



Stuck in Traffic: 2015 Report

Washington State Transportation Commission
May 19, 2015



Congestion Reporting

- Will report on regional-scale congestion trends for Puget Sound corridors twice a year
- Ties in with performance-based planning effort
- Data is not perfect but is the best available
- Working to minimize gaps in geography

Regional Highlights since 2010

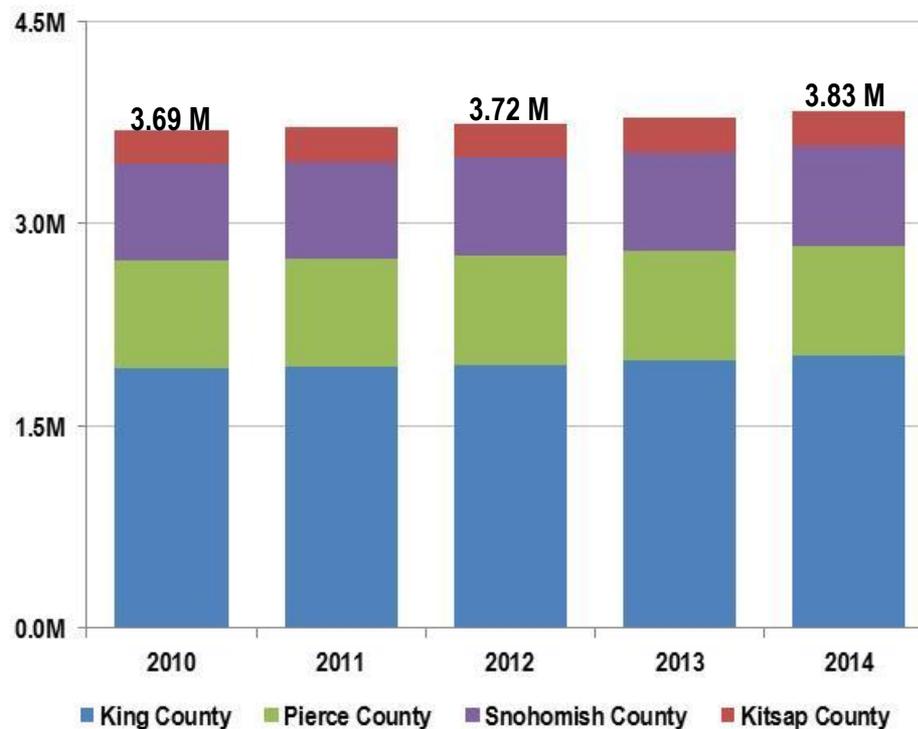


- Employment has grown faster than population, especially in King and Snohomish counties
 - 144k more people and 167k more jobs
- Transit ridership has topped pre-recession levels and continues to rise
 - Vanpool ridership is up
 - Park and Rides fill earlier and more frequently
- Delay on the region's freeway system has risen significantly since 2010
 - Travel has been flat since 2010
 - Delay increased on both general and HOV lanes



Population Growth

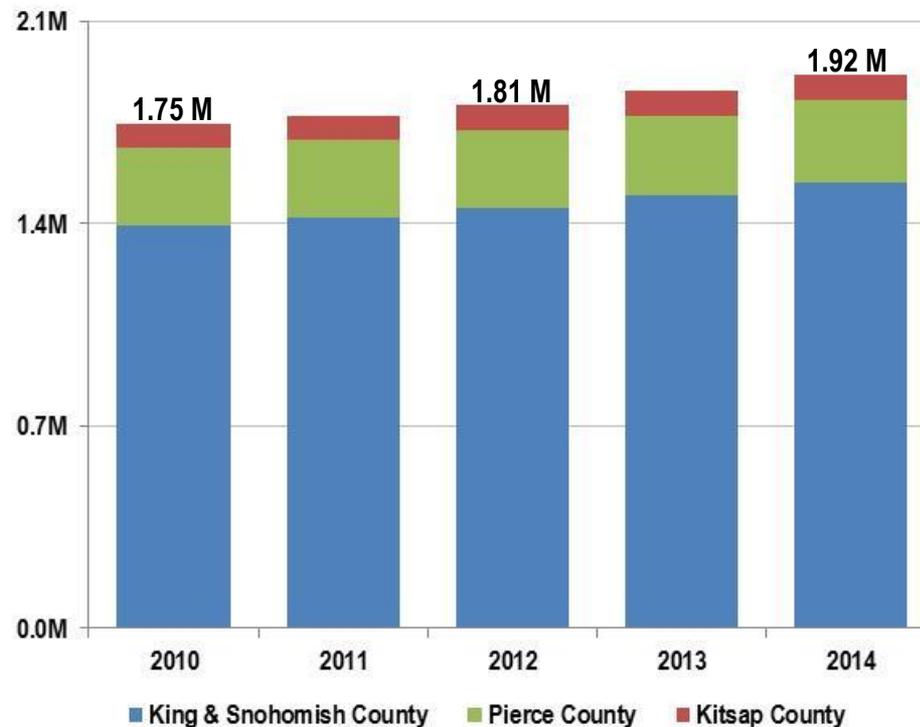
- There were 144k more people in our region in 2014 (a **3.9%** increase)
- King County had the largest increase in people (both in total and percentage)



Source: April 1, 2014 Population of Cities, Towns and Counties, Washington State Office of Financial Management, Forecasting Division.

Employment Growth

- There were 167k more jobs in our region in 2014 (a **9.6%** increase)
- King / Snohomish County had the largest increase in jobs (both in total and percentage)

