



# SDOT Transit Performance Policy

Bicycle Advisory Board, June 2022

# Land Acknowledgement

- *We acknowledge that the City of Seattle and its streets are on stolen Coast Salish land, specifically the ancestral land of the Duwamish, Suquamish, Stillaguamish, and Muckleshoot People.*
- *Reflection: How should or could our transit system recognize that it operates on Coast Salish land? How could transit better serve native peoples in this region? How do we or can we meaningfully address past and present harms?*



Image Source: dx<sup>w</sup>ləšucid sign project, Fa'aumu Kaimana. Used with permission

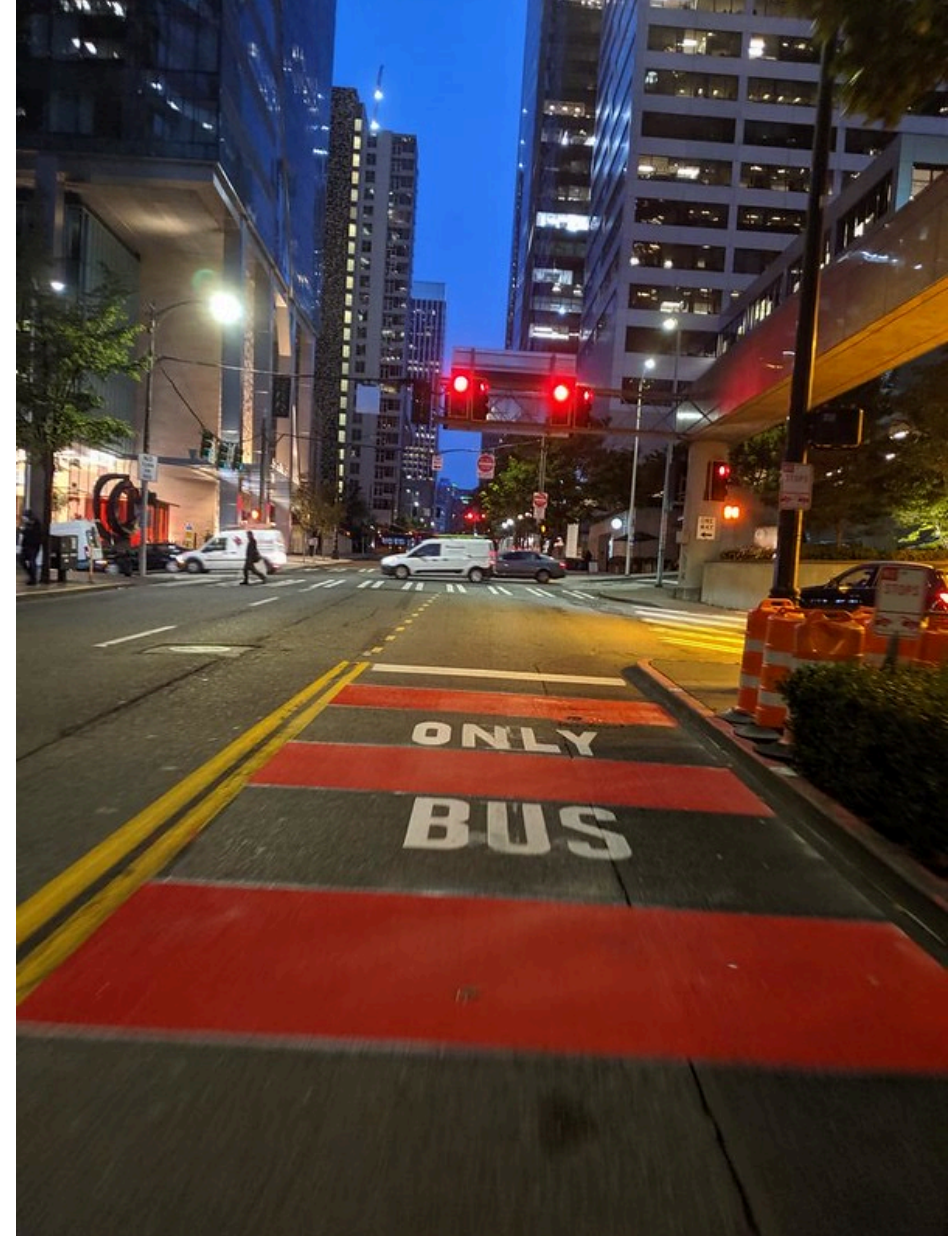
# Purpose

- Provide an update on development of SDOT's Transit Performance Policy
- Listen to feedback



# Presentation Outline

- Project background and context
- Importance of transit performance
- Transit performance policy development
- Policy application
- Next steps
- Discussion/Questions



# Our Vision, Mission, Values, & Goals

Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.

