

SUMMARY and FISCAL NOTE*

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** Note that the Summary and Fiscal Note describes the version of the bill or resolution as introduced; final legislation including amendments may not be fully described.*

1. BILL SUMMARY

a. Legislation Title: A RESOLUTION approving the Seattle Pedestrian Master Plan.

b. Summary and background of the Legislation:

This legislation reflects the City Council’s (“Council”) intent to approve the Seattle Pedestrian Master Plan (“Plan”). The City of Seattle’s (“City”) first Plan was adopted in 2009, and the Council envisioned a 5-year update to ensure the Plan continues to reflect City policy objectives, community input, and current best practices in policy, planning, and design. As part of the 2014 City budget, the Council included funding for the update.

The Plan defines a set of actions to achieve the Plan’s vision to make Seattle the most walkable and accessible city in the nation. The Plan has four goals:

1. Safety: Reduce the number and severity of crashes involving pedestrians;
2. Equity: Make Seattle a more walkable and accessible city for all through equity in public engagement, service delivery, accessibility, and capital investments;
3. Vibrancy: Develop a connected pedestrian environment that sustains healthy communities and supports a vibrant economy; and
4. Health: Get more people moving to improve health and mobility.

The Plan defines objectives, strategies, and specific actions to achieve the goals described above, and is supported by strategic performance measures that will enable the City to monitor progress over time. The Plan prioritization framework was updated to more narrowly focus pedestrian priorities and improvement opportunities, and to align with City policy objectives and community priorities. Key elements in the Plan prioritization framework include:

- A focus on walking connections to public schools and the frequent transit network as key pedestrian destinations, creating a Priority Investment Network (“PIN”); directing investments to the most critical components of the pedestrian network;
- Updated data to measure safety, equity, vibrancy, and health to more accurately identify locations most in need of pedestrian improvements; and
- Clarity about the location, number, and type of along-the-roadway and crossing-the-roadway improvement opportunities within the PIN.

The Plan was developed over the past two years in close partnership with the Council, the Mayor, the Seattle Pedestrian Advisory Board, partner agencies, interested stakeholder groups, and City residents. SDOT hosted two community open houses; attended many community events and meetings; and briefed several City boards and commissions, including the Bicycle Advisory Board, the Freight Advisory Board, the Planning Commission, the Immigrant and Refugee Commission, and the Commission for People with DisAbilities. Numerous individuals, community and advocacy organizations, and public agencies weighed in on the public review draft of the Plan that was released in July 2016.

2. CAPITAL IMPROVEMENT PROGRAM

- a. Does this legislation create, fund, or amend a CIP Project? ___ Yes ___X___ No

3. SUMMARY OF FINANCIAL IMPLICATIONS

- a. Does this legislation amend the Adopted Budget? ___ Yes ___X___ No
- b. Does the legislation have other financial impacts to the City of Seattle that are not reflected in the above, including direct or indirect, short-term or long-term costs?

Many of the projects and programmatic improvements resulting from the Pedestrian Master Plan are funded through the 9-year Levy to Move Seattle and are incorporated in the current and proposed budgets and Capital Improvement Plan. Additional appropriations will likely be included in future budget processes and will be necessary to complete Plan implementation.

- c. Is there financial cost or other impacts of *not* implementing the legislation?

Not approving the Plan could have indirect or long-term implications for leveraging federal grants and other partnership funding for pedestrian projects.

4. OTHER IMPLICATIONS

- a. Does this legislation affect any departments besides the originating department?

Not directly.

- b. Is a public hearing required for this legislation?

No

- c. Does this legislation require landlords or sellers of real property to provide information regarding the property to a buyer or tenant?

No

- d. Is publication of notice with *The Daily Journal of Commerce* and/or *The Seattle Times* required for this legislation?**

No

- e. Does this legislation affect a piece of property?**

No

- f. Please describe any perceived implication for the principles of the Race and Social Justice Initiative. Does this legislation impact vulnerable or historically disadvantaged communities?**

The Plan is organized around four main goals, one being equity: Make Seattle a more walkable and accessible city for all through equity in public engagement, service delivery, accessibility, and capital investments. Equity is also one of the primary criteria used to prioritize areas in the plan for future pedestrian improvements and annual investments. Pedestrian improvements are particularly important in historically under-represented communities whose residents are often more dependent on walking and transit for mobility.

- g. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s).**

The Plan includes six performance measures intended to assess progress made on achieving the goals of the plan. These include:

- Number of pedestrian fatalities and serious injuries;
- Rate of crashes involving pedestrians;
- Percent of sidewalks within the Priority Investment Network completed;
- Travel mode share;
- Pedestrian activity (number of pedestrians at select count locations); and
- Children walking or biking to or from school.

- h. Other Issues:**

None

List attachments/exhibits below: