

This indicator uses Pavement Condition Index (PCI) to illustrate the condition of King County city and unincorporated area arterials. PCI is a standard numerical rating of pavement condition ranging from 0 to 100, with 0 representing the worst possible condition and 100 representing the best possible condition. For purposes of this planning level discussion, pavement condition is categorized as follows: Very Poor (PCI < 25), Poor (PCI 25-49), Fair (PCI 50-70) and Good to Excellent (PCI 71-100). Though each jurisdiction sets its own goals and standards for pavement management, it is generally accepted that pavement in fair condition or better requires routine maintenance and repair, while pavement in poor condition or worse is likely to require more significant repairs, overlay, or possibly even reconstruction.

Figure 45.1 shows the pavement condition ratings for King County's arterials. It reflects each jurisdiction's estimated centerline miles, the average weighted PCI rating by centerline, and the corresponding share of arterials rated Good to Excellent, Fair, Poor and Very Poor. Centerline miles are defined as the number of miles along the "centerline" of a roadway regardless of the number of lanes contained within it. There are approximately 1,900 centerline miles of federally classified arterials in King County.

As shown, the overall average pavement condition for arterials in King County is good (PCI > 70). The majority of the larger cities and unincorporated King county, which contain the lion's share of arterial miles, have average PCI scores of 65 or better. The majority of all arterials, more than 80%, are rated in Fair or better condition. Just over 11% of arterial miles are rated in Poor condition and another 6% are in Very Poor condition. Of the 39 cities and unincorporated King County, six cities have 30% or more of their arterials in Poor condition and seven have more than 10% of their arterials rated in Very Poor condition.

This indicator acknowledges that PCI is based on a visual assessment of the surface roadway conditions and may not accurately indicate the condition of the under laying base and subgrade of the pavement. Furthermore, it should be noted that pavement condition is not static. Rather, pavement deterioration is a continual phenomenon. Severe weather conditions and increased traffic volumes-- as experienced in recent years-- further affect the rate of deterioration. As such, the PCI scores used in this indicator reflect a snapshot in time.

---

## Notes and Data Sources

### Indicator 41: Average Commute Lengths for Major Destinations in King County

Data for figure 41.1 taken from *Measures, Markers and Mileposts, September 30, 2007* as provided by the Washington State Department of Transportation (WSDOT), available at <http://www.wsdot.wa.gov/accountability/graynotebook.pdf>. WSDOT monitors traffic conditions on 51 commute routes in the Puget Sound region, using real-time data. The 38 most congested routes are reported in *Measures, Markers and Mileposts* and found a worsening of congestion on the *most congested* commute routes. Using modeled data, the Texas Transportation Institute (TTI) estimates congestion across the entire Seattle metropolitan area improved relative to comparably sized metropolitan areas.

### Indicator 42: Public Transit Ridership

Figure 42.1: Metro Transit data provided by King County Department of Transportation at <http://www.metrokc.gov/kcdot/tp/transit/>. Community Transit data provided by Community Transit Authority at <http://www.comtrans.org/>. Sound Transit Express and Sounder data provided by Sound Transit at <http://www.soundtransit.org/x3821.xml>. Boardings reported in this bulletin for Metro buses differ from previous year reporting due to the implementation of updated automatic passenger counting software. This more accurate count of boardings is approximately 3% higher than previous estimates. Ridership data reported in this bulletin prior to 2006 have been adjusted to reflect this measurement improvement. Prior bulletins reported select Sound Transit Express Bus routes operated by Metro Transit in the Metro Transit category. They are no longer reported in the Metro Transit category to avoid double-counting. Community Transit includes routes between Snohomish County and downtown Seattle, Bellevue and the University of Washington. Sound Transit includes bus routes between Pierce and King Counties and Snohomish and King Counties. Sounder includes all commuter rail passenger boardings on the Tacoma/ Seattle and Everett/ Seattle routes. Figure 42.2 data taken from *Puget Sound Trends, July 2006*, provided by the Puget Sound Regional Council, available at <http://psrc.org/publications/pubs/trends/t12jul06.pdf>. The report includes Park and Ride statistics for regional Park and Rides with a minimum of 250 stalls, excluding all smaller lots.

## Metropolitan King County *Countywide Planning Policies* Benchmark Program

### Indicator 43: Percent of Residents who Walk, Use Transit, Bicycle or Carpool as Alternatives to the Single Occupancy Vehicle

Data taken from the 1990 and 2000 U.S. Census, available at <http://www.census.gov/> and the 2006 American Community Survey, available at <http://www.census.gov/acs/www/index.html>. Figure 43.1 reports the means of transportation to work for all working King County residents over the age of 16 and includes commutes going outside King County and at off-peak hours.

