



# APPENDIX C

## Performance Measures



# LIST OF TABLES

Table 1 - Tier 1 Performance Measures .....	2
Table 2 - Tier 2 Bicycle and E-Mobility Performance Measures.....	4
Table 3 - Tier 2 Curbside Performance Measures.....	5
Table 4 - Tier 2 Freight Performance Measures.....	6
Table 5 - Tier 2 New and Emerging Mobility Performance Measures .....	7
Table 6 - Tier 2 Pedestrian Performance Measures.....	8
Table 7 - Tier 2 People Streets & Public Spaces Performance Measure .....	9
Table 8 - Tier 2 Transit Performance Measures .....	10
Table 9 - Tier 2 Vehicle Performance Measures .....	11

# PERFORMANCE MEASURES

This appendix compiles the desired outcomes and recommended performance measures described in Parts I and II of the STP. The measures are divided into 3 tiers:

- Tier 1: Overarching outcome-based measures are identified in the STP implementation strategy (see Chapter 5 of Part I of the STP). Generally, they are tracked at a citywide scale, and SDOT may not have primary control over their achievement. Examples include a reduction in vehicle-miles traveled and the percentage of household income dedicated to transportation.
- Tier 2: These measures are tracked in individual elements (See Part II of the STP), as they are not as overarching as the measures in Tier 1. Typically measures in Tier 2 are a combination of outcome and output measures over which SDOT has a relatively large degree of control. These measures help SDOT track progress towards our Tier 1 goals. Examples include a target to increase the share of people taking active trips and the percentage of households living within a quarter mile of an all ages and abilities bikeway.
- Tier 3: Measures in the Tier 3 category are typically tracked by individual programs and are not compiled within the STP. SDOT has a high degree of control over these measures. They are used to track productivity and to help allocate resources. Examples may include the number of secure bike parking spaces installed each year in public right-of-way (both citywide and in equity priority areas); number of miles of multi-use trails, protected bicycle lanes, and Healthy Streets created each year; percent of bicycle and e-mobility catalyst projects completed (both citywide and in equity priority areas); and more.

While all metrics in the tables below will be tracked at a citywide scale, it will be important to track several metrics by demographics and/or geography so that SDOT can pivot as needed to meet our equity goals over the next 20 years. The table indicates which metrics will be tracked using the city's Race and Social Equity Index (RSEI) and/or race. RSEI combines information on race, ethnicity, and related demographics with data on socioeconomic and health disadvantages to identify census tracts where priority populations make up relatively large proportions of neighborhood residents.<sup>1</sup>

The ability to successfully track performance measures is dependent on city staff capacity to collect and analyze data, the availability of relevant data, and/or the availability of resources to acquire data.

---

<sup>1</sup><https://data.seattle.gov/dataset/Racial-and-Social-Equity-Composite-Index-Current/w3kz-xtmq>

# TIER 1 PERFORMANCE MEASURES

Table 1: Tier 1 Performance Measures

Performance Measure (Source)	Baseline (year)	Desired Trend	Target	Track Measure by RSEI and/or race	Related STP Goals
Number of traffic-related deaths  (Seattle Police Department (SPD) Collision reports)	30 fatalities (2022)	Towards zero	Zero traffic-related fatalities by 2030	Yes	Safety Equity Sustainability Livability
Number of traffic-related serious injuries  (SPD Collision reports)	226 Serious injuries (2022)	Towards zero	Zero traffic-related serious injuries by 2030	Yes	Safety Equity Sustainability Livability
Greenhouse gas emissions from vehicle trips  (Seattle Office of Sustainability and Environment (OSE))	2.169 mtCO2e (estimated, 2018)	Towards zero	Net-zero by 2050	No	Safety Equity Sustainability Livability
Vehicle miles traveled (VMT)  (OSE)	6.170 billion (2018)	Decrease	37% reduction in VMT by 2044 relative to baseline (2018)	No	Safety Sustainability Mobility & Economic Vitality Livability Maintenance & Modernization
Percent of people walking, biking, or riding transit  (SDOT)	34% of all trips by walking, bike, transit (estimated, 2019)	Increase	63% of all trips by walk, bike, transit by 2044	Yes	Safety Equity Sustainability Mobility & Economic Vitality Livability

