
# SDOT Transit Performance Policy

Transit Advisory Board, May 2022

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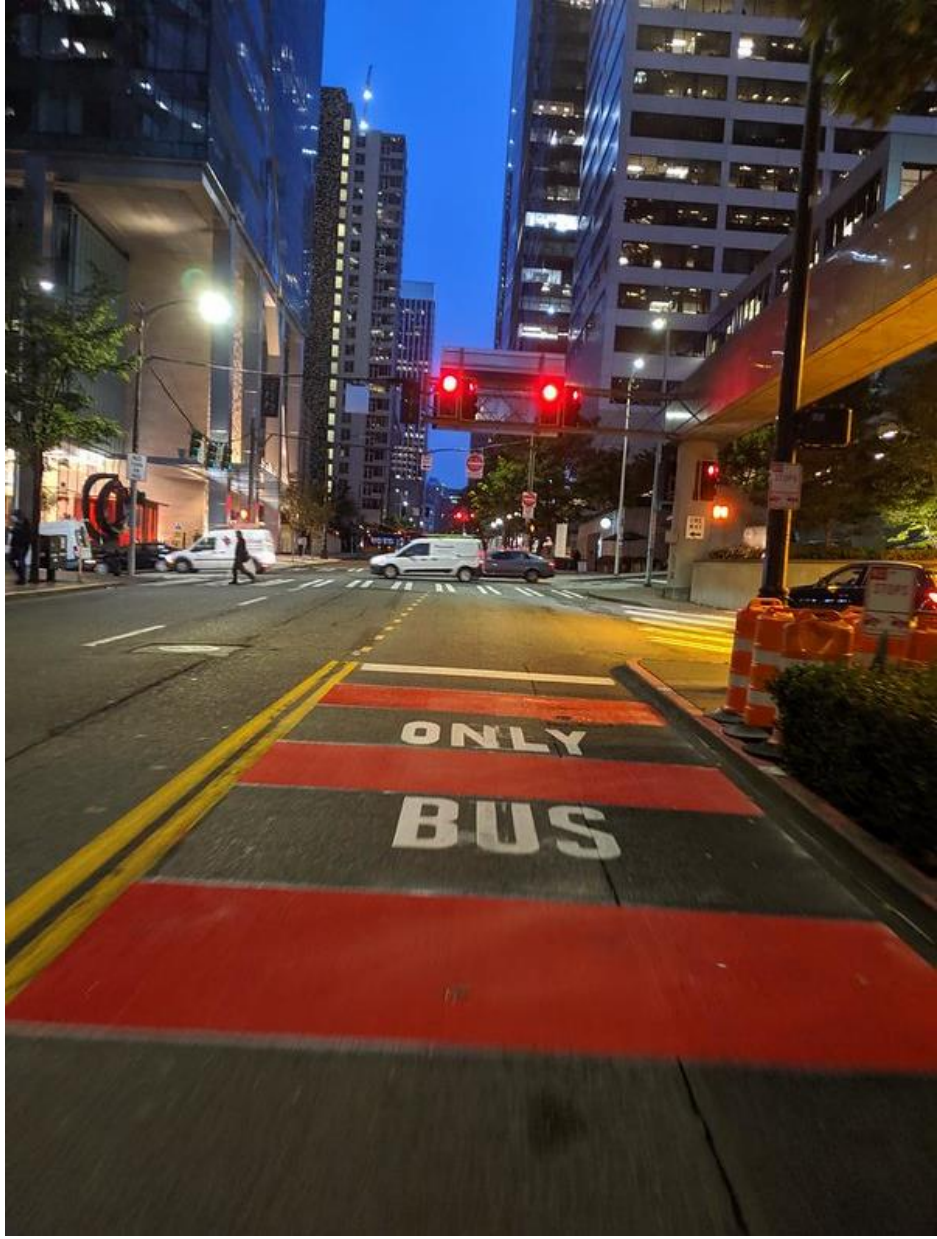
# Purpose

- Provide the Transit Advisory Board with an update on development of SDOT's Transit Performance Policy
- Listen to TAB feedback

# Presentation Outline

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



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# 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




