HIGHLIGHTS OF THE 2002 BENCHMARK REPORT

With eight years since the passage of the Countywide Planning Policies, and nearly 10 years since King County began developing its current Comprehensive Plan, there are many successes to applaud. Among these are the long-term trends in land use policy, the continuing development of urban centers, the improvement of public transportation, the maintenance of a reasonably healthy economy even in the face of major local cutbacks in employment and a nationwide recession. We have also made some positive strides in safeguarding the quality of our environment.

As always, however, this report contains both good news and bad news. Among the key indicators of healthy growth, there are a number of areas in which we are stagnating, or even moving backwards. This report is intended to be a means to alert County decision-makers to aspects of growth which are problematic, and to which we need to pay further attention, as well as to encourage the continuance of policies and programs that are making a positive difference.

The summary which follows is organized by the major themes and outcomes that are derived from the Countywide Planning Policies. One or two graphics are provided for each outcome, with a few of the most critical observations. Up and down arrow symbols are used to show whether the direction of change has been primarily positive or negative or difficult to determine. It is not always easy to see a trend or to judge its long-term significance, so it is important to review the data in the full report carefully, in order to understand why a particular arrow has been assigned. Note that a higher numerical measure may mean a trend in a negative direction: e.g. a higher percent in poverty indicates a negative trend. This would be indicated with a down arrow.

There has been a long-term trend in a positive direction, or most recent data shows a marked improvement

There has been a long-term negative trend, or most recent data shows a significant downturn

There has been little significant movement in this Indicator, or the trend has been mixed.

There is insufficient reliable trend data for this Indicator

ECONOMIC DEVELOPMENT

After the strong upward economic cycle of the last 6 years, King County has finally felt the full force of economic recession. This year only two of the indicators have received an up arrow, while four show a significant downward trend. King County has been hit in multiple ways over the last two years: first, with the decline of profits, and then the failure of many local high-tech companies. This was followed by a slide, then a fall in the value of most securities, cutbacks at Boeing and subsidiary manufacturers, the economic crisis following September 11, 2001, and an ongoing national recession.

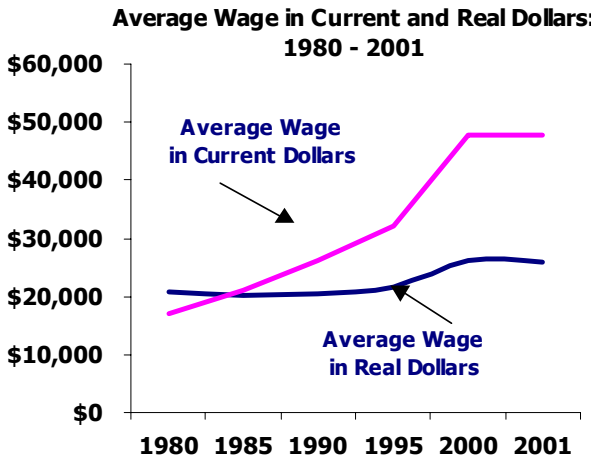
The strength of the economy in the late 1990s was widespread and fundamental. Wages, personal income and household income all rose dramatically in real terms, compared to near stagnation during the previous decade. New businesses and jobs increased well beyond normal levels. There is much reason to have faith in the fundamental soundness of King County's economy, and to see the current downturn as temporary. In fact, the gains in jobs and income over the past ten or eleven years have not been obliterated, even with the significant losses of the past year.

Nevertheless, there are some reasons for long-term concern. The cost of living in King County is such that a family supported by a worker making three times the minimum wage would struggle to make ends meet. The percent of persons in poverty rose in King County during the past decade. The loss of employment in 2001 was the most dramatic since the early 1970s. There was a significant net loss of businesses in the past year. Perhaps most troubling of all is the apparent decline in the rate of high school graduation since 1990.

King County is one of the most highly educated areas of the country, yet its youth are dropping out of high school at unusually high rates. There are many factors affecting the local economy that are very difficult to control or ameliorate at the local level. The education and career training of young people, however, is a local responsibility that will insure an educated and skilled workforce in the future, and can lessen some of the current disparities of income.

Outcome: Promote Family Wage Jobs

1. Real Wages Per Worker



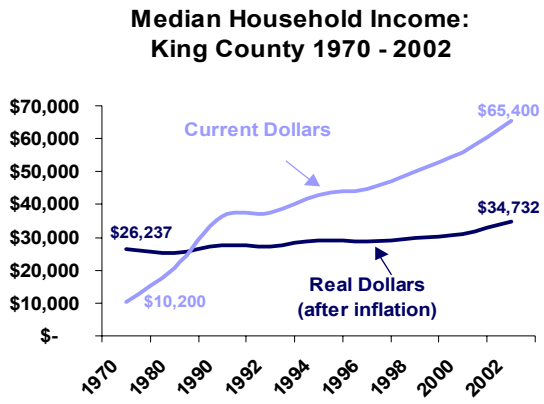
- The average wage (in current dollars) in King County was $47,760 during 2001, just $50 more than in 2000.
- For the second year in a row, real wages per worker (after inflation) declined in King County, falling to $25,900 in 2001. They had reached a 20-year high of $26,400 in 1999.
- Real wages in King County are still well above the 1990–1995 level. Real wages stagnated in the 1980s, increased about 1% per year from 1990 - 1995, and rose over 4% per year from 1995 – 2000.
- There are many workers in King County whose jobs do not pay a "family wage". A family of three would have had to make at least $40,000 per year in 2000, just to meet basic needs. This amounts to $20 per hour, or three times the minimum hourly wage.

What We Are Doing

- Aiding low-income workers in transitioning from welfare to the workplace.
- Seeking ways to attract and retain business which pay a "family" or "living" wage, particularly in economically-depressed areas of the County.
- Providing financing incentives to projects that generate union-scale construction jobs.

Outcome: Increase Income and Reduce Poverty

2. Median Household Income

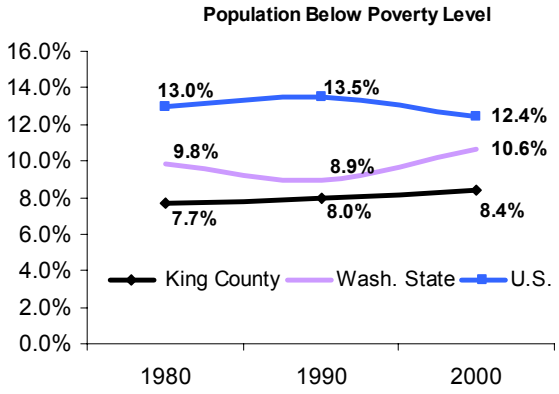


- Median Household Income for King County is $65,400 in current dollars. In 1970, it was just $10,200.
- In real dollars, median household income has grown about .9% per year over the past 32 years. Real income growth has accelerated during the 1990s, with incomes growing nearly 2% faster than inflation from 1990 – 2002.

What We Are Doing

- Working to increase household income by attracting higher-paying jobs in manufacturing and technology to less affluent areas of the County.

