

**Amendment 1 to RES 32131 – Seattle Transportation Plan - DRAFT**

**Sponsor:** Councilmember Saka

State Council's intent on priorities for renewal of the transportation levy, content of the STP Implementation Plan, and STP reporting; acknowledge on-going engagement of Modal Boards

**Effect:** This amendment would make clarifying statements in the recitals; identify the Council's priorities for future renewal of the Move Seattle Levy; identify Council's expectations for the STP Implementation Plan and STP reporting; and acknowledge the on-going engagement of the Pedestrian Advisory Board, Bicycle Advisory Board, Freight Advisory Board, and Transit Advisory Board in implementing the Seattle Transportation Plan.

Add a new recital 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 further transportation goals related to safety, climate, accessibility, Americans with Disabilities Act compliance, and equity; 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

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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

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, 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; and

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

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.

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 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 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; and

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

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:

**Commented [RS1]:** Note to CS: Is this a durable term or should we try to use something a bit more generic that's intended to cover bridges? Is it a common industry standard naming convention for similar reporting documents across local DOTs like SDOT?

**Commented [CC2R1]:** The BAMP is a named thing that SDOT has discussed in committee—I think the first part on "keeping bridges in a state of good repair" is the catch all...

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Section ~~85~~. 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.