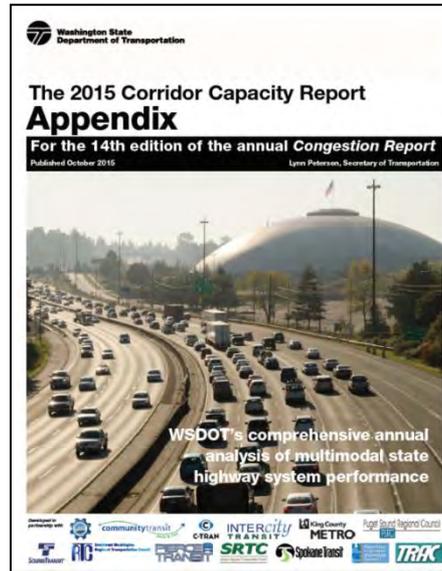


2015 Corridor Capacity Report

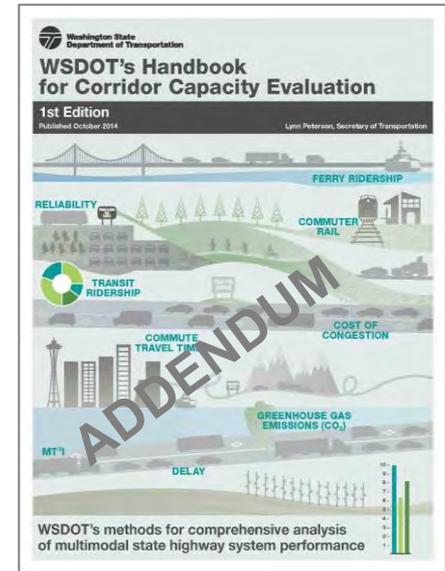


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How is this report used?

The 2015 *Corridor Capacity Report* (CCR) was created

- ▶ To help inform WSDOT policy makers, planners and engineers as they examine the multimodal capacity opportunities for state highways
- ▶ To support WSDOT's Practical Solutions and performance-based planning initiatives
- ▶ To apprise the Legislature, stakeholders, educational and research institutions, the media, and the public about highway system conditions and how we can work together to reduce congestion



this year

- 1 ▶ Strengthened partnerships
- 2 ▶ Proactive communications plan
- 3 ▶ Interactive online maps
- 4 ▶ Multimodal measure expansion
- 5 ▶ Arterial corridor performance analysis

Interactive PDFs for the 2015 *Corridor Capacity Report*, the Appendix and WSDOT's *Handbook for Corridor Capacity Evaluation* (and addendum) can be accessed online at: <http://www.wsdot.wa.gov/Accountability/Congestion/2015.htm>

1 Strengthened partnerships



*...in partnership with Metropolitan Planning Organizations (MPOs),
Transit agencies*

Ben-Franklin Council of Governments

C-Tran

Community Transit

Intercity Transit

King County Metro

Pierce Transit

Puget Sound Regional Council

Southwest Regional Transportation Council Sound Transit

Southwest WA Regional Transportation Council

Spokane Regional Planning Council

Spokane Transit

Thurston Regional Planning Council

University of Washington

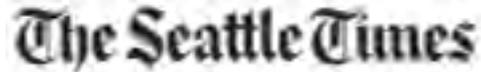
2 Proactive communications plan



Reaction & responses...



“Puget Sound traffic congestion up 19% since recession”



“More drivers, more gridlock, more delays”



“WSDOT blames economic rebound for worsening congestion”



The Columbian “Traffic congestion on the rise in Clark County”



“South Sound traffic congestion accelerates”



The Olympian



“Commutes around the state generally getting worse”



“Tech boom equals big traffic headaches and record congestion, according to new state report”

PLAYOFF BOUND

Dempsey leads Sounders over Real Salt Lake **SPORTS > C1**



Robot cars: the toughest questions

BUSINESS > A9



Creepy classics

Books reissued for Halloween

YOUR MONDAY > B3

MONDAY, OCTOBER 26, 2015



CHANCE OF SHOWERS
High, 56. Low, 50. > **B8**
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TRAFFIC WOES

More drivers, more gridlock, more delays

CONGESTION | Although there has been a modest growth in driving, a state report says roads are more saturated with traffic than ever.

By **MIKE LINDBLOM**
Seattle Times transportation reporter

Washington state's robust economy has brought a small increase in driving, but it's enough to cause a staggering amount of delay on urban highways.

Congestion last year in the Seattle metropolitan area — from Everett to Olympia — was 19 percent worse than in 2007, before the recession hit, according to a state transportation department (WSDOT) report released Monday.

Some roads are so saturated that

in many places, drivers attempt to outwit the gridlock by traveling earlier in the morning, or running errands in early afternoon.

