

## APPENDIX D

### PROJECT PERFORMANCE EVALUATION

SDOT will collect traffic data on an annual basis to evaluate project performance. This will include average daily traffic volumes and freight volumes on Mercer

Street as well as average vehicle travel time in the corridor. Pedestrian and bicycle counts will be collected at key intersections within the corridor quarterly consistent with the National Bicycle & Pedestrian Documentation Project (NBPDP) methodology. This data will be analyzed at regular intervals and used to revise signal timing and traffic operations. Accident and collision data will also be analyzed on an annual basis including annual vehicle, bicycle and pedestrian crash rates, number of high accident intersections and number of traffic fatalities.

As part of its pavement management program, SDOT inspects arterial streets on a three-year cycle. The inspections follow the Pavement Condition Index (PCI) procedure developed by the United States Army Corps of Engineers. The PCI method measures the occurrence of several pavement distress types and assigns a pavement condition index based upon the density (area affected) and severity of the observed distress. The pavement management data is used to develop paving priorities, model pavement deterioration and forecast future pavement condition and estimate the impact of different funding scenarios on the condition of the street network. The performance of the new Mercer Street pavements will be tracked over time using Seattle's asset management methodology.

Under the Washington State Commute Trip Reduction (CTR) Act, King County surveys employee travel behavior, including mode choice, for larger employers. SDOT will monitor the mode shares for CTR-affected employees to gauge the overall success of the efforts to increase the share of trips made by transit, bicycling or walking – changes supported by the Mercer Corridor West project.

The Seattle Department of Planning and Development will track growth in housing and employment in the South Lake Union Urban Center, as well as other urban growth areas that will benefit from improved access under the Mercer West project. Monitoring the housing and employment is done to track progress in meeting the City's and the region's growth management targets.

#### **Benefits evaluated annually:**

- Daily traffic and freight volumes
- Pedestrian and bicycle counts
- Travel time
- Accident and collision data
- Employee mode choice
- Housing and employment growth

#### **Every three years:**

- Pavement inspection and condition rating