

**Figure C-2 Frequent Transit Network (reproduced from TMP Figure 4-1)**

**2012 Service Levels**

	PEAK	MIDDAY AND EARLY EVENING	NIGHTS AND SUNDAYS
	Very frequent	Frequent	Frequent
	Very frequent	Frequent	NEEDS UPGRADE
	Frequent	Frequent	NEEDS UPGRADE

\*Assumes planned and funded improvements (e.g., RapidRide) are in place.

**Recommended Future FTN Service Levels**

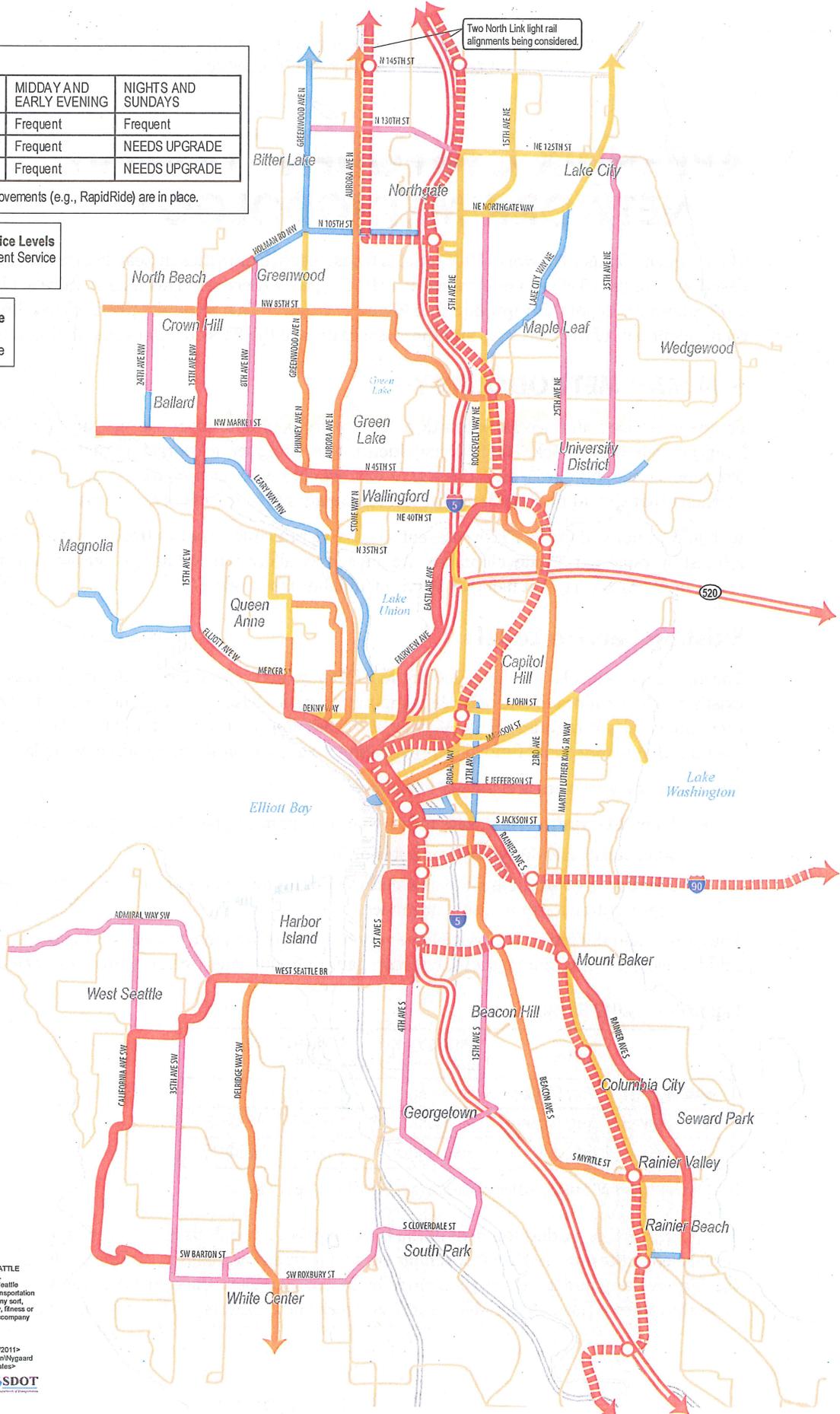
- Priority Upgrade to Frequent Service
- Future FTN Candidate

**Limited Access Frequent Service**

- Link Light Rail
- Regional Frequent Service

**Other Transit**

- Metro Bus Routes



Two North Link light rail alignments being considered.

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 Not to Scale  
 PLOT DATE: <09/2011>  
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# APPENDIX C FREQUENT TRANSIT NETWORK METHODOLOGY

The Frequent Transit Network (FTN) guides transit service priorities in Seattle. A map and description of the FTN is a key element of TMP Chapter 4 (Service). This map (Figure 4-1 in the TMP Summary Report) is reproduced in Figure C-2 below. This appendix provides background on development of the FTN map and the classification of the FTN corridors that it illustrates.

## FTN MAP METHODOLOGY

Frequent service is defined as operating at least every 15 minutes over a long span of service (18 hours), seven days a week. The FTN map identifies existing service corridors that meet the frequent service standards, and where gaps in frequent service coverage exist. It also recommends corridors that should be considered for future upgrades to frequent service levels.

It should be noted that the FTN represents a guiding principle or policy framework for City interest in transit service development. Actual service allocation and design decision are made by King County Metro Transit using its Service Guidelines (see below).

## Existing Service Levels

The 2012 service levels table included in the FTN map (and reproduced in Figure C-1) assigns existing FTN corridors to one of three mapping categories based on frequency of service within three time of day categories (Peak, Midday/Early Evening, and Nights/Sundays). This analysis assumes that planned and funded improvements, such as RapidRide, are already in place.

The frequency categories are defined as follows:

- **Very Frequent:** Headways of less than 15 minutes (typically 5 to 10 minutes)
- **Frequent:** Headways of 15 minutes or less
- **Needs Upgrade:** Headways exceed 15 minutes for all or a portion of the time period, representing a gap in frequent service

The second and third tiers of service have very frequent or frequent service during peak and midday/early evening time periods, but have gaps in frequent service at night or on Sundays.

Figure C-1 2012 Service Levels

	PEAK	MIDDAY AND EARLY EVENING	NIGHTS AND SUNDAYS
	Very frequent	Frequent	Frequent
	Very frequent	Frequent	NEEDS UPGRADE
	Frequent	Frequent	NEEDS UPGRADE

Note: Assumes planned and funded improvements (e.g., RapidRide) are in place.

The starting point for development of the FTN map was an analysis of service frequency performed at the outset of TMP development and included in [Chapter 2 of the TMP Briefing Book](#) (see Figures 2-13 and 2-14), supplemented by Metro schedules. Corridors represented on the map were drawn from the existing Metro route network and corridors analyzed in the TMP.