

Section VII **Transportation**

Transportation is the means by which we move people, goods and services on a local, regional and even global scale. As such, it enables us to carry out the economic and social exchange that is the basis of our society. The major transportation modes include land, water, air and, increasingly, electronic networks.

The focus of this section is necessarily selective and the scope is modest. Only those aspects of land and water based transportation that are of greatest concern to the daily activities of Snohomish County residents are addressed. Included are subsections on vehicles & drivers, work commuting, traffic & congestion, highway accidents & fatalities, public transportation, ferry ridership and PSRC household survey results. Airports, seaports, railways and electronic networks are left to more comprehensive assessments.

Vehicles & Drivers: Who's driving what?

The major components of Snohomish County's highway system were constructed prior to the surge in population brought on by Boeing driven economic growth and in-migrating baby-boomer families. Urban sprawl throughout the 1970's, 1980's and 1990's relied on the automobile to keep workers and jobs, shoppers and stores, and professionals and clients connected. By the turn of the century, general congestion and the occasional gridlock have made us very aware that there are real limits to how much traffic the county's network of roads can support.

Although the 1990 Census is now eleven years old, it still offers important insights and provides a comparative base from which to evaluate the results of the 2000 Census, now scheduled to be released in April 2002. The 1990 Census indicates that vehicle availability was higher in Snohomish County for all age groups than was true statewide.

1. In 1990, 95.4% of Snohomish County households had one or more vehicles available; statewide, 92.5% of all households had one or more vehicles available;
2. In 1990, 97.4% of Snohomish County householders that were 15-64 years of age had one or more vehicles available; that figure was considerably lower (85.8%) for householders 65 years of age or older. For the state as a whole, those percentages were lower (95.0% and 82.4%, respectively).

Vehicles Available by Age of Householder

	Age of Householder			Percent Distribution		
	All	15-64	65+	All	15-64	65+
Snohomish County						
Total	171713	142731	28982	100.0%	100.0%	100.0%
No Vehicles	7885	3773	4112	4.6%	2.6%	14.2%
One or more	163828	138958	24870	95.4%	97.4%	85.8%
Washington State						
Total	1872431	1493723	378708	100.0%	100.0%	100.0%
No Vehicles	140645	74108	66537	7.5%	5.0%	17.6%
One or more	1731786	1419615	312171	92.5%	95.0%	82.4%

Source:
1990 Census of Population and Housing, Summary Tape File 3A: Washington, Table H41,
 CD# CD90-3A-58, US Dept. of Commerce, Bureau of the Census, Washington, DC; 09/1992.

The 1990 Census also shows that vehicle availability by race was considerably less disparate in Snohomish County than in the rest of Washington State:

1. In 1990, vehicle availability for Black householders in Snohomish County was 95.2%, only 0.2 percentage points below the average for all householders in the county but a full 15.9 percentage points above Black householders statewide.
2. In 1990, vehicle availability for Native American householders in Snohomish County was 92.9%, 2.5 percentage points below the average for all householders in the county but 5.9 percentage points above Native American householders statewide.
3. In 1990, vehicle availability for Asian and Pacific Islander householders in Snohomish County was 94.3%, only 1.1 percentage points below the average for all householders in the county but 5.4 percentage points above Asian and Pacific Islander householders statewide.
4. In 1990, vehicle availability for Other Race householders in Snohomish County was 96.8%, 1.4 percentage points above the average for all householders in the county and a full 8.2 percentage points above Other Race householders statewide.
5. In 1990, vehicle availability for Hispanic Origin householders in Snohomish County was 94.5%, only 0.9 percentage points below the average for all householders in the county but 5.0 percentage points above Hispanic Origin householders statewide.

Vehicles Available by Race & Hispanic Origin of Householder

Snohomish County	All	White	Black	NtvAm	AsnPI	Other	HspOr
Total	171713	163483	1365	1900	4005	960	2855
No Vehicles	7885	7425	65	134	230	31	158
One or more	163828	156058	1300	1766	3775	929	2697
%NoVehicles	4.6%	4.5%	4.8%	7.1%	5.7%	3.2%	5.5%
%One or more	95.4%	95.5%	95.2%	92.9%	94.3%	96.8%	94.5%
Washington State	All	White	Black	NtvAm	AsnPI	Other	HspOr
Total	1872431	1710598	50321	25618	58267	27627	52906
No Vehicles	140645	117274	10415	3331	6472	3153	5573
One or more	1731786	1593324	39906	22287	51795	24474	47333
%NoVehicles	7.5%	6.9%	20.7%	13.0%	11.1%	11.4%	10.5%
%One or more	92.5%	93.1%	79.3%	87.0%	88.9%	88.6%	89.5%

Source:

1990 Census of Population and Housing, Summary Tape File 3A: Washington, Tables H39 & H40, CD# CD90-3A-58, US Dept. of Commerce, Bureau of the Census, Washington, DC; 09/1992.

A partial picture of the current availability of automotive transportation in Snohomish County can be obtained by analyzing data on licensed drivers and the vehicles licensed for their use. The most recent 5 years of licensure data indicates that Snohomish County closely resembles the state as whole with respect to the proportion of the population licensed to drive, the number of vehicles available to those drivers and the proportion of those vehicles that are passenger vehicles or trucks.

1. The Washington State Department of Licensing reports that Snohomish County had 429,413 drivers with valid licenses in 2000, 93.8% of all persons 16 years of age or over. The same proportion held driver licenses for the state as a whole.

2. Initiative 695 greatly reduced vehicle license fees as of 01/01/2000, causing an estimated 34,683 Snohomish County residents to delay 1999 license renewals until after that date; about 370,630 delayed renewals statewide. When licensure data are revised using a straight-line trend allocation based on the last five years, the number of vehicles licensed in 2000 becomes 467,713 or 1.09 vehicles for every Snohomish County driver; that revised ratio was 1.10 for all of Washington State.
3. While the five years of data analyzed indicate that there may be a slight decline occurring in the proportion of licensed vehicles that are trucks (moving from 26.0% in 1996 to 24.4% in 2000 for Snohomish County and from 26.2% to 24.8% for Washington State), about three out of every four vehicles continue to be passenger vehicles both in this county and statewide.

Licensed Drivers and Vehicle Licenses Issued

Snohomish County	1996	1997	1998	1999	2000
Pop16+ YrsOld	402080	416432	431784	444787	457930
Licensed Drivers	387538	406049	418470	411329	429413
DriverLic/Pop16+	0.964	0.975	0.969	0.925	0.938
All Vehicles **	421543	440347	457449	427898	502396
Passenger Vehicles	312099	326646	340743	332324	379716
All Truck Vehicles	109444	113701	116706	95574	122680
%Truck Vehicles	26.0%	25.8%	25.5%	22.3%	24.4%
All Vehicles - Revised	421543	440347	457449	462581	467713
Vehicles per Driver	1.09	1.08	1.09	1.04	1.17
Vehicles per Driver - Rev	1.09	1.08	1.09	1.12	1.09
 Washington State	 1996	 1997	 1998	 1999	 2000
Pop16+ YrsOld	4244601	4330752	4406963	4482850	4552631
Licensed Drivers	3984041	4086740	4156768	4207737	4272205
DriverLic/Pop16+	0.939	0.944	0.943	0.939	0.938
All Vehicles **	4376763	4487687	4580499	4259682	5050756
Passenger Vehicles	3231234	3318019	3394079	3314671	3798657
All Truck Vehicles	1145529	1169668	1186420	945011	1252099
%Truck Vehicles	26.2%	26.1%	25.9%	22.2%	24.8%
All Vehicles - Revised	4376763	4487687	4580499	4630312	4680126
Vehicles per Driver	1.10	1.10	1.10	1.01	1.18
Vehicles per Driver - Rev	1.10	1.10	1.10	1.10	1.10

Notes:

1. "All Vehicles" does not include off-road vehicles, snow mobiles, motorcycles, mopeds, motor homes, restored vehicles, antique vehicles, campers or travel trailers.
2. Statewide Initiative 695 greatly reduced vehicle license fees as of 01/2000 causing an estimated 34,683 Snohomish County residents to delay 1999 license renewals until after that date; about 370,630 did so statewide. A "revised" estimate of vehicle licenses issued in 1999 and 2000 was developed by reallocating year 2000 to 1999 until the results matched a "straight-line" projection based on 1996-1998 data.

Sources:

1. "Motor Vehicle Registration by Class & County: CY1995", Washington State Dept. of Licensing, Olympia, WA; 1/1996.
2. "Motor Vehicle Registration by Class & County: CY1996", Washington State Dept. of Licensing, Olympia, WA; 1/1997.
3. "Motor Vehicle Registration by Class & County: CY1997", Washington State Dept. of Licensing, Olympia, WA; 1/1998.
4. "Motor Vehicle Registration by Class & County: CY1998", Washington State Dept. of Licensing, Olympia, WA; 1/1999.
5. "Motor Vehicle Registration by Class & County: CY1999", Washington State Dept. of Licensing, Olympia, WA; 1/2000.
6. "Motor Vehicle Registration by Class & County: CY2000", Washington State Dept. of Licensing, Olympia, WA; 1/2001.
7. "County Distribution of Washington State Drivers: 1995-2000", data from DOVAS obtained by phone from Marci Pearson, Washington State Dept. of Licensing, Olympia, WA; 10/2001.
8. "Operator License Statistics: 1989-2000", data from MOSEL obtained by phone from Marci Pearson, Washington State Dept. of Licensing, Olympia, WA; 10/2001.
9. "Intercensal/Postcensal Population Estimates, 1990-2001" (Provisional Series), Washington State Office of Financial Management, Forecasting Division, Olympia, WA; 8/2001.

Work Commuting: How, Where & How Fast?

The decennial Census provides information on the means of travel used by employed persons 16 years of age and older who do not work at home.

1. In 1990, 90.3% of Snohomish County workers rode a car, truck or van to work and 77.9% drove alone; for the state as a whole, 86.1% rode a car, truck or van to work and 73.9% drove alone.
2. For those in Snohomish County that rode a car, truck or van to work in 1990, vehicle occupancy was no better than that for Washington State as a whole, 1.08 persons per vehicle.
3. In 1990, only 3.2% of Snohomish County workers rode some form of public transportation (e.g., bus, ferry, railroad, taxi) to work; that figure was 4.5% for the state as a whole.

