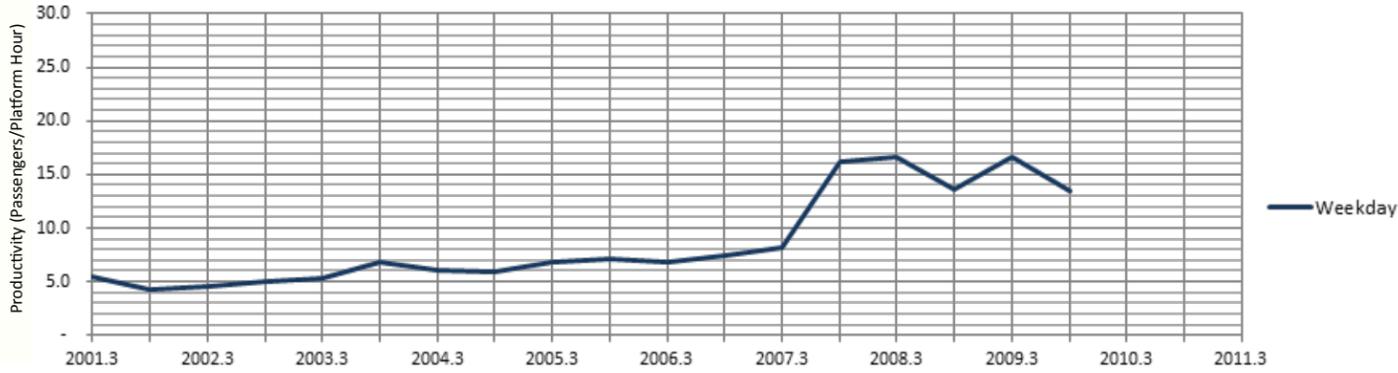
# Route 246

## Historical & Relative Route Performance

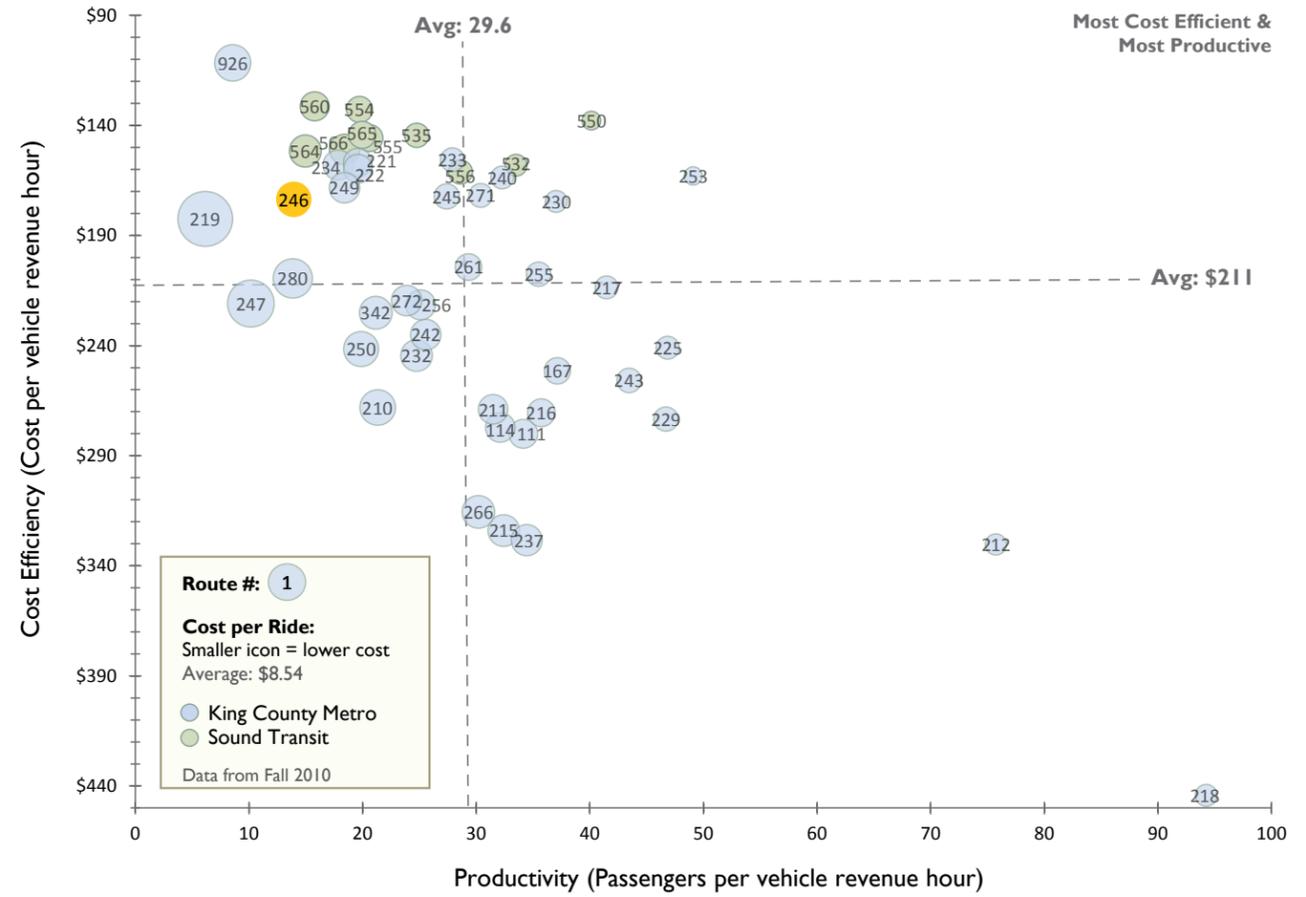
Route 246 Average Daily Ridership



Route 246 Daily Productivity



Service Notes:  
 Fall 2001: 33 daily trips      Fall 2002: 31 daily trips      Spring 2003: 32 daily trips  
 Spring 2005: 33 daily trips      Spring 2008: 37 daily trips



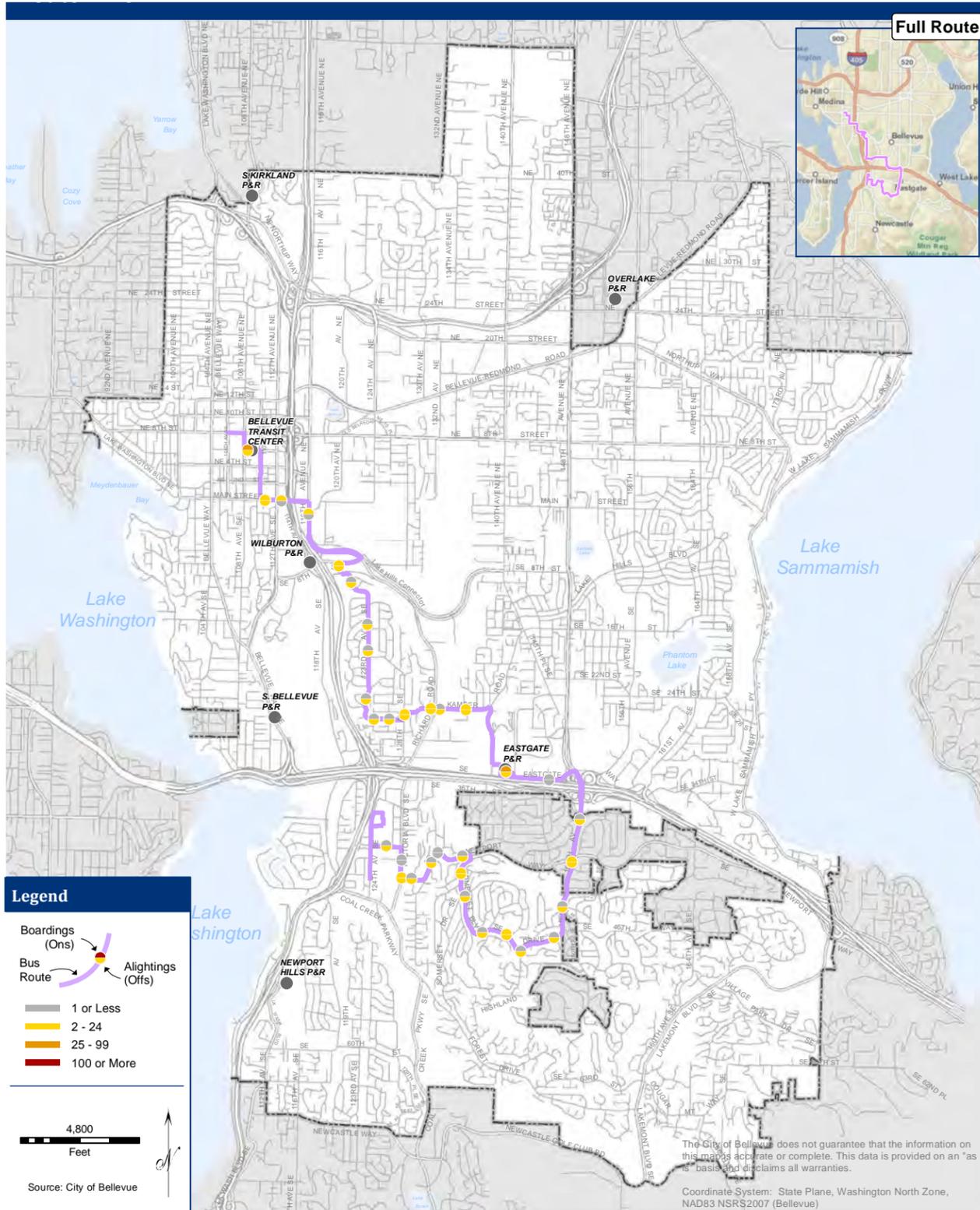
| Nine-Year Summary           |        |                |                             |                |
|-----------------------------|--------|----------------|-----------------------------|----------------|
| Average Daily Ridership     |        |                | Productivity                |                |
| Most Recent                 | 380    | 2010.1         | Most Recent                 | 13.4    2010.1 |
| Maximum                     | 470    | 2009.3         | Maximum                     | 16.6    2009.3 |
| Minimum                     | 140    | 2002.1, 2002.3 | Minimum                     | 4.2    2002.1  |
| Average                     | 256.1  |                | Average                     | 8.7            |
| % Change from Previous Year | -2.6%  |                | % Change from Previous Year | -1.2%          |
| % Change from Nine-Year Max | -19.1% |                | % Change from Nine-Year Max | -19.1%         |

All above figures refer to weekday ridership

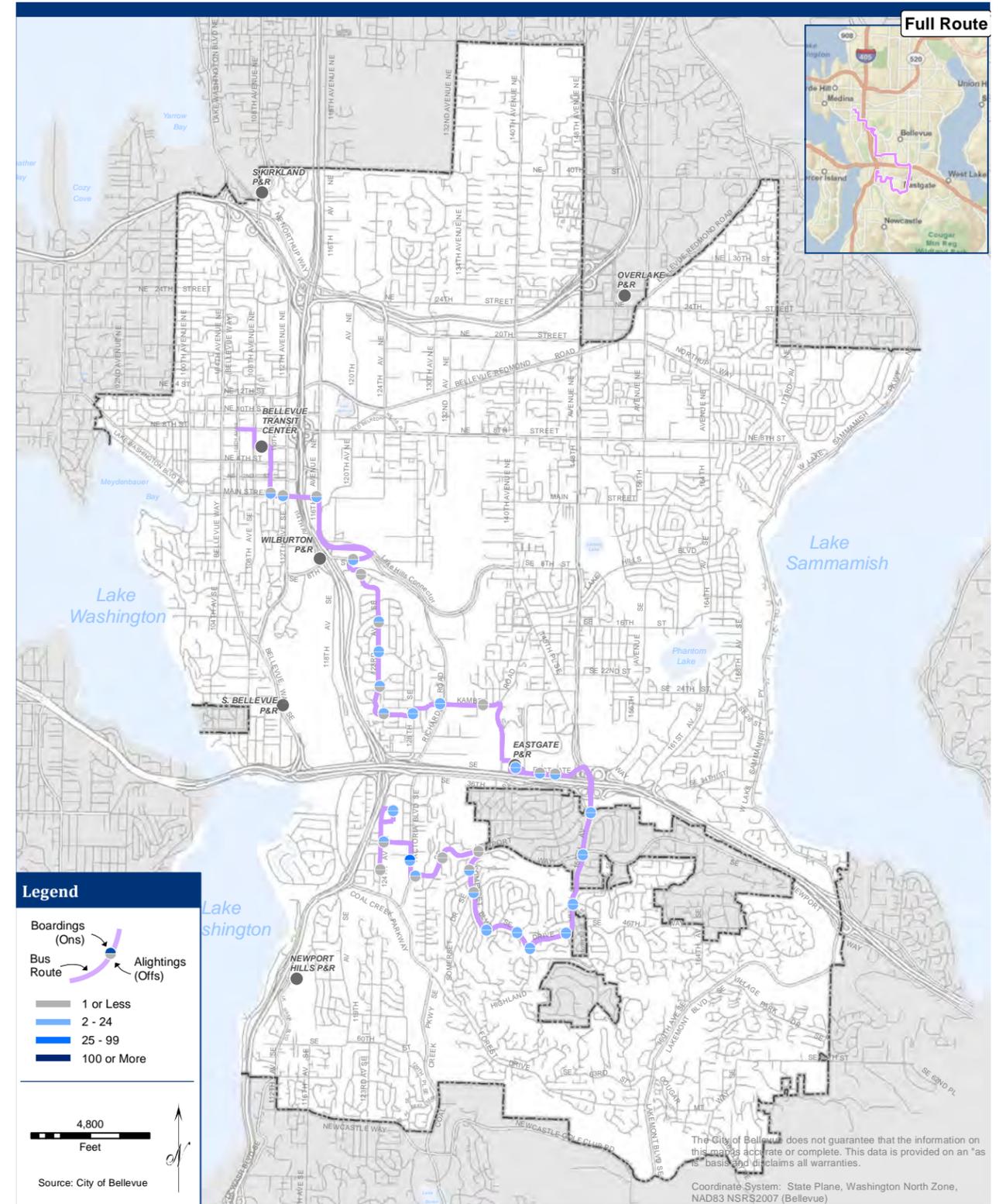
The average daily ridership of Route 246 has been characterized by several periods of relative consistency, excepting performance since Spring 2008. Between the route's introduction in Fall 1989 and Fall 1995, Route 246 typically attracted between 170 and 200 daily rides; between Spring 1996 and Spring 2001, the route frequently served upwards of 300 average daily riders. Daily ridership fell to roughly 200 again between Fall 2001 and Spring 2007, and productivity during this period was generally lower than during either of the prior periods. Both ridership and productivity have increased markedly since 2008, coinciding with the inclusion of school trips in the route's statistics. This has the effect of distorting the route's overall productivity, as the increase owes largely to only a few heavily-used trips.

# Route 246

## Boarding & Alighting Activity | Inbound



## Boarding & Alighting Activity | Outbound



# Route 246

## Metro All-Day Route Service Level Assessment

Corridor 51L - Eastgate to Bellevue via Somerset, Factoria, Woodridge

### Step 1

| Land Use - Productivity |            |                  |        |
|-------------------------|------------|------------------|--------|
| Corridor Length         | Total HHs  | HH/Corridor Mi   | Points |
| 10.82                   | 4,672      | 432              | 0      |
|                         | Total Jobs | Jobs/Corridor Mi | Points |
|                         | 21,972     | 2,031            | 0      |

| Social Equity - Demographics |                                      |                                  |        |
|------------------------------|--------------------------------------|----------------------------------|--------|
| All Inbound Ons              | All Inbound Ons in Minority Tracts   | % Boarding in Minority Tracts    | Points |
| 94                           | 78                                   | 83%                              | 5      |
|                              | All Inbound Ons in Low-Income Tracts | % Boardings in Low-Income Tracts | Points |
|                              | 34                                   | 37%                              | 0      |

| Geographic Value - Primary Connections |                   |                     |        |
|--|-------------------|---------------------|--------|
| Activity Center 1                      | Activity Center 2 | Activity Connection | Points |
| —                                      | —                 | No                  | 0      |
| Urban Center 1                         | Urban Center 2    | Urban Connection    | Points |
| —                                      | —                 | No                  | 0      |

| Point Sub-Totals |               |           |              |
|------------------|---------------|-----------|--------------|
| Land Use         | Social Equity | Geo.Value | Step 1 Total |
| 0                | 5             | 0         | 5            |

| Step 1 Suggested Service Levels |          |       |
|---------------------------------|----------|-------|
| Peak                            | Off-Peak | Night |
| 60                              | 60       | 0     |

Analysis based on 2009 data

Based on the standards of King County Metro's service level assessment, no changes to service frequency were recommended for Corridor 51L.

### Step 2

| Load Factor                                |          |                                       |          |
|--|----------|---------------------------------------|----------|
| Passenger Loads at Suggested Service Level |          | Frequency Improvements Based on Loads |          |
| Peak                                       | Off-Peak | Peak                                  | Off-Peak |
| 1.02                                       | 0.47     | 1                                     | 0        |

| Cost Recovery                            |          |       |                                       |          |       |
|--|----------|-------|---------------------------------------|----------|-------|
| Cost Recovery at Suggested Service Level |          |       | Frequency Improvements Based on Loads |          |       |
| Peak                                     | Off-Peak | Night | Peak                                  | Off-Peak | Night |
| 13%                                      | N/A      | N/A   | 0                                     | N/A      | N/A   |

| Additional Night Service                 |                              |                                   |                                   |
|--|------------------------------|-----------------------------------|-----------------------------------|
| Primary Connection Between Urban Centers | Cost Recovery Basis (8%/16%) | Corridor Has 15 Min. Peak Service | Add What Frequency Night Service? |
| 0  | N/A                          | 0                                 | 0                                 |

| Step 2 Service Level Adjustments |          |       |
|----------------------------------|----------|-------|
| Peak                             | Off-Peak | Night |
| 1                                | 0        | 0     |

### Result

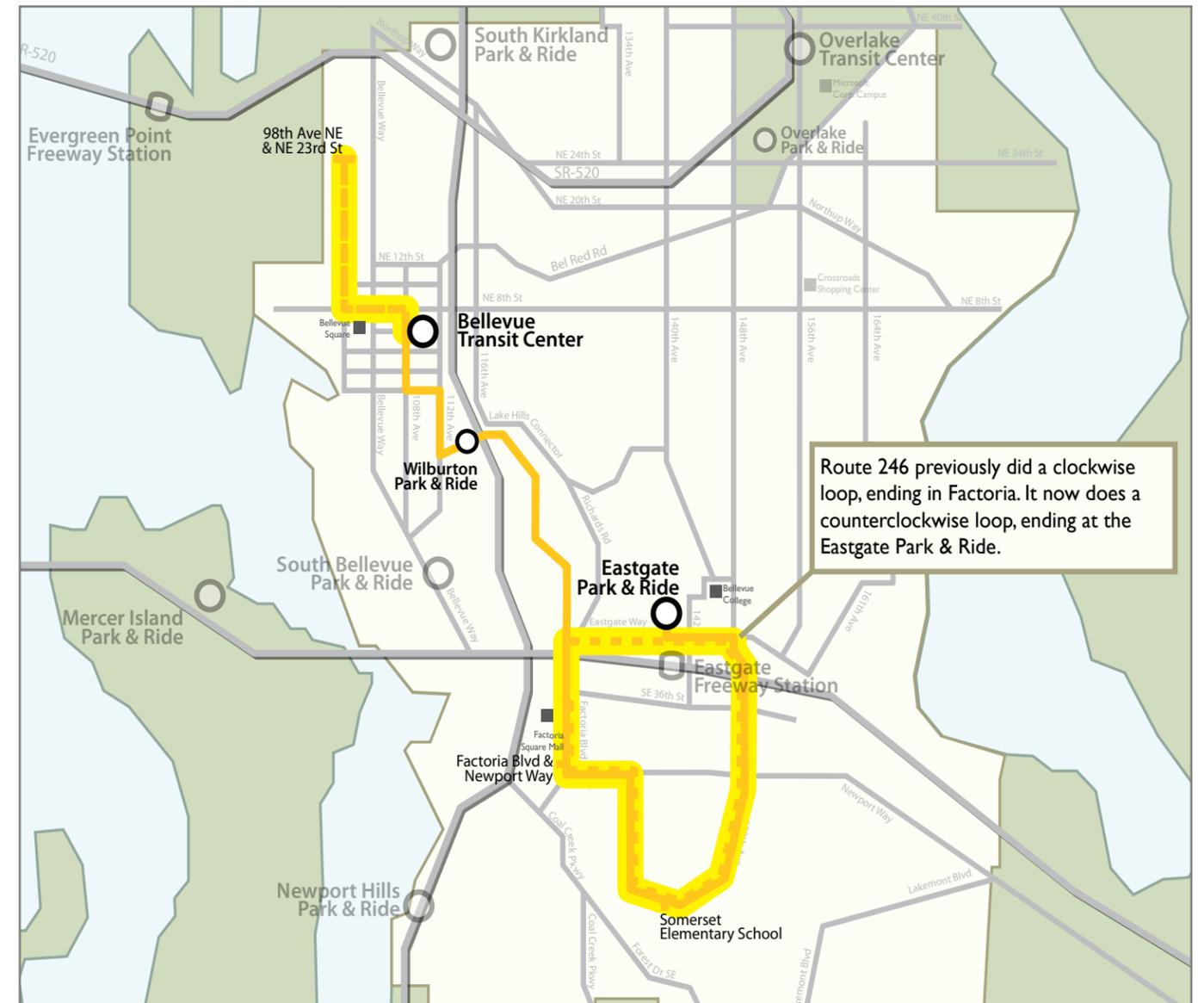
| Final Suggested Service Levels |          |       |                          |
|--------------------------------|----------|-------|--------------------------|
| Peak                           | Off-Peak | Night | Resulting Service Family |
| 30                             | 60       | 0     | Local                    |

|                                  |      |          |            |
|----------------------------------|------|----------|------------|
|                                  | Peak | Off-Peak | Night      |
| Existing Level of Service        | 30   | > 60     | No Service |
| Suggested Level of Service       | 30   | > 60     | No Service |
| Recommended Levels of Adjustment | 0    | 0        | 0          |

## Recent & Future Service Revisions

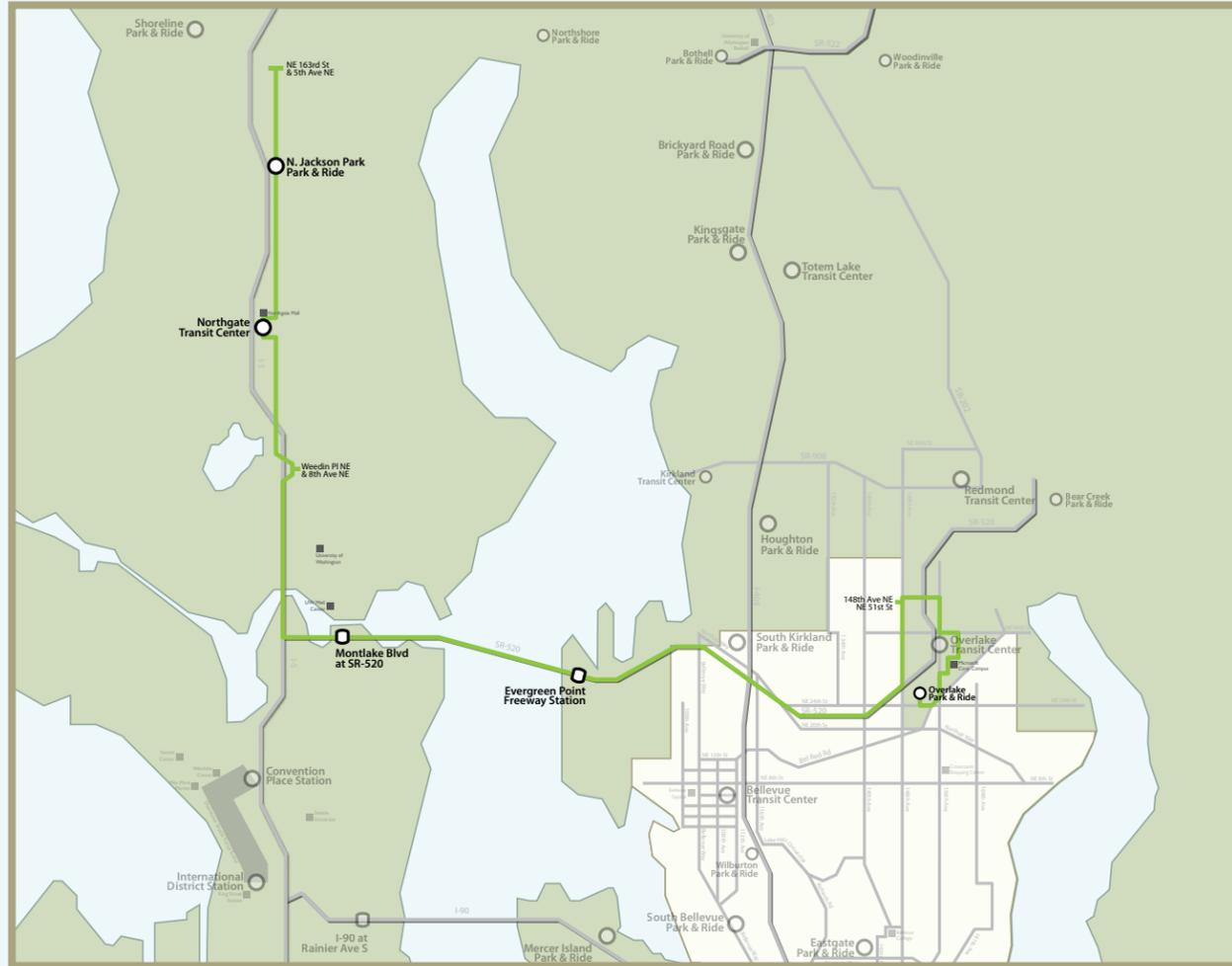
### October 2011

As part of the Fall 2011 service change, Route 246 was extended from the Bellevue Transit Center to Clyde Hill, while the opposite end now terminates at the Eastgate Park & Ride. Additionally, the route's allocated platform hours were increased by 6.1 hours per day for weekday operation.



# Corridor Group 4

North Seattle - Bellevue - Overlake



242

Route 242 is the only route that provides a direct connection between North Seattle and Overlake via SR-520 through Bellevue. Therefore, it alone comprises Corridor Group 4.



# Route 242

Ridgecrest to Overlake via Northgate  
Peak-Only Alternative to 542

Peak-Only Route

Serves Seattle Core

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             | 5 16 41 66 67 68 75 242 303 345 346 347<br>348 995 555 556   |
| Montlake Blvd at SR-520         | Montlake neighborhood, MOHAI               | 25 43 44 48 167 242 243 250 252 255 257 260 265<br>268 271 272 277 280 311 424 982 986 540 542 545 555 556 |
| Evergreen Point Freeway Station | Yarrow Point, Clyde Hill                   | 167 242 243 250 252 255 256 257 260 261 265 266<br>268 271 272 277 311 424 982 986 540 542 545 555 556     |
| Overlake Park & Ride            | Overlake Village, Overlake Shopping Center | B 221 225 232 244 245 249 250 265 268 269 982  |



Map depicts Fall 2011 routing

|                          | Weekday        | Saturday      | Sunday        | Annual Total |
|--------------------------|----------------|---------------|---------------|--------------|
| Hours of Service         |                |               |               |              |
| Daily Trips              | 13             |               |               |              |
| Time of Day              | AM MD PM EV X  | AM MD PM EV X | AM MD PM EV X |              |
| Headway (min)            | 12-30 — 30 — — |               |               |              |
| Percent On-Time          |                |               |               |              |
| Revenue Hours            | 14.37          |               |               | 3,614        |
| Platform Hours           | 23.74          |               |               | 5,964        |
| Revenue Miles            | 278.63         |               |               | 70,023       |
| Platform Miles           | 471.78         |               |               | 118,525      |
| Passenger Miles          | 3,839.10       |               |               | 964,212      |
| Revenue Hr/Platform Hr   | 0.61           |               |               | 0.61         |
| Revenue Mi/Platform Mi   | 0.59           |               |               | 0.59         |
| Passenger Mi/Platform Mi | 8.14           |               |               | 14.82        |
| Boardings (per day)      | 367.89         |               |               | 92,361       |
| Max Load                 | 29.62          |               |               | N/A          |
| Average Load             | 22.69          |               |               | 25.32        |
| Boardings/Trip           | 28.30          |               |               | 28.27        |
| Boardings/Revenue Hour   | 25.60          |               |               | 25.55        |
| Boardings/Revenue Mile   | 1.32           |               |               | 12.13        |
| Boardings/Platform Hour  | 15.50          |               |               | 15.49        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$235.05 |
| Cost/Platform Hour | \$142.44 |
| Cost/Revenue Mile  | \$12.13  |
| Cost/Platform Mile | \$7.17   |
| Cost/Boarding      | \$9.20   |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$142,117 |
| Operating Costs  | \$849,543 |
| Farebox Recovery | 16.7%     |

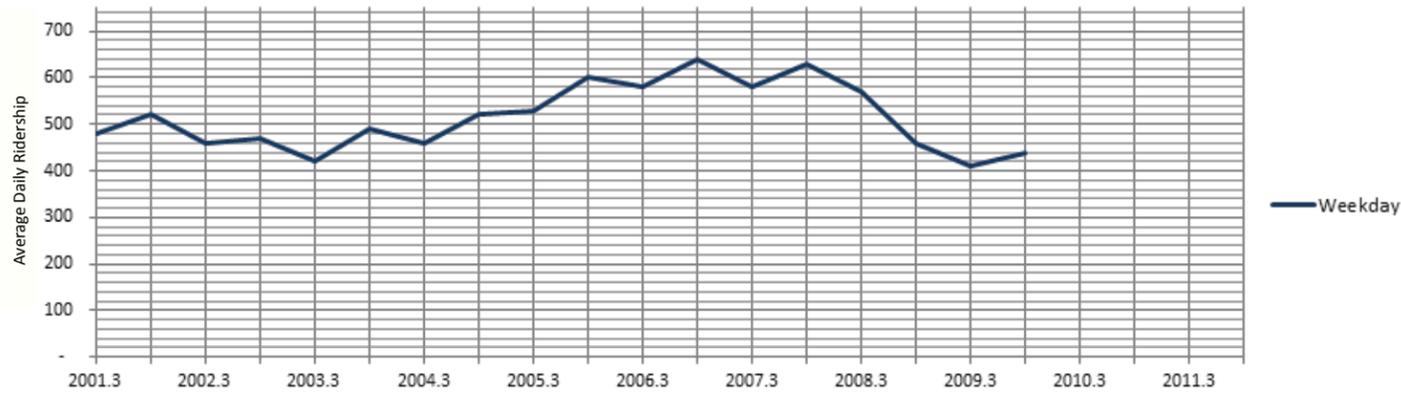
Route 242 is a one-way peak-only commuter route from Ridgecrest to the Overlake Employment Area and Overlake Village. It serves 5th Ave NE, the Northgate Transit Center, and Green Lake Park & Ride, then takes I-5 and SR-520 toward Overlake, makes a loop through the Microsoft campus, and terminates at 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 exhibits average or slightly below-average performance across all of the primary performance measures. Its best-ranking measure, passenger miles per platform mile (14.82), is slightly greater than the Bellevue average (13.94) and median (11.36) but falls slightly short of the top 25 percent. None of its measures rank among the top or bottom 25 percent of Bellevue routes. Among the five routes connecting North Seattle and Shoreline with Bellevue, Route 242 generally ranks third: it out-performs Routes 243 and 342, but it does not perform quite as well as Sound Transit Routes 555 and 556.

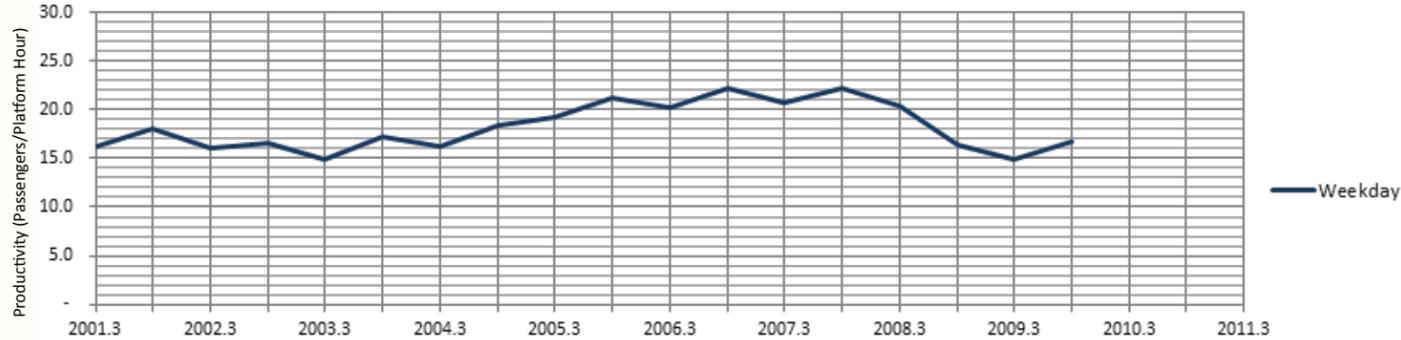
# Route 242

## Historical & Relative Route Performance

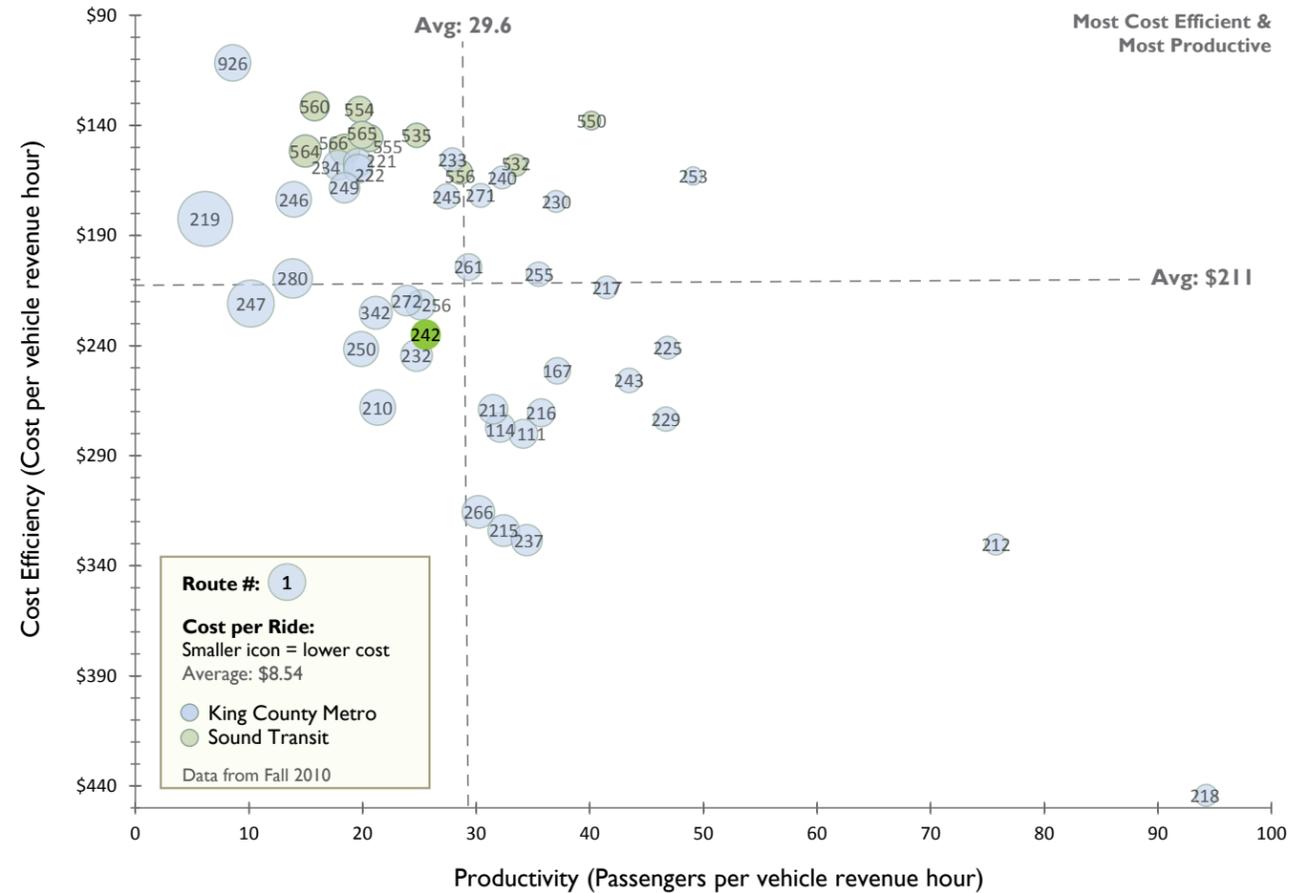
Route 242 Average Daily Ridership



Route 242 Daily Productivity



Service Notes:  
Spring 2005: 15 daily trips  
Spring 2010: 14 daily trips



### Nine-Year Summary

| Average Daily Ridership     |        |        | Productivity                |        |        |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Most Recent                 | 440    | 2010.1 | Most Recent                 | 16.7   | 2010.1 |
| Maximum                     | 640    | 2007.1 | Maximum                     | 22.3   | 2007.1 |
| Minimum                     | 410    | 2009.3 | Minimum                     | 14.8   | 2003.3 |
| Average                     | 514.4  |        | Average                     | 18.2   |        |
| % Change from Previous Year | -4.3%  |        | % Change from Previous Year | 1.4%   |        |
| % Change from Nine-Year Max | -31.3% |        | % Change from Nine-Year Max | -25.1% |        |

All above figures refer to weekday ridership

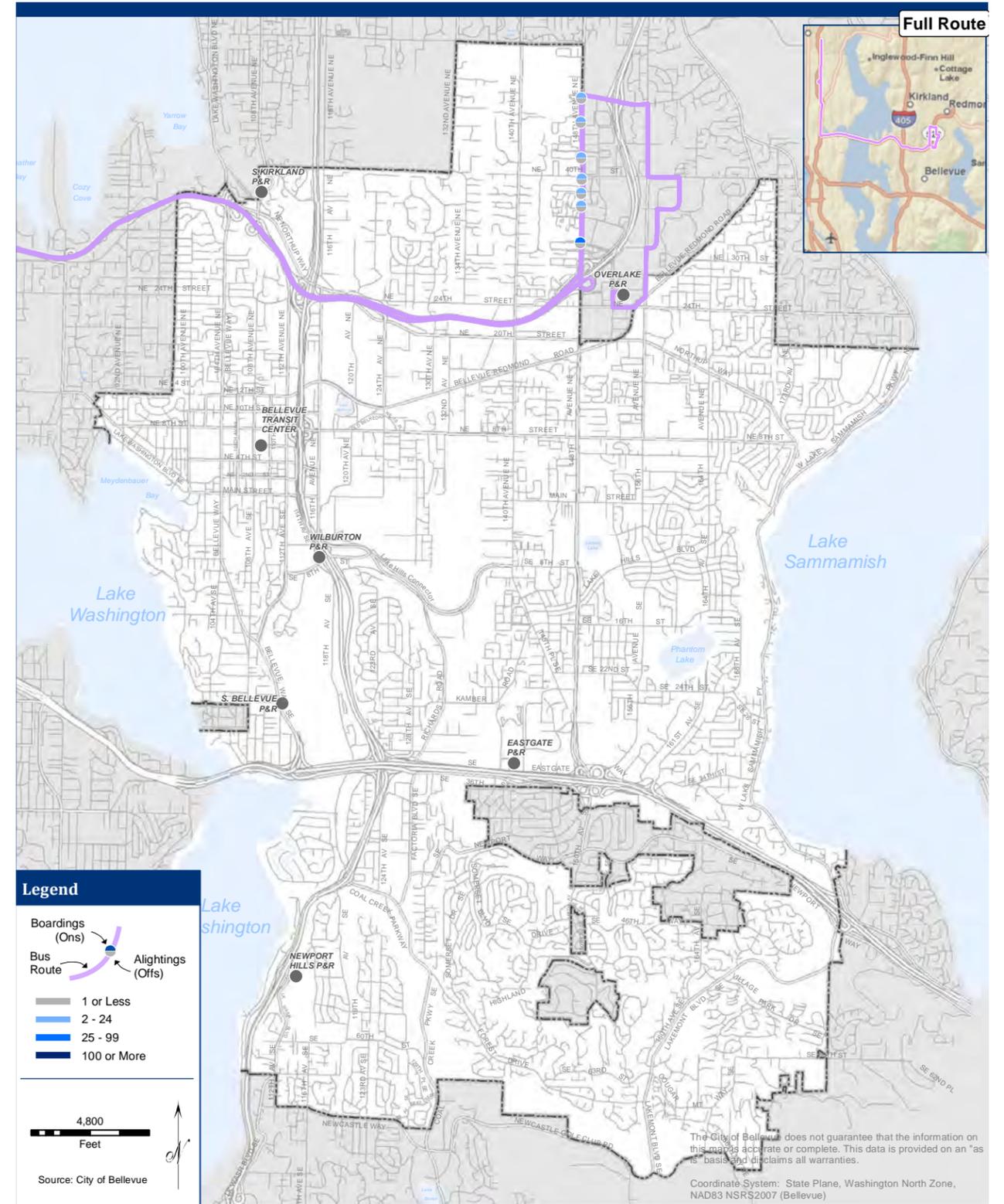
Following its introduction in Spring 1994, Route 242 improved average daily ridership from 180 to 520 by Spring 1997. The number of daily trips operated was increased to accommodate this demand; fifteen daily trips were operated between Spring 2000 and Fall 2009, after which one daily trip was eliminated. Except for during its first few of years of operation, the average daily ridership of Route 242 has varied considerably without a clear discernible pattern. Daily ridership peaked in Spring 2008 at 630, then fell to only 430 daily rides by Fall 2009 despite retaining a similar level of service. Possible causes of this 30 percent decline in ridership may be increased use of the Microsoft Connector service, reduced fuel prices, or the introduction of other services like Sound Transit Route 542, which offers express service from the Green Lake Park & Ride to the Overlake Transit Center. Though productivity had improved to over 20 rides per platform hour between Spring 2006 and Fall 2008, it has since declined to levels more common to the first half of the 2000s.

# Route 242

Boarding & Alighting Activity | Inbound

—Inbound Map Unavailable—  
Route 242 is a one-way route; it does not make any inbound trips

Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 242

## Metro Peak-Only Route Service Level Assessment

### Peak-Only Alternative to 542



All-day alternative service to portions of Route 242 is provided by Sound Transit Route 542.

Based on the standards of King County Metro's service level assessment, Route 242 failed one service assessment measure in 2009—it did not exhibit 90 percent or more ridership compared with its alternative.

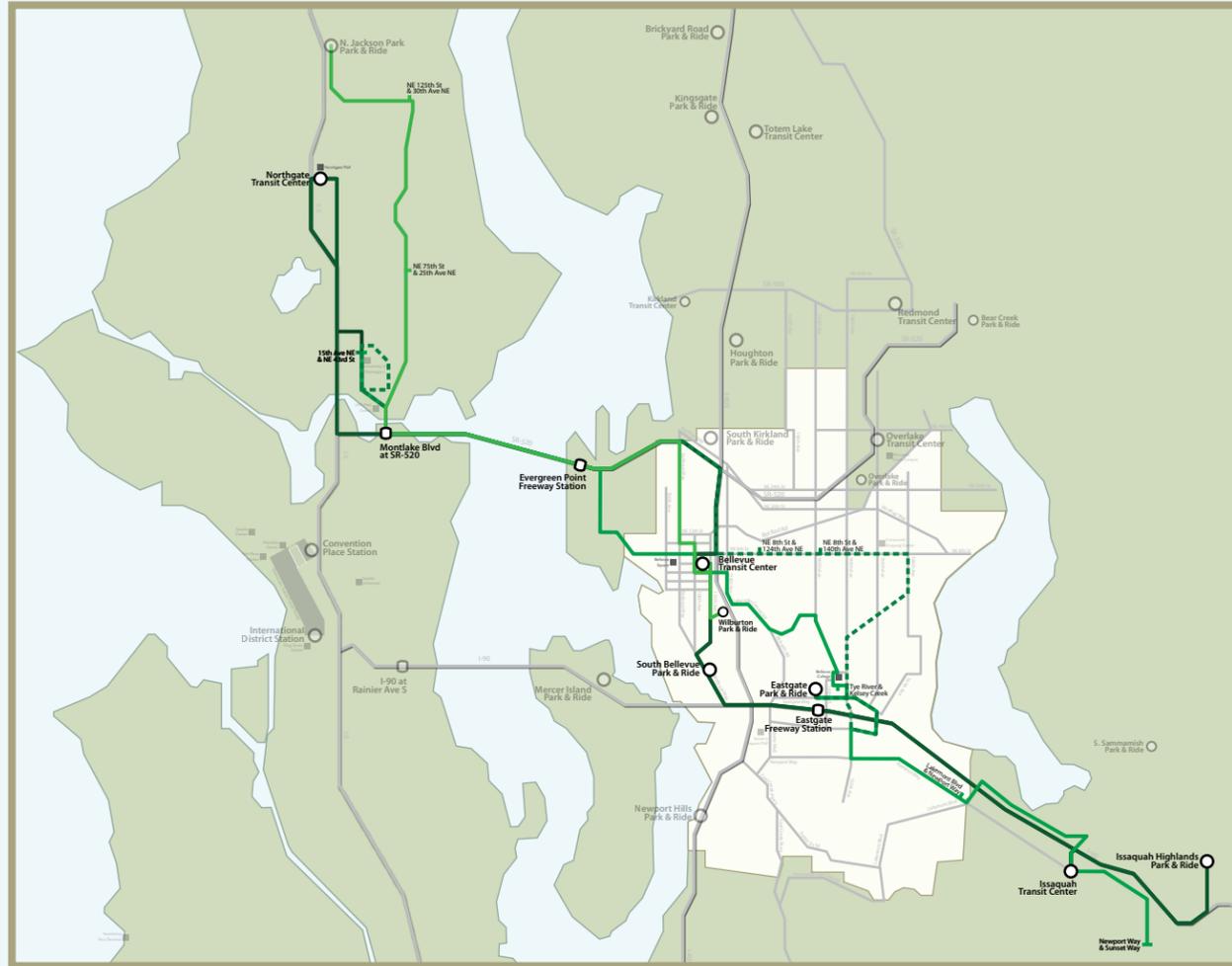
In 2010, Route 242 did not provide at least 20 percent in travel time savings compared with its alternative—in fact, it was 17 percent slower between Green Lake and Overlake. A ridership comparison could not be completed for 2010 with available data.

| Route Alternatives  | Peak-Hour Headway   | Travel Time | Ridership |
|---|---------------------|-------------|-----------|
| <b>242</b> <b>Ridgecrest to Overlake</b><br>via Northgate | 12-30               | 0:41        | 30.91     |
| <b>542</b> <b>Greenlake to Redmond</b><br>via SR-520      | 15                  | 0:35        | N/A       |
|   | Percent Difference: | -17%        | N/A       |

Metro analysis based on 2009 performance.  
Headways shown are AM Preak from Fall 2010.  
Ridership and travel times shown reflect Fall 2010 data.

# Corridor Group 5

North Seattle - Bellevue - Eastgate - Issaquah



243 271 272 555 556

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 active routes as of Fall 2011—Routes 243, 271, 555, and 556. Route 272, which was deleted as part of King County Metro’s Fall 2011 service revision, also belongs to this group.



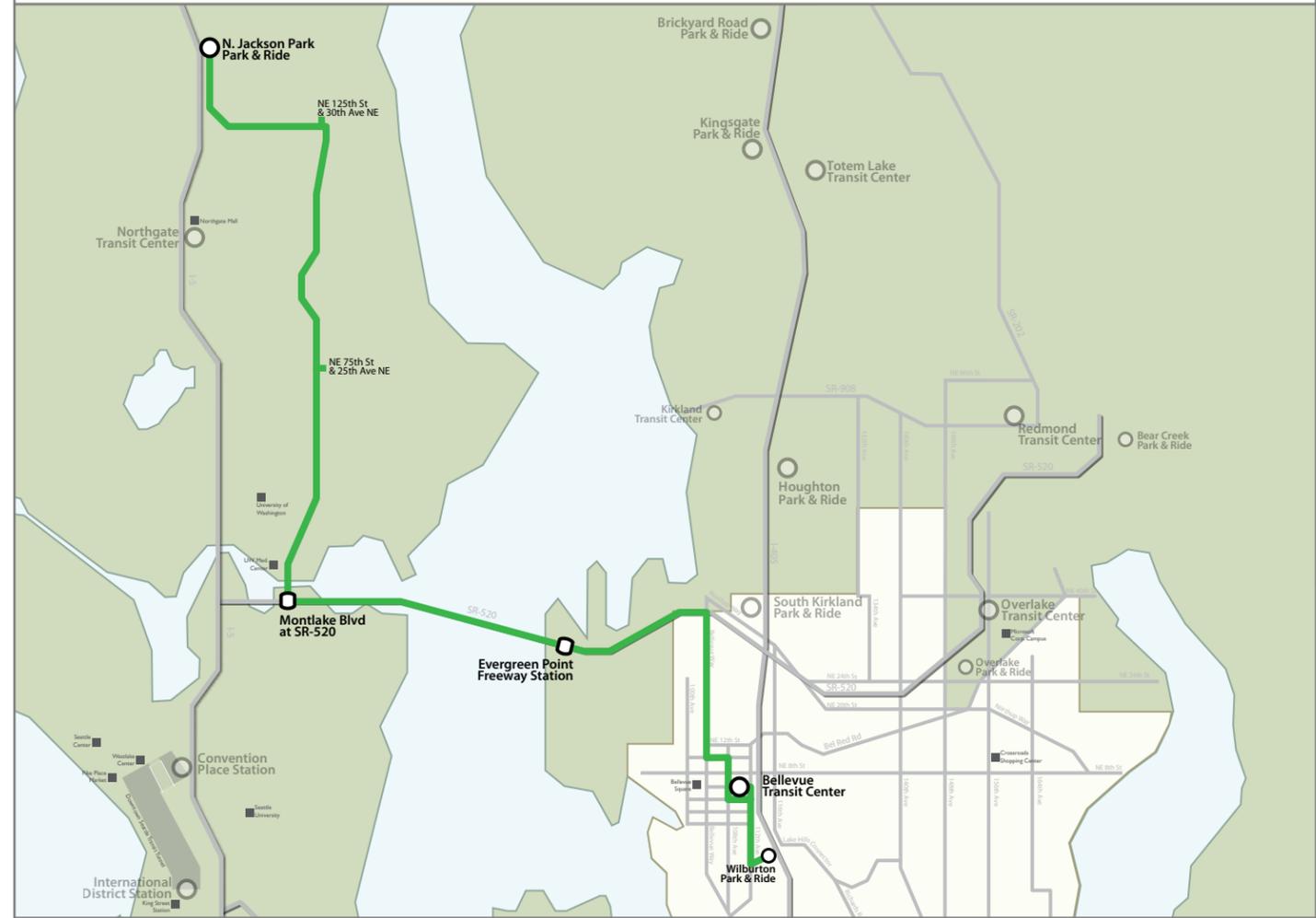
# Route 243

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 44 48 167 242 243 250 252 255 257 260 265 268 271 272 277 280 311 424 982 986 540 542 545 555 556 |
| Evergreen Point Freeway Station | Yarrow Point, Clyde Hill                                  | 167 242 243 250 252 255 256 257 260 261 265 266 268 271 272 277 311 424 982 986 540 542 545 555 556     |
| Bellevue Transit Center         | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center | 8 226 232 234 235 237 240 241 243 246 249 271 280 342 385 886 532 535 550 555 560 566                   |
| Wilburton Park & Ride           | Wilburton, Woodridge, and Surrey Downs neighborhoods      | 240 243 246 342 385 886 952   |



Map depicts Fall 2011 routing

|                          | Weekday               | Saturday      | Sunday        | Annual Total |
|--------------------------|-----------------------|---------------|---------------|--------------|
| Hours of Service         |                       |               |               |              |
| Daily Trips              | 5                     |               |               |              |
| 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          |                       |               |               |              |
| Revenue Hours            | 4.78                  |               |               | 1,181        |
| Platform Hours           | 9.05                  |               |               | 2,235        |
| Revenue Miles            | 81.98                 |               |               | 20,249       |
| Platform Miles           | 179.46                |               |               | 44,327       |
| Passenger Miles          | 1,538.30              |               |               | 379,960      |
| Revenue Hr/Platform Hr   | 0.53                  |               |               | 0.53         |
| Revenue Mi/Platform Mi   | 0.46                  |               |               | 0.46         |
| Passenger Mi/Platform Mi | 8.57                  |               |               | 8.57         |
| Boardings (per day)      | 207.88                |               |               | 51,347       |
| Max Load                 | 36.80                 |               |               | N/A          |
| Average Load             | 31.00                 |               |               | 18.76        |
| Boardings/Trip           | 41.58                 |               |               | 41.58        |
| Boardings/Revenue Hour   | 43.49                 |               |               | 43.46        |
| Boardings/Revenue Mile   | 2.54                  |               |               | 14.93        |
| Boardings/Platform Hour  | 22.97                 |               |               | 22.97        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$255.85 |
| Cost/Platform Hour | \$135.23 |
| Cost/Revenue Mile  | \$14.93  |
| Cost/Platform Mile | \$6.82   |
| Cost/Boarding      | \$5.89   |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$107,453 |
| Operating Costs  | \$302,280 |
| Farebox Recovery | 35.5%     |

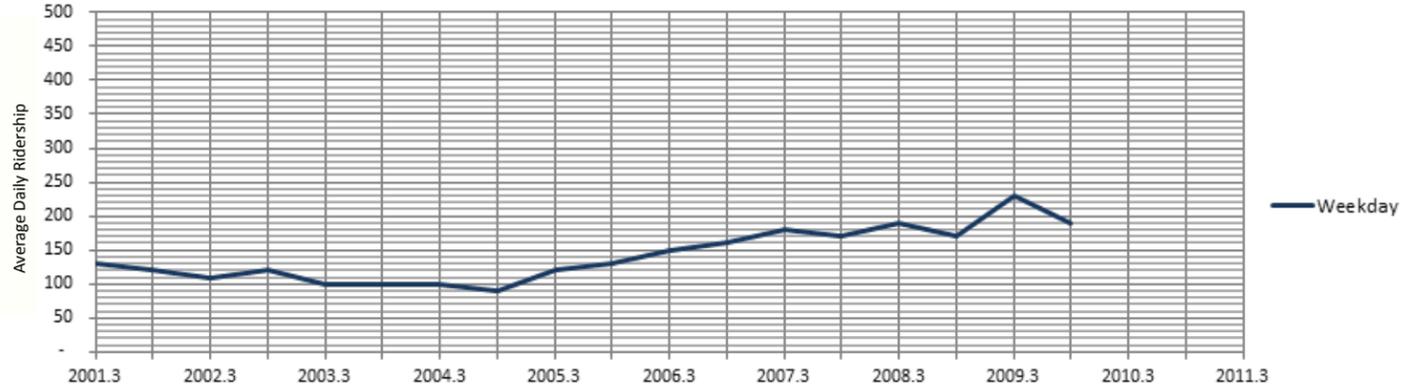
Route 243 is a one-way peak-only commuter route connecting Jackson Park to the Wilburton Park & Ride through Lake City Way, Ravenna Ave, the Montlake Bridge, SR-520, Bellevue Way, the Bellevue Transit Center, and the Bellevue hotel district. Despite the route's start- and end-points being at Park & Ride 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 accounted for only 0.4 percent of all Bellevue ridership in 2010. It is among the bottom half or bottom 25 percent of Bellevue routes in terms of cost efficiency (\$6.82 per platform mile; average, \$7.50), vehicle hour utilization (0.53 revenue hours per platform hour; average, 0.65), and ratio of passenger miles per platform mile (8.57; average, 13.94; median, 11.36). However, the route ranks among the most productive 25 percent for rides served per platform hour (22.97; average, 18.44) and farebox recovery ratio (35.5%; average, 22.5%).

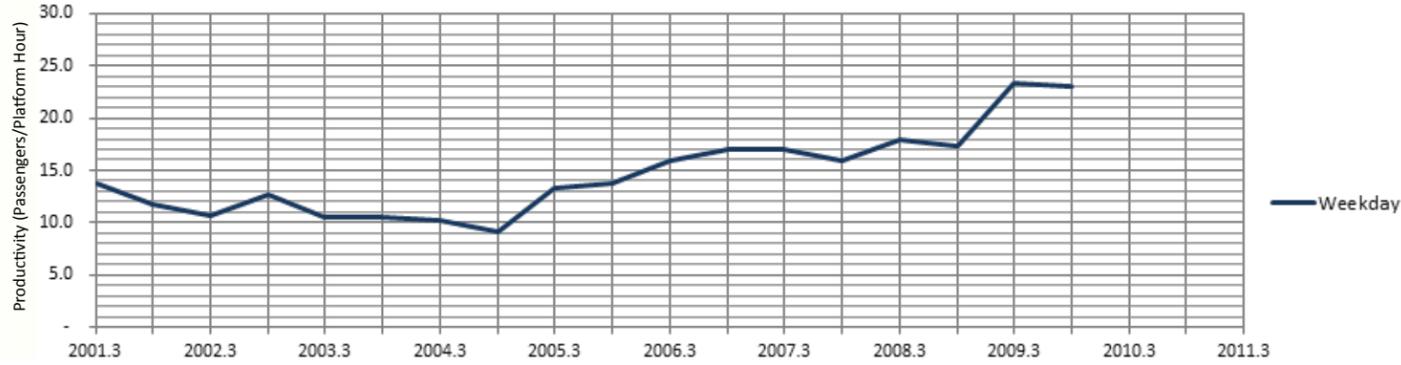
# Route 243

## Historical & Relative Route Performance

Route 243 Average Daily Ridership



Route 243 Daily Productivity

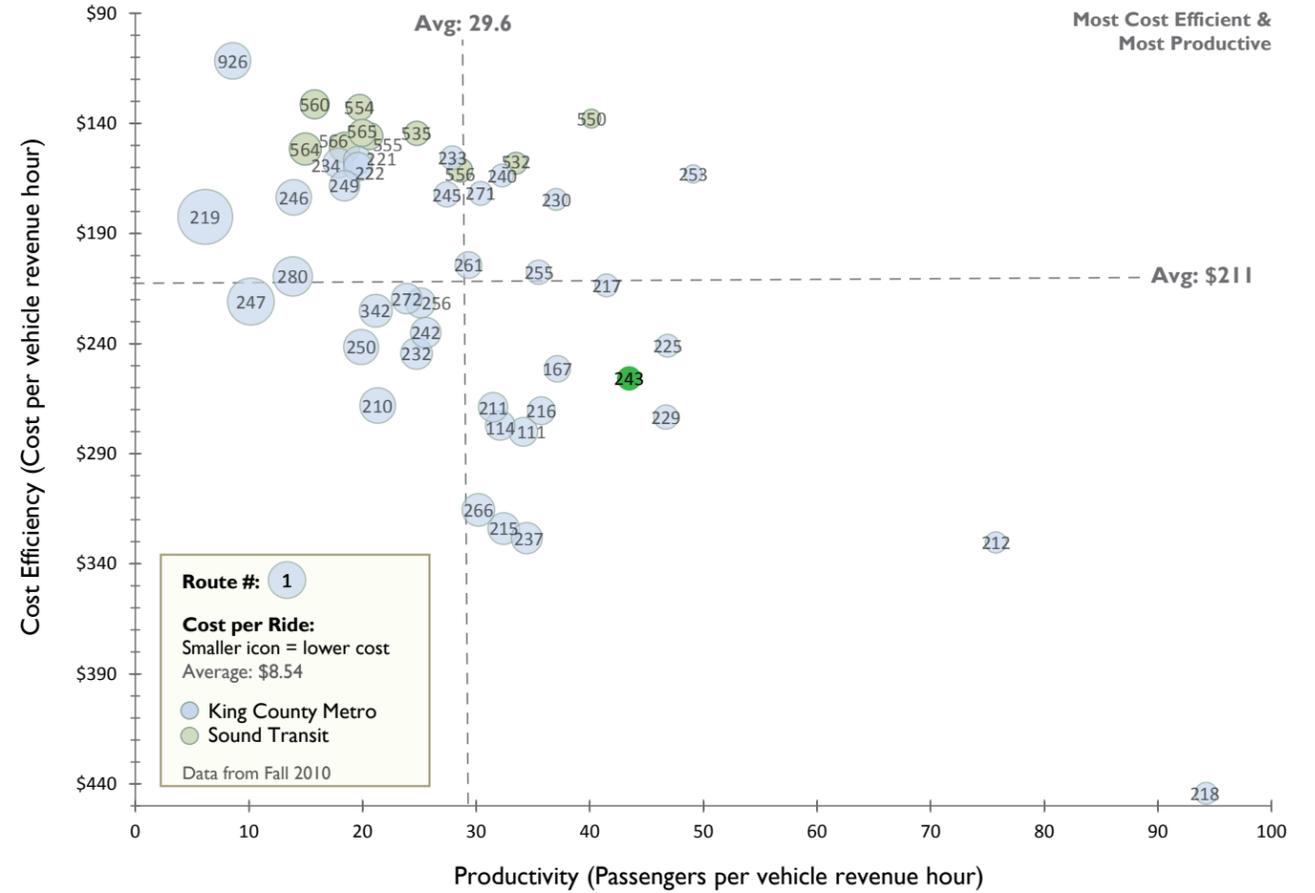


Service Notes:  
Since Fall 1989: 6 daily trips  
Spring 2010: 5 daily trips

### Nine-Year Summary

| Average Daily Ridership     |        |        | Productivity                |       |        |
|-----------------------------|--------|--------|-----------------------------|-------|--------|
| Most Recent                 | 190    | 2010.1 | Most Recent                 | 23.0  | 2010.1 |
| Maximum                     | 230    | 2009.3 | Maximum                     | 23.4  | 2009.3 |
| Minimum                     | 90     | 2005.1 | Minimum                     | 9.1   | 2005.1 |
| Average                     | 142.2  |        | Average                     | 14.6  |        |
| % Change from Previous Year | 11.8%  |        | % Change from Previous Year | 33.1% |        |
| % Change from Nine-Year Max | -17.4% |        | % Change from Nine-Year Max | -1.7% |        |

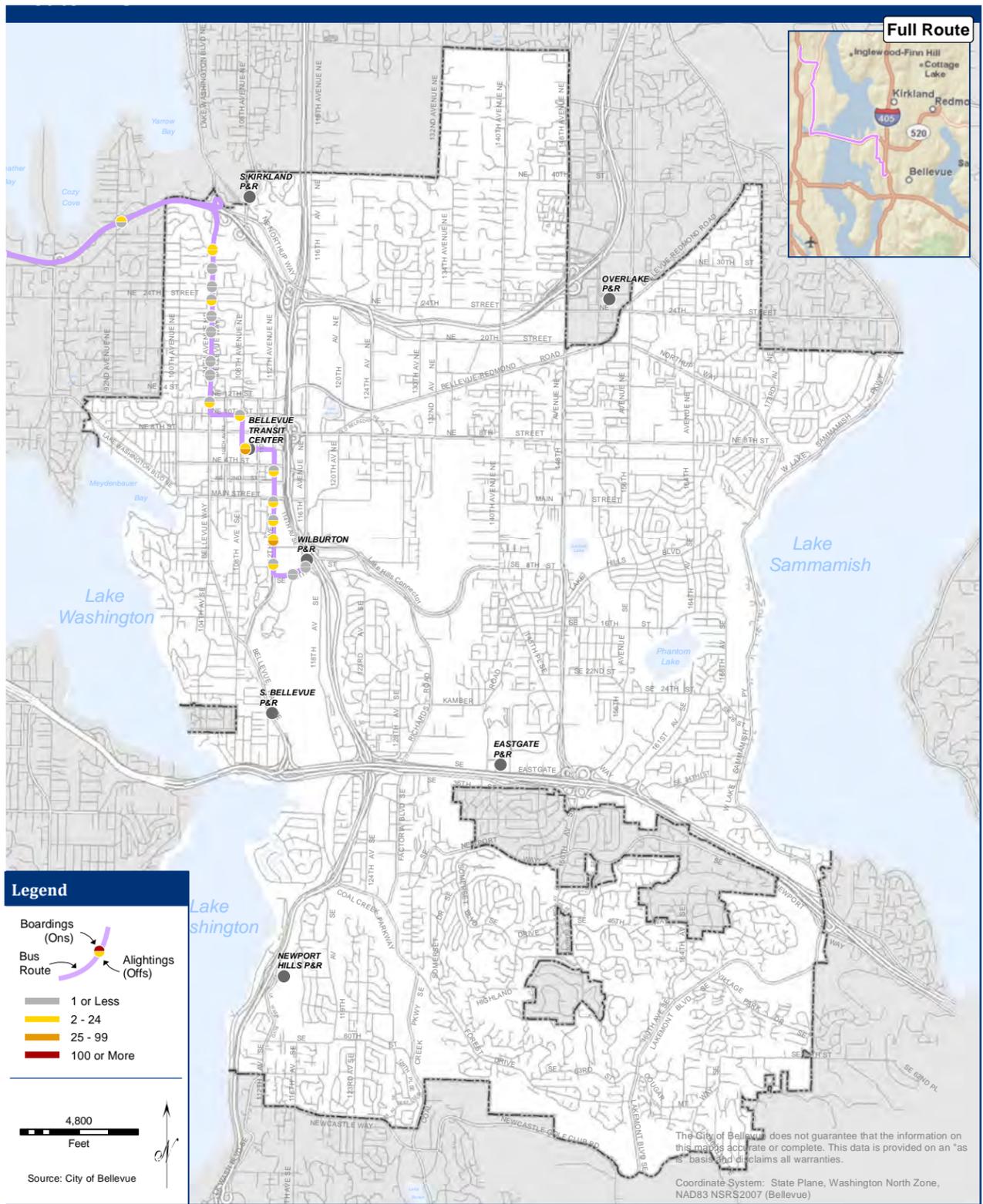
All above figures refer to weekday ridership



Ridership of Route 243 has remained relatively stable throughout most of its service history. Since its introduction in Fall 1989, the route has regularly attracted average daily ridership of between 150 and 190 rides, with the period from Fall 2001 to Spring 2006 being the only prolonged period during which average daily ridership remained in the low hundreds. Despite consistently operating six daily trips and approximately 2,400 to 2,700 annual platform hours throughout its service history, Route 243's productivity has increased substantially since Spring 2005, more than doubling from 9.14 rides per platform hour that quarter to about 23 rides per platform hour in Fall 2009 and Spring 2010.

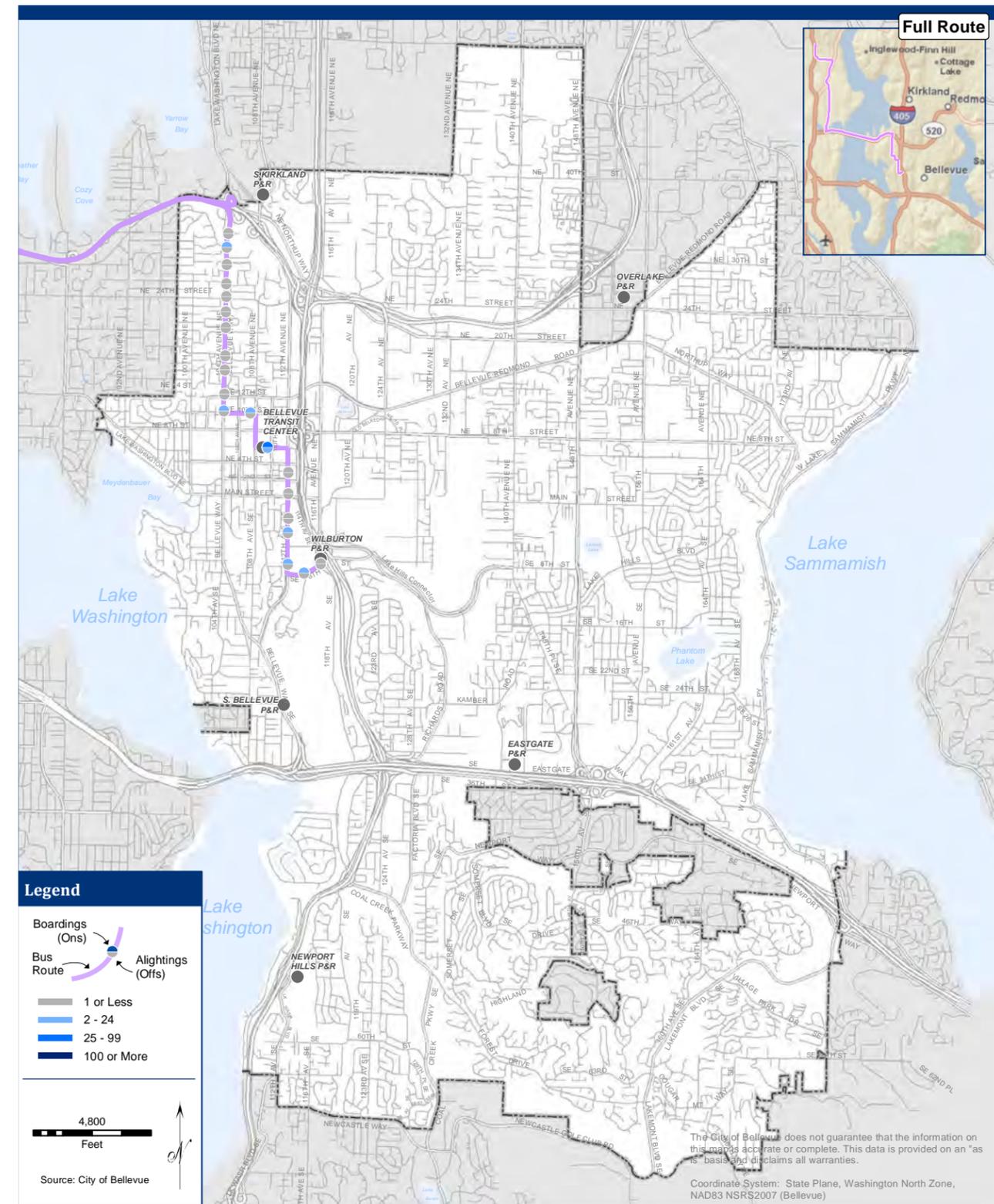
# Route 243

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 243

## Metro Peak-Only Route Service Level Assessment

Peak-Only Alternative to 372 + 271



All-day alternative service to Route 243 is provided by a combination of portions of Routes 372 and 271 between Lake City and Downtown Bellevue.

Based on the standards of King County Metro's service level assessment, Route 243 failed one service assessment measure in 2009—it did not exhibit 90 percent or more of the ridership compared with its alternative.

In 2010, Route 243 provided a 33 percent travel time savings compared with its alternative, but the route served only about 80 percent as many rides per trip as Route 372.

| All-Day Alternate Routes |  | Peak-Hour Headway   | Travel Time | Ridership |
|--------------------------|--|---------------------|-------------|-----------|
| <b>243</b>               | Jackson Park to Bellevue via Lake City | 3 trips             | 0:40        | 41.58     |
| <b>372</b>               | U. District to Woodinville via Kenmore | 7-30                | 0:25        | 51.62     |
| <b>271</b>               | U. District to Bellevue via SR-520     | 10                  | 0:35        | 40.97     |
|                          |  | Total:              | 1:00        | —         |
|                          |  | Percent Difference: | 33.3%       | 80.5%     |

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2010. Ridership and travel times shown reflect Fall 2010 data.

# Route 271

U. District to Bellevue via SR-520  
Corridor 49C

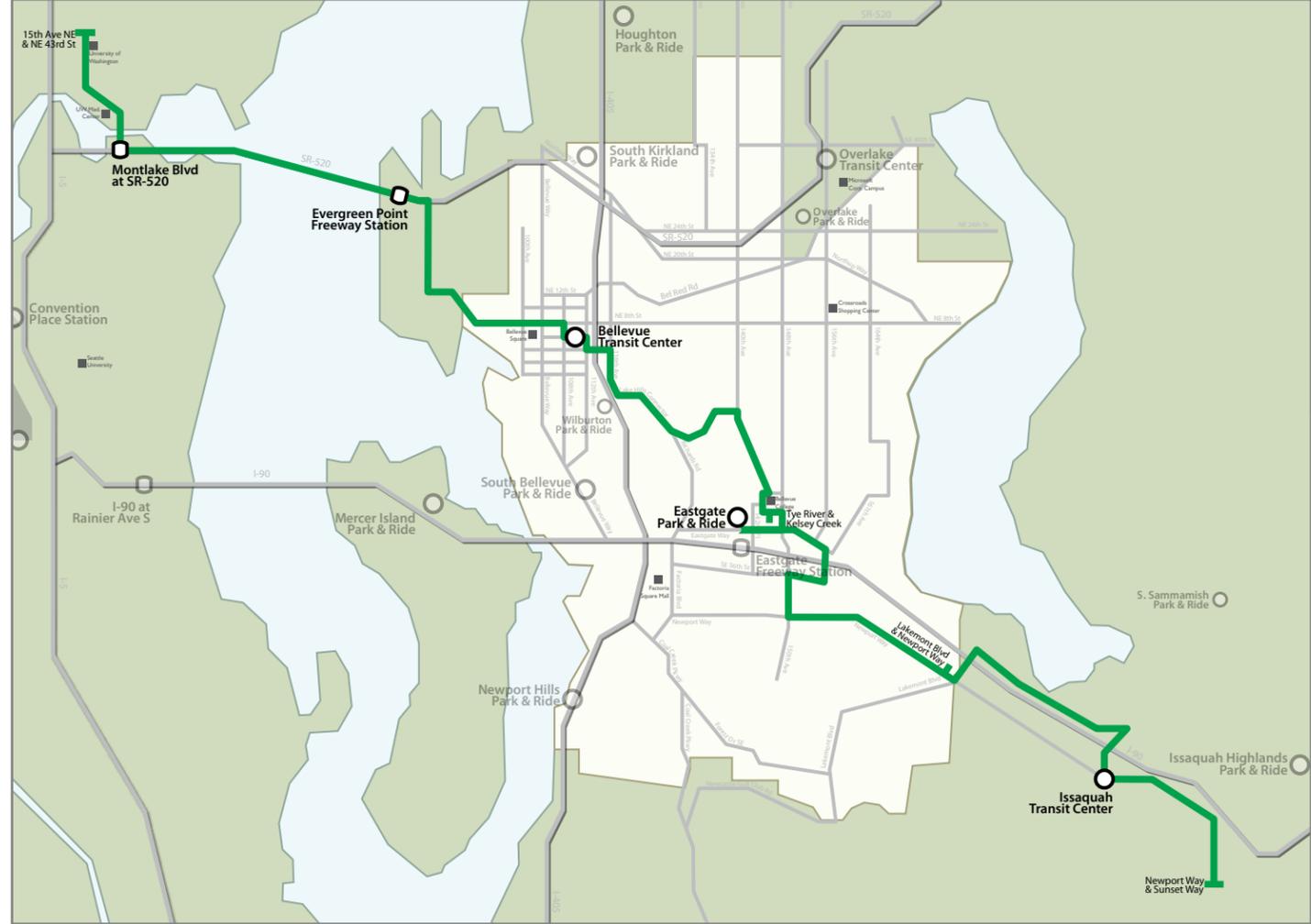
Bellevue to Eastgate via Lake Hills Connector  
Corridor 10C

Eastgate to Issaquah via Newport Way  
Corridor 21C

- 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 43rd St        | University of Washington, University District             | 25 43 44 45 46 48 49 70 167 205 271 272<br>277 540 542 556 810 821 855 860 871 880 885                 |
| Montlake Blvd at SR-520         | Montlake neighborhood, MOHAI                              | 25 43 44 48 167 242 243 250 252 257 260 265<br>268 271 272 277 280 311 424 982 986 540 542 545 555 556 |
| Evergreen Point Freeway Station | Yarrow Point, Clyde Hill                                  | 167 242 243 250 252 255 256 257 260 261 265 266<br>268 271 272 277 311 424 982 986 540 542 545 555 556 |
| Bellevue Transit Center         | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center | 8 226 232 234 235 237 240 241 243 246 249 271<br>280 342 385 886 532 535 550 555 560 566               |
| Eastgate Park & Ride            | Bellevue College, Eastgate                                | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 555   |
| Issaquah Transit Center         | Newport neighborhood                                      | 200 209 210 214 215 269 271 927 983 989 554 555 556  |



Map depicts Fall 2011 routing

|                                   | Weekday   |       |    |    |   | Saturday |    |    |    |   | Sunday   |    |    |    |   | Annual Total |
|-----------------------------------|-----------|-------|----|----|---|----------|----|----|----|---|----------|----|----|----|---|--------------|
| Hours of Service                  |           |       |    |    |   |          |    |    |    |   |          |    |    |    |   |              |
| Daily Trips                       | 129       |       |    |    |   | 51       |    |    |    |   | 30       |    |    |    |   |              |
| Time of Day                       | AM        | MD    | PM | EV | X | AM       | MD | PM | EV | X | AM       | MD | PM | EV | X |              |
| Headway (min) [UW in session]     | 10        | 15-30 | 10 | 30 | — | —        | 30 | —  | 60 | — | —        | 60 | —  | 60 | — |              |
| Headway (min) [UW out of session] | 30        | 30    | 30 | 60 | — | —        | 30 | —  | 60 | — | —        | 60 | —  | 60 | — |              |
| Percent On-Time                   |           |       |    |    |   |          |    |    |    |   |          |    |    |    |   |              |
| Revenue Hours                     | 142.96    |       |    |    |   | 67.22    |    |    |    |   | 41.30    |    |    |    |   | 42,134       |
| Platform Hours                    | 201.99    |       |    |    |   | 92.04    |    |    |    |   | 59.48    |    |    |    |   | 59,419       |
| Revenue Miles                     | 2,335.92  |       |    |    |   | 1,183.70 |    |    |    |   | 695.97   |    |    |    |   | 694,405      |
| Platform Miles                    | 2,795.41  |       |    |    |   | 1,356.67 |    |    |    |   | 794.14   |    |    |    |   | 824,069      |
| Passenger Miles                   | 29,056.20 |       |    |    |   | 1,172.30 |    |    |    |   | 5,358.60 |    |    |    |   | 7,758,466    |
| Revenue Hr/Platform Hr            | 0.71      |       |    |    |   | 0.73     |    |    |    |   | 0.69     |    |    |    |   | 0.71         |
| Revenue Mi/Platform Mi            | 0.84      |       |    |    |   | 0.87     |    |    |    |   | 0.88     |    |    |    |   | 0.84         |
| Passenger Mi/Platform Mi          | 10.39     |       |    |    |   | 0.87     |    |    |    |   | 0.88     |    |    |    |   | 53.97        |
| Boardings (per day)               | 4,572.58  |       |    |    |   | 1,507.70 |    |    |    |   | 740.32   |    |    |    |   | 1,280,562    |
| Max Load                          | 32.36     |       |    |    |   | 22.67    |    |    |    |   | 17.83    |    |    |    |   | N/A          |
| Average Load                      | 21.12     |       |    |    |   | 18.84    |    |    |    |   | 14.60    |    |    |    |   | 64.86        |
| Boardings/Trip                    | 35.45     |       |    |    |   | 29.56    |    |    |    |   | 24.68    |    |    |    |   | 34.55        |
| Boardings/Revenue Hour            | 31.99     |       |    |    |   | 22.43    |    |    |    |   | 17.93    |    |    |    |   | 30.39        |
| Boardings/Revenue Mile            | 1.96      |       |    |    |   | 1.27     |    |    |    |   | 1.06     |    |    |    |   | 10.42        |
| Boardings/Platform Hour           | 22.64     |       |    |    |   | 16.38    |    |    |    |   | 12.45    |    |    |    |   | 21.55        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$171.79 |
| Cost/Platform Hour | \$121.81 |
| Cost/Revenue Mile  | \$10.42  |
| Cost/Platform Mile | \$8.78   |
| Cost/Boarding      | \$5.65   |

|                  |             |
|------------------|-------------|
| Farebox Revenue  | \$1,515,704 |
| Operating Costs  | \$7,238,125 |
| Farebox Recovery | 20.9%       |

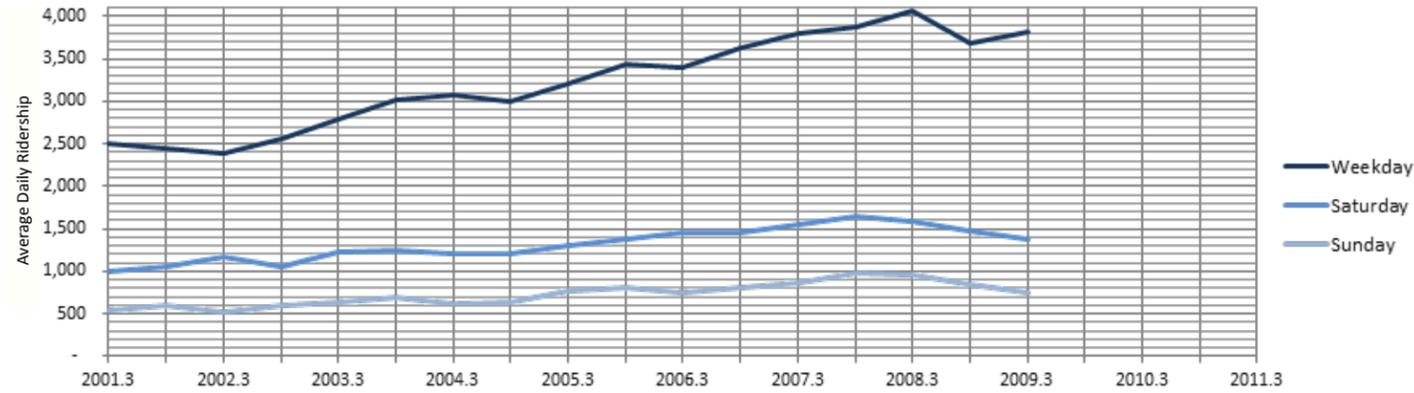
Route 271 is a complex route. It has an all-day base route from the University District to the Issaquah Transit Center via SR-520, 84th Ave NE, NE 8th St, the Bellevue Transit Center, Lake Hills Connector, 145th Pl, Bellevue College, Eastgate Park & Ride, SE Newport Way, West Lake Sammamish Parkway, 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.

Route 271 is one of the most important routes in the Bellevue network. In 2010, it served over 1.28 million rides, ranking it second behind only Route 550. Though its passenger miles per platform mile measure (53.97) also ranks second in Bellevue (average, 13.94), Route 271 has the second highest cost per platform mile (\$9.67; average \$7.50), contributing significantly to the route's \$7.24 million annual operating cost—the most expensive in Bellevue, accounting for 8.6 percent of total operating costs. Also contributing is the route's operation of the greatest number of platform hours (824,069) in Bellevue, even though its ratio of revenue hours per platform hour (0.71; average 0.65) ranks narrowly outside the city's top 25 percent. Based on zone-level boarding and alighting data, Route 271 has three unique purposes, each with different levels of ridership. The University District to Downtown Bellevue segment has an average load between twenty and twenty-three riders, the Downtown Bellevue to Bellevue College segment between fifteen and seventeen riders, and the segment between the Eastgate Park & Ride and Issaquah Transit Center has between five and ten riders. Weekend trips are generally half as productive, due in part to the nature of the University District and a higher proportion of Issaquah trips occurring on weekends.

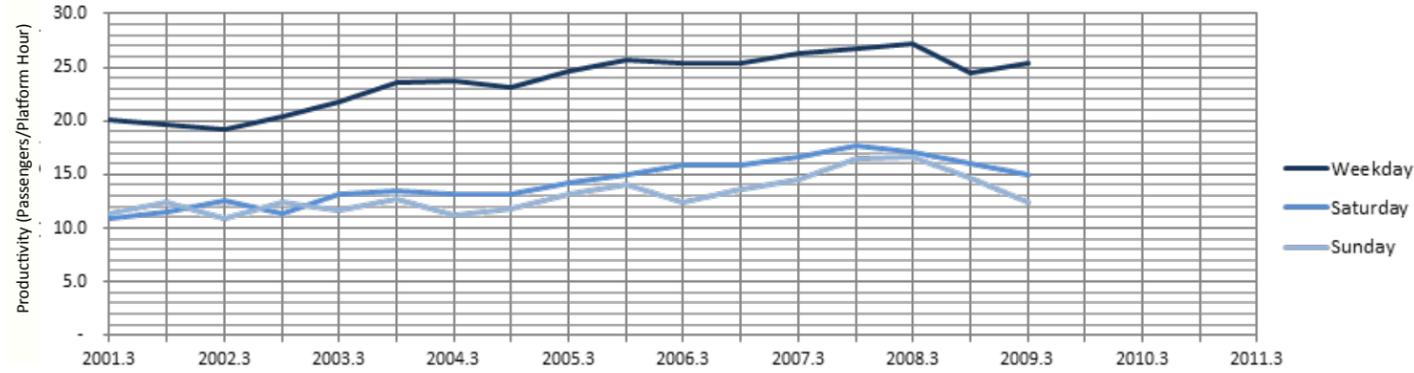
# Route 271

## Historical & Relative Route Performance

Route 271 Average Daily Ridership

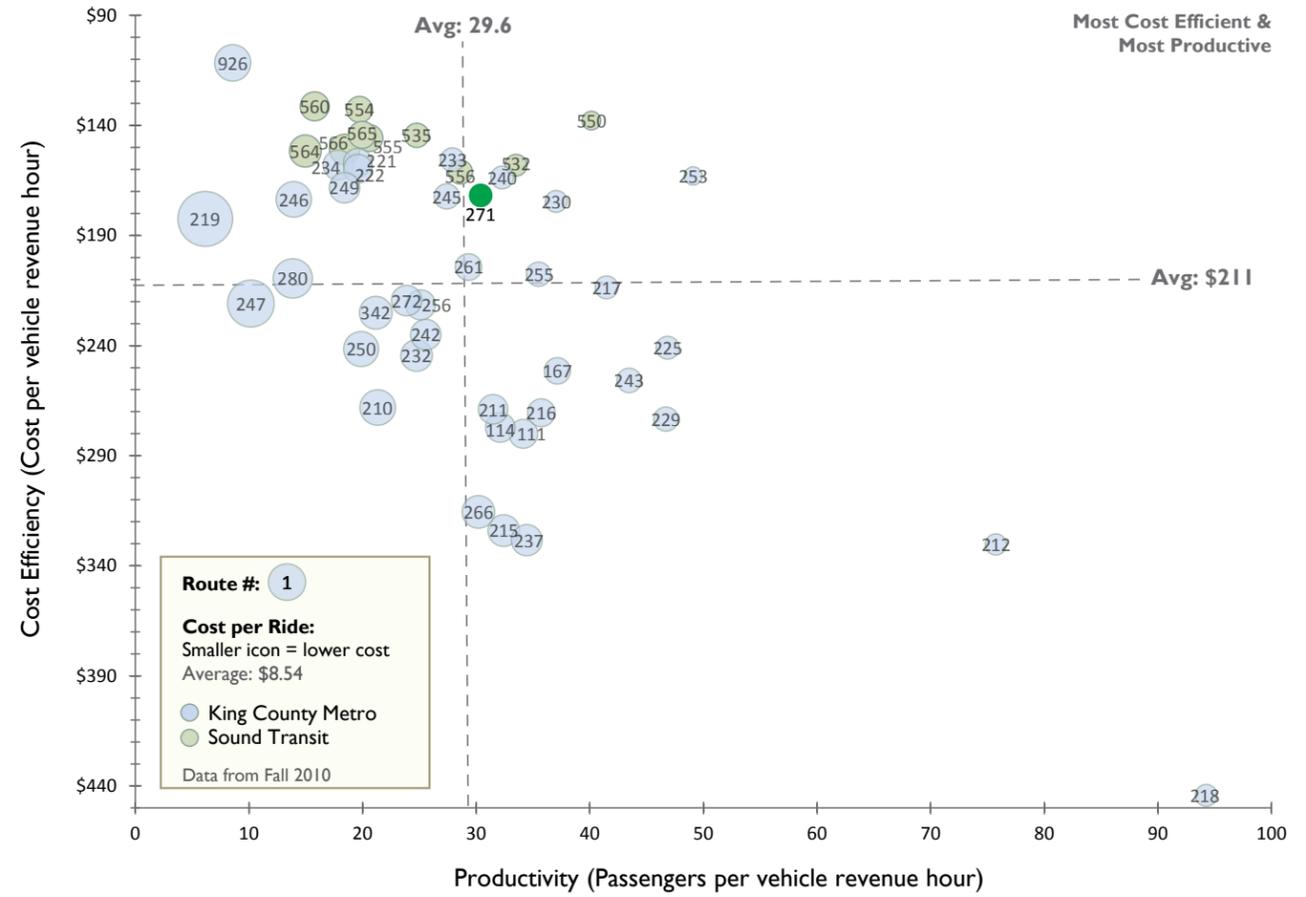


Route 271 Daily Productivity



**Service Notes:**  
 Fall 2001: 77/51/30 daily trips  
 Fall 2003: 78/51/30 daily trips  
 Fall 2004: 77/51/30 daily trips  
 Spring 2006: 76/51/30 daily trips  
 Spring 2007: 82/51/30 daily trips  
 Fall 2008: 83/51/30 daily trips

**Note:**  
 Route 271 was known as Routes 273 and 274 prior to Fall 1997.



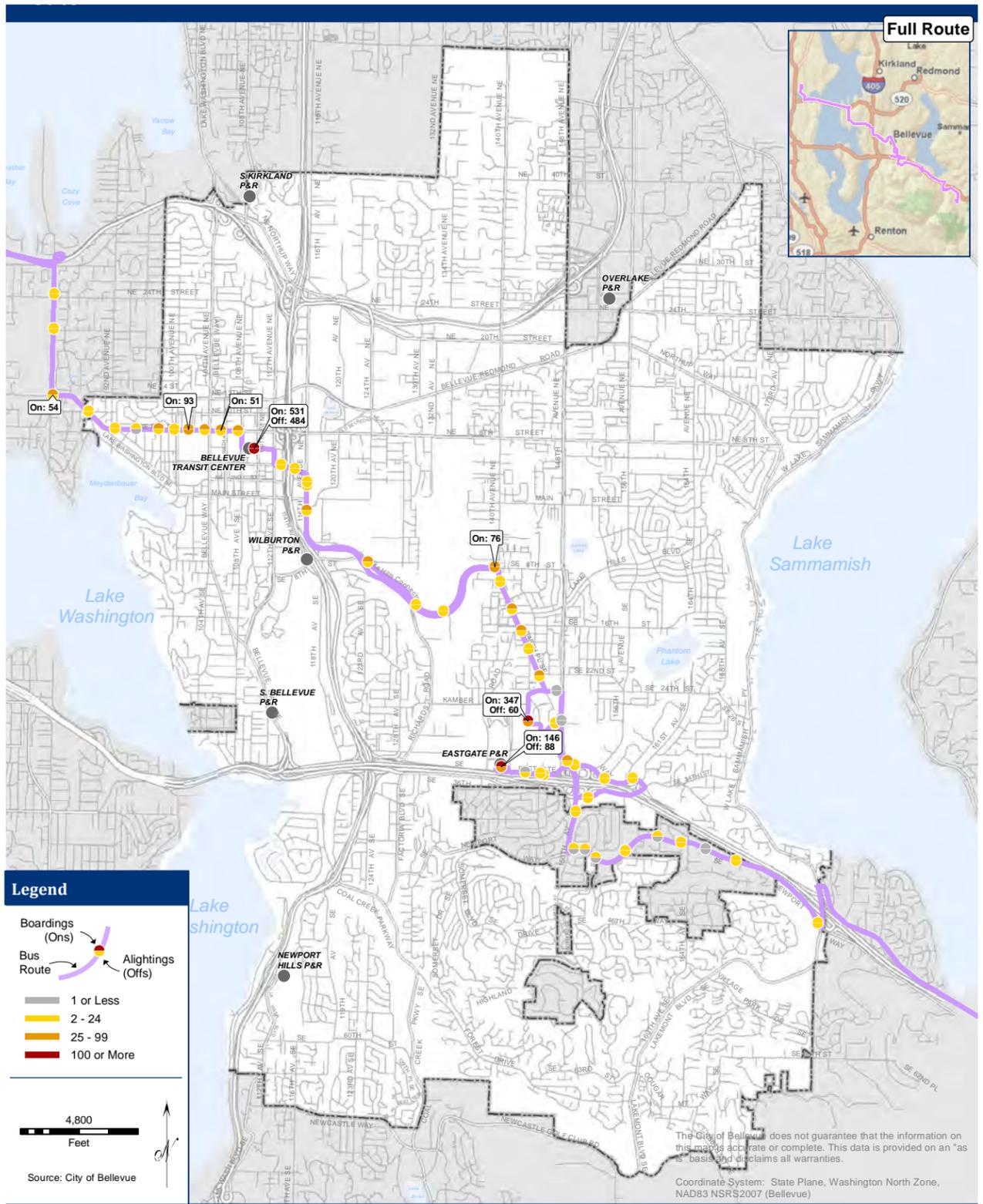
| Nine-Year Summary           |        |        |                             |       |        |
|-----------------------------|--------|--------|-----------------------------|-------|--------|
| Average Daily Ridership     |        |        | Productivity                |       |        |
| Most Recent                 | 740    | 2009.3 | Most Recent                 | 25.3  | 2009.3 |
| Maximum                     | 980    | 2008.1 | Maximum                     | 27.3  | 2008.3 |
| Minimum                     | 520    | 2002.3 | Minimum                     | 19.2  | 2002.3 |
| Average                     | 724.7  |        | Average                     | 23.7  |        |
| % Change from Previous Year | -22.9% |        | % Change from Previous Year | -7.1% |        |
| % Change from Nine-Year Max | -24.5% |        | % Change from Nine-Year Max | -7.1% |        |

All above figures refer to weekday ridership

Though not known as Route 271 until Fall 1997, the routes serving the corridors comprising 271 (previously 273 and 274) have long been among Bellevue's highest-ridership and most-productive. In Fall 1989, the route served an average of 1,860 daily riders on weekdays and 750 on Saturdays, with an overall productivity of 17.2 rides per platform hour. Average daily weekday ridership permanently exceeded 2,000 by Fall 1996. Additional daily trips and Sunday service were added in Fall 1997, and thereafter, numerous revisions to the number of daily trips have been undertaken. Reductions in the number of daily trips have occasionally resulted in minor and brief declines in daily ridership in subsequent quarters, but the prevailing theme of Route 271's performance has been toward increased ridership and productivity. Average daily ridership exceeded 1,000 on Saturdays in Fall 2001, exceeded 3,000 on weekdays in Spring 2004, and the route's weekday ridership peaked in Fall 2008 at 4,070. Overall productivity likewise peaked in Fall 2008 at 25.4 rides per platform hour, but weekday productivity in particular reached 27.3 rides per platform hour the same quarter. Though the average number of Sunday daily trips has increased from 410 in that service's inaugural quarter (Fall 1997) to a peak of 980 in Spring 2008, the number of Sunday daily trips operated has never been adjusted. Saturday service, by contrast, was increased by two daily trips in Fall 2001 following several years of performance comparable to that of Sunday service in the late 2000s.

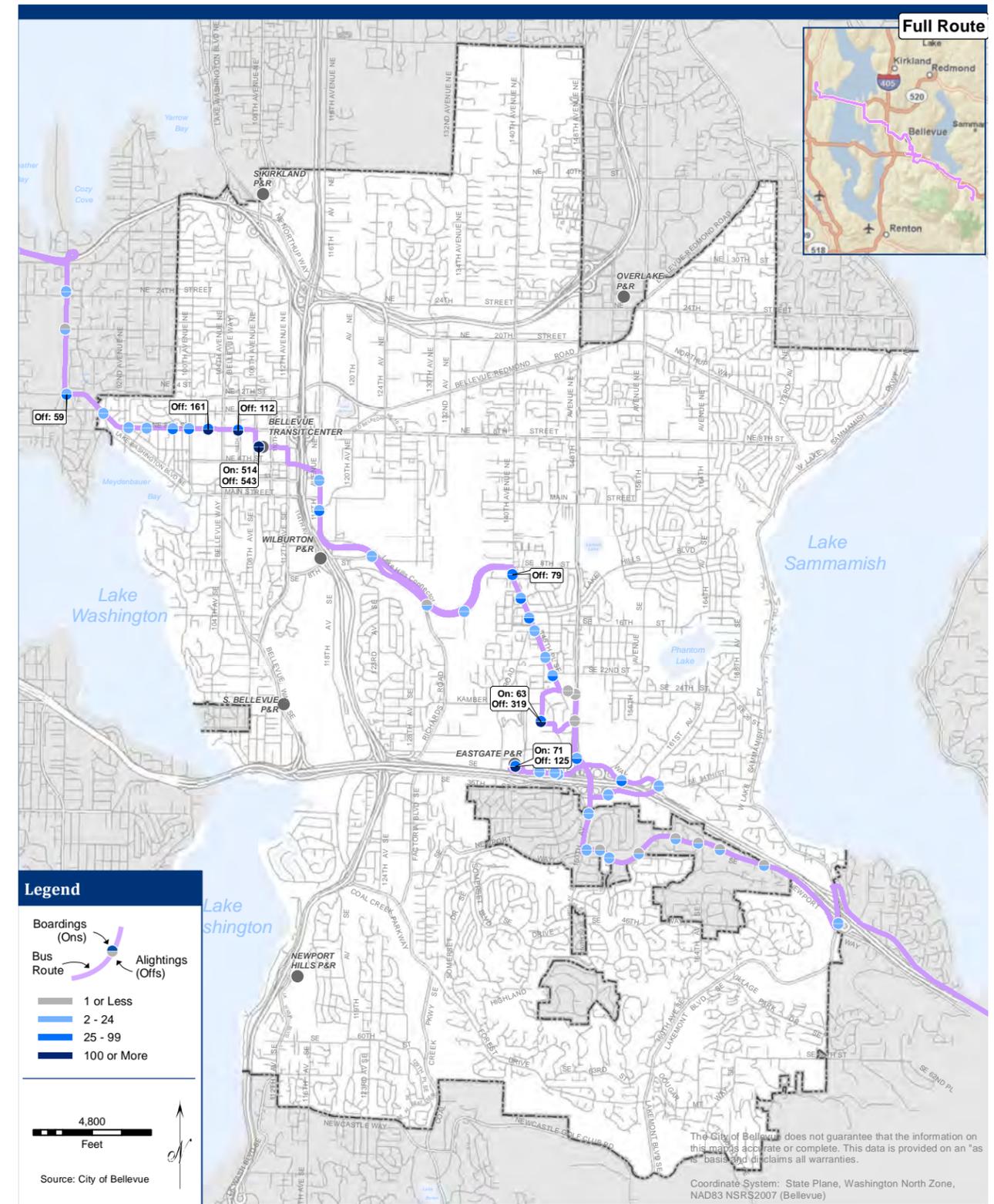
# Route 271

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 271

## Metro All-Day Route Service Level Assessment

Corridor 49C - U. District to Bellevue via SR-520

### Step 1

| Land Use - Productivity |            |                  |        |
|-------------------------|------------|------------------|--------|
| Corridor Length         | Total HHs  | HH/Corridor Mi   | Points |
| 8.60                    | 5,694      | 662              | 0      |
|                         | Total Jobs | Jobs/Corridor Mi | Points |
|                         | 46,927     | 5,455            | 0      |

| Social Equity - Demographics |                                      |                                  |        |
|------------------------------|--------------------------------------|----------------------------------|--------|
| All Inbound Ons              | All Inbound Ons in Minority Tracts   | % Boarding in Minority Tracts    | Points |
| 2181                         | 1795                                 | 82%                              | 5      |
|                              | All Inbound Ons in Low-Income Tracts | % Boardings in Low-Income Tracts | Points |
|                              | 887                                  | 41%                              | 0      |

| Geographic Value - Primary Connections |                   |                     |        |
|--|-------------------|---------------------|--------|
| Activity Center 1                      | Activity Center 2 | Activity Connection | Points |
| U. District                            | Bellevue          | Yes                 | 5      |
| Urban Center 1                         | Urban Center 2    | Urban Connection    | Points |
| U. District                            | Bellevue          | Yes                 | 5      |

| Point Sub-Totals |               |           |              |
|------------------|---------------|-----------|--------------|
| Land Use         | Social Equity | Geo.Value | Step 1 Total |
| 0                | 5             | 10        | 15           |

| Step 1 Suggested Service Levels |          |       |  |
|---------------------------------|----------|-------|--|
| Peak                            | Off-Peak | Night |  |
| 30                              | 30       | 0     |  |

Analysis based on 2009 data

Based on the standards of King County Metro's service level assessment, Corridor 49C is overserved during off-peak hours. To improve service efficiency, off-peak service should be reduced to 30 minute intervals.

### Step 2

| Load Factor                                |          |                                       |          |
|--|----------|---------------------------------------|----------|
| Passenger Loads at Suggested Service Level |          | Frequency Improvements Based on Loads |          |
| Peak                                       | Off-Peak | Peak                                  | Off-Peak |
| 1.76                                       | 0.69     | 2                                     | 0        |

| Cost Recovery                            |          |       |                                       |          |       |
|--|----------|-------|---------------------------------------|----------|-------|
| Cost Recovery at Suggested Service Level |          |       | Frequency Improvements Based on Loads |          |       |
| Peak                                     | Off-Peak | Night | Peak                                  | Off-Peak | Night |
| 51%                                      | 20%      | 11%   | 1                                     | 0        | 0     |

| Additional Night Service                 |                              |                                   |                                   |
|--|------------------------------|-----------------------------------|-----------------------------------|
| Primary Connection Between Urban Centers | Cost Recovery Basis (8%/16%) | Corridor Has 15 Min. Peak Service | Add What Frequency Night Service? |
| 60                                       | 60                           | 30                                | 30                                |

| Step 2 Service Level Adjustments |          |       |
|----------------------------------|----------|-------|
| Peak                             | Off-Peak | Night |
| 2                                | 0        | 0     |

### Result

| Final Suggested Service Levels |          |       |                          |
|--------------------------------|----------|-------|--------------------------|
| Peak                           | Off-Peak | Night | Resulting Service Family |
| Better than 15 min.            | 30       | 30    | Frequent                 |

|                                  | Peak | Off-Peak | Night |
|----------------------------------|------|----------|-------|
| Existing Level of Service        | < 15 | 15       | 30    |
| Suggested Level of Service       | < 15 | 30       | 30    |
| Recommended Levels of Adjustment | 0    | -1       | 0     |

## Potential Service Revisions

Corridor 10C - Bellevue to Eastgate via Lake Hills Connector

### Step 1

| Land Use - Productivity |            |                  |        |
|-------------------------|------------|------------------|--------|
| Corridor Length         | Total HHs  | HH/Corridor Mi   | Points |
| 7.87                    | 3,584      | 456              | 0      |
|                         | Total Jobs | Jobs/Corridor Mi | Points |
|                         | 25,076     | 3,187            | 0      |

| Social Equity - Demographics |                                      |                                  |        |
|------------------------------|--------------------------------------|----------------------------------|--------|
| All Inbound Ons              | All Inbound Ons in Minority Tracts   | % Boarding in Minority Tracts    | Points |
| 2181                         | 1795                                 | 82%                              | 5      |
|                              | All Inbound Ons in Low-Income Tracts | % Boardings in Low-Income Tracts | Points |
|                              | 887                                  | 41%                              | 0      |

| Geographic Value - Primary Connections |                   |                     |        |
|--|-------------------|---------------------|--------|
| Activity Center 1                      | Activity Center 2 | Activity Connection | Points |
| Bellevue                               | Eastgate          | Yes                 | 5      |
| Urban Center 1                         | Urban Center 2    | Urban Connection    | Points |
| Bellevue                               | 0                 | No                  | 0      |

| Point Sub-Totals |               |           |              |
|------------------|---------------|-----------|--------------|
| Land Use         | Social Equity | Geo.Value | Step 1 Total |
| 0                | 5             | 5         | 10           |

| Step 1 Suggested Service Levels |          |       |  |
|---------------------------------|----------|-------|--|
| Peak                            | Off-Peak | Night |  |
| 30                              | 30       | 0     |  |

### Step 2

| Load Factor                                |          |                                       |          |
|--|----------|---------------------------------------|----------|
| Passenger Loads at Suggested Service Level |          | Frequency Improvements Based on Loads |          |
| Peak                                       | Off-Peak | Peak                                  | Off-Peak |
| 0.59                                       | 0.69     | 0                                     | 0        |

| Cost Recovery                            |         |       |                                       |         |       |
|--|---------|-------|---------------------------------------|---------|-------|
| Cost Recovery at Suggested Service Level |         |       | Frequency Improvements Based on Loads |         |       |
| Peak                                     | Offpeak | Night | Peak                                  | Offpeak | Night |
| 25%                                      | 15%     | 9%    | 0                                     | 0       | 0     |

| Additional Night Service                 |                              |                                   |                                   |
|--|------------------------------|-----------------------------------|-----------------------------------|
| Primary Connection Between Urban Centers | Cost Recovery Basis (8%/16%) | Corridor Has 15 Min. Peak Service | Add What Frequency Night Service? |
| 0  | 60                           | 0                                 | 60                                |

| Step 2 Service Level Adjustments |          |       |
|----------------------------------|----------|-------|
| Peak                             | Off-Peak | Night |
| 0                                | 0        | 0     |

### Result

| Final Suggested Service Levels |         |       |                          |
|--------------------------------|---------|-------|--------------------------|
| Peak                           | Offpeak | Night | Resulting Service Family |
| 30                             | 30      | 60    | Local                    |

Based on the standards of King County Metro's service level assessment, Corridor 10C is overserved during all service periods. To improve service efficiency, peak and off-peak service should be reduced to 30 minute intervals, and night service should be reduced to no better than 60 minute headways.

|                                      | Peak | Offpeak | Night |
|--------------------------------------|------|---------|-------|
| Existing Level of Service (Numeric)  | 15   | 15      | 30    |
| Suggested Level of Service (Numeric) | 30   | 30      | > 60  |
| Level of Over/Under-Service          | -1   | -1      | -2    |

# Route 271

## Metro Service Level Assessment

Corridor 21C - Eastgate to Issaquah via Newport Way

### Step 1

| Land Use - Productivity |            |                  |        |
|-------------------------|------------|------------------|--------|
| Corridor Length         | Total HHs  | HH/Corridor Mi   | Points |
| 8.55                    | 1,944      | 227              | 0      |
|                         | Total Jobs | Jobs/Corridor Mi | Points |
|                         | 7,530      | 881              | 0      |

| Social Equity - Demographics |                                      |                                  |        |
|------------------------------|--------------------------------------|----------------------------------|--------|
| All Inbound Ons              | All Inbound Ons in Minority Tracts   | % Boarding in Minority Tracts    | Points |
| 2181                         | 1795                                 | 82%                              | 5      |
|                              | All Inbound Ons in Low-Income Tracts | % Boardings in Low-Income Tracts | Points |
|                              | 887                                  | 41%                              | 0      |

| Geographic Value - Primary Connections |                   |                     |        |
|--|-------------------|---------------------|--------|
| Activity Center 1                      | Activity Center 2 | Activity Connection | Points |
| 0                                      | 0                 | No                  | 0      |
| Urban Center 1                         | Urban Center 2    | Urban Connection    | Points |
| 0                                      | 0                 | No                  | 0      |

| Point Sub-Totals |               |           |              |
|------------------|---------------|-----------|--------------|
| Land Use         | Social Equity | Geo.Value | Step 1 Total |
| 0                | 5             | 0         | 5            |

| Step 1 Suggested Service Levels |          |       |
|---------------------------------|----------|-------|
| Peak                            | Off-Peak | Night |
| 60                              | 60       | 0     |

Analysis based on 2009 data

Based on Metro's service level assessment, Corridor 21C is overserved during both peak and off-peak hours. To improve service efficiency, Metro recommends that both be reduced to headways of greater than 60 minutes, consistent with existing night service levels.

### Step 2

| Load Factor                                |          |                                       |          |
|--|----------|---------------------------------------|----------|
| Passenger Loads at Suggested Service Level |          | Frequency Improvements Based on Loads |          |
| Peak                                       | Off-Peak | Peak                                  | Off-Peak |
| 0.59                                       | 0.69     | 0                                     | 0        |

| Cost Recovery                            |          |       |                                       |          |       |
|--|----------|-------|---------------------------------------|----------|-------|
| Cost Recovery at Suggested Service Level |          |       | Frequency Improvements Based on Loads |          |       |
| Peak                                     | Off-Peak | Night | Peak                                  | Off-Peak | Night |
| 25%                                      | 15%      | 9%    | 0                                     | 0        | 0     |

| Additional Night Service                 |                              |                                   |                                   |
|--|------------------------------|-----------------------------------|-----------------------------------|
| Primary Connection Between Urban Centers | Cost Recovery Basis (8%/16%) | Corridor Has 15 Min. Peak Service | Add What Frequency Night Service? |
| 0  | 60                           | 0                                 | 60                                |

| Step 2 Service Level Adjustments |          |       |
|----------------------------------|----------|-------|
| Peak                             | Off-Peak | Night |
| 0                                | 0        | 0     |

### Result

| Final Suggested Service Levels |          |       |                          |
|--------------------------------|----------|-------|--------------------------|
| Peak                           | Off-Peak | Night | Resulting Service Family |
| 60                             | 60       | 60    | Hourly                   |

## Recent & Future Service Revisions

### October 2011

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.

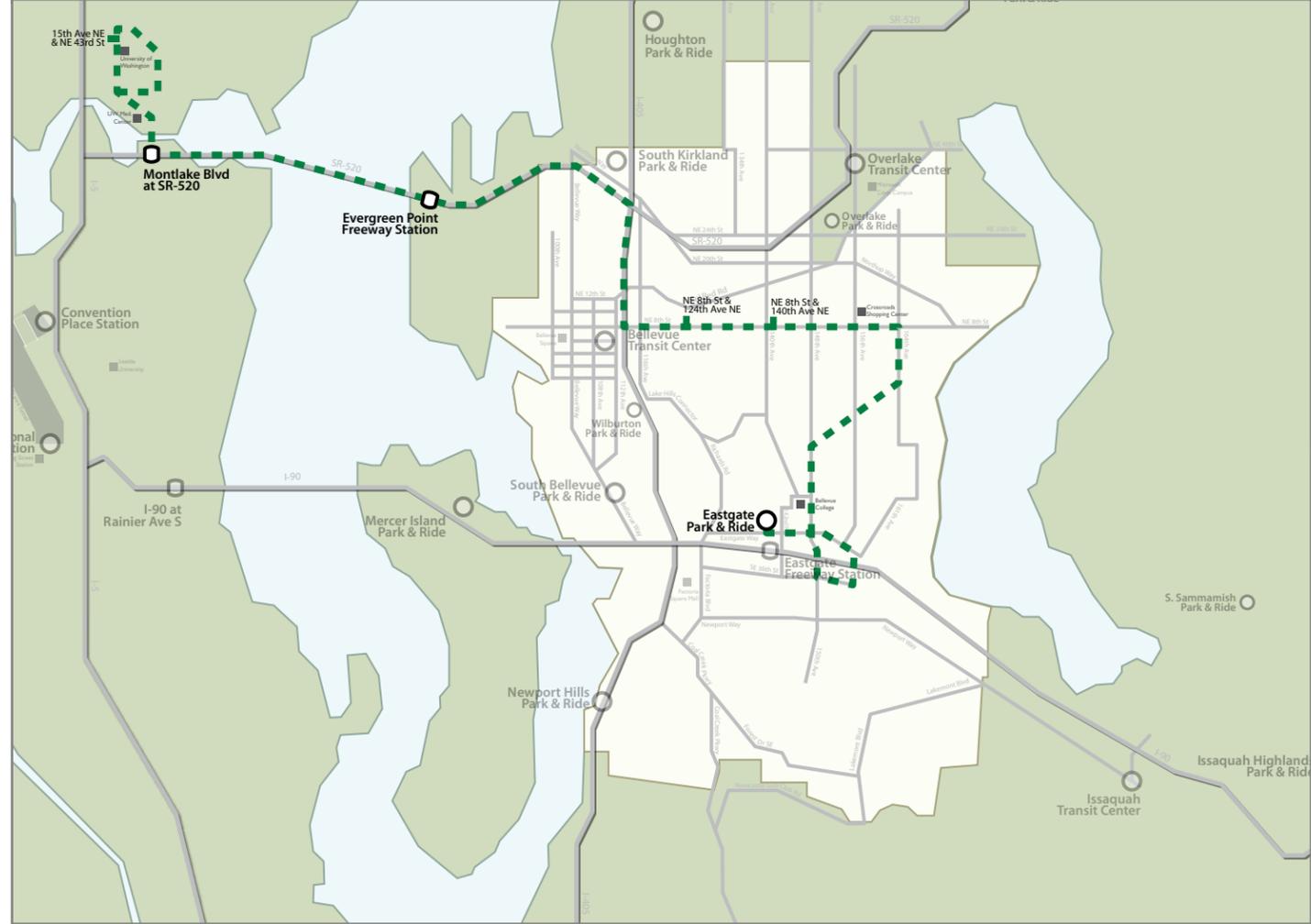
# Route 272

University of Washington to Eastgate via Crossroads, Lake Hills  
Peak-Only Alternative to Routes 230/253 + 271

Peak-Only Route  
Deleted Fall 2011  
Serves Seattle Core

Local Service Metro Service Family  
Regional Service Bellevue Service Category

| This Route Serves               | Nearby Destinations Include                   | Transfer Opportunities With  |
|---------------------------------|---|--|
| I 5th Ave NE & NE 43rd St       | University of Washington, University District | 25 43 44 45 46 48 49 70 167 205 271 272<br>277 540 542 556 810 821 855 860 871 880 885                     |
| Montlake Blvd. at SR-520        | Montlake neighborhood, MOHAI                  | 25 43 44 48 167 242 243 250 252 255 257 260 265<br>268 271 272 277 280 311 424 982 986 540 542 545 555 556 |
| Evergreen Point Freeway Station | Yarrow Point, Clyde Hill                      | 167 242 243 250 252 255 256 257 260 261 265 266<br>268 271 272 277 311 424 982 986 540 542 545 555 556     |
| Eastgate Park & Ride            | Bellevue College, Eastgate                    | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 555   |
| Issaquah Transit Center         | Newport neighborhood                          | 200 209 210 214 215 269 271 927 983 989 554 555 556  |



Map depicts Fall 2011 routing

|                          | Weekday  | Saturday | Sunday | Annual Total |         |  |  |  |  |
|--------------------------|----------|----------|--------|--------------|---------|--|--|--|--|
| Hours of Service         |          |          |        |              |         |  |  |  |  |
| Daily Trips              | 13       |          |        |              |         |  |  |  |  |
| Time of Day              | AM       | MD       | PM     | EV           | X       |  |  |  |  |
| Headway (min)            | 15-30    | 4 trips  | 20-60  | —            | —       |  |  |  |  |
| Percent On-Time          |          |          |        |              |         |  |  |  |  |
| Revenue Hours            | 13.76    |          |        |              | 3,151   |  |  |  |  |
| Platform Hours           | 22.01    |          |        |              | 5,025   |  |  |  |  |
| Revenue Miles            | 248.23   |          |        |              | 56,879  |  |  |  |  |
| Platform Miles           | 404.61   |          |        |              | 92,389  |  |  |  |  |
| Passenger Miles          | 2,608.10 |          |        |              | 600,328 |  |  |  |  |
| Revenue Hr/Platform Hr   | 0.63     |          |        |              | 0.63    |  |  |  |  |
| Revenue Mi/Platform Mi   | 0.61     |          |        |              | 0.62    |  |  |  |  |
| Passenger Mi/Platform Mi | 6.45     |          |        |              | 14.64   |  |  |  |  |
| Boardings (per day)      | 328.33   |          |        |              | 75,239  |  |  |  |  |
| Max Load                 | 27.54    |          |        |              | N/A     |  |  |  |  |
| Average Load             | 18.77    |          |        |              | 23.87   |  |  |  |  |
| Boardings/Trip           | 25.26    |          |        |              | 25.26   |  |  |  |  |
| Boardings/Revenue Hour   | 23.86    |          |        |              | 23.88   |  |  |  |  |
| Boardings/Revenue Mile   | 1.32     |          |        |              | 12.16   |  |  |  |  |
| Boardings/Platform Hour  | 14.92    |          |        |              | 14.97   |  |  |  |  |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

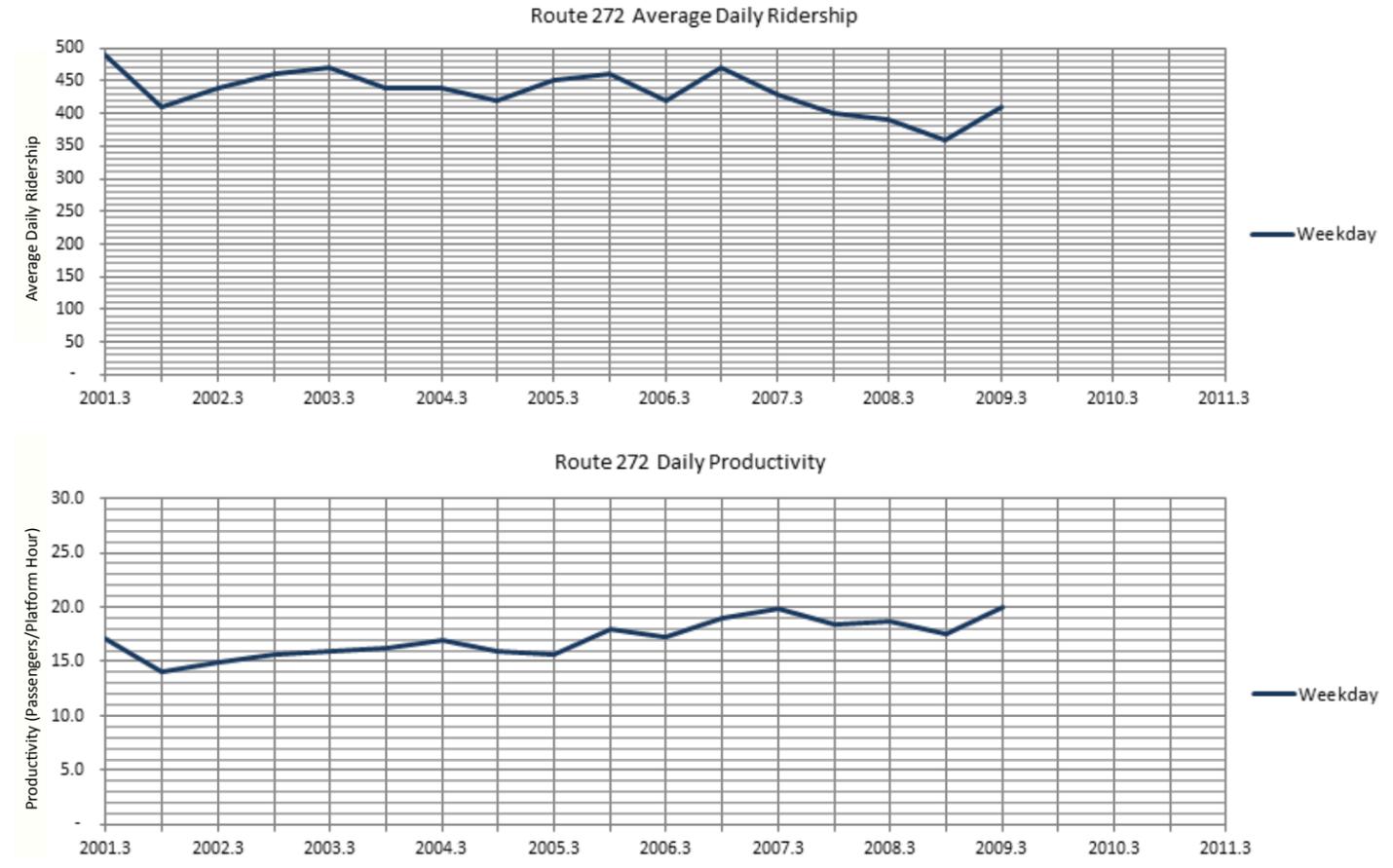
|                    |          |                  |           |
|--------------------|----------|------------------|-----------|
| Cost/Revenue Hour  | \$219.57 | Farebox Revenue  | \$93,642  |
| Cost/Platform Hour | \$137.68 | Operating Costs  | \$691,807 |
| Cost/Revenue Mile  | \$12.16  | Farebox Recovery | 13.5%     |
| Cost/Platform Mile | \$7.49   |                  |           |
| Cost/Boarding      | \$9.19   |                  |           |

**Route 272 was eliminated by the Fall 2011 service change.** It was a one-way, peak-only route inbound towards the University District and an hourly route outbound from 13:30 to 17:30 from Eastgate to the University District through Lake Hills and Crossroads via I 48th Ave SE, Lake Hills Blvd, I 56th Ave, NE 8th, I-405, and SR-520. It notably bypassed the Bellevue Transit Center. The deletion of Route 272 in Fall 2011 contributed to the peak frequency improvements of Route 271. Route 272 served two corridors en route to the University of Washington, Eastgate, and Lake Hills, which would have had either a three-bus or a longer two-bus commute without it. It also served Crossroads and the NE 8th corridor, which now has frequent replacement service from the RapidRide B Line and Route 271. Interestingly, during the height of the peak-hour, Route 271 is faster from I-405 to the University District despite serving Medina because the I-405/SR-520 interchange is often significantly congested. Furthermore, more than half of all former riders of Route 272 will have more frequent and possibly quicker service connecting from RapidRide B to Route 271.

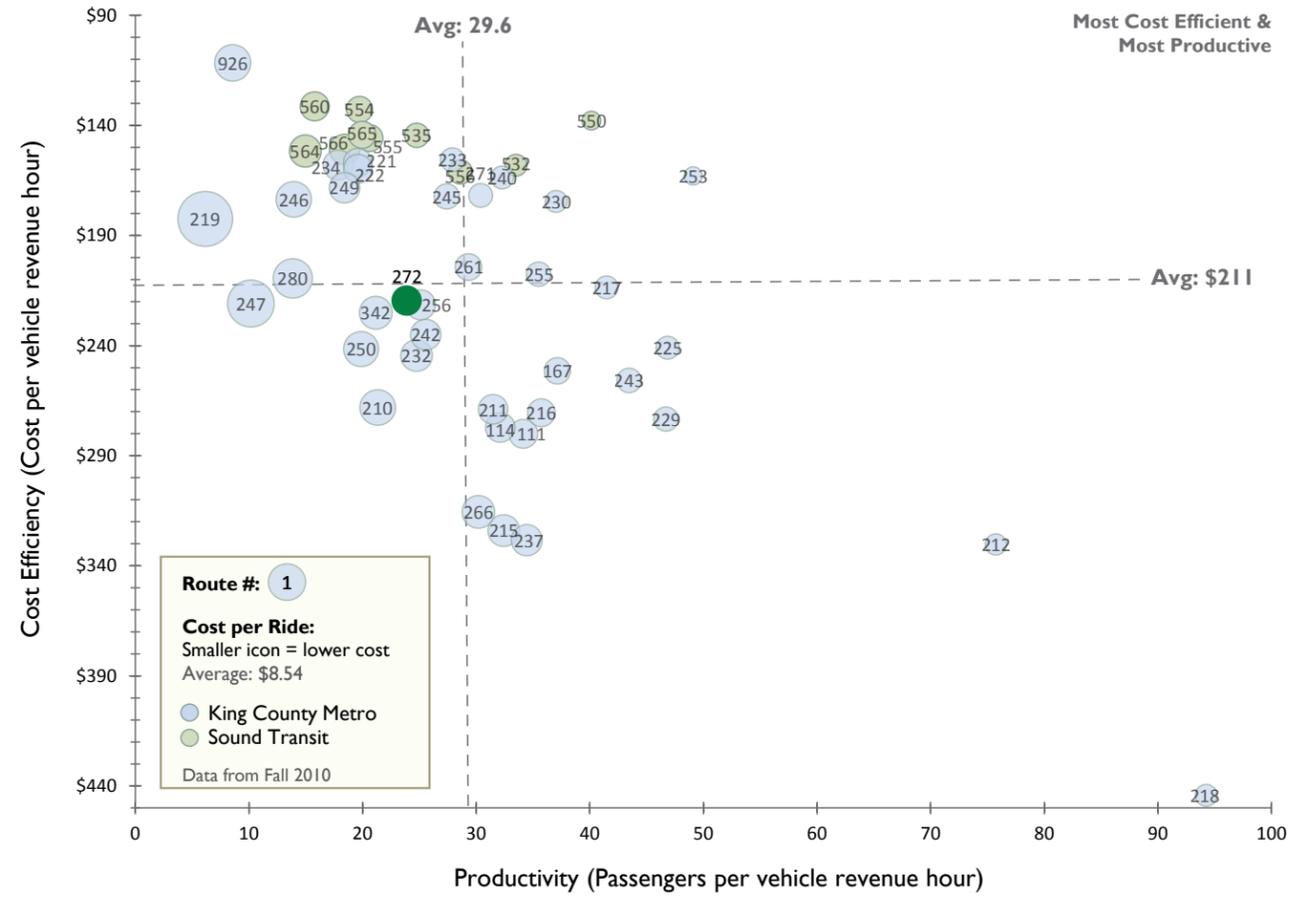
Route 272 could generally be considered to have exhibited average performance prior to its deletion. In 2010, the route's rides per platform hour (14.97; average, 18.44) and passenger miles per platform mile (14.64; average, 13.94) were slightly below and slightly above average, respectively, while its cost per platform hour (\$7.49; average, \$7.50) and ratio of revenue hours to platform hours (0.63; average, 0.65) were nearly identical to their respective averages. Route 272's worst measure was its farebox recovery ratio (13.5%), which ranks among Bellevue's bottom 25 percent and is significantly below average (22.5%).

# Route 272

## Historical & Relative Route Performance



**Service Notes:**  
 Since Spring 1995: 16 daily trips  
 Fall 2006: 15 daily trips  
 Fall 2007: 13 daily trips



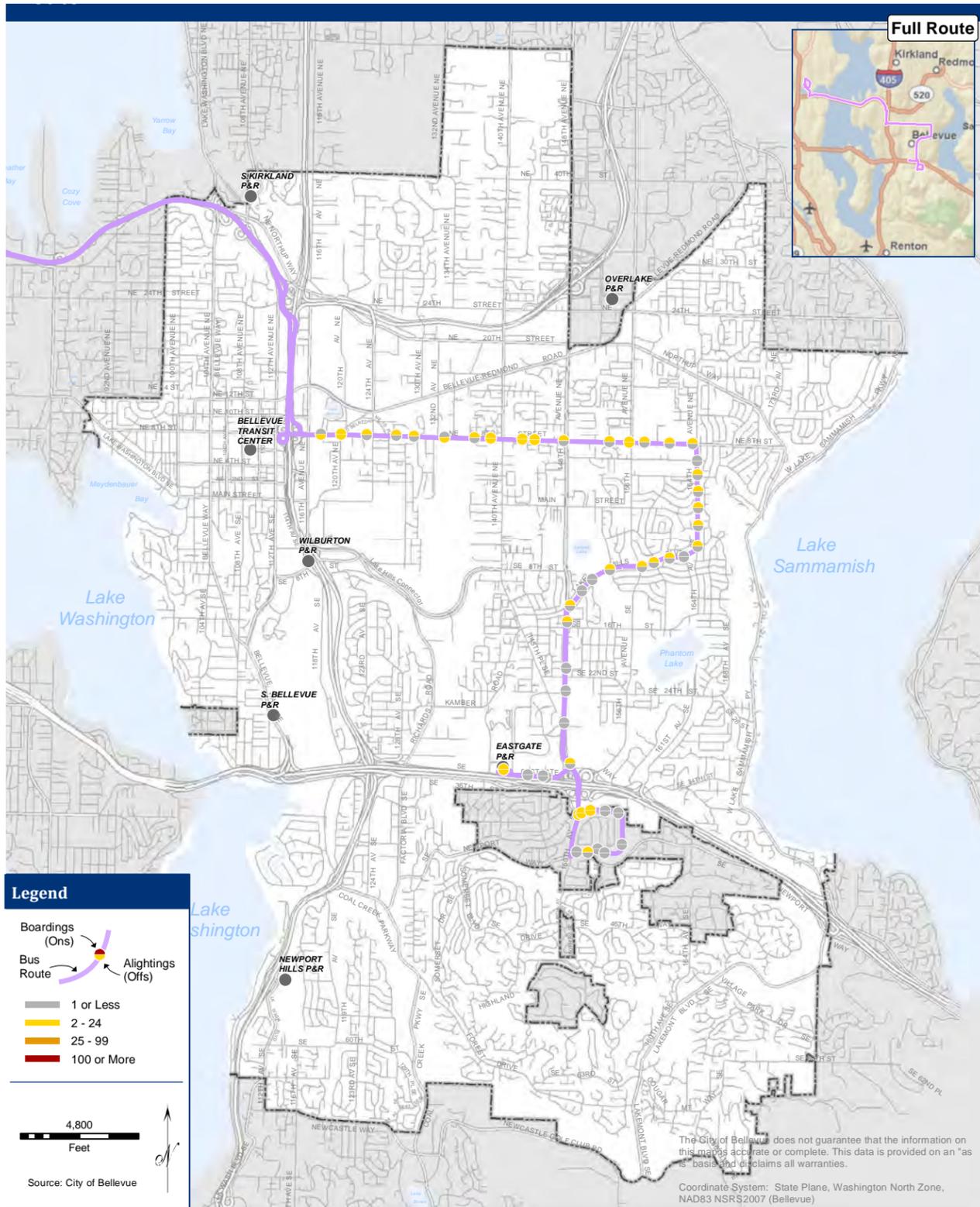
| Nine-Year Summary           |        |        |                             |      |        |
|-----------------------------|--------|--------|-----------------------------|------|--------|
| Average Daily Ridership     |        |        | Productivity                |      |        |
| Most Recent                 | 410    | 2009.3 | Most Recent                 | 20.0 | 2009.3 |
| Maximum                     | 490    | 2001.3 | Maximum                     | 20.0 | 2009.3 |
| Minimum                     | 360    | 2009.1 | Minimum                     | 14.1 | 2002.1 |
| Average                     | 432.9  |        | Average                     | 17.1 |        |
| % Change from Previous Year | 5.1%   |        | % Change from Previous Year | 7.1% |        |
| % Change from Nine-Year Max | -16.3% |        | % Change from Nine-Year Max | 0.0% |        |

All above figures refer to weekday ridership

Route 272 effectively functioned as a peak-only alternative to Route 271 for many years, though its performance measures have rarely stood out as being especially notable. Route 272 served an average daily ridership of 390 in Fall 1989, and it remained in the range of 400 to 500 daily rides for most of its service history, peaking at 500 in Fall 1996. Productivity typically ranged from 15 to 18 rides per platform hour and was linked more closely with changes in ridership than with changes in the service operated. Average daily ridership fell below 400 only twice since 2000—in Fall 2008 and Spring 2009. A recovery in Fall 2009 of both average daily ridership (410 rides) and productivity (20.3 rides per platform hour) were however insufficient to spare the route from elimination during the Fall 2011 service restructuring.

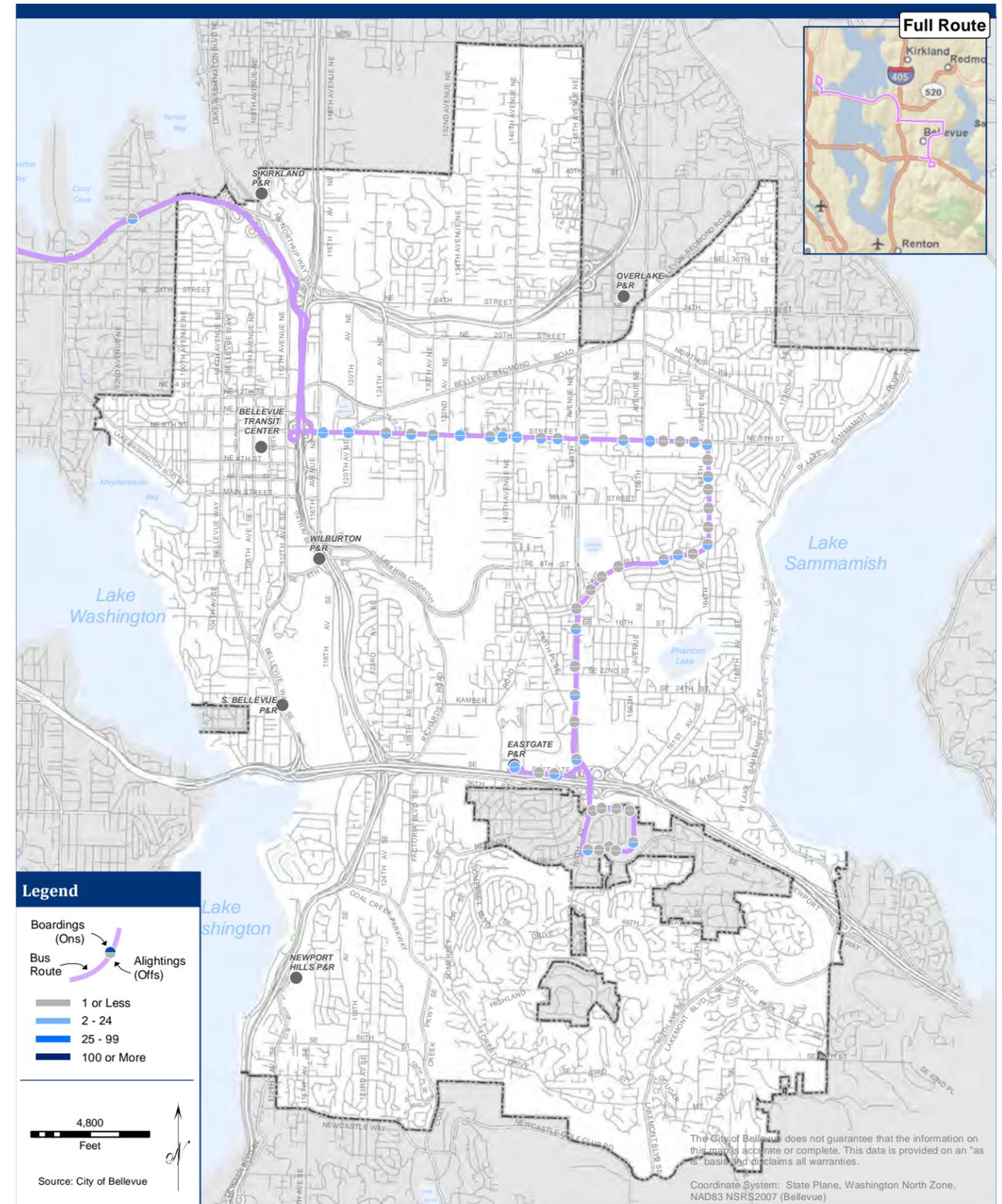
# Route 272

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound

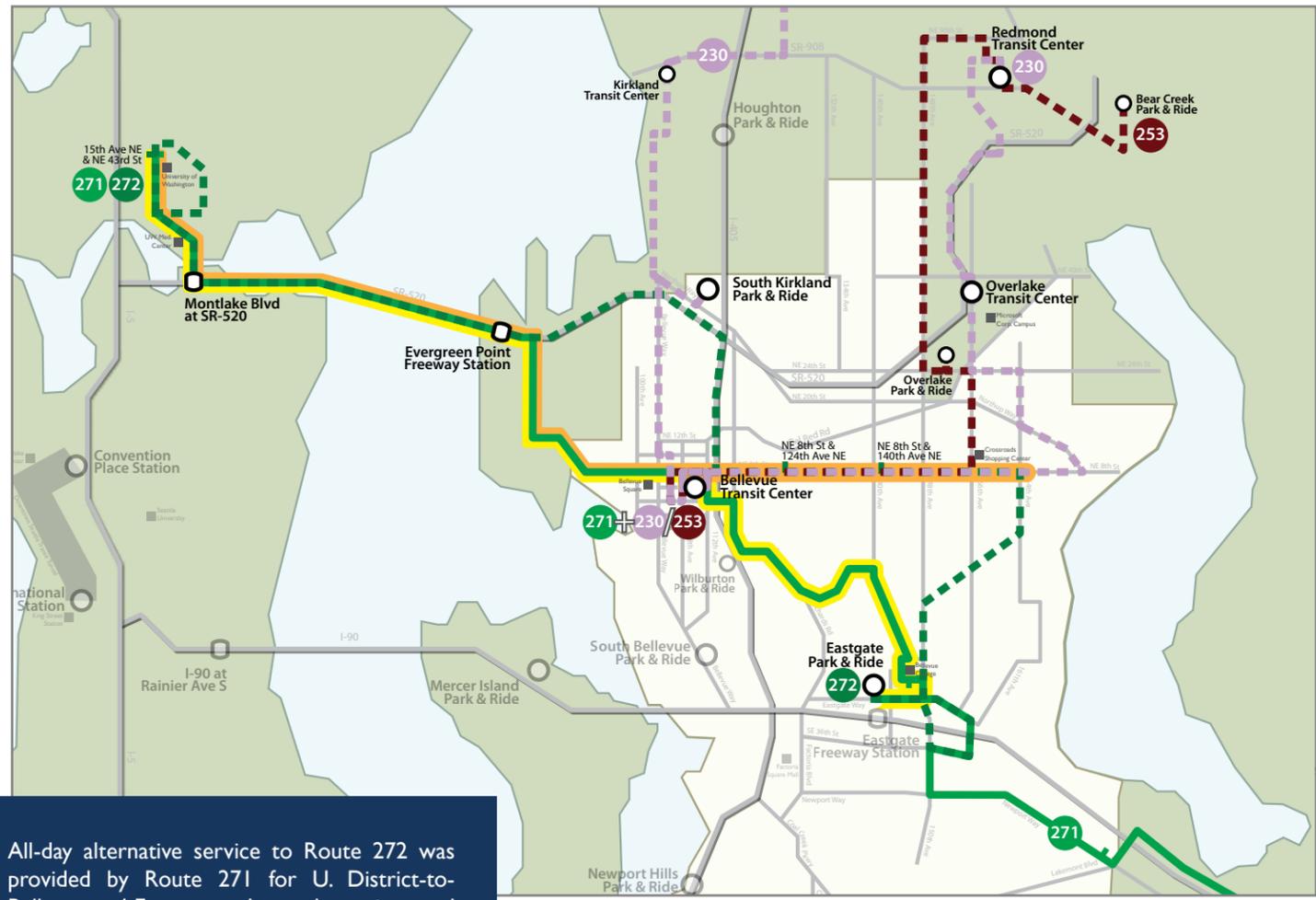


Map depicts Fall 2010 routing and data

# Route 272

## Metro Peak-Only Route Service Level Assessment

Peak-Only Alternative to 230/253 + 271



All-day alternative service to Route 272 was provided by Route 271 for U. District-to-Bellevue and Eastgate-to-Issaquah portions and by either Route 230 or 253 for service to NE 8th St.

Based on the standards of King County Metro's service level assessment, Route 272 failed both service assessment measures in 2009—it had neither 90 percent of the ridership nor 20 percent time savings compared with its alternatives.

