

2010  
**DESTINATION 2030** Update

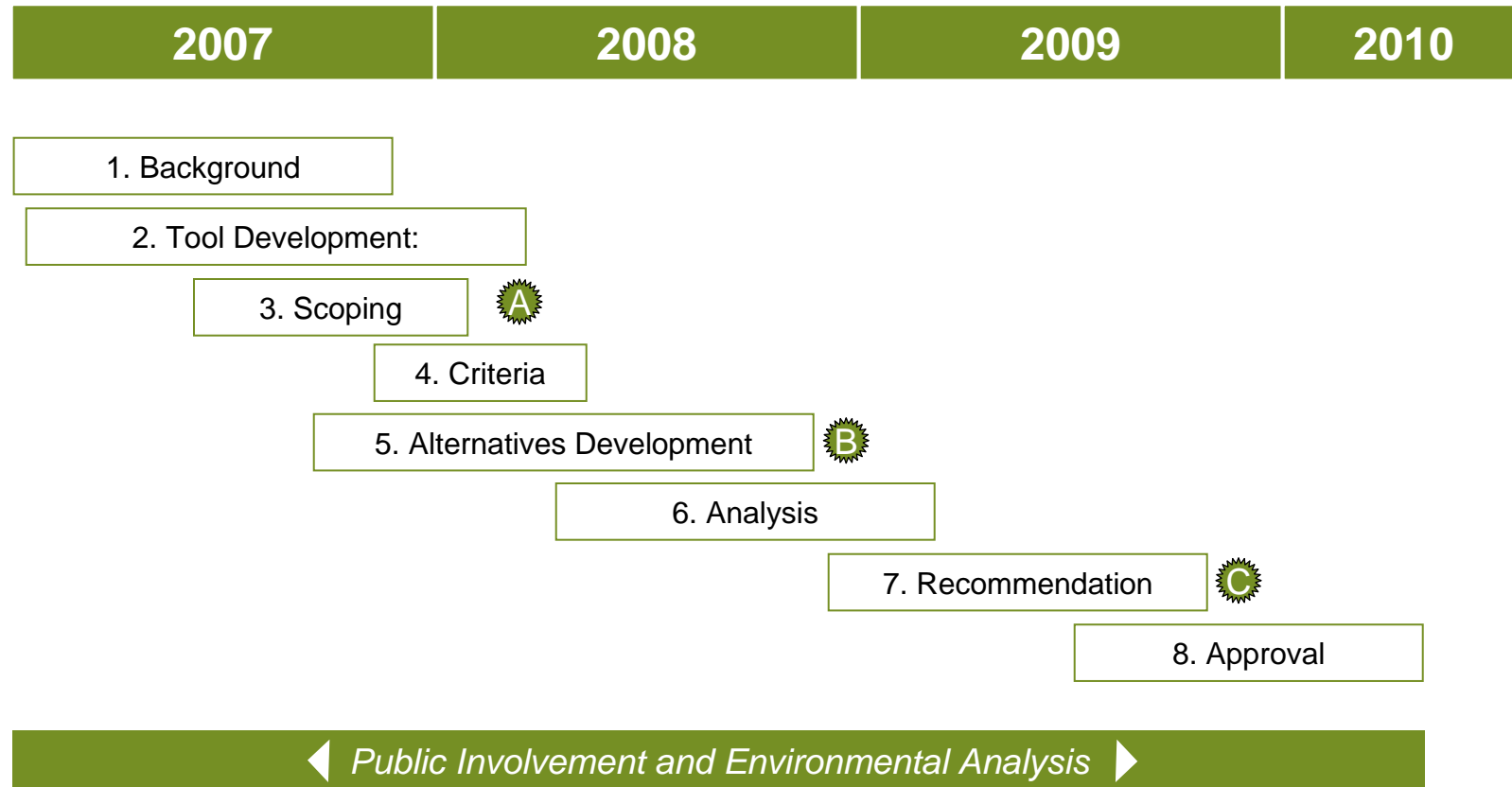
*Central Puget Sound Region*

Growth and  
Transportation  
( Part III)

**DRAFT**



# Schematic of Process Major Elements



 Concurrence Points

# Major Elements of Planning Process

## **Background** - *Establishing an agreed-upon set of basic information for the plan update*

- Where is growth happening and what are the transportation implications of that growth?
- How will growth and transportation likely be different in the future?
- Where are we on the federal and state required building blocks of the regional plan (Safety, Security, etc.)?
- Baseline Environmental

**July:** *How is the region growing?*

**September:** *What does this growth mean for transportation?*

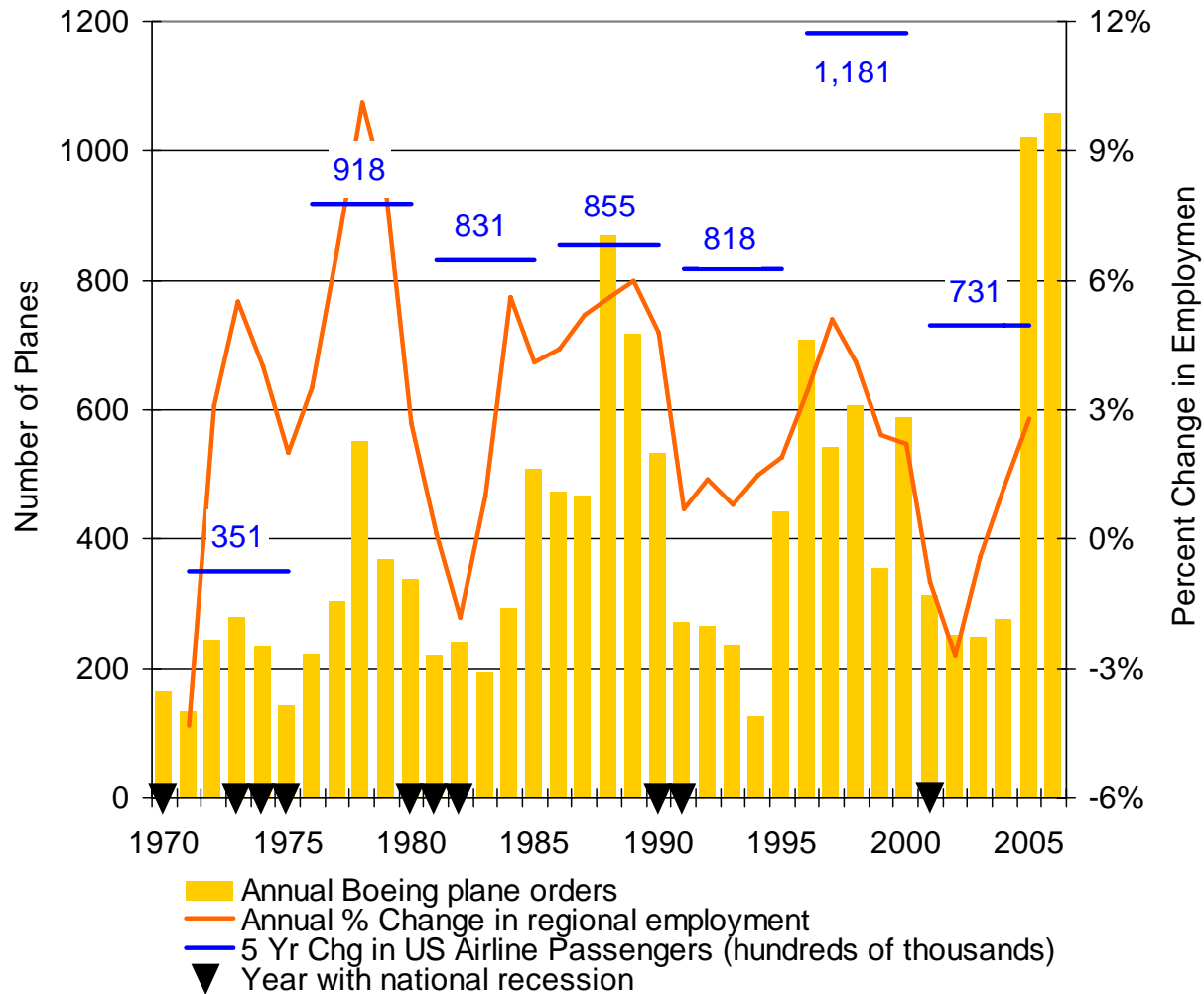
**October:** *How are we doing compared to other regions?*

# Follow-up questions from earlier presentations

- **What are the reasons and timing of the region's boom-bust cycle?**
  - *The national economy, and Boeing. (See following slide.)*
- **Does job growth lead housing growth in parts of the region, as in the whole region?**
  - *Yes – but employment growth is unevenly distributed. (See following slide.)*
- **Do we have information on daily freight tours?**
  - *Not at this time, but TRAC is gathering some data.*
- **Is downtown housing affordability included in current forecasts?**
  - *Not at this time, but cost of housing is included in UrbanSim (1-2 years away).*
- **How do distances to work vary across the region?**
  - *Longer from Pierce and Snohomish counties. (See following slide.)*

# Regional Business Cycles

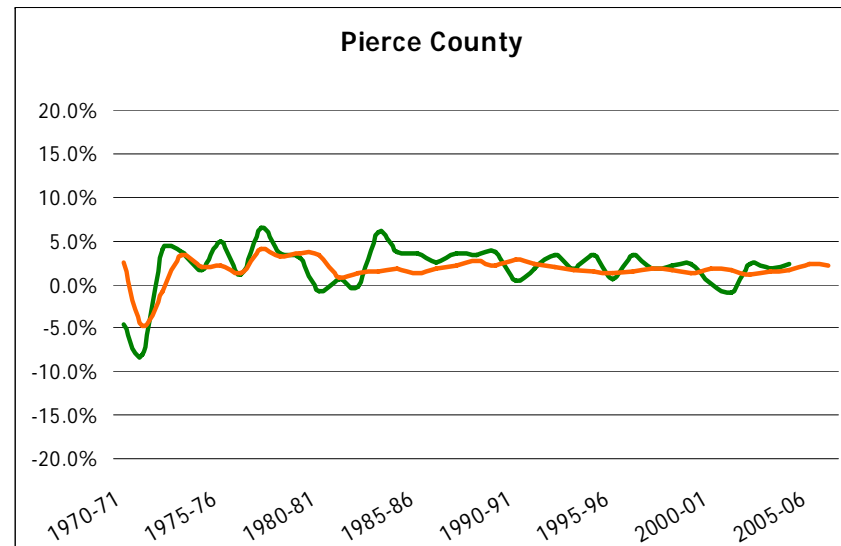
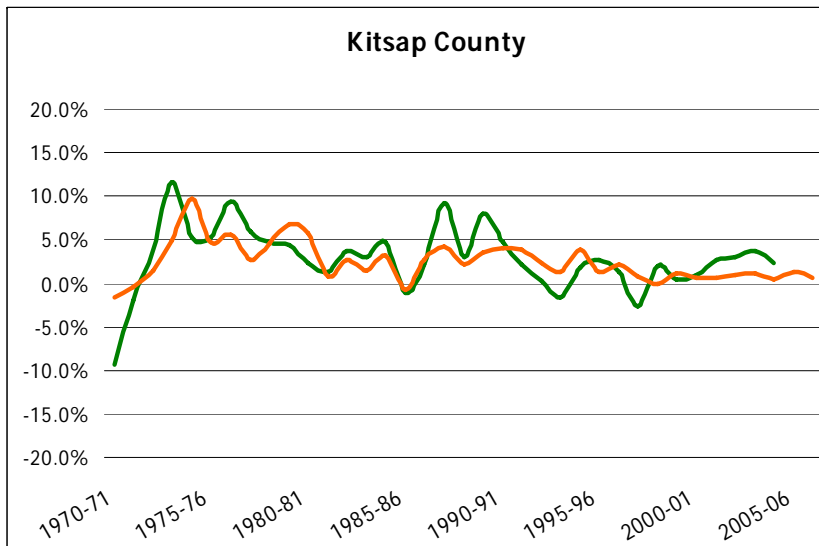
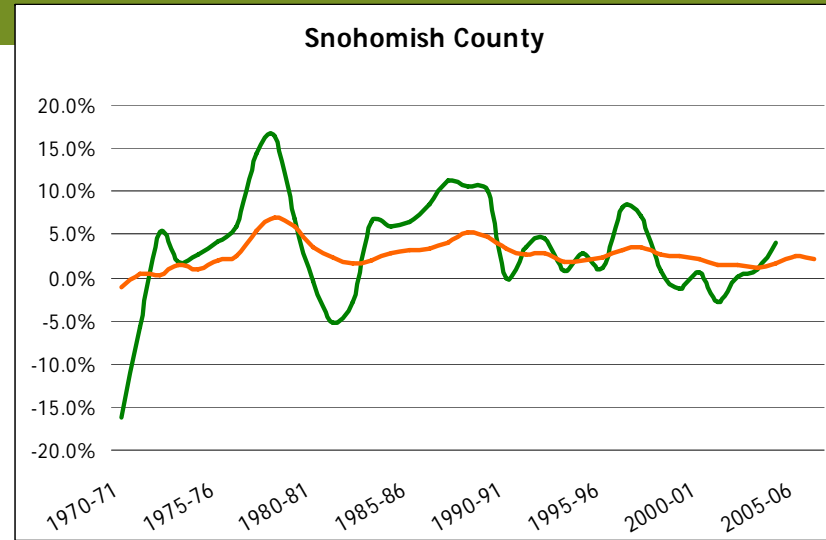
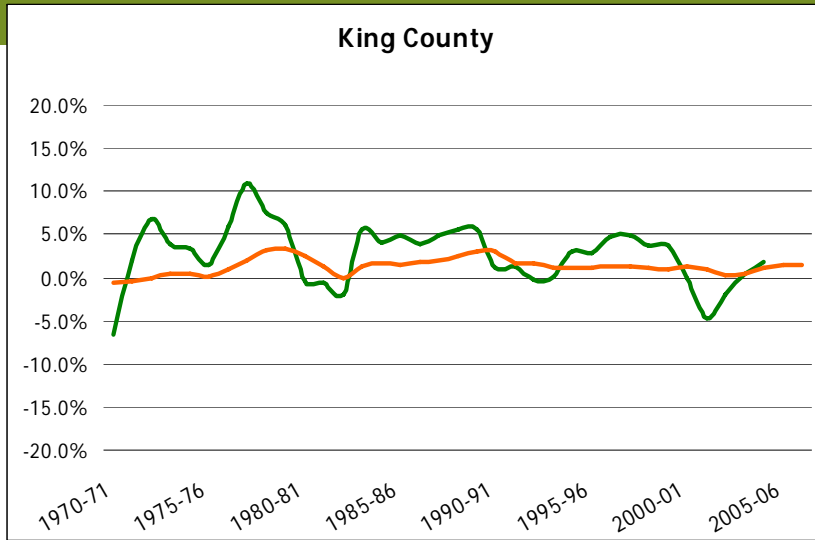
Boeing plane orders have been higher in the second half of the decade, tracking with national recession recovery periods and increased domestic air passenger travel