Means of Transportation to Work

	Snohomish County		Washington State	
	Persons	Percent	Persons	Percent
Private Transportation	215602	92.9%	2095742	91.0%
Car, Truck or Van	209575	90.3%	1983112	86.1%
Drive Alone	180795	77.9%	1700872	73.9%
Carpool	28780	12.4%	282240	12.3%
2 persons	22764	9.8%	224353	9.7%
3 persons	3661	1.6%	34546	1.5%
4 persons	1270	0.5%	11545	0.5%
5 persons	194	0.1%	3545	0.2%
6 persons	116	0.1%	1761	0.1%
7+ persons	775	0.3%	6490	0.3%
Average Occupancy	1.08	----	1.08	----
Motorcycle	783	0.3%	7985	0.3%
Bicycle	587	0.3%	13170	0.6%
On Foot	4657	2.0%	91475	4.0%
Public Transportation	7488	3.2%	104403	4.5%
Bus or Trolley Bus	7331	3.2%	96746	4.2%
Streetcar or Trolley Car	7	0.0%	225	0.0%
Subway or Elevated	33	0.0%	231	0.0%
Railroad	15	0.0%	126	0.0%
Ferryboat	31	0.0%	6013	0.3%
Taxicab	71	0.0%	1062	0.0%
Other Means	1432	0.6%	16144	0.7%
Worked At Home	7445	3.2%	86377	3.8%
Total Workers 16+ Years Old	231967	100.0%	2302666	100.0%

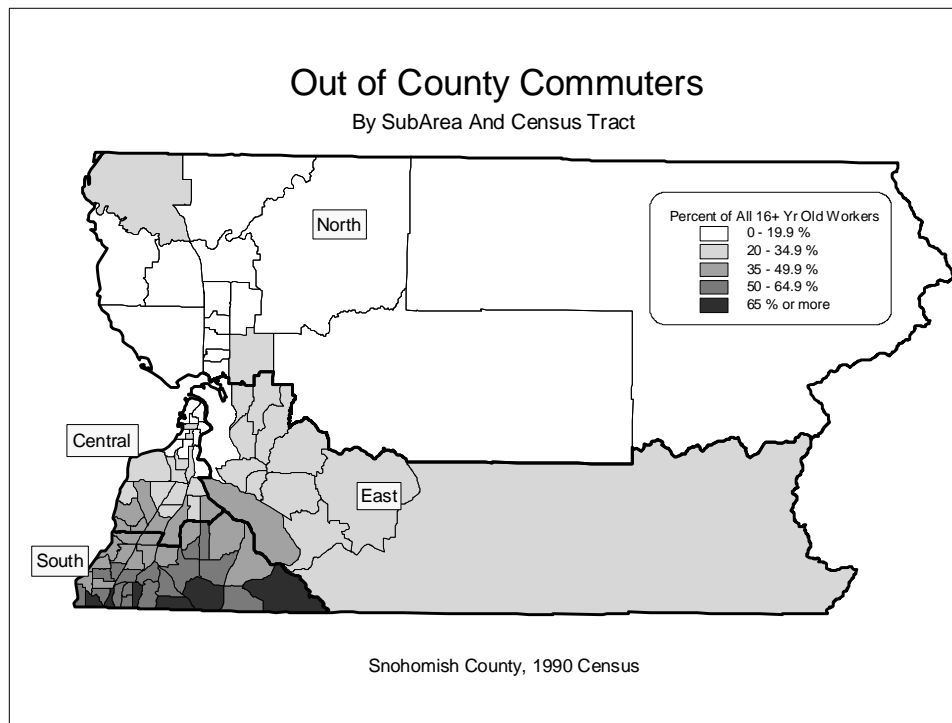
Source:

1990 Census of Population and Housing, Summary Tape File 3A: Washington, Tables P49 & P53, & P53, CD90-3A-58, US Dept. of Commerce, Bureau of the Census, Washington, DC; 09/1992.

The decennial Census also offers information about the work commuting patterns that prevail.

1. The 1990 Census indicated that 38.1% of all Snohomish County workers 16 years of age and older commuted to jobs that were located in another county; that proportion was 36.0% in 1980.
2. Commuting workers were concentrated in the southern part of Snohomish County where fully 55.1% of all workers 16 years of age and older traveled to work locations in another county in 1990; that ratio was down from 59.5% in 1980.
3. In 1990, out-of-county commuting levels in the Central (29.2%), East (26.4%) and North (17.4%) areas were well below those for the South area (55.1%) or for Snohomish County as a whole (38.1%) but the former all increased considerably over 1980 levels (from 19.0%, 20.0% & 12.7% respectively).

The map below provides an immediate visual understanding of the strong economic relationship that southern Snohomish County has with King County through the employment opportunities that exist there.

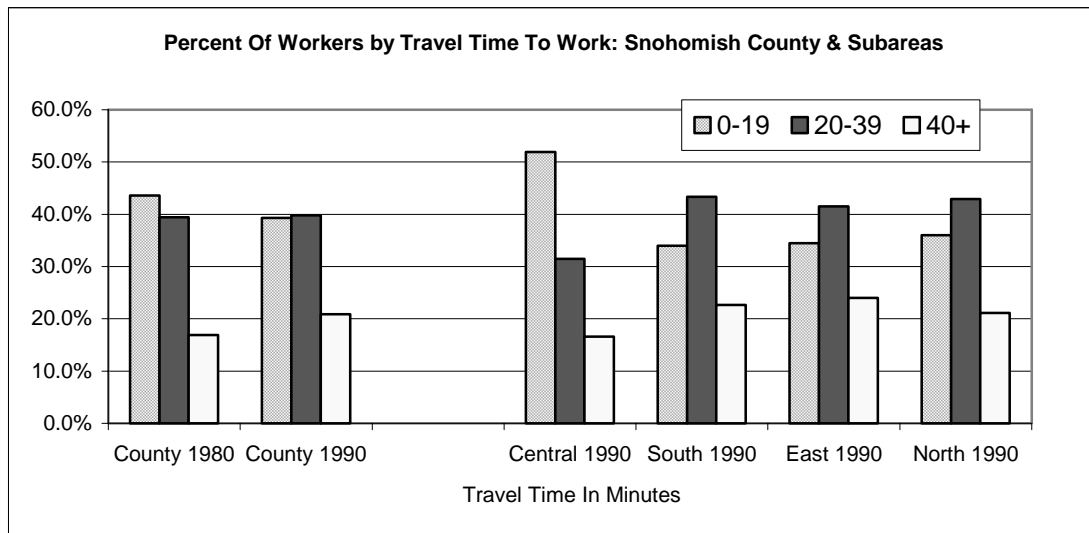


Subarea	Workers 16+ Yrs Old				Percent			
	All	In County	Out of Cnty	Out of State	All	In County	Out of Cnty	Out of State
Central	63045	44216	18430	399	100.0%	70.1%	29.2%	0.6%
South	100491	44156	55393	942	100.0%	43.9%	55.1%	0.9%
East	29072	21223	7678	171	100.0%	73.0%	26.4%	0.6%
North	39359	32207	6835	317	100.0%	81.8%	17.4%	0.8%
Total County	231967	141802	88336	1829	100.0%	61.1%	38.1%	0.8%

Source: 1990 Census of Population and Housing, Summary Tape File 3A: Washington, CDROM #CD90-3A-58, Table P45, US Department of Commerce, Bureau of the Census, Washington, DC; 9/1992.

One indication of the impact that extended distances have on travel to work is the amount of time that it takes to make the trip. The Census provides information that invites comparison both of the distribution of travel time differences and of the change in that distribution from one Census to the next.

1. For Snohomish County workers, average travel time to work increased by 1.9 minutes (8.1%) from 1980 to 1990; during the same period, travel time increased by only one minute (4.8%) for all Washington State workers.
2. The increase is evident in a 9.9% reduction in the proportion of workers who spent less than 20 minutes to get to work and a 23.7% increase in those who needed 40 minutes or more.
3. A majority (51.9%) of workers in the central area of Snohomish County, comprised principally of Everett, Mukilteo and unincorporated areas north of Mill Creek, commuted less than 20 minutes to work; in all other areas of the county, mid-range commuters traveling 20-39 minutes predominated.



	0-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-59	60+	0-19	20-39	40+
1980	13.6%	14.3%	15.7%	14.9%	6.4%	14.5%	3.6%	4.1%	7.8%	5.0%	43.6%	39.4%	16.9%
1990	11.9%	12.7%	14.7%	14.8%	6.5%	14.8%	3.7%	4.9%	9.5%	6.5%	39.3%	39.8%	20.9%
%Change	-12.5%	-11.2%	-6.4%	-0.7%	1.6%	2.1%	2.8%	19.5%	21.8%	30.0%	-9.9%	1.0%	23.7%
1990	0-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-59	60+	0-19	20-39	40+
Central	14.8%	18.2%	18.9%	13.9%	4.5%	10.5%	2.5%	3.7%	7.6%	5.3%	51.9%	31.5%	16.6%
South	9.9%	10.5%	13.6%	14.9%	7.0%	17.0%	4.5%	5.7%	10.9%	6.1%	34.0%	43.3%	22.7%
East	12.2%	10.3%	12.0%	15.6%	7.1%	15.0%	3.8%	4.7%	10.2%	9.1%	34.5%	41.5%	24.0%
North	12.3%	11.0%	12.6%	15.6%	8.0%	15.7%	3.6%	4.7%	8.5%	7.9%	36.0%	42.9%	21.1%

Average Travel Time To Work In Minutes

	WA State	SnoCo	Central	South	East	North
1980	21.0	23.5	----	----	----	----
1990	22.0	25.4	22.1	26.6	27.1	26.1
%Chg	4.8%	8.1%	----	----	----	----

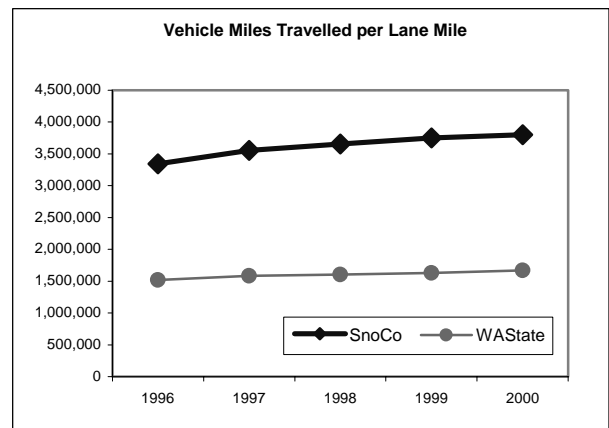
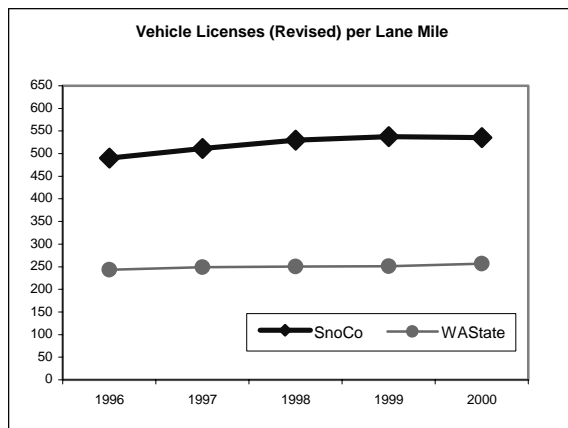
Sources:

- (1) "Average Travel Time for Home to Work Trips, 1980 vs 1990", Puget Sound Trends No.15, Puget Sound Regional Council, Seattle, WA; 11/1992.
- (2) 1980 Census of Population, Vol.1: Characteristics of the Population, Chapter C: General Social and Economic Characteristics, Part 49: Washington, Table 65, Publ. #PC80-1-C49, US Dept. of Commerce, Bureau of the Census, Washington, DC; 08/1983.
- (3) 1990 Census of Population, Social and Economic Characteristics: Washington, Section 1 of 2, Table 37, Publ. #1990 CP-2-49, US Dept. of Commerce, Bureau of the Census, Washington, DC; 09/1993.
- (4) 1990 Census of Population and Housing, Summary Tape File 3A: Washington, Tables P50 & P51, CDR0M #CD90-3A-58, US Dept. of Commerce, Bureau of the Census, Washington, DC; 09/1992.

Traffic & Congestion: Can you get there from here?

Measures of the amount of traffic generated by such as work related commuting, business transport, recreation, shopping or services related travel may be based on direct counts, automated sampling or computer modeling techniques that yield information essential to both road maintenance and traffic control. Unfortunately federal, state and local highways or roads are managed and funded differently and information is not collected uniformly for all. The following Annual Vehicle Miles Traveled and road or lane miles are for highways managed by Washington State's Department of Transportation. Local county and city roads are not included but can be assumed to be similarly affected.

1. State highways in Snohomish County had 3.136 lane miles for every mile of roadway in the year 2000 and therefore had 22% greater capacity than the statewide average of 2.580 lane miles per road mile.
2. As measured by the number of vehicle licenses issued (revised), Snohomish County had 535.5 vehicles for every state highway lane mile in the year 2000; that was over twice as many (208%) as the statewide number of 256.9 vehicles per lane mile.
3. In the year 2000, over 3.8 million annual vehicle miles (AVMTs) were driven on state highways in Snohomish County for every lane mile of state highway that exists; that was well over twice as many (228%) AVMTs per lane mile as the 1.67 million that were driven statewide.
4. The annual vehicle miles traveled on state highways in Snohomish County grew by 15.6% from 1996 to 2000; during that same period the "lane miles" capacity of state highways grew by only 1.6%.