## Core Values & Goals:


Equity, Safety, Mobility, Sustainability, Livability, and Excellence.

# Key Seattle Goals

**VISION ZERO**  
SAFER STREETS FOR SEATTLE

**Vision Zero**  
To end traffic deaths and serious injuries on city streets

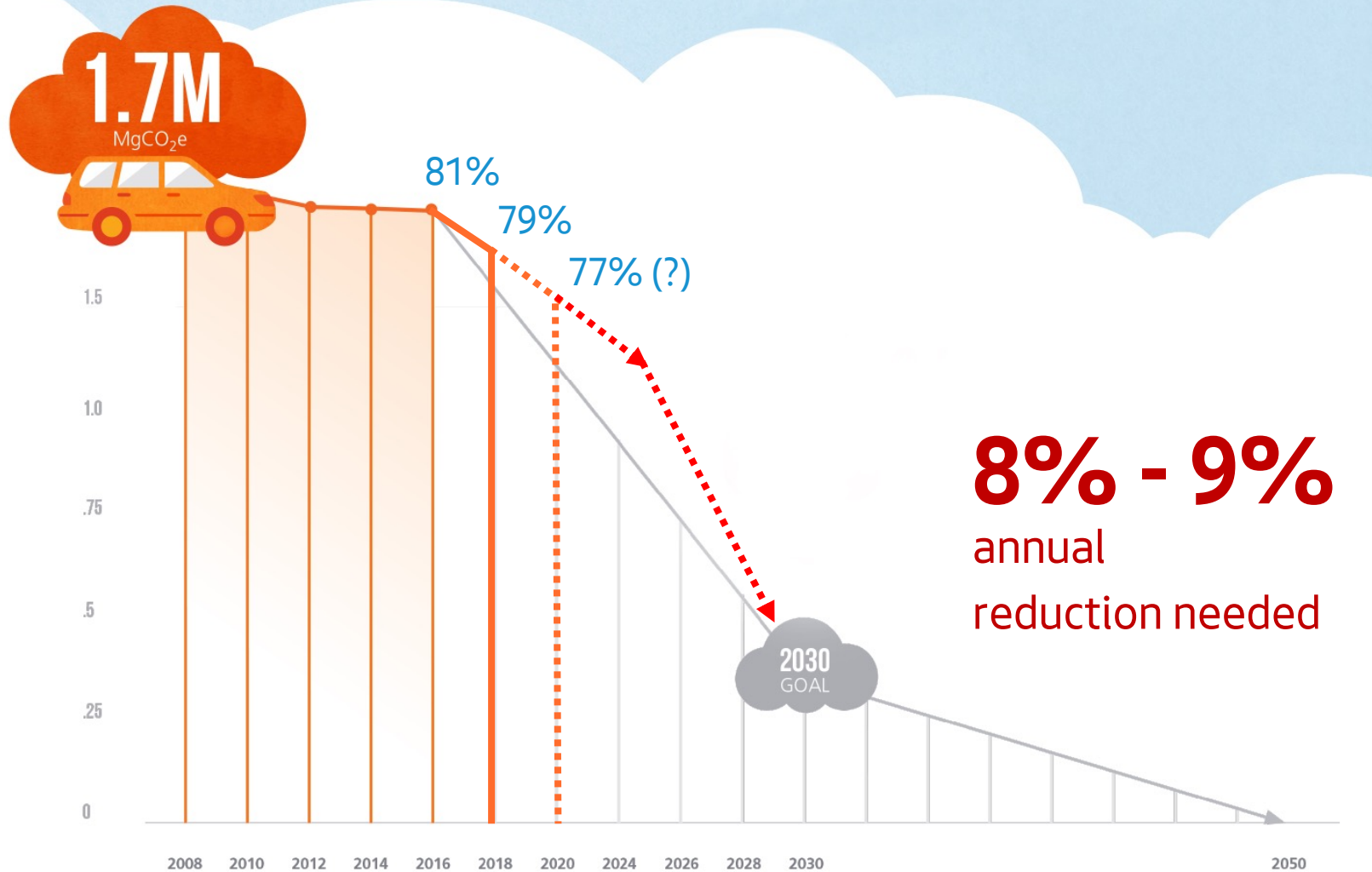
**BY 2030**

 **Equity**  
Eliminate racial disparities and achieve racial equity