In 2010, Route 272 had only 50 percent as much ridership as Route 271, and the route provided no time savings—in fact, 272 was between 7 and 10 percent slower than its alternatives.

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2010. Ridership and travel times shown reflect Fall 2010 data.

| Route | All-Day Alternate Routes  | Peak-Hour Headway   | Travel Time | Ridership |
|-------|---|---------------------|-------------|-----------|
| 272   | U Washington to Eastgate<br>via Crossroads, Lake Hills                                | 15-30               | 0:45        | 20.33     |
| 271   | U. District to Bellevue, Issaquah<br>via SR-520, Lake Hills Connector,<br>Newport Way | 10                  | 0:42        | 40.97     |
|       |   | Percent Difference: | -7.1%       | 49.6%     |
| 271   | U. District to Bellevue<br>via SR-520   | 10                  | 0:27        | 40.97     |
| 230   | Redmond to Downtown Seattle<br>via Overlake   | 30                  | 0:20        | 35.69     |
| 253   | Bellevue to Redmond, Bear Creek<br>via NE 8th St, 156h AVE NE                         | 30                  | 0:14        | 45.88     |
|       |   | Total:              | 0:41        | —         |
|       |   | Percent Difference: | -9.8%       | 44.3%     |

## Recent & Future Service Revisions

October 2011

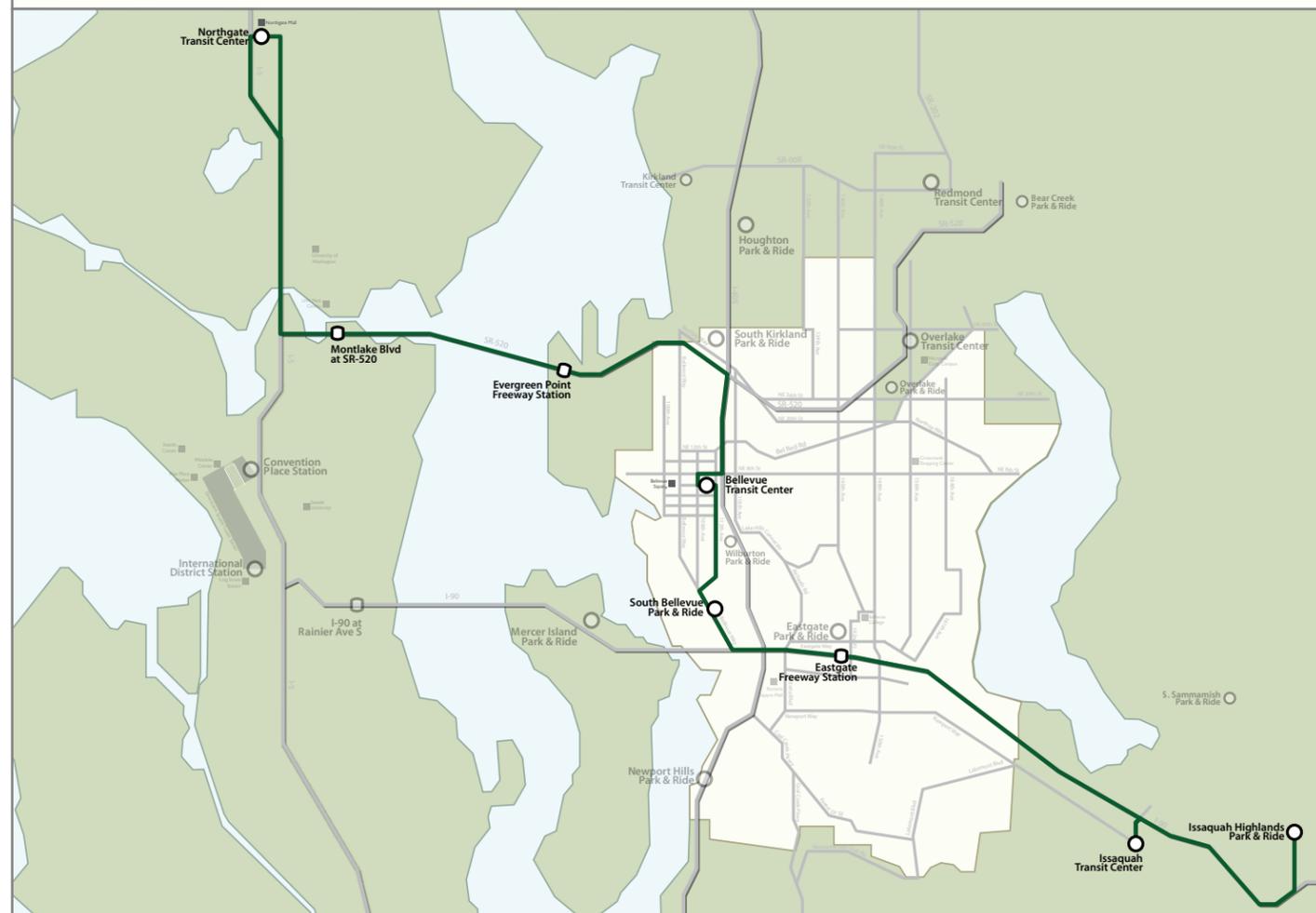
Route 272 was deleted as part of the Fall 2011 service change and its 5,000 annual platform hours were reinvested in the Eastside network. Portions of the route have been replaced by the B Line, revised Route 221, new Route 226, and Sound Transit Route 556.

# Route 555

Peak-Only Route

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

| This Route Serves               | Nearby Destinations Include   | Transfer Opportunities With  |
|---------------------------------|---|--|
| Northgate Transit Center        | Northgate Mall, Thornton Place  | 5 16 41 66 67 68 75 242 303 345 346 347<br>348 995 555 556   |
| Montlake Blvd at SR-520         | Montlake neighborhood, MOHAI  | 25 43 44 48 167 242 243 250 252 255 257 260 265<br>268 271 272 277 280 311 424 982 986 540 542 545 555 556 |
| Evergreen Point Freeway Station | Yarrow Point, Clyde Hill  | 167 242 243 250 252 255 256 257 260 261 265 266<br>268 271 272 277 311 424 982 986 540 542 545 555 556     |
| Bellevue Transit Center         | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center               | 8 226 232 234 235 237 240 241 243 246 249 271<br>280 342 385 886 632 535 550 555 560 566                   |
| South Bellevue Park & Ride      | Enatai and Beaux Arts Village neighborhood                              | 211 241 249 981 983 550 555 556 560  |
| Eastgate Park & Ride            | Bellevue College, Eastgate  | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 555   |
| Issaquah Transit Center         | Newport neighborhood  | 200 209 210 214 215 269 271 927 983 989 554 555 556  |
| Issaquah Highlands Park & Ride  | Issaquah Highlands neighborhood, Swedish Medical Center Issaquah Campus | 211 218 269 554 555 556  |



Map depicts Fall 2011 routing

|                          | Weekday                | Saturday      | Sunday        | Annual Total |
|--------------------------|------------------------|---------------|---------------|--------------|
| Hours of Service         | 5:40-9:15a, 2:35-7:15p |               |               |              |
| Daily Trips              | 13                     |               |               |              |
| 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          | 79.5%                  |               |               | 79.45%       |
| Revenue Hours            | 19.39                  |               |               | 5,230        |
| Platform Hours           | N/A                    |               |               | 6,232        |
| Revenue Miles            | N/A                    |               |               | 95,470       |
| Platform Miles           | 477.22                 |               |               | 124,504      |
| Passenger Miles          | 3,586.55               |               |               | 1,463,182    |
| Revenue Hr/Platform Hr   | N/A                    |               |               | 0.84         |
| Revenue Mi/Platform Mi   | N/A                    |               |               | 0.77         |
| Passenger Mi/Platform Mi | 7.52                   |               |               | 8.84         |
| Boardings (per day)      | 379.78                 |               |               | 107,767      |
| Max Load                 | 25.11                  |               |               | N/A          |
| Average Load             | 24.53                  |               |               | N/A          |
| Boardings/Trip           | N/A                    |               |               | N/A          |
| Boardings/Revenue Hour   | 19.59                  |               |               | 20.61        |
| Boardings/Revenue Mile   | 1.03                   |               |               | 1.13         |
| Boardings/Platform Hour  | 16.49                  |               |               | 17.29        |

Sources: Fourth Quarter System Performance Report, Fall 2010 Schedule and Data, except 'Average Speed' from Spring 2011

Note: Sound Transit weekday 'Boardings' were calculated by dividing the totals during Fall 2010 by the number of weekdays during that quarter (65).

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$145.72 |
| Cost/Platform Hour | \$122.29 |
| Cost/Revenue Mile  | \$7.98   |
| Cost/Platform Mile | \$6.12   |
| Cost/Boarding      | \$7.07   |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$192,177 |
| Operating Costs  | \$762,058 |
| Farebox Recovery | 25.2%     |

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 is perhaps the lowest-performing route provided by Sound Transit that operates in Bellevue, though this designation may vary if a particular measure such as cost efficiency were valued more highly than ridership. It is the only Sound Transit Express route that served less than 150,000 rides (and accounted for less than 1.0% of total Bellevue ridership) in 2010. Route 555's best performance measures are cost per platform mile (\$6.12; average and median, \$7.50) and revenue hours per platform hour (0.84; average, 0.65). For the remaining measures, Route 555 generally ranks below average, with the notable exception of its farebox recovery ratio (25.2%; average, 22.5%).

# Route 555

## Historical & Relative Route Performance

Figure 555.1 - Route 555 Average Daily Ridership

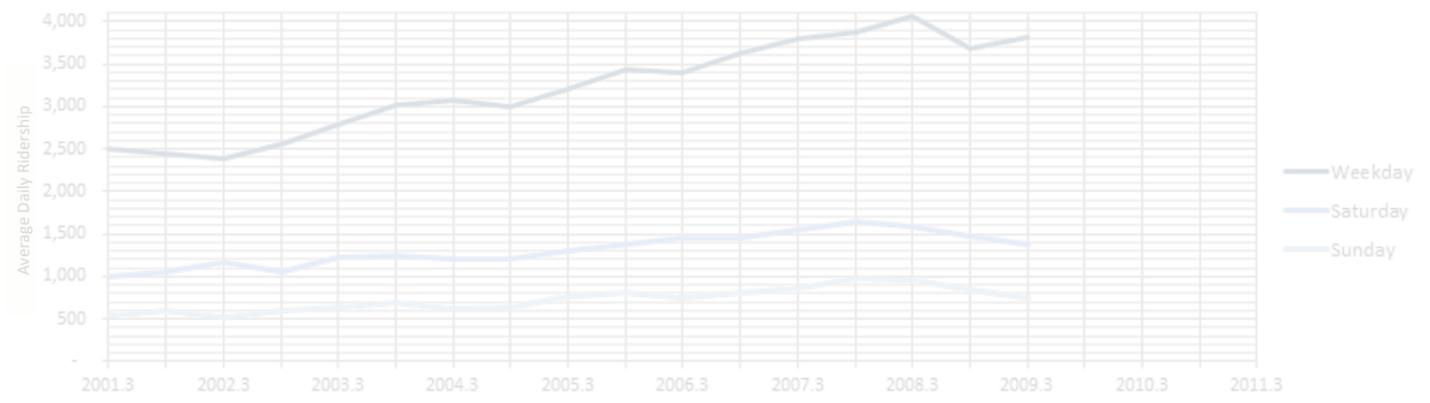
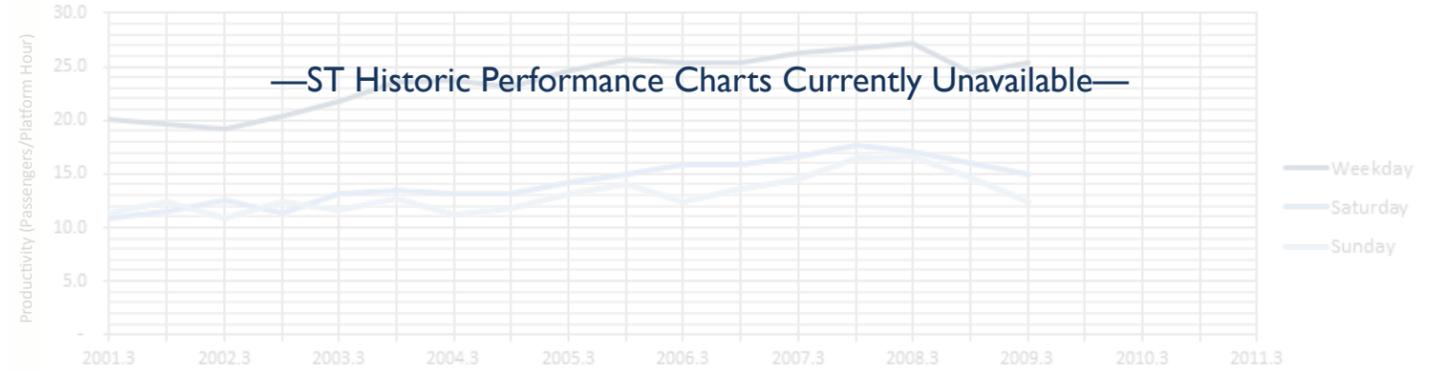


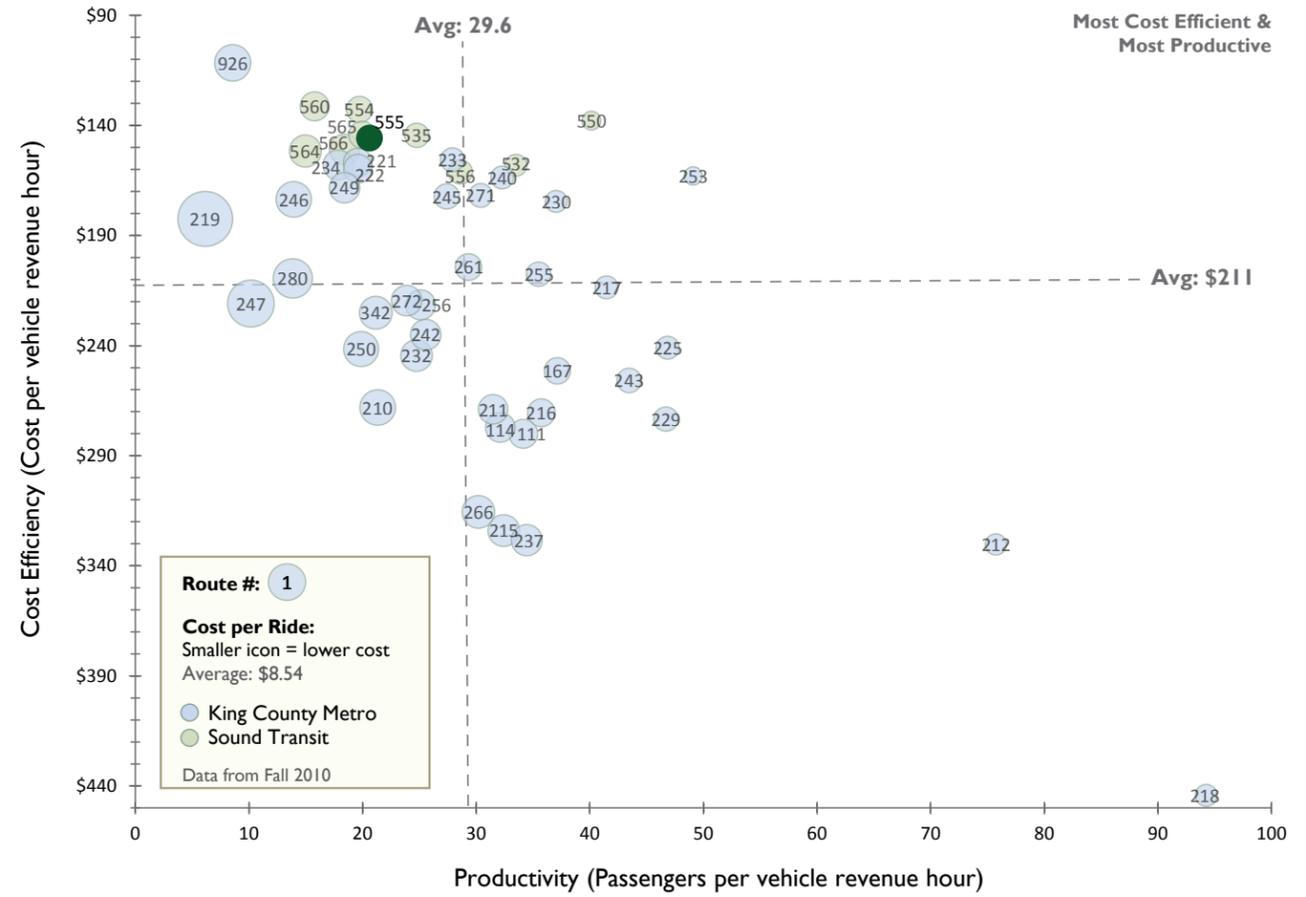
Figure 555.2 - Route 555 Daily Productivity



Service Revisions  
 Spring 2005: 77/51/30 daily trips  
 Spring 2006: 76/51/30 daily trips  
 Spring 2007: 82/51/30 daily trips  
 Fall 2008: 83/51/30 daily trips

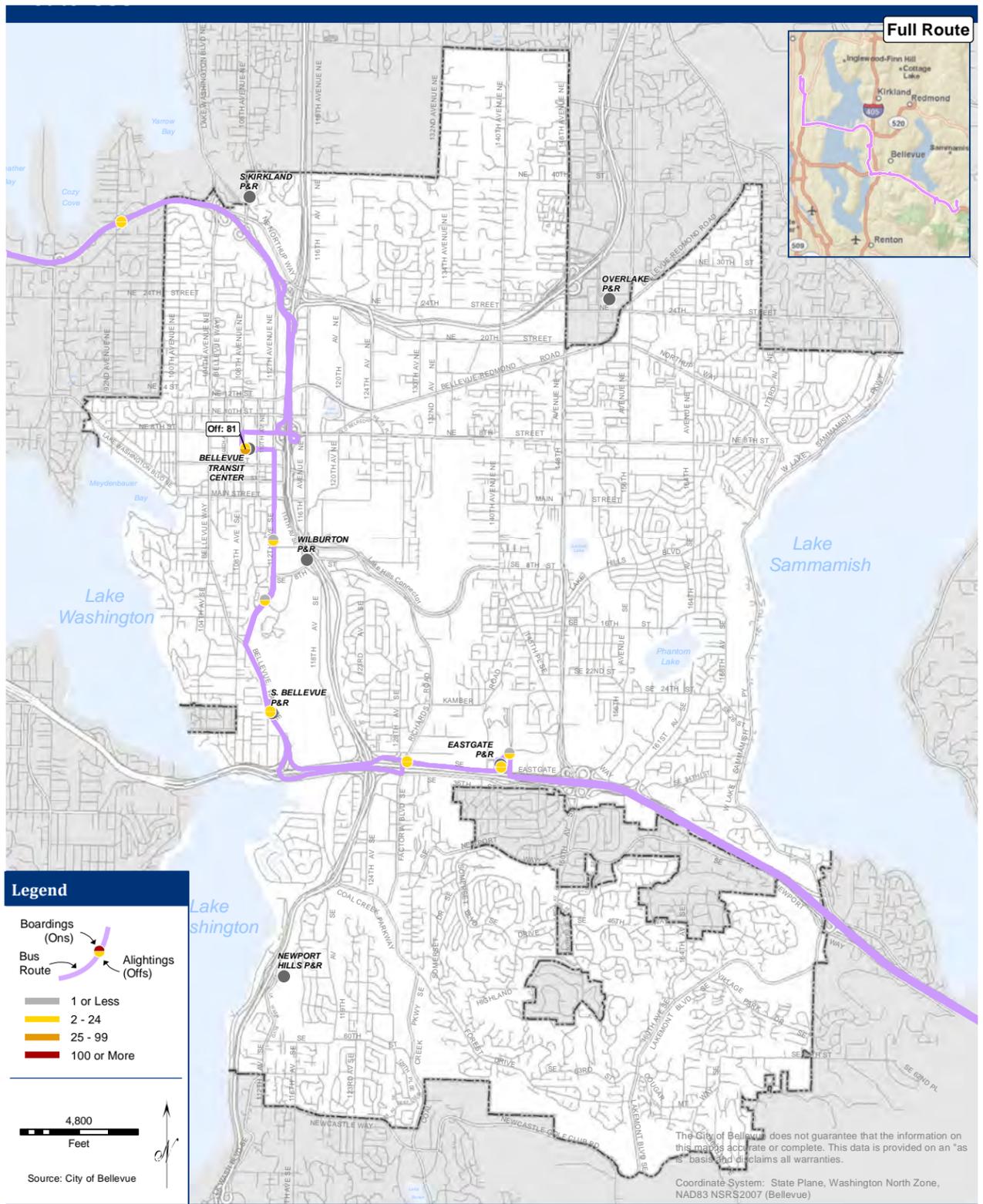
| Nine-Year Summary           |        |                |                             |        |        |
|-----------------------------|--------|----------------|-----------------------------|--------|--------|
| Average Daily Ridership     |        |                | Productivity                |        |        |
| Most Recent                 | 690    | 2010.3         | Most Recent                 | 19.3   | 2010.3 |
| Maximum                     | 900    | 2007.3         | Maximum                     | 27.5   | 2007.3 |
| Minimum                     | 610    | 2002.1, 2002.3 | Minimum                     | 18.9   | 2002.1 |
| Average                     | 703.7  |                | Average                     | 22.3   |        |
| % Change from Previous Year | 0.0%   |                | % Change from Previous Year | -3.3%  |        |
| % Change from Nine-Year Max | -23.3% |                | % Change from Nine-Year Max | -29.8% |        |

All above figures refer to weekday ridership. Data obtained from historical ridership reports.



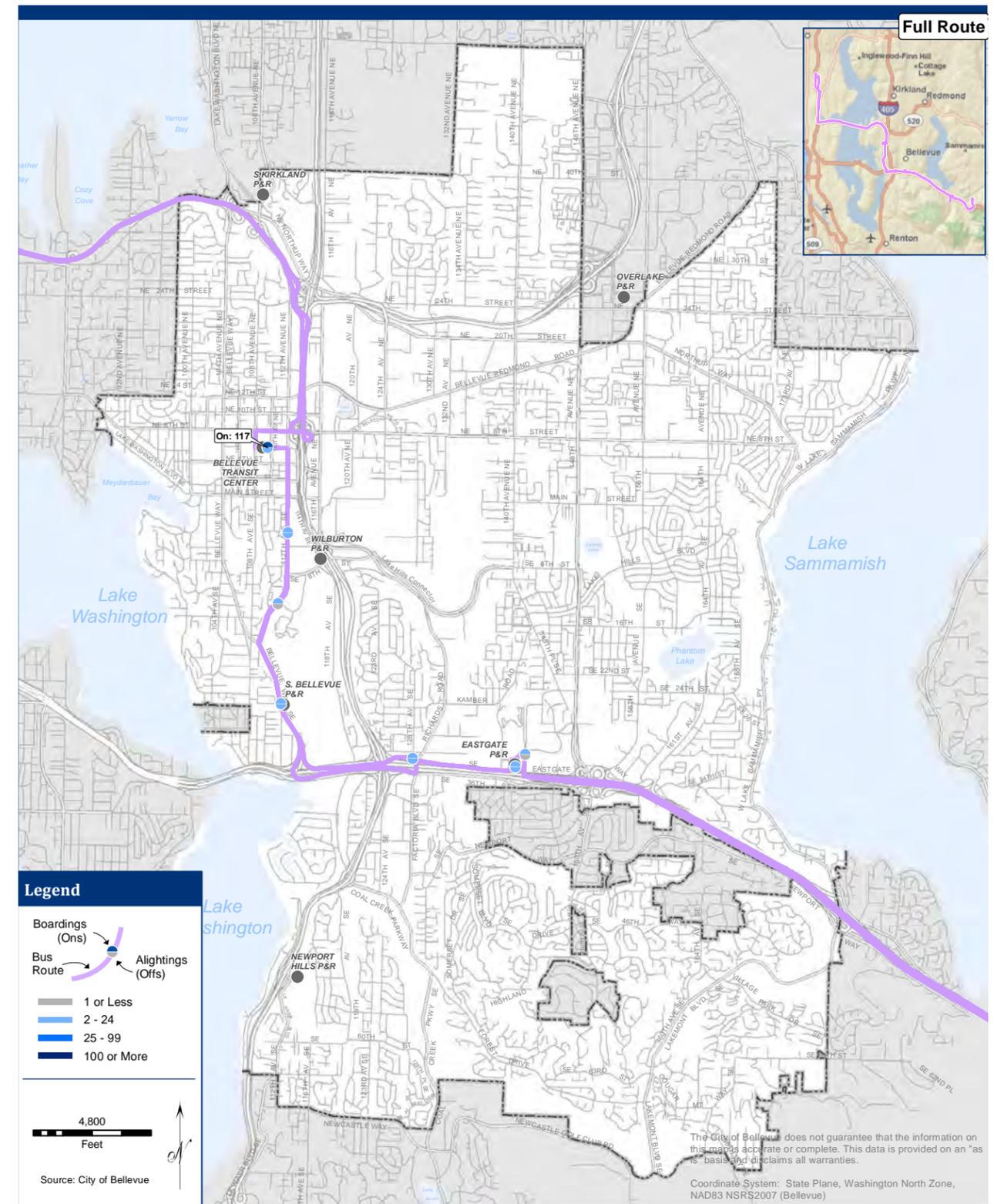
# Route 555

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

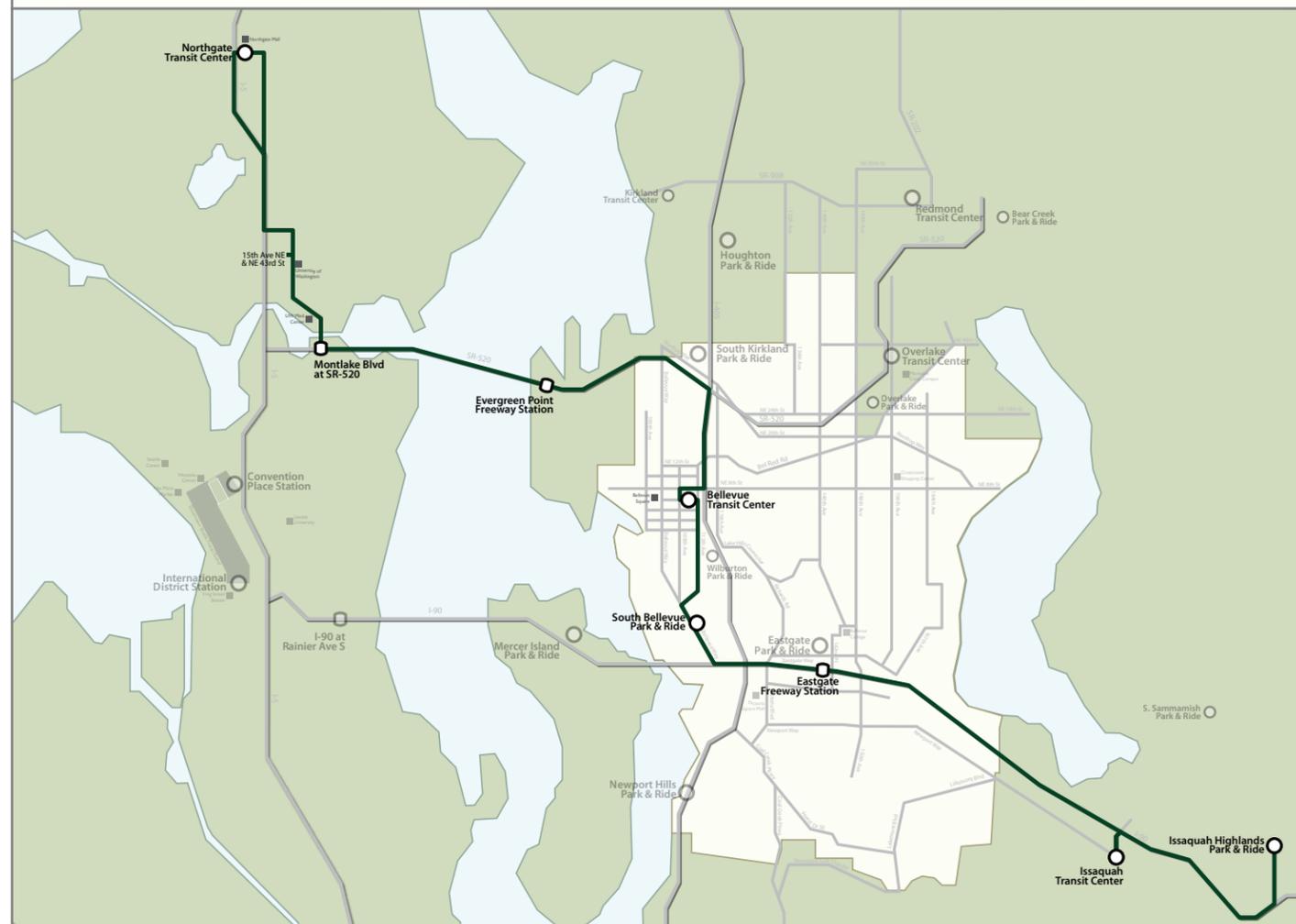
# Route 556

Peak-Only Route

Serves Seattle Core

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

| This Route Serves               | Nearby Destinations Include                               | Transfer Opportunities With  |
|---------------------------------|---|--|
| Northgate Transit Center        | Northgate Mall, Thornton Place                            | 5 16 41 66 67 68 75 242 303 345 346 347<br>348 995 555 556   |
| Montlake Blvd at SR-520         | Montlake neighborhood, MOHAI                              | 25 43 44 48 167 242 243 250 252 255 257 260 265<br>268 271 272 277 280 311 424 982 986 540 542 545 555 556 |
| Evergreen Point Freeway Station | Yarrow Point, Clyde Hill                                  | 167 242 243 250 252 255 256 257 260 261 265 266<br>268 271 272 277 311 424 982 986 540 542 545 555 556     |
| Bellevue Transit Center         | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center | 8 226 232 234 235 237 240 241 243 246 249 271<br>280 342 385 886 532 535 550 555 560 566                   |
| South Bellevue Park & Ride      | Enatai and Beaux Arts Village neighborhood                | 211 241 249 981 983 550 555 556 560  |
| Eastgate Park & Ride            | Bellevue College, Eastgate                                | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 555   |
| Issaquah Transit Center         | Newport neighborhood                                      | 200 209 210 214 215 269 271 927 983 989 554 555 556  |
| Issaquah Highlands Park & Ride  |   | 211 218 269 554 555 556  |



Map depicts Fall 2011 routing

|                          | Weekday              | Saturday      | Sunday        | Annual Total |
|--------------------------|----------------------|---------------|---------------|--------------|
| Hours of Service         | 5:15-10a, 2:15-7:15p |               |               |              |
| Daily Trips              | 16                   |               |               |              |
| 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          | 76.3%                |               |               | 76.26%       |
| Revenue Hours            | 22.74                |               |               | 5,562        |
| Platform Hours           | N/A                  |               |               | 7,329        |
| Revenue Miles            | N/A                  |               |               | 110,561      |
| Platform Miles           | 644.46               |               |               | 160,110      |
| Passenger Miles          | 6,475.57             |               |               | 2,325,060    |
| Revenue Hr/Platform Hr   | N/A                  |               |               | 0.76         |
| Revenue Mi/Platform Mi   | N/A                  |               |               | 0.69         |
| Passenger Mi/Platform Mi | 10.05                |               |               | 12.22        |
| Boardings (per day)      | 596.58               |               |               | 159,165      |
| Max Load                 | 30.93                |               |               | N/A          |
| Average Load             | 33.14                |               |               | N/A          |
| Boardings/Trip           | N/A                  |               |               | N/A          |
| Boardings/Revenue Hour   | 26.24                |               |               | 28.62        |
| Boardings/Revenue Mile   | 1.36                 |               |               | 1.44         |
| Boardings/Platform Hour  | 19.63                |               |               | 21.72        |

Sources: Fourth Quarter System Performance Report, Fall 2010 Schedule and Data, except 'Average Speed' from Spring 2011

Note: Sound Transit weekday 'Boardings' were calculated by dividing the totals during Fall 2010 by the number of weekdays during that quarter (65).

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$161.16 |
| Cost/Platform Hour | \$122.29 |
| Cost/Revenue Mile  | \$8.11   |
| Cost/Platform Mile | \$5.60   |
| Cost/Boarding      | \$5.63   |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$126,801 |
| Operating Costs  | \$896,304 |
| Farebox Recovery | 14.1%     |

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, like Route 555, may potentially be considered the lowest-performing route provided by Sound Transit in Bellevue, depending on which performance measures are taken to be the most pressing. Despite serving generally the same markets as Route 555, the characteristics of one measure for either route cannot be extrapolated to the other route. That is, while Route 556 has a farebox recovery ratio (14.1%) of less than half that of Route 555 (25.2%), the same relative performance does not hold for cost per platform mile, in which Route 556 is the more cost efficient at \$5.60 per platform mile, compared with \$6.12 for Route 555. Both routes are among Bellevue's top 25 percent for the cost efficiency measure. Route 556's ratio of revenue hours per platform hour (0.76; average, 0.65) is also notable, as it is the only other measure for which the route is among the top 25 percent.

# Route 556

## Historical & Relative Route Performance

Figure 556.1 - Route 556 Average Daily Ridership

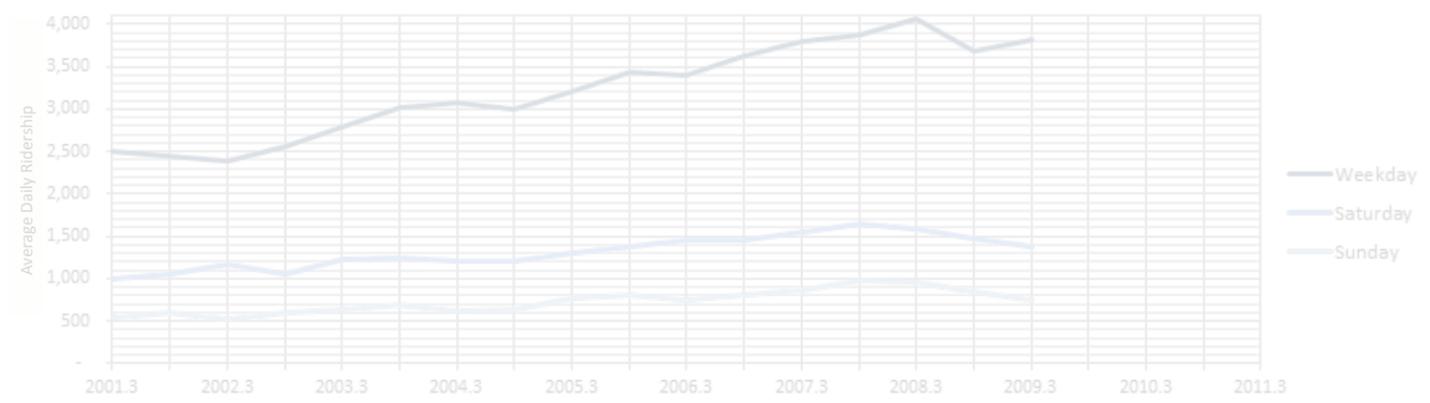
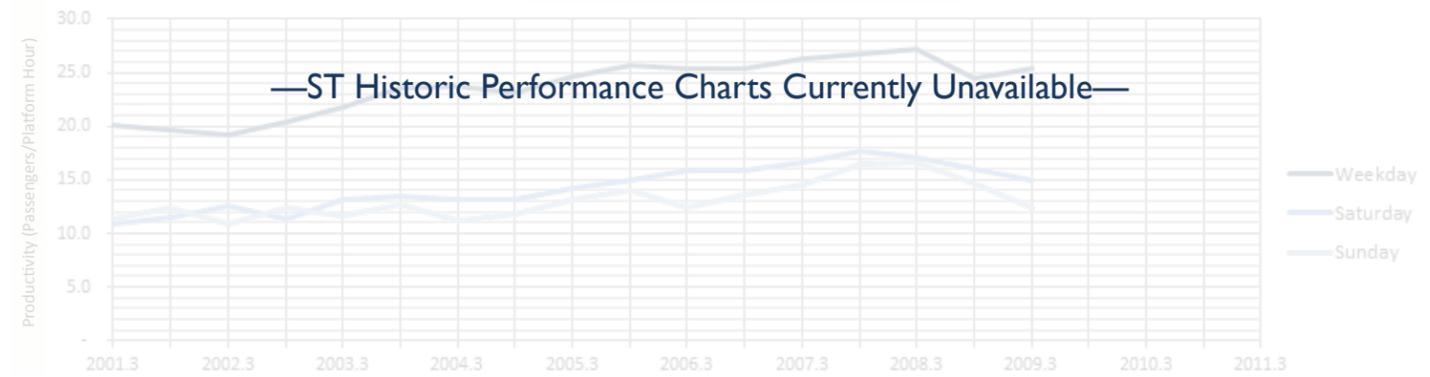


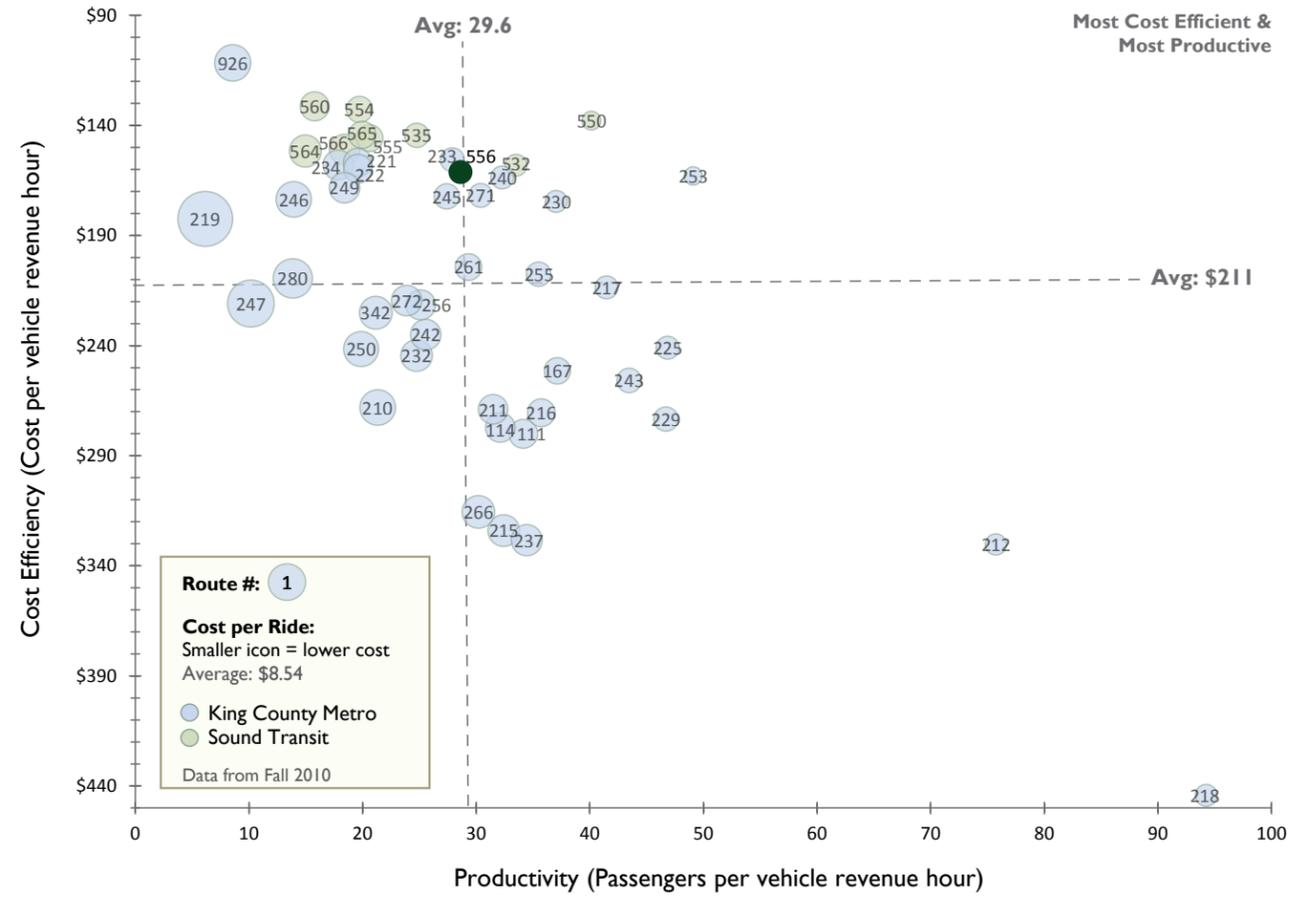
Figure 556.2 - Route 556 Daily Productivity



Service Revisions  
 Spring 2005: 77/51/30 daily trips  
 Spring 2006: 76/51/30 daily trips  
 Spring 2007: 82/51/30 daily trips  
 Fall 2008: 83/51/30 daily trips

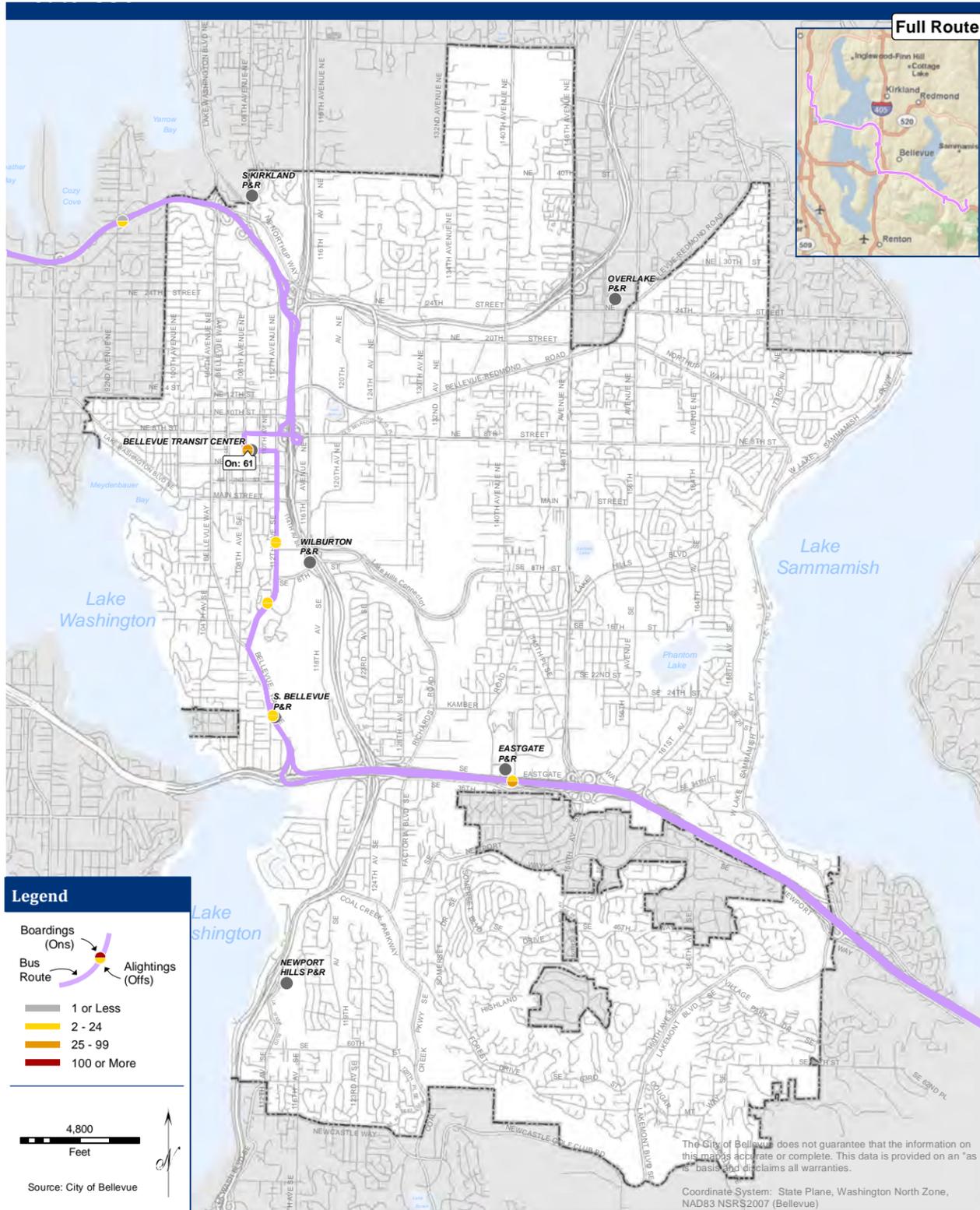
| Nine-Year Summary           |        |                |                             |        |        |
|-----------------------------|--------|----------------|-----------------------------|--------|--------|
| Average Daily Ridership     |        |                | Productivity                |        |        |
| Most Recent                 | 690    | 2010.3         | Most Recent                 | 19.3   | 2010.3 |
| Maximum                     | 900    | 2007.3         | Maximum                     | 27.5   | 2007.3 |
| Minimum                     | 610    | 2002.1, 2002.3 | Minimum                     | 18.9   | 2002.1 |
| Average                     | 703.7  |                | Average                     | 22.3   |        |
| % Change from Previous Year | 0.0%   |                | % Change from Previous Year | -3.3%  |        |
| % Change from Nine-Year Max | -23.3% |                | % Change from Nine-Year Max | -29.8% |        |

All above figures refer to weekday ridership. Data obtained from historical ridership reports.



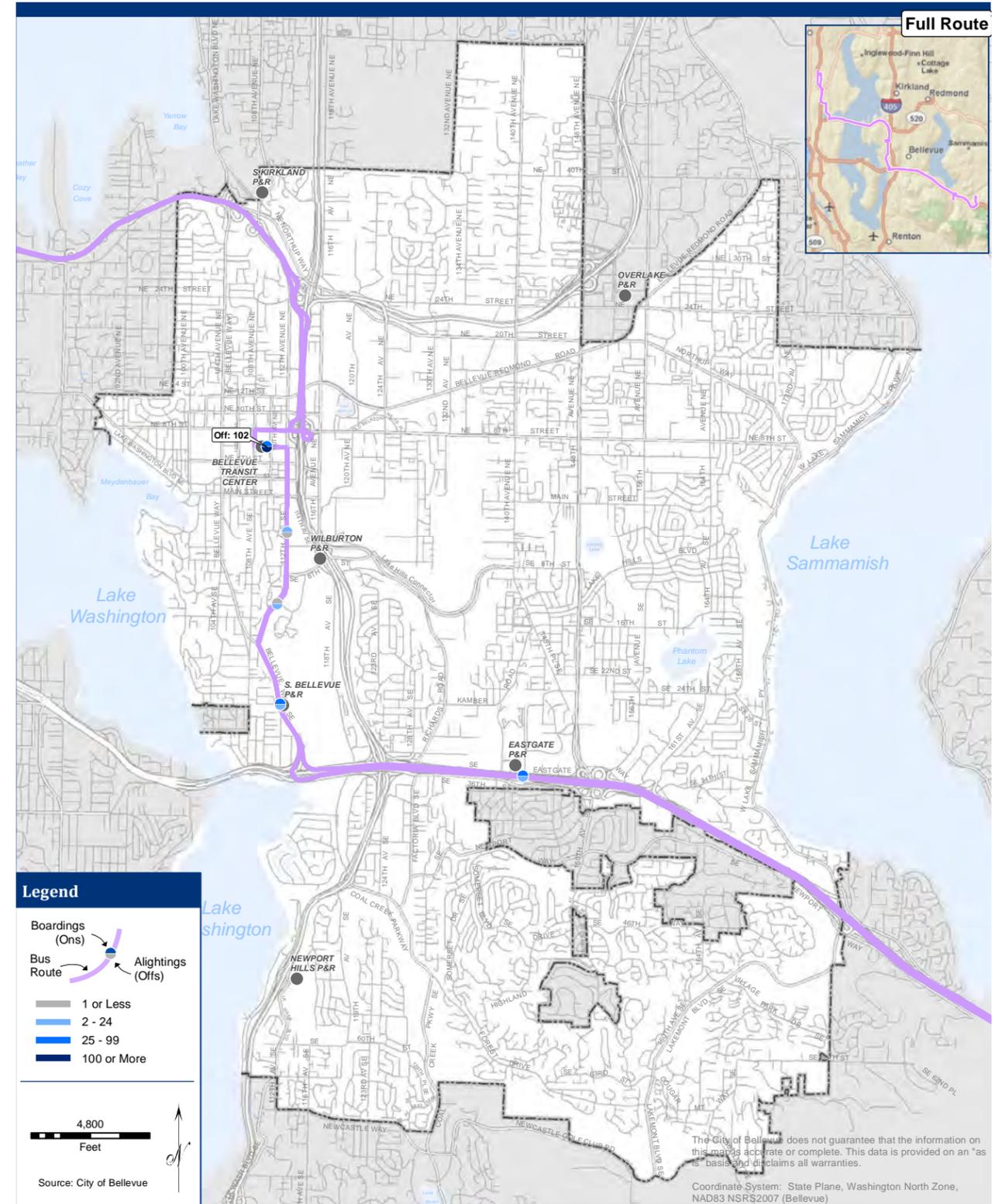
# Route 556

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

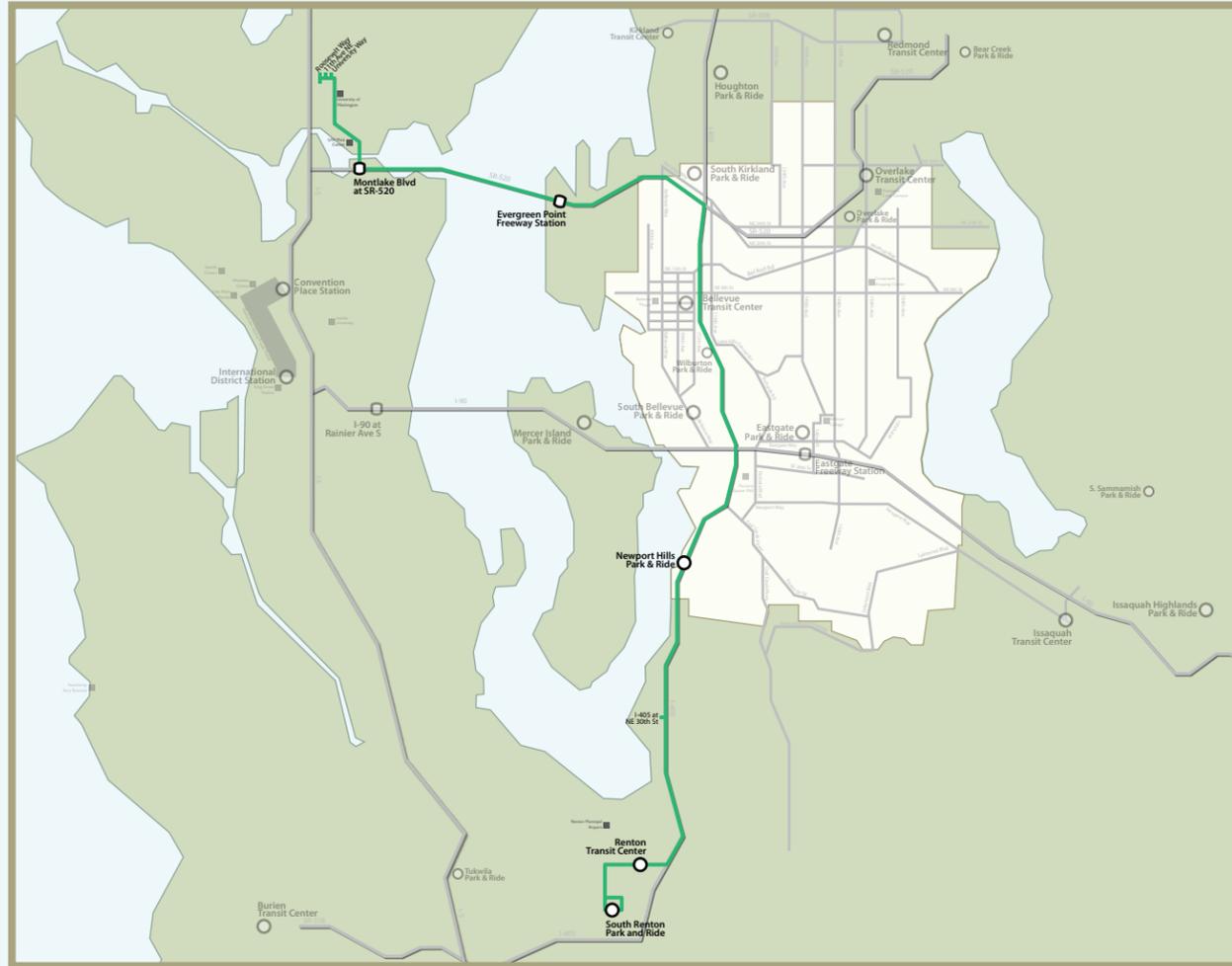
## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 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

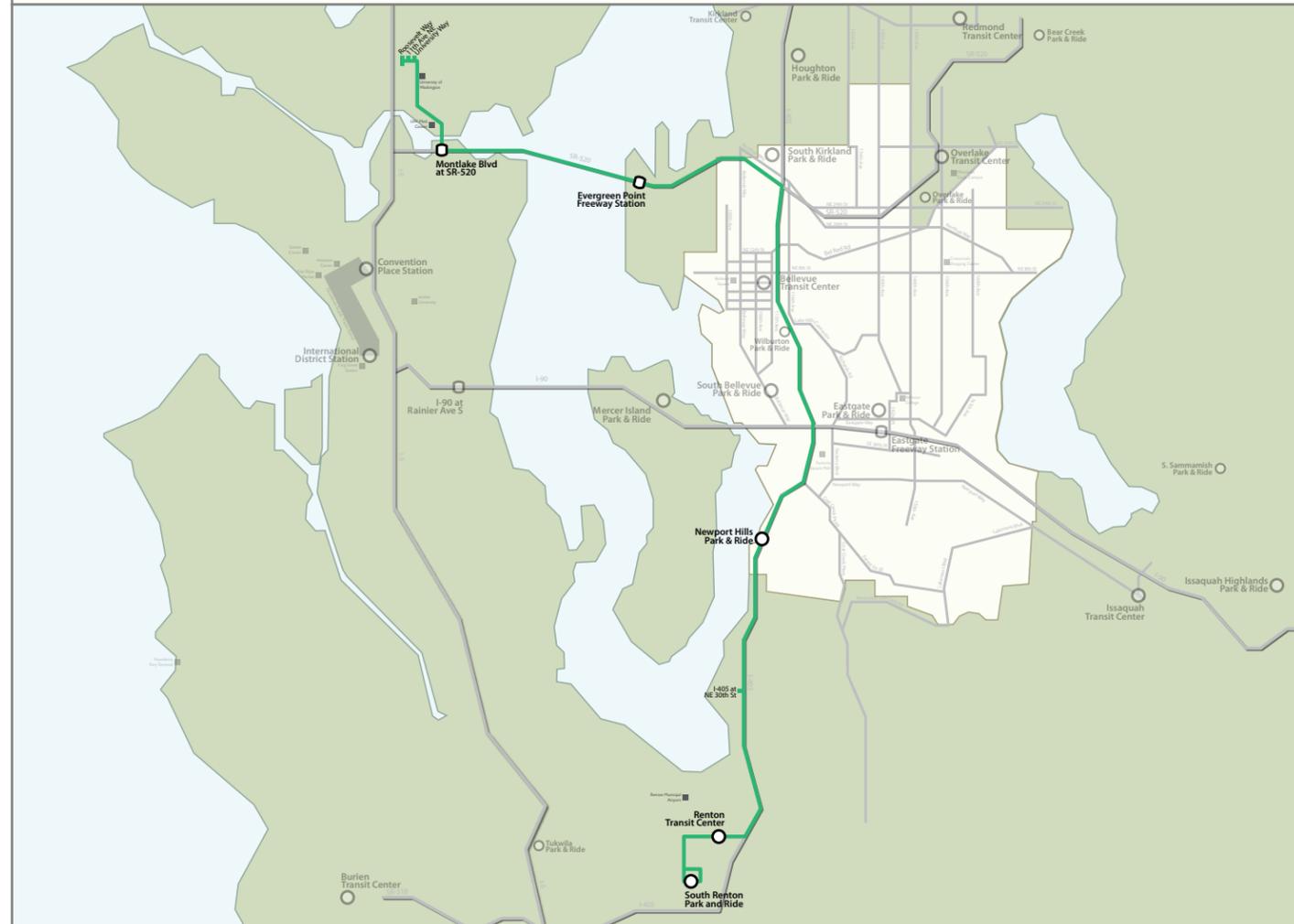
Renton to U. District via I-405  
Peak-Only Alternative to 101 + 71/72/73

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  |
|---------------------------------|---|--|
| NE 45th St & University Way NE  | University District, University of Washington                 | 43 44 49 133 167 197 205 586 810 821 855 860<br>871 880 885  |
| Montlake Blvd at SR-520         | Montlake neighborhood, MOHAI                                  | 25 43 44 48 167 242 243 250 252 255 257 260 265<br>268 271 272 277 280 311 424 982 986 540 542 545 555 556 |
| Evergreen Point Freeway Station | Yarrow Point, Clyde Hill                                      | 167 242 243 250 252 255 256 257 260 261 265 266<br>268 271 272 277 311 424 982 986 540 542 545 555 556     |
| Newport Hills Park & Ride       | Newport Hills neighborhood                                    | 111 167 219 247 280 342 821 824 925 952 560  |
| Renton Transit Center           | Downtown Renton, Renton Municipal Airport, Renton High School | 101 105 106 107 110 140 143 148 149 153 167 169<br>240 342 908 909 560 566                                 |
| South Renton Park & Ride        | Renton Village Shopping Center                                | 101 102 140 148 153 167 169 247 280  |



Map depicts Fall 2011 routing

|                          | Weekday       | Saturday      | Sunday        | Annual Total |
|--------------------------|---------------|---------------|---------------|--------------|
| Hours of Service         |               |               |               |              |
| Daily Trips              | 9             |               |               |              |
| 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          |               |               |               |              |
| Revenue Hours            | 1.06          |               |               | 2,258        |
| Platform Hours           | 16.02         |               |               | 3,797        |
| Revenue Miles            | 190.49        |               |               | 45,012       |
| Platform Miles           | 288.64        |               |               | 68,466       |
| Passenger Miles          | 4,844.90      |               |               | 1,156,743    |
| Revenue Hr/Platform Hr   | 0.07          |               |               | 0.59         |
| Revenue Mi/Platform Mi   | 0.66          |               |               | 0.66         |
| Passenger Mi/Platform Mi | 16.79         |               |               | 16.90        |
| Boardings (per day)      | 350.76        |               |               | 83,843       |
| Max Load                 | 43.11         |               |               | N/A          |
| Average Load             | 35.44         |               |               | 25.70        |
| Boardings/Trip           | 38.97         |               |               | 39.42        |
| Boardings/Revenue Hour   | 329.52        |               |               | 37.14        |
| Boardings/Revenue Mile   | 1.84          |               |               | 12.61        |
| Boardings/Platform Hour  | 21.90         |               |               | 22.08        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$251.46 |
| Cost/Platform Hour | \$149.52 |
| Cost/Revenue Mile  | \$12.61  |
| Cost/Platform Mile | \$8.29   |
| Cost/Boarding      | \$6.77   |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$121,512 |
| Operating Costs  | \$567,739 |
| Farebox Recovery | 21.4%     |

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.

Though Route 167 ranks thirty-seventh of forty-six Bellevue routes in terms allocated platform hours (only 0.6% of the Bellevue total), it ranks twenty-sixth in annual rides (also 0.6% of the total). This is facilitated by the route's above-average productivity: 22.08 rides per platform hour, compared with a network average of 18.44, and 16.90 passenger miles per platform mile—placing it among the network's top 25 percent—compared with a network average of 13.94.

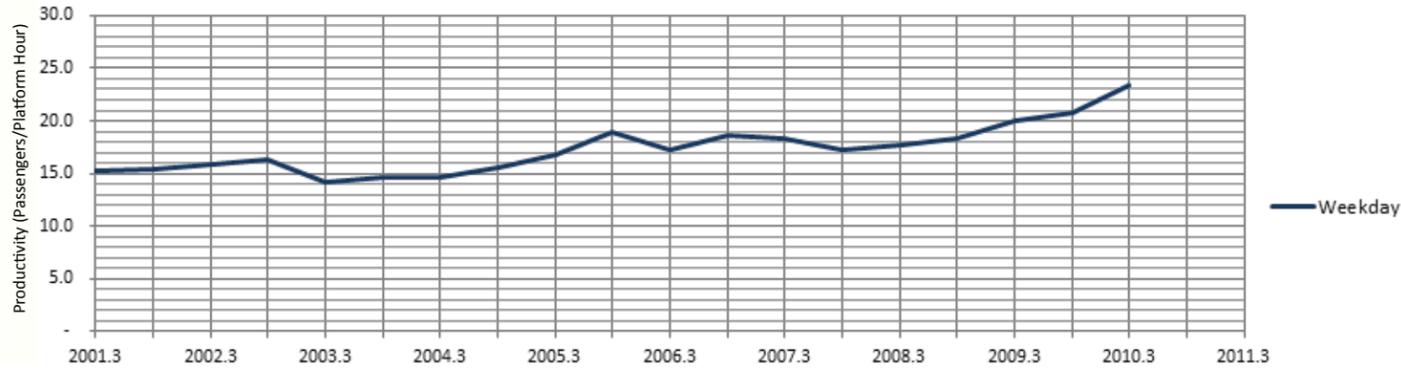
# Route 167

## Historical & Relative Route Performance

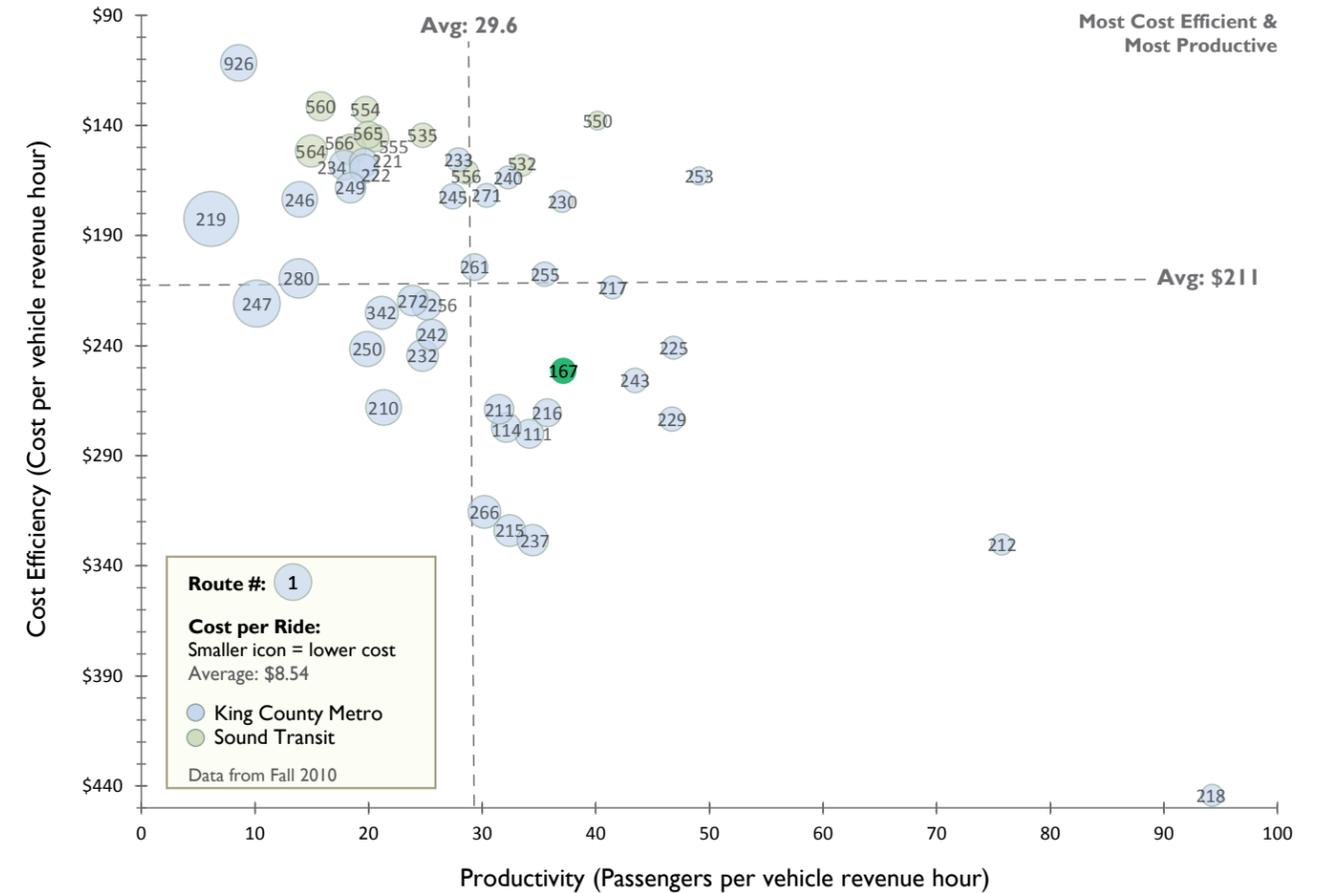
Route 167 Average Daily Ridership



Route 167 Daily Productivity



Service Note:  
Fall 2001: 12 daily trips  
Fall 2002: 10 daily trips  
Spring 2010: 9 daily trips



| Nine-Year Summary           |        |                |                             |       |        |
|-----------------------------|--------|----------------|-----------------------------|-------|--------|
| Average Daily Ridership     |        |                | Productivity                |       |        |
| Most Recent                 | 350    | 2010.3         | Most Recent                 | 23.4  | 2010.3 |
| Maximum                     | 460    | 2001.3, 2002.1 | Maximum                     | 23.4  | 2010.3 |
| Minimum                     | 300    | 2006.3         | Minimum                     | 14.2  | 2003.3 |
| Average                     | 360.5  |                | Average                     | 17.3  |        |
| % Change from Previous Year | 6.1%   |                | % Change from Previous Year | 17.2% |        |
| % Change from Nine-Year Max | -23.9% |                | % Change from Nine-Year Max | 0.0%  |        |

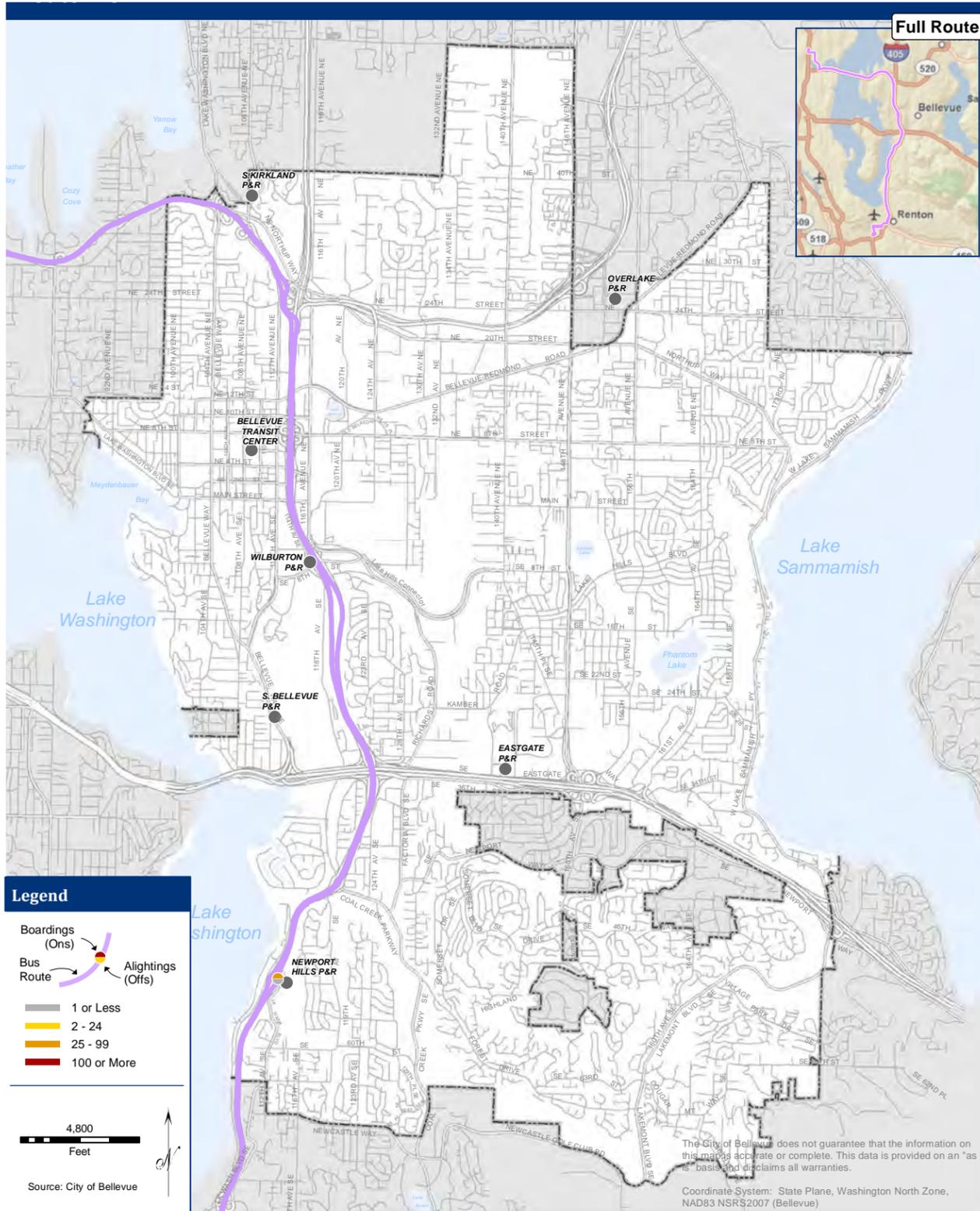
All above figures refer to weekday ridership

In Fall 2010, Route 167 served an average of 350 daily riders—its highest daily ridership since Spring 2006, when it declined sharply from 410 daily riders to only 300. Even prior to this slump, however, ridership of Route 167 was considerably lower than it had been for most of the 1990s, during which the route operated fourteen trips daily. Between Spring 1994 and Fall 2000, Route 167 averaged 566 daily riders, peaking in Fall 1996 and Fall 1997 with 630 riders daily. Daily ridership fell dramatically from 580 to 460 between Spring and Fall 2001, and fell further to only 400 by Fall 2002. Ridership has not recovered since.

The route's productivity has steadily increased despite this reduced ridership as a result of more efficient use of platform hours. For several years prior to Fall 2003—the route's second least productive year on record since operation began in 1989—each daily trip required approximately 2.5 platform hours to operate. Therefore, even as daily trips were reduced from fourteen to twelve and then to ten, lasting gains in productivity were not realized. By Fall 2006, however, Metro improved utilization of platform hours such that each trip required less than two, and in Fall 2010, only 1.66 platform hours were allocated per trip—a 34 percent improvement in scheduling efficiency.

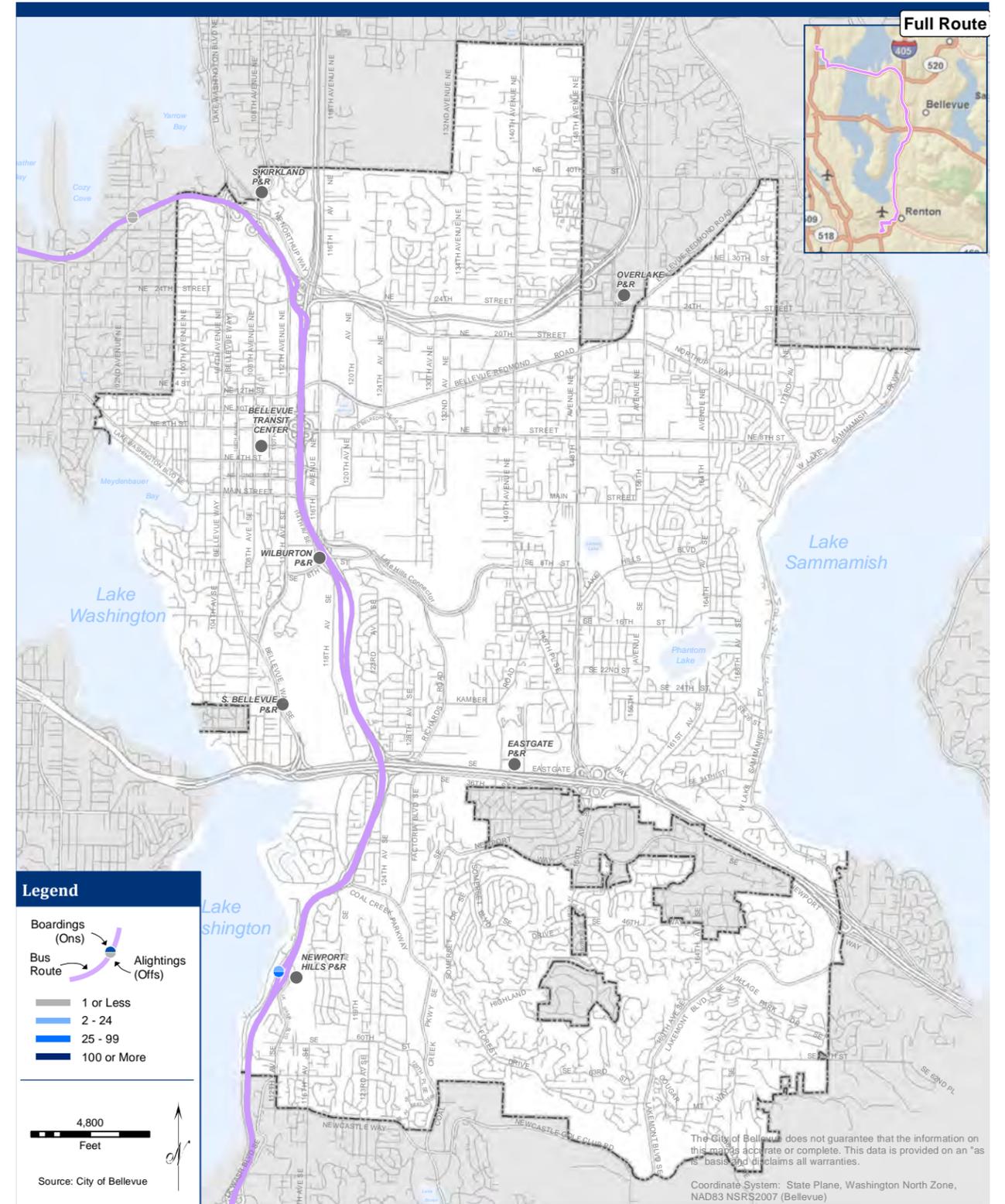
# Route 167

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound

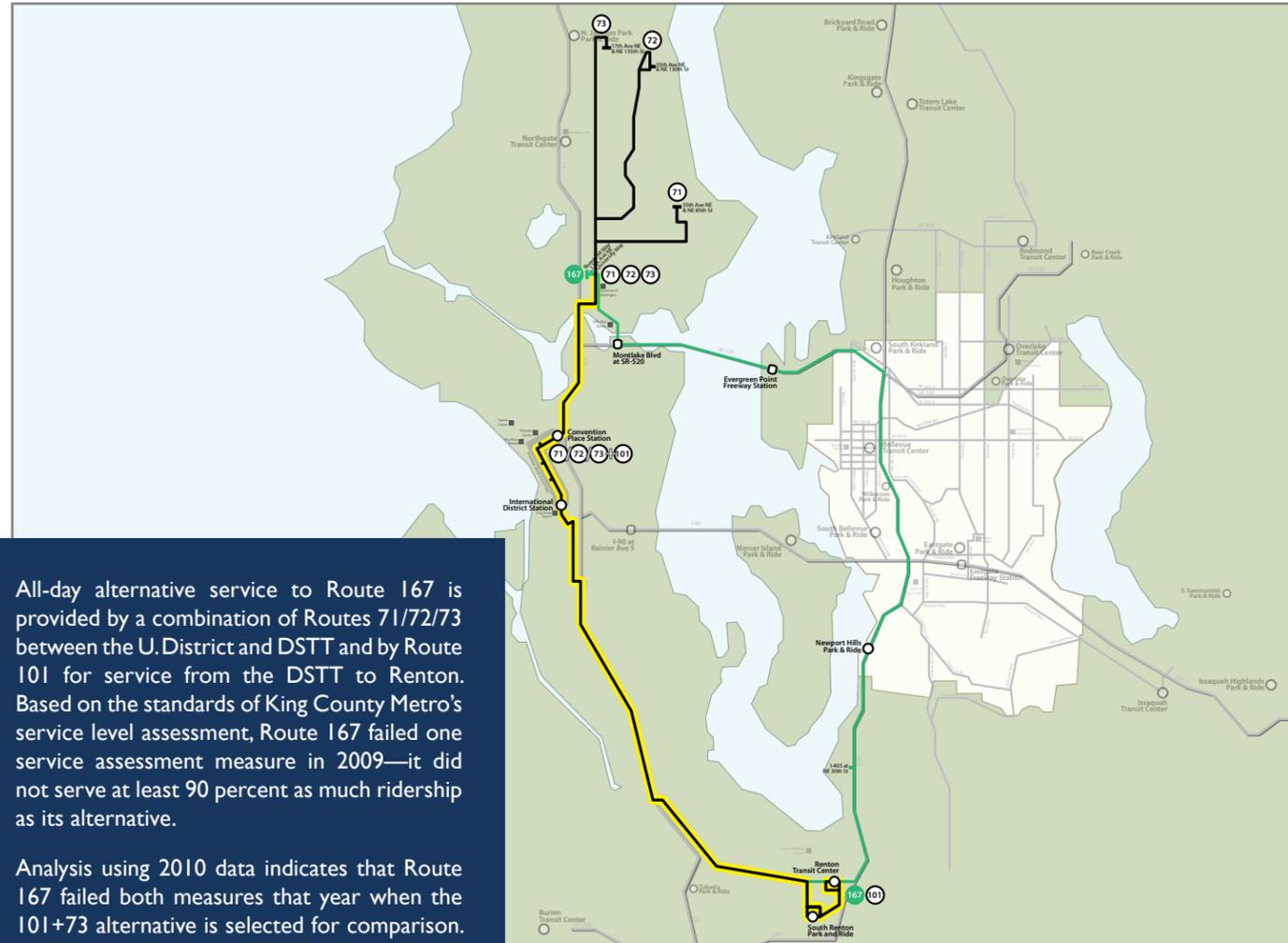


Map depicts Fall 2010 routing and data

# Route 167

## Metro Peak-Only Route Service Level Assessment

Peak-Only Alternative to 101 + 71/72/73



All-day alternative service to Route 167 is provided by a combination of Routes 71/72/73 between the U. District and DSTT and by Route 101 for service from the DSTT to Renton. Based on the standards of King County Metro's service level assessment, Route 167 failed one service assessment measure in 2009—it did not serve at least 90 percent as much ridership as its alternative.

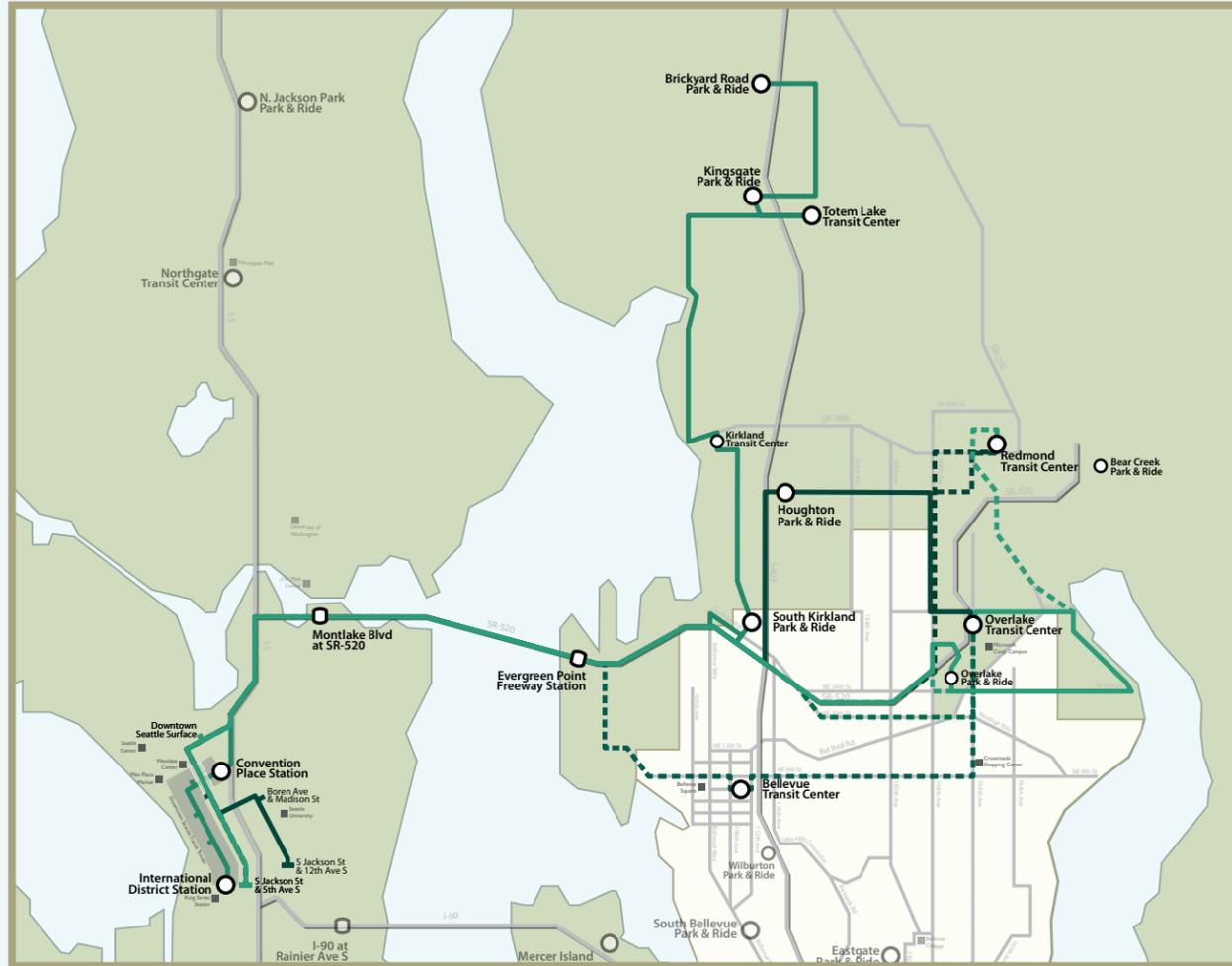
Analysis using 2010 data indicates that Route 167 failed both measures that year when the 101+73 alternative is selected for comparison. Route 167's ridership was only 60 percent that of Route 73, the highest-ridership portion of the alternative service, and 167 has only a 9 percent travel time advantage over this alternative. The travel time measure would also fail if the 101+72 alternative were selected, though by a smaller margin. The measure would pass if 101+71 were selected, as that alternative adds 10 minutes to the travel time, thereby giving Route 167 a 21 percent advantage. However, the fastest—not the slowest—alternative should be used for comparison.

| All-Day Alternate Routes   | Peak-Hour Headway | Travel Time | Ridership |
|--|-------------------|-------------|-----------|
| <b>167</b> Renton to University District via I-405                         | 30                | 0:58        | 39.42     |
| <b>101</b> + <b>71</b> Renton to Downtown Seattle via ML King Jr. Way, I-5 | 5-10              | 0:43        | 35.06     |
| <b>72</b> Wedgwood to Downtown Seattle via University District             | 30                | 0:30        | 50.37     |
| <b>73</b> Lake City to Downtown Seattle via University District            | 30                | 0:26        | 59.69     |
| <b>73</b> Jackson Park to Downtown Seattle via University District         | 7-15              | 0:20        | 65.17     |
| Total:   |                   | 1:13        | —         |
| Percent Difference:  |                   | 9%          | 60.5%     |

Metro analysis based on 2009 performance. Headways shown are AM Preak from Fall 2010. Ridership and travel times shown reflect Fall 2010 data.

# Corridor Group 7

Downtown Seattle - Bellevue - Northern Eastside



250 255 256 261 265 266

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 so as to now provide service to the edge of the Bridle Trails neighborhood along 148th 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.



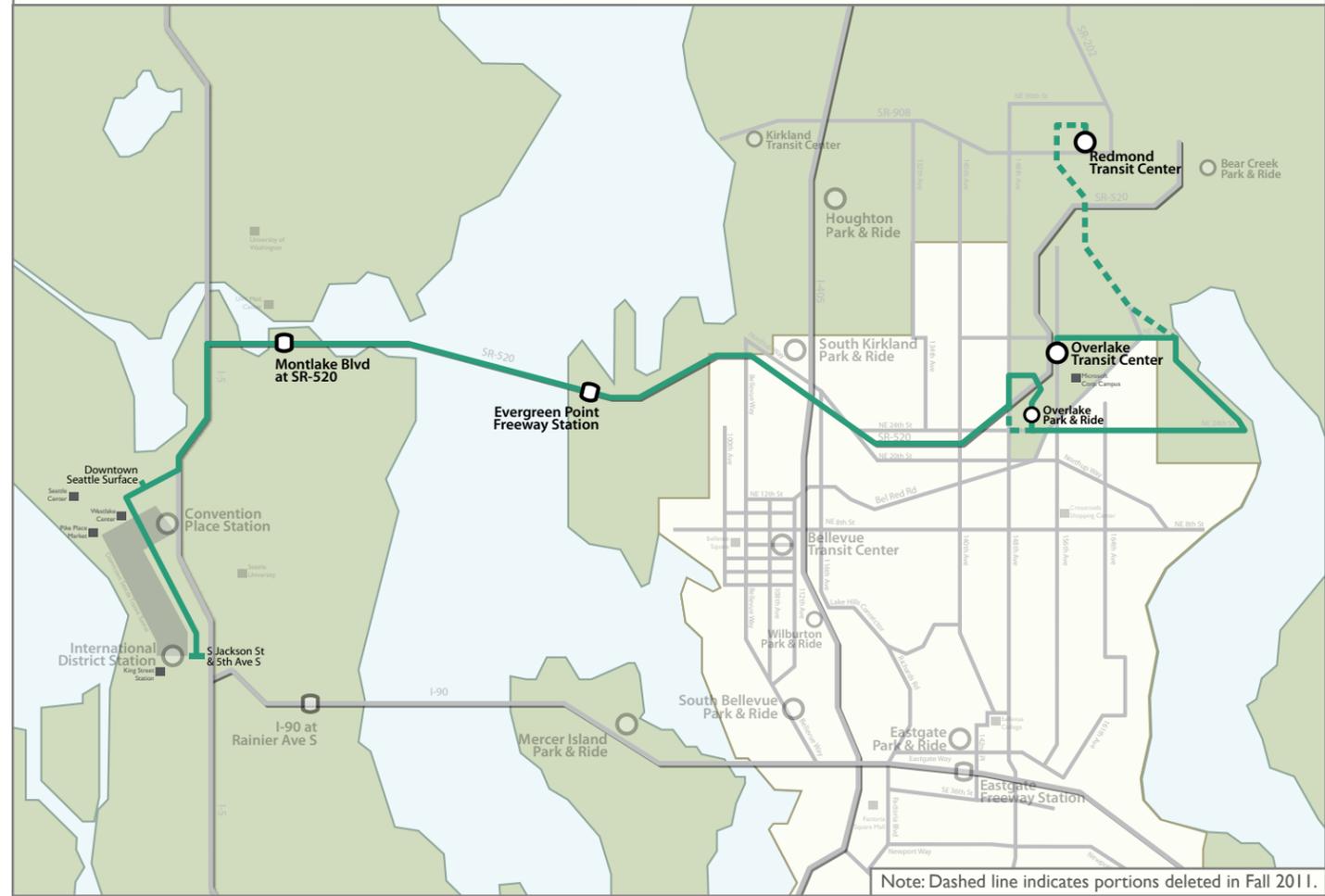
# Route 250

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      |
|--|--|----------------------------------|
| S Jackson St & 5th Ave S                 | International District Tunnel Station, King Street Station<br>                                     | 41 71 72 73                      |
| Downtown Seattle Surface                 | Downtown Seattle, Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center | Connections to many destinations |
| Montlake Blvd at SR-520                  | Montlake neighborhood, MOHAI   | 25 43 44 48                      |
| Evergreen Point Freeway Station          | Yarrow Point, Clyde Hill   |                                  |
| Overlake Hills Park & Ride               | Overlake Village, Overlake Shopping Center   |                                  |
| Overlake Transit Center                  | Overlake Employment Area, Microsoft Corp. Campus   |                                  |
| Redmond Transit Center [Stop Eliminated] | Downtown Redmond   |                                  |



Note: Dashed line indicates portions deleted in Fall 2011.

Map depicts Fall 2011 routing

|                          | Weekday       | Saturday      | Sunday        | Annual Total |
|--------------------------|---------------|---------------|---------------|--------------|
| Hours of Service         |               |               |               |              |
| Daily Trips              | 12            |               |               |              |
| 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          |               |               |               |              |
| Revenue Hours            | 12.03         |               |               | 2,968        |
| Platform Hours           | 21.33         |               |               | 5,269        |
| Revenue Miles            | 247.02        |               |               | 61,014       |
| Platform Miles           | 430.87        |               |               | 106,425      |
| Passenger Miles          | 2,375.10      |               |               | 586,650      |
| Revenue Hr/Platform Hr   | 0.56          |               |               | 0.56         |
| Revenue Mi/Platform Mi   | 0.57          |               |               | 0.57         |
| Passenger Mi/Platform Mi | 5.51          |               |               | 5.51         |
| Boardings (per day)      | 238.70        |               |               | 58,962       |
| Max Load                 | 21.83         |               |               | N/A          |
| Average Load             | 15.42         |               |               | 9.62         |
| Boardings/Trip           | 19.89         |               |               | 19.89        |
| Boardings/Revenue Hour   | 19.84         |               |               | 19.87        |
| Boardings/Revenue Mile   | 0.97          |               |               | 11.75        |
| Boardings/Platform Hour  | 11.19         |               |               | 11.19        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$241.54 |
| Cost/Platform Hour | \$136.05 |
| Cost/Revenue Mile  | \$11.75  |
| Cost/Platform Mile | \$6.74   |
| Cost/Boarding      | \$12.16  |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$118,356 |
| Operating Costs  | \$716,910 |
| Farebox Recovery | 16.5%     |

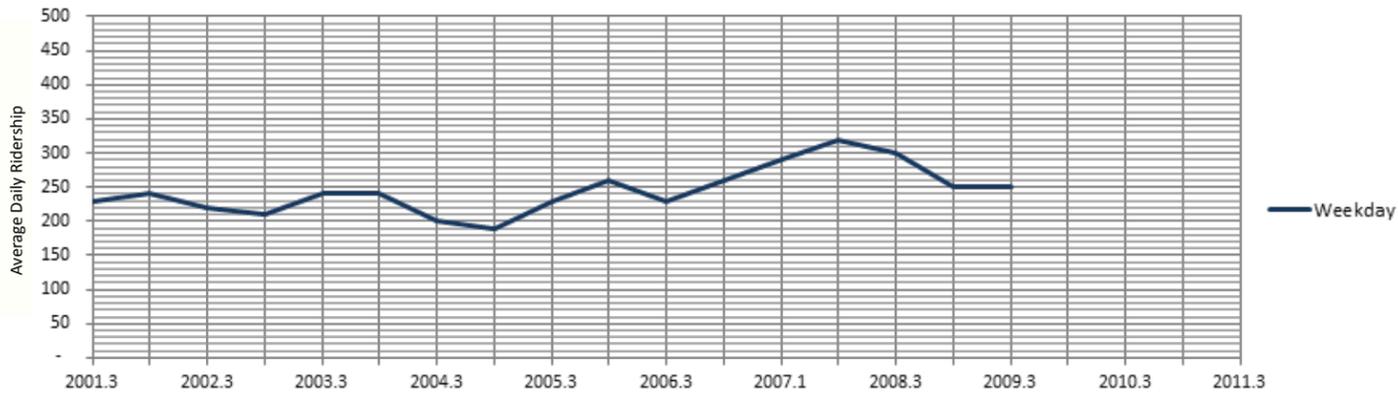
Route 250 is a peak-only commuter route from the downtown Redmond Transit Center to Downtown Seattle. It passes through the Sammamish Viewpoint neighborhood and stops at the Overlake Park & Ride, after which it provides express service to Seattle. As of the Fall 2011 service change, the route now utilizes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

Route 250 is the second least productive Seattle-serving, peak-only commuter route—only slightly more productive than Route 210. It performs below-average in terms of all major performance measures, but it only ranks among Bellevue's bottom 25 percent for its productivity: it served only 11.19 rides per platform hour (average, 18.44) and 5.51 passenger miles per platform mile (average, 13.94) in 2010. In 2009, Route 250 satisfied neither of the metrics Metro considers when evaluating the value of peak-only routes.

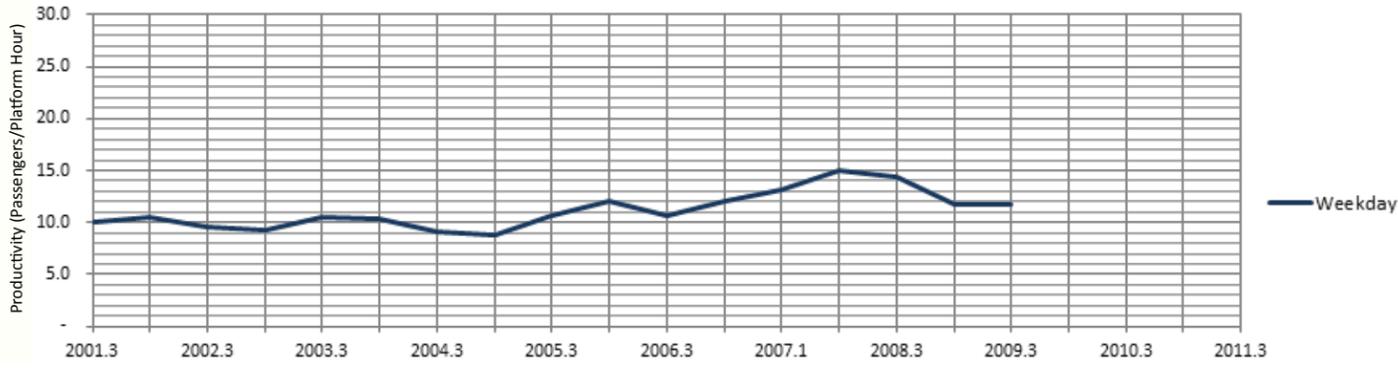
# Route 250

## Historical & Relative Route Performance

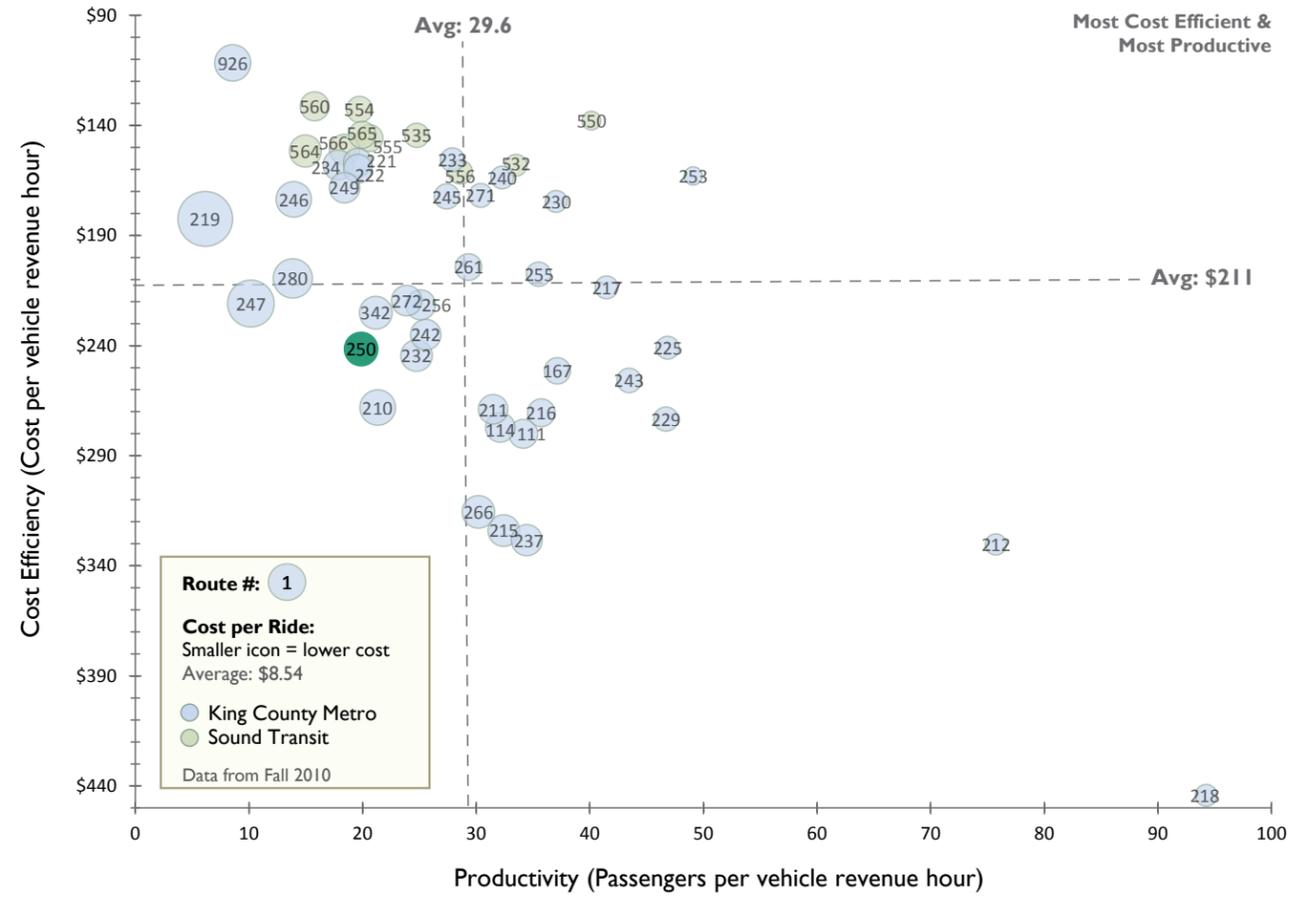
Route 250 Average Daily Ridership



Route 250 Daily Productivity



Service Note:  
 Fall 2001: 65/33/32 daily trips    Fall 2003: 65/34/33 daily trips  
 Fall 2006: 65/57/33 daily trips    Fall 2008: 66/57/33 daily trips



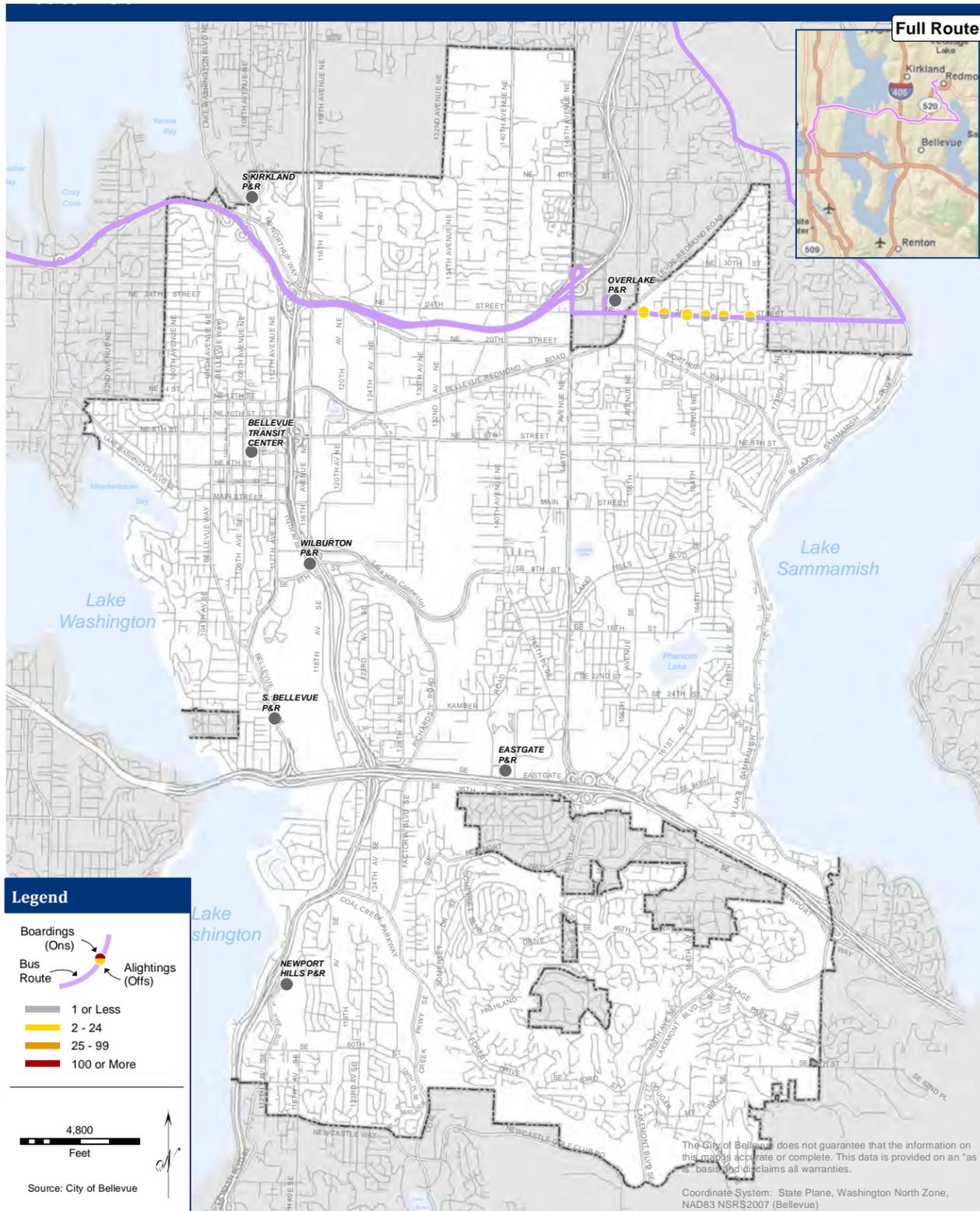
| Nine-Year Summary           |        |        |                             |        |        |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Average Daily Ridership     |        |        | Productivity                |        |        |
| Most Recent                 | 250    | 2009.3 | Most Recent                 | 11.8   | 2009.3 |
| Maximum                     | 320    | 2008.1 | Maximum                     | 15.1   | 2008.1 |
| Minimum                     | 190    | 2005.1 | Minimum                     | 8.8    | 2005.1 |
| Average                     | 244.7  |        | Average                     | 11.1   |        |
| % Change from Previous Year | -16.7% |        | % Change from Previous Year | -18.2% |        |
| % Change from Nine-Year Max | -21.9% |        | % Change from Nine-Year Max | -21.9% |        |

All above figures refer to weekday ridership

Route 250 has served consistently fewer daily riders since its introduction in Fall 1989. In its first year of operation, it served an average of 690 daily riders while operating seventeen daily trips. The service at this time had productivity of over 20 rides per platform hour. Between Fall 1989 and Spring 2001, annual platform hours operated were reduced from 8,700 to 7,500 without reducing daily trips; ridership plummeted to an average of only 310 daily rides and productivity halved. In Fall 2001, the number of daily trips operated was reduced to thirteen and annual platform hours operated to 5,800. Through Spring 2004, an average of 230 daily riders were served under this service plan. Another daily trip was eliminated in Fall 2004 causing a momentary further decline in ridership before it began to improve in 2006, reaching a height of 320 average daily rides in Spring 2008. Since 2008, ridership and productivity have again declined.

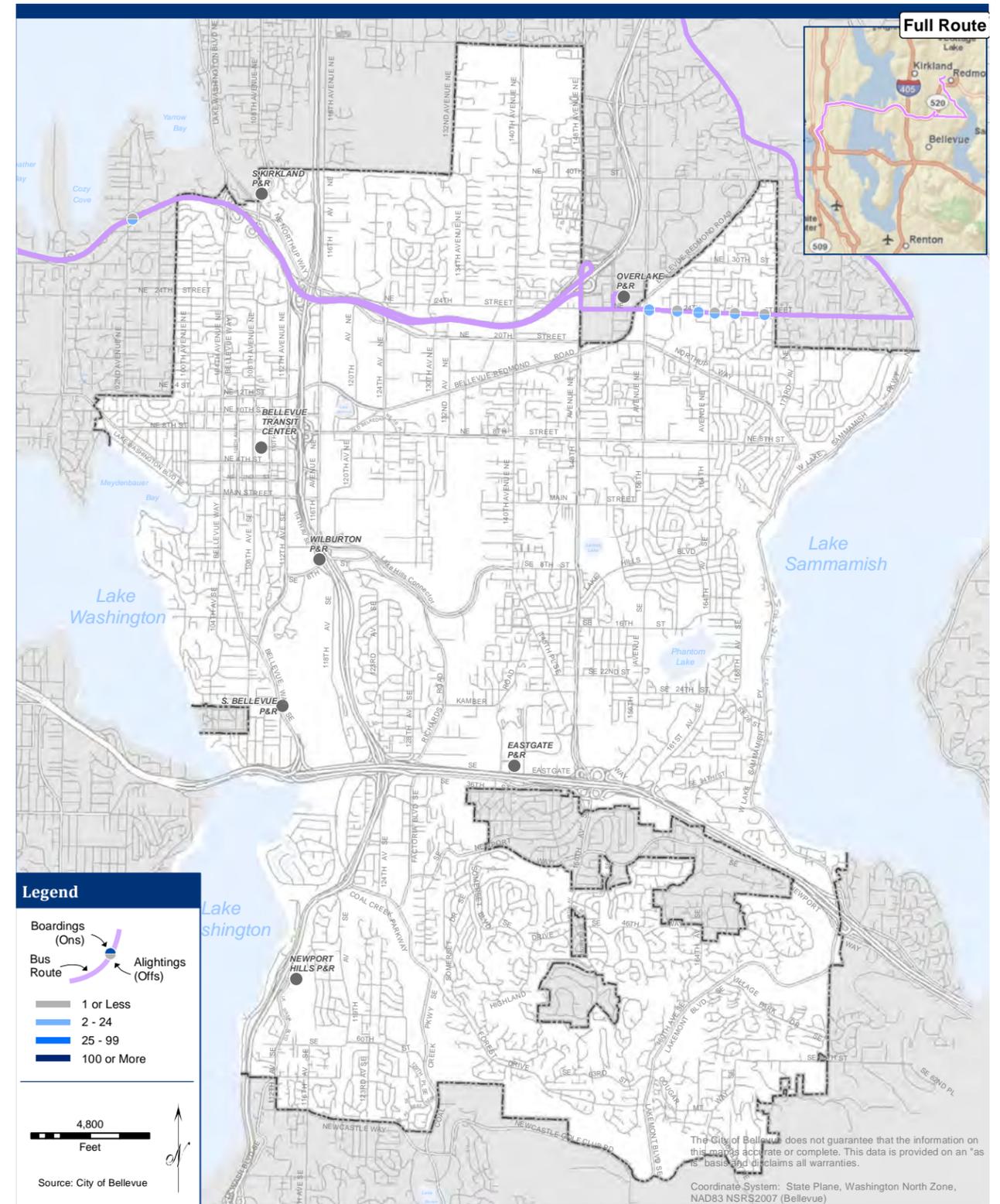
# Route 250

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 250

## Metro Peak-Only Route Service Level Assessment

Peak-Only Alternative to 249 + 545



All-day alternative service to Route 250 is provided by a combination of Route 545 from Downtown Seattle to the Overlake Transit Center and Route 249 for portions within Overlake.

Based on the standards of King County Metro's service level assessment, Route 250 failed both service assessment measures in 2009—it had neither 90 percent of the ridership nor 20 percent time savings compared with its alternative.

In 2010, Route 250 did not provide a travel time savings compared with its alternative—in fact, it was over 10 percent slower. A comparison of ridership could not be completed with available data.

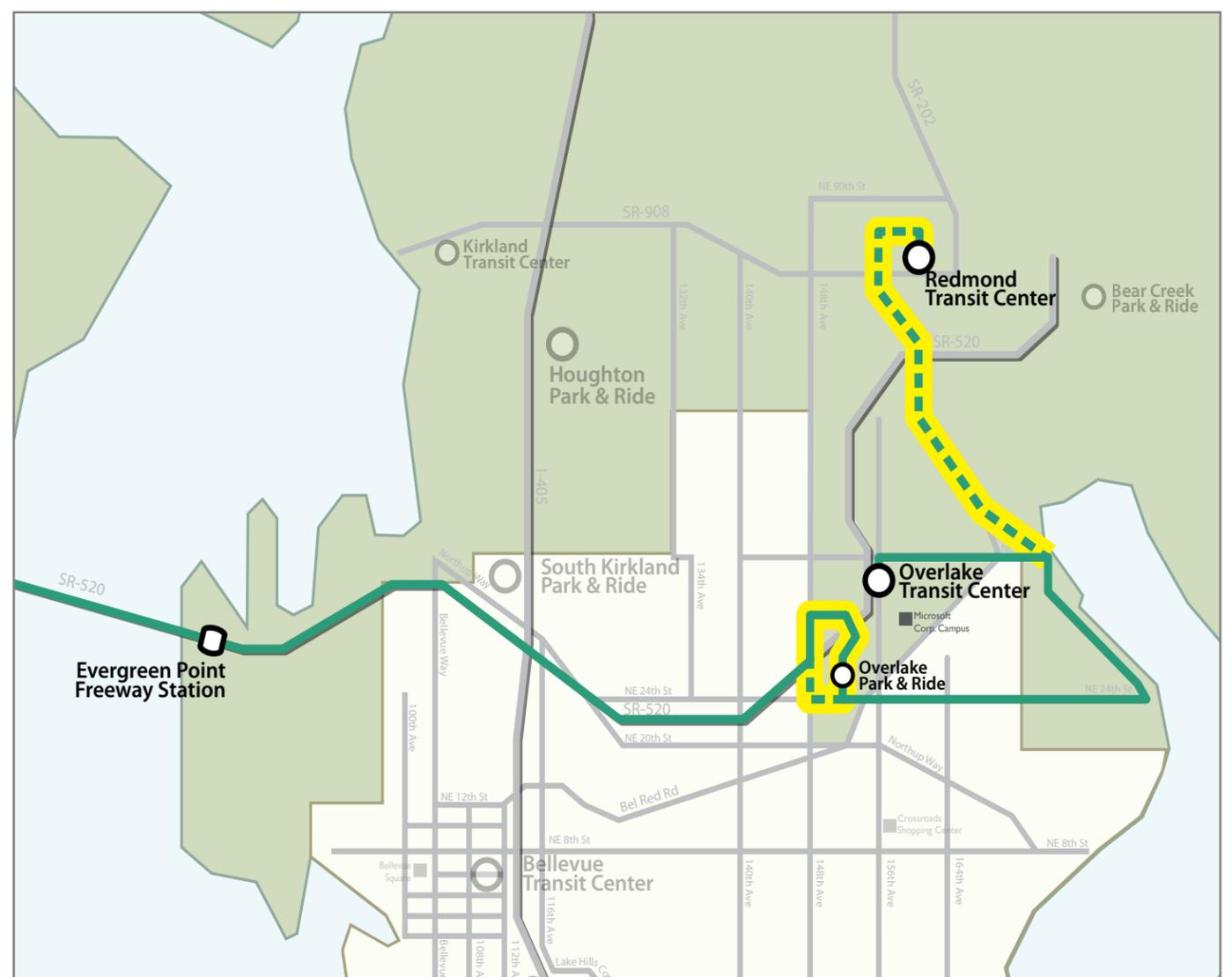
| All-Day Alternate Routes |   | Peak-Hour Headway          | Travel Time   | Ridership  |
|--------------------------|---|----------------------------|---------------|------------|
| <b>250</b>               | <b>Redmond to Downtown Seattle</b><br>via SR-520                    | 30                         | 0:51          | 19.89      |
| <b>249</b>               | <b>Overlake to Bellevue</b><br>via Sammamish Viewpoint, Northup Way | 30                         | 0:23          | 14.95      |
| <b>545</b>               | <b>Seattle to Redmond</b><br>via SR-520                             | 8-10                       | 0:23          | N/A        |
|                          |   | <b>Total:</b>              | <b>0:46</b>   | <b>—</b>   |
|                          |   | <b>Percent Difference:</b> | <b>-10.9%</b> | <b>N/A</b> |

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2010. Ridership and travel times shown reflect Fall 2010 data.

## Recent & Future Service Revisions

October 2011

As part of the Fall 2011 service change, Route 250 underwent several revisions. The route no longer enters the Overlake Park & Ride, instead using new stops located just outside the transit center on 152nd Avenue NE, and it now terminates there instead of at the Redmond Transit Center. The route has also been revised between NE 24th Street and SR-520 to serve 152nd Avenue NE, NE 36th Street (including the bridge over SR-520), and 148th Avenue NE. No adjustments were made to the existing annual platform hours allocated.



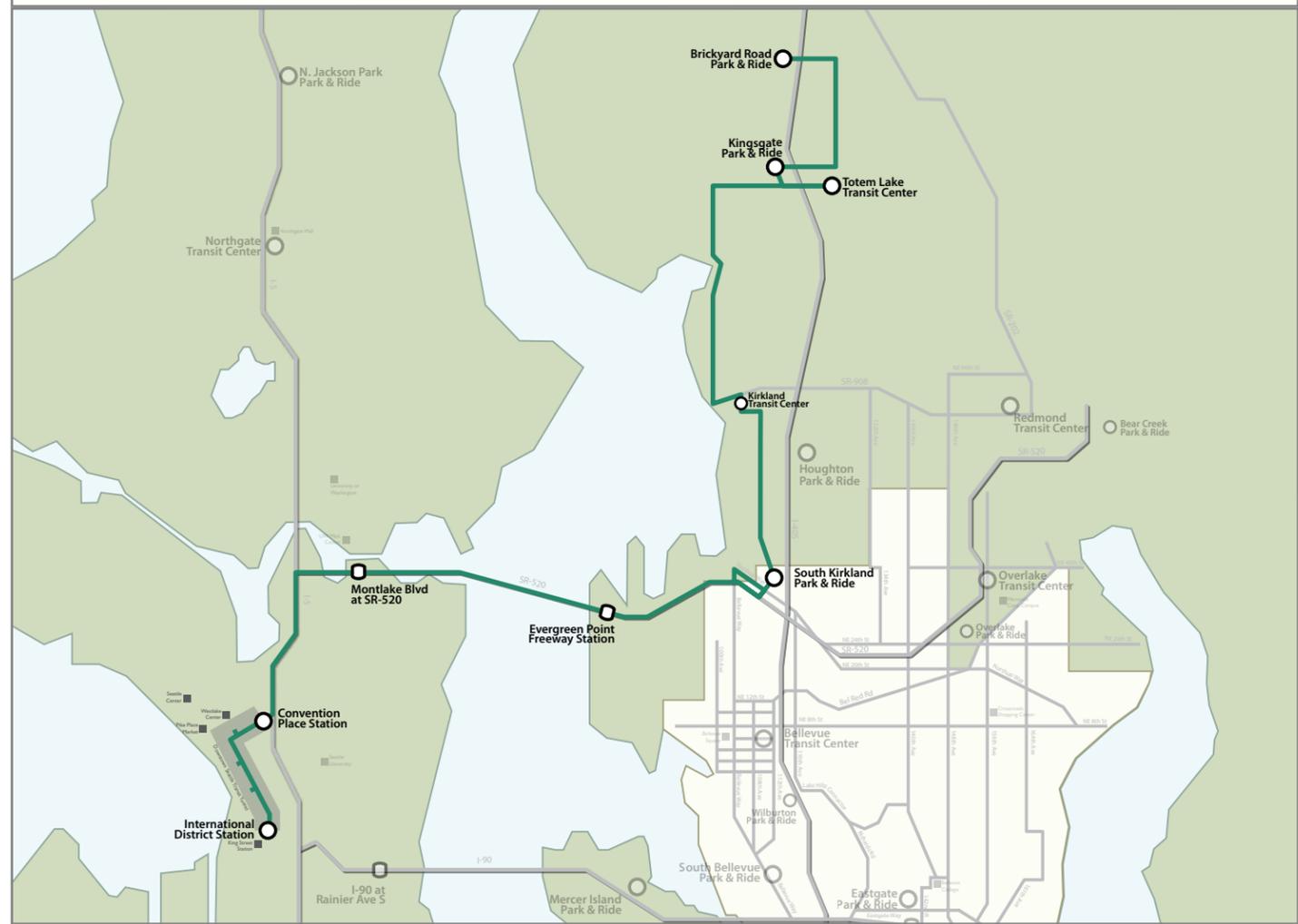
# Route 255

Totem Lake to Downtown Seattle via Kirkland, SR-520  
Corridor 46C

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  |
|---|---|--|
| Downtown Seattle Transit Tunnel                   | International District, Pioneer Square, Westlake Center, WA Convention Center | 41 71 72 73 74 76 77 101 102 106 150 212<br>216 217 218 225<br>Central Link Light Rail                     |
| Montlake Blvd at SR-520                           | Montlake neighborhood, MOHAI  | 25 43 44 48 167 242 243 250 252 255 257 260 265<br>268 271 272 277 280 311 424 982 986 540 542 545 555 556 |
| Evergreen Point Freeway Station                   | Yarrow Point, Clyde Hill  | 167 242 243 250 252 255 256 257 260 261 265 266<br>268 271 272 277 311 424 982 986 540 542 545 555 556     |
| South Kirkland Park & Ride                        | South Kirkland neighborhoods  | 234 235 249 255 981 986 540  |
| Kirkland Transit Center                           | Kirkland City Hall, Kirkland Library, Kirkland Parkplace                      | 234 235 236 238 245 248 255 540  |
| Totem Lake Transit Center / Kingsgate Park & Ride | Evergreen Hospital and Totem Lake, Kingsgate, and North Juanita neighborhoods | 235 236 238 255 311 342 893 930 935<br>235 238 244 252 255 257 277 930                                     |
| Brickyard Road Park & Ride                        | Norway Hill and Queensgate neighborhoods                                      | 236 237 238 255 257 311 342 952 532 535  |



Map depicts Fall 2011 routing

|                          | Weekday   | Saturday  | Sunday    | Annual Total |    |
|--------------------------|-----------|-----------|-----------|--------------|----|
| Hours of Service         |           |           |           |              |    |
| Daily Trips              | 94        |           |           |              |    |
| Time of Day              | AM        | MD        | PM        | EV           | X  |
| Headway (min)            | 15-30     | 30        | 20-30     | 30-60        | 60 |
| Percent On-Time          |           |           |           |              |    |
| Revenue Hours            | 87.95     | 58.46     | 54.05     | 28,540       |    |
| Platform Hours           | 132.13    | 85.11     | 78.66     | 42,581       |    |
| Revenue Miles            | 1,711.82  | 1,247.10  | 1,163.40  | 567,847      |    |
| Platform Miles           | 2,127.51  | 1,415.38  | 1,293.85  | 689,299      |    |
| Passenger Miles          | 31,306.40 | 16,557.90 | 11,746.90 | 9,505,587    |    |
| Revenue Hr/Platform Hr   | 0.67      | 0.69      | 0.69      | 0.67         |    |
| Revenue Mi/Platform Mi   | 0.80      | 0.88      | 0.90      | 0.82         |    |
| Passenger Mi/Platform Mi | 14.72     | 0.88      | 0.90      | 54.94        |    |
| Boardings (per day)      | 3,367.65  | 1,676.43  | 1,203.50  | 1,012,989    |    |
| Max Load                 | 42.70     | 23.90     | 17.80     | N/A          |    |
| Average Load             | 31.11     | 20.92     | 15.66     | 72.76        |    |
| Boardings/Trip           | 35.83     | 27.94     | 21.49     | 36.53        |    |
| Boardings/Revenue Hour   | 38.29     | 28.68     | 22.27     | 35.49        |    |
| Boardings/Revenue Mile   | 1.97      | 1.34      | 1.03      | 10.43        |    |
| Boardings/Platform Hour  | 25.49     | 19.70     | 15.30     | 23.79        |    |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$207.55 |
| Cost/Platform Hour | \$139.11 |
| Cost/Revenue Mile  | \$10.43  |
| Cost/Platform Mile | \$8.59   |
| Cost/Boarding      | \$5.85   |

|                  |             |
|------------------|-------------|
| Farebox Revenue  | \$1,426,213 |
| Operating Costs  | \$5,923,639 |
| Farebox Recovery | 24.1%       |

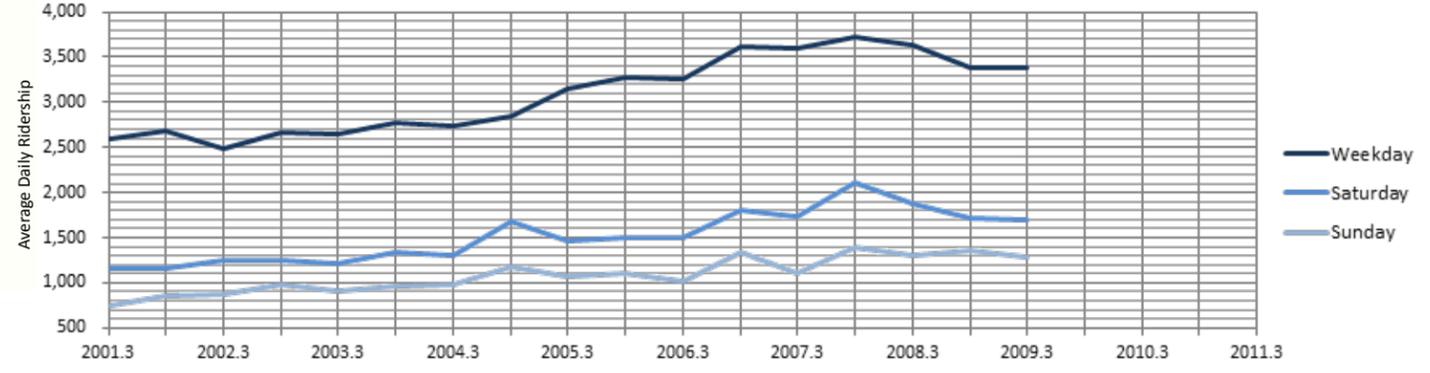
Route 255 is an all-day route that travels from the Brickyard Park & Ride to the Downtown Seattle Transit Tunnel, serving Kingsgate Park & Ride, Totem Lake Transit Center, Juanita, Kirkland Transit Center, and the South Kirkland Park & Ride via 124th Ave NE, NE 132nd St, Market St, 108th Ave NE, and 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.

Route 255 is among the best performing routes in Bellevue. It served 7.2 percent of all annual rides in 2010, ranking fourth in the Bellevue network only narrowly behind Route 230. Route 255 has the highest ratio of passenger miles per platform mile (54.94) of any Bellevue route (average, 13.94), and its number of rides served per platform hour (23.79) is also among the network's top 25 percent (average, 18.44). Despite having an above-average cost per platform mile (\$8.59; average, \$7.50), the route maintains a farebox recovery ratio (24.1%) slightly above-average (22.5%).

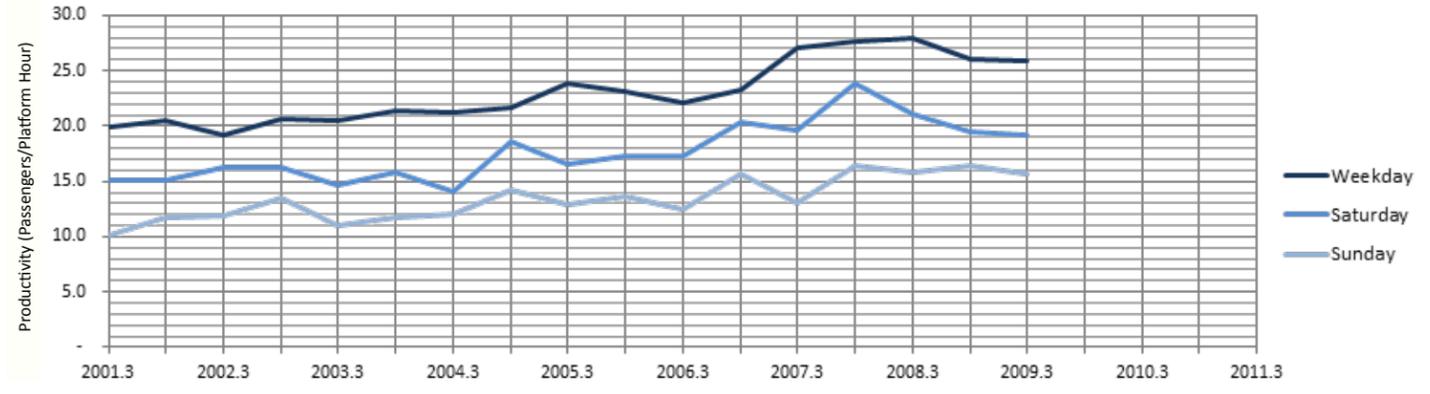
# Route 255

## Historical & Relative Route Performance

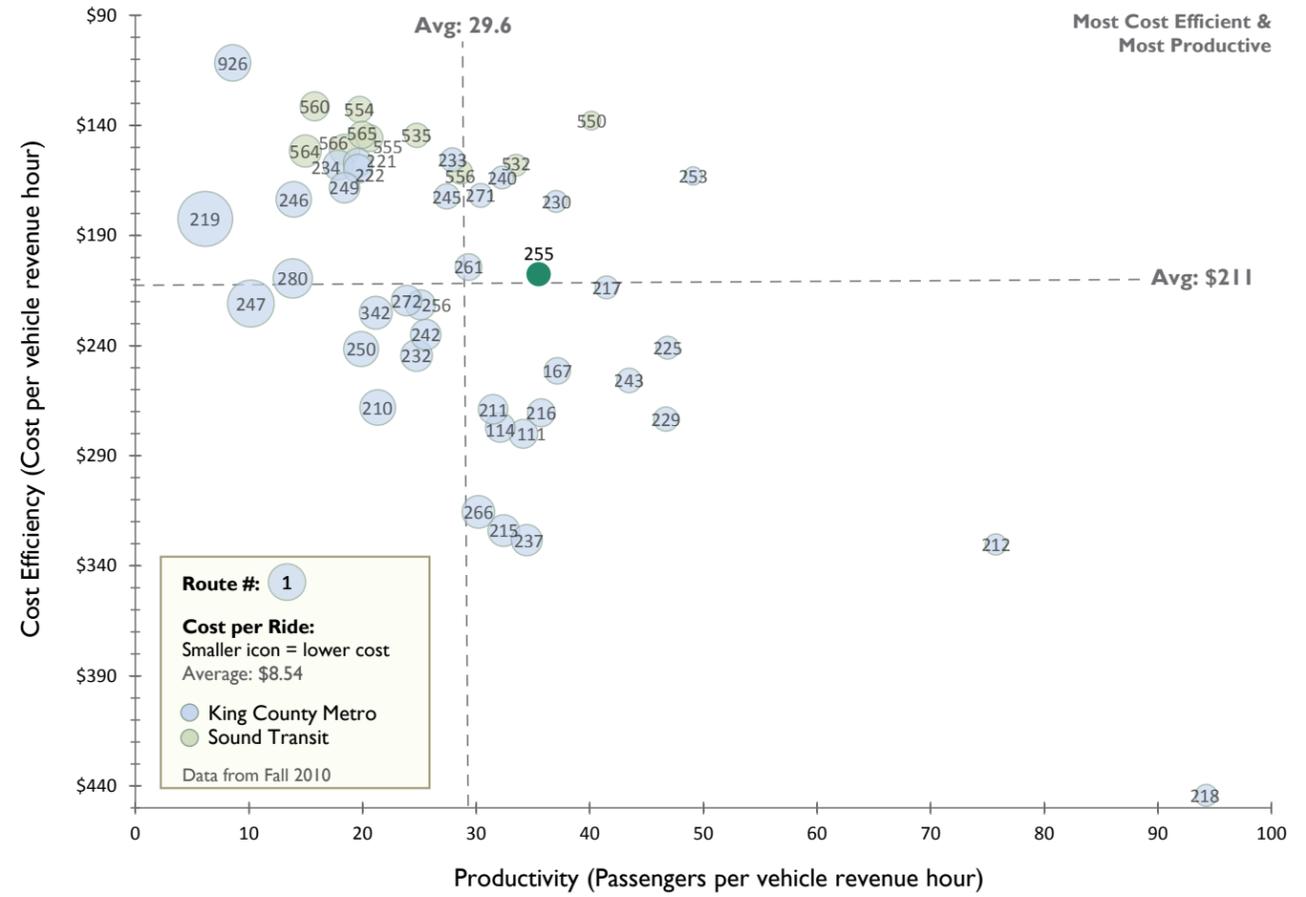
Route 255 Average Daily Ridership



Route 255 Daily Productivity



Service Notes:  
 Spring 2001: 83/56/54 daily trips      Fall 2003: 83/59/56 daily trips  
 Spring 2008: 84/59/56 daily trips      Fall 2009: 84/60/56 daily trips



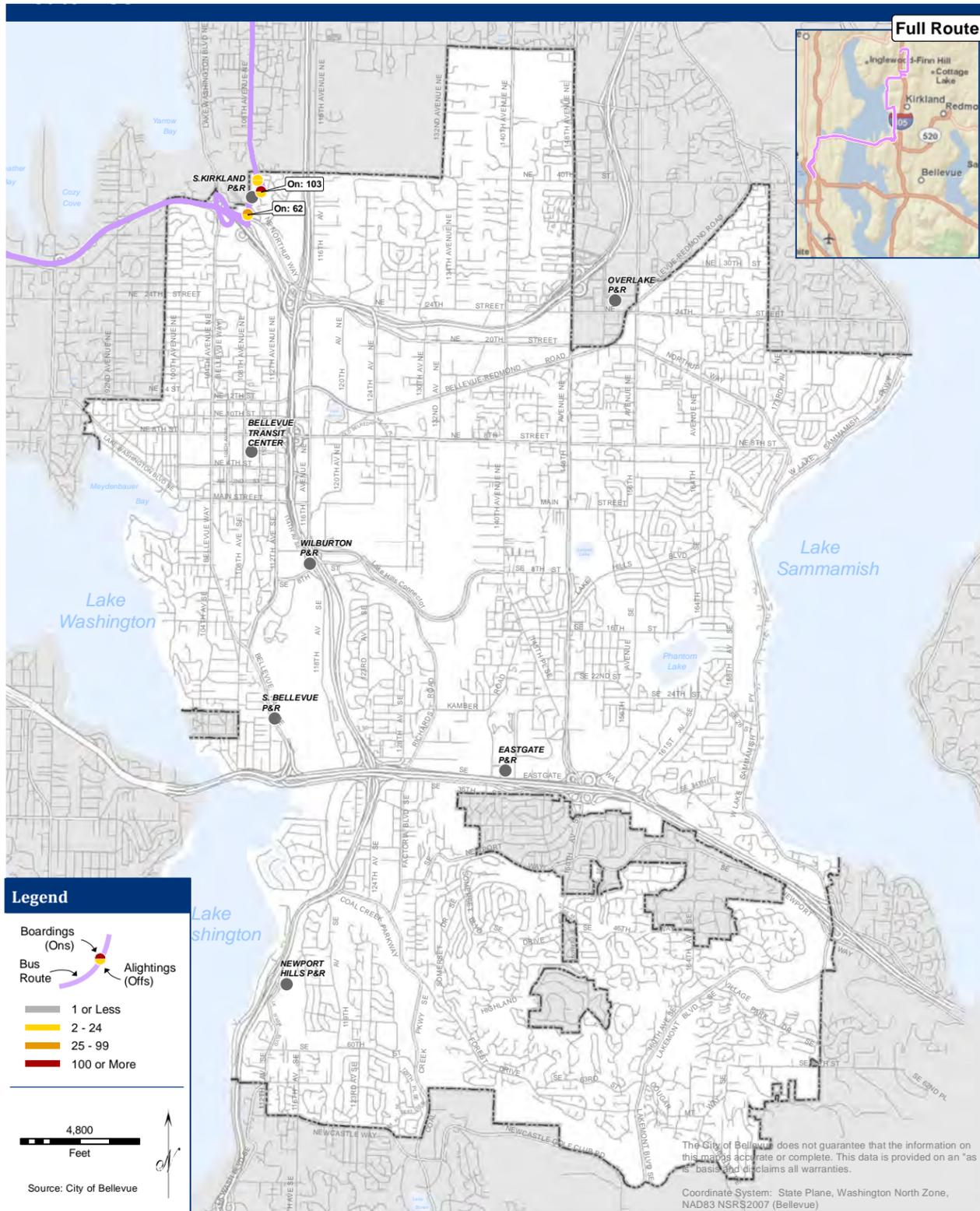
| Nine-Year Summary           |        |        |                             |       |        |
|-----------------------------|--------|--------|-----------------------------|-------|--------|
| Average Daily Ridership     |        |        | Productivity                |       |        |
| Most Recent                 | 3380   | 2009.3 | Most Recent                 | 25.9  | 2009.3 |
| Maximum                     | 3730   | 2008.1 | Maximum                     | 27.9  | 2008.3 |
| Minimum                     | 2490   | 2002.3 | Minimum                     | 19.2  | 2002.3 |
| Average                     | 3084.7 |        | Average                     | 23.0  |        |
| % Change from Previous Year | -7.1%  |        | % Change from Previous Year | -7.4% |        |
| % Change from Nine-Year Max | -9.4%  |        | % Change from Nine-Year Max | -7.4% |        |

All above figures refer to weekday ridership

Route 255 has gradually attracted increased ridership and improved productivity throughout its service history. Between Fall 1989 and Fall 1998, when between 45 and 47 daily weekday trips were operated (in addition to 36 Saturday and 35 Sunday trips), ridership typically varied between an average of 1,400 and 1,700 daily weekday riders, tending to slowly increase towards the end of this period. Service was expanded in Spring 1999 to 71/52/35 daily weekday, Saturday, and Sunday trips, respectively, then again to 83/56/54 in Fall 2001, by which point Route 255 attracted an average of over 2,500 daily riders on weekdays, 1,160 on Saturdays, and over 700 on Sundays. The route's productivity surpassed 20 rides per platform hour in Spring 2005 and average daily ridership surpassed 3,000 by that fall; neither measure has fallen below these levels since. Both average daily ridership and productivity peaked in Spring 2008, with 3,730 daily rides and 25.9 rides per platform hour, respectively.

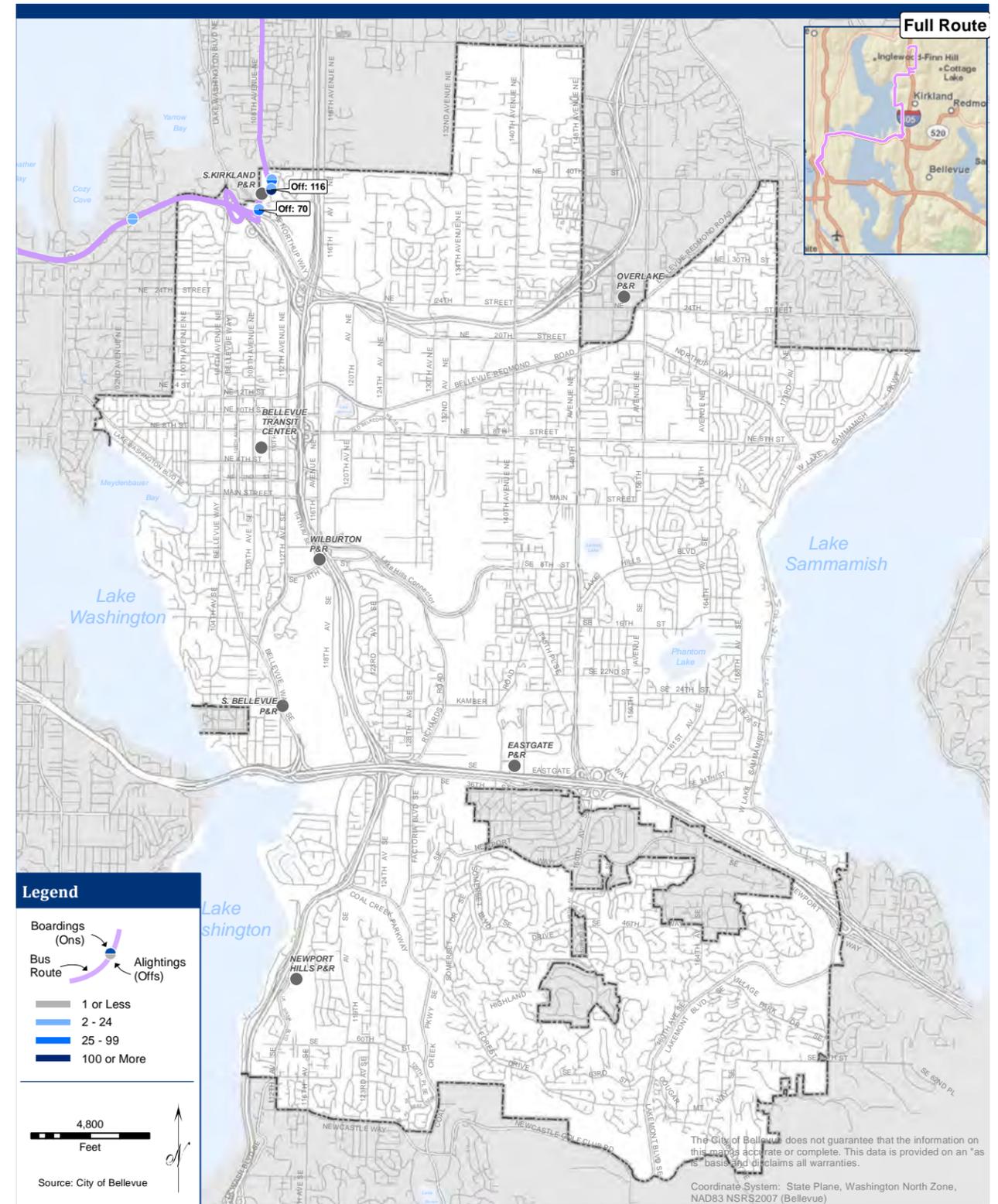
# Route 255

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 255

## Metro All-Day Route Service Level Assessment

Corridor 46C - Totem Lake to Downtown Seattle via Kirkland, SR-520

### Step 1

| Land Use - Productivity |            |                  |        |
|-------------------------|------------|------------------|--------|
| Corridor Length         | Total HHs  | HH/Corridor Mi   | Points |
| 17.38                   | 15,733     | 905              | 0      |
|                         | Total Jobs | Jobs/Corridor Mi | Points |
|                         | 107,682    | 6,197            | 4      |

| Social Equity - Demographics |                                      |                                  |        |
|------------------------------|--------------------------------------|----------------------------------|--------|
| All Inbound Ons              | All Inbound Ons in Minority Tracts   | % Boarding in Minority Tracts    | Points |
| 1634                         | 0                                    | 0%                               | 0      |
|                              | All Inbound Ons in Low-Income Tracts | % Boardings in Low-Income Tracts | Points |
|                              | 43                                   | 3%                               | 0      |

| Geographic Value - Primary Connections |                   |                     |        |
|--|-------------------|---------------------|--------|
| Activity Center 1                      | Activity Center 2 | Activity Connection | Points |
| Totem Lake                             | Seattle CBD       | Yes                 | 5      |
| Urban Center 1                         | Urban Center 2    | Urban Connection    | Points |
| Totem Lake                             | Seattle CBD       | Yes                 | 5      |

| Point Sub-Totals |               |           |                     |
|------------------|---------------|-----------|---------------------|
| Land Use         | Social Equity | Geo.Value | <b>Step 1 Total</b> |
| 4                | 0             | 10        | <b>14</b>           |

| Step 1 Suggested Service Levels |          |       |  |
|---------------------------------|----------|-------|--|
| Peak                            | Off-Peak | Night |  |
| 30                              | 30       | 0     |  |

Analysis based on 2009 data

### Step 2

| Load Factor                                |          |                                       |          |
|--|----------|---------------------------------------|----------|
| Passenger Loads at Suggested Service Level |          | Frequency Improvements Based on Loads |          |
| Peak                                       | Off-Peak | Peak                                  | Off-Peak |
| 1.6  | 0.55     | 2                                     | 0        |

| Cost Recovery                            |          |       |                                       |          |       |
|--|----------|-------|---------------------------------------|----------|-------|
| Cost Recovery at Suggested Service Level |          |       | Frequency Improvements Based on Loads |          |       |
| Peak                                     | Off-Peak | Night | Peak                                  | Off-Peak | Night |
| 58%                                      | 17%      | 12%   | 1                                     | 0        | 0     |

| Additional Night Service                 |                              |                                   |                                   |
|--|------------------------------|-----------------------------------|-----------------------------------|
| Primary Connection Between Urban Centers | Cost Recovery Basis (8%/16%) | Corridor Has 15 Min. Peak Service | Add What Frequency Night Service? |
| 60                                       | 60                           | 30                                | 30                                |

| Step 2 Service Level Adjustments |          |       |
|----------------------------------|----------|-------|
| Peak                             | Off-Peak | Night |
| 2                                | 0        | 0     |

### Result

| Final Suggested Service Levels |          |       |                          |
|--------------------------------|----------|-------|--------------------------|
| Peak                           | Off-Peak | Night | Resulting Service Family |
| Better than 15 min             | 30       | 30    | Frequent                 |

## Recent & Future Service Revisions

### October 2011

As part of the Fall 2011 service revision, 6,200 annual platform hours were added to Route 255 to improve service frequencies. Trips were added to improve Route 255 frequency in both directions to every 10 minutes during weekday peak periods (6:00-9:00 and 15:00-19:00) and to every 30 minutes on weekday evenings (19:15-21:45) between 116th Avenue NE/NE 128th Street and downtown Seattle.

### June 2012

Route 255 is among the routes Metro is considering for increased investment in June 2012 to improve on-time performance/schedule calibration. On-time performance is Metro's second investment priority; affected routes are determined according to 'lateness' thresholds defined in Metro's Service Guidelines.

Based on King County Metro's service level assessment, Corridor 46C is overserved during off-peak hours and underserved at night. To improve efficiency and service, respectively, Metro recommends that off-peak service be reduced and night service be improved to 30 minute intervals.

|                                  | Peak | Off-Peak | Night |
|----------------------------------|------|----------|-------|
| Existing Level of Service        | < 15 | 15       | 60    |
| Suggested Level of Service       | < 15 | 30       | 30    |
| Recommended Levels of Adjustment | 0    | -1       | 1     |

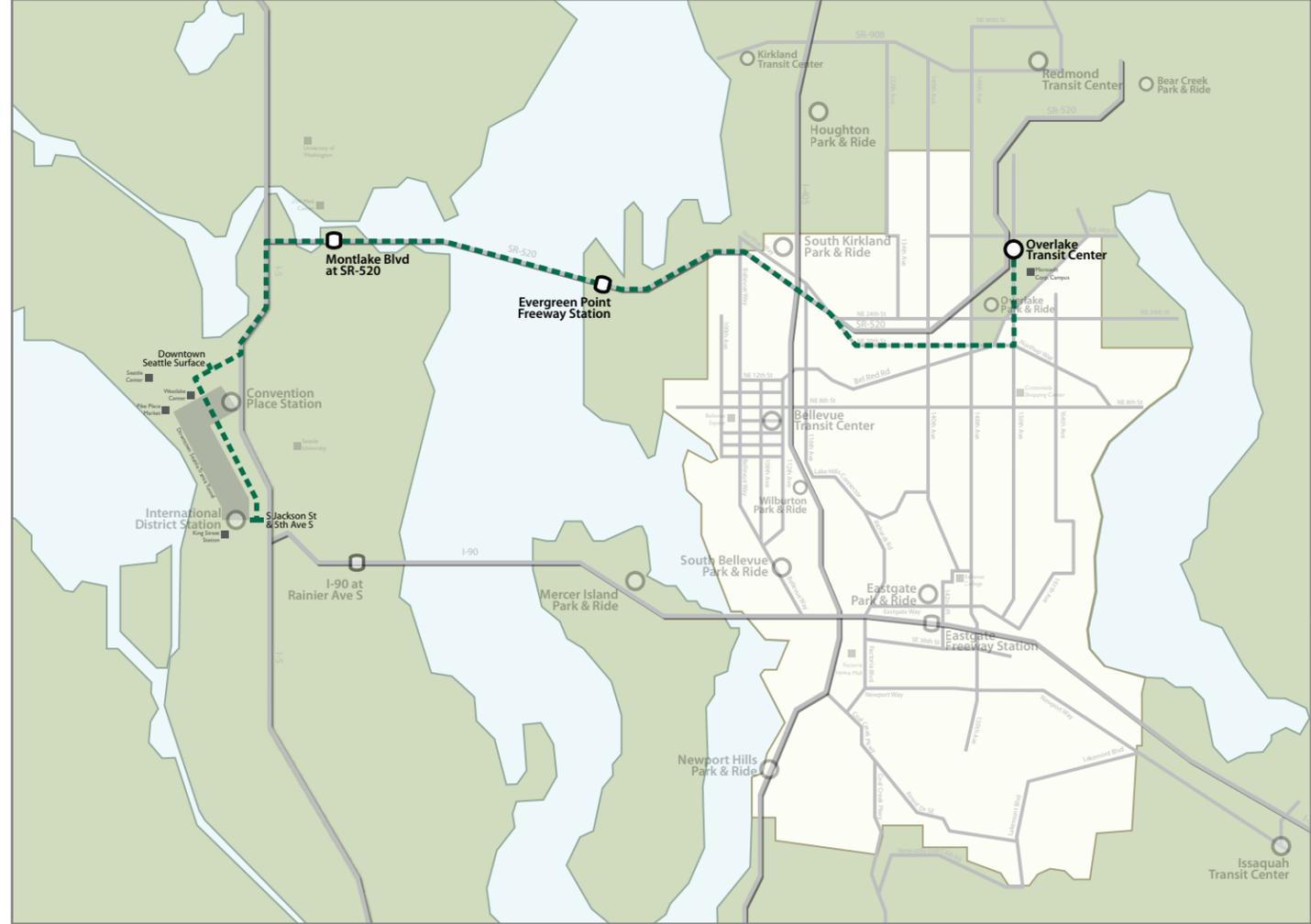
# Route 256

Downtown Seattle to Overlake via South Kirkland  
Peak-Only Alternative to 249 + 255

Peak-Only Route  
Deleted Fall 2011  
Serves Seattle Core

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

| This Route Serves               | Nearby Destinations Include  | Transfer Opportunities With                              |
|---------------------------------|--|--|
| S Jackson St & 5th Ave S        | International District Tunnel Station, King Street Station<br>                                     | 41 71 72 73                  311 424 982 986 540 542 545 |
| Downtown Seattle Surface        | Downtown Seattle, Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center | Connections to many destinations                         |
| Montlake Blvd at SR-520         | Montlake neighborhood, MOHAI   | 25 43 44 48               311 424 982 986 540 542 545    |
| Evergreen Point Freeway Station | Yarrow Point, Clyde Hill   | 311 424 982 986 540 542 545                              |
| Overlake Transit Center         | Overlake Employment Area, Microsoft Corp. Campus   |  |



Map depicts Fall 2011 routing

|                          | Weekday       | Saturday      | Sunday        | Annual Total |
|--------------------------|---------------|---------------|---------------|--------------|
| Hours of Service         |               |               |               |              |
| Daily Trips              | 10            |               |               |              |
| 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          |               |               |               |              |
| Revenue Hours            | 8.67          |               |               | 2,141        |
| Platform Hours           | 13.50         |               |               | 3,335        |
| Revenue Miles            | 151.75        |               |               | 37,482       |
| Platform Miles           | 232.66        |               |               | 57,467       |
| Passenger Miles          | 1,521.10      |               |               | 379,393      |
| Revenue Hr/Platform Hr   | 0.64          |               |               | 0.64         |
| Revenue Mi/Platform Mi   | 0.65          |               |               | 0.65         |
| Passenger Mi/Platform Mi | 6.54          |               |               | 6.60         |
| Boardings (per day)      | 217.61        |               |               | 53,747       |
| Max Load                 | 21.50         |               |               | N/A          |
| Average Load             | 17.40         |               |               | 10.12        |
| Boardings/Trip           | 21.76         |               |               | 21.76        |
| Boardings/Revenue Hour   | 25.10         |               |               | 25.11        |
| Boardings/Revenue Mile   | 1.43          |               |               | 12.65        |
| Boardings/Platform Hour  | 16.12         |               |               | 16.12        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$221.50 |
| Cost/Platform Hour | \$142.20 |
| Cost/Revenue Mile  | \$12.65  |
| Cost/Platform Mile | \$8.25   |
| Cost/Boarding      | \$8.82   |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$82,438  |
| Operating Costs  | \$474,168 |
| Farebox Recovery | 17.4%     |

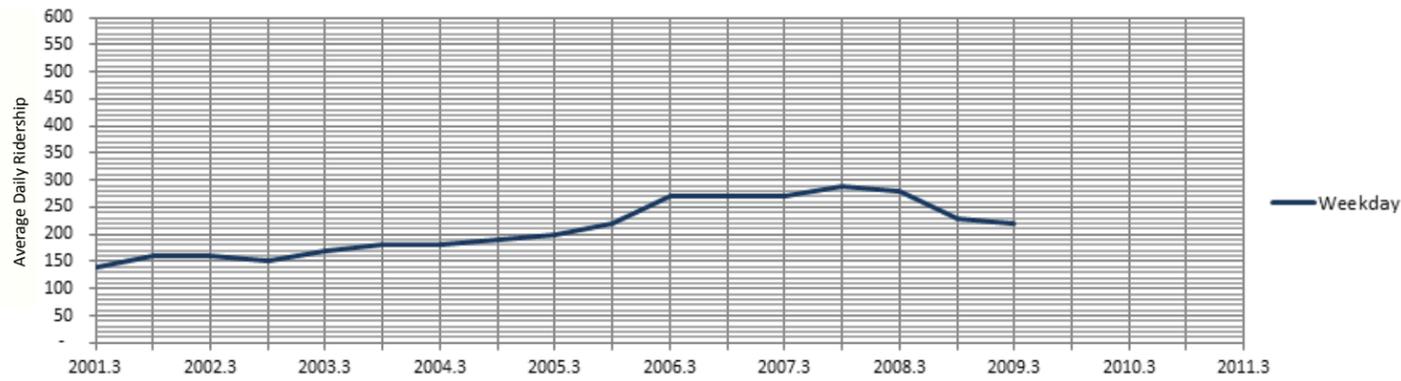
**Route 256 was eliminated by the Fall 2011 service change.** It was a one-way peak-only route that traveled from the Downtown Seattle Transit Tunnel to the Overlake Employment Area via SR-520, the South Kirkland Park & Ride, Northrup Way, and 156th Ave NE. Replacement service for the route includes a more frequent Route 255, a revised and improved Route 249 on Northrup Way, and Sound Transit Route 545 serving the Downtown Seattle to Overlake segment.

Though Route 256 performed somewhat below average according to all major performance measures, it did not rank among Bellevue's bottom 25 percent for any of these measures. Rides per platform hour (16.12; average 18.44) is the measure for which it ranked the highest—twenty-fifth of forty-six—yet the route's worst measure was the other representing productivity, passenger miles per platform mile (6.60; average, 13.94; median, 11.36). In 2010, Route 256 served only 0.4 percent of Bellevue's total annual rides.

# Route 256

## Historical & Relative Route Performance

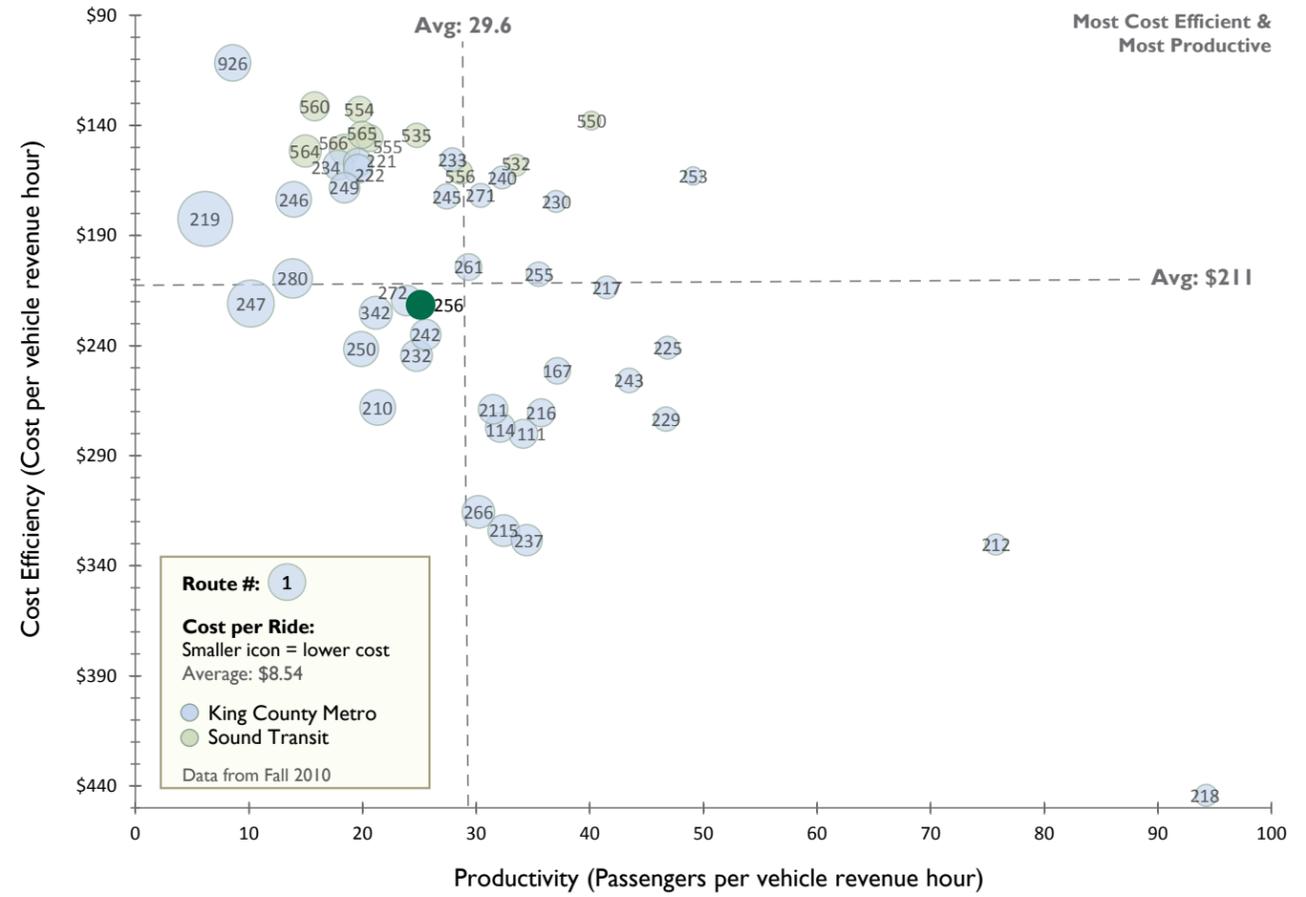
Route 256 Average Daily Ridership



Route 256 Daily Productivity



Service Notes:  
Since Spring 2001: 10 trips operated daily



### Nine-Year Summary

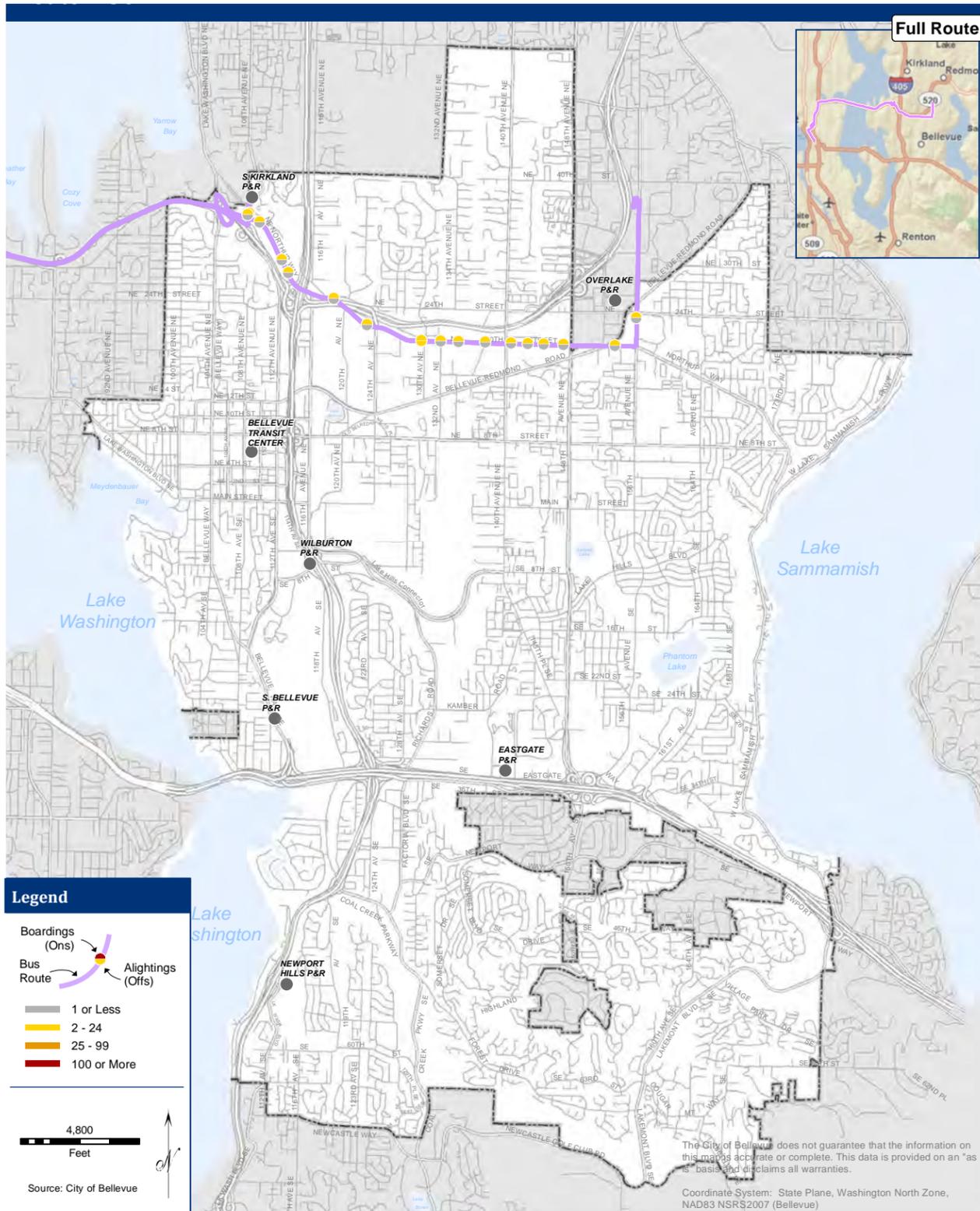
| Average Daily Ridership     |        |        | Productivity                |        |        |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Most Recent                 | 220    | 2009.3 | Most Recent                 | 16.4   | 2009.3 |
| Maximum                     | 290    | 2008.1 | Maximum                     | 21.7   | 2008.1 |
| Minimum                     | 140    | 2001.3 | Minimum                     | 9.8    | 2003.1 |
| Average                     | 210.6  |        | Average                     | 15.5   |        |
| % Change from Previous Year | -21.4% |        | % Change from Previous Year | -19.1% |        |
| % Change from Nine-Year Max | -24.1% |        | % Change from Nine-Year Max | -24.1% |        |

All above figures refer to weekday ridership

Route 256 has exhibited mediocre performance since its inception in 1989, but it initially attracted higher ridership than it has in recent years. Its original intention was to serve the Overlake Employment Area, and it typically served an average of between 350 and 450 daily riders on 18 or 19 daily trips through 1999. In Fall 2000, Route 256 was supplanted by Sound Transit Route 545 service through Northrup and the Bel-Red corridor and did not have enough riders to maintain direct service to Downtown Seattle. The average daily ridership of Route 256 fell below 200 in Fall 2001 and did not exceed this threshold again until Fall 2005, after which it continued to increase to its recent maximum of an average of 290 daily rides in Spring 2008. Route 256's productivity has maintained some consistency over time because of its service to the South Kirkland Park & Ride. The route served over 20 rides per platform hour between Fall 2006 and Fall 2008 but has since fell below this threshold in 2009 when average daily ridership fell from 280 to 230.

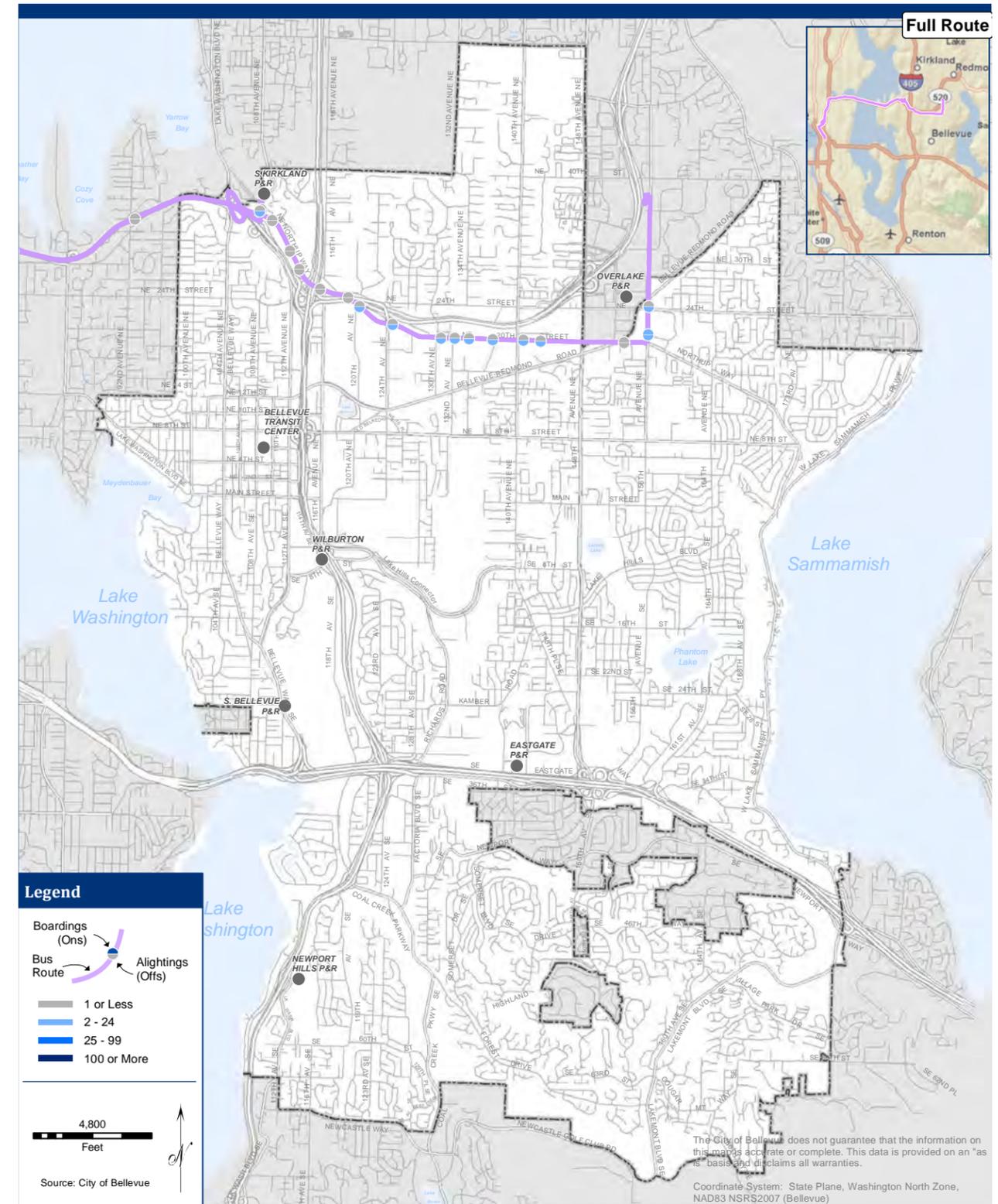
# Route 256

Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

Boarding & Alighting Activity | Outbound

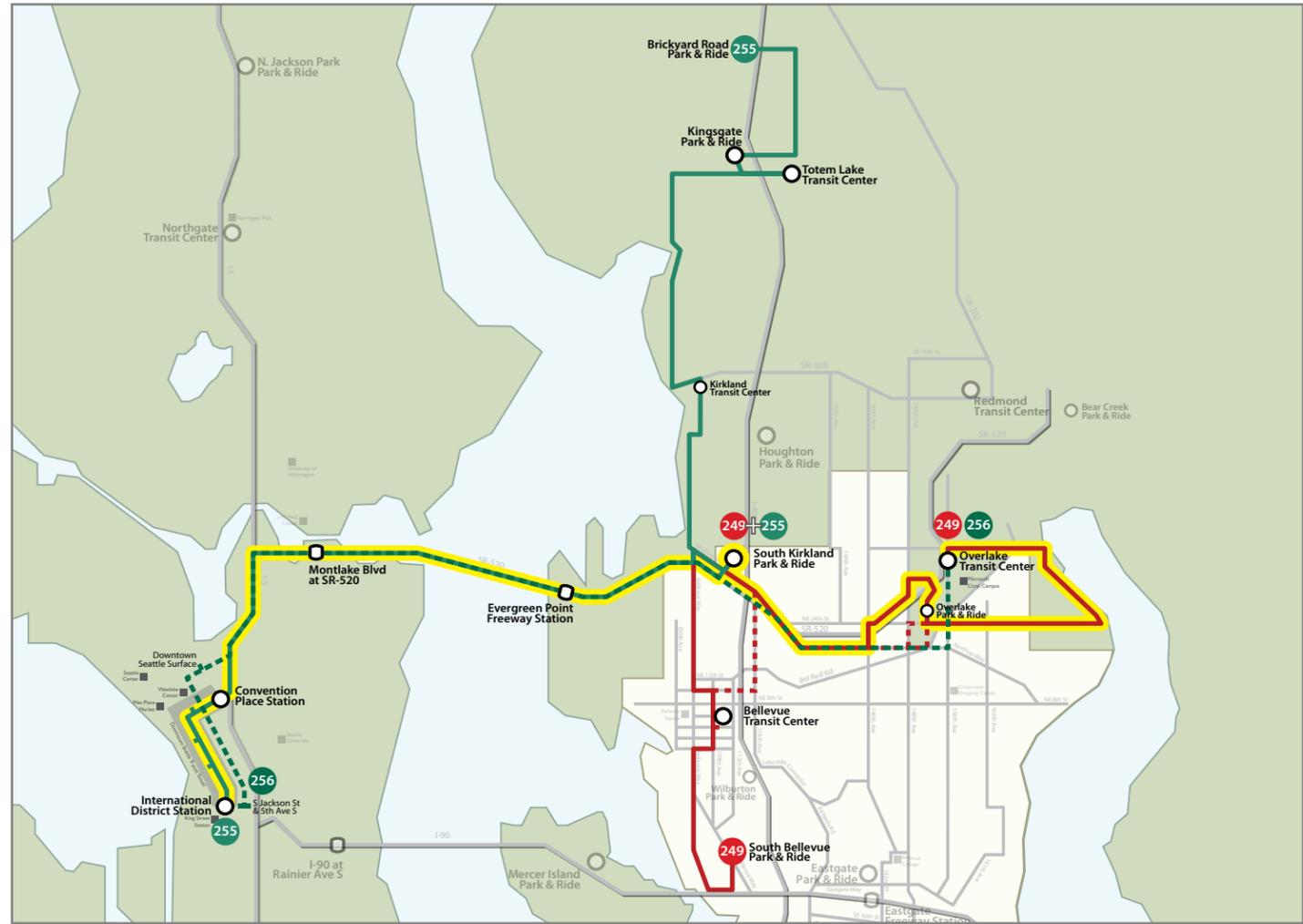


Map depicts Fall 2010 routing and data

# Route 256

## Metro Peak-Only Route Service Level Assessment

Peak-Only Alternative to 249 + 255\*\*



Route 256 was not evaluated according to Metro's new peak commuter service guidelines because the route was deleted by ordinance in conjunction with RapidRide B.

Based on data from 2010, Route 256 may have been recommended for service reduction even without the ordinance, as it served less than 50 percent as many rides per trip as its alternative. The route did however provide travel time savings of over 30 percent.

| Route Alternatives   | Peak-Hour Headway   | Travel Time | Ridership |
|--|---------------------|-------------|-----------|
| <b>256</b> Bellevue to Eastgate via South Bellevue, Beaux Arts | 30                  | 0:49        | 21.76     |
| <b>249</b> Bellevue to Renton via Newcastle, Factoria          | 30                  | 0:48        | 14.95     |
| <b>255</b> Eastgate to Issaquah via Newport Way                | 15-30               | 0:26        | 48.46     |
|  | Total:              | 1:14        | —         |
|  | Percent Difference: | 33.8%       | 44.9%     |

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2010. Ridership and travel times shown reflect Fall 2010 data.

## Recent & Future Service Revisions

October 2011

As part of the Fall 2011 service change, Route 256 was deleted and its resources used to add more trips to Route 255 between Kirkland and downtown Seattle. The revised Route 249 provides additional alternative service for some segments.



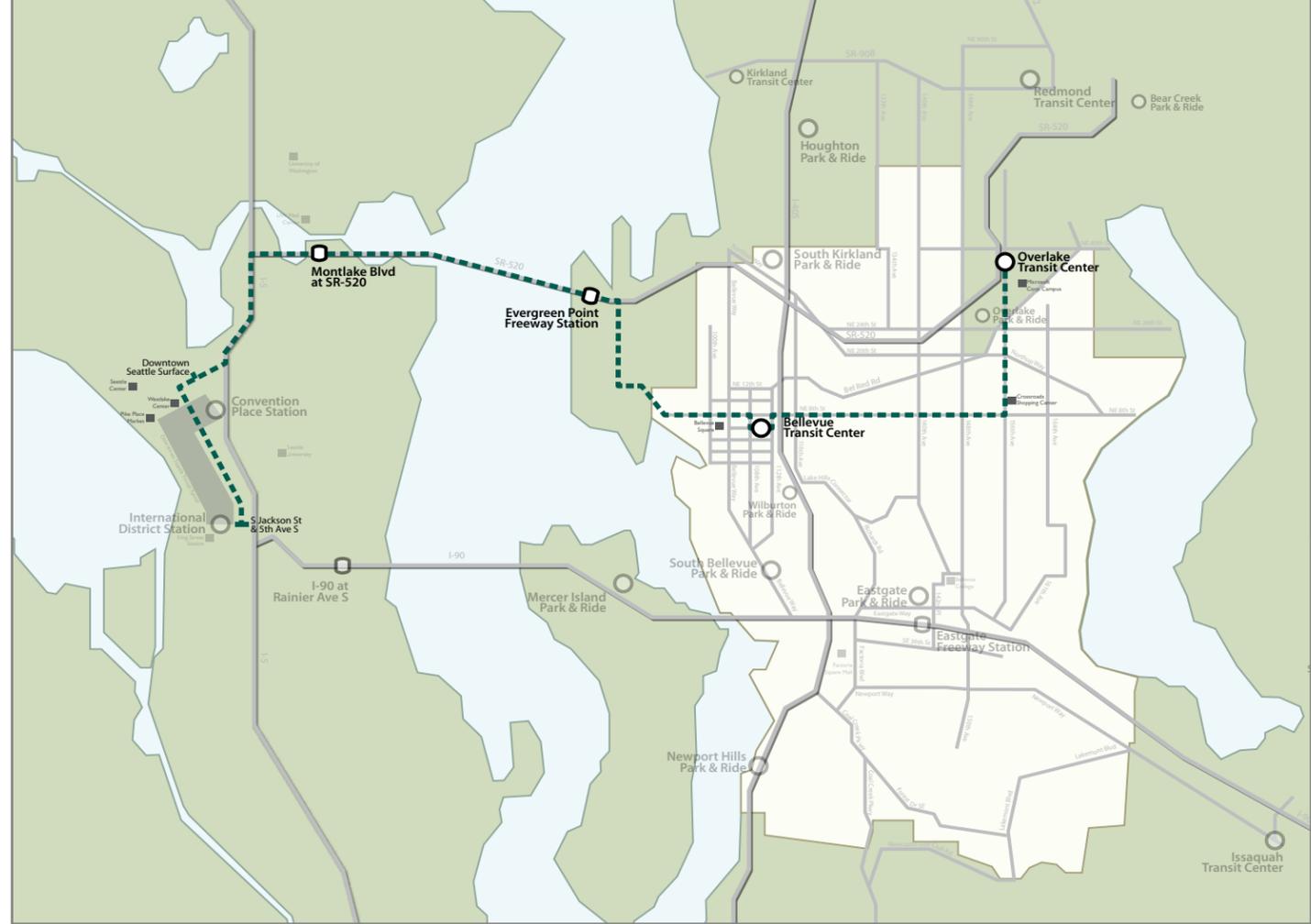
# Route 261

Overlake to Downtown Seattle via Bellevue  
Peak-Only Alternative to 230 + 550

Peak-Only Route  
Deleted Fall 2011  
Serves Seattle Core

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

| This Route Serves               | Nearby Destinations Include  | Transfer Opportunities With  |
|---------------------------------|--|--|
| S Jackson St & 5th Ave S        | International District Tunnel Station, King Street Station<br>                                     | 41 71 72 73 111 114 210 211 214 215 250 252<br>257 260 268 311 510 511 512 545 554                         |
| Downtown Seattle Surface        | Downtown Seattle, Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center | Connections to many destinations   |
| Montlake Blvd at SR-520         | Montlake neighborhood, MOHAI   | 25 43 44 48 167 242 243 250 252 255 257 260 265<br>268 271 272 277 280 311 424 982 986 540 542 545 555 556 |
| Evergreen Point Freeway Station | Yarrow Point, Clyde Hill   | 167 242 243 250 252 255 256 257 260 261 265 266<br>268 271 272 277 311 424 982 986 540 542 545 555 556     |
| Bellevue Transit Center         | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center  | 8 226 232 234 235 237 240 241 243 246 249 271<br>280 342 885 886 532 535 550 555 560 566                   |
| Overlake Transit Center         | Overlake Employment Area, Microsoft Corp. Campus   | 8 221 225 232 244 245 249 250 265 268 269 982<br>542 545 566   |



Map depicts Fall 2011 routing

|                          | Weekday       | Saturday      | Sunday        | Annual Total |
|--------------------------|---------------|---------------|---------------|--------------|
| Hours of Service         |               |               |               |              |
| Daily Trips              | 10            |               |               |              |
| 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          |               |               |               |              |
| Revenue Hours            | 10.49         |               |               | 2,593        |
| Platform Hours           | 16.35         |               |               | 4,038        |
| Revenue Miles            | 156.75        |               |               | 38,717       |
| Platform Miles           | 267.30        |               |               | 66,023       |
| Passenger Miles          | 1,956.10      |               |               | 483,157      |
| Revenue Hr/Platform Hr   | 0.64          |               |               | 0.64         |
| Revenue Mi/Platform Mi   | 0.59          |               |               | 0.59         |
| Passenger Mi/Platform Mi | 7.32          |               |               | 7.32         |
| Boardings (per day)      | 307.91        |               |               | 76,052       |
| Max Load                 | 27.10         |               |               | N/A          |
| Average Load             | 20.20         |               |               | 12.48        |
| Boardings/Trip           | 30.79         |               |               | 30.79        |
| Boardings/Revenue Hour   | 29.35         |               |               | 29.32        |
| Boardings/Revenue Mile   | 1.96          |               |               | 13.69        |
| Boardings/Platform Hour  | 18.83         |               |               | 18.83        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$204.31 |
| Cost/Platform Hour | \$131.21 |
| Cost/Revenue Mile  | \$13.69  |
| Cost/Platform Mile | \$8.03   |
| Cost/Boarding      | \$6.97   |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$146,051 |
| Operating Costs  | \$529,865 |
| Farebox Recovery | 27.6%     |

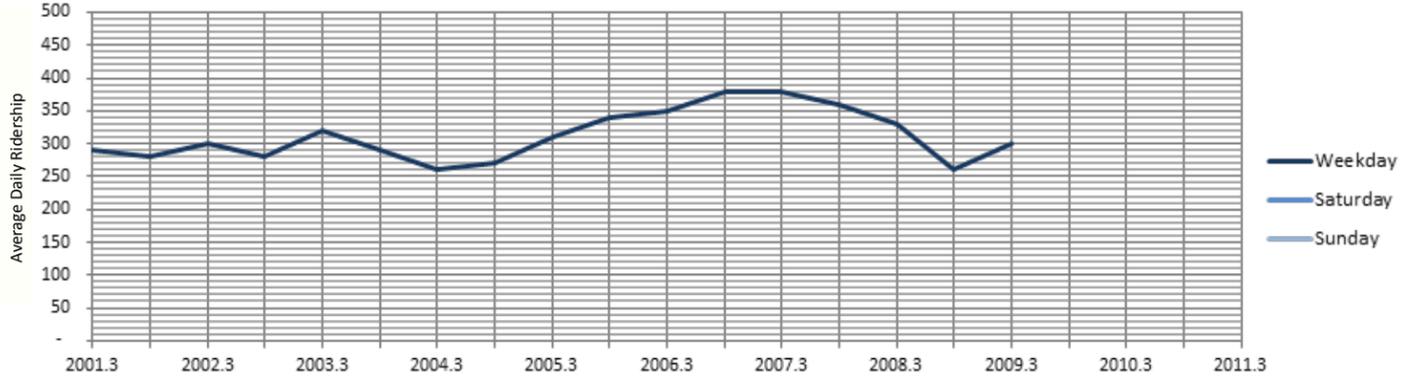
**Route 261 was eliminated by the Fall 2011 service change.** It was a one-way peak-only route that went from the Overlake Park & Ride on 156th Ave and NE 8th St through Crossroads, the Bellevue Transit Center, and Medina on NE 84th St before serving Downtown Seattle. Route 261 was created for riders of Route 253—which previously continued on to Seattle—and provided peak-only direct service from Crossroads to Seattle before Sound Transit Express Route 550 began operation. Its intended purpose was to provide direct service from Crossroads to Downtown Seattle; however, its peak in ridership occurred at the Bellevue Transit Center—indicating it was more commonly used for intra-Eastside travel than for reaching Seattle. Replacement service for Route 261 is provided by Routes 271, 550, and the RapidRide B Line.

Route 261's most notable performance measure is its farebox recovery ratio, which at 27.6 percent (citywide average, 22.5%) is among the top 25 percent of Bellevue routes. The route's ratio of passenger miles per platform mile (7.32; average, 13.94) is also notable, as it is the measure for which Route 261 ranks lowest (thirty-second of forty-five). Other performance measures are either narrowly above or narrowly below their respective network averages.

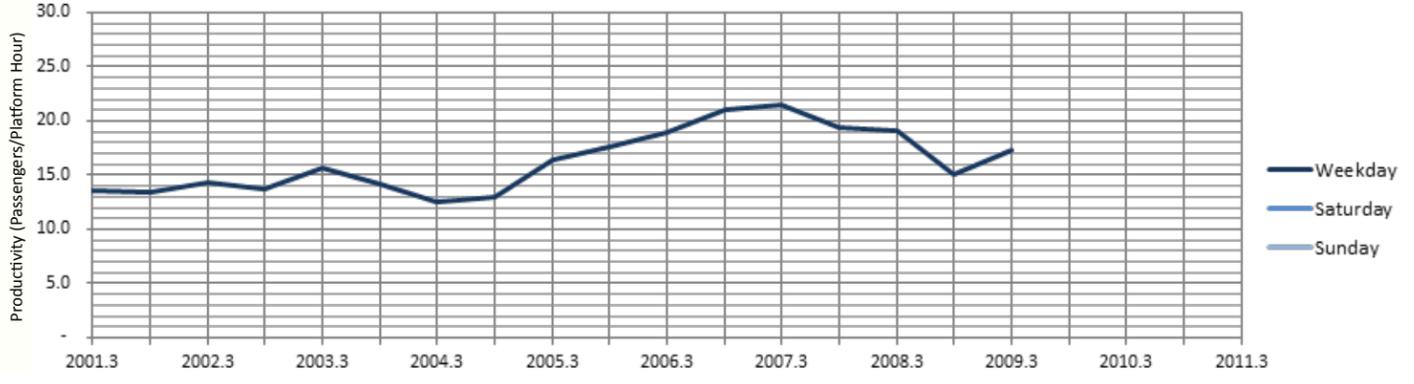
# Route 261

## Historical & Relative Route Performance

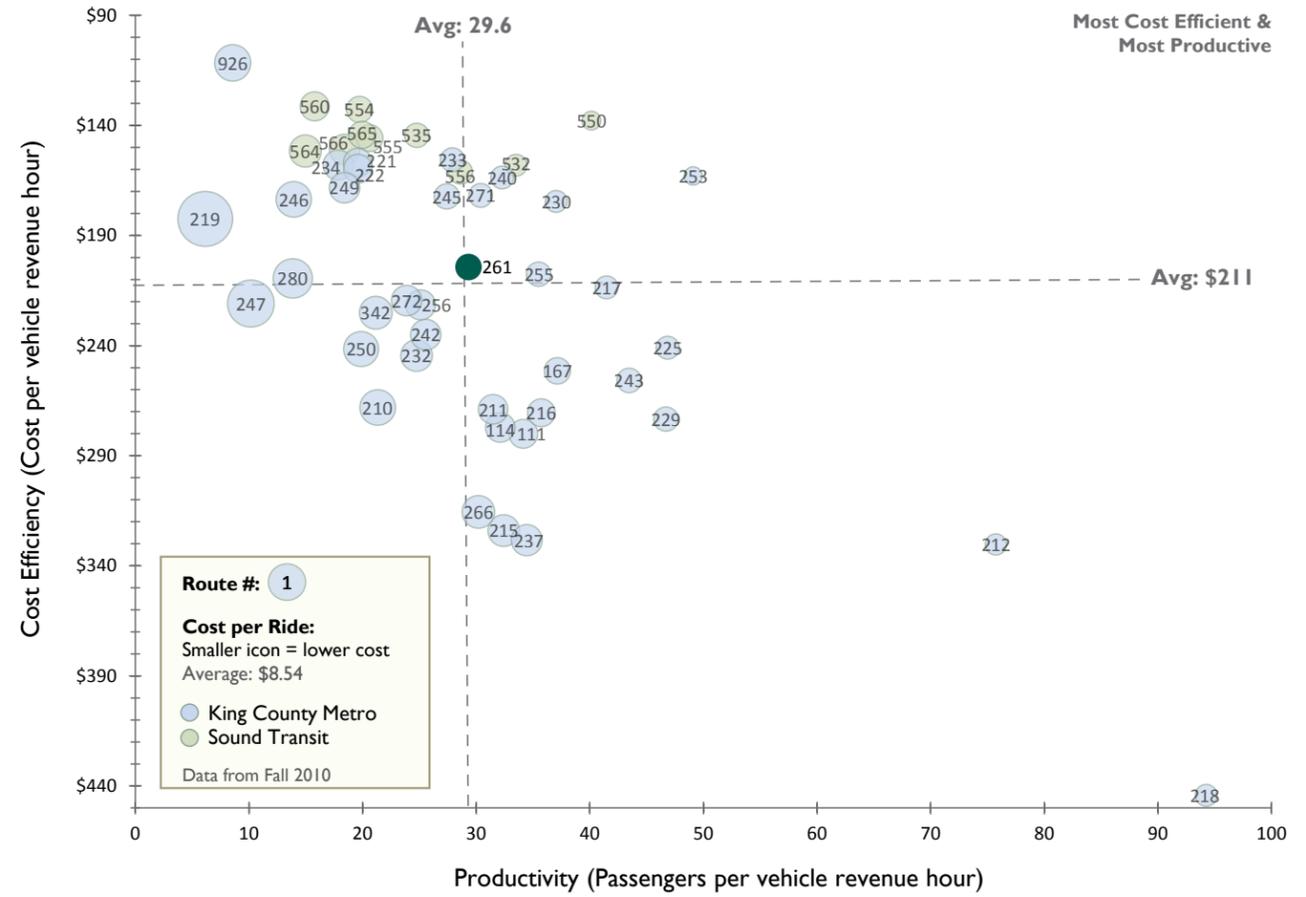
Route 261 Average Daily Ridership



Route 261 Daily Productivity



Service Notes:  
Fall 2001: 12 daily trips  
Fall 2005: 10 daily trips



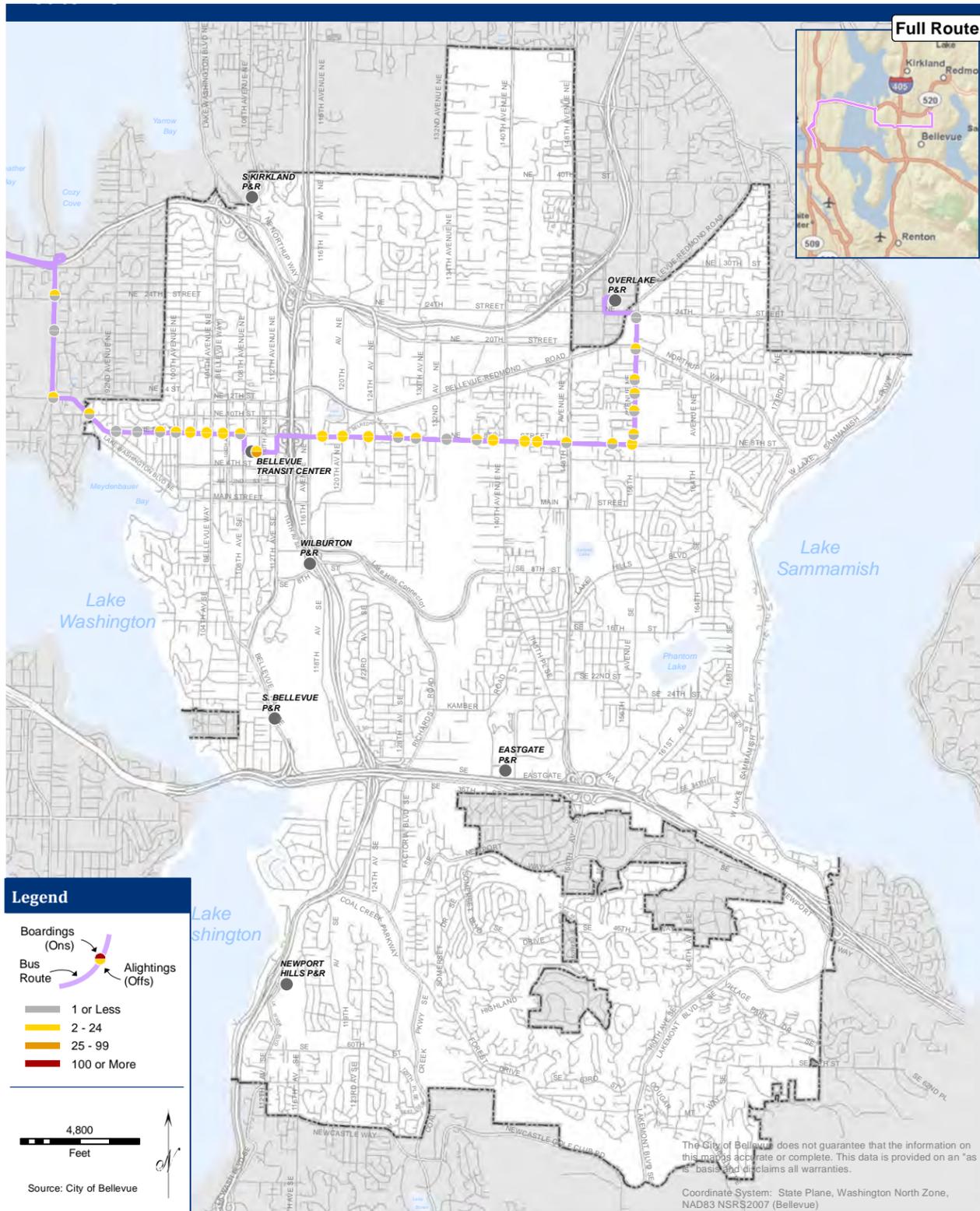
| Nine-Year Summary           |        |                |                             |        |        |
|-----------------------------|--------|----------------|-----------------------------|--------|--------|
| Average Daily Ridership     |        |                | Productivity                |        |        |
| Most Recent                 | 300    | 2009.3         | Most Recent                 | 17.3   | 2009.3 |
| Maximum                     | 380    | 2007.1, 2007.3 | Maximum                     | 21.4   | 2007.3 |
| Minimum                     | 260    | 2004.3, 2009.1 | Minimum                     | 12.5   | 2004.3 |
| Average                     | 311.8  |                | Average                     | 16.3   |        |
| % Change from Previous Year | -9.1%  |                | % Change from Previous Year | -9.1%  |        |
| % Change from Nine-Year Max | -21.1% |                | % Change from Nine-Year Max | -19.3% |        |

All above figures refer to weekday ridership

Route 261 has performed relatively consistently since its introduction in Spring 1998. It operated fifteen daily trips through Spring 2001, during which time it typically attracted an average of about 400 daily rides. Though this is higher in absolute terms than its ridership since Fall 2001—the year that the number of daily trips operated was reduced to twelve (then reduced further to ten in Fall 2005)—the route's productivity has improved since its initial decline in Fall 2001. The number of rides served per platform hour exceeded 20 during 2007, and rides served per trip peaked that year at 38.

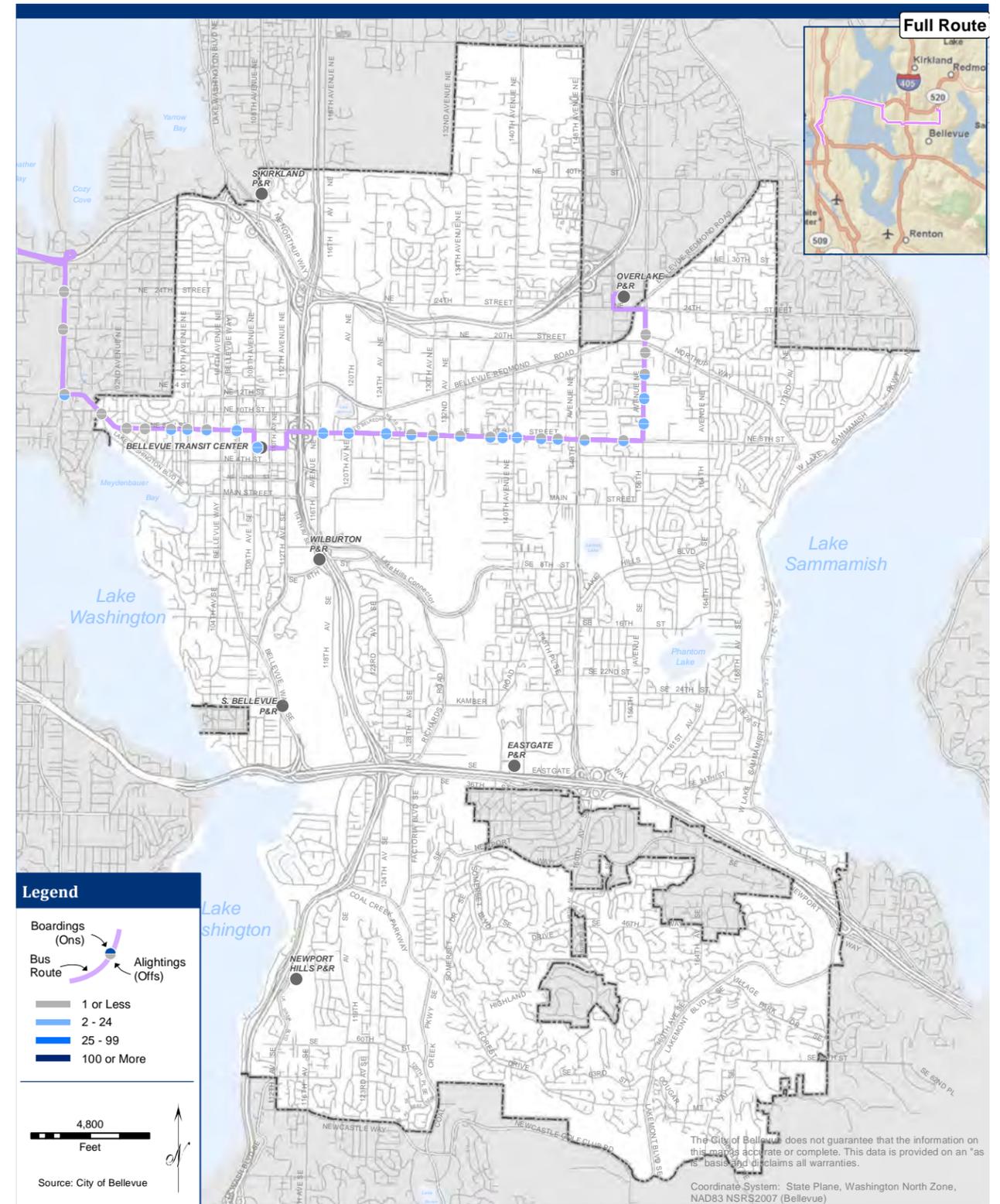
# Route 261

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 261

## Metro Peak-Only Route Service Level Assessment

Peak-Only Alternative to 230 + 550\*\*



## Recent & Future Service Revisions

October 2011

Route 261 was deleted as part of the Fall 2011 service change. Its 4,000 annual platform hours have been reinvested throughout the Eastside transit network.

Route 261 was not evaluated according to Metro's new peak commuter service guidelines because the route was deleted by ordinance in conjunction with RapidRide B.

Based on 2010 data, Route 261 would likely have been recommended for service reduction even without the ordinance, as it exhibited only about 81 percent as much ridership as its alternative and provided travel time savings just below the 20 percent threshold.

| Route Alternatives  | Peak-Hour Headway | Travel Time | Ridership |
|---|-------------------|-------------|-----------|
| <b>261</b> Overlake to Downtown Seattle via Bellevue            | 30                | 0:50        | 30.79     |
| <b>230</b> Kirkland to Bellevue via South Kirkland              | 30                | 0:26        | 35.69     |
| <b>550</b> Bellevue to Downtown Seattle via I-90, Mercer Island | 6-10              | 0:35        | 38.12     |
| Total:  |                   | 1:01        | —         |
| Percent Difference:   |                   | 18%         | 80.8%     |

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2010. Ridership and travel times shown reflect Fall 2010 data.

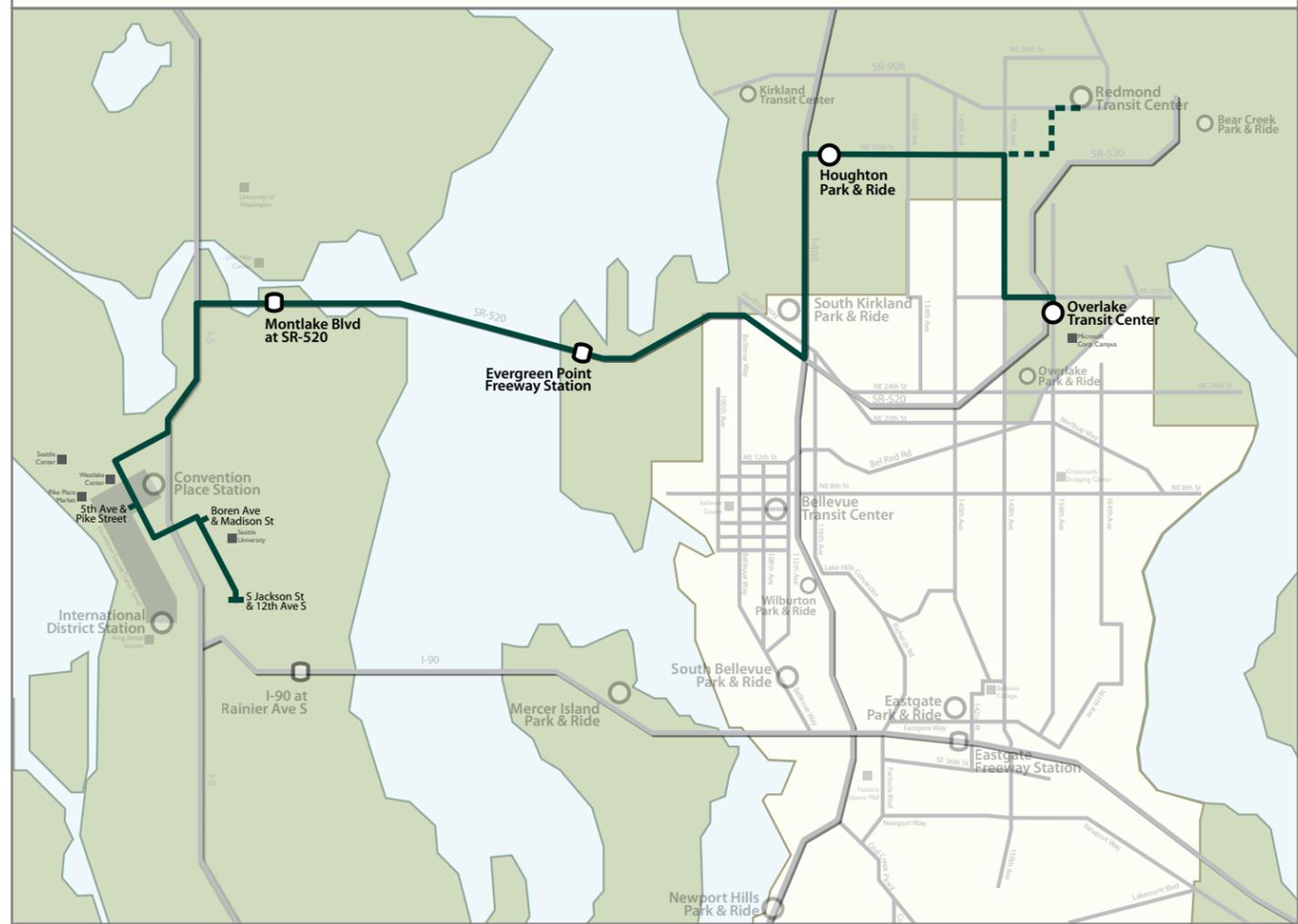
# Route 265

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 221 225 232 244 245 249 250 265 268 269 982<br>542 545 566   |
| Evergreen Point Freeway Station | Yarrow Point, Clyde Hill   | 167 242 243 250 252 255 256 257 260 261 263 266<br>268 271 272 277 311 424 982 986 540 542 545 555 556     |
| Montlake Blvd at SR-520         | Montlake neighborhood, MOHAI   | 25 43 44 48 167 242 243 250 252 255 257 260 265<br>268 271 272 277 280 311 424 982 986 540 542 545 555 556 |
| Downtown Seattle Surface        | Downtown Seattle, Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center | Connections to many destinations   |
| Boren Avenue & Madison Street   | Harborview Medical Center, Virginia Mason Medical Center, Swedish First Hill Campus                | 2 3 4 60 64 193 211 265 303 309  |



Map depicts Fall 2011 routing

|                          | Weekday  | Saturday | Sunday | Annual Total |         |    |    |    |    |   |    |    |    |    |   |  |
|--------------------------|----------|----------|--------|--------------|---------|----|----|----|----|---|----|----|----|----|---|--|
| Hours of Service         | 18       |          |        |              |         |    |    |    |    |   |    |    |    |    |   |  |
| Daily Trips              | 18       |          |        |              |         |    |    |    |    |   |    |    |    |    |   |  |
| 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          |          |          |        |              |         |    |    |    |    |   |    |    |    |    |   |  |
| Revenue Hours            | 14.67    |          |        |              | 3,947   |    |    |    |    |   |    |    |    |    |   |  |
| Platform Hours           | 27.48    |          |        |              | 7,631   |    |    |    |    |   |    |    |    |    |   |  |
| Revenue Miles            | 308.97   |          |        |              | 75,887  |    |    |    |    |   |    |    |    |    |   |  |
| Platform Miles           | 545.36   |          |        |              | 143,951 |    |    |    |    |   |    |    |    |    |   |  |
| Passenger Miles          | 3,947.92 |          |        |              | 703,399 |    |    |    |    |   |    |    |    |    |   |  |
| Revenue Hr/Platform Hr   | 0.53     |          |        |              | 0.52    |    |    |    |    |   |    |    |    |    |   |  |
| Revenue Mi/Platform Mi   | 0.57     |          |        |              | 0.53    |    |    |    |    |   |    |    |    |    |   |  |
| Passenger Mi/Platform Mi | 7.24     |          |        |              | 7.79    |    |    |    |    |   |    |    |    |    |   |  |
| Boardings (per day)      | 424.54   |          |        |              | 71,379  |    |    |    |    |   |    |    |    |    |   |  |
| Max Load                 | 24.33    |          |        |              | N/A     |    |    |    |    |   |    |    |    |    |   |  |
| Average Load             | 18.83    |          |        |              | 14.86   |    |    |    |    |   |    |    |    |    |   |  |
| Boardings/Trip           | 23.59    |          |        |              | 15.72   |    |    |    |    |   |    |    |    |    |   |  |
| Boardings/Revenue Hour   | 28.95    |          |        |              | 18.08   |    |    |    |    |   |    |    |    |    |   |  |
| Boardings/Revenue Mile   | 1.37     |          |        |              | 13.38   |    |    |    |    |   |    |    |    |    |   |  |
| Boardings/Platform Hour  | 15.45    |          |        |              | 9.35    |    |    |    |    |   |    |    |    |    |   |  |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$257.25 |
| Cost/Platform Hour | \$133.05 |
| Cost/Revenue Mile  | \$13.38  |
| Cost/Platform Mile | \$7.05   |
| Cost/Boarding      | \$14.22  |

|                  |             |
|------------------|-------------|
| Farebox Revenue  | \$152,765   |
| Operating Costs  | \$1,015,333 |
| Farebox Recovery | 15.0%       |

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.

Because Route 265 did not serve Bellevue prior to King County Metro's Fall 2011 service revision, the Fall 2010 service statistics presented above do not reflect service operated in Bellevue. These are provided primarily for illustrative purposes; statistics from Fall 2011 will be of greater relevance to transit planning in Bellevue and will be provided in future revisions of this document.

# Route 265

## Metro Peak-Only Route Service Level Assessment

### Peak-Only Alternative to 545, 245+211

Because Route 265 did not begin serving Bellevue until Fall 2011, the peak-only analysis has been conducted using Fall 2011 routing and schedules.

Alt. 01 (yellow) Overlake to Downtown Seattle via SR-520  
Alt. 02 (orange) Houghton Park & Ride to First Hill via Eastgate



Alternative service to Route 265 between Overlake and Downtown Seattle is provided by Sound Transit Route 545, while alternative service between the Houghton Park & Ride and First Hill is provided by a combination of Routes 245 and 211, requiring a transfer in Eastgate.

Based on the standards of King County Metro's service level assessment, Route 265 failed one peak service assessment measure in 2009—it did not serve at least 90 percent as much ridership as its alternatives.

In 2010 data, ridership was only 62.5 percent that of Route 245, thus Route 265 continued to fail this measure. Based on Fall 2011 travel times, Route 265 is 70 percent faster than its alternative to First Hill, but it is 65 percent slower than its alternative to Downtown Seattle.

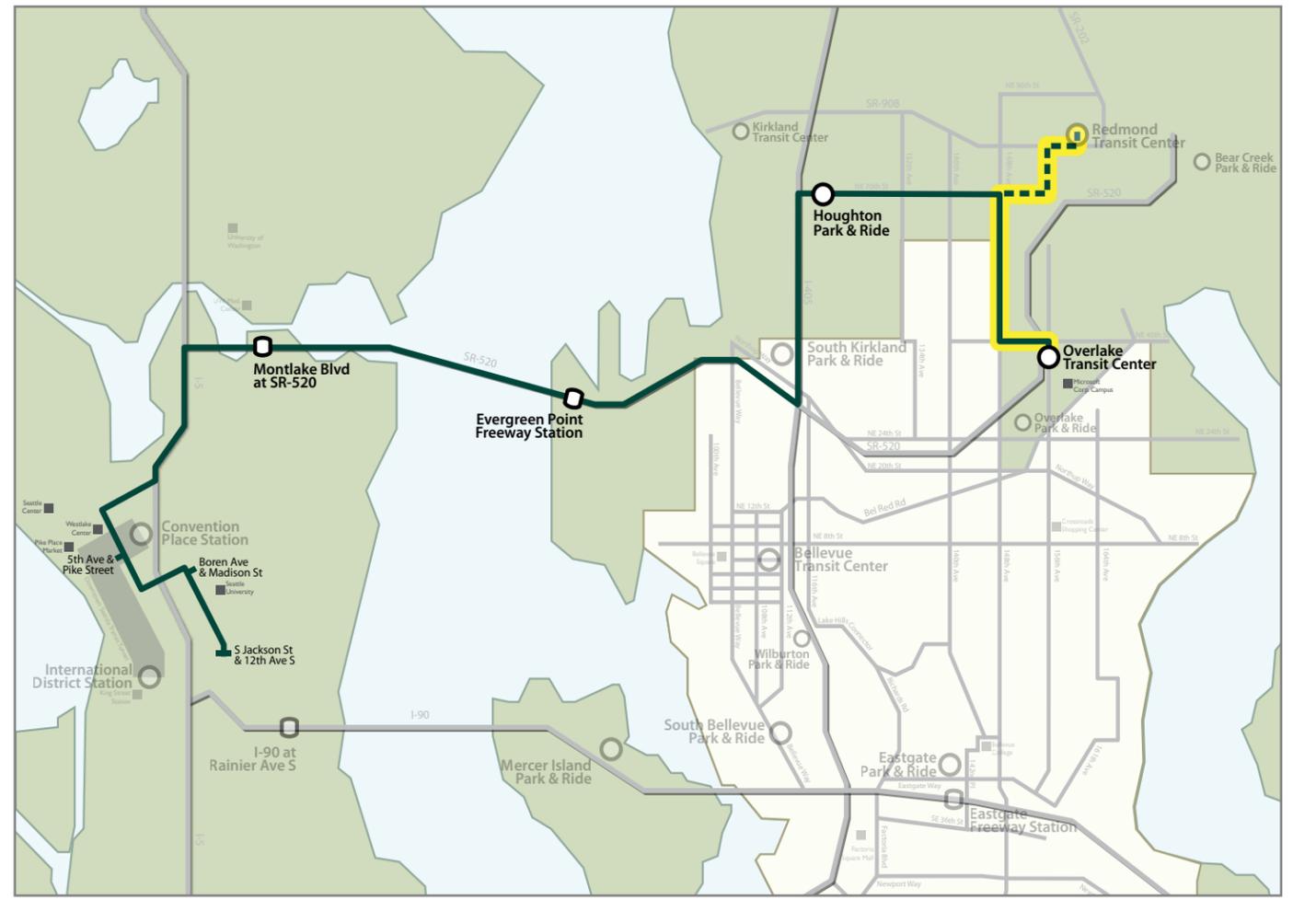
| Route Alternatives   | Peak-Hour Headway   | Travel Time | Ridership |
|--|---------------------|-------------|-----------|
| <b>265</b> Overlake to First Hill via Bellevue                     | 15-20               | 0:33        | 15.72     |
| <b>545</b> Redmond to Seattle via SR-520                           | 8-10                | 0:20        | N/A       |
|  | Percent Difference: | -65%        | N/A       |
| <b>265</b> Overlake to First Hill via Bellevue                     | 15-20               | 0:29        | 15.72     |
| <b>245</b> Kirkland to Factoria via Overlake, Crossroads, Eastgate | 15                  | 0:52        | 25.14     |
| <b>211</b> Eastgate to First Hill via S. Bellevue, Mercer Island   | 30                  | 0:45        | 24.66     |
|  | Total:              | 1:37        |           |
|  | Percent Difference: | 70%         | 62.5%     |

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2011. Ridership reflects Fall 2010 data. Travel times reflect Fall 2011.

## Recent & Future Service Revisions

### October 2011

As part of the Fall 2011 service change, Route 265 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.



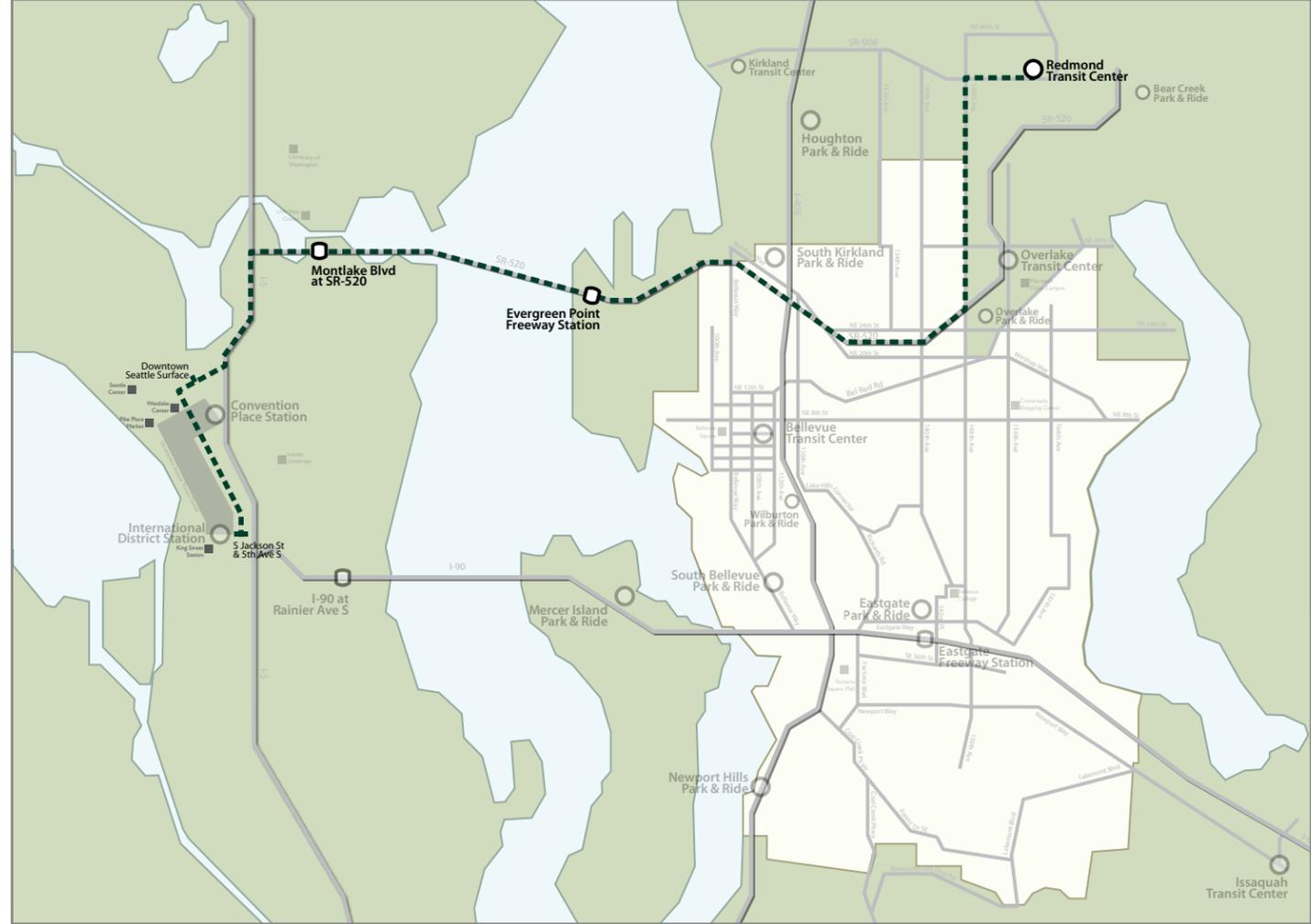
# Route 266

Bear Creek to Downtown Seattle via SR-520  
Peak-Only Alternative to 545

Peak-Only Route  
Deleted Fall 2011  
Serves Seattle Core

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

| This Route Serves               | Nearby Destinations Include  | Transfer Opportunities With                      |
|---------------------------------|--|--|
| S Jackson St & 5th Ave S        | International District Tunnel Station, King Street Station<br>                                     | 41 71 72 73  257 260 268 311 510 511 512 545 554 |
| Downtown Seattle Surface        | Downtown Seattle, Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center | Connections to many destinations                 |
| Montlake Blvd at SR-520         | Montlake neighborhood, MOHAI   | 25 43 44 48  268                                 |
| Evergreen Point Freeway Station | Yarrow Point, Clyde Hill   | 268  |
| Bellevue Transit Center         | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center  | 280  |
| Overlake Transit Center         | Overlake Employment Area, Microsoft Corp. Campus   | 542 545 566                                      |



Map depicts Fall 2011 routing

|                          | Weekday       | Saturday      | Sunday        | Annual Total |
|--------------------------|---------------|---------------|---------------|--------------|
| Hours of Service         |               |               |               |              |
| Daily Trips              | 9             |               |               |              |
| Time of Day              | AM MD PM EV X | AM MD PM EV X | AM MD PM EV X |              |
| Headway (min)            | 20 — 20 — —   |               |               |              |
| Percent On-Time          |               |               |               |              |
| Revenue Hours            | 7.80          |               |               | 1,927        |
| Platform Hours           | 17.79         |               |               | 4,392        |
| Revenue Miles            | 152.01        |               |               | 37,546       |
| Platform Miles           | 338.72        |               |               | 83,664       |
| Passenger Miles          | 2,271.90      |               |               | 561,159      |
| Revenue Hr/Platform Hr   | 0.44          |               |               | 0.44         |
| Revenue Mi/Platform Mi   | 0.45          |               |               | 0.45         |
| Passenger Mi/Platform Mi | 6.71          |               |               | 6.71         |
| Boardings (per day)      | 235.51        |               |               | 58,172       |
| Max Load                 | 30.89         |               |               | N/A          |
| Average Load             | 21.89         |               |               | 14.95        |
| Boardings/Trip           | 26.17         |               |               | 26.17        |
| Boardings/Revenue Hour   | 30.19         |               |               | 30.19        |
| Boardings/Revenue Mile   | 1.55          |               |               | 16.19        |
| Boardings/Platform Hour  | 13.24         |               |               | 13.24        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$315.53 |
| Cost/Platform Hour | \$138.40 |
| Cost/Revenue Mile  | \$16.19  |
| Cost/Platform Mile | \$7.27   |
| Cost/Boarding      | \$10.45  |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$112,732 |
| Operating Costs  | \$607,906 |
| Farebox Recovery | 18.5%     |

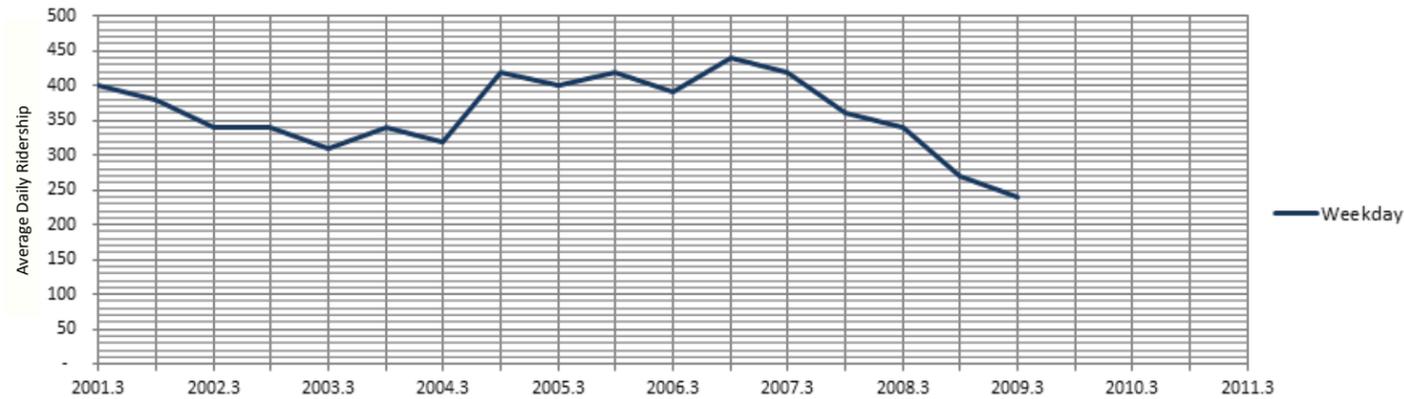
**Route 266 was eliminated by the Fall 2011 service change.** Route 266 was a one-way peak-only route from the Redmond Transit Center to Downtown Seattle that traveled on Old Redmond Road, 148th Ave NE, and SR-520. Replacement service north of NE 40th St will be provided by a revised Route 265, while service south of NE 36th St will be provided by a revised Route 250.

Route 266 has below-average productivity according to both performance measures. Its rides served per platform hour (13.24) is among Bellevue's bottom 25 percent (average, 18.44), and its ratio of passenger miles per platform mile (6.71) is significantly below average (13.94). Based on September 2009 zone boarding analysis, 35 percent of its boardings came from stops at the intersections of 148th Ave NE with NE 32nd St and NE 37th St—the revised Route 250 now serves the NE 32nd St stop and provides service proximate to that at NE 37th St. Sound Transit Route 545 provides more direct alternative service between Downtown Redmond and Downtown Seattle.

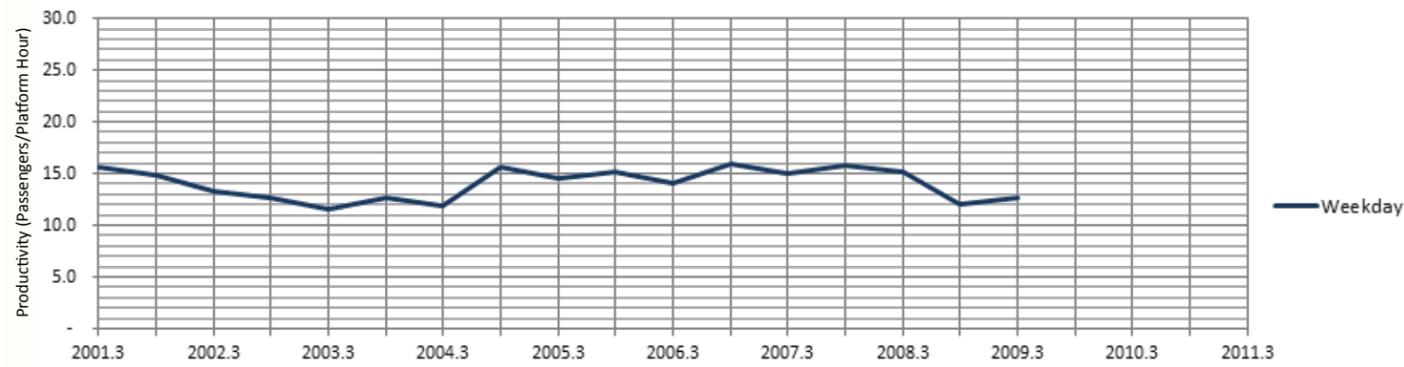
# Route 266

## Historical & Relative Route Performance

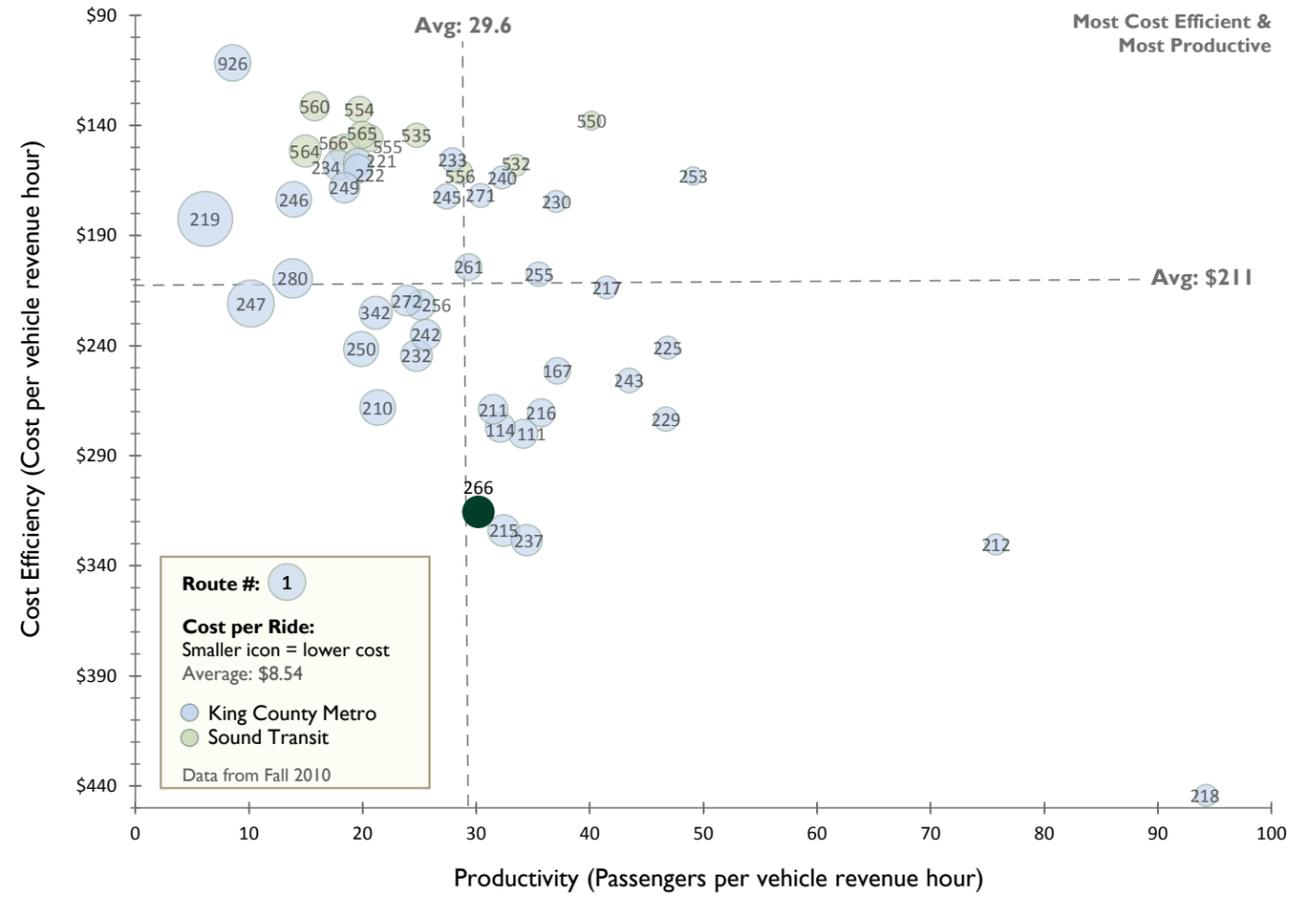
Route 266 Average Daily Ridership



Route 266 Daily Productivity



Service Revisions  
 Fall 2001: 15 daily trips      Fall 2005: 14 daily trips  
 Spring 2008: 12 daily trips      Fall 2009: 10 daily trips



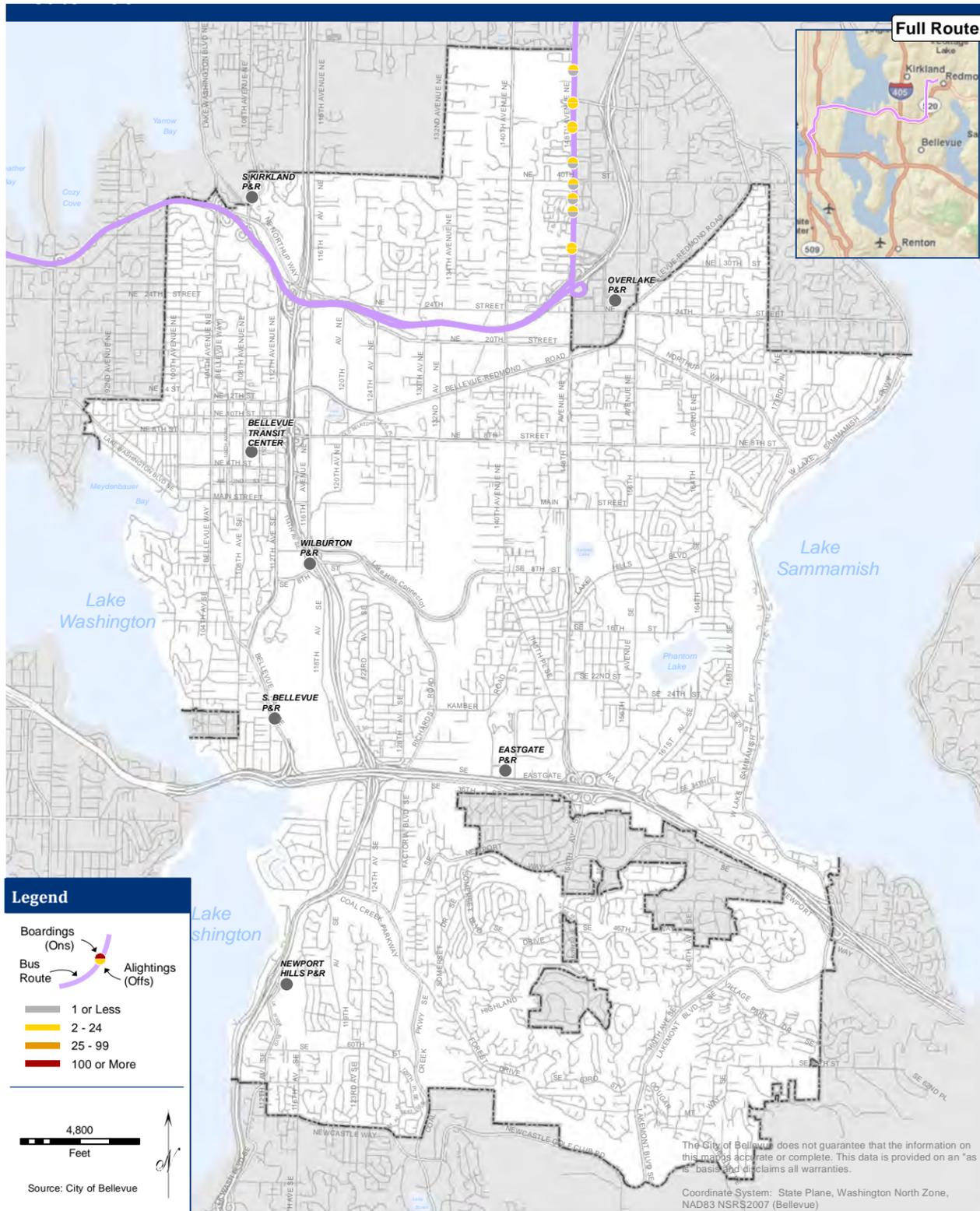
| Nine-Year Summary           |        |        |                             |        |        |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Average Daily Ridership     |        |        | Productivity                |        |        |
| Most Recent                 | 240    | 2009.3 | Most Recent                 | 12.7   | 2009.3 |
| Maximum                     | 440    | 2007.1 | Maximum                     | 16.0   | 2007.1 |
| Minimum                     | 240    | 2009.3 | Minimum                     | 11.6   | 2003.3 |
| Average                     | 360.6  |        | Average                     | 14.1   |        |
| % Change from Previous Year | -29.4% |        | % Change from Previous Year | -16.2% |        |
| % Change from Nine-Year Max | -45.5% |        | % Change from Nine-Year Max | -20.5% |        |

All above figures refer to weekday ridership

Route 266 has historically performed similarly to Route 250—ridership was highest in its first several years of service and has declined with relative consistency since. Average daily ridership of Route 266 peaked at 760 in Fall 1997 while operating twenty-one daily trips. Ridership began to decline before daily trips were reduced, but after the reduction to fifteen daily trips in Fall 2001, the decline was more marked, and the route has not exceeded an average of 500 daily rides since Fall 2000. Productivity since 2001 has typically fluctuated between 12 and 15 rides per platform hour, with the measure trending toward the upper bound in the latter half of the decade. The exception to this has been 2009; average ridership declined significantly from 340 in Fall 2008 to 270 and 240 in Spring and Fall 2009, respectively, coinciding with a similarly notable drop in productivity.

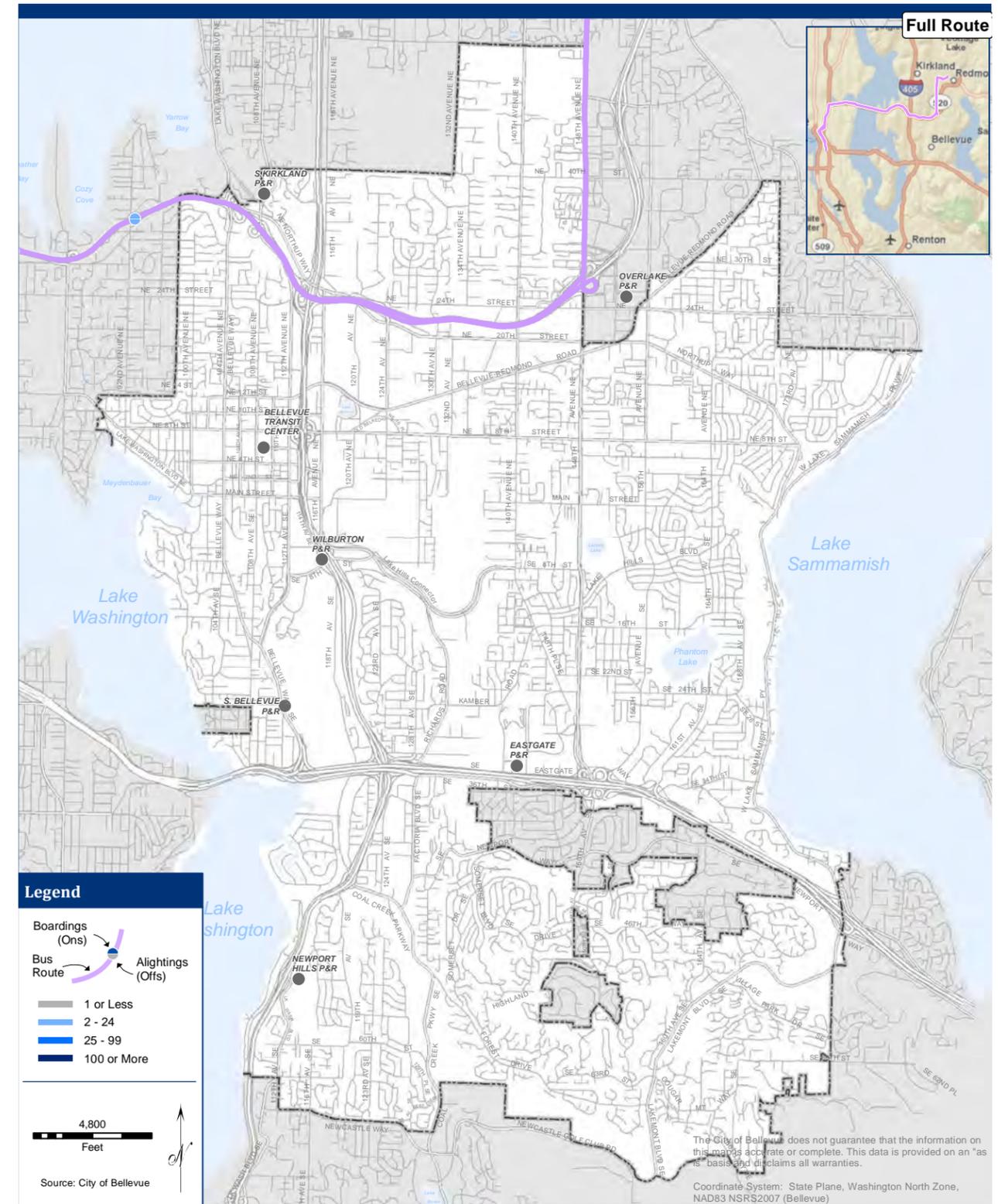
# Route 266

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound

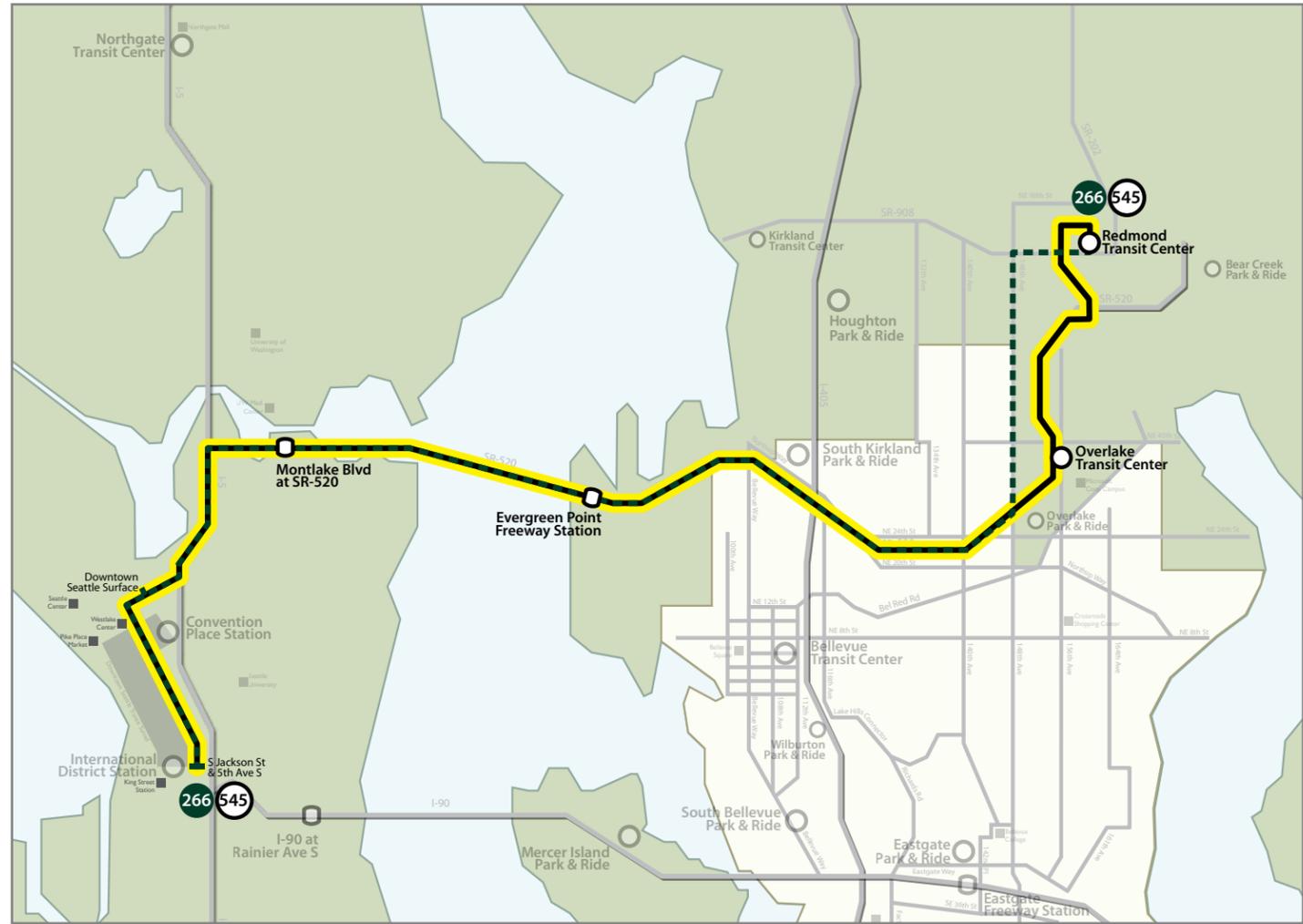


Map depicts Fall 2010 routing and data

# Route 266

## Metro Peak-Only Route Service Level Assessment

Peak-Only Alternative to 545\*\*



Route 266 was not evaluated according to Metro's new peak commuter service guidelines because the route was deleted by ordinance in conjunction with RapidRide B.

Based on 2010 data, Route 266 would likely have been recommended for service reduction even without the ordinance, as it provided travel time savings of less than 10 percent. Data could not be obtained to evaluate Route 266's

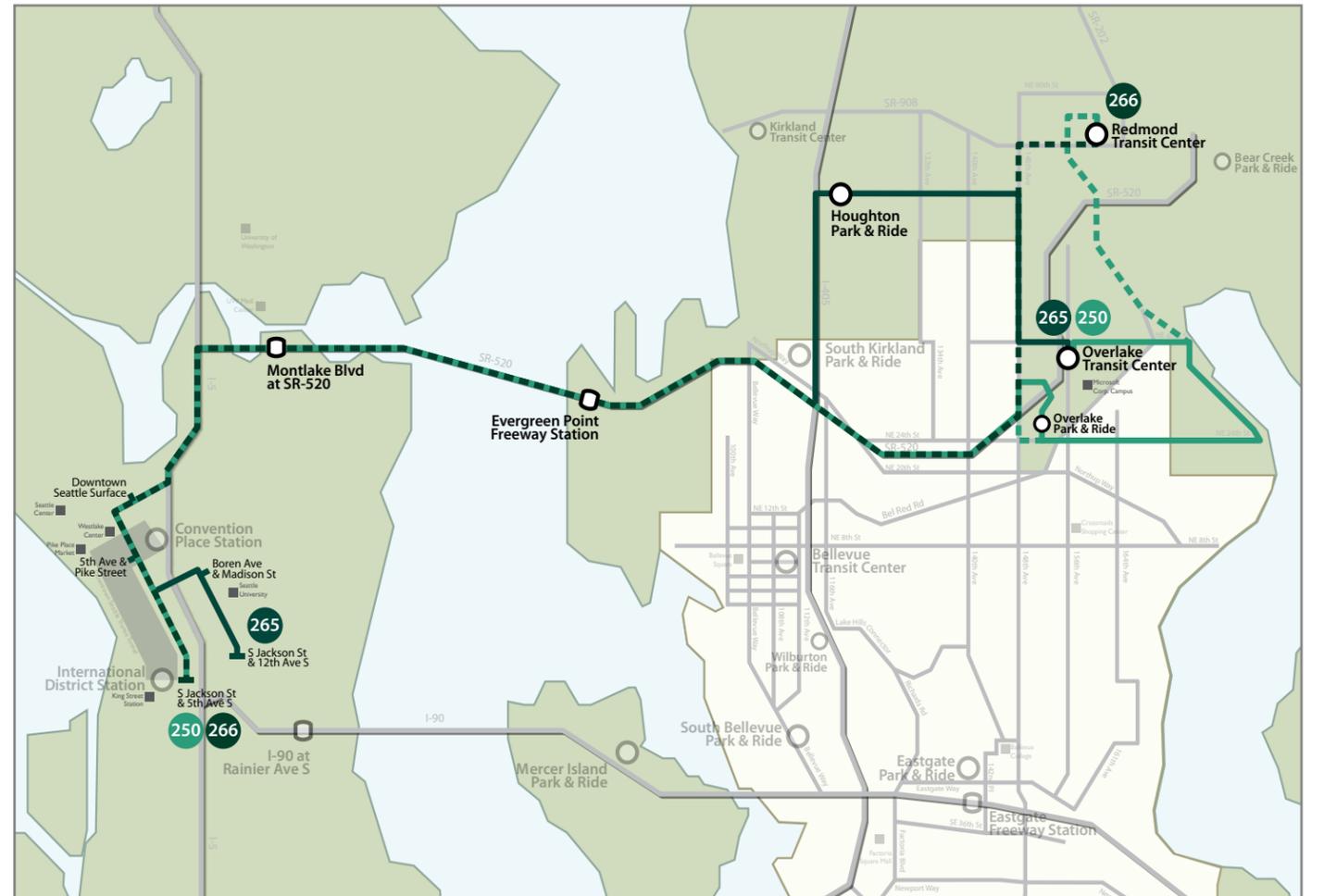
| Route Alternatives                                     | Peak-Hour Headway | Travel Time | Ridership |
|--|-------------------|-------------|-----------|
| <b>266</b> Bear Creek to Downtown Seattle via Bellevue | 20                | 0:49        | 26.17     |
| <b>545</b> Redmond to Seattle via SR-520               | 8-10              | 0:45        | N/A       |
| Percent Difference:                                    |                   | -8.9%       | N/A       |

Metro analysis based on 2009 performance. Headways shown are AM Preak from Fall 2010. Ridership and travel times shown reflect Fall 2010 data.

## Recent & Future Service Revisions

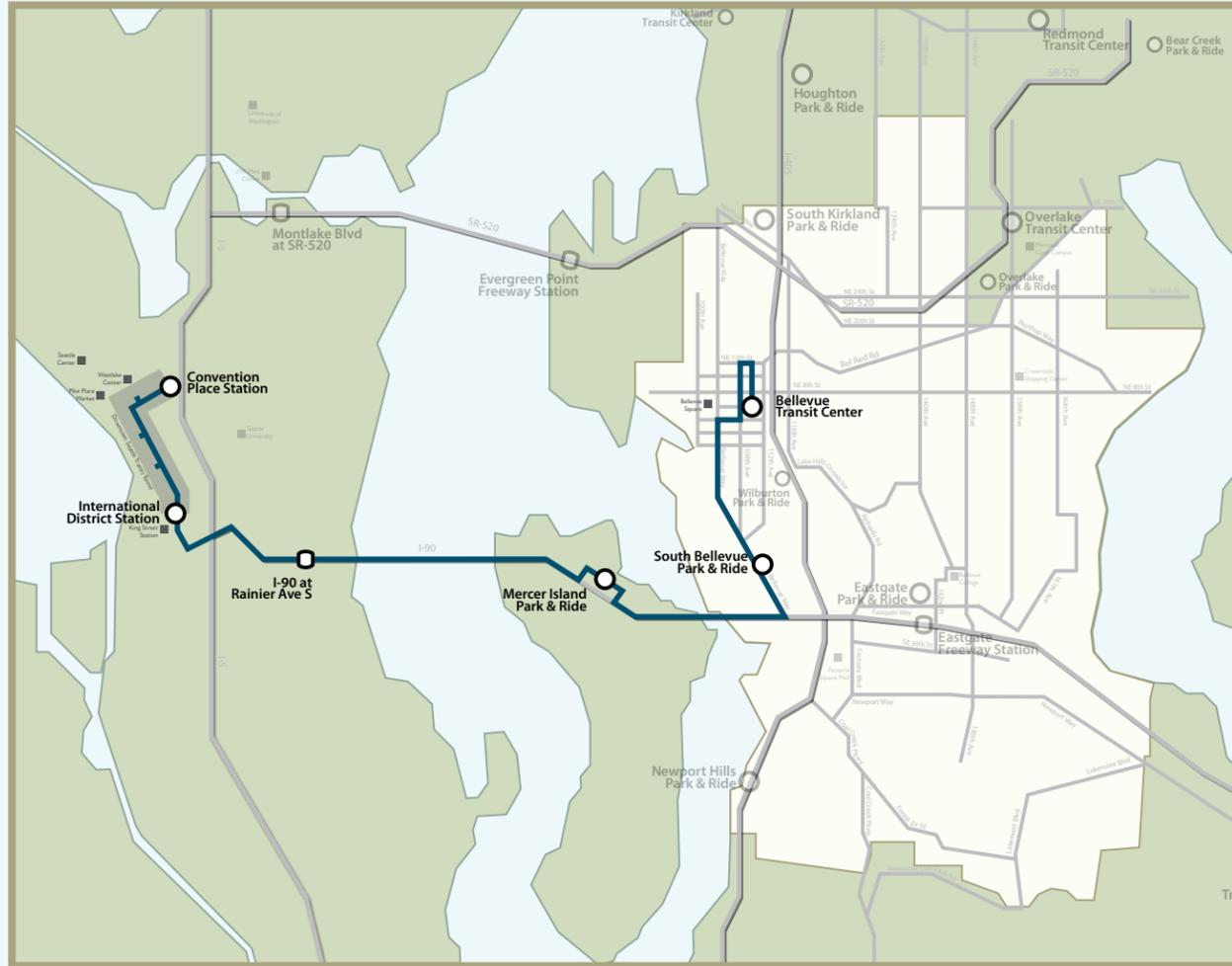
October 2011

Route 266 was deleted as part of the Fall 2011 service change, and its 4,400 annual platform hours were reinvested in the intra-Eastside transit network. Sound Transit Route 545 provides the most direct alternative for service between Downtown Redmond and Downtown Seattle, while Routes 250 and 265 provide replacement service for portions of the route in the Overlake and Bridle Trails neighborhoods.



# Corridor Group 8

Downtown Seattle - Mercer Island - Downtown Bellevue



550

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 because this is Bellevue’s highest-ridership route, this Corridor Group is considerably more important to Bellevue’s network than may be suggested by the number of routes serving the corridor.



# 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  |
|---------------------------------|---|--|
| Downtown Seattle Transit Tunnel | International District, Pioneer Square, Westlake Center, WA Convention Center | 41 71 72 73 74 76 77 101 102 106 150 212<br>216 217 218 225  Central Link Light Rail                       |
| I-90 at Rainier Ave S           | North Beacon Hill, Rainier Valley, and Central District neighborhoods         | 7 9 34 42 111 114 210 211 212 214 215 216<br>217 218 225 550 554   |
| Mercer Island Park & Ride       | Mercer Island   | 25 43 44 48 167 242 243 250 252 255 257 260 265<br>268 271 272 277 280 311 424 982 986 540 542 545 555 556 |
| South Bellevue Park & Ride      | Enatai and Beaux Arts Village neighborhoods                                   | 167 242 243 250 252 255 256 257 260 261 265 266<br>268 271 272 277 311 424 982 986 540 542 545 555 556     |
| Bellevue Transit Center         | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center                     | B 226 232 234 235 237 240 241 243 246 249 271<br>280 342 885 886 532 535 550 555 560 566                   |



Map depicts Fall 2011 routing

|                          | Weekday               | Saturday      | Sunday        | Annual Total |
|--------------------------|-----------------------|---------------|---------------|--------------|
| Hours of Service         | 4:50-12:20a           | 6:05-12:55a   | 6:05-12:20a   |              |
| Daily Trips              | 165                   | 113           | 72            |              |
| 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 15-30 30 | — 15 — 30 30  | — 30 — 30 30  |              |
| Percent On-Time          | N/A                   | N/A           | N/A           | 88.43%       |
| Revenue Hours            | 151.08                | 95.77         | 62.37         | 47,465       |
| Platform Hours           | N/A                   | N/A           | N/A           | 53,482       |
| Revenue Miles            | N/A                   | N/A           | N/A           | 640,805      |
| Platform Miles           | 2,431.01              | 1,538.00      | 956.50        | 753,461      |
| Passenger Miles          | 53,699.20             | 23,892.65     | 12,611.04     | 25,145,580   |
| Revenue Hr/Platform Hr   | N/A                   | N/A           | N/A           | 0.89         |
| Revenue Mi/Platform Mi   | N/A                   | N/A           | N/A           | 0.85         |
| Passenger Mi/Platform Mi | 22.09                 | 15.53         | 13.18         | 22.36        |
| Boardings (per day)      | 6,386.22              | 2,989.50      | 2,007.87      | 1,905,541    |
| Max Load                 | 35.61                 | 25.14         | 26.39         | N/A          |
| Average Load             | 44.76                 | 27.98         | 23.71         | N/A          |
| Boardings/Trip           | N/A                   | N/A           | N/A           | N/A          |
| Boardings/Revenue Hour   | 42.27                 | 31.21         | 32.19         | 40.15        |
| Boardings/Revenue Mile   | 3.16                  | 2.15          | 2.27          | 2.97         |
| Boardings/Platform Hour  | 36.87                 | 29.03         | 30.38         | 35.63        |

Sources: Fourth Quarter System Performance Report, Fall 2010 Schedule and Data, except 'Average Speed' from Spring 2011

Note: Sound Transit daily 'Boardings' were calculated by dividing Fall 2010 totals by the number of weekdays (66), Saturdays (12), and Sundays (15) during the quarter.

|                    |          |                  |             |
|--------------------|----------|------------------|-------------|
| Cost/Revenue Hour  | \$137.79 | Farebox Revenue  | \$3,388,305 |
| Cost/Platform Hour | \$122.29 | Operating Costs  | \$6,540,363 |
| Cost/Revenue Mile  | \$10.21  | Farebox Recovery | 51.8%       |
| Cost/Platform Mile | \$8.68   |                  |             |
| Cost/Boarding      | \$3.43   |                  |             |

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. 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 is perhaps the best-performing route that operates in Bellevue. In 2010, it served over 1.9 million rides (13.5% of total Bellevue ridership), transported over 25.1 million passenger miles (19.6% of Bellevue total), and earned nearly \$3.4 million in fare revenues (16.7% of Bellevue total). Route 550 is the highest-performing in each of these measures by significant margins—in the case of the latter two measures, it outperforms the next best routes, 554 and 271, respectively, by more than double. The route also has the highest farebox recovery ratio in Bellevue (51.8%; average 22.5%) and is the only all-day route other than Route 253 to be among the top 25 percent for this measure—all others with this distinction are peak-only services. It also ranks second in rides per platform hour (35.63; average, 18.44) and third in revenue hours per platform hour (0.89; average 0.65). The only measure for which its performance is notably negative is cost per platform mile (\$8.68; average \$7.50), which is consistent with several of the network's other high-ridership all-day routes.

# Route 550

## Historical & Relative Route Performance

Figure 550.1 - Route 550 Average Daily Ridership

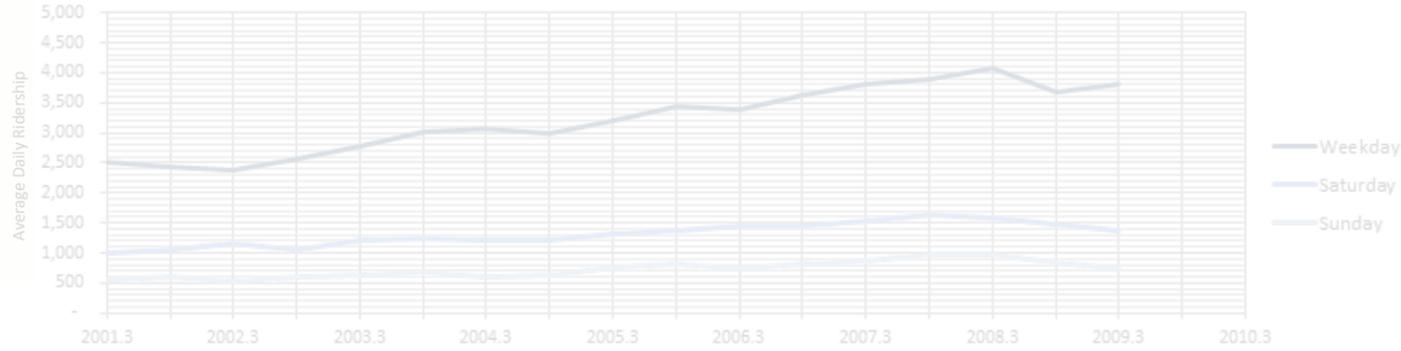
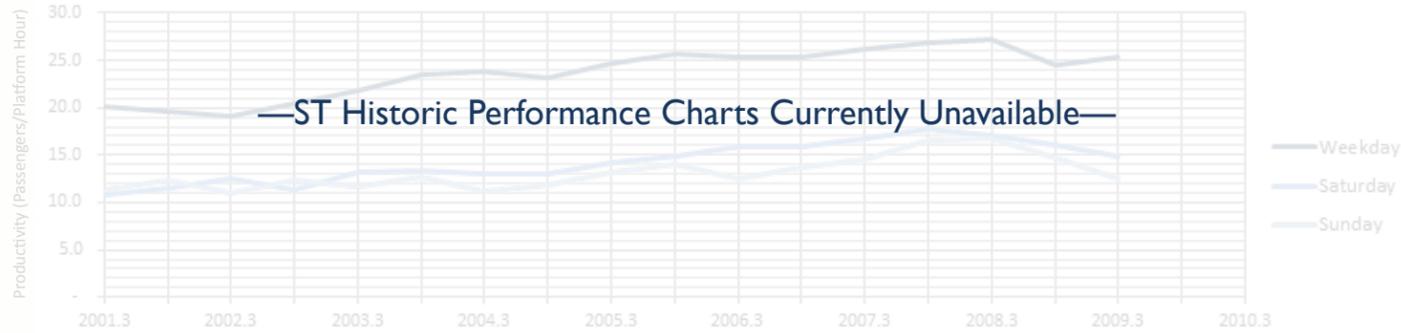


Figure 550.2 - Route 550 Daily Productivity

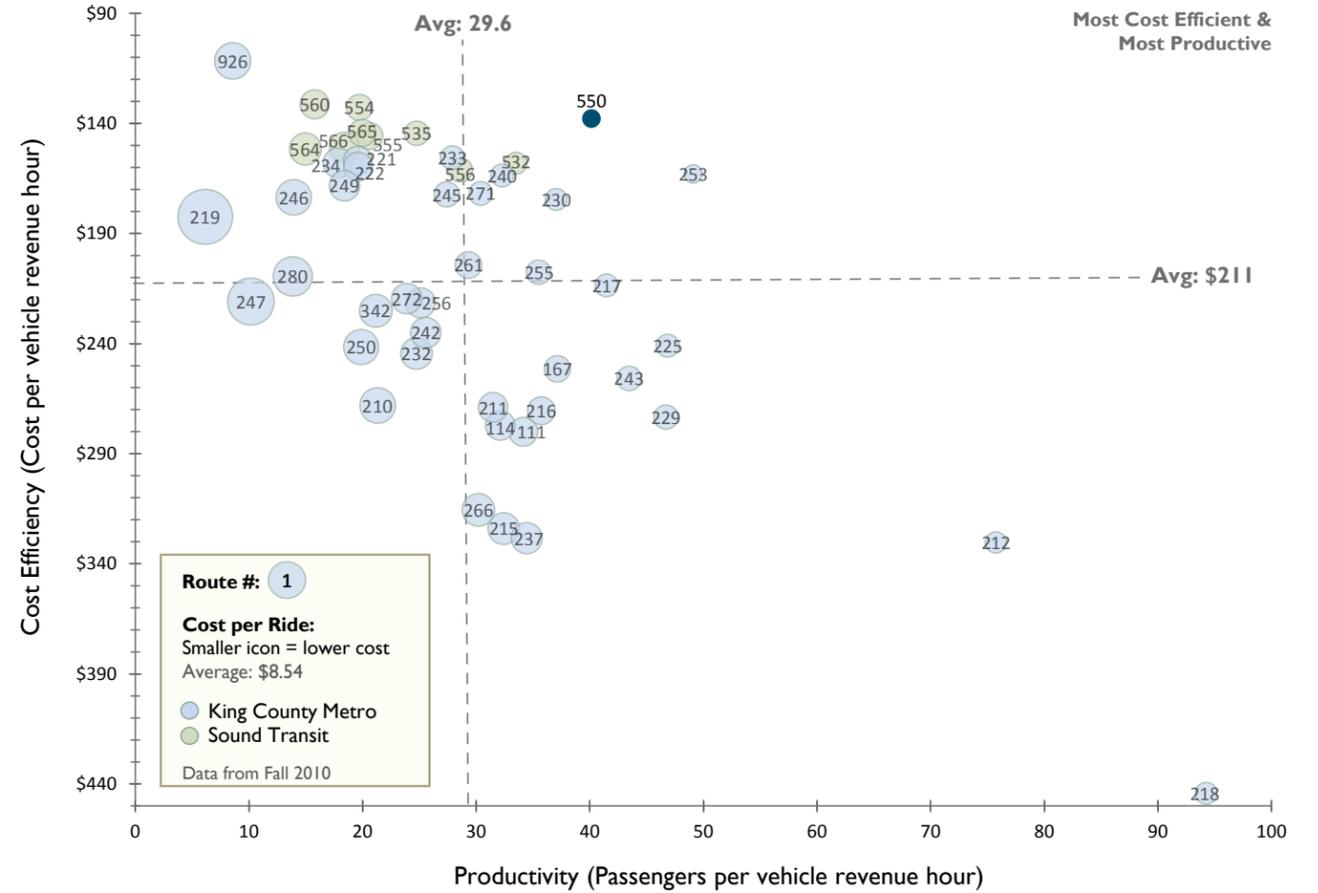


Service Revisions  
 Spring 2005: 77/51/30 daily trips  
 Spring 2006: 76/51/30 daily trips  
 Spring 2007: 82/51/30 daily trips  
 Fall 2008: 83/51/30 daily trips

### Nine-Year Summary

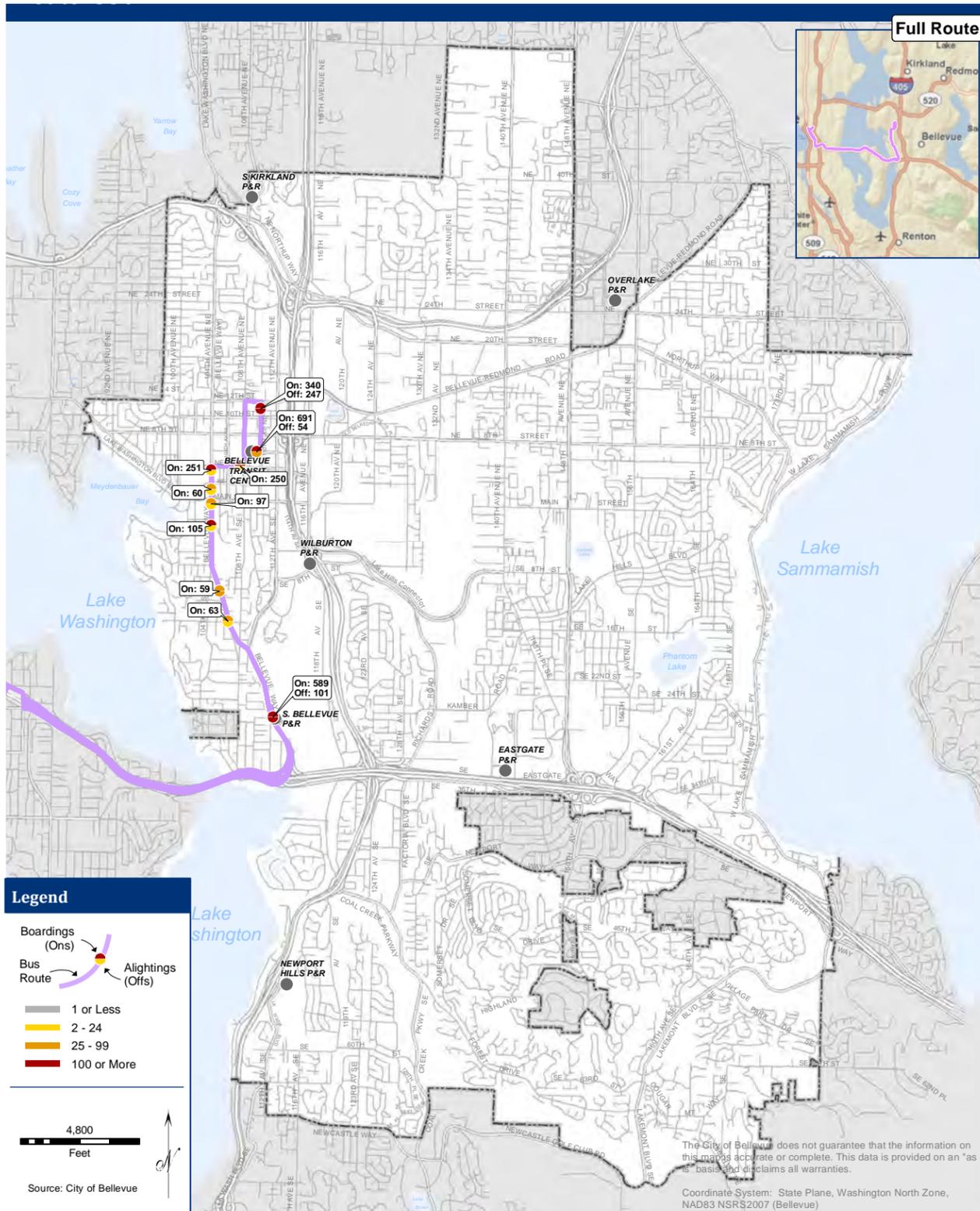
|                             | Average Daily Ridership |                | Productivity                |             |
|-----------------------------|-------------------------|----------------|-----------------------------|-------------|
| Most Recent                 | 690                     | 2010.3         | Most Recent                 | 19.3 2010.3 |
| Maximum                     | 900                     | 2007.3         | Maximum                     | 27.5 2007.3 |
| Minimum                     | 610                     | 2002.1, 2002.3 | Minimum                     | 18.9 2002.1 |
| Average                     | 703.7                   |                | Average                     | 22.3        |
| % Change from Previous Year | 0.0%                    |                | % Change from Previous Year | -3.3%       |
| % Change from Nine-Year Max | -23.3%                  |                | % Change from Nine-Year Max | -29.8%      |

All above figures refer to weekday ridership



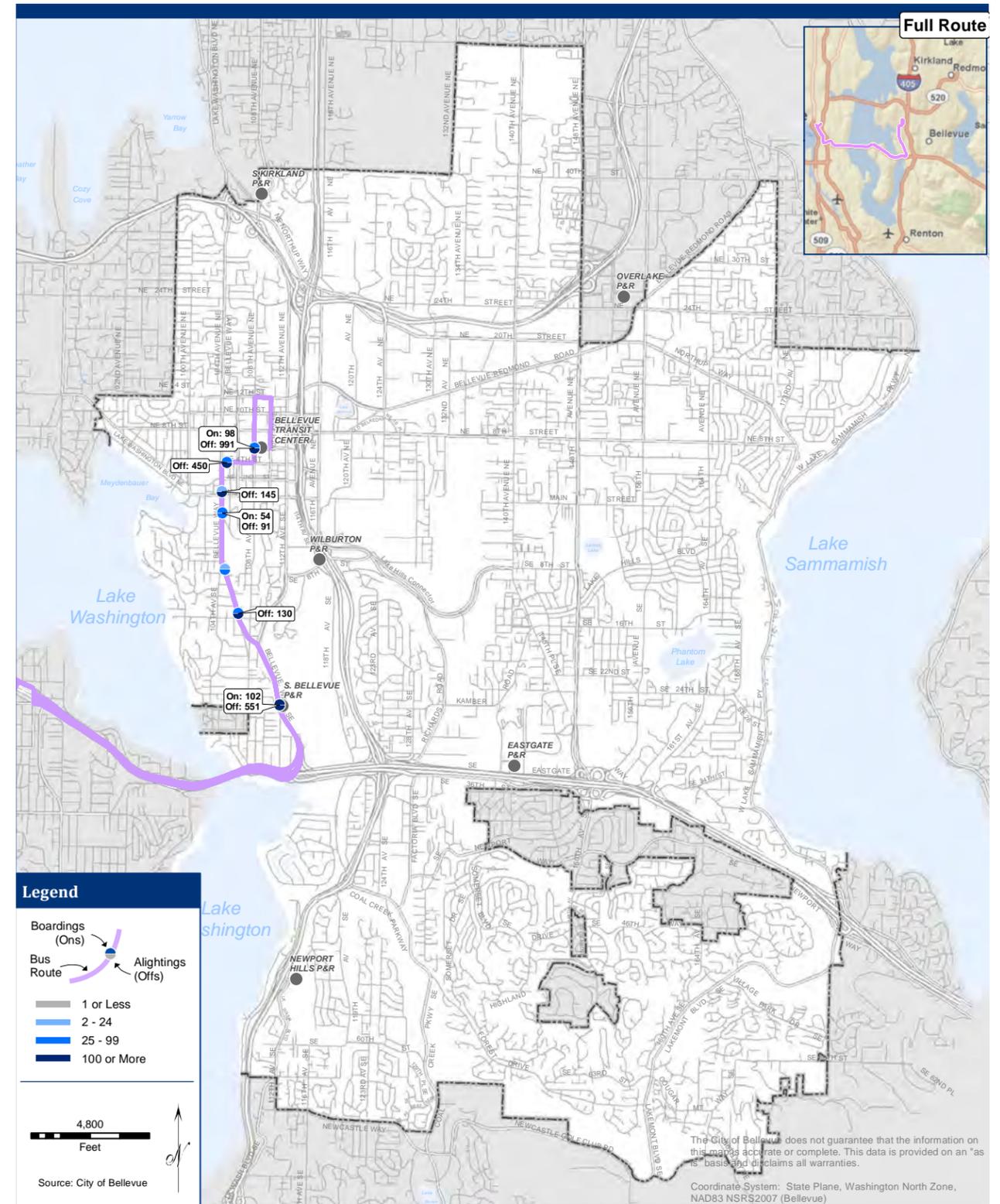
# Route 550

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 550

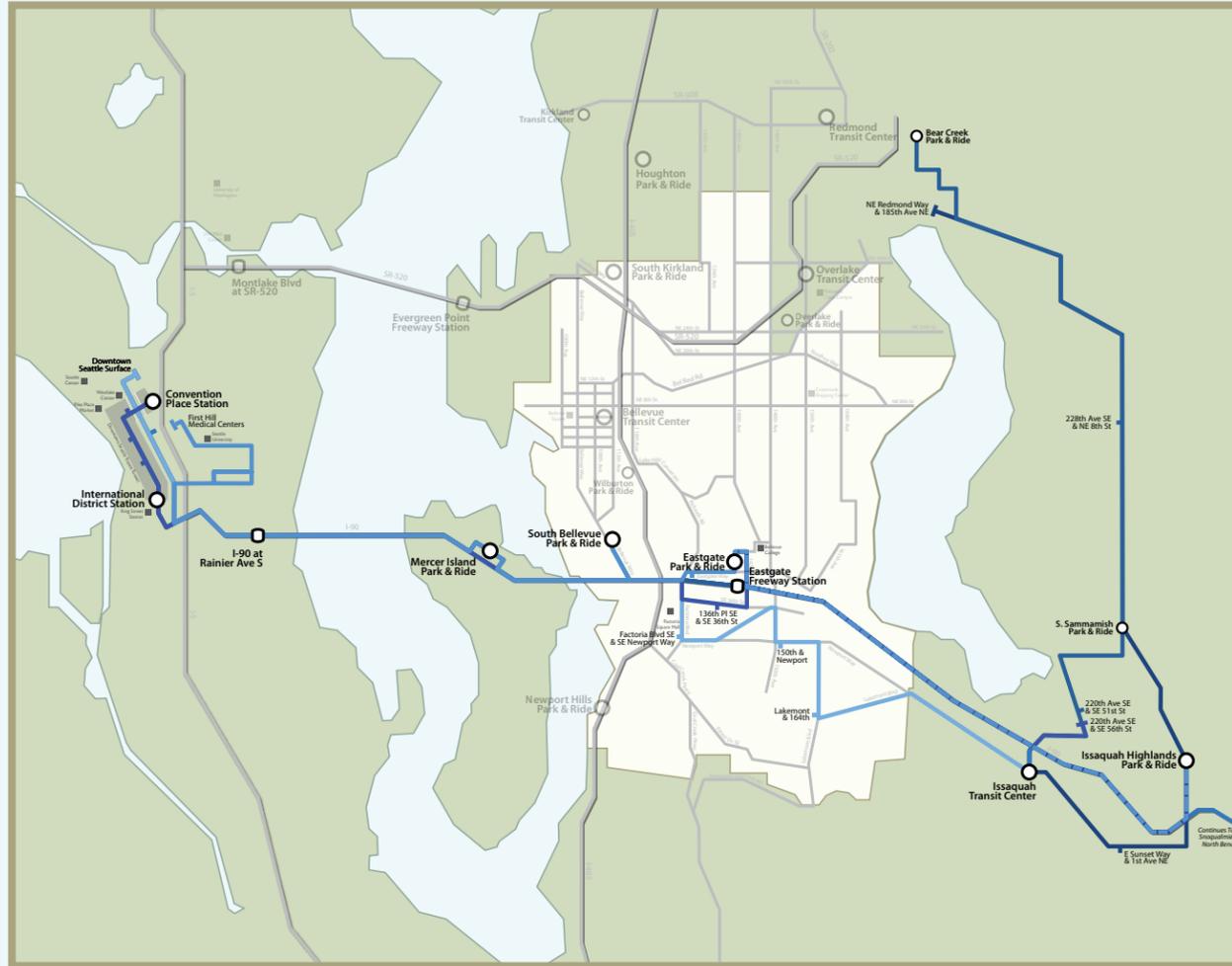
## Recent & Future Service Revisions

### Potential Future Revisions

According to Sound Transit's 2012 Service Implementation Plan, no specific changes are proposed for Route 550 in 2012. However, Sound Transit will continue to evaluate the performance of off-peak scheduling efficiencies implemented in 2011—specifically, 'live-looping' in Bellevue Transit Center—before this practice is expanded to other time periods. Sound Transit will also coordinate with King County Metro to improve scheduled connections with RapidRide B, particularly during off-peak hours.

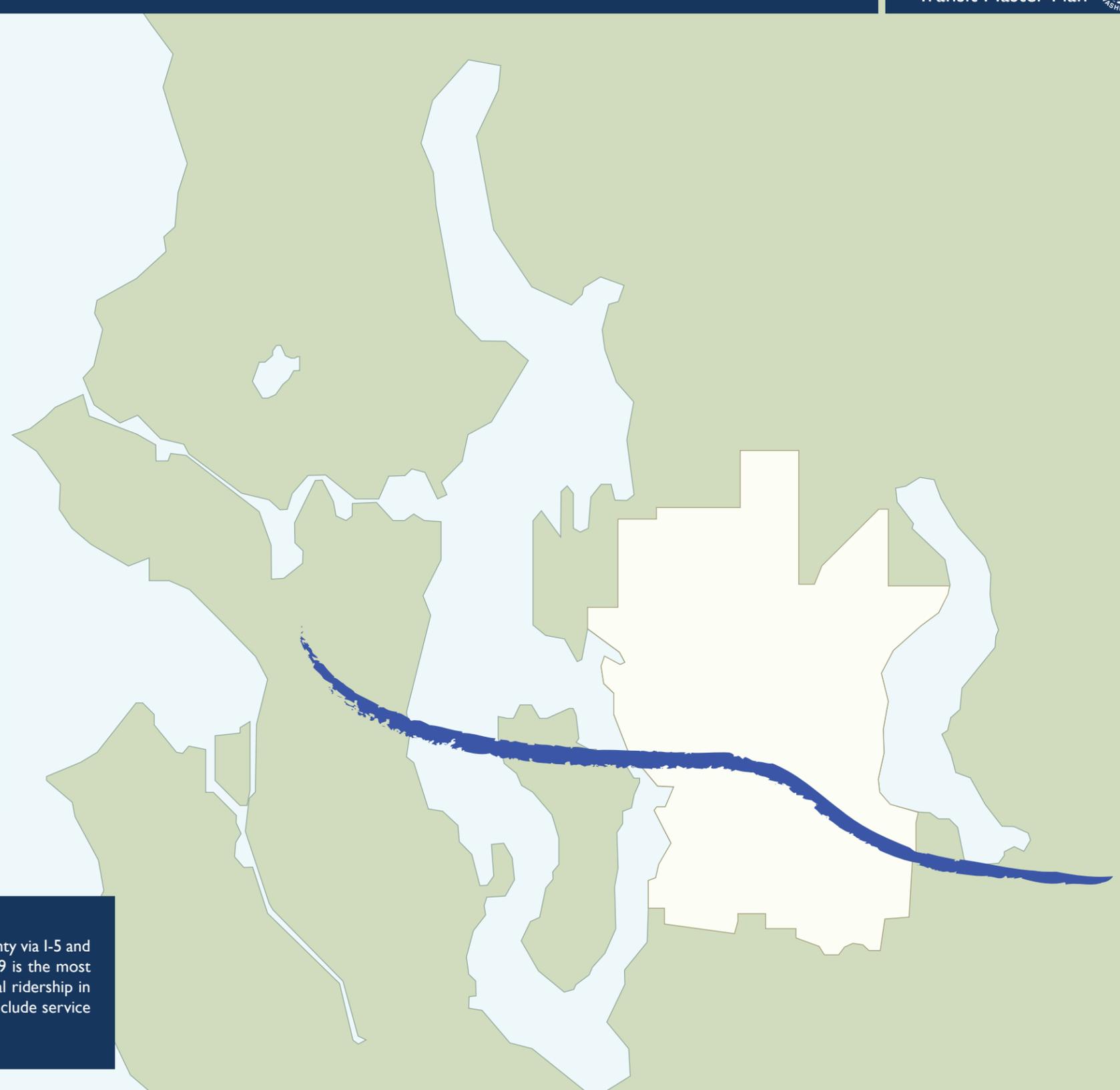
# Corridor Group 9

Downtown Seattle - Eastgate - Issaquah - East King



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

Corridor Group 9 is the most populous of Bellevue's Corridor Group, connecting Downtown Seattle with East King County via I-5 and Eastgate. Destinations served include Issaquah, Issaquah Highlands, and Sammamish. Comprised of seven routes, Group 9 is the most populous of the corridor groups, and Route 554 is part of Bellevue's Core Route Network with the eighth highest annual ridership in 2010. Route 211 is the only route in the group to be affected by Metro's Fall 2010 service revision; it was extended to include service to the Issaquah Highlands Park & Ride. Route 212 is the group's only route that does not continue past Eastgate.



# Route 210

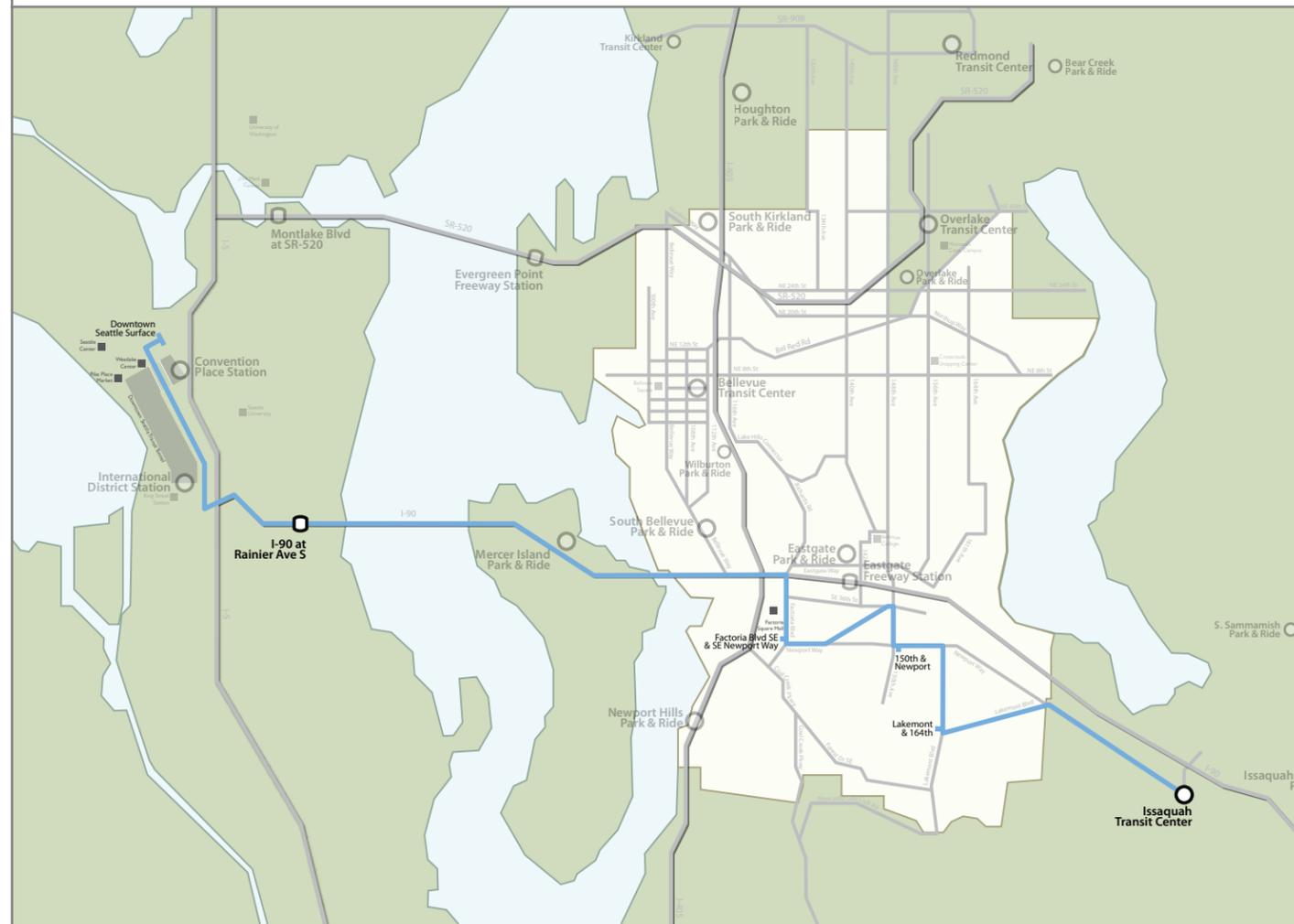
Issaquah to Downtown Seattle via Lakemont  
Peak-Only Alternative to 212 + 271

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                                      |
|--------------------------|--|--|
| Downtown Seattle Surface | Downtown Seattle, Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center | Connections to many destinations                                 |
| I-90 at Rainier Ave S    | North Beacon Hill, Rainier Valley, and Central District neighborhoods                              | 7 9 34 42 111 114 210 211 212 214 215 216<br>217 218 225 550 554 |
| Issaquah Transit Center  | Newport neighborhood   | 200 209 210 214 215 269 271 927 983 989 554 555 556              |



Map depicts Fall 2011 routing

|                          | Weekday       | Saturday      | Sunday        | Annual Total |
|--------------------------|---------------|---------------|---------------|--------------|
| Hours of Service         |               |               |               |              |
| Daily Trips              | 9             |               |               |              |
| Time of Day              | AM MD PM EV X | AM MD PM EV X | AM MD PM EV X |              |
| Headway (min)            | 20 — 30 — —   |               |               |              |
| Percent On-Time          |               |               |               |              |
| Revenue Hours            | 8.66          |               |               | 2,137        |
| Platform Hours           | 17.36         |               |               | 4,285        |
| Revenue Miles            | 178.75        |               |               | 44,151       |
| Platform Miles           | 332.00        |               |               | 82,004       |
| Passenger Miles          | 1,648.40      |               |               | 407,155      |
| Revenue Hr/Platform Hr   | 0.50          |               |               | 0.50         |
| Revenue Mi/Platform Mi   | 0.54          |               |               | 0.54         |
| Passenger Mi/Platform Mi | 4.97          |               |               | 4.97         |
| Boardings (per day)      | 184.43        |               |               | 45,556       |
| Max Load                 | 24.00         |               |               | N/A          |
| Average Load             | 16.89         |               |               | 9.22         |
| Boardings/Trip           | 20.49         |               |               | 20.49        |
| Boardings/Revenue Hour   | 21.30         |               |               | 21.32        |
| Boardings/Revenue Mile   | 1.03          |               |               | 12.97        |
| Boardings/Platform Hour  | 10.62         |               |               | 10.63        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$268.10 |
| Cost/Platform Hour | \$133.66 |
| Cost/Revenue Mile  | \$12.97  |
| Cost/Platform Mile | \$6.99   |
| Cost/Boarding      | \$12.57  |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$98,214  |
| Operating Costs  | \$572,815 |
| Farebox Recovery | 17.1%     |

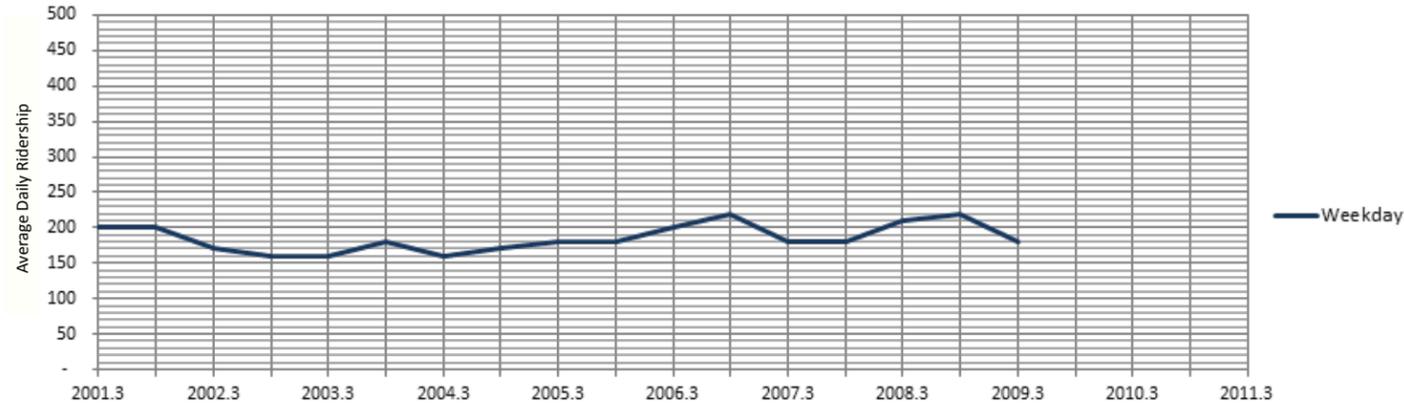
Route 210 is a one-way, peak-only commuter route that begins at the Issaquah Transit Center and winds through unincorporated Eastgate and South Bellevue on Lakemont Blvd, 164th Ave SE, and Allen Road, before serving Factoria Blvd and Downtown Seattle.