Table 1 continued on next page

Performance Measure (Source)	Baseline (year)	Desired Trend	Target	Track Measure by RSEI and/or race	Related STP Goals
Percent of households within a 10-minute walk via sidewalks or 5-minute ride via AAA <sup>2</sup> bikeways of frequent transit <sup>3</sup>  (SDOT, Census Bureau)	34% (2023)	Increase	68% of households by 2044	Yes	Safety Equity Sustainability Mobility & Economic Vitality Livability
Percentage of household income dedicated to transportation  (CNT)	13% for a typical household in the region (2022)	Maintain or decrease	Below 15% through 2044	Yes	Equity Mobility & Economic Vitality Livability
Key infrastructure in state of good repair—good to fair condition  (SDOT)	Assets in good or fair condition (2020):  Bridges -84%  Arterial Pavement -65%  Non-Arterial Pavement -68%  Sidewalks -53% <sup>4</sup>  Traffic Signal Assemblies -60%	<i>Individual asset condition trends and targets to be set based on forthcoming Transportation Asset Management Plan</i>		Yes	Safety Equity Maintenance & Modernization

<sup>2</sup> All Ages and Abilities

<sup>3</sup> Frequent transit defined as any transit service with 10 minute or better headways available every day. For bikeway access, this measure only considers Link light rail service.

<sup>4</sup> Percentage reflects sidewalks in good or better condition. Sidewalks rated on a scale of very poor, poor, fair, good, excellent.

## TIER 2 PERFORMANCE MEASURES

Table 2: Tier 2 Bicycle and E-Mobility Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goals
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving people biking and rolling  (SPD Collision Reports)	33 (2022)	Zero Sub-measure: track by age, gender, and housing status as data is available.	Yes	Safety Equity Sustainability Livability
Increase walking, rolling, biking, and transit mode share	Increase percent of bicycle and micromobility trips  (SDOT)	3% (2019)	8% by 2044 Sub-measure: Track bike ridership by race, gender, and age	Yes	Safety Equity Sustainability Mobility & Economic Vitality Livability
Increase access to All Ages and Abilities (AAA) network	Percent of households within ¼ mile to the Bike+ or multi-use trail networks  (Census Bureau, SDOT)	64% of households  42% of schools (2023)	100% by 2044 Sub-measure: Percent of public schools directly served by a Bike+ route or multi-use trail. 100% by 2044	Yes	Safety Equity Sustainability Mobility & Economic Vitality
Support a well-maintained bike network	Percent of bikeways with fair or better pavement condition  (SDOT)	63% (2023)	Achieve and maintain a higher percent of bike segments with fair or better pavement conditions than streets as a whole	Yes	Safety Mobility & Economic Vitality Maintenance & Modernization

Table 3: Tier 2 Curbside Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal(s)
Increase compliance with curb regulations	1 - Percent of vehicles meeting parking payment requirements (SDOT)	45% (2023)	75% payment compliance	No	Safety Livability
	2- Rate of compliance at commercial load zones (SDOT)	50% (2023)	65% compliance		
Parking priced and managed to provide reliable curbside access for users	Percent of parking area time periods within target range of 70-85% occupancy (SDOT)	39% (2023)	70% of area time periods within target range (Set by Municipal Code)	No	Mobility & Economic Vitality Livability Maintenance & Modernization

