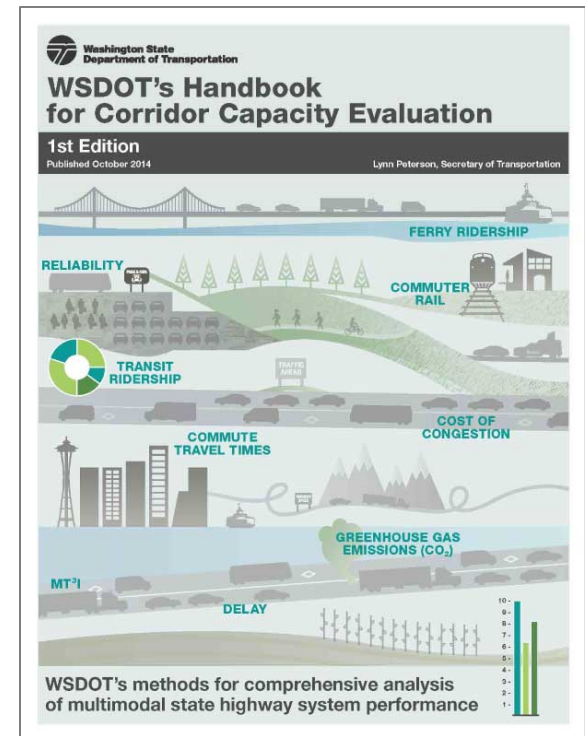
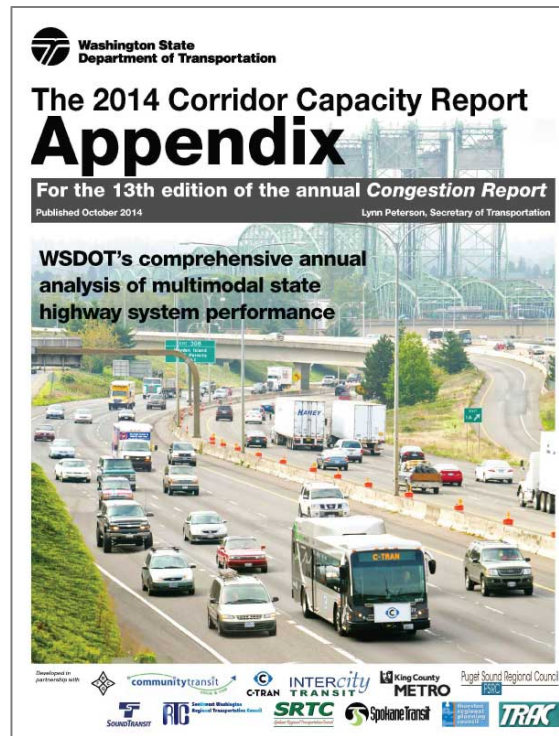


2014 Corridor Capacity Report:

Visualization of multimodal state highway system performance

Daniela Bremmer

Washington State Department of Transportation



You can find all three documents at <http://wsdot.wa.gov/Accountability/Congestion/2014.htm>

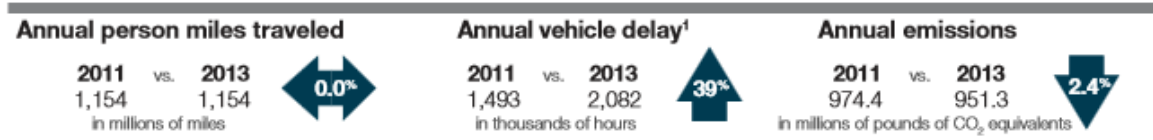
Contact: Daniela Bremmer
Director, Strategic Assessment and Performance Analysis
Washington State Department of Transportation-Olympia
360-705-7953 BremmeD@wsdot.wa.gov



Interstate 405 Corridor Capacity Analysis

Data Visualization:

Corridor maps attempt to use page “real estate” efficiently while telling the multimod performance story to our readers