Sources: Boeing (Commercial plane orders 1970-2006), National Bureau of Economic Research (national recession periods), Bureau of Transportation Statistics (Historical Air Traffic Statistics - Revenue Passenger Enplanements from scheduled service), Washington State Employment Security Department / PSRC (regional employment change 1970-2005)

# Employment and Population

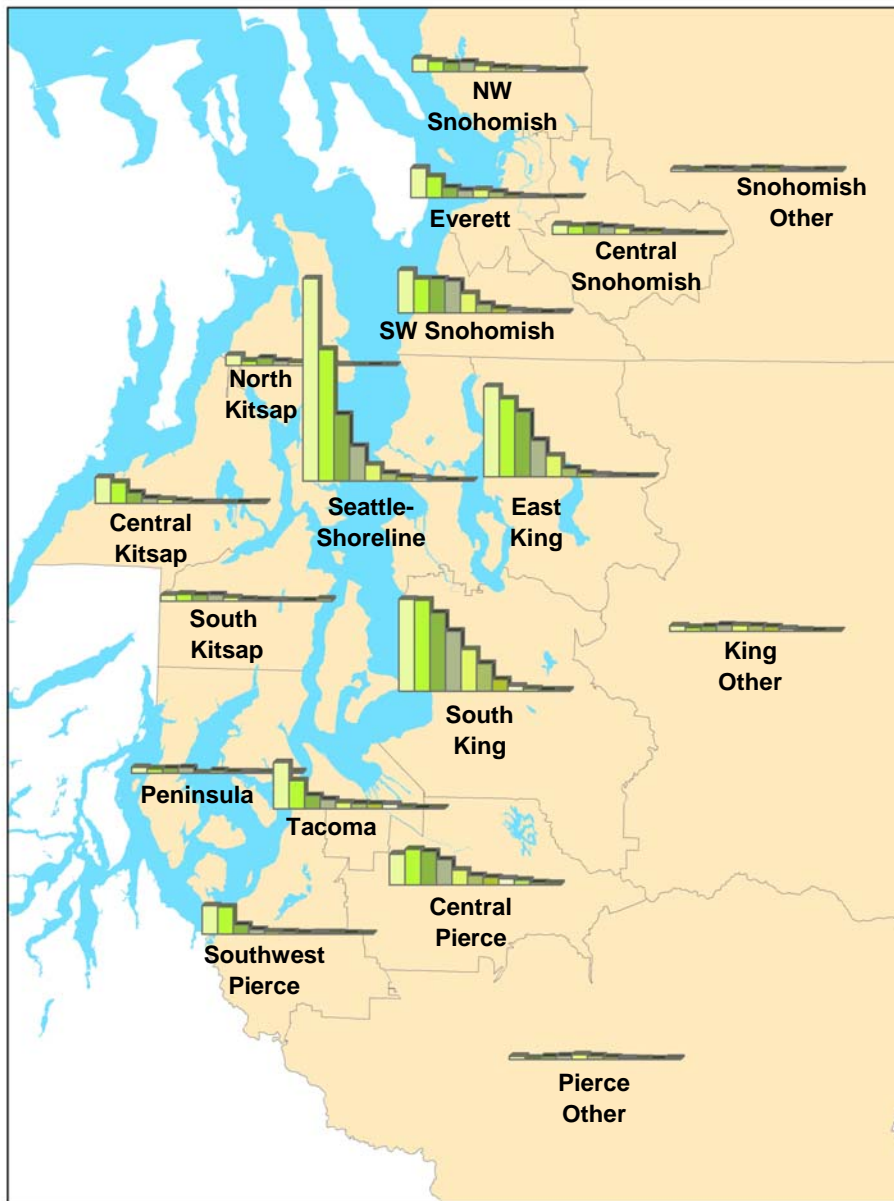
## Annual Rates of Change



█ Total Jobs (incl military)

█ Population

# Distance to Work



DISTRICT	Mean Dist. To Work (mi)
Snohomish Other	26.7
Pierce Other	23.5
King Other	20.3
Peninsula	19.6
South Kitsap	17.6
Northwest Snohomish	17.2
Central Snohomish	16.1
Central Pierce	15.7
North Kitsap	13.6
Southwest Snohomish	13.2
South King	13.1
Tacoma	11.7
Everett	11.4
Central Kitsap	10.9
SW Pierce	10.5
Eastside King	10.4
Seashore	8.1

# The Regions being Compared

**Seattle\***

**Portland/Vancouver**

**San Francisco\***

**San Diego\***

**Denver\***

**Phoenix\***

**Minneapolis\***

**Atlanta**

**Vancouver BC**

\*peer regions in Prosperity Partnership's  
Indicators Report

# The Comparisons

**Sizes**

**Population and Demographics**

**Employment and Housing Affordability**

**Urban Forms**

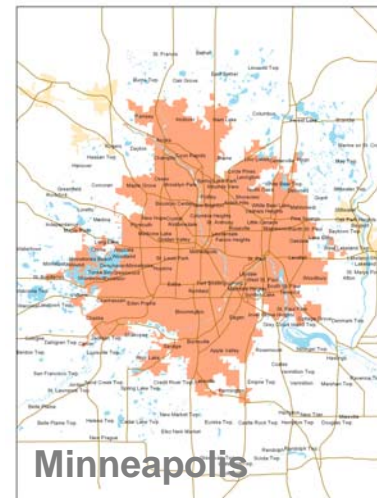
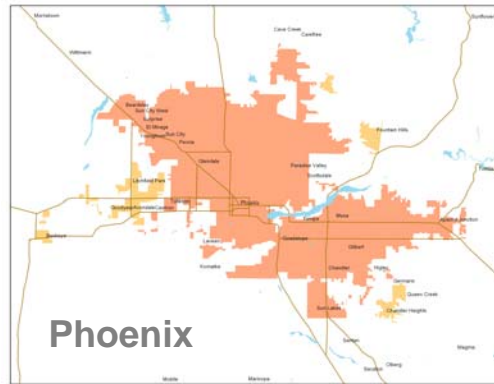
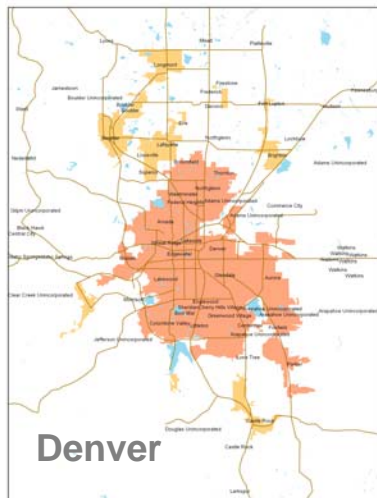
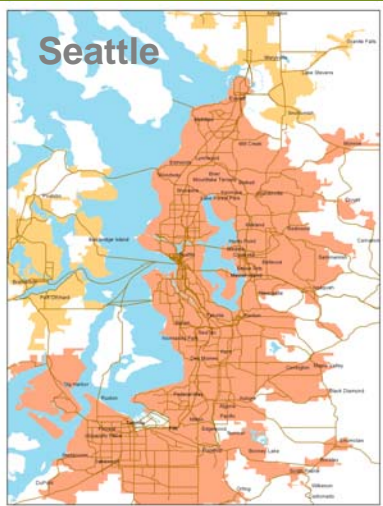
**Transportation Systems**