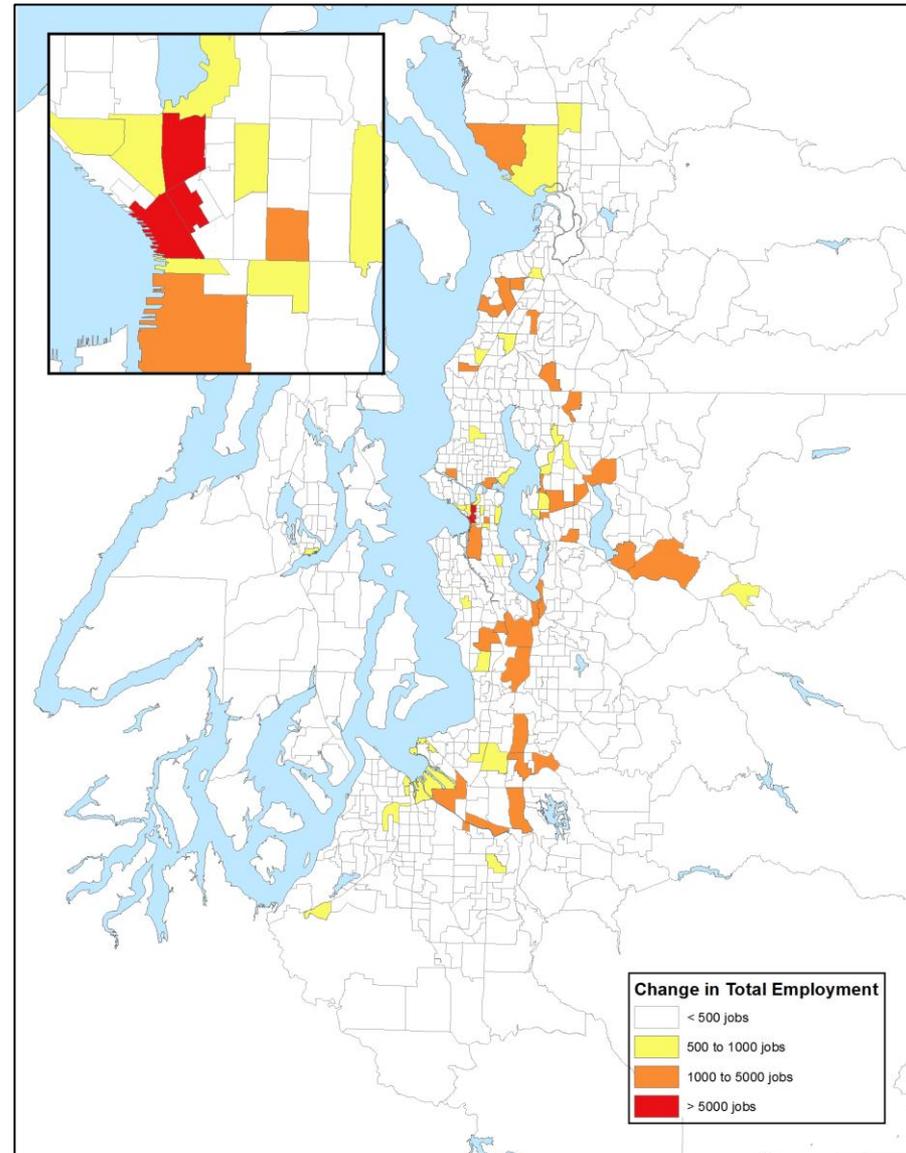


Source: <https://fortress.wa.gov/esd/employmentdata/docs/economic-reports/wa-historical-employment-seasonally-adjusted.xlsx>.

Employment Growth by Census Tract

Largest increases were focused in:

- Downtown Seattle
- Bellevue
- Redmond
- Issaquah
- South Everett
- Renton
- Kent

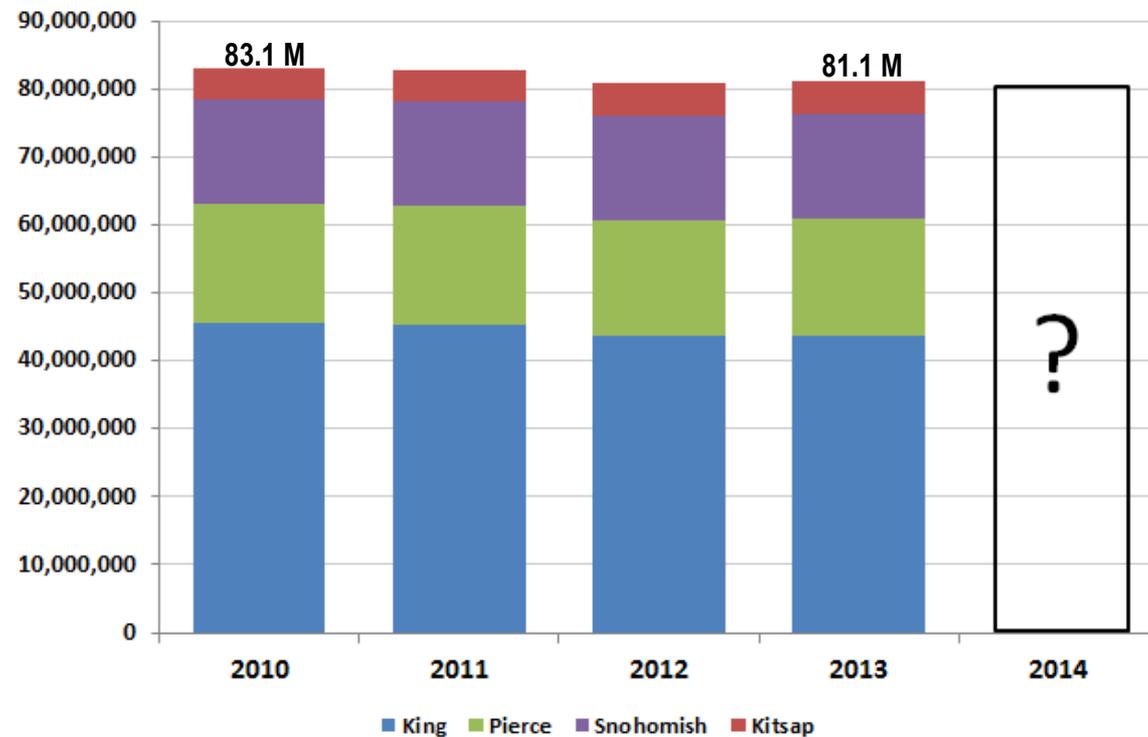


Source: <http://www.psrc.org/data/employment/covered-emp>



Car Travel (Vehicle Miles Traveled)

- Car travel across the region was flat between 2010 and 2013

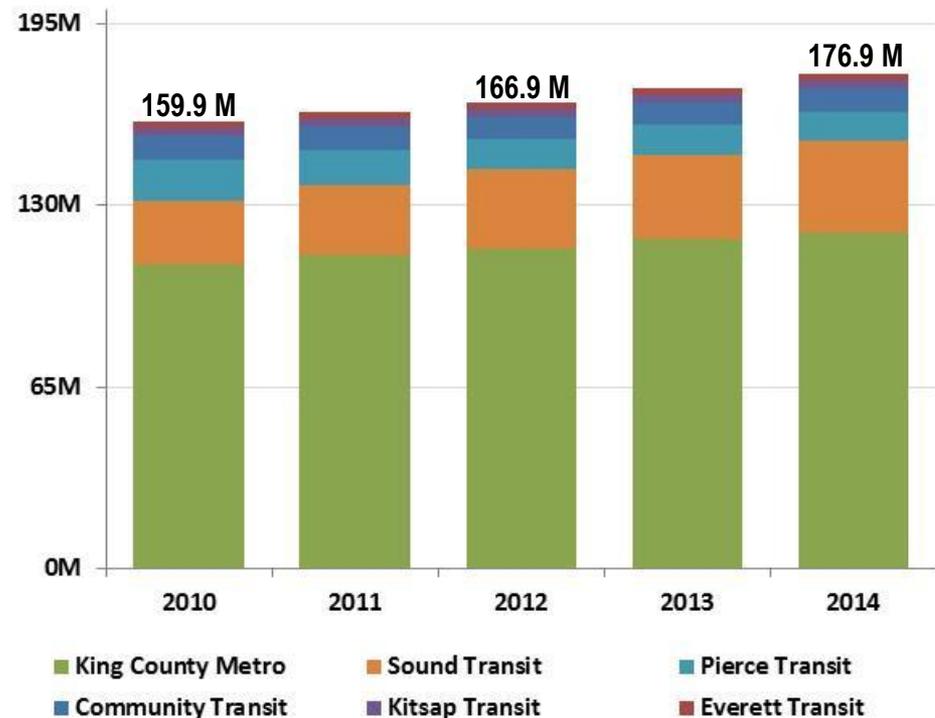


Source: WSDOT Highway Performance Monitoring System



Transit Boardings

- There were 17 million more annual boardings in 2014 (an 11% increase) despite a 6.5% overall decrease in service hours
- Boardings increased by 3.1% between 2013 and 2014
- In 2014, 25% of all ST Express bus trips had passengers standing
- 11% of all King County Metro trips had more riders than seats (6% in 2010)