Banner metrics

- ▶ High-level trends at a glance for the entire corridor

Maps

- ▶ Highlight important features like origin/destination locations to give the context for other data

Bar graphs and tables

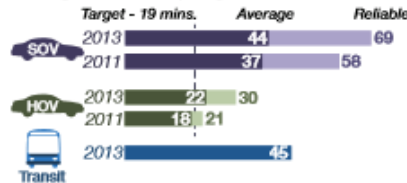
- ▶ Aligns with maps, allows reader to drill down and compare corridor segments and multiple modes of transportation

Commute travel times

2011 and 2013; Weekday travel times in minutes at the peak 5-minute interval including average and reliable² travel times for single occupant vehicle (SOV) and high occupancy vehicle (HOV) trips as well as maximum throughput (target) and planned transit³ travel times.

Lynnwood to Bellevue

Morning; 5-10 a.m.; Trip length 16 miles



Bellevue to Lynnwood

Evening; 2-8 p.m.; Trip length 16 miles



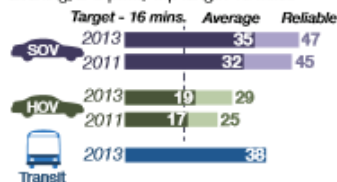
Tukwila to Bellevue

Morning; 5-10 a.m.; Trip length 13 miles



Bellevue to Tukwila

Evening; 2-8 p.m.; Trip length 13 miles



See [Appendix pp. 5-15](#) for more commute routes



Transit system use

2013; For typical weekday morning (6-9 a.m.) and evening (3-6 p.m.) peak periods; Ridership and percent of available seats occupied on select commutes

Corridor-wide⁴ ridership



By commute

	Daily peak period riders	Percent of seats occupied
Morning (6-9 a.m.)		
Everett to Bellevue	679	90%
Lynnwood to Bellevue	349	83%
Tukwila to Bellevue	323	59%
Evening (3-6 p.m.)		
Bellevue to Everett	691	87%
Bellevue to Tukwila	354	59%
Bellevue to Lynnwood	263	63%

Park and ride capacity

2013; Parking spaces and average percent occupied for select park and rides (P&R)⁵ (see map for locations)

Lynnwood-Bellevue commute

Park and ride	Spaces	Percent occupied
Ash Way P&R	1,022	100%
Canyon Park P&R	302	99%
Bothell P&R	220	99%
Kenmore area	693	92%
Brickyard P&R	443	82%
South Kirkland P&R	783	75%