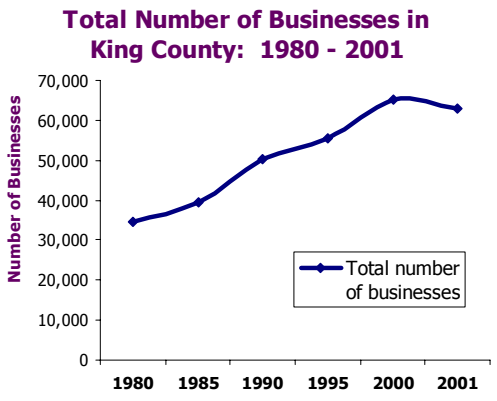
3. Percentage of Population Below Poverty Level



- The percent of King County residents living in households with incomes below the poverty threshold rose from 8.0% to 8.4% between 1990 and 2000. This continued the trend toward more poor people in the County, during a decade when the national poverty rate fell from 13.5% to 12.4%.
- However, the overall poverty rate in King County in 2000, at 8.4% was still considerably lower than the 12.4% national rate, and lower than the 10.6% rate in Washington State.

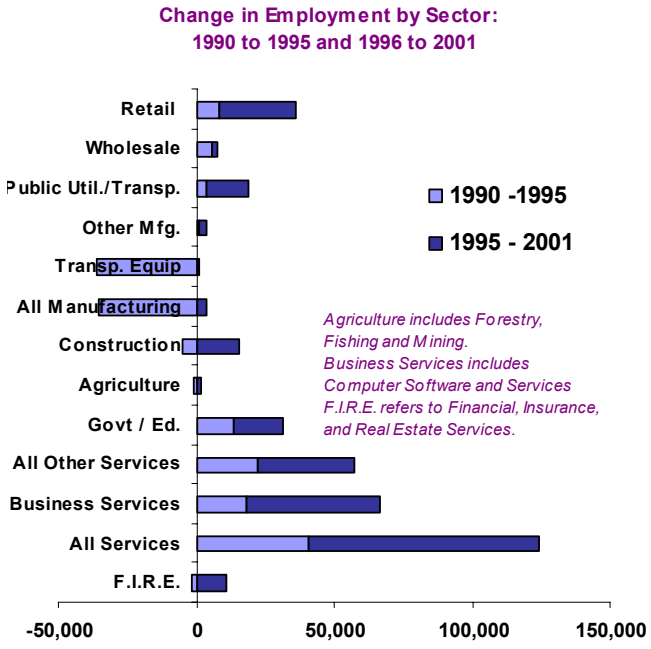
Outcome: Increase Business Formation, Expansion and Retention

4. *New Businesses Created*



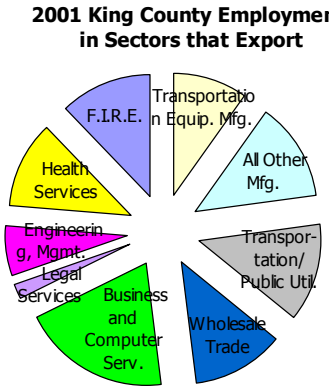
- The total number of businesses in King County declined in 2001, the first such decline in over a decade.
- In the late 1980s, new businesses were formed at a rate of almost 5% per year. The rate of new business formation slowed to about 2.1% per year during 1990 – 1995, but rose again to 3.2% per year in 1995 – 2000.
- Over the long term, business growth has been positive, but the sharp decline in the past year is a new phenomenon which warrants attention. For this reason, this indicator earns a negative arrow.

5. New Jobs Created, by Employment Sector



- In 2001, King County lost 20,631 jobs. This is the first year of net job loss since 1993 when approximately 2,500 jobs were lost. It is the first year of a loss of this magnitude since the early 1970s.
- Despite this severe job loss in 2001, King County gained nearly 207,000 net new jobs during the 1990 – 2001 period. Job creation was approximately 22% for the decade, or an average of 2% per year.
- The heaviest losses in manufacturing, including aerospace, occurred during the first half of the 1990s. All of manufacturing lost about 4,600 jobs during the past year, but a more significant loss in aerospace employment is expected in 2002.
- Business Services, which includes Computer Software and Service, lost 12,100 jobs in 2001, or more than half the total job loss. However, this sector gained a net of 66,500 jobs since 1990, or nearly a third of the total employment increase.
- Retail and all other service sectors continued to post considerable gains in employment.

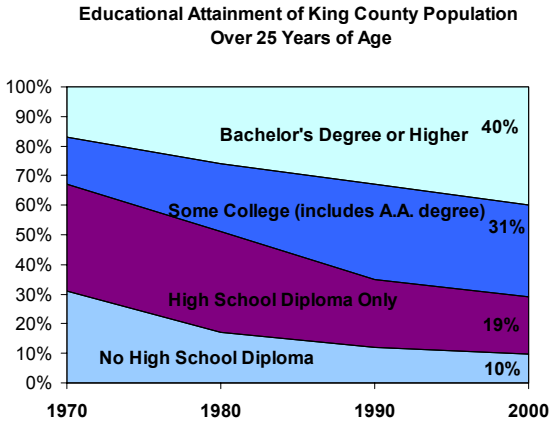
6. Employment in Industries that Export From the Region



- Employment in the Transportation Equipment Industry (mainly aerospace) now accounts for less than 10% of jobs in the county's export industries. In 1980 it accounted for 23% of those jobs.
- The greatest growth in the export industries has been in business / computer and professional services. Business Services now comprises 20% of export industry jobs, compared to 9% in 1980.
- Legal, engineering, health care, and financial services now constitute about 32% of export jobs.

Outcome: Increase Educational Skill Level

7. Educational Background of Adult Population

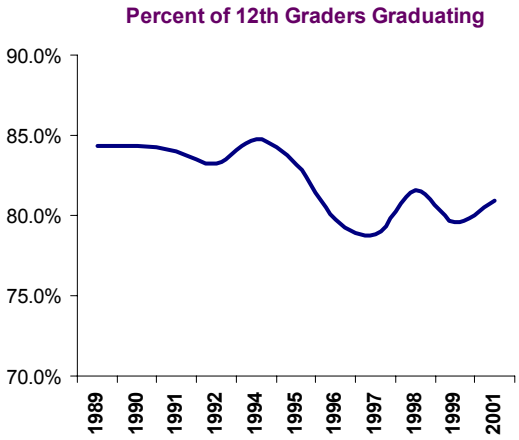


- King County is a highly-educated community in which 90% of the adult population are high school graduates. This is up from 87% in 1990.
- A record 40% of King County residents had a college degree, compared to 33% in 1990.
- In the U.S. as a whole just 80% have high school diplomas, and 24% of adults have college degrees.

What We Are Doing

- Supporting various programs to youth at risk of leaving the educational system.
- Providing GED and work skill training; supporting employers who provide employee training and retraining.

8. Twelfth Grade Graduation Rate



- Although there have been yearly fluctuations, there appears to be a distinct downward trend in 12th grade graduation rates since 1989. This measure does not include dropouts in earlier grades.

- Although the aggregated King County graduation rate rose slightly between 1997 and 2000, only 6 out of 19 school districts actually reported a higher graduation rate. In the other 13 districts, the graduation rate was lower in 2001 than in 1997.
- A Manhattan Institute Study estimated that one-third of all Washington State public school students fail to graduate. The Washington State Office of the Superintendent of Public Instruction (OSPI) estimated that about 20% fail to graduate.
- A reliable system for tracking the actual number of high school graduates out of a 9th grade cohort has not yet been established, making it difficult to know the full extent of this downward trend.