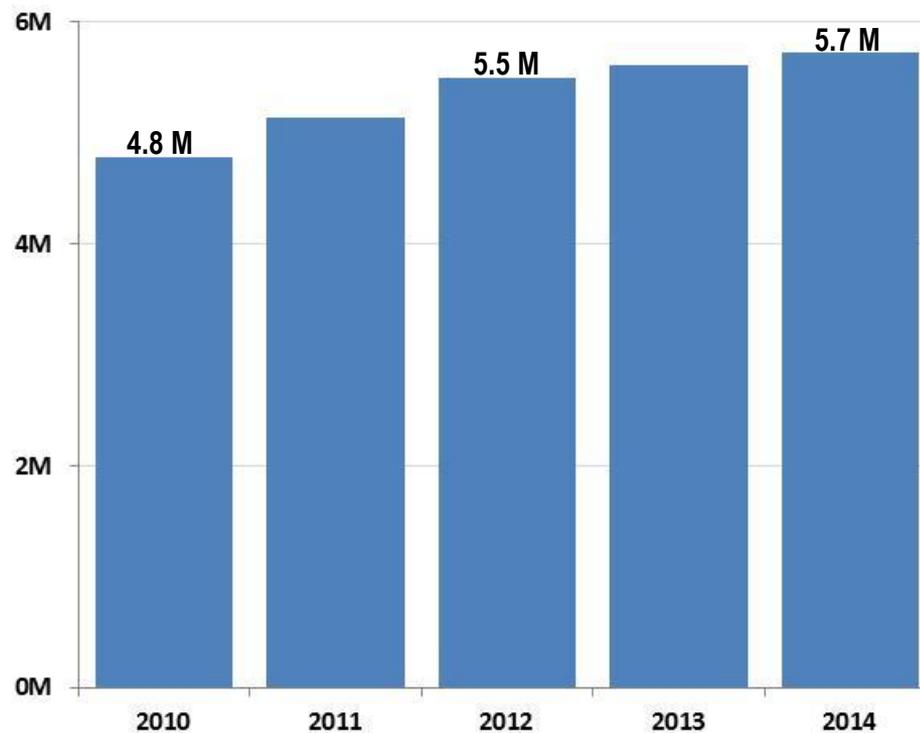


Source: National Transit Database, Transit Agencies



Vanpool Users

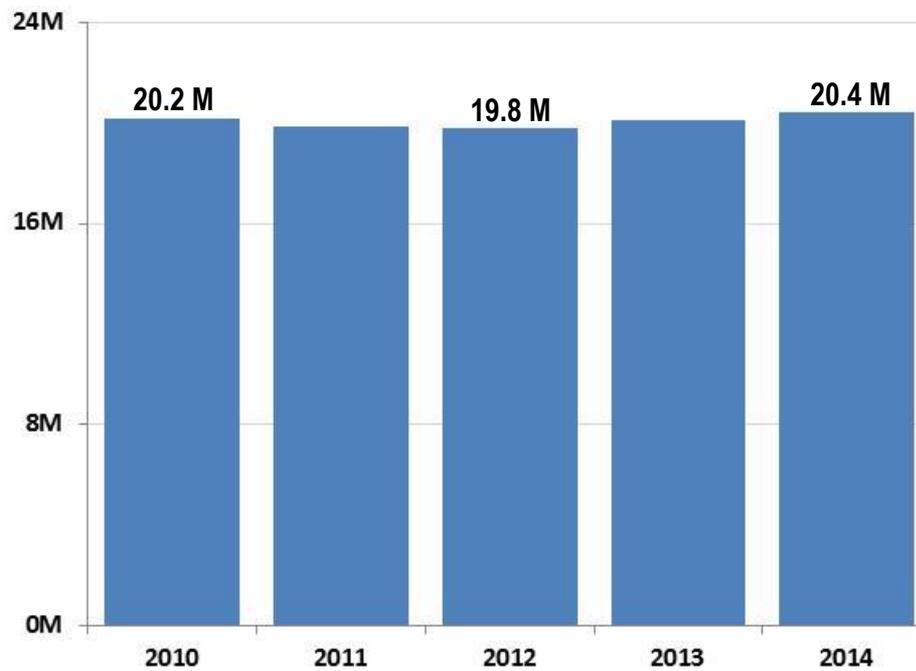
- There were 900k more annual passenger trips in 2014 than 2010 (a 20% increase)
- Vanpool passenger trips increased by 2% between 2013 and 2014



Source: National Transit Database, Transit Agencies

Ferry Ridership

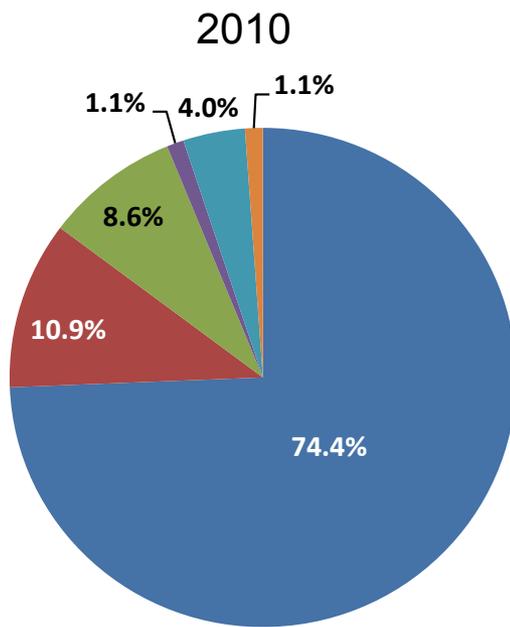
- Ferry ridership for WSF has been fairly steady since 2010, although there has been a slight uptick since 2012
- King, Kitsap and Pierce County ferry ridership grew by over 13% since 2010



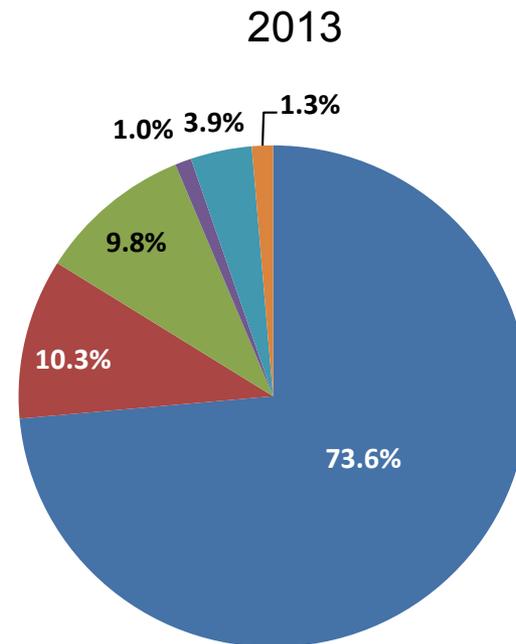
Source: Washington State Ferries

Commute Mode Share

- Transit commute mode share increased between 2010 and 2013
- King County saw the greatest increase in Transit commute mode share (2.1%)



