

Amendment #1 – Pedestrian Master Plan Resolution 31743

A. Add a new Whereas clause referencing Age-Friendly Cities (insert as 2nd Whereas Clause)

B. Whereas, pedestrian facilities and improvements should be developed to enable people of all ages to actively participate in public spaces and activities, and infrastructure should embody the principles of Age-Friendly Cities and Universal Design; and **Revise Section 6 to clarify requirements for the annual PMP Implementation Plan**

Section 6. The Seattle Department of Transportation (“SDOT”) will present to the Council an annual Implementation Plan developed with input from the Pedestrian Advisory Board. The annual Implementation Plan shall describe SDOT’s anticipated implementation efforts for the next five years and include: a prioritized list of capital investments related to the pedestrian system; a cost and funding summary; a summary of SDOT’s pedestrian-related initiatives; and efforts to identify cost-sharing project opportunities with utilities and private development. The Implementation Plan shall also include a status report on the previous year’s Implementation Plan describing: completed projects; delayed projects; new or deferred projects; and performance measure reporting. The first annual Implementation Plan shall be delivered by December 1, 2017; subsequent annual Implementation Plans shall be delivered by September 1st of each year.

C. Add a new Section 7 to clarify requirements for the first PMP Implementation Plan

Section 7. The Council anticipates that the Implementation Plan due on December 1, 2017 shall be adopted by future Resolution. The Implementation Plan due on December 1, 2017 shall include:

- A. Program targets and performance reporting on how many new sidewalks and crossing improvements are constructed through Capital Projects, Neighborhood Street Fund, Safe Routes to School, PMP Implementation, private development, or any other means;
- B. A report on how many low-cost sidewalks have been constructed and SDOT’s plan for implementing additional low-cost sidewalks over the five-year Implementation Plan horizon; and
- C. A report on funding mechanisms to improve pedestrian facilities including: opportunities to accept private funding, such as an equitable crosswalk improvement program; use of parking benefit districts; and funding mechanisms used in other cities.

D. Add a new Section 8 directing SDOT to fund the N.E. 50th Street sidewalk project.

Section 8. The Council directs SDOT to fund the N.E. 50th Street sidewalk project (from 30th Avenue N.E. to 33rd Avenue N.E.) with the mitigation funds that were provided for this project as part of the University Village South Garage private development.

Renumber existing sections accordingly.