The result is that stop-and-go traffic lasts more hours a day. For now, the environmental community's longstanding theory about "peak driving," where cultural shifts leave people less chained to their cars, remains a wish.

Statewide, vehicle miles traveled on all roads increased by 2.6 percent over the past two years, according to the Corridor Capacity Report, as motorists covered a record 58.1 billion miles in 2014.

That's like making 312 trips to the sun and back.

During that same time frame, Washington's population rose just over 2 percent, to 7 million people, vehicle registrations grew by 7 percent, and delays in major commuter corridors increased 6.5 percent.

Some findings:

* Going from Everett to Seattle, an average solo commute on Interstate 5 last year took 51 minutes, compared to 44 minutes in 2012. That means solo drivers must plan for a so-called "reliable time" of 85 minutes, up from 76 minutes two

See > **TRAFFIC, A4**

At least 3 die when B.C. tour boat sinks

WHALE-WATCHING VESSEL WITH 27 OFF WEST COAST OF VANCOUVER ISLAND

Mayday call near Tofino

The Associated Press

VANCOUVER, B.C. — At least three people died after a whale-watching boat with 27 people on board sank off Vancouver Island, Canadian authorities said late Sunday.

The Joint Rescue Coordination Centre confirmed that the vessel made a mayday call shortly before 4 p.m. Sunday near Tofino, B.C.

Jenn Hamilton, a spokeswoman for British Columbia Emergency

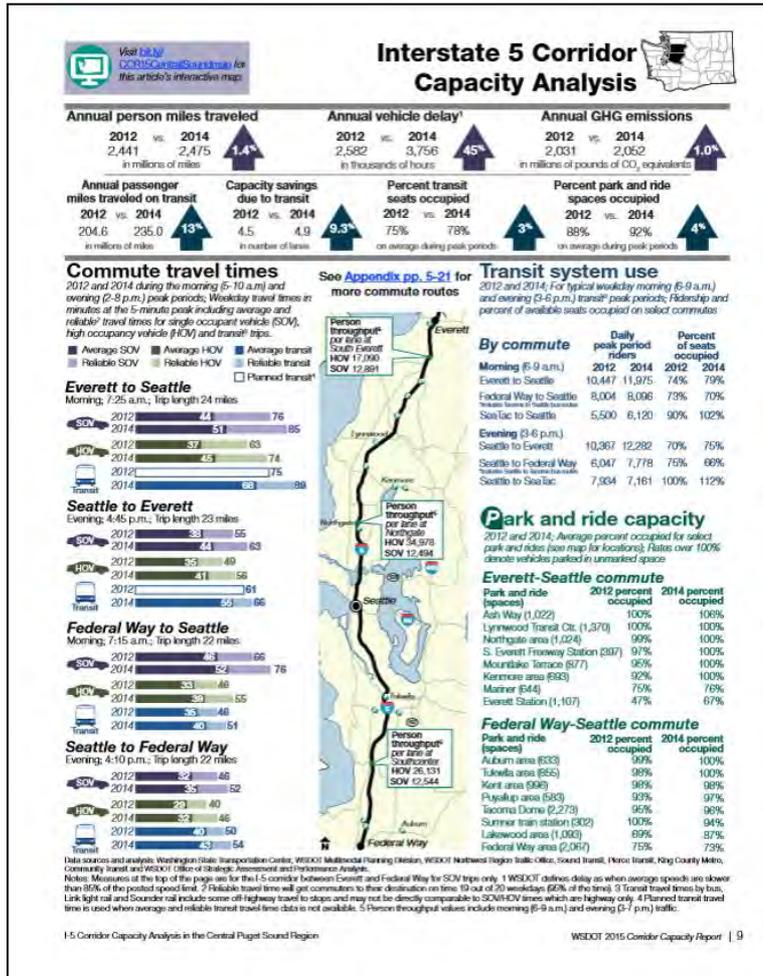
3 Interactive online maps



What are the best ways to communicate?

Corridor maps

Story maps



The 2015 Corridor Capacity Report

Online interactive maps of WSDOT's comprehensive multimodal highway system performance analysis

How to use this map
This series of online maps will allow you to explore data from the 2015 Corridor Capacity Report in detail using an interactive tool. Select map categories and zoom in and out to view which areas WSDOT's analysis of urban corridor transportation and the state's highway system. An interactive map tool will allow you to view which areas WSDOT's analysis of urban corridor transportation and the state's highway system.

Statewide highway congestion
Washington's highway system is facing higher vehicle miles traveled (VMT) and more vehicles on the road, which leads to longer commutes and everything that goes with congestion. Although statewide traffic congestion has seen an upward trajectory over the past five years, 2014 average congestion remained below the 2008 peak congestion levels. The central Puget Sound area still has the highest congestion in the state, but it has seen a 10% decrease in congestion. This report provides a comprehensive overview of the state's highway system and how it is performing. It also provides a look at how the state is addressing person throughput by creating more capacity on state highways.