### Indicator 44: Amount of Congestion Affecting Commercial and Non-Commercial Traffic

Data for figure 44.1 provided by Washington State Department of Transportation (WSDOT), <http://www.wsdot.wa.gov/>. Data regarding growth in commercial truck traffic provided by WSDOT, <http://www.wsdot.wa.gov/>. WSDOT monitors commercial truck on five highway corridors: I-5 near N. 175th, SR18 near Auburn/ Black Diamond Road, SR522 between SR202 and SR9, I-405 near 112th Ave SE, and SR167 near S. 208th St. Port of Seattle seaport activity available at <http://www.portseattle.org/seaport/statistics/pos10yearhistory.shtml>.

### Indicator 45: Number of Lane Miles of City, County and State Roads and Bridges in Need of Repair and Preservation

Data provided by the Washington State Department of Transportation (WSDOT) High and Local Programs Division as developed by the King County Department of Transportation (KCDOT). WSDOT uses this survey data to develop the biennial 2006 Washington City Arterials Condition Report. City arterial pavement conditions are based on 2005/2006 data. Unincorporated King County arterial pavement conditions are based on 2005-2007 data. Only federally classified urban and rural principal, minor and collector arterials are included in this analysis; residential streets are not included. Federal classifications may differ from King County Comprehensive Plan classifications in the unincorporated area. Road condition categories are provided here for planning level comparison among jurisdictions. The actual PCI scale used by local jurisdictions in their pavement management programs varies. For more information, contact King County Office of Regional Transportation Planning, 206-684-6795.

### King County Growth Management Planning Council

#### **Chair**

Ron Sims, King County Executive

#### **Executive Committee**

Walt Canter, Commissioner, Cedar River Water and Sewer District

Richard Conlin, Councilmember, City of Seattle

Grant Degginger, Mayor, City of Bellevue

Jean Garber, Councilmember, City of Newcastle

Larry Phillips, Councilmember, King County

#### **GMPC Members**

Kimberly Allen, Councilmember, City of Redmond

Terri Briere, Councilmember, City of Renton

Sally Clark, Councilmember, City of Seattle

Dow Constantine, Councilmember, King County

Reagan Dunn, Councilmember, King County

Bob Edwards, Commissioner, Port of Seattle

Eric Faison, Councilmember, City of Federal Way

Larry Gossett, Councilmember, King County

Lucy Krakowiak, Councilmember, City of Burien

Greg Nickels, Mayor, City of Seattle

Pete von Reichbauer, Councilmember, King County

Robert Sternoff, Councilmember, City of Kirkland

#### **Alternate Members**

John Chelminiak, Deputy Mayor, City of Bellevue

Marlene Ciraulo, Commissioner, Fire District 10

Mark Cross, Councilmember, City of Sammamish

Randy Eastwood, Mayor, City of Kenmore

Jane Hague, Councilmember, King County

Ron Harmon, Councilmember, City of Kent

### King County Benchmark Program

Established by the Growth Management Planning Council (GMPC) in 1995 as required by the WA State Growth Management Act, the King County Benchmark Program monitors 45 indicators that measure the progress of the King County Countywide Planning Policies. The indicators are intended to collectively articulate the impact of land use and development policies/ practices on our natural, built and social environment. Rather than focusing on the jurisdictional programs of the county's 40 jurisdictions, the Benchmarks provide a high level analytical view of change within the geographic boundaries of King County.

As one of the first and most durable efforts at monitoring outcomes in the public sector, the King County Benchmark Program demonstrates how measurement of broad quality-of-life outcomes can help determine if public policy and programs are making a difference. Public outcome monitoring is a strategy for change: it alerts us to what we are doing well and where we need to do better. It is closely connected to both the policy goals that it monitors, and to the strategic planning, programs, and services that are intended to implement those goals.

The Benchmark Program reports cover five policy areas: land use, economic development, transportation, affordable housing and the environment. All reports are available on the Internet at <http://www.metrokc.gov/budget/benchmark>. For information, please contact Lisa Voight, Program Manager (206) 296-3464, King County Office of Management and Budget, 701 Fifth Ave, Suite 3200, Seattle, WA 98104, or e-mail: [lisa.voight@kingcounty.gov](mailto:lisa.voight@kingcounty.gov).

#### **King County Office of Management and Budget**

Bob Cowan, Director

Elissa Benson, Supervisor- Management Analysis and Planning Section

Chandler Felt, Supervisor- Growth Information Team

Lisa Voight, Benchmark Program Manager

Nanette M. Lowe, GIS Analyst- Growth Information Team

Jeremy Valenta, Research Analyst- MAPS