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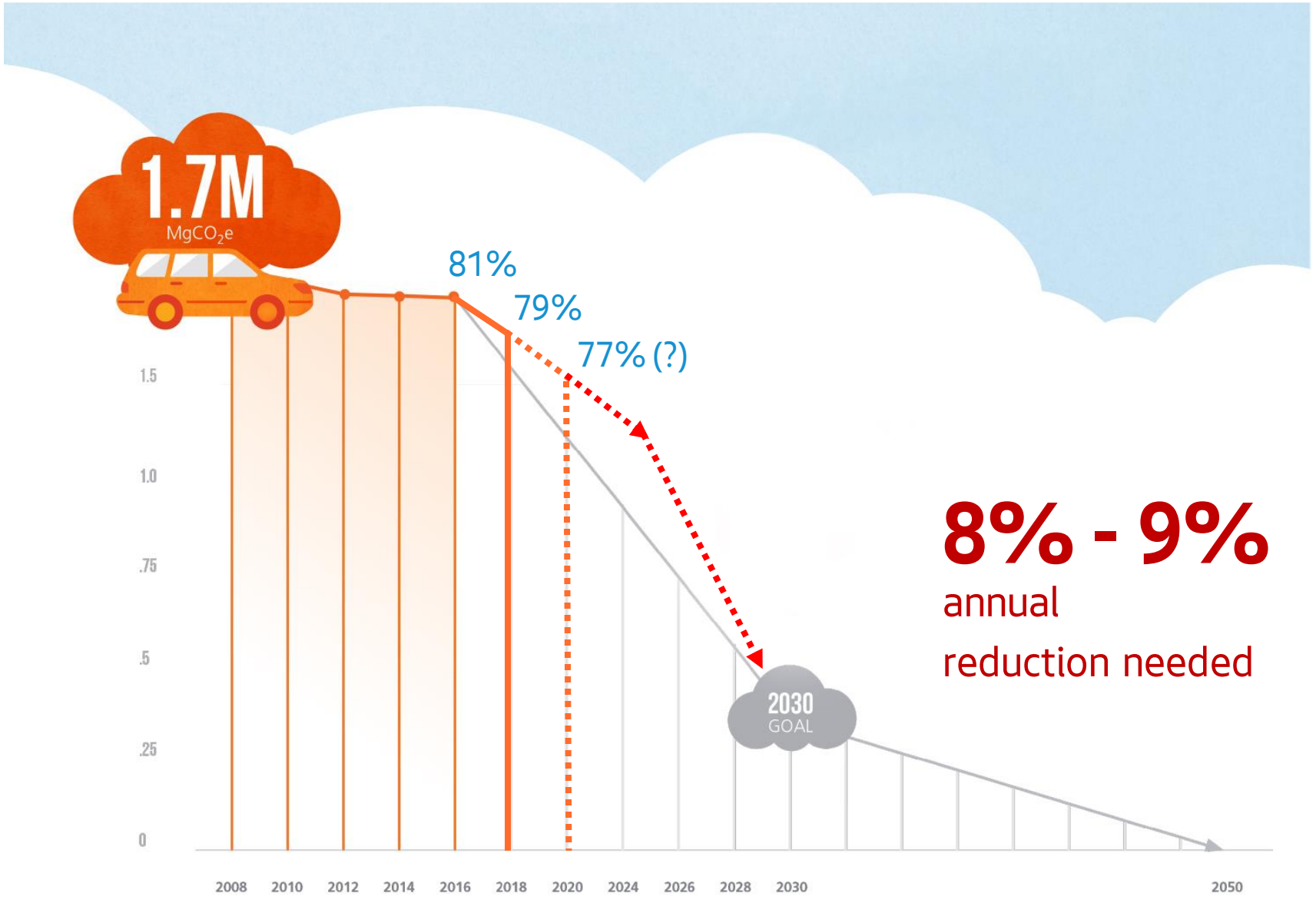
# Climate Progress




**8% - 9%**

annual

reduction needed

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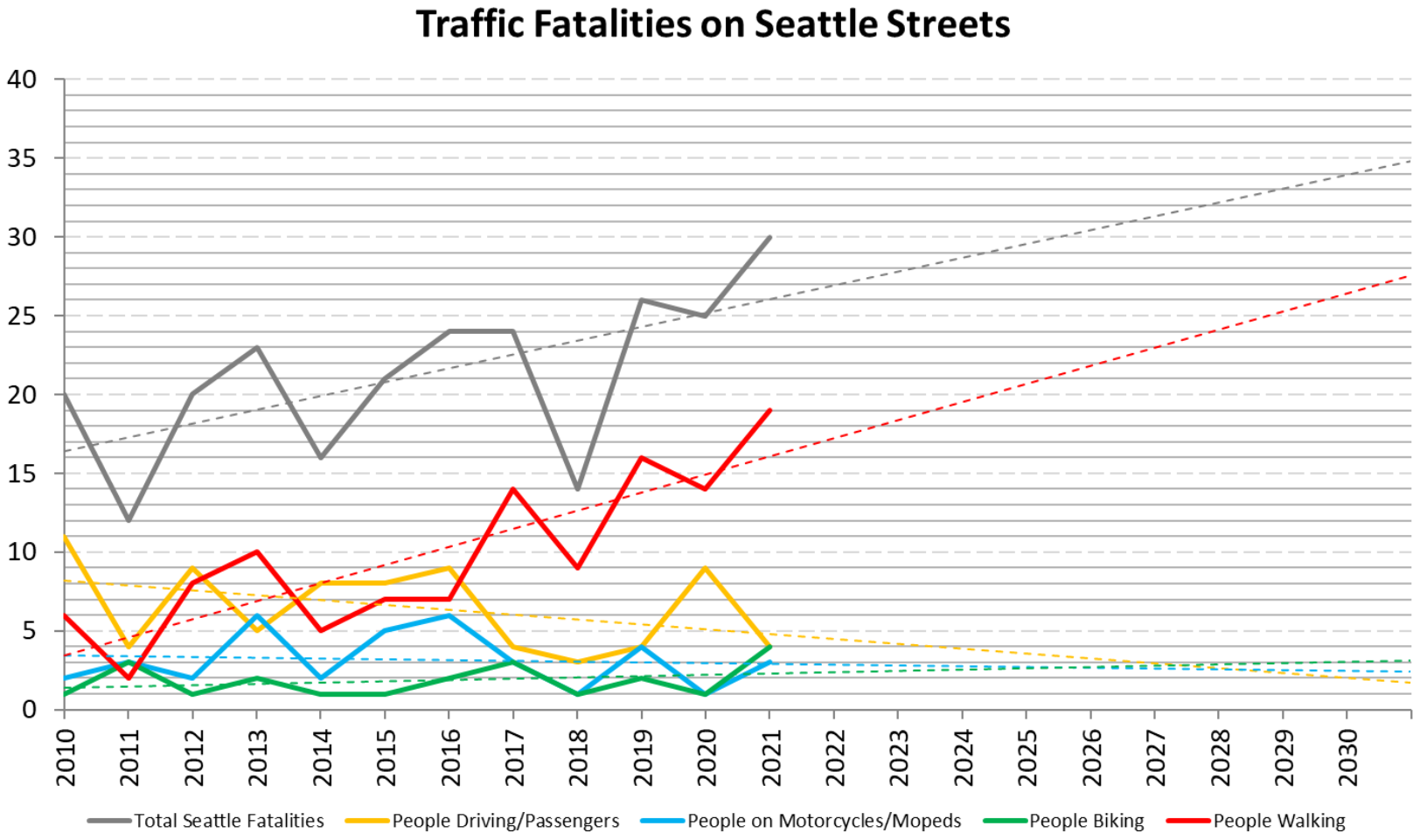
# Vision Zero Progress