WSDOT will be releasing the 2015 Corridor Capacity Report in the next few weeks. The 2015 Corridor Capacity Report is designed to provide a comprehensive multimodal capacity overview of state highways.



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Baltimore City's Health Begins Where We Live
By Baltimore City Health Department

The Settings of Shyamalan
By EntertainMaps.com

Brazil's People of the Forest
Meet the Yudja, Brazil's Forest Guardians
By World Resources Institute (WRI)

2015 Corridor Capacity Report
By Washington State Dept. of Transportation

How do you get to the story maps?

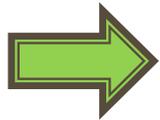
Quick link: bit.ly/CCR15statewidemap

OR:

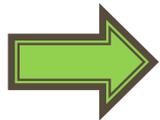
Find links throughout the report for the corresponding story maps:

<http://wsdot.wa.gov/publications/fulltext/graynotebook/CCR15.pdf>

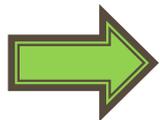
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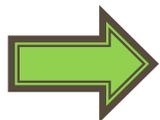
www.wsdot.wa.gov/accountability



“Congestion Reporting and the Corridor Capacity Report”



“WSDOT’s Annual Corridor Capacity Report”



Click map image

WSDOT story maps featured on ESRI gallery

bit.ly/CCR15statewidemap

The screenshot shows the ESRI Story Maps gallery interface. On the left, there are navigation options: 'Customized', 'Embedded', 'Linked', 'Author', and a 'SUBMIT YOUR APP' button. The main content area displays a grid of story map thumbnails. The '2015 Corridor Capacity Report' by the Washington State Dept. of Transportation is highlighted with a red border. Other visible thumbnails include 'Baltimore City's Health Begins Where We Live', 'The Settings of Shyamalan', 'Meet the Yudja, Brazil's Forest Guardians', and 'A Fresh Look at Cuban Trade'.

4 Multimodal measure expansion



Amtrak Cascades corridor

- ▶ Parallel to I-5 highway corridor
- ▶ Measures include:
 - Passenger miles traveled
 - On-time performance
 - Capacity/utilization
 - Ridership

New transit measure

- ▶ Lane capacity savings due to transit



5 Arterial corridor performance analysis



How do traffic signals affect congestion?

Tri-Cities US 395 Corridor Capacity Analysis



Annual person miles traveled	Annual vehicle delay ^{1,2}	Annual GHG emissions
2012 vs. 2014 N/A vs. 79.7 in millions of miles	2012 vs. 2014 N/A vs. 1.1 in thousands of hours	2012 vs. 2014 N/A vs. N/A in millions of pounds of CO ₂ equivalents

Commute travel times

2012 and 2014 during the morning (6-8 a.m.) and evening (3-6 p.m.) peak periods; Weekday travel times in minutes during peak periods including average and reliable³ travel times for single occupant vehicle (SOV) trips.

■ Average SOV
■ Reliable SOV

Kennewick to Pasco

Morning; 6-8 a.m.; Trip length 6 miles

SOV 2014 12 17

Pasco to Kennewick

Evening; 3-6 p.m.; Trip length 6 miles

SOV 2014 14 23

Park and ride capacity

2014; Average percent occupied for select park and rides (see map for locations)

Kennewick-Pasco commute

Park and ride (spaces)	2014 percent occupied
Union Street & 27th Avenue (50)	80%
Huntington Transit (96)	61%
U.S. 395 & Yalm Street (39)	50%
Pasco - North 22nd Avenue Transit (50)	42%



- ▶ Pilot capacity analysis for signalized corridor
- ▶ Key commute and freight route with eight traffic signals
- ▶ Limited data but should expand in coming years

2015 Performance Highlights in Brief

- ▶ Although statewide traffic congestion has been on an upward trajectory for the past five years, 2014 annual congestion remained 8% below the 2007 pre-recession levels
- ▶ Vehicle hours of delay increased 4.6% between 2012 and 2014, mirroring the growth in the state's economy
- ▶ Transit ridership on urban commute corridors during daily peak periods increased 7.8%
- ▶ Transit provided the capacity equivalent of five additional SOV lanes to meet the demand on certain stretches of I-5
- ▶ Passengers traveled more miles on Amtrak Cascades trips in 2014 compared to 2012, but ridership declined by 3.4%, indicating longer trips
- ▶ Ferries ridership increased 4% between 2012 and 2014, while trip reliability and on-time performance declined slightly



Questions?

2015 *Corridor Capacity Report*:
<http://wsdot.wa.gov/publications/fulltext/graynotebook/CCR15.pdf>

2015 *Corridor Capacity Report* story maps:
bit.ly/CCR15statewidemap

For additional information on the 2015 *Corridor Capacity Report*, please contact:

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