



Puget Sound Regional Council

REGIONAL TRANSPORTATION PLAN

2022–2050

Appendix H: System Performance

2022





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Puget Sound Regional Council

REGIONAL TRANSPORTATION PLAN

2022–2050

Adopted May 26, 2022



Regional Transportation Plan 2022-2050

Appendix H – System Performance

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Transportation System Performance

The Regional Transportation Plan (RTP) is guided by and builds from the policy direction and goals identified in VISION 2050. PSRC has a robust data and analysis program that applies state of the art practices to evaluate plan performance against these priority policy objectives. In addition to the performance metrics themselves, the analysis is further delineated across multiple geographies. These include the entire four-county region; each of the four counties; designated centers and regional geographies as identified in VISION 2050; and areas of the region containing higher numbers of specific population groups – people of color, people with low income, older adults, youth, people with disabilities and people with limited English proficiency.

Priority Performance Objectives

VISION 2050 lays out the following goal for the transportation system, providing direction for the development of the RTP:

The region has a sustainable, equitable, affordable, safe and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment and health.

In addition, early in the development of the RTP PSRC's Transportation Policy Board identified six key policy focus areas for deeper discussion and evaluation.

- Safety
- Equity
- Climate
- Access to transit
- Local agency needs
- Forward thinking investments

Key metrics that demonstrate the performance of the RTP in meeting the priorities and policies contained in VISION 2050 are illustrated below. In addition, each applicable section of the plan also summarizes key findings, both of the existing conditions of the transportation system as well as the expected outcomes from implementation of the RTP.



Table 1. Model Based Performance Metrics

Indicator	Definition	Unit	Reporting Geography
Transit Boardings	Annual PSRC region transit network boardings by operator	Annual boardings	Region, Operator
Vehicle Miles Traveled	Average daily weekday vehicle miles traveled per resident; excludes truck, visitor, and airport trips	Miles per day	County, Regional Geography, Equity Focus Area, Regional Centers
Proximity to High-Capacity Transit	Percentage of total households in a geography within ¼ mile and ½ mile of High-Capacity Transit (Light Rail, Commuter Rail, Bus Rapid Transit, Ferry)	Percentage of Households	County, Regional Geography, Equity Focus Area, Regional Centers
Mode Share for Work Purposes	Average weekday resident home to work commute mode share (Drove Alone, Shared Ride, Transit, Walk & Bike)	Share of total work related trips	County, Regional Geography, Equity Focus Area, Regional Centers
Mode Share for Non-Work Purposes	Average weekday resident non-work mode share (Drove Alone, Shared Ride, Transit, Walk & Bike)	Share of total non-work related trips	County, Regional Geography, Equity Focus Area, Regional Centers
Annual Delay per Capita	Average annual delay hours per resident; excludes truck, visitor, and airport trips	hours	County, Regional Geography, Regional Centers
Miles of Travel in Heavy or Severe Congestion	Miles traveled on facilities operating at or below 50% of the posted speed limit during peak morning (AM) and afternoon (PM) periods	Share of total miles traveled	County
Travel Time for Major Corridors	Average weekday travel times for single occupancy passenger vehicles for select locations during peak morning (AM) and afternoon (PM) periods	minutes	Major Corridors
Truck Miles Traveled	Truck miles share of total miles traveled on roadways	Share of total miles traveled	T-1, T-2 facilities,
Congestion on the Freight Network	Truck Miles traveled on facilities operating at or below 50% of the posted speed limit during peak morning (AM) and afternoon (PM) periods	Share of total miles traveled	T-1, T-2 facilities



Greenhouse Gas Emissions

Climate change is an urgent environmental, economic, and equity threat being addressed at all levels, from the local to an international scale. The region's leaders have committed to taking actions to reduce greenhouse gas emissions and create a sustainable urban region. Together with [VISION 2050](#), full implementation of the Regional Transportation Plan puts the region on track to substantially reduce greenhouse gas emissions and to achieve regional climate goals.

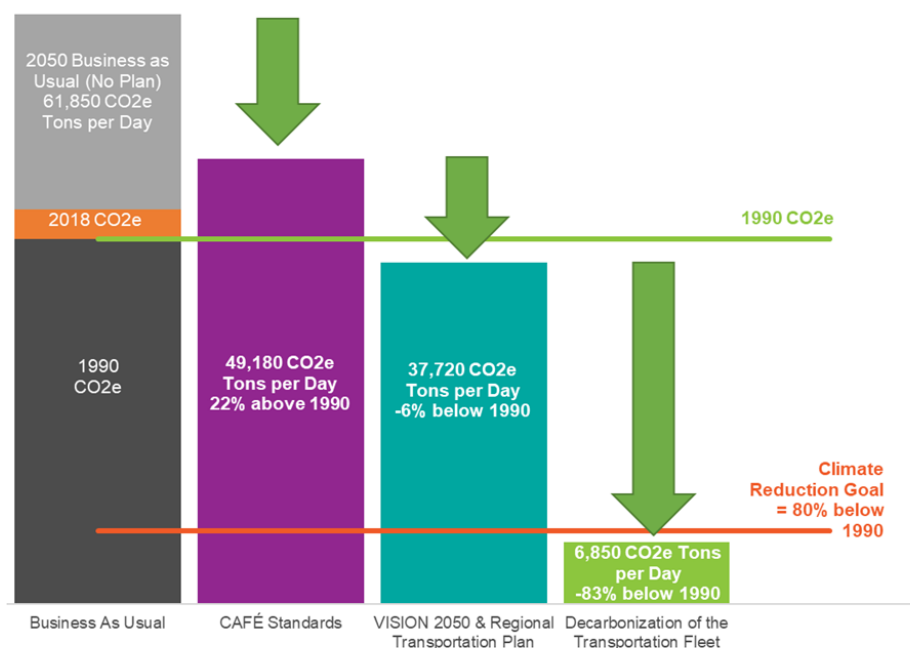


Figure 1. Steps to Reducing Greenhouse Gas Emissions and Meeting Climate Goals

Table 2. Greenhouse Gas Emissions

Step	Tons CO2 equivalent per day	Cumulative change from BAU	Cumulative change from 1990
1990	40,313		
2050 Business As Usual	61,850		53%
CAFÉ Standards	49,182	-20%	22%
VISION 2050 / RTP	37,716	-39%	-6%
Decarbonization	6,850	-89%	-83%

Transit Boardings

Transit service hours are forecast to increase by more than 66% between 2018 and 2050, an increase of over 3.5 million hours from 2018 and more than 6 million hours over 1990 levels. These major increases in transit service, which include all modes of transit, are a key driver of the tripling of transit boardings between 2018 and 2050 forecasted in the Regional Transportation Plan. King County Metro continues to almost half of all transit boardings in the region in 2050 however Sound Transit's share of regional transit boardings are forecasted to increase to almost 40% by 2050. This result shows progress in meeting the goal of increasing transit ridership, decreasing emissions, and providing greater access to non-SOV modes.