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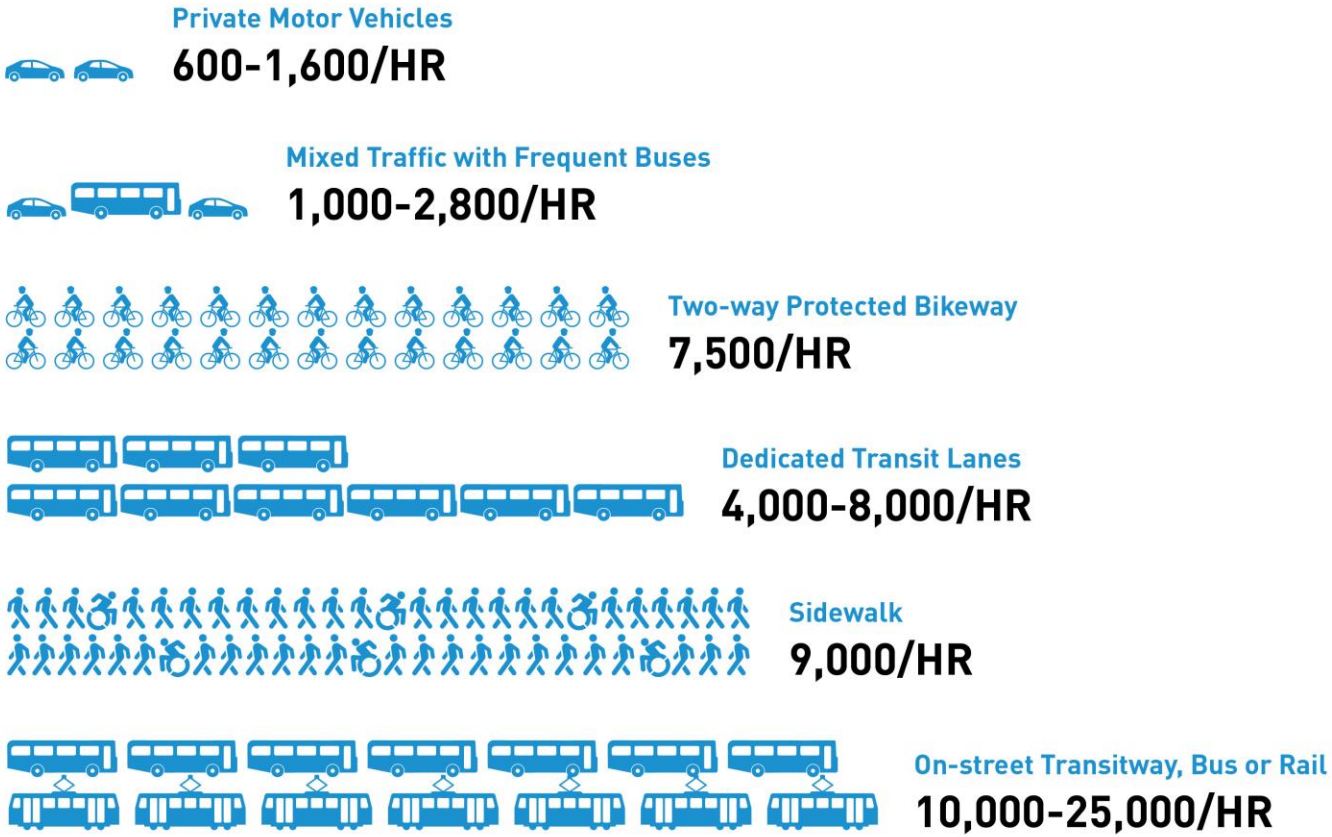
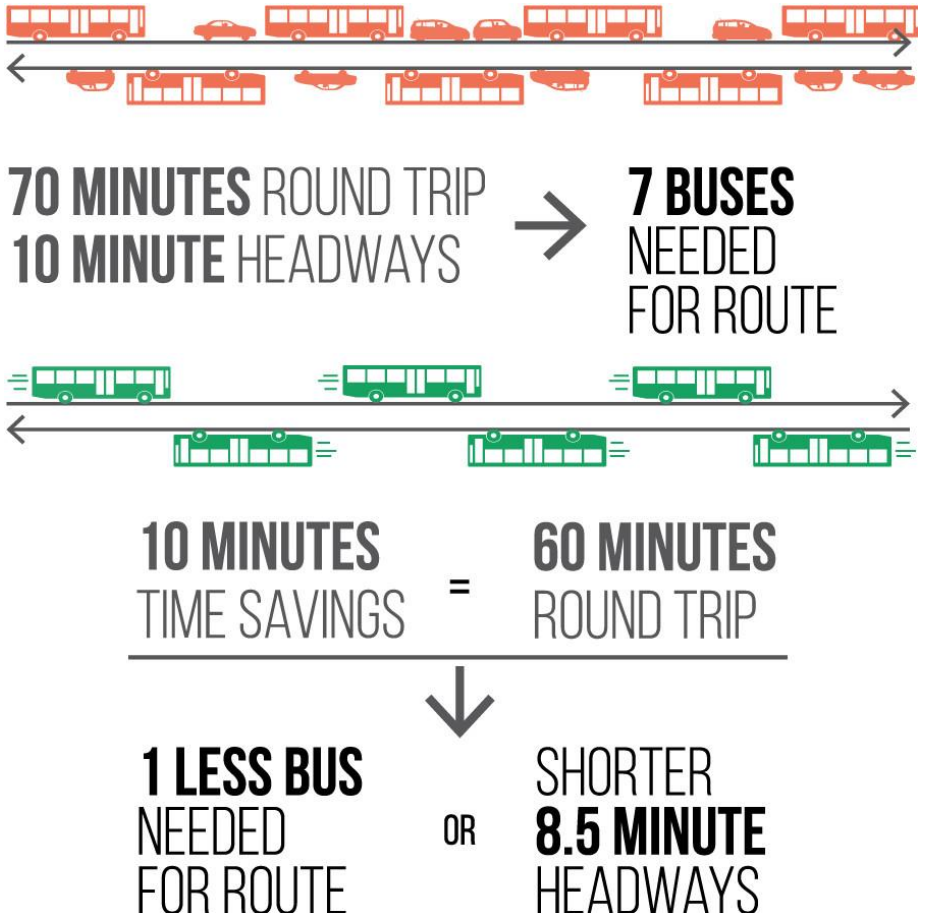
# Land Acknowledgement

- *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 harms?*


Image Source: dxʷləšucid sign project, Fa'aumu Kaimana. Used with permission

# Transit Performance




*Source: [National Association of City Transportation Officials]*

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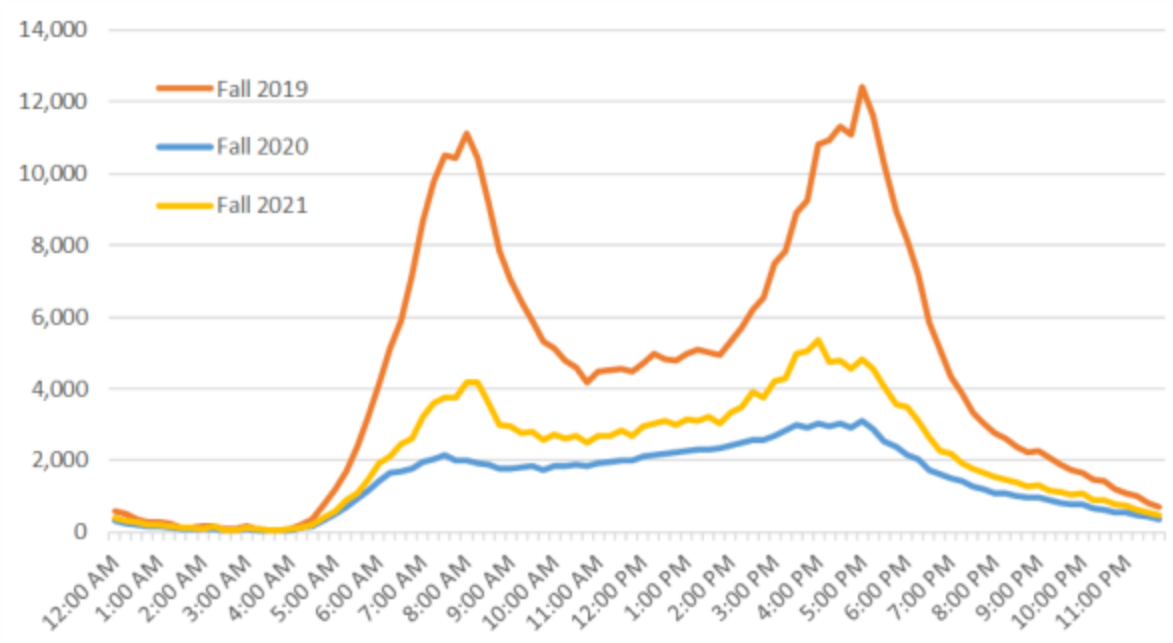
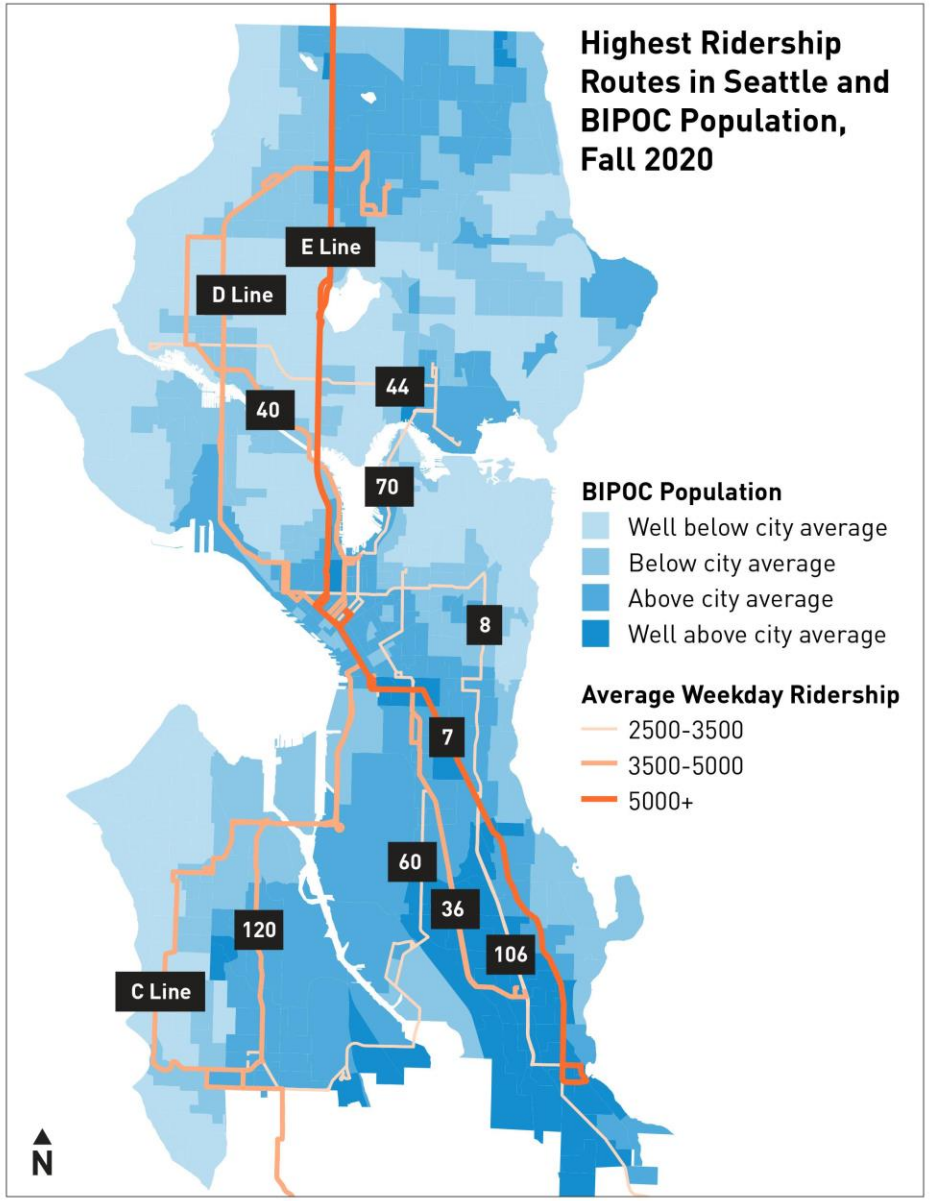
# Transit Context: 2022

## Transit Ridership Trends



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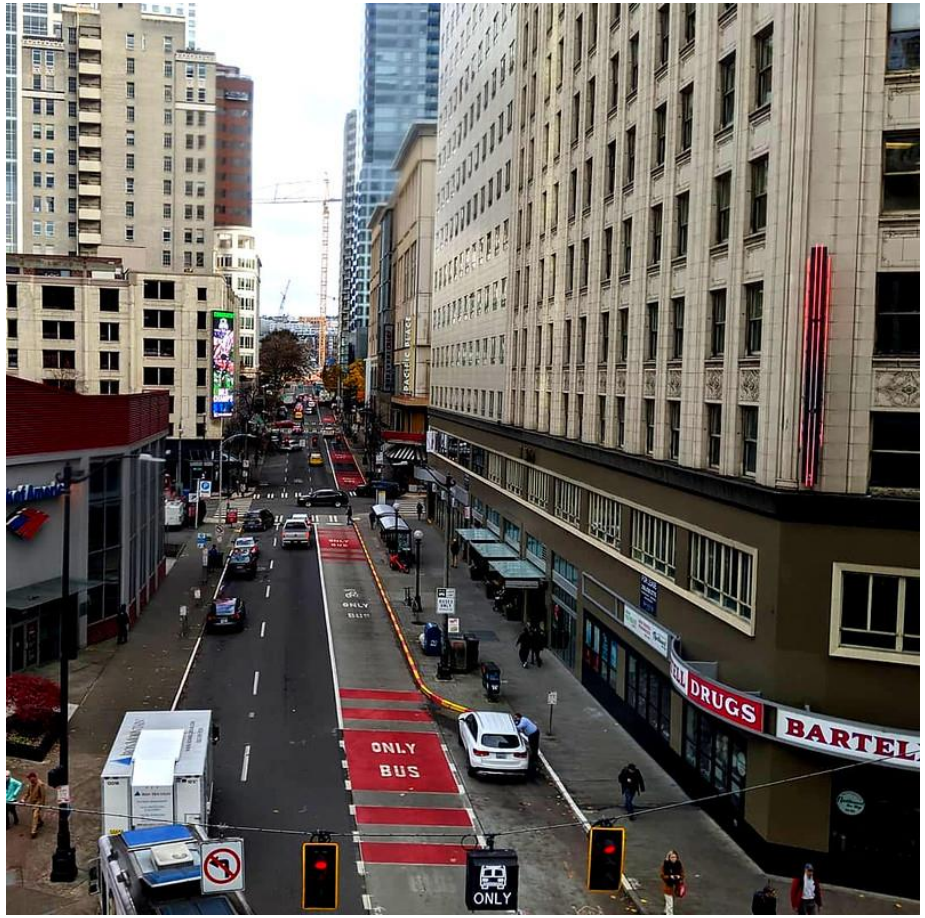
# Transit Performance Policy