**Travel**

**Safety**

**Freight Movements**

# Comparison of Regional Geographies



# SEATTLE

## URBANIZED AREA

Area: 1,145 sq mi

Population: 3,084,054

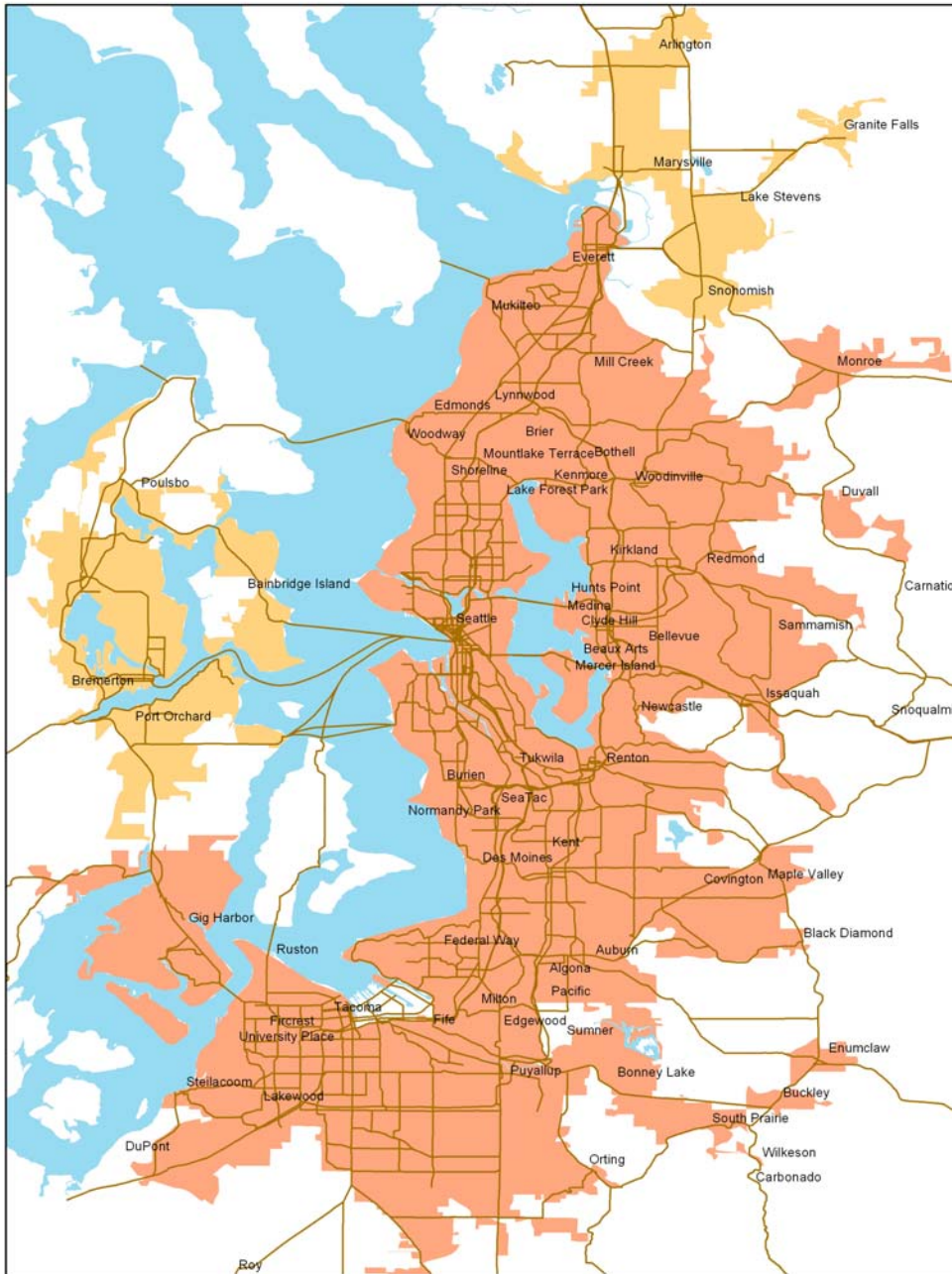
Density: 2,693/sq mi

Employed Persons: 1,616,475

Median Age: 37.0

Median Household Income: \$59,869

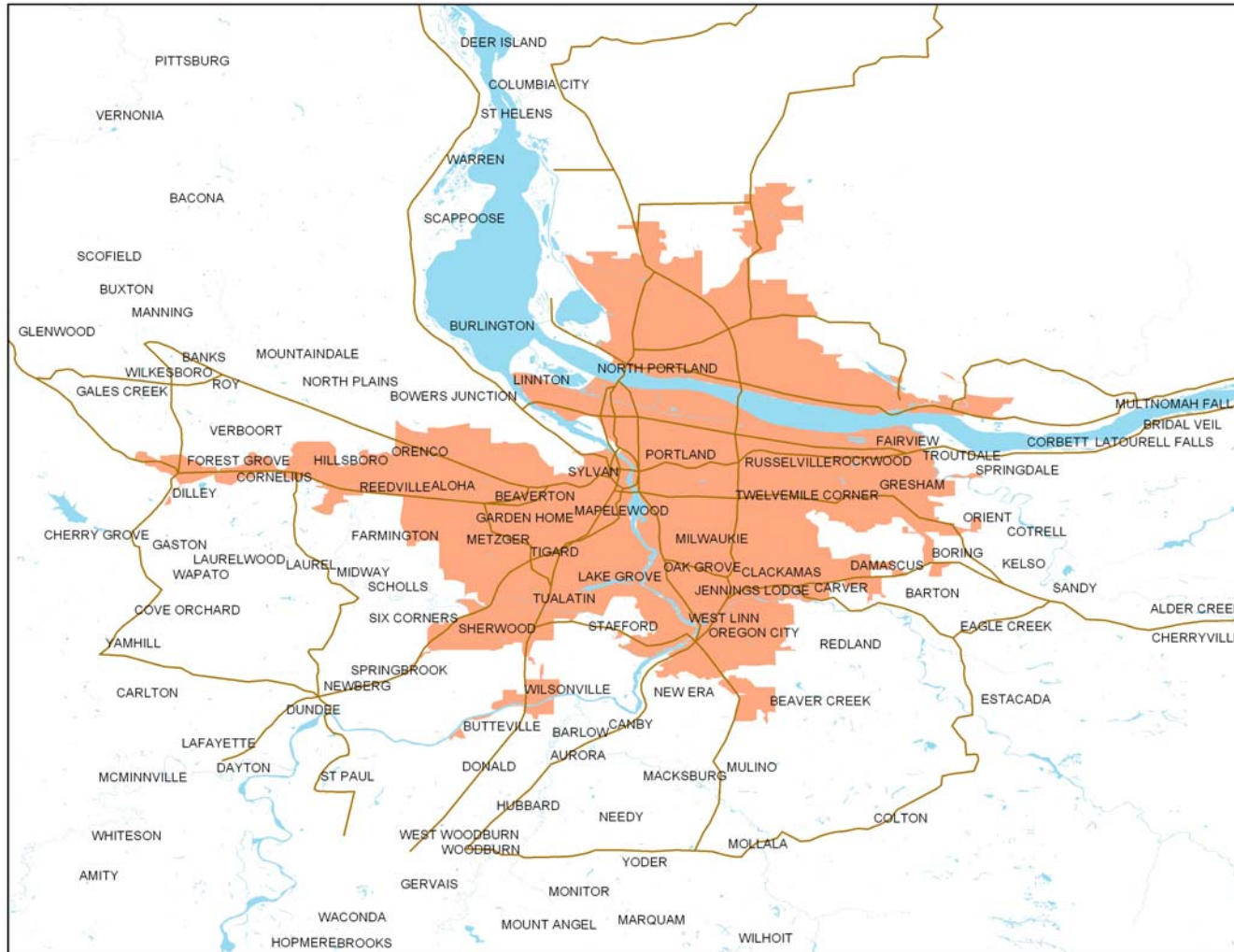
Average Household Size: 2.44



\* Data Source: 2006 ACS

# PORTLAND-VANCOUVER

## URBANIZED AREA



Area: 474 sq mi

Population: 1,742,904

Density: 3,677/sq mi

Employed Persons:  
890,435

Median Age: 36.0

Median Household  
Income: \$51,585

Average Household  
Size: 2.52

# SAN FRANCISCO

## URBANIZED AREA

Area: 1,018 sq mi

Population: 5,590,126

Density: 5,491/sq mi

Employed Persons: 2,780,339

Median Age: 38.2

Median Household Income: \$66,722

Average Household Size: 2.59



\* Data Source: 2006 ACS

# SAN DIEGO

## URBANIZED AREA

Area: 919 sq mi

Population: 3,277,359

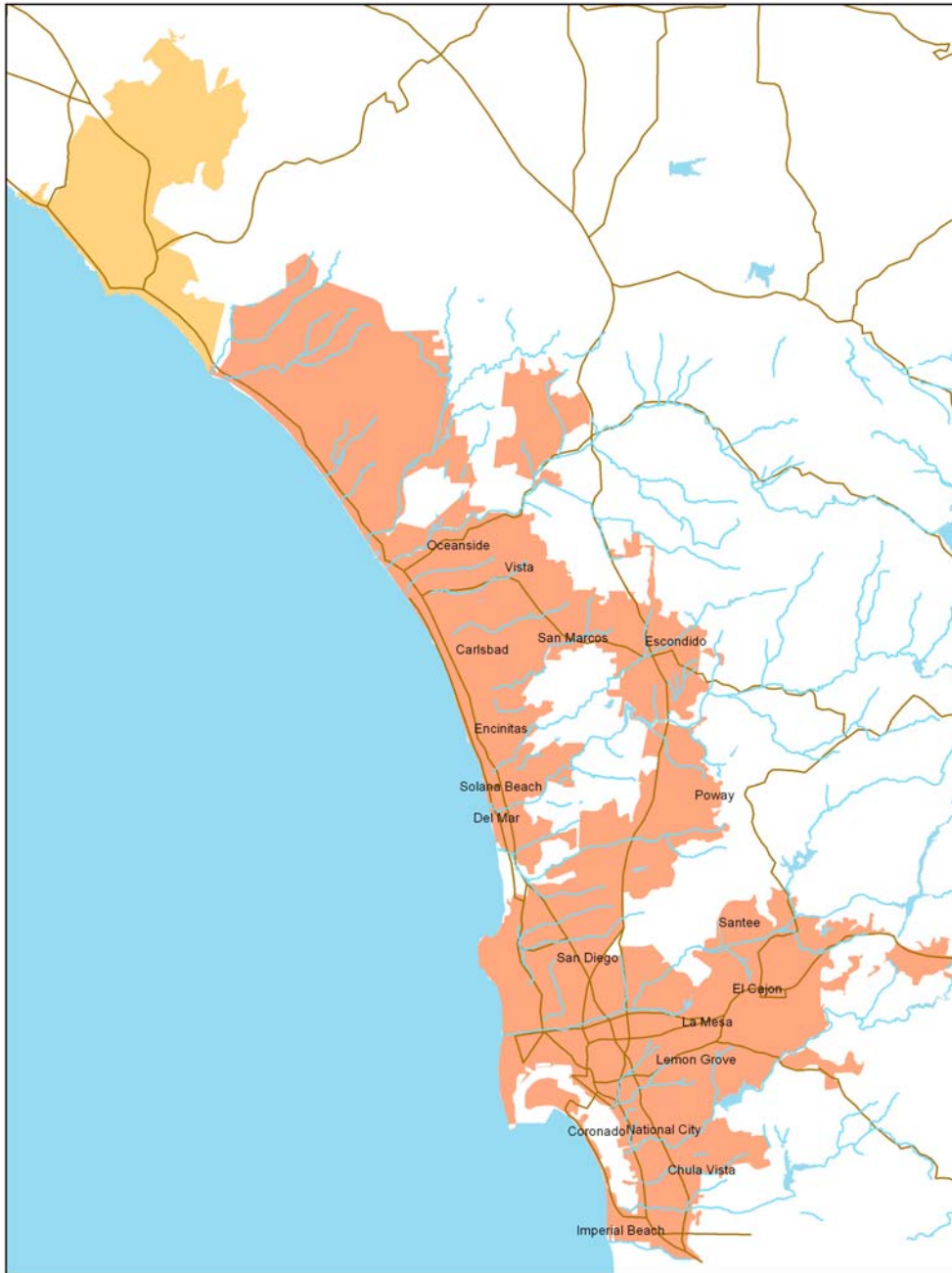
Density: 3,566/sq mi

Employed Persons: 2,113,462

Median Age: 33.7

Median Household Income: \$57,471

Average Household Size: 2.7



\* Data Source: 2006 ACS

# DENVER

## URBANIZED AREA

Area: 530 sq mi

Population: 2,123,005

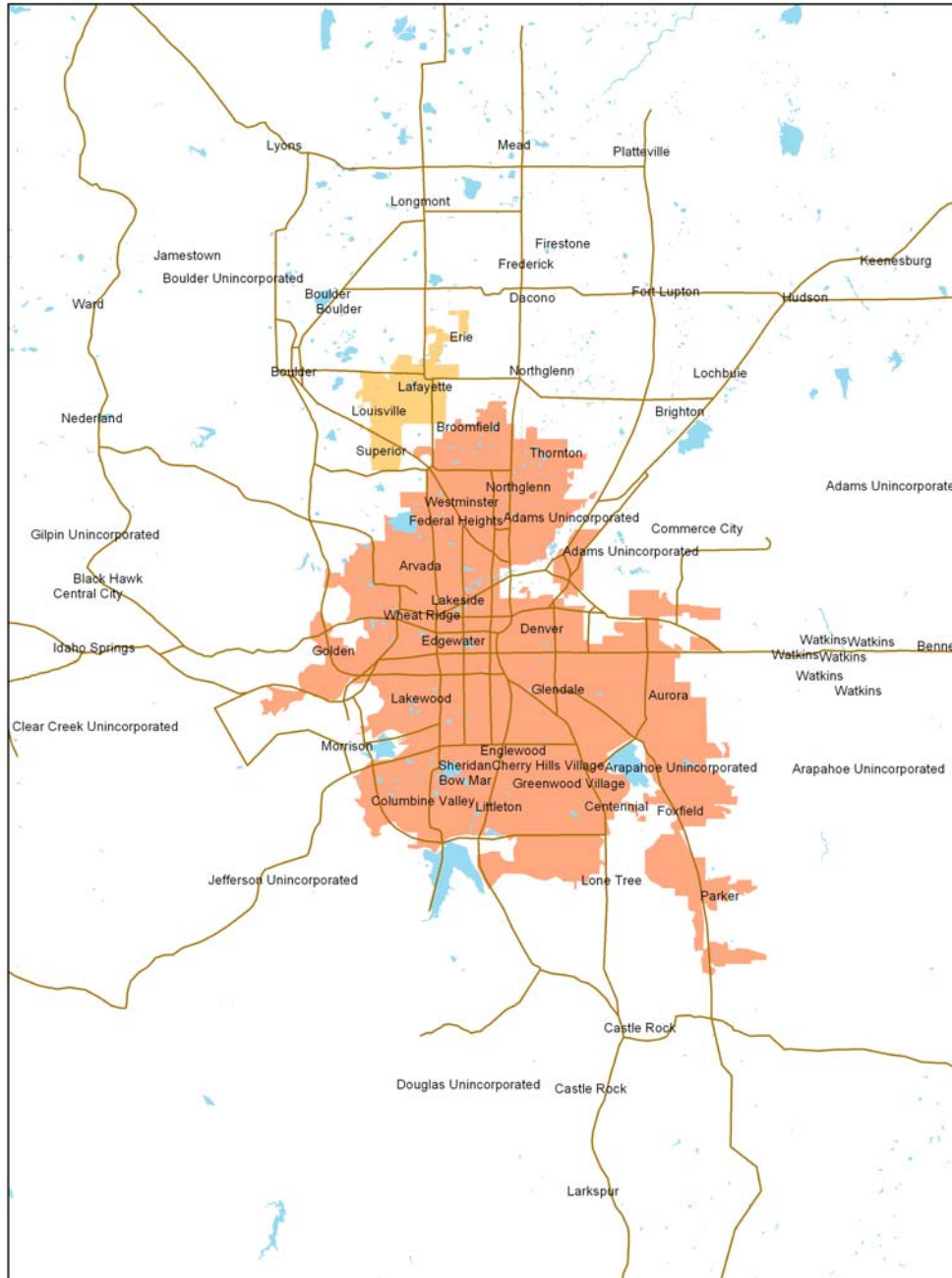
Density: 4,005/sq mi