	1996	1997	1998	1999	2000	%Change 1996-2000
Snohomish County						
State Hwy Road Miles	278.4	278.4	278.4	278.3	278.5	0.0%
State Hwy Lane Miles	859.5	860.9	863.9	860.3	873.4	1.6%
Lane Miles/Road Mile	3.087	3.093	3.103	3.092	3.136	1.6%
Valid-License Drivers	387,538	406,049	418,470	411,329	429,413	10.8%
Vehicle Licenses Issued - Rev	421,543	440,347	457,449	462,581	467,713	11.0%
Vehicle Licenses/Lane Mile	490.4	511.5	529.5	537.7	535.5	9.2%
Annual Vehicle Miles Travelled	2.874E+09	3.060E+09	3.156E+09	3.225E+09	3.321E+09	15.6%
AVMT/Lane Mile	3,343,707	3,554,590	3,653,483	3,748,760	3,802,752	13.7%
AVMT/Driver	7,416	7,537	7,542	7,841	7,735	4.3%
AVMT/Vehicle	6,818	6,950	6,900	6,972	7,101	4.2%
Washington State						
State Hwy Road Miles	7058.2	7064.9	7061.7	7062.7	7061.3	0.0%
State Hwy Lane Miles	17970.2	18018.1	18300.5	18466.0	18216.3	1.4%
Lane Miles/Road Mile	2.546	2.550	2.592	2.615	2.580	1.3%
Valid-License Drivers	3,984,041	4,086,740	4,156,768	4,207,737	4,272,205	7.2%
Vehicle Licenses Issued - Rev	4,376,763	4,487,687	4,580,499	4,630,312	4,680,126	6.9%
Vehicle Licenses/Lane Mile	243.6	249.1	250.3	250.7	256.9	5.5%
Annual Vehicle Miles Travelled	2.731E+10	2.854E+10	2.932E+10	3.008E+10	3.043E+10	11.4%
AVMT/Lane Mile	1,519,677	1,584,139	1,602,151	1,629,159	1,670,737	9.9%
AVMT/Driver	6,855	6,984	7,054	7,150	7,124	3.9%
AVMT/Vehicle	6,240	6,360	6,401	6,497	6,503	4.2%

Sources:

1. [Annual Traffic Report: 1996](#), p.XXIV, Washington State Department of Transportation, Olympia, WA; 10/1997.
2. [Annual Traffic Report: 1997](#), p.XXIV, Washington State Department of Transportation, Olympia, WA; 9/1998.
3. [Annual Traffic Report: 1998](#), p.XXV, Washington State Department of Transportation, Olympia, WA; 10/1999.
4. [Annual Traffic Report: 1999](#), p.XXIV, Washington State Department of Transportation, Olympia, WA; 11/2000.
5. [Annual Traffic Report: 2000](#), p.XXVII, Washington State Department of Transportation, Olympia, WA; 9/2001.
6. "Total State Highway Lane Miles", Data supplied by Joe St.Charles from the HPMS Database, Washington State Department of Transportation, Olympia, WA; 10/2001.
7. "Motor Vehicle Registration by Class & County: CY1995", Washington State Dept. of Licensing, Olympia, WA; 1/1996.
8. "Motor Vehicle Registration by Class & County: CY1996", Washington State Dept. of Licensing, Olympia, WA; 1/1997.
9. "Motor Vehicle Registration by Class & County: CY1997", Washington State Dept. of Licensing, Olympia, WA; 1/1998.
10. "Motor Vehicle Registration by Class & County: CY1998", Washington State Dept. of Licensing, Olympia, WA; 1/1999.
11. "Motor Vehicle Registration by Class & County: CY1999", Washington State Dept. of Licensing, Olympia, WA; 1/2000.
12. "Motor Vehicle Registration by Class & County: CY2000", Washington State Dept. of Licensing, Olympia, WA; 1/2001.
13. "County Distribution of Washington State Drivers: 1995-2000", data from DOVAS obtained by phone from Marci Pearson, Washington State Dept. of Licensing, Olympia, WA; 10/2001.
14. "Operator License Statistics: 1989-2000", data from MOSEL obtained by phone from Marci Pearson, Washington State Dept. of Licensing, Olympia, WA; 10/2001.

The Growth Management Act (GMA) requires both state and local governments to monitor and ameliorate the impact of development on the roadways that they manage. They must do "level-of-service" assessments to determine the carrying capacity and current traffic load on all roads and implement a management system designed to resolve growing problems using appropriate transportation improvement strategies. Unfortunately, the criteria used to carry out such "LOS" assessments are not standardized across jurisdictions so the determinations made are not directly comparable.

The Snohomish County GMA Comprehensive Plan's Transportation Element, as amended in December 2000, provides a "level of service" (LOS) analysis for 20 State and Interstate highways divided into 93 "consistent" units. These highway units are then rated by how their

peak traffic volume compares with their rated capacity. In 1997, 21.5% (20) of State highway units in the county were at or above peak capacity; 6.5% (6) were near capacity. By 2006, 31.2% (29) are projected to be at or above peak capacity and another 16.1% (15) near capacity. The following lists those highways with the most current or projected problems:

1. SR - 2 no unit had peak hour volumes at or above capacity in 1997 but 4 of 9 total are projected to be at or above capacity by 2006;
2. I - 5 seven out of 12 units were at or above capacity in 1997 and 8 of 12 units are projected to be at or above capacity by 2006, with 2 more near capacity;
3. SR - 9 no unit had peak hour volumes at or above capacity in 1997 but 3 of 11 total are projected to be at or above capacity by 2006, with 3 more near capacity;
4. SR - 99 no unit had peak hour volumes at or above capacity in 1997 but 3 of 4 total are projected to be near capacity by 2006;
5. I - 405 One of two total units was above capacity in 1997; both units are projected to be near or at capacity by 2006;
6. SR - 524 only one of 7 units was at or above capacity in 1997 but 2 of the 7 are projected to be at or above capacity by 2006, with 2 more near capacity;
7. SR - 525 three of 4 units were at or above capacity in 1997 but only one is projected to be at or above capacity by 2006;
8. SR - 526 only one of 3 units was at capacity in 1997 but it is projected to be at or above capacity in 2006;
9. SR - 527 four of 7 units were at or above capacity in 1997; 4 units are also projected to be at or above capacity in 2006, with 1 more near capacity.

Similarly, the following were gleaned from a "Level-of-Service" report prepared by the Snohomish County Department of Public Works regarding the 6/30/2001 status of the county's 242 "arterial units" (stretches of roadway from 0.5 miles to several miles long).

1. One unit is at ultimate capacity and cannot be improved;
2. 7 (3%) units are in arrears (operating beyond LOS standards and will not be remedied within 6 years);
3. 29 (12%) are undergoing operational analysis (are operating close to or at LOS standards);
4. 31 (13%) are being monitored annually (are at risk of exceeding LOS standards);

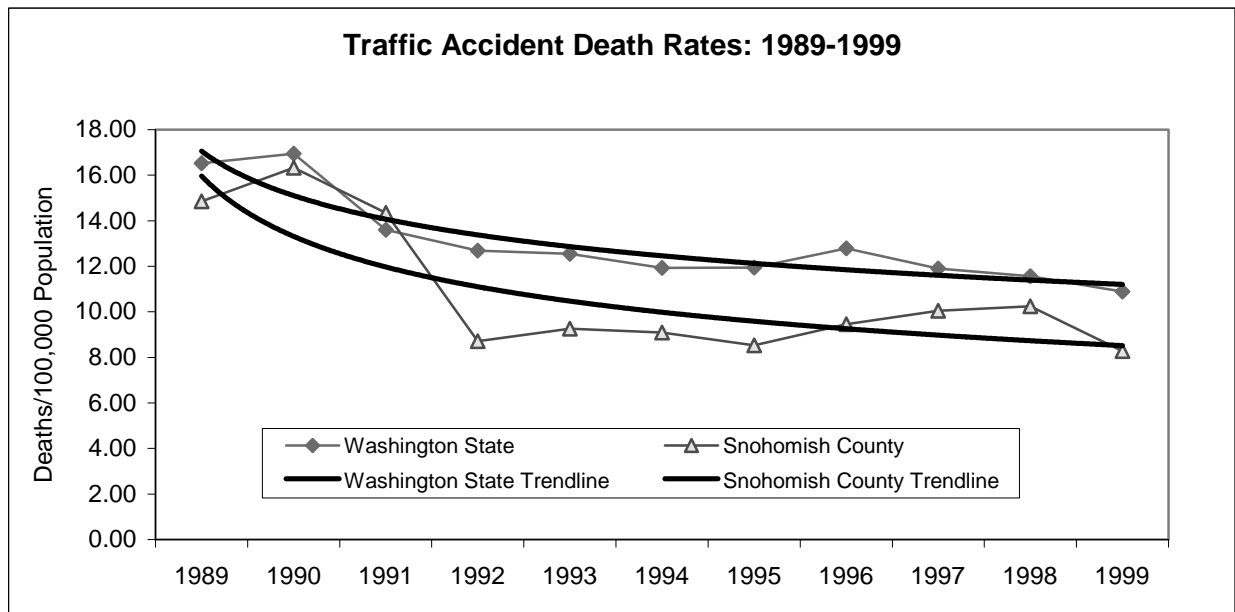
A total of 28% (68) of all County arterial units were close to, at, or exceeded the maximum traffic load which the LOS standards set for them, up from 23% just one year before.

There are other isolated bottlenecks but the above includes the county's most traveled highways. Their problems are concentrated in the southern half of the county and since the projections made assume the successful completion of planned improvements, it is not likely that those problems will be alleviated any time soon.

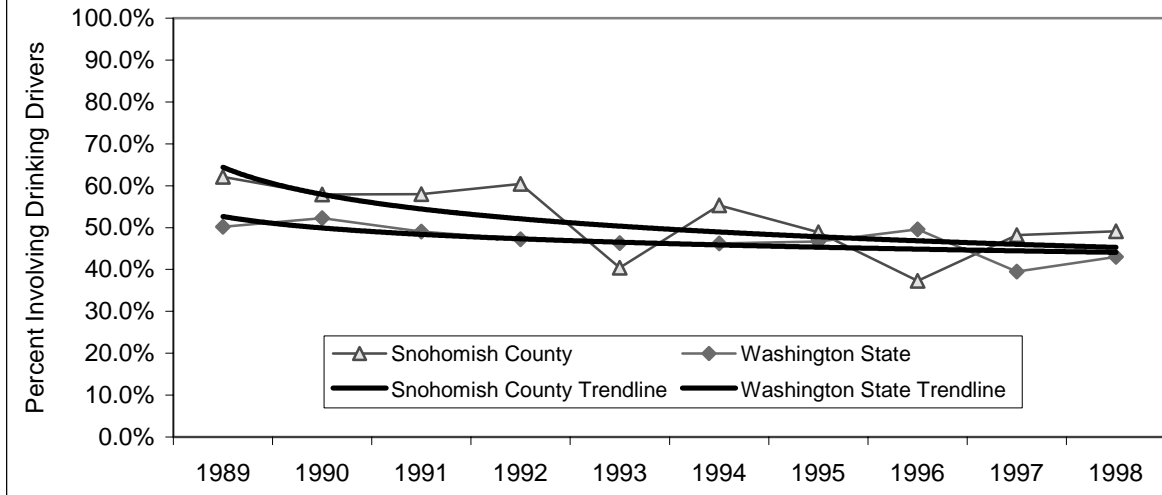
Highway Accidents & Fatalities: Are we dying to get there?

While the dangers of automobile travel have diminished over the years thanks to such as safer roads, safer automobiles, air bags and seat belt laws, automobile accidents are still a major cause of accidental injury and death. They continue to make automobile travel the most dangerous mode of transportation.