Drove
HOV (2
Transit
Bicycle
Walk
Other



Drove
HOV
Tran
Bicy
Walk
Other

Source: American Community Survey 1-year data

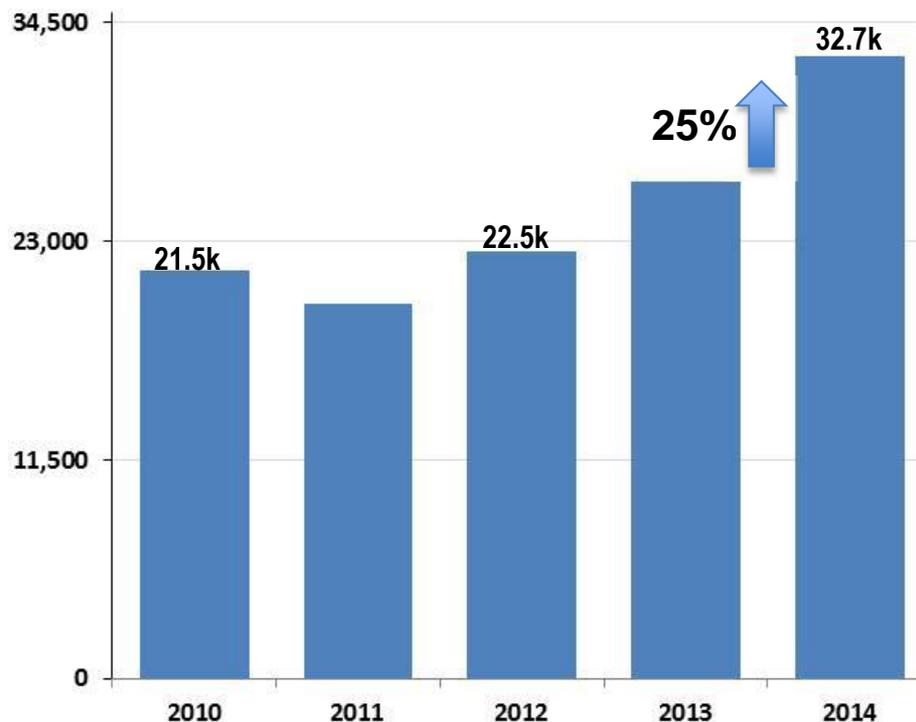
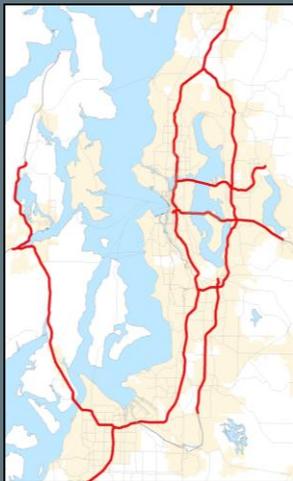


Delay on Region's Freeways

- There were 11,200 more hours of delay every day in 2014 (a 52% increase)
- Delay increased by 25% between 2013 and 2014

Corridors included:

- SR 3
- I-5
- SR 16
- I-90
- SR 167
- I-405
- SR 520



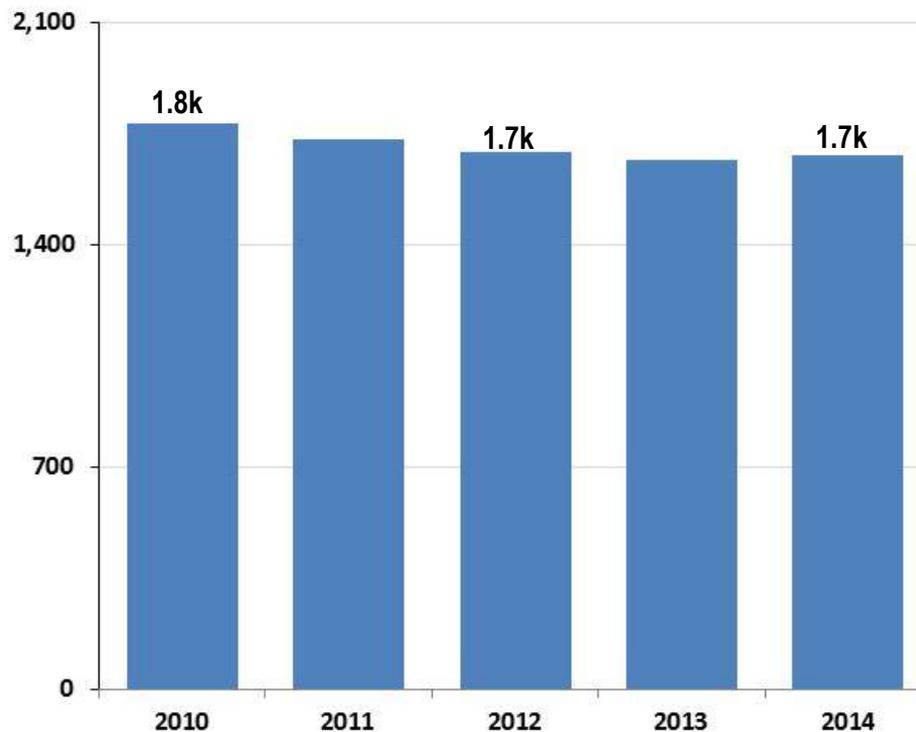
Source: WSDOT Freeway Detector Data 2010 – 2014, Monday through Friday Average

Delay on SR 3 and SR 16 in Kitsap County

- Delay has been flat on SR 3 and SR 16 in Kitsap County

Corridors included:

- SR 3
- SR 16



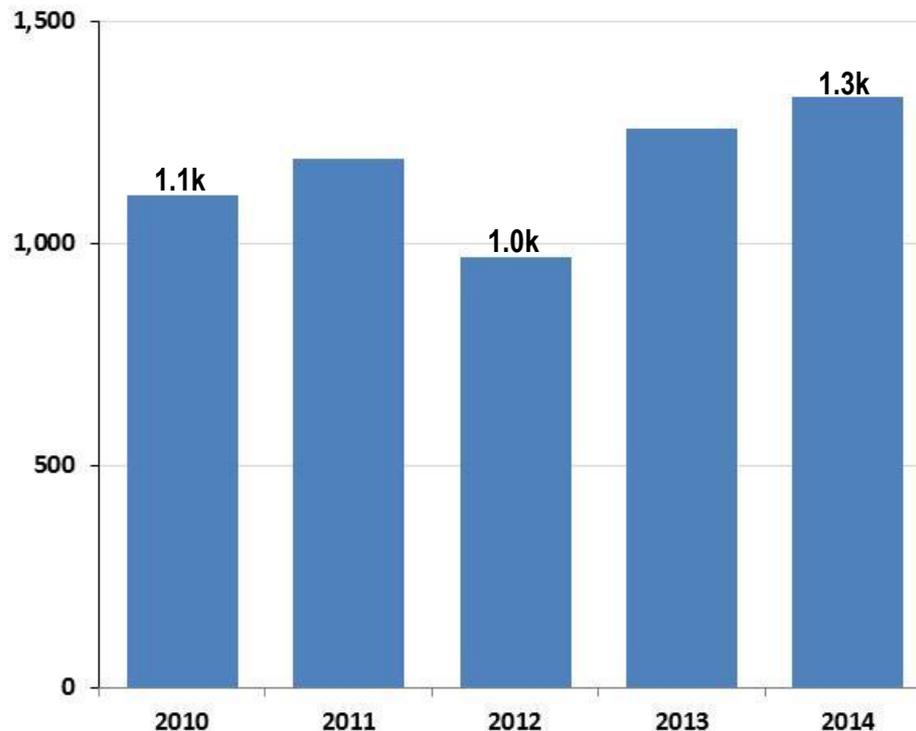
Source: WSDOT Segment Analysis Program

Delay on I-5 in Pierce County

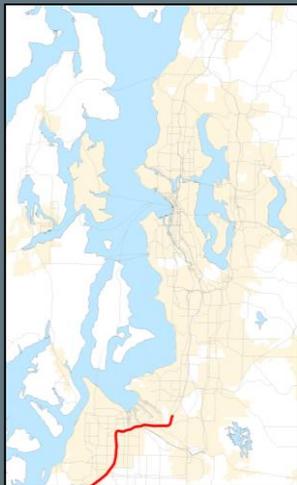
- Delay has been fairly flat on I-5 through Pierce County with about 200 more hours of delay in 2014 than 2010 (a 20% increase)
- Delay increased by 6% between 2013 and 2014

Corridors included:

- I-5 from Thurston County line to King County line



Source: WSDOT Freeway Detector Data 2010 – 2014, Monday through Friday Average

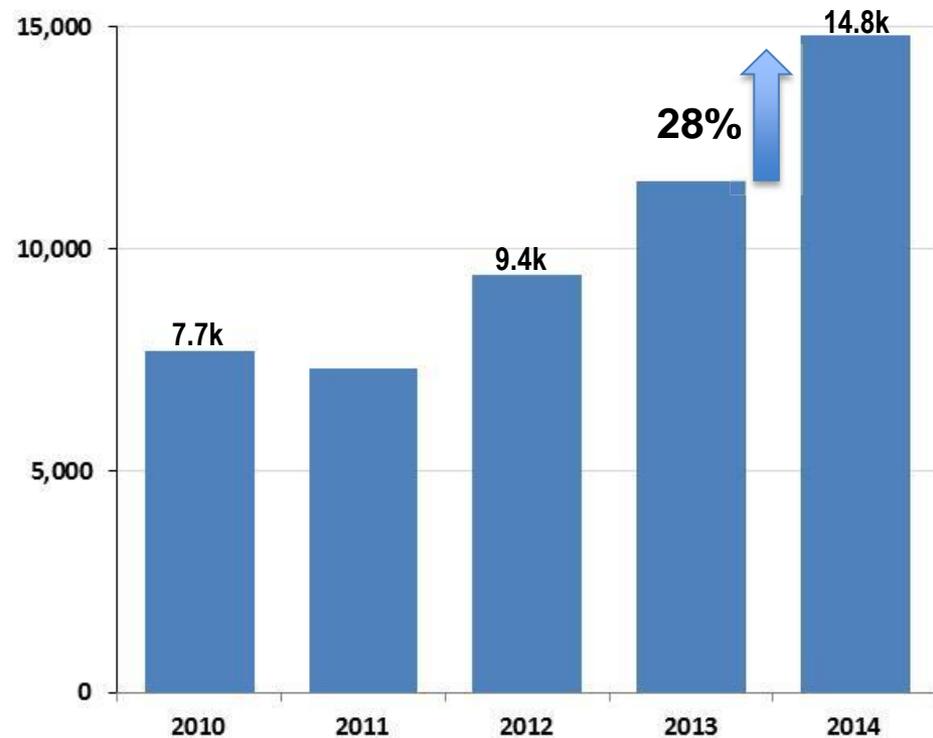


Delay on I-5 from Fife to Everett

- There were 7,100 more hours of delay in 2014 than 2010 (a 92% increase)
- Delay increased by 28% between 2013 and 2014

Corridors included:

- I-5 from Pierce County line to US 2



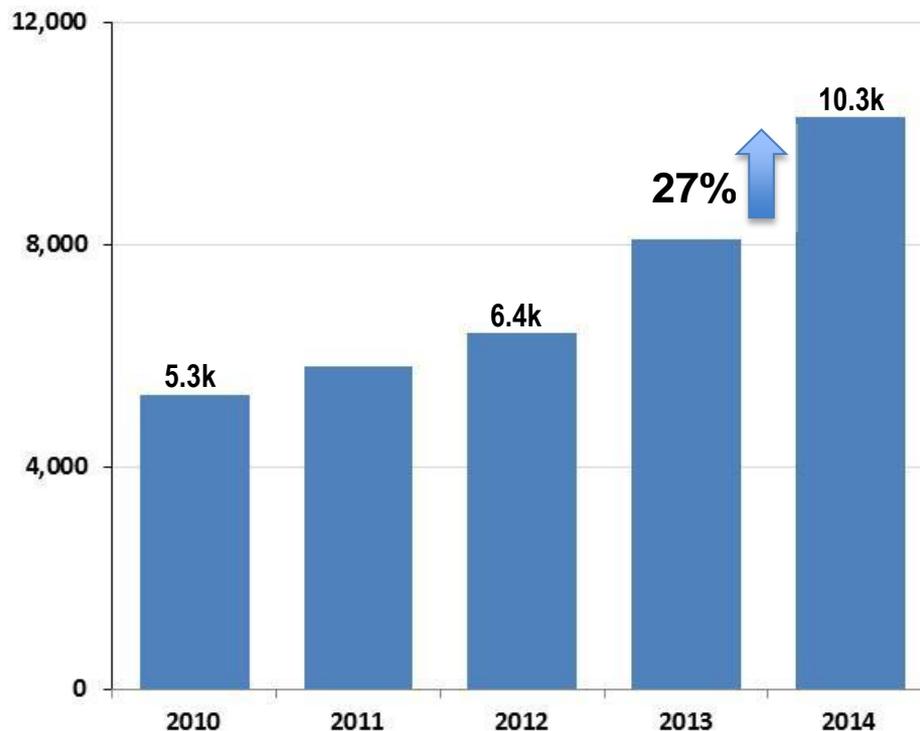
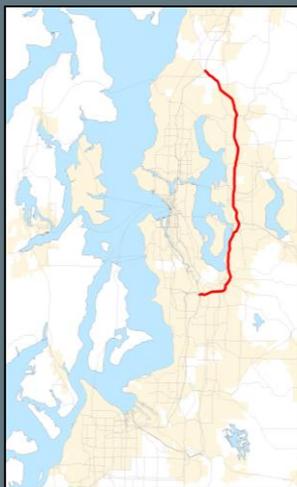
Source: WSDOT Freeway Detector Data 2010 – 2014, Monday through Friday Average

Delay on I-405 from Tukwila to Lynnwood

- There were 5,000 more hours of delay in 2014 than 2010 (a 94% increase)
- Delay increased by 27% between 2013 and 2014

Corridors included:

- I-405 from Tukwila to Lynnwood



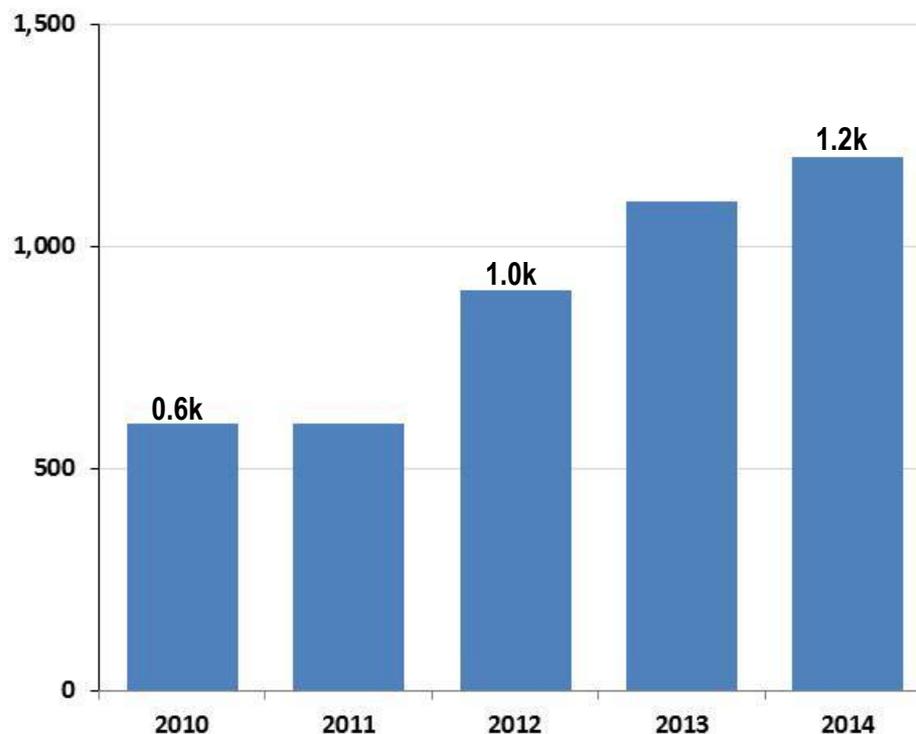
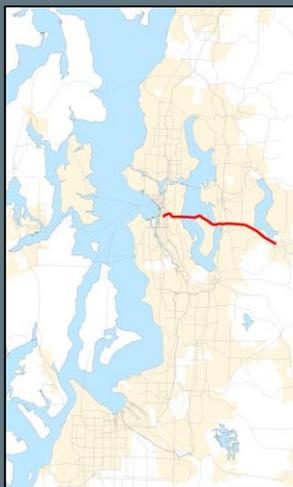
Source: WSDOT Freeway Detector Data 2010 – 2014, Monday through Friday Average

Delay on I-90 from Seattle to Issaquah

- There were 600 more hours of delay in 2014 (a 100% increase)
- Delay increased by 10% between 2013 and 2014

Corridors included:

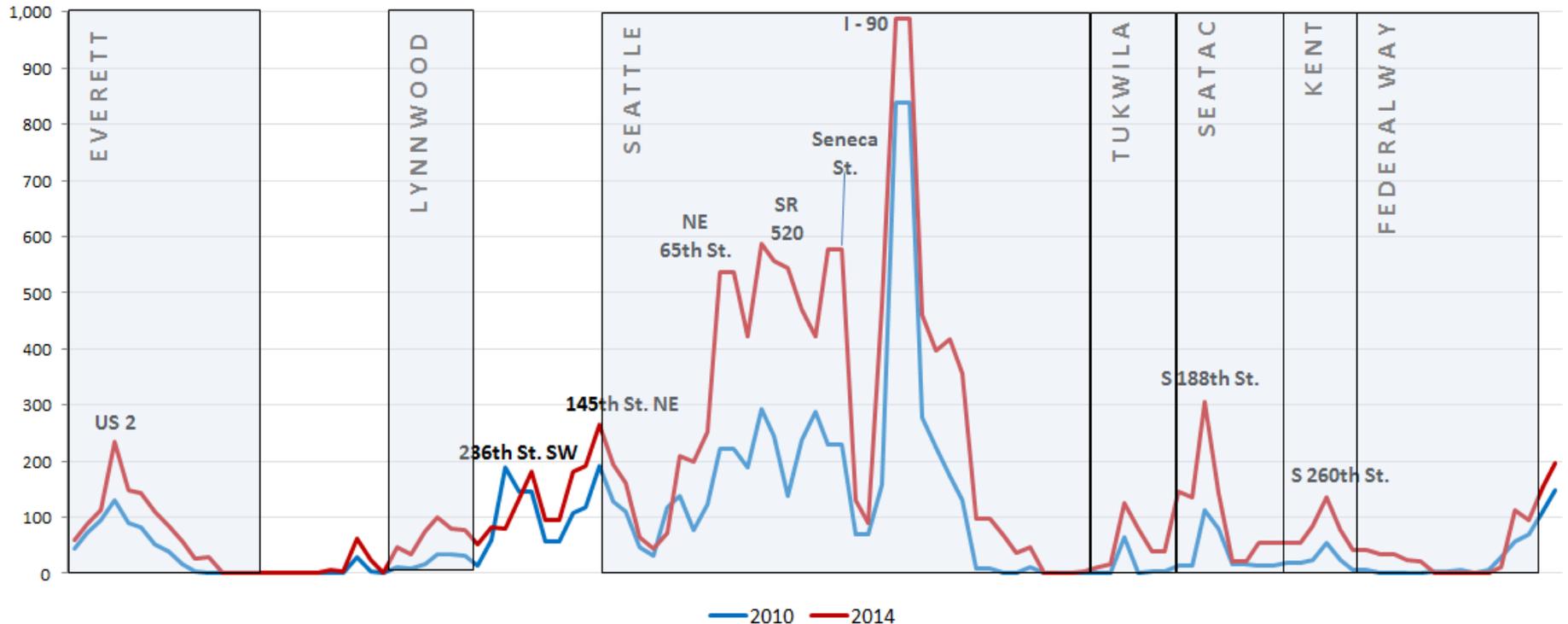
- I-90 from Seattle to Issaquah



Source: WSDOT Freeway Detector Data 2010 – 2014, Monday through Friday Average

I-5 Delay: Everett to Fife

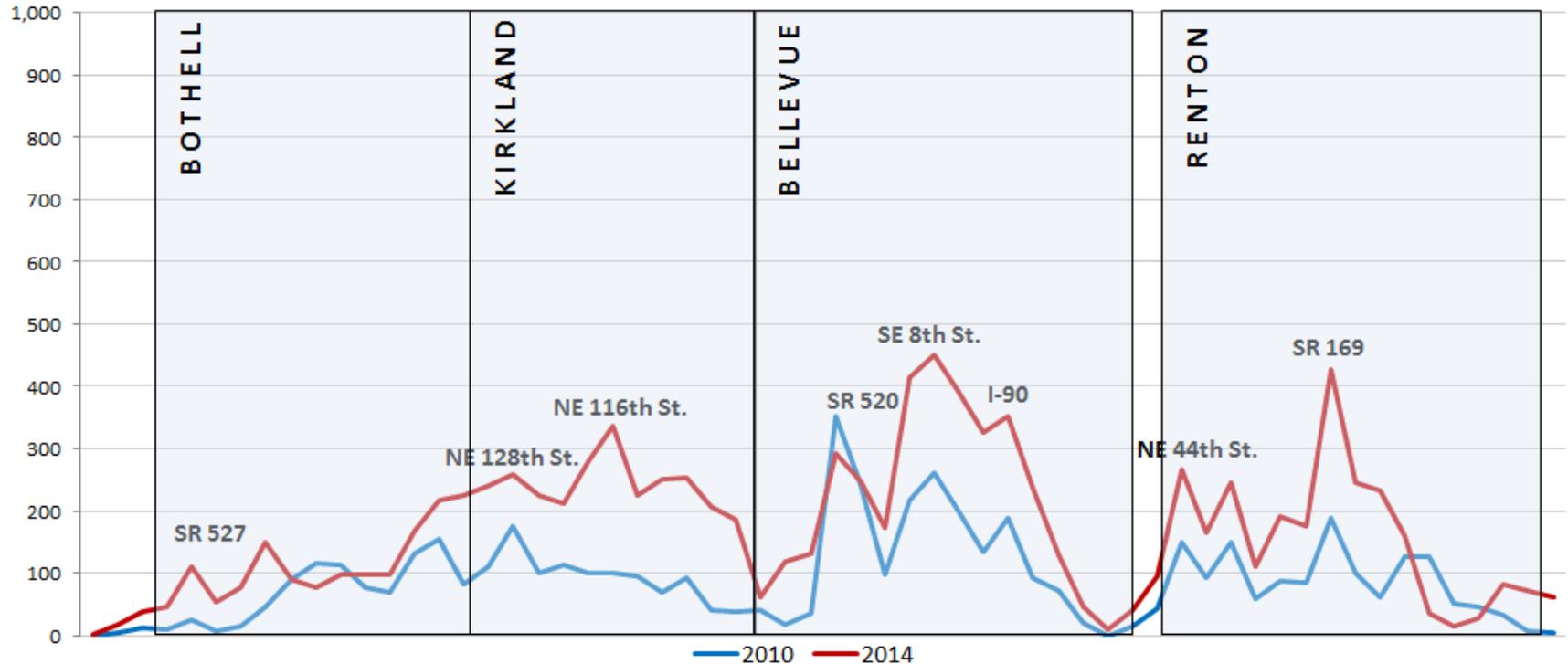
I-5 Hours of Delay: Both Directions and All Day



- Major hot spots include I-90 interchange and the stretch between NE 65th St. and Seneca St.
- Other areas with significant delay include the US 2 Interchange in Everett, 145th St. in Seattle, and S 188th St. in SeaTac
- No significant change in daily vehicle volumes

I-405 Delay: Lynnwood to Tukwila

405 Hours of Delay: Both Directions and All Day

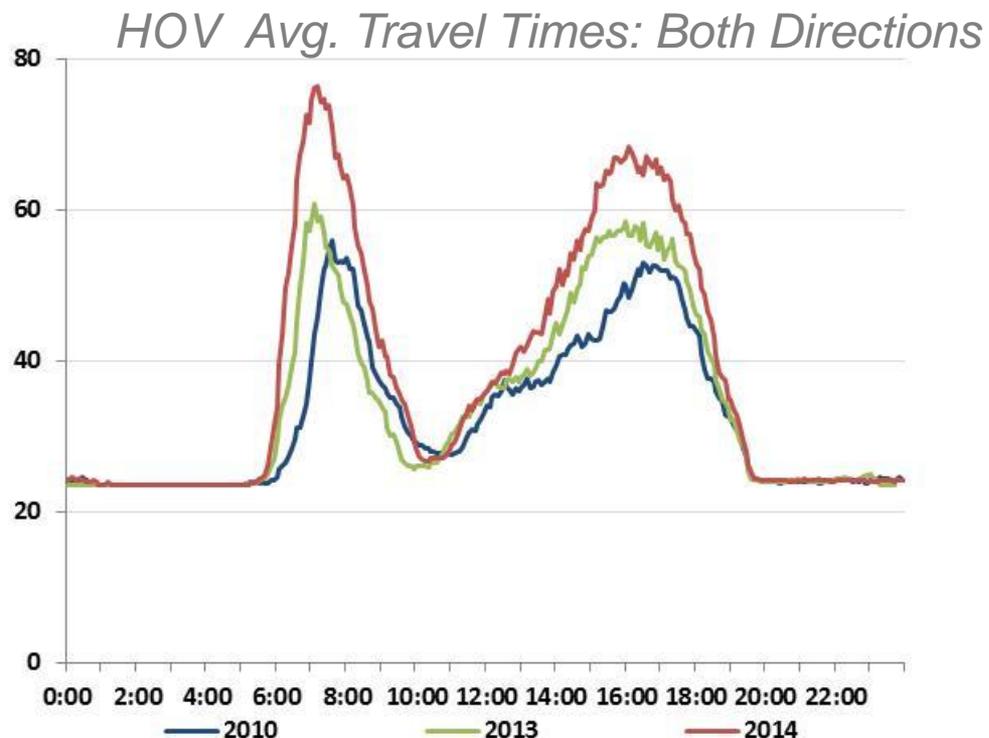


- Major hot spots include NE 116th St. in Kirkland, SE 8th and I-90 in Bellevue, and SR 169 in Renton
- Other areas with significant delay include SR 527 in Bothell, NE 128th St. in Kirkland, SR 520 in Bellevue, and NE 44th St. in Renton
- No significant change in daily vehicle volumes

I-5 HOV Travel Time: Everett to Seattle

- HOV travel times have increased by almost 20 minutes between Everett and Seattle in the HOV lanes
- A majority of this increase has occurred in the past year

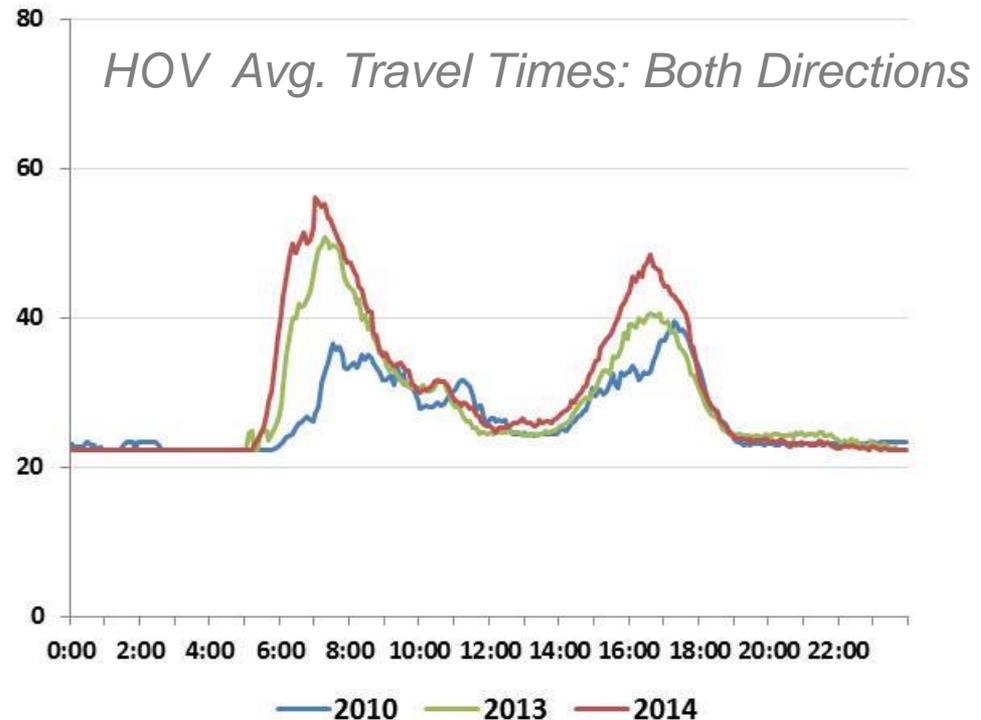
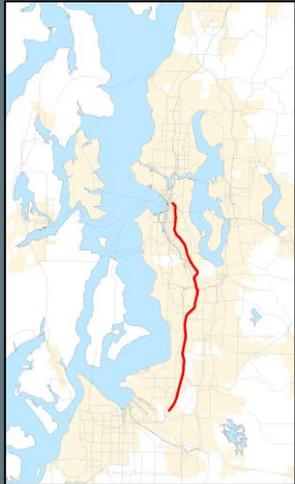
- Community Transit routes on I-5 were late 25% of the time in 2014