What We Are Doing

- Through New Start, providing a Youth Stay in School Program.
- Developing a variety of programs for career exploration, and for career development for out-of-school youth.

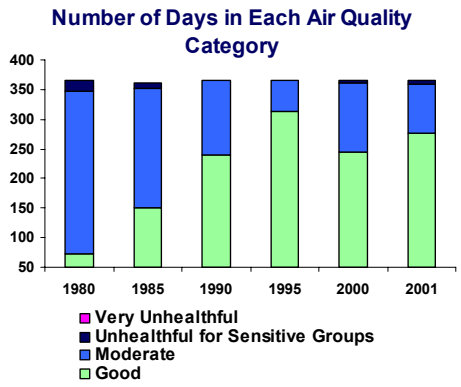
ENVIRONMENT

There is slow, but steady improvement in many of the environmental indicators. The indicator for water consumption has shown a significant positive trend towards less consumption over the past decade. Citizens seem to be responding to the need to conserve water. The usual measure for air quality is slowly improving, but awareness has grown of the health risks of air toxics. Monitoring of surface and groundwater quality show slight improvements, but stream degradation remains a concern. King County residents now recycle about six times as much waste as they did in 1977. Per capita measures of energy usage and vehicle miles travel (VMT) are increasing more slowly, or even beginning to decline, but total energy consumption continues to rise with population growth. The increases in total VMT, and in gasoline and diesel consumption are particularly worrisome because they are major contributors to air pollution.

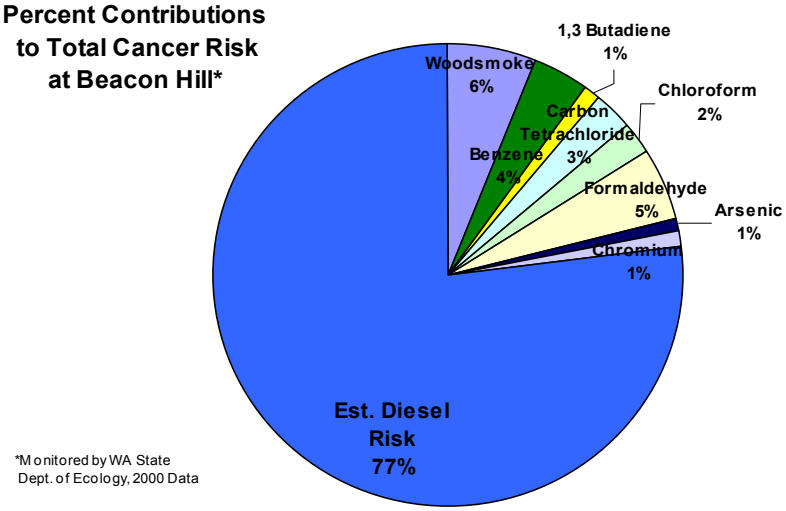
Outcome: Improve Air Quality

10. Air Quality

The evaluation of air quality in King County is complex. Up until recently attention has focused primarily on six traditional air pollutants. In the past two years more information has become available on the impact of other air toxics on human health.



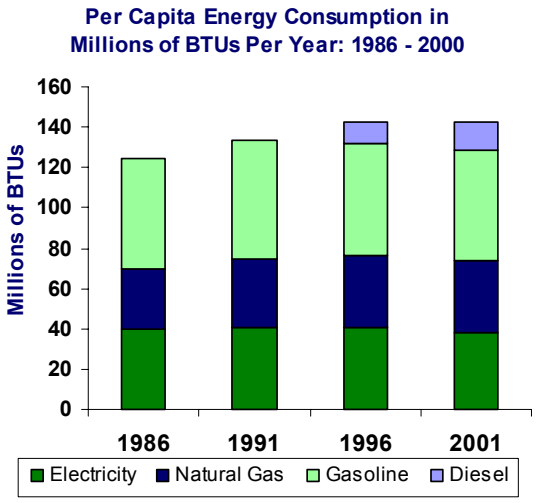
- The number of good air quality days in the greater Seattle/King County region was 276 in 2001. There were 83 days that were rated as "moderate", and six as "unhealthy for sensitive groups". This represents an improvement over 2000.
- In addition to the six common pollutants described above, the Puget Sound Clean Air Agency (PSCAA) defines "air toxics" as "a broad category of chemicals that covers over 400 air pollutants along with wood smoke and diesel particles."
- The primary health concern from many of these chemicals is cancer - particularly lung, nasal and liver cancers, and leukemia.



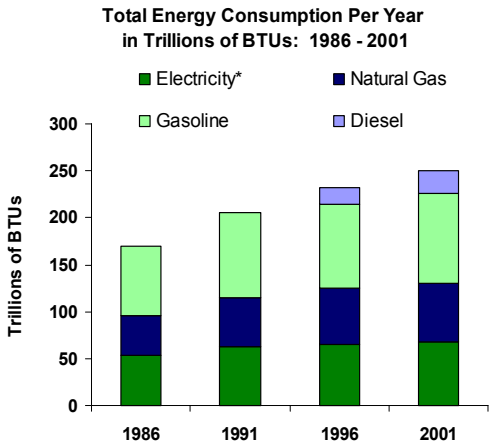
*Monitored by WA State Dept. of Ecology, 2000 Data

- Respiratory and heart disease may also be aggravated by some of the same pollutants. Along with diesel soot and wood smoke, Benzene, 1,3 Butadiene, Carbon Tetrachloride, and Formaldehyde, are the worst offenders.
- The main source of these carcinogens is diesel exhaust.
- Based on 1996 air samples, King County was ranked among the worst 5% of U.S. counties for airborne toxins.

11. Energy Consumption



- Per capita consumption of all energy sources other than diesel has increased 4% since 1986. This total does not include diesel fuel because it has only been tracked since 1996.
- Since 1996, per capita diesel fuel consumption has increased 25%. Per capita consumption from all other sources declined by 2%.
- When diesel is included, overall energy consumption per person has remained almost the same as it was in 1996.
- Per capita usage of automotive gasoline is currently just 1% higher than it was in 1986. More efficient vehicles accounted for the stabilization between 1986 and 1996. However there are now a growing number of less efficient vehicles on the road.



- Total energy consumption has increased 34% since 1986 due primarily to population growth and economic growth, but also to some increases in per capita consumption.

What We Are Doing

- Reducing levels of heating and air conditioning in County buildings; turning off lights and computers.
- Reducing gasoline consumption by encouraging alternatives to single-occupancy vehicles, such as buses, rail, carpools, bicycling, and walking.
- Reducing diesel emissions through Diesel Solutions, a public/private program that will accelerate the introduction of low sulfur fuels into Western Washington.

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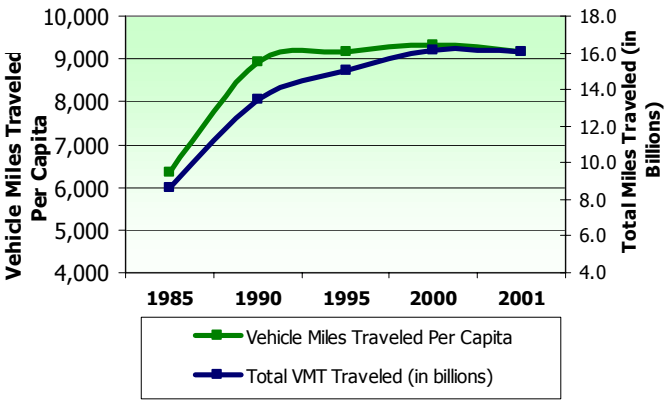
12. Vehicle Miles Traveled (VMT) Per Year

Vehicle Miles Traveled in King County: Total and Per Capita 1985 - 2001



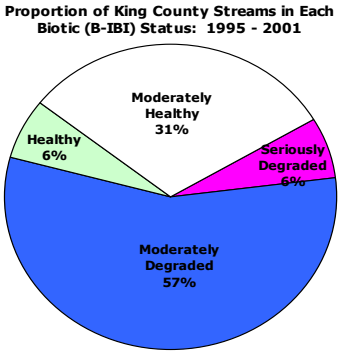
- Vehicle Miles Traveled Per Capita in King County has risen just 2.5% from 1990 to 2001, after a rise of about 41% in the five years from 1985 to 1990.
- Total vehicle miles traveled on County roads, has risen 87% over the 16 years from 1985 – 2001. The rate of growth has slowed significantly, from 57% during 1985 – 1990, to 19% from 1990 – 2001.
- While the slower rate of growth in VMT per capita is welcome, the long term trend toward more total miles traveled poses serious threats to air quality in this region
- Motor vehicles are the major source of carbon monoxide and hydrocarbon air pollutants, as well as particulate matter and the carcinogen, benzene.

What We Are Doing

- Encouraging high density residential uses in cities and urban centers so that workers can live close to their jobs.
- Continuing to provide high quality, affordable public transit, and to expand Metro services.

Outcome: Protect Water Quality and Quantity

13. Surface Water Quality: Streams

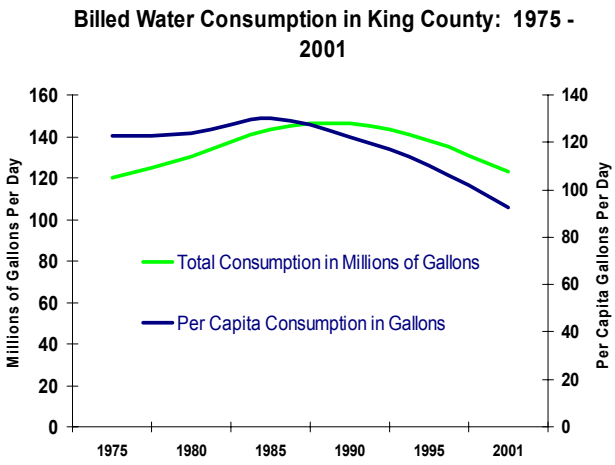


- 63% of the monitored King County streams are designated seriously or moderately degraded based on the Benthic Index of Biotic Integrity score.
- Monitoring of these streams only began in 1994-1995, so it is difficult to establish long-term trends.
- There appear to be large differences in the biotic integrity of the streams from one basin to the next. Tributaries of Issaquah Creek are in the best condition, while those of Bear Creek / Sammamish River are least healthy.

What We Are Doing

- Undertaking in-stream habitat restoration, and introducing wider stream buffers where needed.

14. Decrease Water Consumption



- Per capita water usage in 2001 dropped significantly from the 2000 level. At 93 gallons per capita in 2001, water consumption is at its lowest level since 1975 when data collection began.
- 2001, like 1992, began with a major drought. These two years of drought brought about large drops in water consumption. The per capita drop in water consumption was even greater in 2001 than in 1992. Aided by a cool, wet summer, following the winter/spring drought, water consumption remained low during the high-demand months.
- Total water consumption has also decreased to its lowest level since the late 1970s, despite a growing population.

15. Groundwater Quality and Quantity

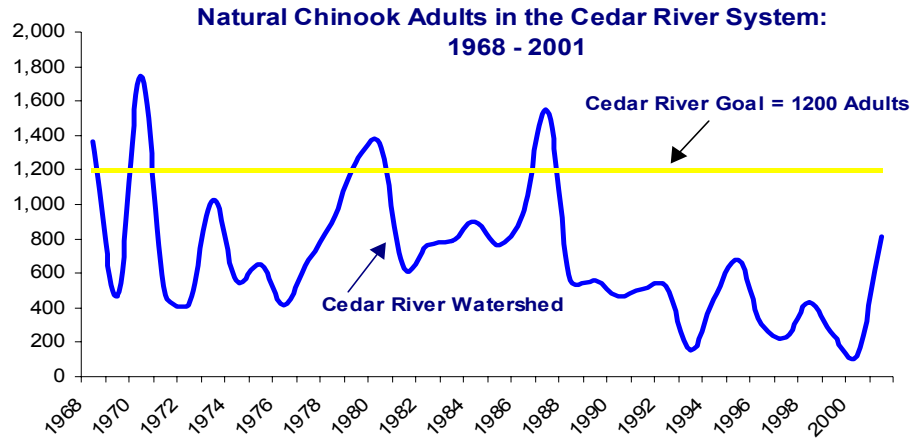
Changes in Groundwater Quality: 1989 - 2002					
	East King Co	Issaquah Creek Valley	Redmond / Bear Creek	Vashon / Maury Island	**All Wells Monitored**
As Arsenic	**+** 12,3	**+** 14,1	**+** 12,4	**+** 13,8	**+** 51,16
NO_3 Nitrate	**+** 13,2	**+** 10,5	**+** 11,5	**=** 11,10	**+** 45,22
Pb Lead	**+** 15,0	**+** 14,1	**+** 15,1	**+** 20,1	**+** 64,3
Numbers at bottom of each cell are the numbers of wells that improved / degraded (out of 67 wells monitored)					

Legend	
Symbol	**Meaning**
+	Most concentrations are lower now than previously. Water quality appears **better** than before
=	Changes in concentration are mixed, up and down. Water quality **about the same** now
x	Most Concentrations are higher now. Water quality appears **worse** now than before

- This assessment shows that groundwater quality has generally improved since 1989 - 1995 in the areas of King County that have been tested.
- The three chemical substances found in groundwater that are of concern from a health perspective are **arsenic** (As), **nitrate** (NO_3), and **lead** (Pb). In general, these three showed declining levels, although there were pockets of increase for nitrates.
- The 2001-2002 sampling results indicate that compared to state and federal primary drinking water standards, overall groundwater quality in King County is good. Few of the samples exceeded these health-based standards.
- There is little evidence of any general change in groundwater quantities throughout King County since the earlier rounds of monitoring, although long-term effects of the 2002 drought may not yet be evident.

Outcome: Increase Salmon Stock

18. Change in the Number of Salmon



Chinook: *Cedar River Watershed*

- Ttotal number of natural-spawning adult Chinook in the Cedar River watershed rebounded significantly in 2001, reaching 810, its highest number since 1987. In 2000 only 120 adults returned to spawn in the Cedar. The number fluctuated between a low of about 450 and a high of over 2000 through the 1970s and 1980s. Overall, the average of runs in the 1990s are about one-half the average during the 1980s.