Route 210 is the worst-performing of all routes in Corridor Group 9, ranking among the bottom 25 percent of all Bellevue routes in terms of most notable performance metrics. The route has poor productivity, serving only 10.63 rides per platform hour and 4.97 passenger miles per platform mile, compared with network averages of 18.44 and 13.94, respectively. Its ratio of revenue hours to platform hours (0.50) is also among the network's lowest (the average and median is 0.65).

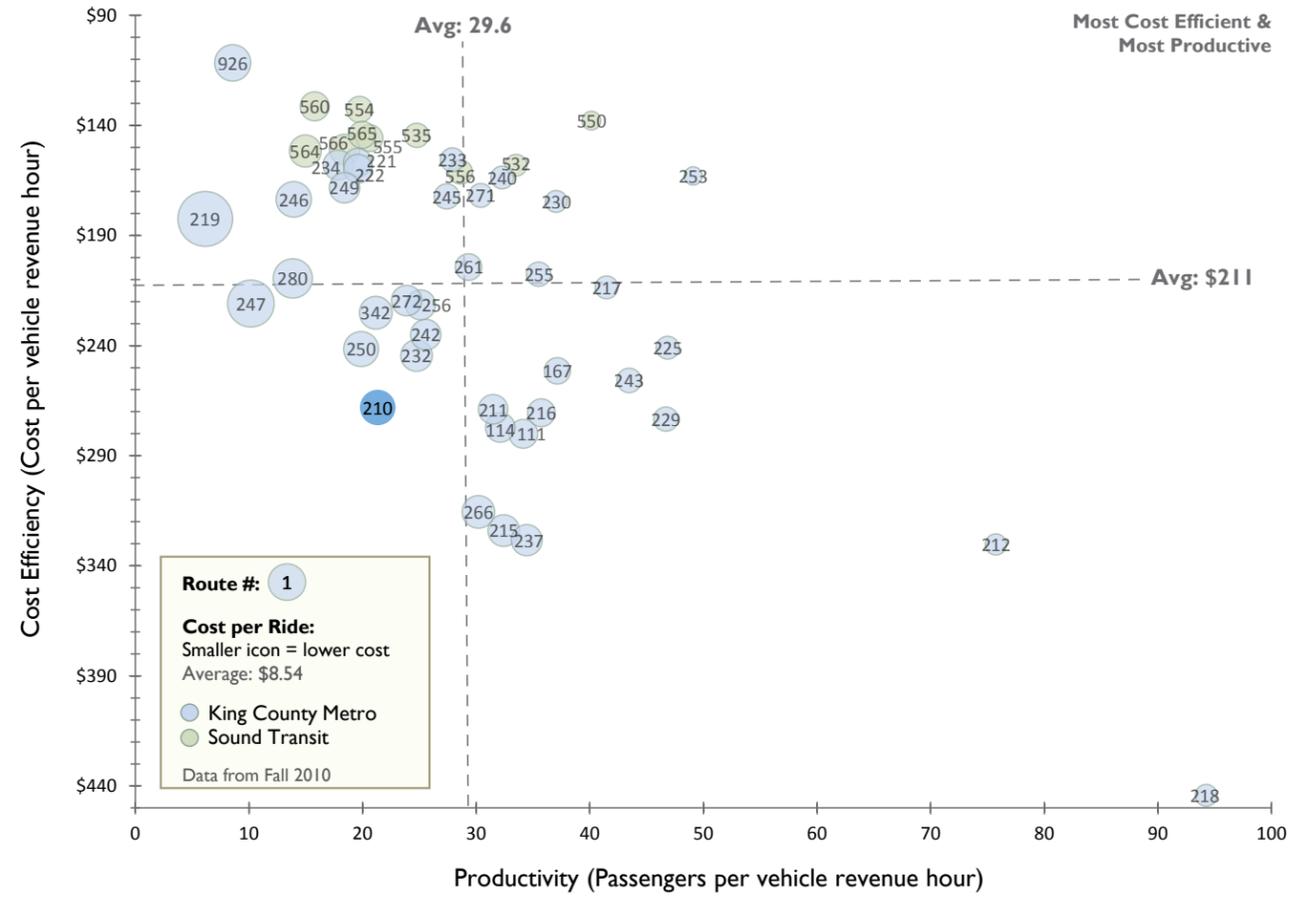
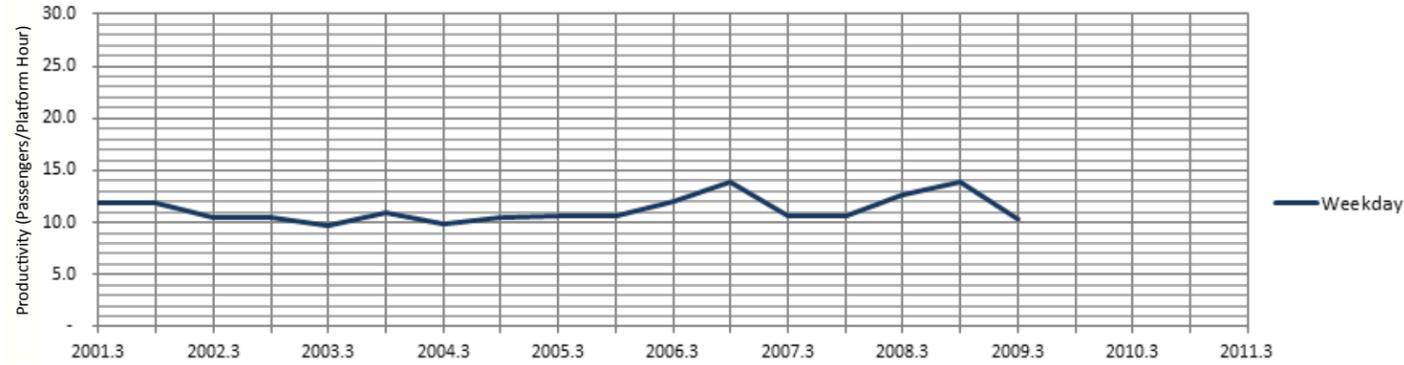
# Route 210

## Historical & Relative Route Performance

Route 210 Average Daily Ridership



Route 210 Daily Productivity



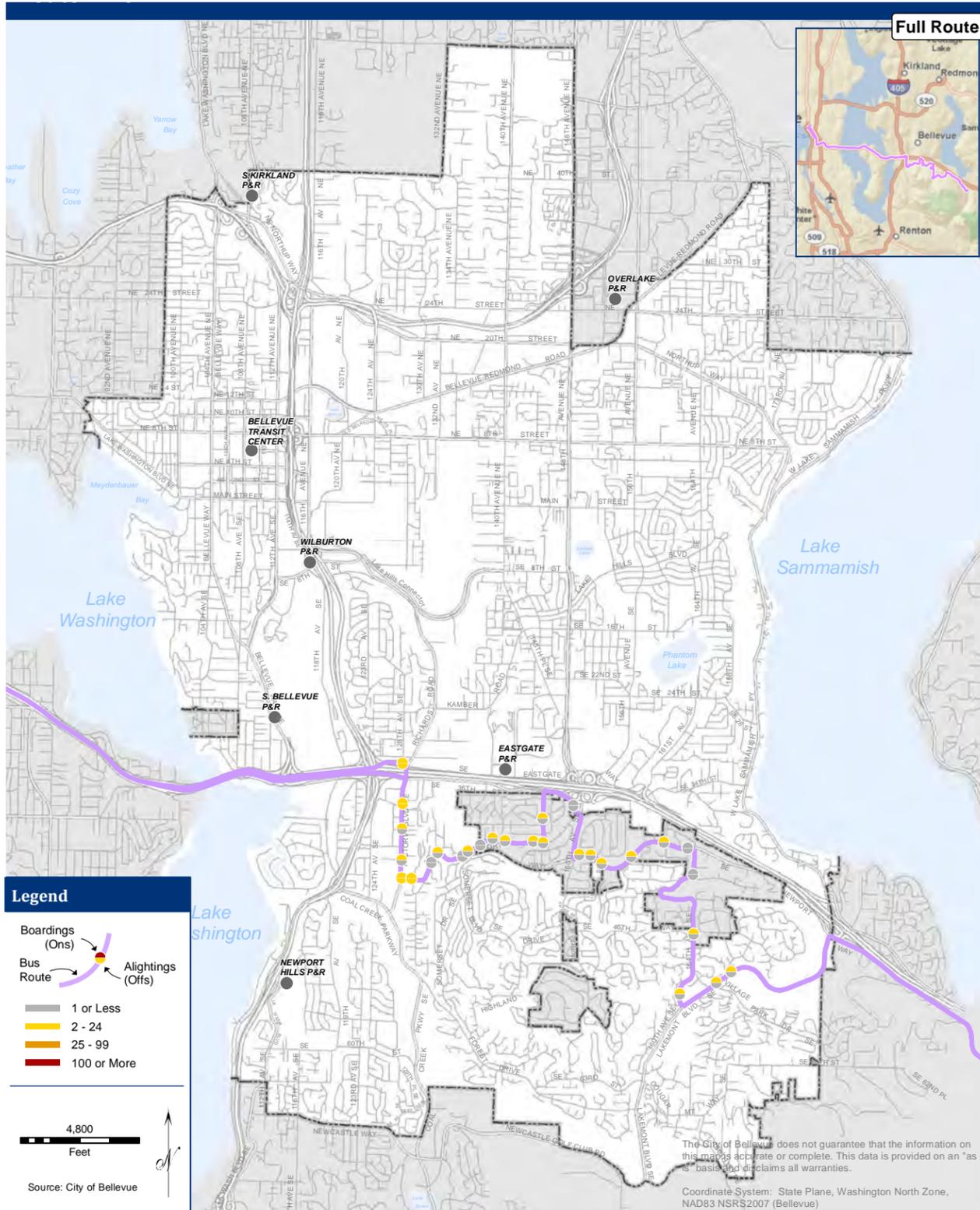
| Nine-Year Summary           |        |                        |                             |             |
|-----------------------------|--------|------------------------|-----------------------------|-------------|
| Average Daily Ridership     |        |                        | Productivity                |             |
| Most Recent                 | 180    | 2009.3                 | Most Recent                 | 10.4 2009.3 |
| Maximum                     | 220    | 2007.1, 2009.1         | Maximum                     | 14.0 2007.1 |
| Minimum                     | 160    | 2003.1, 2003.3, 2004.3 | Minimum                     | 9.7 2003.3  |
| Average                     | 185.3  |                        | Average                     | 11.2        |
| % Change from Previous Year | -14.3% |                        | % Change from Previous Year | -18.2%      |
| % Change from Nine-Year Max | -18.2% |                        | % Change from Nine-Year Max | -25.6%      |

All above figures refer to weekday ridership

Route 210 has never been highly productive or a significant generator of ridership, but it performed notably better in both respects in the first three and a half years following its introduction in Fall 1997—averaging 15.25 rides per platform hour and 251 daily riders—than it has been in the years since. When the number of daily trips was reduced in Fall 2001 from eleven to ten, the average number of platform hours operated remained identical between the two periods while average daily ridership (and hence productivity) declined 26 percent. The route’s two best-performing quarters since the Fall 2001 service reduction, Spring 2007 and Spring 2009, were also among the quarters with the fewest platform hours operated (4,000 hours).

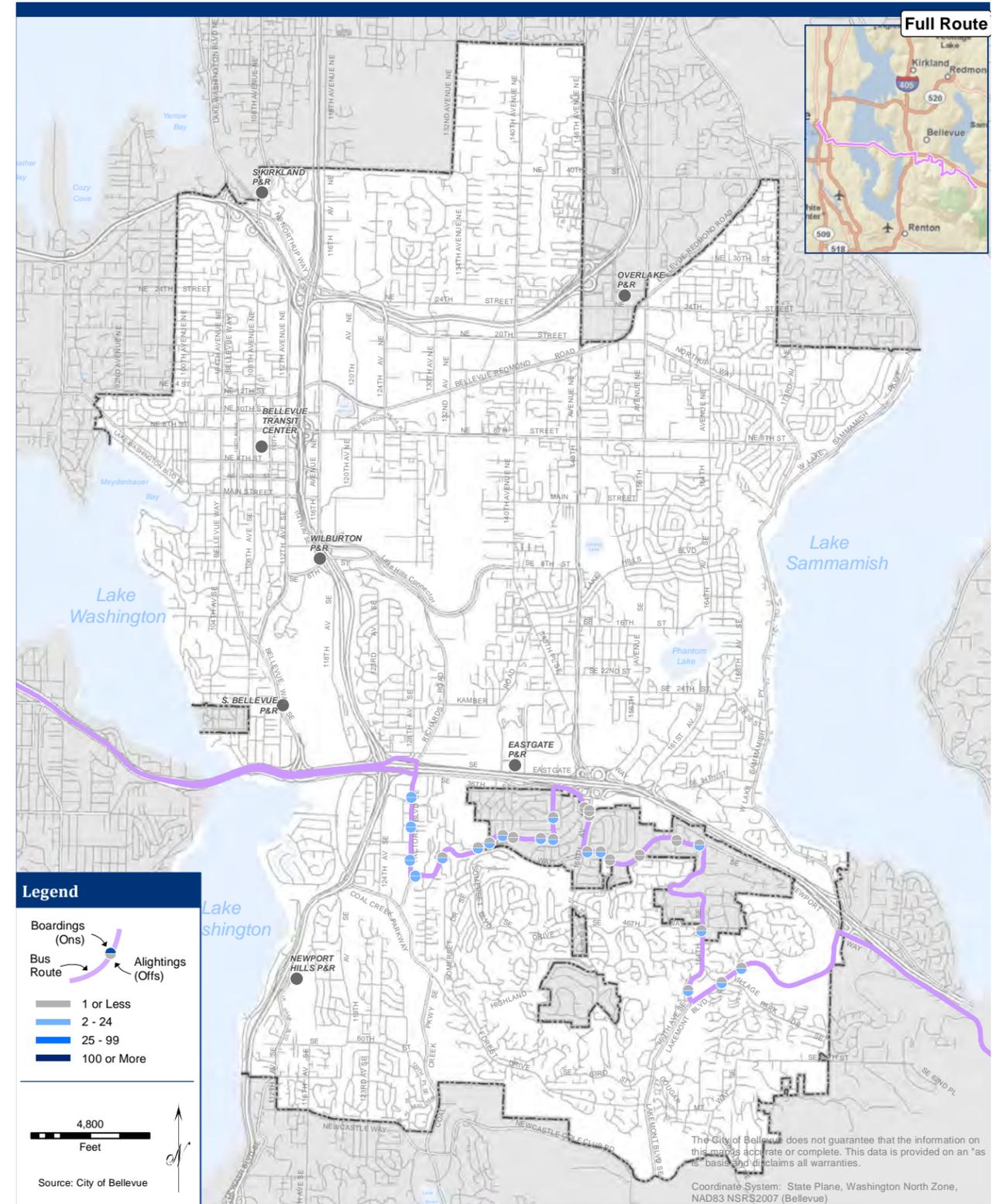
# Route 210

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 210

## Metro Peak-Only Route Service Level Assessment

### Peak-Only Alternative to 212 + 271



Alternative service to Route 210 is provided by a combination of Route 212 from the Issaquah Transit Center to the Eastgate Park & Ride via Newport Way and Route 271 for portions between Eastgate and Downtown Seattle.

Based on the standards of Metro's service level assessment, Route 210 failed both measures in 2009—it had neither 90 percent of the ridership nor 20 percent time savings compared with its alternative.

Route 210 also failed both measures in 2010, as it had only 50 percent as much ridership and only a 4 percent travel time advantage compared with its alternative.

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2010. Ridership shown reflects Fall 2010 data.

| Route Alternatives  | Peak-Hour Headway | Travel Time | Ridership |
|---|-------------------|-------------|-----------|
| <b>210</b> Issaquah to Downtown Seattle via Lakemont          | 20                | 0:53        | 20.49     |
| <b>212</b> + <b>271</b> Eastgate to Downtown Seattle via I-90 | 7-25              | 0:32        | 34.27     |
| <b>271</b> Eastgate to Issaquah via Newport Way               | 10                | 0:23        | 40.97     |
| <b>Total:</b>   |                   | 0:55        | —         |
| <b>Percent Difference:</b>                                    |                   | 4%          | 50.5%     |

# Route 211

Eastgate to First Hill via South Bellevue, Mercer Island, King St Station  
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                                      |
|--------------------------------|---|--|
| First Hill Medical Centers     | Harborview Medical Center, Virginia Mason Medical Center, Swedish First Hill Campus | 2 3 4 60 64 193 211 265 303 309                                  |
| I-90 at Rainier Ave S          | North Beacon Hill, Rainier Valley, and Central District neighborhoods               | 7 9 34 42 111 114 210 211 212 214 215 216<br>217 218 225 550 554 |
| Mercer Island Park & Ride      | Mercer Island   | 201 202 203 204 205 211 213 216 892 981 983 989<br>550 554       |
| South Bellevue Park & Ride     | Enatai and Beaux Arts Village neighborhoods   | 211 241 249 981 983 550 555 556 560                              |
| Eastgate Park & Ride           | Bellevue College, Eastgate  | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 555   |
| Issaquah Highlands Park & Ride | Issaquah Highlands neighborhood, Swedish Medical Center Issaquah Campus             | 211 218 269 554 555 556  |



Map depicts Fall 2011 routing

|                          | Weekday       | Saturday      | Sunday        | Annual Total |
|--------------------------|---------------|---------------|---------------|--------------|
| Hours of Service         |               |               |               |              |
| Daily Trips              | 10            |               |               |              |
| 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          |               |               |               |              |
| Revenue Hours            | 7.86          |               |               | 1,998        |
| Platform Hours           | 16.51         |               |               | 4,212        |
| Revenue Miles            | 140.35        |               |               | 35,789       |
| Platform Miles           | 281.21        |               |               | 71,709       |
| Passenger Miles          | 1,322.00      |               |               | 337,110      |
| Revenue Hr/Platform Hr   | 0.48          |               |               | 0.47         |
| Revenue Mi/Platform Mi   | 0.50          |               |               | 0.50         |
| Passenger Mi/Platform Mi | 4.70          |               |               | 4.70         |
| Boardings (per day)      | 246.59        |               |               | 62,884       |
| Max Load                 | 27.70         |               |               | N/A          |
| Average Load             | 20.70         |               |               | 9.42         |
| Boardings/Trip           | 24.66         |               |               | 24.66        |
| Boardings/Revenue Hour   | 31.37         |               |               | 31.48        |
| Boardings/Revenue Mile   | 1.76          |               |               | 15.01        |
| Boardings/Platform Hour  | 14.94         |               |               | 14.93        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$268.95 |
| Cost/Platform Hour | \$127.55 |
| Cost/Revenue Mile  | \$15.01  |
| Cost/Platform Mile | \$7.49   |
| Cost/Boarding      | \$8.54   |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$116,914 |
| Operating Costs  | \$537,224 |
| Farebox Recovery | 21.8%     |

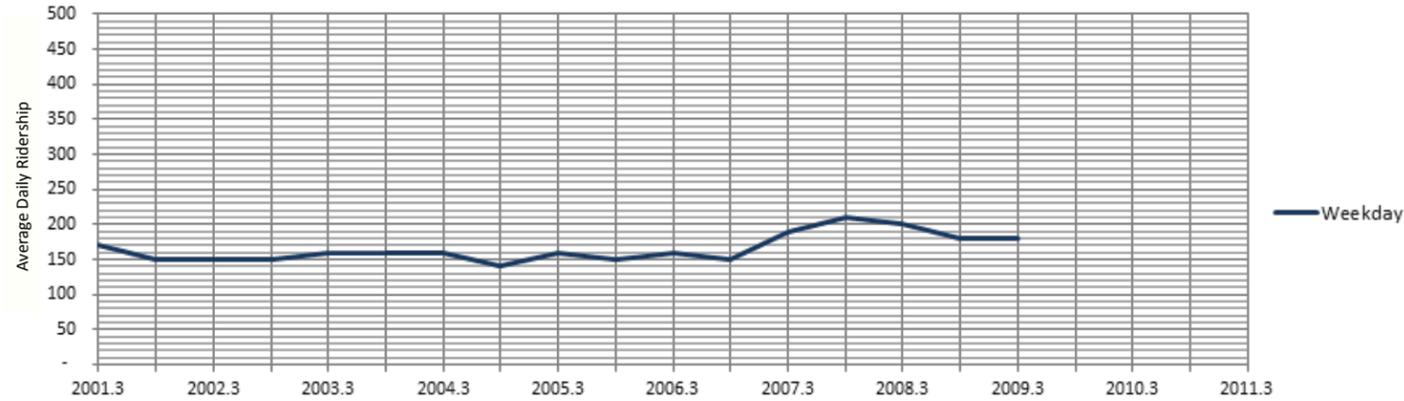
Route 211 is a peak-only commuter route serving the Eastgate, South Bellevue, and Mercer Island Park & Ride facilities, King Street Station, and the First Hill medical complexes. It is one of only a few routes funded through a public-private partnership—in this case between the medical complexes on First 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.

Both the route's productivity (4.70 passenger miles per platform mile) and revenue hours per platform hour (0.47) are among the bottom 25 percent for all Bellevue routes. However, because Route 211 is partially funded by a public-private partnership, Metro's productivity standards cannot be directly applied when considering revisions to the service.

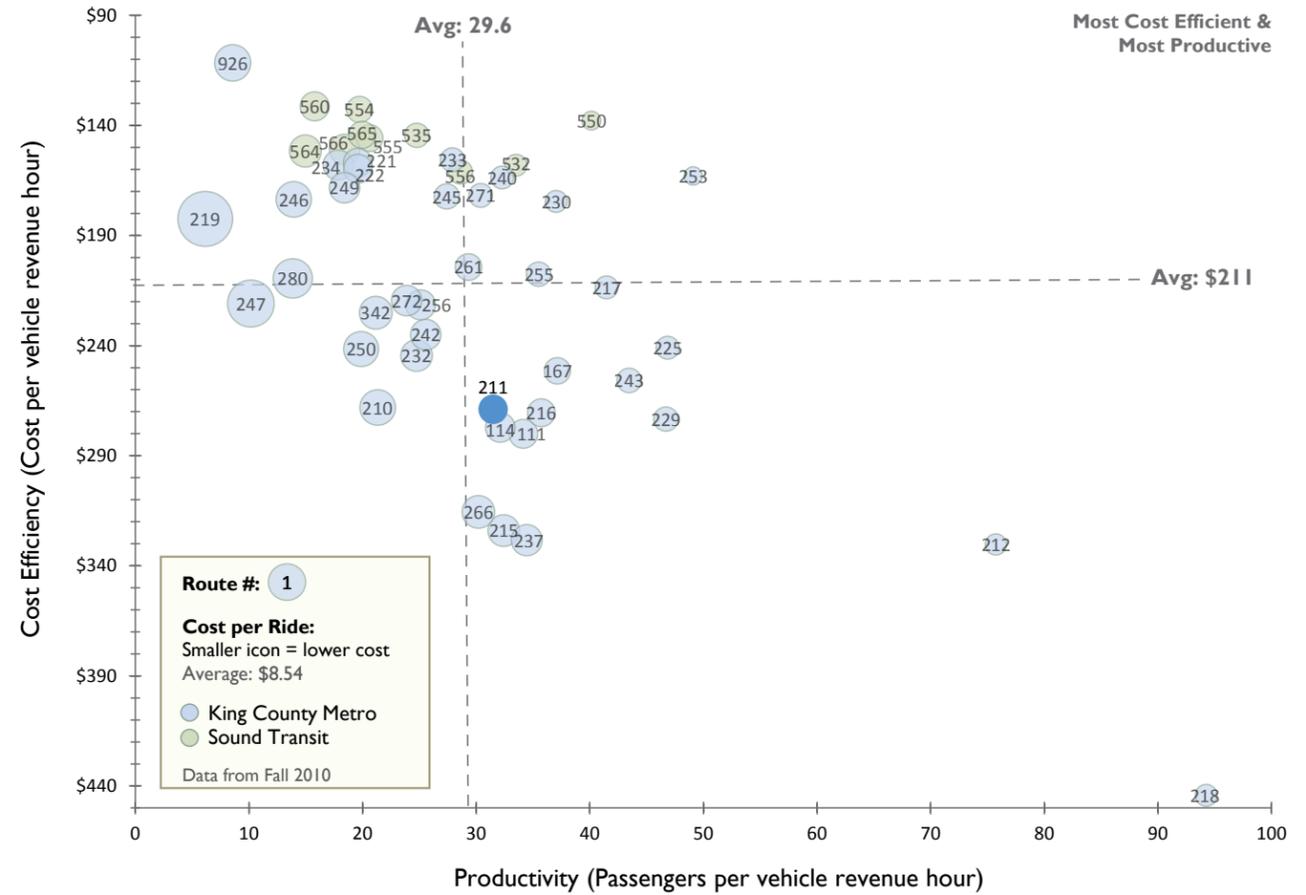
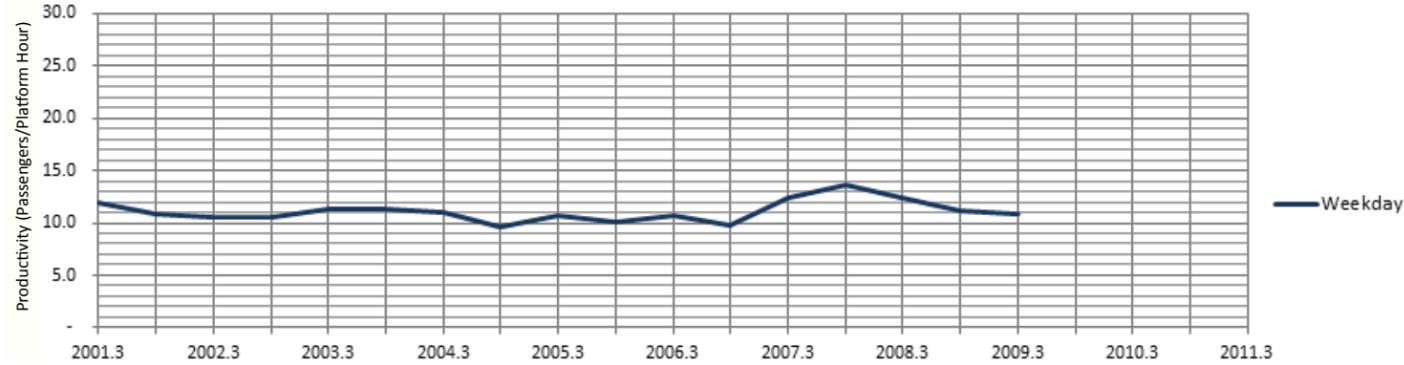
# Route 211

## Historical & Relative Route Performance

Route 211 Average Daily Ridership



Route 211 Daily Productivity



### Nine-Year Summary

| Average Daily Ridership     |        |        | Productivity                |        |        |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Most Recent                 | 180    | 2009.3 | Most Recent                 | 10.9   | 2009.3 |
| Maximum                     | 210    | 2008.1 | Maximum                     | 13.7   | 2008.1 |
| Minimum                     | 140    | 2005.1 | Minimum                     | 9.6    | 2005.1 |
| Average                     | 165.9  |        | Average                     | 11.1   |        |
| % Change from Previous Year | -10.0% |        | % Change from Previous Year | -12.1% |        |
| % Change from Nine-Year Max | -14.3% |        | % Change from Nine-Year Max | -20.4% |        |

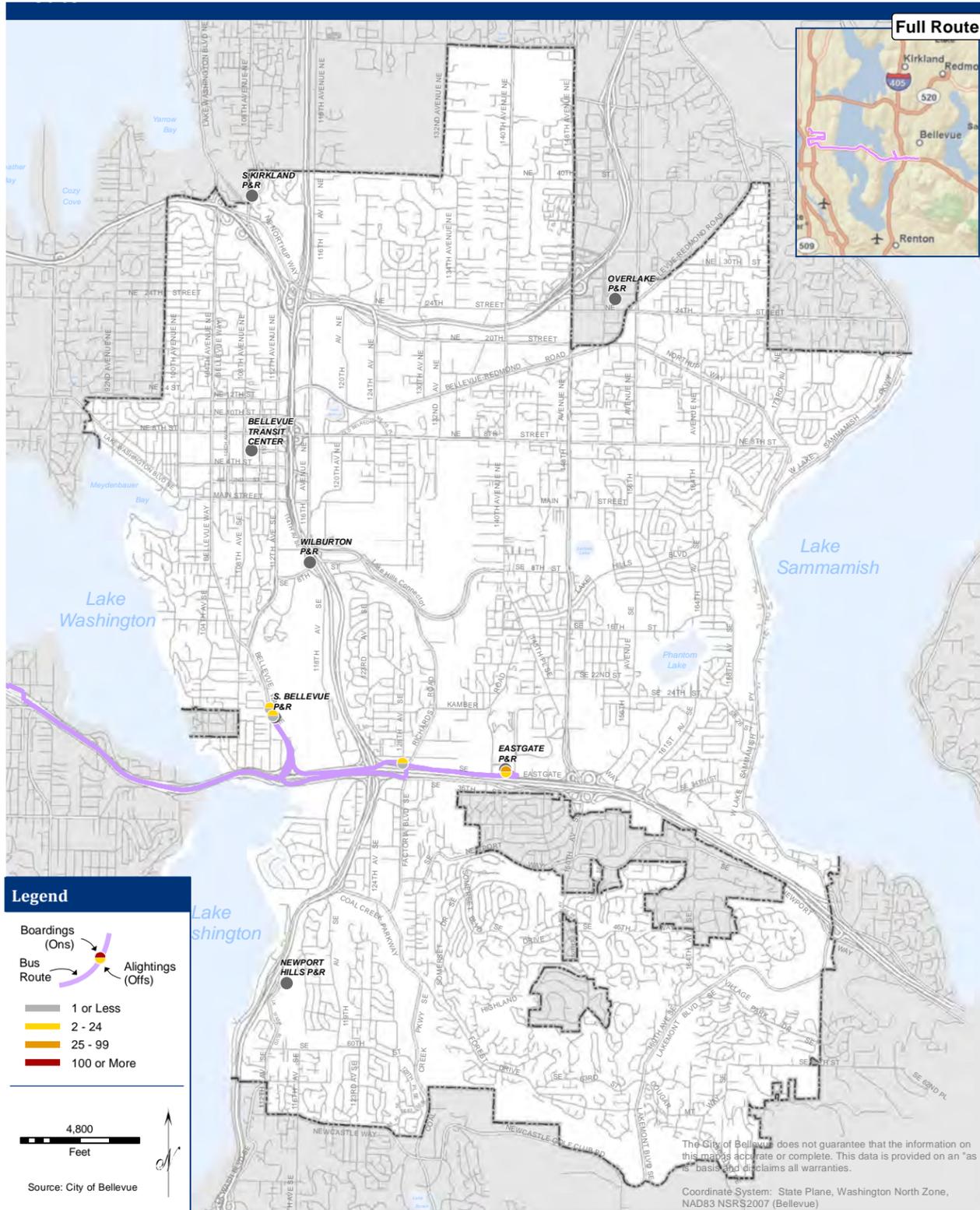
All above figures refer to weekday ridership

Ridership of Route 211 has remained quite consistent for most of the route's service life since its introduction in Fall 1989. Since Fall 2001, daily ridership has ranged from 140 to 210 riders, but it has remained 160 or below for two-thirds of this time and only exceeded 200 riders during the Spring and Fall 2008 quarters. Annual platform hours operated have gradually increased 16 percent between Fall 2001 and Fall 2009, despite no changes to the number of daily trips.



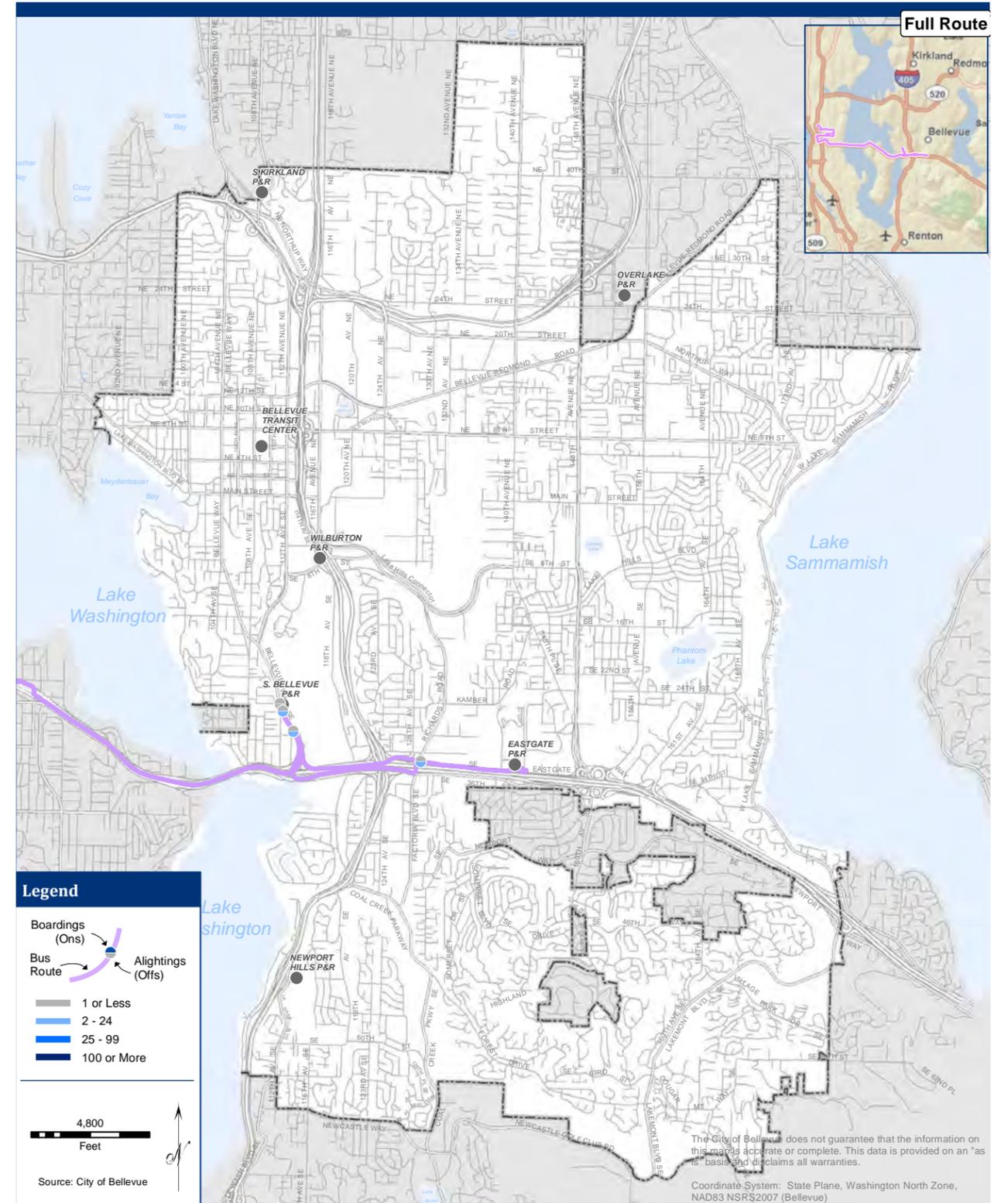
# Route 211

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 211

## Metro Peak-Only Route Service Level Assessment

### Peak-Only Alternative to 212 + 12



Alternative service to Route 211 is provided by a combination of Route 212 from the Eastgate Park & Ride to Convention Place Station and Route 12 for service to the First Hill medical centers. Service revisions made in Fall 2011 will require that future analyses replace Route 212 with Sound Transit Route 554 to provide service to Issaquah Highlands.

Based on the standards of Metro's service level assessment, Route 211 failed both measures in 2009—it had neither 90 percent of the ridership nor 20 percent time savings compared with its alternative.

Route 211 also failed both measures in 2010. The route had only 72 percent of the ridership of its alternative, and its service was 15 percent slower.

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2010. Ridership shown reflects Fall 2010 data.

| Route Alternatives  | Peak-Hour Headway   | Travel Time | Ridership |
|---|---------------------|-------------|-----------|
| <b>211</b> Eastgate to First Hill<br>via S. Bellevue, Mercer Island,<br>King Street Station | 30                  | 0:45        | 24.66     |
| <b>212</b> Eastgate to Downtown Seattle<br>via I-90   | 7-25                | 0:27        | 34.27     |
| <b>12</b> Downtown Seattle to First Hill, Interlaken Park<br>via E Madison St, 19th Ave E   | 10-15               | 0:12        | 21.56     |
|   | Total:              | 0:39        | —         |
|   | Percent Difference: | -15%        | 72.0%     |

## Potential Service Revisions

### October 2011

As part of the Fall 2011 service revision, Route 211 was extended to the Issaquah Highlands Park & Ride, and two morning and afternoon trips were added to its service. These adjustments added 2,300 hours to its existing allocated annual platform hours.



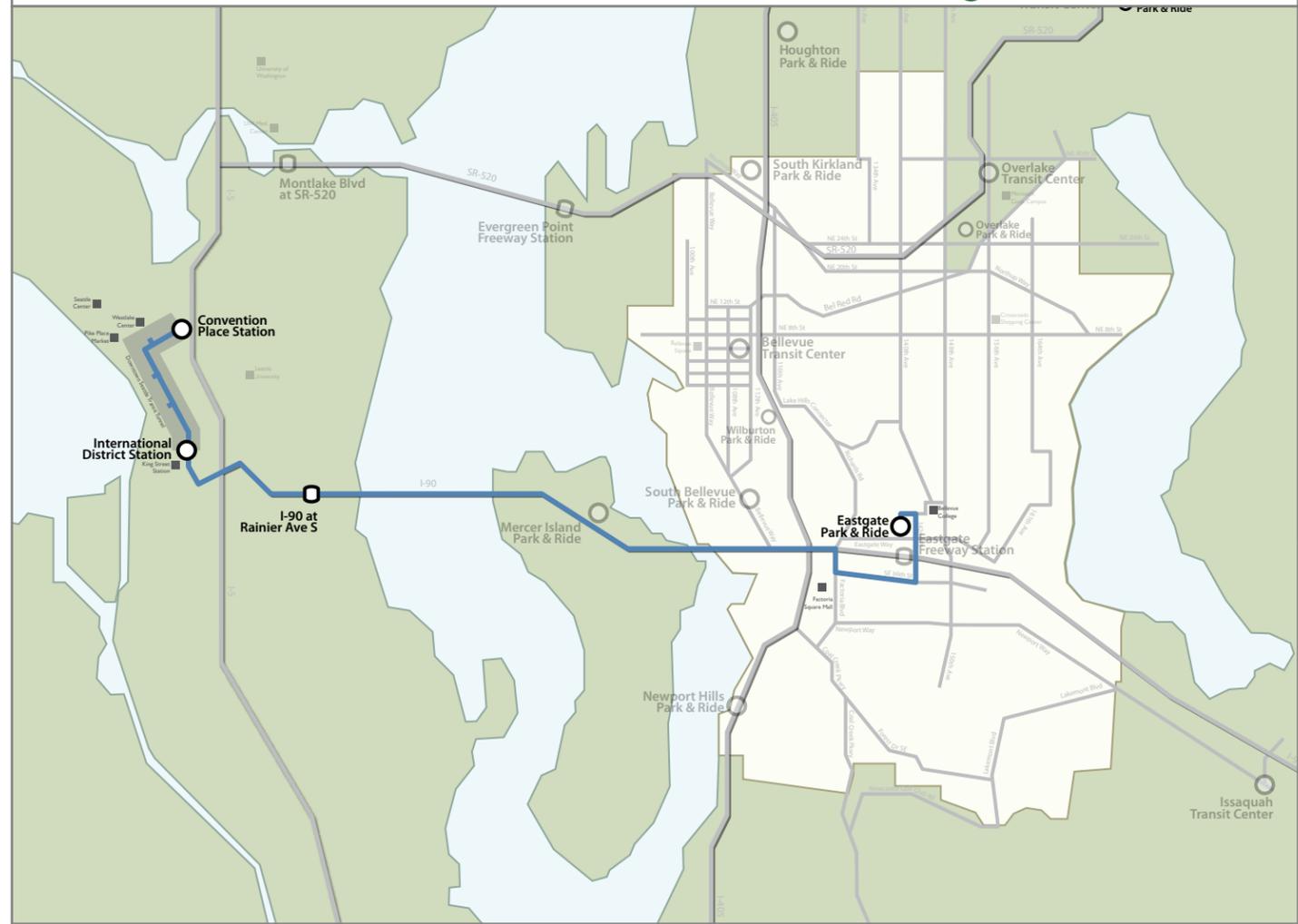
# Route 212

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

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  |
|---------------------------------|---|--|
| Downtown Seattle Transit Tunnel | International District, Pioneer Square, Westlake Center, WA Convention Center | 41 71 72 73 74 76 77 101 102 106 150 212<br>216 217 218 225  Central Link Light Rail |
| I-90 at Rainier Ave S           | North Beacon Hill, Rainier Valley, and Central District neighborhoods         | 7 9 34 42 111 114 210 211 212 214 215 216<br>217 218 225 550 554                     |
| Eastgate Park & Ride            | Bellevue College, Eastgate  | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 555                       |



Map depicts Fall 2011 routing

|                          | Weekday         | Saturday      | Sunday        | Annual Total |
|--------------------------|-----------------|---------------|---------------|--------------|
| Hours of Service         |                 |               |               |              |
| Daily Trips              | 39              |               |               |              |
| Time of Day              | AM MD PM EV X   | AM MD PM EV X | AM MD PM EV X |              |
| Headway (min)            | 7-25 — 7-30 — — |               |               |              |
| Percent On-Time          |                 |               |               |              |
| Revenue Hours            | 16.71           |               |               | 4,182        |
| Platform Hours           | 16.38           |               |               | 9,213        |
| Revenue Miles            | 437.34          |               |               | 109,642      |
| Platform Miles           | 730.46          |               |               | 182,883      |
| Passenger Miles          | 10,740.60       |               |               | 2,689,195    |
| Revenue Hr/Platform Hr   | 1.02            |               |               | 0.45         |
| Revenue Mi/Platform Mi   | 0.60            |               |               | 0.60         |
| Passenger Mi/Platform Mi | 14.70           |               |               | 23.59        |
| Boardings (per day)      | 1,264.65        |               |               | 316,677      |
| Max Load                 | 49.28           |               |               | N/A          |
| Average Load             | 31.23           |               |               | 41.38        |
| Boardings/Trip           | 32.43           |               |               | 32.39        |
| Boardings/Revenue Hour   | 75.68           |               |               | 75.73        |
| Boardings/Revenue Mile   | 2.89            |               |               | 12.60        |
| Boardings/Platform Hour  | 77.21           |               |               | 34.37        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$330.32 |
| Cost/Platform Hour | \$149.92 |
| Cost/Revenue Mile  | \$12.60  |
| Cost/Platform Mile | \$7.55   |
| Cost/Boarding      | \$4.36   |

|                  |             |
|------------------|-------------|
| Farebox Revenue  | \$695,973   |
| Operating Costs  | \$1,381,212 |
| Farebox Recovery | 50.4%       |

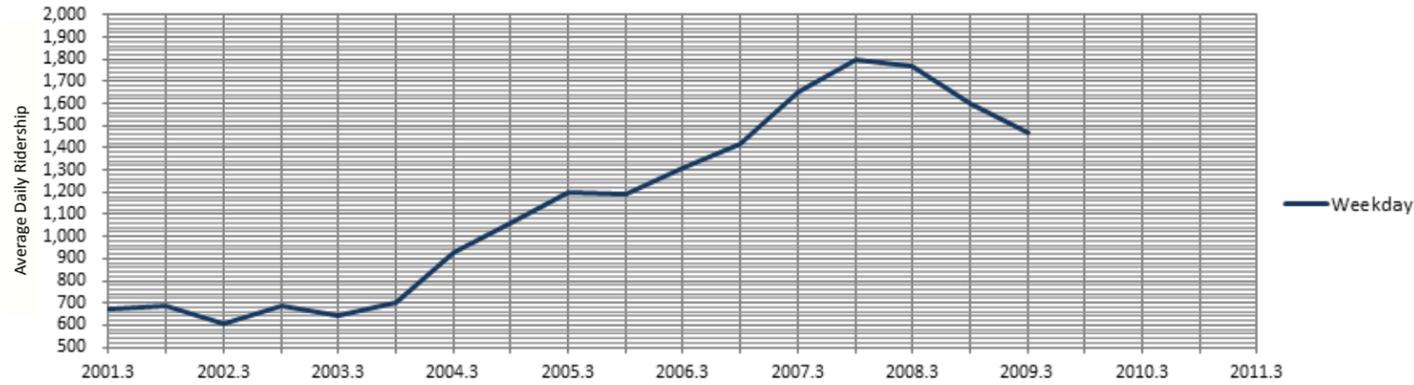
Route 212 is a peak-only commuter route that begins service at the Eastgate Park & Ride and ends in the Seattle Downtown Transit Tunnel. It previously combined with Routes 225 and 229 to provide very frequent service from Eastgate to Downtown Seattle, however those routes were discontinued as part of 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.

Route 212 is among the top 25 percent of Bellevue routes in terms of several notable performance measures. It has the third-highest farebox recovery ratio (50.4%), fourth-highest number of rides per platform hour (34.37), and sixth-highest passenger miles per platform hour (23.59) in Bellevue's network, outperforming all but two of its Corridor Group 9 counterparts—Routes 218 and 554, both of which serve other significant markets in addition to Eastgate. Route 212 served 2.2 percent of all annual rides in Bellevue in 2010 despite accounting for only 1.4 percent of the city's allocated platform hours, but its ratio of revenue hours to platform hours (0.45) ranks forty-third in the network. Its cost per platform mile (\$7.55) is also slightly above the Bellevue average and median (\$7.50).

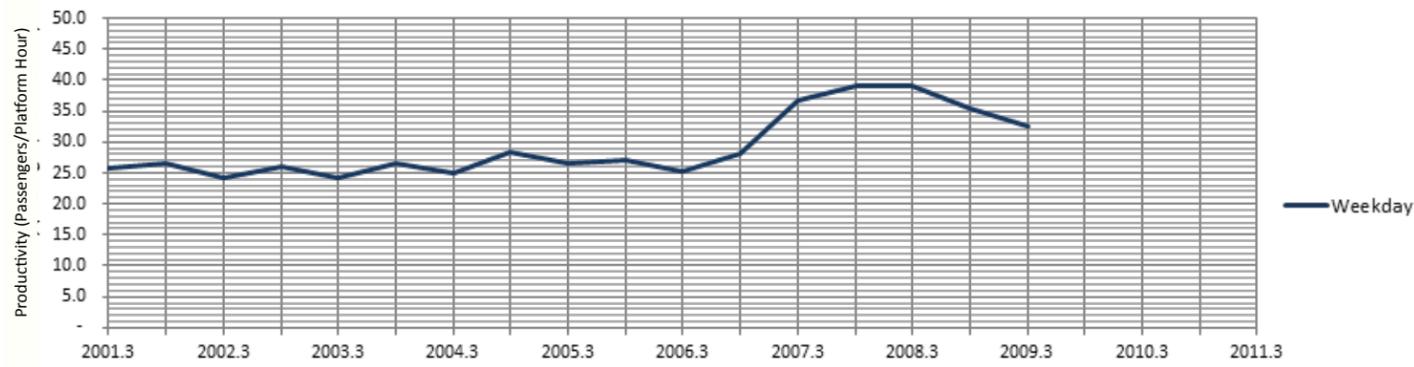
# Route 212

## Historical & Relative Route Performance

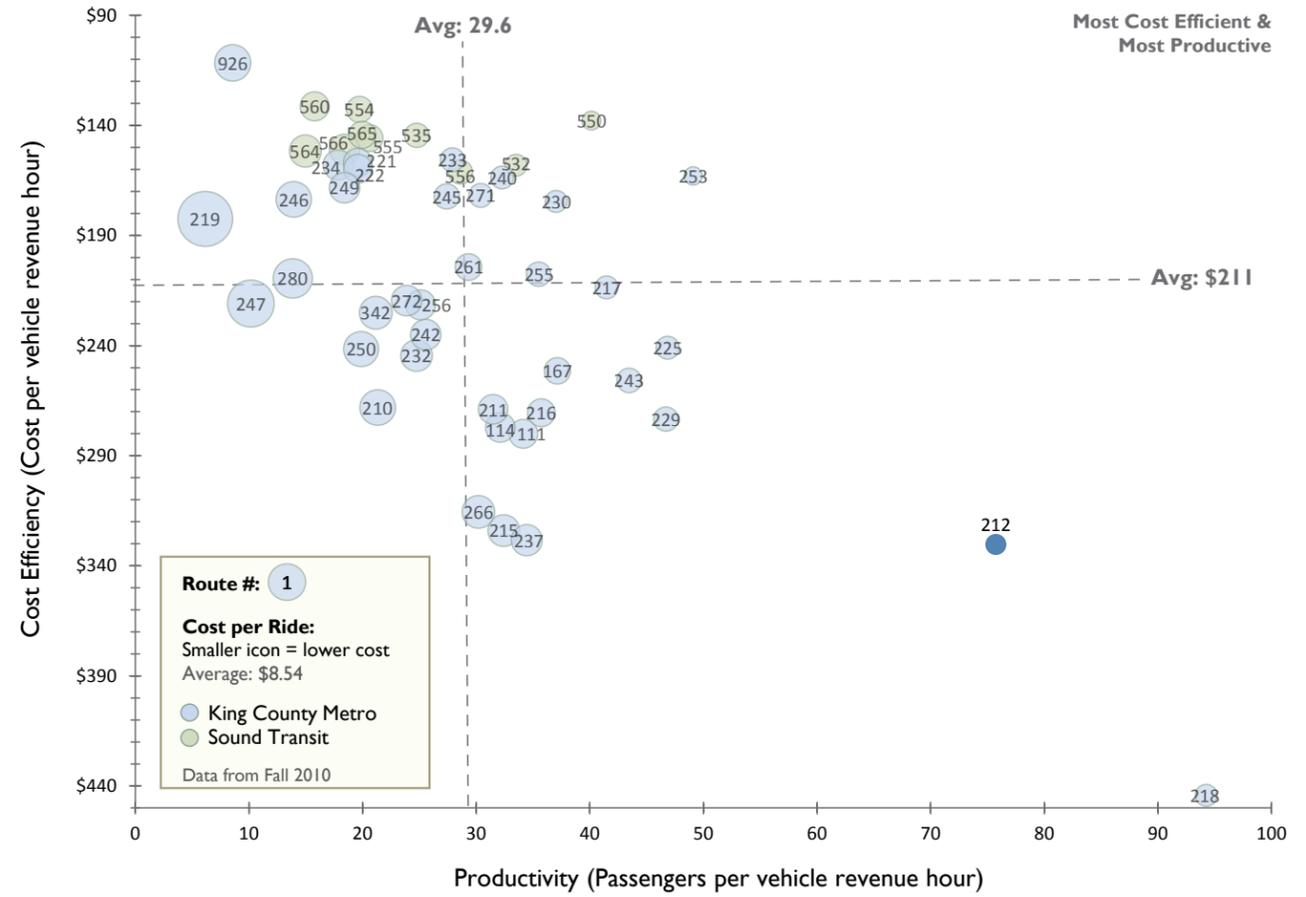
Route 212 Average Daily Ridership



Route 212 Daily Productivity



Service Notes:  
 Fall 2001: 22 daily trips      Fall 2003: 25 daily trips      Fall 2004: 33 daily trips  
 Fall 2006: 42 daily trips      Spring 2007: 40 daily trips      Spring 2008: 41 daily trips



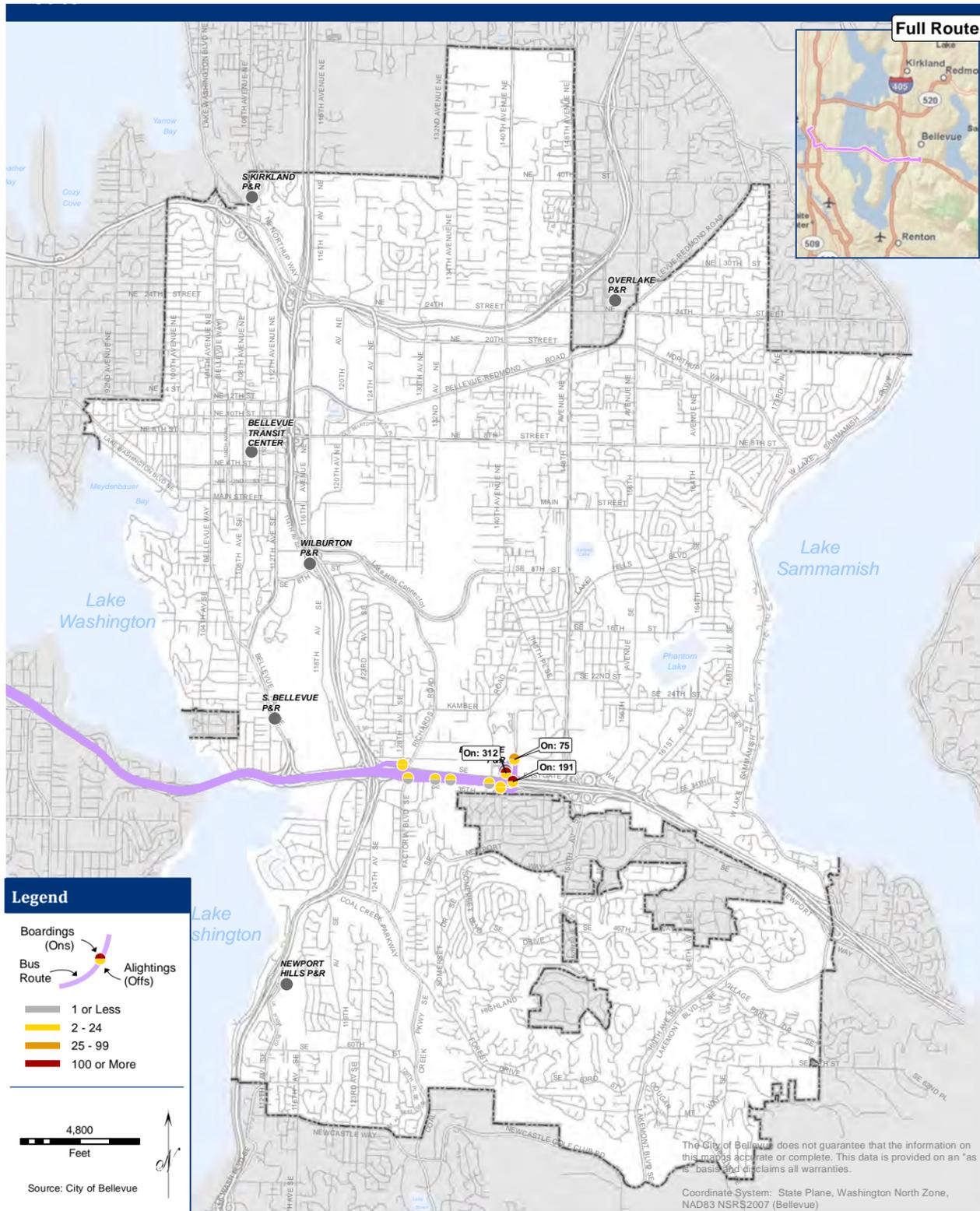
| Nine-Year Summary           |        |        |                             |        |        |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Average Daily Ridership     |        |        | Productivity                |        |        |
| Most Recent                 | 1470   | 2009.3 | Most Recent                 | 32.5   | 2009.3 |
| Maximum                     | 1800   | 2008.1 | Maximum                     | 39.1   | 2008.3 |
| Minimum                     | 610    | 2002.3 | Minimum                     | 24.2   | 2002.3 |
| Average                     | 1141.2 |        | Average                     | 29.2   |        |
| % Change from Previous Year | -16.9% |        | % Change from Previous Year | -16.9% |        |
| % Change from Nine-Year Max | -18.3% |        | % Change from Nine-Year Max | -16.9% |        |

All above figures refer to weekday ridership

Since its introduction in Fall 1989, Route 212 has evolved substantially. Initially providing only seven daily trips, service was expanded slowly until Fall 1998 when daily trips were doubled from nine to eighteen. Several additional trips have been added every few years since, and the resulting increases in ridership have outpaced both the trips and annual platform hours added. In fact, while Metro operated 75 percent more annual platform hours in Fall 2009 than in Fall 2001, it increased daily trips by 86 percent and daily ridership by 119 percent over the same period.

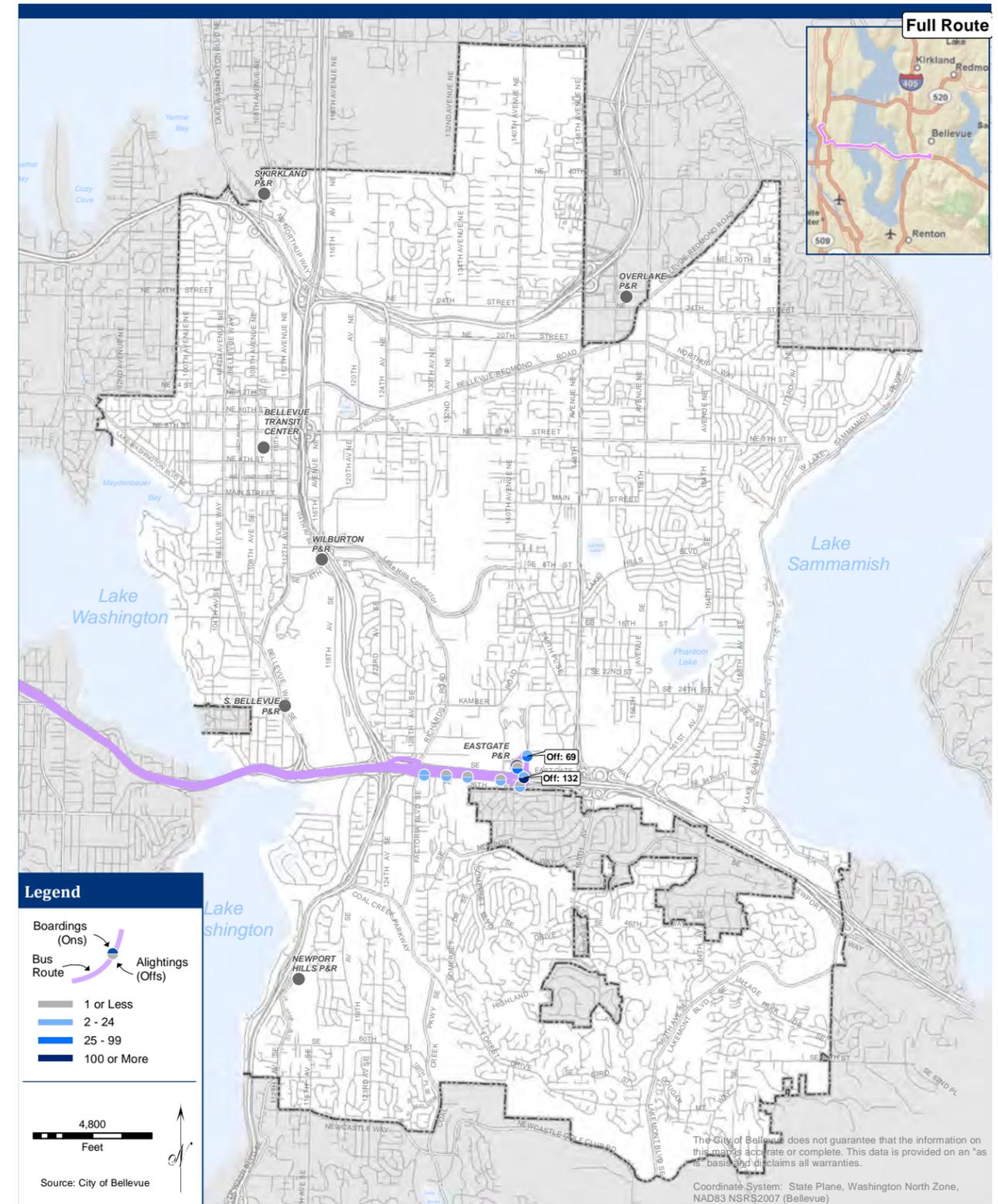
# Route 212

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 212

## Metro Peak-Only Route Service Level Assessment

### Peak-Only Alternative to 554



Alternative service to Route 212 is provided by the Issaquah to Seattle Express, Sound Transit's Route 554, from the Eastgate Park & Ride to Downtown Seattle. Based on the standards of Metro's service level assessment, Route 212 passed both measures in 2009—it outperformed its alternative with time savings of at least 20 percent and served at least 80 percent as much ridership.

In 2010, Route 212 served nearly 99 percent as much ridership as its alternative and provided a time savings of 27 percent.

| Route Alternatives |  | Peak-Hour Headway | Travel Time | Ridership |
|--------------------|--|-------------------|-------------|-----------|
| <b>212</b>         | <b>Eastgate to Downtown Seattle via I-90</b> | 7-25              | 0:22        | 24.66     |
| <b>554</b>         | <b>Downtown Seattle to Issaquah via I-90</b> | 30                | 0:30        | 25.01     |
|                    | Percent Difference:                          |                   | 27%         | 98.6%     |

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2010. Ridership and travel times shown reflect Fall 2010 data.

## Recent & Future Service Revisions

### October 2011

As part of the Fall 2011 service revision, additional trips were allocated to Route 212 to offset the discontinuation of Routes 225 and 229. As a result of this 3,000-hour investment, Route 212 now totals roughly 12,600 hours of service annually.



# Route 215

North Bend to Downtown Seattle via Snoqualmie, I-90  
Peak-Only Alternative to 209 + 554

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                                   |
|--------------------------|--|---|
| Downtown Seattle Surface | Downtown Seattle, Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center | Connections to many destinations                              |
| I-90 at Rainier Ave S    | North Beacon Hill, Rainier Valley, and Central District neighborhoods                              | 7 9 34 42 111 114 210 211 212 214 215 216 217 218 225 550 554 |
| Eastgate Park & Ride     | Bellevue College, Eastgate   | 212 215 216 218 225 554 556                                   |
| Issaquah Transit Center  | Newport neighborhood   | 200 209 210 214 215 269 271 927 983 989 554 555 556           |



Map depicts Fall 2011 routing

|                          | Weekday       | Saturday      | Sunday        | Annual Total |
|--------------------------|---------------|---------------|---------------|--------------|
| Hours of Service         |               |               |               |              |
| Daily Trips              | 10            |               |               |              |
| 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          |               |               |               |              |
| Revenue Hours            | 13.09         |               |               | 3,321        |
| Platform Hours           | 24.53         |               |               | 6,222        |
| Revenue Miles            | 372.70        |               |               | 94,442       |
| Platform Miles           | 715.14        |               |               | 181,260      |
| Passenger Miles          | 6,909.70      |               |               | 1,753,282    |
| Revenue Hr/Platform Hr   | 0.53          |               |               | 0.53         |
| Revenue Mi/Platform Mi   | 0.52          |               |               | 0.52         |
| Passenger Mi/Platform Mi | 9.66          |               |               | 9.67         |
| Boardings (per day)      | 424.54        |               |               | 107,653      |
| Max Load                 | 47.50         |               |               | N/A          |
| Average Load             | 35.50         |               |               | 18.56        |
| Boardings/Trip           | 42.45         |               |               | 42.48        |
| Boardings/Revenue Hour   | 32.43         |               |               | 32.42        |
| Boardings/Revenue Mile   | 1.14          |               |               | 11.39        |
| Boardings/Platform Hour  | 17.31         |               |               | 17.30        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$324.00 |
| Cost/Platform Hour | \$172.91 |
| Cost/Revenue Mile  | \$11.39  |
| Cost/Platform Mile | \$5.94   |
| Cost/Boarding      | \$9.99   |

|                  |             |
|------------------|-------------|
| Farebox Revenue  | \$256,608   |
| Operating Costs  | \$1,075,874 |
| Farebox Recovery | 23.9%       |

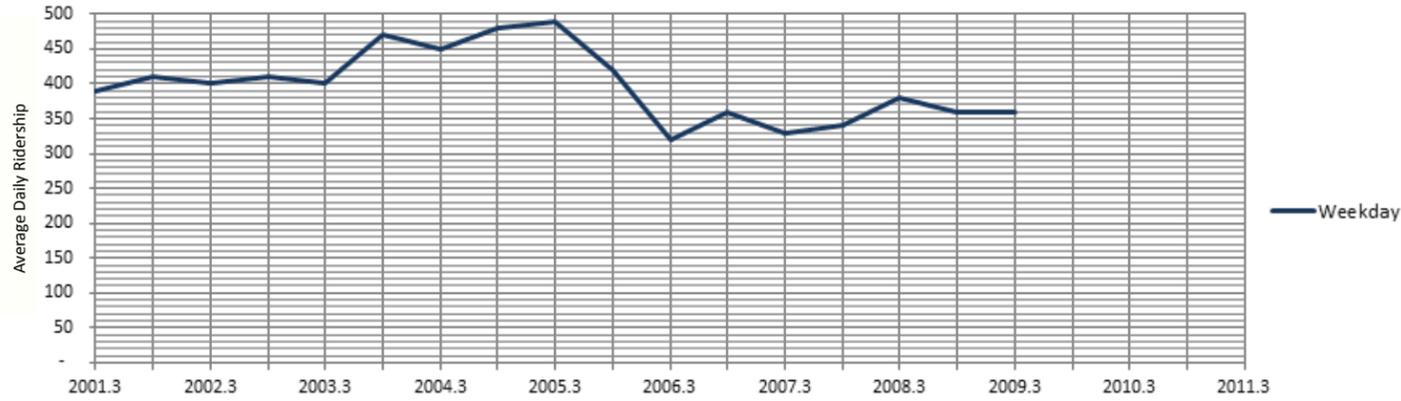
Route 215 is a one-way, peak-only commuter route that connects North Bend and Mt. Si to Downtown Seattle via Issaquah and Eastgate. Its only stop in Bellevue is at the Eastgate Freeway Station, which it passes through while traveling the I-90 corridor.

The route's productivity (17.3 rides per platform hour) is slightly below the Bellevue average (18.44) but equivalent to the citywide median. Its \$5.94 cost per platform mile places it among the top 25 percent of Bellevue routes in terms of cost efficiency, yet its operating cost (\$1.08 million) accounts for 1.3% of the city's total—0.5% greater than its share (0.8%) of Bellevue's ridership in 2010.

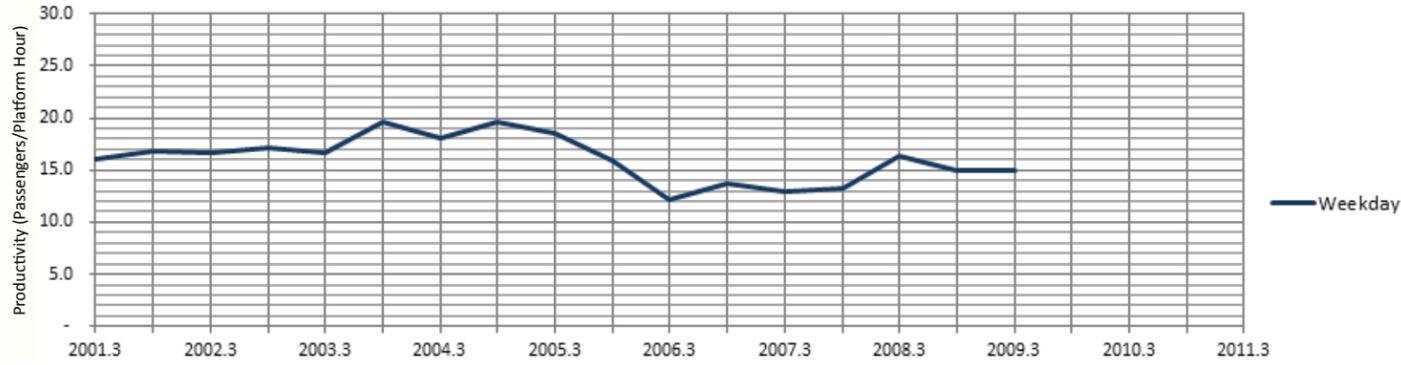
# Route 215

## Historical & Relative Route Performance

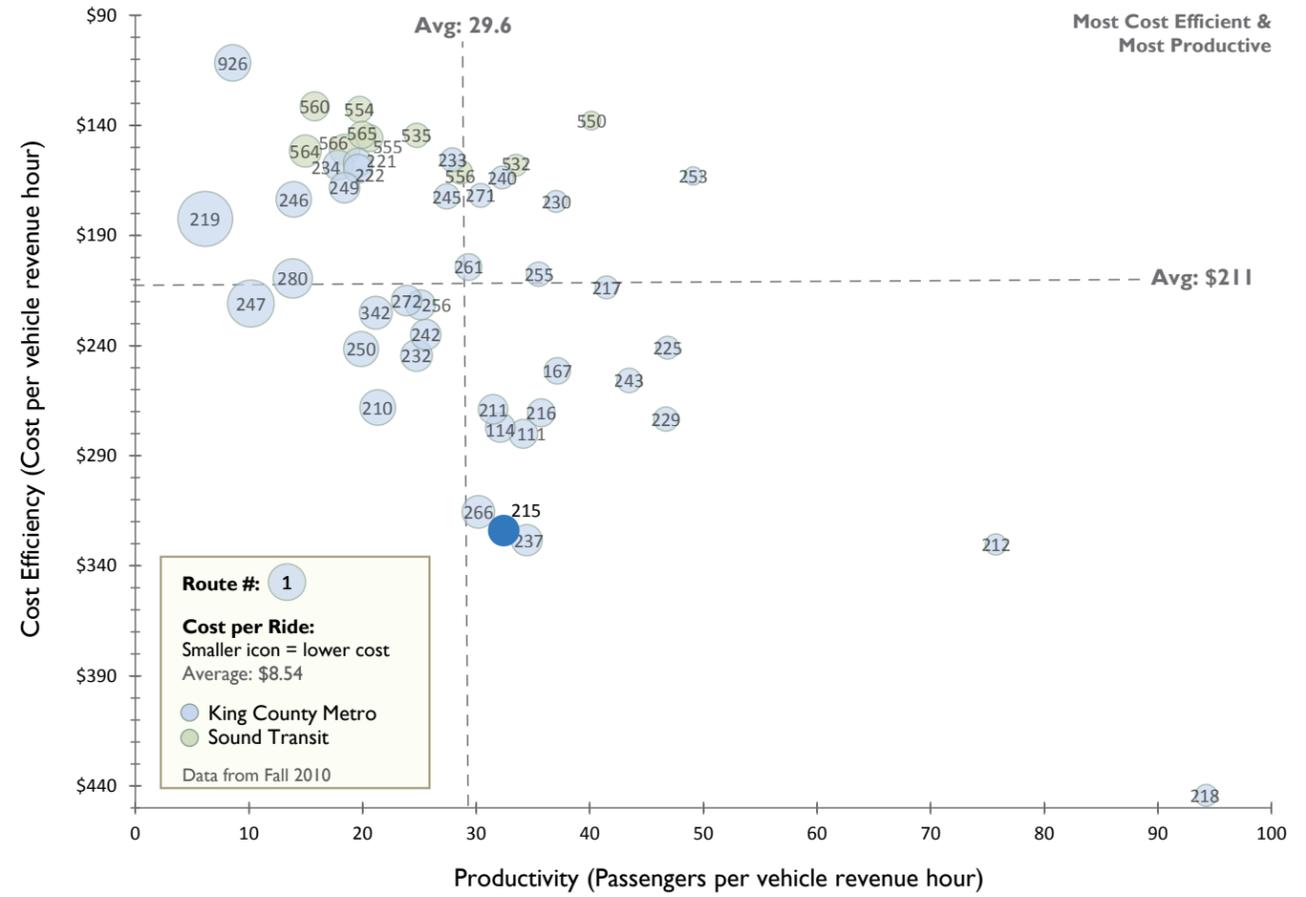
Route 215 Average Daily Ridership



Route 215 Daily Productivity



Service Note:  
Route 215 has been renamed twice in recent years. Prior to Spring 2008, Route 215 was known as Route 214; prior to Fall 1997, it was known as Route 213.



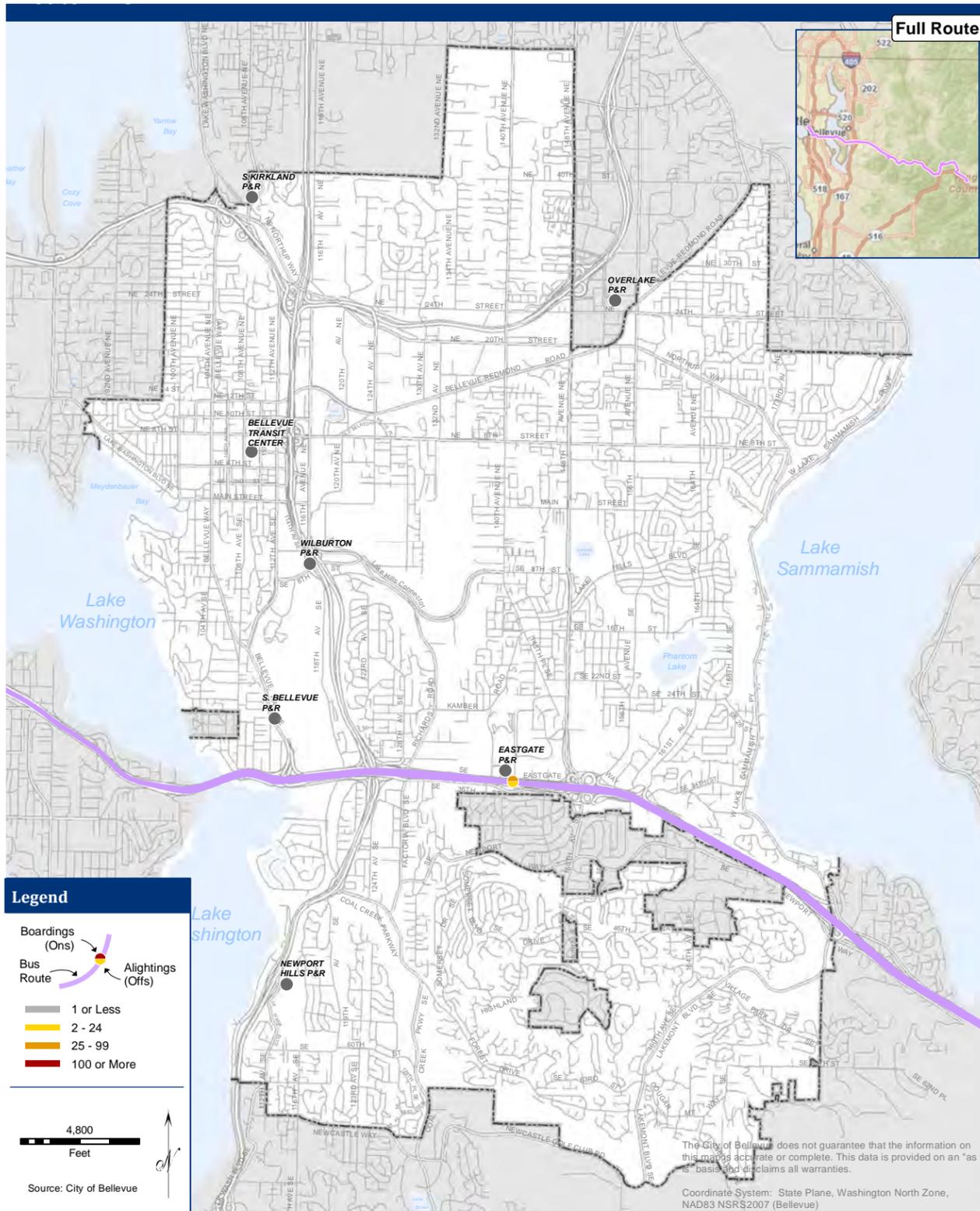
| Nine-Year Summary           |        |        |                             |        |        |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Average Daily Ridership     |        |        | Productivity                |        |        |
| Most Recent                 | 360    | 2009.3 | Most Recent                 | 15.0   | 2009.3 |
| Maximum                     | 490    | 2005.3 | Maximum                     | 19.7   | 2005.1 |
| Minimum                     | 320    | 2006.3 | Minimum                     | 12.1   | 2006.3 |
| Average                     | 398.2  |        | Average                     | 16.1   |        |
| % Change from Previous Year | -5.3%  |        | % Change from Previous Year | -8.4%  |        |
| % Change from Nine-Year Max | -26.5% |        | % Change from Nine-Year Max | -23.8% |        |

All above figures refer to weekday ridership

Both ridership and the productivity of Route 215 were generally higher in its initial years of operation than they have been for most of the past ten years. Between Fall 2005 and Fall 2006, average daily ridership declined from 490—its highest level since Fall 1996, when it served 500 daily riders—to only 320, its lowest point since the route’s introduction in Spring 1995. Ridership has improved since 2006, but with only 360 daily riders as of Fall 2009, it remains considerably below its 2004-2005 peak. The route was at its peak of productivity in Spring 1996, when it operated nine daily trips and served nearly 24 rides per platform hour. One daily trip was added in Fall 1997, resulting in an increase in platform hours, a decrease in ridership, and a drop in productivity from 22.11 to 17.82 rides per platform hour by the following Spring. Through Fall 2009, Route 215 had not reached 20 rides per platform hour again.

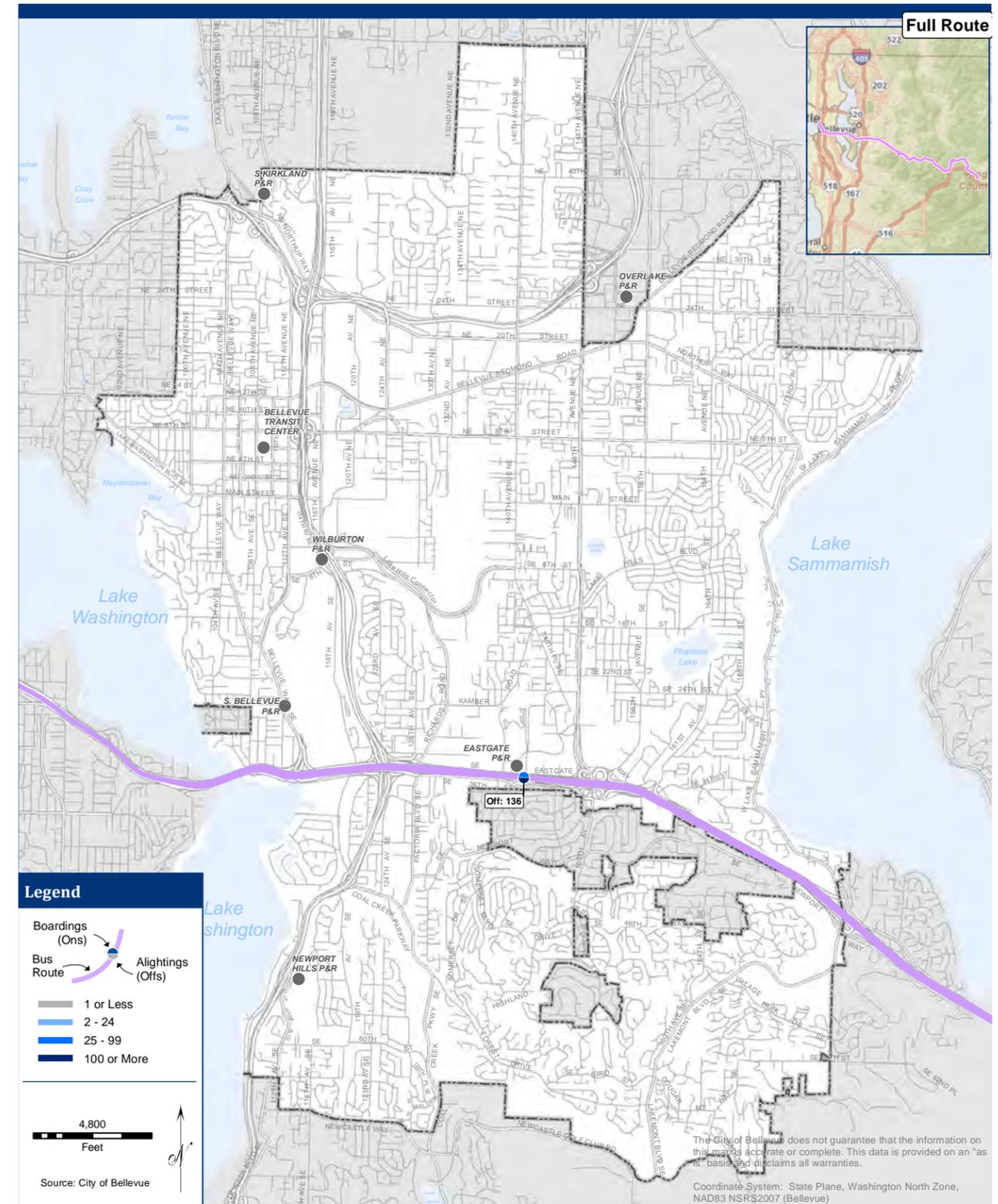
# Route 215

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 215

## Metro Peak-Only Route Service Level Assessment

### Peak-Only Alternative to 209 + 554



Alternative service to Route 215 is provided by a combination of Route 209 from North Bend to the Issaquah Transit Center and Route 554 to Downtown Seattle via I-90.

Based on the standards of Metro's service level assessment, Route 215 failed one measure in 2009—it did not save 20 percent on travel time compared with its alternative.

Results were the same in 2010: Route 215 served nearly 70 percent more rides than its alternative, but it did not provide a 20 percent time savings.

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2010. Ridership and travel times shown reflect Fall 2010 data.

| Route Alternatives   | Peak-Hour Headway | Travel Time | Ridership |
|--|-------------------|-------------|-----------|
| <b>215</b> North Bend to Downtown Seattle via Snoqualmie, I-90                           | 30                | 1:16        | 42.48     |
| <b>209</b> North Bend to Issaquah via I-90   | 60                | 1:00        | 9.54      |
| <b>554</b> Downtown Seattle to First Hill, Interlaken Park via E Madison St, I 9th Ave E | 30                | 0:30        | 25.01     |
| <b>Total:</b>  |                   | 1:30        | —         |
| <b>Percent Difference:</b>   |                   | 16%         | 169.9%    |

## Recent & Future Service Revisions

### Potential Future Restructuring

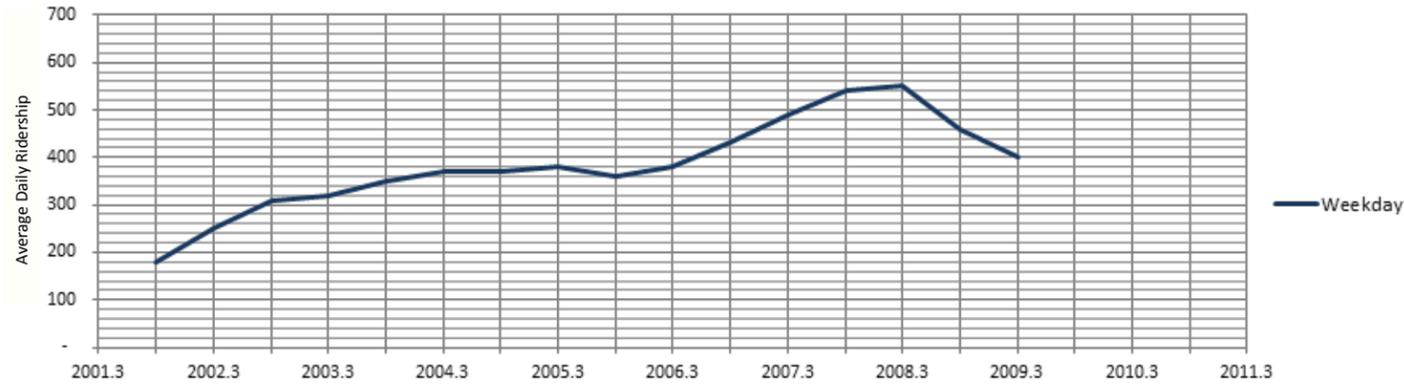
Metro is considering a future restructuring of services in the Snoqualmie Valley, including Route 215, according to working documents from the RTC Workgroup Meeting held on November 16, 2011. This may include revision or deletion of the route, allowing up to 6,200 annual platform hours to be reinvested. In addition to failing one peak-only service assessment criterion, Route 215 is also among the bottom 25 percent of Metro-wide routes serving the Seattle core in terms of rides per platform hour (17.3). The threshold for this metric during peak hours is 18.7 rides per platform hour.



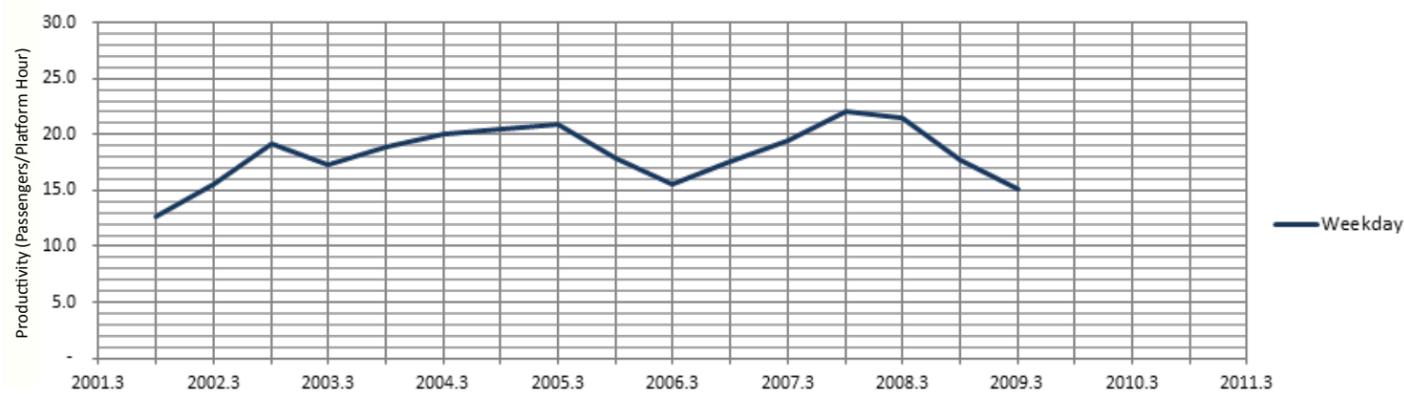
# Route 216

## Historical & Relative Route Performance

Route 216 Average Daily Ridership



Route 216 Daily Productivity

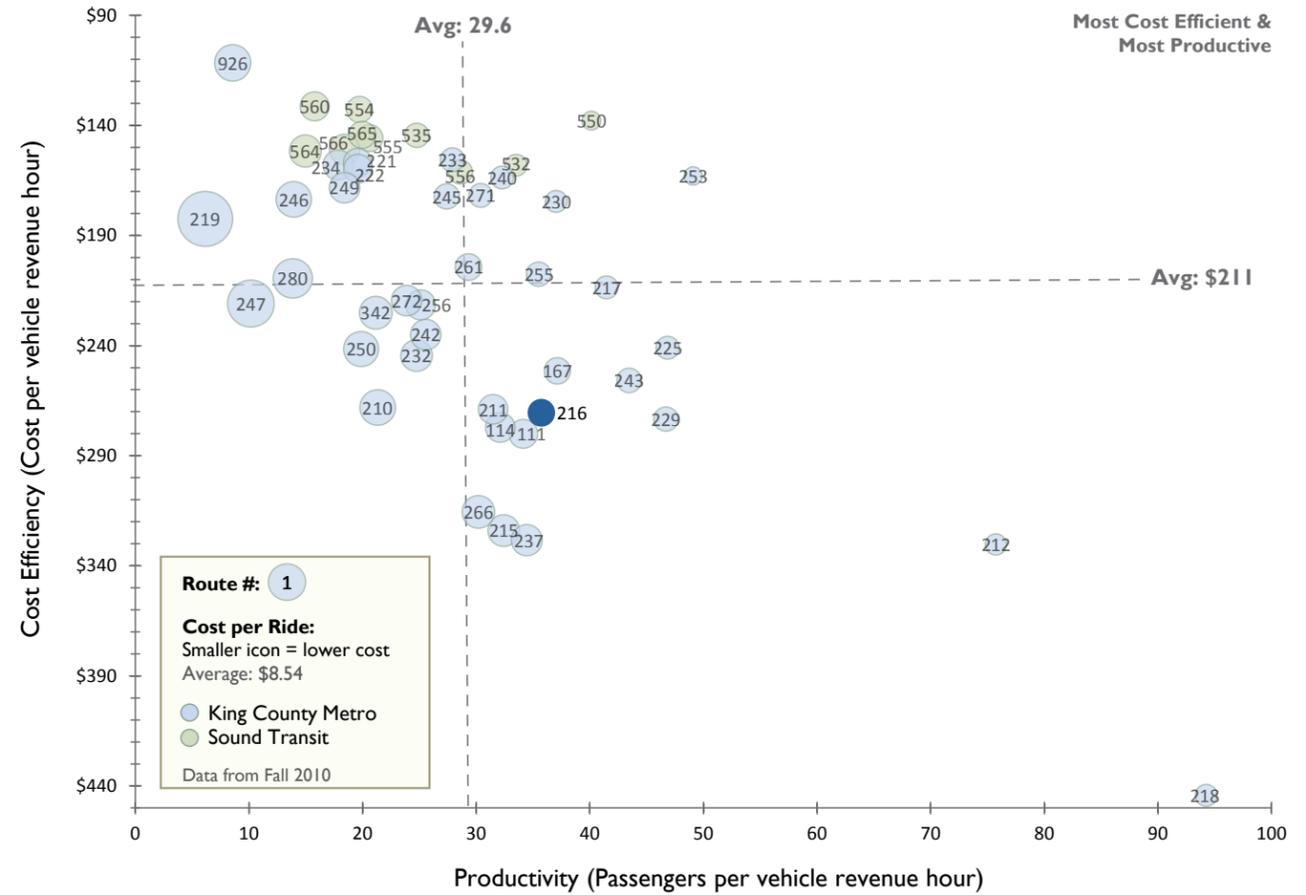


Service Note:  
Spring 2002: 8 daily trips  
Fall 2002: 10 daily trips  
Fall 2006: 12 daily trips

### Nine-Year Summary

| Average Daily Ridership     |        |        | Productivity                |        |        |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Most Recent                 | 400    | 2009.3 | Most Recent                 | 15.2   | 2009.3 |
| Maximum                     | 550    | 2008.3 | Maximum                     | 22.1   | 2008.1 |
| Minimum                     | 180    | 2002.1 | Minimum                     | 12.7   | 2002.1 |
| Average                     | 383.8  |        | Average                     | 18.3   |        |
| % Change from Previous Year | -27.3% |        | % Change from Previous Year | -29.4% |        |
| % Change from Nine-Year Max | -27.3% |        | % Change from Nine-Year Max | -31.5% |        |

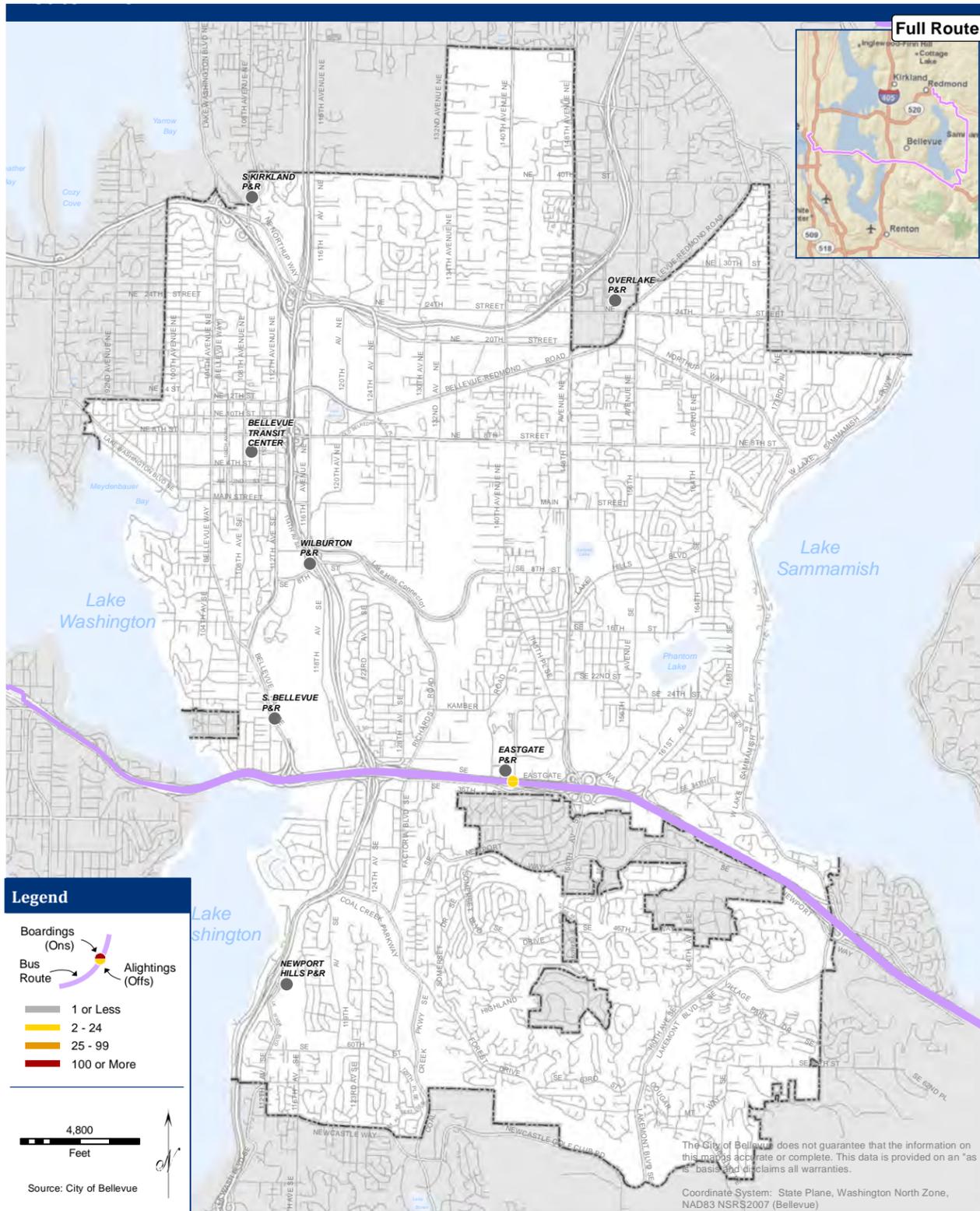
All above figures refer to weekday ridership



After beginning service in Spring 2002 with eight daily trips and only 180 daily rides, Route 216 achieved a steady increase in ridership through Fall 2008, peaking at 550 daily rides. Ridership then fell to only 400 daily rides by the following year—a 27 percent decline—despite gradually rising annual platform hours operated. In Fall 2009, Route 216 required 2.20 platform hours to complete each trip—the most of any point in its service history.

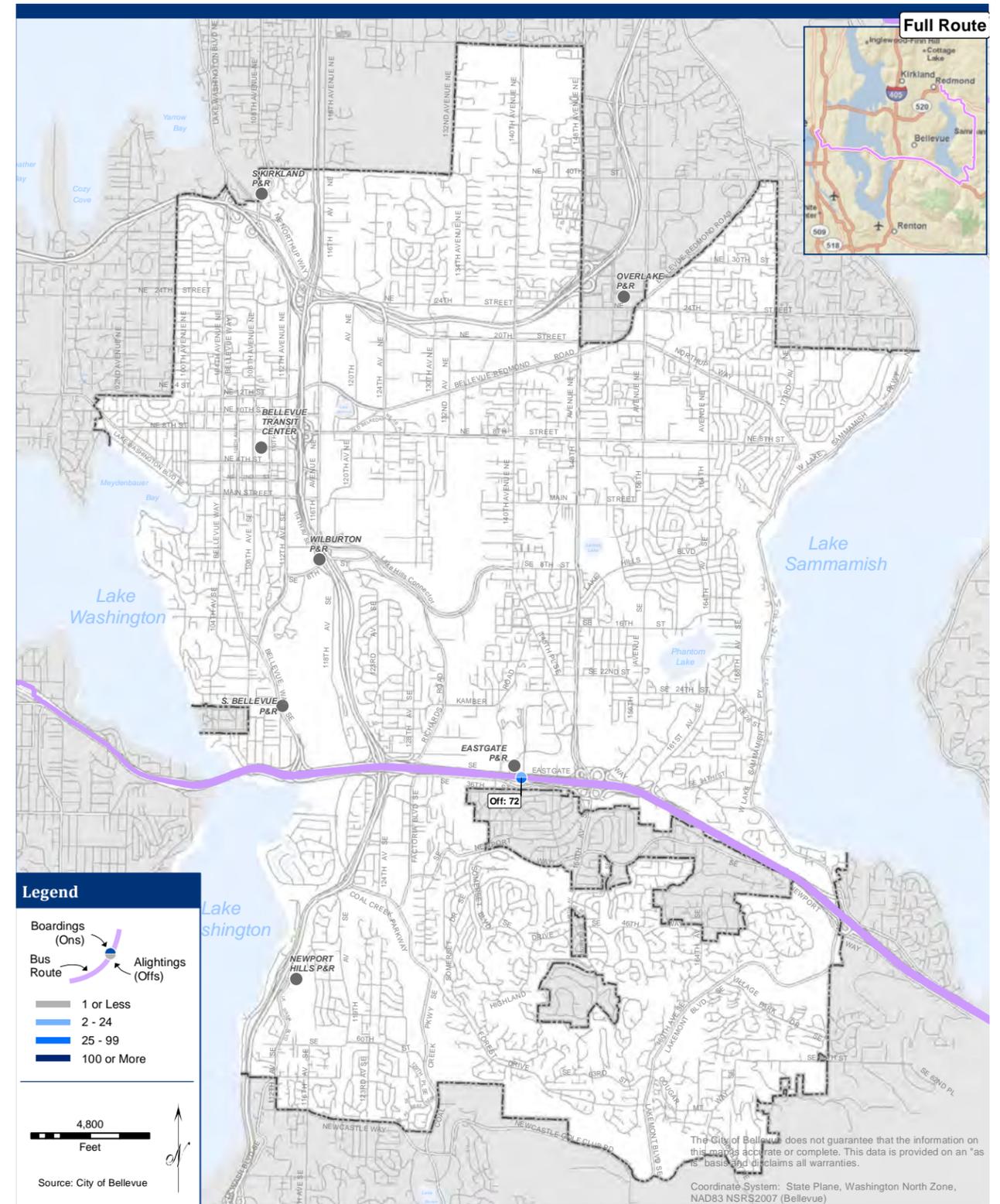
# Route 216

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 216

## Metro Peak-Only Route Service Level Assessment

### Peak-Only Alternative to 218 + 269



Alternative service to Route 216 is provided by a combination of Route 218 from Downtown Seattle to the Issaquah Highlands Park & Ride and Route 269 to the Bear Creek Park & Ride.

Based on the standards of Metro's service level assessment, Route 216 failed both measures in 2009—it had neither 90 percent of the ridership nor 20 percent time savings compared with its alternative.

In 2010, Route 216 had only 83 percent of the ridership of its alternative, but it did provide a sufficient travel time advantage to pass that measure.

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2010. Ridership and travel times shown reflect Fall 2010 data.

| Route Alternatives   | Peak-Hour Headway | Travel Time | Ridership |
|--|-------------------|-------------|-----------|
| <b>216</b> Bear Creek to Downtown Seattle via Sammamish        | 30                | 1:06        | 42.08     |
| <b>218</b> Issaquah Highlands P&R to Downtown Seattle via I-90 | 20-30             | 0:48        | 11.88     |
| <b>269</b> Issaquah to Overlake via Sammamish, Bear Creek      | 9-30              | 0:53        | 50.66     |
| Total:   |                   | 1:41        | —         |
| Percent Difference:  |                   | 35%         | 83.1%     |

# Route 217

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

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  |
|---------------------------------|---|--|
| Downtown Seattle Transit Tunnel | International District, Pioneer Square, Westlake Center, WA Convention Center | 41 71 72 73 74 76 77 101 102 106 150 212<br>216 217 218 225  Central Link Light Rail |
| I-90 at Rainier Ave S           | North Beacon Hill, Rainier Valley, and Central District neighborhoods         | 7 9 34 42 111 114 210 211 212 214 215 216<br>217 218 225 550 554                     |
| Eastgate Park & Ride            | Bellevue College, Eastgate  | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 555                       |



Map depicts Fall 2011 routing

|                          | Weekday               | Saturday      | Sunday        | Annual Total |
|--------------------------|-----------------------|---------------|---------------|--------------|
| Hours of Service         |                       |               |               |              |
| Daily Trips              | 6                     |               |               |              |
| 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          |                       |               |               |              |
| Revenue Hours            | 4.93                  |               |               | 1,258        |
| Platform Hours           | 7.63                  |               |               | 1,942        |
| Revenue Miles            | 109.62                |               |               | 27,953       |
| Platform Miles           | 121.20                |               |               | 30,906       |
| Passenger Miles          | 1,467.50              |               |               | 377,806      |
| Revenue Hr/Platform Hr   | 0.65                  |               |               | 0.65         |
| Revenue Mi/Platform Mi   | 0.90                  |               |               | 0.90         |
| Passenger Mi/Platform Mi | 12.11                 |               |               | 12.22        |
| Boardings (per day)      | 204.59                |               |               | 52,169       |
| Max Load                 | 38.17                 |               |               | N/A          |
| Average Load             | 31.00                 |               |               | 13.52        |
| Boardings/Trip           | 34.10                 |               |               | 34.10        |
| Boardings/Revenue Hour   | 41.50                 |               |               | 41.47        |
| Boardings/Revenue Mile   | 1.87                  |               |               | 9.61         |
| Boardings/Platform Hour  | 26.81                 |               |               | 26.86        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$213.53 |
| Cost/Platform Hour | \$138.30 |
| Cost/Revenue Mile  | \$9.61   |
| Cost/Platform Mile | \$8.69   |
| Cost/Boarding      | \$5.15   |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$85,376  |
| Operating Costs  | \$268,617 |
| Farebox Recovery | 31.8%     |

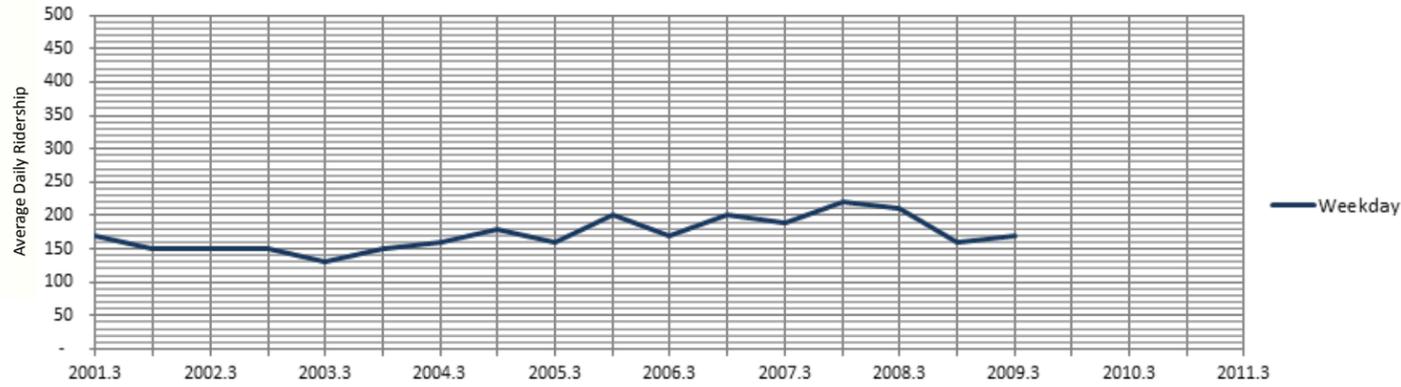
Route 217 is a reverse-peak, one-way commuter route. It departs from the Downtown Seattle Transit Tunnel and serves the Eastgate/I-90 corridor, Eastgate Park & Ride, and the business district in North Issaquah. It is timed with the Route 212 reverse-peak in order to provide service every fifteen minutes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

At least half of Route 217's riders alight along SE 36th Way and other Eastgate-area destinations; the remaining riders continue to Issaquah. The route's cost per platform mile (\$8.69) narrowly avoids inclusion among the bottom 25 percent of Bellevue routes, but because it operated the third-least number of platform hours (30,906) in the network in 2010, its impact on the city's total operating cost is minimal. Its productivity (26.86 rides per platform hour) and farebox recovery ratio (31.8%) are both among the top 25 percent in Bellevue. An important quality of this route is that it serves reverse peak commuters. Because the buses must return from Seattle to the East Base anyway, the true cost of this route should be calculated by the margin between deadheading back to base and operating the route, not as a standalone peak route.

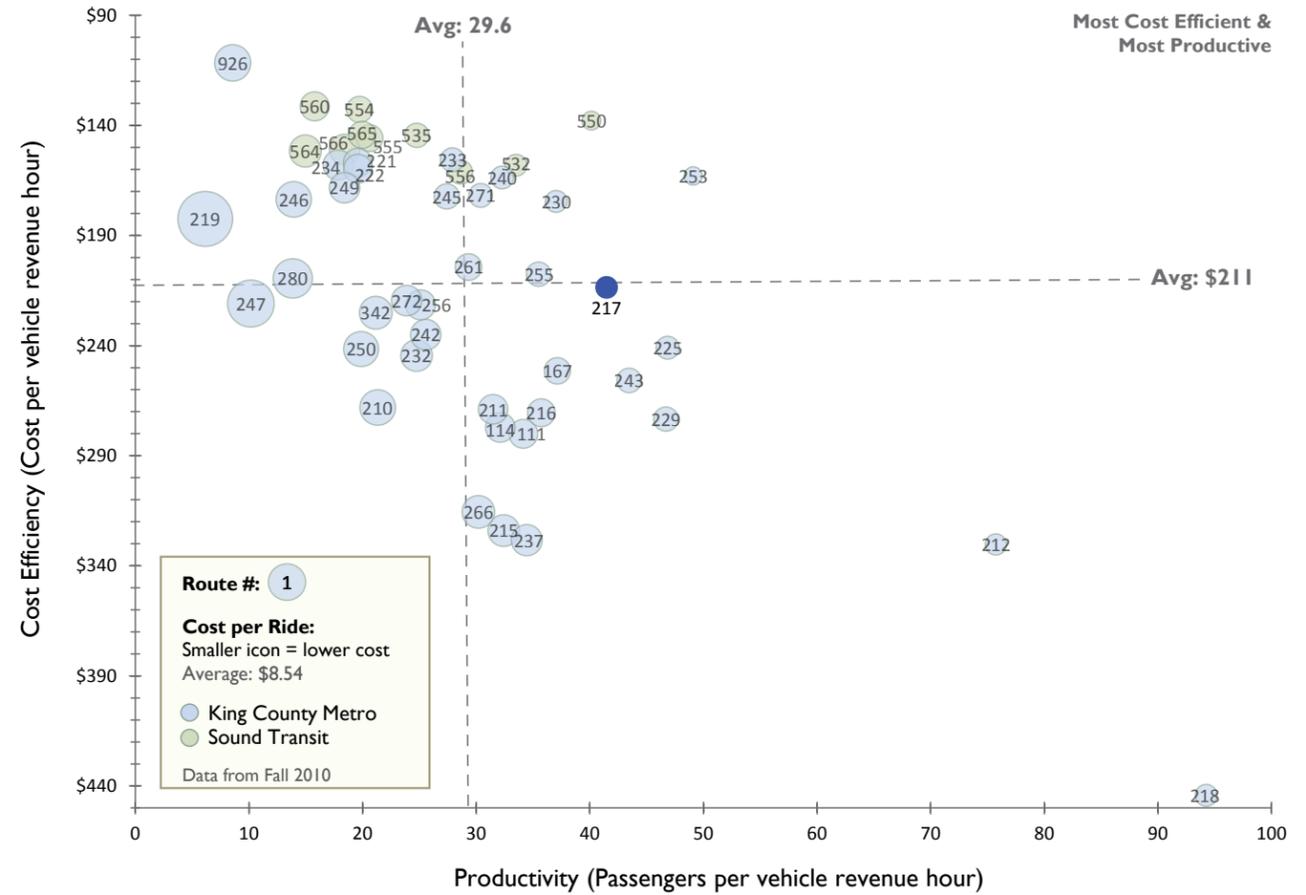
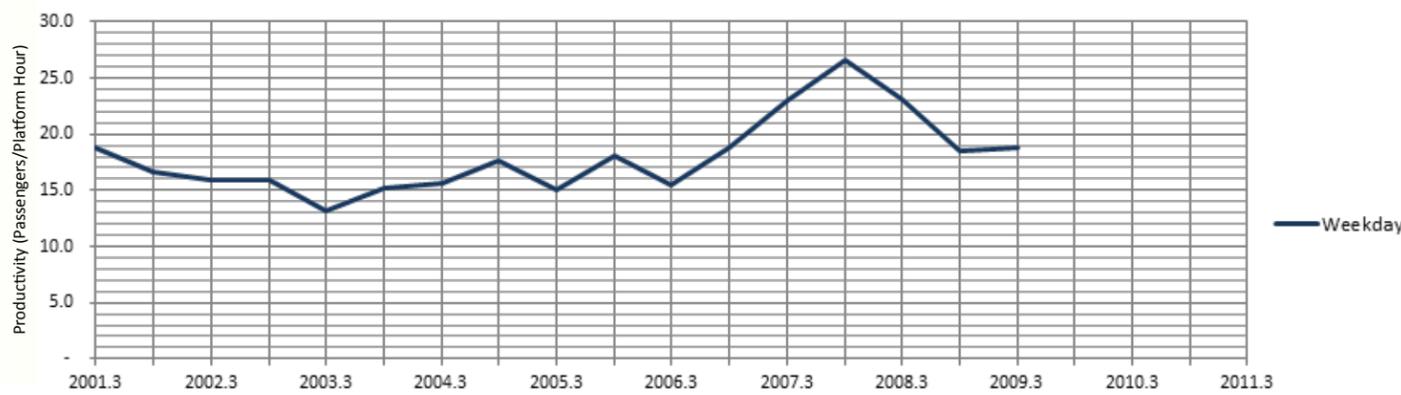
# Route 217

## Historical & Relative Route Performance

Route 217 Average Daily Ridership



Route 217 Daily Productivity



### Nine-Year Summary

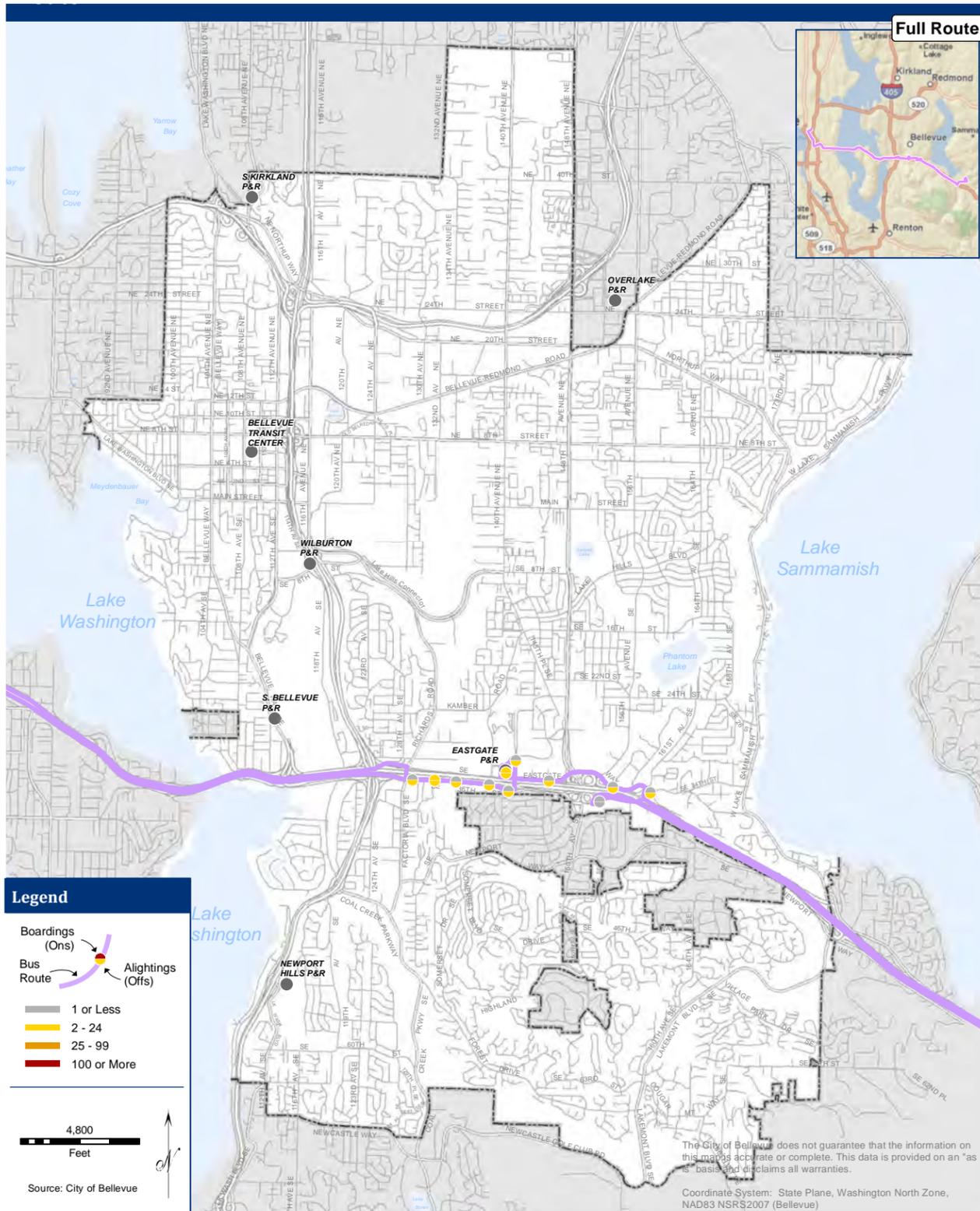
| Average Daily Ridership     |        |        | Productivity                |        |        |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Most Recent                 | 170    | 2009.3 | Most Recent                 | 18.8   | 2009.3 |
| Maximum                     | 220    | 2008.1 | Maximum                     | 26.6   | 2008.1 |
| Minimum                     | 130    | 2003.3 | Minimum                     | 13.2   | 2003.3 |
| Average                     | 171.8  |        | Average                     | 18.0   |        |
| % Change from Previous Year | -19.0% |        | % Change from Previous Year | -19.0% |        |
| % Change from Nine-Year Max | -22.7% |        | % Change from Nine-Year Max | -29.4% |        |

All above figures refer to weekday ridership

Both operation and performance of Route 217 have remained quite consistent since the service began in Fall 2001. The route has always provided six daily trips, serving between 150 and 200 riders per day over the course of its operation through Fall 2009. The number of annual platform hours operated gradually increased from 2,300 to 2,700 between Fall 2001 and Spring 2007, but in Fall 2007 these were cut by 22 percent. Together with an increase in ridership, this resulted in the route's highest productivity to date (26.61 rides per platform hour) in Spring 2008.

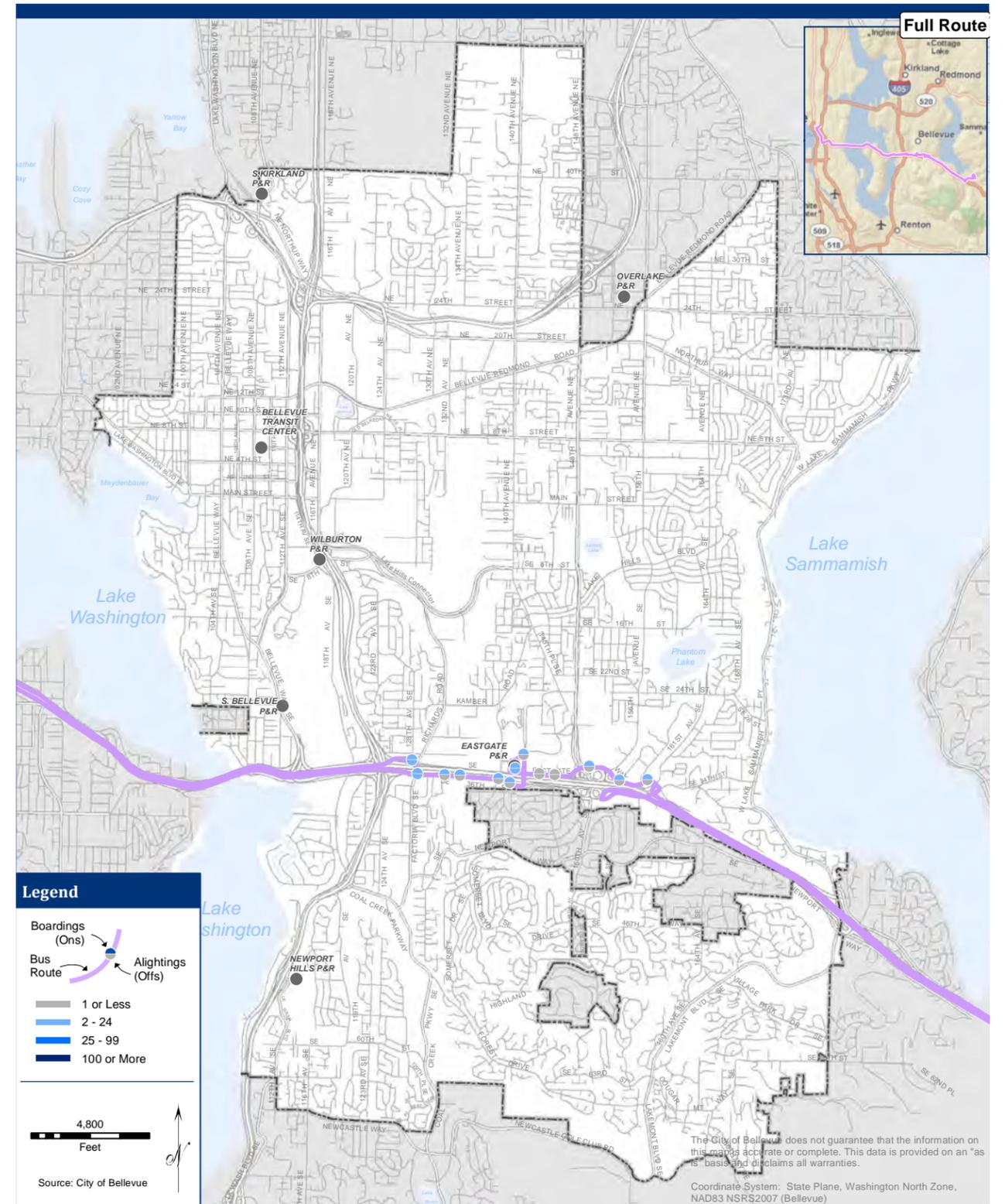
# Route 217

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 217

## Metro Peak-Only Route Service Level Assessment

### Peak-Only Alternative to 554 + 200



Alternative service to Route 217 is provided by a combination of Route 554 from Downtown Seattle to the Issaquah Transit Center and Route 200 to North Issaquah.

Based on the standards of Metro's service level assessment, Route 215 failed one measure in 2009—it did not save 20 percent on travel time compared with its alternative.

In 2010, Route 217 attracted 36 percent more rides and provided a travel time that was 27 percent faster than than its alternative.

| Route Alternatives   | Peak-Hour Headway   | Travel Time | Ridership |
|--|---------------------|-------------|-----------|
| <b>217</b> Downtown Seattle to North Issaquah via Factoria, Eastgate           | 3 trips             | 0:47        | 34.10     |
| <b>554</b> Issaquah Highlands P&R to Downtown Seattle via I-90                 | 30                  | 0:33        | 25.01     |
| <b>200</b> + Downtown Issaquah to North Issaquah via Gilman Blvd, Sammamish Rd | 30                  | 0:31        | 7.83      |
|  | Total:              | 1:04        | —         |
|  | Percent Difference: | 27%         | 136.3%    |

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2010. Ridership and travel times shown reflect Fall 2010 data.

# Route 218

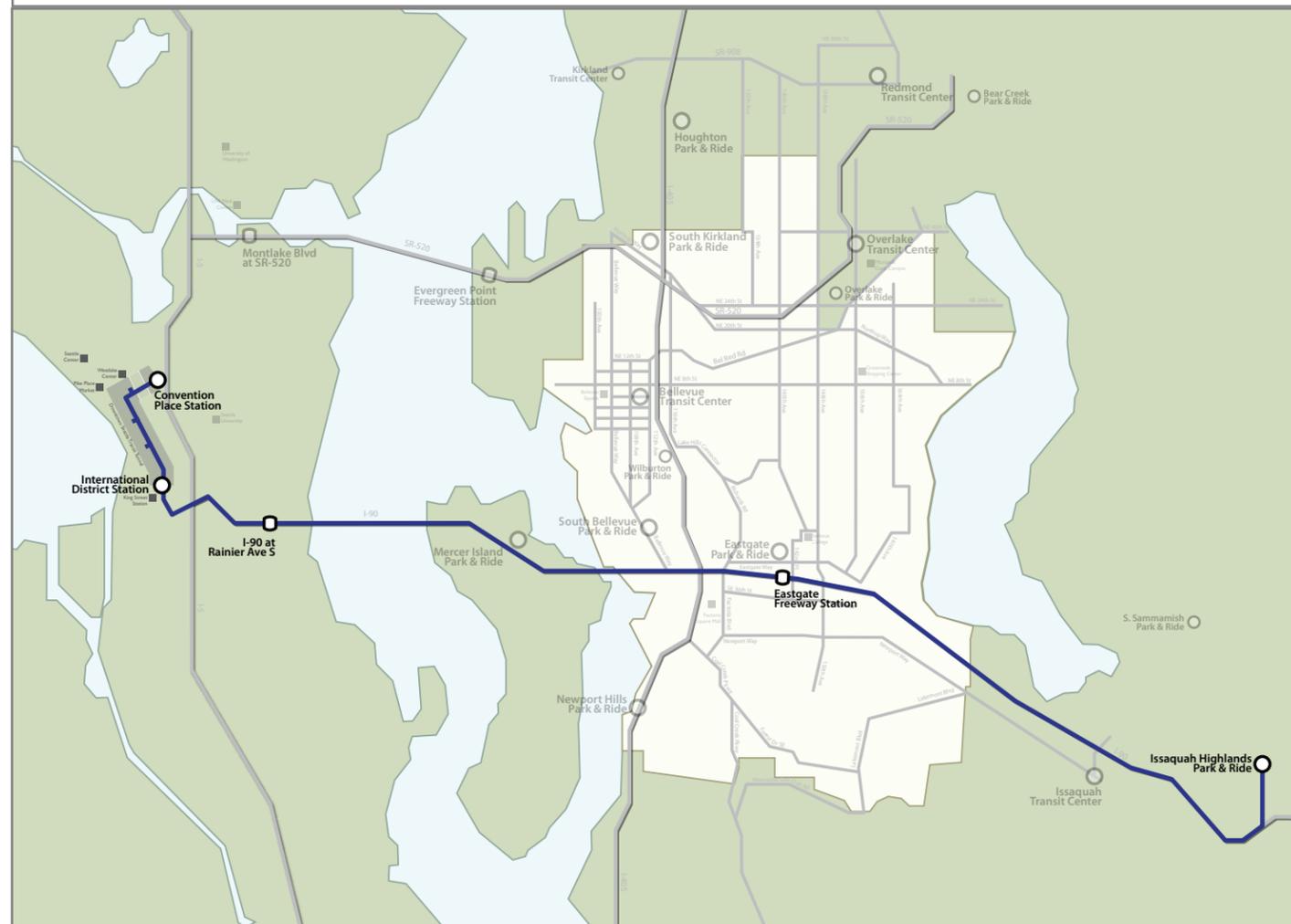
Issaquah Highlands P&R to Downtown Seattle via I-90  
Peak-Only Alternative to 554

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  |
|---------------------------------|---|--|
| Downtown Seattle Transit Tunnel | International District, Pioneer Square, Westlake Center, WA Convention Center | 41 71 72 73 74 76 77 101 102 106 150 212<br>216 217 218 225  Central Link Light Rail |
| I-90 at Rainier Ave S           | North Beacon Hill, Rainier Valley, and Central District neighborhoods         | 7 9 34 42 111 114 210 211 212 214 215 216<br>217 218 225 550 554                     |
| Eastgate Park & Ride            | Bellevue College, Eastgate  | 212 215 216 218 225 554 556  |
| Issaquah Highlands Park & Ride  | Issaquah Highlands neighborhood, Swedish Medical Center Issaquah Campus       | 211 218 269 554 555 556  |



Map depicts Fall 2011 routing

|                          | Weekday          | Saturday      | Sunday        | Annual Total |  |
|--------------------------|------------------|---------------|---------------|--------------|--|
| Hours of Service         |                  |               |               |              |  |
| Daily Trips              | 29               |               |               |              |  |
| 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          |                  |               |               |              |  |
| Revenue Hours            | 15.80            |               |               | 3,981        |  |
| Platform Hours           | 40.77            |               |               | 10,276       |  |
| Revenue Miles            | 573.12           |               |               | 144,246      |  |
| Platform Miles           | 1,116.83         |               |               | 281,263      |  |
| Passenger Miles          | 19,012.80        |               |               | 4,841,476    |  |
| Revenue Hr/Platform Hr   | 0.39             |               |               | 0.39         |  |
| Revenue Mi/Platform Mi   | 0.51             |               |               | 0.51         |  |
| Passenger Mi/Platform Mi | 17.02            |               |               | 33.09        |  |
| Boardings (per day)      | 1,489.45         |               |               | 375,185      |  |
| Max Load                 | 59.38            |               |               | N/A          |  |
| Average Load             | 48.03            |               |               | 67.04        |  |
| Boardings/Trip           | 51.36            |               |               | 51.40        |  |
| Boardings/Revenue Hour   | 94.27            |               |               | 94.25        |  |
| Boardings/Revenue Mile   | 2.60             |               |               | 12.26        |  |
| Boardings/Platform Hour  | 36.53            |               |               | 36.51        |  |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$444.26 |
| Cost/Platform Hour | \$172.11 |
| Cost/Revenue Mile  | \$12.26  |
| Cost/Platform Mile | \$6.29   |
| Cost/Boarding      | \$4.71   |

|                  |             |
|------------------|-------------|
| Farebox Revenue  | \$897,350   |
| Operating Costs  | \$1,768,528 |
| Farebox Recovery | 50.7%       |

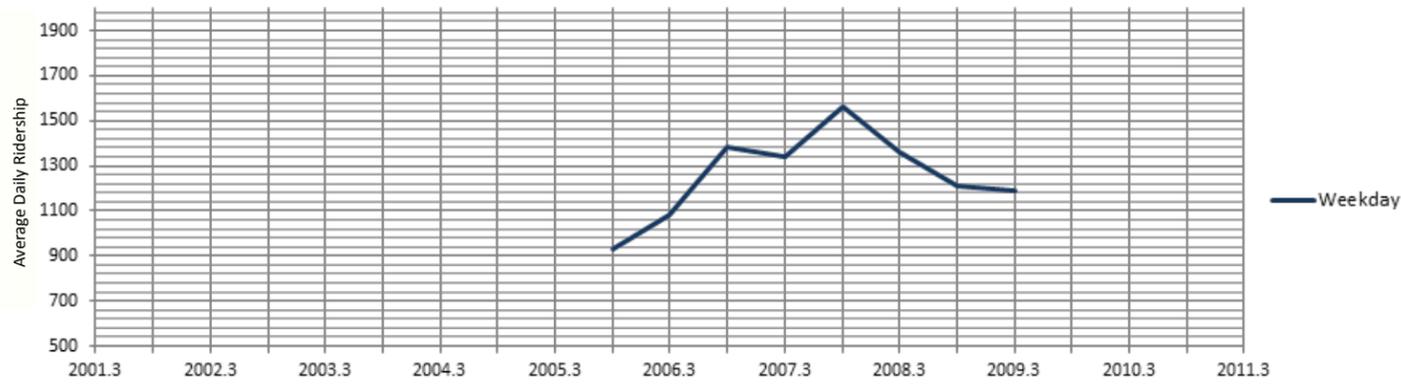
Route 218 is a quintessential peak-only commuter route. It serves the Issaquah Highlands Park & Ride, Eastgate Freeway Station, Rainier Ave Freeway Station, and the Downtown Seattle Transit Tunnel. Route 218 is similar to other Corridor Group 9 routes in that they tend to fill up at Eastside Park & Ride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

Route 218 has the highest productivity (36.51 rides per platform hour) of any Bellevue route—nearly twice the citywide average (18.44). It also has the second-highest farebox recovery ratio (50.7%, only 0.1% less than Route 550), the fourth-highest ratio of passenger miles to platform miles (33.09), and is among the top 25 percent of Bellevue routes in terms of cost efficiency (\$6.29 per platform mile). With 375,185 riders served and roughly \$897,000 collected in revenue, Route 218 accounted for 2.6 percent of all ridership and 4.4 percent of fare revenue in 2010.

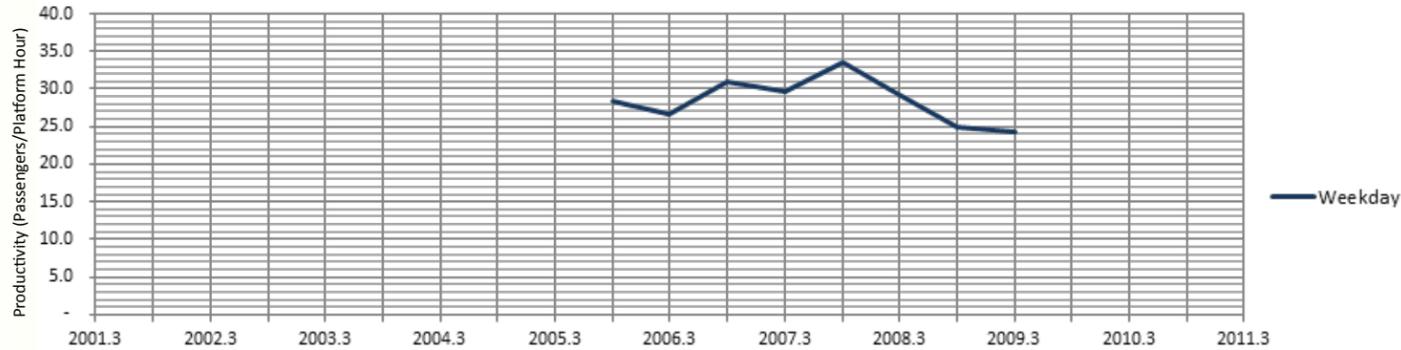
# Route 218

## Historical & Relative Route Performance

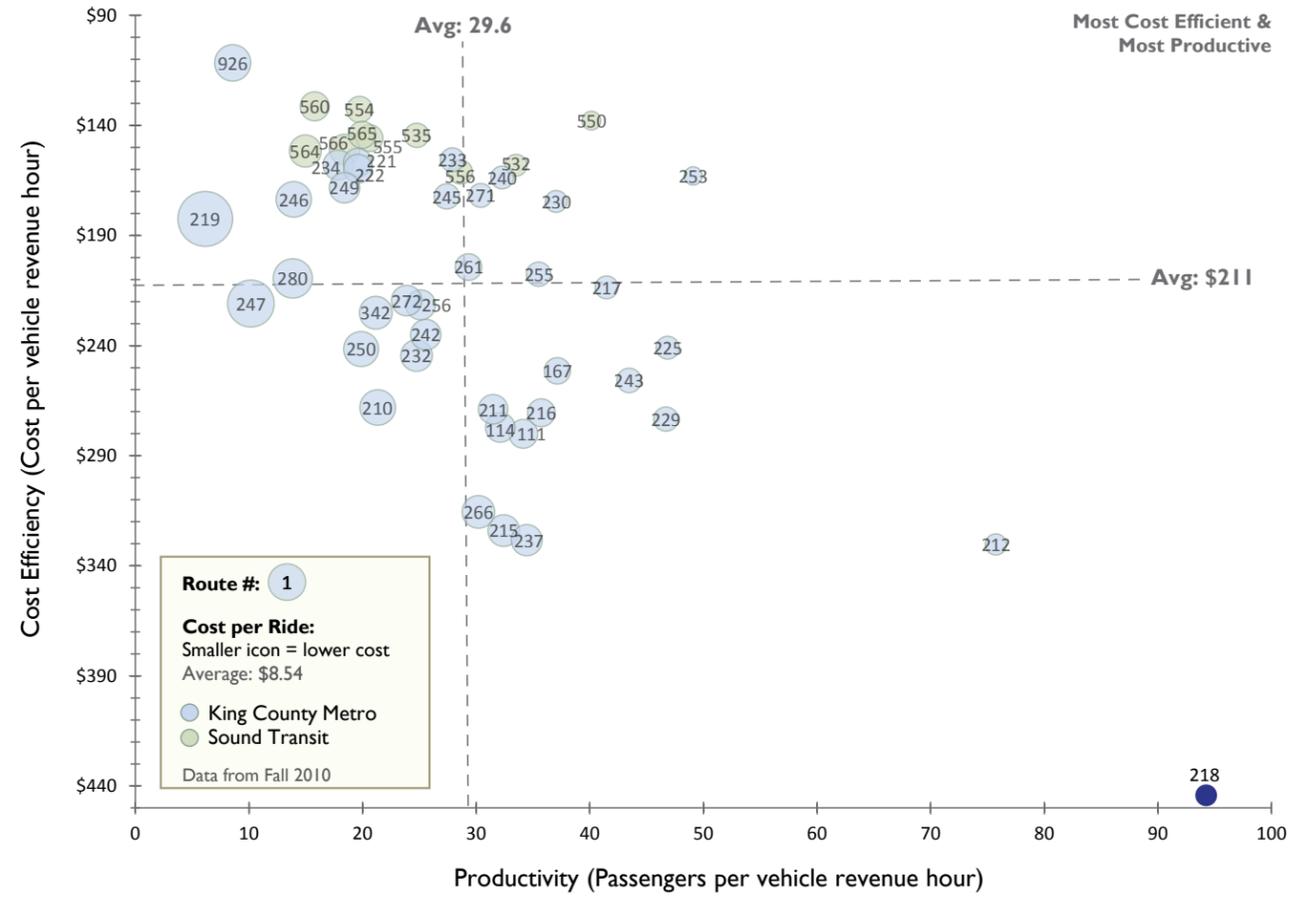
Route 218 Average Daily Ridership



Route 218 Daily Productivity



Service Notes;  
 Spring 2006: 20 daily trips      Fall 2006: 24 daily trips      Spring 2007: 26 daily trips  
 Spring 2008: 27 daily trips      Spring 2009: 29 daily trips



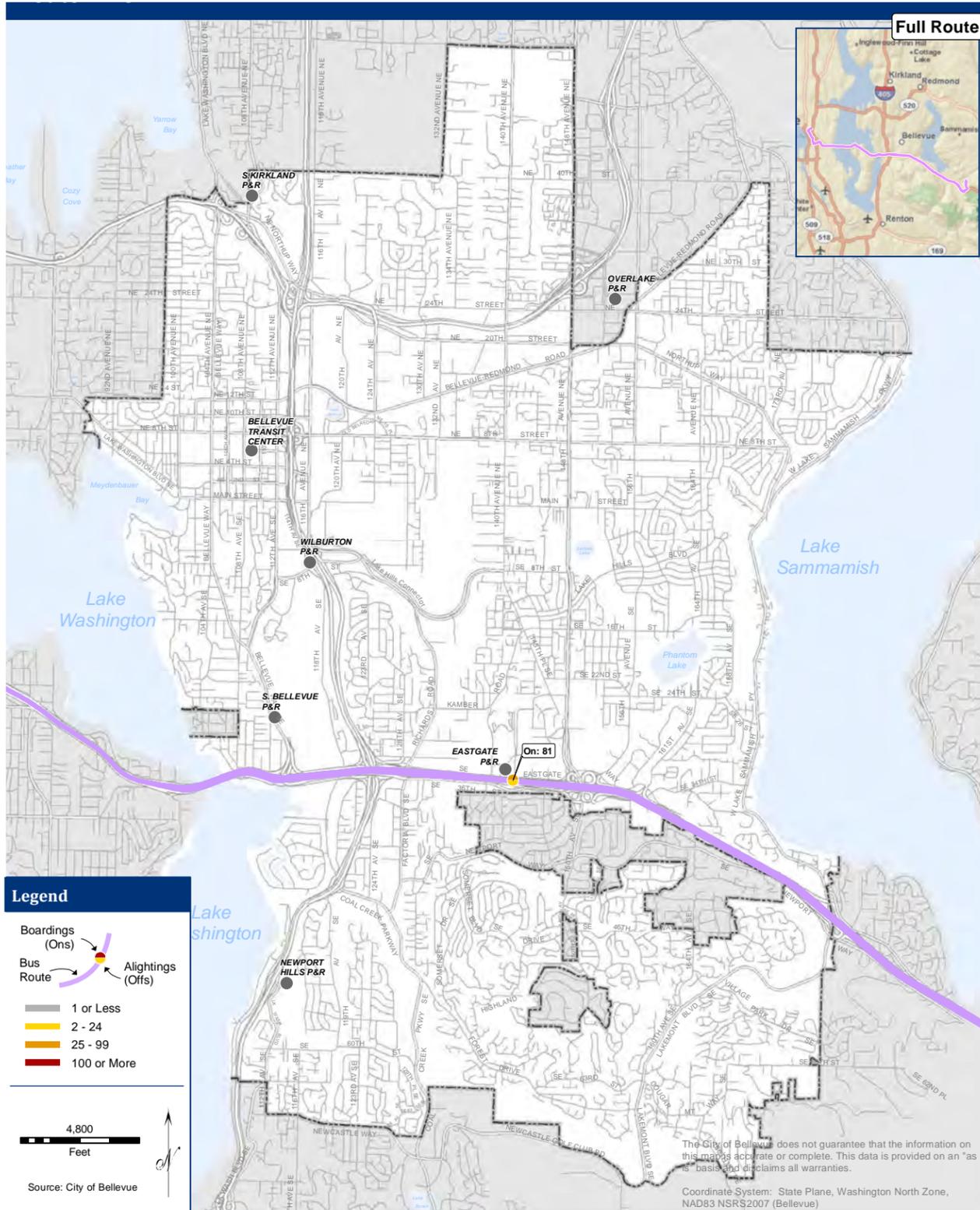
| Nine-Year Summary           |        |        |                             |        |        |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Average Daily Ridership     |        |        | Productivity                |        |        |
| Most Recent                 | 1190   | 2009.3 | Most Recent                 | 24.4   | 2009.3 |
| Maximum                     | 1560   | 2008.1 | Maximum                     | 33.6   | 2008.1 |
| Minimum                     | 930    | 2006.1 | Minimum                     | 24.4   | 2009.3 |
| Average                     | 1256.3 |        | Average                     | 28.5   |        |
| % Change from Previous Year | -12.5% |        | % Change from Previous Year | -16.7% |        |
| % Change from Nine-Year Max | -23.7% |        | % Change from Nine-Year Max | -27.4% |        |

All above figures refer to weekday ridership

Unlike Route 217, Route 218 has undergone service revisions that added daily trips and annual platform hours nearly every year since it began operation in Spring 2006. However, these revisions have not always been met with increases in ridership. The route achieved its highest ridership (1,560 daily riders) and greatest productivity (33.58 rides per platform hour) in Spring 2008. Both measures declined 12 percent by Fall 2009.

