

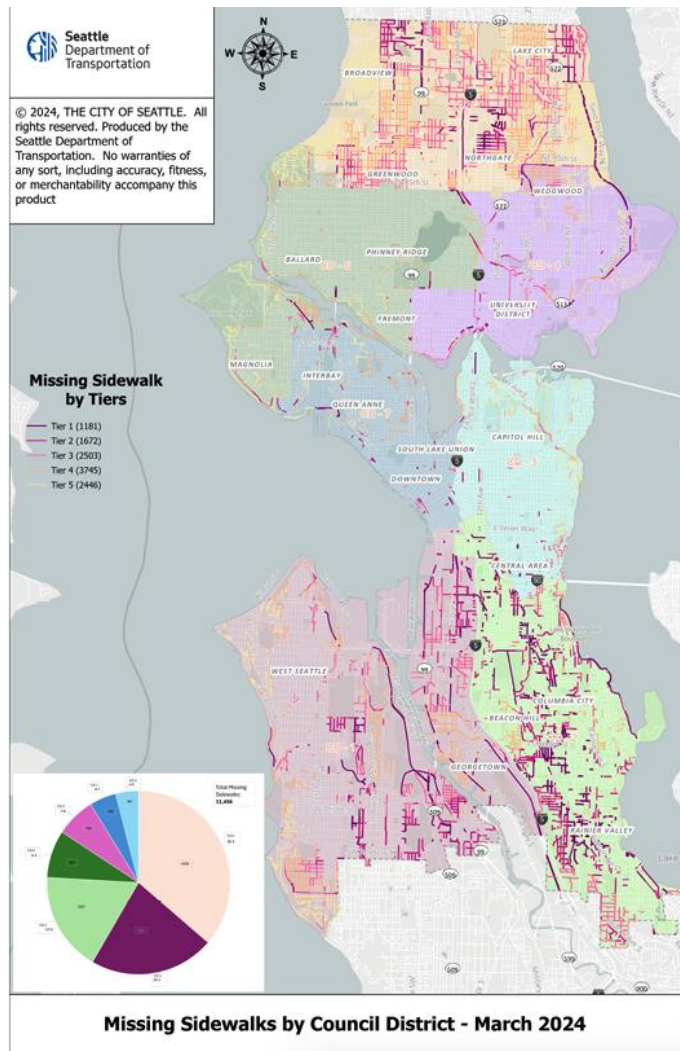
Attachment 6 to Resolution 32131
Seattle City Council Amendments to the Seattle Transportation Plan
April 16, 2024

The Seattle Transportation Plan is amended as follows:

1. Add a new performance measure in the Pedestrian Element (Table 2: Pedestrian Performance Measures, page p-73) and in Appendix C (Table 6: Tier 2 Pedestrian Performance Measures, page Appendix C-8) as follows:

| Desired Outcome | Performance Measure (source) | Baseline (year) | Target or Desired Trend | Track measure by RSEI and/or race | Related STP Goal |
|--|--|--|--|-----------------------------------|--|
| Grow the pedestrian network through addition of sidewalks and alternative sidewalks in Tiers 1-5 | Percent of areas that have sidewalks or alternative sidewalks in Tiers 1-5 | Total missing sidewalks in Tiers 1-5 in 2024 | Complete pedestrian network in Tiers 1-3 by 2044 through addition of sidewalks and alternative sidewalks | Yes | Safety Equity Mobility & Economic Vitality Livability Maintenance & Modernization |

2. Add a Citywide map of missing sidewalks to the Pedestrian Element as Figure 9a (between Figure 9 and Figure 10). The map should include the total missing sidewalks by tier, include Council districts boundaries, and be substantially in the form of the following map:



3. Revise Key Move Action P10 in the Pedestrian Element (Table 1: Pedestrian Element: Delivering the Key Moves Actions, page P-6) as follows:

P10 Construct new sidewalks or alternative sidewalks on all blocks that currently do not have sidewalks. Construct ~~new sidewalks~~, enhanced crossings, bike lanes for all ages and abilities, and multi-use trails where there are gaps or opportunities for new connections, prioritizing places with the greatest safety concerns.

Amend Table 1 to show that the revised P10 action would support the Safety, Equity, Sustainability, Mobility & Economic Vitality, Livability, and Maintenance & Modernization STP Goals.

4. Revise the 14th Ave NW Multimodal Improvements project (STP Large Capital Project 8) to include freight as a mode to be served and accommodated by the project, and to

acknowledge the role of 9th Ave NW, 11th Ave NW, NW 51st St, and NW 53rd St as alternate pathways for serving pedestrian and bicycle modes through the project area.

5. Rename the Pike Place Event Street project (STP Large Capital Project 65) to the Pike Place Access Review project, identify freight as an additional mode served by the project, and revise the project description as follows:

~~This project prioritizes people walking and rolling around Pike Place while enabling efficient and reliable delivery of goods and access to Pike Place Market. This could include redesigning the street to make it more enjoyable for pedestrians and restricting access for people driving at certain times.~~

This project will evaluate the functions, needs, and users of Pike Place to balance the continued multiple uses of the street such as emergency access, deliveries and logistics, and public use. This review will be led with the Pike Place Market Preservation and Development Authority and this review will include Council district representation, public safety, and other community stakeholders.