

Service Criteria				
<i>Preliminary</i>	Does Concept Provide Adequate Corridor Capacity?	Does Concept Increase Transit Mode Share?	Does Concept Improve On-Time Performance / Reliability of Service?	Does Concept Reduce Travel Times / Improve Speeds?
Corridor				
Lake City - Ngate - Ballard - DT	To be completed in Stage II			
Elevated (Northgate to Downtown)		●	●	●
BRT (Lake City to Downtown)		◐	◐	◐
Elevated (Lake City to Downtown)		●	●	●
Aurora - Greenwood - Fremont - DT				
Streetcar (Greenwood to Downtown)		○	◐	◐
BRT (Aurora to Downtown)		○	◐	◐
Elevated (Ballard to Capitol Hill)		●	●	●
Elevated (Aurora to Downtown)		●	●	●
Ballard - Fremont - UDist				
Elevated (via Fremont)		○	●	●
Streetcar (via Wallingford)		◐	◐	◐
BRT (50th)		◐	◐	◐
BRT (45th)		◐	◐	◐
BRT (Loyal-Green)		○	◐	◐
BRT (Loyal-Rainier)		○	◐	◐
Elevated (via Wallingford)		◐	●	●
Lk City - UDist - Col. City - DT				
BRT (25th)		○	◐	◐
BRT (35th)		○	◐	◐
BRT (Rainier Ext. - 25th)		○	◐	◐
Downtown & Environs				
Streetcar (Smith Cove)		N/A	◐	◐
Streetcar (South Lake Union - North Rainier)		N/A	◐	◐
BRT (Madison)		N/A	◐	◐
BRT (Jefferson)		N/A	◐	◐
Elevated (Downtown Circulator)		N/A	●	●
Beacon - ID - Capitol Hill				
BRT	N/A	◐	◐	
West Seattle - Delridge - DT				
Elevated (W Seattle to Downtown)	○	●	●	
Streetcar (Fautleroy to Downtown)	○	◐	◐	
BRT (Fautleroy - Wht Cntr - Downtown)	○	◐	◐	
Streetcar (Admiral to Junction)	N/A	◐	◐	
Elevated (White Center to Downtown)	◐	●	●	

Review of change in daily transit trips crossing major geographic boundaries based on EMME 2 model results (0-1,999, 2,000 - 3,999, 4,000+).

Ratings based on grade separation of proposed technologies.

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Legend	
●	Best
◐	
○	Worst