 **Climate Change**  
90% of personal trips are zero emission

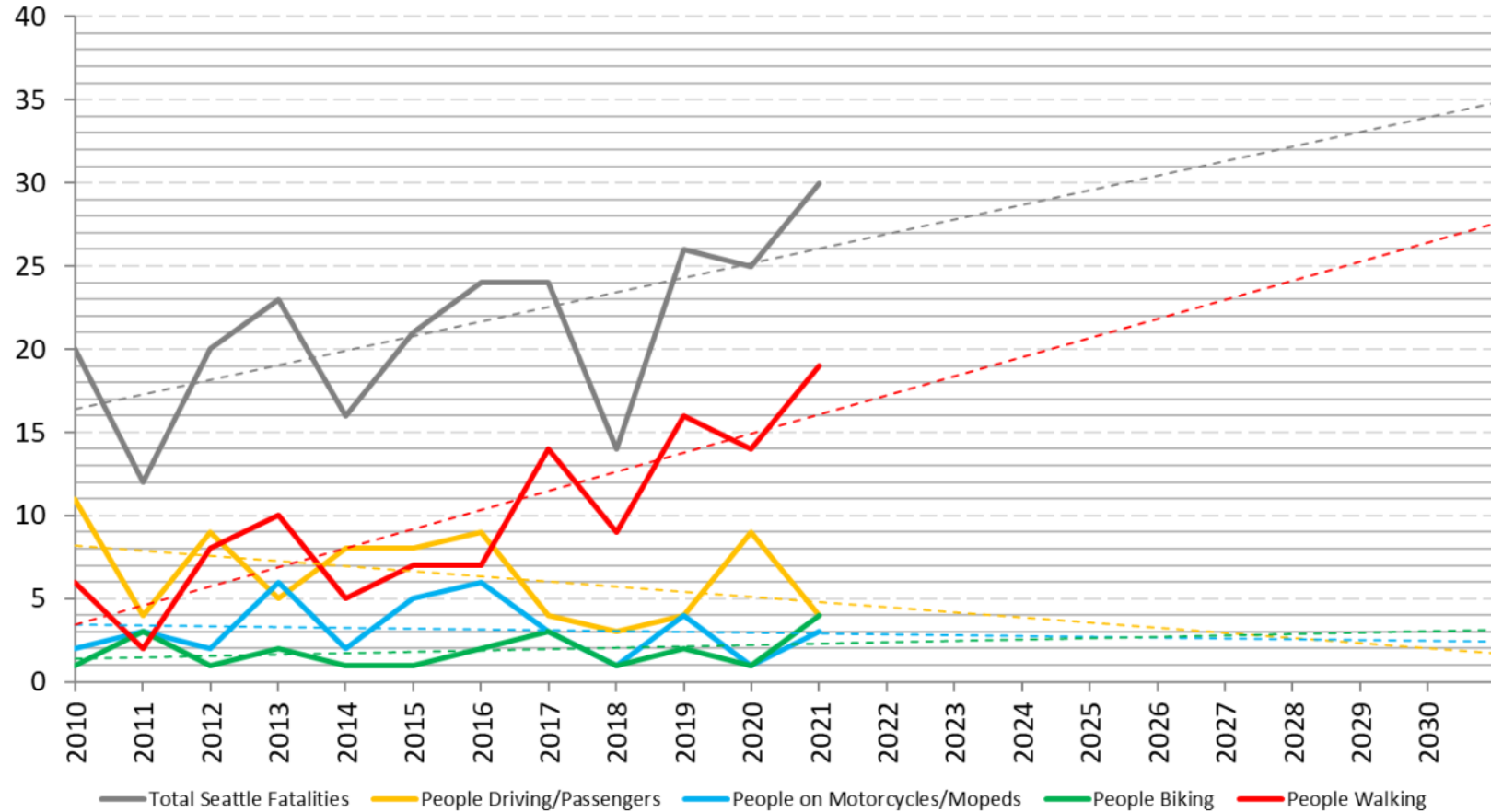
**BY 2030**

# Climate Progress



# Vision Zero Progress

## Traffic Fatalities on Seattle Streets





# Transit Performance

Private Motor Vehicles  
 600-1,600/HR

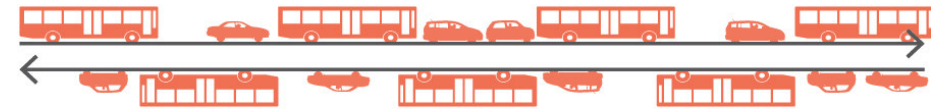
Mixed Traffic with Frequent Buses  
 1,000-2,800/HR

Two-way Protected Bikeway  
 7,500/HR

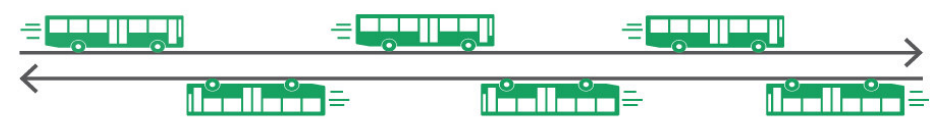
Dedicated Transit Lanes  
 4,000-8,000/HR

Sidewalk  
 9,000/HR

On-street Transitway, Bus or Rail  
 10,000-25,000/HR



70 MINUTES ROUND TRIP  
 10 MINUTE HEADWAYS → 7 BUSES NEEDED FOR ROUTE



10 MINUTES TIME SAVINGS = 60 MINUTES ROUND TRIP

1 LESS BUS NEEDED FOR ROUTE OR SHORTER 8.5 MINUTE HEADWAYS

Source: [National Association of City Transportation Officials](#)

# Transit Performance Policy

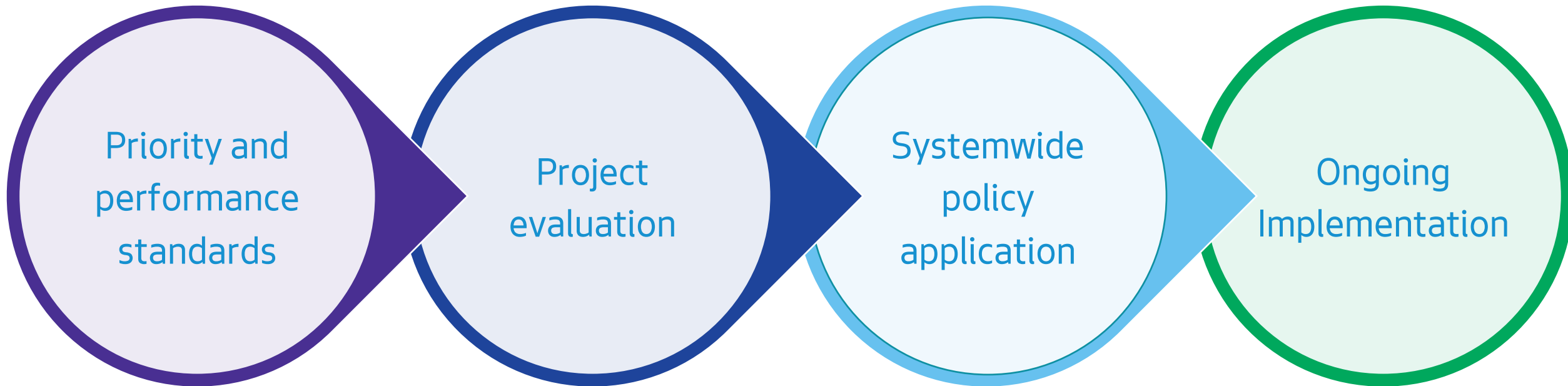
## Outcomes:

- Clear priorities and standards for transit performance
- Understanding of current needs for improved performance
- Standard project evaluation metrics for internal and external use
- Consistent implementation

# Community Input

- Need to improve equity in transportation options and access and transit needs to be an easier choice
- Incentives and education can make transit a more feasible option
- Improving congestion will help improve the overall health and well-being of communities
- Roads will feel safer if more people take transit, yet safety on the road is still a key concern
- Taking transit, walking or rolling can offer a different perspective than riding in a personal vehicle

# Policy Framework



# Priority & Performance Standards

Priority	Description
<b>Maximum (Transit First)</b>	Critical segments to the overall transit network, <b>used by many routes with high passenger loads</b> . Transit should function at the highest level besides grade-separated transit, regardless of the impact to GP traffic.
<b>High (Transit Priority)</b>	Key segments <b>used by multiple routes to connect different parts of the city or serve light rail or other major destinations</b> . Transit should function at a high level, with significant GP impacts accepted.
<b>Medium (Transit Focus)</b>	Segments <b>shared by multiple routes or that serve a single high-ridership route</b> . Transit should be a competitive mode of travel, while still maintaining mobility for other modes.
<b>Low (Transit Supportive)</b>	Segments <b>serving a single route, often on minor arterials or neighborhood streets</b> . Transit should perform well, but may not receive priority over other modes.