Employed Persons: 1,094,600

Median Age: 35.4

Median Household Income: \$51,225

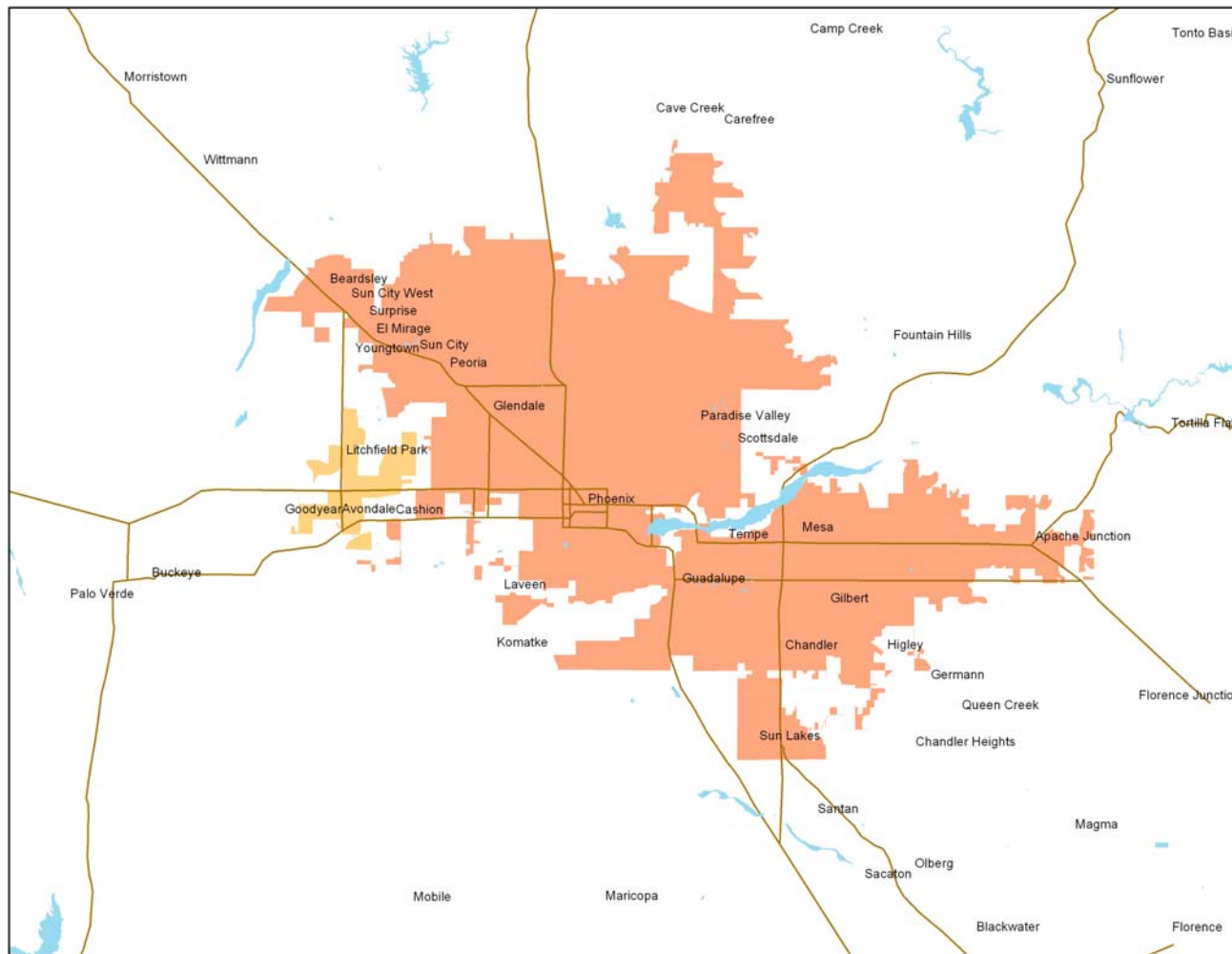
Average Household Size: 2.48



\* Data Source: 2006 ACS

# PHOENIX

## URBANIZED AREA



Area: 828 sq mi

Population: 3,311,878

Density: 4,000/sq mi

Employed Persons:  
1,587,659

Median Age: 34.0

Median Household  
Income: \$49,593

Average Household  
Size: 2.77

# MINNEAPOLIS-ST PAUL

## URBANIZED AREA

Area: 895 sq mi

Population: 2,421,590

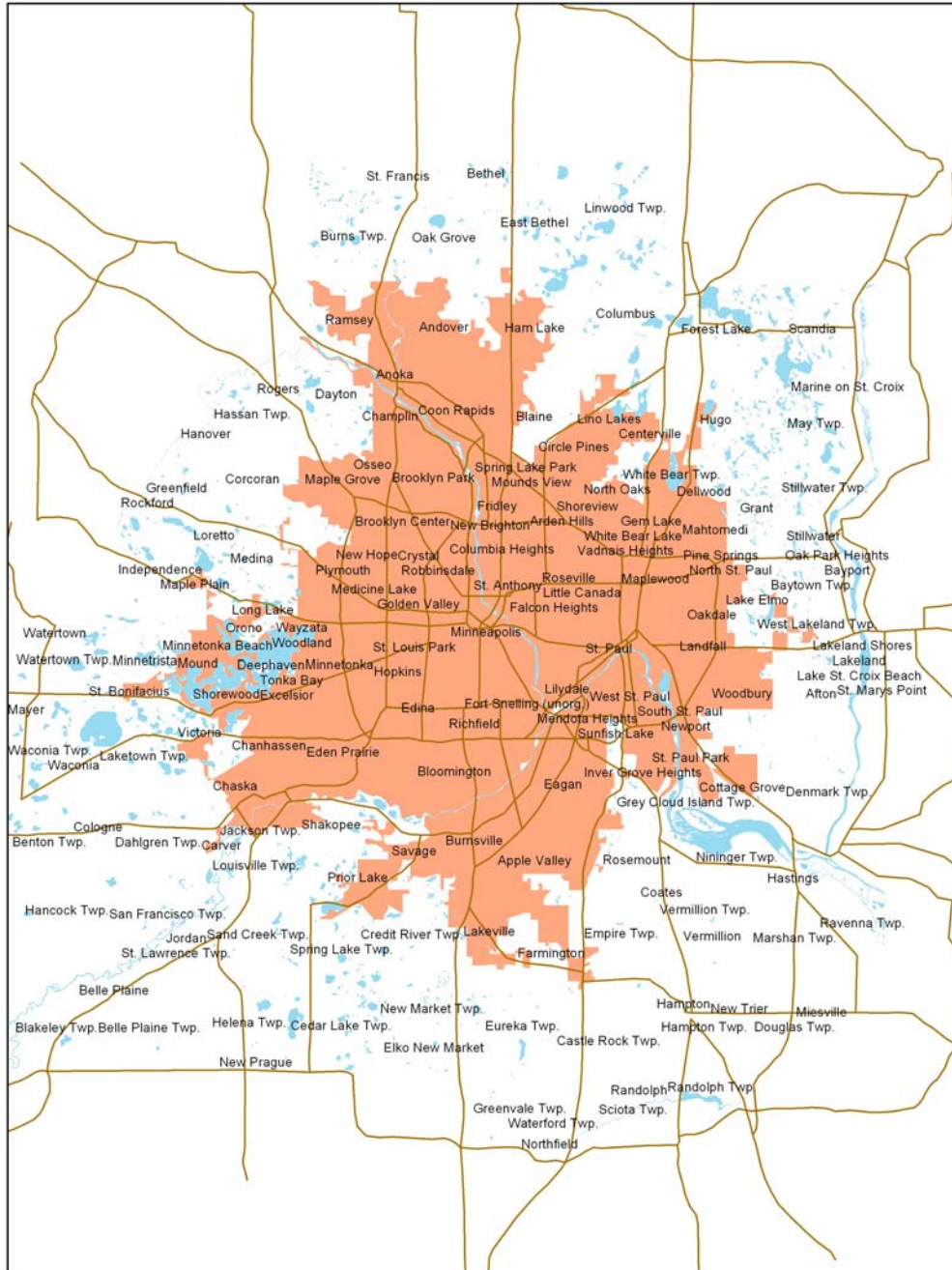
Density: 2,706/sq mi

Employed Persons: 1,301,879

Median Age: 36.5

Median Household Income: \$60,725

Average Household Size: 2.46



\* Data Source: 2006 ACS

# ATLANTA

## URBANIZED AREA

Area: 2,053 sq mi

Population: 4,155,148

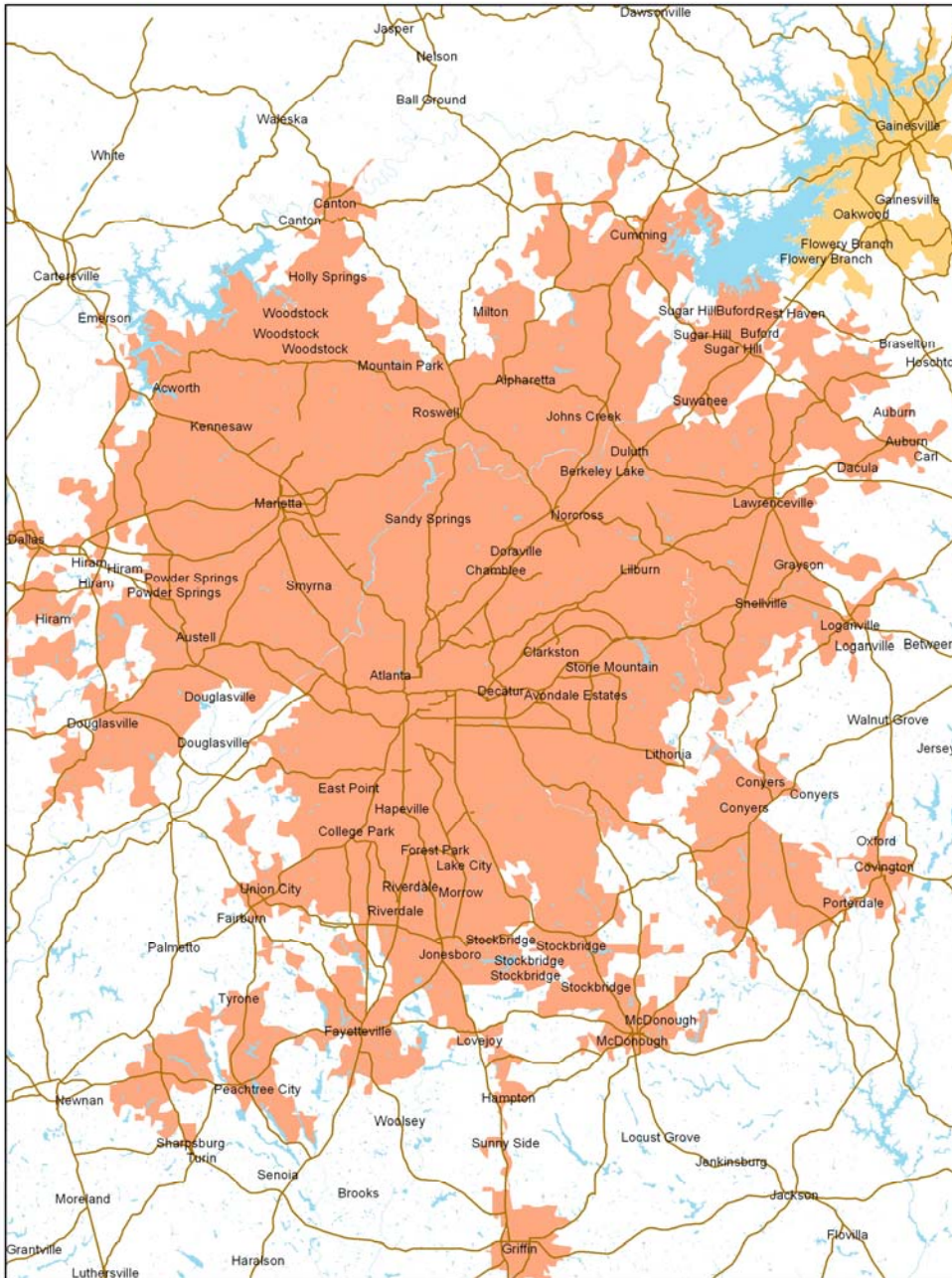
Density: 2,024/sq mi

Employed Persons: 2,085,466

Median Age: 34.7

Median Household Income: \$56,238

Average Household Size: 2.75



\* Data Source: 2006 ACS

# VANCOUVER, B.C.

## CENSUS METROPOLITAN AREA



Area: 1,111 sq mi

Population: 2,116,581

Density: Not Applicable

Employed Persons (2001):  
995,320

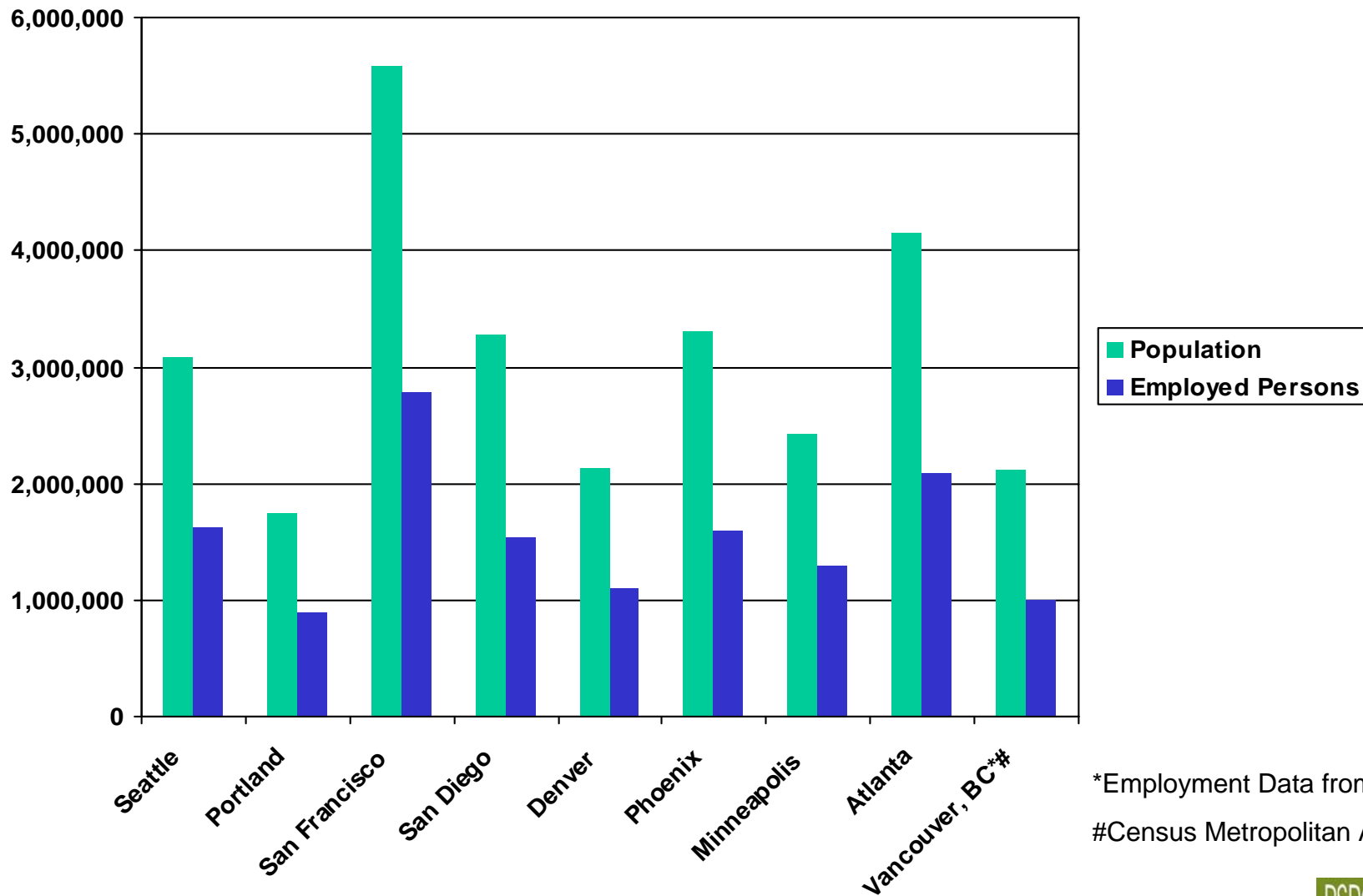
Median Age: 37.4

Median Household Income:  
CAN \$49,940

Average Household Size:  
2.6

# 2006 Population and Employed Persons

(Urbanized Areas)