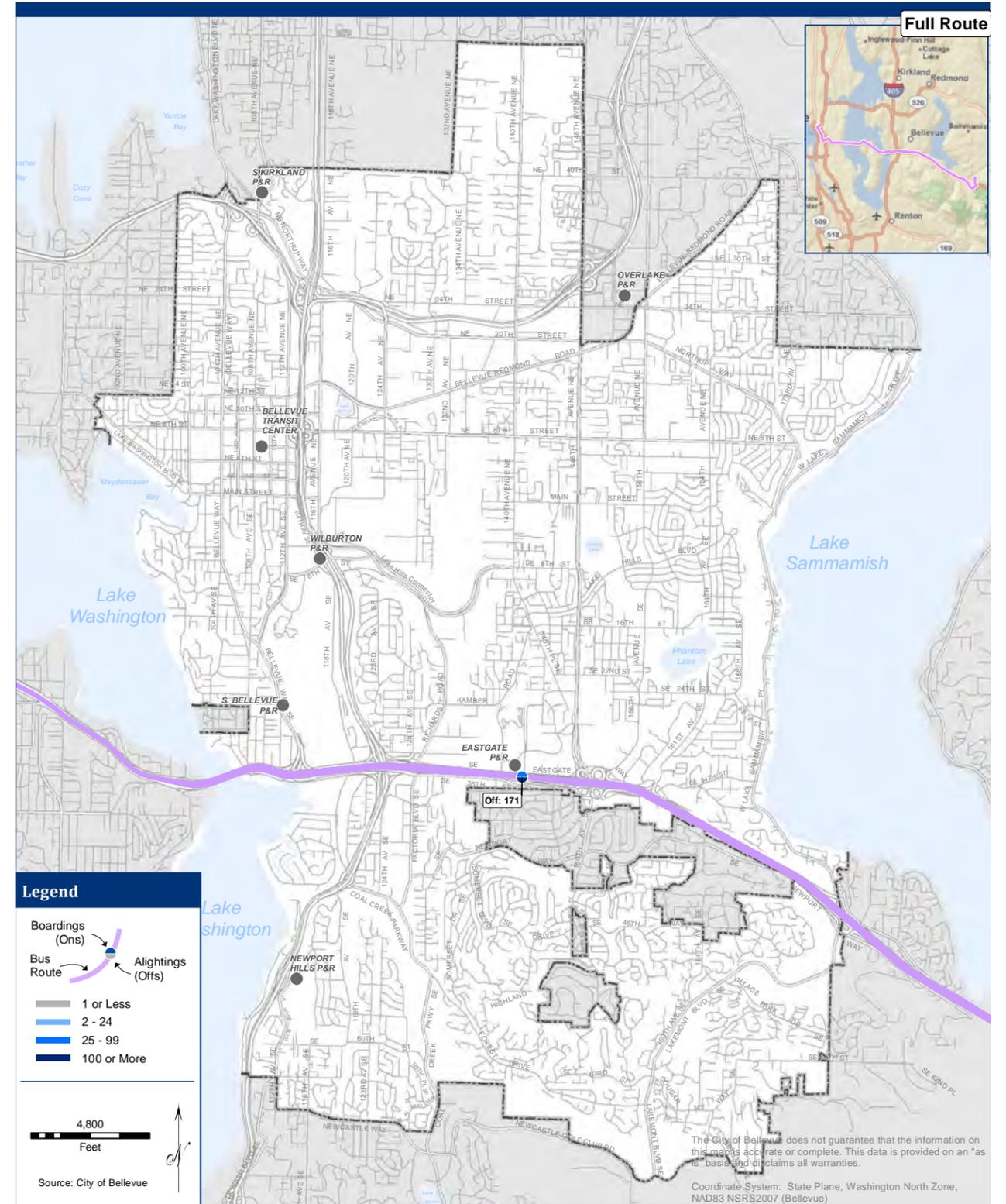
# Route 218

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 218

## Metro Peak-Only Route Service Level Assessment

### Peak-Only Alternative to 554



Alternative service to Route 218 is provided by the Issaquah to Seattle Express, Sound Transit's Route 554, from the Issaquah Highlands Park & Ride to Downtown Seattle. Based on the standards of Metro's service level assessment, Route 218 passed both measures in 2009—it out-performed its alternative with time savings of at least 20 percent and served at least 80 percent as much ridership.

In 2010, Route 218 passed both measures again. The route attracted over twice the ridership and provided a 41 percent faster travel time compared with its all-day alternative, Route 554.

| Route Alternatives   | Peak-Hour Headway   | Travel Time | Ridership |
|--|---------------------|-------------|-----------|
| <b>218</b> Issaquah Highlands P&R to Downtown Seattle via I-90 | 9-30                | 0:32        | 50.66     |
| <b>554</b> Downtown Seattle to Issaquah via I-90               | 30                  | 0:54        | 25.01     |
|  | Percent Difference: | 41%         | 202.5%    |

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2010. Ridership and travel times shown reflect Fall 2010 data.

## Recent & Future Service Revisions

### June 2012

Route 218 is among the routes Metro is considering for increased investment in June 2012 to relieve crowding. This will help to reduce the number of people passed up at stops or passengers standing due to crowding on buses, which is Metro's first investment priority according to its Service Guidelines. Some Route 212 trips will be converted to Route 218 to serve these purposes.

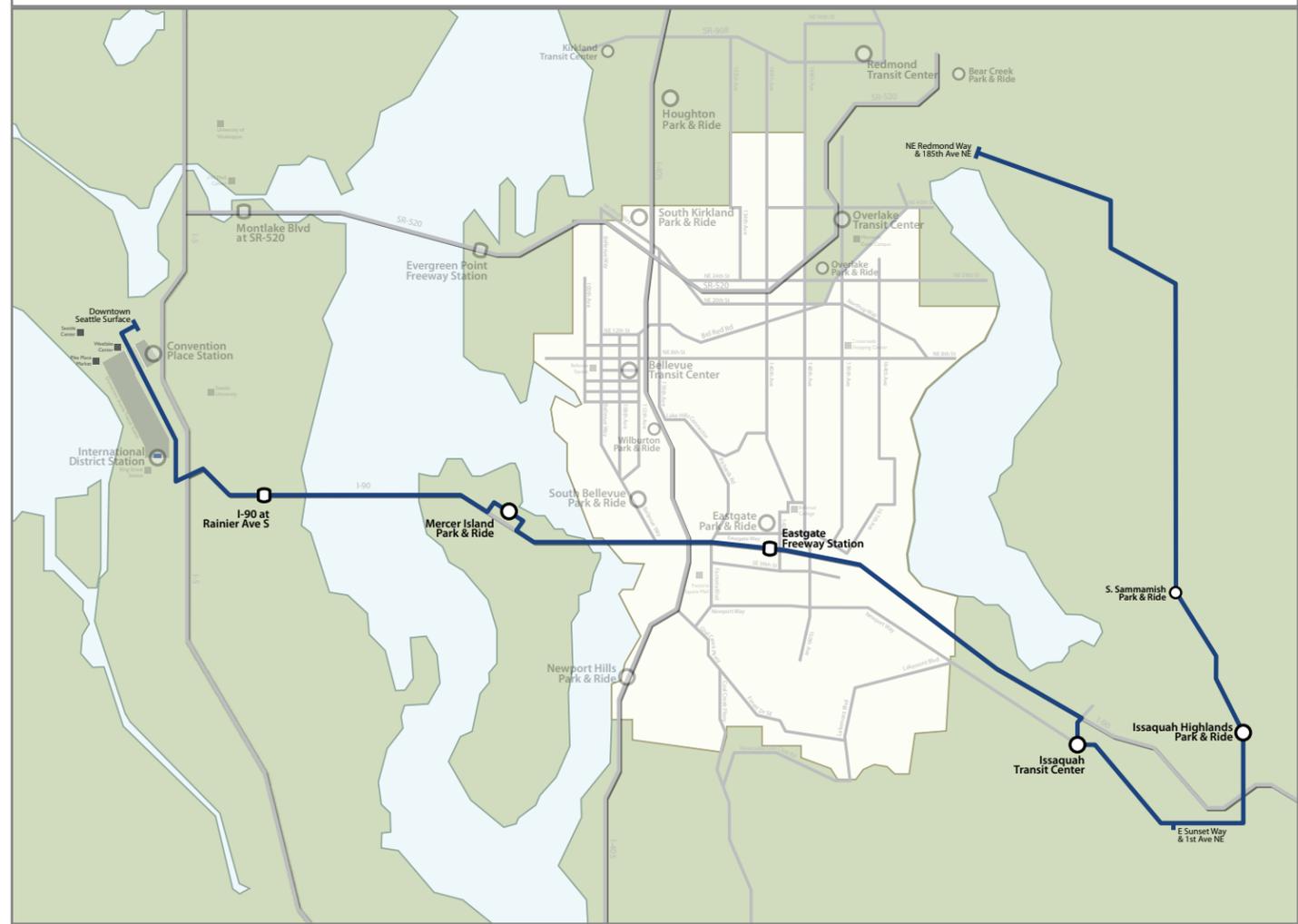
# Route 554

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                                      |
|-----------------------------|--|--|
| Downtown Seattle Surface    | Downtown Seattle, Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center | Connections to many destinations                                 |
| I-90 at Rainier Ave S       | North Beacon Hill, Rainier Valley, and Central District neighborhoods                              | 7 9 34 42 111 114 210 211 212 214 215 216<br>217 218 225 550 554 |
| Mercer Island Park & Ride   | Mercer Island  | 201 202 203 204 205 211 213 216 892 981 983 989<br>550 554       |
| Eastgate Freeway Station    | Bellevue College, Eastgate, Eastgate Park & Ride   | 212 215 216 218 225 554 556                                      |
| South Sammamish Park & Ride | Pine Lake neighborhood   | 216 269 927 554  |
| Bear Creek Park & Ride      | Bear Creek business parks  | 216 248 268 269 982 545  |



Map depicts Fall 2011 routing

|                          | Weekday        | Saturday        | Sunday          | Annual Total |
|--------------------------|----------------|-----------------|-----------------|--------------|
| Hours of Service         | 4:25-12:50a    | 6:55-12:10a     | 6:55-12:10a     |              |
| Daily Trips              | 95             | 66              | 66              |              |
| Time of Day              | AM MD PM EV X  | AM MD PM EV X   | AM MD PM EV X   |              |
| Headway (min)            | 30 15 30 30 60 | — 30-60 — 60 60 | — 30-60 — 60 60 |              |
| Percent On-Time          | N/A            | N/A             | N/A             | 89.62%       |
| Revenue Hours            | 109.25         | 74.73           | 75.11           | 36,360       |
| Platform Hours           | N/A            | N/A             | N/A             | 39,478       |
| Revenue Miles            | N/A            | N/A             | N/A             | 637,768      |
| Platform Miles           | 2,147.87       | 1,533.98        | 1,541.00        | 722,641      |
| Passenger Miles          | 28,399.24      | 11,063.78       | 9,544.90        | 14,008,427   |
| Revenue Hr/Platform Hr   | N/A            | N/A             | N/A             | 0.92         |
| Revenue Mi/Platform Mi   | N/A            | N/A             | N/A             | 0.88         |
| Passenger Mi/Platform Mi | 13.22          | 7.21            | 6.19            | N/A          |
| Boardings (per day)      | 2,412.46       | 1,270.75        | 884.93          | 717,759      |
| Max Load                 | 21.96          | 16.17           | 10.23           | N/A          |
| Average Load             | 25.88          | 15.82           | 12.49           | N/A          |
| Boardings/Trip           | N/A            | N/A             | N/A             | N/A          |
| Boardings/Revenue Hour   | 22.08          | 17.00           | 11.78           | 19.74        |
| Boardings/Revenue Mile   | 1.26           | 0.96            | 0.67            | 1.13         |
| Boardings/Platform Hour  | 20.24          | 15.67           | 10.82           | 18.18        |

Sources: Fourth Quarter System Performance Report, Fall 2010 Schedule and Data, except 'Average Speed' from Spring 2011

Note: Sound Transit daily 'Boardings' were calculated by dividing Fall 2010 totals by the number of weekdays (66), Saturdays (12), and Sundays (15) during the quarter.

|                    |          |                  |             |
|--------------------|----------|------------------|-------------|
| Cost/Revenue Hour  | \$132.77 | Farebox Revenue  | \$1,120,509 |
| Cost/Platform Hour | \$122.29 | Operating Costs  | \$4,827,728 |
| Cost/Revenue Mile  | \$7.57   | Farebox Recovery | 23.2%       |
| Cost/Platform Mile | \$6.68   |                  |             |
| Cost/Boarding      | \$6.73   |                  |             |

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 A.M. and after 7:00 P.M. In August 2011, an express stop was added in the Issaquah Highlands area to serve the new Issaquah campus of Swedish Hospital.

Route 554 is part of Bellevue's core service network, with over 717,000 rides served in 2010 (5.1% of total Bellevue ridership). The route has the second highest ratio of revenue hours per platform hour (0.92) in the Bellevue network (average and median, 0.65). Its remaining performance measures range from being slightly above average, as in the case of its farebox recovery ratio (23.2%; average 22.5%), to slightly below average, as in the case of rides per platform hour (18.18; average, 18.44).

# Route 554

## Historical & Relative Route Performance

Figure 554.1 - Route 554 Average Daily Ridership

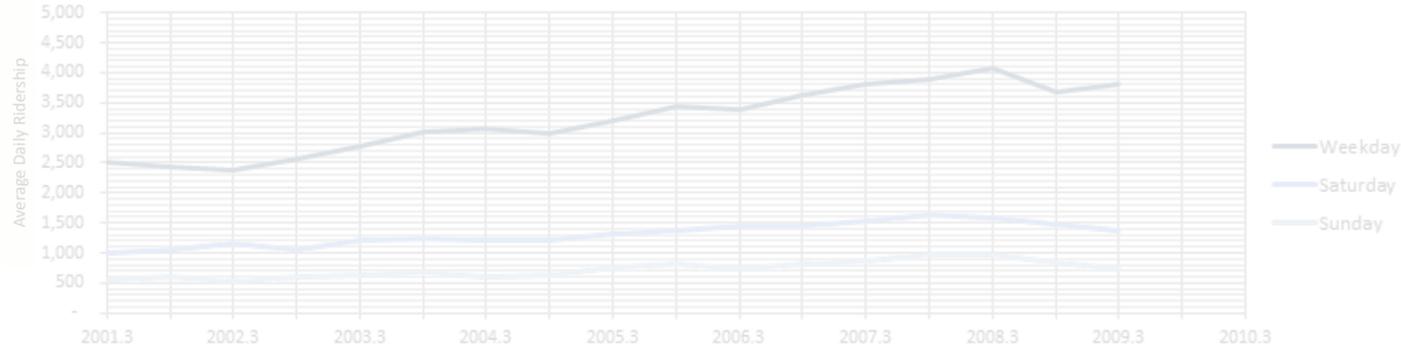
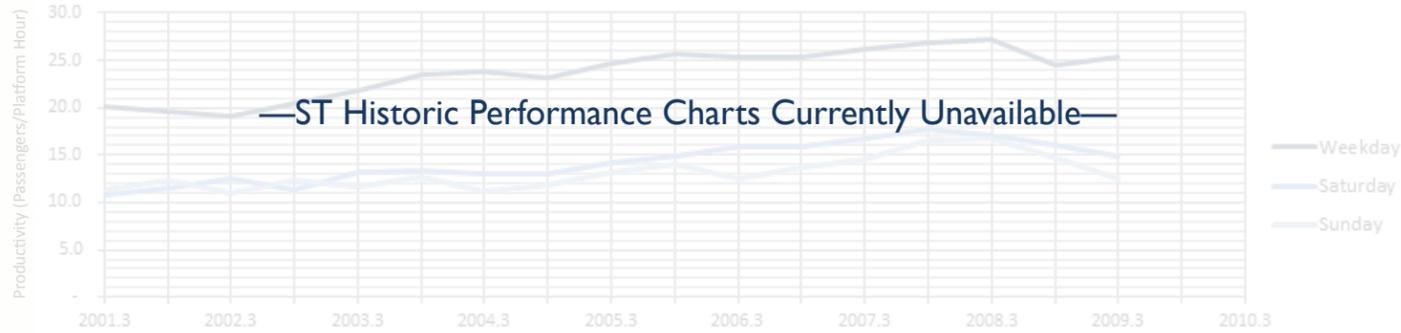


Figure 554.2 - Route 554 Daily Productivity

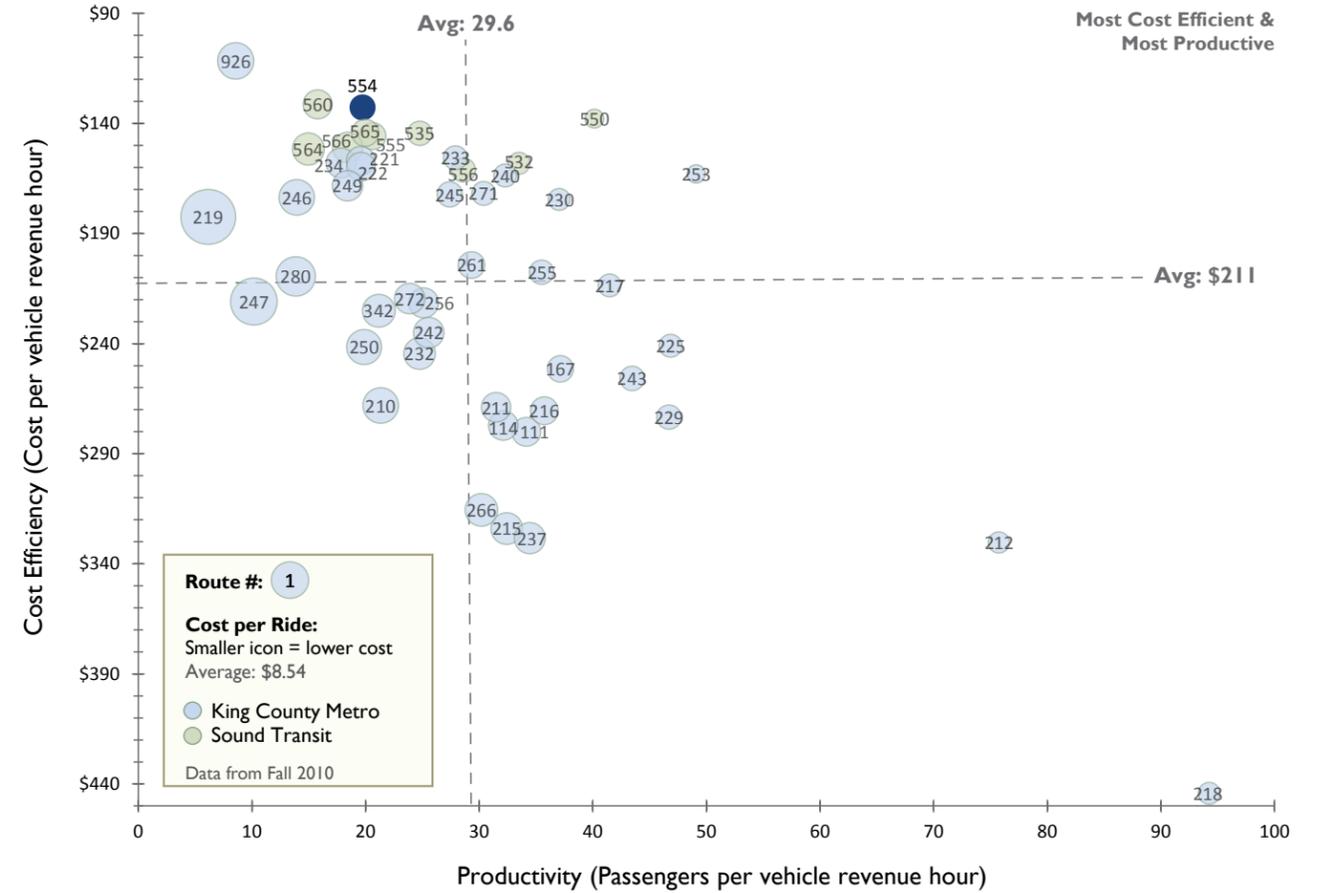


Service Revisions  
 Spring 2005: 77/51/30 daily trips  
 Spring 2006: 76/51/30 daily trips  
 Spring 2007: 82/51/30 daily trips  
 Fall 2008: 83/51/30 daily trips

### Nine-Year Summary

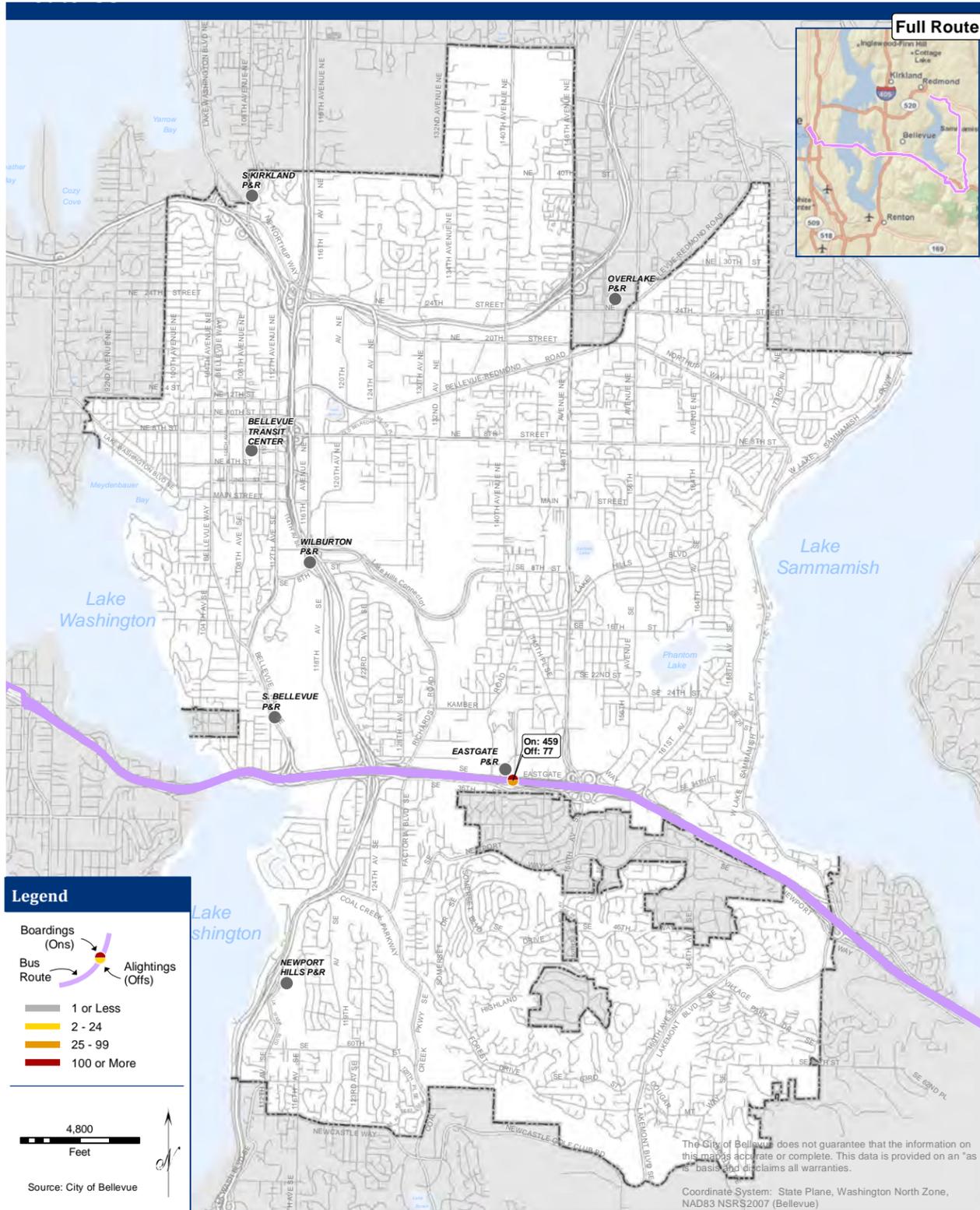
| Average Daily Ridership     |        |                | Productivity                |        |        |
|-----------------------------|--------|----------------|-----------------------------|--------|--------|
| Most Recent                 | 690    | 2010.3         | Most Recent                 | 19.3   | 2010.3 |
| Maximum                     | 900    | 2007.3         | Maximum                     | 27.5   | 2007.3 |
| Minimum                     | 610    | 2002.1, 2002.3 | Minimum                     | 18.9   | 2002.1 |
| Average                     | 703.7  |                | Average                     | 22.3   |        |
| % Change from Previous Year | 0.0%   |                | % Change from Previous Year | -3.3%  |        |
| % Change from Nine-Year Max | -23.3% |                | % Change from Nine-Year Max | -29.8% |        |

All above figures refer to weekday ridership



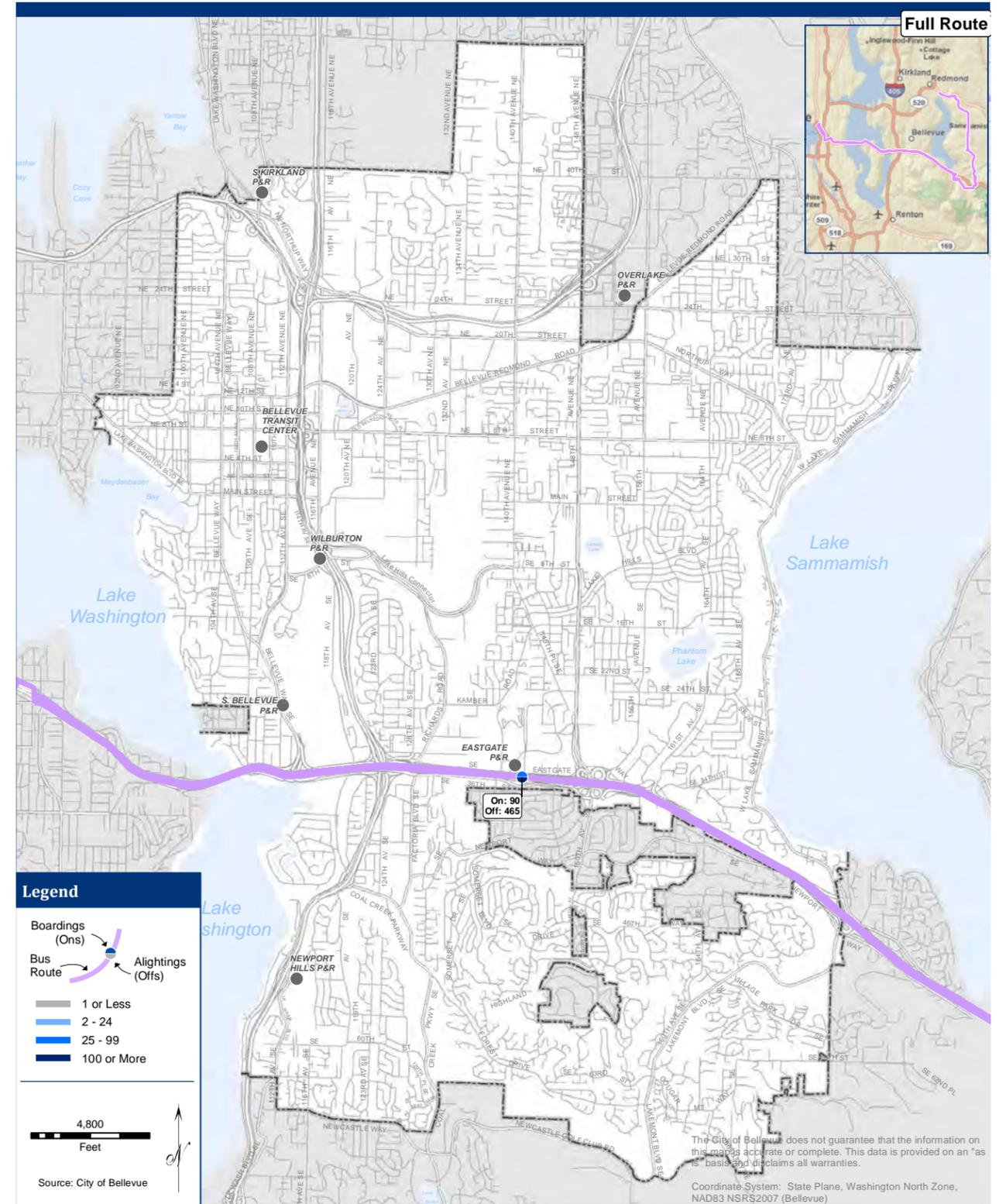
# Route 554

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

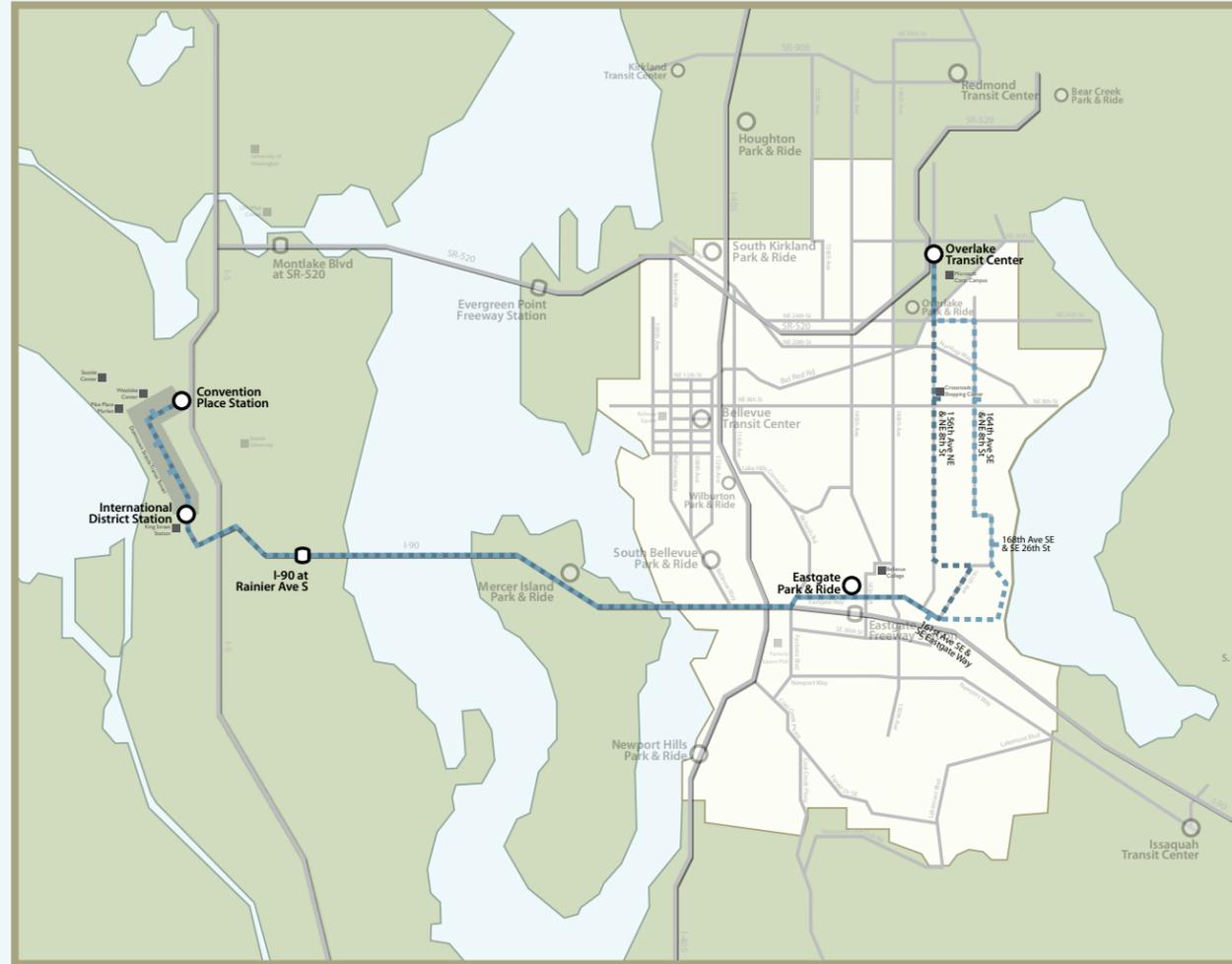
## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Corridor Group 10

Downtown Seattle - Eastgate - Overlake - Redmond



225 229

Corridor Group 10 is unique among all other Bellevue route groupings in that it is the only group in which all constituent routes have been deleted. Prior to Metro's Fall 2010 service revision, Routes 225 and 229 connected Downtown Seattle to Overlake via Eastgate and east Bellevue; because both routes were deleted by this revision, the Corridor Group has no active routes.



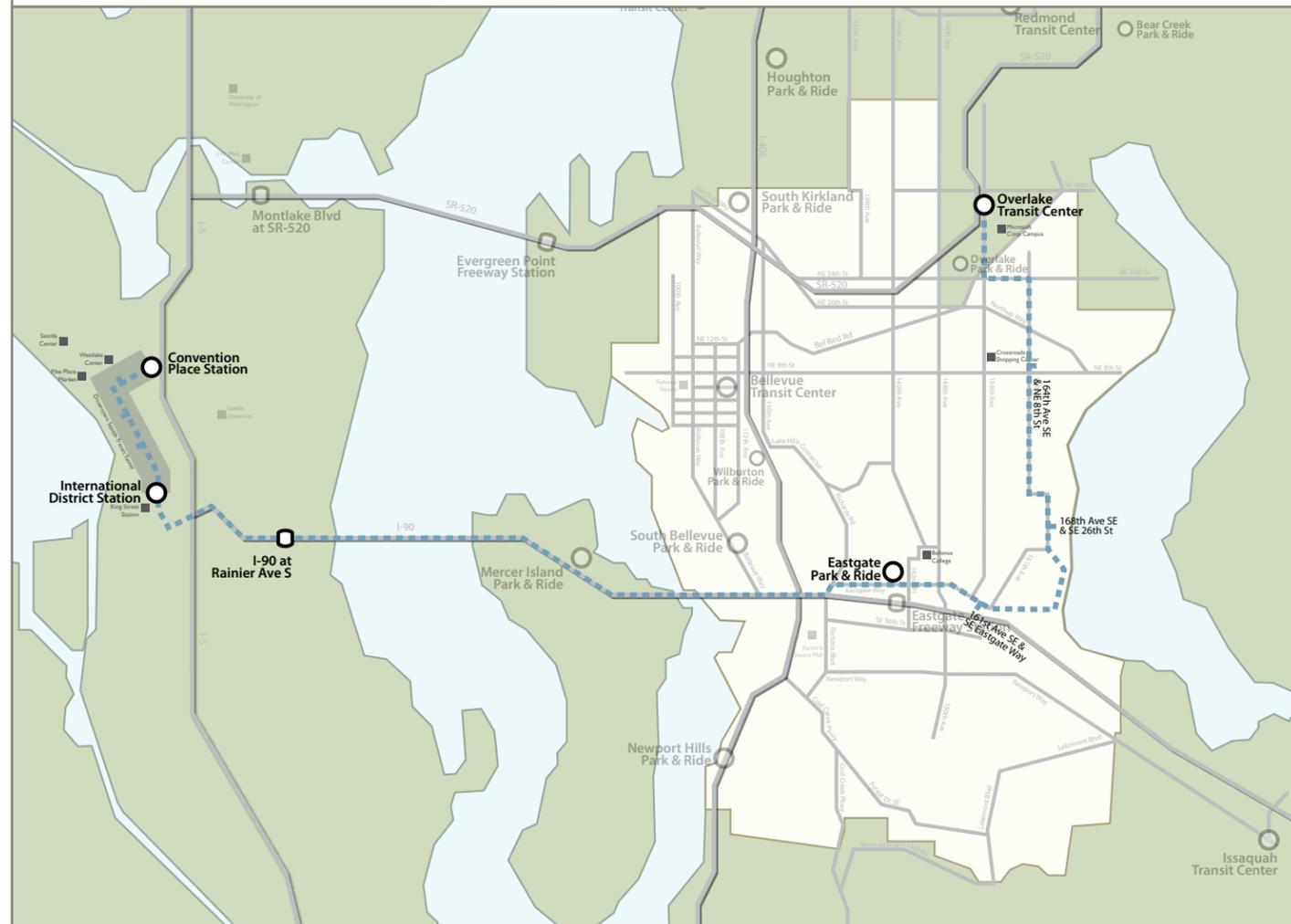
# Route 225

Overlake to Downtown Seattle via Lake Hills, Eastgate  
Peak-Only Alternative to 212 + 926, 554 + 245

Peak-Only Route  
Deleted Fall 2011  
Serves Seattle Core

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

| This Route Serves        | Nearby Destinations Include  | Transfer Opportunities With                                      |
|--------------------------|--|--|
| Downtown Seattle Surface | Downtown Seattle, Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center | Connections to many destinations                                 |
| I-90 at Rainier Ave S    | North Beacon Hill, Rainier Valley, and Central District neighborhoods                              | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 555   |
| Eastgate Park & Ride     | Bellevue College, Eastgate   | 7 9 34 42 111 114 210 211 212 214 215 216<br>217 218 225 550 554 |
| Overlake Transit Center  | Overlake Employment Area, Microsoft Corp. Campus   | B 221 225 232 244 245 249 250 265 268 269 982<br>542 545 566     |



Map depicts Fall 2011 routing

|                          | Weekday               | Saturday      | Sunday        | Annual Total |
|--------------------------|-----------------------|---------------|---------------|--------------|
| Hours of Service         |                       |               |               |              |
| Daily Trips              | 6                     |               |               |              |
| 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          |                       |               |               |              |
| Revenue Hours            | 5.30                  |               |               | 1,352        |
| Platform Hours           | 8.63                  |               |               | 2,202        |
| Revenue Miles            | 111.92                |               |               | 28,540       |
| Platform Miles           | 165.53                |               |               | 42,210       |
| Passenger Miles          | 2,050.20              |               |               | 526,955      |
| Revenue Hr/Platform Hr   | 0.61                  |               |               | 0.61         |
| Revenue Mi/Platform Mi   | 0.68                  |               |               | 0.68         |
| Passenger Mi/Platform Mi | 12.39                 |               |               | 12.48        |
| Boardings (per day)      | 248.29                |               |               | 63,313       |
| Max Load                 | 23.99                 |               |               | N/A          |
| Average Load             | 39.17                 |               |               | 18.46        |
| Boardings/Trip           | 41.38                 |               |               | 41.38        |
| Boardings/Revenue Hour   | 46.85                 |               |               | 46.85        |
| Boardings/Revenue Mile   | 2.22                  |               |               | 11.41        |
| Boardings/Platform Hour  | 28.77                 |               |               | 28.76        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$240.95 |
| Cost/Platform Hour | \$147.92 |
| Cost/Revenue Mile  | \$11.41  |
| Cost/Platform Mile | \$7.71   |
| Cost/Boarding      | \$5.14   |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$145,165 |
| Operating Costs  | \$325,649 |
| Farebox Recovery | 44.6%     |

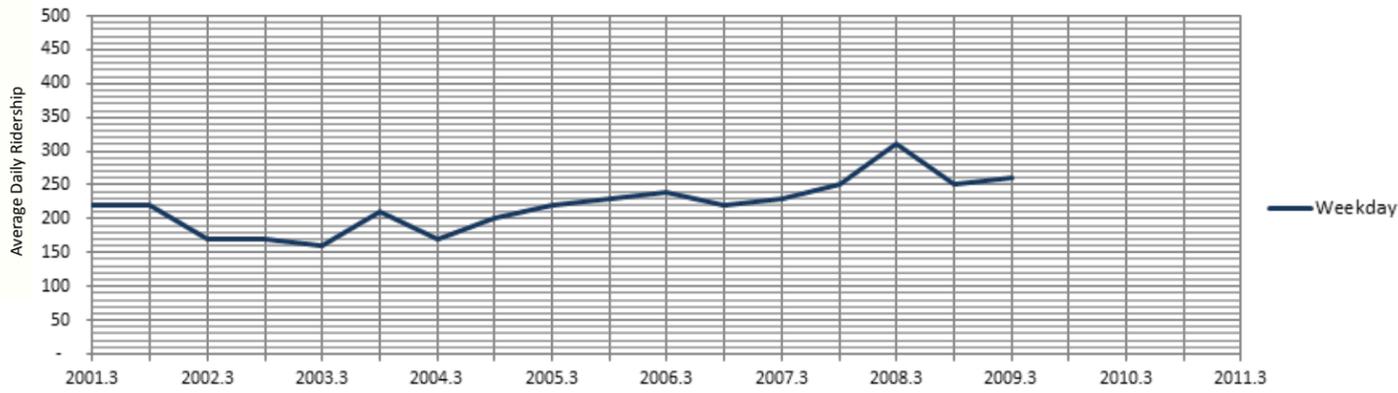
Route 225 was eliminated by the Fall 2011 service change. Route 225 was a one-way, peak-only route provided as a supplement to Route 212 between the Eastgate Park & Ride and the Downtown Seattle Transit Tunnel. In addition to serving Eastgate, it had a tail that extended through portions of West Lake Sammamish, 164th Ave, and 156th Ave, thereby serving the Microsoft Advanta campus and the neighborhoods of Phantom Lake, East Lake Hills, and Sherwood Forest. With the Fall 2011 service change, Metro truncated Route 225 at the Eastgate Park & Ride and reallocated its revenue hours to Route 212. The nearest replacement service for the neighborhood portions is provided by Route 221, while Route 245 and the new Route 226 provide the closest alternative service to the Overlake area. Any of these alternatives would require a transfer, as direct service between the DSTT and Overlake is no longer available via Eastgate. While this will likely be a detriment to some riders, it should be noted that the articulated bus that was used for Route 225, while useful along the Eastgate to Seattle segment, was inappropriate for some of the neighborhood streets it served. Also, trips toward Overlake were scheduled in the afternoon and those from Overlake in the morning, which was not conducive for commuting to the Overlake employment center.

Route 225 performed competitively with Route 212, which serves the same market without a tail, in terms of several notable service measures. Route 212 had the third-highest farebox recovery ratio (50.4%) of any Bellevue route in 2010, while Route 225 had the fourth-highest (44.6%). Route 212 had the fourth-highest productivity (34.47 rides per platform hour), while Route 225 had the fifth-highest (28.76). And whereas Route 212 had the third-worst ratio of revenue hours to platform hours (0.45), Route 225 (0.61) was only slightly below the network's average (0.65). However, Route 212 operated more than three times the number of platform hours (182,883) as Route 225 (42,210) and served four times as many riders (316,677 and 63,313, respectively), so while similarities existed between the two routes in some respects, they served decidedly different purposes to Bellevue's transit network.

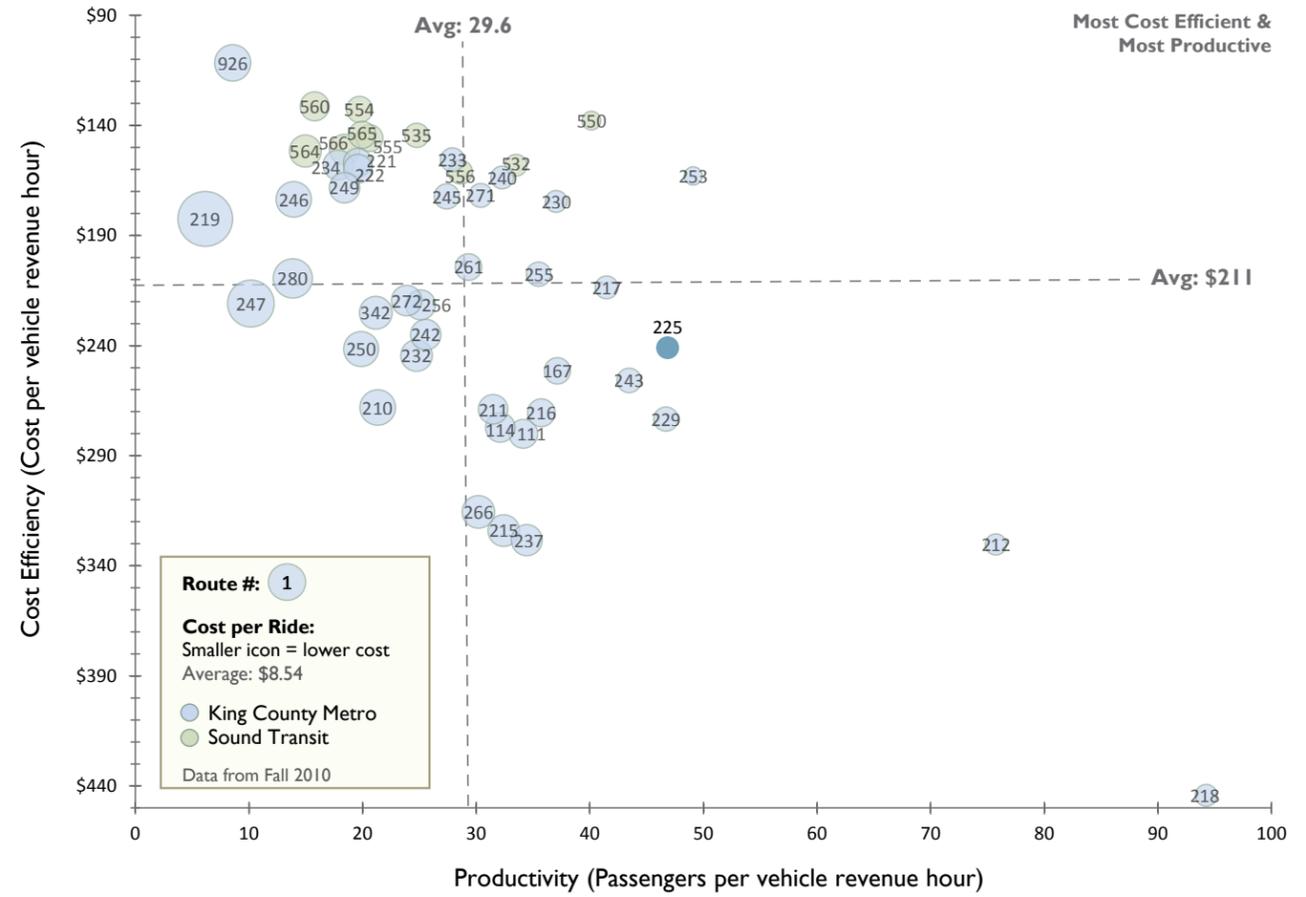
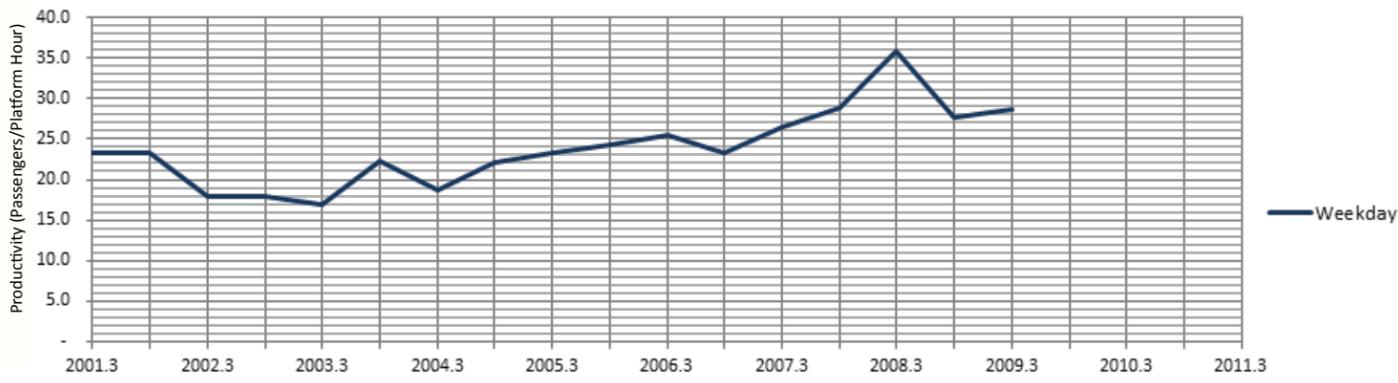
# Route 225

## Historical & Relative Route Performance

Route 225 Average Daily Ridership



Route 225 Daily Productivity



### Nine-Year Summary

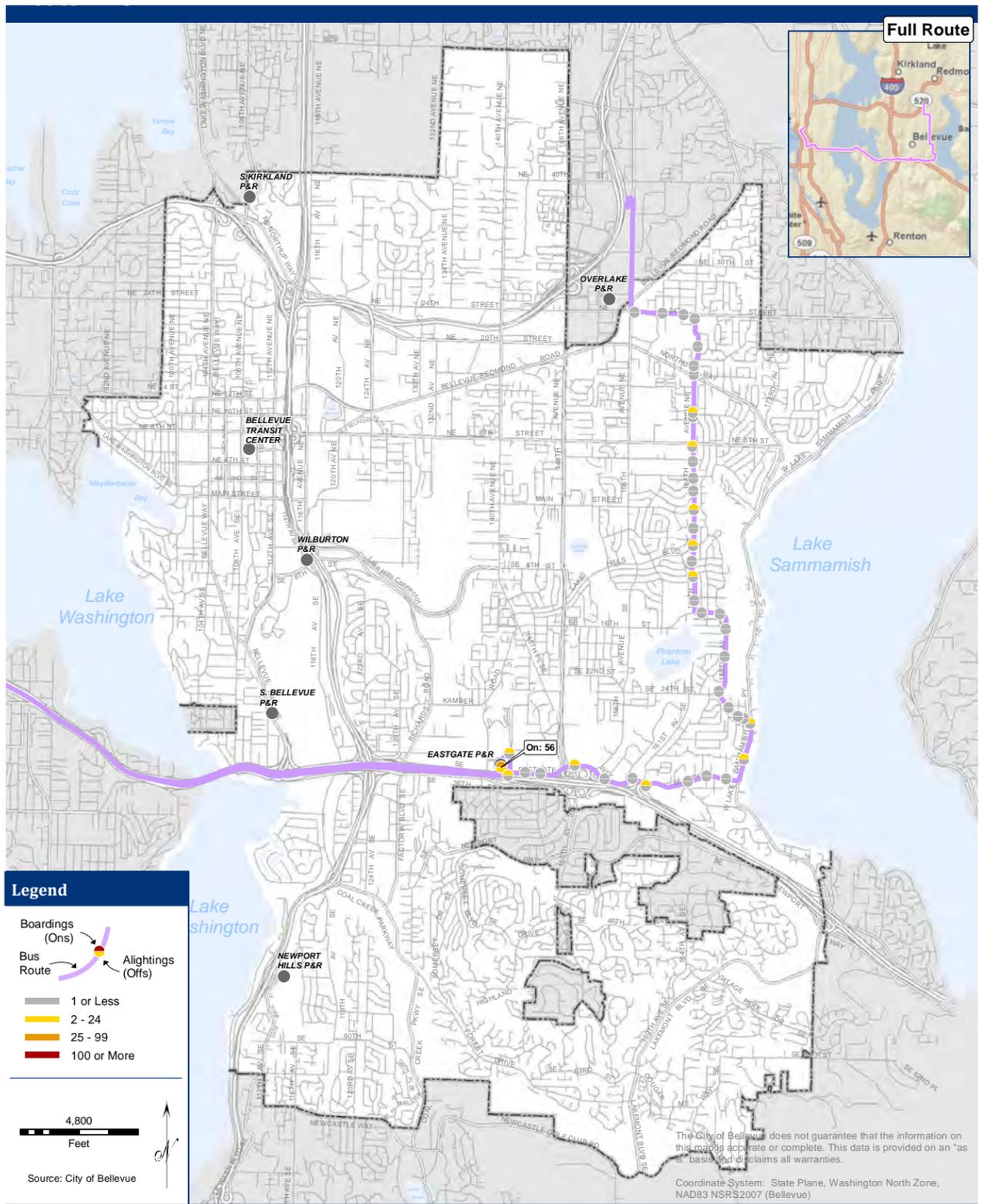
| Average Daily Ridership     |        |        | Productivity                |        |        |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Most Recent                 | 260    | 2009.3 | Most Recent                 | 28.7   | 2009.3 |
| Maximum                     | 310    | 2008.3 | Maximum                     | 35.8   | 2008.3 |
| Minimum                     | 160    | 2003.3 | Minimum                     | 16.9   | 2003.3 |
| Average                     | 219.4  |        | Average                     | 23.9   |        |
| % Change from Previous Year | -16.1% |        | % Change from Previous Year | -19.8% |        |
| % Change from Nine-Year Max | -16.1% |        | % Change from Nine-Year Max | -19.8% |        |

All above figures refer to weekday ridership

Ridership of Route 225 varied relatively consistently between its introduction in Fall 1989 (8 daily trips) and Fall 2009 (6 daily trips), with daily rides fluctuating between 160 and 350 independently of minor adjustments to platform hours. The notable exception to this was the span between Fall 1997 and Spring 2001, during which the route operated 22 or 20 daily trips, depending on the year, and attracted roughly twice the daily ridership, peaking at 600 in Spring 2001. Service was cut back to 6 daily rides by Fall 2001. As with its ridership, Route 225's productivity varied considerably quarter to quarter without recognizable pattern or relation to platform hours operated. The route achieved its highest productivity (35.79) in Fall 2008 when it operated only 2,200—its lowest through Fall 2010—and served 310 daily riders—its highest since the Fall 2001 service reduction.

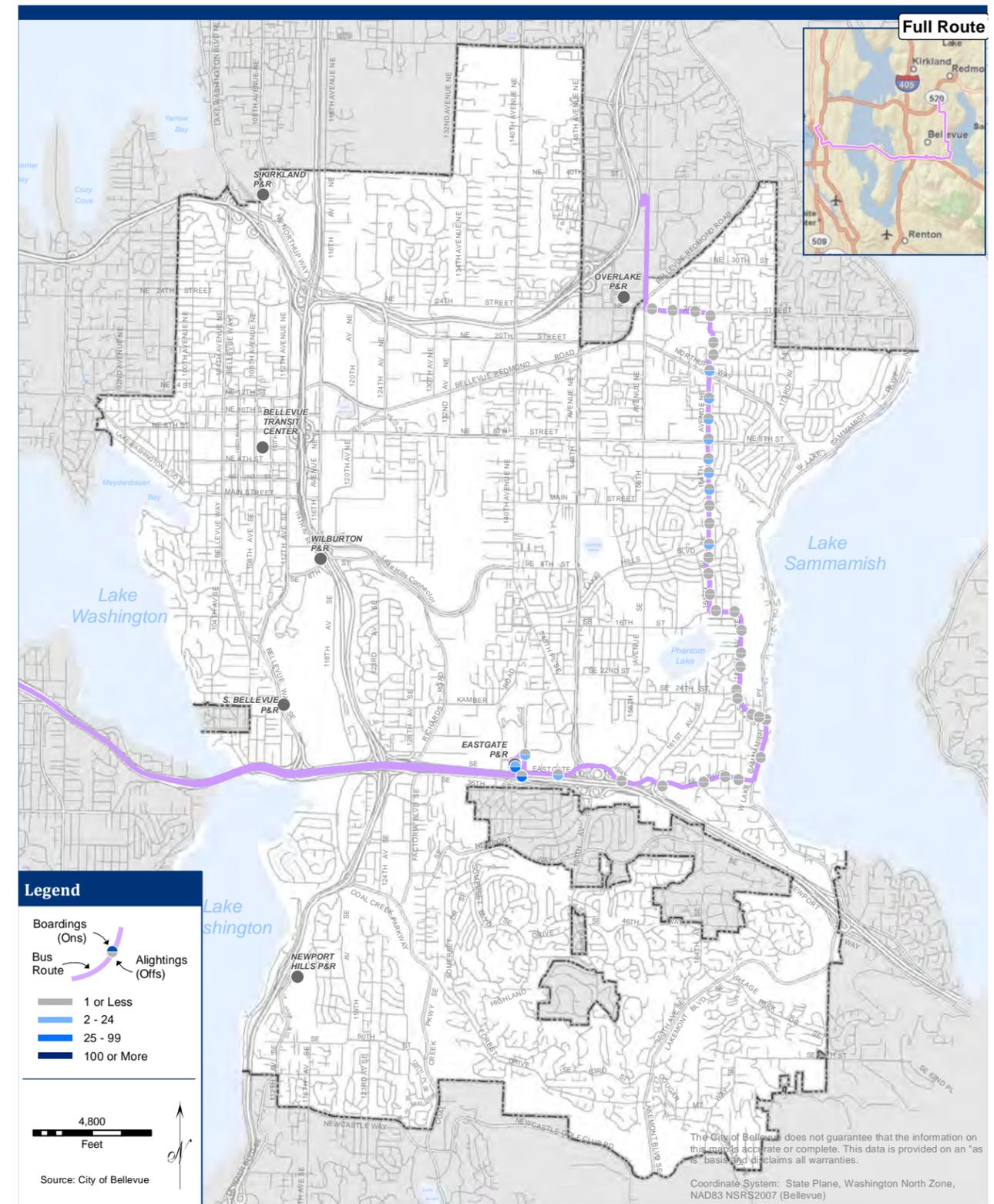
# Route 225

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 225

## Metro Peak-Only Route Service Level Assessment

Peak-Only Alternative to 212 + 926, 554 + 245



Alternative service to Route 225 is provided by two different route combinations: Route 926 from Crossroads to the Eastgate Park & Ride and Route 212 to Downtown Seattle, or Route 245 from Overlake to Eastgate and 554 to Downtown Seattle.

Based on the standards of Metro's service level assessment, Route 225 failed one measure—it did not save 20 percent on travel time compared with its alternatives.

In 2010, Route 225 attracted 21 percent and 45 percent more rides than its two alternatives, respectively. Data for Route 926 could not be obtained to compare travel times for the first alternative. The travel time for Route 225 is only 12 percent faster than the second alternative.

| Route Alternatives  | Peak-Hour Headway | Travel Time (min) | Ridership |
|---|-------------------|-------------------|-----------|
| <b>225</b> Overlake to Downtown Seattle via Lake Hills, Eastgate    | 3 trips           | 0:50              | 41.38     |
| <b>212</b> Eastgate to Downtown Seattle via I-90                    | 7-25              | 0:32              | 34.27     |
| <b>926</b> Eastgate to Bellevue via Somerset, Factoria, Woodridge   | 30                | N/A               | 3.83      |
| <b>Total:</b>   | N/A               | —                 | —         |
| <b>Percent Difference:</b>  | N/A               | N/A               | 120.8%    |
| <b>554</b> Issaquah to Downtown Seattle via Eastgate, Mercer Island | 30                | 0:36              | 25.01     |
| <b>245</b> Kirkland to Crossroads, Factoria via Overlake, Eastgate  | 15                | 0:20              | 28.45     |
| <b>Total:</b>   | 0:56              | —                 | —         |
| <b>Percent Difference:</b>  | 12%               | 145.5%            | —         |

Metro analysis based on 2009 performance. Headways shown are AM Preak from Fall 2010. Ridership shown reflects Fall 2010 data.

## Recent & Future Service Revisions

October 2011

Route 225 was deleted and its 2,200 annual platform hours reinvested as part of the Fall 2011 service restructuring. Replacement trips were added to Route 212 between the Eastgate Park & Ride and Downtown Seattle, and other portions are replaced by the revised Route 221.



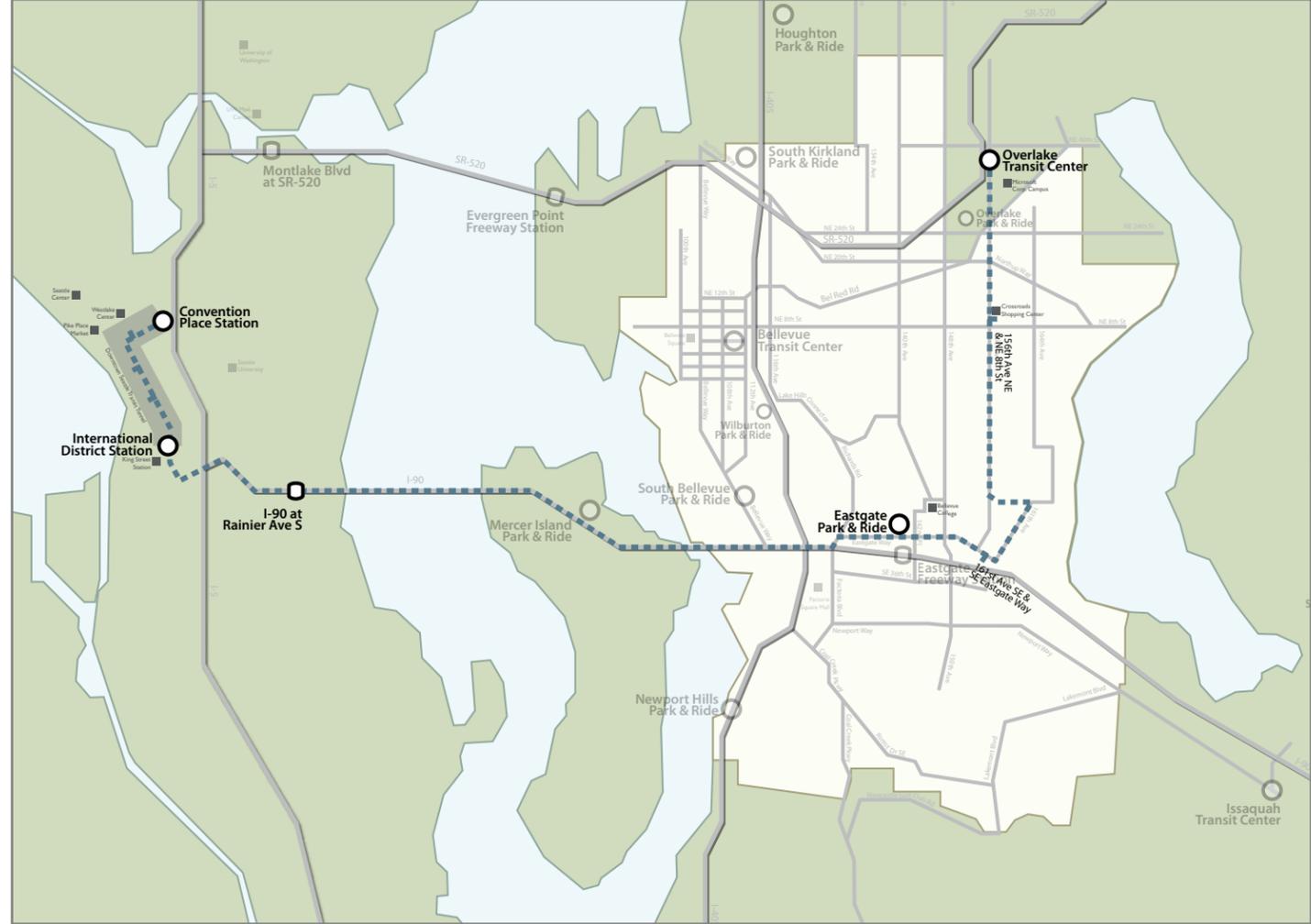
# Route 229

Overlake to Downtown Seattle via Crossroads, Eastgate  
Peak-Only Alternative to 212 + 926, 554 + 245

Peak-Only Route  
Deleted Fall 2011  
Serves Seattle Core

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

| This Route Serves        | Nearby Destinations Include  | Transfer Opportunities With                                      |
|--------------------------|--|--|
| Downtown Seattle Surface | Downtown Seattle, Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center | Connections to many destinations                                 |
| I-90 at Rainier Ave S    | Rainier neighborhood   | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 555   |
| Eastgate Park & Ride     | Bellevue College, Eastgate   | 7 9 34 42 111 114 210 211 212 214 215 216<br>217 218 225 550 554 |
| Overlake Transit Center  | Overlake Employment Area, Microsoft Corp. Campus   | B 221 225 232 244 245 249 250 265 268 269 982<br>542 545 566     |



Map depicts Fall 2011 routing

|                          | Weekday       | Saturday      | Sunday        | Annual Total |
|--------------------------|---------------|---------------|---------------|--------------|
| Hours of Service         |               |               |               |              |
| Daily Trips              | 8             |               |               |              |
| 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          |               |               |               |              |
| Revenue Hours            | 6.71          |               |               | 1,709        |
| Platform Hours           | 12.65         |               |               | 3,226        |
| Revenue Miles            | 141.16        |               |               | 35,996       |
| Platform Miles           | 229.10        |               |               | 58,421       |
| Passenger Miles          | 3,067.00      |               |               | 782,085      |
| Revenue Hr/Platform Hr   | 0.53          |               |               | 0.53         |
| Revenue Mi/Platform Mi   | 0.62          |               |               | 0.62         |
| Passenger Mi/Platform Mi | 13.39         |               |               | 13.39        |
| Boardings (per day)      | 312.86        |               |               | 79,779       |
| Max Load                 | 44.88         |               |               | N/A          |
| Average Load             | 35.50         |               |               | 21.73        |
| Boardings/Trip           | 39.11         |               |               | 39.11        |
| Boardings/Revenue Hour   | 46.63         |               |               | 46.70        |
| Boardings/Revenue Mile   | 2.22          |               |               | 12.97        |
| Boardings/Platform Hour  | 24.73         |               |               | 24.73        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$273.37 |
| Cost/Platform Hour | \$144.79 |
| Cost/Revenue Mile  | \$12.97  |
| Cost/Platform Mile | \$7.99   |
| Cost/Boarding      | \$5.85   |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$180,217 |
| Operating Costs  | \$467,045 |
| Farebox Recovery | 38.6%     |

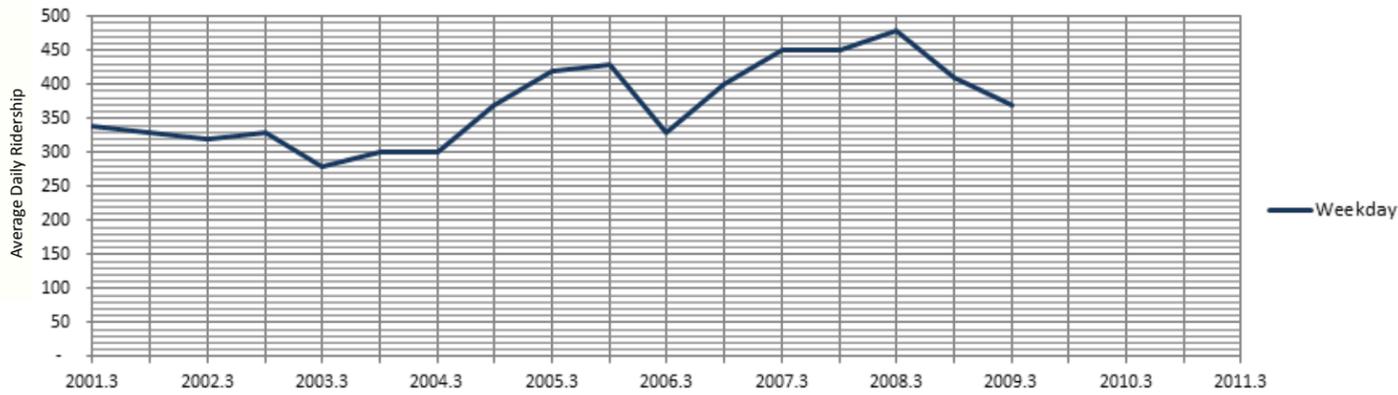
**Route 229 was eliminated by the Fall 2011 service change.** Route 229 was very similar to Route 225; it was a one-way, peak-only route provided as a supplement to Route 212 between the Eastgate Park & Ride and the Downtown Seattle Transit Tunnel. In addition to its service to Eastgate, it had a tail that extended through portions of the Microsoft Advanta campus and then continued on 156th Ave to Overlake, serving Lake Hills and Crossroads along the way. As with Route 225, Metro truncated Route 229 at the Eastgate Park & Ride as part of the Fall 2011 service revision, and likewise reallocated the additional trips to Route 212. Roughly 60 percent of Route 229's ridership was within Route 212's service area, and the entirety of Route 229's service area—other than two short stretches—is served by other, more frequent all-day routes. Additionally, Route 229's trips toward Overlake were in the afternoon and those from Overlake were in the morning, which was not conducive to commuting to the Overlake employment center.

The similarities between Routes 225 and 229 also extended to their performance, though Route 225 performed somewhat better, despite being allocated fewer annual platform hours. Route 229's productivity (24.73 rides per platform hour, ranked eighth of forty-six routes) was only slightly less than that of 225 (28.76, ranked fifth) and was also among Bellevue's most productive 25 percent. Whereas Route 225 ranked fourth overall in farebox recovery ratio (44.6%), Route 229 ranked sixth (38.6%) in 2010. Route 229's most notable deficiency was its ratio of revenue hours to platform hours (0.53), which unlike Route 225 ranked among the bottom 25 percent. Route 229 served roughly 16,000 more annual rides in 2010 (79,779) than did Route 225 (63,313).

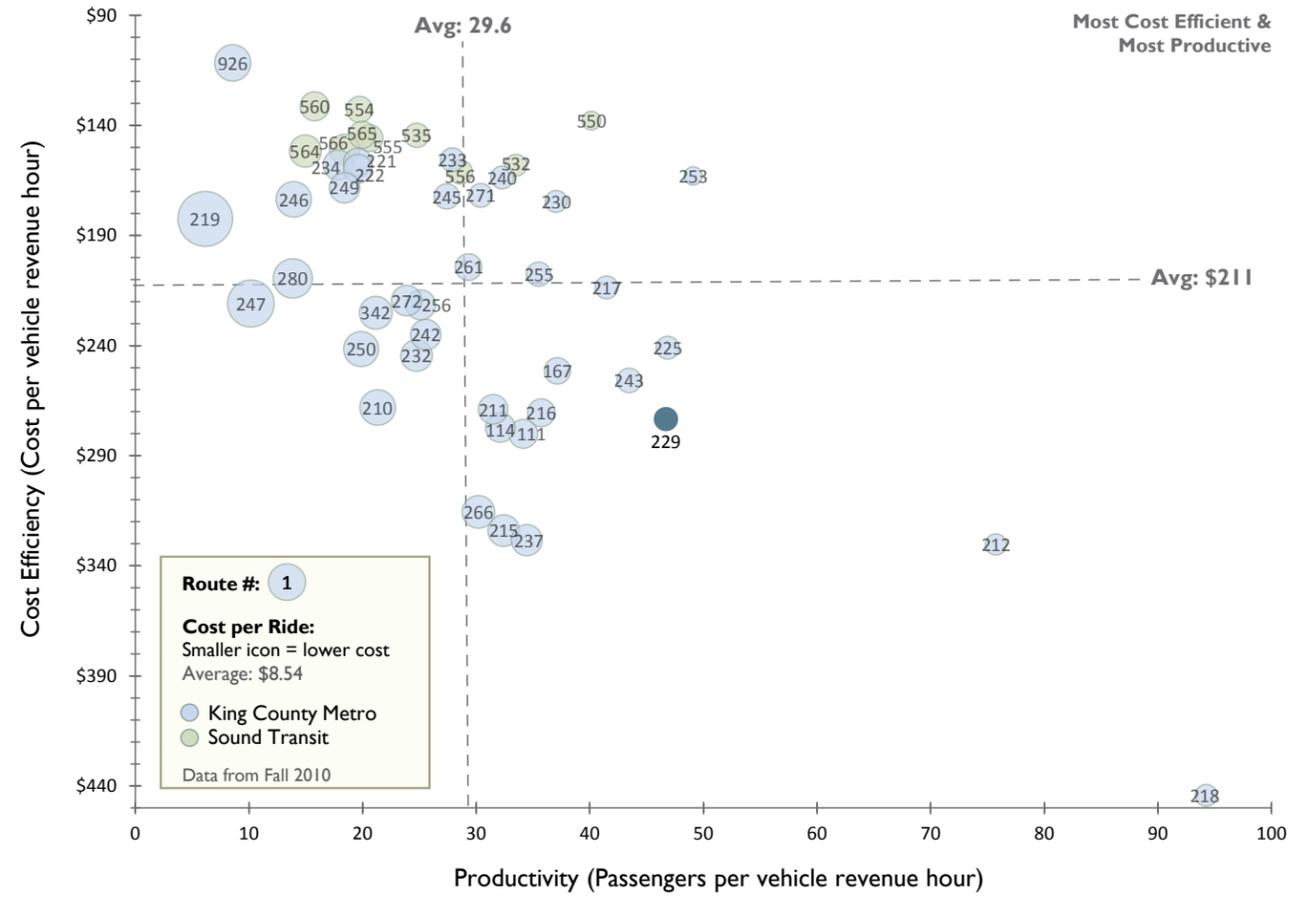
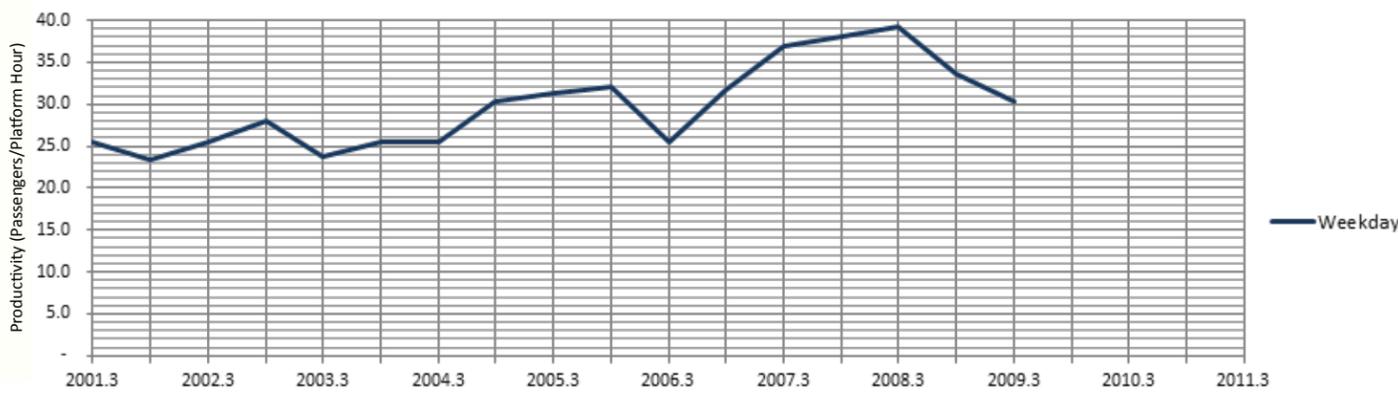
# Route 229

## Historical & Relative Route Performance

Route 229 Average Daily Ridership



Route 229 Daily Productivity



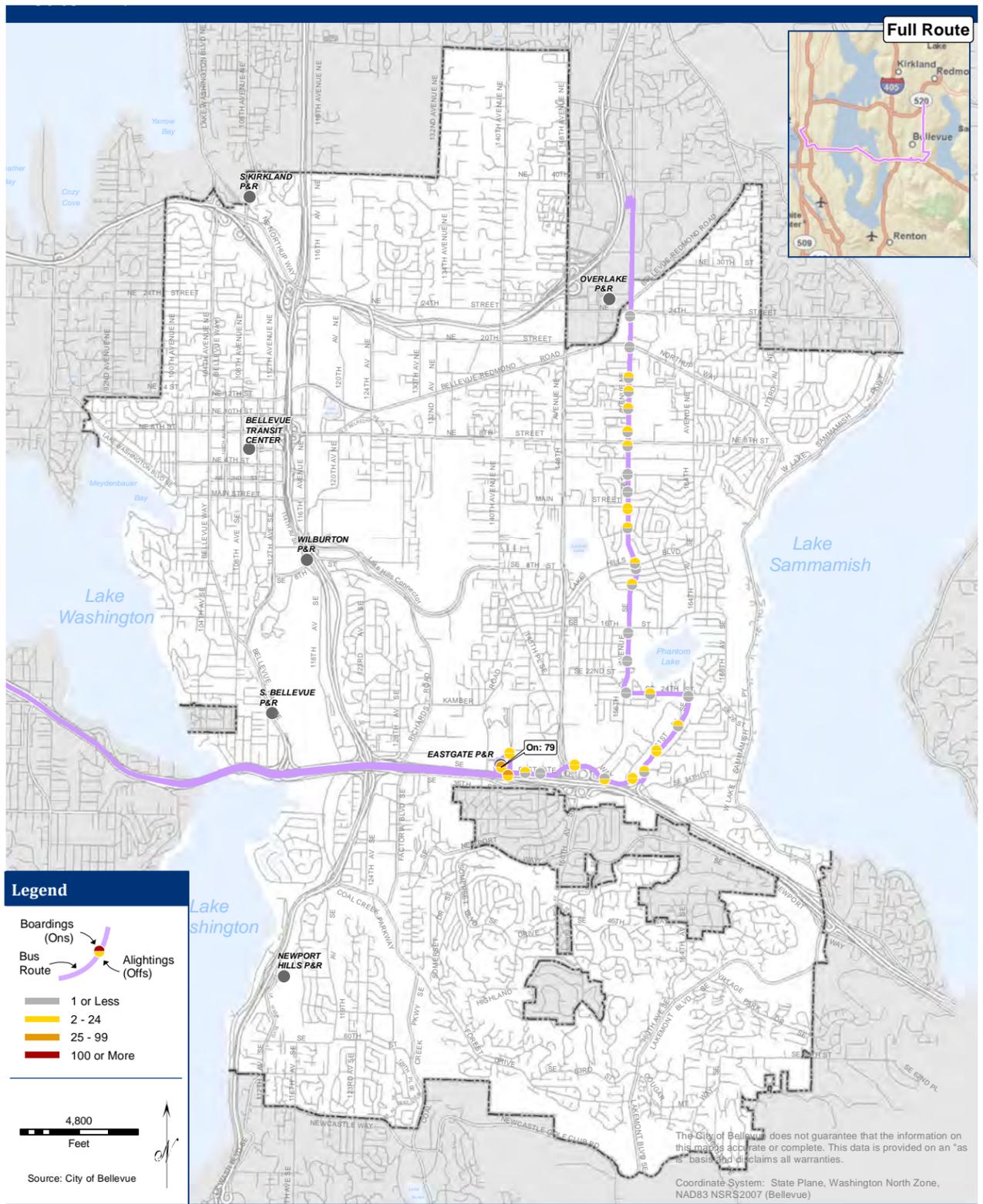
| Nine-Year Summary           |        |        |                             |        |        |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Average Daily Ridership     |        |        | Productivity                |        |        |
| Most Recent                 | 370    | 2009.3 | Most Recent                 | 30.3   | 2009.3 |
| Maximum                     | 480    | 2008.3 | Maximum                     | 39.3   | 2008.3 |
| Minimum                     | 280    | 2003.3 | Minimum                     | 23.3   | 2002.1 |
| Average                     | 371.2  |        | Average                     | 29.7   |        |
| % Change from Previous Year | -22.9% |        | % Change from Previous Year | -22.9% |        |
| % Change from Nine-Year Max | -22.9% |        | % Change from Nine-Year Max | -22.9% |        |

All above figures refer to weekday ridership

Ridership of Route 229 varied over time in a somewhat similar manner to that of Route 225. Between its introduction in Fall 1989 (12 daily trips) and Fall 2009 (8 daily trips), daily ridership generally fluctuated between 280 and 480 independently of minor adjustments to platform hours. The notable exception to this was the near-doubling of platform hours between Fall 1997 and Spring 2001, during which the route operated 23 or 20 daily trips, depending on the year, and attracted up to 670 daily rides at its peak in Fall 1997. Service was cut back to 8 daily rides in Fall 2001. As with its ridership, Route 225's productivity varied considerably quarter to quarter without a readily distinguished pattern or relation to platform hours operated. The route achieved its highest productivity (39.33) in Fall 2008 when it operated only 3,100—low compared to most of the rest of its service history—and served 480 daily riders—its highest since the Fall 2011 service reduction.

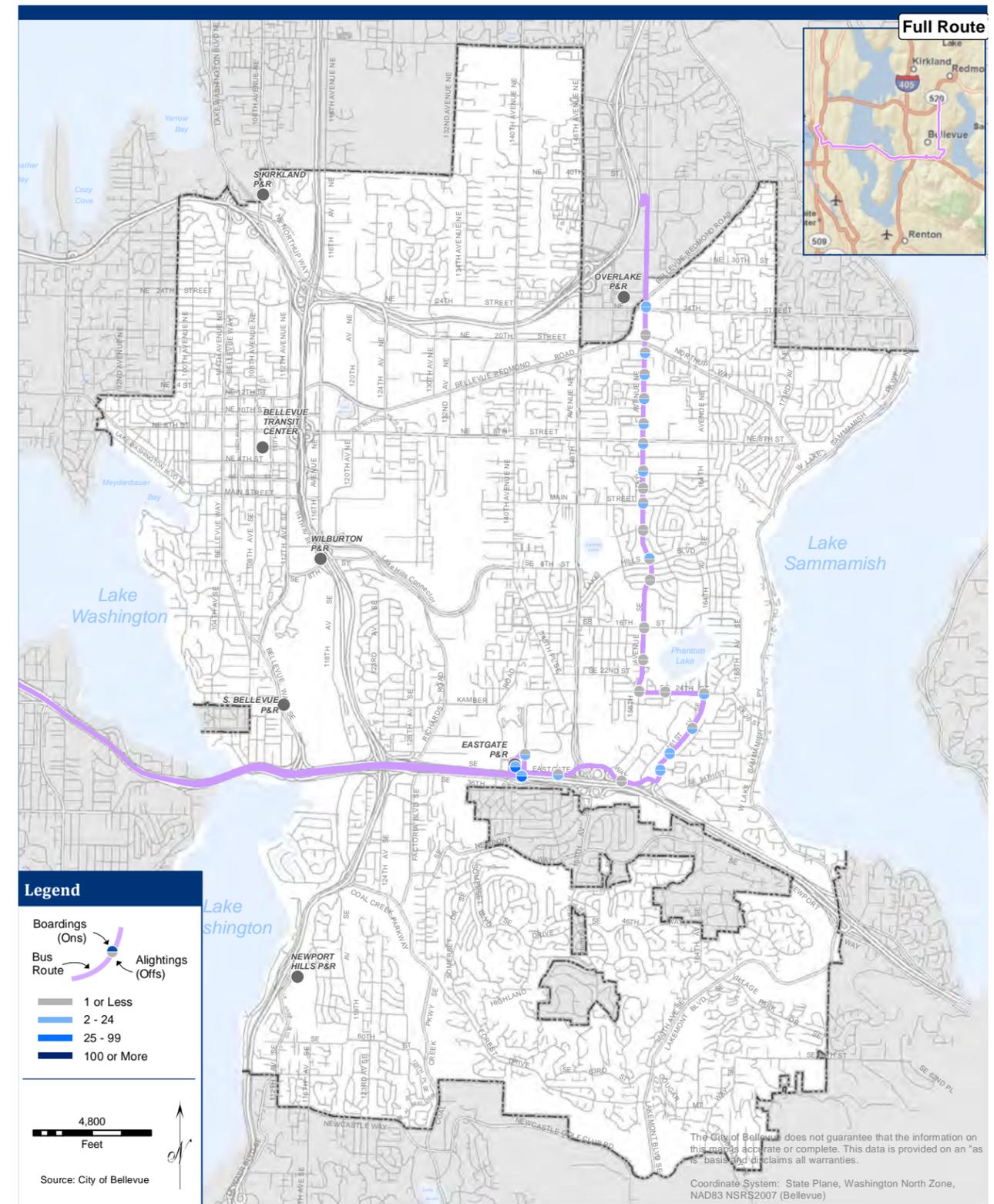
# Route 229

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 229

## Metro Peak-Only Route Service Level Assessment

Peak-Only Alternative to 212 + 926, 554 + 245



Alternative service to Route 229 is provided by two different route combinations: Route 212 from Downtown Seattle to the Eastgate Park & Ride and Route 926 to Crossroads, or Route 554 from Seattle to Eastgate connecting to Route 245 to Overlake.

Based on the standards of Metro's service level assessment, Route 229 failed one measure in 2009—it did not save 20 percent on travel time compared with its alternatives.

In 2010, Route 229 attracted 14 percent and 37 more rides than its alternatives, respectively. Data for Route 926 could not be obtained to compare travel times for the first alternative. The travel time for Route 225 is only 17 percent faster than the second alternative.

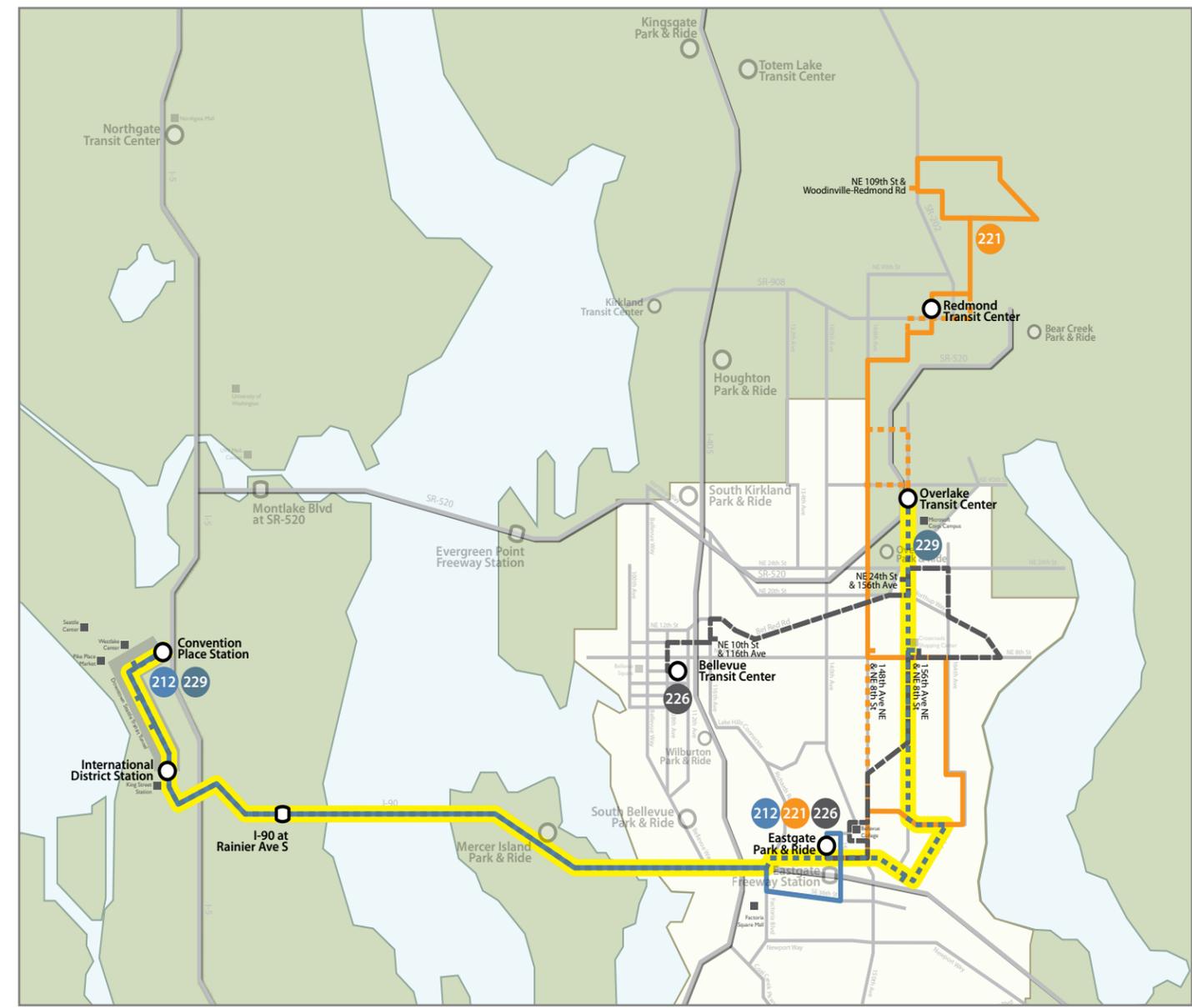
| Route Alternatives  | Peak-Hour Headway   | Travel Time (min) | Ridership |
|---|---------------------|-------------------|-----------|
| <b>229</b> Overlake to Downtown Seattle via Lake Hills, Eastgate    | 30                  | 0:47              | 39.11     |
| <b>212</b> Eastgate to Downtown Seattle via I-90                    | 7-25                | 0:32              | 34.27     |
| <b>926</b> Eastgate to Bellevue via Somerset, Factoria, Woodridge   | 30                  | N/A               | 3.83      |
|   | Total:              | N/A               | —         |
|   | Percent Difference: | N/A               | 114.1%    |
| <b>554</b> Issaquah to Downtown Seattle via Eastgate, Mercer Island | 30                  | 0:36              | 25.01     |
| <b>245</b> Kirkland to Crossroads, Factoria via Overlake, Eastgate  | 15                  | 0:20              | 28.45     |
|   | Total:              | 0:56              | —         |
|   | Percent Difference: | 17%               | 137.5%    |

Metro analysis based on 2009 performance. Headways shown are AM Preak from Fall 2010. Ridership shown reflects Fall 2010 data.

## Recent & Future Service Revisions

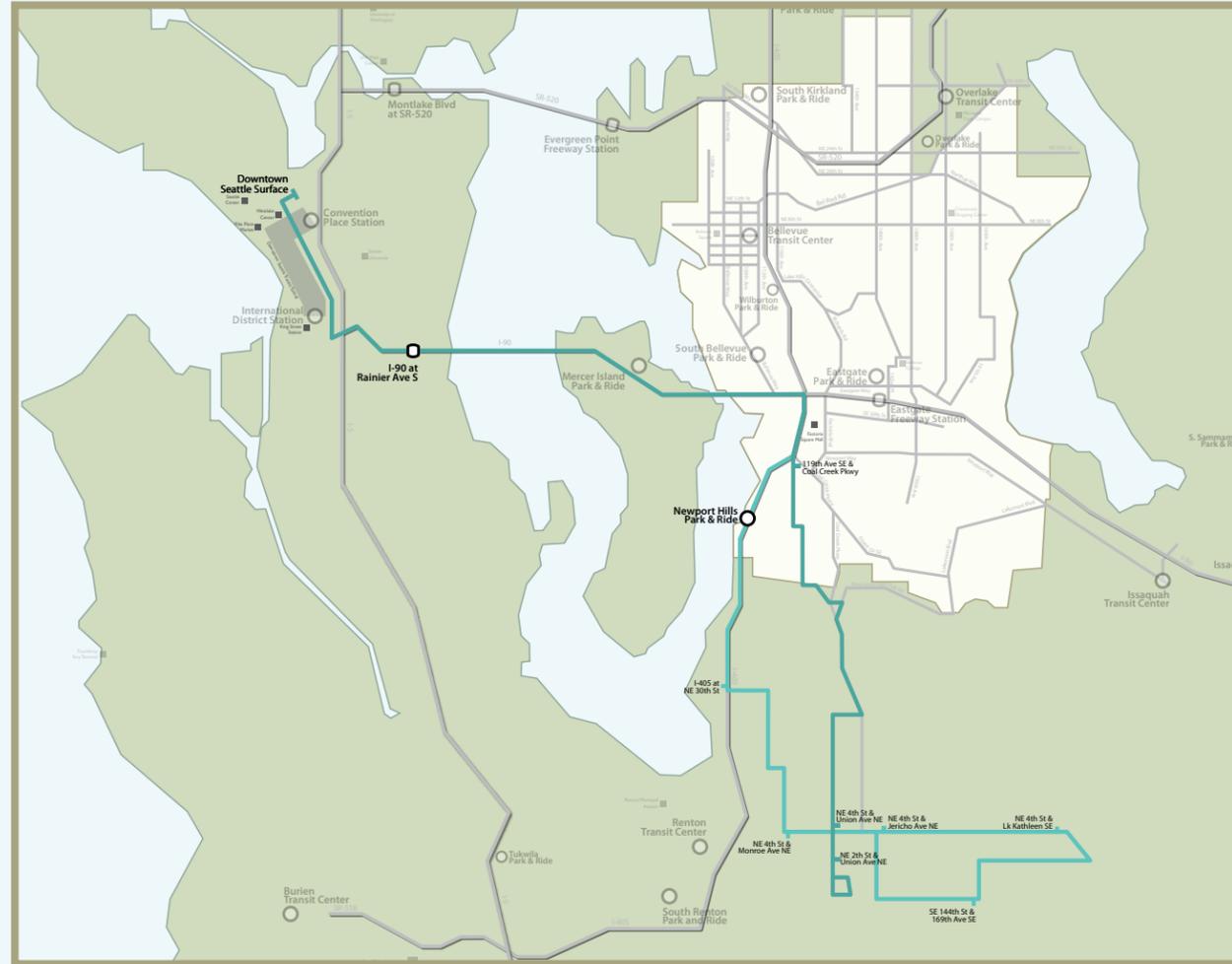
October 2011

Route 229 was deleted and its 3,200 annual revenue hours reinvested as part of the Fall 2011 service restructuring. Replacement trips were added to Route 212 between the Eastgate Park & Ride and Downtown Seattle, and other portions are replaced by the RapidRide B Line and new Route 226.



# Corridor Group II

Downtown Seattle - Eastgate - Southeast King



111 114

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

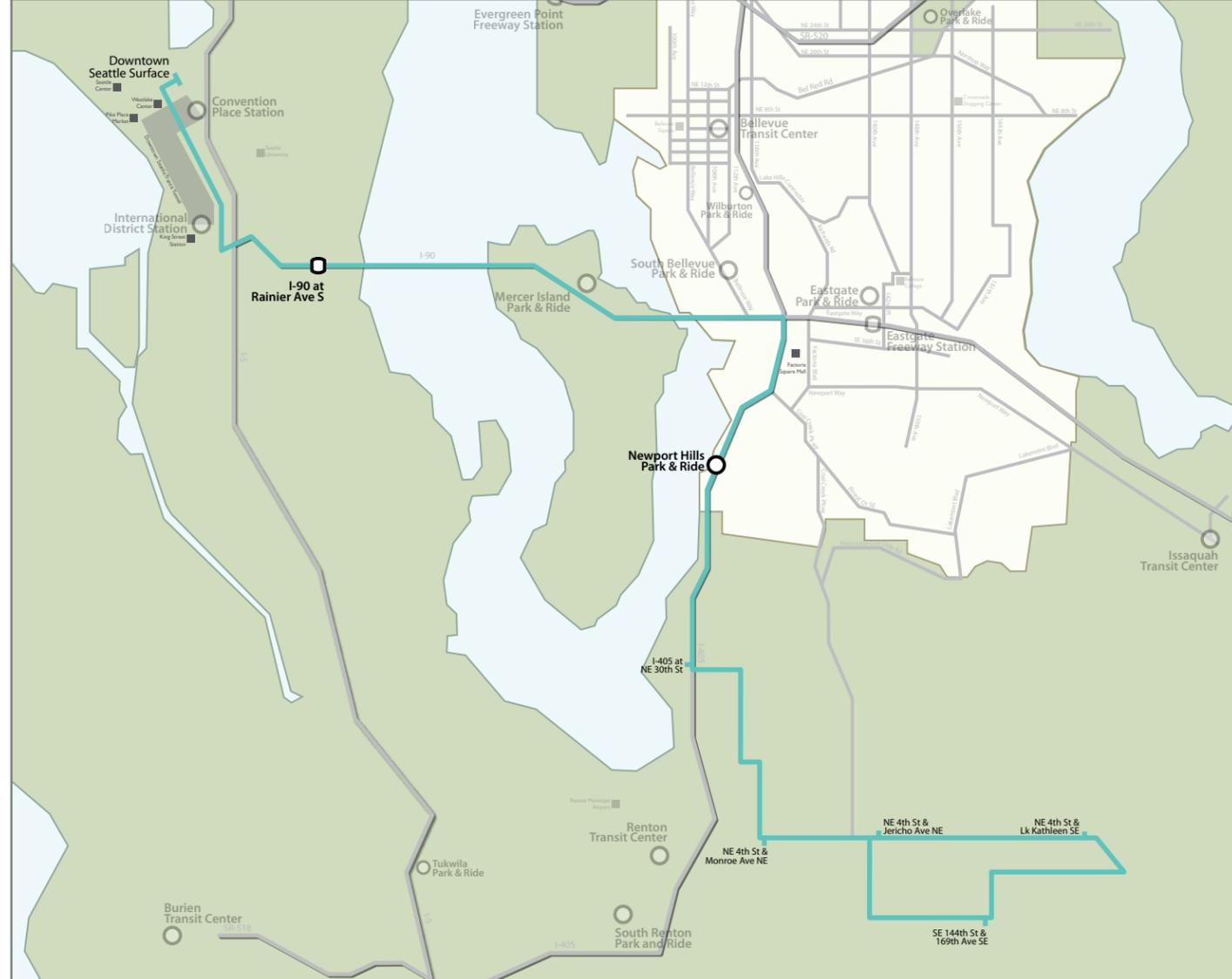
Maplewood to Downtown Seattle via Lake Kathleen

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                                      |
|---------------------------|--|--|
| Downtown Seattle Surface  | Downtown Seattle, Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center | Connections to many destinations                                 |
| I-90 at Rainier Ave S     | North Beacon Hill, Rainier Valley, and Central District neighborhoods                              | 7 9 34 42 111 114 210 211 212 214 215 216<br>217 218 225 550 554 |
| Newport Hills Park & Ride | Newport Hills neighborhood   | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 555   |



Map depicts Fall 2011 routing

|                          | Weekday           | Saturday      | Sunday        | Annual Total |
|--------------------------|-------------------|---------------|---------------|--------------|
| Hours of Service         |                   |               |               |              |
| Daily Trips              | 16                |               |               |              |
| 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          | N/A               |               |               |              |
| Revenue Hours            | 20.16             |               |               | 5,066        |
| Platform Hours           | 36.34             |               |               | 9,124        |
| Revenue Miles            | 400.07            |               |               | 100,486      |
| Platform Miles           | 751.80            |               |               | 188,799      |
| Passenger Miles          | 8,657.80          |               |               | 2,173,435    |
| Revenue Hr/Platform Hr   | 0.55              |               |               | 0.56         |
| Revenue Mi/Platform Mi   | 0.53              |               |               | 0.53         |
| Passenger Mi/Platform Mi | 11.52             |               |               | 11.51        |
| Boardings (per day)      | 689.24            |               |               | 173,004      |
| Max Load                 | 47.13             |               |               | N/A          |
| Average Load             | 37.56             |               |               | 21.63        |
| Boardings/Trip           | 43.08             |               |               | 43.08        |
| Boardings/Revenue Hour   | 34.19             |               |               | 34.15        |
| Boardings/Revenue Mile   | 1.72              |               |               | 14.12        |
| Boardings/Platform Hour  | 18.97             |               |               | 18.96        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$280.05 |
| Cost/Platform Hour | \$155.50 |
| Cost/Revenue Mile  | \$14.12  |
| Cost/Platform Mile | \$7.51   |
| Cost/Boarding      | \$8.20   |

|                  |             |
|------------------|-------------|
| Farebox Revenue  | \$390,123   |
| Operating Costs  | \$1,418,754 |
| Farebox Recovery | 27.5%       |

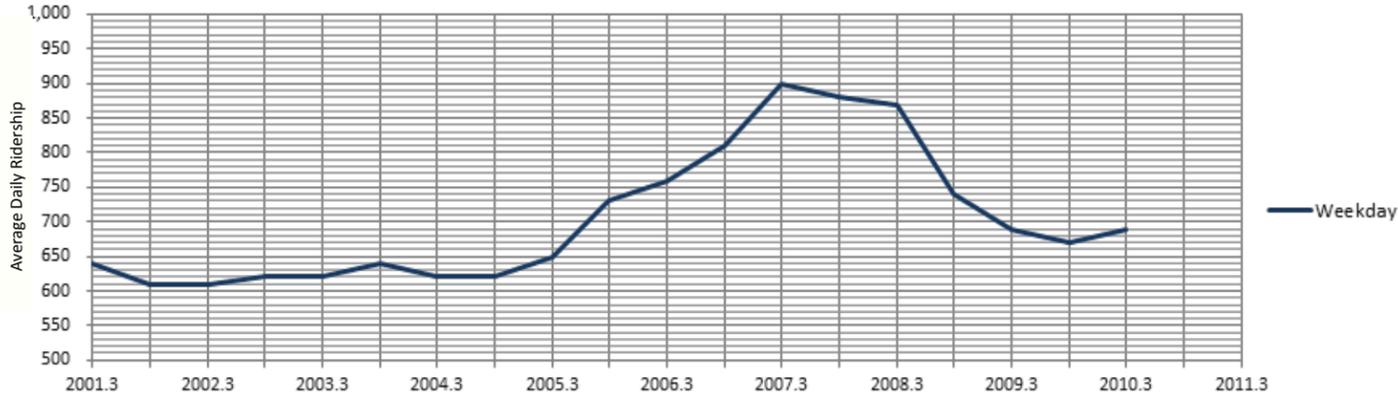
Route III provides one-way peak service from Maplewood to Downtown Seattle via Lake Kathleen, the Renton Highlands, and Kenndale. The route begins at Jericho Ave NE in the Renton Highlands, loops through Lake Kathleen and Maplewood, and follows NE 4th St and Sunset Blvd NE to the NE 30th St entrance 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.

The route generally ranks among the top 50 percent for most performance measures, with productivity (18.96 rides per platform hour) that is slightly above average (18.44) and a farebox recovery ratio (27.5%) among the highest in Bellevue's network, falling outside this measure's top 25 percent by only one-tenth of one percent. Route III is however a notably poorly performing route in terms of revenue hours per platform hour (0.56), which is both below average (0.65) and among the bottom 25 percent for this measure.

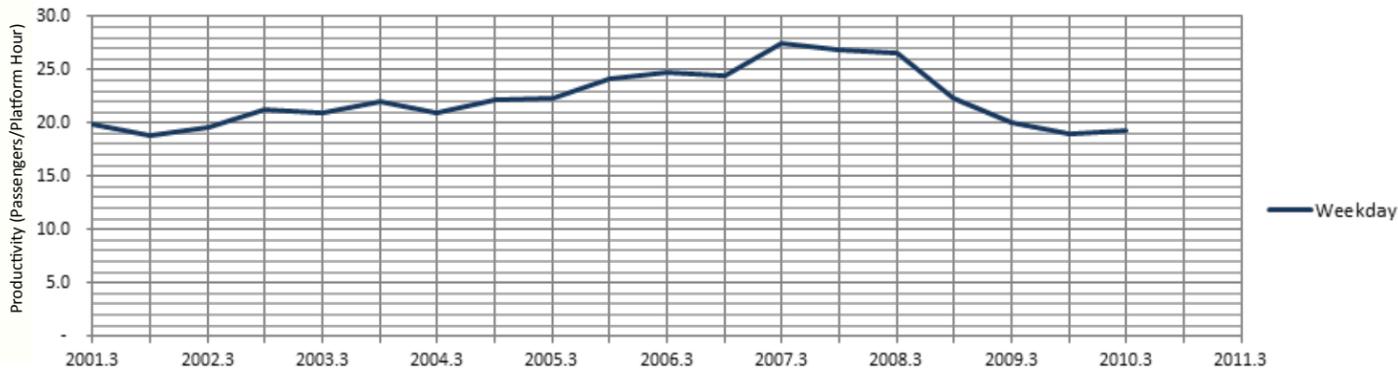
# Route III

## Historical & Relative Route Performance

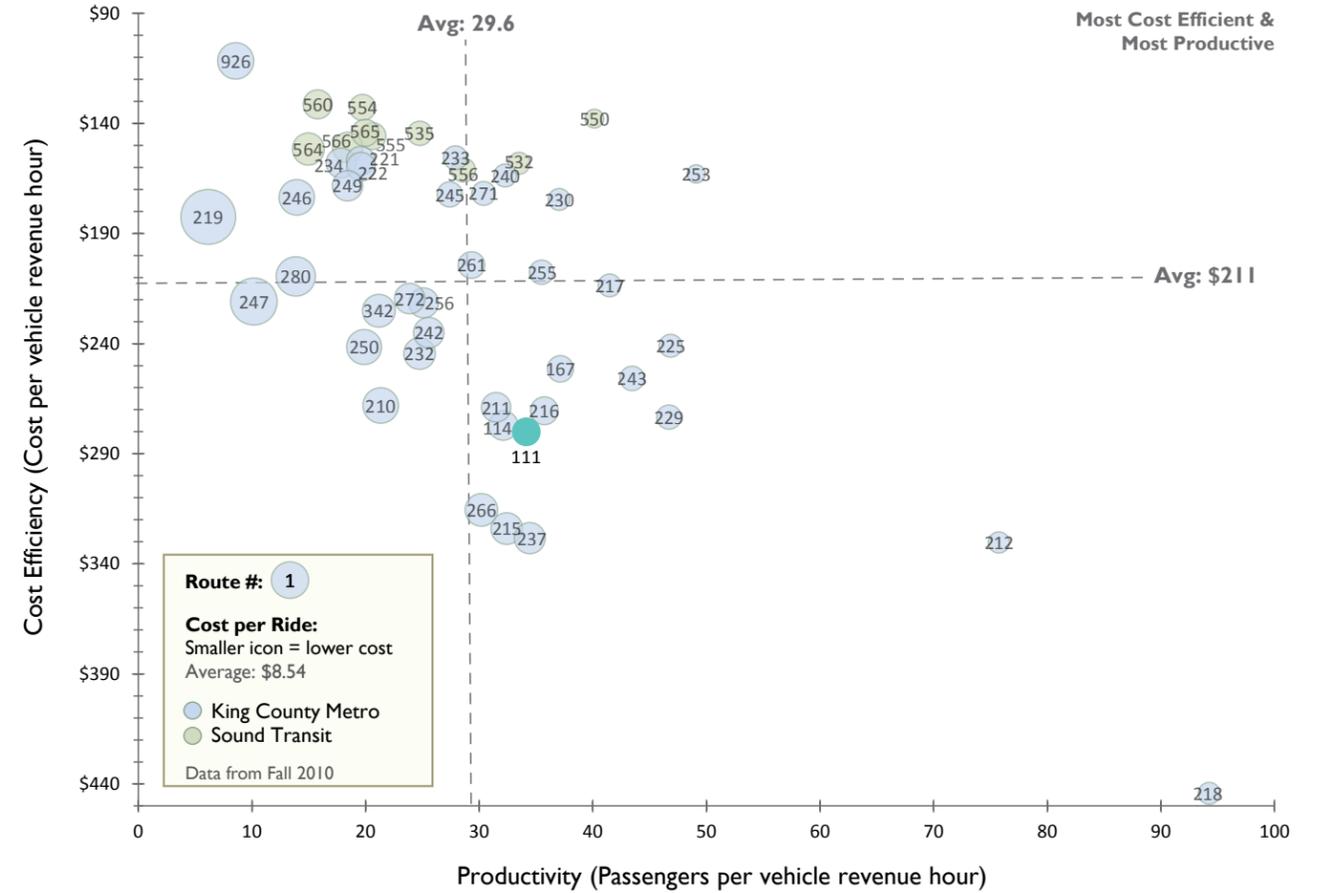
Route 111 Average Daily Ridership



Route 111 Daily Productivity



Service Notes:  
 Spring 2001: 15 daily trips      Spring 2003: 14 daily trips  
 Spring 2006: 15 daily trips      Spring 2007: 16 daily trips



### Nine-Year Summary

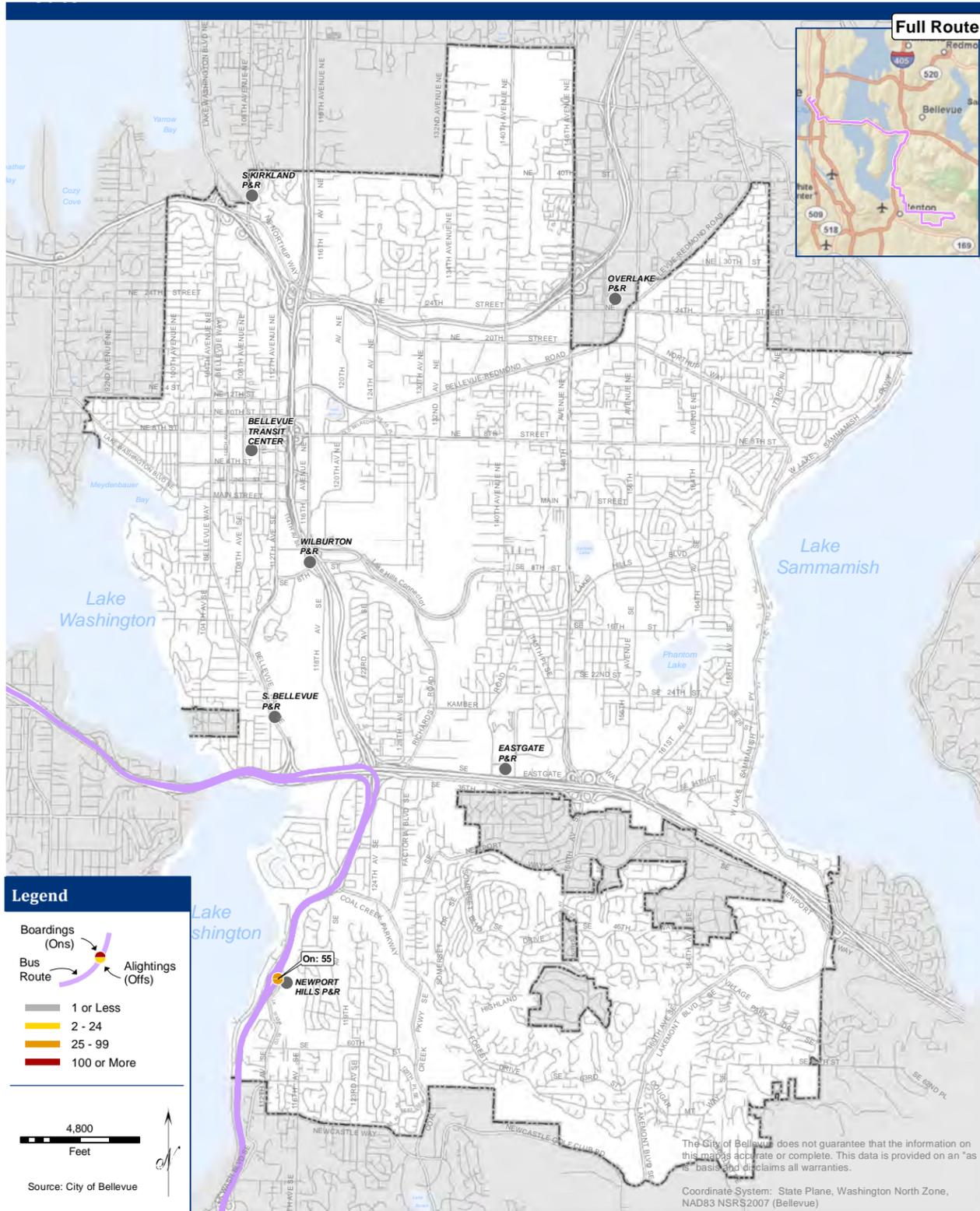
| Average Daily Ridership     |        |                | Productivity                |        |        |
|-----------------------------|--------|----------------|-----------------------------|--------|--------|
| Most Recent                 | 690    | 2010.3         | Most Recent                 | 19.3   | 2010.3 |
| Maximum                     | 900    | 2007.3         | Maximum                     | 27.5   | 2007.3 |
| Minimum                     | 610    | 2002.1, 2002.3 | Minimum                     | 18.9   | 2002.1 |
| Average                     | 703.7  |                | Average                     | 22.3   |        |
| % Change from Previous Year | 0.0%   |                | % Change from Previous Year | -3.3%  |        |
| % Change from Nine-Year Max | -23.3% |                | % Change from Nine-Year Max | -29.8% |        |

All above figures refer to weekday ridership

Route III's ridership steadily increased in the 1990s and early 2000s as Metro added daily trips to the service. Ridership peaked in Fall 2007 at 900 daily rides before declining sharply between Fall 2008 and Spring 2009. Although the number of daily trips remained constant from Fall 2007 through Fall 2010, annual platform hours increased by 700 hours over this time.

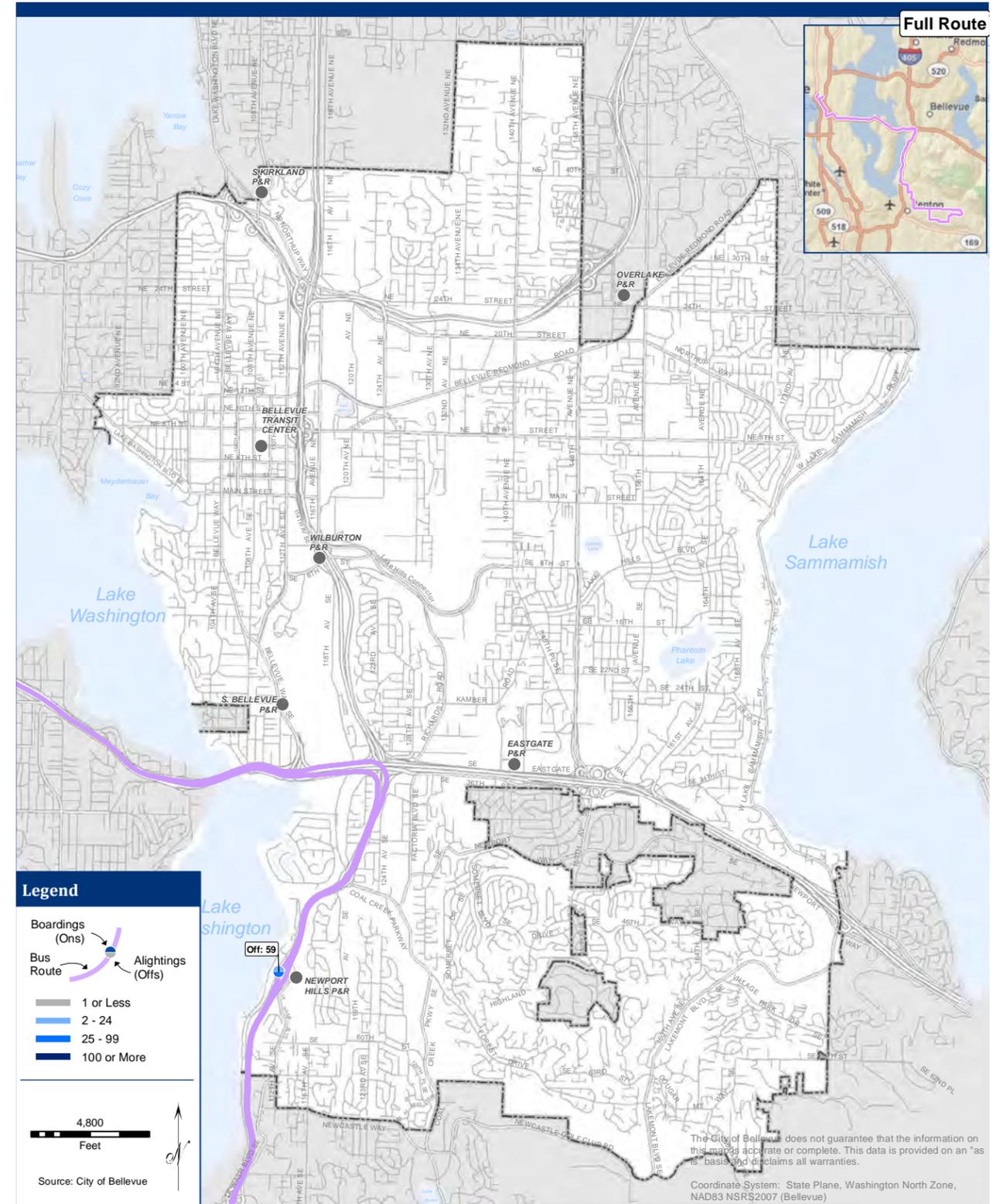
# Route III

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound

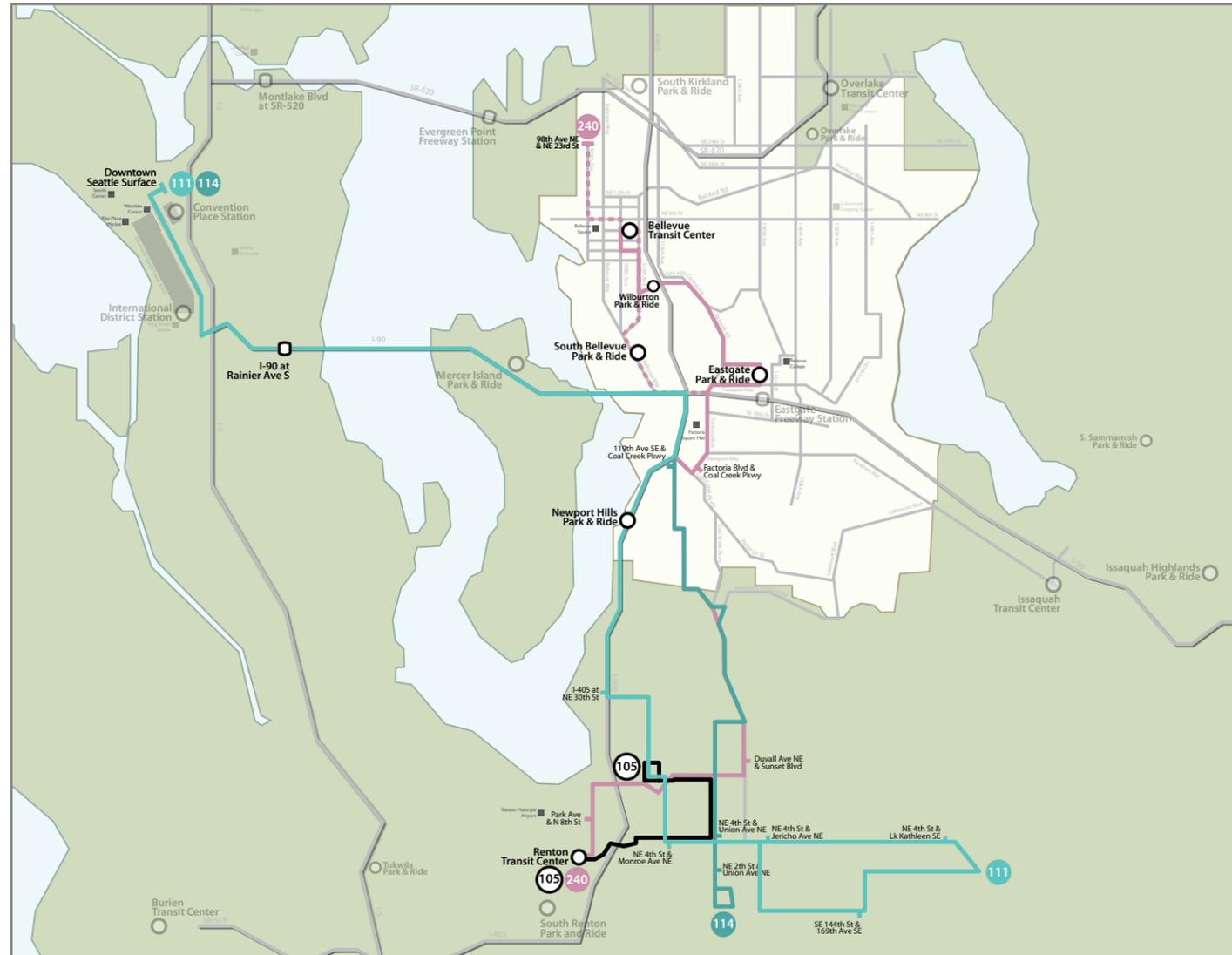


Map depicts Fall 2010 routing and data

# Route III

## Metro Peak-Only Route Service Level Assessment

No Suitable Alternatives Available



Route III is unique among Bellevue routes, as it is the lone peak-only route for which adequate alternative service does not exist. The nearest alternative for residents in the East Renton Highlands neighborhoods is a combination of Route 105 between Sunset and Downtown Renton and Routes 114 or 240 north to Bellevue and Downtown Seattle. However, this alternative is considered inadequate for the purpose of the comparative analysis because it would require transit users in several neighborhoods to travel up to nearly four miles to reach the nearest bus stop.

Metro's service level assessment indicates that Route III sufficiently achieved both peak-only service assessment measures in 2009—it was 20 percent faster and attracted at least 90 percent of the ridership compared with its alternatives—though this may be due to the lack of a suitable alternative.

Analysis based on 2009 performance

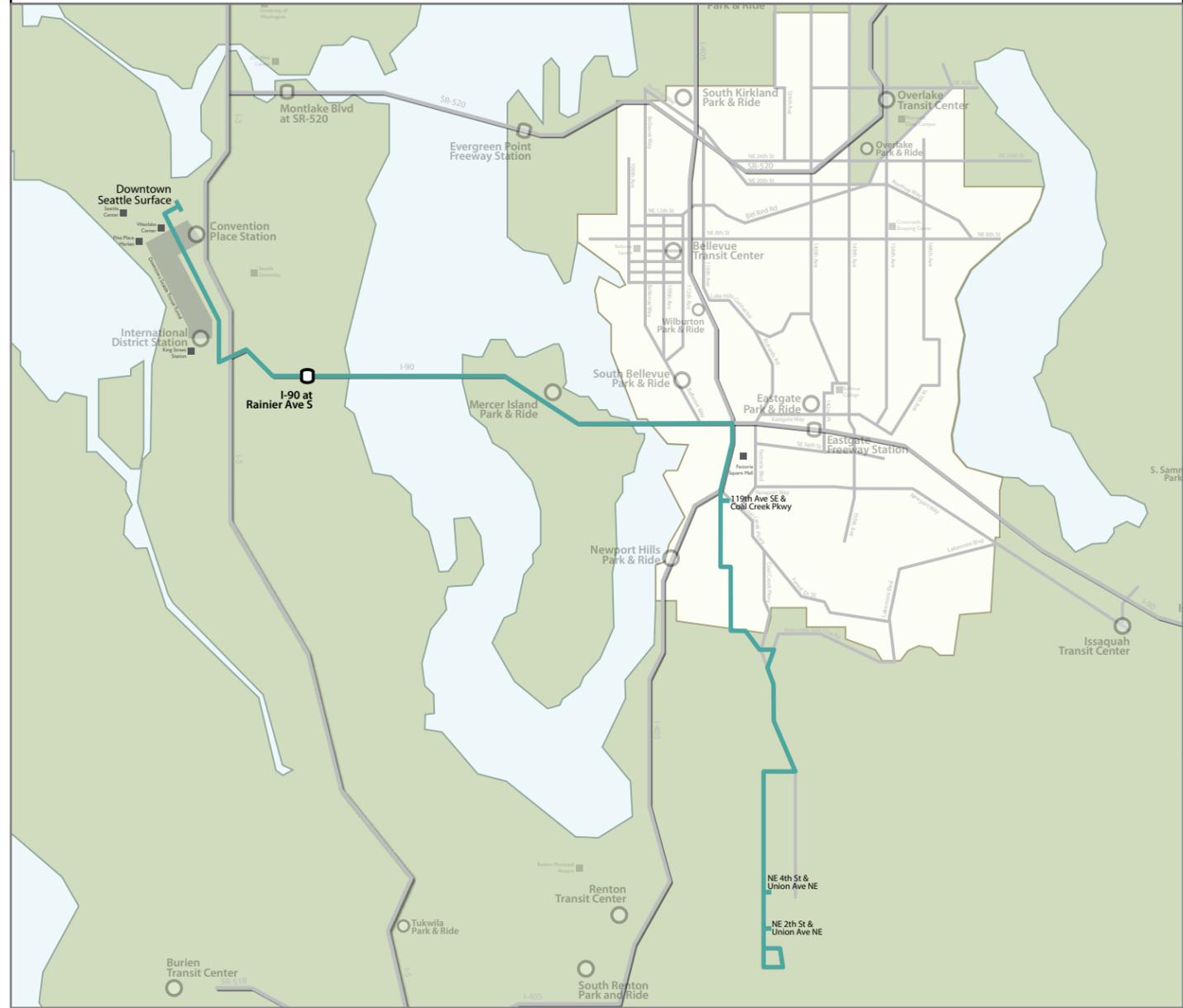
# Route 114

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

All-Day Route  
Serves Seattle Core

Peak Service Metro Service Family  
Regional Service Bellevue Service Category

| This Route Serves        | Nearby Destinations Include  | Transfer Opportunities With                                      |
|--------------------------|--|--|
| Downtown Seattle Surface | Downtown Seattle, Seattle City Hall, Seattle Public Library, Westlake Center, WA Convention Center | Connections to many destinations                                 |
| I-90 at Rainier Ave S    | North Beacon Hill, Rainier Valley, and Central District neighborhoods                              | 7 9 34 42 111 114 210 211 212 214 215 216<br>217 218 225 550 554 |



Map depicts Fall 2011 routing

|                          | Weekday       | Saturday      | Sunday        | Annual Total |
|--------------------------|---------------|---------------|---------------|--------------|
| Hours of Service         |               |               |               |              |
| Daily Trips              | 9             |               |               |              |
| 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          |               |               |               |              |
| Revenue Hours            | 1.04          |               |               | 2,301        |
| Platform Hours           | 17.13         |               |               | 4,232        |
| Revenue Miles            | 329.17        |               |               | 40,814       |
| Platform Miles           | 329.17        |               |               | 81,305       |
| Passenger Miles          | 3,346.90      |               |               | 826,684      |
| Revenue Hr/Platform Hr   | 0.06          |               |               | 0.54         |
| Revenue Mi/Platform Mi   | 1.00          |               |               | 0.50         |
| Passenger Mi/Platform Mi | 10.17         |               |               | 10.17        |
| Boardings (per day)      | 299.24        |               |               | 73,911.2     |
| Max Load                 | 38.00         |               |               | N/A          |
| Average Load             | 29.89         |               |               | 20.25        |
| Boardings/Trip           | 33.25         |               |               | 33.25        |
| Boardings/Revenue Hour   | 288.66        |               |               | 32.12        |
| Boardings/Revenue Mile   | 0.91          |               |               | 15.63        |
| Boardings/Platform Hour  | 17.47         |               |               | 17.47        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$277.19 |
| Cost/Platform Hour | \$150.73 |
| Cost/Revenue Mile  | \$15.63  |
| Cost/Platform Mile | \$7.85   |
| Cost/Boarding      | \$8.63   |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$159,670 |
| Operating Costs  | \$637,889 |
| Farebox Recovery | 25.0%     |

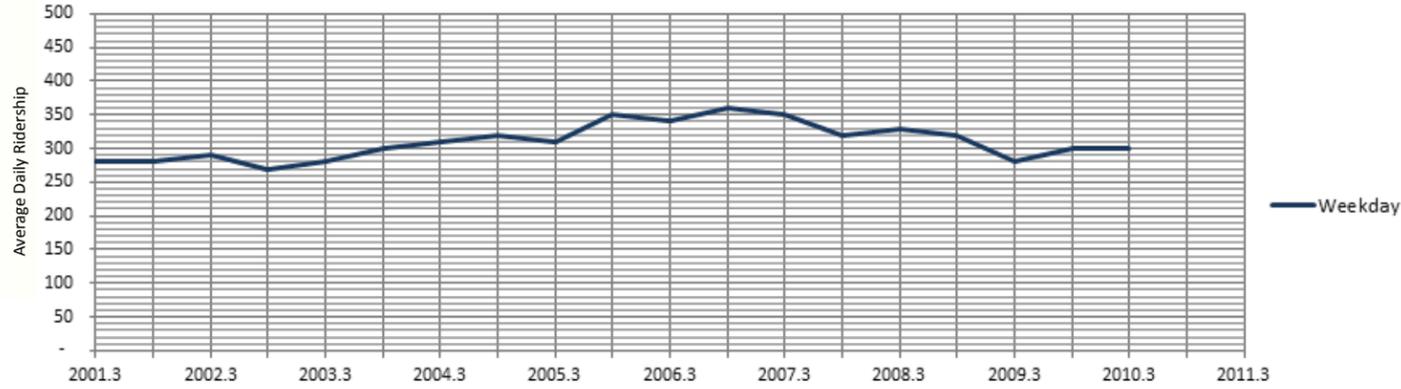
Route 114 is a one-way peak-only commuter route that provides service from the Renton Highlands to Downtown Seattle. It follows the path of Route 240 on Coal Creek Parkway SE, travels through Newcastle and Newport Hills, then begins limited-stop service to Downtown Seattle, during which its only stop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

In 2010, the route's productivity (17.47 rides per platform hour) was below average (18.44) but above the median (17.30). It performs worse according to most performance measures than Route 111, the only other route serving southeast King County, and is similarly among the bottom 25 percent in terms of revenue hours per platform hour. However, also similar to Route 111, Route 114's farebox recovery ratio (25.0%) is both above the Bellevue median (20.2%) and average (22.5%).

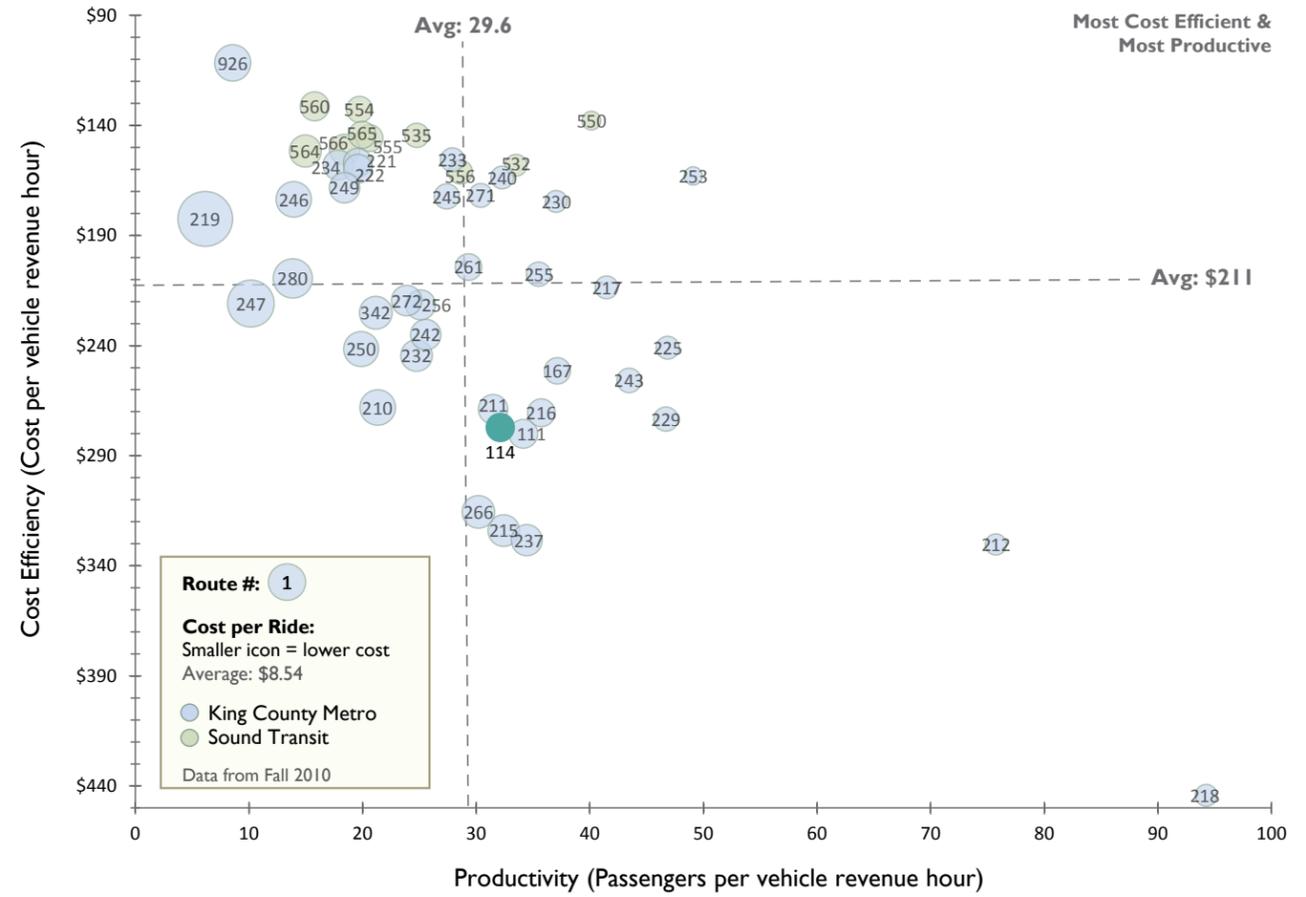
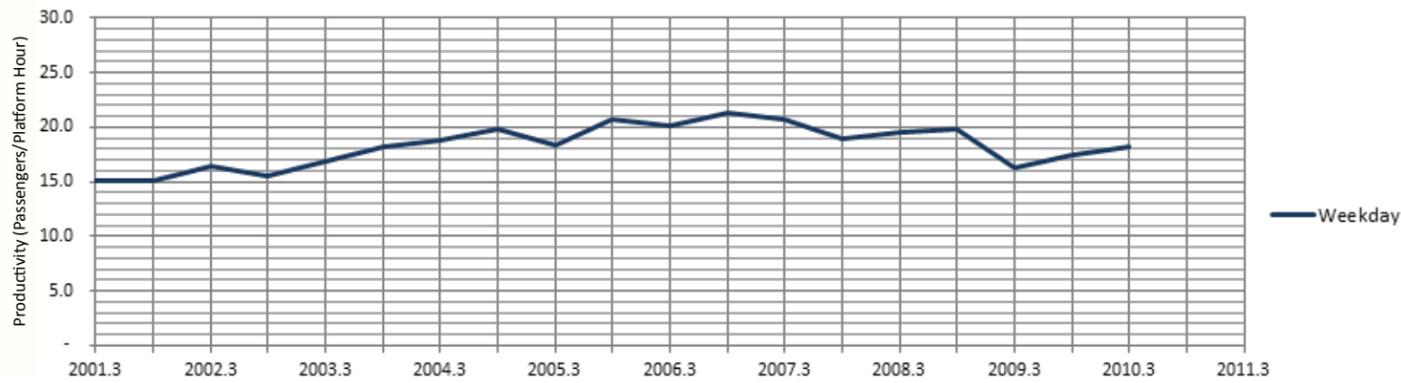
# Route 114

## Historical & Relative Route Performance

Route 114 Average Daily Ridership



Route 114 Daily Productivity



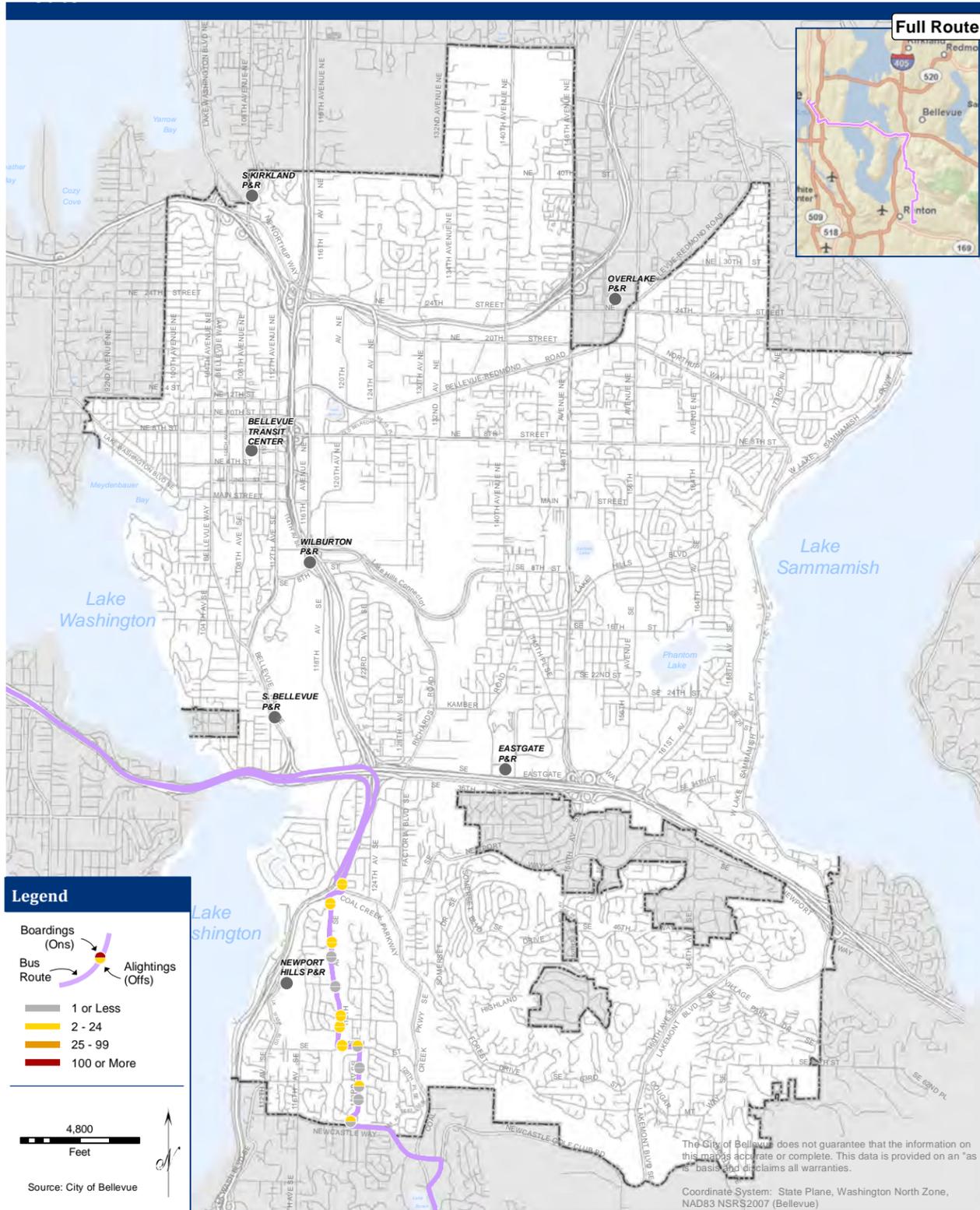
| Nine-Year Summary           |        |        |                             |        |                |
|-----------------------------|--------|--------|-----------------------------|--------|----------------|
| Average Daily Ridership     |        |        | Productivity                |        |                |
| Most Recent                 | 300    | 2010.3 | Most Recent                 | 18.2   | 2010.3         |
| Maximum                     | 360    | 2007.1 | Maximum                     | 21.3   | 2007.1         |
| Minimum                     | 270    | 2003.1 | Minimum                     | 15.1   | 2001.3, 2002.1 |
| Average                     | 310.0  |        | Average                     | 18.3   |                |
| % Change from Previous Year | 7.1%   |        | % Change from Previous Year | 12.2%  |                |
| % Change from Nine-Year Max | -16.7% |        | % Change from Nine-Year Max | -14.3% |                |

All above figures refer to weekday ridership

In Fall 2010, Route 114 served 300 daily riders, down from a recent maximum of 360 daily riders in Spring 2007 and its peak in Fall 1997 of 430 daily riders. Route 114 operated ten trips daily when it began service in Fall 1989; it was reduced to nine daily trips in Spring 2000 and has not been adjusted since. The number of annual platform hours operated has likewise remained largely consistent, not exceeding 4,400 hours since Spring 2003, but productivity has fluctuated between 15.6 and 21.3 rides per platform hour over the same time period.