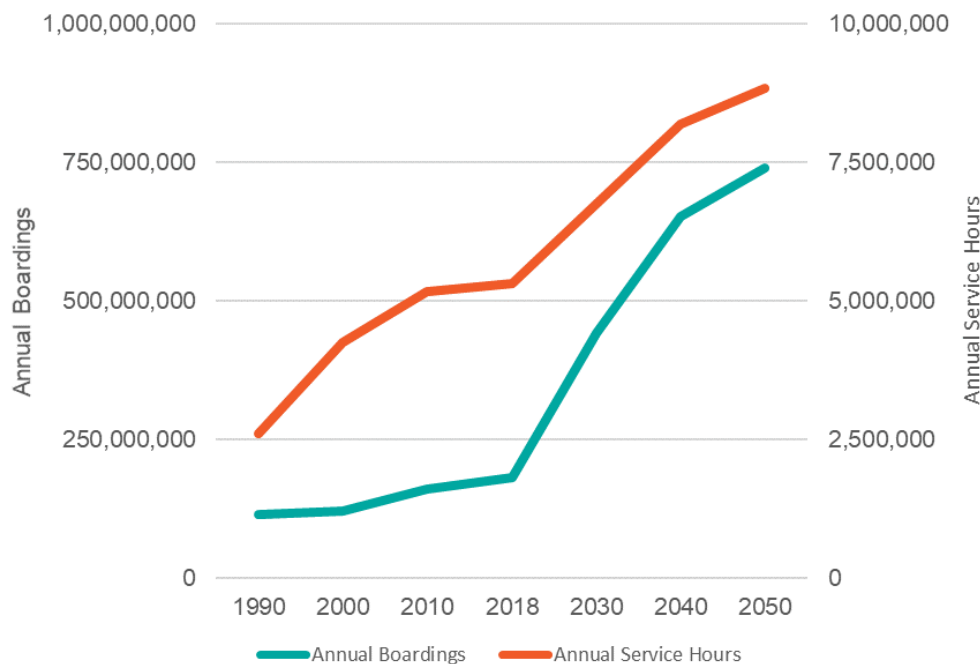


Figure 2. Annual Transit Boardings and Service Hours

Table 3. Annual Transit Boardings by Operator

Transit Agency	2018	2050
Community Transit	10,843,000	49,072,000
Everett Transit	1,690,000	7,728,000
King County Metro	127,874,000	360,194,000
Kitsap Transit	4,834,000	15,816,000
Pierce Transit	11,833,000	29,015,000
Sound Transit	54,392,000	278,515,000
Region Total	215,512,000	746,686,000



Vehicle Miles Traveled

Vehicle miles traveled peaked in the late 1990's at around 24 miles per person per day. In 2018, the average miles driven per day had reduced to about 21 miles per day. Over the next thirty years, the average distance driven per capita is forecasted to reduce even further to approximately 17 miles per day per person, helping the region to contribute to goals of reducing VMT per capita.

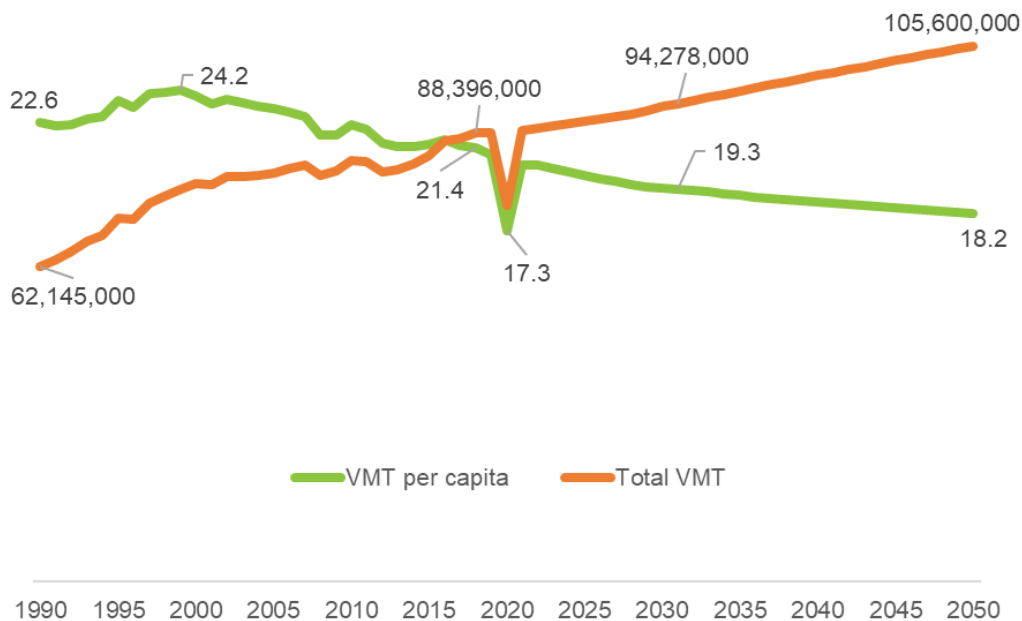


Figure 3. Daily Vehicle Miles Traveled per Capita

Vehicle miles driven per capita vary greatly across the region as well as by equity focus areas. For example, even though the average resident of the region travels almost 17 miles per day, people of lower incomes travel about 15 miles per day and people living in regional growth centers travel around 7 miles per day.

Table 4. Total Daily Vehicle Miles Traveled

Geography	2018	2050
King County	47,809,000	54,900,000
Kitsap County	5,120,000	6,000,000
Pierce County	18,858,000	22,800,000
Snohomish County	16,608,000	21,900,000
Region	88,396,000	105,600,000

Table 5. Daily Vehicle Miles Traveled per Capita by County

Geography	2018	2050
King County	15.8	12.6
Kitsap County	15.2	13.1
Pierce County	17.7	15.0
Snohomish County	19.8	15.1

Table 6. Daily Vehicle Miles Traveled per Capita by Regional Geography

Geography	2018	2050
Metropolitan Cities	11.6	8.4
Core Cities	16.2	12.7
High-Capacity Transit Communities	17.3	14.4
Cities & Towns	21.6	19.7
Urban Unincorporated Areas	19.3	17.8
Rural Areas	26.0	24.4

Table 7. Daily Vehicle Miles Traveled per Capita by Equity Focus Area

Geography	2018	2050
People under 18	18.6	16.1
People over 65	17.5	14.3
People with Limited English Proficiency	15.6	12.2
People of Color	15.1	11.5
People of Lower Income	15.1	11.7
People with Disabilities	16.9	13.2



Table 8. Daily Vehicle Miles Traveled per Capita by Regional Center

Geography	2018	2050
Auburn	12.0	7.1
Ballard-Interbay	10.4	7.0
Bellevue	7.1	4.0
Bothell Canyon Park	20.2	14.7
Bremerton	5.3	3.8
Burien	13.9	9.2
Cascade	17.2	10.9
Duwamish	10.8	7.9
Everett	9.2	4.1
Federal Way	-	8.5
Frederickson	20.0	17.7
Issaquah	11.6	9.8
Kent	9.5	7.8
Kent MIC	9.2	9.2
Kirkland Totem Lake	15.4	11.1
Lakewood	9.3	7.4
Lynnwood	13.0	8.2
North Tukwila	9.3	11.8
Paine Field / Boeing Everett	16.0	11.2
Port of Tacoma	2.2	16.5
Puget Sound Industrial Center - Bremerton	30.9	27.1
Puyallup Downtown	12.3	9.3
Puyallup South Hill	14.4	11.4
Redmond Downtown	11.8	7.4
Redmond-Overlake	10.1	7.6
Renton	13.6	10.0
SeaTac	12.4	9.5
Seattle Downtown	2.7	1.9



Geography	2018	2050
Seattle First Hill/Capitol Hill	4.1	2.9
Seattle Northgate	10.1	8.0
Seattle South Lake Union	4.6	3.2
Seattle University Community	6.6	5.3
Seattle Uptown	6.2	4.3
Silverdale	9.1	7.7
Sumner Pacific	12.1	11.7
Tacoma Downtown	8.3	4.6
Tacoma Mall	10.5	6.3
Tukwila	9.7	8.5
University Place	11.6	9.9

Access to High-Capacity Transit

In 2018, approximately 25% of all households in the region lived within ½ mile of high-capacity transit. By 2050, almost 60% of all households are forecasted to live within ½ mile of high-capacity transit.