Snohomish/Snoqualmie Watershed

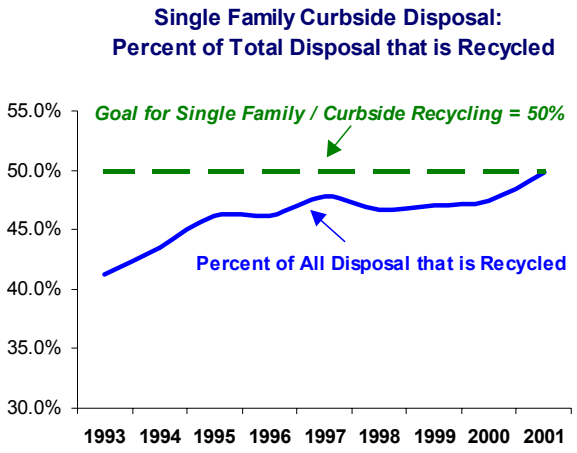
- In the Snohomish/Snoqualmie watershed there was an overall declining trend from the late 1970s to the mid-1990s. In 1998, however, adult Chinook returned to this watershed in the highest number since 1980. This trend has continued with 6,095 adults returning in 2000, and 8,164 in 2001.

What We Are Doing

- Leading or participating in regional watershed planning processes to accomplish early action habitat improvements and to develop long-term salmon habitat conservation plans.

Outcome: Decrease Waste Disposal and Increase Recycling

20. Pounds of Waste Disposed and Recycled Per Capita



- King County continues to do well in its recycling efforts. In 2001, about 1,060 lbs. per person were recycled in King County outside of Seattle. This is six times the amount recycled in 1977, and more than twice what was recycled in 1991. Data for the City of Seattle are not included here.
- Of the total waste generated in King County, outside Seattle, about 40% is being recycled. This proportion has remained about the same since the mid-1990s. It is considerably better than 1991, when just 22% was recycled, or 1981 when only 14% was recycled.
- The graph shows residential curbside disposal. Since 1993 there has been a gradual increase in the proportion of residential waste that has been recycled. It remained around 47% from 1998 – 2000, but jumped to nearly 50% in 2001.
- The goal has been to reach 50% recycling by 2006. If the model estimates are correct, that goal has already been reached.

What We Are Doing

- Seeking ways to recycle and reduce more of the waste stream not currently included in curbside recycle programs, such as food waste recycling.
- Examining "new wastes" such as used computer equipment, and devising ways to reduce and reuse this waste stream.

AFFORDABLE HOUSING

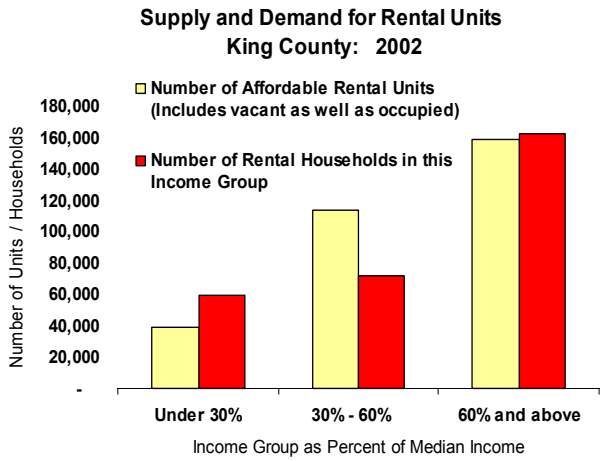
Creating sufficient housing affordable to the King County workforce continues to be one of the County's most difficult challenges. There is an adequate supply of rental housing for those above 40% of median income, but below that level there are insufficient affordable units to meet the demand. Rental vacancy rates are up, indicating that the supply of rental housing is easing, and that rents are likely to stabilize. However, the vacancy rates remain below the normal market level (around 5%) that existed prior to 1996.

Buying a first home remains extremely difficult for those under 120% of median household income (around $74,000 in 2001).

21% of households earn below 50% of median income (around $30,000 in 2001), but only about 14% of the County's housing stock (rental or ownership) is affordable to that group. Only 10 out of King County's 40 jurisdictions have sufficient housing for those earning under 50% of median household income. Fourteen cities have sufficient housing for those under 80% of median income, eleven of them in the South County.

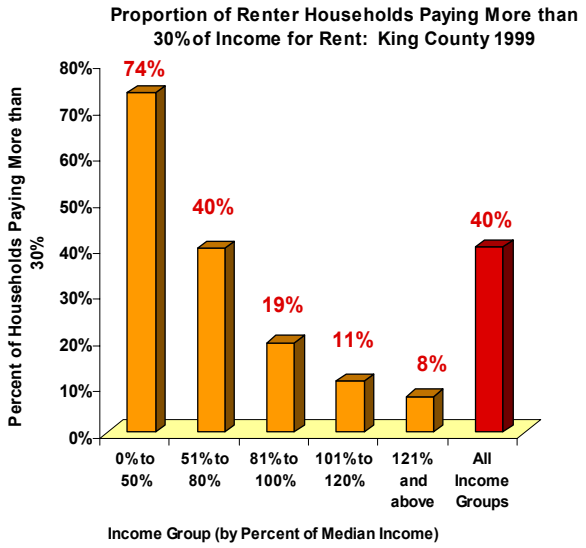
Outcome: Provide Sufficient Affordable Housing for All King County Residents

21. Supply and Demand for Affordable Rental Housing



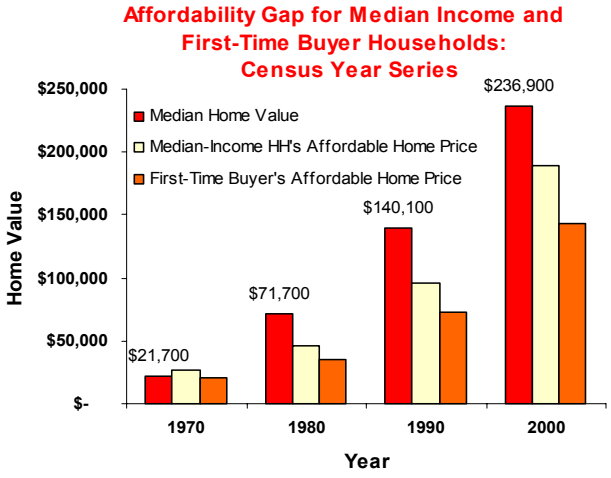
- The greatest deficit in rental housing is for those who earn less than 30% of H.U.D. median income (about $18,000 for a household of two to three persons). A household supported by a full-time worker earning up to $9.00 per hour would be in this group.
- Average rent for all multi-family units was $869 by the spring of 2002, requiring an income of about $35,000. Half of all units rent for over $825. This means that average-priced multifamily rentals in the County would be unaffordable to a household supported by one wage-earner making $16.00 an hour, or two wage-earners each earning $8.00 an hour.

