

## Amendment 5 to RES 32131 – Seattle Transportation Plan - DRAFT

**Sponsor:** Councilmember Saka

Errata to the Seattle Transportation Plan

**Effect:** This amendment would amend the STP to correct errata identified by SDOT.

Amend Section 1 as follows:

Section 1. The Seattle Transportation Plan (STP), a copy of which is attached to this resolution as “Attachments 1-5” and incorporated by reference, and as amended by the errata listed in Attachment 7, is approved. The Seattle Department of Transportation is directed to compile and publish a final version of the STP that incorporates the errata shown in Attachment 7.

Add a new Attachment 7 (Seattle Transportation Plan errata) to Resolution 32131 as shown below:

### Attachment 7 to Resolution 32131

#### Seattle Transportation Plan Errata

April 2, 2024

The Seattle Transportation Plan is amended as follows:

Item	Location/ Page Number(s)	Existing Plan (Mayor’s Recommended Seattle Transportation Plan)	Proposed Revision (Final Adopted Seattle Transportation Plan)
1.	Part II, F-51	Table 4: Freight and Urban Goods Movement Performance Measures: Target or Desired Trend is “Zero”	Table 4: Freight and Urban Goods Movement Performance Measures:

	Part II, B-75	Table 5: Bicycle and E-Mobility Performance Measures: Target or Desired Trend is “Zero”	Target or Desired Trend will be “Zero fatalities or serious injuries by 2030”  Table 5: Bicycle and E-Mobility Performance Measures: Target or Desired Trend will be “Zero fatalities or serious injuries by 2030”
	Part II, NEM-40	Table 2: New and Emerging Mobility Performance Measures: Target or Desired Trend is “Zero”	Table 2: New and Emerging Mobility Performance Measures: Target or Desired Trend will be “Zero fatalities or serious injuries by 2030”
	Part II, P-73	Table 2: Pedestrian Performance Measures: Target or Desired Trend is “Zero”	Table 2: Pedestrian Performance Measures: Target or Desired Trend will be “Zero fatalities or serious injuries by 2030”
	Part II, V-46	Table 2: Vehicular Performance Measures: Target or Desired Trend is “Zero”	Table 2: Vehicular Performance Measures: Target or Desired Trend will be “Zero fatalities or serious injuries by 2030”
	Appendix C-4	Table 2: Tier 2 Bicycle and E-Mobility Performance Measures, Outcome 1: Target or Desired Trend is “Zero”	Table 2: Tier 2 Bicycle and E-Mobility Performance Measures, Outcome 1: Target or Desired Trend will be “Zero fatalities or serious injuries by 2030”
	Appendix C-6	Table 4: Tier 2 Freight Performance Measures: Target or Desired Trend is “Zero”	Table 4: Tier 2 Freight Performance Measures: Target or Desired Trend will be “Zero fatalities or serious injuries by 2030”
	Appendix C-7	Table 5: Tier 2 New and Emerging Mobility Performance Measures: Target or Desired Trend is “Zero”	Table 5: Tier 2 New and Emerging Mobility Performance Measures: Target or Desired Trend will be “Zero fatalities or serious injuries by 2030”
	Appendix C-8	Table 6: Tier 2 Pedestrian Performance Measures: Target or Desired Trend is “Zero”	Table 6: Tier 2 Pedestrian Performance Measures: Target or Desired Trend will be “Zero fatalities or serious injuries by 2030”
	Appendix C-11	Table 9: Tier 2 Vehicle Performance Measures: Target or Desired Trend is “Zero”	Table 9: Tier 2 Vehicle Performance Measures: Target or Desired Trend will be “Zero fatalities or serious injuries by 2030”

2.	Part I, I-105, Appendix A-2, A-12	The 15 <sup>th</sup> Ave W & Elliott Ave W project extents end at 2 <sup>nd</sup> Ave W.	Update the southern project extents to end at Bell Street.
3.	Part II, V-29	Existing traffic volumes map data is mis-displayed.	Update traffic volumes map using correctly displayed data.
4.	Part I, I-75 to I-79	Replace all references to the following land use terms: <ol style="list-style-type: none"> <li>a. Commercial / Mixed Use Areas: high density</li> <li>b. Commercial / Mixed Use Areas: medium density</li> <li>c. Commercial / Mixed Use Areas: low density</li> <li>d. Residential Areas</li> <li>e. Industrial Areas</li> </ol>	Replace all references with the following terms used in the draft One Seattle Comprehensive Plan, released in March 2024: <ol style="list-style-type: none"> <li>a. Regional Centers</li> <li>b. Urban Centers</li> <li>c. Neighborhood Centers</li> <li>d. Urban Neighborhoods</li> <li>e. Manufacturing &amp; Industrial Centers</li> </ol>
5.	Appendix A-19	Revise the following bullet within the N 130 <sup>th</sup> St Multimodal Improvements project (Project 17): <ul style="list-style-type: none"> <li>• Adding a multiuse trail to connect the Interurban Trail to the Link light rail station or nearby protected bike lane</li> </ul>	Replace the bullet with the following: <ul style="list-style-type: none"> <li>• Adding protected bike lanes to connect the Interurban Trail to the Link light rail station</li> </ul>
6.	Appendix A-47	Revise the following bullet within the S Graham St project (Project 45): <ul style="list-style-type: none"> <li>• Adding a bicycle route for people of all ages and abilities</li> </ul>	Replace the bullet with the following: <ul style="list-style-type: none"> <li>• Adding an all ages and abilities westbound bicycle route and, due to right-of-way constraints, alternative improvements along the eastbound route</li> </ul>
7.	Appendix A-48	The Greenwood and Phinney (Project 46) project mentions adding bicycle facilities for people of all ages and abilities (AAA) along the corridor.	Clarify that the AAA facilities would not be provided along Phinney Ave N/Greenwood Ave N for the entire extent shown on the map per the Bicycle and E-Mobility Element – just N 50 <sup>th</sup> St to N 72 <sup>nd</sup> St.  Revise the project description as follows: “Providing bicycle facilities for people of all ages and abilities on

			this corridor and/or parallel local streets, which includes upgrades to some existing facilities.”
8.	Appendix A-62	Revise the NW Market St project (Project 60) icons and description.	Update the project summary sheet as follows: <ul style="list-style-type: none"> <li>• Add a bicycle symbol under “Modes Served”</li> <li>• Add a bullet under the project description stating: “Adding all ages and abilities bicycle facilities on NW Market St in conjunction with the opening of the Ballard Link light rail station.”</li> </ul>
9.	Part I, I-110	The SW Alaka St Link light rail station I Multimodal Improvements project (Project 21) is listed as a middle tier project	The SW Alaka St Link light rail station I Multimodal Improvements (Project 21) will be changed to a highest tier project to align with the draft transportation levy plan
10.	Part I, I-111	The Georgetown to Beacon Hill I Comfortable Connections project (Project 44) is listed as a lowest tier project	The Georgetown to Beacon Hill I Comfortable Connections (Project 44) will be changed to a middle tier project to align with the draft transportation levy plan