1. From 1989 to 1999, 608 people died in traffic accidents in Snohomish County; there were 7,581 such deaths statewide.
2. The Snohomish County traffic accident death rate dropped from a high for the decade of 16.32 per 100,000 population in 1990 to a low of 8.29 per 100,000 in 1999. Predictably, the statewide traffic accident death rate has been less variable but has also declined from a high of 16.95 per 100,000 in 1990 to a low of 10.89 per 100,000 in 1999. Snohomish County has enjoyed a consistently lower rate than Washington State since 1992, averaging 2.8 less deaths per year.
3. Traffic fatalities that involve a drinking driver have also followed generally declining trends through the decade, but with considerably more variability in Snohomish County than the state as a whole. In Snohomish County, the proportion of all traffic deaths that involved a drinking driver declined from 57.9% in 1990 to 50.0% in 1998.
4. With the exception of two years, the proportion of traffic fatalities involving a drinking driver was generally higher in Snohomish County, averaging about 5% higher than statewide over the 1989-1998 period. However, the trend lines for both appear to be pulling together and reducing that distinction.



Proportion of Traffic Fatalities Involving Drinking Drivers, 1989-1998



Traffic Fatalities: 1989-1999

Snohomish County	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Population	444460	465642	480855	493874	507745	517298	527649	539579	557016	576165	591590
All Traffic Deaths	66	76	69	43	47	47	45	51	56	59	49
Annual Rate/100,000	14.85	16.32	14.35	8.71	9.26	9.09	8.53	9.45	10.05	10.24	8.28
Drinking Driver Involved	41	44	40	26	19	26	22	19	27	29	n/a
Percent of All Deaths	62.1%	57.9%	58.0%	60.5%	40.4%	55.3%	48.9%	37.3%	48.2%	49.2%	n/a
Washington State	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
Total Population	4728077	4866692	5021335	5141177	5265688	5364338	5470104	5567764	5663763	5750033	5830835
All Traffic Deaths	781	825	683	652	661	640	653	712	674	665	635
Annual Rate/100,000	16.52	16.95	13.60	12.68	12.55	11.93	11.94	12.79	11.90	11.57	10.89
Drinking Driver Involved	392	431	335	308	306	296	305	353	266	286	n/a
Percent of All Deaths	50.2%	52.2%	49.0%	47.2%	46.3%	46.3%	46.7%	49.6%	39.5%	43.0%	n/a

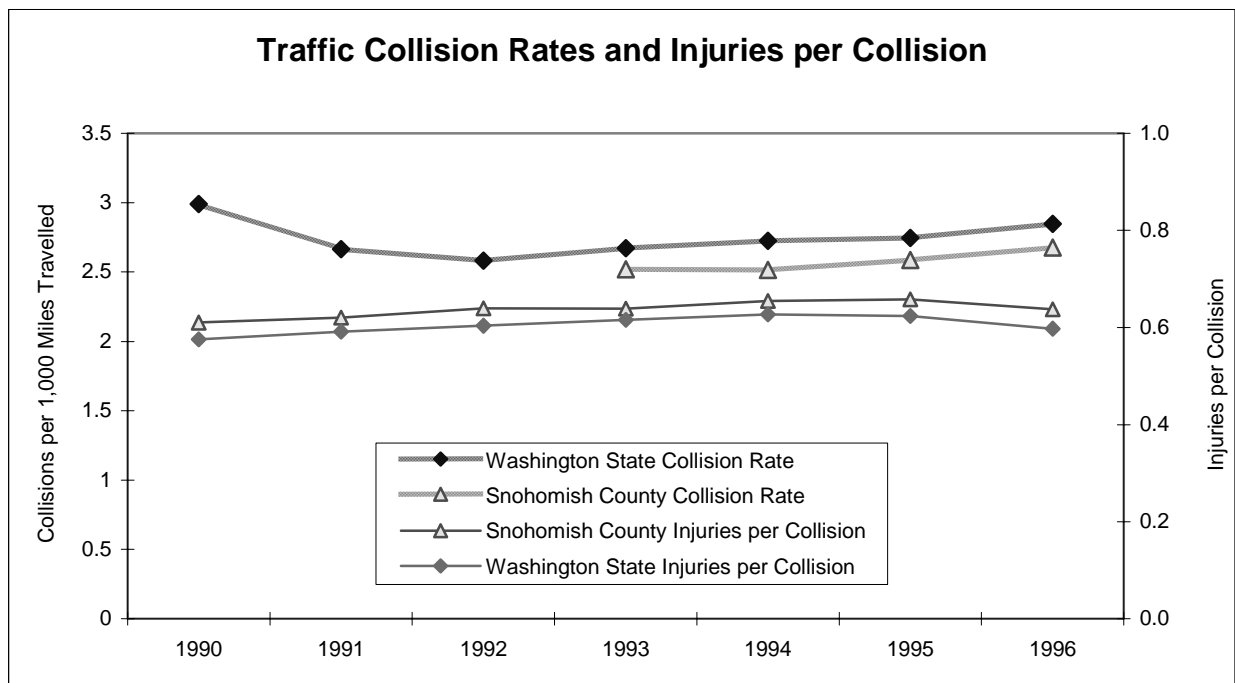
Note: 1999 & 2000 data are being processed using a new system; full reports for those years are not yet available.

Sources:

- (1) Traffic Collisions In Washington State (published annually for 1990 through 1996), Washington Traffic Safety Commission, Olympia, WA; (generally released in the 3rd qtr of the year following).
- (2) Fatal Traffic Collisions In Washington State (published annually for 1990 through 1998), Washington Traffic Safety Commission, Olympia, WA; (generally released in the 2nd qtr of the year following).
- (3) "Traffic Fatalities in Washington State by County: 1993-1999" (data table available at <http://www.wa.gov/wtsc/stats/images/countytrend.gif>), Washington Traffic Safety Commission, Olympia, WA; 6/13/2000.
- (4) "Intercensal and Postcensal Population Estimates of County Population by Age and Sex: 1980-2001", Washington State Office of Financial Management, Forecasting Division, Olympia, WA; 9/2002.

When traffic deaths and injuries are compared to the collisions that cause them, a somewhat different picture emerges. Injuries appear to be more closely linked to collisions than are deaths, possibly due to emergency response variables.

1. The death rate per thousand collisions for Snohomish County was 4.1 in 1996; that was also the average rate for the county over the 1992-1996 period.
2. The death rate per thousand collisions for Washington State was 5.1 in 1996; that was also the average rate for the state over the 1992-1996 period.
3. Traffic collisions per 1,000 vehicle mile traveled declined statewide during 1990-1992 but have been gradually rising since; Snohomish County's rate (2.7 in 1996) was slightly lower than the state's (2.8 in 1996) but appears to be trending upward as well.
4. Unlike the death rate trends noted above, Snohomish County had a slightly higher rate of injury per collision (.64) than Washington State as a whole (.60) in 1996, a rate that was consistently higher than the state's during the 1990-1996 period.



Traffic Collisions, Injuries & Deaths: 1990-1998

	1990	1991	1992	1993	1994	1995	1996	1997	1998
Vehicle Miles Travelled									
Snohomish County	(note#1)	(note#1)	(note#1)	4284186	4380800	4636216	4683264	4877649	4991879
Washington State	44157000	45663000	48650000	46425808	47673700	49248355	49270255	51072989	51926356
Traffic Collisions									
Snohomish County	12248	10850	10974	10795	11013	11988	12533	(note#2)	(note#2)
Washington State	132056	121686	125565	123965	129899	135198	140215	(note#2)	(note#2)
Traffic Injuries									
Snohomish County	7477	6724	7014	6893	7203	7881	7983	(note#2)	(note#2)
Washington State	76064	72004	75803	76332	81419	84236	83781	(note#2)	(note#2)
Traffic Deaths									
Snohomish County	76	69	43	47	47	45	51	56	58
Washington State	825	683	652	661	640	653	712	674	662
Drinking Driver Involved Collisions									
Snohomish County	1729	1551	1375	1285	1239	1315	1214	(note#2)	(note#2)
Washington State	15998	14776	14113	12725	12387	12467	12225	(note#2)	(note#2)
Drinking Driver Involved Injuries									
Snohomish County	1583	1261	1192	1148	1024	1093	1105	(note#2)	(note#2)
Washington State	13749	12575	12108	11022	10557	10513	10326	(note#2)	(note#2)
Drinking Driver Involved Deaths									
Snohomish County	44	40	26	19	26	22	19	27	29
Washington State	431	335	308	306	296	305	353	266	286
Rates per 1,000 Miles Travelled									
Traffic Collisions									
Snohomish County	n/a	n/a	n/a	2.519732	2.513924	2.585729	2.676125	n/a	n/a
Washington State	2.990602	2.664871	2.580987	2.670174	2.724752	2.745229	2.845835	n/a	n/a
Traffic Injuries									
Snohomish County	n/a	n/a	n/a	1.60894	1.64422	1.699878	1.70458	n/a	n/a
Washington State	1.722581	1.576857	1.558129	1.644172	1.707839	1.710433	1.700438	n/a	n/a
Traffic Deaths									
Snohomish County	n/a	n/a	n/a	0.010971	0.010729	0.009706	0.01089	n/a	n/a
Washington State	0.018683	0.014957	0.013402	0.014238	0.013425	0.013259	0.014451	n/a	n/a
Rates per Collision									
Traffic Injuries per Collision									
Snohomish County	0.610	0.620	0.639	0.639	0.654	0.657	0.637	n/a	n/a
Washington State	0.576	0.592	0.604	0.616	0.627	0.623	0.598	n/a	n/a
Traffic Deaths per 1,000 Collisions									
Snohomish County	6.205	6.359	3.918	4.354	4.268	3.754	4.069	n/a	n/a
Washington State	6.247	5.613	5.193	5.332	4.927	4.830	5.078	n/a	n/a

Notes:

- (1) Vehicle miles travelled at the county level were first included in these reports in 1993.
- (2) Data on traffic collisions and injuries have not been reported since 1996 due to a failed State data management system; 1999 & 2000 data is being processed using a new system and future reports may include the 1997 & 1998 data if adequate funding is provided.

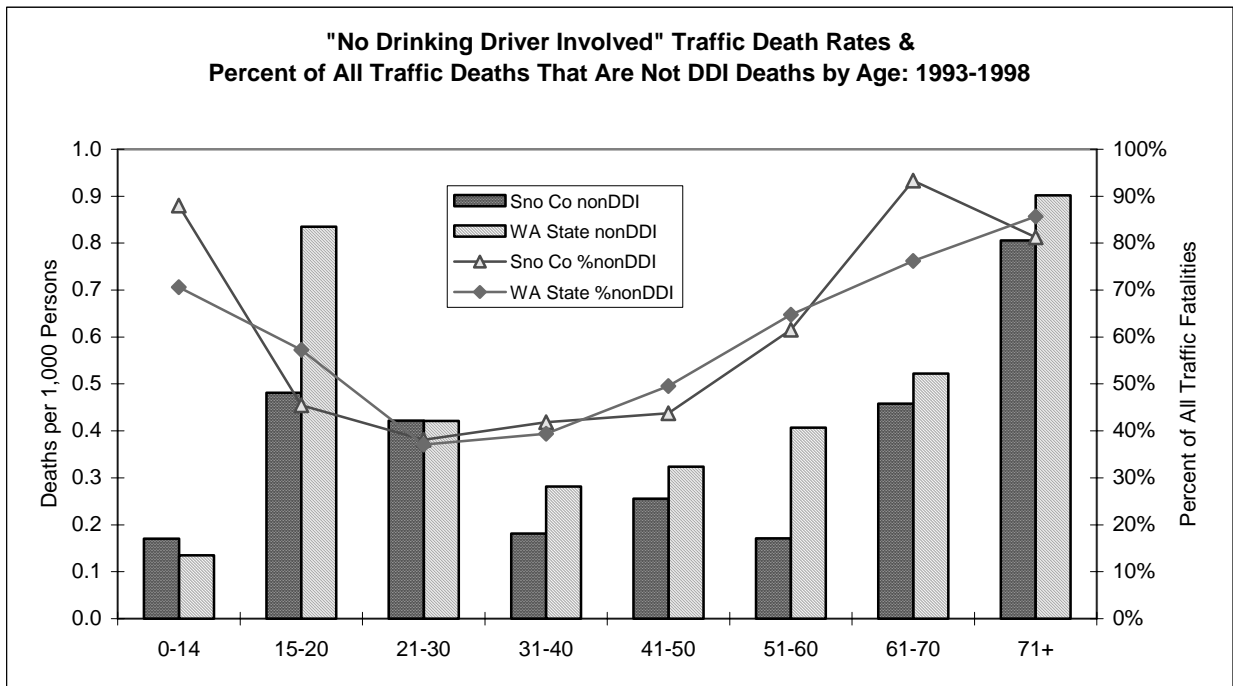
Sources:

- (1) [Traffic Collisions in Washington State](#) (published annually for 1990 through 1996), Washington Traffic Safety Commission, Olympia, WA; (generally released in the 3rd qtr of the year following).

