Calvin Chow Attachment 6 to RES 32131 v2 April 16, 2024

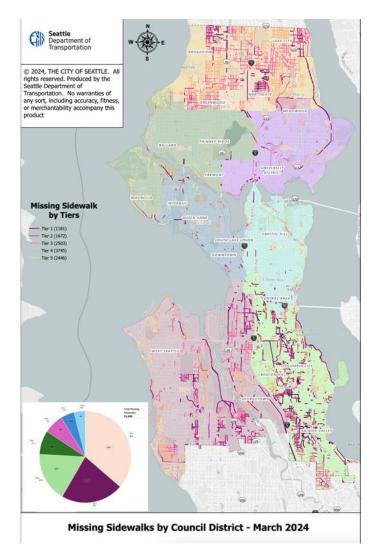
## Attachment 6 to Resolution 32131 Seattle City Council Amendments to the Seattle Transportation Plan April 16, 2024

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

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 <u>Construct new sidewalks or alternative sidewalks on all blocks that currently do not have sidewalks.</u> 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.

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.