

Attachment 7 to Resolution 32131
Seattle Transportation Plan Errata

April 16, 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: Target or Desired Trend will be “Zero fatalities or serious injuries by 2030”
	Part II, B-75	Table 5: Bicycle and E-Mobility Performance Measures: Target or Desired Trend is “Zero”	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

	Appendix C-8	Table 6: Tier 2 Pedestrian Performance Measures: Target or Desired Trend is “Zero”	“Zero fatalities or serious injuries by 2030” 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 th Ave W & Elliott Ave W project extents end at 2 nd 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: a. Commercial / Mixed Use Areas: high density b. Commercial / Mixed Use Areas: medium density c. Commercial / Mixed Use Areas: low density d. Residential Areas e. Industrial Areas	Replace all references with the following terms used in the draft One Seattle Comprehensive Plan, released in March 2024: a. Regional Centers b. Urban Centers c. Neighborhood Centers d. Urban Neighborhoods e. Manufacturing & Industrial Centers
5.	Appendix A-19	Revise the following bullet within the N 130 th St Multimodal Improvements project (Project 17): <ul style="list-style-type: none"> Adding a multiuse trail to connect the Interurban Trail to the Link light rail station or nearby protected bike lane 	Replace the bullet with the following: <ul style="list-style-type: none"> Adding protected bike lanes to connect the Interurban Trail to the Link light rail station
6.	Appendix A-47	Revise the following bullet within the S Graham St project (Project 45): <ul style="list-style-type: none"> Adding a bicycle route for people of all ages and abilities 	Replace the bullet with the following: <ul style="list-style-type: none"> Adding an all ages and abilities westbound bicycle route and, due to right-of-way constraints, alternative

			improvements along the eastbound route
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.	<p>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 50th St to N 72nd St.</p> <p>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.”</p>
8.	Appendix A-62	Revise the NW Market St project (Project 60) icons and description.	<p>Update the project summary sheet as follows:</p> <ul style="list-style-type: none"> • Add a bicycle symbol under “Modes Served” • 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.”
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