22. Percent of Income Paid for Housing.



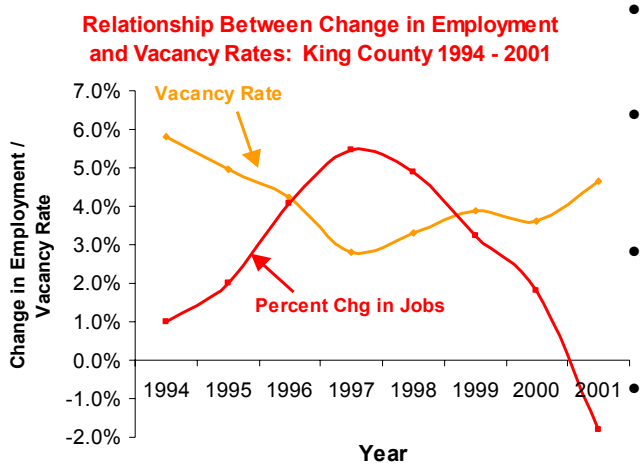
- The lower a household's income, the more likely it is to pay a high percentage of its income for housing costs. This is true for both renters and homeowners.
- About 74% of *renter* households in the two lowest income categories (those earning less than half of the median household income) paid more than 30% of their income to housing costs in 1999. This compares to about 78% in 1989.
- In 1999, nearly 40% of those making 51 – 80% of median income paid over 30% of their income for rent. In 1989, that number was 33%. Low income renters are especially vulnerable to high housing costs. They have no protection from rising monthly rents and build no equity in their homes.
- In 1999, 62% of *homeowner* households in the two lowest income categories paid more than a 30% of their income for housing costs.

23. Home Purchase Affordability Gap



- The graph shows the change in the affordability gap over the long term. In 1970, the median-income household could afford more than the cost of a median-priced single-family home. However, since then the affordability gap has been growing.
- In 1980, the gap for a first-time buyer, at 80% of median income, was **$36,400**. In 2000, the first-time buyer faced a gap of **$93,000**. That household, earning $45,000, could afford homes priced below $144,000, about 18% of 2000 home sales, many of them condominiums.

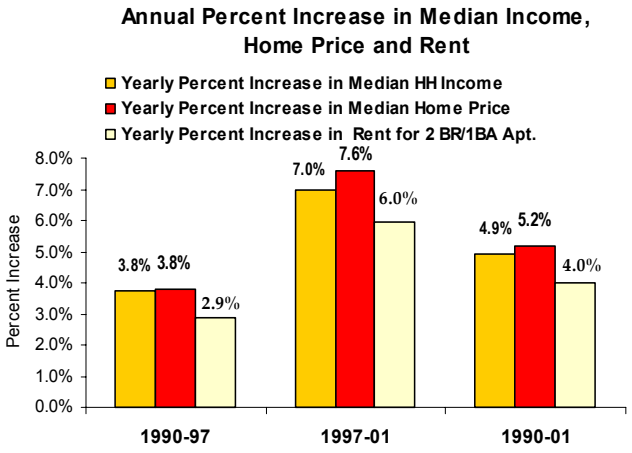
26. Apartment Vacancy Rate



- King County's average vacancy rate rose to 4.7% in 2001, the highest it has been since 1995. Rising vacancy rates mean downward pressure on rents.
- However, this rate is still below the normal market rate of 5% that existed prior to 1996. Vacancy rates were highest in the rural and east subareas, and lowest in Seattle.
- Rental vacancy rates are also influenced by the supply of housing stock. When supply is high in relationship to demand, there will be more vacancies.
- The graph shows the inverse relationship of vacancy rate to employment change.

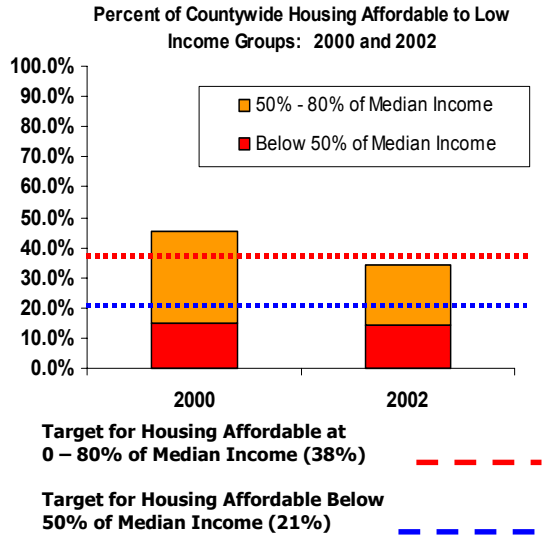
Outcome: Promote Affordable Home Ownership Opportunities

27. Trend of Housing Costs Vs. Income



- The median price for all residences (single family and condo) in 2001 was $244,000. Home prices increased at a faster rate than median household income from 1990 to 2001, particularly during the second half of the decade.
- In the long term, the annual rate of income growth (4.9% per year) has been slightly behind the annual rate of increase in home prices (5.2% per year).
- The rising trend in home prices began to slow in 2001 as the economy cooled. However, the median price still increased nearly 5% from 2000 to 2001.
- The rate of rent increase has been slower than the rate of income growth for most of the decade. Only in 1998 and 2000 did the rate of rent increase exceed the rate of income growth.

Indicator 29: Existing Housing Units Affordable to Low Income Households



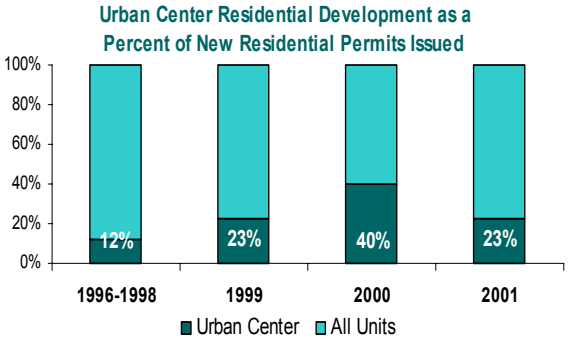
- Currently 14% of the County's housing stock is affordable to those below 50% of median income, and 20% is affordable to those from 50% to 80% of median income. This falls short of the need, especially for the lowest income group.
- To meet demand, at least 21% of the housing stock should be affordable to those earning under 50% of median income, and 17% should be affordable to those earning 50% to 80% of median income.
- Only 14 out of 40 King County jurisdictions have sufficient affordable housing for those under 80% of median income. 11 of those cities are in the South County.

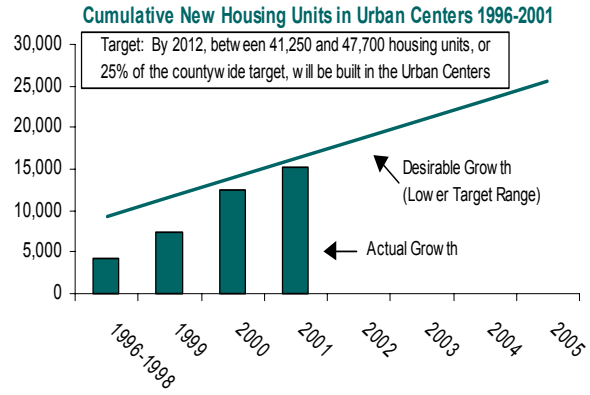
LAND USE

The outlook for the Land Use Indicators is perhaps the most positive of the five areas. We are continuing to develop land primarily in the urban area. The percent of rural development is declining. The County is nearing its goal of 25% of growth occurring in urban centers. There is adequate land supply and capacity to meet both housing and job targets through 2012 and beyond. There is clearly a need to keep monitoring land use policy to assure that these trends continue. King County has nearly 27,000 acres of urban parks, but the number of acres per person is declining. Park acreage is not keeping pace with population growth.