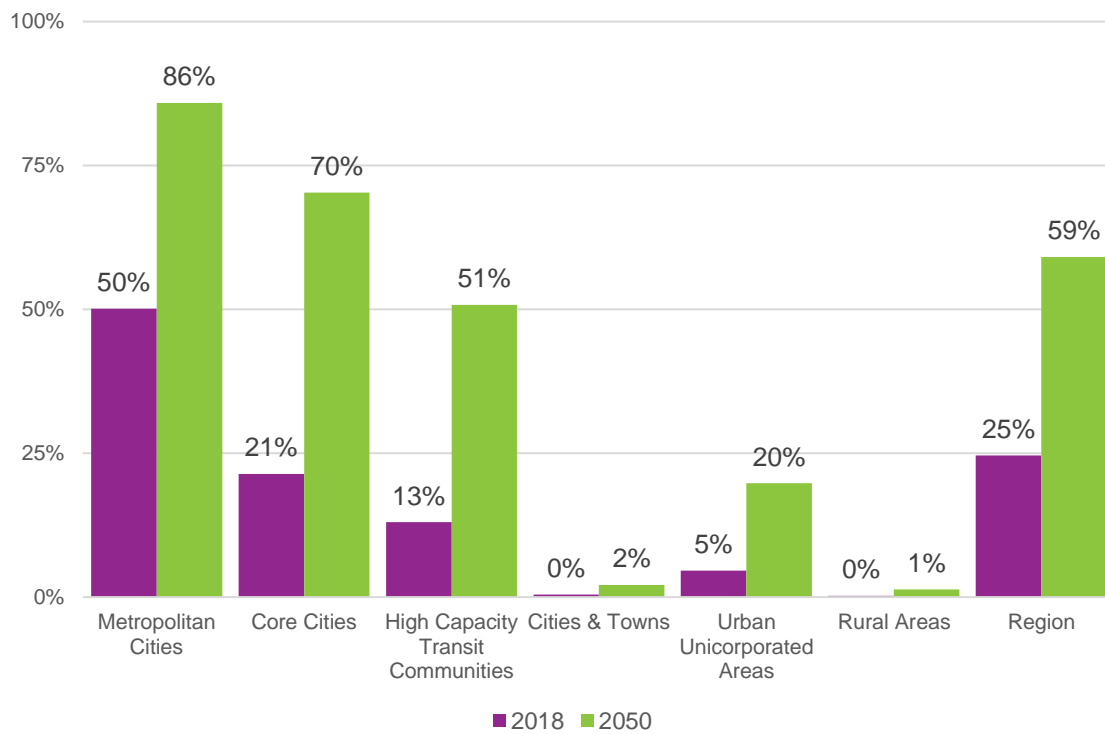


Figure 4. Households near High-Capacity Transit

Table 9. Total Households near High-Capacity Transit Service by County

Geography	2018		2050	
	¼ Mile	½ Mile	¼ Mile	½ Mile
King County	124,700	315,800	657,800	972,200
Kitsap County	100	4,000	20,800	53,900
Pierce County	2,900	20,100	84,300	161,800
Snohomish County	10,300	56,000	107,000	244,100
Region	138,000	395,900	869,900	1,432,000

Table 10. Percent of Households near High-Capacity Transit Service by County

Geography	2018		2050	
	¼ Mile	½ Mile	¼ Mile	½ Mile
King County	14%	36%	50%	74%
Kitsap County	0%	4%	14%	37%
Pierce County	1%	6%	17%	33%
Snohomish County	4%	19%	22%	51%

Table 11. Percent of Households near High-Capacity Transit Service by Regional Geography

Geography	2018		2050	
	¼ Mile	½ Mile	¼ Mile	½ Mile
Metropolitan Cities	19%	50%	61%	86%
Core Cities	7%	21%	40%	70%
High-Capacity Transit Communities	3%	13%	22%	51%
Cities & Towns	0%	0%	0%	2%
Urban Unincorporated Areas	1%	5%	5%	20%
Rural Areas	0%	0%	0%	1%



Table 12. Percent of Households near High-Capacity Transit Service by Equity Focus Area

Geography	2018		2050	
	¼ Mile	½ Mile	¼ Mile	½ Mile
People under 18	2%	11%	19%	40%
People over 65	6%	19%	32%	55%
People with Limited English Proficiency	10%	31%	46%	76%
People of Color	13%	32%	48%	75%
People of Lower Income	9%	29%	46%	71%
People with Disabilities	8%	23%	34%	57%

Table 13. Percent of Households near High-Capacity Transit Service by Regional Center

Geography	2018		2050	
	¼ Mile	½ Mile	¼ Mile	½ Mile
Auburn	48%	100%	94%	100%
Ballard-Interbay	51%	100%	96%	100%
Bellevue	26%	100%	98%	100%
Bothell Canyon Park	-		5%	100%
Bremerton	4%	96%	100%	100%
Burien	74%	100%	96%	100%
Cascade	-	-	61%	90%
Duwamish	0%	60%	0%	65%
Everett	42%	100%	55%	100%
Federal Way	-	-	100%	100%
Frederickson	-	-	-	-
Issaquah	-	-	17%	100%
Kent	46%	100%	91%	100%
Kent MIC	0%	0%	18%	24%
Kirkland Totem Lake	-		68%	100%
Lakewood	18%	82%	61%	100%
Lynnwood	0%	7%	70%	100%



Geography	2018		2050	
	¼ Mile	½ Mile	¼ Mile	½ Mile
North Tukwila	-	-	11%	100%
Paine Field / Boeing Everett	0%	52%	36%	84%
Port of Tacoma	0%	50%	50%	50%
Puget Sound Industrial Center - Bremerton	-	-	-	-
Puyallup Downtown	47%	100%	61%	100%
Puyallup South Hill	-	-	-	-
Redmond Downtown	58%	100%	83%	100%
Redmond-Overlake	78%	100%	83%	100%
Renton	92%	100%	91%	100%
SeaTac	46%	100%	68%	100%
Seattle Downtown	92%	100%	89%	100%
Seattle First Hill/Capitol Hill	17%	100%	93%	100%
Seattle Northgate	0%	31%	89%	100%
Seattle South Lake Union	84%	100%	100%	100%
Seattle University Community	0%	6%	99%	100%
Seattle Uptown	95%	100%	87%	100%
Silverdale	-	-	0%	31%
Sumner Pacific	0%	67%	0%	75%
Tacoma Downtown	27%	92%	94%	100%
Tacoma Mall	0%	1%	0%	4%
Tukwila	100%	100%	80%	100%
University Place	-	-	80%	100%



Mode Share

By the year 2050, single-occupant vehicle (SOV) mode shares to work are forecast to decrease to approximately 52%. Reductions in SOV mode share are accompanied by increases in walking, biking and transit, which in 2050 are forecast to account for approximately 32% of all work trips made in the region, up from 17% today.