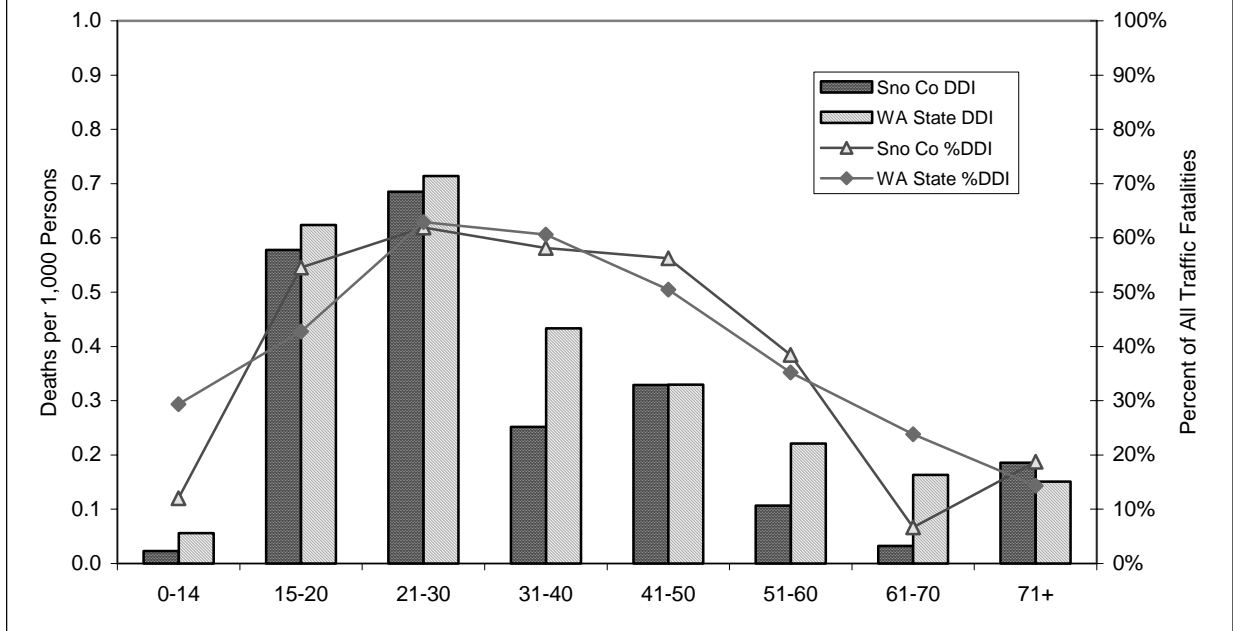
Data on the distribution of traffic fatalities by age, aggregated over six years to control the variance inherent in small numbers, demonstrate that the young (15-30yrs) are more likely to be killed in an automobile accident than are other age groups. The data also highlight the dangers of motor vehicle travel for those over 70 years of age. When traffic deaths are grouped into those that involved a drinking driver and those that did not, the respective distributions of death rates by age display very different characteristics.

1. During the 1993-1998 period there were 304 traffic fatalities in Snohomish County, 47% (143) of which involved a drinking driver.

2. In Snohomish County, young people 15-30 years of age comprised an average of 22% of the total population during the 1993-1998 period but they accounted for 42% of all traffic deaths and 53% of traffic deaths that involved a drinking driver; statewide, 15-30 year olds were 23% of the population, 39% of all traffic deaths and 46% of traffic deaths that involved a drinking driver.
3. During the 1993-1998 period, rates for traffic deaths that did not involve a drinking driver displayed a strongly bi-modal distribution statewide with sharply higher rates for 15-20 year olds and those over 70 years of age; youths in Snohomish County were a major exception, displaying a traffic death rate (0.48/1,000) that was much lower than that of their peers statewide (0.84/1,000).
4. During the 1993-1998 period, statewide rates for traffic deaths that involved a drinking driver were highest for 15-20 year olds (0.62/1,000) and 21-30 year olds (0.71/1,000), dropping steadily for older age groups to the rate for those over 70 years old (0.15/1,000); rates for Snohomish County were somewhat lower and more variable due to small numbers but otherwise followed the statewide pattern.



**Drinking Driver Involved Traffic Death Rates &
Percent of All Traffic Deaths That Are DDI Deaths by Age: 1993-1998**



Traffic Death Rates & Percent Drinking Driver Involved Deaths by Age: 1993-1998

	0-14	15-20	21-30	31-40	41-50	51-60	61-70	71+	All
Estimated Average Population (1993-1998)									
Snohomish County	129,151	41,538	75,896	99,311	82,044	46,798	30,580	32,257	537,575
Washington State	1,229,991	448,974	795,351	934,516	812,395	506,440	367,905	418,043	5,513,615
All Traffic Deaths (1993-1998)									
Snohomish County	25	44	84	43	48	13	15	32	304
Washington State	235	655	903	668	531	318	252	440	4002
Drinking Driver Involved Deaths by Age (1993-1998)									
Snohomish County	3	24	52	25	27	5	1	6	143
Washington State	69	280	568	405	268	112	60	63	1825
Avg Death Rate per 1,000 Persons									
Snohomish County	0.194	1.059	1.107	0.433	0.585	0.278	0.491	0.992	0.566
Washington State	0.191	1.459	1.135	0.715	0.654	0.628	0.685	1.053	0.726
Avg Death Rate for nonDDI Deaths per 1,000 Persons									
Snohomish County	0.170	0.481	0.422	0.181	0.256	0.171	0.458	0.806	0.299
Washington State	0.135	0.835	0.421	0.281	0.324	0.407	0.522	0.902	0.395
Avg Death Rate for DDI Deaths per 1,000 Persons									
Snohomish County	0.023	0.578	0.685	0.252	0.329	0.107	0.033	0.186	0.266
Washington State	0.056	0.624	0.714	0.433	0.330	0.221	0.163	0.151	0.331
Percent of All Deaths That Are nonDDI Deaths by Age									
Snohomish County	88.0%	45.5%	38.1%	41.9%	43.8%	61.5%	93.3%	81.3%	53.0%
Washington State	70.6%	57.3%	37.1%	39.4%	49.5%	64.8%	76.2%	85.7%	54.4%
Percent of All Deaths That Are DDI Deaths by Age									
Snohomish County	12.0%	54.5%	61.9%	58.1%	56.3%	38.5%	6.7%	18.8%	47.0%
Washington State	29.4%	42.7%	62.9%	60.6%	50.5%	35.2%	23.8%	14.3%	45.6%

Sources:

- (1) Fatal Traffic Collisions In Washington State: 1998, Washington Traffic Safety Commission, Olympia, WA; 3/2001.
- (2) "Intercensal and Postcensal Population Estimates of County Population by Age and Sex: 1980-2001", Washington State Office of Financial Management, Forecasting Division, Olympia, WA; 9/2002.

Public Transportation: Traveling Together

Snohomish County participates in both the 5-county collaboration called the Puget Sound Regional Council (PSRC; includes Island, King, Kitsap, Pierce & Snohomish) and the 3-county Regional Transit Authority (RTA; includes King, Pierce & Snohomish). Among other regional planning services, the PSRC provides extensive transportation planning support. The RTA, also known as Sound Transit, provides regional high-capacity transit service as part of its role in the development and implementation of a regional transit plan, as authorized by the High Capacity Transit Act passed by the Legislature in 1990.

Three bus agencies provide public transit services in Snohomish County: Community Transit serving most of Snohomish County, Everett Transit serving primarily the City of Everett, and the Regional Transit Authority. King County's Metro also provides vanpools for King County residents commuting to Snohomish County employers and limited subscription, custom bus service to Boeing facilities in the county.

Rail service is currently limited to three Amtrak passenger trains on two routes: two running between Seattle and Vancouver, BC; the other running from Seattle, through Everett, then east over Stevens Pass and on to as far as Chicago, Illinois. However, work continues on rail and other corridor improvements for the Regional Transit Authority's "Sounder" commuter rail service in order to extend its current run between Seattle and Tacoma to the new multi-modal transit center in Everett.

Although eventually overturned, the approval of Initiative 695 by Washington State voters in November 1999 resulted in legislative action that dramatically reduced the state's motor vehicle excise tax (MVET). That revenue was a major source of funding for public transportation services and, while various legislative strategies were employed to soften the impact such as one-time funding to help phase in the reductions and additional local sales tax authority subject to voter approval, the I-695 related reductions resulted in an unavoidable limitation of services. The effects of those limitations on most forms of public transportation such as bus and ferry systems can be seen in the data that follow.

The Snohomish County Public Transportation Benefit Area Corporation, also known as Community Transit, is a limited purpose municipal corporation that serves a public transportation benefit area (PTBA) in Snohomish County. It was created by a vote of the county electorate in 1976 and included a population of 406,410 persons in the year 2000 or 67% of the county's population. Its fixed route bus system provides local service to all cities in Snohomish County except Everett, as well as commuter bus service to Seattle. Sound Transit contracts with Community Transit to provide regional express bus service in the form of 10 commuter routes between Snohomish County and King County. These are in turn subcontracted to privately operated Coach USA.

Snohomish County Public Transportation Benefit Area



Community Transit operates 52 fixed routes: 19 local routes within Snohomish County, 6 commuter routes to the Everett Boeing plant and another 26 commuter routes to locations in King County.

Community Transit contracts with Senior Services of Snohomish County to provide "demand-response" paratransit services (known as DART, an acronym for "dial-a-ride transportation") to individuals with disabilities using a fleet of 51 vehicles.