Table 4: Tier 2 Freight Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving trucks or rail  (SPD Collision Reports)	4 (2022)	Zero	Yes	Safety Equity Sustainability Livability
Improve reliability of freight corridors	Percent of Major Truck Street network operating reliably  (TBD) <sup>5</sup>	TBD	Increase percent of network operating at a TTI of 1.5 or better  [“Travel Time Index” (TTI) – ratio of congested to free-flow travel time on a segment]	Yes	Mobility & Economic Vitality Maintenance & Modernization
Decrease the carbon footprint of in-City package delivery	Percent of fleet vehicles that are zero emissions (TBD) <sup>5</sup>	TBD	30% of goods delivery fleet is zero emissions by 2030	No	Sustainability Mobility & Economic Vitality Livability Maintenance & Modernization
Support a well-maintained freight network	Percent of Major Truck Streets with fair or better pavement condition (SDOT)	58% (2023)	Achieve and maintain a higher percent of Truck Street segments with fair or better pavement conditions than streets as a whole	Yes	Safety Mobility & Economic Vitality Maintenance & Modernization

<sup>5</sup> Seattle DOT working to identify an appropriate dataset to calculate this baseline



Table 5: Tier 2 New and Emerging Mobility Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving NEM devices  (SPD)	1 (2022)	Zero	Yes	Safety Equity Sustainability Livability
Decrease the carbon footprint of in-City package delivery	Percent of fleet vehicles that are zero emissions (TBD) <sup>6</sup>	TBD	30% of goods delivery is zero emissions by 2030	No	Equity Sustainability Mobility & Economic Vitality Livability
Increase walking, rolling, biking, and transit mode share	Increase percent of bicycle and micromobility trips  (SDOT)	3 % (2019)	8% by 2044	Yes	Safety Equity Sustainability Mobility & Economic Vitality Livability
Achieve the transition to electric vehicles	Percentage of City fleet that is zero emissions  (City of Seattle)	12.5% Zero Emissions (2023)	100% of City fleet is zero emissions by 2030	No	Equity Sustainability
Support the transition to electric vehicles	Percent of shared Mobility & Economic Vitality that is zero emissions  (SDOT)	All: 25%  Micromobility: 100%  Vehicles: 8% (2023)	100% of shared mobility is zero emissions by 2030	No	Equity Sustainability

<sup>6</sup> Seattle DOT working to identify an appropriate dataset to calculate this baseline

Table 6: Tier 2 Pedestrian Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving people walking and rolling  (SPD Collision reports)	101 (2022)	Zero  Sub-measure: track by age, gender, and housing status as available.	Yes	Safety Equity Sustainability Livability
Increase walking, rolling, biking, and transit mode share	Increase percent of walking and rolling trips  (SDOT)	20% (2019, estimated)	27% by 2044  Sub-measure: track pedestrian trips by age and gender	Yes	Safety Equity Sustainability Mobility & Economic Vitality Livability
Green our streets to support livability and climate targets	Tree canopy in the right-of-way  (SDOT)	23% (2021)	Increase tree canopy in the ROW to 30% by 2044.  Sub-measures: Utilize Urban Forestry citywide and subarea canopy goals	No	Equity Sustainability Livability Maintenance & Modernization
Increase access to a shared street or public space	Percent of households that live within a 10-minute walk of a shared street or public space  (Census Bureau, SDOT)	1) 19% of households outside of Urban Centers and Villages 2) 72% of households within Urban Centers and Villages (2023)	1) 43% of households outside Urban Centers and Villages by 2044 2) 93% of households within Urban Centers and Villages by 2044	Yes	Safety Equity Mobility & Economic Vitality Livability
Support a well-maintained pedestrian network	Percent of sidewalks in good or better condition  (SDOT)	53% (2023)	Increase percent of sidewalks with a "Good" or better condition rating (out of Excellent/Good/Fair/Poor/Very Poor)	Yes	Safety Mobility & Economic Vitality Maintenance & Modernization

Table 7: Tier 2 People Streets & Public Spaces Performance Measure

Desired Outcome	Performance Measure (Source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goals
Increase access to a shared street or public space	Percent of households that live within a 10-minute walk of a shared street or public space  (Census Bureau, SDOT)	1) 19% of households outside of Urban Centers and Villages  2) 72% of households within Urban Centers and Villages (2023)	1) 43% of households outside of Urban Centers and Villages by 2044  2) 93% of within Urban Centers and Villages by 2044	Yes	Safety Equity Mobility & Economic Vitality Livability