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

# Transit Performance Policy: Inputs




- Existing plans and policy
- Metro and SDOT data
- SDOT core team
- Community workshops
- Consultant support
- Peer agency experience



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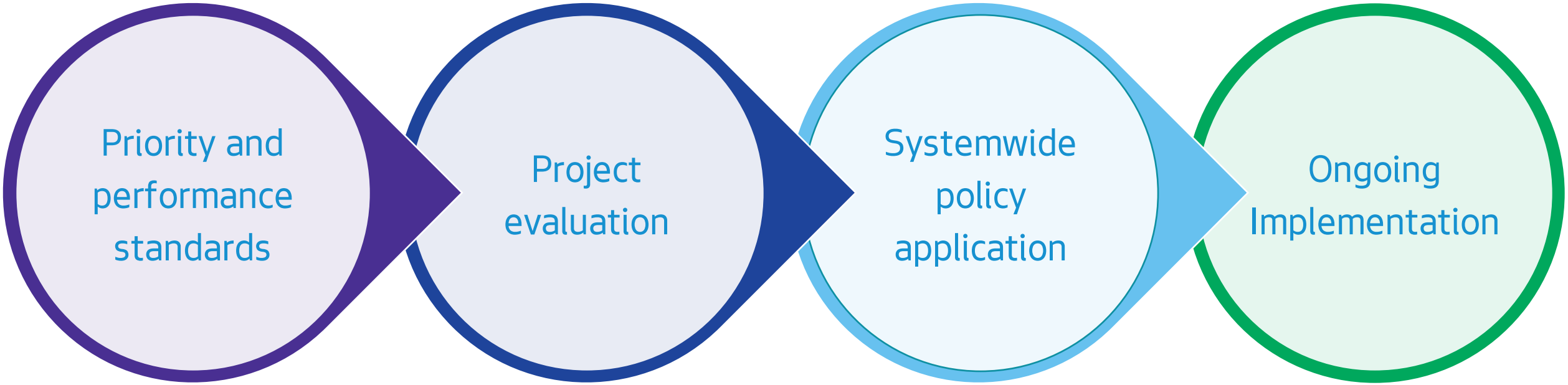
# Community Input

- 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



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# Priority & Performance Standards

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

# Priority & Performance Standards

## Prioritization metrics

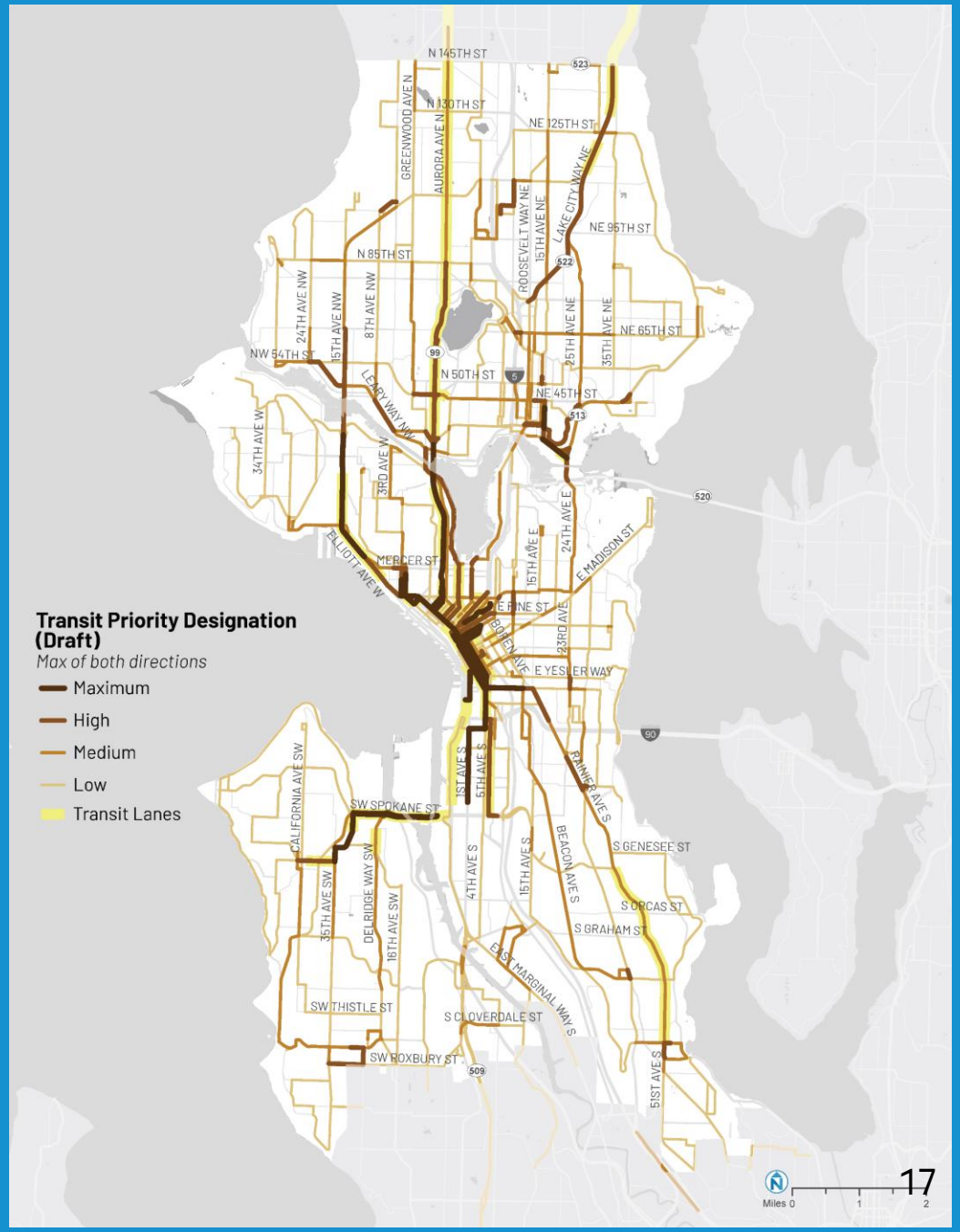
- Trips per day
- Maximum passenger load