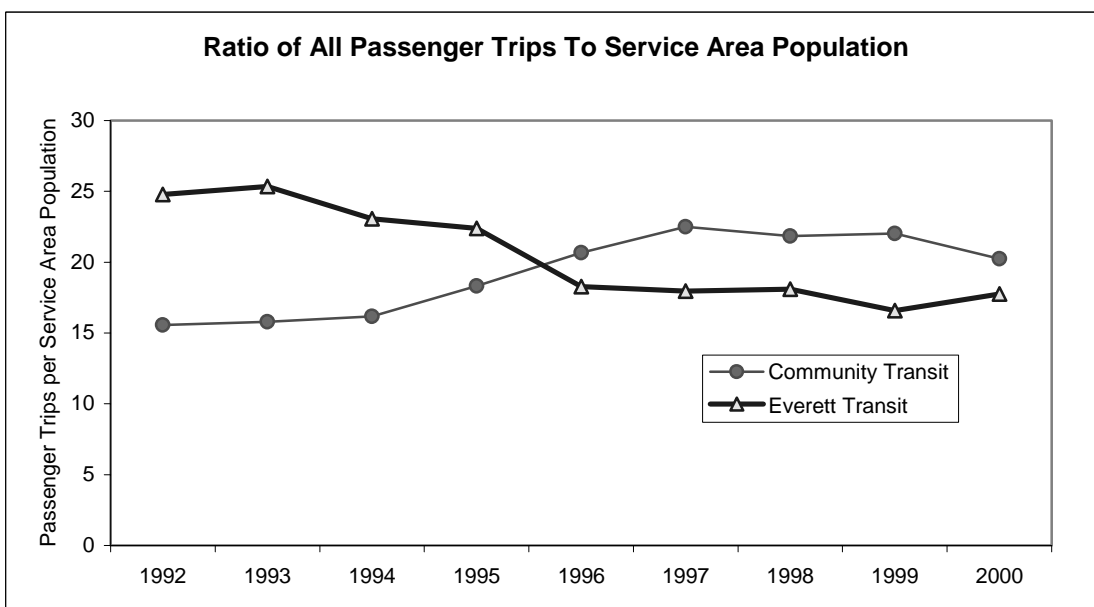
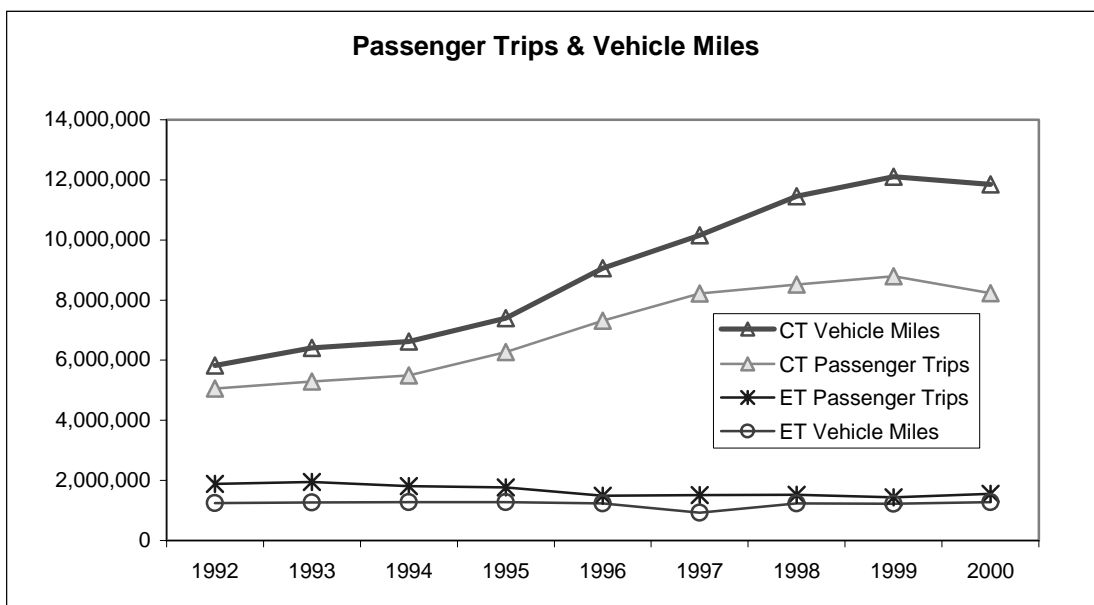
Community Transit also promotes ride sharing alternatives for commuters by operating the third largest public vanpool service in the nation using 333 passenger vans and by offering commute trip reduction information and technical support to local employers.

The City of Everett Department of Transportation Services operates Everett Transit, a transportation program that has its roots in services initiated in 1893. With limited exceptions, it serves only the City of Everett and its residents. Everett Transit completed the construction of Everett Station in February 2002. A multi-modal transit center, Everett Station is served by Everett Transit & Paratransit, Community Transit, Sound Transit, Greyhound and Trailways buses. Amtrak commuter and long distance service and Sound Transit light rail commuter service will also be part of Everett Station. Additional transit centers are also planned for Everett Community College in North Everett and Everett Mall in South Everett.

Everett Transit operates 10 fixed routes: 6 suburban local routes, 2 downtown shuttle routes and two suburban commuter routes serving the Everett Boeing plant. It also provides "demand-response" paratransit services to all "ADA qualified" persons with disabilities and those 62 years of age or older with no other means of transportation.

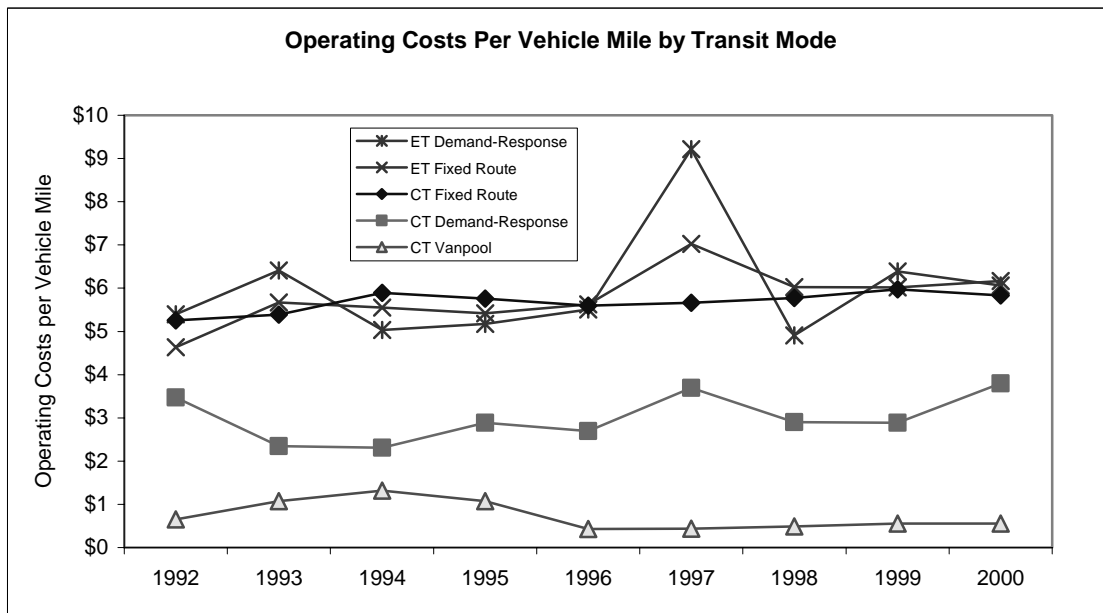
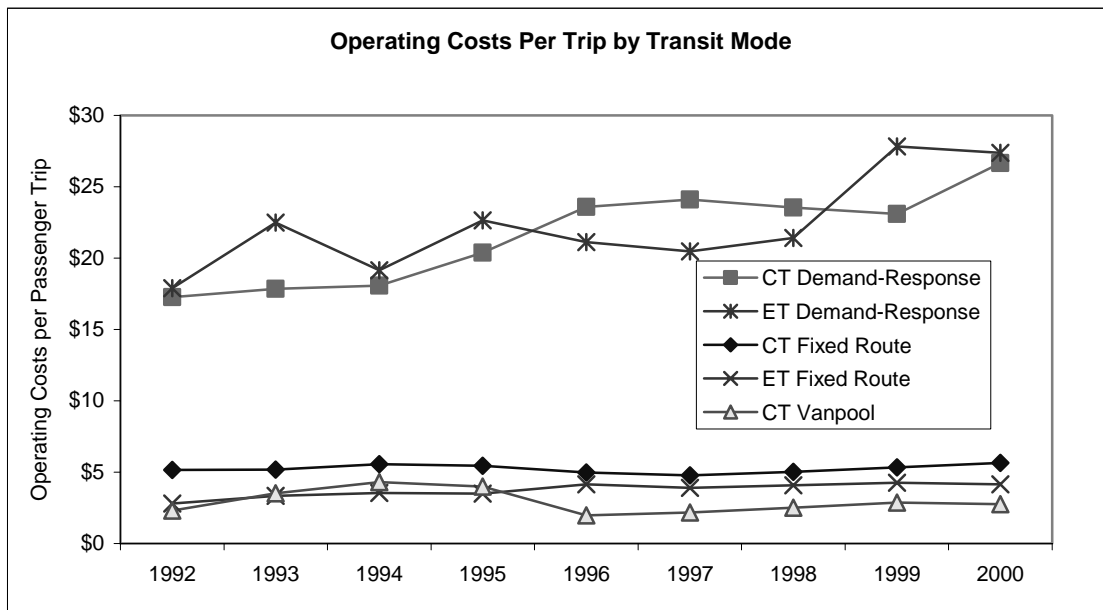
During the 1992-2000 period, Community Transit expanded its fixed route services considerably while Everett Transit was forced to reduce services due to funding reductions. I-695 related funding reductions affected only CT in the year 2000.

1. Community Transit's service population increased by 25% from 1992 to 2000 but it expanded passenger trips by 53% and revenue vehicle miles by 52%, even with the declines occurring in both as a result of I-695 funding reductions in the year 2000.
2. Everett Transit's service population increased by 15% but passenger trips were reduced by 19% and revenue vehicle miles by 10%, even though it was unaffected by I-695 reductions.
3. During the 1992-2000 period, Community Transit went from providing 15 passenger trips per person in their service area to 18 in 2000, a 23% increase in spite of I-695; Everett Transit went from 24 trips per person in 1992 to 17 in 2000, a 30% decrease.



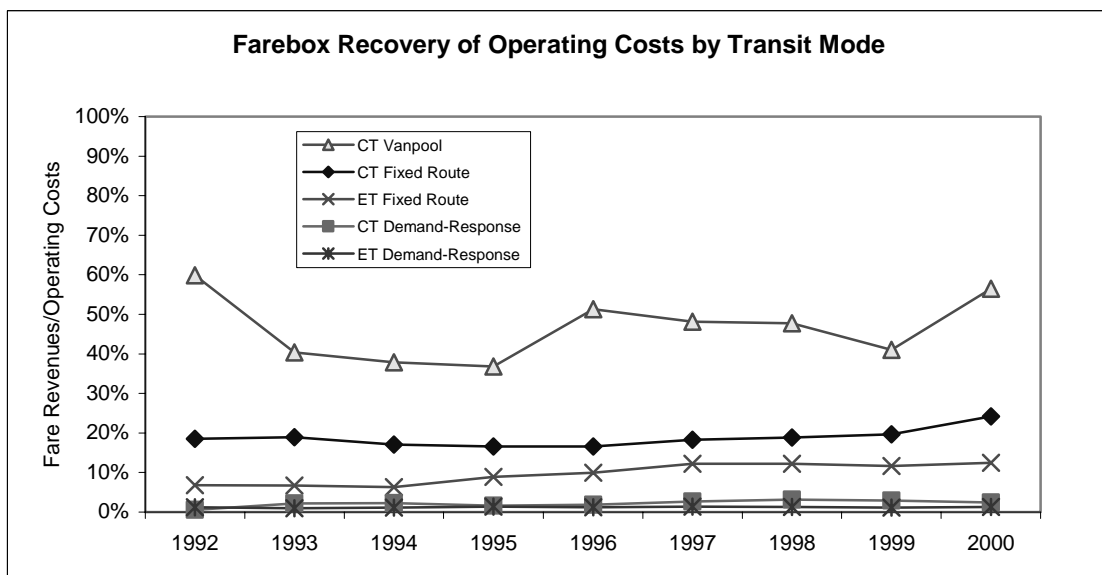
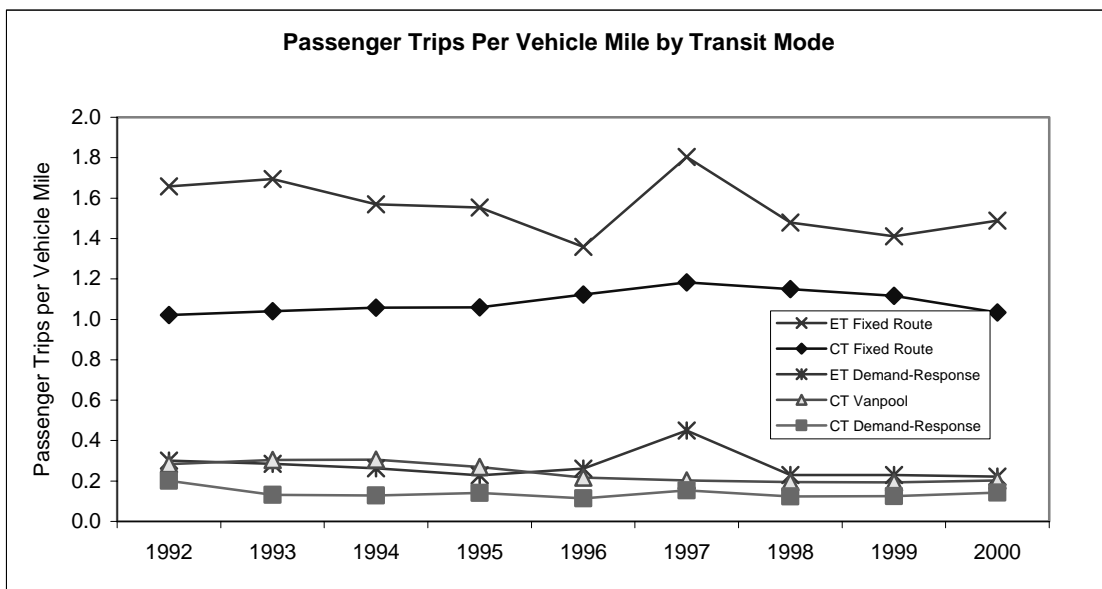
Operating costs per passenger trip and per revenue vehicle mile can be measures of efficiency when looked at over time. They can also highlight differences in operational variables such as mode of service or the geographic dispersion of the population served.

