

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

### OUTCOME: INCREASE THE AVAILABILITY AND USE OF MODES OF TRANSPORTATION OTHER THAN SINGLE OCCUPANCY VEHICLES

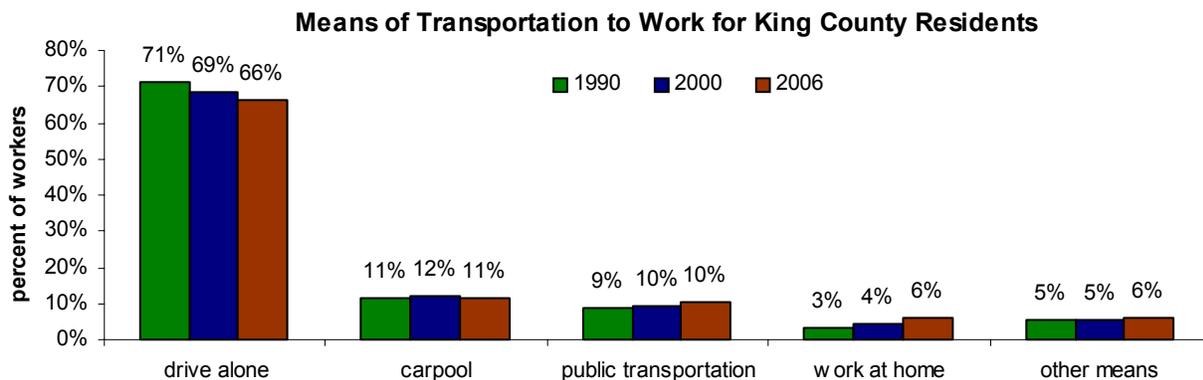
#### Countywide Planning Policy Rationale

"The land use pattern shall be supported by a balanced transportation system which provides for a variety of mobility options...[including] a high capacity transit system which links the Urban Centers and is supported by an extensive high-occupancy vehicle system, a local community transit system for circulation within the Centers and to the non-center Urban Areas, and non-motorized travel options." (FW-18). "To encourage transit use, jurisdictions should establish mechanisms to limit the use of single-occupancy vehicles for commuting purposes. Such mechanisms could include charging for long-term single-occupancy vehicle parking and/or limiting the number of off-street parking spaces for each urban Center...[and] developing coordinated plans that incorporate Commuter Trip Reduction guidelines." (LU-44). "The transportation element of Comprehensive Plans shall include pedestrian and bicycle travel as part of the transportation system and be developed on a coordinated, regional basis. The bicycle and pedestrian element shall be a part of the funding component of the capital improvement program." (T-7). "Mode-split goals and measures of mobility for transit, ridesharing and non-motorized travel shall be established by local jurisdictions and METRO."

Commuting trends in King County have run counter to those seen nationally since 1990. While the share of King County commuters driving to work alone decreased from 71% in 1990 to 66% in 2006, a greater share of the national workforce drives alone to work, increasing from 73% to 76% in the same 16-year time period. Similarly, public transportation continues to be used by a greater share of commuters in King County than nationally. While one in ten King County residents commutes to work using public transportation, fewer than one in twenty of the national workforce commutes via public transportation.

According to U.S. Census and American Community Survey (ACS) data, King County's resident workforce grew by about 17% between 1990 and 2006. Despite an increase in the real number of workers that drove alone, their relative share of the county's commuters decreased, due largely to gains in other means of commuting. ACS estimates an increase of about 38% in public transit commuting and a doubling of the number of King County residents that work at home, rates of growth much higher than seen nationally for both categories. In 2006, more than 55,000 residents-- 6% of the county's resident workforce-- worked out of their home. Nationally, about 4% of the workforce worked at home in 2006, compared to 3% in 1990.

Figure 43.1



source: U.S. Census Bureau and American Community Survey