## Performance metrics

- Travel time reference ratio
- Travel time per mile
- Headway consistency (TBD)

# Priority & Performance Standards

## Draft prioritization output



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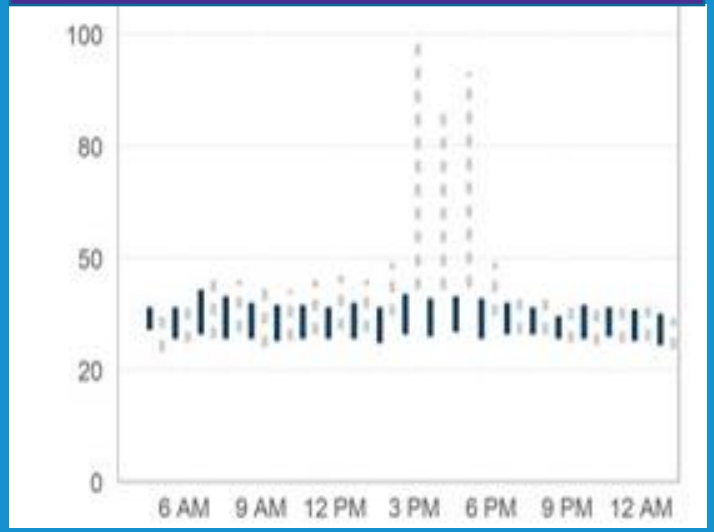
# Priority & Performance: Peer Review

| Peer City and/or Agency | Performance Metrics and Thresholds Validation | Policy and Communications Examples |
|---|---|---|
| Vancouver, BC – TransLink | X | X |
| Portland – TriMet | X | X |
| San Francisco – Muni | | X |
| Denver | | X |
| Austin | | X |
| New York City | | X |
| Minneapolis/St. Paul – Metro Transit | | X |
| Cambridge, MA | | X |