1. Yr2000 fixed route operating costs per passenger trip were lower for Everett Transit (\$4.14) than Community Transit (\$5.64), but ETs grew by 48% over 1992-2000 while CTs only grew by 9.6%.
2. The demand-response paratransit mode generated much higher operating costs per passenger trip than other modes for both transit systems in Yr2000 (CT, \$26.65; ET, \$27.37); the costs for this mode also increased much more from 1992-2000 than for the others (CT, 54%; ET, 53%).



Some service modes are decidedly more efficient people movers; others are justified by the unique needs of the passengers transported. Trips per mile is also a good measure to gauge the effectiveness over time of a service. Farebox recovery compares fares paid against the operating costs of a service. They reflect directly the degree of subsidy being provided to operate a service.

1. Fixed route services yield much higher passenger trips per vehicle mile (ET, 1.49; CT, 1.03) than demand-response paratransit (ET, .22; CT, .14) or vanpool (CT, .20) but Everett Transit's fixed route service declined 10.2% over the 1992-2000 period while Community Transit increased 1.2%.
2. Farebox recovery was lowest for demand-response paratransit (ET, 1.3%; CT, 2.4%) and highest for vanpool (56.5%) in 2000 but fare increases have also changed the ratios considerably (e.g. ET fixed route, +84%; CT fixed route, +30.5%).



Selected Public Transit Indicators for Fixed Route Services

	1992	1993	1994	1995	1996	1997	1998	1999	2000
Community Transit									
Service Area Population	324820	334940	339410	342390	353605	365660	389950	399180	406410
Passenger Trips	4776039	4939217	5143782	5911473	6786033	7502750	7689878	7940239	7333570
Revenue Vehicle Miles	4677591	4744311	4864476	5582066	6041108	6342483	6684738	7111582	7094637
Operating Cost	24583729	25581886	28647785	32144863	33790422	35902159	38613931	42458114	41355186
Farebox Revenue	4560858	4833322	4898088	5334856	5591725	6557341	7266682	8350314	10008745
Passenger Trips/SA Pop.	14.7	14.7	15.2	17.3	19.2	20.5	19.7	19.9	18.0
Passenger Trips/Veh.Mile	1.021	1.041	1.057	1.059	1.123	1.183	1.150	1.117	1.034
Operating Cost/Pass.Trip	\$5.15	\$5.18	\$5.57	\$5.44	\$4.98	\$4.79	\$5.02	\$5.35	\$5.64
Operating Cost/Veh.Mile	\$5.26	\$5.39	\$5.89	\$5.76	\$5.59	\$5.66	\$5.78	\$5.97	\$5.83
Fares/Operating Cost	18.6%	18.9%	17.1%	16.6%	16.5%	18.3%	18.8%	19.7%	24.2%
Everett Transit									
Service Area Population	75853	76980	78240	79180	81810	84130	84330	86730	87520
Passenger Trips	1839419	1910627	1763750	1735118	1450844	1459291	1471748	1381854	1493189
Revenue Vehicle Miles	1109652	1127204	1124195	1117014	1067627	809289	995590	979068	1002957
Operating Cost	5142012	6390931	6241285	6056134	6009733	5683827	5999309	5889446	6181742
Farebox Revenue	347819	428876	392687	538334	600240	692157	735015	688427	769537
Passenger Trips/SA Pop.	24.2	24.8	22.5	21.9	17.7	17.3	17.5	15.9	17.1
Passenger Trips/Veh.Mile	1.658	1.695	1.569	1.553	1.359	1.803	1.478	1.411	1.489
Operating Cost/Pass.Trip	\$2.80	\$3.34	\$3.54	\$3.49	\$4.14	\$3.89	\$4.08	\$4.26	\$4.14
Operating Cost/Veh.Mile	\$4.63	\$5.67	\$5.55	\$5.42	\$5.63	\$7.02	\$6.03	\$6.02	\$6.16
Fares/Operating Cost	6.8%	6.7%	6.3%	8.9%	10.0%	12.2%	12.3%	11.7%	12.4%

Source:

- (1) [Public Transportation Systems in Washington State: 1996 Summary](#), Washington State Department of Transportation, Public Transportation & Rail Division, Olympia, WA; 09/1997.
- (2) [Public Transportation Systems in Washington State: 1997 Summary](#), Washington State Department of Transportation, Public Transportation & Rail Division, Olympia, WA; 11/1998.
- (3) [Public Transportation Systems in Washington State: 2000 Summary](#), Washington State Department of Transportation, Public Transportation & Rail Division, Olympia, WA; 09/2001.

Selected Public Transit Indicators for Demand-Response Services

	1992	1993	1994	1995	1996	1997	1998	1999	2000
Community Transit									
Service Area Population	324820	334940	339410	342390	353605	365660	389950	399180	406410
Passenger Trips	103439	120079	138787	143392	146092	158840	178512	197578	163300
Revenue Vehicle Miles	514407	913175	1085499	1011826	1277210	1037983	1448878	1581584	1145326
Operating Cost	1784930	2142808	2507183	2921704	3445477	3830115	4203075	4564538	4352473
Farebox Revenue	10294	46931	56101	46265	63451	103281	132488	134271	104915
Passenger Trips/SA Pop.	0.3	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.4
Passenger Trips/Veh.Mile	0.201	0.131	0.128	0.142	0.114	0.153	0.123	0.125	0.143
Operating Cost/Pass.Trip	\$17.26	\$17.84	\$18.06	\$20.38	\$23.58	\$24.11	\$23.55	\$23.10	\$26.65
Operating Cost/Veh.Mile	\$3.47	\$2.35	\$2.31	\$2.89	\$2.70	\$3.69	\$2.90	\$2.89	\$3.80
Fares/Operating Cost	0.6%	2.2%	2.2%	1.6%	1.8%	2.7%	3.2%	2.9%	2.4%
Everett Transit									
Service Area Population	75853	76980	78240	79180	81810	84130	84330	86730	87520
Passenger Trips	40969	40948	41505	37189	44957	51330	53989	55800	60106
Revenue Vehicle Miles	135828	143726	158000	162784	172354	114076	235431	243048	271407
Operating Cost	733304	921224	794784	842570	949499	1050935	1155829	1553154	1645346
Farebox Revenue	9175	9175	8747	11645	11638	14170	14746	17285	21801
Passenger Trips/SA Pop.	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.7
Passenger Trips/Veh.Mile	0.302	0.285	0.263	0.228	0.261	0.450	0.229	0.230	0.221
Operating Cost/Pass.Trip	\$17.90	\$22.50	\$19.15	\$22.66	\$21.12	\$20.47	\$21.41	\$27.83	\$27.37
Operating Cost/Veh.Mile	\$5.40	\$6.41	\$5.03	\$5.18	\$5.51	\$9.21	\$4.91	\$6.39	\$6.06
Fares/Operating Cost	1.3%	1.0%	1.1%	1.4%	1.2%	1.3%	1.3%	1.1%	1.3%

Source:

- (1) [Public Transportation Systems in Washington State: 1996 Summary](#), Washington State Department of Transportation, Public Transportation & Rail Division, Olympia, WA; 09/1997.
- (2) [Public Transportation Systems in Washington State: 1997 Summary](#), Washington State Department of Transportation, Public Transportation & Rail Division, Olympia, WA; 11/1998.
- (3) [Public Transportation Systems in Washington State: 2000 Summary](#), Washington State Department of Transportation, Public Transportation & Rail Division, Olympia, WA; 09/2001.

Selected Public Transit Indicators for Vanpool Services

Community Transit	1992	1993	1994	1995	1996	1997	1998	1999	2000
Service Area Population	324820	334940	339410	342390	353605	365660	389950	399180	406410
Passenger Trips	178409	230253	206450	216908	378076	562123	647316	658108	729810
Revenue Vehicle Miles	631003	755409	674545	803987	1742007	2776887	3326530	3410170	3610035
Operating Cost	411380	808429	887104	863372	743030	1222328	1627742	1887435	2012747
Farebox Revenue	246152	326631	335714	318161	380982	588655	776359	773564	1137150
Passenger Trips/SA Pop.	0.5	0.7	0.6	0.6	1.1	1.5	1.7	1.6	1.8
Passenger Trips/Veh.Mile	0.283	0.305	0.306	0.270	0.217	0.202	0.195	0.193	0.202
Operating Cost/Pass.Trip	\$2.31	\$3.51	\$4.30	\$3.98	\$1.97	\$2.17	\$2.51	\$2.87	\$2.76
Operating Cost/Veh.Mile	\$0.65	\$1.07	\$1.32	\$1.07	\$0.43	\$0.44	\$0.49	\$0.55	\$0.56
Fares/Operating Cost	59.8%	40.4%	37.8%	36.9%	51.3%	48.2%	47.7%	41.0%	56.5%

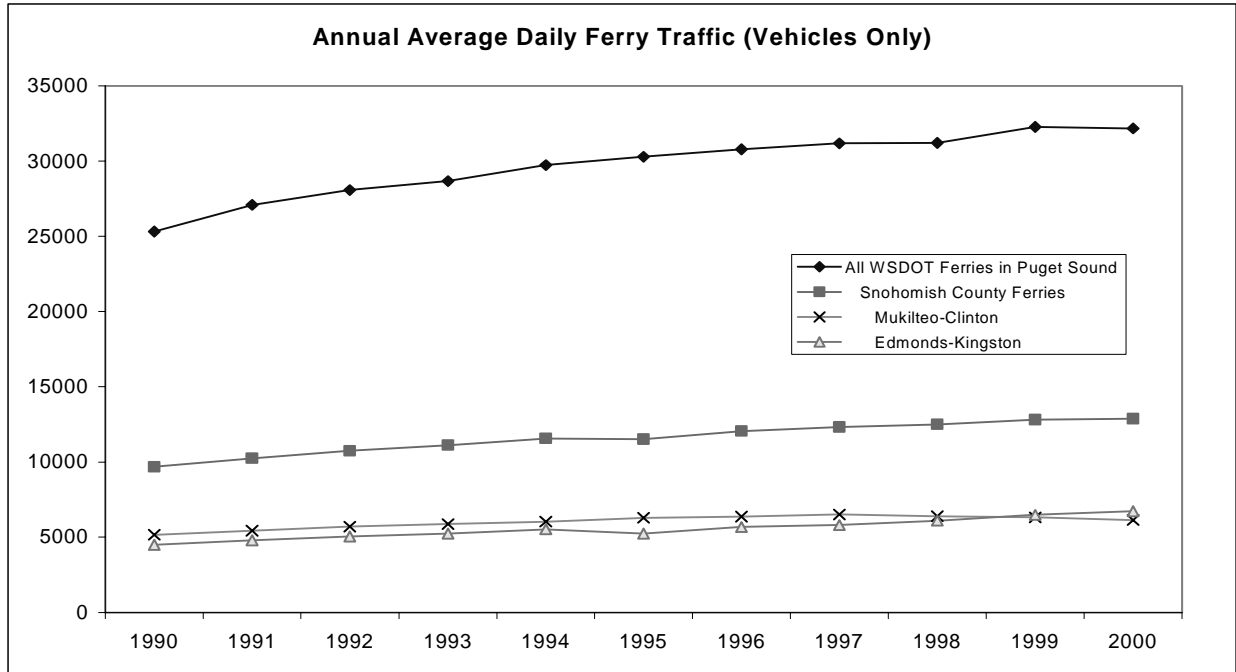
Source:

- (1) Public Transportation Systems in Washington State: 1996 Summary, Washington State Department of Transportation, Public Transportation & Rail Division, Olympia, WA; 09/1997.
- (2) Public Transportation Systems in Washington State: 1997 Summary, Washington State Department of Transportation, Public Transportation & Rail Division, Olympia, WA; 11/1998.
- (3) Public Transportation Systems in Washington State: 2000 Summary, Washington State Department of Transportation, Public Transportation & Rail Division, Olympia, WA; 09/2001.