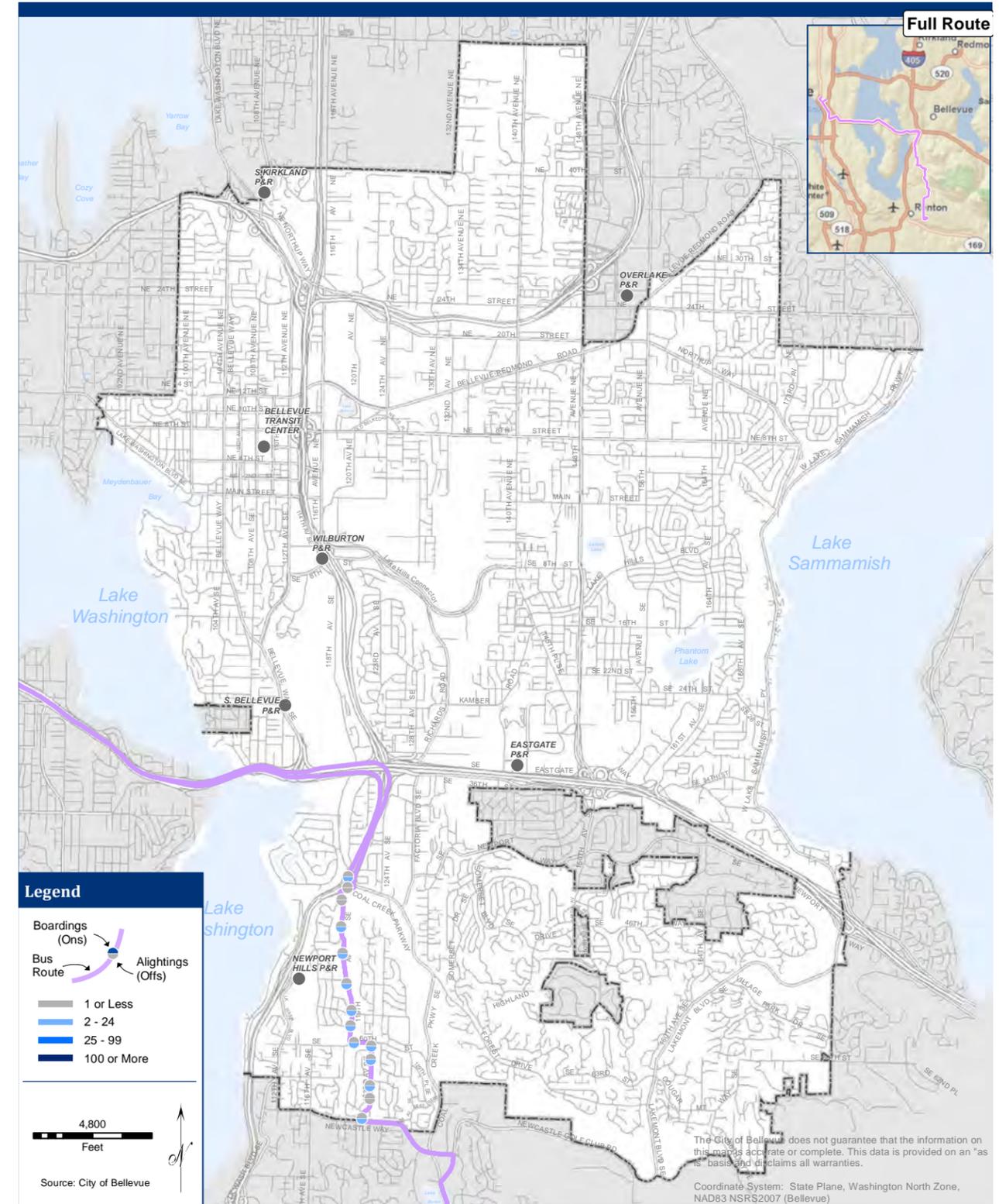
# Route 114

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 114

## Metro Peak-Only Route Service Level Assessment

### Peak-Only Alternative to 240 + 550



Alternative service to Route 114 is provided by a combination of Route 240 from Renton to Downtown Bellevue and Route 550 to Downtown Seattle.

Based on the standards of Metro's service level assessment, Route 218 passed both measures in 2009—it out-performed its alternative with a time savings of at least 20 percent and attracted at least 90 percent as much ridership.

In 2010, Route 114 provided a 42 percent travel time advantage to its alternative. However, it attracted only about 87 percent of the ridership compared to its alternative, indicating that it failed this assessment measure the year following Metro's evaluation.

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2010. Ridership shown reflects Fall 2010 data.

| Route Alternatives  | Peak-Hour Headway | Travel Time | Ridership |
|---|-------------------|-------------|-----------|
| <b>114</b> Renton Highlands to Downtown Seattle via Newport Hills | 30                | 0:52        | 33.25     |
| <b>240</b> + Bellevue to Renton via Factoria, Newcastle           | 30                | 0:50        | 44.14     |
| <b>550</b> + Bellevue to Downtown Seattle via I-90, Mercer Island | 6-10              | 0:40        | 38.12     |
| <b>Total:</b>   |                   | 1:30        | —         |
| <b>Percent Difference:</b>  |                   | 42%         | 87.2%     |

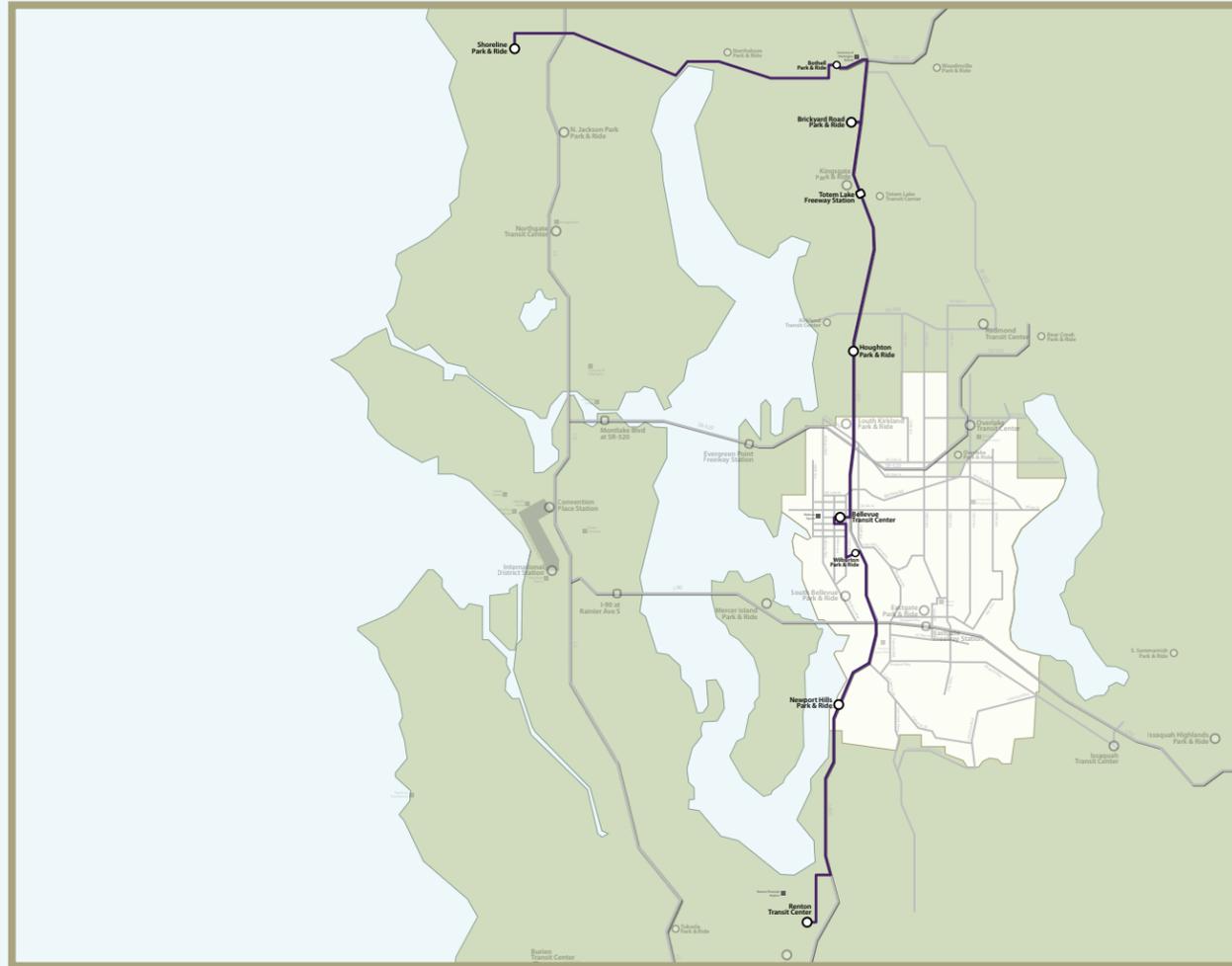
## Recent & Future Service Revisions

### Potential Future Restructuring

Metro is considering future restructuring in Newcastle that may include Route 114, according to working documents from the RTC Workgroup Meeting held on November 16, 2011. This may include revision or deletion of the route, allowing up to 4,200 annual platform hours to be reinvested as deemed prudent. The route is presently among the bottom 25 percent of Metro-wide routes in terms of rides per platform hour (17.5) for routes serving the Seattle core at peak hours. The threshold for this metric is 18.7 rides per platform hour. If this route is deleted, it will leave Route 240 as the only remaining alternative for current riders of Route 219 after that route is deleted in June 2012.

# 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.

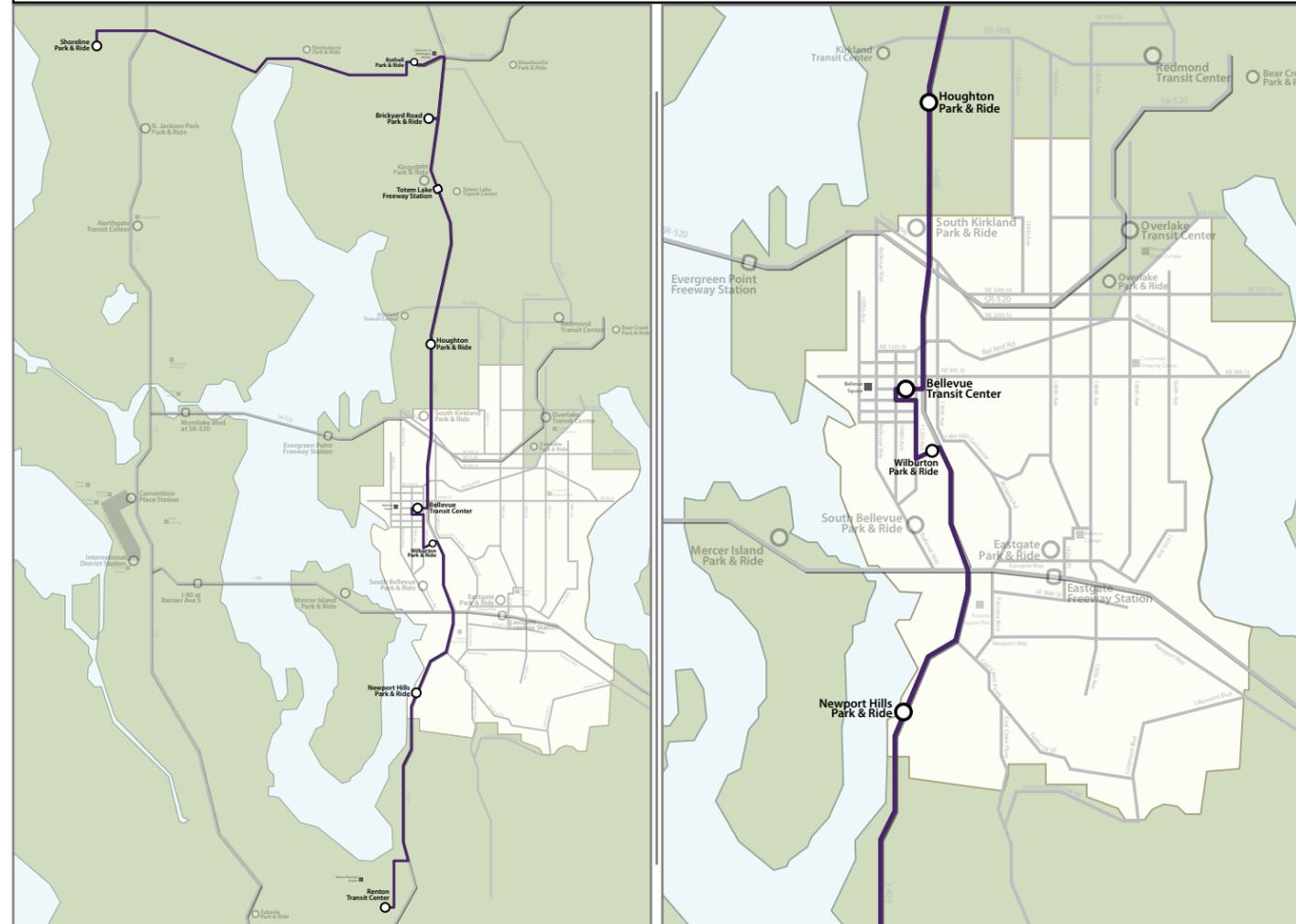
# Route 342

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   | 301 303 342 358 373   |
| Bothell Park & Ride        | Downtown Bothell, University of Washington Bothell                            | 238 312 342 372 522 535   |
| Totem Lake Freeway Station | Kingsgate Park & Ride, Totem Lake, Kingsgate, and North Juanita neighborhoods | 235 237 238 252 257 277 311 342 424 930 952 532 535                                   |
| Bellevue Transit Center    | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center                     | B 226 232 234 235 237 240 241 243 246 249 271 280 342 385 886 532 535 550 555 560 566 |
| Wilburton Park & Ride      | Wilburton, Woodridge, and Surrey Downs neighborhoods                          | 240 243 246 342 385 886 952   |
| Newport Hills Park & Ride  | Newport Hills neighborhood  | 111 167 219 247 280 342 821 824 925 952 560   |
| Renton Transit Center      | Downtown Renton, Renton High School   | 101 105 106 107 110 140 143 148 149 153 167 169 240 342 908 909 560 566               |



Map depicts Fall 2011 routing

|                          | Weekday       | Saturday      | Sunday        | Annual Total |
|--------------------------|---------------|---------------|---------------|--------------|
| Hours of Service         |               |               |               |              |
| Daily Trips              | 9             |               |               |              |
| 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          |               |               |               |              |
| Revenue Hours            | 12.61         |               |               | 3,169        |
| Platform Hours           | 19.14         |               |               | 4,813        |
| Revenue Miles            | 281.00        |               |               | 70,660       |
| Platform Miles           | 411.88        |               |               | 103,414      |
| Passenger Miles          | 2,616.70      |               |               | 656,710      |
| Revenue Hr/Platform Hr   | 0.66          |               |               | 0.66         |
| Revenue Mi/Platform Mi   | 0.68          |               |               | 0.68         |
| Passenger Mi/Platform Mi | 6.35          |               |               | 6.35         |
| Boardings (per day)      | 267.26        |               |               | 67,082       |
| Max Load                 | 26.67         |               |               | N/A          |
| Average Load             | 19.33         |               |               | 9.29         |
| Boardings/Trip           | 29.70         |               |               | 29.64        |
| Boardings/Revenue Hour   | 21.19         |               |               | 21.17        |
| Boardings/Revenue Mile   | 0.95          |               |               | 10.10        |
| Boardings/Platform Hour  | 13.96         |               |               | 13.94        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$225.07 |
| Cost/Platform Hour | \$148.22 |
| Cost/Revenue Mile  | \$10.10  |
| Cost/Platform Mile | \$6.90   |
| Cost/Boarding      | \$10.63  |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$109,635 |
| Operating Costs  | \$713,322 |
| Farebox Recovery | 15.4%     |

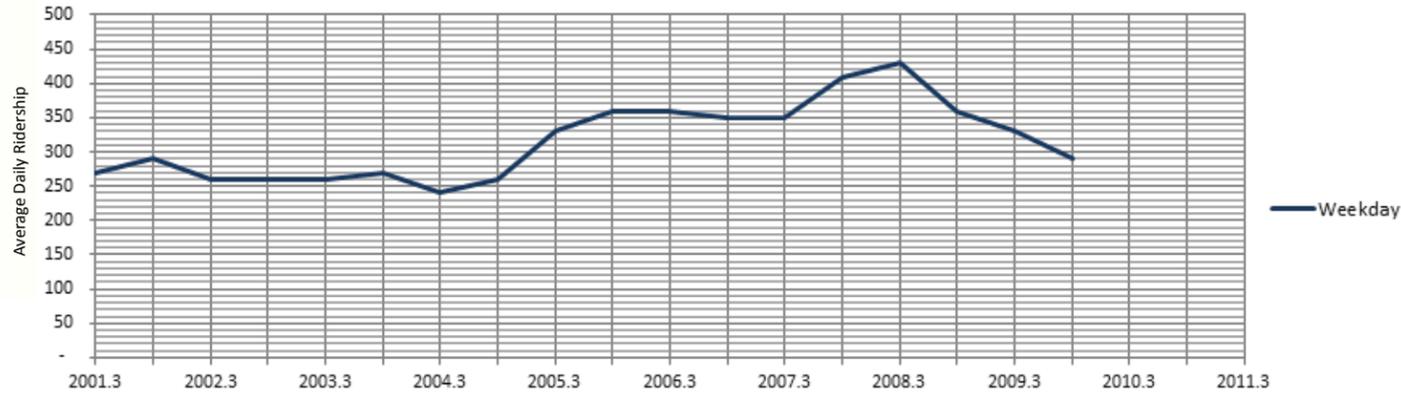
Route 342 is a one-way peak-only commuter route that connects the Shoreline Park & Ride to the Renton Transit Center via a host of northern and eastern King County communities, including Aurora Village, Ballinger Terrace, Lake Forest Park, Kenmore, Bothell, Downtown Bellevue, and Newcastle. The route 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 is below average according to several of Metro's performance measures. Perhaps most notable is the route's productivity, which is among Bellevue's bottom 25 percent in terms of both related measures. In 2010, it served 13.94 rides per platform hour (average, 18.44) and had a ratio of passenger miles per platform mile of only 6.35 (average, 13.94).

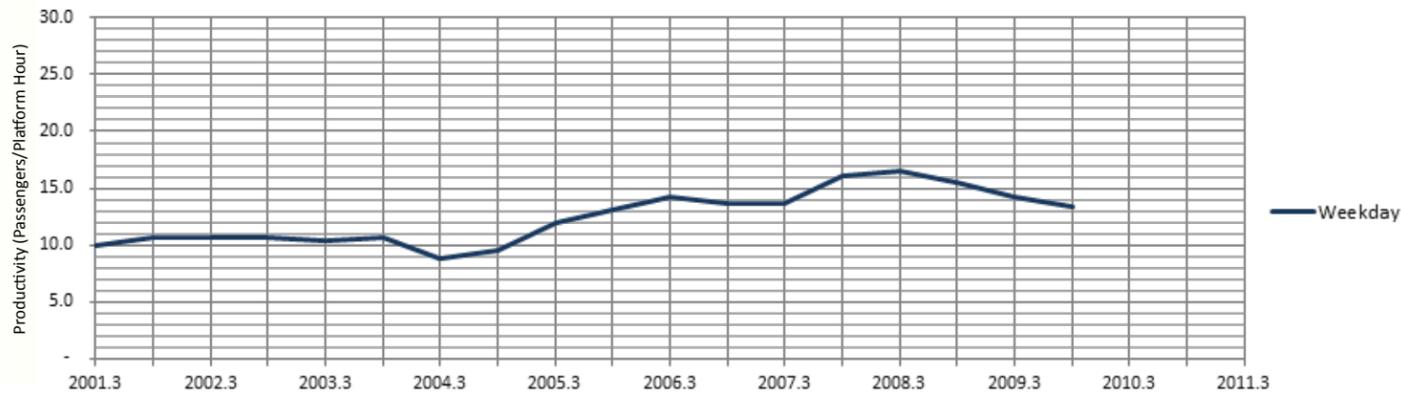
# Route 342

## Historical & Relative Route Performance

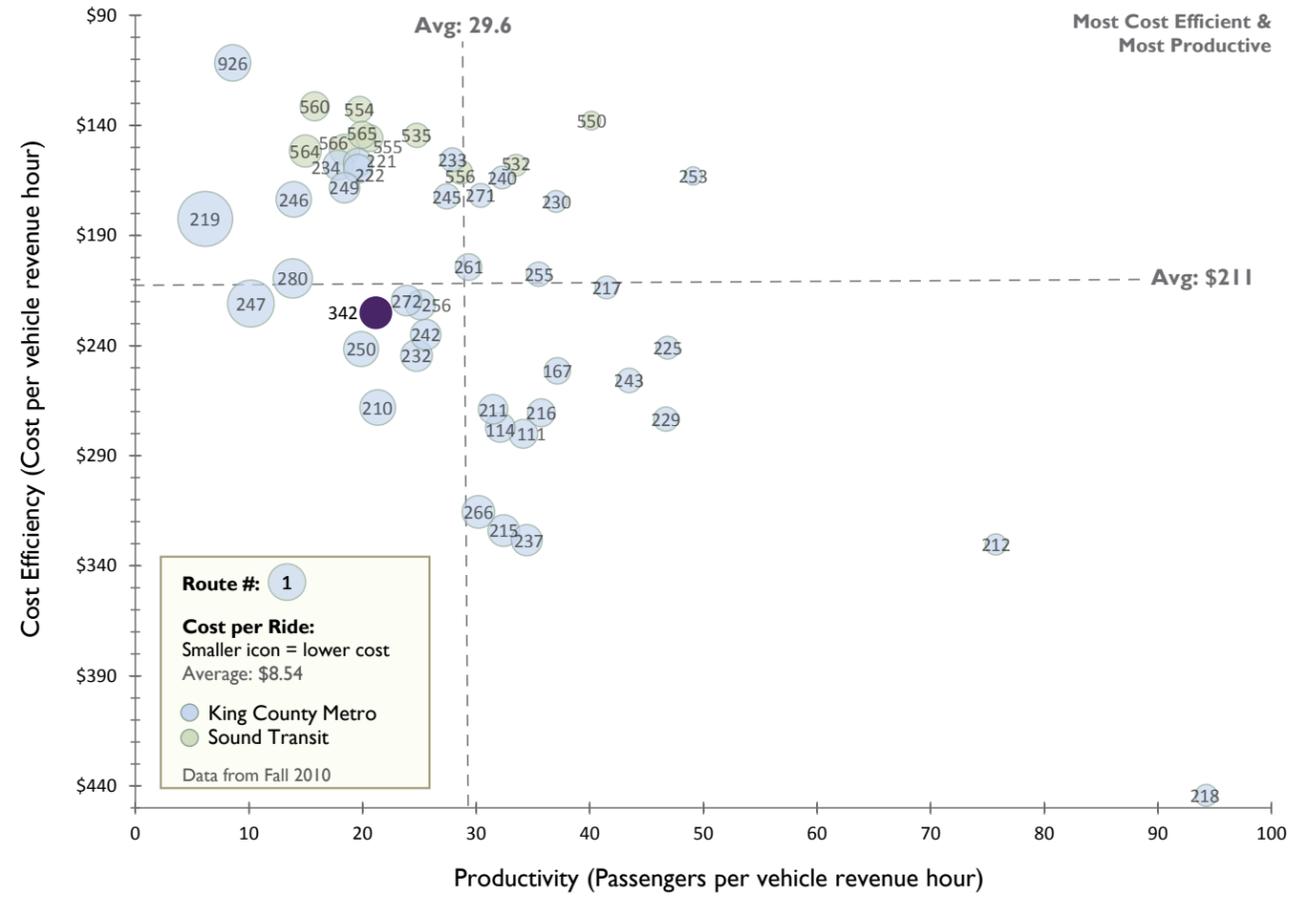
Route 342 Average Daily Ridership



Route 342 Daily Productivity



Service Note:  
Spring 2010: Daily trips reduced from 11 to 10



### Nine-Year Summary

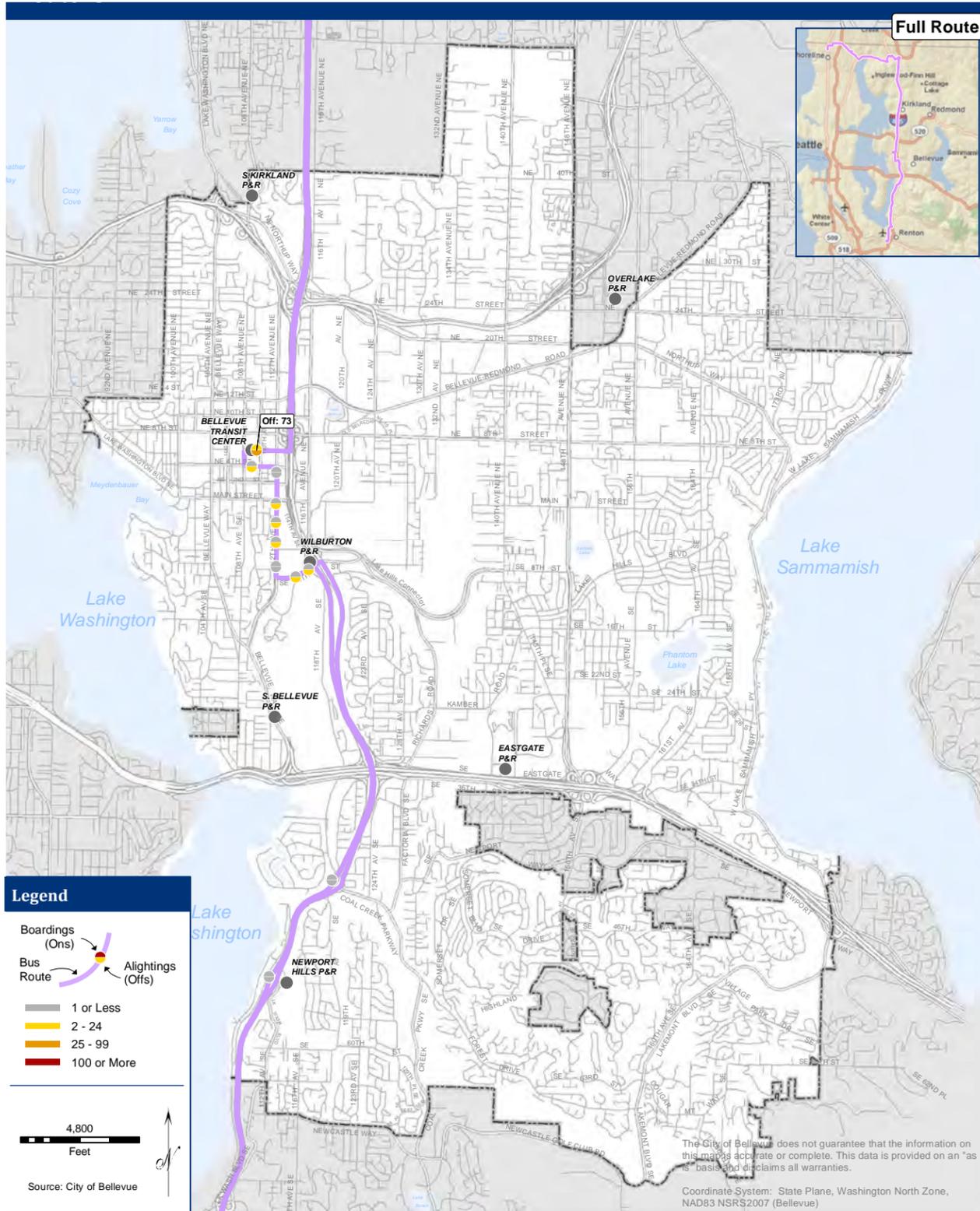
| Average Daily Ridership     |        |        | Productivity                |        |        |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Most Recent                 | 290    | 2010.1 | Most Recent                 | 13.4   | 2010.1 |
| Maximum                     | 430    | 2008.3 | Maximum                     | 16.5   | 2008.3 |
| Minimum                     | 240    | 2004.3 | Minimum                     | 8.8    | 2004.3 |
| Average                     | 315.6  |        | Average                     | 12.4   |        |
| % Change from Previous Year | -19.4% |        | % Change from Previous Year | -13.6% |        |
| % Change from Nine-Year Max | -32.6% |        | % Change from Nine-Year Max | -19.1% |        |

All above figures refer to weekday ridership

Route 342 is among the more recent additions to King County Metro's services, introduced in Fall 2000. The route began by operating eight daily trips totaling 4,500 annual platform hours, serving an average of 280 daily riders in its first quarter. Though the number of daily trips was increased to 12 in Fall 2001 (then reduced to 11 in Fall 2002), average daily ridership averaged only about 265 rides through Spring 2005, and productivity remained between roughly 9 and 11 rides per platform hour. In Fall 2005, average daily ridership increased abruptly to 330, then continued to improve until reaching its peak in Fall 2008 of an average of 430 daily rides. Productivity followed a similar trend, reaching its maximum of 16.5 rides per platform hour in the same quarter. Both measures declined significantly beginning in Spring 2009, and by Spring 2010, both had roughly returned to their respective averages from the first half of the decade. Notably, Route 342 has an exceptionally large ratio of platform hours per trip (typically between 2.2 and 2.5 hours per trip), owing to the route's very long line length.

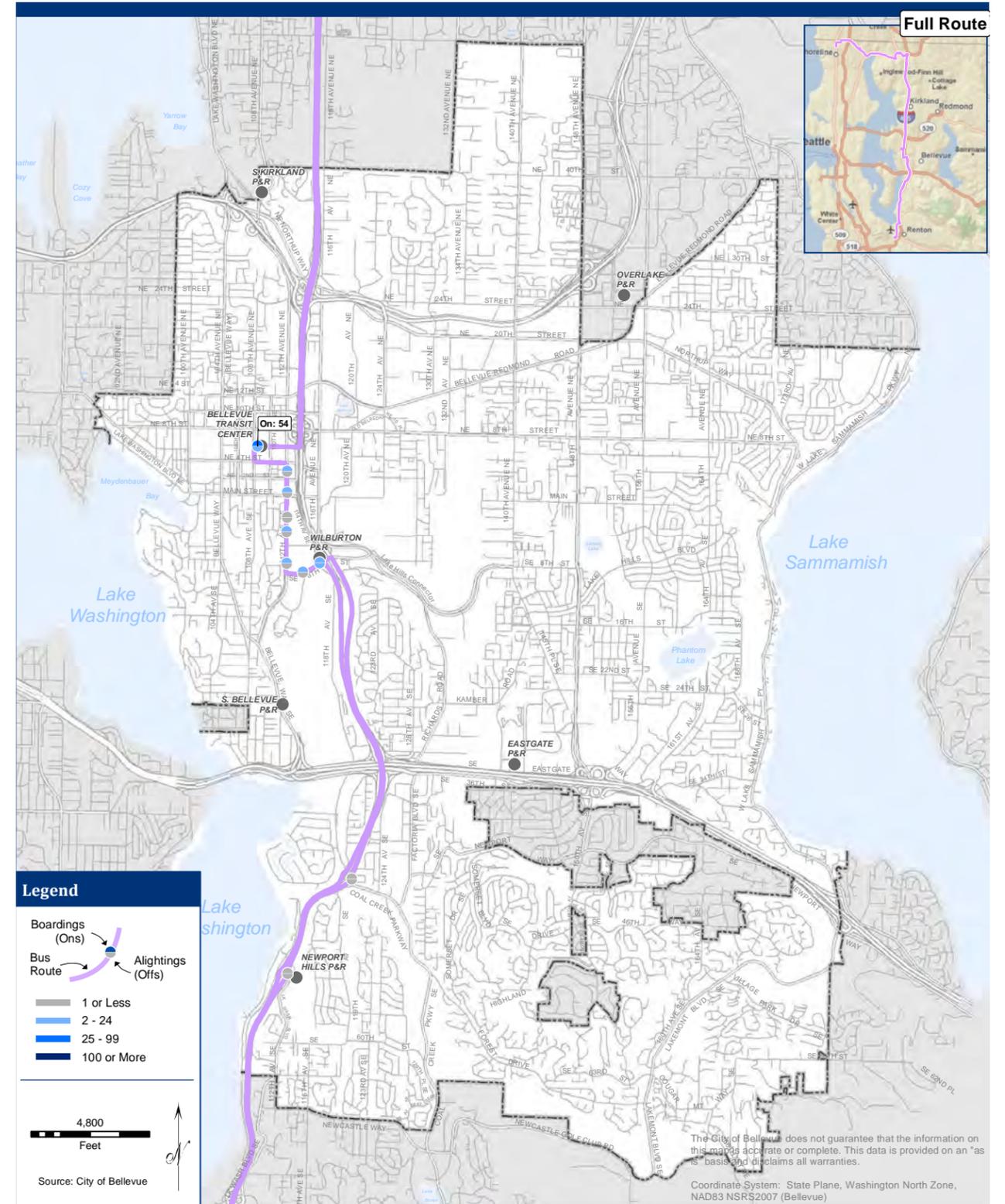
# Route 342

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound

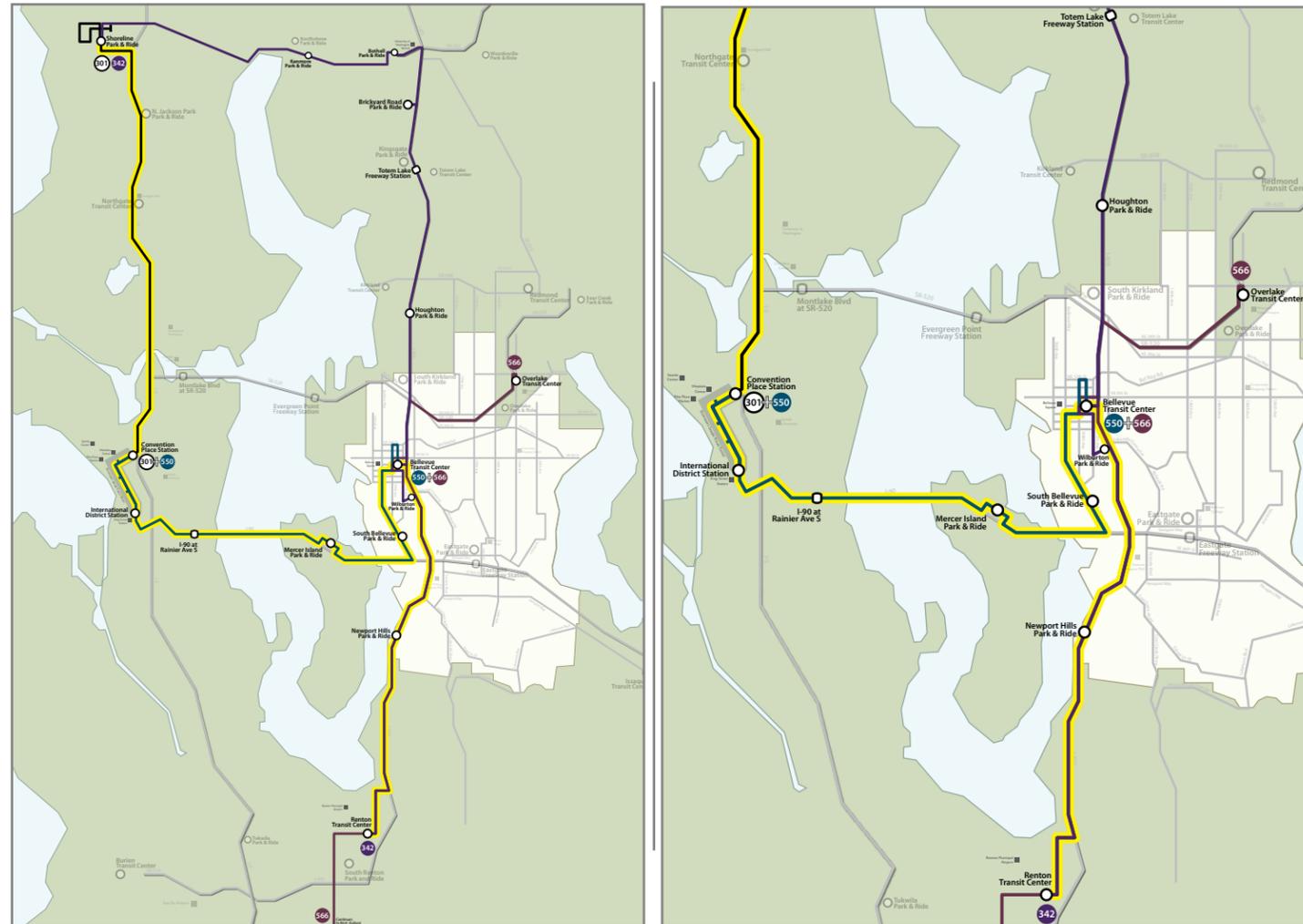


Map depicts Fall 2010 routing and data

# Route 342

## Metro Peak-Only Route Service Level Assessment

### Peak-Only Alternative to 301 + 550 + 566



Alternative service to Route 342 is provided by the three-route, two-transfer combination of Route 301 from the Shoreline Park & Ride to Downtown Seattle, Route 550 to Downtown Bellevue, and Route 560 to Renton.

Based on the standards of Metro's service level assessment, Route 342 failed both measures in 2009—it had neither 90 percent of the ridership nor 20 percent time savings compared with its alternative.

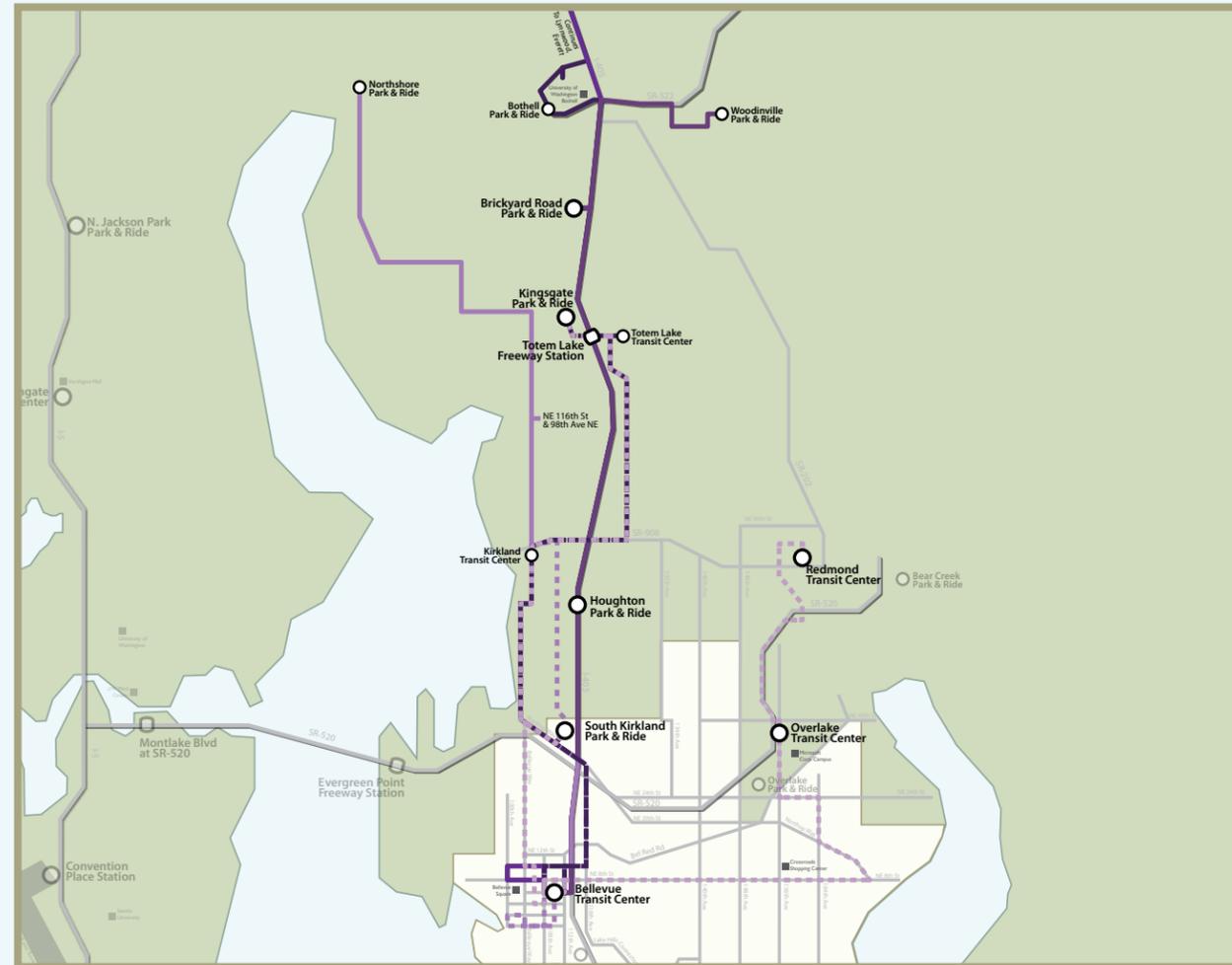
In 2010, Route 342 provided travel time savings of approximately 20 percent but attracted only 66 percent as many rides per trip as its alternative.

Metro analysis based on 2009 performance.  
Headways shown are AM Peak from Fall 2010.  
Ridership shown reflects Fall 2010 data.

| Route Alternatives  | Peak-Hour Headway | Travel Time | Ridership |
|---|-------------------|-------------|-----------|
| <b>342</b> Shoreline to Renton via Bellevue                     | 30                | 1:21        | 29.64     |
| <b>301</b> Aurora Village to Downtown Seattle via I-5           | 10-30             | 0:20        | 44.89     |
| <b>550</b> Bellevue to Downtown Seattle via I-90, Mercer Island | 6-10              | 0:35        | 38.12     |
| <b>566</b> Auburn to Overlake via Kent, Renton, Bellevue        | 30                | 0:46        | 25.52     |
| Total:  |                   | 1:41        | —         |
| Percent Difference:   |                   | 19.8%       | 66.0%     |

# Corridor Group 13

North King - Kirkland - Downtown Bellevue



230 234 235 237 532 535

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. This group underwent several notable amendments as part of Metro’s Fall 2011 service revision, including the deletion of Route 230, creation of 235, and re-routing of 234.

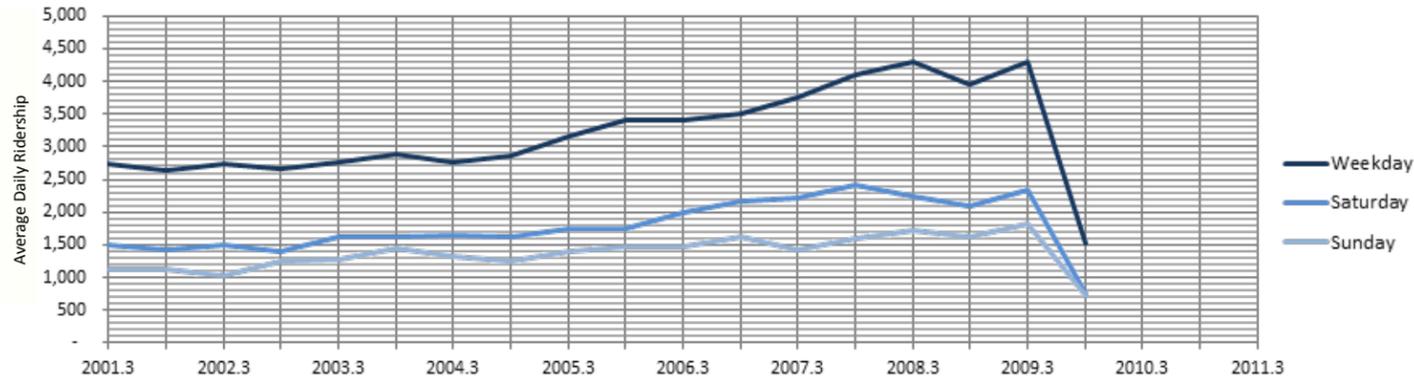




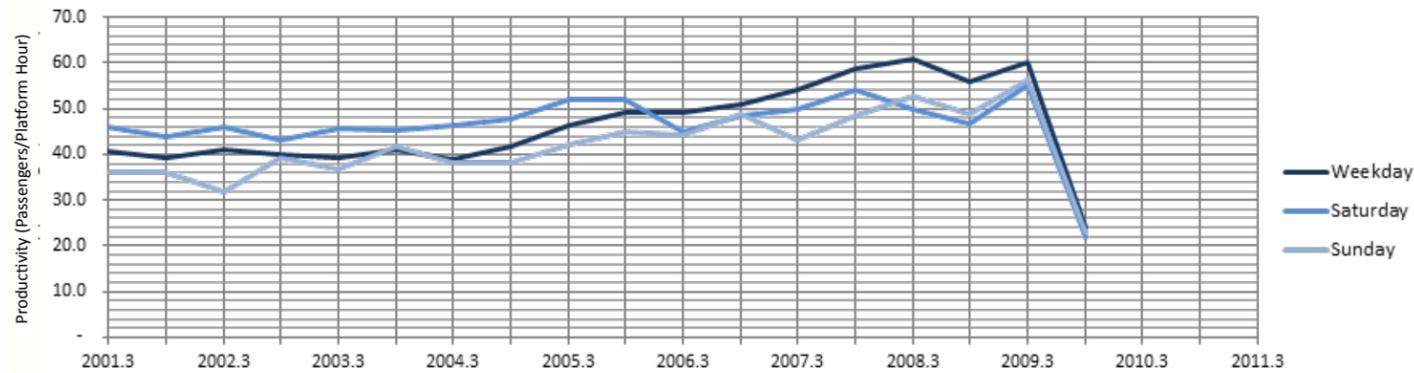
# Route 230

## Historical & Relative Route Performance

Route 230 Average Daily Ridership



Route 230 Average Daily Ridership



**Service Notes:**

Fall 2001: 142/66/64 daily trips  
 Fall 2003: 150/71/69 daily trips  
 Spring 2008: 152/90/69  
 Spring 2010: 67/36/35

Spring 2003: 143/66/64  
 Fall 2006: 150/90/69  
 Fall 2008: 154/91/69

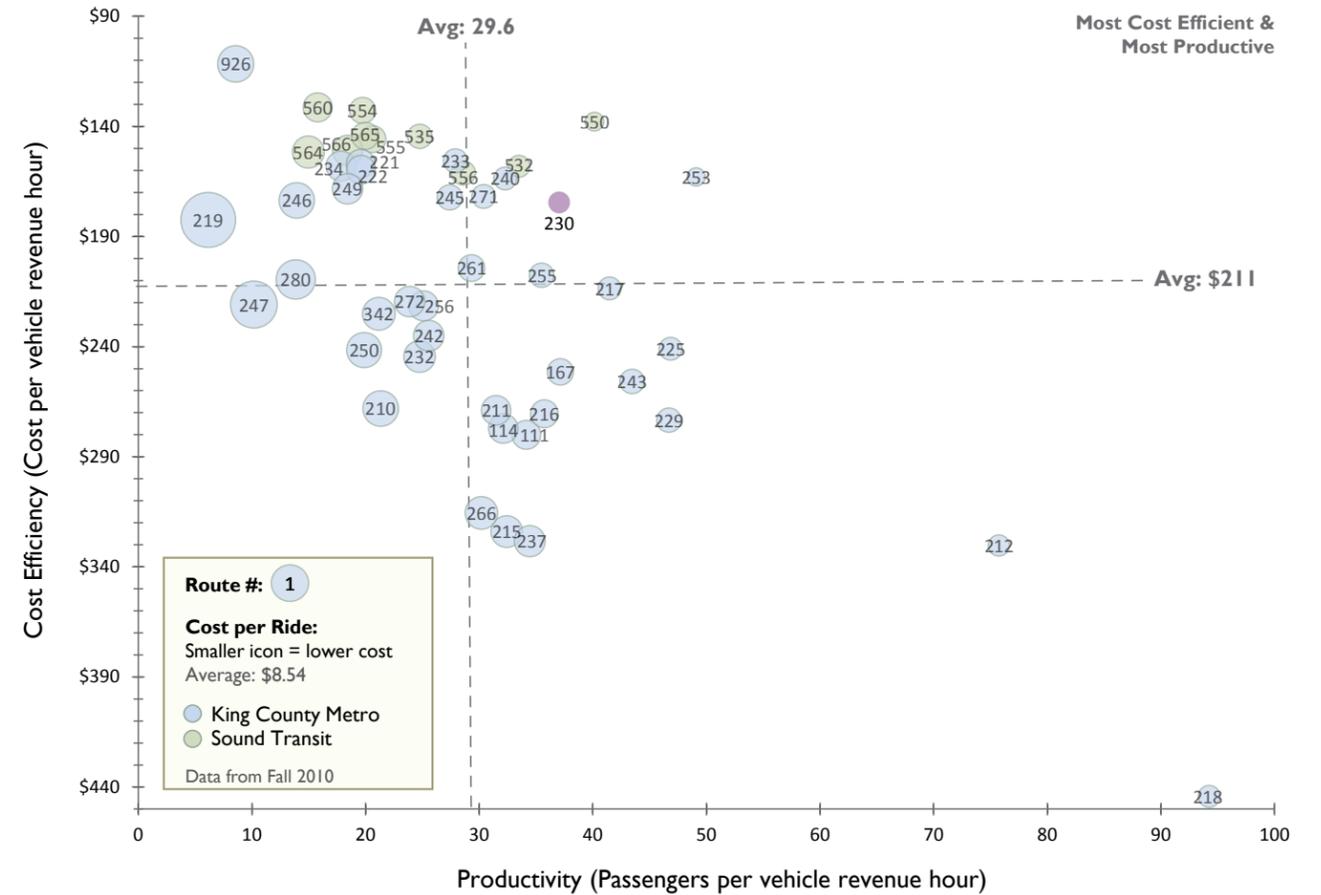
**Note:**

Figures shown are the result of combining available statistics for Routes 230E and 230W.

**Nine-Year Summary**

| Average Daily Ridership     |        |        | Productivity                |        |        |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Most Recent                 | 1520   | 2010.1 | Most Recent                 | 24.0   | 2010.1 |
| Maximum                     | 4310   | 2008.3 | Maximum                     | 61.0   | 2008.3 |
| Minimum                     | 1520   | 2010.1 | Minimum                     | 24.0   | 2010.1 |
| Average                     | 3188.9 |        | Average                     | 46.2   |        |
| % Change from Previous Year | -61.5% |        | % Change from Previous Year | -57.0% |        |
| % Change from Nine-Year Max | -64.7% |        | % Change from Nine-Year Max | -60.7% |        |

All above figures refer to weekday ridership



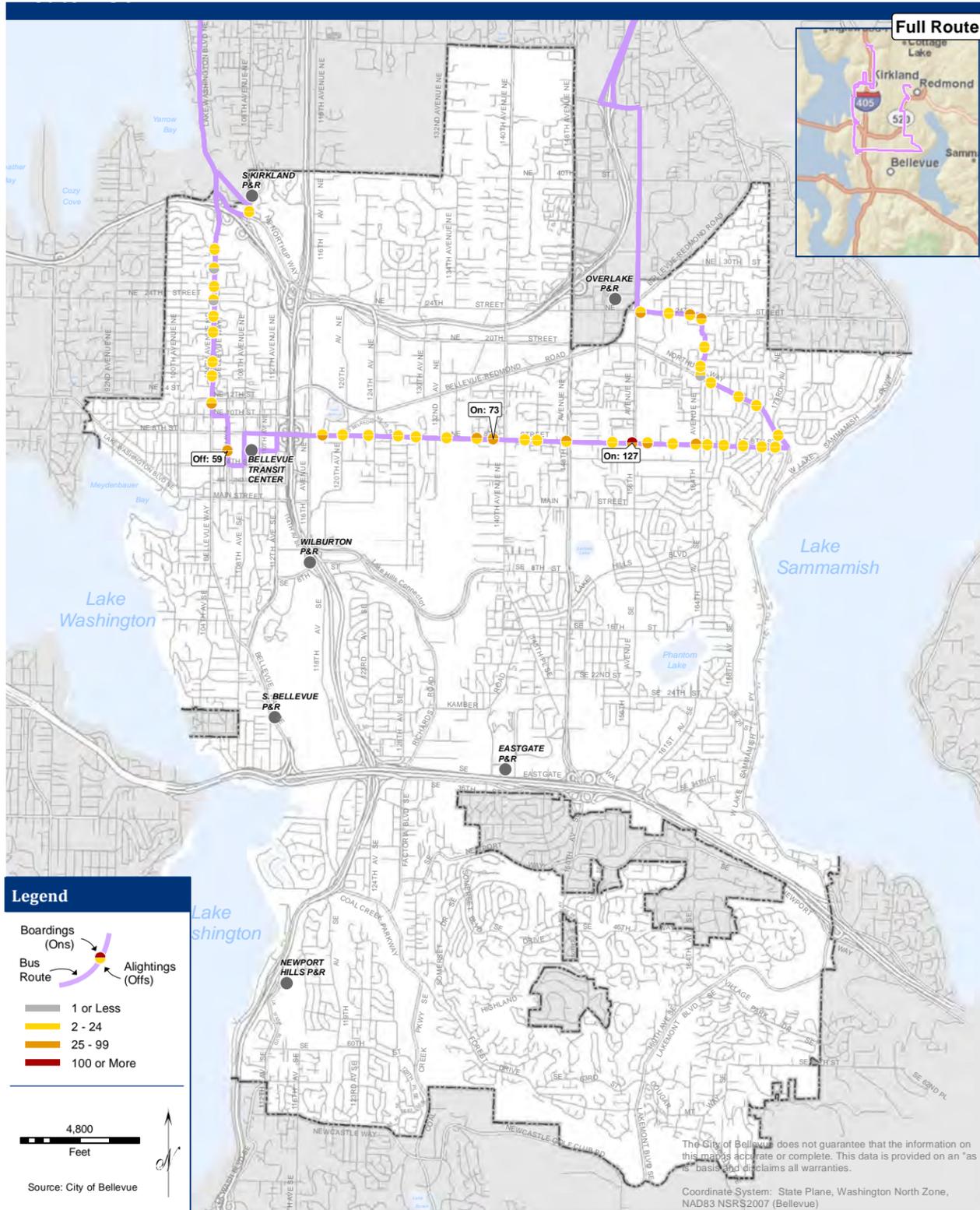
Route 230 has been a high-ridership, high-productivity route since its introduction in Fall 1989. In its roughly twenty years of operation, the route's weekday and Saturday average daily ridership has more than doubled (from 1,800 to 4,300 and from 1,200 to 2,400, respectively), and its Sunday average daily ridership has more than tripled (from 500 to 1,800). The route's number of daily trips operated has been increased several times over this time, and though these adjustments have ultimately served to increase ridership, these increases have generally been more gradual than in the case of many other Bellevue routes following similar service increases. In fact, Route 230's largest abrupt increases in ridership, including those in 1997, 2005, and 2007, all took place independently of any change in daily trips or platform hours operated. This suggests that there may have been environmental or systemic changes influencing ridership of this route—or at least that there are more complexities affecting use of the route than can be explained by considering ridership and service provision alone.

However, a notable counterpoint to this is evident by examining performance between Fall 2009 and Spring 2010. The route had been operating at fifteen minute headways during peak hours leading up to that fall, and when service frequency was then reduced, ridership and productivity plummeted 65 percent and 60 percent, respectively—the largest decline in a single quarter in the route's history.

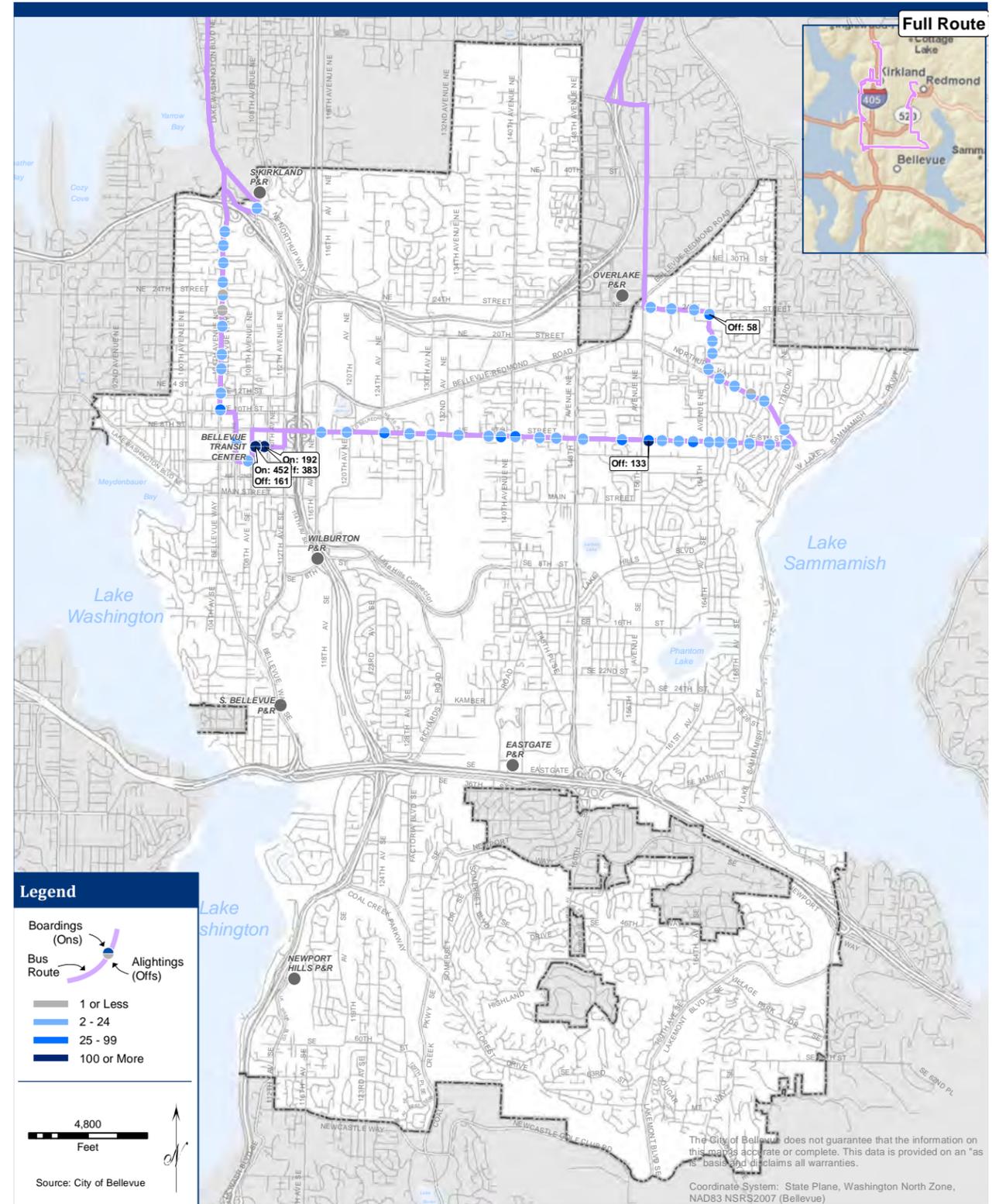


# Route 230

## Boarding & Alighting Activity | Inbound



## Boarding & Alighting Activity | Outbound



# Route 230

## Metro All-Day Route Service Level Assessment

Corridor 30C - Kirkland to Bellevue via South Kirkland

### Step 1

| Land Use - Productivity |            |                  |        |
|-------------------------|------------|------------------|--------|
| Corridor Length         | Total HHs  | HH/Corridor Mi   | Points |
| 6.74                    | 8,094      | 1,201            | 4      |
|                         | Total Jobs | Jobs/Corridor Mi | Points |
|                         | 29,332     | 4,353            | 0      |

| Social Equity - Demographics |                                      |                                  |        |
|------------------------------|--------------------------------------|----------------------------------|--------|
| All Inbound Ons              | All Inbound Ons in Minority Tracts   | % Boarding in Minority Tracts    | Points |
| 526                          | 71                                   | 13%                              | 0      |
|                              | All Inbound Ons in Low-Income Tracts | % Boardings in Low-Income Tracts | Points |
|                              | 0                                    | 0%                               | 0      |

| Geographic Value - Primary Connections |                   |                     |        |
|--|-------------------|---------------------|--------|
| Activity Center 1                      | Activity Center 2 | Activity Connection | Points |
| Bellevue                               | Kirkland          | Yes                 | 5      |
| Urban Center 1                         | Urban Center 2    | Urban Connection    | Points |
| Bellevue                               | —                 | No                  | 0      |

| Point Sub-Totals |               |           |              |
|------------------|---------------|-----------|--------------|
| Land Use         | Social Equity | Geo.Value | Step 1 Total |
| 4                | 0             | 5         | 9            |

| Step 1 Suggested Service Levels |          |       |
|---------------------------------|----------|-------|
| Peak                            | Off-Peak | Night |
| 60                              | 60       | 0     |

Analysis based on 2009 data

Based on the standards of King County Metro's service level assessment, Corridor 30C was overserved during peak and off-peak hours. To improve service efficiency, Metro recommended that service during both periods be reduced to intervals of no better than 60 minutes.

### Step 2

| Load Factor                                |          |                                       |          |
|--|----------|---------------------------------------|----------|
| Passenger Loads at Suggested Service Level |          | Frequency Improvements Based on Loads |          |
| Peak                                       | Off-Peak | Peak                                  | Off-Peak |
| 0.44                                       | 0.39     | 0                                     | 0        |

| Cost Recovery                            |          |       |                                       |          |       |
|--|----------|-------|---------------------------------------|----------|-------|
| Cost Recovery at Suggested Service Level |          |       | Frequency Improvements Based on Loads |          |       |
| Peak                                     | Off-Peak | Night | Peak                                  | Off-Peak | Night |
| 22%                                      | 41%      | 11%   | 0                                     | 0        | 0     |

| Additional Night Service                 |                              |                                   |                                   |
|--|------------------------------|-----------------------------------|-----------------------------------|
| Primary Connection Between Urban Centers | Cost Recovery Basis (8%/16%) | Corridor Has 15 Min. Peak Service | Add What Frequency Night Service? |
| 0  | 60                           | 0                                 | 60                                |

| Step 2 Service Level Adjustments |          |       |
|----------------------------------|----------|-------|
| Peak                             | Off-Peak | Night |
| 0                                | 0        | 0     |

### Result

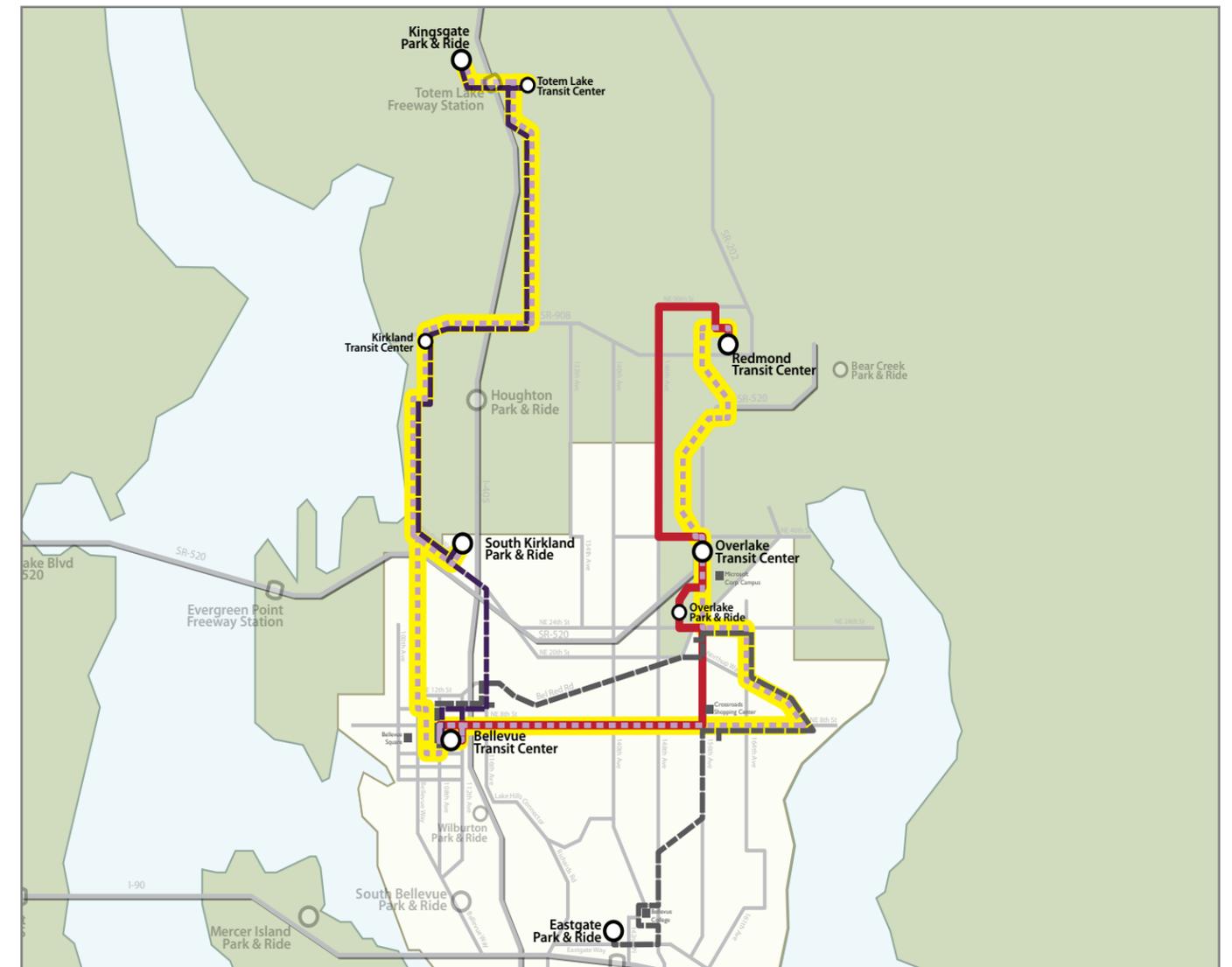
| Final Suggested Service Levels |          |       |                          |
|--------------------------------|----------|-------|--------------------------|
| Peak                           | Off-Peak | Night | Resulting Service Family |
| 60                             | 60       | 60    | Hourly                   |

|                                  |      |          |       |
|----------------------------------|------|----------|-------|
|                                  | Peak | Off-Peak | Night |
| Existing Level of Service        | 30   | 30       | > 60  |
| Suggested Level of Service       | > 60 | > 60     | > 60  |
| Recommended Levels of Adjustment | -2   | -2       | 0     |

## Recent & Future Service Revisions

### October 2011

Route 230 was deleted as part of the Fall 2011 service revision and replaced by three new routes: the B Line, 226, and 235. The eastern part of Route 230 between Bellevue and Redmond was deleted and its revenue hours reinvested in the B Line, while the western part between Bellevue and Totem Lake was renumbered as Route 235 and moved to I 16th Avenue NE between NE 10th Street and the South Kirkland Park & Ride to serve the hospital district. Service to NE 8th Street (east of 156th Avenue NE) and Northrup Way was replaced with a revised Route 233 (now renumbered as 226), and trips between the Kirkland and Bellevue Transit Centers via I 16th Avenue NE now alternate with Route 234.



# Route 234

All-Day Route  
Revised Fall 2011

Kenmore to Kirkland, Bellevue via Juanita  
Corridor 23C

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  | 234 235 236 238 245 248 255 540  |
| South Kirkland Park & Ride | South Kirkland neighborhoods                              | 234 235 249 255 981 986 540  |
| Bellevue Transit Center    | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center | B 226 232 234 235 237 240 241 243 246 249 271<br>280 342 385 886 532 535 550 555 560 566 |



Map depicts Fall 2011 routing

|                          | Weekday       | Saturday      | Sunday        | Annual Total |
|--------------------------|---------------|---------------|---------------|--------------|
| Hours of Service         |               |               |               |              |
| Daily Trips              | 61            | 25            | 25            |              |
| 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 — — —    |              |
| Percent On-Time          |               |               |               |              |
| Revenue Hours            | 59.50         | 23.22         | 22.51         | 17,671       |
| Platform Hours           | 77.01         | 35.03         | 35.44         | 23,486       |
| Revenue Miles            | 960.26        | 398.45        | 398.45        | 288,408      |
| Platform Miles           | 1,043.70      | 462.85        | 475.25        | 317,437      |
| Passenger Miles          | 6,379.70      | 1,966.20      | 1,169.00      | 1,798,941    |
| Revenue Hr/Platform Hr   | 0.77          | 0.66          | 0.64          | 0.75         |
| Revenue Mi/Platform Mi   | 0.92          | 0.86          | 0.84          | 0.91         |
| Passenger Mi/Platform Mi | 6.11          | 0.86          | 0.84          | 16.71        |
| Boardings (per day)      | 1,077.86      | 428.01        | 313.16        | 315,133      |
| Max Load                 | 15.62         | 13.32         | 9.96          | N/A          |
| Average Load             | 11.30         | 9.84          | 7.88          | 18.32        |
| Boardings/Trip           | 17.67         | 17.12         | 12.53         | 17.24        |
| Boardings/Revenue Hour   | 18.12         | 18.43         | 13.91         | 17.83        |
| Boardings/Revenue Mile   | 1.12          | 1.07          | 0.79          | 9.68         |
| Boardings/Platform Hour  | 14.00         | 12.22         | 8.84          | 13.42        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$158.00 |
| Cost/Platform Hour | \$118.89 |
| Cost/Revenue Mile  | \$9.68   |
| Cost/Platform Mile | \$8.80   |
| Cost/Boarding      | \$8.86   |

|                  |             |
|------------------|-------------|
| Farebox Revenue  | \$349,752   |
| Operating Costs  | \$2,792,160 |
| Farebox Recovery | 12.5%       |

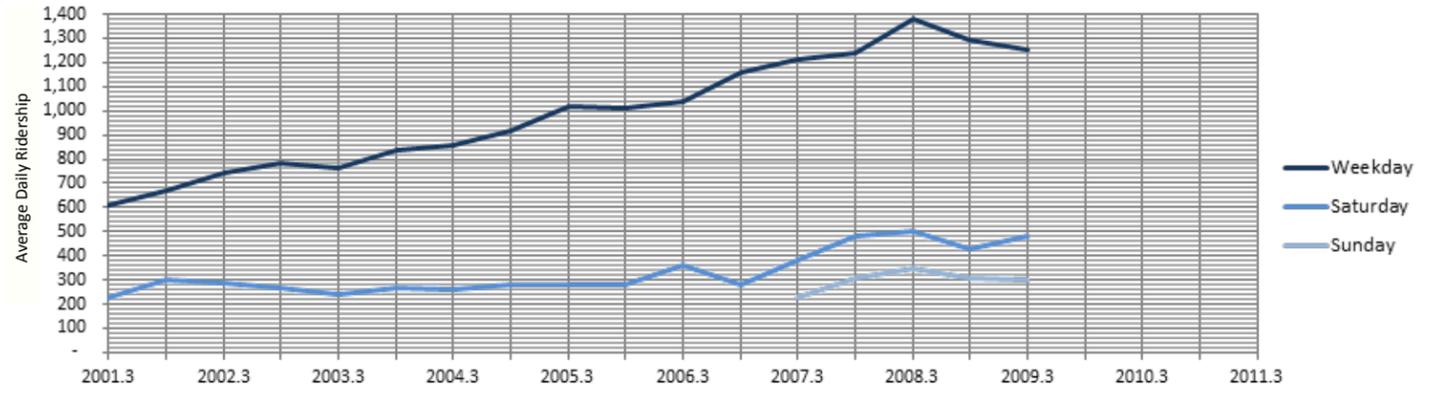
Route 234 is an all-day two-way route serving the Northshore Park & Ride, Kenmore, Juanita, the Kirkland Transit Center, South Kirkland Park & Ride, the Bellevue Transit Center, and Old Bellevue using 68th Ave NE, 84th Ave NE, 98th Ave NE, Market Street, 108th Ave NE, 116th Ave NE, and Main Street. It 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.

Though Route 234 ranks among the top 25 percent of routes in terms of its ratio of passenger miles per platform mile (16.71, compared with an average of 13.94) and ratio of revenue hours per platform hour (0.75, compared with an average and median of 0.65), it is otherwise among Bellevue's bottom 25 percent for several notable performance measures. Route 234 served only 13.42 rides per platform hour in 2010, compared with an average and median of 18.44 and 17.30, respectively, and its cost per platform mile (\$8.80) is likewise more expensive than the Bellevue network average and median (\$7.50). The route recovered only 12.5 percent of its \$2.79 million annual operating cost through fare revenues—considerably below the 22.5 percent average. With 315,133 rides served, it accounted for 2.2 percent of Bellevue's total ridership in 2010.

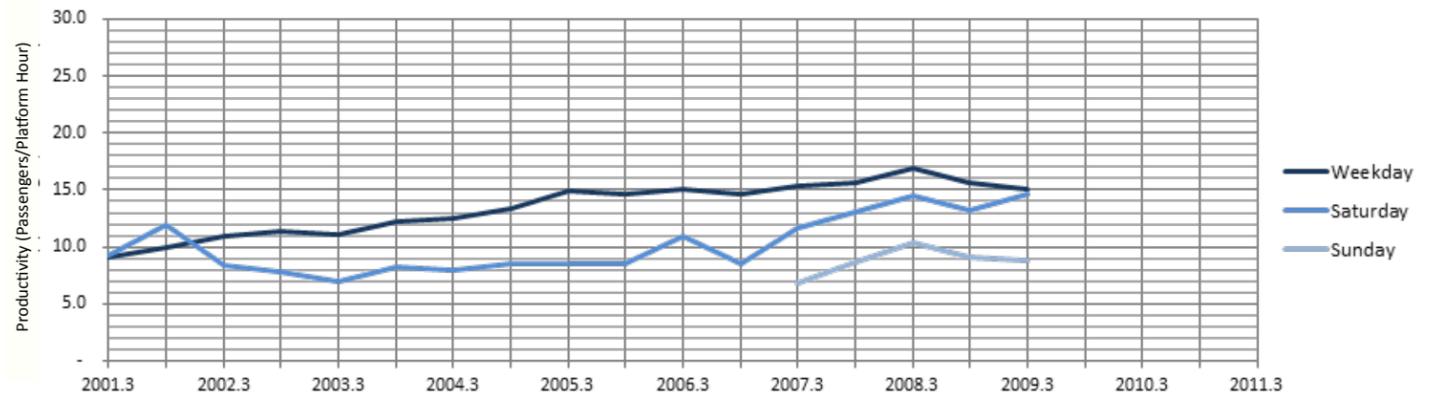
# Route 234

## Historical & Relative Route Performance

Route 234 Average Daily Ridership



Route 234 Daily Productivity

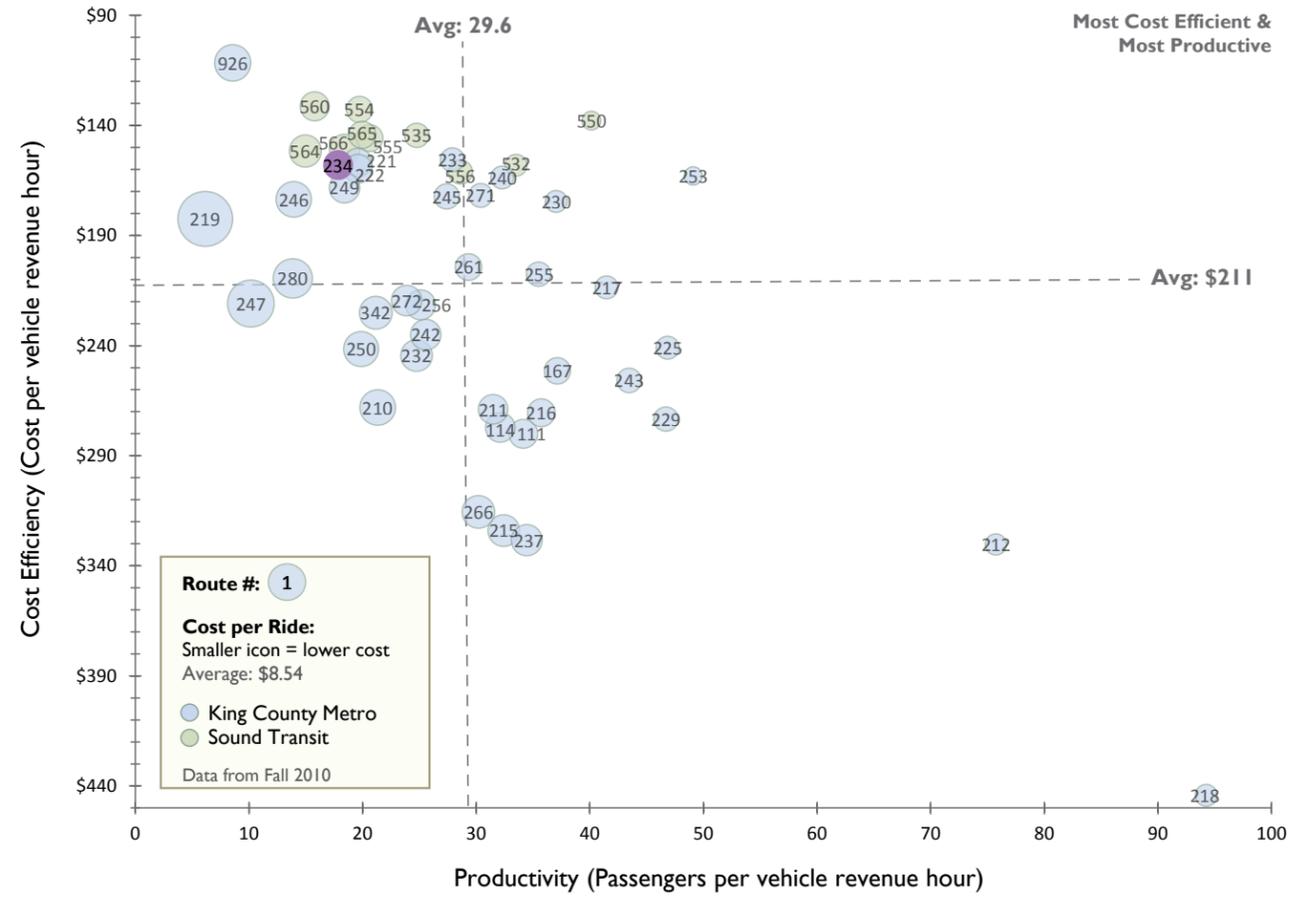


Service Note:  
 Fall 2001: 52/25/0 daily trips    Spring 2003: 54/25/0 daily trips  
 Spring 2007: 60/25/0 daily trips    Fall 2007: 60/25/25 daily trips  
 Spring 2009: 61/25/25 daily trips

### Nine-Year Summary

| Average Daily Ridership     |       |        | Productivity                |        |        |
|-----------------------------|-------|--------|-----------------------------|--------|--------|
| Most Recent                 | 1250  | 2009.3 | Most Recent                 | 15.1   | 2009.3 |
| Maximum                     | 1380  | 2008.3 | Maximum                     | 16.9   | 2008.3 |
| Minimum                     | 610   | 2001.3 | Minimum                     | 9.1    | 2001.3 |
| Average                     | 987.1 |        | Average                     | 13.4   |        |
| % Change from Previous Year | -9.4% |        | % Change from Previous Year | -10.3% |        |
| % Change from Nine-Year Max | -9.4% |        | % Change from Nine-Year Max | -10.3% |        |

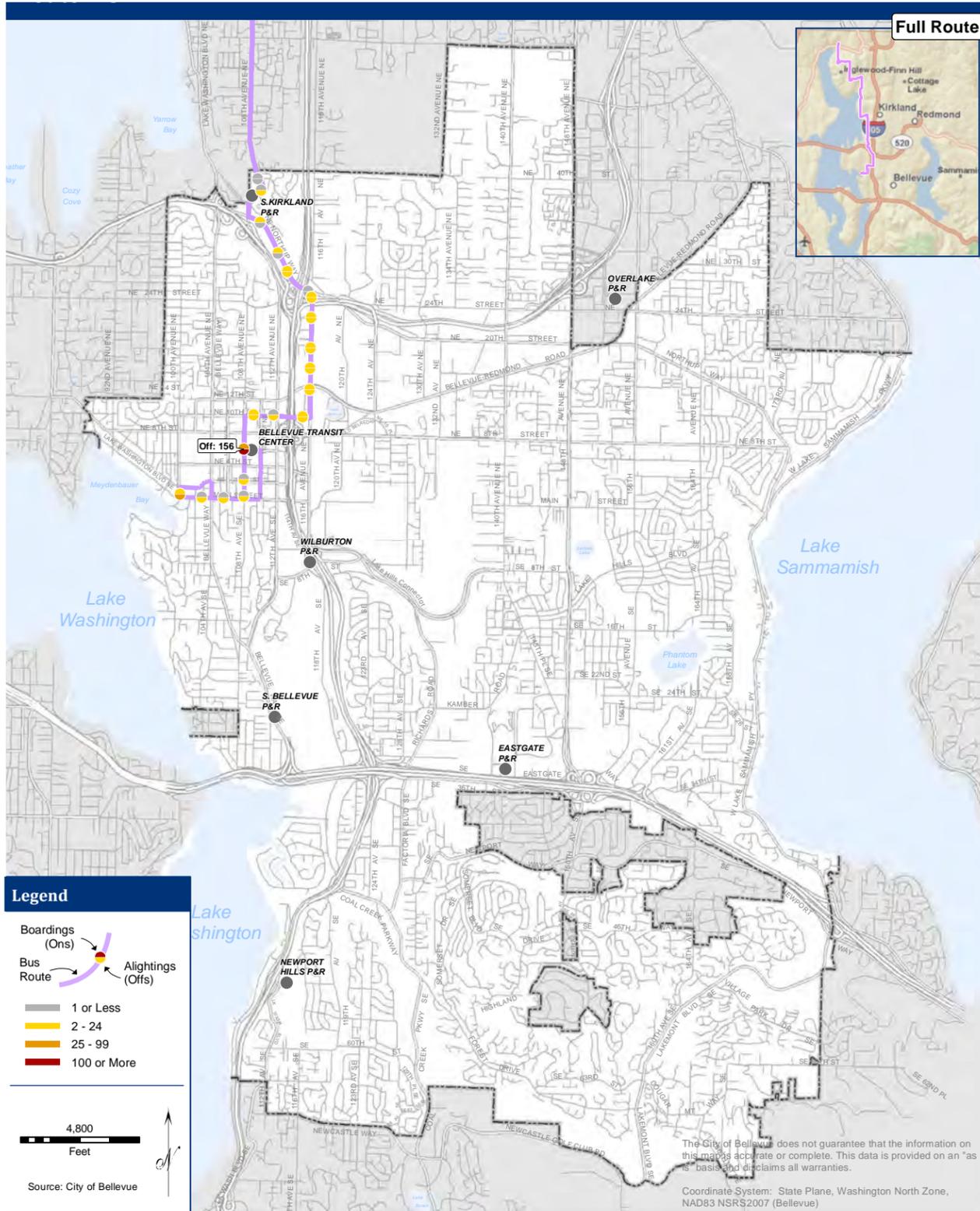
All above figures refer to weekday ridership



Route 234 began providing weekday-only service in Fall 1993. Saturday service was initiated in Fall 1998, and Sunday service in Fall 2007. The route's daily ridership has grown from quarter to quarter throughout most of its service history—doubling between 1997 to 2009—with the occasional decrease between quarters generally being minor and short-lived. Though productivity has also tended to increase over time, Fall 2001 provides a notable exception to this when productivity fell from 14.71 to only 9.10 rides per platform hour. This effectively divides the route's productivity performance into two timelines: one from Fall 1993 to Spring 2001, and a second from Fall 2001 to Fall 2009.

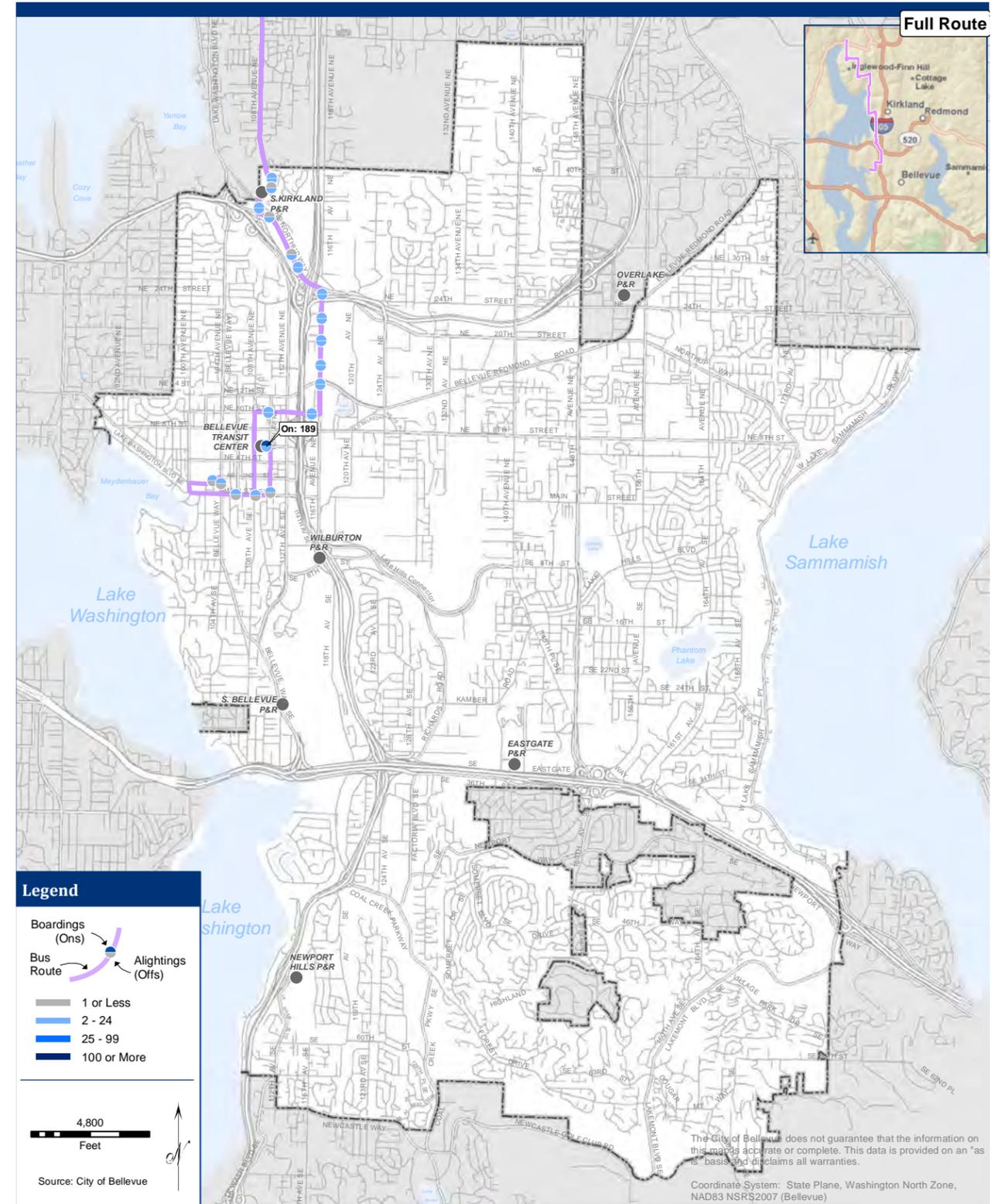
# Route 234

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 234

## Metro All-Day Route Service Level Assessment

Corridor 23C - Kenmore to Kirkland via Juanita

**Step 1**

| Land Use - Productivity |            |                  |        |
|-------------------------|------------|------------------|--------|
| Corridor Length         | Total HHs  | HH/Corridor Mi   | Points |
| 9.29                    | 8,353      | 899              | 0      |
|                         | Total Jobs | Jobs/Corridor Mi | Points |
|                         | 6,150      | 662              | 0      |

| Social Equity - Demographics |                                      |                                  |        |
|------------------------------|--------------------------------------|----------------------------------|--------|
| All Inbound Ons              | All Inbound Ons in Minority Tracts   | % Boarding in Minority Tracts    | Points |
| 569                          | 53                                   | 9%                               | 0      |
|                              | All Inbound Ons in Low-Income Tracts | % Boardings in Low-Income Tracts | Points |
|                              | 0                                    | 0%                               | 0      |

| Geographic Value - Primary Connections |                   |                     |        |
|--|-------------------|---------------------|--------|
| Activity Center 1                      | Activity Center 2 | Activity Connection | Points |
| Kenmore                                | Juanita           | Yes                 | 5      |
| Urban Center 1                         | Urban Center 2    | Urban Connection    | Points |
| —                                      | —                 | No                  | 0      |

| Point Sub-Totals |               |           |              |
|------------------|---------------|-----------|--------------|
| Land Use         | Social Equity | Geo.Value | Step I Total |
| 0                | 0             | 5         | 5            |

| Step I Suggested Service Levels |          |       |  |
|---------------------------------|----------|-------|--|
| Peak                            | Off-Peak | Night |  |
| 60                              | 60       | 0     |  |

Analysis based on 2009 data

Based on King County Metro's service level assessment, Corridor 23C is overserved during off-peak and night service periods. To improve service efficiency, off-peak service should be reduced to no better than 60 minute intervals and night service should be eliminated.

**Step 2**

| Load Factor                                |          |                                       |          |
|--|----------|---------------------------------------|----------|
| Passenger Loads at Suggested Service Level |          | Frequency Improvements Based on Loads |          |
| Peak                                       | Off-Peak | Peak                                  | Off-Peak |
| 1.21                                       | 0.48     | 1                                     | 0        |

| Cost Recovery                            |          |       |                                       |          |       |
|--|----------|-------|---------------------------------------|----------|-------|
| Cost Recovery at Suggested Service Level |          |       | Frequency Improvements Based on Loads |          |       |
| Peak                                     | Off-Peak | Night | Peak                                  | Off-Peak | Night |
| 26%                                      | 24%      | 7%    | 0                                     | 0        | 0     |

| Additional Night Service                 |                              |                                   |                                   |
|--|------------------------------|-----------------------------------|-----------------------------------|
| Primary Connection Between Urban Centers | Cost Recovery Basis (8%/16%) | Corridor Has 15 Min. Peak Service | Add What Frequency Night Service? |
| 0  | 0                            | 0                                 | 0                                 |

| Step 2 Service Level Adjustments |          |       |
|----------------------------------|----------|-------|
| Peak                             | Off-Peak | Night |
| 1                                | 0        | 0     |

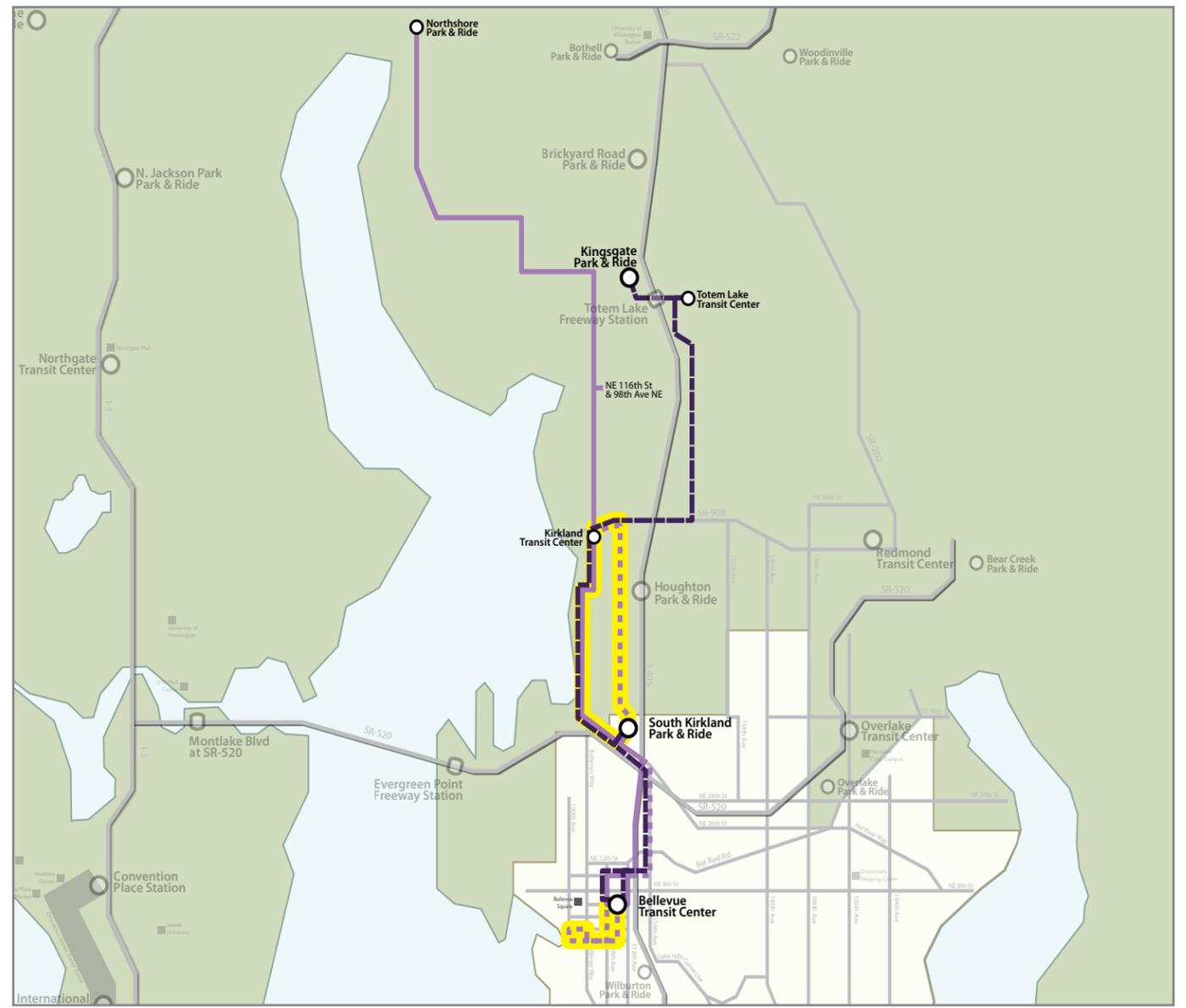
**Result**

| Final Suggested Service Levels |          |       |                          |
|--------------------------------|----------|-------|--------------------------|
| Peak                           | Off-Peak | Night | Resulting Service Family |
| 30                             | 60       | 0     | Local                    |

## Recent & Future Service Revisions

October 2011

Route 234 underwent several revisions as part of the Fall 2011 service change. The segment between Old Bellevue and the Bellevue Transit Center via Main Street was deleted, and 234 now uses the same routing between the Kirkland Transit Center and South Kirkland Park & Ride as the new Route 235 (previously Route 230). Scheduling of 234 and 235 has been adjusted between the Kirkland and Bellevue Transit Centers to be evenly spaced in both directions at all times of service. No adjustments were made to the existing allocated annual platform hours.



# 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 Transit Center | Totem Lake, Kingsgate, and North Juanita neighborhoods, Evergreen Hospital | 235 238 244 252 255 257 277 930<br>235 236 238 255 311 342 893 930 935                   |
| Kirkland Transit Center                           | Kirkland City Hall, Kirkland Library, Kirkland Parkplace                   | 234 235 236 238 245 248 255 540  |
| South Kirkland Park & Ride                        | South Kirkland neighborhoods   | 234 235 249 255 981 986 540  |
| Bellevue Transit Center                           | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center                  | B 226 232 234 235 237 240 241 243 246 249 271<br>280 342 885 886 532 535 550 555 560 566 |



Map depicts Fall 2011 routing

|                          | Weekday | Saturday | Sunday | Annual Total |
|--------------------------|---------|----------|--------|--------------|
| Hours of Service         |         |          |        |              |
| Daily Trips              |         |          |        |              |
| Time of Day              |         |          |        |              |
| Headway (min)            |         |          |        |              |
| Percent On-Time          |         |          |        |              |
| Revenue Hours            |         |          |        |              |
| Platform Hours           |         |          |        |              |
| Revenue Miles            |         |          |        |              |
| Platform Miles           |         |          |        |              |
| Passenger Miles          |         |          |        |              |
| Revenue Hr/Platform Hr   |         |          |        |              |
| Revenue Mi/Platform Mi   |         |          |        |              |
| Passenger Mi/Platform Mi |         |          |        |              |
| Boardings (per day)      |         |          |        |              |
| Max Load                 |         |          |        |              |
| Average Load             |         |          |        |              |
| Boardings/Trip           |         |          |        |              |
| Boardings/Revenue Hour   |         |          |        |              |
| Boardings/Revenue Mile   |         |          |        |              |
| Boardings/Platform Hour  |         |          |        |              |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |  |
|--------------------|--|
| Cost/Revenue Hour  |  |
| Cost/Platform Hour |  |
| Cost/Revenue Mile  |  |
| Cost/Platform Mile |  |
| Cost/Boarding      |  |
| Farebox Revenue    |  |
| Operating Costs    |  |
| Farebox Recovery   |  |

**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 237

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

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   |
|----------------------------|---|---|
| Woodinville Park & Ride    | Woodinville Town Center                                   | 236 237 251 311 372 522   |
| Brickyard Road Park & Ride | Norway Hill and Queensgate neighborhoods                  | 236 237 238 255 257 311 342 952 532 535   |
| Totem Lake Freeway Station | Totem Lake, Kingsgate, and North Juanita neighborhoods    | 235 237 238 252 257 277 311 342 424 930 952 532 535                                   |
| Bellevue Transit Center    | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center | B 226 232 234 235 237 240 241 243 246 249 271 280 342 385 886 532 535 550 555 560 566 |



Map depicts Fall 2011 routing

|                          | Weekday               | Saturday      | Sunday        | Annual Total |
|--------------------------|-----------------------|---------------|---------------|--------------|
| Hours of Service         |                       |               |               |              |
| Daily Trips              | 6                     |               |               |              |
| 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          |                       |               |               |              |
| Revenue Hours            | 2.99                  |               |               | 737          |
| Platform Hours           | 6.76                  |               |               | 1,667        |
| Revenue Miles            | 77.10                 |               |               | 19,044       |
| Platform Miles           | 163.54                |               |               | 40,394       |
| Passenger Miles          | 927.50                |               |               | 229,092      |
| Revenue Hr/Platform Hr   | 0.44                  |               |               | 0.44         |
| Revenue Mi/Platform Mi   | 0.47                  |               |               | 0.47         |
| Passenger Mi/Platform Mi | 5.67                  |               |               | 5.67         |
| Boardings (per day)      | 102.77                |               |               | 25,383.9     |
| Max Load                 | 19.83                 |               |               | N/A          |
| Average Load             | 13.83                 |               |               | 12.03        |
| Boardings/Trip           | 17.13                 |               |               | 17.13        |
| Boardings/Revenue Hour   | 34.37                 |               |               | 34.45        |
| Boardings/Revenue Mile   | 1.33                  |               |               | 12.71        |
| Boardings/Platform Hour  | 15.20                 |               |               | 15.22        |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$328.35 |
| Cost/Platform Hour | \$145.12 |
| Cost/Revenue Mile  | \$12.71  |
| Cost/Platform Mile | \$5.99   |
| Cost/Boarding      | \$9.53   |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$45,843  |
| Operating Costs  | \$241,958 |
| Farebox Recovery | 18.9%     |

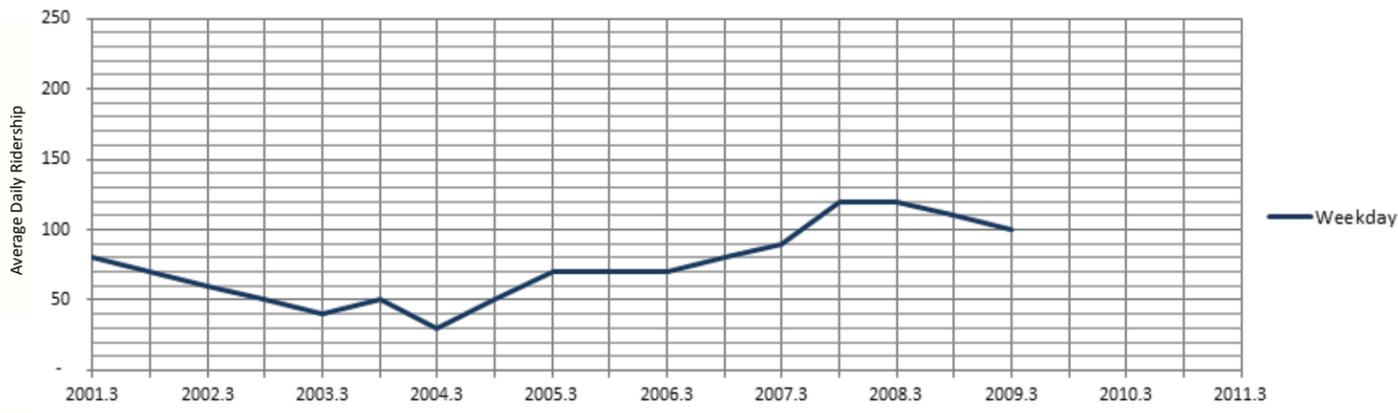
Route 237 is a one-way peak-only route serving the commuter market from Woodinville to Downtown Bellevue via I-405. The limited-stop service also stops at the Brickyard Road Park & Ride and Totem Lake Freeway Stations while en route; it does not serve the Houghton Park & Ride.

Route 237 is among Bellevue's worst-performing routes according to most performance measures, due at least in part to its limited operations. The route operated only 1,667 platform hours in 2010—the second least in the Bellevue network behind only Route 280, the regional circulator night owl service—and because of its poor ratio of revenue hours per platform hour (0.44), it actually operated the fewest revenue hours. In terms of productivity, the route's performance is mixed: its 15.22 rides per platform hour is below the Bellevue average (18.44) and median (17.30) but not among the bottom 25 percent, whereas the route's ratio of passenger miles per platform mile (5.67) ranks thirty-sixth of forty-six routes operating in 2010.

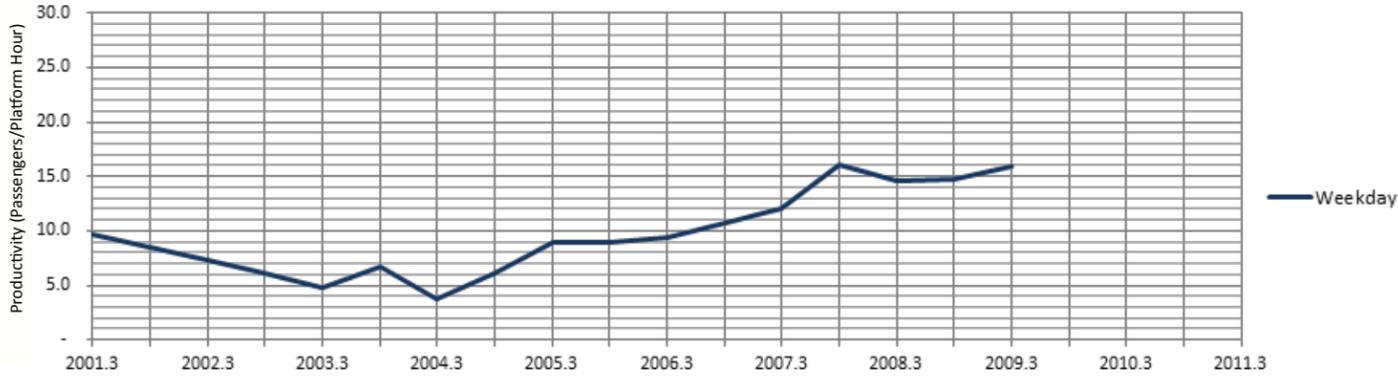
# Route 237

## Historical & Relative Route Performance

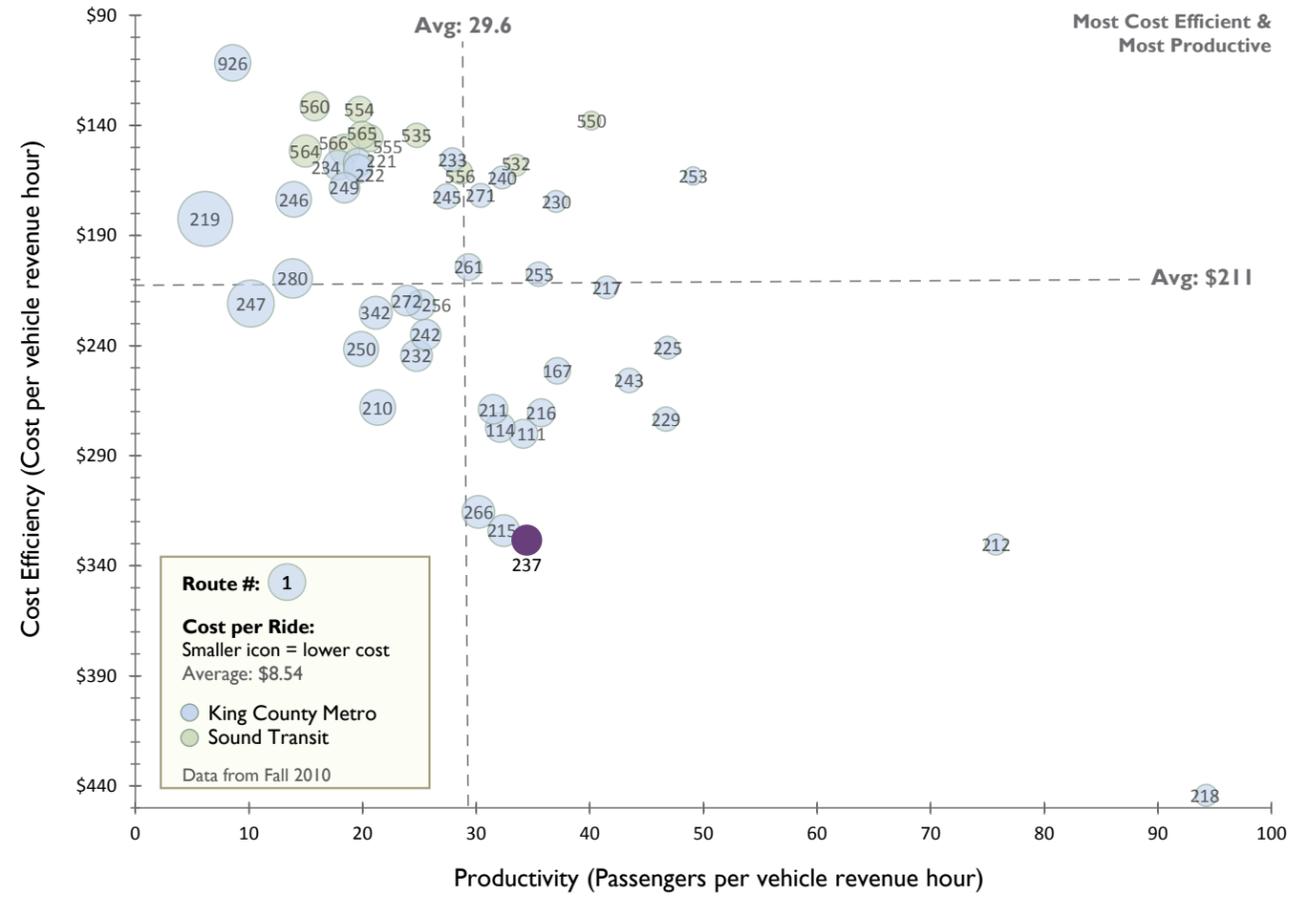
Route 237 Average Daily Ridership



Route 237 Daily Productivity



Service Note:  
Since Fall 2001: 6 daily trips



### Nine-Year Summary

| Average Daily Ridership     |        |                | Productivity                |       |        |
|-----------------------------|--------|----------------|-----------------------------|-------|--------|
| Most Recent                 | 100    | 2009.3         | Most Recent                 | 15.9  | 2009.3 |
| Maximum                     | 120    | 2008.1, 2008.3 | Maximum                     | 16.0  | 2008.1 |
| Minimum                     | 30     | 2004.3         | Minimum                     | 3.8   | 2004.3 |
| Average                     | 74.1   |                | Average                     | 9.6   |        |
| % Change from Previous Year | -16.7% |                | % Change from Previous Year | 9.4%  |        |
| % Change from Nine-Year Max | -16.7% |                | % Change from Nine-Year Max | -1.0% |        |

All above figures refer to weekday ridership

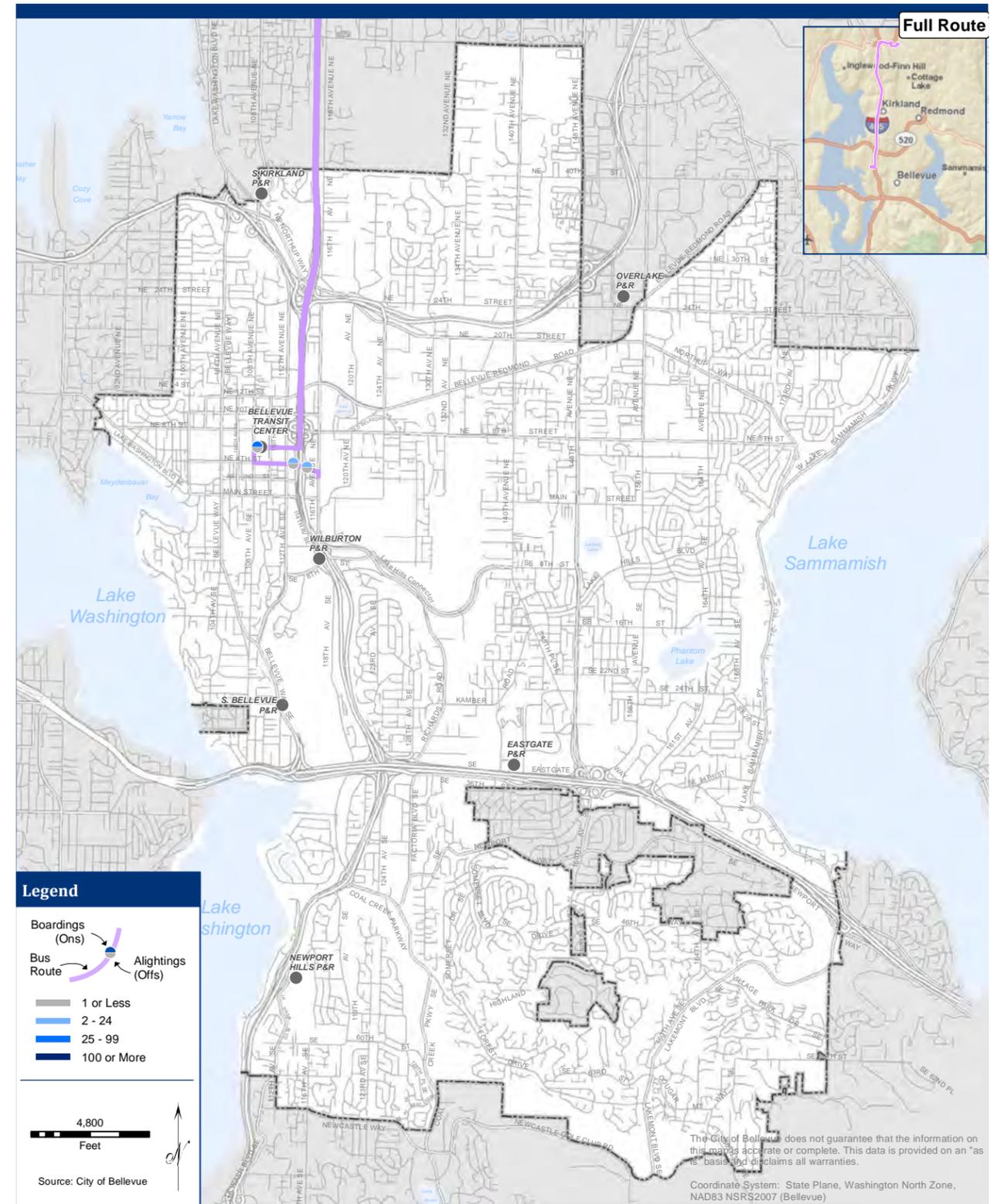
Perhaps the most notable characteristics of Route 237's history is the dramatic reduction in the number of daily trips operated between its introduction in Fall 1989 (34 daily trips) and the service presently operated (6 daily trips since Fall 2001). Despite the precipitous decline in daily trips operated, ridership remained relatively stable with between 100 and 140 average daily riders between Fall 1991 (28 daily trips) and Spring 2001 (8 daily trips). After service was reduced to only six daily trips in Fall 2001, daily ridership declined significantly. It served an average of only thirty daily rides in Fall 2004—the lowest in its service history—and it remained below 100 daily rides until Spring 2008. Route 237's ridership and productivity have both gradually increased since Fall 2004, with only a minor decrease in average daily ridership experienced since Fall 2008.

# Route 237

Boarding & Alighting Activity | Inbound

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

Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 237

## Metro Peak-Only Route Service Level Assessment

Peak-Only Alternative to 311 + 532/535



Alternative service for Route 237 is provided by a combination of Routes 311 from Duvall to the Brickyard Rd Park & Ride and either Route 532 or 535 to Downtown Bellevue.

Based on the standards of King County Metro's service level assessment, Route 237 failed one peak-only service assessment measure in 2009—it did not attract at least 90 percent as much ridership compared with its alternative.

Ridership improved in 2010, as Route 237 attracted 10 percent more annual rides than Route 311. However, the route provided only 13 percent savings in travel time

| Route Alternatives  | Peak-Hour Headway | Travel Time | Ridership |
|---|-------------------|-------------|-----------|
| <b>237</b> Woodinville to Bellevue<br>via Totem Lake          | 3 trips           | 0:27        | 17.13     |
| <b>311</b> + Duval to Seattle<br>via Totem Lake               | 15-30             | 0:09        | 37.02     |
| <b>532</b> Bellevue to Everett<br>via Totem Lake, UW Bothell  | 10-30             | 0:22        | 33.54     |
| <b>535</b> Bellevue to Lynnwood<br>via Totem Lake, UW Bothell | 30                | 0:33        | 21.75     |
| Total:  |                   | 0:31        | —         |
| Percent Difference:   |                   | 13%         | 110.4%    |

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2010. Ridership shown reflects Fall 2010 data.

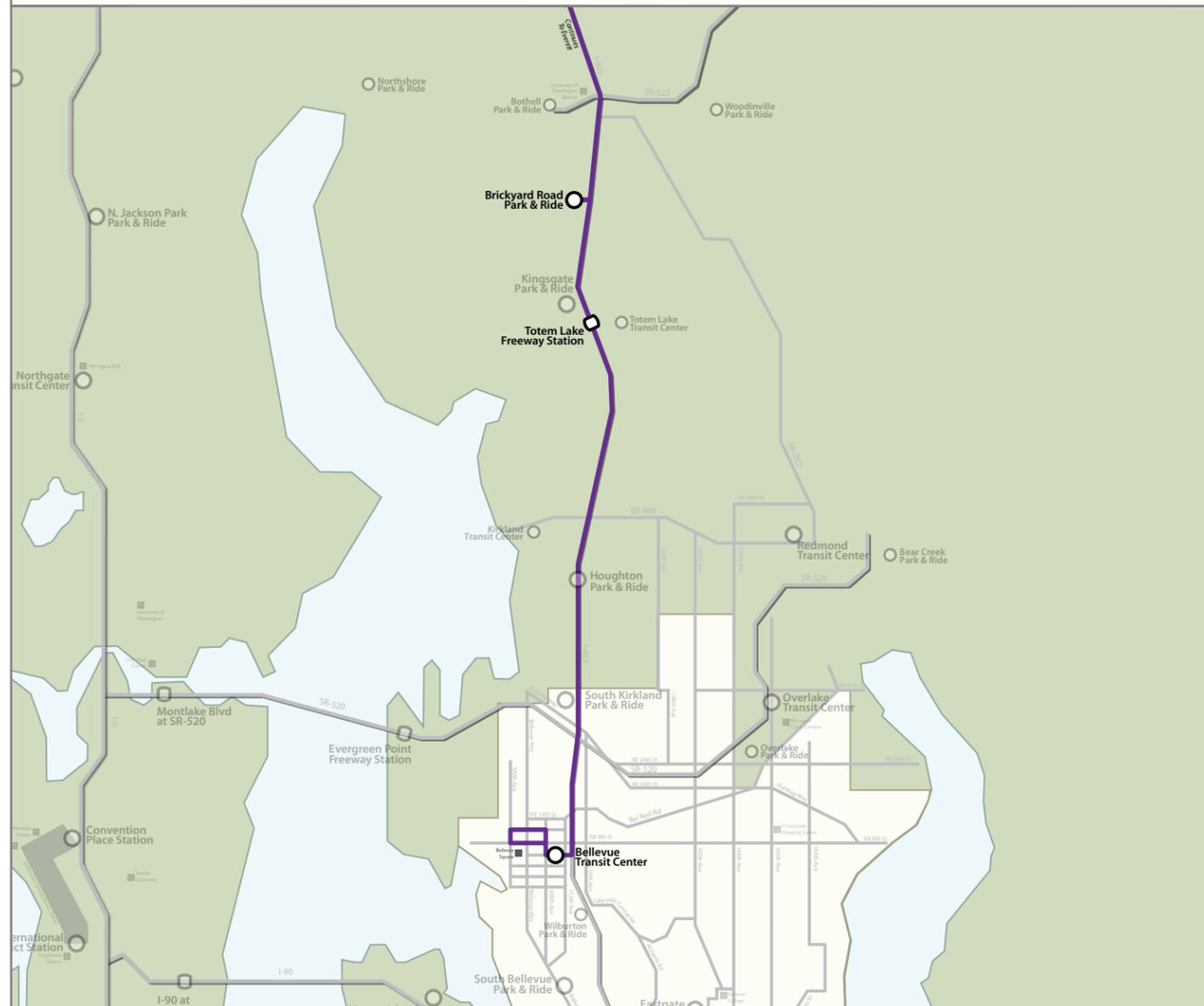
# Route 532

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 | Totem Lake, Kingsgate, and North Juanita neighborhoods    | 235 237 238 252 257 277 311 342 424 930 952 532 535                                   |
| Bellevue Transit Center    | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center | B 226 232 234 235 237 240 241 243 246 249 271 280 342 885 886 532 535 550 555 560 566 |



Map depicts Fall 2011 routing

|                          | Weekday                | Saturday      | Sunday        | Annual Total |
|--------------------------|------------------------|---------------|---------------|--------------|
| Hours of Service         | 4:45-9:15, 14:10-19:45 |               |               |              |
| Daily Trips              | 39                     |               |               |              |
| 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%                  |               |               | 95.40%       |
| Revenue Hours            | 38.05                  |               |               | 10,184       |
| Platform Hours           | N/A                    |               |               | 17,324       |
| Revenue Miles            | N/A                    |               |               | 291,397      |
| Platform Miles           | 1,868.09               |               |               | 444,740      |
| Passenger Miles          | N/A                    |               |               | 5,943,502    |
| Revenue Hr/Platform Hr   | N/A                    |               |               | 0.59         |
| Revenue Mi/Platform Mi   | N/A                    |               |               | 0.66         |
| Passenger Mi/Platform Mi | N/A                    |               |               | 14.20        |
| Boardings (per day)      | 1,480.00               |               |               | 341,194      |
| Max Load                 | 23.74                  |               |               | N/A          |
| Average Load             | 37.27                  |               |               | N/A          |
| Boardings/Trip           | N/A                    |               |               | N/A          |
| Boardings/Revenue Hour   | 34.90                  |               |               | 33.50        |
| Boardings/Revenue Mile   | 1.17                   |               |               | 1.17         |
| Boardings/Platform Hour  | 20.53                  |               |               | 19.69        |

Sources: Fourth Quarter System Performance Report, Fall 2010 Schedule and Data, except 'Max' & 'Average Load' from Spring 2011

Note: Sound Transit weekday 'Boardings' were calculated by dividing the totals during Fall 2010 by the number of weekdays during that quarter (65).

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$158.10 |
| Cost/Platform Hour | \$92.94  |
| Cost/Revenue Mile  | \$5.53   |
| Cost/Platform Mile | \$3.62   |
| Cost/Boarding      | \$4.72   |

|                  |             |
|------------------|-------------|
| Farebox Revenue  | \$704,255   |
| Operating Costs  | \$1,610,096 |
| Farebox Recovery | 43.7%       |

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 112th 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 served 341,194 annual rides in 2010, accounting for 2.4 percent of total ridership in Bellevue that year. While its productivity is above average according to both relevant performance measures considered by Metro, the most notable characteristic of this service is its cost efficiency. In 2010, Route 532 was the least expensive route to operate per platform mile (\$3.62; average and median, \$7.50) of any route operating in Bellevue. This, together with the route's disproportionately larger percentage of total revenues (3.5%) as compared with its share of total ridership (2.4%), resulted in Route 532 having the fifth highest farebox recovery ratio (43.7%) of any Bellevue route (average, 22.5%). Route 532 is the best-performing of the three peak-only Sound Transit routes operated in Bellevue except in terms of rides per platform hour, for which Route 556 performs better.

# Route 532

## Historical & Relative Route Performance

Figure 532.1 - Route 532 Average Daily Ridership

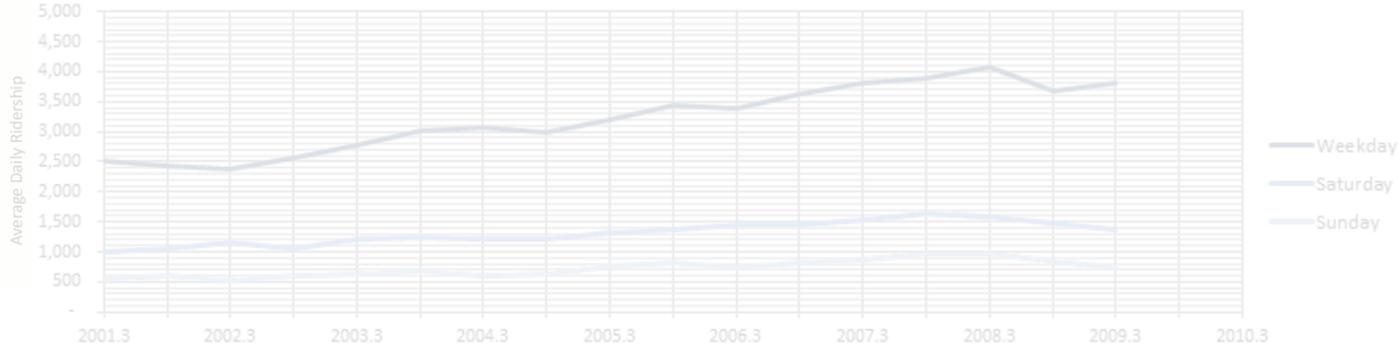
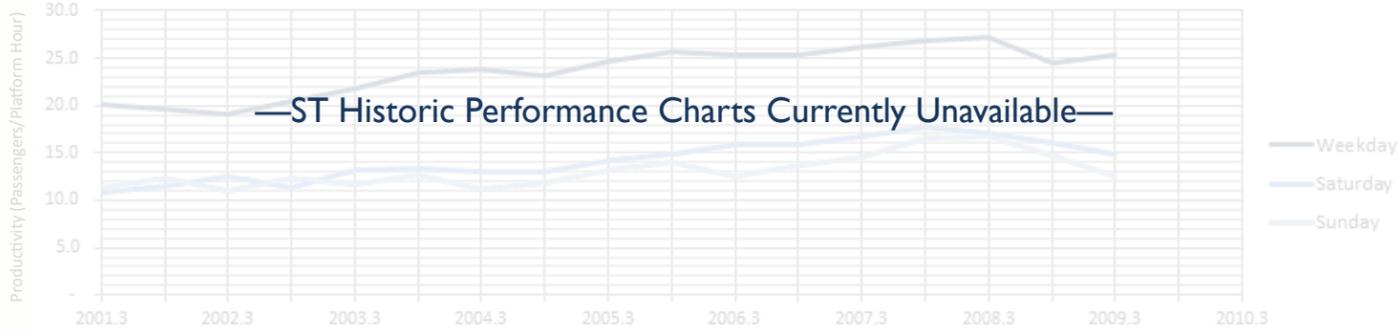
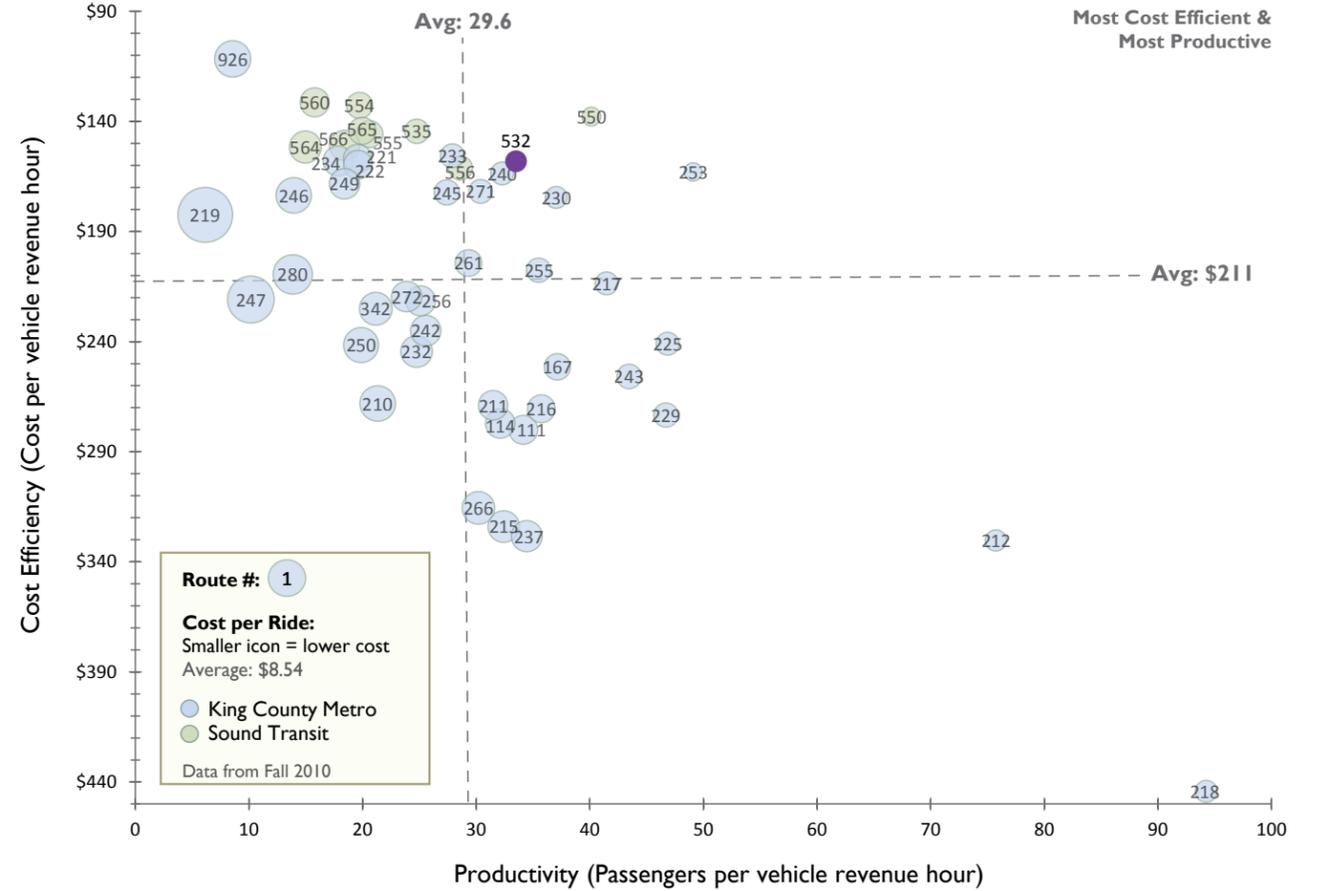


Figure 532.2 - Route 532 Daily Productivity



Service Revisions  
 Spring 2005: 77/51/30 daily trips  
 Spring 2006: 76/51/30 daily trips  
 Spring 2007: 82/51/30 daily trips  
 Fall 2008: 83/51/30 daily trips

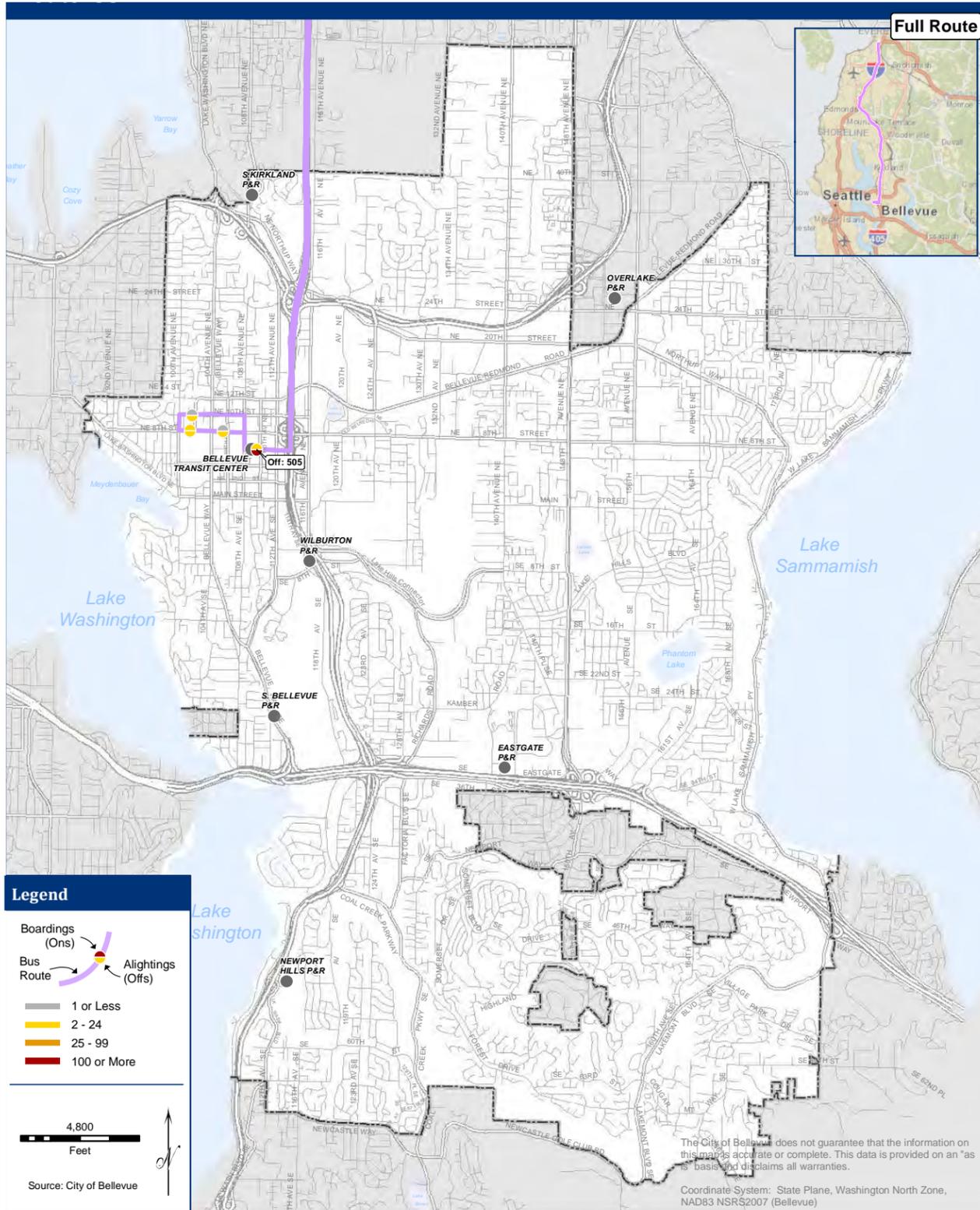


| Nine-Year Summary           |        |                |                             |        |        |
|-----------------------------|--------|----------------|-----------------------------|--------|--------|
| Average Daily Ridership     |        |                | Productivity                |        |        |
| Most Recent                 | 690    | 2010.3         | Most Recent                 | 19.3   | 2010.3 |
| Maximum                     | 900    | 2007.3         | Maximum                     | 27.5   | 2007.3 |
| Minimum                     | 610    | 2002.1, 2002.3 | Minimum                     | 18.9   | 2002.1 |
| Average                     | 703.7  |                | Average                     | 22.3   |        |
| % Change from Previous Year | 0.0%   |                | % Change from Previous Year | -3.3%  |        |
| % Change from Nine-Year Max | -23.3% |                | % Change from Nine-Year Max | -29.8% |        |

All above figures refer to weekday ridership. Data obtained from historical ridership reports.

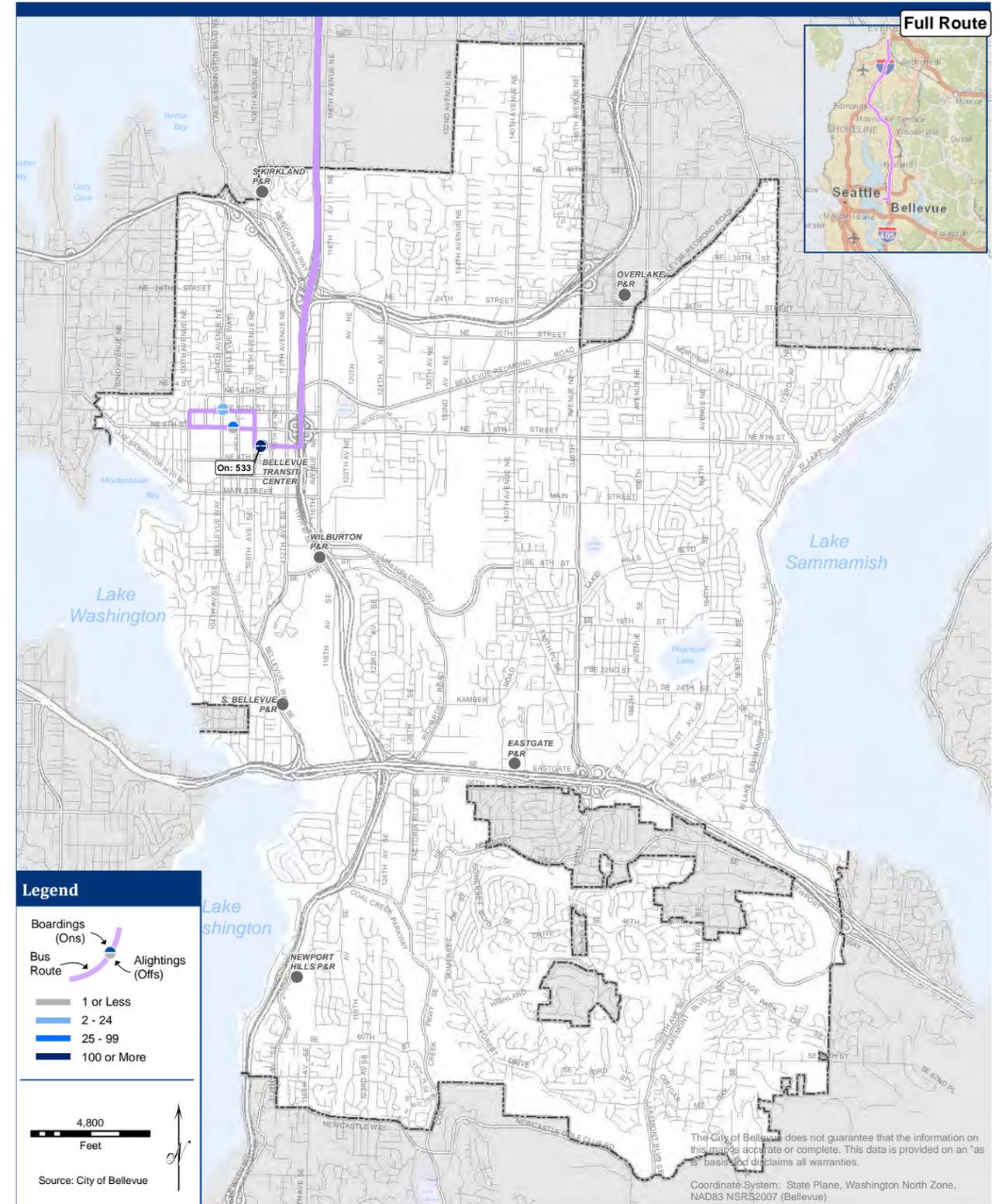
# Route 532

Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 532

## Recent & Future Service Revisions

February 2012

Southbound schedules were adjusted in the afternoon to provide a better distribution of trips on the Eastside. Together, Routes 532 and 535 provide better combined service between Brickyard Road and Bellevue approximately every 15 minutes at peak hours.