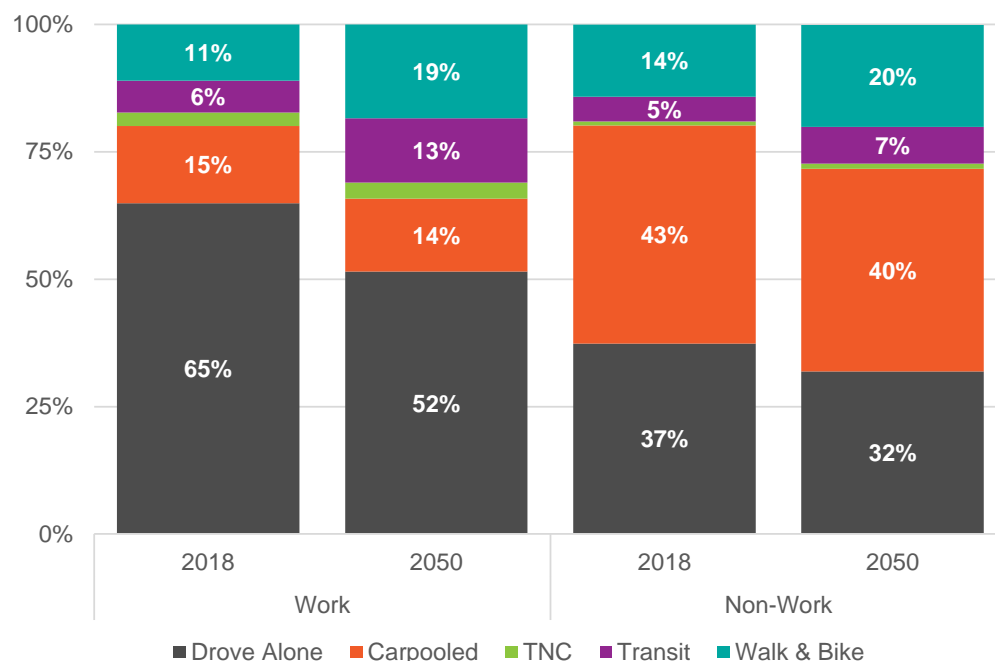


Figure 5. Mode Share for Work and Non-Work Purposes

Work Mode Share

Table 14. Work Trips by Mode

Geography	2018				2050			
	Drove Alone	Shared Ride	Transit	Walk & Bike	Drove Alone	Shared Ride	Transit	Walk & Bike
King County	919,200	209,400	109,900	202,300	1,076,900	291,200	325,100	496,800
Kitsap County	90,000	20,000	8,300	12,300	121,500	28,700	17,100	25,200
Pierce County	299,500	66,900	18,400	27,700	398,400	100,300	43,600	89,400
Snohomish County	329,500	72,700	15,800	27,200	452,500	117,200	84,000	85,500
Region	1,638,300	369,000	152,400	269,600	2,049,300	537,400	469,800	696,800



Table 15. Mode Share to Work by County

Geography	2018				2050			
	Drove Alone	Shared Ride	Transit	Walk & Bike	Drove Alone	Shared Ride	Transit	Walk & Bike
King County	64%	15%	8%	14%	49%	13%	15%	23%
Kitsap County	69%	15%	6%	10%	64%	15%	9%	13%
Pierce County	73%	16%	5%	7%	63%	16%	7%	14%
Snohomish County	74%	16%	4%	6%	61%	16%	11%	12%

Table 16. Mode Share to Work by Regional Geography

Geography	2018				2050			
	Drove Alone	Shared Ride	Transit	Walk & Bike	Drove Alone	Shared Ride	Transit	Walk & Bike
Metropolitan Cities	58%	14%	8%	20%	42%	11%	15%	32%
Core Cities	70%	16%	7%	8%	56%	16%	14%	14%
High-Capacity Transit Communities	72%	16%	5%	6%	62%	16%	13%	9%
Cities & Towns	75%	16%	4%	6%	69%	16%	8%	7%
Urban Unincorporated Areas	76%	16%	3%	5%	71%	17%	6%	6%
Rural Areas	78%	16%	3%	4%	74%	16%	5%	5%



Table 17. Mode Share to Work by Equity Focus Area

Geography	2018				2050			
	Drove Alone	Shared Ride	Transit	Walk & Bike	Drove Alone	Shared Ride	Transit	Walk & Bike
People under 18	72%	16%	5%	6%	63%	16%	11%	10%
People over 65	69%	15%	6%	9%	57%	14%	13%	16%
People with Limited English Proficiency	68%	16%	7%	9%	53%	15%	14%	18%
People of Color	65%	15%	7%	13%	50%	14%	13%	23%
People of Lower Income	65%	16%	7%	12%	52%	14%	13%	22%
People with Disabilities	68%	16%	6%	11%	54%	14%	11%	21%

Table 18. Mode Share to Work by Regional Center

Geography	2018				2050			
	Drove Alone	Shared Ride	Transit	Walk & Bike	Drove Alone	Shared Ride	Transit	Walk & Bike
Auburn	50%	15%	21%	15%	34%	14%	19%	34%
Ballard-Interbay	57%	13%	10%	21%	45%	9%	21%	26%
Bellevue	38%	9%	6%	48%	20%	7%	10%	63%
Bothell Canyon Park	71%	19%	4%	7%	60%	16%	11%	13%
Bremerton	47%	13%	7%	33%	36%	10%	12%	42%
Burien	66%	16%	8%	10%	51%	18%	13%	18%
Cascade	71%	19%	2%	8%	62%	17%	6%	15%
Duwamish	63%	12%	10%	16%	42%	12%	23%	23%
Everett	55%	13%	5%	28%	28%	9%	8%	55%
Federal Way	0%	0%	0%	0%	34%	13%	17%	36%
Frederickson	77%	18%	3%	3%	71%	21%	2%	6%
Issaquah	-	-	-	-	44%	13%	17%	26%
Kent	45%	18%	20%	18%	40%	15%	18%	27%
Kent MIC	59%	19%	15%	7%	61%	15%	8%	15%
Kirkland Totem Lake	71%	14%	5%	10%	53%	13%	13%	21%
Lakewood	65%	18%	6%	11%	49%	15%	8%	28%



Geography	2018				2050			
	Drove Alone	Shared Ride	Transit	Walk & Bike	Drove Alone	Shared Ride	Transit	Walk & Bike
Lynnwood	67%	17%	5%	11%	40%	14%	24%	23%
North Tukwila	89%	0%	0%	11%	82%	9%	9%	0%
Paine Field / Boeing Everett	68%	20%	4%	8%	57%	15%	19%	9%
Port of Tacoma	0%	50%	25%	25%	67%	0%	0%	33%
Puget Sound Industrial Center - Bremerton	75%	13%	0%	12%	73%	9%	0%	18%
Puyallup Downtown	58%	14%	11%	18%	44%	16%	16%	25%
Puyallup South Hill	64%	17%	10%	9%	57%	17%	12%	14%
Redmond Downtown	60%	12%	6%	21%	38%	12%	18%	33%
Redmond-Overlake	62%	12%	6%	20%	42%	12%	19%	28%
Renton	69%	14%	5%	13%	48%	15%	8%	29%
SeaTac	56%	16%	16%	12%	46%	17%	16%	22%
Seattle Downtown	20%	5%	6%	68%	15%	4%	7%	74%
Seattle First Hill/Capitol Hill	29%	7%	11%	53%	20%	5%	12%	63%
Seattle Northgate	57%	15%	11%	18%	40%	11%	29%	19%
Seattle South Lake Union	30%	6%	6%	58%	22%	6%	8%	65%
Seattle University Community	46%	13%	13%	28%	31%	10%	26%	33%
Seattle Uptown	38%	8%	8%	46%	29%	8%	13%	51%
Silverdale	64%	14%	2%	21%	60%	15%	4%	22%
Sumner Pacific	71%	17%	8%	4%	77%	12%	8%	4%
Tacoma Downtown	49%	12%	8%	31%	29%	10%	8%	53%
Tacoma Mall	58%	17%	9%	17%	41%	14%	8%	37%
Tukwila	46%	19%	20%	15%	46%	16%	16%	22%
University Place	72%	14%	5%	9%	61%	16%	9%	14%



Non-Work Mode Share

Table 19. Non-Work Trips by Mode

Geography	2018				2050			
	Drove Alone	Shared Ride	Transit	Walk & Bike	Drove Alone	Shared Ride	Transit	Walk & Bike
King County	2,828,900	3,069,400	431,000	1,217,700	3,332,600	4,029,400	987,100	2,512,700
Kitsap County	340,700	372,000	30,800	120,800	453,600	489,000	49,000	199,300
Pierce County	1,071,600	1,288,900	101,100	338,700	1,407,500	1,759,400	175,900	688,900
Snohomish County	1,065,300	1,225,600	93,100	306,900	1,483,800	1,822,300	251,000	663,400
Region	5,306,400	5,955,900	656,000	1,984,100	6,677,500	8,100,100	1,463,100	4,064,400

Table 20. Mode Share for Non-Work Purposes by County

Geography	2018				2050			
	Drove Alone	Shared Ride	Transit	Walk & Bike	Drove Alone	Shared Ride	Transit	Walk & Bike
King County	38%	41%	6%	16%	31%	37%	9%	23%
Kitsap County	39%	43%	4%	14%	38%	41%	4%	17%
Pierce County	38%	46%	4%	12%	35%	44%	4%	17%
Snohomish County	40%	46%	3%	11%	35%	43%	6%	16%