Ferry Ridership: The Sound alternative.

The Washington State Ferry System is the largest in the nation and has more than doubled in ridership over the past thirty years. It serves as a water highway across Puget Sound enabling commuters to travel to work on its eastern shore and vacationers and weekenders to more easily reach the recreational opportunities that exist on the Olympic Peninsula. Two ferry routes, the Mukilteo-Clinton and the Edmonds-Kingston, serve Snohomish County. Both are used by riders originating from or traveling to communities that extend from Skagit County to south King County. The principal difference between them is the geography that isolates their western terminals and dictates that they serve completely different communities on the western shore.

1. After 19 years of relatively steady increases, vehicle traffic on ferries declined slightly (0.3%) system-wide in the year 2000. Early reports from the Puget Sound Regional Council (Puget Sound Trends, Jan. 2002) indicate that ridership decline extended into 2001 and may be the strongest decline since 1982 (2% if the trend continues through the end of the year). Factors likely to be responsible include steep fare increases forced on the system by Initiative 695 passed in the fall of 2000 (20% on average and much higher on some passenger-only routes), the September 2001, terrorist attack and a slowing local economy.
2. Over the past ten years, Snohomish County's two routes have carried nearly equal shares of the ferry system's total ridership (38-40% combined). Early reports from the Puget Sound Regional Council (Puget Sound Trends, Jan. 2002) indicate that the Mukilteo-Clinton route managed to increase ridership slightly in 2001 (0.7%) in spite of the declines experienced by the rest of the system's routes (1-4% declines averaging 2% overall).



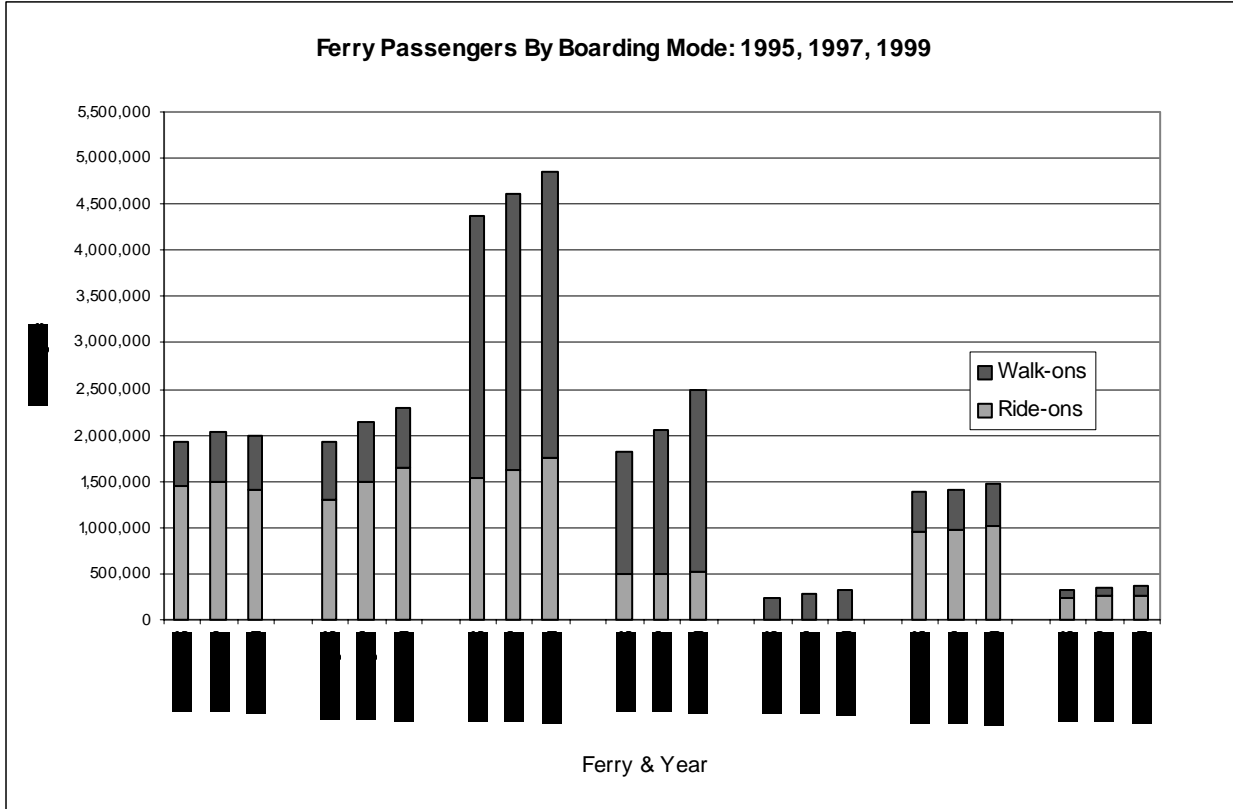
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000
All WSDOT Ferries in Puget Sound	25326	27101	28073	28677	29733	30287	30781	31187	31218	32273	32185
Snohomish County Ferries	9675	10247	10746	11129	11568	11522	12056	12326	12502	12824	12877
Edmonds-Kingston	4502	4807	5049	5243	5531	5238	5693	5809	6093	6499	6736
Mukilteo-Clinton	5173	5440	5697	5886	6037	6284	6363	6517	6409	6325	6141
Percent of All Puget Sound	38.2%	37.8%	38.3%	38.8%	38.9%	38.0%	39.2%	39.5%	40.0%	39.7%	40.0%

Sources:

1. Annual Traffic Report: 1999, p.XXII, Washington State Department of Transportation, Olympia, WA; 11/2000.
2. Annual Traffic Report: 2000, p.XXV, Washington State Department of Transportation, Olympia, WA; 9/2001.

Much of the growth in ferry ridership in recent years has come from commuting workers who walk on board, especially on those routes which have their eastern terminal in downtown Seattle. The two Snohomish County ferry routes appear to be affected differently by such ridership changes.

1. The Seattle routes accounted for 50.6% of all passengers system-wide in 1999. Only 34.3% of those passengers rode on board in some type of vehicle; fully 70.4% walked on.
2. The proportion of drive-on riders on the Mukilteo-Clinton route declined from 75.5% of all riders in 1995 to 71.2% in 1999, while walk-on riders increased proportionately from 24.5% of all riders to 28.8%. This may have been facilitated by improved bus service to both sides of the route (WSF survey results indicate that 48-50% of walk-on passengers rode the bus to or from the terminal).
3. The proportion of drive-on riders on the Edmonds-Kingston route increased from 67.3% of all riders in 1995 to 71.9% in 1999, while walk-on riders declined from 32.7% to 28.1%. This may be affected by limited bus service on one or both sides of the route (WSF survey results indicate that only 8-13% of walk-on passengers rode the bus to or from the terminal).



	Mukilteo-Clinton			Seattle-Bainbridge			Fauntleroy-Vashon-Southworth		
	1995	1997	1999	1995	1997	1999	1995	1997	1999
All Passengers	1930100	2030700	1990900	4374600	4606000	4855000	1388800	1405000	1464800
Ride-ons	1457900	1488900	1417100	1537300	1617100	1759700	953200	982600	1023200
Walk-ons	472200	541800	573800	2837300	2988900	3095300	435600	422400	441600
	Edmonds-Kingston			Seattle-Bremerton			Point Defiance-Tahlequah		
	1995	1997	1999	1995	1997	1999	1995	1997	1999
All Passengers	1917800	2149800	2285700	1818800	2047100	2488400	332700	352900	374400
Ride-ons	1291300	1495600	1643900	492700	488200	511700	246500	263800	270100
Walk-ons	626500	654200	641800	1326100	1558900	1976700	86200	89100	104300
	Seattle-Vashon								
	1995	1997	1999						
All Passengers	239800	281200	318000						
Ride-ons	0	0	0						
Walk-ons	239800	281200	318000						

Source: 1999 CMS System Performance Report, Puget Sound Regional Council, Seattle, WA; 12/2001.

PSRC Household Survey on Transportation

In 1999, the Puget Sound Regional Council conducted a survey of 6,000 Puget Sound households that focused on a broad range of transportation issues (see <http://www.psrc.org/datapubs/data/hh99full.htm>). The following were gleaned from the results of that survey:

1. Respondents believe that "growth is out of control" (6.7 avg on a 0-10 scale) and "traffic congestion is as bad as everyone says" (7.9 avg on a 0-10 scale); they disagreed with "the quality of life around here is getting better" (3.7 avg on a 0-10 scale);
2. When asked what are the 1st, 2nd & 3rd most important factors affecting their choice of where to live, a weighted combination of their answers indicates that "community/neighborhood" is the most important (40.1%) with price a close second (36.7%); both of those responses were far ahead of transportation related factors such as "proximity to work" (17.0%), proximity to services (14.6%) or a convenient work commute (13.2%).
3. With respect to the importance of transportation costs, "If it costs more to drive my car, I would make fewer trips" got a strong "No" response (66.0%); 71.9% indicated that they were concerned by how quickly gas prices can change but when asked how much of a price increase would prompt them to drive less, 20.4% said more than 50 cents per gallon while fully 43.7% said price had no effect on how much they drive; the average response to "I seldom think about the annual cost to own and operate my vehicle" was middle-of-the-road (5.0 avg on a 0-10 scale).
4. Respondents agreed (6.2 avg on a 0-10 scale) with the contention that gas tax revenues should be used to finance all types of transportation improvements and that the current gas tax is adequate to finance those improvements (6.0 avg on a 0-10 scale); they disagree with the contention that the gas tax should be increased to pay for highway improvements (3.6% avg on a 0-10 scale). However, when asked to choose the most agreeable ways to raise extra money for roads and transit, increasing the gas tax was the top choice (33.0% weighted aggregate) with mileage-based vehicle license fees a close second (31.7% weighted aggregate).
5. Respondents disagreed with the notion that more roads will solve the region's problems (3.3 avg on a 0-10 scale), preferring instead that the existing system be made more efficient (6.5 avg on a scale of 0-10).
6. From a range of alternatives that improve the efficiency of the system, survey respondents favored "compressed work week, flex time and telecommuting (weighted aggregate 52.7%), transit service improvements in routes, hours or frequency (weighted aggregate, 31.3%) and employer subsidies or incentives for transportation alternatives (weighted aggregate, 26.3%).