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)

Employment Growth

• There were 167k more jobs in our region in 2014 (a \textbf{9.6\%} increase)

• King / Snohomish County had the largest increase in jobs (both in total and percentage)

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%)

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
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

- 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

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