Table 21. Mode Share for Non-Work Purposes by Regional Geography

Geography	2018				2050			
	Drove Alone	Shared Ride	Transit	Walk & Bike	Drove Alone	Shared Ride	Transit	Walk & Bike
Metropolitan Cities	35%	36%	6%	23%	27%	31%	9%	32%
Core Cities	39%	44%	5%	12%	33%	41%	8%	19%
High-Capacity Transit Communities	39%	45%	4%	11%	36%	44%	7%	14%
Cities & Towns	39%	46%	4%	11%	38%	45%	5%	12%
Urban Unincorporated Areas	39%	49%	4%	9%	37%	49%	4%	10%
Rural Areas	42%	49%	3%	6%	41%	49%	3%	6%



Table 22. Mode Share for Non-Work Purposes by Equity Focus Area

Geography	2018				2050			
	Drove Alone	Shared Ride	Transit	Walk & Bike	Drove Alone	Shared Ride	Transit	Walk & Bike
People under 18	38%	47%	4%	11%	40%	41%	7%	13%
People over 65	40%	43%	4%	13%	38%	36%	8%	18%
People with Limited English Proficiency	37%	44%	5%	14%	35%	36%	9%	20%
People of Color	37%	43%	5%	15%	33%	35%	9%	23%
People of Lower Income	36%	43%	5%	16%	34%	35%	8%	23%
People with Disabilities	38%	43%	4%	15%	36%	36%	7%	22%

Table 23. Mode Share for Non-Work Purposes by Regional Center

Geography	2018				2050			
	Drove Alone	Shared Ride	Transit	Walk & Bike	Drove Alone	Shared Ride	Transit	Walk & Bike
Auburn	50%	15%	21%	15%	21%	31%	7%	41%
Ballard-Interbay	57%	13%	10%	21%	34%	23%	13%	31%
Bellevue	38%	9%	6%	48%	14%	20%	8%	58%
Bothell Canyon Park	71%	19%	4%	7%	35%	39%	6%	20%
Bremerton	47%	13%	7%	33%	21%	26%	4%	49%
Burien	66%	16%	8%	10%	27%	35%	9%	30%
Cascade	71%	19%	2%	8%	32%	43%	5%	21%
Duwamish	63%	12%	10%	16%	26%	29%	19%	26%
Everett	55%	13%	5%	28%	18%	24%	4%	54%
Federal Way	0%	0%	0%	0%	20%	34%	9%	38%
Frederickson	77%	18%	3%	3%	34%	52%	4%	10%
Issaquah	-	-	-	-	30%	32%	10%	28%
Kent	45%	18%	20%	18%	22%	34%	9%	35%
Kent MIC	59%	19%	15%	7%	30%	42%	10%	18%
Kirkland Totem Lake	71%	14%	5%	10%	33%	32%	8%	27%



Geography	2018				2050			
	Drove Alone	Shared Ride	Transit	Walk & Bike	Drove Alone	Shared Ride	Transit	Walk & Bike
Lakewood	65%	18%	6%	11%	27%	34%	4%	35%
Lynnwood	67%	17%	5%	11%	24%	35%	11%	30%
North Tukwila	89%	0%	0%	11%	35%	50%	8%	7%
Paine Field / Boeing Everett	68%	20%	4%	8%	35%	40%	9%	16%
Port of Tacoma	0%	50%	25%	25%	60%	20%	4%	16%
Puget Sound Industrial Center - Bremerton	67%	33%	0%	0%	64%	36%	0%	0%
Puyallup Downtown	58%	14%	11%	18%	26%	34%	6%	34%
Puyallup South Hill	64%	17%	10%	9%	33%	38%	5%	24%
Redmond Downtown	60%	12%	6%	21%	22%	28%	9%	41%
Redmond-Overlake	62%	12%	6%	20%	24%	31%	10%	35%
Renton	69%	14%	5%	13%	26%	36%	7%	31%
SeaTac	56%	16%	16%	12%	25%	43%	10%	22%
Seattle Downtown	20%	5%	6%	68%	10%	11%	9%	70%
Seattle First Hill/Capitol Hill	29%	7%	11%	53%	14%	14%	11%	62%
Seattle Northgate	57%	15%	11%	18%	25%	27%	18%	30%
Seattle South Lake Union	30%	6%	6%	58%	15%	17%	9%	60%
Seattle University Community	46%	13%	13%	28%	19%	21%	15%	45%
Seattle Uptown	38%	8%	8%	46%	18%	18%	11%	53%
Silverdale	64%	14%	2%	21%	37%	32%	3%	28%
Sumner Pacific	71%	17%	8%	4%	44%	37%	6%	13%
Tacoma Downtown	49%	12%	8%	31%	18%	26%	6%	51%
Tacoma Mall	58%	17%	9%	17%	23%	32%	5%	40%
Tukwila	46%	19%	20%	15%	24%	41%	9%	26%
University Place	37%	39%	4%	20%	34%	38%	5%	23%



Hours of Delay

Strategic investments combined with an increasing set of travel options help to minimize the overall level of congestion growth in the region. Although the overall amount of delay for all vehicle modes increases between 2018 and 2050, growth in congestion per household is estimated to be approximately 7% lower in 2050 than it was in 2018, indicating progress in maintaining mobility despite 40% growth in population and 48% growth in jobs in this period.

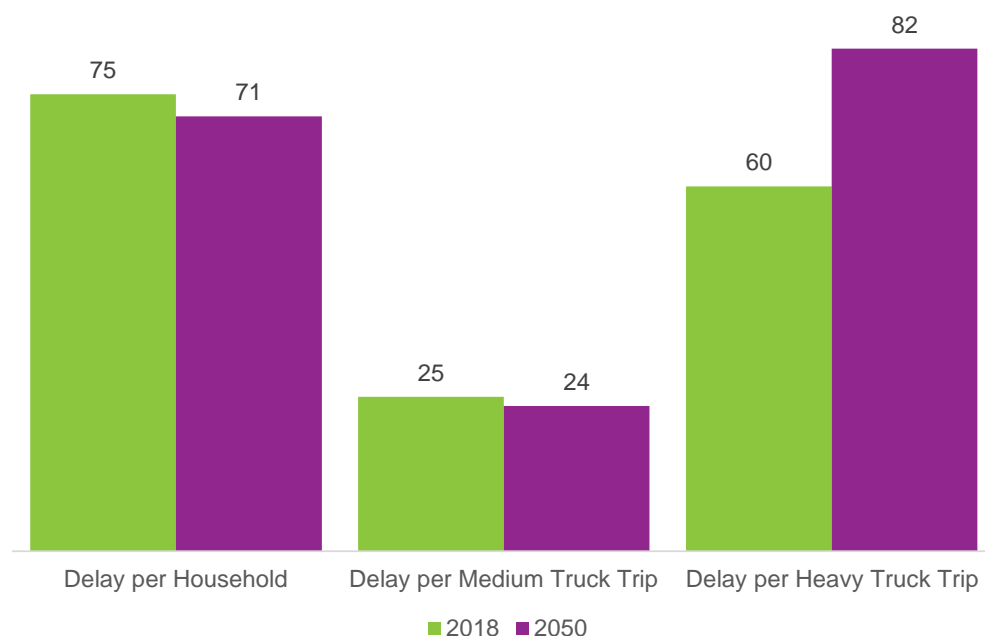


Figure 6. Annual Hours of Delay

Table 24. Annual Hours of Delay

Geography	2018	2050
King County	260,000	354,000
Kitsap County	7,000	14,000
Pierce County	72,000	119,000
Snohomish County	64,000	132,000
Region	403,000	619,000