Table 8: Tier 2 Transit Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goals
Increase walking, rolling, biking, and transit mode share	Increase percent of trips made by transit (SDOT)	11% (2019)	28% by 2044	No	Safety Equity Sustainability Mobility & Economic Vitality Livability
Increase access to frequent transit	Percent of households within a 10-minute walk of frequent transit <sup>7</sup> (SDOT, Census Bureau, KC Metro)	53% (2023)	77%	Yes	Equity Sustainability Mobility & Economic Vitality
Increase satisfaction waiting at bus stops during the day and at night	Percent of customers who report feeling safe while waiting for the bus or train (King County Metro's Rider and Non-Rider Survey; Sound Transit Passenger Experience Survey)	Users feel safe at bus stops at night: 29% (2022) Users feel safe at bus stops during the day: 78% (2022) Pedestrians and cyclists feel safe on train platform grade: A- (Summer 2022)	Increase	Yes	Safety Livability
Improve reliability of bus transit service	Percent of bus transit network operating reliably (KCM, SDOT)	73% (Fall 2022)	Increase percent of network operating at a TTI of 1.2 or better ("Travel Time Index" (TTI) – ratio of congested to free-flow travel time on a segment)	Yes	Equity Sustainability Mobility & Economic Vitality Maintenance & Modernization
Reduce cost barriers to transit	ORCA distribution to eligible participants of SDOT funded fare subsidy program (SDOT)	56% (2022)	Distribute ORCA cards to at least 65% of eligible participants of SDOT funded fare subsidy programs	No	Equity Sustainability Mobility & Economic Vitality Livability
Support a well-maintained transit network	Percent of Transit Streets with fair or better pavement condition (SDOT)	57% (2023)	Achieve and maintain a higher percent of Transit Street segments with fair or better pavement conditions than streets as a whole	Yes	Safety Mobility & Economic Vitality Maintenance & Modernization

<sup>7</sup> Frequent transit defined as any transit service with 10 minute or better headways available every day.

Table 9: Tier 2 Vehicle Performance Measures

Desired Outcome	Performance Measure (source)	Baseline (year)	Target or Desired Trend	Track measure by RSEI and/or race	Related STP Goal
End traffic deaths and serious injuries on city streets	Number of fatal and serious injury crashes involving people driving  (SPD Collision Reports)	248 (2022)	Zero	Yes	Safety Equity Sustainability Livability
End traffic deaths and serious injuries on city streets due to high-speed collisions	Percent of arterial mileage where 85% of vehicles are traveling within 5 mph of the speed limit  (SDOT)	49% (2022)	Increase	Yes	Safety Equity Sustainability Livability
Reduce vehicle mode share	Decrease percent of vehicle trips  (SDOT)	66% (2019)	37% by 2044	No	Safety Equity Sustainability Mobility & Economic Vitality Livability
Reduce emissions and other impacts of driving	Reduction of vehicle-miles traveled (VMT)  (OSE)	6.17 billion (2018)	Reduce VMT by 37% by 2044	No	Safety Sustainability Mobility & Economic Vitality Livability Maintenance & Modernization
Reduce dependency on personal vehicles	Number of vehicles per household  (Census Bureau)	1.4 (ACS 5-year estimates, 2017-2021)	Reduce the number of vehicles per household	No	Sustainability Livability
Support a well-maintained arterial network	Percent of arterial streets with fair or better pavement condition  (SDOT)	61% (2023)	Increase the percent of arterial street segments with a "Fair" or better pavement condition rating (out of Good/Fair/Poor)	Yes	Safety Mobility & Economic Vitality Maintenance & Modernization

The Seattle Department of Transportation  
700 5th Avenue, Suite 3800  
PO Box 34996  
Seattle, WA 98124-4996  
(206) 684-ROAD (7623)  
[www.seattle.gov/transportation](http://www.seattle.gov/transportation)



**Seattle**  
Department of  
Transportation