Source: WSDOT Freeway Detector Data 2010 – 2014, Monday through Friday Average, 95% Travel Times

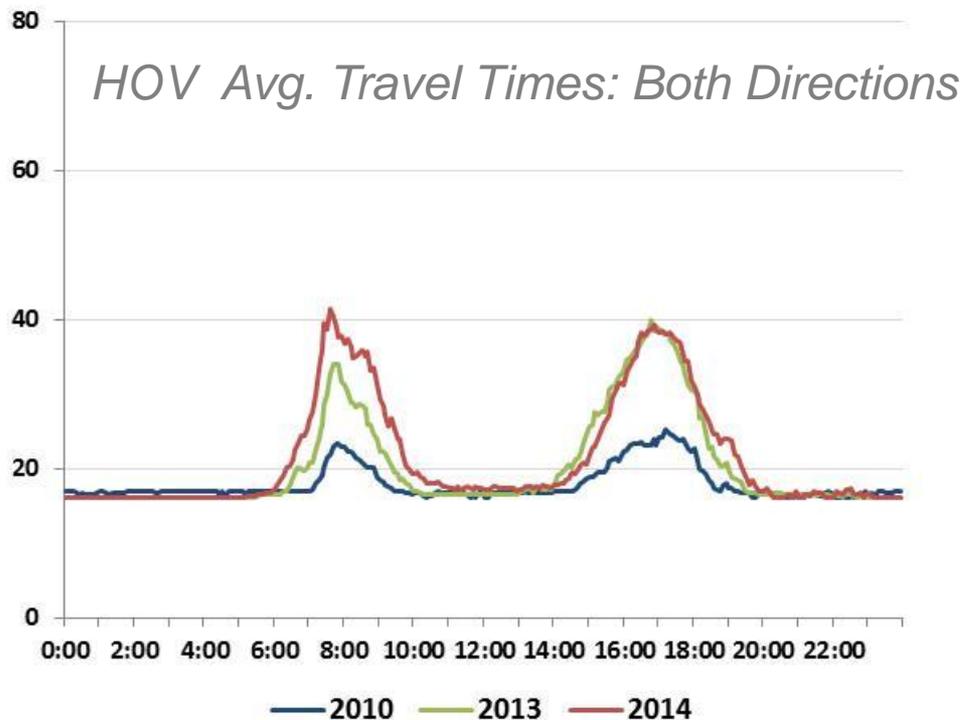
I-5 HOV Travel Time: Federal Way to Seattle

- HOV travel times have increased by almost 20 minutes between Federal Way and Seattle
- AM Peak travel times have increased the most
- King County Metro routes on I-5 south of Seattle were late 15% more often in 2014 than 2013



I-405 HOV Travel Time: Lynnwood to Bellevue

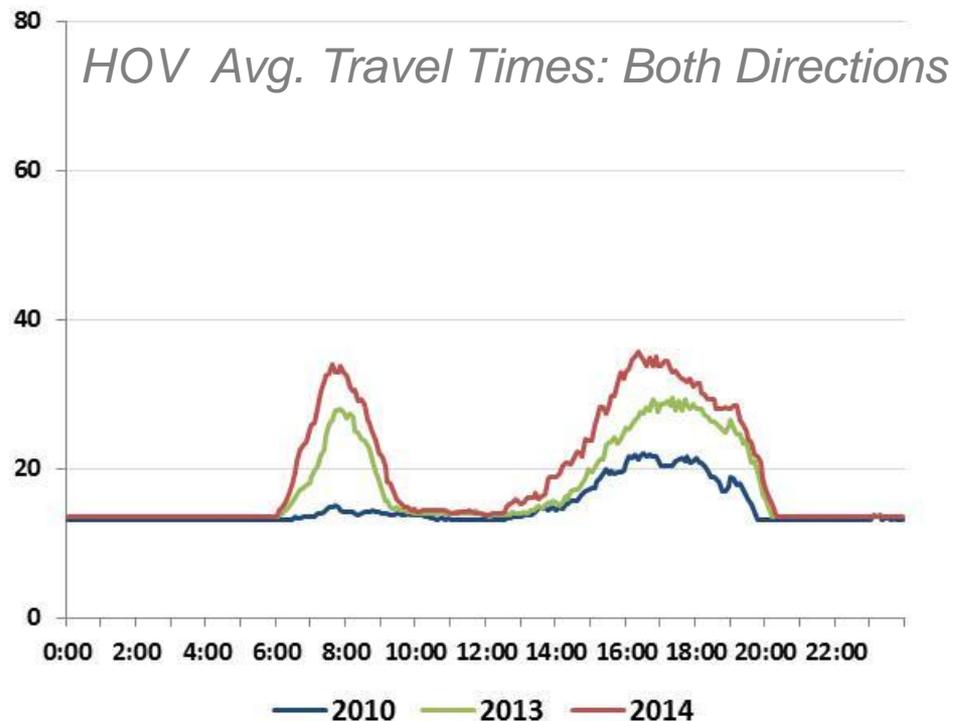
- HOV travel times have increased by almost 15 minutes between Lynnwood and Bellevue
- Much of this corridor has been under construction



Source: WSDOT Freeway Detector Data 2010 – 2014, Monday through Friday Average, 95% Travel Times

I-405 HOV Travel Time: Tukwila to Bellevue

- HOV travel times have increased by almost 20 minutes between Tukwila and Bellevue
- AM HOV performance has changed dramatically for this corridor.



Source: WSDOT Freeway Detector Data 2010 – 2014, Monday through Friday Average, 95% Travel Times



Summary

- Employment growth in recent years has put an increasing amount of stress on an already fragile transportation system.
- As demand increases, our region's transit system has been negatively impacted by the increase in congestion, with less reliable service and longer wait and travel times.
- Overall, growing hours of delay are a concern for the region's economy and its residents' quality of life.

Questions?



Contact me with questions:

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