Table 25. Annual Delay per Capita by County

Geography	2018	2050
King County	40	35
Kitsap County	14	17



Geography	2018	2050
Pierce County	37	40
Snohomish County	50	50

Table 26. Annual Delay per Capita by Regional Geography

Geography	2018	2050
Metropolitan Cities	48	51
Core Cities	45	40
High-Capacity Transit Communities	50	50
Cities & Towns	26	21
Urban Unincorporated Areas	44	53
Rural Areas	50	63

Table 27. Annual Delay per Capita by Regional Center

Geography	2018	2050
Auburn	18	16
Ballard-Interbay	19	14
Bellevue	14	10
Bothell Canyon Park	63	52
Bremerton	1	2
Burien	22	24
Cascade	32	21
Duwamish	26	24
Everett	11	7
Federal Way	0	22
Frederickson	52	68
Issaquah	32	29
Kent	23	25
Kent MIC	21	25
Kirkland Totem Lake	46	35



Geography	2018	2050
Lakewood	18	14
Lynnwood	42	27
North Tukwila	2	37
Paine Field / Boeing Everett	49	40
Port of Tacoma	1	10
Puget Sound Industrial Center - Bremerton	-	-
Puyallup Downtown	21	19
Puyallup South Hill	29	31
Redmond Downtown	25	17
Redmond-Overlake	27	22
Renton	32	29
SeaTac	32	30
Seattle Downtown	1	3
Seattle First Hill/Capitol Hill	5	5
Seattle Northgate	24	20
Seattle South Lake Union	6	8
Seattle University Community	18	14
Seattle Uptown	10	9
Silverdale	1	8
Sumner Pacific	28	33
Tacoma Downtown	11	8
Tacoma Mall	24	13
Tukwila	27	30
University Place	18	14



Roadway Congestion & Travel Time

Strategic investments combined with an increasing set of travel options help to minimize the overall level of congestion growth in the region. It is worth noting that despite population, job and truck trip growth of over 40% between 2018 and 2050, congestion is growing at less than half that rate.

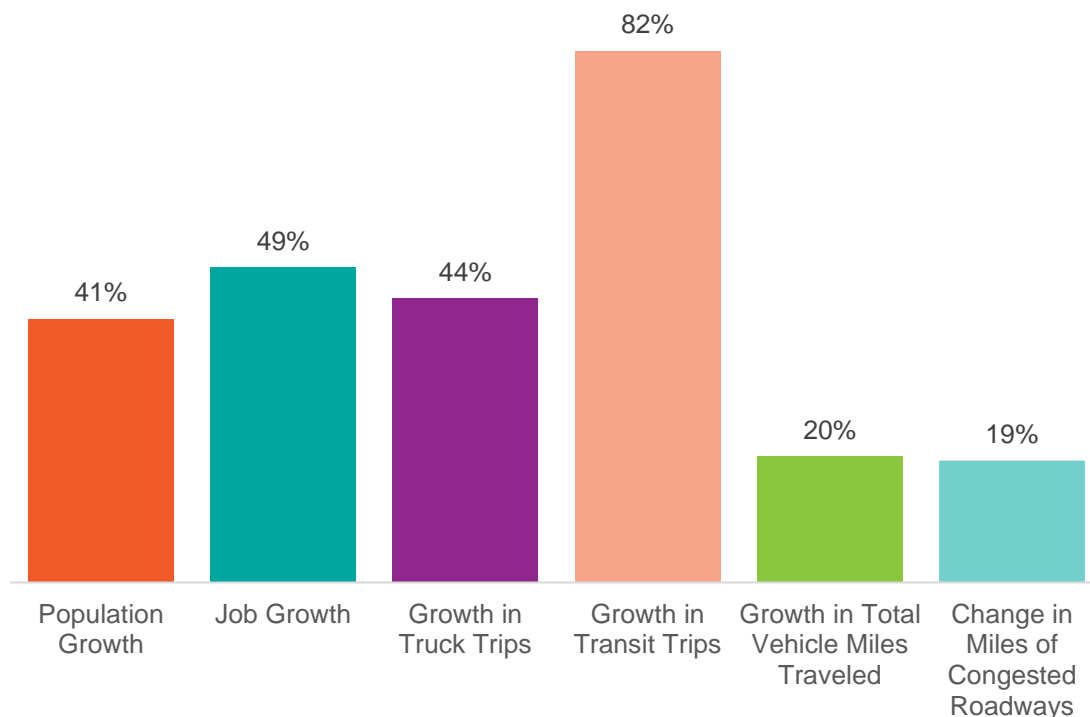


Figure 7. Change in Miles of Congestion

Investments in various travel options as well as strategic capacity expansion using Express Toll Lanes limits the growth of SOV travel time for key corridors across the region, despite population and employment dramatic growth.

Table 28. PM Peak Period SOV Travel Times by Key Corridor

Corridor	2018	2050
Seattle to Everett	69	70
Seattle to Tacoma	71	73
Bellevue to Lynnwood	40	41
Bellevue to Tukwila	33	32
Renton to Auburn	28	32
Seattle to Redmond	29	28
Bellevue to Redmond	14	27



Corridor	2018	2050
Bellevue to Issaquah	15	14
Seattle to Bellevue via 520	21	14
Seattle to Bellevue via 90	28	25

Overall growth in congested travel as measured by the amount of vehicle miles traveled on roadways experiencing heavy and severe congestion is limited between 2018 and 2050. The largest increase in congested travel occurs for residents of Snohomish County.

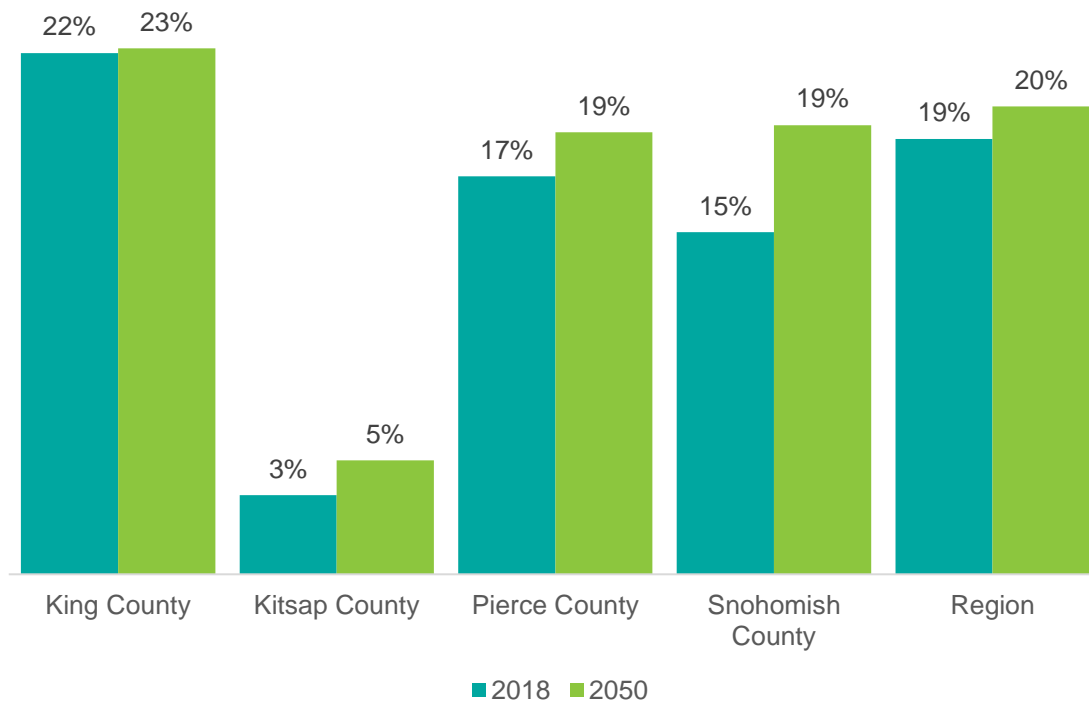


Figure 8. AM Peak Period Heavy & Severe Congested Vehicle Miles Traveled by County