# Priority & Performance Standards

Prioritization  
metrics

Performance metrics

Trips per  
day

Maximum  
passenger  
load

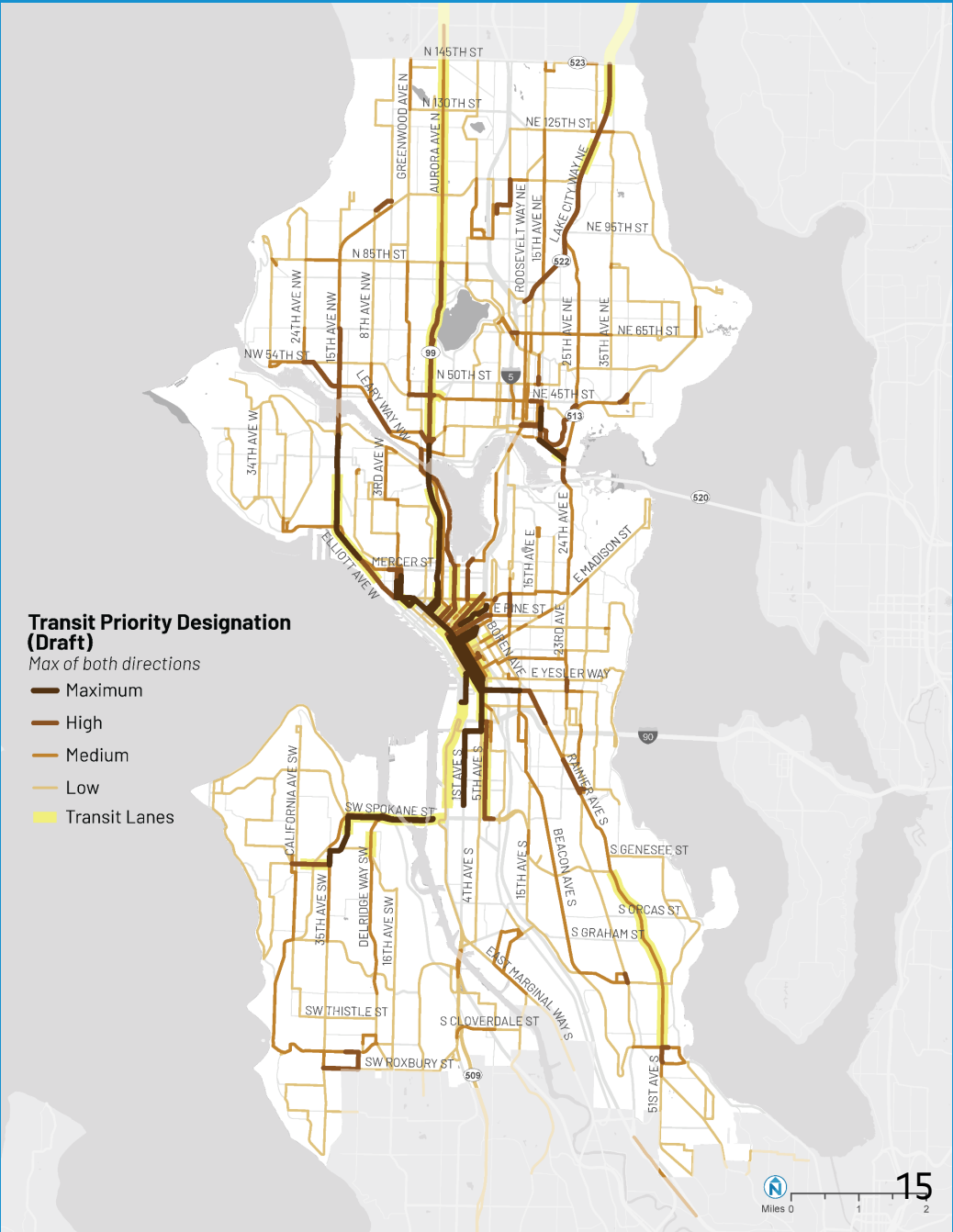
Travel time  
reference  
ratio

Travel time  
per mile

Headway  
consistency  
(TBD)

# Priority & Performance Standards

Draft prioritization output



# Ongoing Implementation



- Regular updates of policy application using newer data
- Project documentation
- Implementation guidance
  - Public outreach and engagement
  - Incentives and mode shift
  - Project design
  - Before/after studies and data collection



# What's Next?

Date	Action
May/June	Modal board presentations
June	SDOT Complete Streets Steering Committee
June	Finalize policy documentation
May-August	Testing the policy - case studies
Future work	Integration with Seattle Transportation Plan

# Questions?

## Stay in touch:



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[www.seattle.gov/transportation/projects-and-programs/programs/transit-program/transit-lanes](http://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/transit-lanes)