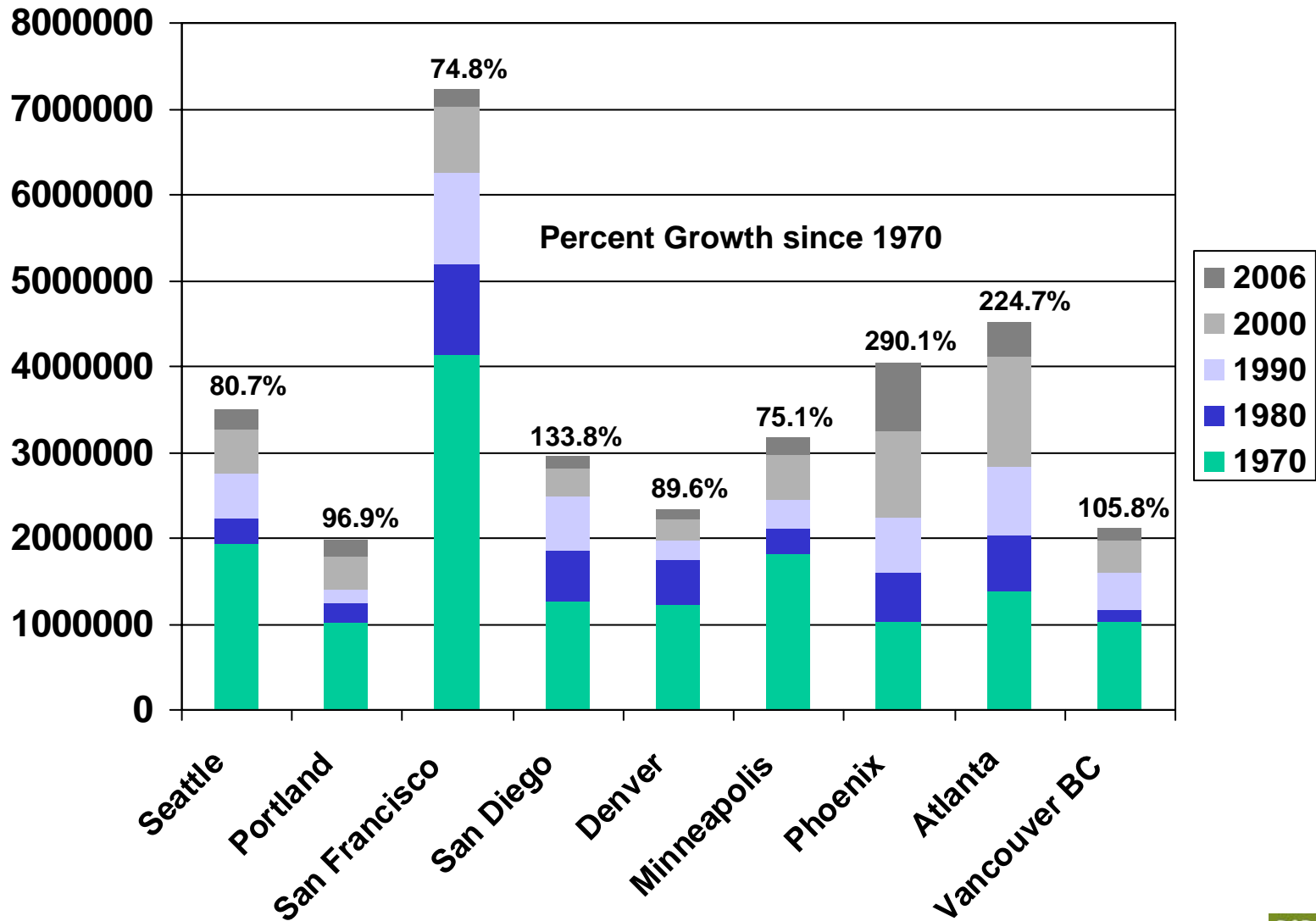
\*Employment Data from 2001

#Census Metropolitan Area

Source: 2006 ACS and 2006 & 2001 Canadian Census

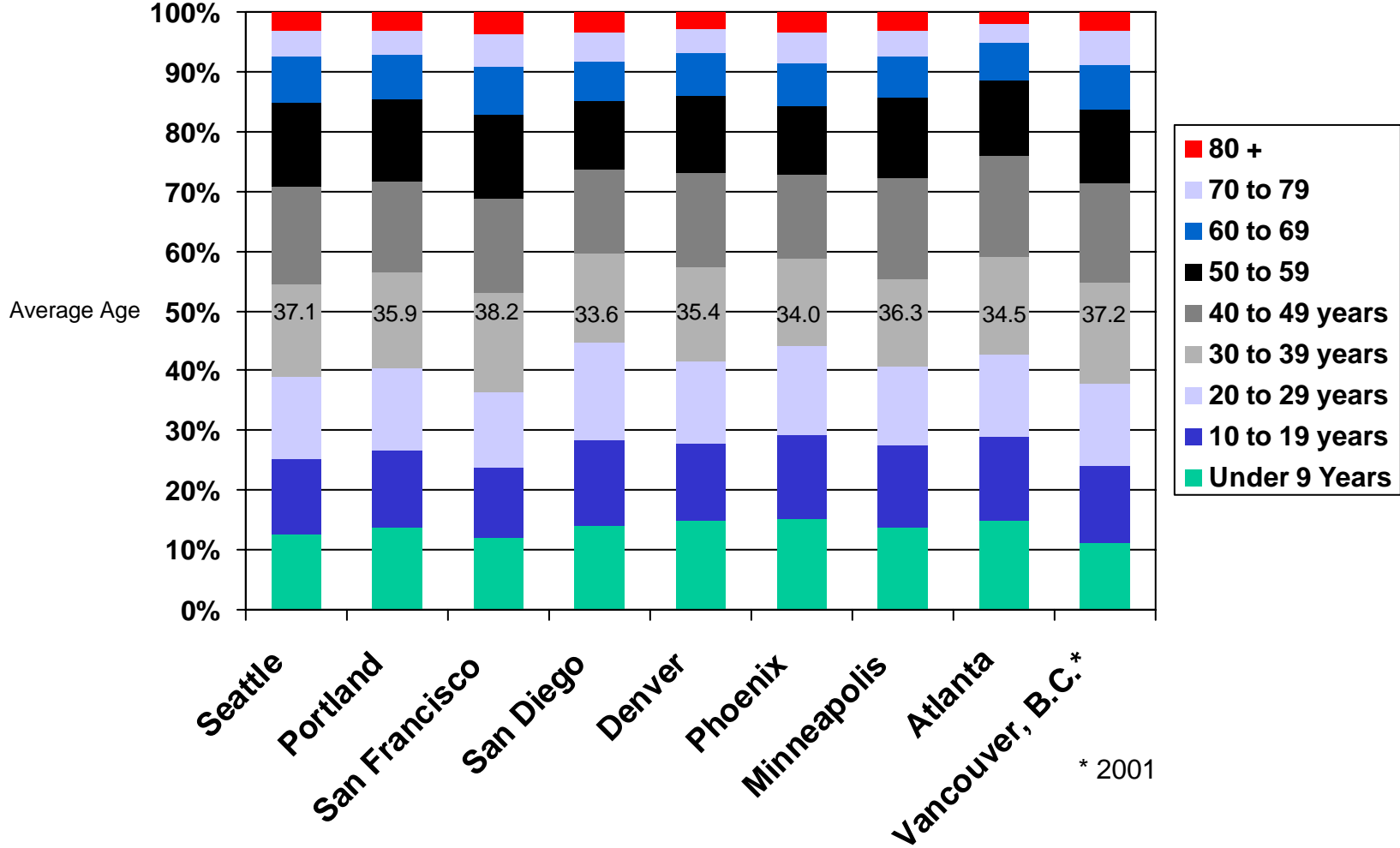
# Population Trends since 1970

(Metropolitan Statistical Areas)



Data Source: Census & 2006 ACS and Census Canada

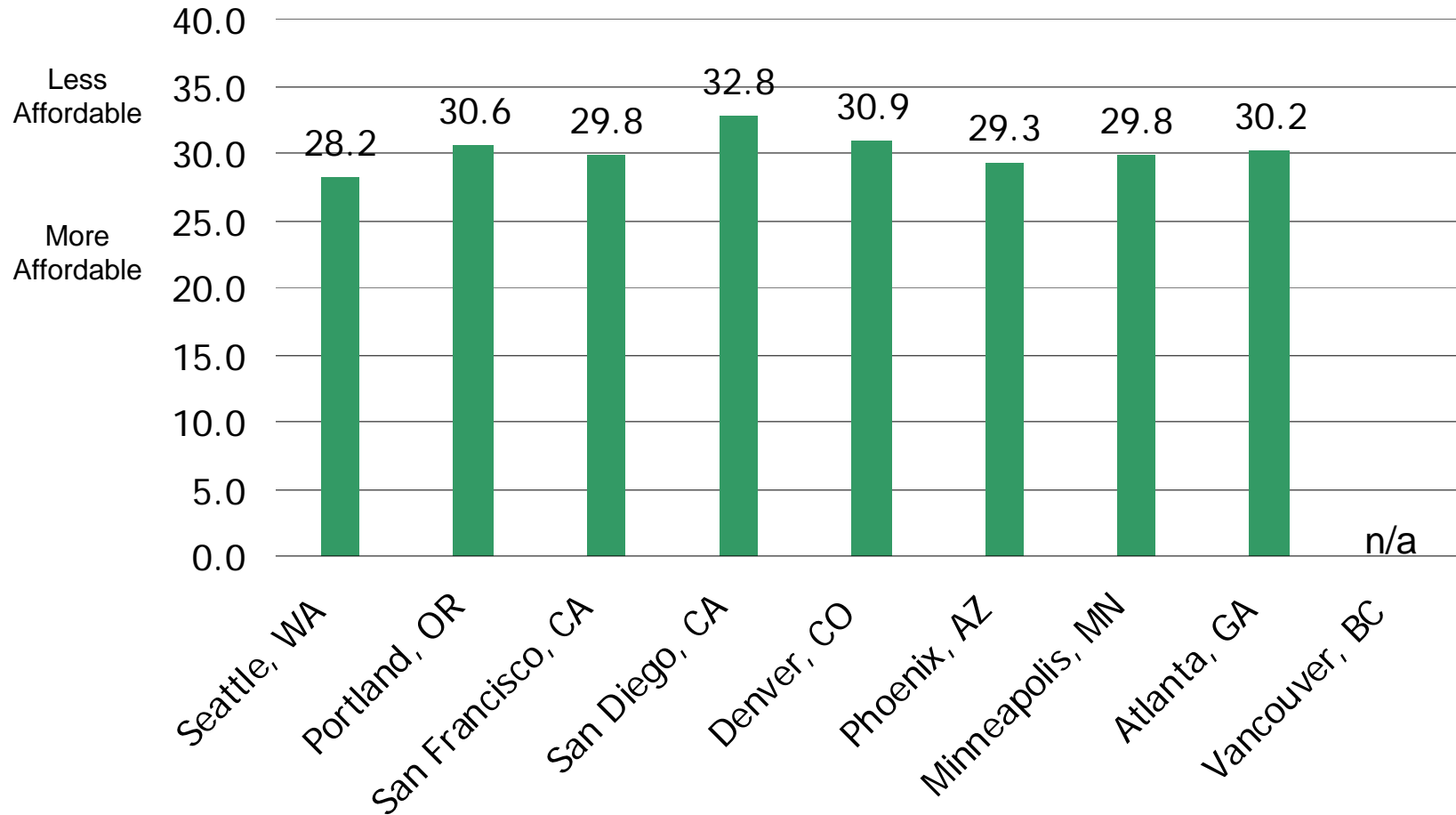
# Age Distributions



Data Source: 2006 ACS and 2001 Canadian Census

# Renter Housing Affordability

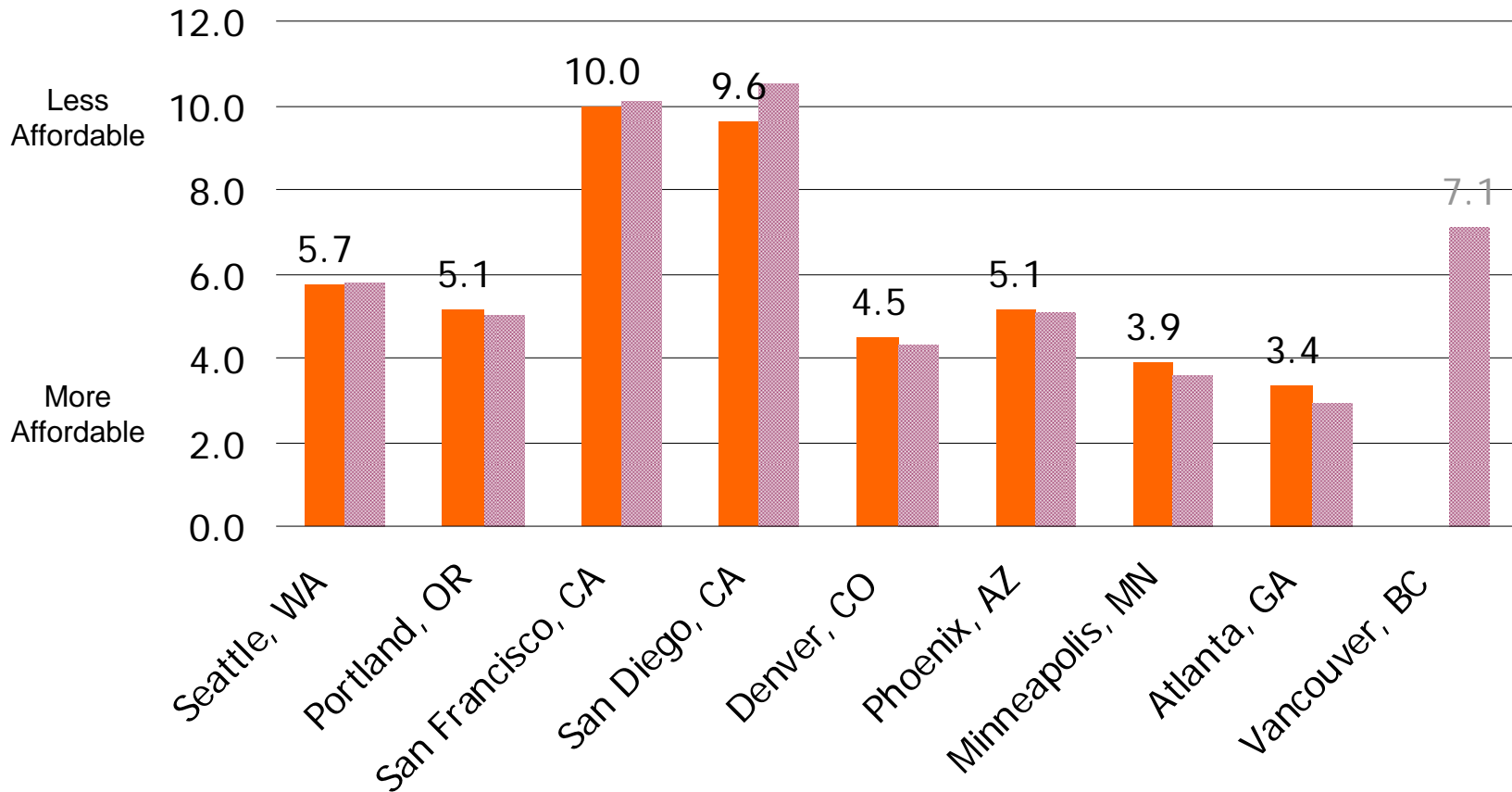
(Median Gross Rent as a Percentage of Household Income, 2006)



Source: 2006 American Community Survey

# Buyer Housing Affordability

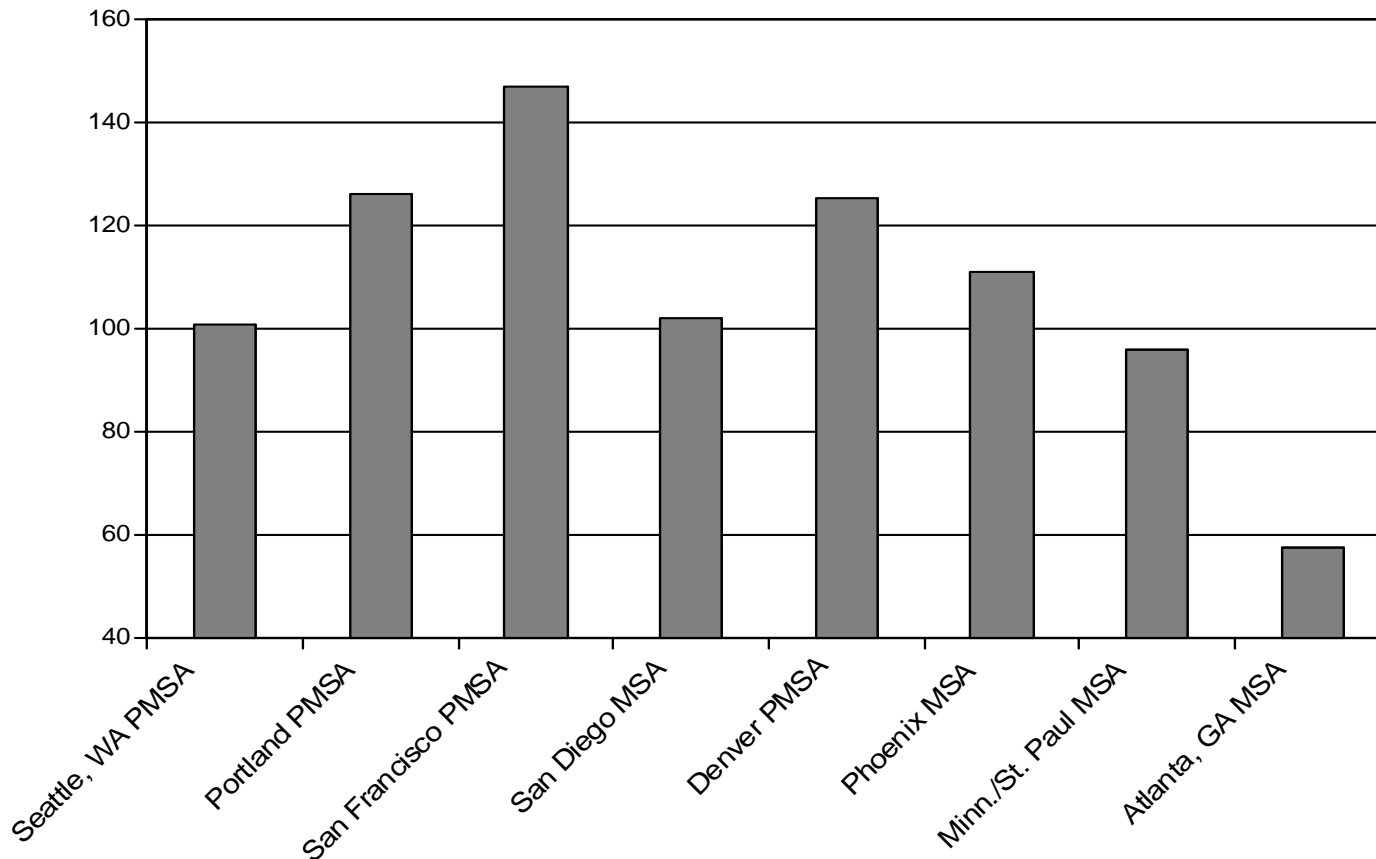
(Ratio of Median Housing Value to Median Household Income, 2006)



Source: ■ 2006 American Community Survey, ■ Demographia/The Public Purpose

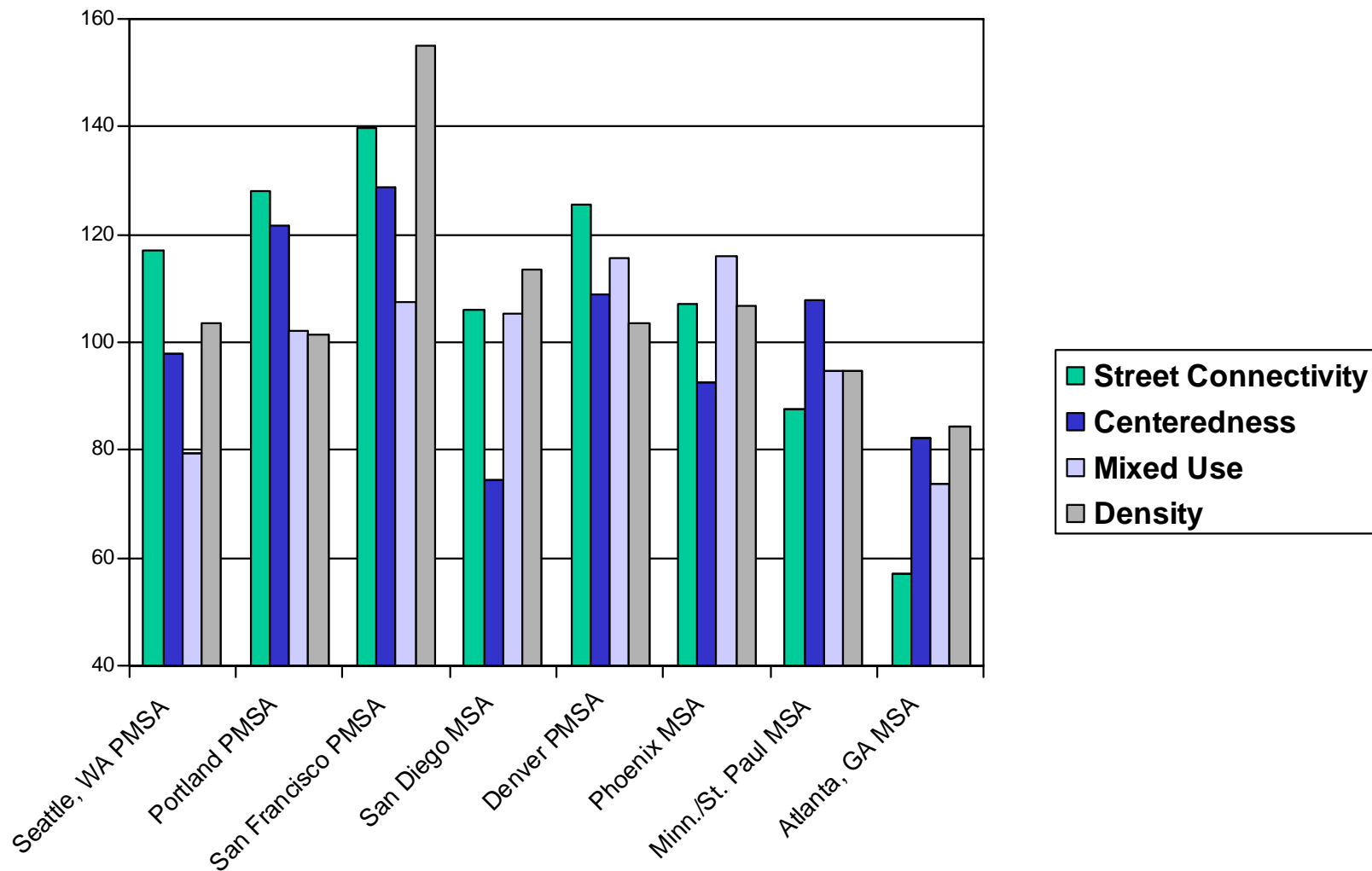
# Urban Form

**Urban Form Scores, Overall**



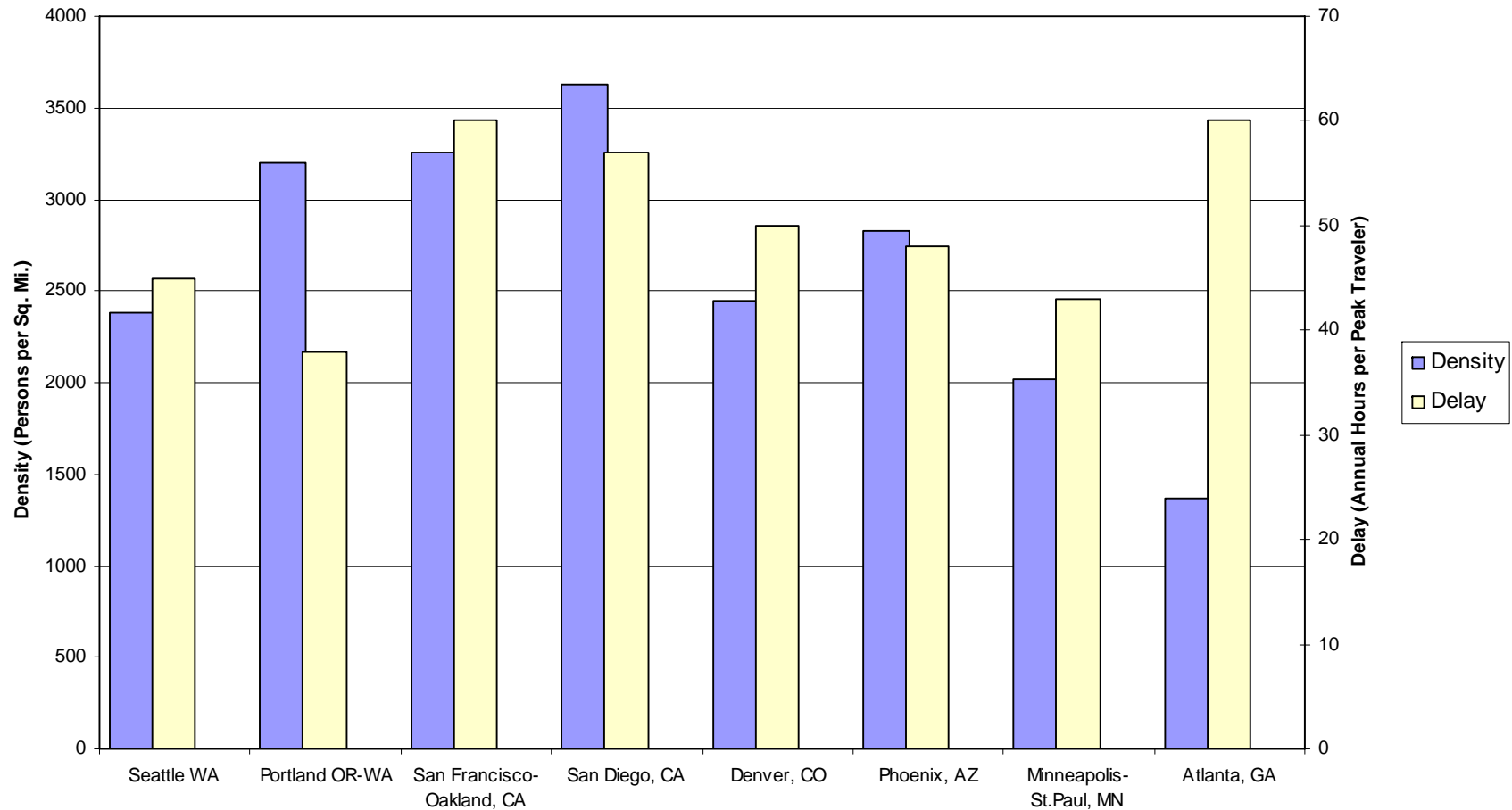
Source: "MEASURING SPRAWL AND ITS IMPACT" (2002) [Based on 1990, 2000 Census, 1990 CTP, and other sources]

# Urban Form Components



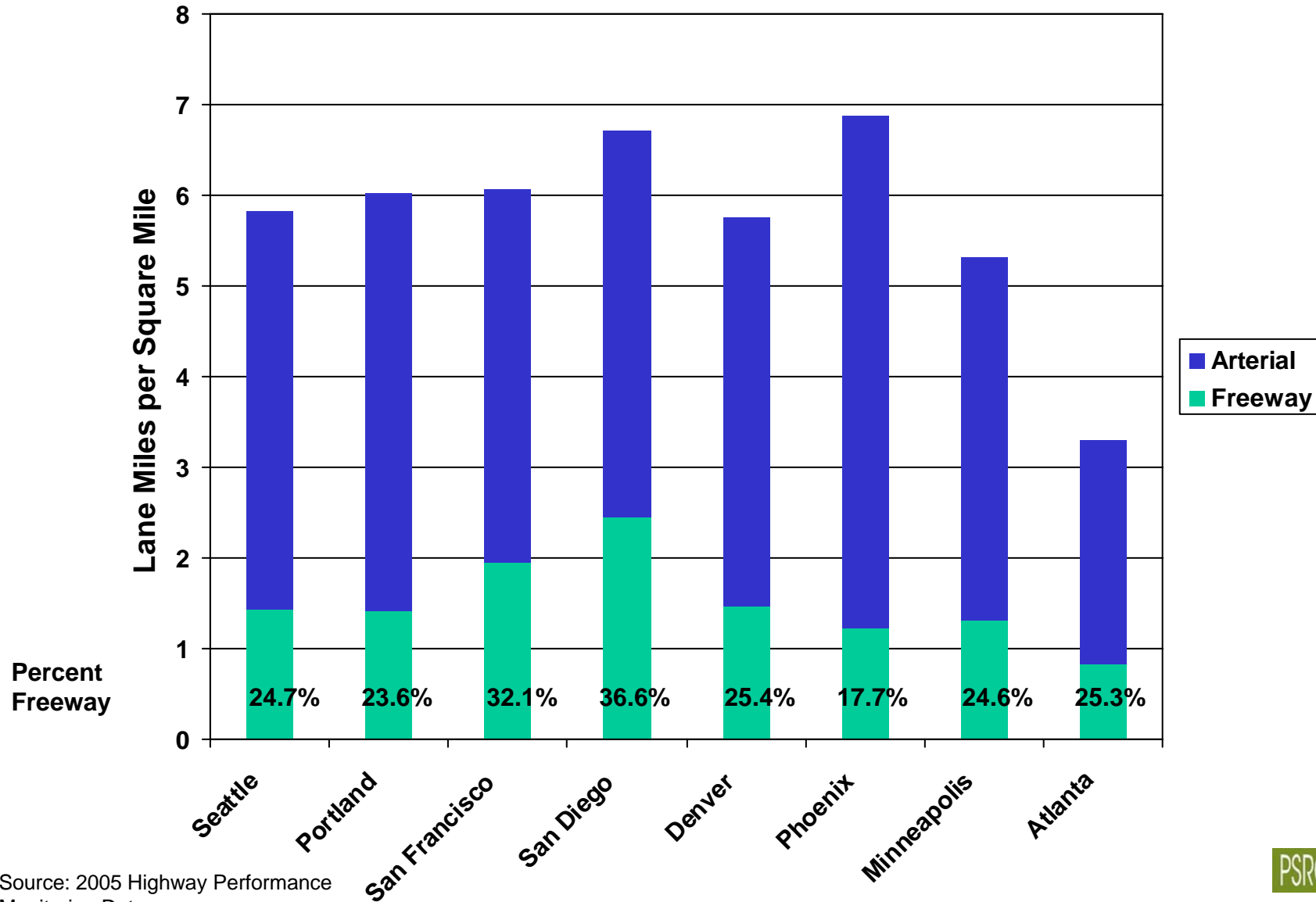
Source: "MEASURING SPRAWL AND ITS IMPACT" (2002) [Based on 1990, 2000 Census 1990 CTTT, and other sources]

# Population Density & Delay



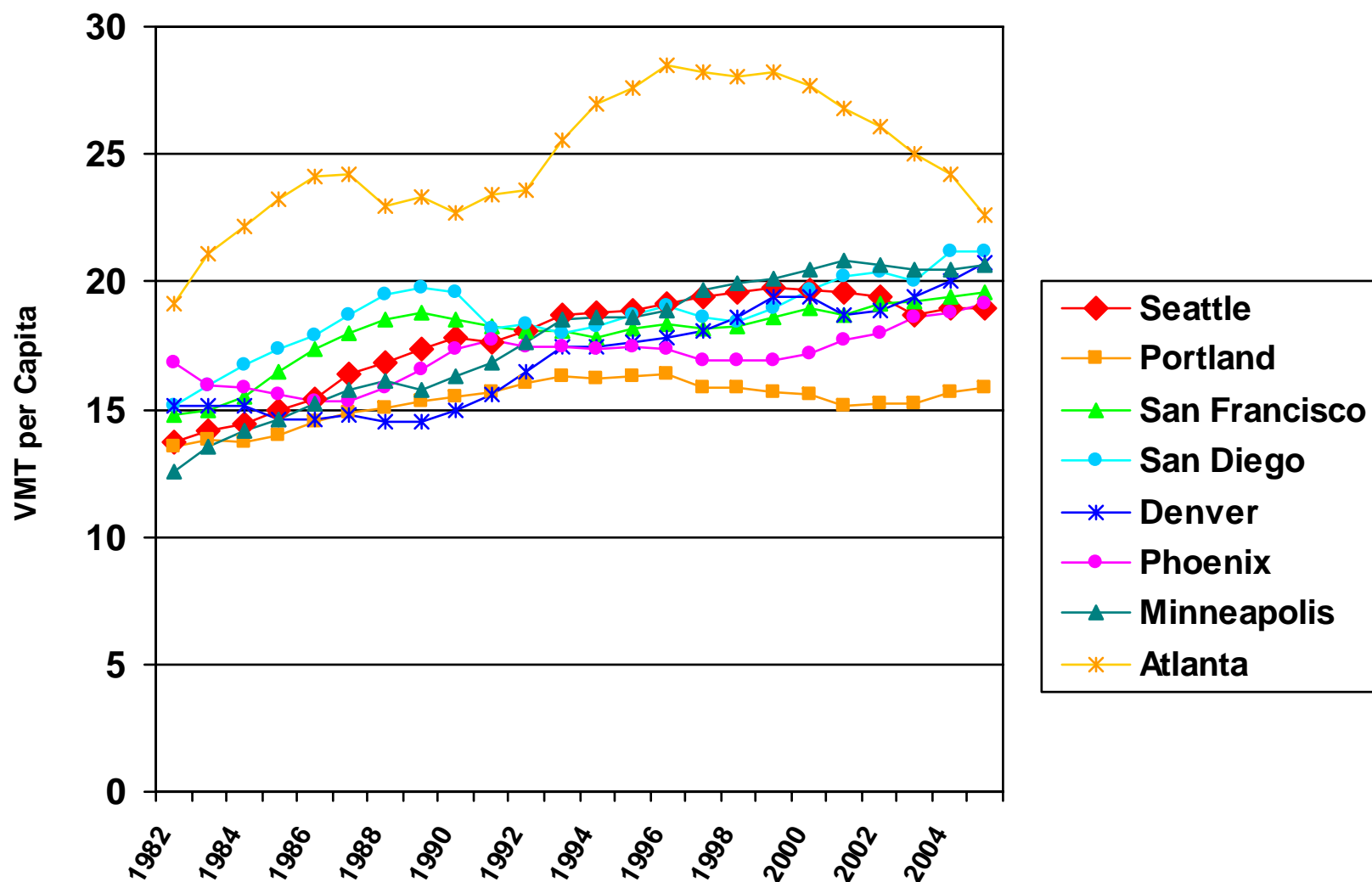
Source: 2005 Highway Performance Monitoring System (HPMS), TTI