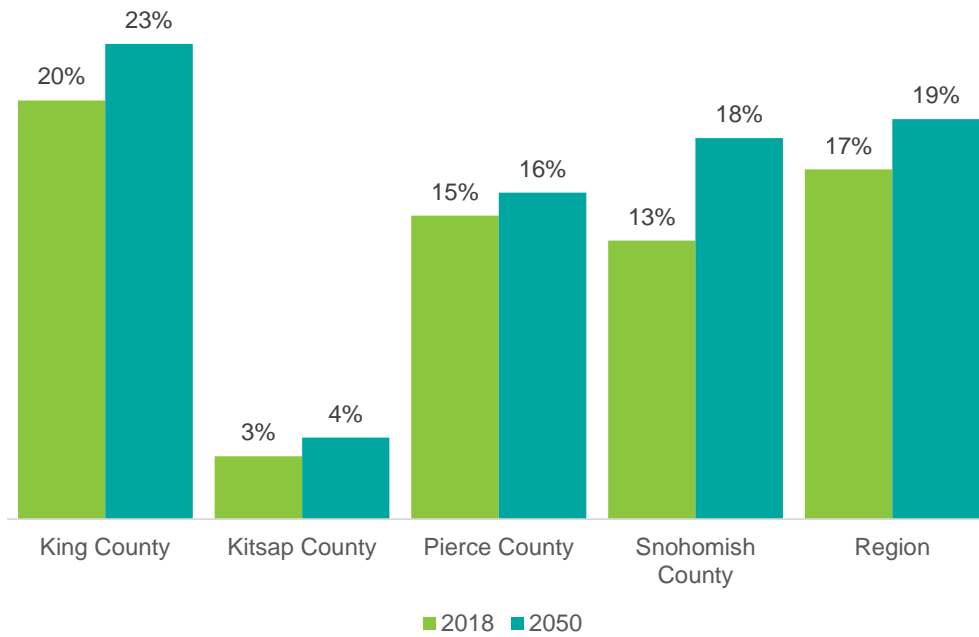


Figure 9. PM Peak Period Heavy & Severe Congested Vehicle Miles Traveled by County

Truck Travel and Congestion

Truck travel accounts for approximately 4% of total miles traveled on the system. Heavy trucks are estimated to account for almost half of total truck trips in the region in 2050.

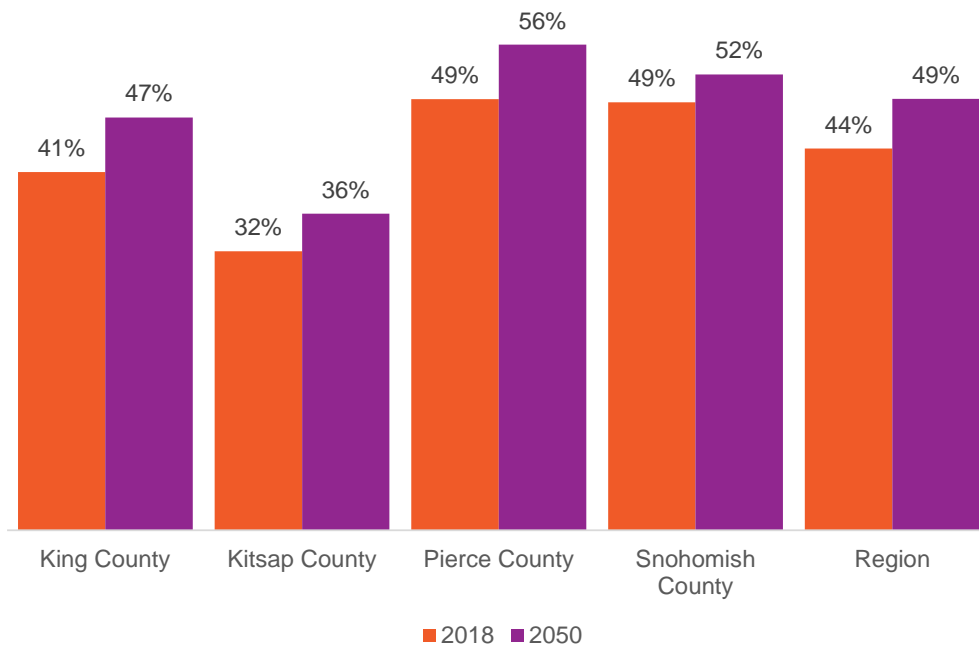


Figure 10. Share of Heavy Truck Percentages by County

Medium trucks tend to travel on facilities across the region as highlighted by the fairly consistent percentage of medium trucks by truck facility type.

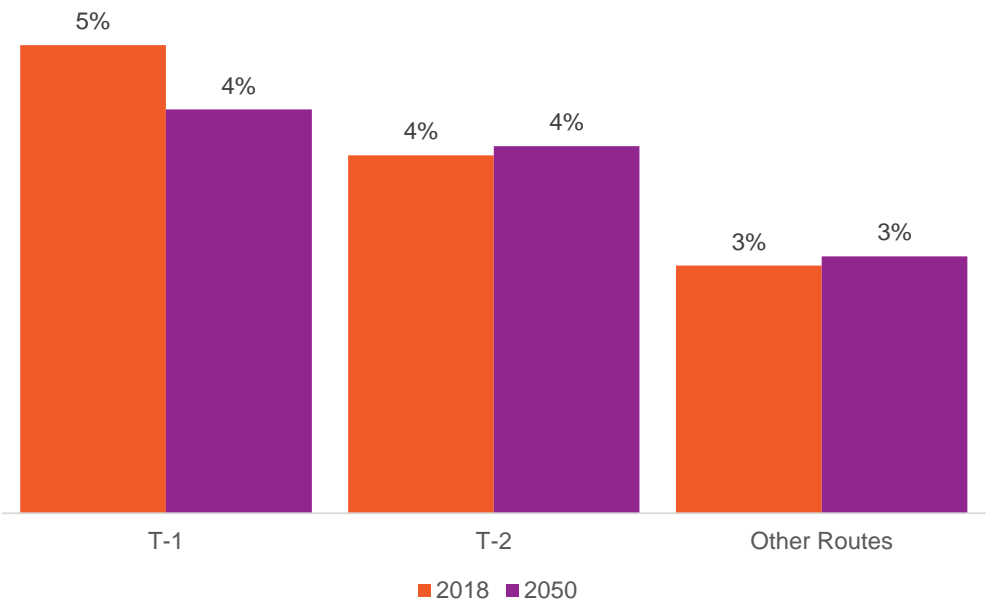


Figure 11. Medium Truck Share of Total VMT by Facility Type

Heavy truck trips tend to be located on the region’s major freight facilities and tend to be more focused in their location compared with medium trucks.

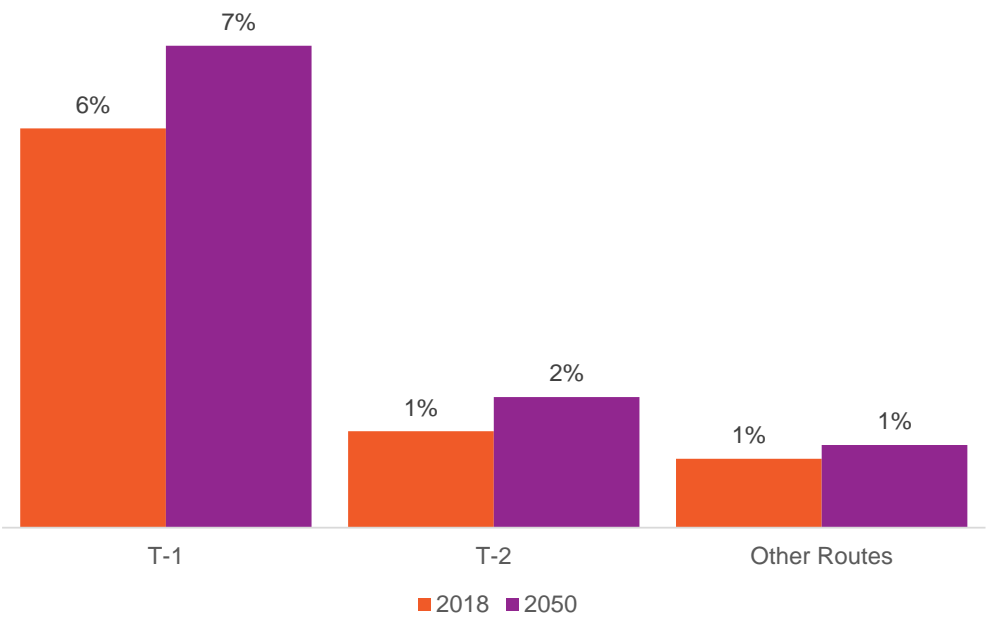


Figure 12. Heavy Truck Share of Total VMT by Facility Type



T-1 routes – which carry more than 10 million tons per year of freight tend to have higher shares of congestion than routes with fewer truck activity.

