

## Amendment 7 to RES 32131 – Seattle Transportation Plan

**Sponsor:** Councilmember Saka

Transportation Chair's consolidated amendments.

**Effect:** This amendment would amend the STP as detailed in a new Attachment 6 (Council Amendments) and a new Attachment 7 (Errata), and direct SDOT to compile and publish a final version of the STP with these amendments. This amendment would also identify the Council's priorities for future renewal of the Move Seattle Levy, acknowledge the on-going engagement of the modal advisory boards, identify Council's expectations for the STP Implementation Plan and STP reporting, establish expectations for comparative benchmarking for new policy proposals, and revise expectations for updating the STP when considering future transportation levy renewal.

Add four new recitals after the 13<sup>th</sup> Whereas clauses as follows:

WHEREAS, Seattle is a built-out city where it is difficult to widen existing streets or build new streets, where 66 percent of street right-of-way is currently dedicated to car travel or storage, and where the existing network of streets needs to be able to carry as much of the increasing numbers of people and goods as efficiently as possible, resulting in a need to significantly expand and prioritize sustainable transportation options, like walking, biking or riding transit – especially for neighborhood trips under a few miles; and

WHEREAS, approximately 27 percent (13,500 block equivalents) of Seattle's streets are missing sidewalks and, at the current rate of new sidewalk construction, it would take more than 400 years before all Seattle streets have sidewalks, and constructing these missing sidewalks will directly advance the Safety, Equity, Sustainability, Mobility & Economic Vitality, Livability, and Maintenance & Modernization STP Goals, along with related City goals regarding improving accessibility and Americans with Disabilities Act compliance; and

WHEREAS, a quality pedestrian network is at the core of an equitable and accessible transportation system, and sidewalks are the building blocks of an effective pedestrian network; and

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Transportation Committee  
April 16, 2024  
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WHEREAS, incidents such as drive-by shootings are facilitated by the use of motor vehicles and such incidents may be deterred through the use of traffic calming and traffic diversion measures to restrict high-speed vehicles near public schools and in areas with high levels of vehicle-involved violence; and

WHEREAS adequate street lighting can both reduce crime and increase the perception of safety; and

Add a new recital after the 16<sup>th</sup> Whereas clauses as follows:

WHEREAS, the COVID-19 pandemic resulted in disruptions to transportation patterns and behaviors, which have resulted in sustained trends including increased remote work, intra-neighborhood trips, and use of public right-of-way for people uses, alongside reduced downtown commute trips and an associated decline in transportation revenues; and

WHEREAS, the City seeks to reverse these trends to pre-pandemic levels over time, particularly with respect to increasing downtown commute trips and implementing the Downtown Activation Plan; and

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 Council amendments listed in Attachment 6 and 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 amendments shown in Attachment 6 and Attachment 7.

Note: Multiple amendments may amend the same sections, subsections, or attachments. Following Transportation Committee action on all amendments, Central Staff will reconcile language and renumber and re-letter sections, subsections, and attachments as needed in the amended bill.

Add a new Attachment 6 (Seattle City Council Amendments) to Resolution 32131 as shown below:

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

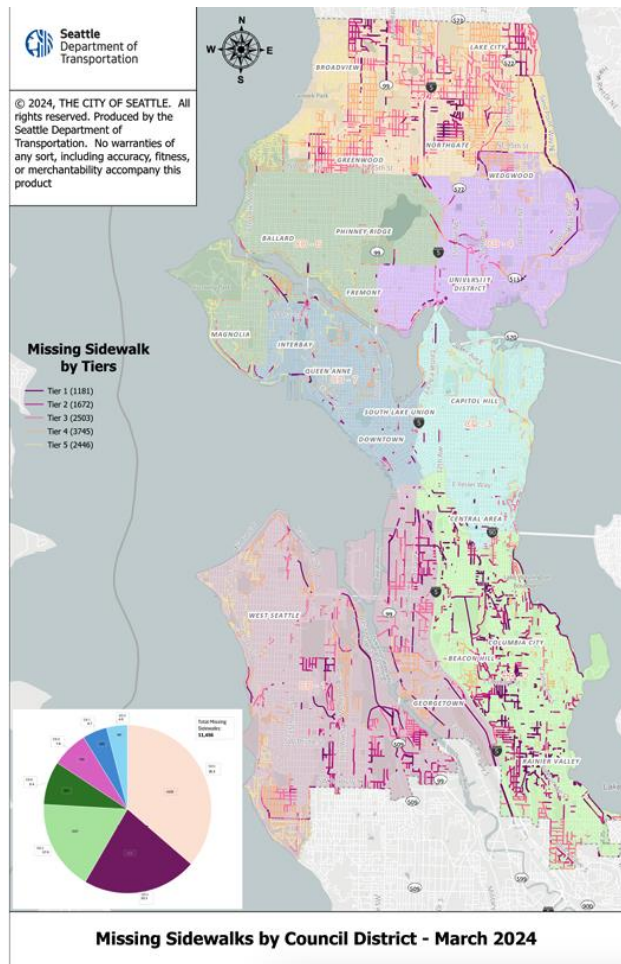
The Seattle Transportation Plan is amended as follows:

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 (11,678 total missing sidewalks)	Complete pedestrian network in Tiers 1-5 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:

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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 14<sup>th</sup> 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

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

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 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”

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	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: <ul 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> </ul>	Replace all references with the following terms used in the draft One Seattle Comprehensive Plan, released in March 2024: <ul 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> </ul>
5.	Appendix A-19	Revise the following bullet within the N 130 <sup>th</sup> St Multimodal	Replace the bullet with the following:

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		<p>Improvements project (Project 17):</p> <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>	<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	<p>Revise the following bullet within the S Graham St project (Project 45):</p> <ul style="list-style-type: none"> <li>• Adding a bicycle route for people of all ages and abilities</li> </ul>	<p>Replace the bullet with the following:</p> <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	<p>The Greenwood and Phinney (Project 46) project mentions adding bicycle facilities for people of all ages and abilities (AAA) along the corridor.</p>	<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 50<sup>th</sup> St to N 72<sup>nd</sup> 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	<p>Revise the NW Market St project (Project 60) icons and description.</p>	<p>Update the project summary sheet as follows:</p> <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	<p>The SW Alaka St Link light rail station I Multimodal Improvements project (Project 21) is listed as a middle tier project</p>	<p>The SW Alaka St Link light rail station I Multimodal Improvements (Project 21) will be changed to a</p>

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			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

Add a new Section 3 as follows, and renumber subsequent Sections:

Section 3. The Council anticipates that a proposal to renew the transportation levy will be presented to voters for the November 2024 election. The Council anticipates that such a proposal will prioritize:

A. Maintenance, preservation and modernization, including bridge maintenance and repairs, and street maintenance and repairs;

B. Safety and mobility, including a once-in-a-generation investment in new sidewalks and sidewalk alternatives, along with pedestrian crossings, accessible pedestrian signals, and safe routes to schools;

C. Climate action and livability, including electric vehicle charging infrastructure and improvements to the transit rider experience;

D. Vision Zero programs and projects to eliminate deaths and serious injuries caused by vehicle crashes; and

E. Improving on-time performance of transit in the Denny Way corridor.

Amend Section 4 (renumbered Section 5) as follows:

Section 54. Following a potential levy renewal ballot measure in November 2024, SDOT will develop a three-to-five-year implementation plan and present it to Council for their review and comment by September 2025.

A. SDOT will provide Council with an update and status report on plan implementation on a biennial basis.

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B. The implementation plan will identify near-term priorities and be informed by available funding determined by the Council adopted six-year Capital Improvement Plan (CIP).

C. SDOT will continue to conduct community engagement to keep members of the public apprised of progress toward STP implementation.

D. The ~~implementation plan~~STP Implementation Plan will be updated at least every four years to enable adjustments to be made based upon available resources, emergent transportation trends and needs, and continued engagement with community.

E. The implementation plan will be developed with input from the Pedestrian Advisory Board, Bicycle Advisory Board, Freight Advisory Board, and Transit Advisory Board.

Add a new Section 6 as follows, and renumber subsequent Sections:

Section 6. The Council anticipates that the STP Implementation Plan will:

A. Identify the implementation strategy for adding new sidewalks and sidewalk alternatives, and significantly closing the missing sidewalk gap;

B. Identify the City's role and implementation strategy for improving the transit rider safety experience to ensure that passengers feel safe while accessing and using the transit system;

C. Identify the implementation strategy for keeping bridges in a state of good repair and tracking progress on the Bridge Asset Management Plan;

D. Estimate progress towards STP performance metrics based on likely funding from a renewed 2024 transportation levy and leveraged funding sources, over the lifetime of the levy;

E. Explore programs to deter gun violence and drive by shootings through the use of traffic calming and traffic diversion near public schools and in areas with high levels of vehicle-involved violence; and

F. Explore programs to improve pedestrian lighting in the right-of-way, including development of public safety lighting standards or guidelines, and opportunities to engage adjoining property owners in lighting the public right-of-way.

Add a new Section 7 as follows, and renumber subsequent Sections:

Section 7. To the extent that implementation of the Seattle Transportation Plan requires development of new transportation policies or revisions to existing policies requiring Council action, the Council requests that SDOT provide a review of how other similarly situated jurisdictions have approached the issue at hand and the relative success of comparable policies implemented elsewhere to assist Council's deliberations.

Amend Section 5 (renumbered Section 8) as follows:

Section ~~8~~5. To track progress on the Seattle Transportation Plan implementation, SDOT will prepare and submit to the City Council a biennial progress report covering the prior two years' achievements. Progress reports will include:

- A. Status of performance measures relative to established STP baselines; ~~and~~
- B. Analysis of several metrics evaluating performance by demographics and/or geography using the City's Race and Social Equity Index (RSEI) and/or race so that SDOT can pivot as needed to meet equity goals over the next 20 years-; ~~and~~

C. Status of the delivery of large capital projects that advance the STP.

Amend Section 6 (renumbered Section 9) as follows:

Section ~~9~~6. SDOT will conduct a major update to the Seattle Transportation Plan every ten years, or in conjunction with Comprehensive Plan updates and future transportation levy renewal. Minor plan updates may occur periodically following plan adoption and shall be submitted for City Council review and approval.