# Density of Freeways and Arterials



Source: 2005 Highway Performance Monitoring Data

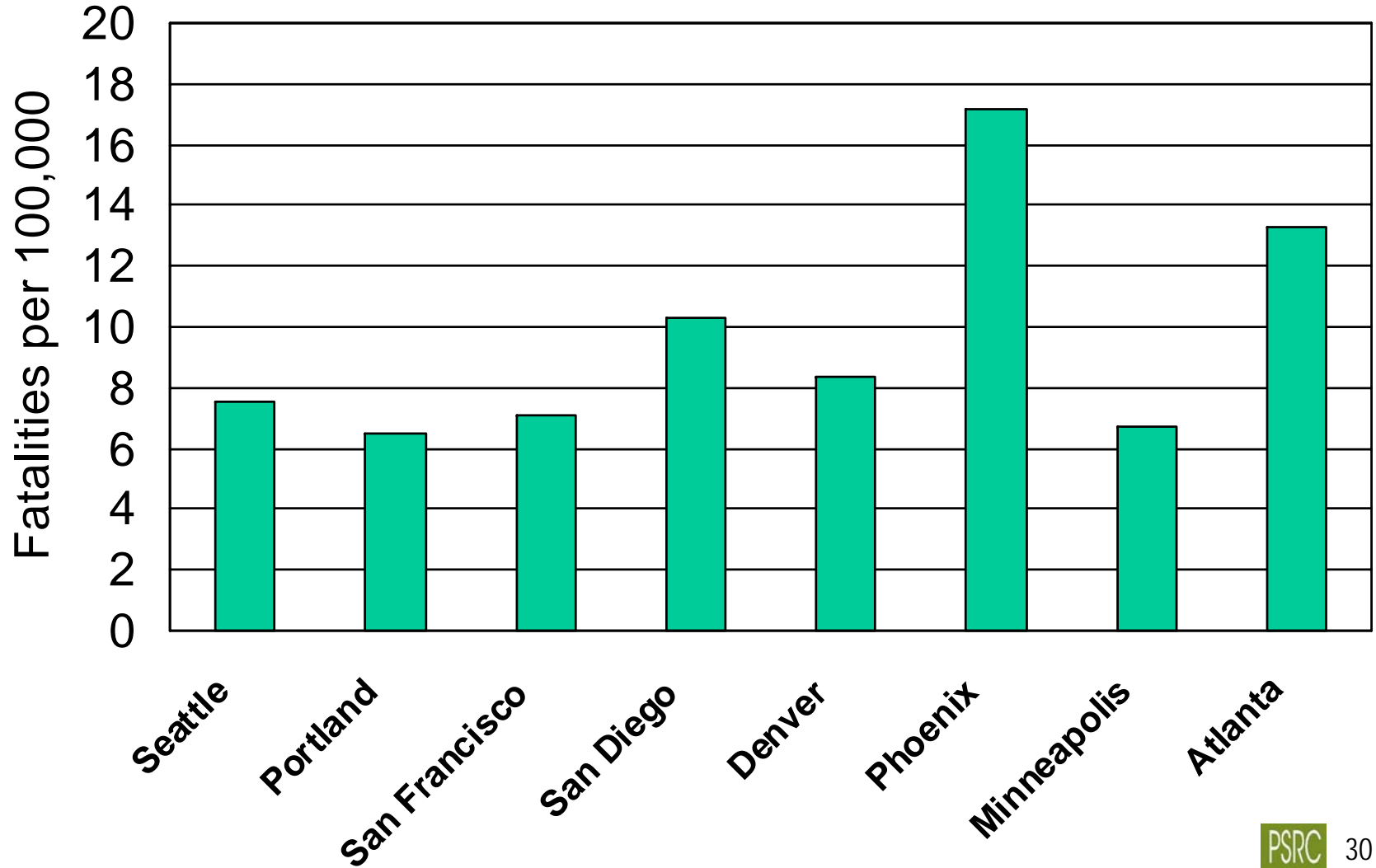
# Vehicle Miles Traveled per Capita



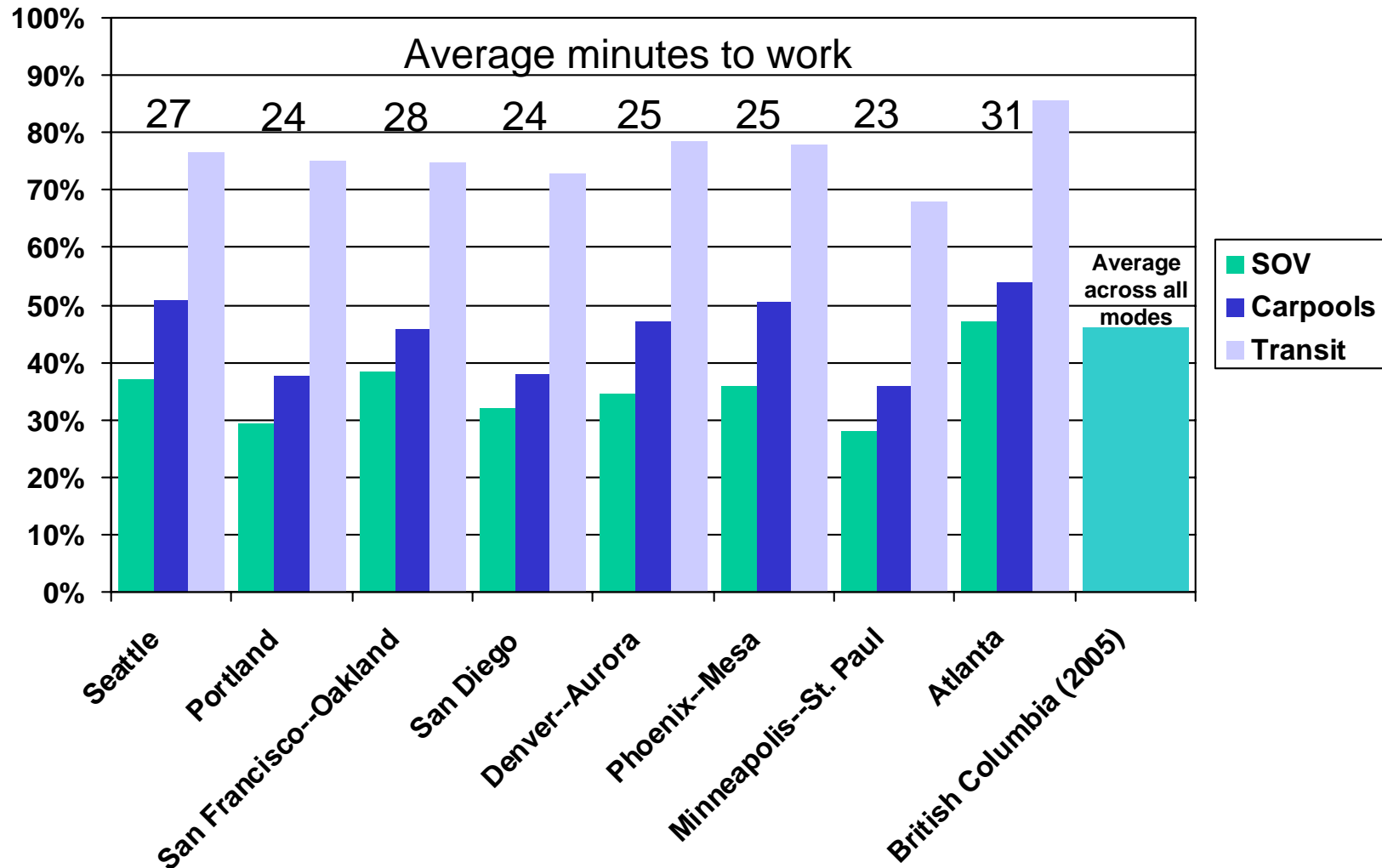
Source: 2005 Highway Performance Monitoring System (HPMS), TTI

