

Average Commute Lengths for Major Destinations in King County

OUTCOME: ENCOURAGE LINKAGES BETWEEN RESIDENCES, COMMERCIAL CENTERS AND WORKPLACE LOCATIONS**Countywide Planning Policy Rationale**

"Within the Urban Growth Area, growth should be directed as follows: a) first, to Centers and urbanized areas with existing infrastructure capacity; b) second, to areas which are already urbanized such that infrastructure improvements can be easily extended; and c) last, to areas requiring major infrastructure improvements." (LU-28) "The region's scarce resources for transportation capacity improvements must be used prudently to focus on areas where zoning and densities support a multi-modal transportation system....The land use pattern shall be supported by a balanced transportation system which provides for a variety of mobility options." (FW-18) "Target ranges for employment growth inside and outside Urban Areas shall be based on the following criteria:...The willingness of local jurisdictions to implement policies which encourage transit...and the adoption of policies that encourage clustering of commercial and residential areas." (LU-68) "Each [Urban] Center shall have planned land uses to accommodate... a minimum of 15,000 jobs within one half mile of a transit center."

According to the U.S. Census Bureau, the average travel time to work for employed King County residents in 2000 was 26.5 minutes. Including commutes using all modes of travel and at all times of day, this estimate is likely shorter than the travel times of those workers that commute during peak morning and evening travel times. The 2006 American Community Survey estimates that the average travel time to work increased to 26.7 minutes, a nominal increase over the 6-year period.

The Washington State Department of Transportation monitors travel conditions on Puget Sound's *most congested* commute routes and found that the average commute time during peak congestion increased on 32 of the 38 commute routes tracked. Figure 41.1 shows the average travel time on 20 of those routes in King County. As shown, the Tukwila/ Bellevue morning commute time increased 31% from 2002 to 2006, resulting in a commute of 42 minutes. This commute takes 2.65 times longer than expected when traffic is moving at peak efficiency. The reverse evening commute also increased in this time period, taking twice as long to complete as expected at peak efficiency. Conversely, the Redmond/ Bellevue morning commute typically runs at peak efficiency with an improved commute time between 2002 and 2006. Similarly, the Seattle/ SeaTac evening commute improved slightly, though it still does not run at peak efficiency during evening commute time.

Figure 41.1

Peak Hour Commute Times on Major King County Commute Trips									
	Anticipated Travel Time at Peak Efficiency (2006)		Commute Time (in minutes)						
			2006		2004		2002		
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	
I-405 Tukwila-Bellevue AM/ Bellevue-Tukwila PM	16	16	42	33	35	28	32	26	
I-5 Everett-Seattle AM/ Seattle-Everett PM	28	26	50	43	45	42	44	42	
SR-520 Redmond-Seattle AM/ Seattle-Redmond PM	17	17	22	30	22	29	22	26	
SR-520 Bellevue-Seattle AM/ Seattle-Bellevue PM	12	12	18	21	19	19	17	18	
I-90 Bellevue-Seattle AM/ Seattle-Bellevue PM	13	12	16	18	14	18	15	17	
I-90 Issaquah-Bellevue AM/ Bellevue-Issaquah PM	11	11	18	19	17	16	17	16	
SR520 & I-405 Redmond-Bellevue AM/ Bellevue-Redmond PM	8	8	8	15	9	14	10	13	
I-5 SeaTac-Seattle AM/ Seattle-SeaTac PM	15	15	27	19	23	18	23	20	
I-5 & I-90 Issaquah-Seattle AM/ Seattle-Issaquah PM	18	18	26	23	22	23	23	23	
SR-167 Auburn-Renton AM/ Renton-Auburn PM	12	12	17	20	16	17	15	20	

source: Washington State Department of Transportation

Note: Refer to *Measures, Markers and Mileposts- September 30, 2007* for information on the remaining Puget Sound routes monitored by WSDOT.