Outcome: Encourage Growth in Urban Areas and Urban Centers; Limit Growth in Rural Areas

30. Percent of new housing units in Urban Areas, Rural / Resource Areas, and Urban Centers.





- In 2001 there were 2,804 net new units permitted in the 12 Urban Centers. 86% of these permits were issued in one of Seattle's five urban centers.
- Since 1996, about 15,700 net new units have been built in the urban centers. This represents about 21% of all new units permitted during these six years. The CPP goal is that *25% of new units permitted will be in urban centers*.
- The first graph shows the percent of residential permits issued in Urban Centers each year compared to all permits issued. The percent of new development located in urban centers increased to nearly 40% in 2000. 2001 experienced a decline in urban center permits to a level similar to 1999.
- As the second graph indicates, development is currently just under the lower target range.
- Higher density development is new to many cities, and is more susceptible to market trends, community support, and available infrastructure capacity than more traditional suburban housing forms. The economic conditions of late 2001 and 2002 may also be limiting the ability of urban centers to achieve the desirable rate of growth.

31. Employment in Urban and Rural Areas, and in Urban Centers.

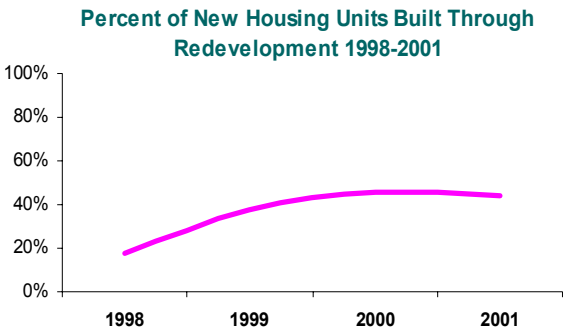
Total Employment in Urban Centers

	1995	2000	Net Change in Jobs: 1995 - 2000
Bellevue	23,018	31,725	8,707
Federal Way	3,180	4,241	1,061
Kent	3,104	3,014	-90
Redmond	4,023	5,797	1,774
Renton	14,007	17,184	3,177
SeaTac	7,081	9,533	2,452
Seattle	226,548	273,064	46,516
1st Hill/Cap. Hill	*32,171*	*36,220*	*4,049*
Downtown	*139,504*	*176,883*	*37,379*
Northgate	*9,460*	*10,655*	*1,195*
Seattle Center	*16,721*	*16,525*	*-196*
Univ. District	*28,692*	*32,781*	*4,089*
Tukwila	17,052	22,749	5,697
Total Jobs in Urban Centers	298,013	367,307	69,294
Total Jobs in King County	940,883	1,151,006	210,123
Percent of New Jobs Created in Urban Centers			**33%**

- According to CPPs, 50% of the 2012 job target for new employment should occur within the Urban Centers. This would amount to about 174,000 new jobs in 20 years.
- Between 1995 and 2000 employment in Urban Centers increased by nearly 70,000 jobs. Figure 31.2 shows that Urban Centers accommodated 33% of the new jobs created since 1995.
- However, because total job growth was so strong, the 70,000 jobs in the Centers means that approximately 40% of the Urban Center target has been achieved in 25% of the twenty-year planning period.
- Jobs grew at the highest rate in Bellevue, increasing by 38%, followed by SeaTac (35%) and Tukwila (33%).

Outcome: Make Efficient Use of Urban Land

32. Percent of New Residential Units Built Through Redevelopment

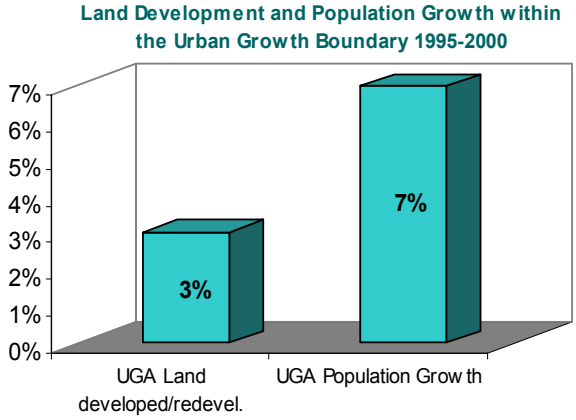


- In 2001 approximately 44% of new housing units were built on redevelopable land. This was slightly below the 46% in 2000.
- The amount of units built on redevelopable land has increased since 1998. The largest amount of development occurring on land with some pre-existing use is in the Seattle-Shoreline area.
- Development on land which is already at least partially developed is an important measure because approximately half of the land capacity for new dwelling units in cities is estimated to come from reuse of already-developed land.

What We Are Doing

- Encouraging infill development in urban areas through regulatory measures such as easing height restrictions, zoning for higher densities, and transferring development credits from rural areas.

33. Ratio of Land Consumption to Population Growth

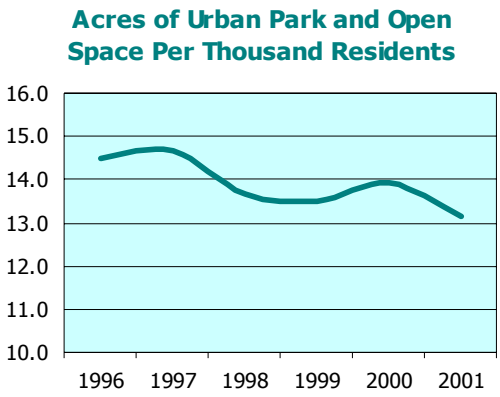


- Figure 33.1 shows that the population in the Urban Growth Area grew by 7% between 1995 – 2000 while only 3% of land in the Urban Growth Area was developed or redeveloped.
- In 2000 there were 294,600 acres of land within the Urban Growth Area, 90% of it was already developed to some degree. From 1995 – 2000 development took place on 8,700 acres of that land, or about 3%.
- This 3% was developed or redeveloped for private residential or commercial use. Development of land for public purposes is not included.
- Of those 6,400 acres within the UGA, approximately 70% was vacant land. The remaining 30% of residential development occurred on redevelopable land.

What We Are Doing

- Encouraging high density development in urban centers and urban planned developments.
- Providing increased transportation services for high density neighborhoods.

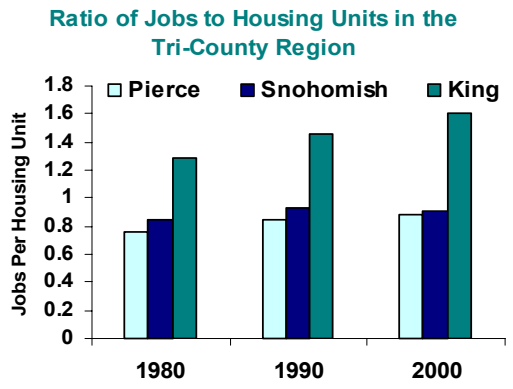
37. Acres of Urban Parks and Open Space



- In urban King County there are approximately 22,600 acres of city and county-owned parks and open space.
- Figure 37.2 shows that park and open space per 1000 residents has declined to less than 13 acres per thousand people in Urban King County. This is due to a large increase in population without a proportionate increase in park space.