# Road Fatalities

per 100,000 people

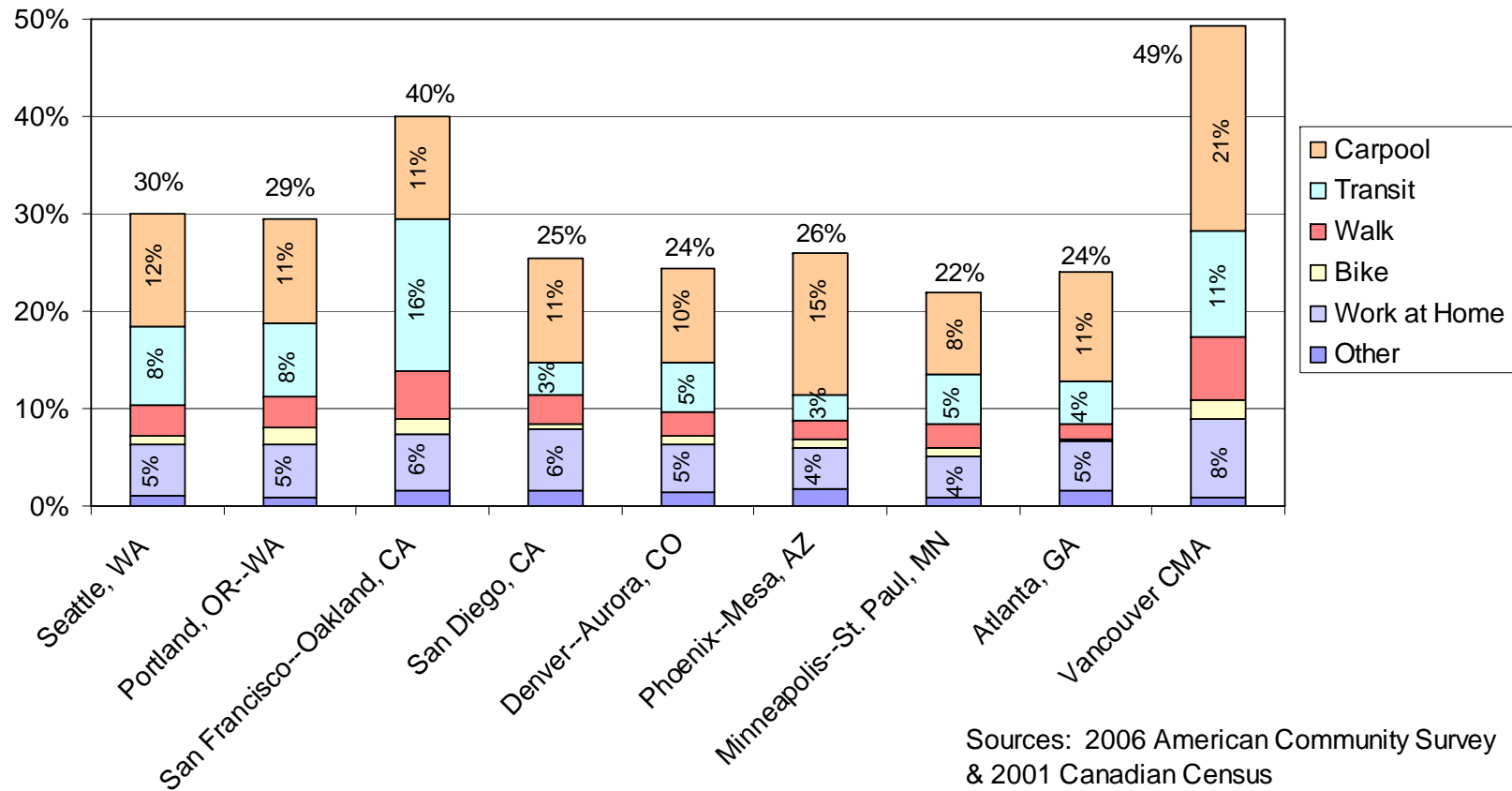


# Percent of Work Trips with Travel Time greater than 30 minutes

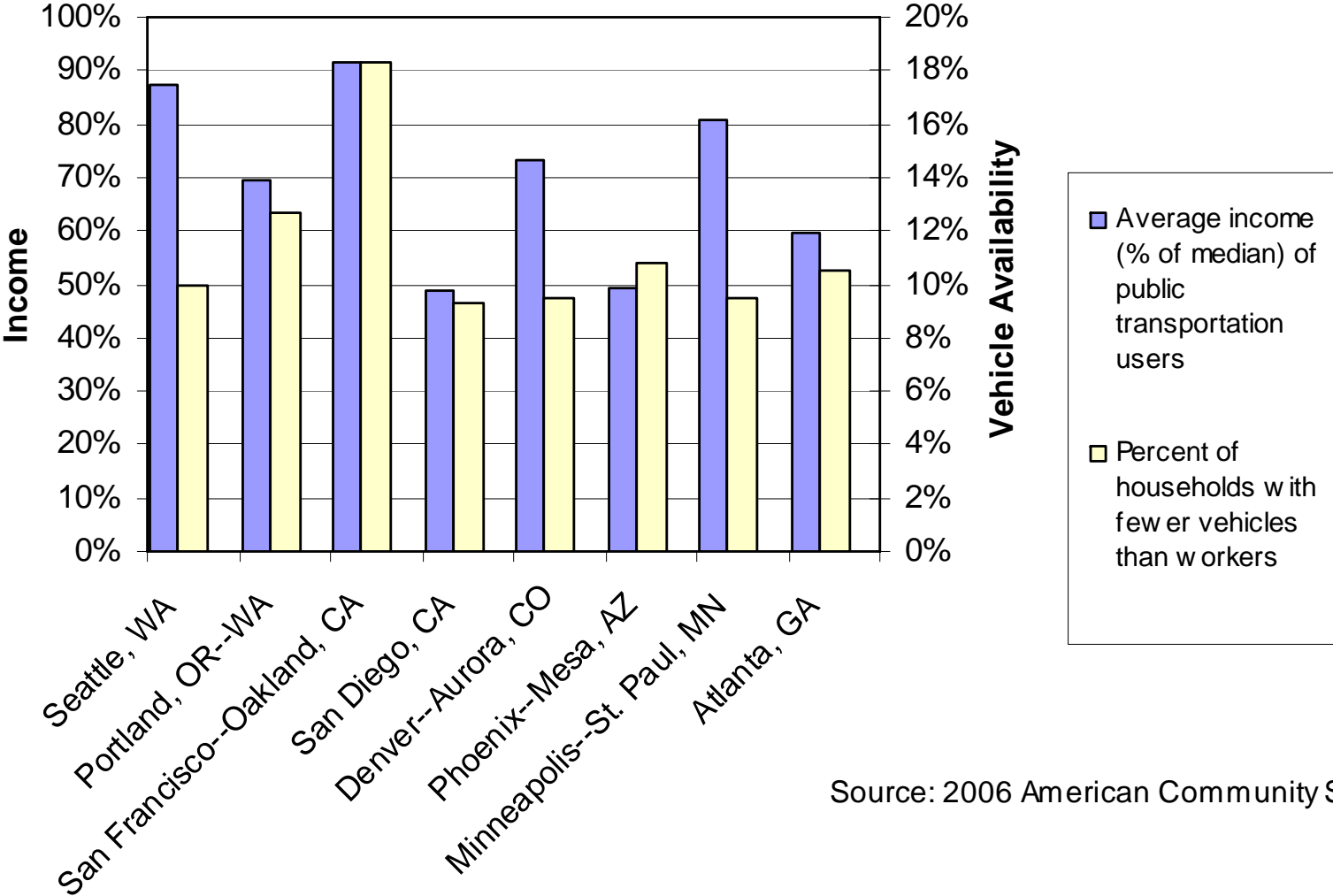


Source: 2006 ACS & 2005 Statistics Canada

# Non-SOV Travel to Work

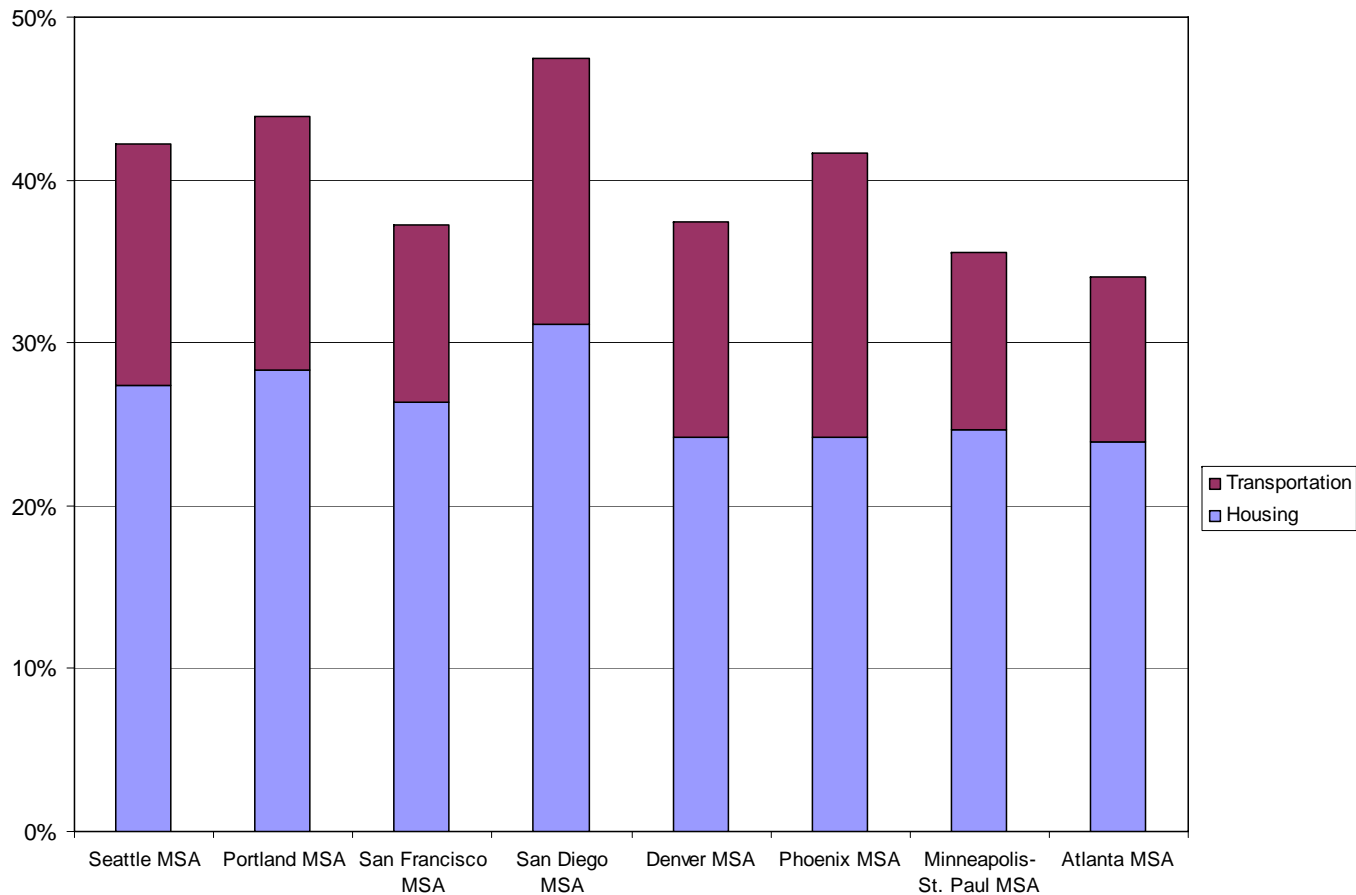


# Income of Transit Riders & Vehicle Availability



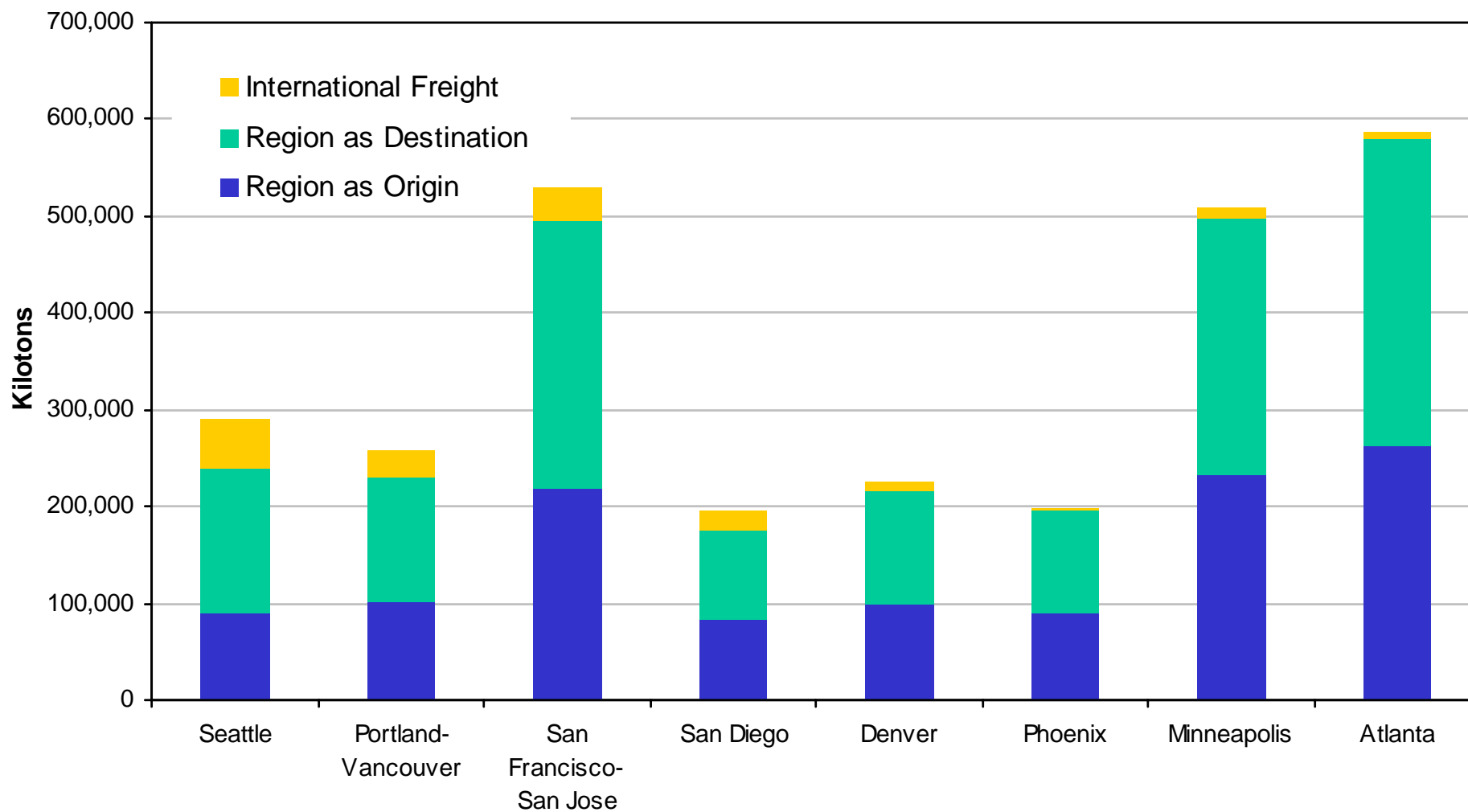
Source: 2006 American Community Survey

# Percent of Household Income spent on Housing and Transportation

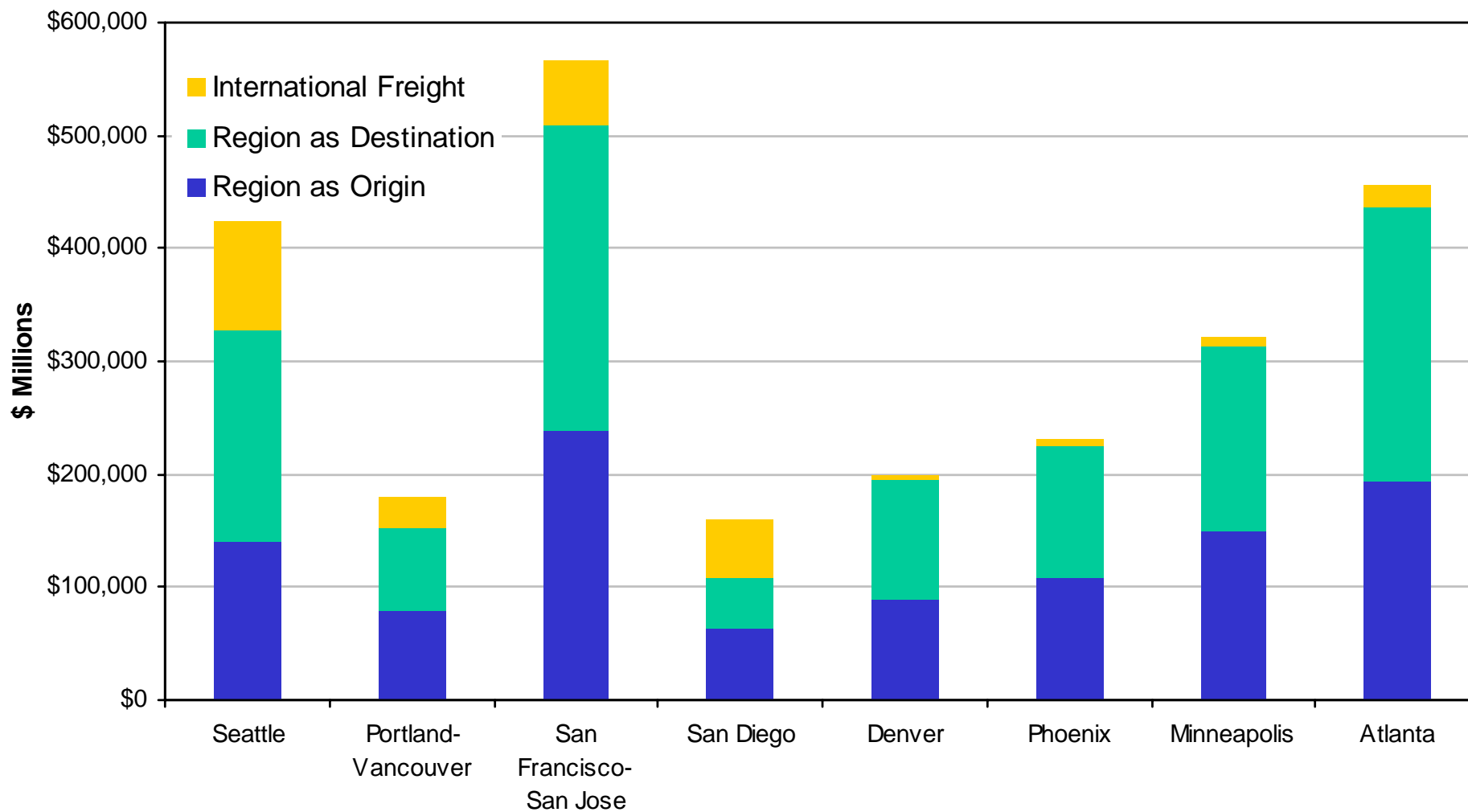


SOURCE: Bureau of Labor Statistics Consumer Expenditures Survey , 2004-2005 <http://www.bls.gov/cex/>

# Freight Flows by Weight (2002)



# Freight Flows by Value (2002)



# Rankings

Population

San Francisco
Atlanta
Phoenix
San Diego
<b>SEATTLE</b>
Minneapolis
Denver
Vancouver BC
Portland

Population Density

San Diego
San Francisco
Portland
Phoenix
Denver
<b>SEATTLE</b>
Minneapolis
Atlanta

Rate of Growth

Phoenix
Atlanta
San Diego
Vancouver BC
Portland
Denver
<b>SEATTLE</b>
Minneapolis
San Francisco

Home Ownership Affordability

Atlanta
Minneapolis
Denver
Portland
Phoenix
<b>SEATTLE</b>
Vancouver BC
San Diego
San Francisco

Delay

San Francisco
Atlanta
San Diego
Denver
Phoenix
<b>SEATTLE</b>
Minneapolis
Portland

Non-SOV Commutes

Vancouver BC
San Francisco
<b>SEATTLE</b>
Portland
Phoenix
San Diego
Denver
Atlanta
Minneapolis

# Summary

## Compared to Peer Regions, the Puget Sound Region has:

- Average Demographics
- Challenging Geography
- Well-defined Travel Corridors
- Low Mixed Land Use
- Many Centers
- Good Transit Service
- High Value Freight