

# Template for approval request:

## CTR 4-year Plan Performance Targets

### Request for approval (for use only if requesting Option 3 or 4)

CTR Jurisdiction: City of Seattle  
CTR Implementer name/email: Matthew Trecha (matthew.trecha@seattle.gov) / Sarah Spicer (sarah.spicer@)

Please indicate which option you propose:

- Option 3. Weighted average DAR of a locally specific percent for CTR-affected worksites at the jurisdictional level.
- Option 4. Other performance target and measure related to CTR.

Please describe the performance target you propose, by answering the following:

1. What performance target (percentage) will you use?

**See attached for citywide and network targets.** Results are based on our Seattle Transportation Plan modal calculator. **Note:** These targets are drafts and will update with Fall 2024 baseline data which we expect will result in slightly less aggressive DAR targets following recent Return to Office mandates since the 2022 survey was executed.

2. What are you using as your baseline?

Baseline data collected during the Fall 2024 survey

3. How did you determine this target?

We used a modal trip-based calculator created as part of the Seattle Transportation Plan. Seattle has 11 CTR networks, each of which will have individual targets in addition to the citywide target. STP link here: <https://www.seattle.gov/transportation/projects-and-programs/programs/seattle-transportation-plan>. **See attachment for additional info.**

4. How does the proposed option better support TDM in your jurisdiction than Option 1 or Option 2 and how does it fit with the performance measures found in your jurisdiction's other transportation and mobility plans (Comprehensive Plan, transit plans, etc)?

Option 1 was surpassed by Seattle earlier than 2007/2008 (37% DAR surveyed), Option 2 was surpassed in 2015/2016 (32.2% DAR surveyed). We specifically used the STP modal calculator to inform our CTR performance measures to align our CTR goals with Citywide policies outlined in the STP and our Climate Change Response Framework (CCRF). CCRF link here: <https://www.seattle.gov/transportation/about-us/climate-response>. **See attachment for additional info.**

### WSDOT TDM Staff review:

Staff comments:

Recommend approval

### TDM Technical Committee review:

Technical Committee comments:

[type]

Seattle Department of Transportation – Option 4 Submission – 2025-2029 CTR DAR Targets – 4/5/2024

*In 2023, the Seattle Department of Transportation (SDOT) set citywide, all-trip mode split goals as part of the Seattle Transportation Plan (STP). These align with the citywide goal of net zero transportation emissions by 2050 established in the [Climate Action Plan](#). SDOT developed an internal-facing tool to explore how different vehicle-miles-traveled reduction strategies (mode shift), coupled with different scenarios around electric vehicle uptake, could put the City on a path towards the 2050 goal. SDOT coalesced around a practical short-term pathway given current policies, programs, and funding, which is outlined in Seattle’s 2023 [Climate Change Response Framework \(CCRF\)](#).*

*To align CTR DAR goals with the CCRF pathway, SDOT applied the same ratio of electric vehicle uptake and mode shift rates over time to CTR DAR rates, using 2022 DAR rates as a baseline; here, the target is a reduction in DAR alone. This acknowledges that CTR goals of DAR reduction versus STP goals of net-zero emissions are not equivalent goals. SDOT then established individual network targets given the proportion of total DAR and commute trips in each network. **Once we have 2024 DAR rates from the Fall 2024 survey, we will re-project these targets using 2024 rates as a baseline (as required by WSDOT).***

Network	2022 DAR [MEASURED VIA CTR SURVEY]	2024 DAR TARGET*	2026 DAR TARGET [Will be recalculated based on 2024 baseline]	2028 DAR TARGET [Will be recalculated based on 2024 baseline]	2030 DAR TARGET [Will be recalculated based on 2024 baseline]	Existing 2035 Target to be replaced	2045 DAR TARGET [Will be recalculated based on 2024 baseline]
Citywide	20.5%	19.0%	17.4%	15.9%	14.4%	25.0%	11.5%
Belltown & Denny Triangle	14.9%	13.9%	12.9%	11.8%	10.8%	15.2%	8.6%
Capitol Hill, Pike/Pine, & First Hill	34.8%	32.4%	30.0%	27.6%	25.3%	34.2%	20.1%
Commercial Core	13.6%	12.7%	11.7%	10.8%	9.9%	15.9%	7.9%
East Seattle	48.2%	44.9%	41.6%	38.3%	35.0%	45.6%	27.9%
Elliot Corridor/Interbay	24.8%	23.1%	21.4%	19.7%	18.0%	41.7%	14.4%
Fremont/Green Lake	19.0%	17.7%	16.4%	15.1%	13.8%	46.6%	11.0%
Northgate	39.0%	36.3%	33.6%	31.0%	28.3%	45.4%	22.6%
Pioneer Square & Chinatown/International District	8.1%	7.5%	7.0%	6.4%	5.9%	19.2%	4.7%
South Lake Union & Uptown	17.3%	16.1%	14.9%	13.7%	12.6%	21.3%	10.0%
South Seattle		36.8%	34.1%	31.4%	28.7%	53.2%	22.9%
U District	34.4%	32.0%	29.7%	27.3%	25.0%	30.0%	19.9%

*\*2024 will be SDOT’s survey baseline – this column will be replaced with surveyed DAR results that will then influence our targets*

- The above targets are a working draft to be updated following the collection of City of Seattle’s 2024 survey.
- We expect a shift to slightly less aggressive targets that acknowledge Return to Office (RTO) mandates for several area large employees that are occurring between Fall 2022 and Fall 2024 surveys.

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- However, any trip previously flipped from SOV to non-SOV is targeted for retention (i.e., any trip that was previously telework but requires a physical commute in 2024 or beyond will aim for conversion from telework to public transit, walk, bike, carpool, or other non-SOV modes)
- The next page shows the SDOT CTR networks.