**Example Data: Before/After Performance**



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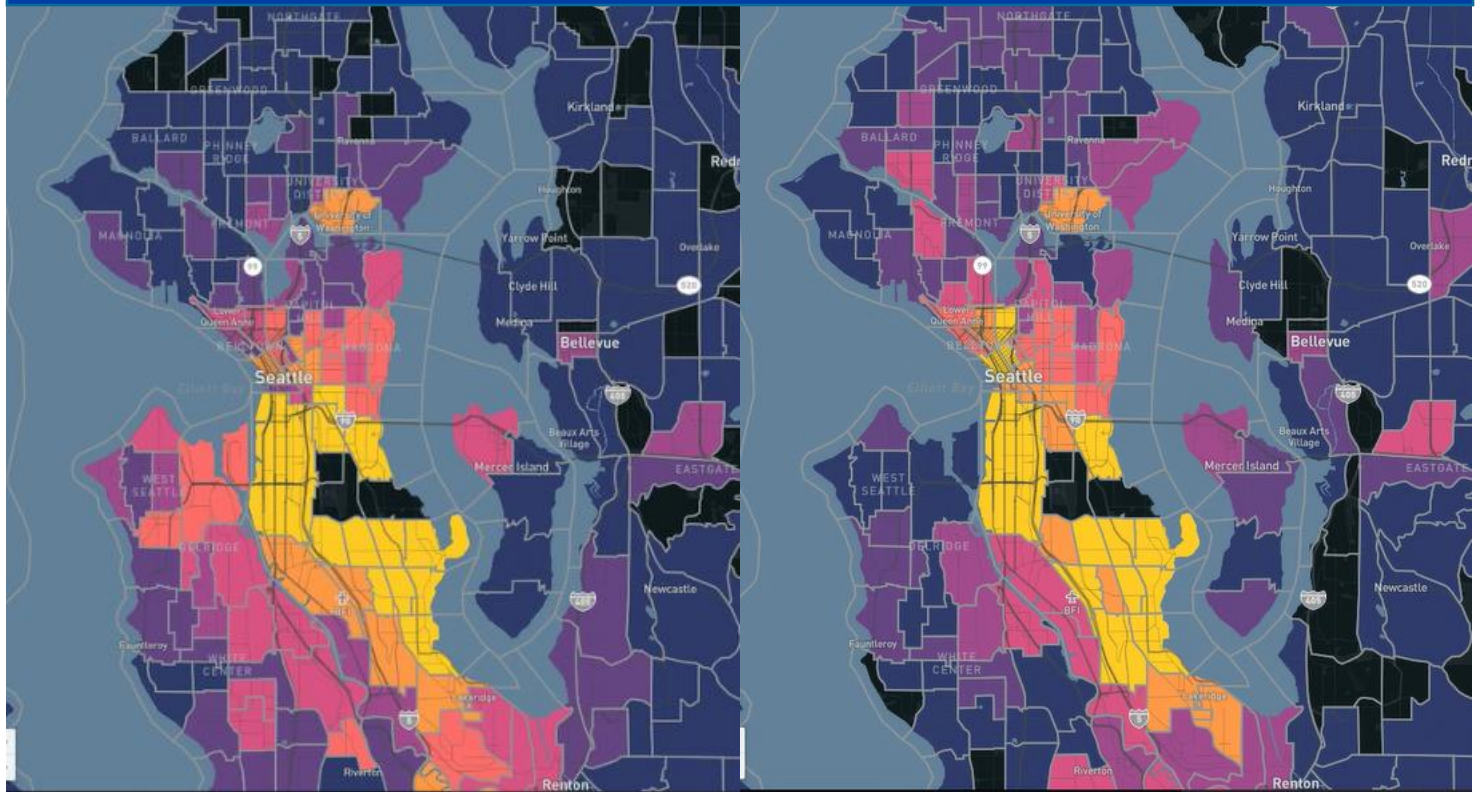
# Project Evaluation

- Connect project evaluation to SDOT values
  - Equity
  - Safety
  - Climate and mode shift
- Increase consistency & transparency of information

**Example Data: Auto Trips (Left), Transit Trips (Right)**



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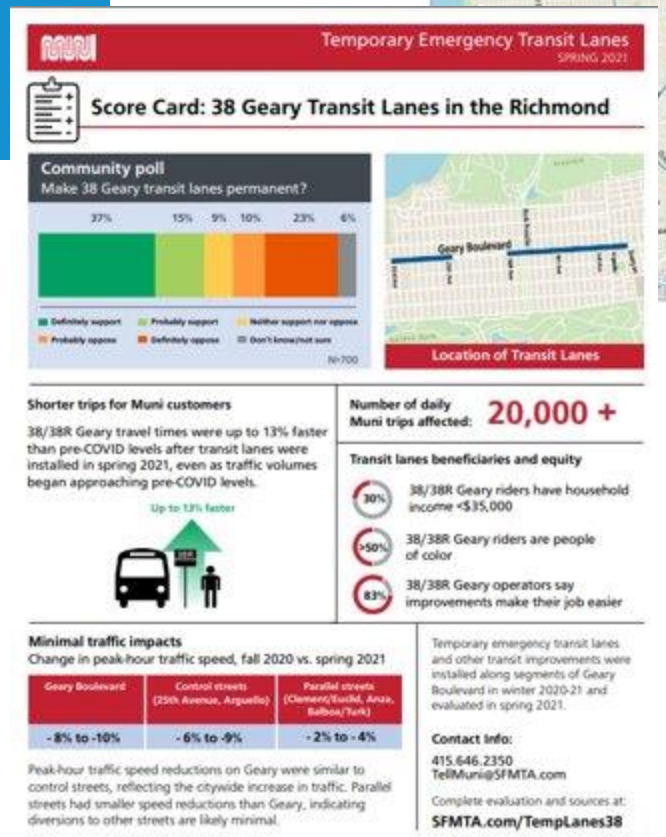
# Project Evaluation: Reporting

Reporting templates to inform and document decision-making, aid in public outreach




**Average morning travel times**

**7.5** minutes (current)
**5.5** minutes (with bus-only lane)

**2** minutes of time saved with bus-only lane

x **1,410*** riders
= **2,820** minutes saved on an average morning trip

**Morning travel times when conditions are more congested than usual**

**11.5** minutes (current)
**5.5** minutes (with bus-only lane)

**6** minutes of time saved with bus-only lane

x **1,410*** riders
= **8,460** minutes saved during the most congested morning trips

*In 2019, buses traveling northbound on Rainier Ave S, between Alaska and 23rd Ave carried 1,410 people during the AM peak hours.



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# Policy Application

Map segment-level needs

- Apply prioritization and performance standards systemwide
- Fall 2019 data
- Identify street segments performing below standard

Map priority network

- Combine transit performance policy data with other sources (safety, RapidRide and TPMC, etc.)

# 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



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# What's Next?

| Date | Action |
|---|---|
| May | Modal board presentations |
| May 31 | 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