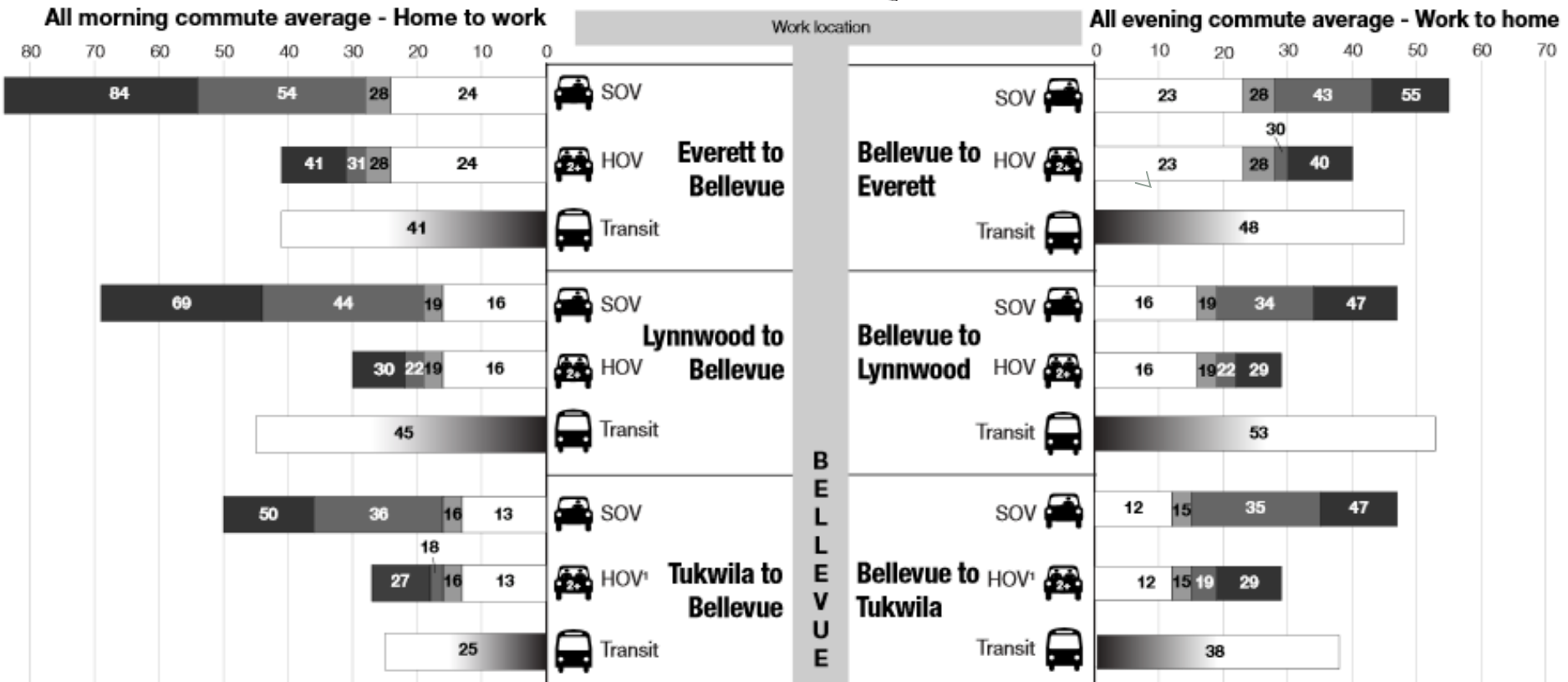
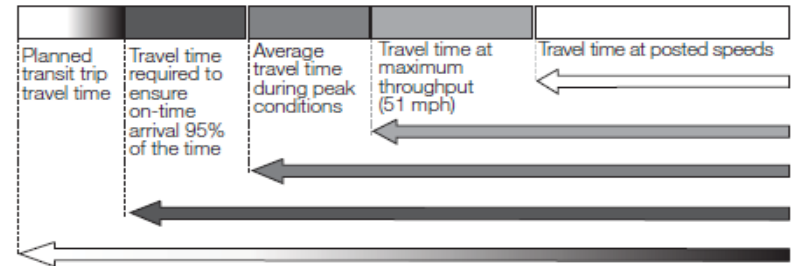
Tukwila-Bellevue commute

Park and ride	Spaces	Percent occupied
South Bellevue P&R	519	100%
Renton P&R	150	96%
Renton Municipal P&R	200	87%
Wilburton P&R	186	87%
Newport hills P&R	275	84%

Another Example: Multimodal travel time graphs allow for quick comparison I-405

Travel times at posted speeds, maximum throughput speeds, peak travel times and 95th percentile reliable travel times

Morning and evening commutes by work location
 2013; Single occupant vehicle (SOV), high occupancy vehicle (HOV) and public transit commutes in the central Puget Sound area; Travel times in minutes



Reaction & Responses: strong media interest



“Washington drivers spending more time in traffic”

The Seattle Times

“Your commute takes much longer, but the reason isn’t clear”



“WSDOT study says I-5, I-90 traffic worsening”



“SDOT to blame for awful commute into Seattle”



“What can we do? Seattle traffic is getting much worse, new report says”

the Stranger

“Washington’s traffic nightmares will get worse until 2019”



“More on why a statewide transportation funding plan is a 2015 legislative must-do”

HeraldNet

“Numbers don’t lie—traffic is terrible and getting worse”