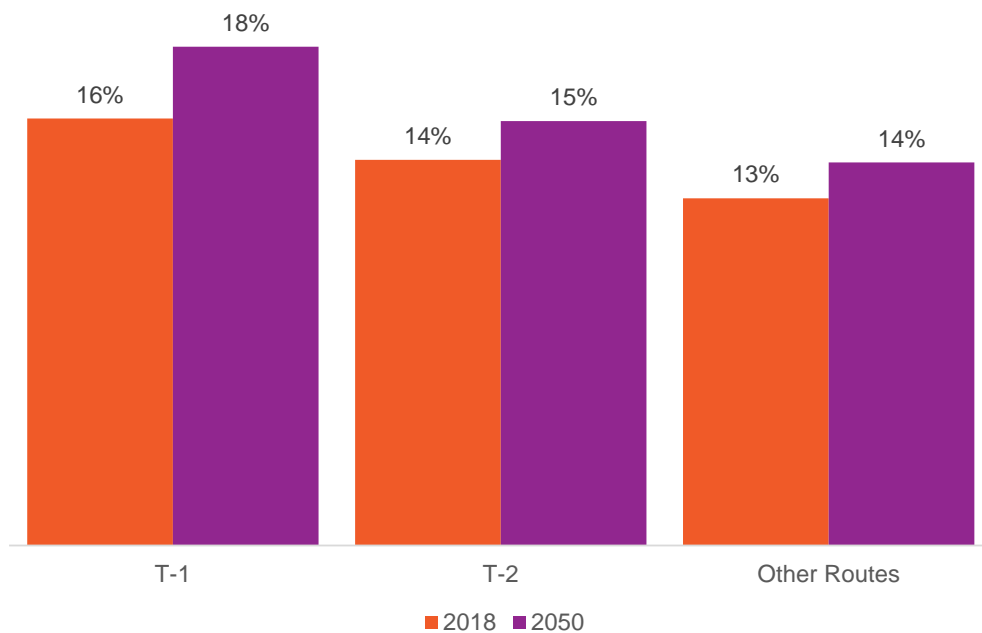


Figure 13. AM Peak Congestion by Truck Facility

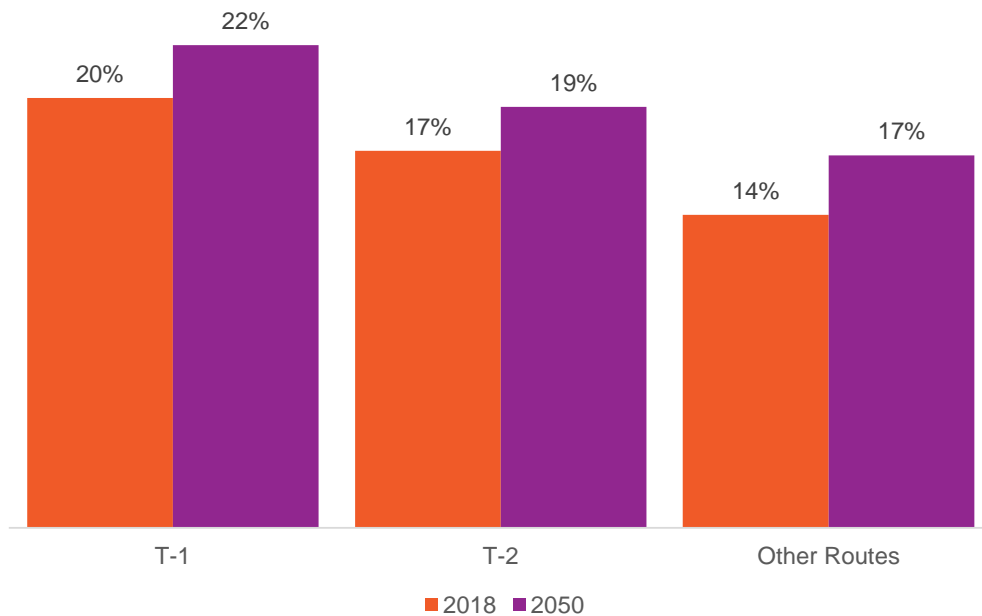


Figure 14. PM Peak Congestion by Truck Facility

Federal Performance Targets

Under federal law, Metropolitan Planning Organizations such as PSRC are required to establish regional performance targets related to an array of topic areas. These targets were developed in coordination with WSDOT and other partner agencies. Provided below are the most recent targets under each category.

Table 29. Regional FTA Transit Asset Management Performance Targets, 2021

Rolling Stock	Maximum % that will exceed Useful Life Benchmark
Buses	8%
Vans/Mini-Vans	12.3%
Ferries	3%
Light Rail Vehicles	0%
Commuter Rail Locomotives/Coaches	0%
Streetcars	0%
Equipment	Maximum % that will exceed Useful Life Benchmark
Non-Revenue Service Vehicles	20.5%
Facilities	Maximum % that will have a Rating of less than 3 on the Condition Assessment Scale
Support Facilities	10.5%
Passenger Facilities	1.8%
Parking Facilities	5.7%
Infrastructure	Maximum % that will have Performance Restrictions
Fixed Guideways	4.7%
Power Segments	0%
Structures	0%

Table 30. Regional FTA Transit Safety Performance Targets, 2021

Mode	Fatalities	Fatality Rate	Injuries	Injury Rate	Safety Events	Safety Event Rate	System Reliability
Fixed Route Bus	0	0	173	0.28	177	0.29	6,530
Non-Fixed Route Bus	0	0	7	0.05	7	0.05	39,508
Rail	0	0	25	0.51	40	0.81	42,828



Table 31. Regional FHWA Performance Targets

Regional Bridge Performance Targets	2022 State Target
% of bridges (weighted by deck area) classified in poor condition	Less than 10%
% of bridges (weighted by deck area) classified in good condition	More than 30%
Regional Pavement Performance Targets	2022 State Target
% of interstate pavement in good condition	More than 30%
% of interstate pavement in poor condition	Less than 4%
% of non-interstate NHS pavement in good condition	More than 18%
% of non-interstate NHS pavement in poor condition	Less than 5%
Regional Reliability Targets	2022 State Target
Interstate Travel Time Reliability	68%
Non-Interstate Travel Time Reliability	61%
Regional Freight Reliability Targets	2022 State Target
Freight Reliability Index	1.75
Regional Delay Per Person	2022 Target
Annual Hours of Delay per Capita	28
Regional % of non-SOV Commute Trips	2022 Target
% of non-SOV Commute Trips	33.2%
Regional Safety Performance Targets	2021 Target (5-Year Rolling Average)
Number of Fatalities	188.7
Fatality Rate per 100 Million VMT	0.60
Number of Serious Injuries	940.3
Serious Injury Rate per 100 Million VMT	2.97
Number of Bike/Ped Fatalities and Serious Injuries	296.2

