**“Trip\_\_\_” Table:** Trip-level data for King County Metro routes. Each row identifies a single, regularly-operated trip (e.g. “The 6:34AM trip on the Route 40 towards Downtown on Weekdays”). The first two numbers in the table name represent the year (e.g. “18” = 2018), and the third number represents the service change (“1” = Spring, or March – June, and “3” = Fall, or September – March).

|  |  |
| --- | --- |
| SignRt | The route number, as would appear on the front of the bus or on printed/online schedules |
| E/L | Indicates whether the route is an Express (“E”) or Local (“L”) variant, which indicates both its stop pattern (express variants can skip stops normally served by local variants), as well as the hours/direction of operation (express usually only operates in the morning towards downtown, and in the afternoon away from downtown) |
| InOut | Indicates whether a trip is an Inbound (“I”, generally heading towards downtown/other major activity center) or Outbound (“O”, generally heading away from downtown/other major activity center) trip |
| DayCode | The day that the trip operates. “0” = Weekday, “1” = Saturday, “2” = Sunday |
| KeyTrip | The unique identifier for the trip |
| StartMin | Minutes after midnight that the trip starts revenue service |
| EndMin | Minutes after midnight that the trip ends revenue service |
| Dir | The general direction of the route, indicated by cardinal direction |
| PsgrMiles | The total miles traveled by all passengers on the trip, on average |
| BusType | The type of coach scheduled for this trip |
| Seats | Number of seats on this coach type |
| TripMin | Total length of the trip, including out of revenue/dead heading, expressed in minutes |
| TripMile | Total distance of the trip, including out of revenue/dead heading, expressed in miles |
| RevMin | Total length of the trip in revenue service, expressed in minutes |
| RevMile | Total distance of the trip in revenue service, express in miles |
| Obs | The number of times during the data collection period that data for this particular trip was collected |
| Rides | The average number of rides for the trip |
| OnsAvg | Average number of ons (boardings) for the trip. Should be same as rides. |
| OnsMax | The single highest observation of ons (boardings) for this trip during the data collection period |
| OnsMin | The single lowest observation of ons (boardings) for this trip during the data collection period |
| OnsAvg | Average number of ons (boardings) for the trip. Should be same as rides. |
| OnsMax | The single highest observation of ons (boardings) for this trip during the data collection period |
| OnsMin | The single lowest observation of ons (boardings) for this trip during the data collection period |
| OffsAvg | Average number of offs (alightings) for the trip. |
| OffsMax | The single highest observation of offs (alightings) for this trip during the data collection period |
| OffsMin | The single lowest observation of offs (alightings) for this trip during the data collection period |
| LoadAvg | The average maximum load for all trips observed during the data collection period |
| LoadMax | The single highest maximum load of all trips observed during the data collection period |
| LoadMin | The single lowest maximum load of all trips observed during the data collection period |
| StartTimeA | Trip start time, expressed in typical time format |
| EndTimeA | Trip end time, express in typical time format |
| Stop1 | Zone number for the first stop served by the trip |
| Name1 | Zone name for the first stop served by the trip |
| Stop2 | Zone number for the last stop served by the trip |
| Name2 | Zone name for the last stop served by the trip |
| PlatHrs | The total amount of time (including non-revenue service/deadheading) scheduled for the trip, expressed in hours (also known as “Service Hours”) |
| RevHrs | The amount of time the trip spends just in revenue service, expressed in hours |
| Period | Generalized time-of-day during which the trip operates. “AM” = 5AM-9AM, “MID” = 9AM-3PM, “PM” = 3PM-7PM, “XEV” (evening) = 7PM-10PM, “XNT” (night) = 10PM – 5AM. “DAY” is used for Saturday/Sunday, and covers the same time period as “AM,” “MID,” and “PM” (i.e. 5AM – 7PM) |
| CrwdThresh | Total number of seats plus calculated amount of standing capacity for this coach type |
| AnnTrips | Annualized number of trips |
| AnnPlatMi | Annualized number of platform miles |
| AnnRevMi | Annualized number of revenue miles |
| AnnPlatHrs | Annualized number of platform hours/service hours |
| AnnRevHrs | Annualized number of revenue hours |
| AnnRides | Annualized number of rides |

**“Zon\_\_\_” Table:** Zone (or stop)-level data for King County Metro routes. Each row represents a single route during single time period for a single bus stop (e.g. “AM data for the Route 164 at stop #57535”). The first two numbers in the table name represent the year (e.g. “18” = 2018), and the third number represents the service change (“1” = Spring, or March – June, and “3” = Fall, or September – March). **NOTE: Only weekday data is available in this dataset.**

|  |  |
| --- | --- |
| Zone# | The unique zone/stop number for the bus stop |
| StopSeq | Where the stop falls in the sequence of stops served by the particular route |
| Period | Generalized time-of-day for which the data refers. “AM” = 5AM-9AM, “MID” = 9AM-3PM, “PM” = 3PM-7PM, “XEV” (evening) = 7PM-10PM, “XNT” (night) = 10PM – 5AM. “DAY” is used for Saturday/Sunday, and covers the same time period as “AM,” “MID,” and “PM” (i.e. 5AM – 7PM) |
| SignRt | The route number, as would appear on the front of the bus or on printed/online schedules |
| E/L | Indicates whether the route is an Express (“E”) or Local (“L”) variant, which indicates both its stop pattern (express variants can skip stops normally served by local variants), as well as the hours/direction of operation (express usually only operates in the morning towards downtown, and in the afternoon away from downtown) |
| InOut | Indicates whether a trip is an Inbound (“I”, generally heading towards downtown/other major activity center) or Outbound (“O”, generally heading away from downtown/other major activity center) trip |
| ObsTrips | Total trips on the route scheduled to serve the stop during the time period |
| TotalObs | Total trips on the route observed during the time period, during the data collection period |
| AvgOns/Trip | Number of ons (boardings) during the period, divided by the number of trips scheduled during the period |
| OnsObs | Total average ons (boardings) for all trips on the route serving this stop during this time period |
| AvgOffs/Trip | Number of offs (alightings) during the period, divided by the number of trips scheduled during the period |
| OffsObs | Total average offs (alightings) for all trips on the route serving this stop during this time period |
| AvgDepLoad/Trip | Average number of people on the bus when it leaves the stop |
| OnStreet | Name of street that the bus stop is on |
| CrossStreet | Name of cross-street that the bus stop is nearest (usually) |
| Inter | Location of stop respective to cross-street. “NS” = near side (just before the intersection), “FS” = far side (just after the intersection), and others |
| Dir | Cardinal direction that the bus is facing when it approaches and leaves the stop |
| Jurisdiction | City/jurisdiction that the stops is in |