Outcome: Balance Jobs and Household Growth

38. Ratio of Jobs to Housing in King and Surrounding Counties



	1980	1990	2000
Pierce	0.76	0.85	0.88
Snohomish	0.85	0.93	0.91
King	1.28	1.46	1.61

- King County historically has been the job center for the region and has a higher jobs-housing ratio than Pierce and Snohomish Counties.
- The graph shows that the jobs-housing ratio increased in Pierce and King counties and declined slightly in Snohomish County in 2000. In King County there are more jobs than housing units and in Pierce and Snohomish Counties there are more housing units than jobs.
- The table below shows the jobs-housing ratio for the sub-county region. In 1980 and 1990 Seattle-Shoreline had the highest job-housing ratio.

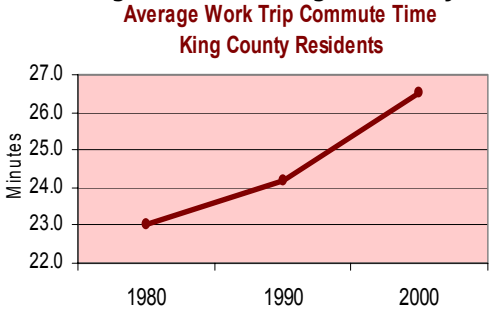
	1980	1990	2000
Rural Subarea	0.38	0.37	0.44
South King County	1.40	1.44	1.44
Greater Eastside	0.90	1.33	1.78
Seattle-Shoreline	1.46	1.54	1.72

TRANSPORTATION

Transportation remains the most troubling of the five policy areas. There are a few bright spots. The volume – capacity ratios on two key highways have improved. The Sounder line carried 3.3 million passengers in 2001, up 42% from the previous year. While there has been a slight decline in Metro ridership, much of this seems attributable to falling employment in 2001. Commute times have lengthened over the decade, and although the percent of commuters traveling to work by single occupancy vehicle has fallen slightly, it still represents 69% of those trips.

Outcome: Encourage Links between Residences, Commercial Centers, and Workplaces

41. Average Commute Lengths for Major Destinations in King County



Top 5 Slowest Round-Trip Freeway Commutes in King County				
	Major Destination and Return Commute Trip	Average Travel Time at 8 AM (min)	Average Travel Time at 5 PM (min)	Average Speed for Total Trip (mph)
1	Tukwilla to Bellevue am Bellevue to Tukwilla pm I-405	23	27	33
2	Seattle to Bellevue am Bellevue to Seattle pm Over SR-520	17	20	34
3	Bellevue to Seattle am Seattle to Bellevue pm Over SR-520	15	19	37
4	Seattle to Bellevue am Bellevue to Seattle pm Over I-90	13	20	39
5	Auburn to Renton am Renton to Auburn pm SR-167	12	21	39

- The graph shows that between 1990 and 2000 commute times increased from an average of 24.2 minutes to 26.5 minutes. King County is currently ranked 15th among major metropolitan areas for the length of commute time.
- The table shows the travel times and average travel speeds for the 5 slowest of 22 morning and afternoon monitored commute routes. The slow speeds during commute times suggest that these are the most congested areas in the county.
- Three of the top five slowest commutes are between Bellevue and Seattle and travel times increased in the evening.

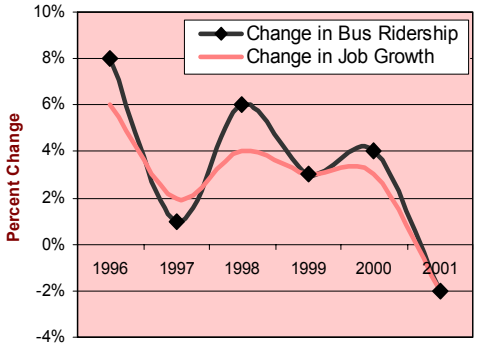
What We Are Doing

- Increasing Metro service in high density suburban areas.
- Developing transit-oriented developments with both residential and park-and-ride capacity at Overlake, Renton, and other population centers.

Outcome: Increase Availability of Other Modes of Transportation than Single Occupancy Vehicle

Indicator 42: Metro Ridership

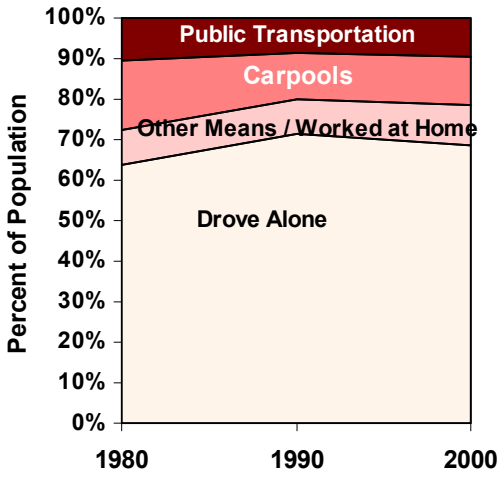
Percent Change in Jobs and Bus Ridership over Time



- Metro ridership decreased by 2% in 2001. The average King County resident used transit 56 times. This was down from 58 in 2000.
- The graph shows that transit use increased at a rate relative to job growth since 1996. The decline in transit use in 2001 was the same as the rate of job loss in the county (2%). It appears that the decrease in ridership is closely correlated to the drop in employment, which resulted from an economic recession in 2001.
- Sound Transit Express buses and Sounder Trains, have had 3.3 million passenger trips in two years of operation. There was a 42% increase in ridership from 2000 to 2001.

Indicator 43: Percent of Residents who Use Other Modes of Transportation that Single-Occupancy Cars

Modes of Travel to Work

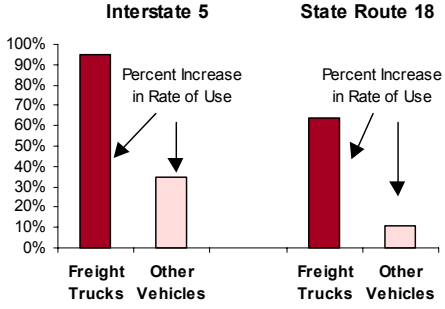


- In King County 69% of commuters drove alone, 12% carpooled, 10% used public transportation, and 10% used other means. Of these other means, 4% walked to work, 4% worked at home, and 2% biked or used other forms of transportation.
- Between 1980 and 1990 the rate of single occupancy vehicle (SOV) use increased by 7%. Since 1990 there has been a slight decline in the rate of SOV use and an increase in carpooling. Although there is a lower rate of SOV's in comparison to other modes, the actual number of SOV trips has increased.
- The graph shows commuter mode split as a percent of population in King County compared to other metropolitan areas. The overall use rate of alternative transportation modes is similar to most other metropolitan areas except New York, where public transportation is much more commonly used.

Outcome: Reduce Commercial Traffic Congestion

44. Ability of Goods and Services to Move Efficiently through the Region

Increase in Use Rates by Commercial vs. Non-Commercial Vehicles from 1993-2001



- Freight trucks have increased as a share of total vehicles on the road since 1993. On I-5, freight traffic has increased by 64% and cars by 11%. On SR-18, freight traffic has increased by 95% and cars have increased by 35%.
- However, car rather than truck traffic remains the major source of traffic. 95% of vehicles using I-5 at N. 185th are cars, and 89% of the vehicles on SR-18 are cars.
- Despite improvements, volume still exceeds capacity at two peak times on I-5, impeding traffic mobility.