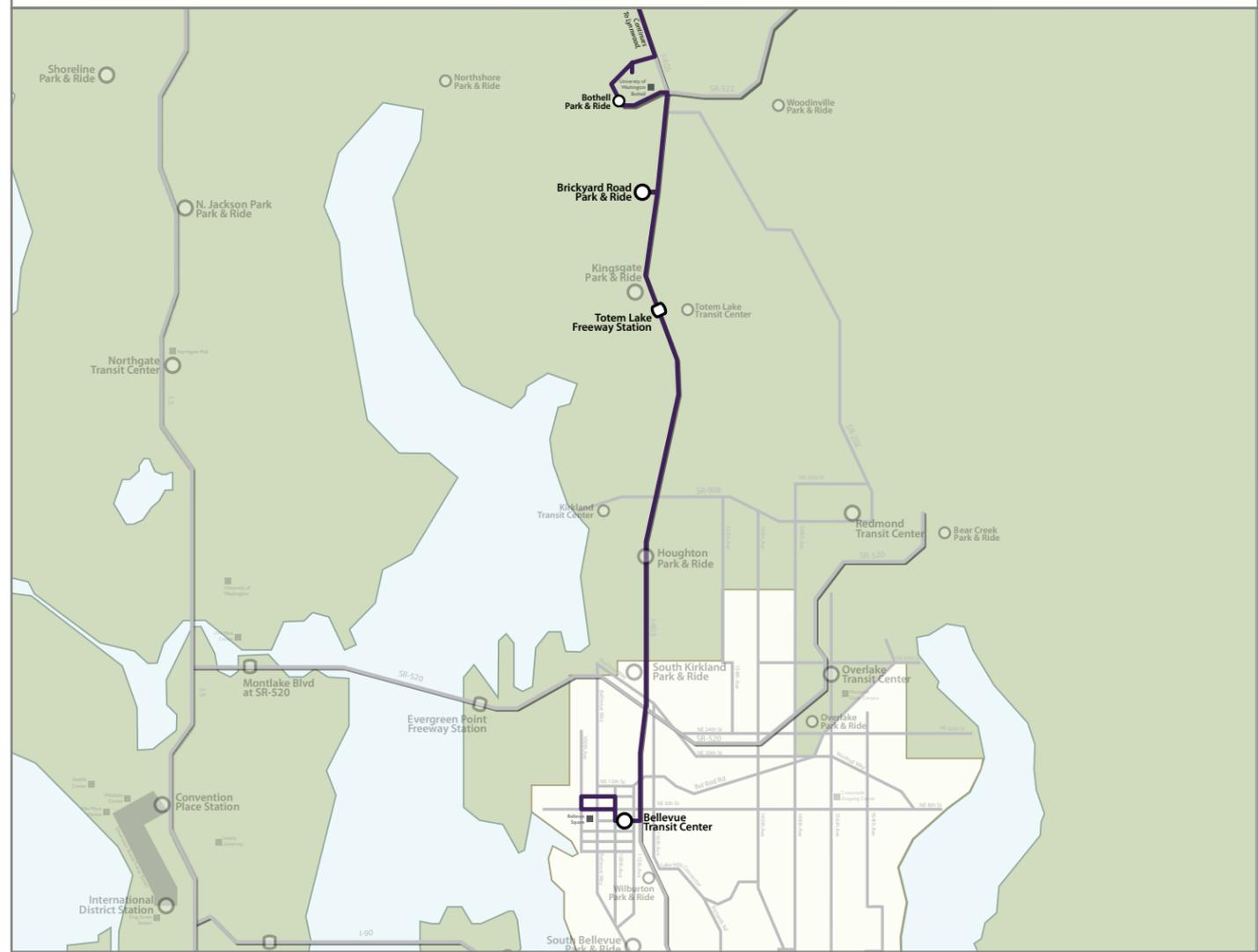
# Route 535

All-Day Route  
Bellevue Core 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 | Totem Lake, Kingsgate, and North Juanita neighborhoods    | 235 237 238 252 257 277 311 342 424 930 952 532 535                                   |
| Bellevue Transit Center    | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center | B 226 232 234 235 237 240 241 243 246 249 271 280 342 385 886 532 535 550 555 560 566 |



Map depicts Fall 2011 routing

|                          | Weekday        | Saturday      | Sunday        | Annual Total |
|--------------------------|----------------|---------------|---------------|--------------|
| Hours of Service         | 4:45-00:05     | 7:15-23:00    | 7:15-23:00    |              |
| Daily Trips              | 67             | 30            | 30            |              |
| 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 —   |              |
| Percent On-Time          | N/A            | N/A           | N/A           | 98.16%       |
| Revenue Hours            | 55.67          | 26.56         | 24.52         | 16,993       |
| Platform Hours           | N/A            | N/A           | N/A           | 26,417       |
| Revenue Miles            | N/A            | N/A           | N/A           | 458,463      |
| Platform Miles           | 2,035.64       | 943.85        | 889.91        | 570,725      |
| Passenger Miles          | N/A            | N/A           | N/A           | 5,894,619    |
| Revenue Hr/Platform Hr   | N/A            | N/A           | N/A           | 0.64         |
| Revenue Mi/Platform Mi   | N/A            | N/A           | N/A           | 0.80         |
| Passenger Mi/Platform Mi | N/A            | N/A           | N/A           | 10.74        |
| Boardings (per day)      | 1,328.23       | 543.83        | 325.33        | 420,937      |
| Max Load                 | 13.81          | N/A           | N/A           | N/A          |
| Average Load             | 25.67          | N/A           | N/A           | N/A          |
| Boardings/Trip           | N/A            | N/A           | N/A           | N/A          |
| Boardings/Revenue Hour   | 26.58          | 20.47         | 13.27         | 24.77        |
| Boardings/Revenue Mile   | 1.00           | 0.74          | 0.48          | 0.92         |
| Boardings/Platform Hour  | 17.28          | 13.54         | 8.78          | 15.93        |

Sources: Fourth Quarter System Performance Report, Fall 2010 Schedule and Data, except 'Max' & 'Average Load' from Spring 2011

Note: Sound Transit daily 'Boardings' were calculated by dividing Fall 2010 totals by the number of weekdays (66), Saturdays (12), and Sundays (15) during the quarter.

|                    |          |                  |             |
|--------------------|----------|------------------|-------------|
| Cost/Revenue Hour  | \$144.48 | Farebox Revenue  | \$661,193   |
| Cost/Platform Hour | \$92.94  | Operating Costs  | \$2,455,159 |
| Cost/Revenue Mile  | \$5.36   | Farebox Recovery | 26.9%       |
| Cost/Platform Mile | \$4.30   |                  |             |
| Cost/Boarding      | \$5.83   |                  |             |

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.

While Route 535 is the lowest-performing of the all-day services provided by Sound Transit in Bellevue, it remains a well-performing route in several regards. The route served nearly 421,000 rides in 2010—about 3.0% of Bellevue's total ridership—ranking eleventh of forty-six and placing it among the top 25 percent in Bellevue for that measure. Its cost per platform hour (\$4.30; average and median, \$7.50) makes it the second most cost efficient route to operate in Bellevue, behind only Route 532. Its productivity, however, is below average according to both relevant performance measures considered by Metro's Service Guidelines.

# Route 535

## Historical & Relative Route Performance

Figure 535.1 - Route 535 Average Daily Ridership

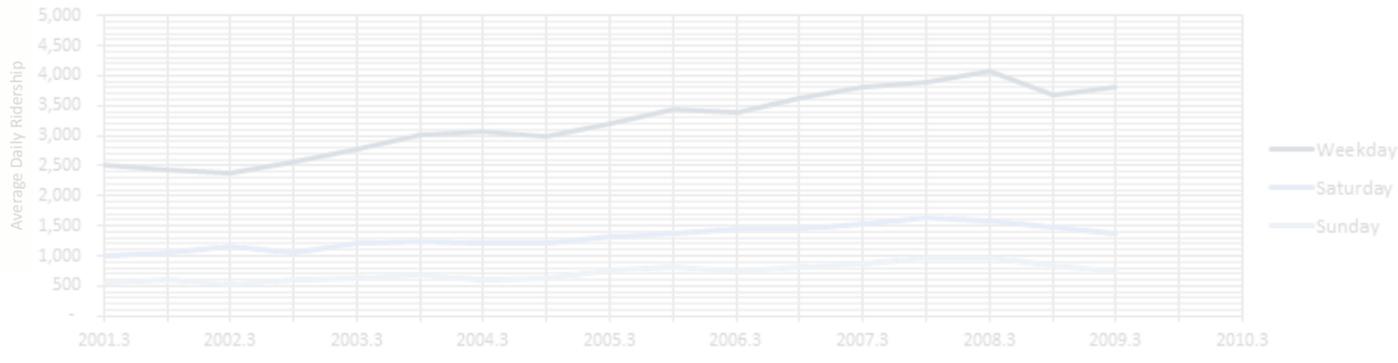
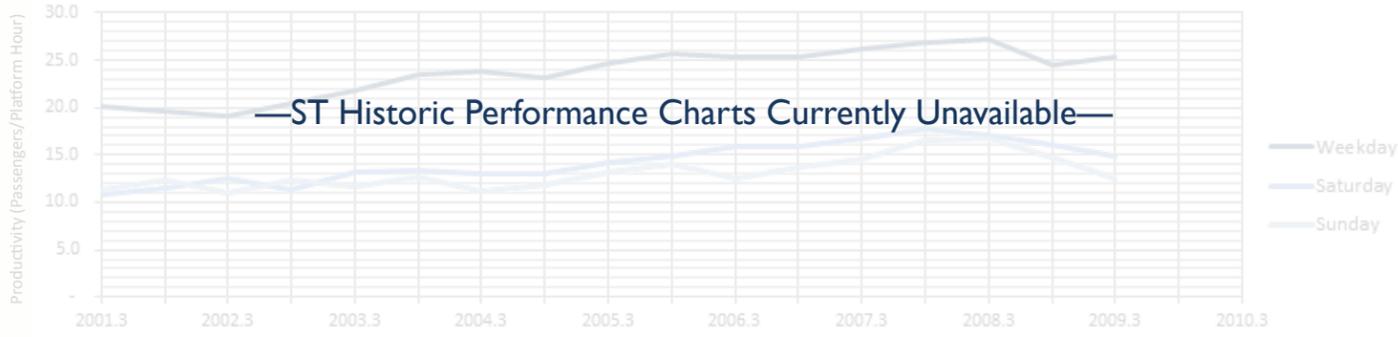
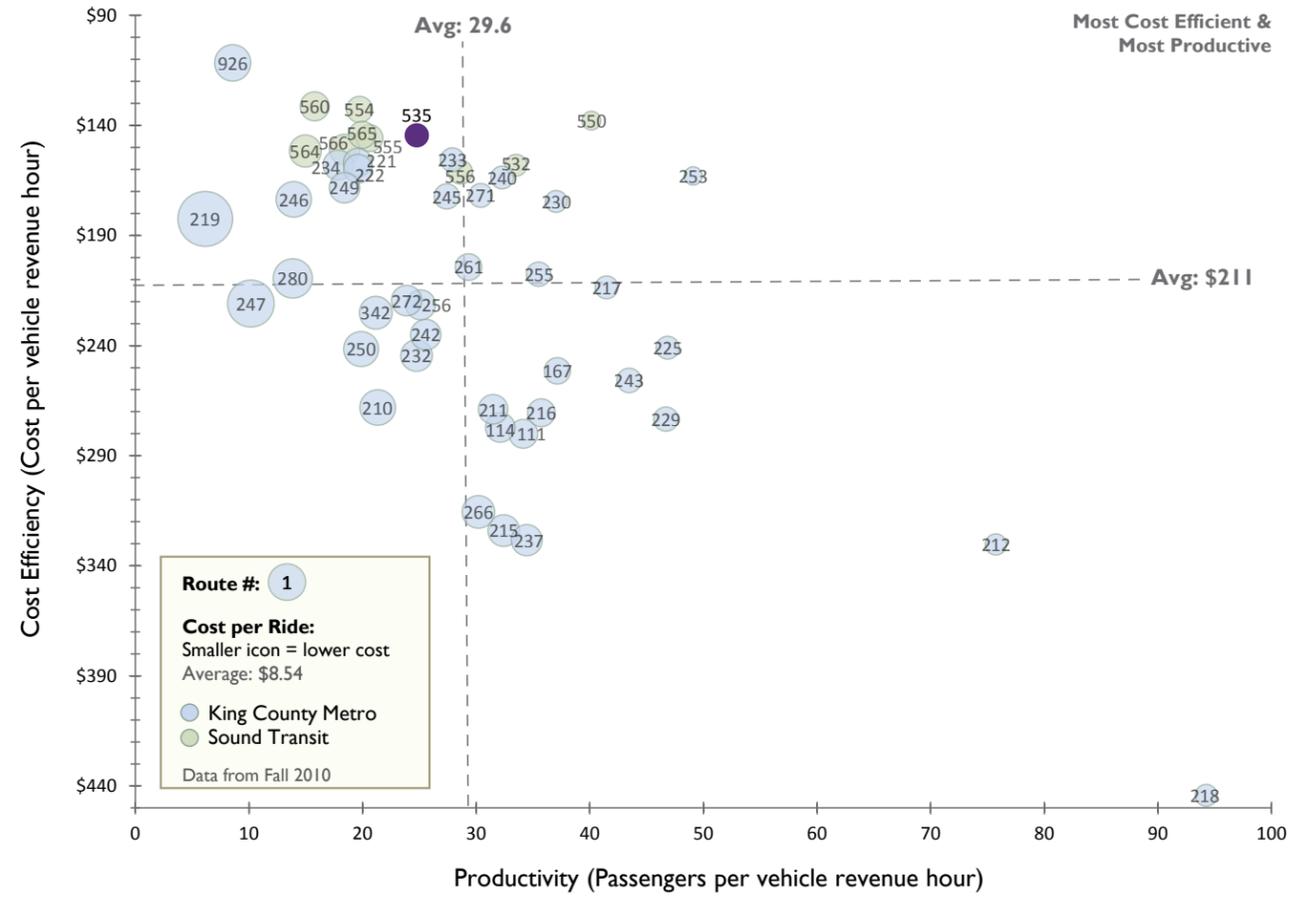


Figure 535.2 - Route 535 Daily Productivity



Service Revisions  
 Spring 2005: 77/51/30 daily trips  
 Spring 2006: 76/51/30 daily trips  
 Spring 2007: 82/51/30 daily trips  
 Fall 2008: 83/51/30 daily trips

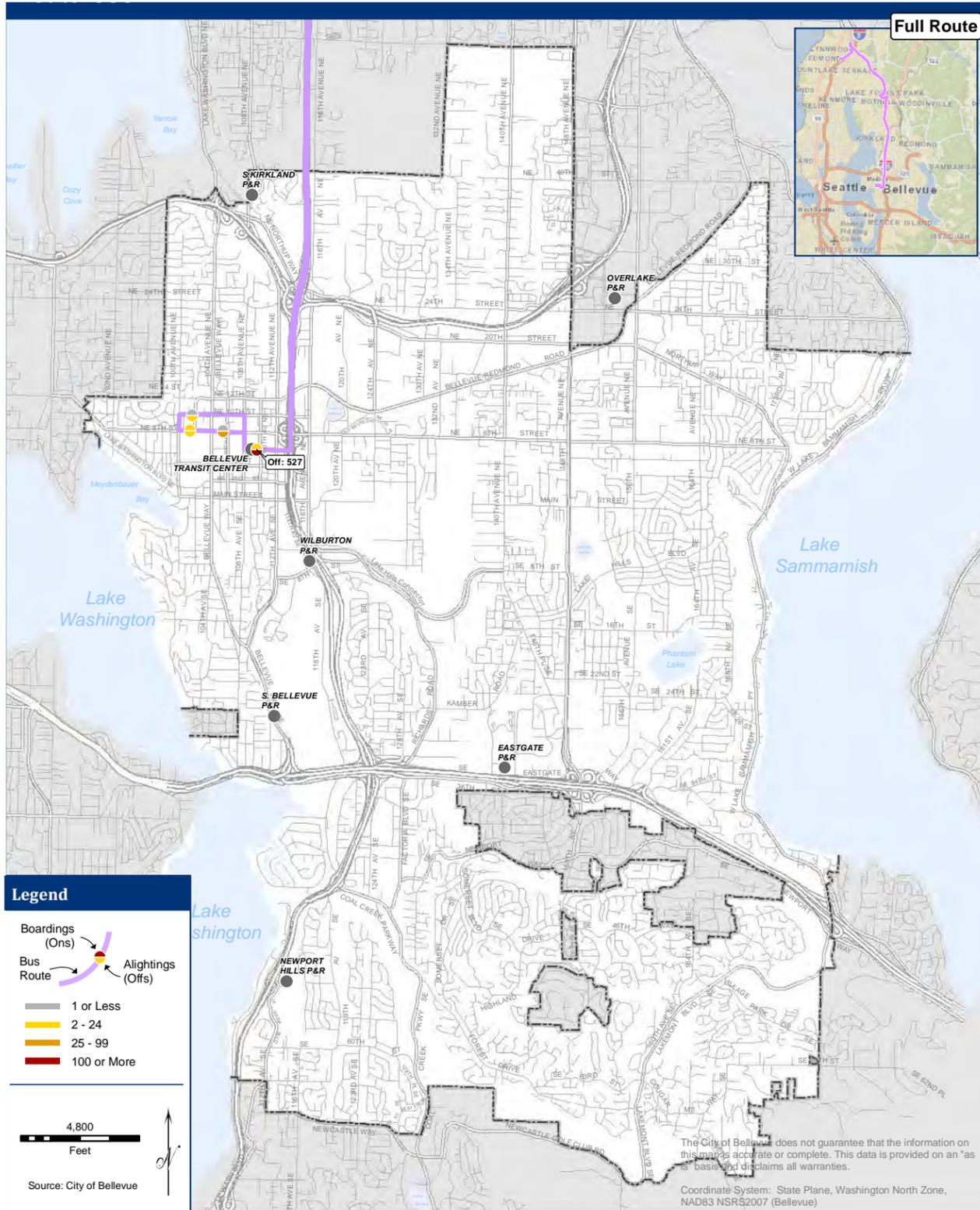


| Nine-Year Summary           |        |                |                             |        |        |
|-----------------------------|--------|----------------|-----------------------------|--------|--------|
| Average Daily Ridership     |        |                | Productivity                |        |        |
| Most Recent                 | 690    | 2010.3         | Most Recent                 | 19.3   | 2010.3 |
| Maximum                     | 900    | 2007.3         | Maximum                     | 27.5   | 2007.3 |
| Minimum                     | 610    | 2002.1, 2002.3 | Minimum                     | 18.9   | 2002.1 |
| Average                     | 703.7  |                | Average                     | 22.3   |        |
| % Change from Previous Year | 0.0%   |                | % Change from Previous Year | -3.3%  |        |
| % Change from Nine-Year Max | -23.3% |                | % Change from Nine-Year Max | -29.8% |        |

All above figures refer to weekday ridership. Data obtained from historical ridership reports.

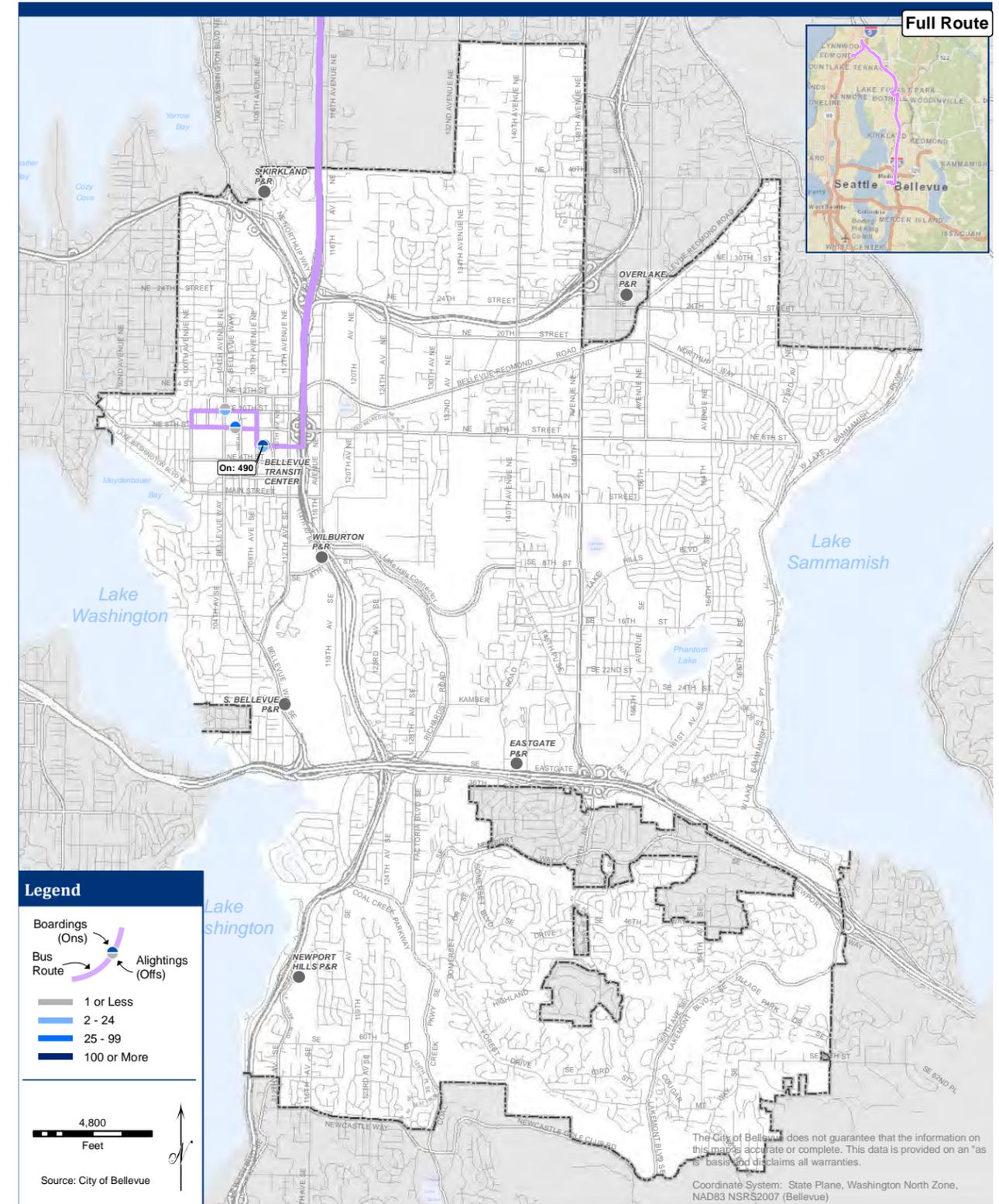
# Route 535

Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

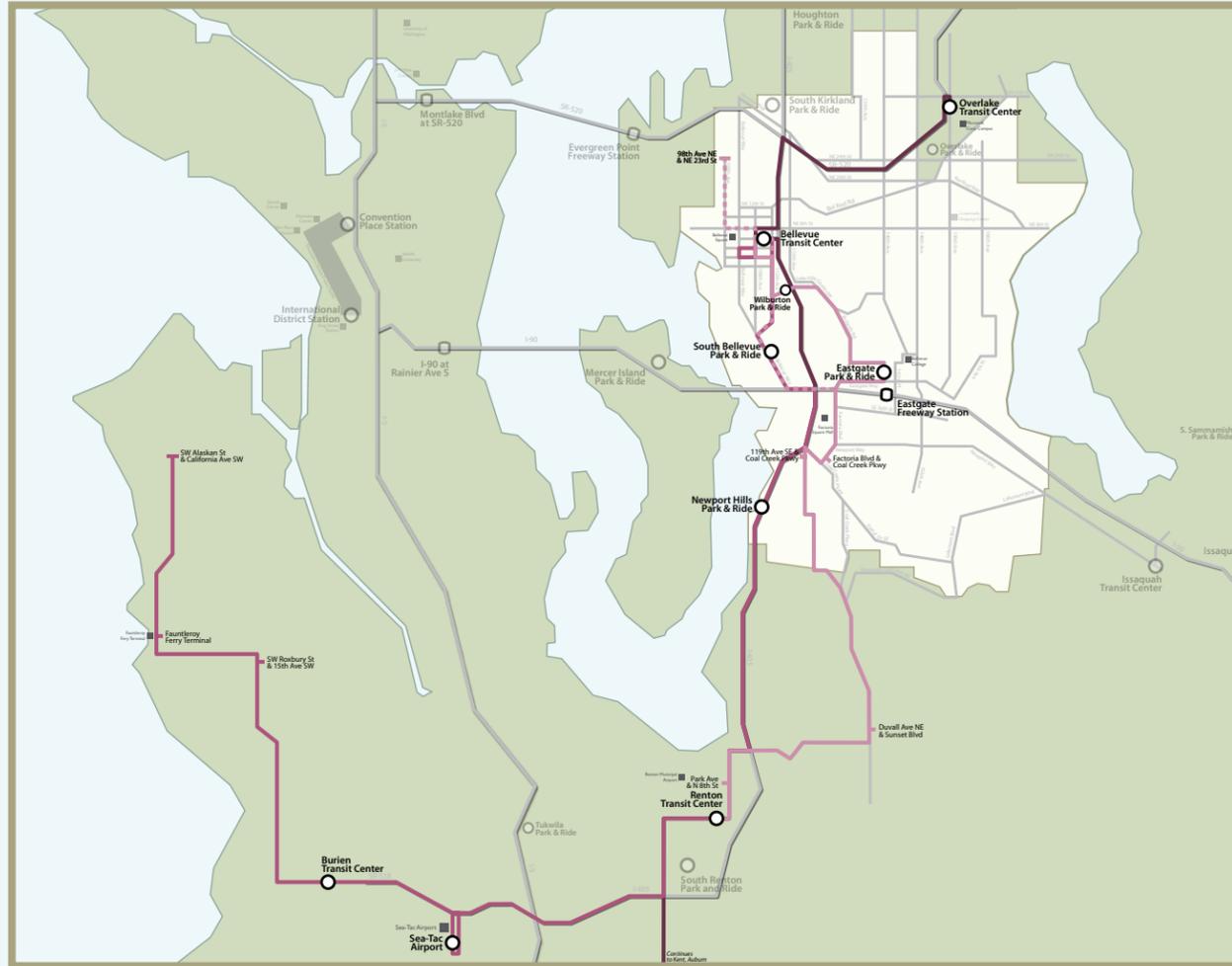
Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Corridor Group 14

Downtown Bellevue - Renton - South King



240 560 566

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.

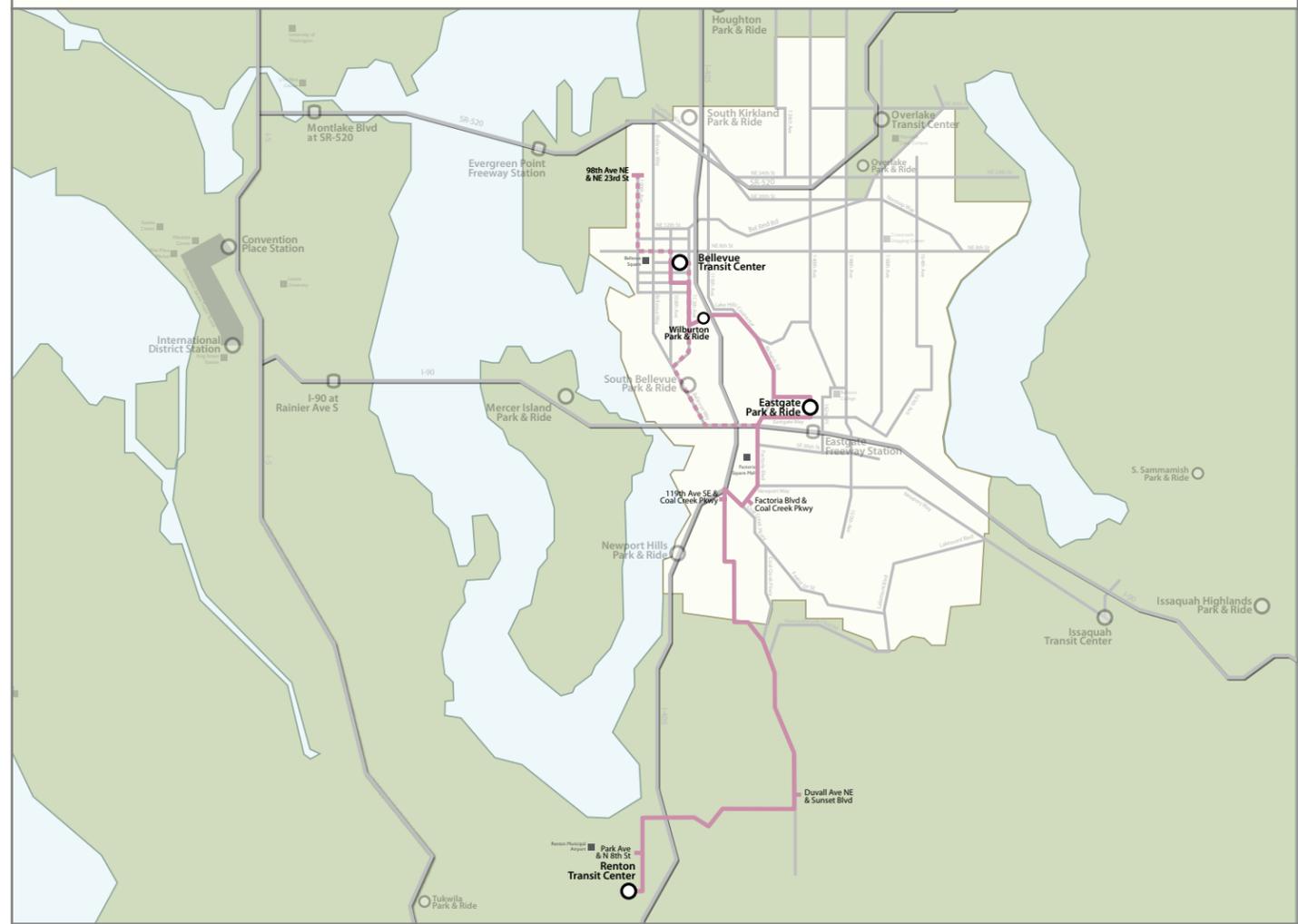
# Route 240

Bellevue to Renton via Newcastle, Factoria  
Corridor 12C

All-Day Route  
Revised Fall 2011  
Bellevue Core Route

Local 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 | B 226 232 234 235 237 240 241 243 246 249 271<br>280 342 885 886 632 535 550 555 560 566 |
| Wilburton Park & Ride   | Wilburton, Woodridge, and Surrey Downs neighborhoods      | 240 243 246 642 885 886 952  |
| Eastgate Park & Ride    | Bellevue College, Eastgate                                | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 555                           |
| Renton Transit Center   | Downtown Renton, Renton High School                       | 101 105 106 107 110 140 143 148 149 153 167 169<br>240 342 908 909 560 566               |



Map depicts Fall 2011 routing

|                          | Weekday  | Saturday | Sunday   | Annual Total |    |
|--------------------------|----------|----------|----------|--------------|----|
| Hours of Service         |          |          |          |              |    |
| Daily Trips              | 68       |          |          |              |    |
| Time of Day              | AM       | MD       | PM       | EV           | X  |
| Headway (min)            | 30       | 30       | 30       | 30-60        | 60 |
| Percent On-Time          |          |          |          |              |    |
| Revenue Hours            | 70.71    | 55.96    | 30.78    | 22,686       |    |
| Platform Hours           | 93.28    | 84.75    | 47.86    | 30,887       |    |
| Revenue Miles            | 1,120.04 | 967.69   | 534.35   | 366,393      |    |
| Platform Miles           | 1,249.50 | 1,064.35 | 573.38   | 405,871      |    |
| Passenger Miles          | 9,477.60 | 3,416.80 | 4,356.00 | 2,886,404    |    |
| Revenue Hr/Platform Hr   | 0.76     | 0.66     | 0.64     | 0.73         |    |
| Revenue Mi/Platform Mi   | 0.90     | 0.91     | 0.93     | 0.90         |    |
| Passenger Mi/Platform Mi | 7.59     | 0.91     | 0.93     | 20.73        |    |
| Boardings (per day)      | 2,389.65 | 1,647.25 | 718.00   | 732,339      |    |
| Max Load                 | 29.07    | 24.47    | 13.44    | N/A          |    |
| Average Load             | 20.90    | 20.71    | 13.44    | 22.94        |    |
| Boardings/Trip           | 35.14    | 28.40    | 22.44    | 33.08        |    |
| Boardings/Revenue Hour   | 33.80    | 29.44    | 23.33    | 32.28        |    |
| Boardings/Revenue Mile   | 2.13     | 1.70     | 1.34     | 10.13        |    |
| Boardings/Platform Hour  | 25.62    | 19.44    | 15.00    | 23.71        |    |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$163.62 |
| Cost/Platform Hour | \$120.18 |
| Cost/Revenue Mile  | \$10.13  |
| Cost/Platform Mile | \$9.15   |
| Cost/Boarding      | \$5.07   |

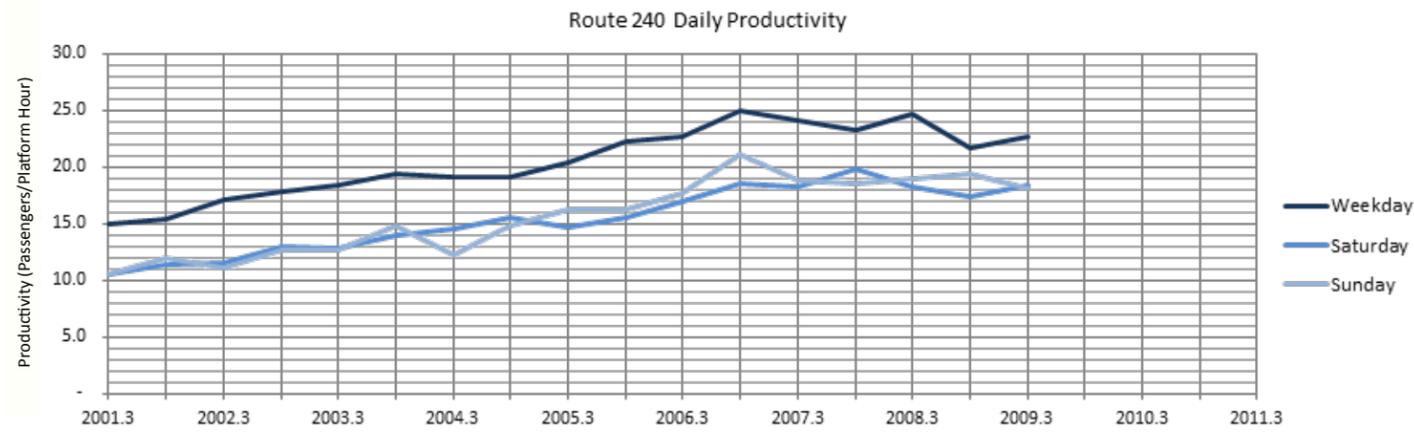
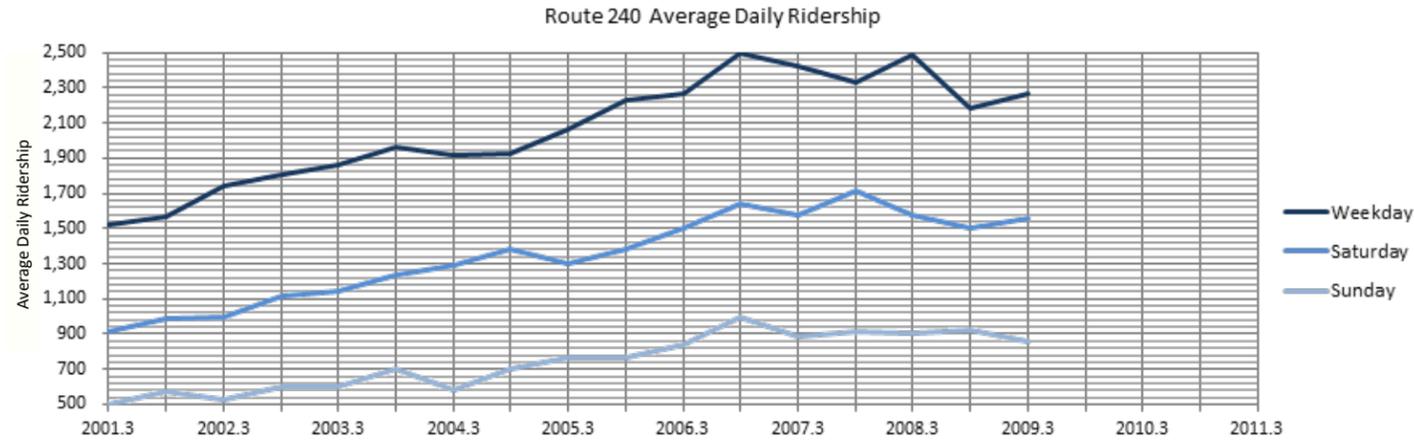
|                  |             |
|------------------|-------------|
| Farebox Revenue  | \$773,376   |
| Operating Costs  | \$3,711,864 |
| Farebox Recovery | 20.8%       |

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.

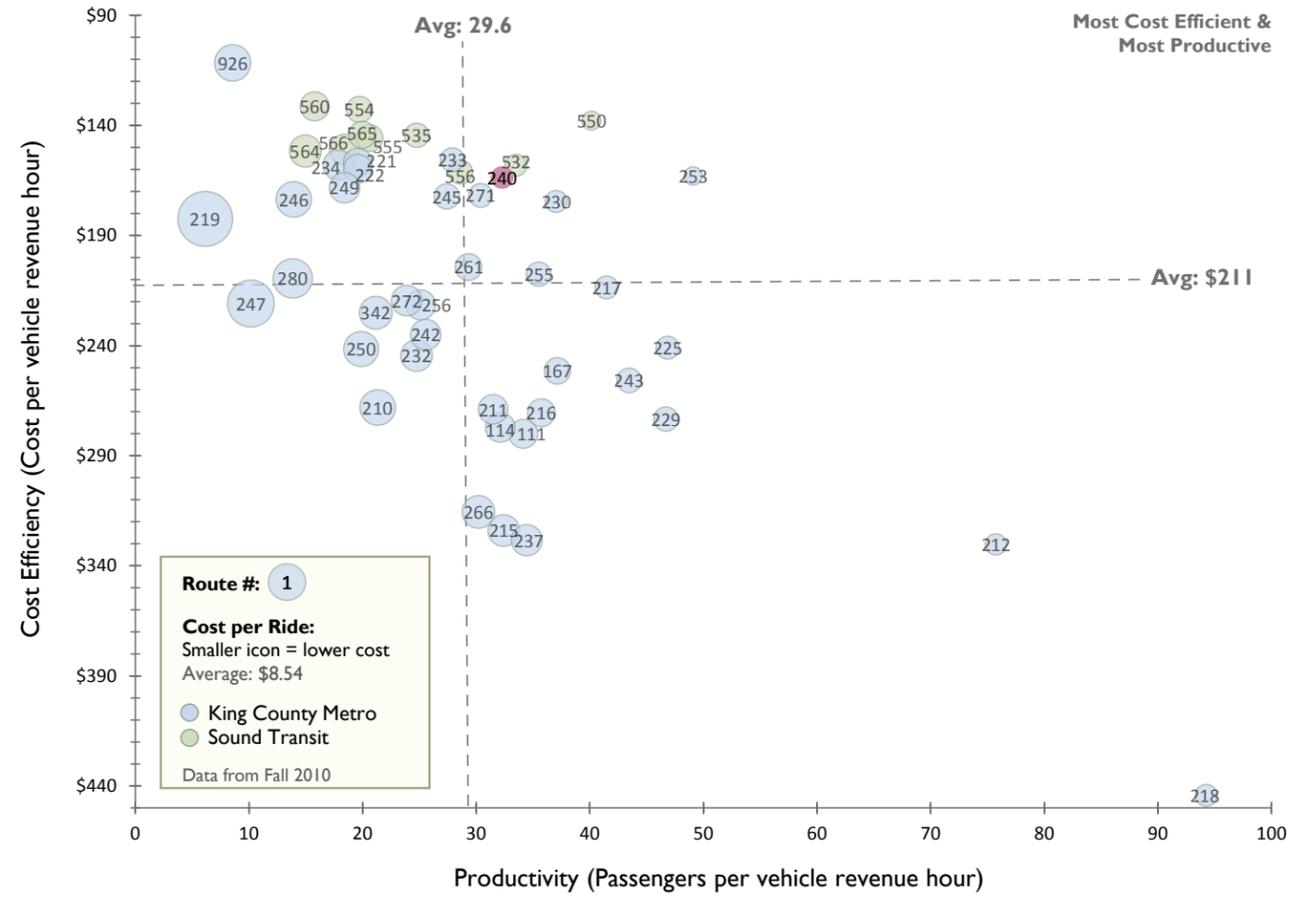
In 2010, Route 240 accounted for 5.2 percent (732,339) of all annual rides in Bellevue. It ranks tenth in Bellevue in rides per platform hour (23.71, compared with an average of 18.44) and eighth in passenger miles per platform mile (20.73, compared with an average of 13.94). Route 240 falls just short of also ranking among the top 25 percent in terms of revenue hours per platform hour, yet its cost per platform mile (\$9.15) is the fifth most expensive in Bellevue's network. The route's farebox recovery ratio (20.8%) is between the Bellevue average (22.5%) and median (20.2%).

# Route 240

## Historical & Relative Route Performance



Service Note:  
Since Fall 2001: 68/58/32 daily trips



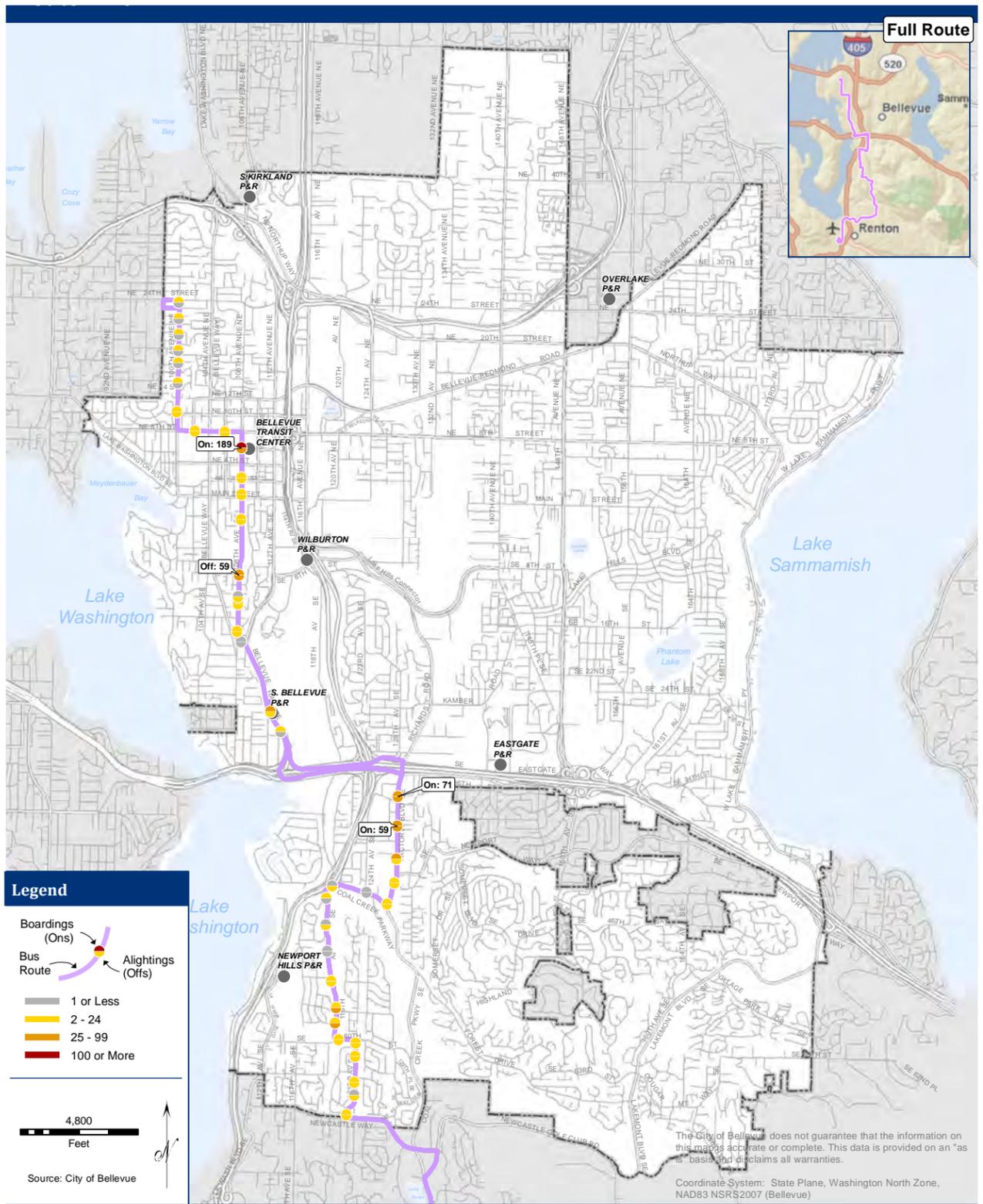
| Nine-Year Summary           |        |        |                             |       |        |
|-----------------------------|--------|--------|-----------------------------|-------|--------|
| Average Daily Ridership     |        |        | Productivity                |       |        |
| Most Recent                 | 2270   | 2009.3 | Most Recent                 | 22.6  | 2009.3 |
| Maximum                     | 2500   | 2007.1 | Maximum                     | 24.9  | 2007.1 |
| Minimum                     | 1520   | 2001.3 | Minimum                     | 14.9  | 2001.3 |
| Average                     | 2062.4 |        | Average                     | 20.5  |        |
| % Change from Previous Year | -8.8%  |        | % Change from Previous Year | -8.5% |        |
| % Change from Nine-Year Max | -9.2%  |        | % Change from Nine-Year Max | -9.2% |        |

All above figures refer to weekday ridership

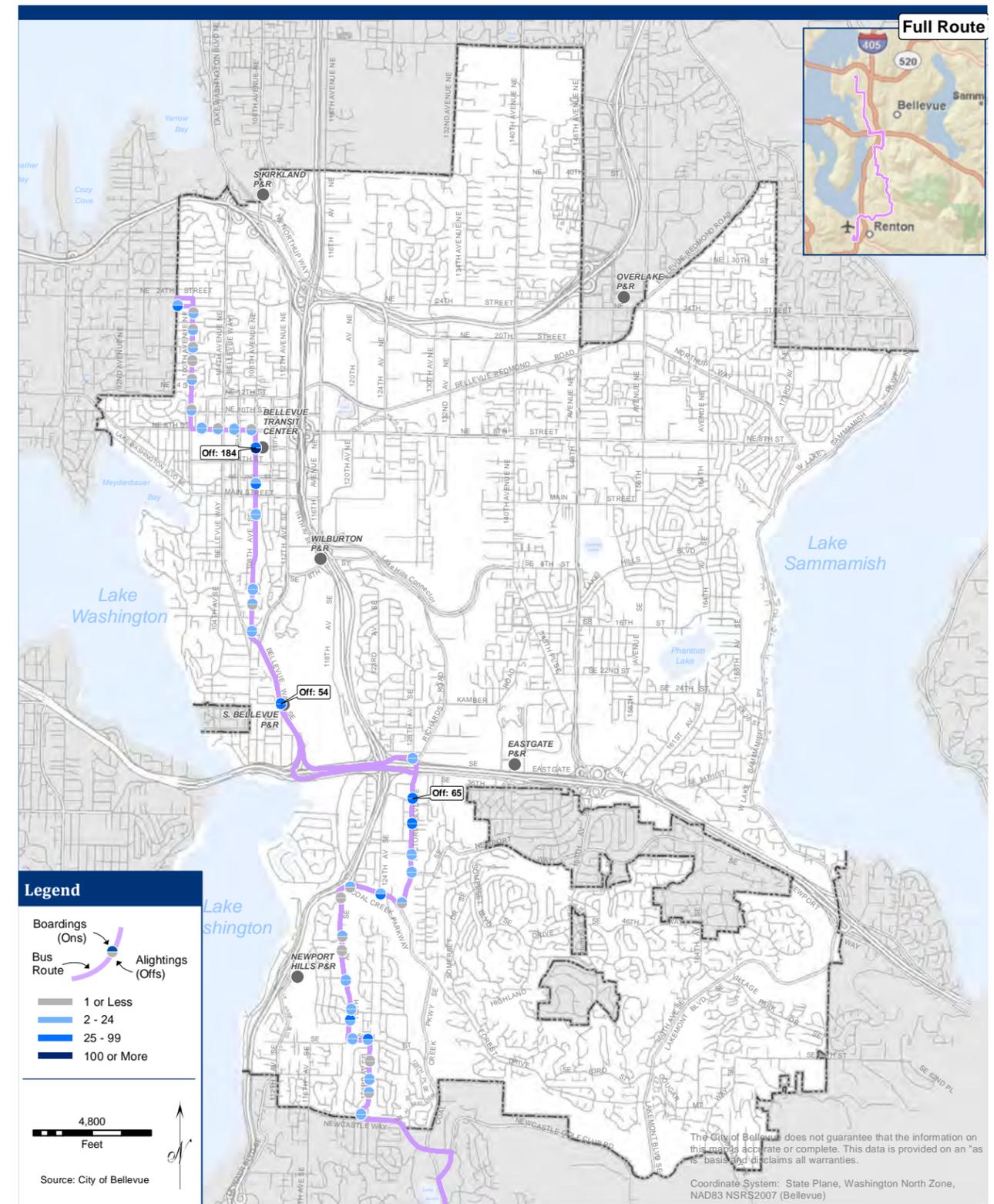
Route 240 has long been a significant generator of ridership. When it was introduced in Fall 1989, Route 240 served an average of 860 daily rides on weekdays, 720 on Saturdays, and 460 on Sundays while operating 37 daily trips on weekdays and 26 daily trips on weekends. By Spring 1995, ridership declined to an average of only 730 daily rides on weekdays and productivity to only 12.36 rides per platform hour—both the lowest in the route's history. The number of daily trips operated on weekdays was increased to forty-three in Fall 1996, at which point average daily ridership increased to nearly 1,100. Since then, ridership has generally continued to increase since except for minor declines in 1999-2000, Fall 2004, Spring 2008, and Spring 2009. Productivity has remained above 20 rides per platform hour since Spring 2006.

# Route 240

## Boarding & Alighting Activity | Inbound



## Boarding & Alighting Activity | Outbound



# Route 240

## Metro All-Day Route Service Level Assessment

Corridor 12C - Bellevue to Renton via Newcastle, Factoria

### Step 1

| Land Use - Productivity |                  |                |        |
|-------------------------|------------------|----------------|--------|
| Corridor Length         | Total HHs        | HH/Corridor Mi | Points |
| 15.12                   | 11,464           | 758            | 0      |
|                         |                  |                |        |
| Total Jobs              | Jobs/Corridor Mi | Points         |        |
| 32,506                  | 2,150            | 0              |        |

| Social Equity - Demographics         |                                    |                               |        |
|--------------------------------------|------------------------------------|-------------------------------|--------|
| All Inbound Ons                      | All Inbound Ons in Minority Tracts | % Boarding in Minority Tracts | Points |
| 881                                  | 691                                | 78%                           | 5      |
|                                      |                                    |                               |        |
| All Inbound Ons in Low-Income Tracts | % Boardings in Low-Income Tracts   | Points                        |        |
| 294                                  | 33%                                | 0                             |        |

| Geographic Value - Primary Connections |                   |                     |        |
|--|-------------------|---------------------|--------|
| Activity Center 1                      | Activity Center 2 | Activity Connection | Points |
| Renton                                 | Newcastle         | Yes                 | 5      |
| Urban Center 1                         | Urban Center 2    | Urban Connection    | Points |
| —                                      | —                 | No                  | 0      |

| Point Sub-Totals |               |           |              |
|------------------|---------------|-----------|--------------|
| Land Use         | Social Equity | Geo.Value | Step 1 Total |
| 0                | 5             | 5         | 10           |

| Step 1 Suggested Service Levels |          |       |
|---------------------------------|----------|-------|
| Peak                            | Off-Peak | Night |
| 30                              | 30       | 0     |

Analysis based on 2009 data

Based on the standards of King County Metro's service level assessment, no changes to service frequency are recommended for Corridor 12C.

### Step 2

| Load Factor                                |          |                                       |          |
|--|----------|---------------------------------------|----------|
| Passenger Loads at Suggested Service Level |          | Frequency Improvements Based on Loads |          |
| Peak                                       | Off-Peak | Peak                                  | Off-Peak |
| 0.47                                       | 0.48     | 0                                     | 0        |

| Cost Recovery                            |          |       |                                       |          |       |
|--|----------|-------|---------------------------------------|----------|-------|
| Cost Recovery at Suggested Service Level |          |       | Frequency Improvements Based on Loads |          |       |
| Peak                                     | Off-Peak | Night | Peak                                  | Off-Peak | Night |
| 23%                                      | 17%      | 9%    | 0                                     | 0        | 0     |

| Additional Night Service                 |                              |                                   |                                   |
|--|------------------------------|-----------------------------------|-----------------------------------|
| Primary Connection Between Urban Centers | Cost Recovery Basis (8%/16%) | Corridor Has 15 Min. Peak Service | Add What Frequency Night Service? |
| 0  | 60                           | 0                                 | 60                                |

| Step 2 Service Level Adjustments |          |       |
|----------------------------------|----------|-------|
| Peak                             | Off-Peak | Night |
| 0                                | 0        | 0     |

### Result

| Final Suggested Service Levels |          |       |                          |
|--------------------------------|----------|-------|--------------------------|
| Peak                           | Off-Peak | Night | Resulting Service Family |
| 30                             | 30       | 60    | Local                    |

|                                  | Peak | Off-Peak | Night |
|----------------------------------|------|----------|-------|
| Existing Level of Service        | 30   | 30       | > 60  |
| Suggested Level of Service       | 30   | 30       | > 60  |
| Recommended Levels of Adjustment | 0    | 0        | 0     |

## Recent & Future Service Revisions

### October 2011

As part of the Fall 2011 service change, Route 240 between Renton and the South Bellevue Park & Ride has been moved from 108th Avenue SE to 112th Avenue SE, north of the Park & Ride. The route now ends at the Bellevue Transit Center, with Clyde Hill service replaced by a revised Route 246.

### February 2012

As part of the February 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.

### June 2012

Route 240 is among the routes Metro is considering for increased investment in June 2012 to improve on-time performance/schedule calibration. On-time performance is Metro's second investment priority; affected routes are determined according to 'lateness' thresholds defined in Metro's Service Guidelines.



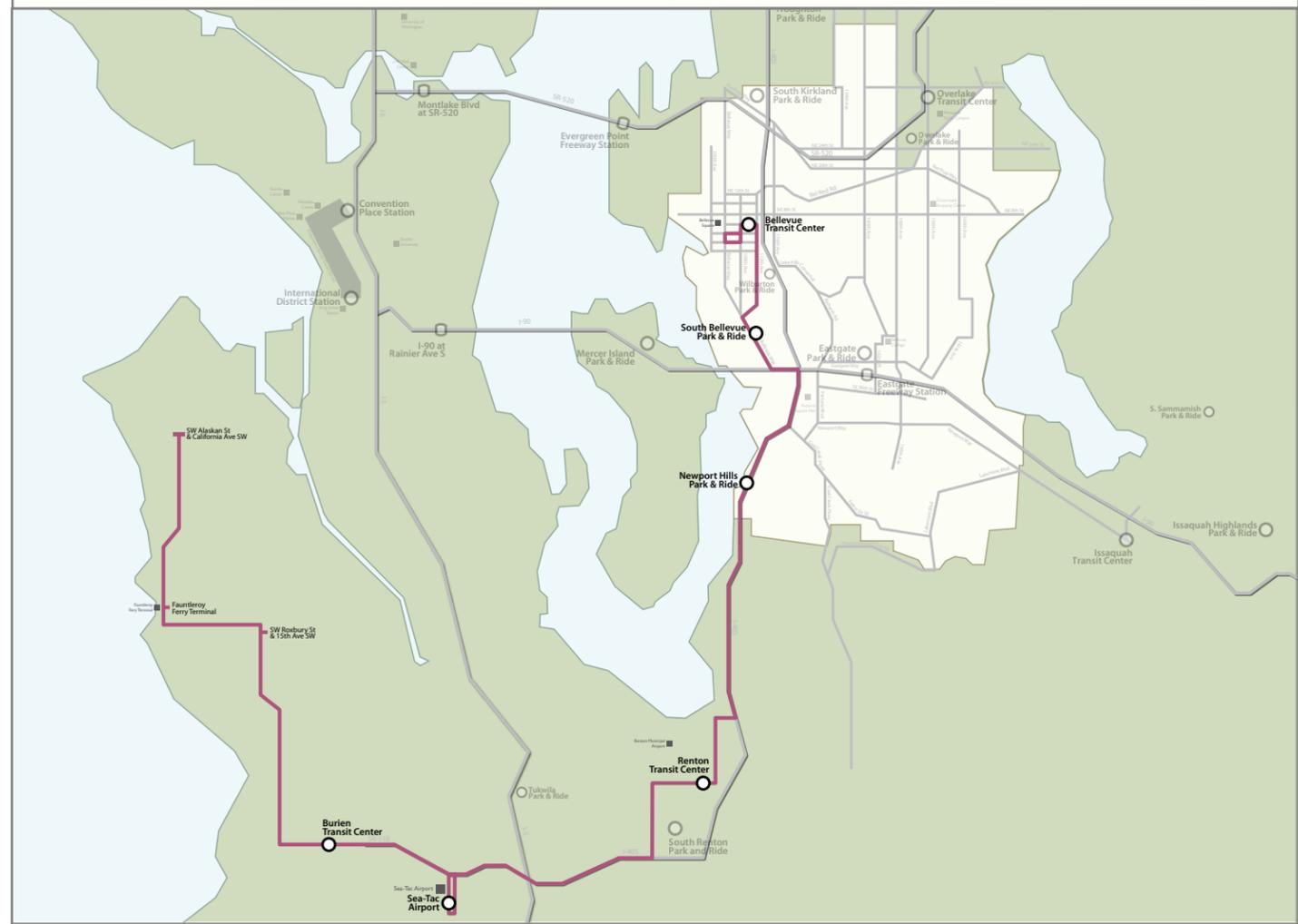
# Route 560

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

All-Day Route  
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 226 232 234 235 237 240 241 243 246 249 271<br>280 342 885 886 632 535 550 555 560 566 |
| South Bellevue Park & Ride | Enatai and Beaux Arts Village neighborhoods               | 211 241 249 981 983 550 555 556 560  |
| Newport Hills Park & Ride  | Newport Hills neighborhood                                | 111 167 219 247 280 342 821 824 925 952 560  |
| Renton Transit Center      | Downtown Renton, Renton High School                       | 101 105 106 107 110 140 143 148 149 153 167 169<br>240 342 908 909 560 566               |
| Burien Transit Center      | Downtown Burien, Burien City Hall, Burien Library         | 120 121 122 123 131 132 133 134 139 140 180 560  |



Map depicts Fall 2011 routing

|                          | Weekday        | Saturday      | Sunday        | Annual Total |
|--------------------------|----------------|---------------|---------------|--------------|
| Hours of Service         | 4:20-12:10a    | 5:35-12a      | 5:35-12a      |              |
| Daily Trips              | 68             | 36            | 36            |              |
| 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  |              |
| Percent On-Time          | N/A            | N/A           | N/A           | 81.35%       |
| Revenue Hours            | 122.33         | 67.24         | 66.90         | 38,700       |
| Platform Hours           | N/A            | N/A           | N/A           | 41,563       |
| Revenue Miles            | N/A            | N/A           | N/A           | 664,866      |
| Platform Miles           | 2,290.00       | 1,354.00      | 1,357.00      | 737,302      |
| Passenger Miles          | 18,798.43      | 10,625.71     | 8,002.82      | 7,870,942    |
| Revenue Hr/Platform Hr   | N/A            | N/A           | N/A           | 0.93         |
| Revenue Mi/Platform Mi   | N/A            | N/A           | N/A           | 0.90         |
| Passenger Mi/Platform Mi | 8.21           | 7.85          | 5.90          | 8.35         |
| Boardings (per day)      | 1,762.15       | 1,097.25      | 977.00        | 610,752.0    |
| Max Load                 | 14.61          | 14.11         | 11.92         | N/A          |
| Average Load             | 24.75          | 26.21         | 21.66         | N/A          |
| Boardings/Trip           | N/A            | N/A           | N/A           | N/A          |
| Boardings/Revenue Hour   | 14.41          | 16.32         | 14.60         | 15.78        |
| Boardings/Revenue Mile   | 0.86           | 0.94          | 0.84          | 0.92         |
| Boardings/Platform Hour  | 13.46          | 14.79         | 13.30         | 14.69        |

Sources: Fourth Quarter System Performance Report, Fall 2010 Schedule and Data, except 'Average Speed' from Spring 2011

Note: Sound Transit daily 'Boardings' were calculated by dividing Fall 2010 totals by the number of weekdays (66), Saturdays (12), and Sundays (15) during the quarter.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$131.34 |
| Cost/Platform Hour | \$122.29 |
| Cost/Revenue Mile  | \$7.64   |
| Cost/Platform Mile | \$6.89   |
| Cost/Boarding      | \$8.32   |

|                  |             |
|------------------|-------------|
| Farebox Revenue  | \$741,824   |
| Operating Costs  | \$5,082,704 |
| Farebox Recovery | 14.6%       |

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 Westside Express originally began service in September 1999, and the Bellevue-SeaTac Express initially began operation in September 2000. The combined route now operates between West Seattle Junction and Bellevue Transit Center via Sea-Tac Airport and the Burien Transit Center. 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 was eliminated except during weekday rush hours.

Route 560 is part of Bellevue's core service network. In 2010, it served over 610,000 annual rides, accounting for 4.3 percent of total ridership—the ninth-most of all Bellevue-serving routes. Despite ranking first overall in terms of vehicle hour utilization, with 0.93 revenue hours per platform hour (network average and median, 0.65), the route could be considered the least productive Sound Transit service operated in Bellevue, with Route 566 providing the only competition for that distinction. Though Route 560 is not among the bottom 25 percent for either measure, its 14.69 rides per platform hour and 8.35 passenger miles per platform mile are notably below the Bellevue averages (18.44 and 13.94, respectively). While its cost per platform mile (\$6.89) is less expensive than the Bellevue average and median (\$7.50), the route's farebox recovery ratio is well below average (22.5%) and narrowly outperforms Route 556 to avoid inclusion in the bottom 25 percent for that measure.

# Route 560

## Historical & Relative Route Performance

Figure 560.1 - Route 560 Average Daily Ridership

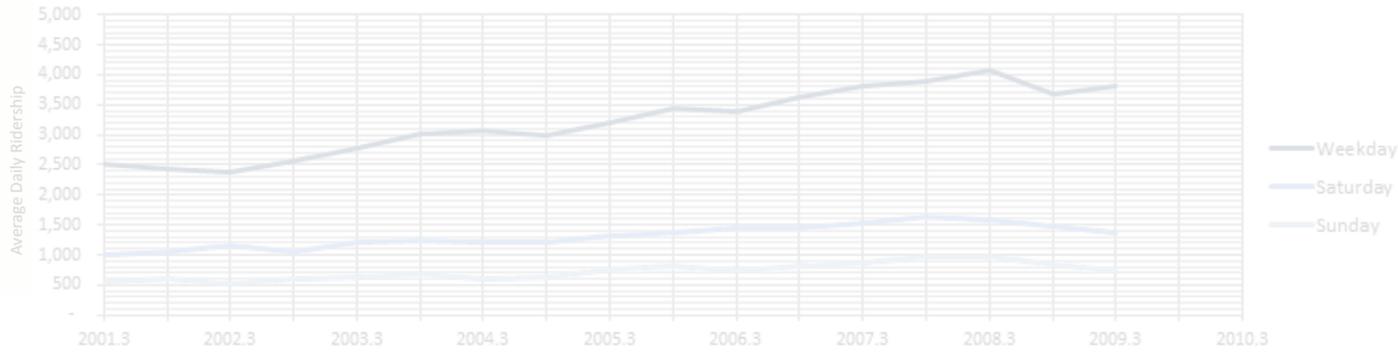
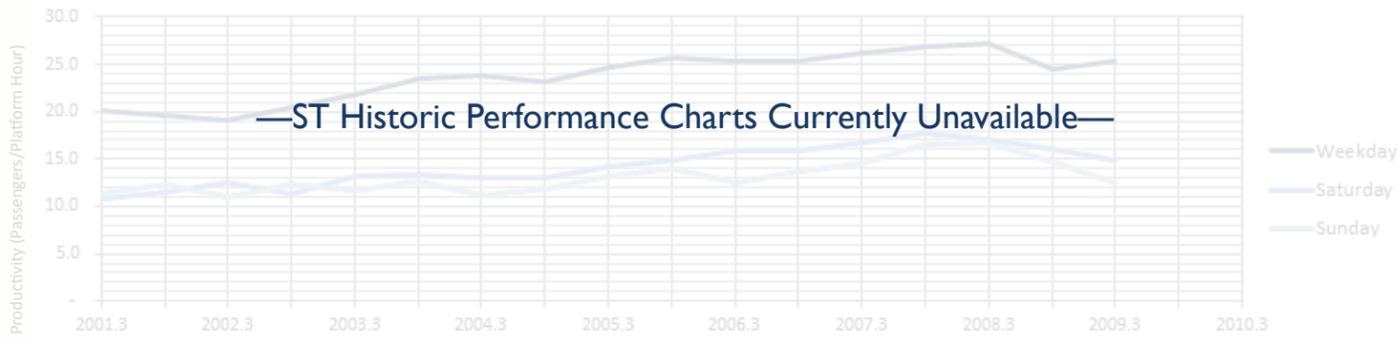


Figure 560.2 - Route 560 Daily Productivity

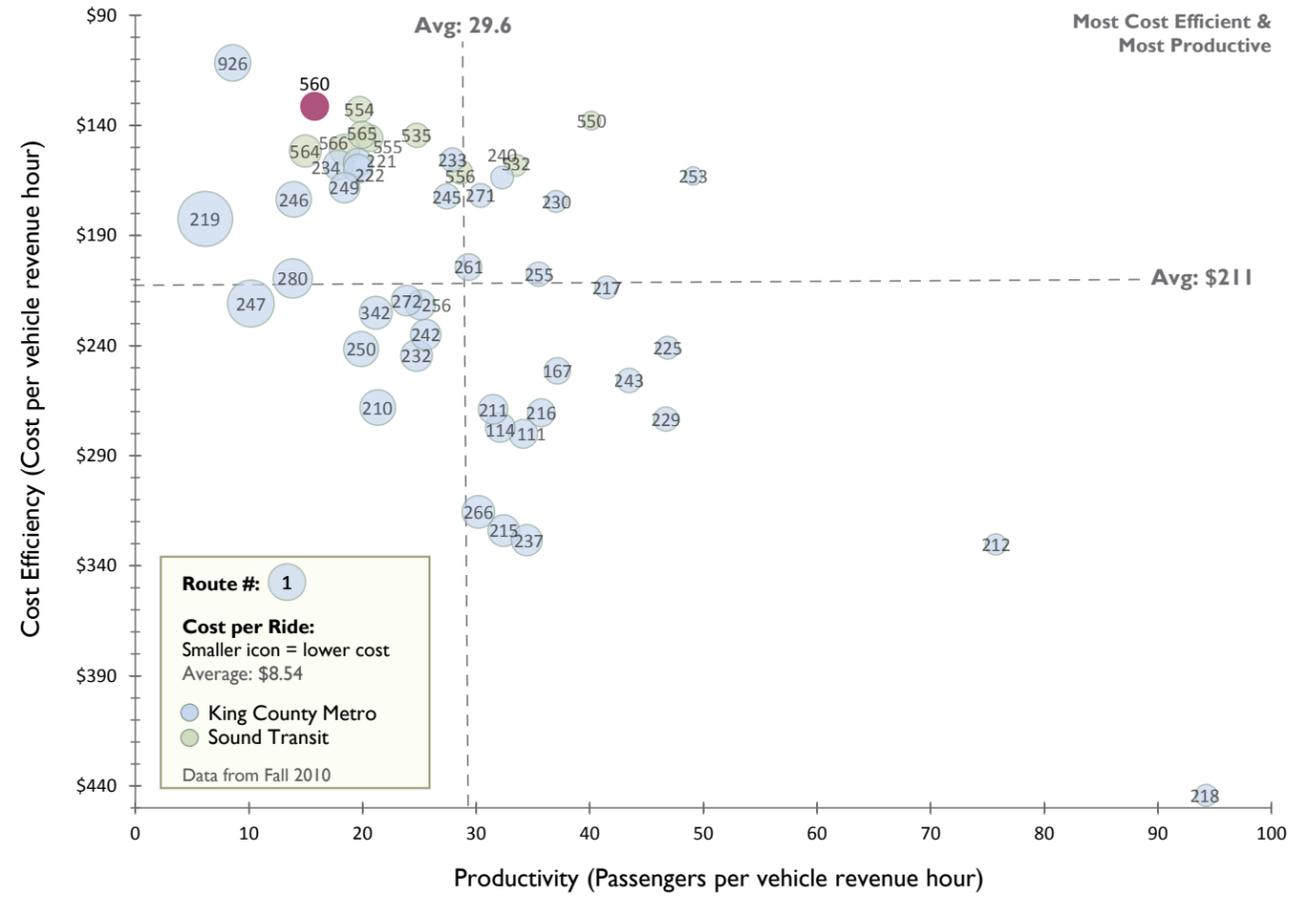


Service Revisions  
 Spring 2005: 77/51/30 daily trips  
 Spring 2006: 76/51/30 daily trips  
 Spring 2007: 82/51/30 daily trips  
 Fall 2008: 83/51/30 daily trips

### Nine-Year Summary

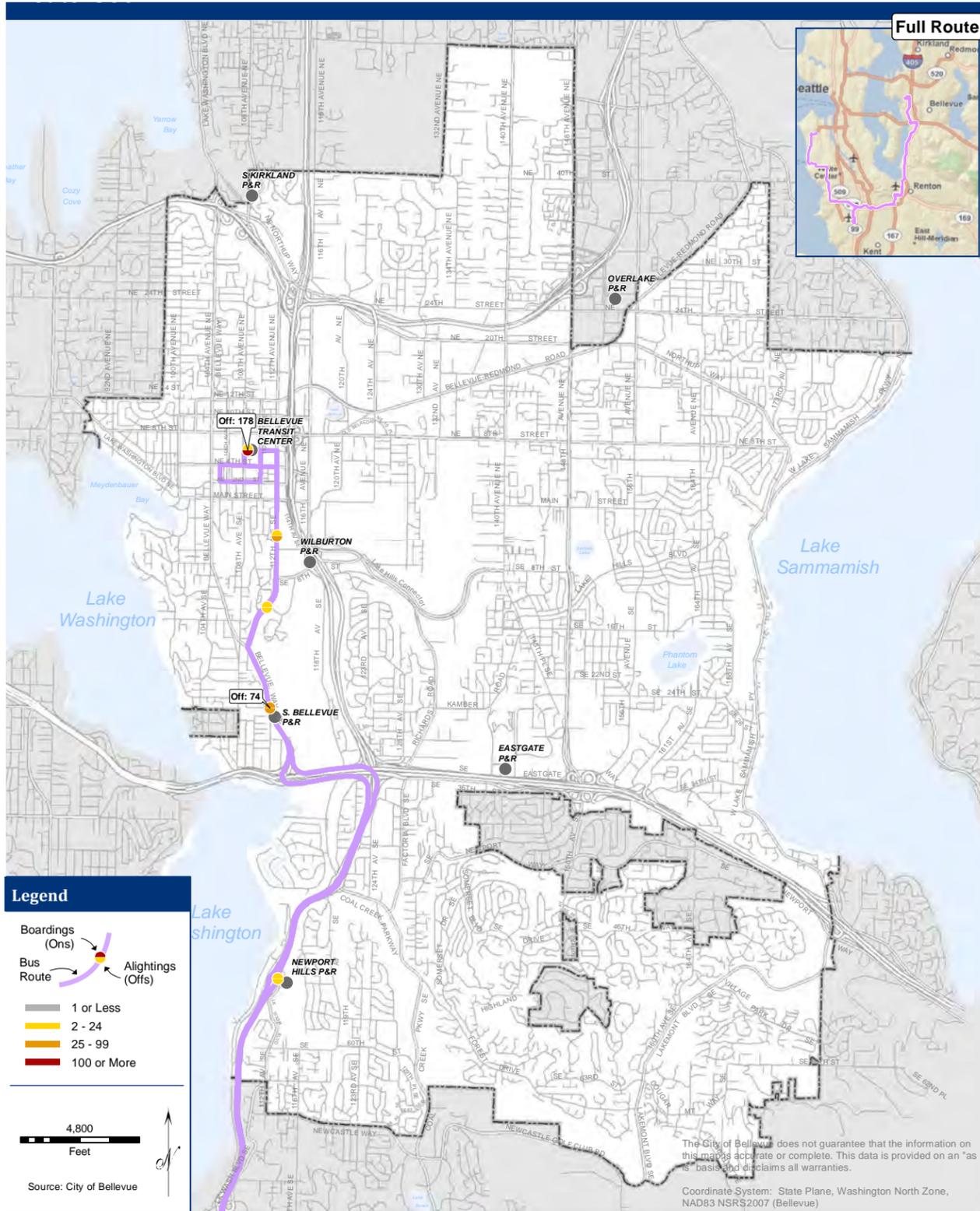
| Average Daily Ridership     |        |                | Productivity                |        |        |
|-----------------------------|--------|----------------|-----------------------------|--------|--------|
| Most Recent                 | 690    | 2010.3         | Most Recent                 | 19.3   | 2010.3 |
| Maximum                     | 900    | 2007.3         | Maximum                     | 27.5   | 2007.3 |
| Minimum                     | 610    | 2002.1, 2002.3 | Minimum                     | 18.9   | 2002.1 |
| Average                     | 703.7  |                | Average                     | 22.3   |        |
| % Change from Previous Year | 0.0%   |                | % Change from Previous Year | -3.3%  |        |
| % Change from Nine-Year Max | -23.3% |                | % Change from Nine-Year Max | -29.8% |        |

All above figures refer to weekday ridership



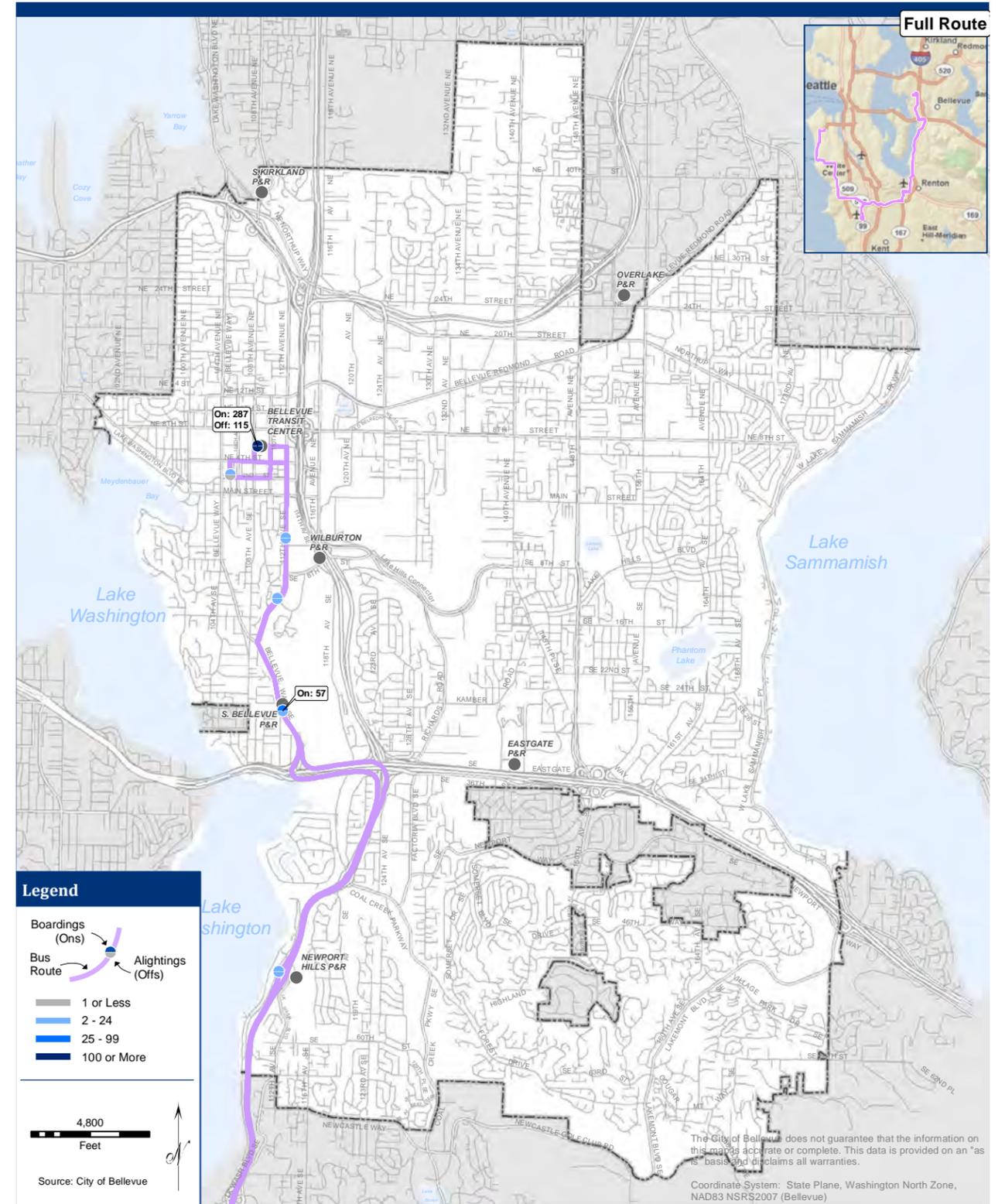
# Route 560

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 560

## Recent & Future Service Revisions

February 2012

On weekdays, the two westbound trips leaving 105th Ave NE & NE 2nd St at 7:27 and 7:57 now end at the Burien TC instead of the Alaska Junction in West Seattle. Also, the two westbound trips leaving at 13:26 and 17:26 now end at the Alaska Junction instead of the Burien TC.

Two trips to Burien leaving the Alaska Junction at about 18:09 and 18:40 have been added.



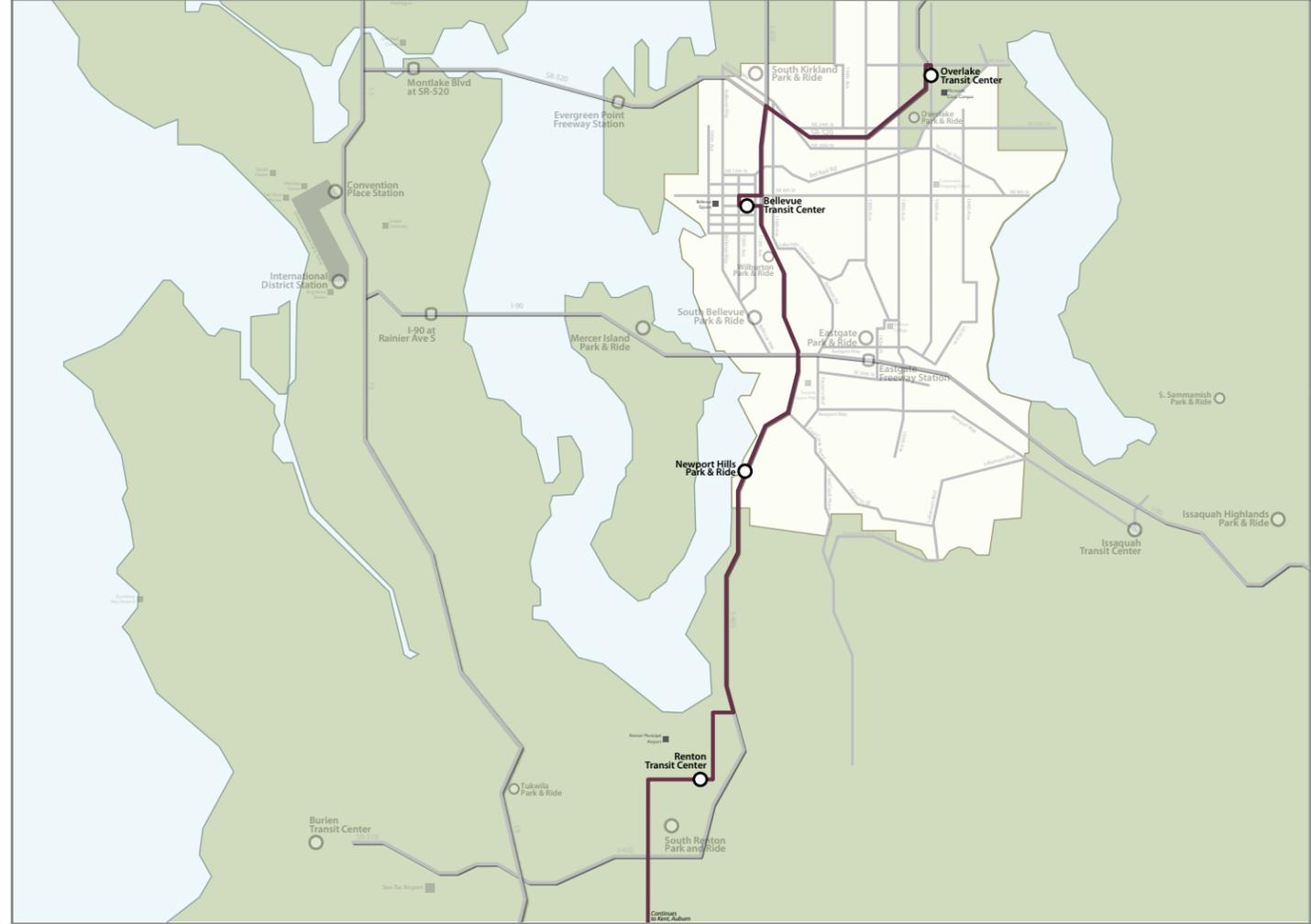
# Route 566

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

All-Day Route  
Bellevue Core Route

Operated by Pierce Transit

| This Route Serves         | Nearby Destinations Include                               | Transfer Opportunities With  |
|---------------------------|---|--|
| Renton Transit Center     | Downtown Renton, Renton High School                       | 101 105 106 107 110 140 143 148 149 153 167 169<br>240 342 908 909 560 566               |
| Newport Hills Park & Ride | Newport Hills neighborhood                                | 111 167 219 247 280 342 821 824 925 952 560  |
| Bellevue Transit Center   | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center | B 226 232 234 235 237 240 241 243 246 249 271<br>280 342 885 886 532 535 550 555 560 566 |
| Overlake Transit Center   | Overlake Employment Area, Microsoft Corp. Campus          | B 221 225 232 244 245 249 250 265 268 269 982<br>542 545 566                             |



Map depicts Fall 2011 routing

|                          | Weekday              | Saturday      | Sunday        | Annual Total |
|--------------------------|----------------------|---------------|---------------|--------------|
| Hours of Service         | 4:45a-11:05p         |               |               |              |
| Daily Trips              | 85                   |               |               |              |
| Time of Day              | AM MD PM EV X        | AM MD PM EV X | AM MD PM EV X |              |
| Headway (min)            | 7-30 30 7-30 30-60 — |               |               |              |
| Percent On-Time          | 70.2%                |               |               | 70.17%       |
| Revenue Hours            | 118.97               |               |               | 27,412       |
| Platform Hours           | N/A                  |               |               | 33,884       |
| Revenue Miles            | N/A                  |               |               | 578,320      |
| Platform Miles           | 3,431.23             |               |               | 794,070      |
| Passenger Miles          | 27,433.06            |               |               | 7,952,593    |
| Revenue Hr/Platform Hr   | N/A                  |               |               | 0.81         |
| Revenue Mi/Platform Mi   | N/A                  |               |               | 0.73         |
| Passenger Mi/Platform Mi | 8.00                 |               |               | 7.97         |
| Boardings (per day)      | 2,182.40             |               |               | 505,968      |
| Max Load                 | 17.93                |               |               | N/A          |
| Average Load             | 23.74                |               |               | N/A          |
| Boardings/Trip           | N/A                  |               |               | N/A          |
| Boardings/Revenue Hour   | 18.34                |               |               | 18.46        |
| Boardings/Revenue Mile   | 0.87                 |               |               | 0.87         |
| Boardings/Platform Hour  | 14.87                |               |               | 14.93        |

Sources: Fourth Quarter System Performance Report, Fall 2010 Schedule and Data, except 'Average Speed' from Spring 2011

Note: Sound Transit weekday 'Boardings' were calculated by dividing the totals during Fall 2010 by the number of weekdays during that quarter (65).

|                    |          |                  |             |
|--------------------|----------|------------------|-------------|
| Cost/Revenue Hour  | \$151.16 | Farebox Revenue  | \$810,506   |
| Cost/Platform Hour | \$122.29 | Operating Costs  | \$4,143,705 |
| Cost/Revenue Mile  | \$7.17   | Farebox Recovery | 19.6%       |
| Cost/Platform Mile | \$5.22   |                  |             |
| Cost/Boarding      | \$8.19   |                  |             |

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 is the last route in Bellevue's core service network. In 2010, it served nearly 506,000 annual rides, or 3.6 percent of the total ridership in Bellevue that year. With a cost per platform mile of \$5.22, it is among Bellevue's most cost effective routes, ranking third behind only Routes 532 and 535. Still, its farebox recovery rate (19.6%) is below average (22.5%) and the third lowest of Bellevue's ST Express routes. It also serves the fewest passenger miles per platform mile (7.97; average, 13.94; median, 11.36) and second-fewest rides per platform hour (14.93; average, 18.44; median, 17.30) of any Sound Transit route operating in Bellevue.

# Route 566

## Historical & Relative Route Performance

Figure 566.1 - Route 566 Average Daily Ridership

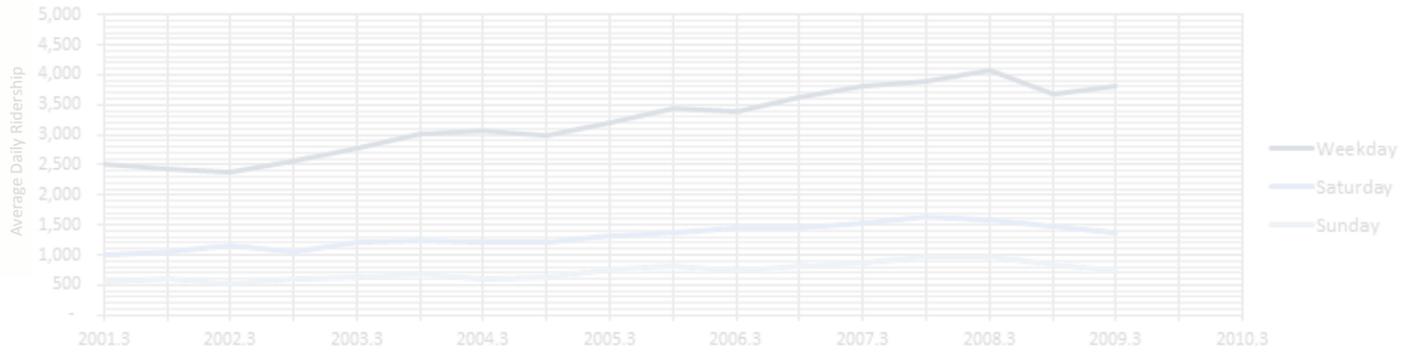
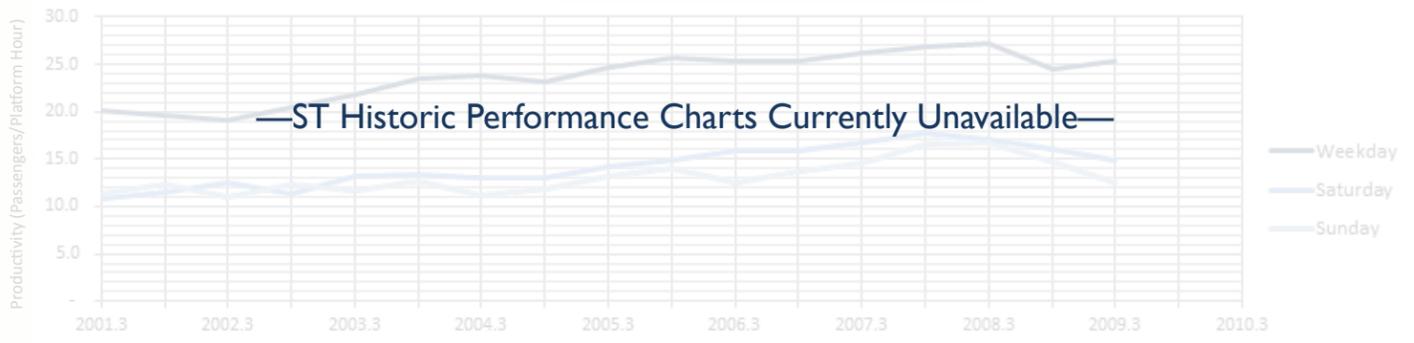


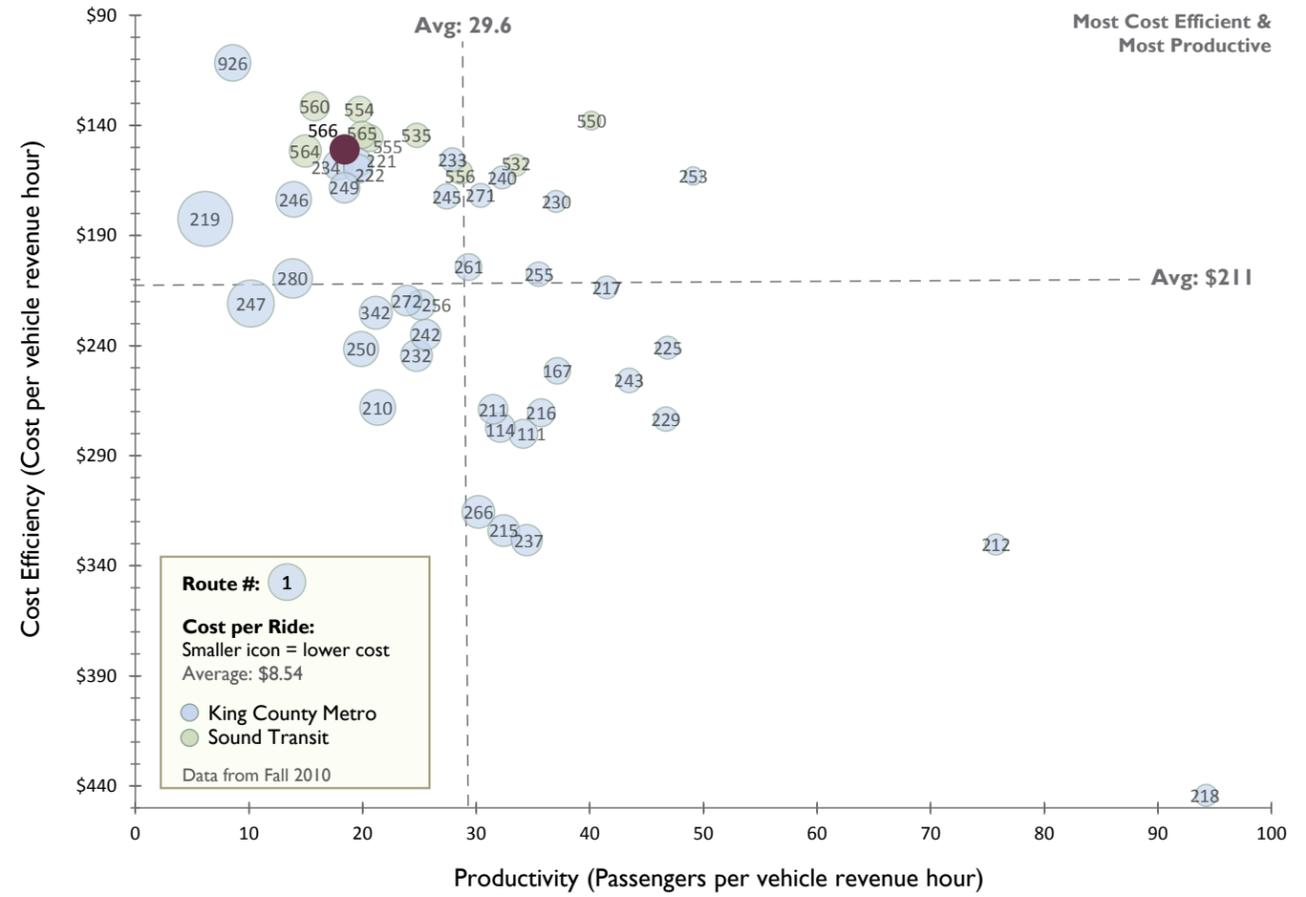
Figure 566.2 - Route 566 Daily Productivity



Service Revisions  
 Spring 2005: 77/51/30 daily trips  
 Spring 2006: 76/51/30 daily trips  
 Spring 2007: 82/51/30 daily trips  
 Fall 2008: 83/51/30 daily trips

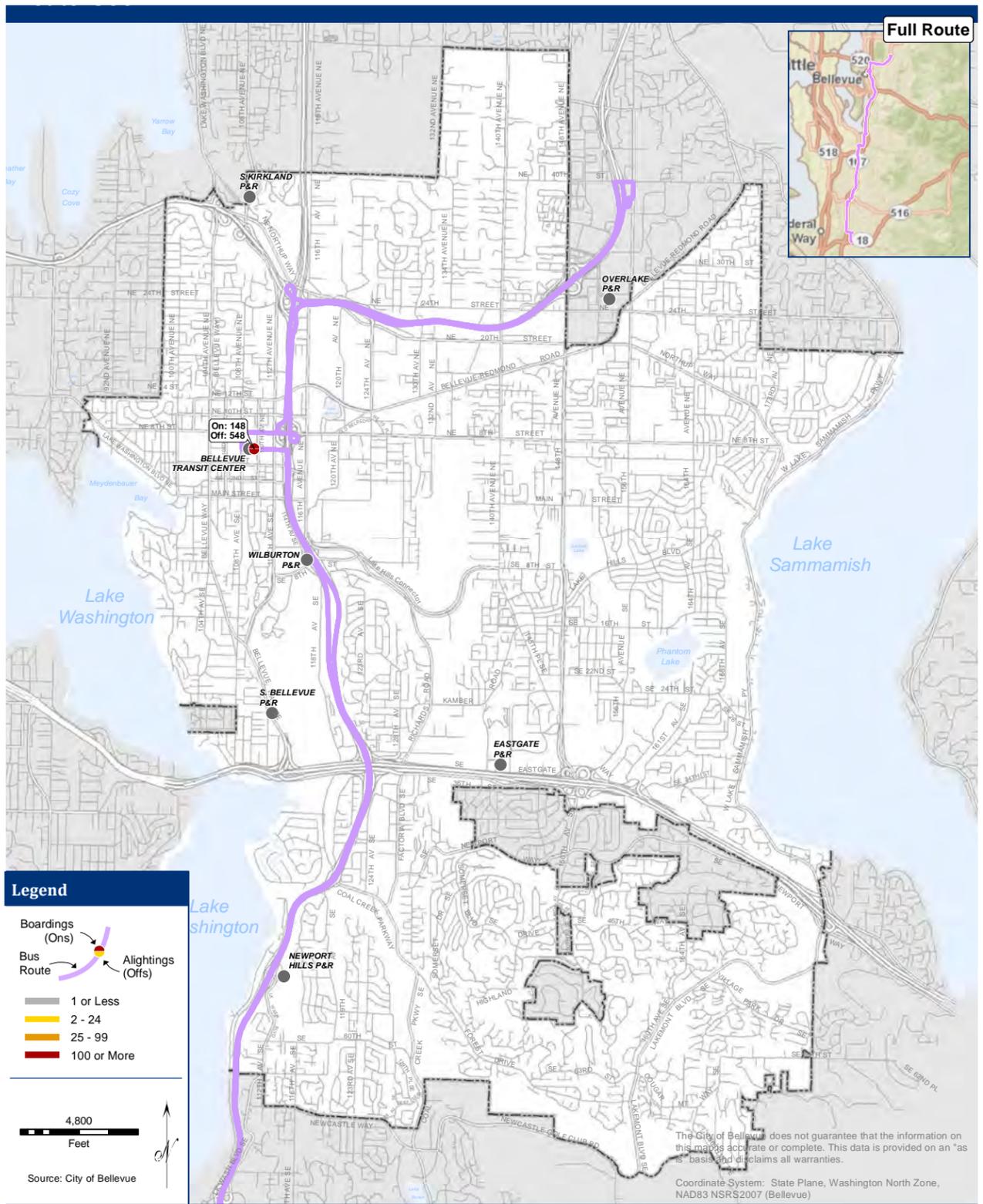
| Nine-Year Summary           |        |                |                             |        |        |
|-----------------------------|--------|----------------|-----------------------------|--------|--------|
| Average Daily Ridership     |        |                | Productivity                |        |        |
| Most Recent                 | 690    | 2010.3         | Most Recent                 | 19.3   | 2010.3 |
| Maximum                     | 900    | 2007.3         | Maximum                     | 27.5   | 2007.3 |
| Minimum                     | 610    | 2002.1, 2002.3 | Minimum                     | 18.9   | 2002.1 |
| Average                     | 703.7  |                | Average                     | 22.3   |        |
| % Change from Previous Year | 0.0%   |                | % Change from Previous Year | -3.3%  |        |
| % Change from Nine-Year Max | -23.3% |                | % Change from Nine-Year Max | -29.8% |        |

All above figures refer to weekday ridership



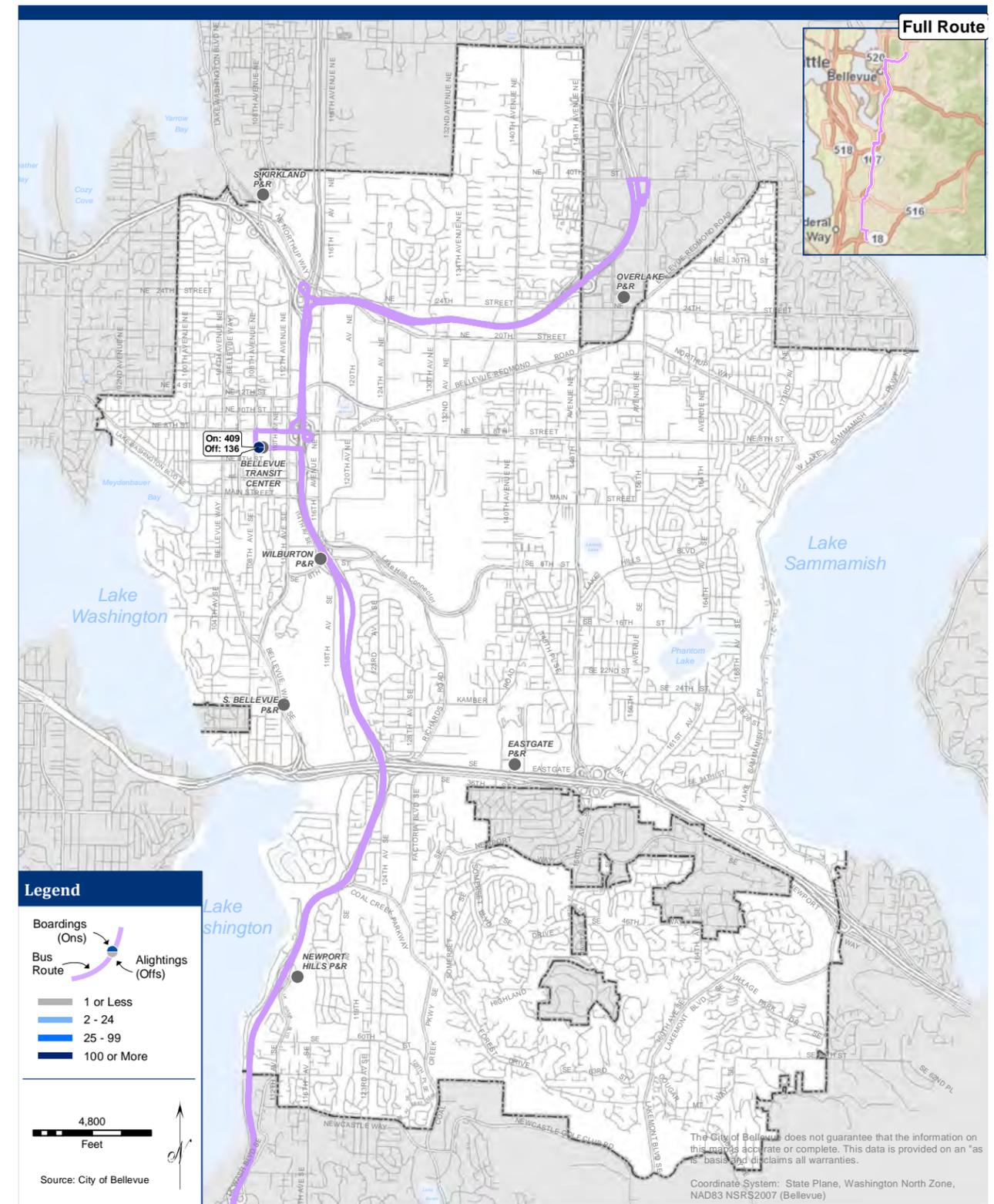
# Route 566

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 566

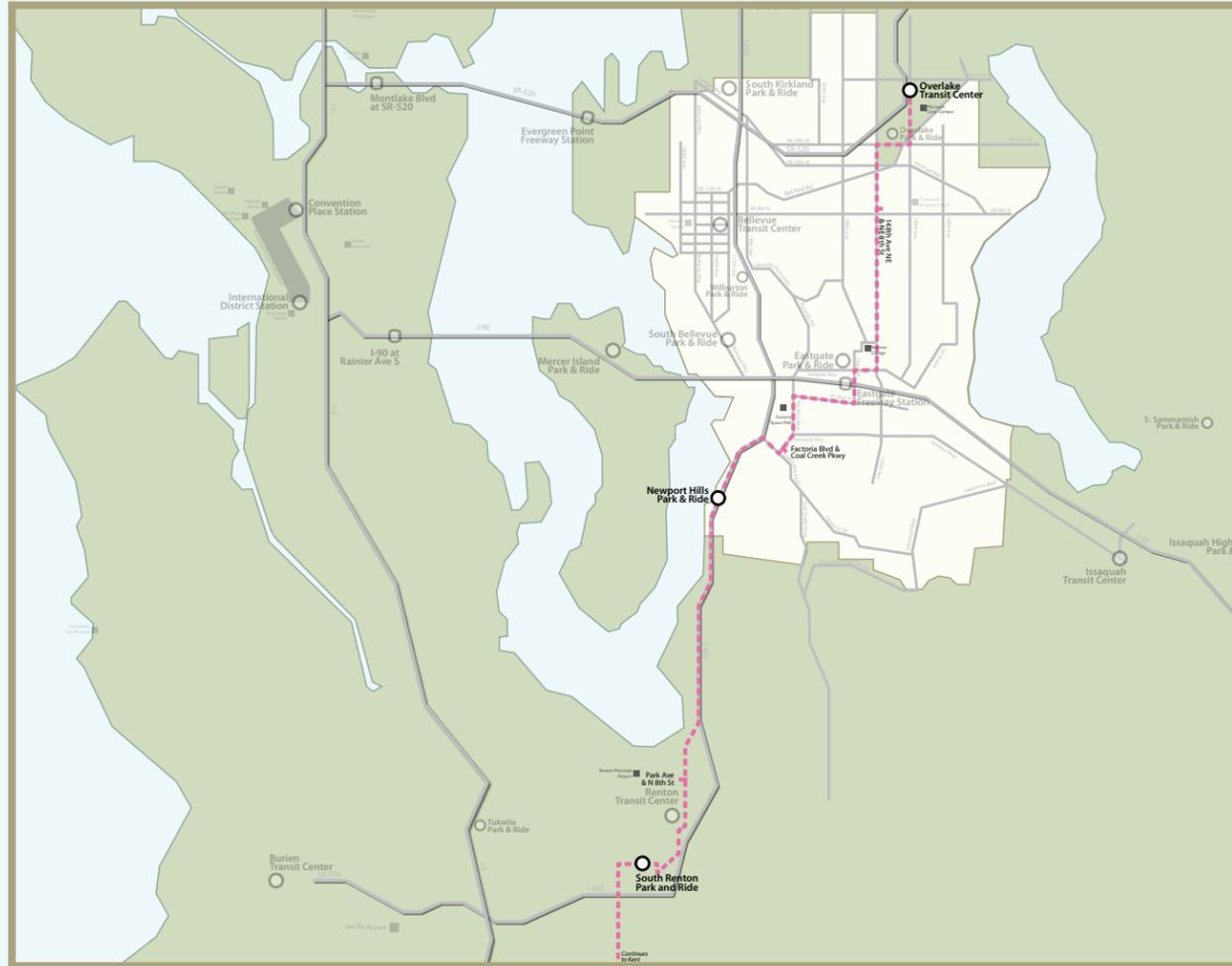
## Recent & Future Service Revisions

### Potential Future Restructuring

Ridership on Route 566 declined by 7 percent during the Second Quarter of 2011, bringing other productivity measures down with it. The overall route performance score was “Marginal,” which was unchanged from 2010. There were no major service disruptions or readily apparent reasons for the decline. Apart from a minor reduction in evening service implemented in June 2011, there have been no recent service changes. As part of the scope of a Route 560 analysis planned for next year, Sound Transit will evaluate Route 566 service and develop potential restructure options with the objective of increasing ridership and productivity. No service changes are proposed for 2012, and a restructure, if approved, would not be implemented until 2013.

# Corridor Group 15

Overlake - Eastgate - Renton - South King



247

Corridor Group 15 connected Overlake with South King County via Eastgate, Newport Hills, and Renton. The group was comprised of only Route 247, which was deleted as part of Metro's Fall 2011 service revision. While offering similar connections to Route 566 in Group 14, Route 247 served the South Renton Park & Ride instead of the Renton Transit Center and did not provide service to Downtown Bellevue. Barring future revisions reintroducing service to this corridor, Group 15 will be discontinued in future Bellevue service profiles.



# Route 247

Overlake to Renton, Kent via Eastgate, Factoria, I-405  
Peak-Only Alternative to 245 + 240 + 566

Peak-Only Route

Deleted Fall 2011

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 221 225 232 244 245 249 250 265 268 269 982<br>542 545 566 |
| Newport Hills Park & Ride | Newport Hills neighborhood                       | 111 167 219 247 280 342 821 824 925 952 560                  |
| South Renton Park & Ride  | Renton Village Shopping Center                   | 101 102 140 148 153 167 169 247 280                          |



Map depicts Fall 2011 routing

|                          | Weekday               | Saturday      | Sunday        | Annual Total |
|--------------------------|-----------------------|---------------|---------------|--------------|
| Hours of Service         |                       |               |               |              |
| Daily Trips              | 5                     |               |               |              |
| 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          |                       |               |               |              |
| Revenue Hours            | 6.02                  |               |               | 1,490        |
| Platform Hours           | 9.69                  |               |               | 2,392        |
| Revenue Miles            | 115.65                |               |               | 28,566       |
| Platform Miles           | 204.23                |               |               | 50,445       |
| Passenger Miles          | 396.10                |               |               | 97,837       |
| Revenue Hr/Platform Hr   | 0.62                  |               |               | 0.62         |
| Revenue Mi/Platform Mi   | 0.57                  |               |               | 0.57         |
| Passenger Mi/Platform Mi | 1.94                  |               |               | 1.94         |
| Boardings (per day)      | 61.34                 |               |               | 15,151       |
| Max Load                 | 10.80                 |               |               | N/A          |
| Average Load             | 7.40                  |               |               | 3.42         |
| Boardings/Trip           | 12.27                 |               |               | 12.27        |
| Boardings/Revenue Hour   | 10.19                 |               |               | 10.17        |
| Boardings/Revenue Mile   | 0.53                  |               |               | 11.52        |
| Boardings/Platform Hour  | 6.33                  |               |               | 6.33         |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$220.90 |
| Cost/Platform Hour | \$137.64 |
| Cost/Revenue Mile  | \$11.52  |
| Cost/Platform Mile | \$6.53   |
| Cost/Boarding      | \$21.73  |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$19,567  |
| Operating Costs  | \$329,197 |
| Farebox Recovery | 5.9%      |

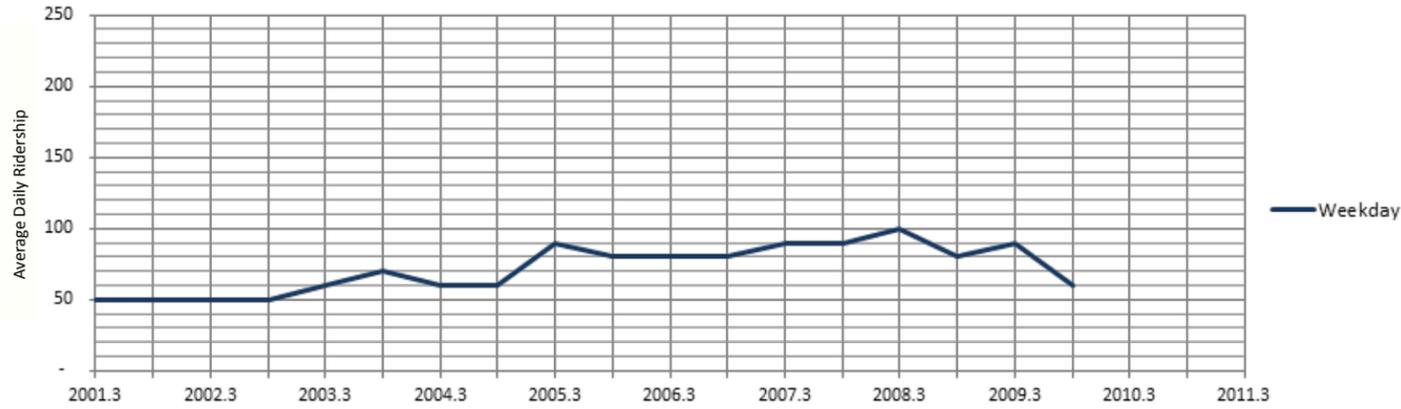
Route 247 was eliminated by the Fall 2011 service change. It was a one-way, peak-only route that originated at the Overlake Transit Center and served the Overlake Park & Ride, 148th Ave, the Eastgate Park & Ride, Factoria, I-405, the Renton Boeing Plant, the South Renton Park & Ride, and the Auburn Boeing Plant. It was intended primarily to serve commuters between Eastgate and Boeing.

With only 6.33 rides per platform hour (citywide average, 18.44) and 1.94 passenger miles per platform mile (average, 13.94; median, 11.36), Route 247 was the second least productive route serving Bellevue and among the bottom 25 percent of all Metro routes that do not serve the Seattle core. In 2010, the route served only 15,151 riders, or 0.1 percent of Bellevue's total ridership that year. Route 247 has the second lowest farebox recovery ratio (5.9%) in Bellevue (average, 22.5%), and its cost per platform mile rank among the city's bottom 25 percent.

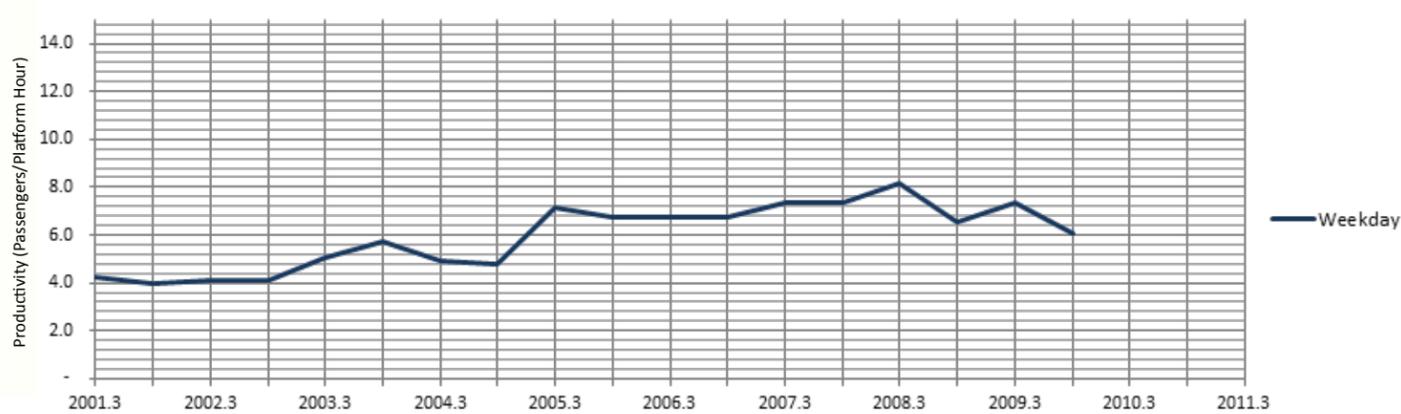
# Route 247

## Historical & Relative Route Performance

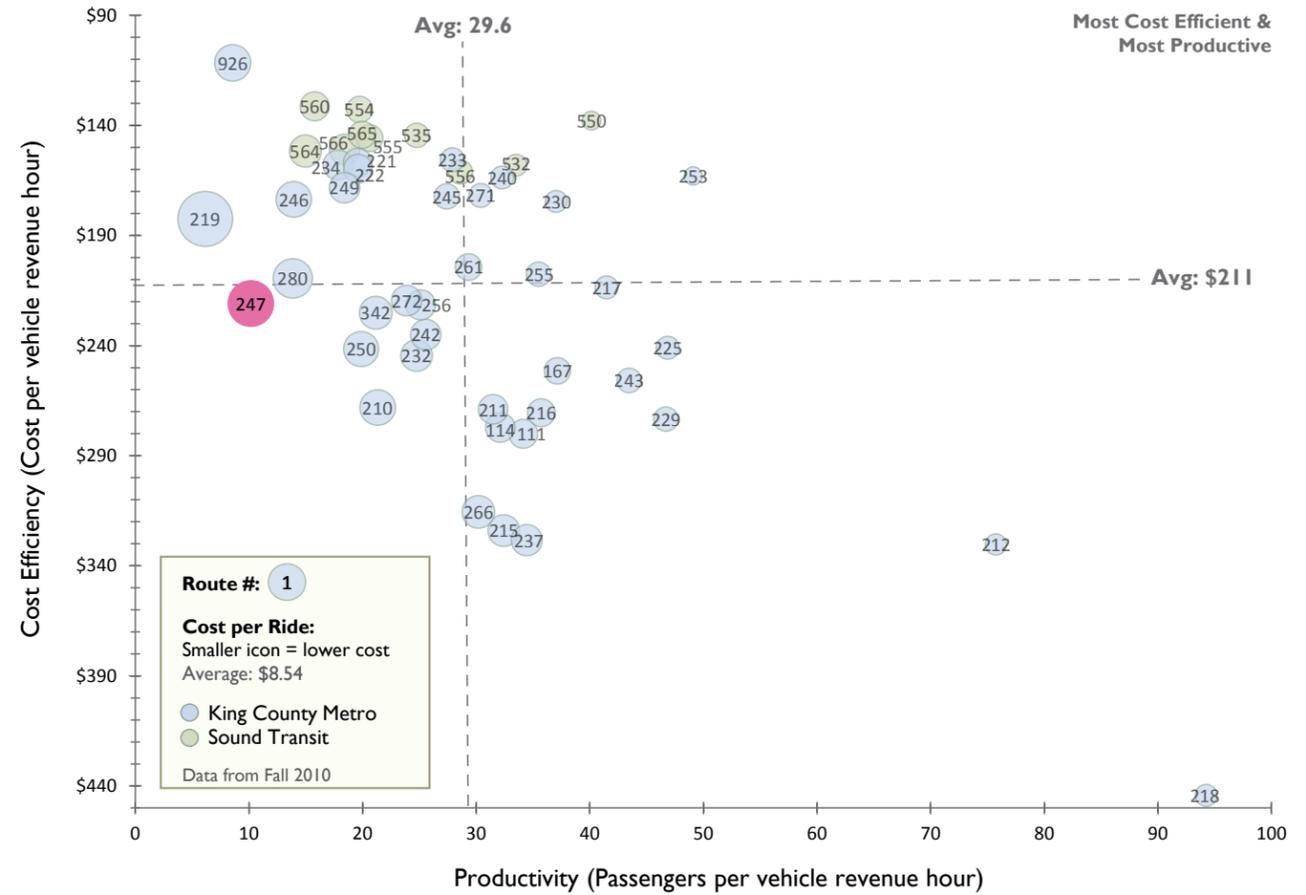
Route 247 Average Daily Ridership



Route 247 Daily Productivity



Service Note:  
Spring 2010: Daily trips reduced from 6 to 5



### Nine-Year Summary

|                             | Average Daily Ridership |                                | Productivity                |            |
|-----------------------------|-------------------------|--------------------------------|-----------------------------|------------|
| Most Recent                 | 60                      | 2010.1                         | Most Recent                 | 6.1 2010.1 |
| Maximum                     | 100                     | 2008.3                         | Maximum                     | 8.2 2008.3 |
| Minimum                     | 50                      | 2001.3, 2002.1, 2002.3, 2003.1 | Minimum                     | 4.0 2002.1 |
| Average                     | 71.7                    |                                | Average                     | 6.0        |
| % Change from Previous Year | -25.0%                  |                                | % Change from Previous Year | -7.0%      |
| % Change from Nine-Year Max | -40.0%                  |                                | % Change from Nine-Year Max | -25.6%     |

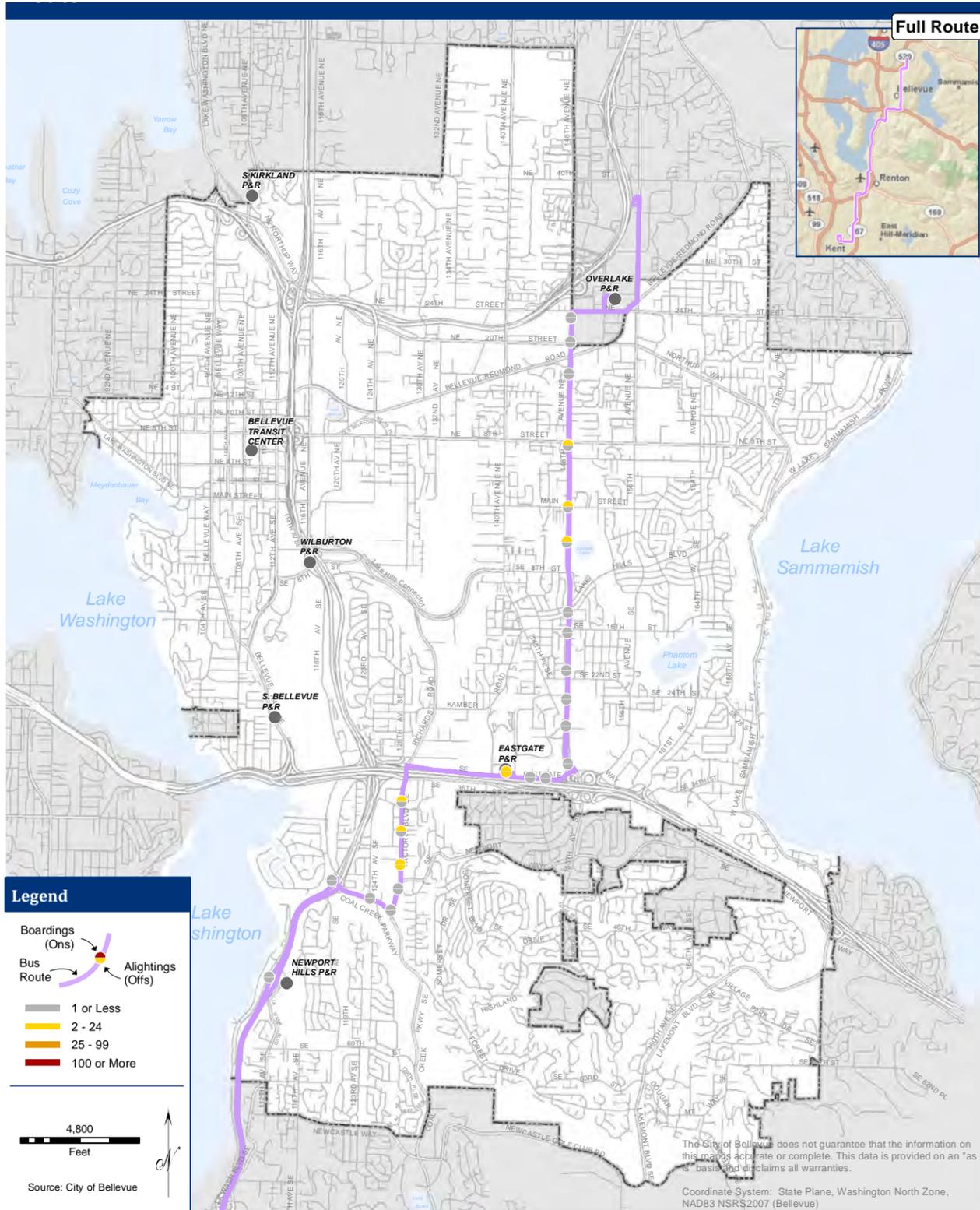
All above figures refer to weekday ridership

Introduced in Fall 1989, Route 247 previously served significantly more ridership than it does today. At its height in the early 1990s, the route attracted an average of well over 300 riders daily, peaking in Spring 1992 with 380 daily rides while operating fourteen trips daily. Productivity remained consistently above 10 rides per platform hour through Spring 1993. The amount of service provided began to be reduced that quarter, and by Fall 2001, only six daily trips continued to be operated totaling 3,000 annual platform hours. Ridership tended to improve slowly over the following years, peaking this time with an average of only 100 rides daily in Fall 2008. Productivity exhibited a similar pattern despite a constant number of daily trips and annual platform hours operated over this time period.



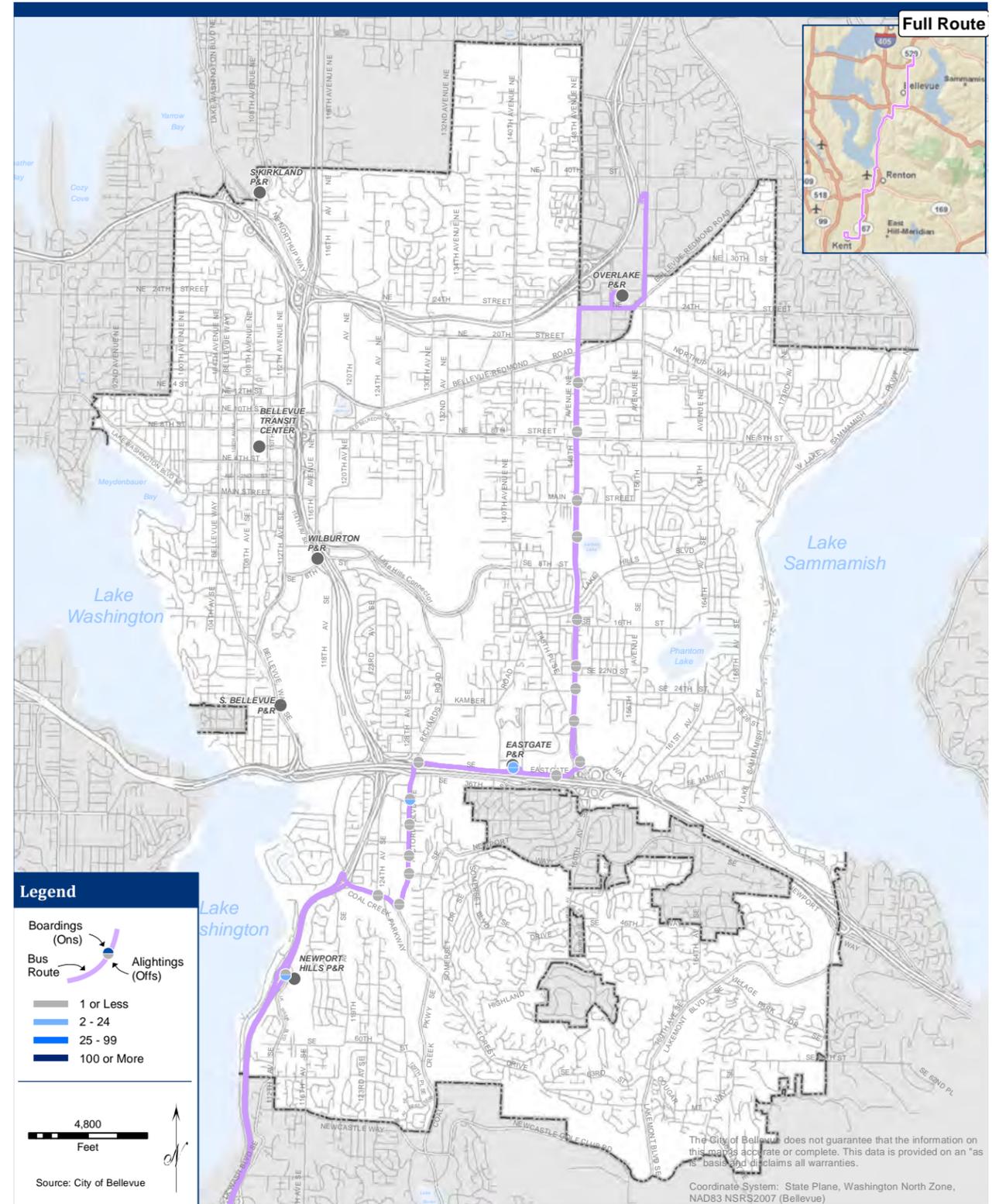
# Route 247

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound

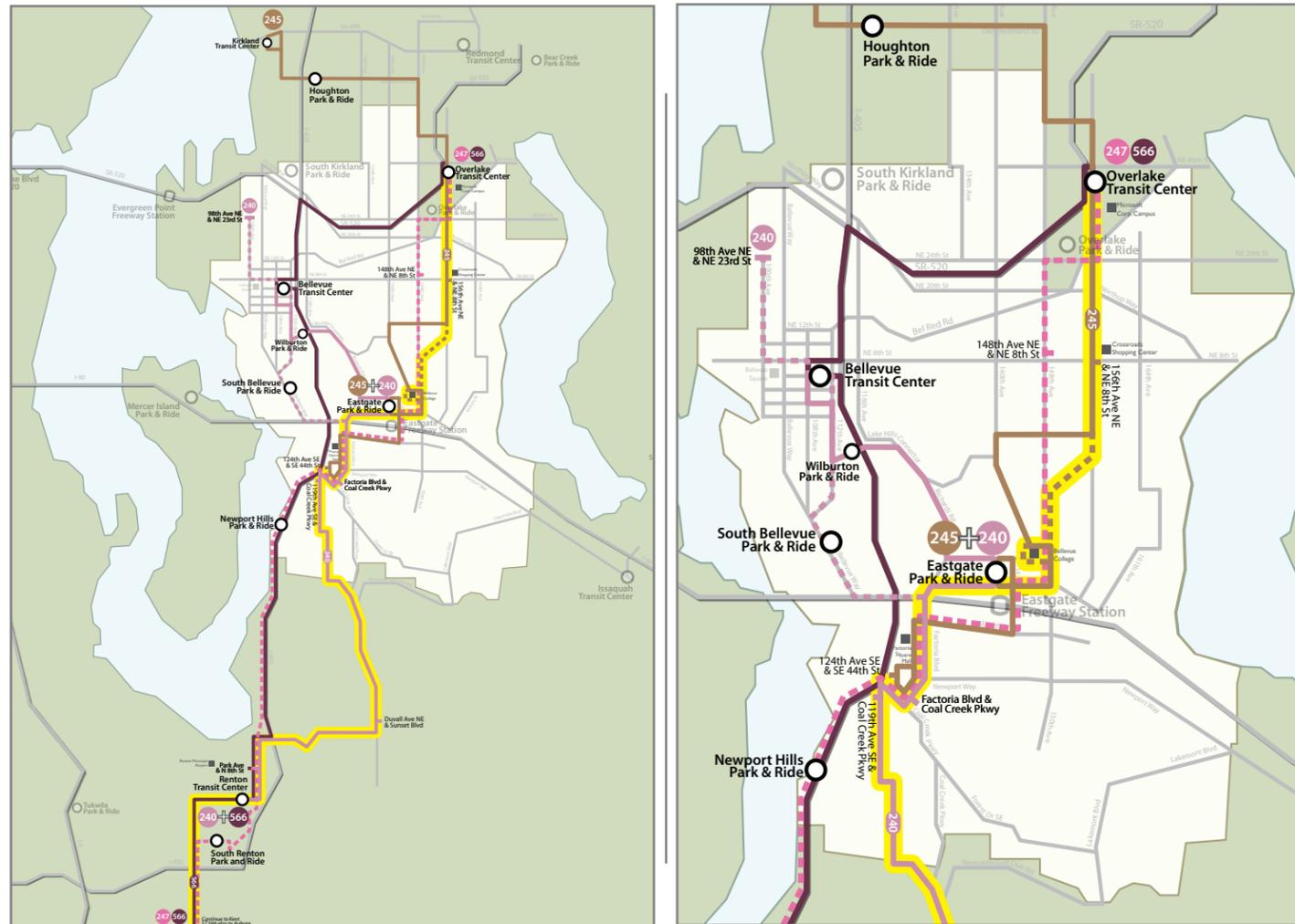


Map depicts Fall 2010 routing and data

# Route 247

## Metro Peak-Only Route Service Level Assessment

### Peak-Only Alternative to 245 + 240 + 566



Route alternative analyzed follows pre-Fall 2011 routing of 247

Route 247 was not evaluated according to Metro's new peak commuter service guidelines because the route was deleted by ordinance in conjunction with RapidRide B.

Based on data from 2010, Route 247 may have been recommended for service reduction even without the ordinance, as it attracted only about 28 percent as much ridership as its all-day alternative. Route 247 did however provide travel time savings of about 38 percent.

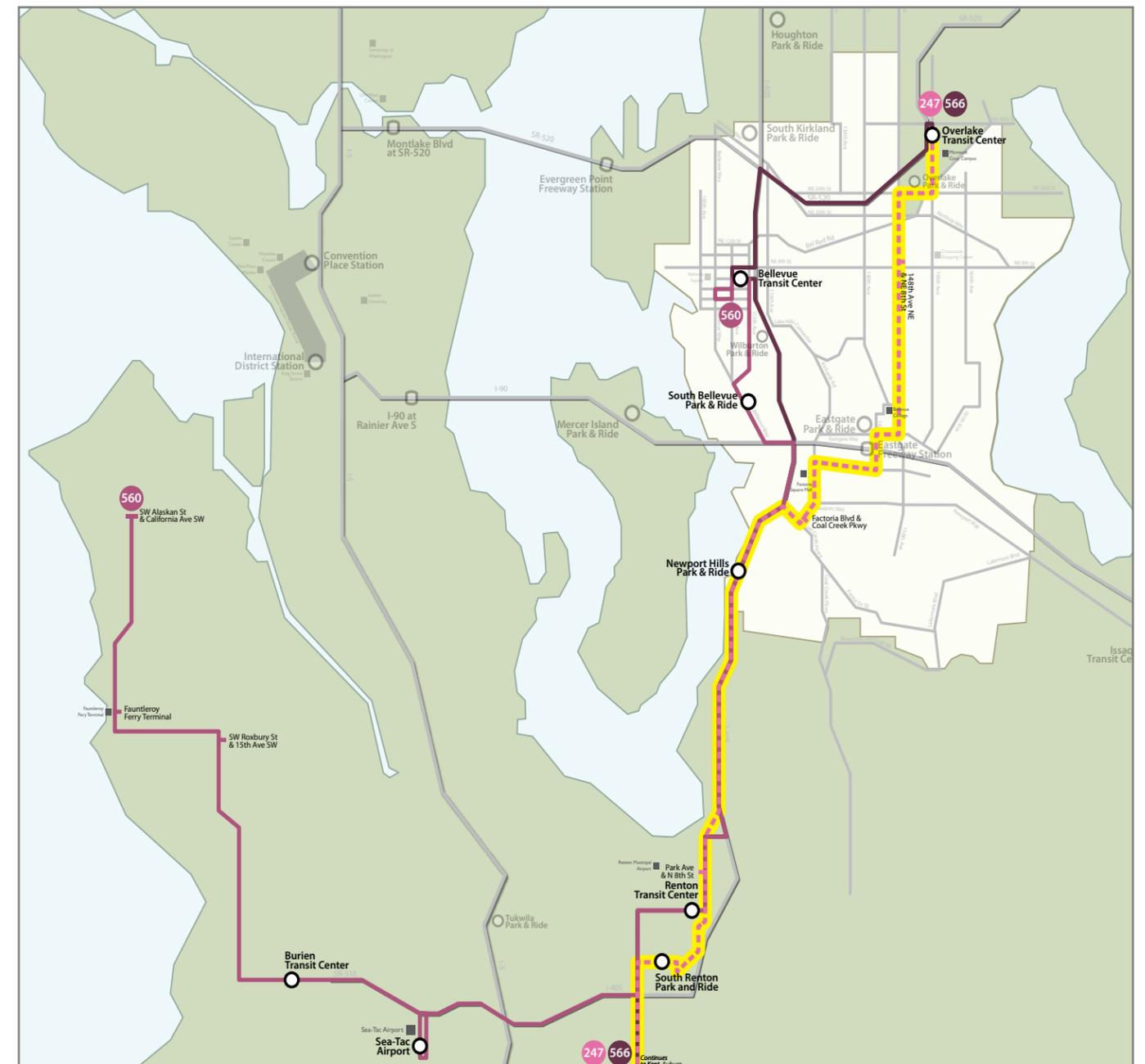
| Route Alternatives   | Peak-Hour Headway | Travel Time | Ridership |
|--|-------------------|-------------|-----------|
| <b>247</b> Overlake to Renton, Kent via Eastgate, Factoria, I-405  | 3 trips           | 0:59        | 12.27     |
| <b>245</b> Kirkland to Crossroads, Factoria via Eastgate, Overlake | 15                | 0:20        | 28.45     |
| <b>240</b> Bellevue to Renton via Newcastle, Factoria              | 30                | 0:53        | 44.14     |
| <b>566</b> Auburn to Overlake via Kent, Renton, Bellevue           | 7-30              | 0:22        | 25.29     |
| <b>Total:</b>  |                   | 1:35        | —         |
| <b>Percent Difference:</b>   |                   | 37.9%       | 27.8%     |

Metro analysis based on 2009 performance. Headways shown are AM Peak from Fall 2010. Ridership and travel times shown reflect Fall 2010 data.

## Recent & Future Service Revisions

### October 2011

Route 247 was deleted and its resources reallocated elsewhere throughout the Eastside network as part of the Fall 2011 service restructuring. Alternative service is available from vanpools and Sound Transit Routes 560 and 566.



# 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 31C

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           | 234 235 236 238 245 248 255 540                                |
| Houghton Park & Ride    | Central Houghton, Bridle Trails, and South Rose Hill neighborhoods | 238 245 260 265 277 342 952 981 986                            |
| Overlake Transit Center | Overlake Employment Area, Microsoft Corp. Campus                   | B 221 225 232 244 245 249 250 265 268 269 982<br>542 545 566   |
| Eastgate Park & Ride    | Bellevue College, Eastgate   | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 555 |



Map depicts Fall 2011 routing

|                          | Weekday   | Saturday | Sunday | Annual Total |    |
|--------------------------|-----------|----------|--------|--------------|----|
| Hours of Service         |           |          |        |              |    |
| Daily Trips              | 102       |          |        |              |    |
| Time of Day              | AM        | MD       | PM     | EV           | X  |
| Headway (min)            | 15        | 30       | 15     | 30           | 60 |
| Percent On-Time          |           |          |        |              |    |
| Revenue Hours            | 97.19     | 49.76    | 49.76  | 29,626       |    |
| Platform Hours           | 139.53    | 76.85    | 76.85  | 43,098       |    |
| Revenue Miles            | 1,480.34  | 893.22   | 893.22 | 465,380      |    |
| Platform Miles           | 1,706.46  | 953.27   | 953.27 | 533,163      |    |
| Passenger Miles          | 10,669.80 | N/A      | N/A    | 2,733,510    |    |
| Revenue Hr/Platform Hr   | 0.70      | 0.65     | 0.65   | 0.69         |    |
| Revenue Mi/Platform Mi   | 0.87      | 0.94     | 0.94   | 0.87         |    |
| Passenger Mi/Platform Mi | 6.25      | 0.94     | 0.94   | 14.83        |    |
| Boardings (per day)      | 2,817.53  | 980.98   | 980.98 | 812,197      |    |
| Max Load                 | 23.97     | 10.39    | 10.39  | N/A          |    |
| Average Load             | 15.57     | 8.30     | 8.30   | 16.91        |    |
| Boardings/Trip           | 27.62     | 15.33    | 15.33  | 25.14        |    |
| Boardings/Revenue Hour   | 28.99     | 19.71    | 19.71  | 27.42        |    |
| Boardings/Revenue Mile   | 1.90      | 1.10     | 1.10   | 10.97        |    |
| Boardings/Platform Hour  | 20.19     | 12.76    | 12.76  | 18.85        |    |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$172.26 |
| Cost/Platform Hour | \$118.41 |
| Cost/Revenue Mile  | \$10.97  |
| Cost/Platform Mile | \$9.57   |
| Cost/Boarding      | \$6.28   |

|                  |             |
|------------------|-------------|
| Farebox Revenue  | \$881,617   |
| Operating Costs  | \$5,103,273 |
| Farebox Recovery | 17.3%       |

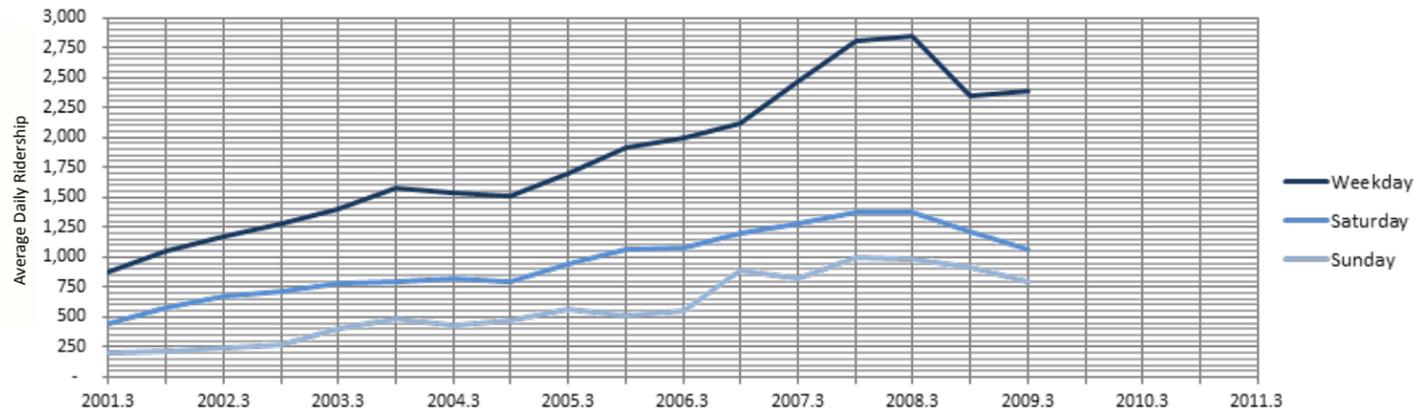
Route 245 is an all-day, two-way route that provides frequent service from Kirkland to Overlake, Crossroads, Bellevue College, Eastgate, and Factoria via NE 70th St, 148th Ave NE, 156th Ave, 148th Ave SE, SE 36th St, and Factoria Blvd. It is the most frequent Eastside route that serves neither the Bellevue 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, 140th Ave SE, and 145th Pl SE between Crossroads and Bellevue College.

