Afternoon Peak

Between 2003 and 2005 in the afternoon peak, key measures on the 17 routes in the Seattle area changed as follows:

AVERAGE PEAK TRAVEL TIMES	
16 routes	Increased between 6% and 28%

95% RELIABLE TRAVEL TIME (the time budgeted to be "on time" 19 out of 20 days)	
16 routes	Increased between 8% and 49%
MAXIMUM THROUGHPUT TRAVEL TIME INDEX (ratio of peak travel time to maximum throughput travel time)	
15 routes	Increased
Seattle to Bellevue	No change

DURATION OF PEAK PERIOD	
13 routes	Increased between 15 and 140 minutes

Forecasts

Traffic forecasts for the Puget Sound Region are not encouraging. Even with projects currently in the pipeline from the Nickel and TPA programs and including funding (if approved) from the upcoming RTID and ST2 ballot measures, total hours of delay would drop by 155,000 hours each day. A significant impact but still leaving conditions almost 100 percent worse than today (254,000 hours of delay). Without voter approval of RTID and ST2, delay would be 353,000 hours worse — far more than double the current level of congestion. Although there will be a larger population and work force in 2028 to absorb these hours, delay will increase much more rapidly — 100 percent versus a 34 percent increase in workers and jobs. The ST2 proposal is estimated to have a limited effect on automobile delay, although it will provide an option for many along the major commuter routes once these segments have been completed.

Scenario	Average Speed	Vehicle Hours of Delay	Minutes Per Vehicle Trip	Miles Per Vehicle Trip
2006 Baseline	30.1	106,582	19.3	9.7
2028 Local Projects	25.3	255,441	21.7	9.1
2028 Local + Nickel + TPA	26.1	231,960	21.2	9.2
2028 Local + Nickel + TPA + RTID + ST2	27.8	191,290	20.2	9.4

Source: WSDOT