Route 245 is among Bellevue's core service network, attracting the sixth-highest ridership in 2010 (812,197 annual rides; 5.7% of total network ridership) of any Bellevue route. However, its productivity is only slightly above average as measured by both rides per platform hour (18.85; average, 18.44) and passenger miles per platform mile (14.83; average, 13.94), and its cost per platform mile (\$9.57) is the third most expensive in the Bellevue network (average, \$7.50).

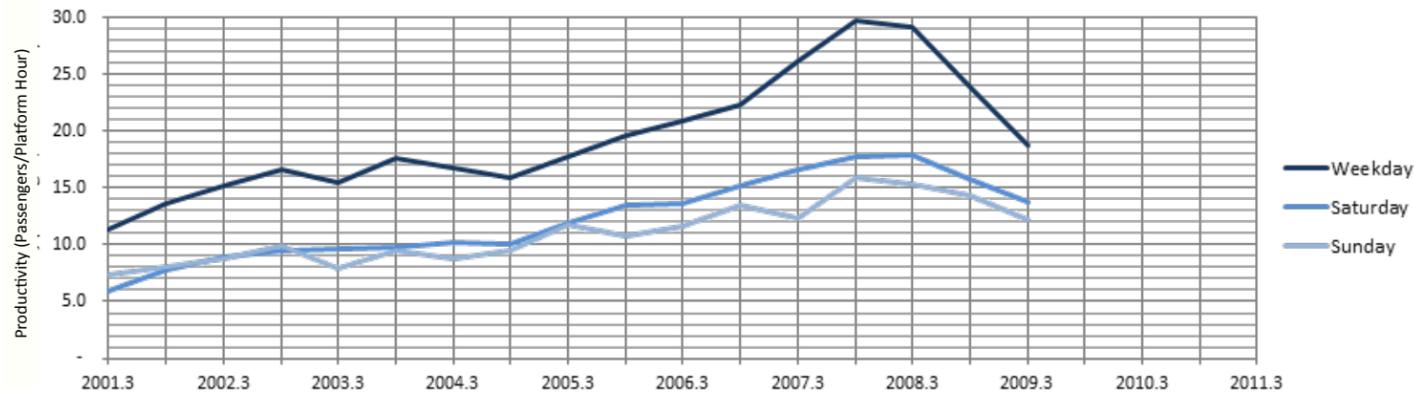
# Route 245

## Historical & Relative Route Performance

Route 245 Average Daily Ridership



Route 245 Daily Productivity



Service Notes:  
Spring 2001: 61/60/18 daily trips  
Spring 2007: 68/64/53 daily trips

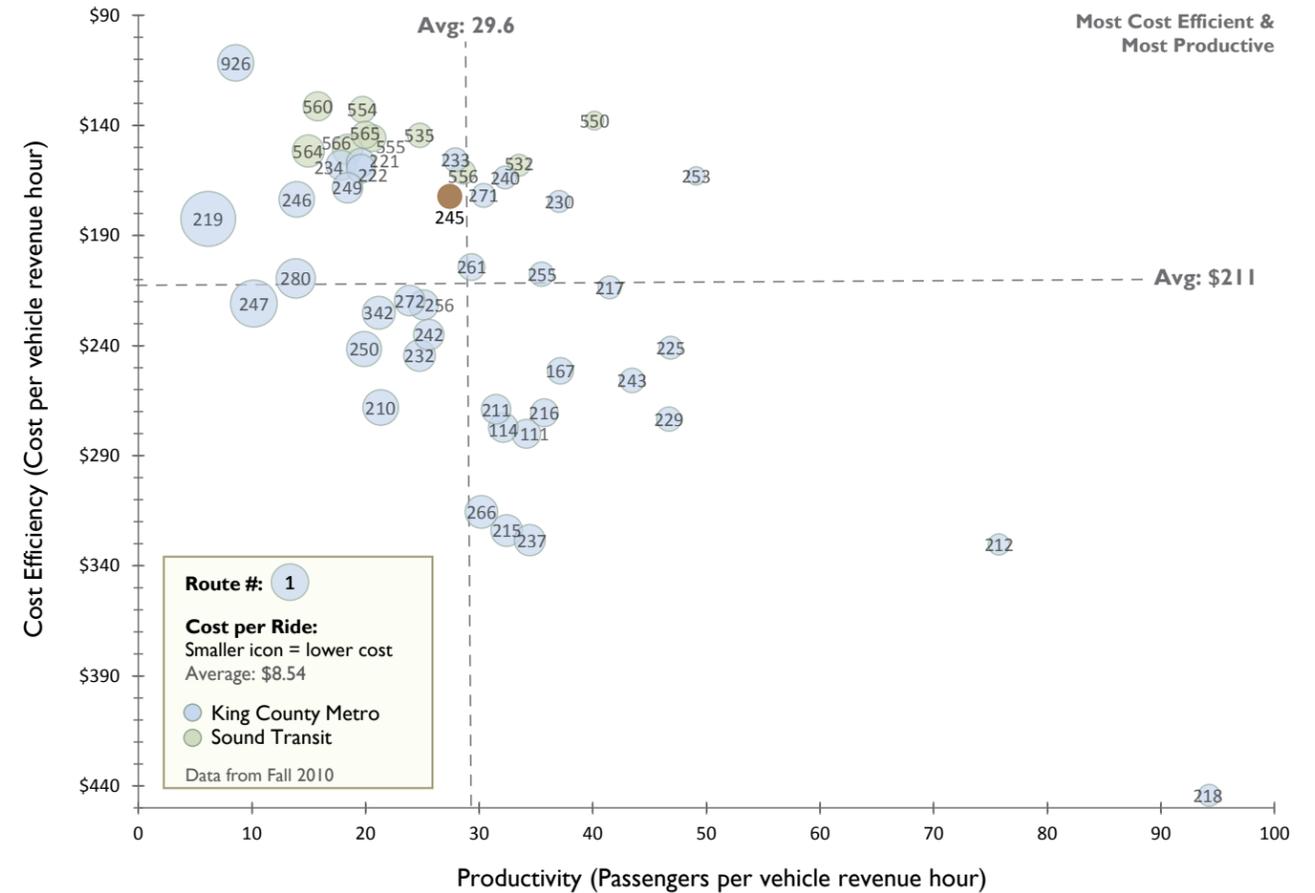
Spring 2005: 68/64/34 daily trips  
Fall 2009: 90/64/53 daily trips

Note:  
Route 245 was known as Route 923 prior to Fall 2001.

### Nine-Year Summary

| Average Daily Ridership     |        |        | Productivity                |        |        |
|-----------------------------|--------|--------|-----------------------------|--------|--------|
| Most Recent                 | 2380   | 2009.3 | Most Recent                 | 18.8   | 2009.3 |
| Maximum                     | 2840   | 2008.3 | Maximum                     | 29.8   | 2008.1 |
| Minimum                     | 880    | 2001.3 | Minimum                     | 11.4   | 2001.3 |
| Average                     | 1821.8 |        | Average                     | 19.5   |        |
| % Change from Previous Year | -16.2% |        | % Change from Previous Year | -35.5% |        |
| % Change from Nine-Year Max | -16.2% |        | % Change from Nine-Year Max | -36.7% |        |

All above figures refer to weekday ridership

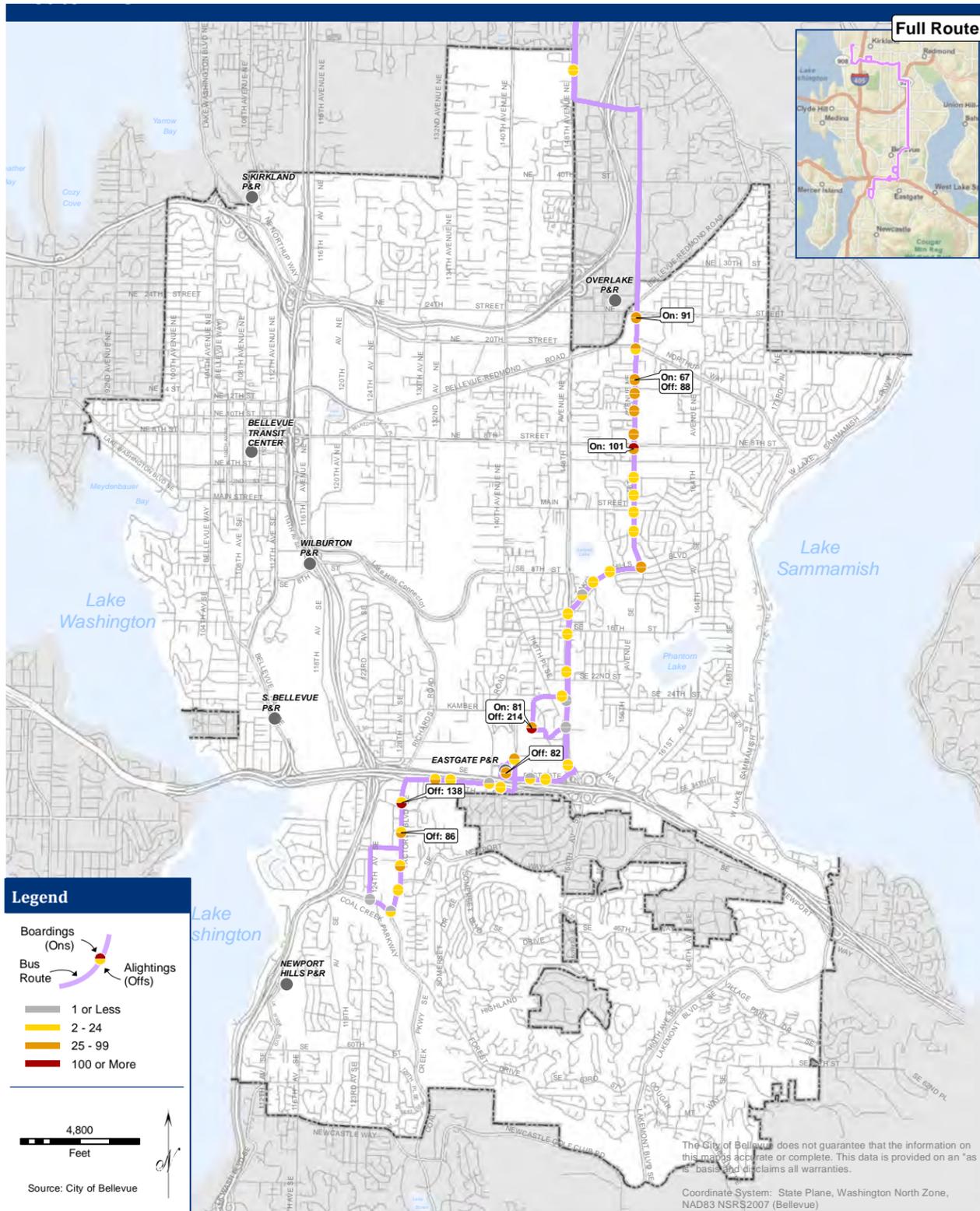


Route 245 was introduced as Route 923 in Fall 1997; it was renamed to 245 in Fall 2001. Prior to this redesignation, the route operated only 9,500 annual platform hours and served an average of about 400 average daily rides. In Fall 2001, Route 245 began operating 19,600 annual platform hours on weekdays (25,100 hours total), and ridership more than doubled. Average daily ridership exceeded 1,000 by Spring 2002, reached 2,000 by Fall 2006, and peaked at 2,840 daily rides in Fall 2008. This dramatic increase in ridership has coincided with a similarly significant improvement in productivity, which increased from 10.29 rides per platform hour in Fall 2001 to a high of 26.63 rides per platform hour in Spring 2008. Other than a small increase in the number of daily trips operated in Fall 2003, these improvements in ridership and productivity were realized without significant change to the number of annual platform hours operated. The recent decline in productivity is the result of a decline in ridership between Fall 2008 and Spring 2009 and an increase in the amount of service operated in Fall 2009 without a simultaneous increase in ridership. Though average daily ridership initially lagged following this service improvement, both it and productivity have since improved, however neither has yet reached 2008 levels.

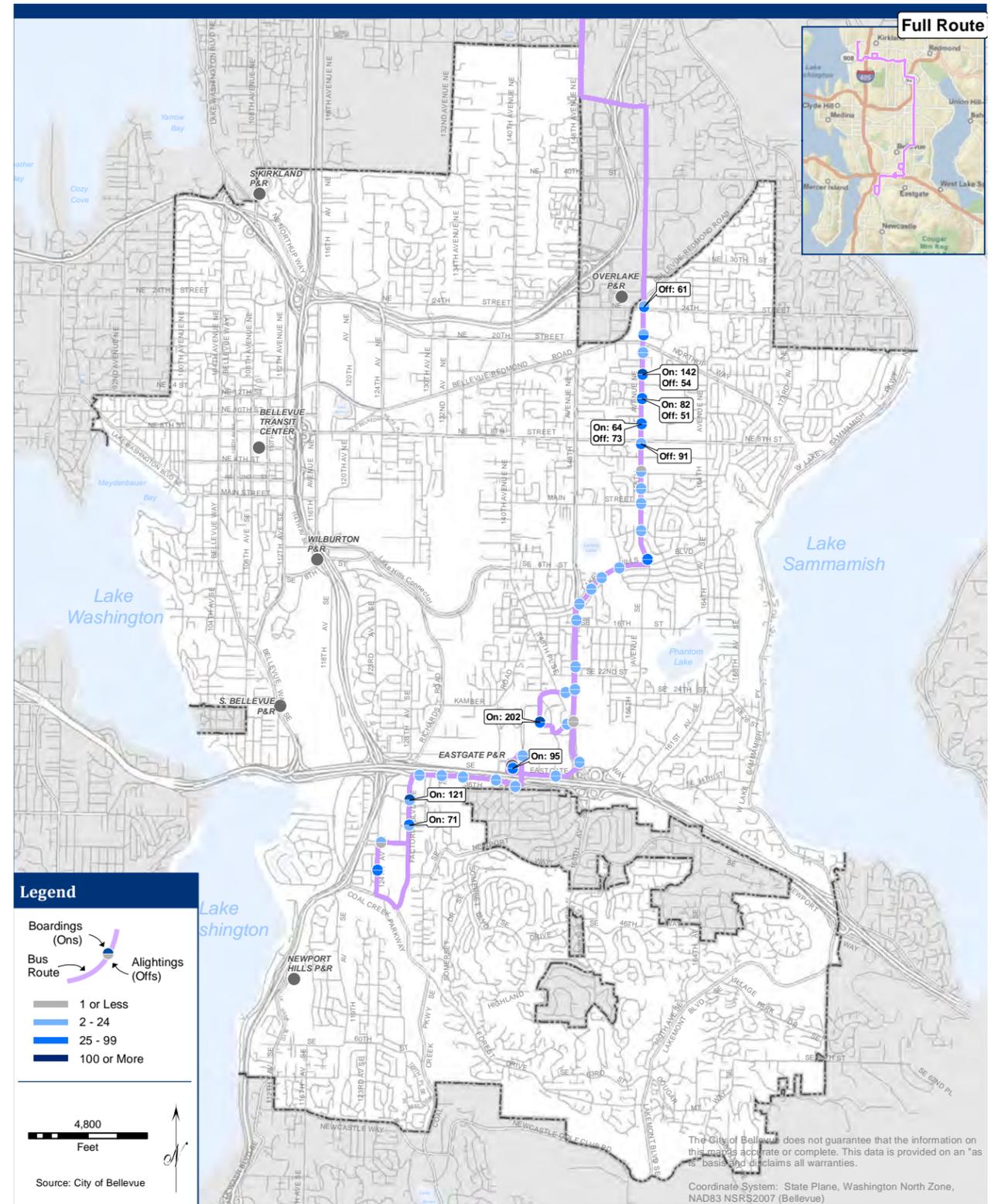


# Route 245

## Boarding & Alighting Activity | Inbound



## Boarding & Alighting Activity | Outbound



# Route 245

## Metro All-Day Route Service Level Assessment

Corridor 31C - Kirkland to Factoria via Overlake, Crossroads, Eastgate

### Step 1

| Land Use - Productivity |            |                  |        |
|-------------------------|------------|------------------|--------|
| Corridor Length         | Total HHs  | HH/Corridor Mi   | Points |
| 16.62                   | 11,599     | 698              | 0      |
|                         | Total Jobs | Jobs/Corridor Mi | Points |
|                         | 24,962     | 1,501            | 0      |

| Social Equity - Demographics |                                      |                                  |        |
|------------------------------|--------------------------------------|----------------------------------|--------|
| All Inbound Ons              | All Inbound Ons in Minority Tracts   | % Boarding in Minority Tracts    | Points |
| 1429                         | 877                                  | 61%                              | 5      |
|                              | All Inbound Ons in Low-Income Tracts | % Boardings in Low-Income Tracts | Points |
|                              | 204                                  | 14%                              | 0      |

| Geographic Value - Primary Connections |                   |                     |        |
|--|-------------------|---------------------|--------|
| Activity Center 1                      | Activity Center 2 | Activity Connection | Points |
| Kirkland                               | Overlake          | Yes                 | 5      |
| Urban Center 1                         | Urban Center 2    | Urban Connection    | Points |
| —                                      | —                 | No                  | 0      |

| Point Sub-Totals |               |           |              |
|------------------|---------------|-----------|--------------|
| Land Use         | Social Equity | Geo.Value | Step 1 Total |
| 0                | 5             | 5         | 10           |

| Step 1 Suggested Service Levels |          |       |  |
|---------------------------------|----------|-------|--|
| Peak                            | Off-Peak | Night |  |
| 30                              | 30       | 0     |  |

Analysis based on 2009 data

Based on the standards of King County Metro's service level assessment, Corridor 31C is overserved during off-peak hours by one service level. To improve service efficiency, Metro recommended that off-peak service be reduced to 30 minute intervals.

### Step 2

| Load Factor                                |          |                                       |          |
|--|----------|---------------------------------------|----------|
| Passenger Loads at Suggested Service Level |          | Frequency Improvements Based on Loads |          |
| Peak                                       | Off-Peak | Peak                                  | Off-Peak |
| 0.95                                       | 0.43     | 1                                     | 0        |

| Cost Recovery                            |          |       |                                       |          |       |
|--|----------|-------|---------------------------------------|----------|-------|
| Cost Recovery at Suggested Service Level |          |       | Frequency Improvements Based on Loads |          |       |
| Peak                                     | Off-Peak | Night | Peak                                  | Off-Peak | Night |
| 33%                                      | 30%      | 10%   | 0                                     | 0        | 0     |

| Additional Night Service                 |                              |                                   |                                   |
|--|------------------------------|-----------------------------------|-----------------------------------|
| Primary Connection Between Urban Centers | Cost Recovery Basis (8%/16%) | Corridor Has 15 Min. Peak Service | Add What Frequency Night Service? |
| 0  | 60                           | 30                                | 30                                |

| Step 2 Service Level Adjustments |          |       |
|----------------------------------|----------|-------|
| Peak                             | Off-Peak | Night |
| 1                                | 0        | 0     |

### Result

| Final Suggested Service Levels |          |       |                          |
|--------------------------------|----------|-------|--------------------------|
| Peak                           | Off-Peak | Night | Resulting Service Family |
| 15                             | 30       | 30    | Frequent                 |

|                                  |      |          |       |
|----------------------------------|------|----------|-------|
|                                  | Peak | Off-Peak | Night |
| Existing Level of Service        | 15   | 15       | 30    |
| Suggested Level of Service       | 15   | 30       | 30    |
| Recommended Levels of Adjustment | 0    | -1       | 0     |

## Recent & Future Service Revisions

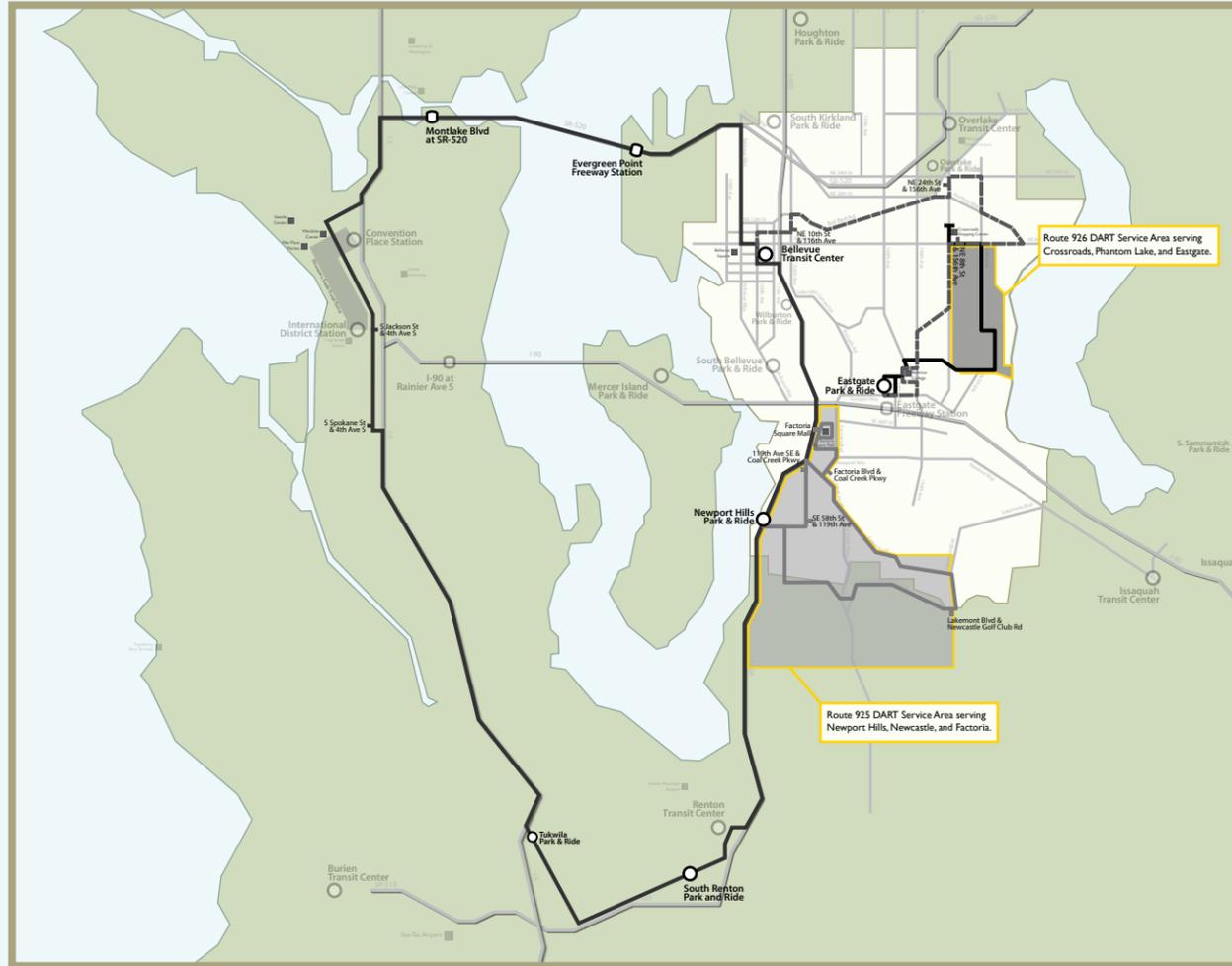
October 2011

As part of the Fall 2011 service change, Route 245 has been revised between Bellevue College and 156th Avenue and Main Street to serve Main Street, 140th Avenue SE, and 145th Place SE instead of 148th Avenue SE, 156th Avenue SE, and Lake Hills Boulevard. Midday frequency was improved to 15 minute headways. Four thousand hours were added to the existing annual platform hours allocated to accommodate these changes.



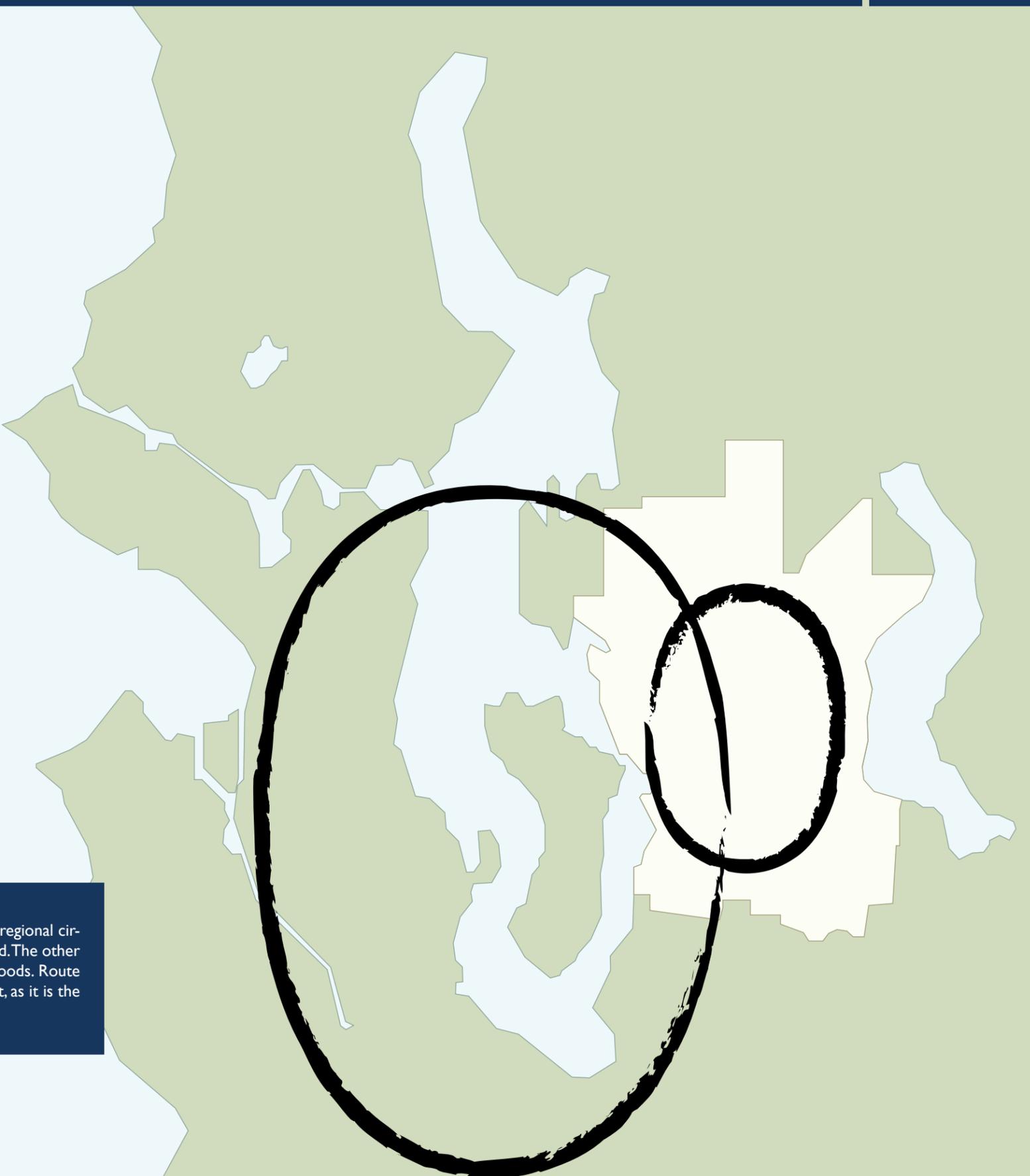
# Corridor Group 17

Local & Regional Circulators



219 226 280 925 926

Corridor Group 17 is comprised of four 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 three routes—Routes 219, 226, and 926—are local circulators, providing service within and between Bellevue neighborhoods. Route 226 was introduced as part of Metro’s Fall 2011 service revision. Route 926 is unique among other routes in this document, as it is the only route that provides fixed-route and variable-route DART service.



# Route 219

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

Peak-Only Route

Serves Seattle Core

Peak Service Metro Service Family  
Community Service Bellevue Service Category



Map depicts Fall 2011 routing

|                          | Weekday |    |    |    |   | Saturday |    |    |    |   | Sunday |    |    |    |   | Annual Total |
|--------------------------|---------|----|----|----|---|----------|----|----|----|---|--------|----|----|----|---|--------------|
| Hours of Service         |         |    |    |    |   |          |    |    |    |   |        |    |    |    |   |              |
| Daily Trips              | 12      |    |    |    |   |          |    |    |    |   |        |    |    |    |   |              |
| Time of Day              | AM      | MD | PM | EV | X | AM       | MD | PM | EV | X | AM     | MD | PM | EV | X |              |
| Headway (min)            | 60      | —  | 60 | —  | — |          |    |    |    |   |        |    |    |    |   |              |
| Percent On-Time          |         |    |    |    |   |          |    |    |    |   |        |    |    |    |   |              |
| Revenue Hours            | 8.70    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 2,149        |
| Platform Hours           | 13.02   |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 3,219        |
| Revenue Miles            | 183.48  |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 45,320       |
| Platform Miles           | 230.49  |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 56,931       |
| Passenger Miles          | 185.50  |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 45,819       |
| Revenue Hr/Platform Hr   | 0.67    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 0.67         |
| Revenue Mi/Platform Mi   | 0.80    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 0.80         |
| Passenger Mi/Platform Mi | 0.80    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 0.80         |
| Boardings (per day)      | 53.51   |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 13,217       |
| Max Load                 | 5.42    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | N/A          |
| Average Load             | 3.58    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 1.01         |
| Boardings/Trip           | 4.46    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 4.46         |
| Boardings/Revenue Hour   | 6.15    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 6.15         |
| Boardings/Revenue Mile   | 0.29    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 8.65         |
| Boardings/Platform Hour  | 4.11    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 4.11         |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$182.49 |
| Cost/Platform Hour | \$121.82 |
| Cost/Revenue Mile  | \$8.65   |
| Cost/Platform Mile | \$6.89   |
| Cost/Boarding      | \$29.67  |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$18,652  |
| Operating Costs  | \$392,150 |
| Farebox Recovery | 4.8%      |

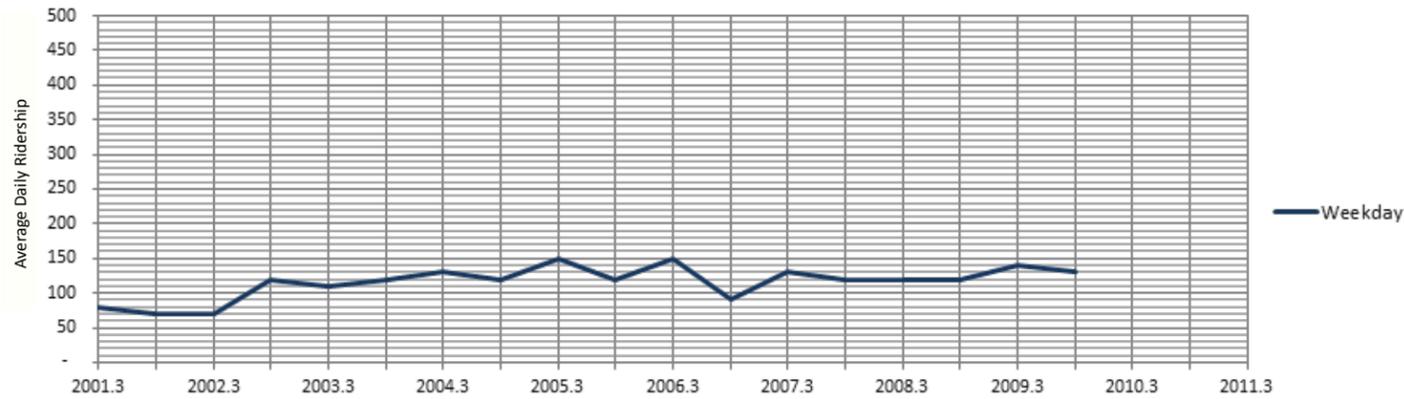
Route 219 is a two-way peak-only loop that provides neighborhood service between Newport Hills, Factoria, and Newcastle, with notable stops at Newport High School and the Newport Hills Park & Ride. Because the route travels primarily on non-arterial and neighborhood streets, service is provided by a small van instead of a full-size bus. Route 219 has a variant—Route 925—that provides Dial-a-Ride Transit service through Hopelink to the Newcastle-Coal Creek area.

Route 219 is the least productive route of any in Bellevue. In 2010, it served the fewest rides per platform hour (4.11, compared with an average of 18.44 and median of 17.30) and had the second-worst ratio of passenger miles to platform miles (0.80, compared an average of 13.94 and median of 11.36). The route also has the lowest farebox recovery (4.8%) in the network. It was Bellevue's only two-way fixed route considered for deletion in Metro's 100,000 revenue hour cut proposal for February 2012, and it is now among the routes being recommended for deletion in the June 2012 service revision.

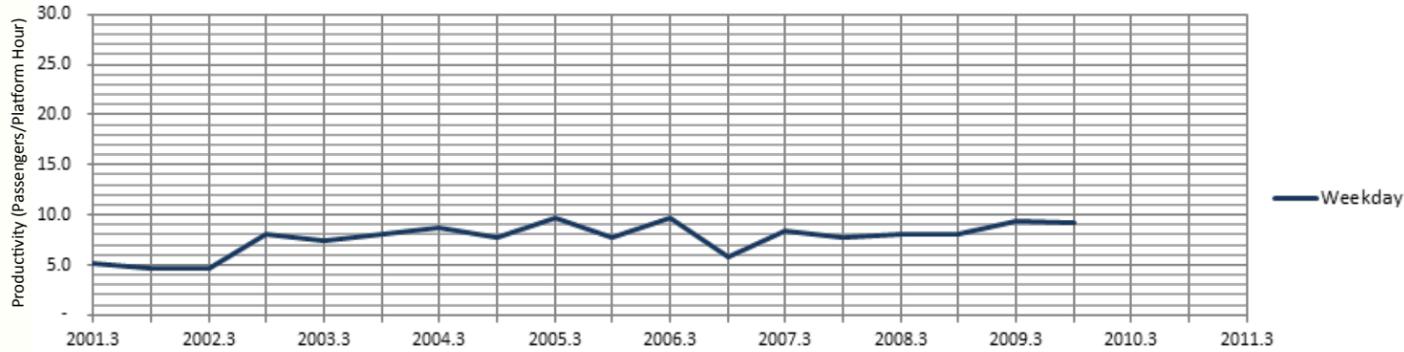
# Route 219

## Historical & Relative Route Performance

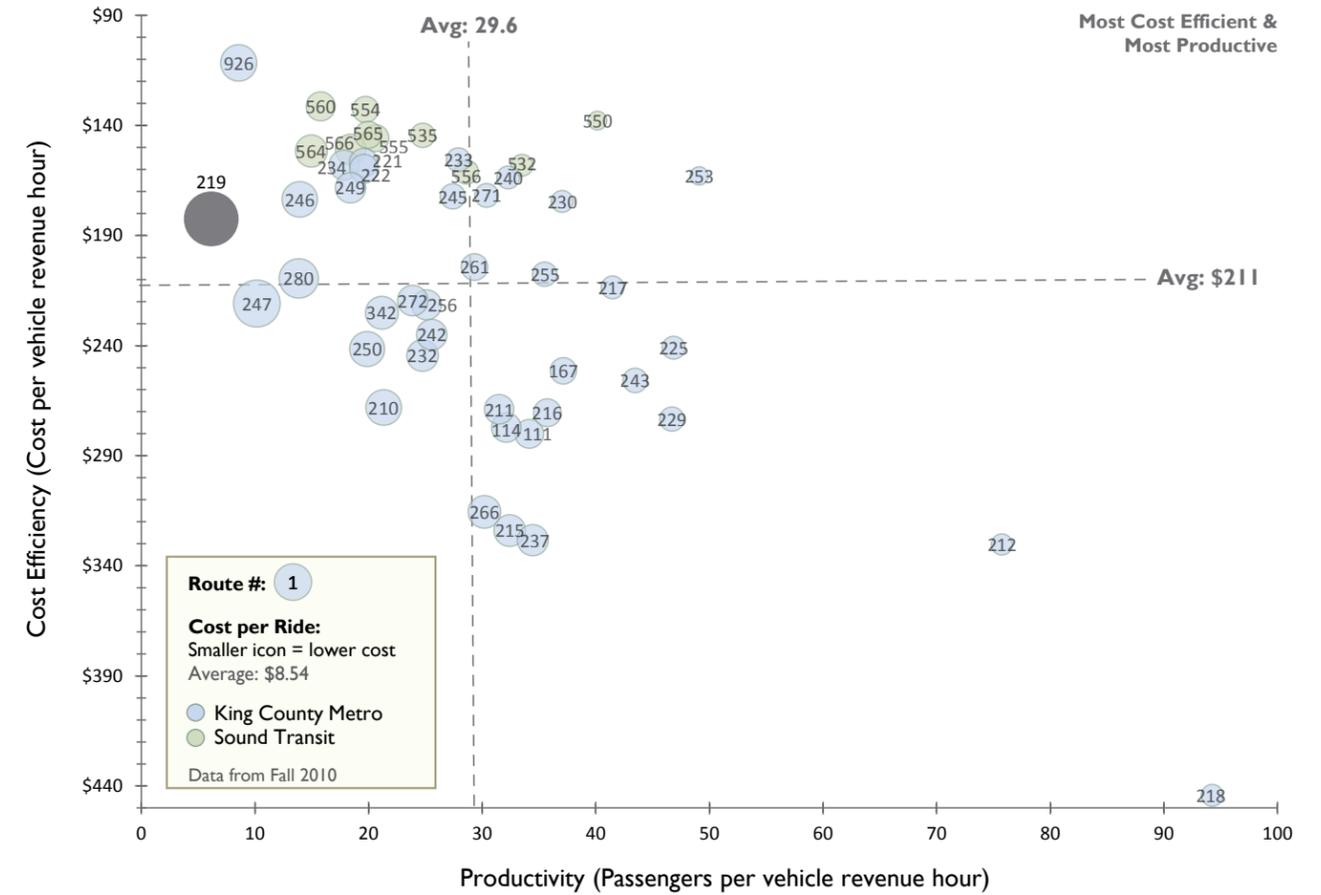
Route 219 Average Daily Ridership



Route 219 Daily Productivity



Service Note:  
Spring 2010: Daily trips reduced from 15 to 14



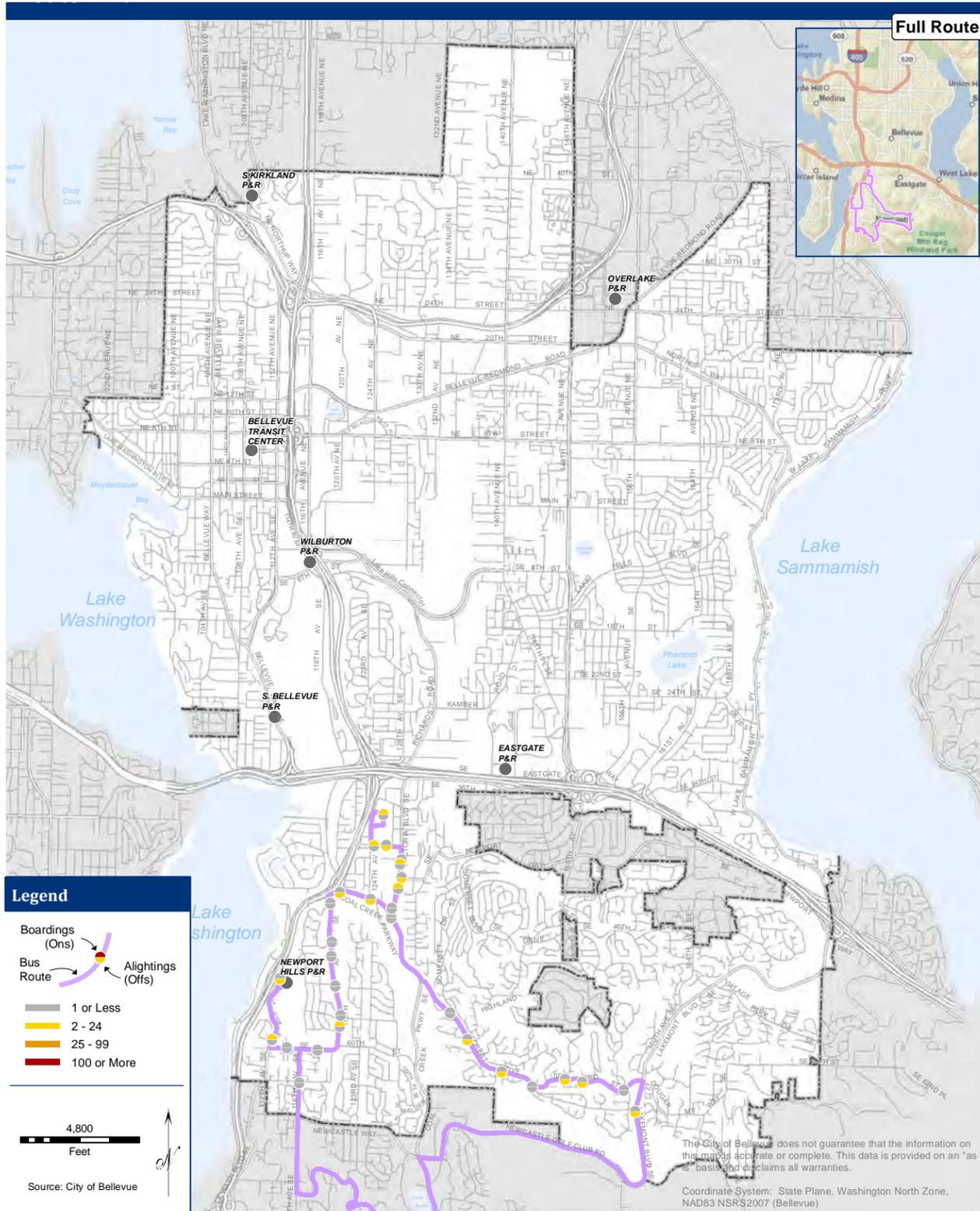
| Nine-Year Summary           |        |                |                             |       |                |
|-----------------------------|--------|----------------|-----------------------------|-------|----------------|
| Average Daily Ridership     |        |                | Productivity                |       |                |
| Most Recent                 | 130    | 2010.1         | Most Recent                 | 9.2   | 2010.1         |
| Maximum                     | 150    | 2005.3, 2006.3 | Maximum                     | 9.8   | 2005.3, 2006.3 |
| Minimum                     | 70     | 2002.1, 2002.3 | Minimum                     | 4.7   | 2002.1, 2002.3 |
| Average                     | 116.1  |                | Average                     | 7.7   |                |
| % Change from Previous Year | 8.3%   |                | % Change from Previous Year | 14.4% |                |
| % Change from Nine-Year Max | -13.3% |                | % Change from Nine-Year Max | -6.1% |                |

All above figures refer to weekday ridership

Route 219's poor performance is not a recent occurrence—in fact, its recent performance is consistent with how it has performed since Spring 2003, and this represents a marked improvement over its performance before that date. The route operated 15 daily trips every year since it began service in 1997 until Spring 2010, when one daily trip was eliminated to save 200 annual platform hours. Ridership was not significantly affected by the change initially, but its further decline since then warrants elimination of the route.

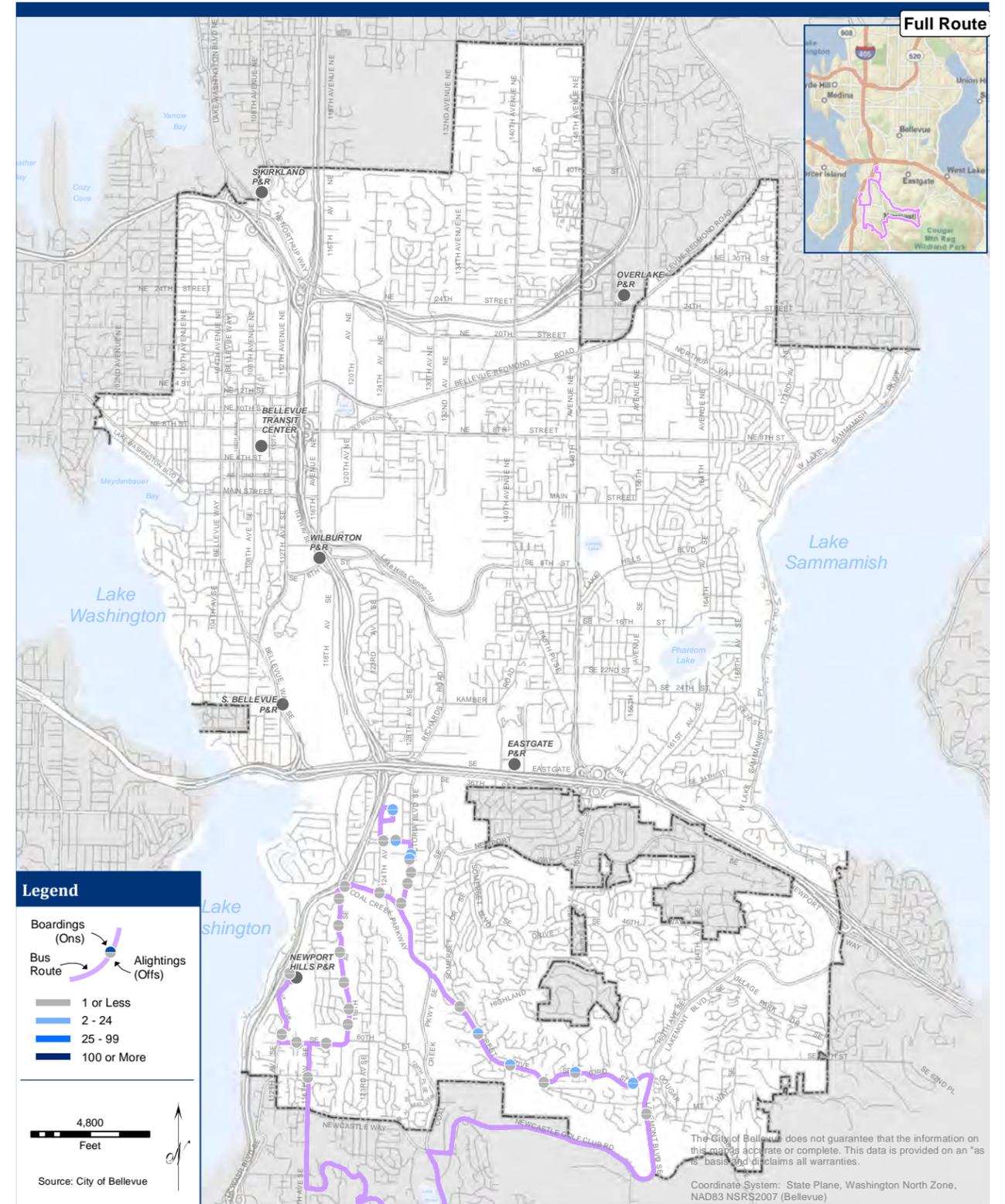
# Route 219

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound



Map depicts Fall 2010 routing and data

# Route 219

## Metro Peak-Only Route Service Level Assessment

### Peak-Only Local Circulator



Route 219 was not analyzed according to the standards of King County Metro's peak commuter service level assessment. Though in operation exclusively during peak hours, Route 219 is not considered a commuter route and therefore is not subject to this Metro assessment.

As indicated in the map above, several routes provide alternative service along specific segments or to nearby neighborhoods, but no combination of existing routes provides an adequate alternative for some areas served by Route 219.

## Recent & Future Service Revisions

### June 2012

Route 219 is being recommended for deletion as part of the June 2012 service revision. In Fall 2010, Route 219 was among bottom 25 percent of Metro-wide routes not serving the Seattle core in terms of both rides per platform hour (4.1) and passenger miles per platform mile (0.8). The thresholds for these metrics for peak-hour routes not serving the Seattle core are 8.4 and 2.3, respectively. Remaining service alternatives to Route 219 include Routes 114 and 240.

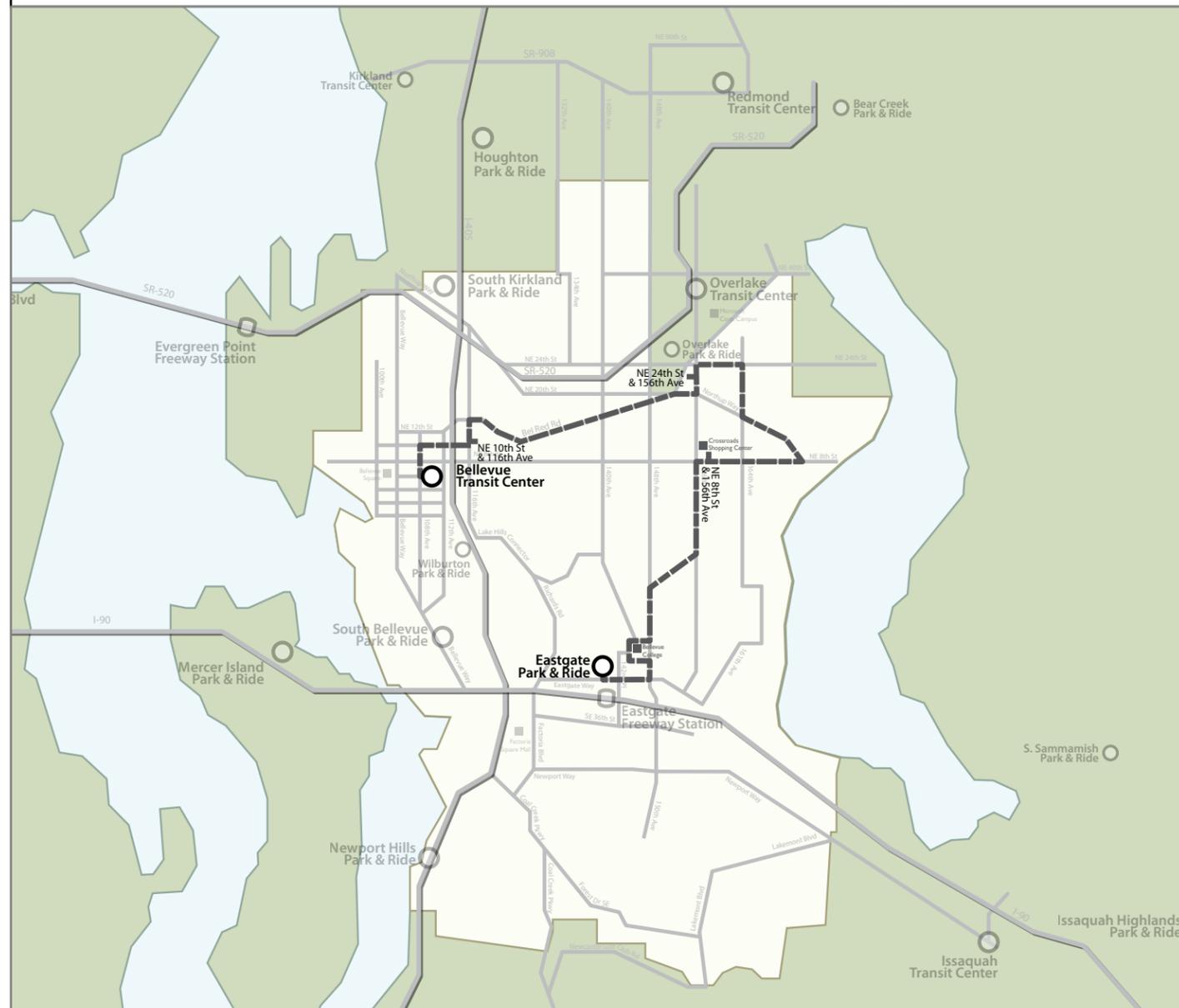
# Route 226

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

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  |
|-------------------------|---|--|
| Eastgate Park & Ride    | Bellevue College, Eastgate                                | B 226 232 234 235 237 240 241 243 246 249 271<br>280 342 885 886 532 535 550 555 560 566 |
| Bellevue Transit Center | Downtown Bellevue, Bellevue City Hall, Meydenbauer Center | 211 212 217 221 226 240 241 245 246 271 888 890<br>981 989 655                           |



Map depicts Fall 2011 routing

|                          | Weekday | Saturday | Sunday | Annual Total |
|--------------------------|---------|----------|--------|--------------|
| Hours of Service         |         |          |        |              |
| Daily Trips              |         |          |        |              |
| Time of Day              |         |          |        |              |
| Headway (min)            |         |          |        |              |
| Percent On-Time          |         |          |        |              |
| Revenue Hours            |         |          |        |              |
| Platform Hours           |         |          |        |              |
| Revenue Miles            |         |          |        |              |
| Platform Miles           |         |          |        |              |
| Passenger Miles          |         |          |        |              |
| Revenue Hr/Platform Hr   |         |          |        |              |
| Revenue Mi/Platform Mi   |         |          |        |              |
| Passenger Mi/Platform Mi |         |          |        |              |
| Boardings (per day)      |         |          |        |              |
| Max Load                 |         |          |        |              |
| Average Load             |         |          |        |              |
| Boardings/Trip           |         |          |        |              |
| Boardings/Revenue Hour   |         |          |        |              |
| Boardings/Revenue Mile   |         |          |        |              |
| Boardings/Platform Hour  |         |          |        |              |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |  |
|--------------------|--|
| Cost/Revenue Hour  |  |
| Cost/Platform Hour |  |
| Cost/Revenue Mile  |  |
| Cost/Platform Mile |  |
| Cost/Boarding      |  |

|                  |  |
|------------------|--|
| Farebox Revenue  |  |
| Operating Costs  |  |
| Farebox Recovery |  |

**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 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 2011 routing

|                          | Weekday         | Saturday        | Sunday          | Annual Total |
|--------------------------|-----------------|-----------------|-----------------|--------------|
| Hours of Service         |                 |                 |                 |              |
| Daily Trips              | 4               | 4               | 4               |              |
| 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          |                 |                 |                 |              |
| Revenue Hours            | 2.26            | 2.26            | 2.26            | 821          |
| Platform Hours           | 3.20            | 3.14            | 3.20            | 1,165        |
| Revenue Miles            | 72.22           | 72.22           | 72.22           | 26,360       |
| Platform Miles           | 81.01           | 81.01           | 81.01           | 29,569       |
| Passenger Miles          | 356.10          | 252.50          | 490.40          | 132,379      |
| Revenue Hr/Platform Hr   | 0.71            | 0.72            | 0.71            | 0.71         |
| Revenue Mi/Platform Mi   | 0.89            | 0.89            | 0.89            | 0.89         |
| Passenger Mi/Platform Mi | 4.40            | 0.89            | 0.89            | 4.48         |
| Boardings (per day)      | 31.25           | 21.00           | 40.00           | 11,381       |
| Max Load                 | 13.25           | 5.75            | 10.00           | N/A          |
| Average Load             | 7.75            | 5.25            | 10.00           | 5.02         |
| Boardings/Trip           | 7.81            | 5.25            | 10.00           | 7.80         |
| Boardings/Revenue Hour   | 13.83           | 9.29            | 17.70           | 13.86        |
| Boardings/Revenue Mile   | 0.43            | 0.29            | 0.55            | 6.53         |
| Boardings/Platform Hour  | 9.77            | 6.69            | 12.50           | 9.77         |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$209.49 |
| Cost/Platform Hour | \$147.74 |
| Cost/Revenue Mile  | \$6.53   |
| Cost/Platform Mile | \$5.82   |
| Cost/Boarding      | \$15.12  |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$11,029  |
| Operating Costs  | \$172,048 |
| Farebox Recovery | 6.4%      |

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 ranks as or among Bellevue's bottom 25 percent for numerous performance measures. In 2010, the route operated the fewest platform hours (1,164), served the fewest rides (11,381), and earned the lowest annual fare revenue (\$11,029.08) of any Bellevue route. Route 280 is among the least productive and least cost effective Bellevue routes, but it is not the single worst at any of the three measures used by Metro to describe these characteristics. One measure for which Route 280 performs above average is its utilization of vehicle hours—its ratio of revenue hours per platform hour is 0.71, compared with the Bellevue average of 0.65.

# Route 280

## Historical & Relative Route Performance

Figure 280.1 - Route 280 Average Daily Ridership

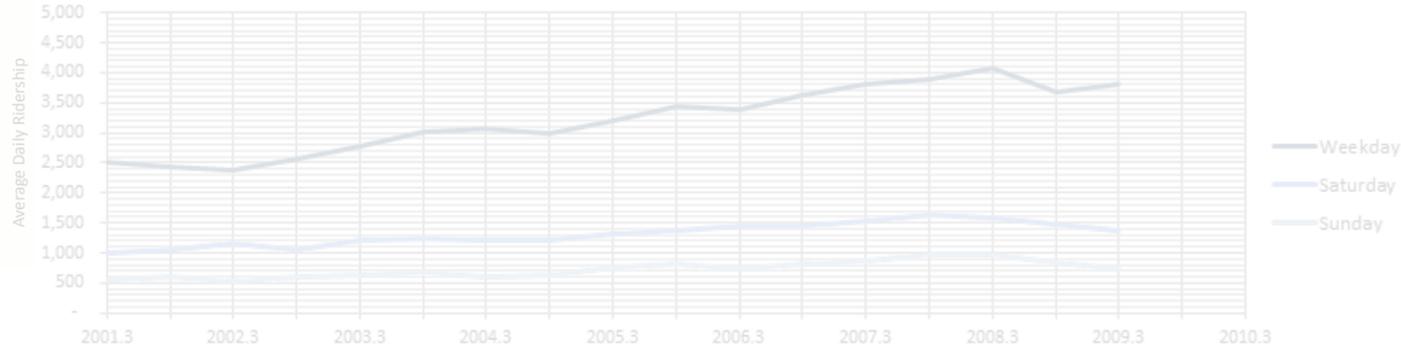
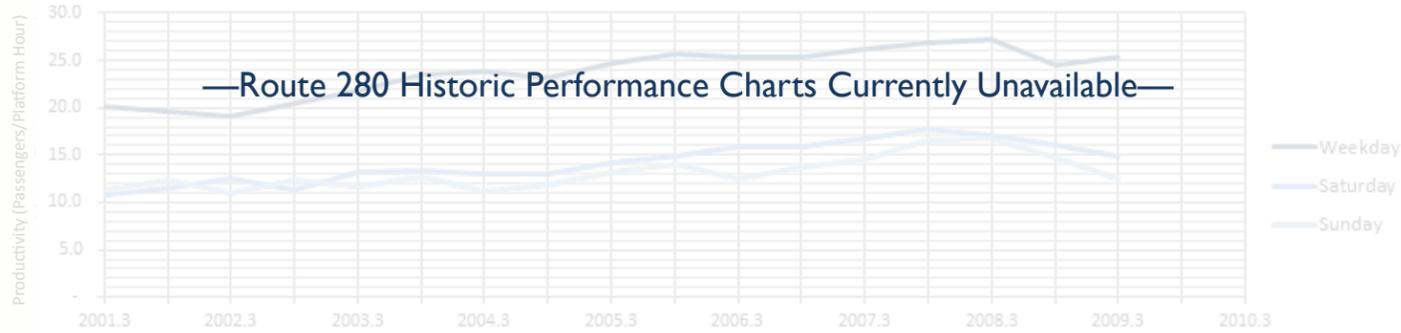


Figure 280.2 - Route 280 Daily Productivity

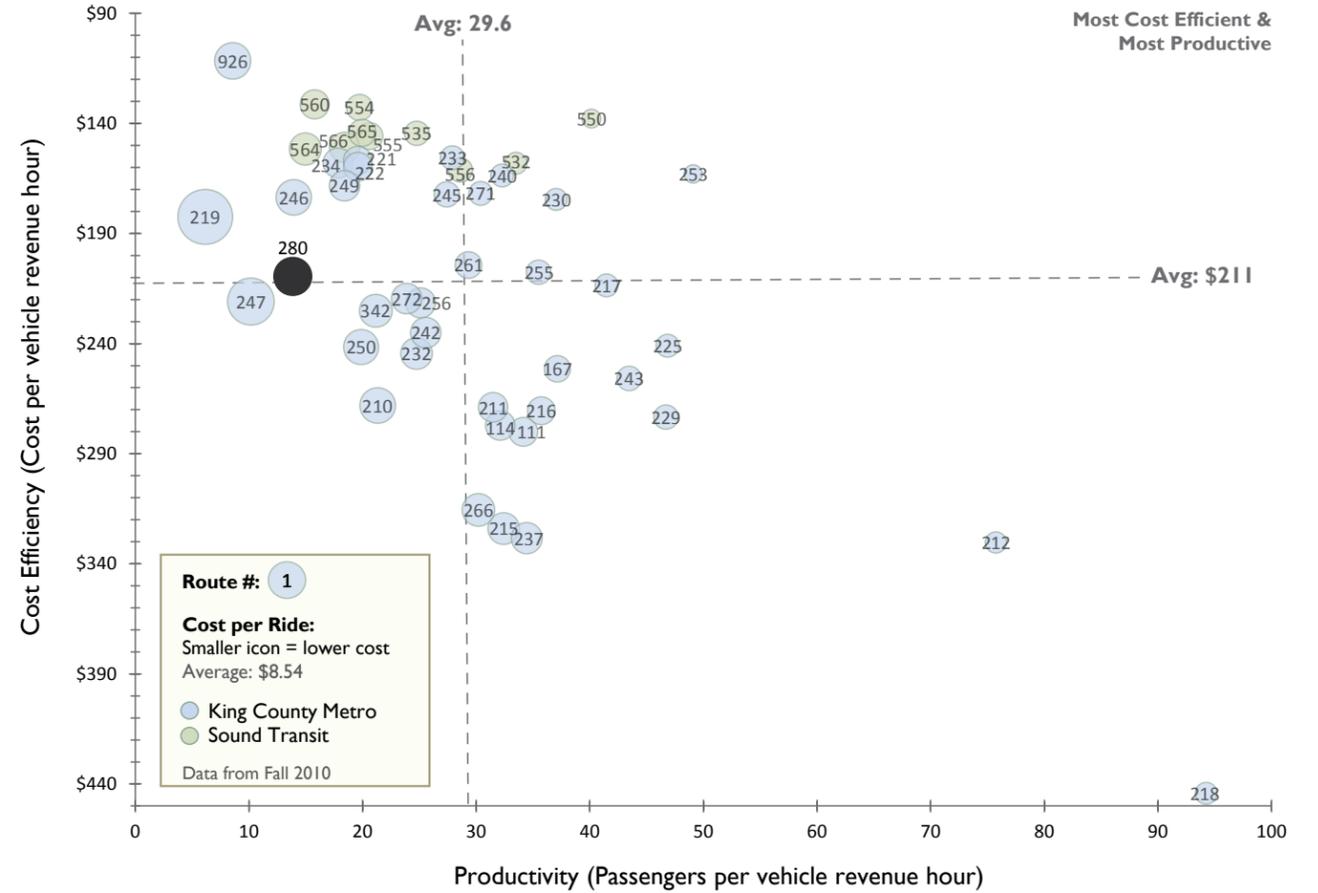


Service Revisions  
 Spring 2005: 77/51/30 daily trips  
 Spring 2006: 76/51/30 daily trips  
 Spring 2007: 82/51/30 daily trips  
 Fall 2008: 83/51/30 daily trips

### Nine-Year Summary

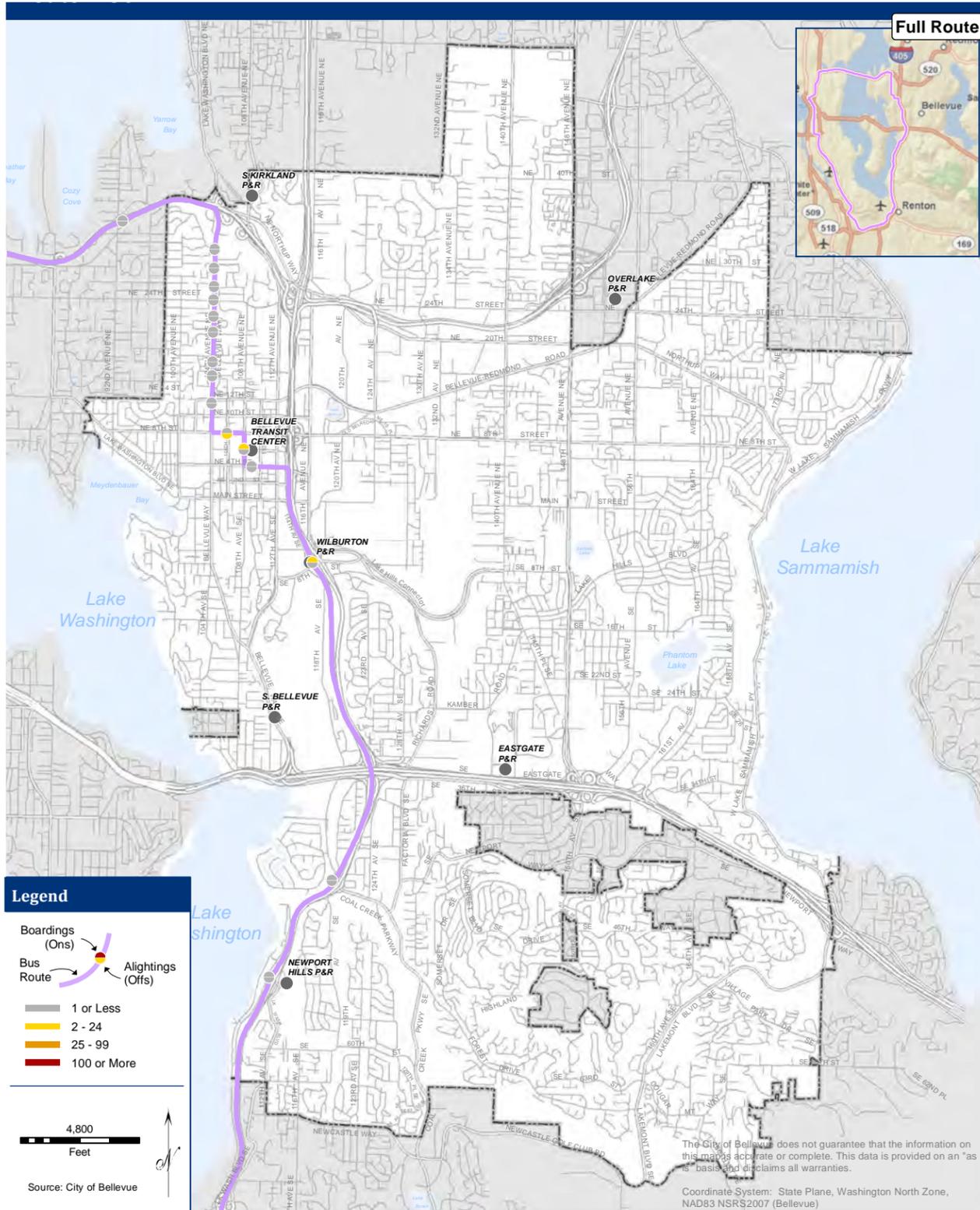
| Average Daily Ridership     |     |     | Productivity                |     |     |
|-----------------------------|-----|-----|-----------------------------|-----|-----|
| Most Recent                 | N/A | N/A | Most Recent                 | N/A | N/A |
| Maximum                     | N/A | N/A | Maximum                     | N/A | N/A |
| Minimum                     | N/A | N/A | Minimum                     | N/A | N/A |
| Average                     | N/A |     | Average                     | N/A |     |
| % Change from Previous Year | N/A |     | % Change from Previous Year | N/A |     |
| % Change from Nine-Year Max | N/A |     | % Change from Nine-Year Max | N/A |     |

All above figures refer to weekday ridership



# Route 280

## Boarding & Alighting Activity | Inbound



Map depicts Fall 2010 routing and data

## Boarding & Alighting Activity | Outbound

—Outbound Map Unavailable—

# Route 280

## Recent & Future Service Revisions

June 2012

Route 280 is among the routes Metro is considering for increased investment in in June 2012 to improve on-time performance/ schedule calibration. On-time performance is Metro's second investment priority; affected routes are determined according to 'lateness' thresholds defined in Metro's Service Guidelines.

### Potential Future Restructuring

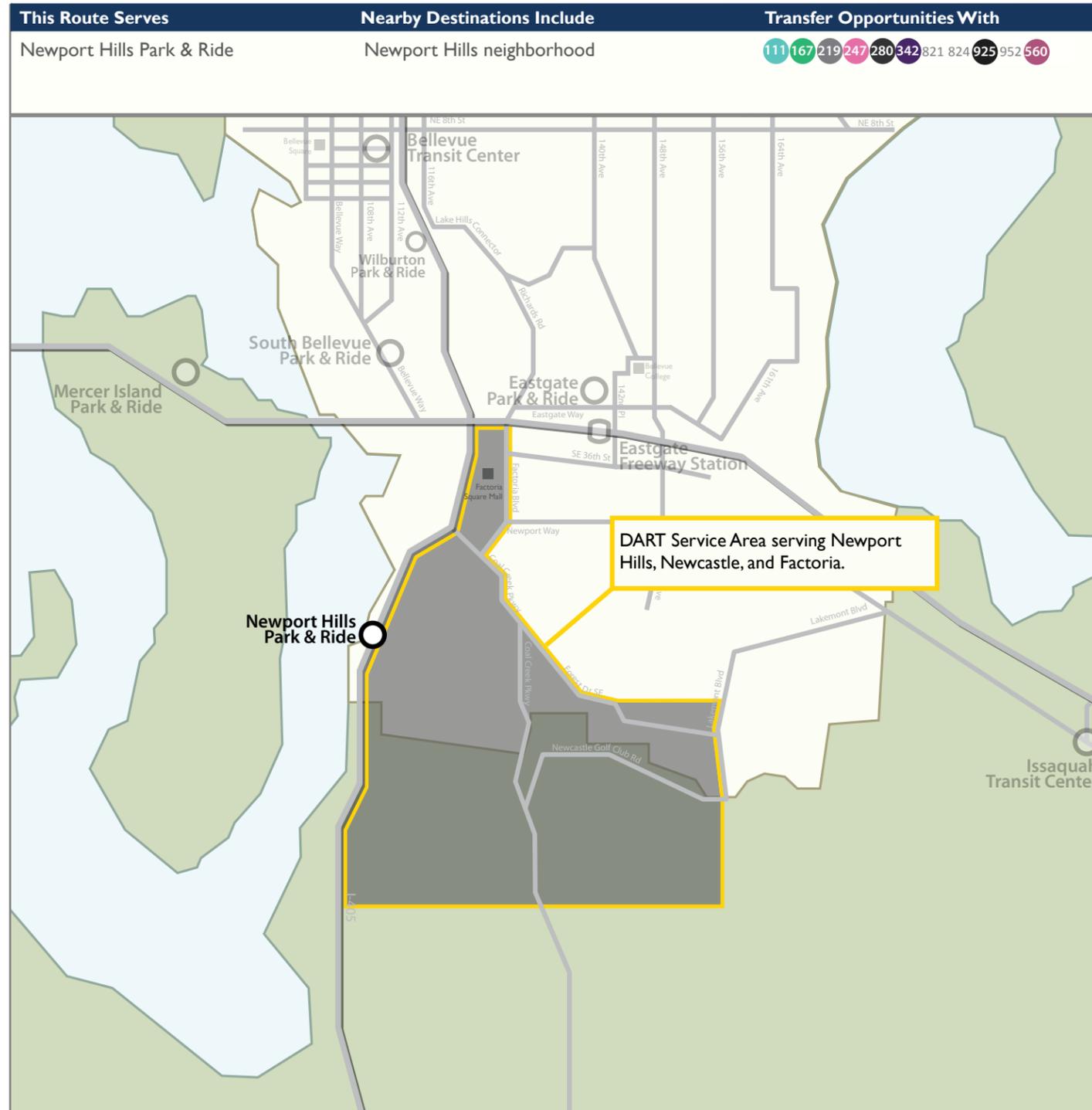
Metro is additionally considering future restructuring of the Owl services, including Route 280, according to working documents from the RTC Workgroup Meeting held on November 16, 2011. This may result in deletion of the route, which would allow its 1,100 annual platform hours to be reinvested more productively. The route is currently among the bottom 25 percent of Metro-wide routes serving the Seattle core in terms of both rides per platform hour (9.8) and passenger miles per platform mile (4.5). The thresholds for these metrics during the night service period are 15.3 and 5.0, respectively.

# Route 925

All-Day Route  
DART [Limited Variable]

Newport Hills to Newcastle, Factoria  
DART Limited Variable-Route Service

Local Service Metro Service Family  
Community Service Bellevue Service Category



|                          | Weekday      |      |    |      |   | Saturday |      |    |      |   | Sunday |      |    |      |   | Annual Total |
|--------------------------|--------------|------|----|------|---|----------|------|----|------|---|--------|------|----|------|---|--------------|
| Hours of Service         | 6:30 - 18:30 |      |    |      |   |          |      |    |      |   |        |      |    |      |   |              |
| Daily Trips              |              |      |    |      |   |          |      |    |      |   |        |      |    |      |   |              |
| Time of Day              | AM           | MD   | PM | EV   | X | AM       | MD   | PM | EV   | X | AM     | MD   | PM | EV   | X |              |
| Headway (min)            | —            | DART |    | DART | — | —        | DART |    | DART | — | —      | DART |    | DART | — |              |
| Percent On-Time          |              |      |    |      |   |          |      |    |      |   |        |      |    |      |   |              |
| Revenue Hours            | 9.46         |      |    |      |   |          |      |    |      |   |        |      |    |      |   | 2,470        |
| Platform Hours           | 9.46         |      |    |      |   |          |      |    |      |   |        |      |    |      |   | 2,470        |
| Revenue Miles            | 0.32         |      |    |      |   |          |      |    |      |   |        |      |    |      |   | 84           |
| Platform Miles           | 0.32         |      |    |      |   |          |      |    |      |   |        |      |    |      |   | 84           |
| Passenger Miles          | 1.08         |      |    |      |   |          |      |    |      |   |        |      |    |      |   | 283          |
| Revenue Hr/Platform Hr   | 1.00         |      |    |      |   |          |      |    |      |   |        |      |    |      |   | 1.00         |
| Revenue Mi/Platform Mi   | 1.00         |      |    |      |   |          |      |    |      |   |        |      |    |      |   | 1.00         |
| Passenger Mi/Platform Mi | 3.36         |      |    |      |   |          |      |    |      |   |        |      |    |      |   | 3.36         |
| Boardings (per day)      | 6.54         |      |    |      |   |          |      |    |      |   |        |      |    |      |   | 1,708        |
| Max Load                 | N/A          |      |    |      |   |          |      |    |      |   |        |      |    |      |   | N/A          |
| Average Load             | 3.36         |      |    |      |   |          |      |    |      |   |        |      |    |      |   | 3.36         |
| Boardings/Trip           | 6.91         |      |    |      |   |          |      |    |      |   |        |      |    |      |   | 6.91         |
| Boardings/Revenue Hour   | 0.69         |      |    |      |   |          |      |    |      |   |        |      |    |      |   | 0.69         |
| Boardings/Revenue Mile   | 2,754.71     |      |    |      |   |          |      |    |      |   |        |      |    |      |   | 2,754.71     |
| Boardings/Platform Hour  | 0.69         |      |    |      |   |          |      |    |      |   |        |      |    |      |   | 0.69         |

Note: Annual totals are for 2010. All other figures are derived therefrom (given 261 weekdays in 2010).

|                    |            |
|--------------------|------------|
| Cost/Revenue Hour  | \$93.66    |
| Cost/Platform Hour | \$93.66    |
| Cost/Revenue Mile  | \$2,754.71 |
| Cost/Platform Mile | \$2,754.71 |
| Cost/Boarding      | \$135.46   |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$886     |
| Operating Costs  | \$231,340 |
| Farebox Recovery | 0.4%      |

DART Route 925 provides limited variable service to the Newport Hills, Newcastle, Factoria, and Coal Creek neighborhoods. As of Fall 2011, Route 925 is the only DART service 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 does not provide any fixed-route service.

Route 925 has the highest cost per platform mile (\$2,754) of any Bellevue route by two orders of magnitude—the Bellevue average and median are both \$7.50. Though the route also served the fewest number of annual platform hours (84) in 2010, its total operating cost remains out of scale with the amount of service provided—only 1,708 annual rides, which is 85 percent less than the route with the next-lowest ridership, Route 280 (11,381 annual rides).

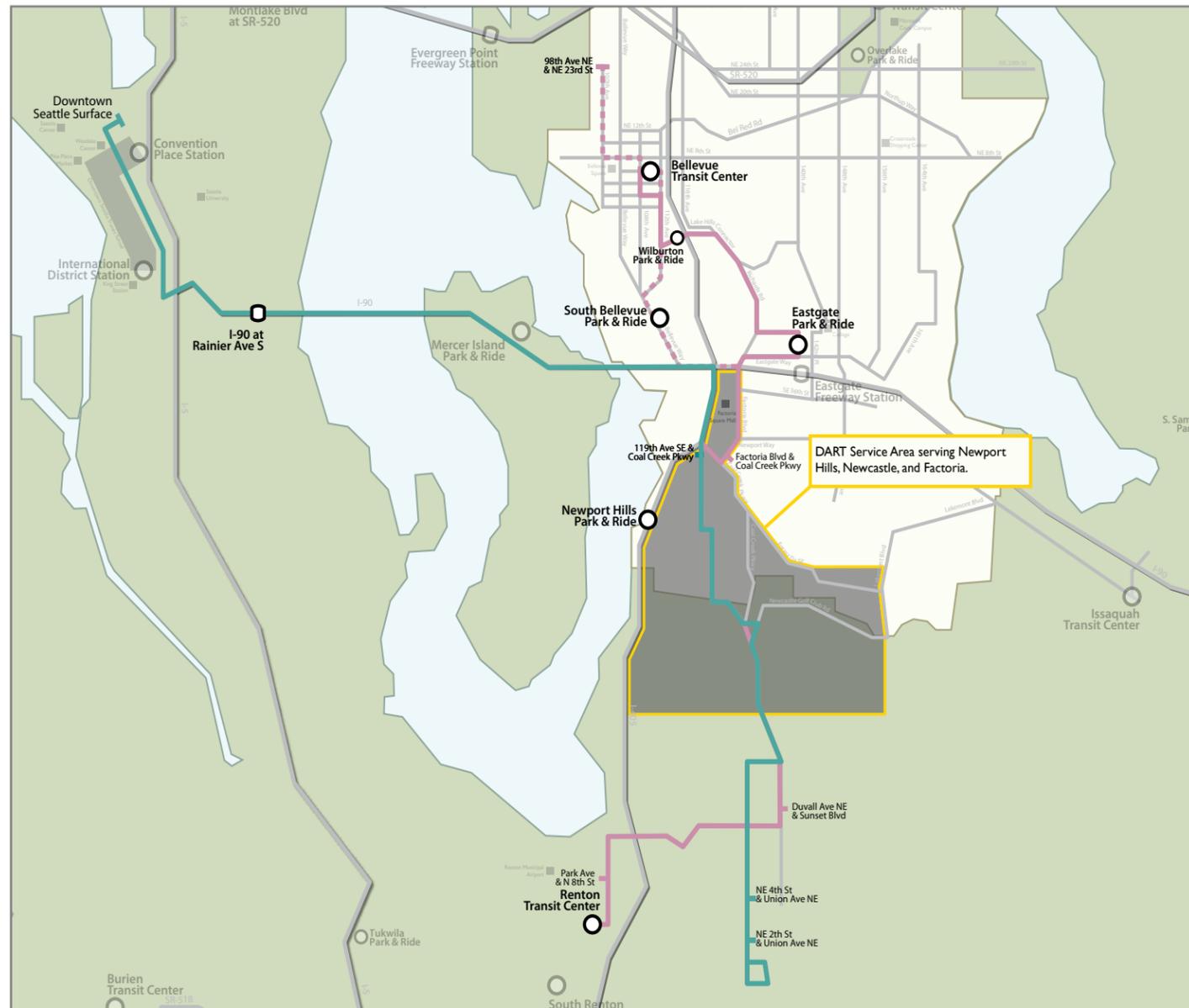
Because of its unique position as the only Bellevue route without fixed-route service, its exceptionally high cost per unit of service, and its impending elimination in June 2012, Route 925 is generally not included in the Bellevue network-wide analyses presented in this document, as its performance measures skew the trends apparent among other routes without meaningfully contributing to the profile of the overall network. However, those dependent on its services may find available alternatives to be lacking, as portions of its service area are not adequately served by any other routes.

# Route 925

## Recent & Future Service Revisions

June 2012

Route 925 is being recommended for deletion as part of the June 2012 service revision. In Fall 2010, Route 925 was among the bottom 25 percent of Metro-wide routes not serving the Seattle core in terms of both rides per platform hour (1.0) and passenger miles per platform mile (no figure provided). Remaining service alternatives include Routes 114 and 240.



# Route 926

Eastgate to Bellevue via Somerset, Factoria, Woodridge  
DART Fixed and Limited Variable-Route Service

Peak-Only [Fixed]  
Deleted Fall 2011  
DART [Variable Off-Peak]

Local Service Metro Service Family  
Community Service Bellevue Service Category



|                          | Weekday |    |    |    |   | Saturday |    |    |    |   | Sunday |    |    |    |   | Annual Total |
|--------------------------|---------|----|----|----|---|----------|----|----|----|---|--------|----|----|----|---|--------------|
| Hours of Service         |         |    |    |    |   |          |    |    |    |   |        |    |    |    |   |              |
| Daily Trips              | 40      |    |    |    |   |          |    |    |    |   |        |    |    |    |   |              |
| 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          |         |    |    |    |   |          |    |    |    |   |        |    |    |    |   |              |
| Revenue Hours            | 16.68   |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 4,237        |
| Platform Hours           | 19.80   |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 5,049        |
| Revenue Miles            | 246.27  |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 62,799       |
| Platform Miles           | 246.27  |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 62,799       |
| Passenger Miles          | —       |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 117,104      |
| Revenue Hr/Platform Hr   | 0.84    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 0.84         |
| Revenue Mi/Platform Mi   | 1.00    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 1.00         |
| Passenger Mi/Platform Mi | —       |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 3.69         |
| Boardings (per day)      | 142.38  |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 36,307       |
| Max Load                 | 4.43    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | N/A          |
| Average Load             | 3.13    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 3.69         |
| Boardings/Trip           | 3.56    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 3.56         |
| Boardings/Revenue Hour   | 8.54    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 8.57         |
| Boardings/Revenue Mile   | 0.58    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 7.53         |
| Boardings/Platform Hour  | 7.19    |    |    |    |   |          |    |    |    |   |        |    |    |    |   | 7.19         |

Note: Annual totals are for 2010. All other figures are from Fall 2010 APC data.

|                    |          |
|--------------------|----------|
| Cost/Revenue Hour  | \$111.60 |
| Cost/Platform Hour | \$93.66  |
| Cost/Revenue Mile  | \$7.53   |
| Cost/Platform Mile | \$7.53   |
| Cost/Boarding      | \$13.02  |

|                  |           |
|------------------|-----------|
| Farebox Revenue  | \$43,063  |
| Operating Costs  | \$472,889 |
| Farebox Recovery | 9.1%      |

**Route 926 was eliminated by the Fall 2011 service change.** It previously provided service from Crossroads to the Eastgate Park & Ride via NE 8th, 164th Ave, SE 24th St, SE 22nd St, and the Bellevue College perimeter road. Certain peak trips deviated towards the Advanta and Boeing office complexes in the Eastgate Employment Center. The route also provided Dial-A-Ride-Transit (DART) service throughout Phantom Lake and Lake Hills during peak hours. The Fall 2011 service change replaced Route 926's fixed-route service in its entirety with the revised Route 221 and eliminated its peak-hour DART service.

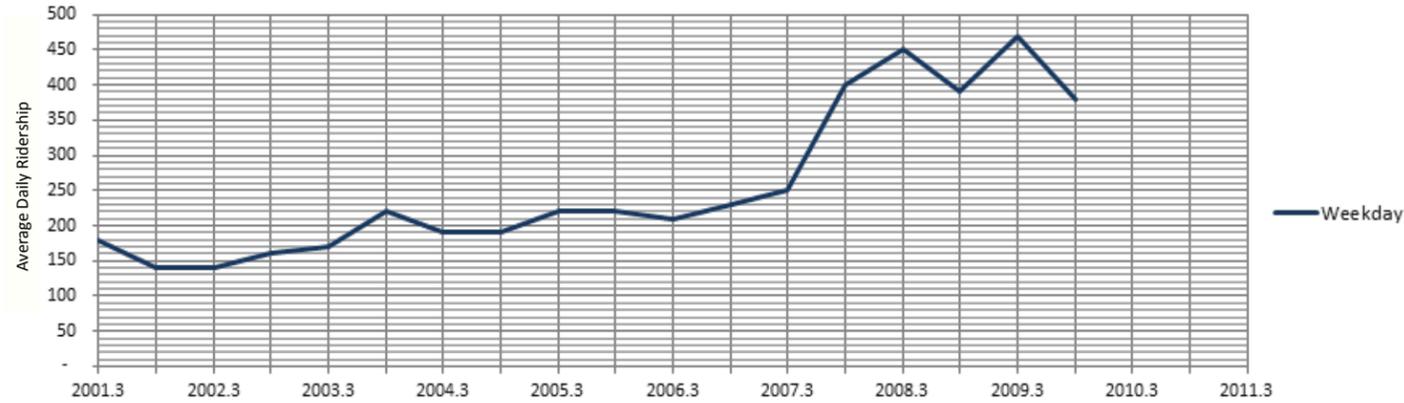
Route 926 was among the least productive 25 percent of Bellevue routes with only 7.19 rides per platform hour (average, 18.44; median 17.30) and 3.69 passenger miles per platform mile (average, 13.94; median 11.36). In part because of the route's low ridership (36,307 annual rides in 2010, accounting for 0.3% of total network ridership), Route 926 was also among those in the worst 25 percent for farebox recovery ratio (9.1%; average, 22.5%; median, 20.2%), despite having a cost per platform mile (\$7.53) that is slightly above average (\$7.50). Route 926 was only among the top 25 percent of Bellevue routes in terms of its ratio of revenue hours to platform hours (0.84; average, 0.65), likely due in part to the nature of its peak hour DART service.

Map depicts Fall 2011 routing

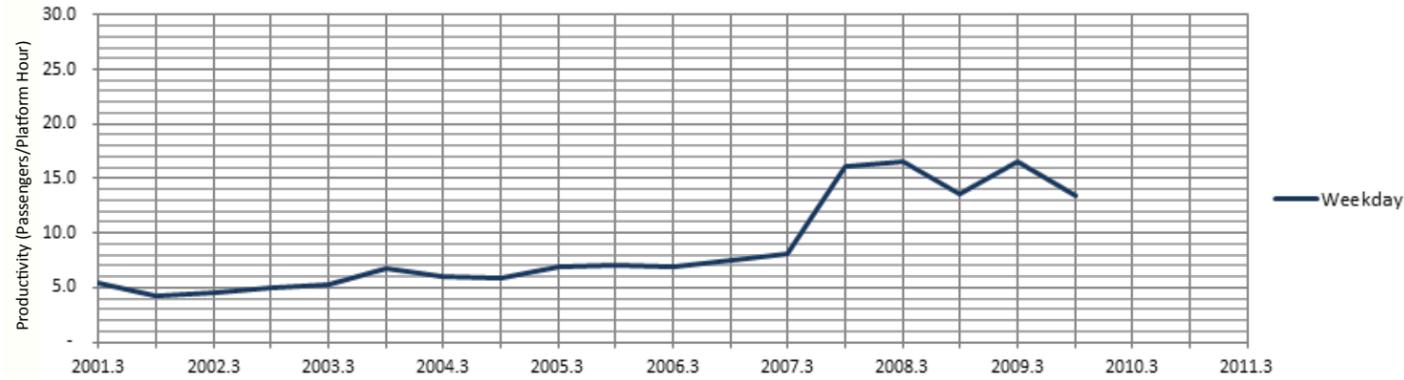
# Route 926

## Historical & Relative Route Performance

Route 926 Average Daily Ridership

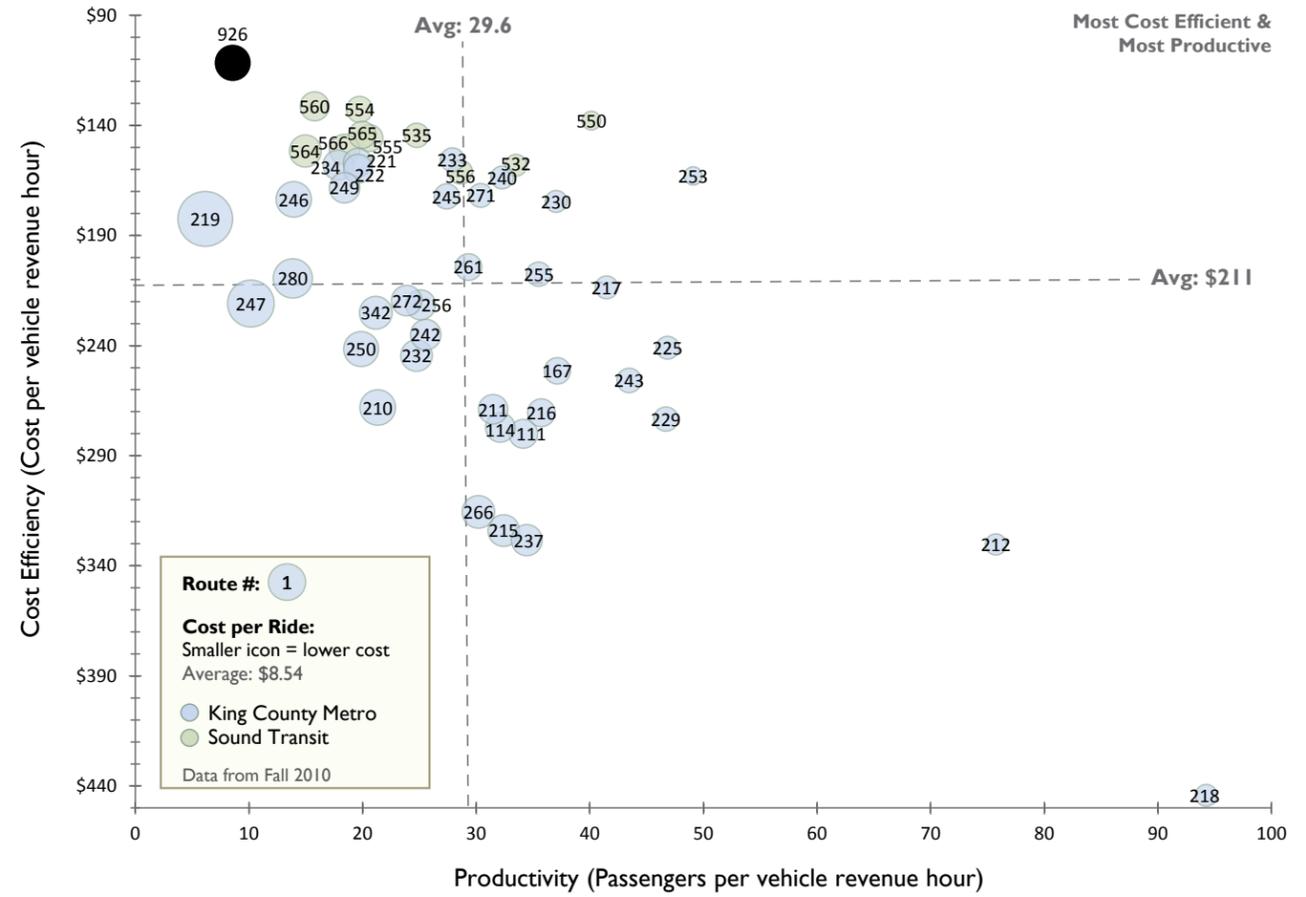


Route 926 Daily Productivity



Service Notes:  
Spring 2005: 33 daily trips  
Spring 2008: 37 daily trips

Note:  
Route 926 was previously known as 246



| Nine-Year Summary           |        |                |                             |        |        |
|-----------------------------|--------|----------------|-----------------------------|--------|--------|
| Average Daily Ridership     |        |                | Productivity                |        |        |
| Most Recent                 | 380    | 2010.1         | Most Recent                 | 13.4   | 2010.1 |
| Maximum                     | 470    | 2009.3         | Maximum                     | 16.6   | 2009.3 |
| Minimum                     | 140    | 2002.1, 2002.3 | Minimum                     | 4.2    | 2002.1 |
| Average                     | 256.1  |                | Average                     | 8.7    |        |
| % Change from Previous Year | -2.6%  |                | % Change from Previous Year | -1.2%  |        |
| % Change from Nine-Year Max | -19.1% |                | % Change from Nine-Year Max | -19.1% |        |

All above figures refer to weekday ridership

# Route 926

Boarding & Alighting Activity | Inbound

Boarding & Alighting Activity | Outbound

—Inbound Map Unavailable—

—Outbound Map Unavailable—



# Route 926

## Recent & Future Service Revisions

February 2012

Route 926 was deleted as part of DART restructuring during the Fall 2011 service change. Replacement service is provided by the revised Route 221.





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.  |

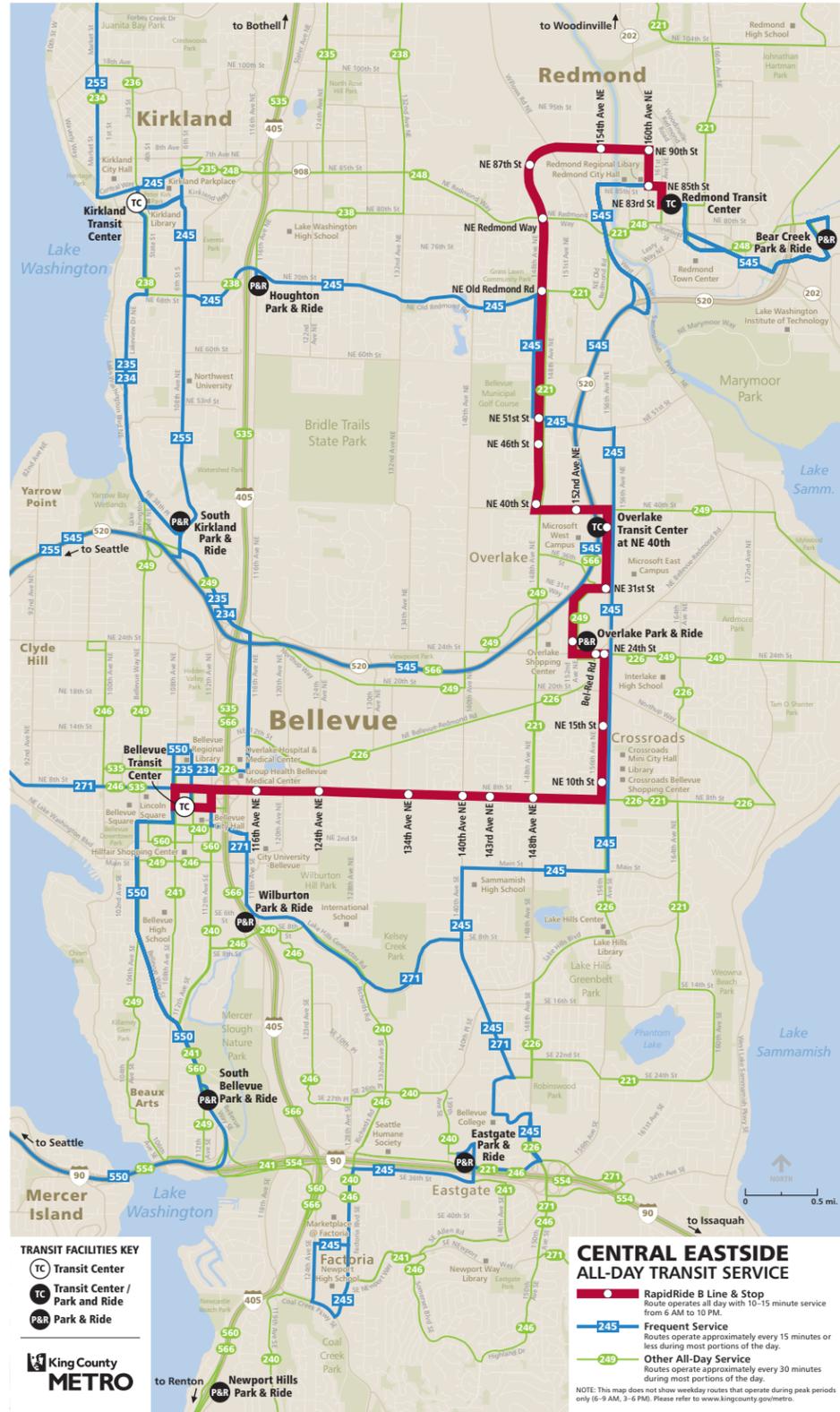
|                                 |   |
|---------------------------------|---|
| Farebox Recovery Ratio          | The ratio of fare revenue to operating expenses of a particular service, alternately conveyed as either a percentage or decimal in this document, depending on context. It is uncommon among 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.  |

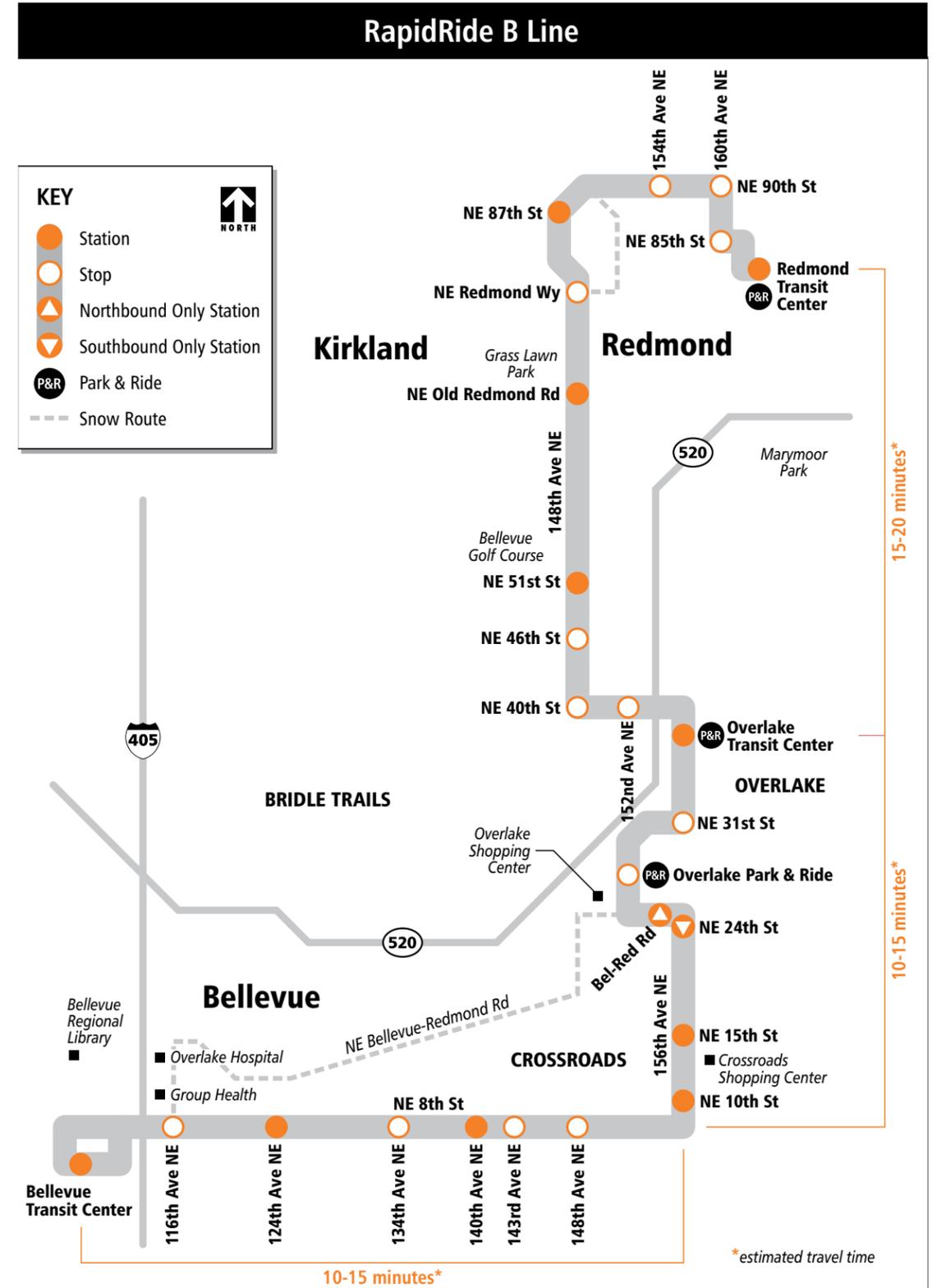
|                         |   |
|-------------------------|---|
| Seattle Core            | Includes the following neighborhoods in Seattle: Downtown, First Hill, Capitol Hill, South Lake Union, the University District, and Uptown. This geographic classification is used by King County Metro when assessing 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





# 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                                |
| 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            |

| Route        | Daily Service Hours (2011-12) |                 |               | Annual Operating Cost (2011-12) | Annual Ridership (2010-11) |
|--------------|-------------------------------|-----------------|---------------|---------------------------------|----------------------------|
|              | AM (Daily)                    | PM (M,T,Th,F)   | PM (Wed.)     |                                 |                            |
| 821          | 0.850                         | 0.767           | 1.067         | \$33,132                        | 15,939                     |
| 822          | 1.017                         | 0.950           | 1.217         | \$39,920                        | 15,273                     |
| 823          | 1.217                         | 0.950           | 1.217         | \$43,872                        | 13,115                     |
| 824          | 1.033                         | 0.767           | 1.000         | \$16,070                        | 14,610                     |
| 885          | 0.683                         | 0.950           | 1.083         | \$32,807                        | 4,791                      |
| 886          | 0.650                         | 0.800           | 0.850         | \$28,857                        | 4,419                      |
| 888          | 1.450                         | 1.117           | 1.167         | \$50,929                        | 16,061                     |
| 889          | 1.200                         | 0.967           | 1.183         | \$43,676                        | 12,193                     |
| 890          | 1.133                         | 0.800           | 1.217         | \$39,849                        | 10,607                     |
| <b>Total</b> | <b>1,661.94</b>               | <b>1,145.66</b> | <b>380.04</b> | <b>\$329,112</b>                | <b>107,008</b>             |

| School Holidays for 2011-12 School Year |                  |
|---|------------------|
| No Service                              | Nov. 10          |
| Veteran's Day                           | Nov. 11          |
| Thanksgiving                            | Nov. 24          |
| Day after Thanksgiving                  | Nov. 25          |
| Winter Break                            | Dec. 19 - Jan. 2 |
| Martin Luther King Jr. Day              | Jan. 16          |
| No Service                              | Jan. 30          |
| Mid-Winter Break                        | Feb. 20 - 24     |
| Spring Break                            | Apr. 9 - 13      |
| Memorial Day                            | May 28           |

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.

As of the 2011-2012 school year, King County Metro operated nine supplemental routes to connect Bellevue neighborhoods underserved by standard Metro services to Bellevue high schools. These 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 2010-11 and 2011-12 school years.



## Route 821

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

| School Days              |          |
|--------------------------|----------|
| Revenue Hours            | 198.00   |
| Platform Hours           | 302.46   |
| Revenue Miles            | 1,404.00 |
| Revenue Hr/Platform Hr   | 0.65     |
| Operating Costs          | \$33,132 |
| Annual Boardings         | 15,939   |
| Boardings/Trip           | 44.28    |
| Boardings/Revenue Hour*  | 80.50    |
| Boardings/Revenue Mile*  | 11.35    |
| Boardings/Platform Hour* | 52.70    |
| Cost/Boarding*           | \$2.08   |

Hours, cost (2011-12) and ridership (2010-11) data from the Bellevue School District. Ratios marked with an \* are estimates calculated by combining data from these two operating periods.

Route 821 connects 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, though other areas are without adequate alternatives. Route 821 has the greatest number of estimated boardings per revenue mile (11.35) and estimated boardings per platform hour (52.70) of the BSD supplemental routes.

| Morning / To School |                              | Afternoon / From School |                                   |
|---------------------|------------------------------|-------------------------|-----------------------------------|
| Daily               |                              | M, T, Th, F             | Wed.                              |
| 6:56                | Coal Creek Pkwy & SE 66th St | 2:47                    | 12:50 International School        |
| 7:06                | Lk Wash Blvd SE & SE 60th St | 2:59                    | 1:02 Newport High School          |
| 7:17                | Newport High School          | 3:09                    | 1:12 Lk Wash Blvd SE & SE 60th St |
| 7:29                | International School         | 3:20                    | 1:23 Coal Creek Pkwy & SE 66th St |



Map depicts routing for 2011-12 school year



# Route 822

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

| School Days              |          |
|--------------------------|----------|
| Revenue Hours            | 264.00   |
| Platform Hours           | 364.21   |
| Revenue Miles            | 1,836.00 |
| Revenue Hr/Platform Hr   | 0.72     |
| <b>Operating Costs</b>   |          |
| Annual Boardings         | \$39,920 |
| Boardings/Trip           | 15,273   |
| Boardings/Revenue Hour*  | 42.43    |
| Boardings/Revenue Mile*  | 57.85    |
| Boardings/Platform Hour* | 8.32     |
| Boardings/Platform Hour* | 41.94    |
| Cost/Boarding*           | \$2.61   |

Route 822 connects 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. This is the only route serving the Hilltop neighborhood and hence provides lifeline service. Route 822 has the best ratio of revenue hours to platform hours operated (0.72) among the BSD supplemental routes.

| Morning / To School |                                   | Afternoon / From School |       |
|---------------------|-----------------------------------|-------------------------|-------|
| Daily               |                                   | M, T, Th, F             | Wed.  |
| 6:41                | Factoria Blvd SE & SE Newport Way | 2:53                    | 12:51 |
| 6:49                | 150th Ave SE & SE Newport Way     | 3:05                    | 1:03  |
| 6:51                | 150th Ave SE & SE 46th St         | 3:13                    | 1:11  |
| 6:55                | SE 55th St & 146th Ave SE         | 3:15                    | 1:13  |
| 7:00                | 150th Ave SE & SE 46th St         | 3:20                    | 1:18  |
| 7:13                | Newport High School               | 3:25                    | 1:23  |
| 7:25                | International School              | 3:37                    | 1:35  |

Hours, cost (2011-12) and ridership (2010-11) data from the Bellevue School District. Ratios marked with an \* are estimates calculated by combining data from these two operating periods.



Map depicts routing for 2011-12 school year



# Route 823

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

| School Days              |          |
|--------------------------|----------|
| Revenue Hours            | 270.00   |
| Platform Hours           | 400.21   |
| Revenue Miles            | 1,854.00 |
| Revenue Hr/Platform Hr   | 0.67     |
| <b>Operating Costs</b>   |          |
| Annual Boardings         | \$43,872 |
| Boardings/Trip           | 13,115   |
| Boardings/Revenue Hour*  | 36.43    |
| Boardings/Revenue Mile*  | 48.57    |
| Boardings/Platform Hour* | 7.07     |
| Boardings/Platform Hour* | 32.77    |
| Cost/Boarding*           | \$3.35   |

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 has a slightly above average number of boardings per trip (36.43), but its estimated boardings per revenue mile (7.07) and estimated boardings per platform hour (32.77) are below average among BSD supplemental routes.

Hours, cost (2011-12) and ridership (2010-11) data from the Bellevue School District. Ratios marked with an \* are estimates calculated by combining data from these two operating periods.

| Morning / To School |                                   | Afternoon / From School |       |
|---------------------|-----------------------------------|-------------------------|-------|
| Daily               |                                   | M, T, Th, F             | Wed.  |
| 6:33                | Factoria Blvd SE & SE Newport Way | 2:54                    | 12:52 |
| 6:41                | SE Newport Way & 150th Ave SE     | 3:06                    | 1:04  |
| 6:53                | 164th Ave SE & SE 46th Way        | 3:14                    | 1:12  |
| 7:00                | SE Newport Way & 150th Ave SE     | 3:25                    | 1:23  |
| 7:07                | Newport High School               | 3:32                    | 1:30  |
| 7:19                | International School              | 3:38                    | 1:36  |



Map depicts routing for 2011-12 school year



# Route 824

Newcastle to Newport High School, International School  
via Newcastle Golf Club Rd, Forest Dr, Factoria

| School Days              |          |
|--------------------------|----------|
| Revenue Hours            | 202.10   |
| Platform Hours           | 332.85   |
| Revenue Miles            | 1,620.00 |
| Revenue Hr/Platform Hr   | 0.61     |
| <b>Operating Costs</b>   |          |
| Annual Boardings         | \$16,070 |
| Boardings/Trip           | 14,610   |
| Boardings/Revenue Hour*  | 40.58    |
| Boardings/Revenue Mile*  | 72.29    |
| Boardings/Platform Hour* | 9.02     |
| Boardings/Platform Hour* | 43.89    |
| Cost/Boarding*           | \$1.10   |

Route 824 connects Newcastle with Newport High School and the International School via Newcastle Golf Club Rd, Forest Dr, 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 has the lowest annual operating cost (\$16,070) and estimated cost per boarding (\$1.10) of the BSD supplemental routes.

| Morning / To School |  | Afternoon / From School |   |
|---------------------|--|-------------------------|---|
| Daily               |  | M, T, Th, F             | Wed.  |
| 6:46                | Newcastle Way & Coal Creek Pkwy        | 2:50                    | 12:53 International School                  |
| 6:50                | Lakemont Blvd & Newcastle Golf Club Rd | 3:02                    | 1:05 Newport High School                    |
| 7:08                | Newport High School                    | 3:03                    | 1:06 Coal Creek Pkwy & Factoria Blvd SE     |
| 7:21                | International School                   | 3:17                    | 1:20 Lakemont Blvd & Newcastle Golf Club Rd |
|                     |  | 3:23                    | 1:23 Newcastle Way & Coal Creek Pkwy        |

Hours, cost (2011-12) and ridership (2010-11) data from the Bellevue School District. Ratios marked with an \* are estimates calculated by combining data from these two operating periods.



Map depicts routing for 2011-12 school year



# Route 885

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

| School Days              |          |
|--------------------------|----------|
| Revenue Hours            | 174.00   |
| Platform Hours           | 298.99   |
| Revenue Miles            | 1,179.00 |
| Revenue Hr/Platform Hr   | 0.58     |
| <b>Operating Costs</b>   |          |
| Annual Boardings         | \$32,807 |
| Boardings/Trip           | 4,791    |
| Boardings/Revenue Hour*  | 13.31    |
| Boardings/Revenue Mile*  | 27.53    |
| Boardings/Platform Hour* | 4.06     |
| Boardings/Platform Hour* | 16.02    |
| Cost/Boarding*           | \$6.85   |

Route 885 connects Newport Shores to the International School and Bellevue High School via I 18th Ave SE, SE 8th St, 140th Ave NE, Wilburton Hill, NE 8th St, Downtown Bellevue, and Bellevue Way SE. This is the only transit service operating on I 18th Ave SE, providing lifeline service to the neighborhood of Greenwich Crest. Route 885 performs below average in nearly all of the assessed measures; it has the least number of estimated boardings per revenue mile (4.06) and highest estimated cost per boarding (\$6.85) of the BSD supplemental routes.

| Morning / To School |                          | Afternoon / From School |                               |
|---------------------|--------------------------|-------------------------|-------------------------------|
| Daily               |                          | M, T, Th, F             | Wed.                          |
| 6:48                | Coal Creek Pkwy & I-405  | 2:45                    | 12:55 Bellevue High School    |
| 6:05                | International School     | 2:52                    | 1:02 Bellevue Transit Center  |
| 7:00                | 124th Ave NE & NE 2nd PI | 3:00                    | 1:10 124th Ave NE & NE 2nd PI |
| 7:07                | Bellevue Transit Center  | 3:05                    | 1:15 International School     |
| 7:14                | Bellevue High School     | 3:17                    | 1:27 Coal Creek Pkwy & I-405  |

Hours, cost (2011-12) and ridership (2010-11) data from the Bellevue School District. Ratios marked with an \* are estimates calculated by combining data from these two operating periods.



Map depicts routing for 2011-12 school year



# Route 886

Clyde Hill to Bellevue High School  
via Downtown Bellevue

| School Days              |          |
|--------------------------|----------|
| Revenue Hours            | 153.00   |
| Platform Hours           | 262.90   |
| Revenue Miles            | 792.00   |
| Revenue Hr/Platform Hr   | 0.58     |
|                          |          |
| Operating Costs          | \$28,857 |
| Annual Boardings         | 4,419    |
| Boardings/Trip           | 12.28    |
| Boardings/Revenue Hour*  | 28.88    |
| Boardings/Revenue Mile*  | 5.58     |
| Boardings/Platform Hour* | 16.81    |
| Cost/Boarding*           | \$6.53   |

Route 886 connects Clyde Hill to Bellevue High School via 100th Ave NE, Downtown Bellevue, and 108th Ave SE. Route 246 provides alternative service from NE 24th St south, but residents in the Northtowne neighborhood north of 24th St have no adequate alternatives. Route 886 performs below average in nearly all of the assessed measures; it has the second-highest estimated cost per boarding (\$6.53) of the BSD supplemental routes.

| Morning / To School |                          | Afternoon / From School |                               |
|---------------------|--------------------------|-------------------------|-------------------------------|
| Daily               |                          | M, T, Th, F             | Wed.                          |
| 6:41                | 92nd Ave NE & NE 33rd St | 3:03                    | 12:53 Bellevue High School    |
| 6:42                | 98th Ave NE & NE 24th St | 3:11                    | 1:01 Bellevue Transit Center  |
| 6:46                | 98th Ave NE & NE 34th St | 3:25                    | 1:15 98th Ave NE & NE 34th St |
| 7:00                | Bellevue Transit Center  | 3:29                    | 1:19 98th Ave NE & NE 24th St |
| 7:06                | Bellevue High School     |                         |                               |

Hours, cost (2011-12) and ridership (2010-11) data from the Bellevue School District. Ratios marked with an \* are estimates calculated by combining data from these two operating periods.



Map depicts routing for 2011-12 school year



# Route 888

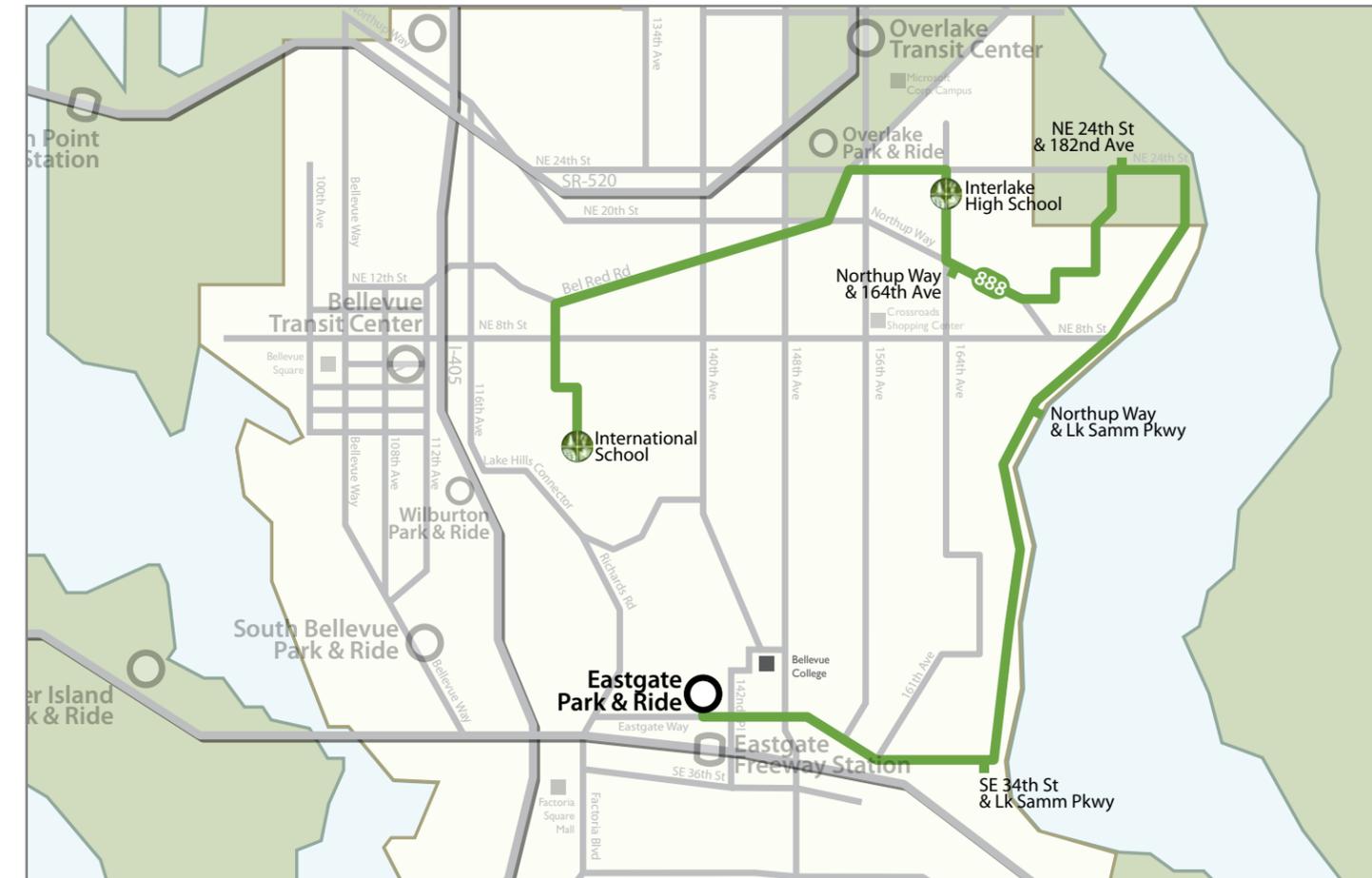
Eastgate to Interlake High School, International School  
via W Lake Sammamish Pkwy, Tam O'Shanter, Bel-Red Rd

| School Days              |          |
|--------------------------|----------|
| Revenue Hours            | 306.13   |
| Platform Hours           | 463.96   |
| Revenue Miles            | 2,376.00 |
| Revenue Hr/Platform Hr   | 0.66     |
|                          |          |
| Operating Costs          | \$50,929 |
| Annual Boardings         | 16,061   |
| Boardings/Trip           | 44.61    |
| Boardings/Revenue Hour*  | 52.46    |
| Boardings/Revenue Mile*  | 6.76     |
| Boardings/Platform Hour* | 34.62    |
| Cost/Boarding*           | \$3.17   |

Route 888 connects Eastgate to Interlake High School and the International School via West Lake Sammamish Pkwy, Tam O'Shanter, Northrup Way, 164th Ave NE, NE 24th St, Bel-Red Rd, and Wilburton Hill. This is the only transit service operating along W Lake Sammamish Pkwy and through the Tam O'Shanter neighborhood, providing lifeline services to these areas. Though the longest and most expensive BSD supplemental route to operate (\$50,929 in 2011-12), Route 888 has the highest number of annual boardings (16,061) and boardings per trip (44.61).

| Morning / To School |                                    | Afternoon / From School |   |
|---------------------|------------------------------------|-------------------------|---|
| Daily               |                                    | M, T, Th, F             | Wed.                                    |
| 6:45                | Eastgate Park & Ride               | 2:48                    | 12:55 International School              |
| 6:54                | W Lake Sammamish Pkwy & SE 34th St | 3:08                    | 1:05 Interlake High School              |
| 7:06                | NE 24th St & 182nd Ave NE          | 3:20                    | 1:16 NE 24th St & 182nd Ave NE          |
| 7:19                | Interlake High School              | 3:33                    | 1:27 W Lake Sammamish Pkwy & SE 34th St |
| 7:36                | International School               | 3:42                    | 1:35 Eastgate Park & Ride               |

Hours, cost (2011-12) and ridership (2010-11) data from the Bellevue School District. Ratios marked with an \* are estimates calculated by combining data from these two operating periods.



Map depicts routing for 2011-12 school year



# Route 889

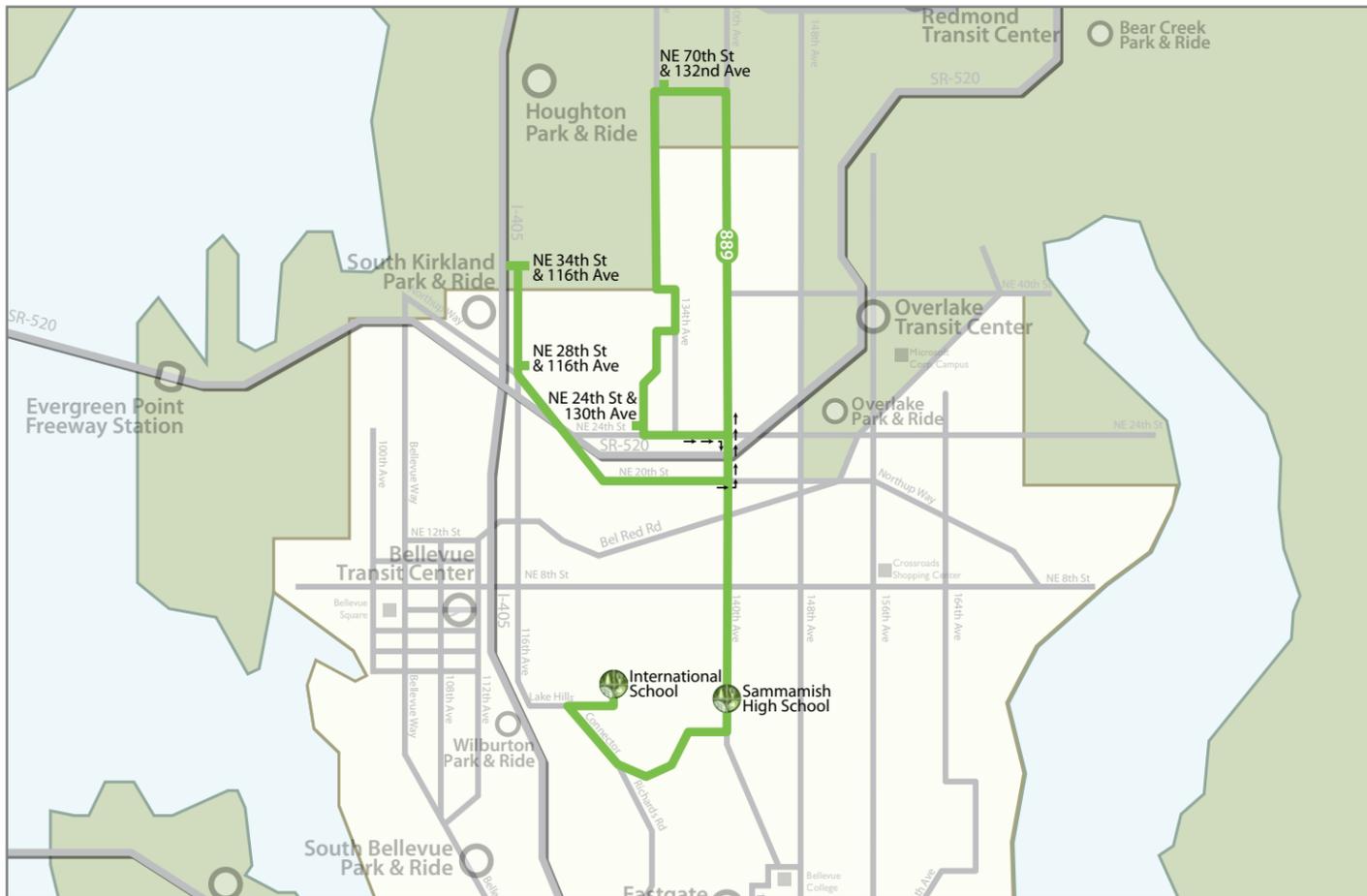
Bridle Trails to Sammamish High School, International School  
via Cherry Crest, Lake Hills Connector

| School Days              |          |
|--------------------------|----------|
| Revenue Hours            | 262.73   |
| Platform Hours           | 398.27   |
| Revenue Miles            | 2,232.00 |
| Revenue Hr/Platform Hr   | 0.66     |
|                          |          |
| Operating Costs          | \$43,676 |
| Annual Boardings         | 12,193   |
| Boardings/Trip           | 33.87    |
| Boardings/Revenue Hour*  | 46.41    |
| Boardings/Revenue Mile*  | 5.46     |
| Boardings/Platform Hour* | 30.62    |
| Cost/Boarding*           | \$3.58   |

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 has an average number of boardings per trip (33.87) but the second-lowest number of estimated boardings per revenue mile (5.46) among the BSD supplemental routes.

| 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 |

Hours, cost (2011-12) and ridership (2010-11) data from the Bellevue School District. Ratios marked with an \* are estimates calculated by combining data from these two operating periods.



Map depicts routing for 2011-12 school year



# Route 890

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

| School Days              |          |
|--------------------------|----------|
| Revenue Hours            | 204.00   |
| Platform Hours           | 363.79   |
| Revenue Miles            | 1,512.00 |
| Revenue Hr/Platform Hr   | 0.56     |
|                          |          |
| Operating Costs          | \$39,849 |
| Annual Boardings         | 10,607   |
| Boardings/Trip           | 29.46    |
| Boardings/Revenue Hour*  | 52.00    |
| Boardings/Revenue Mile*  | 7.02     |
| Boardings/Platform Hour* | 29.16    |
| Cost/Boarding*           | \$3.76   |

Route 890 connects the south end of West Lake Sammamish, Eastgate, Sunset, and Glendale with Sammamish High School and the International School via Eastgate Wway, the Eastgate Park & Ride, Richards Rd, SE 26th St, Kamber Rd, 145th Place SE, 140th Ave SE, NE 8th St, and Wilburton Hills. This is the only transit service operating in this area of West Lake Sammamish and in the neighborhoods of Sunset and Glendale, providing lifeline services to these areas. Route 890 performs below average in most of the assessed measures, but it has a slightly above-average number of estimated boardings per revenue hour (52.00) compared with other BSD supplemental routes.

| Morning / To School |                              | Afternoon / From School |                                     |
|---------------------|------------------------------|-------------------------|-------------------------------------|
| Daily               |                              | M, T, Th, F             | Wed.                                |
| 6:55                | W Lake Sammamish Pkwy & I-90 | 2:55                    | 12:57 International School          |
| 7:05                | Eastgate Park & Ride         | 3:04                    | 1:06 Sammamish High School          |
| 7:12                | 145th Ave SE & Kamber Rd     | 3:09                    | 1:11 145th Ave SE & Kamber Rd       |
| 7:17                | Sammamish High School        | 3:17                    | 1:19 Eastgate Park & Ride           |
| 7:28                | International School         | 3:20                    | 1:22 161st Ave SE & SE Eastgate Way |
|                     |                              | 3:30                    | 1:32 W Lake Sammamish Pkwy & I-90   |

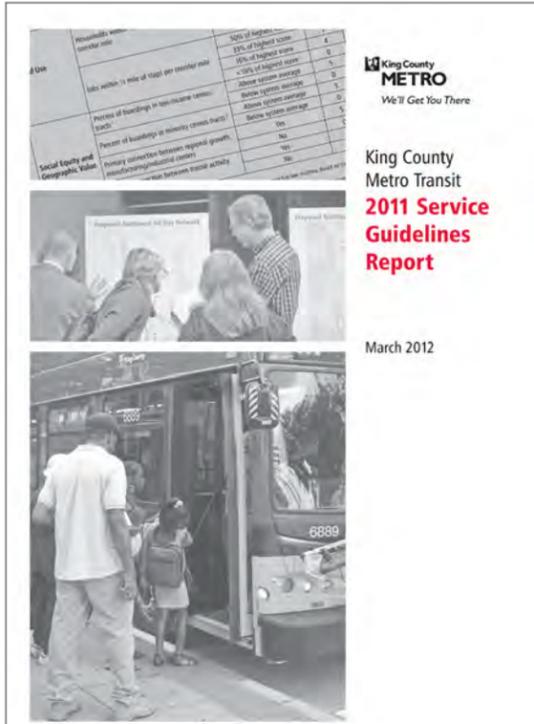
Hours, cost (2011-12) and ridership (2010-11) data from the Bellevue School District. Ratios marked with an \* are estimates calculated by combining data from these two operating periods.



Map depicts routing for 2011-12 school year

# Spring 2011 Performance Highlights

Exerpts from the 2011 Service Guidelines Report  
from King County Metro



“In 2010 and 2011, [Metro] improved the efficiency of schedules by reducing the amount of recovery time relative to time picking up passengers. While this effort has saved money and brought Metro’s schedule efficiency closer to that of its peers, it has also caused reliability to drop, because when a bus is running late it has less time to recover before the next trip. Any investments to improve reliability will be made with a goal of maintaining efficient schedules, but the addition of time to schedules may affect schedule efficiency.”

“Measures of social equity and geographic value each account for 25 percent of each corridor’s total service-level score in this process. Productivity factors based on land use comprise the remaining 50 percent. These factors consider how many people live and work near transit corridors. Corridors that score well on social equity and geographic value factors will be targeted for at least an all-day service level of 30-minute frequency.”

“Since the thresholds for performance are defined as the top and bottom 25 percent, the numerical value of the thresholds changes for every analysis. For the spring 2011 analysis, the values of the route performance thresholds were higher than they were in fall 2010, indicating a systemwide improvement in productivity. This improvement resulted from growth in Metro’s systemwide ridership, from service cuts targeting low-performing routes, and from actions taken to improve scheduling efficiency that focused on reducing platform hours while maintaining existing trips.”

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/>

King County Metro released the 2011 Service Guidelines Report in March 2012. This was the first annual guidelines report released since the adoption of the Service Guidelines in 2011, replacing and expanding on Metro’s annual route performance reporting. The March 2012 report includes an assessment of the adequacy of service provided, application of the guidelines to identify investment priorities needed to realize service targets, and a comparison of individual route performance to the overall network. Data presented focuses primarily on the Spring 2011 service quarter (February 5 to June 10, 2011), but several of the datasets draw from multiple quarters to ensure that sufficient APC data is used for results to be significant.

The data presented here highlights some of the information specifically relevant to transit operations in Bellevue. All of the following tables are adapted from those presented in 2011 Service Guidelines Report.

2011 Corridor Service Family and Level of Service Summary

| Spring 2011 Corridor ID      | Fall 2010 Corridor ID | Corridor and Routes |                  |   | Major Route | Final Suggested Service Levels |          |       | Estimated Hours to Meet Target |
|------------------------------|-----------------------|---------------------|------------------|---|-------------|--------------------------------|----------|-------|--------------------------------|
|                              |                       | Between             | And              | Via                                     |             | Peak                           | Off-Peak | Night |                                |
| <b>Very Frequent Service</b> |                       |                     |                  |   |             |                                |          |       |                                |
| 15                           | 11C                   | Bellevue            | Redmond          | NE 8th St, 156th Ave NE                 | B           | < 15                           | 15       | 15    | 23,000                         |
| 106                          | 49C                   | U. District         | Bellevue         | SR-520                                  | 271         | < 15                           | < 15     | 30    | 5,000                          |
| <b>Frequent Service</b>      |                       |                     |                  |   |             |                                |          |       |                                |
| 14                           | 10C                   | Bellevue            | Eastgate         | Lake Hills Connector                    | 271         | 15                             | 30       | 30    | —                              |
| 40                           | 21C                   | Issaquah            | Eastgate         | Newport Way                             | 271         | 15                             | 30       | 30    | 4,000                          |
| 97                           | 46C                   | Totem Lake          | Downtown Seattle | Kirkland, SR-520                        | 255         | < 15                           | 30       | 30    | —                              |
| <b>Local Service</b>         |                       |                     |                  |   |             |                                |          |       |                                |
| 16                           | 12C                   | Bellevue            | Renton           | Newcastle, Factoria                     | 240         | 30                             | 30       | 60    | —                              |
| 28                           | 51L                   | Eastgate            | Bellevue         | Somerset, Factoria, Woodridge           | 246         | 30                             | 30       | 0     | 5,000                          |
| 43                           | 23C                   | Kenmore             | Kirkland         | Juanita                                 | 234         | 30                             | 60       | 0     | —                              |
| 53                           | 30C                   | Kirkland            | Bellevue         | South Kirkland                          | 230W        | 30                             | 30       | 60    | —                              |
| 54                           | 31C                   | Kirkland            | Factoria         | Overlake, Crossroads, Eastgate          | 245         | 30                             | 30       | 60    | —                              |
| <b>Hourly Service</b>        |                       |                     |                  |   |             |                                |          |       |                                |
| 27                           | 30L                   | Eastgate            | Bellevue         | Newport Way, S. Bellevue, Beaux Arts    | 222         | 60                             | 60       | 0     | —                              |
| 29                           | 52L                   | Eastgate            | Overlake         | Phantom Lake                            | 926         | 60                             | 60       | 0     | —                              |
| 72                           | 31L                   | Overlake            | Bellevue         | Bel-Red Road                            | 233         | 60                             | 60       | 60    | —                              |
| 73                           | 53L                   | Overlake            | Bellevue         | Sammamish Viewpoint, Northup Way        | 249         | 60                             | 60       | 0     | —                              |
| 80                           | 41C                   | Redmond             | Eastgate         | 148th Ave, Crossroads, Bellevue College | 221         | 60                             | 60       | 60    | —                              |

Exerpts from the 2011 Service Guidelines Report  
from King County Metro

Peak Route Performance Evaluation Based on Spring 2011 APC Data & Scheduled Travel Times

| Major Route | Route & Corridor   |                     |                    | Ridership > 90% of Alternative | Travel Time > 20% Faster than Alternative |
|-------------|--------------------|---------------------|--------------------|--------------------------------|---|
|             | Between            | And                 | Via                |                                |   |
| 111         | Maplewood          | Downtown Seattle    | Lake Kathleen      | Yes                            | Yes                                       |
| 114         | Renton Highlands   | Downtown Seattle    | Newport Hills      | Yes                            | Yes                                       |
| 167         | Renton             | University District | I-405              | Yes                            | Yes                                       |
| 210         | Issaquah           | Downtown Seattle    | Lakemont           | No                             | No  |
| 211         | Issaquah Highlands | First Hill          | South Bellevue     | No                             | No  |
| 212         | Eastgate           | Downtown Seattle    | I-90               | Yes                            | Yes                                       |
| 215         | North Bend         | Downtown Seattle    | Snoqualmie         | Yes                            | No  |
| 216         | Bear Creek         | Downtown Seattle    | Sammamish          | No                             | No  |
| 217         | Downtown Seattle   | Issaquah            | I-90               | No                             | No  |
| 218         | Issaquah Highlands | Downtown Seattle    | I-90               | Yes                            | Yes                                       |
| 225         | Overlake           | Downtown Seattle    | I64th Ave SE, I-90 | Yes                            | No  |
| 229         | Overlake           | Downtown Seattle    | I56th Ave SE, I-90 | Yes                            | No  |
| 232         | Redmond            | Bellevue            | Overlake           | No                             | Yes                                       |
| 232         | Duvall             | Bellevue            | Redmond            | No                             | Yes                                       |
| 237         | Woodinville        | Downtown Seattle    | Totem Lake         | N/A                            | Yes                                       |
| 242         | Ridgecrest         | Downtown Seattle    | Northgate          | No                             | Yes                                       |
| 243         | Jackson Park       | Bellevue            | Lake City          | Yes                            | Yes                                       |
| 250         | Redmond            | Downtown Seattle    | Overlake           | No                             | No  |
| 272         | Eastgate           | University District | Crossroads         | No                             | No  |
| 342         | Shoreline          | Renton              | Bellevue           | N/A                            | No  |

Routes Exceeding Passenger Load Threshold

| Major Route | Route & Corridor   |                  |      | Day     | Estimated Cost (Annual Hours) |
|-------------|--------------------|------------------|------|---------|-------------------------------|
|             | Between            | And              | Via  |         |                               |
| 218         | Issaquah Highlands | Downtown Seattle | I-90 | Weekday | 500                           |

Based on average trip ridership from Fall 2010 and Spring 2011.

Routes with Poor Reliability September 2010—August 2011

| Major Route | Route & Corridor |                  |                               | Weekday % Late | PM % Late | Weekday/PM Peak Need | Saturday % Late | Saturday Need | Sunday % Late | Sunday Need | Total Need |
|-------------|------------------|------------------|-------------------------------|----------------|-----------|----------------------|-----------------|---------------|---------------|-------------|------------|
|             | Between          | And              | Via                           |                |           |                      |                 |               |               |             |            |
| 222         | Bellevue         | Eastgate         | Beaux Arts, Factoria          | 23%            | —         | 200                  | —               | 0             | —             | 0           | 200        |
| 233         | Bellevue         | Bear Creek       | Overlake                      | 32%            | 43%       | 700                  | —               | 0             | N/A           | 0           | 700        |
| 240         | Bellevue         | Renton           | Newcastle, Factoria, Eastgate | 21%            | —         | 200                  | 23%             | 100           | --            | 0           | 300        |
| 247         | Kent, Renton     | Overlake         | Eastgate                      | 22%            | 49%       | 100                  | N/A             | 0             | N/A           | 0           | 100        |
| 255         | Brickyard Rd.    | Downtown Seattle | Kirkland                      | —              | —         | 0                    | 23%             | 100           | —             | 0           | 100        |
| 280         | Bellevue         | Seattle          | Renton                        | —              | N/A       | 0                    | 27%             | 100           | —             | 0           | 100        |

These routes will receive reliability investments beginning in June 2012.

