

## **Exhibits**

### **Exhibit A: Seattle City Council Resolution 30951**

**Resolution Number: 30951**

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A RESOLUTION relating to improving **pedestrian** safety in the City of Seattle by developing a **Pedestrian** Master Plan and implementing a public education and enforcement campaign.

**Date introduced/referred:** January 16, 2007

**Date adopted:** February 5, 2007

**Status:** Adopted as Amended

**Vote:** 7-0 (Excused: Conlin, Drago)

**Committee:** Full Council for Introduction and Adoption

**Sponsor:** LICATA, CO-SPONSORS CONLIN, DELLA, DRAGO, GODDEN, STEINBRUECK

**Index Terms:** PEDESTRIANS, TRAFFIC-SAFETY, SAFETY, PLANNING

**References/Related Documents:** Related: Res 30950

#### **Text**

A RESOLUTION relating to improving pedestrian safety in the City of Seattle by developing a Pedestrian Master Plan and implementing a public education and enforcement campaign.

WHEREAS, there has been an average of 484 pedestrian/vehicle collisions in Seattle annually over the past five years, including an average of 10 fatalities and a significant number of injuries each year, which, while significantly lower than comparable cities, is an accident rate that the City hopes to lower; and

WHEREAS, these deaths and injuries represent a tragic loss of life and suffering to the victims, their families, and the community; and

WHEREAS, the City's efforts to improve pedestrian safety over the past five years include placing new signs at all school crosswalks, providing engineering improvements at intersections to enhance safety

for pedestrians, remarking crosswalks throughout the City to improve their visibility, launching a multi-year citywide pedestrian campaign to build pedestrian-safety awareness, initiating Pedestrian Summer, which highlighted pedestrian safety and mobility, and employing targeted enforcement; and

WHEREAS, the City of Seattle has been cited by the U.S. Department of Transportation for the quality of its pedestrian improvements, traffic calming, and safety enforcement practices, and hopes to further enhance the reasonably safe pedestrian standards that now exist through additional future activities; and

WHEREAS, the Seattle Department of Transportation (SDOT) is devising a process and timeline for the development of a Pedestrian Master Plan that will establish policies and programs intended, in part, to further enhance pedestrian safety in the City and make Seattle a more walkable city; and

WHEREAS, the City intends to convene an ad hoc advisory group that will develop the proposed Pedestrian Master Plan; and

WHEREAS, the Council and Mayor view the Pedestrian Master Plan as an ideal means to advance the "Complete Streets" principles outlined in Resolution 30915; and

WHEREAS, Action #2 in the 2006 Seattle Climate Action Plan proposes to significantly expand pedestrian infrastructure in order to dramatically shift the number of single occupancy vehicle trips to walking trips; and

WHEREAS, the City and the region are making new investments in bus

service, streetcar, and light rail systems, which will increase walking opportunities for the City's residents and workers; and

WHEREAS, the Council and Mayor desire to provide guidance on the elements that are to be included in the proposed Pedestrian Master Plan, in addition to the membership of the Plan's ad hoc advisory group, based on the City's experience in developing a Bicycle Master Plan as well as "model" pedestrian Master Plans developed in other jurisdictions, and in a manner that recognizes the multi-dimensional nature of creating a walkable community; and

WHEREAS, the Council and Mayor desire to work collaboratively on the development and implementation of a public education and enforcement campaign intended to raise awareness of pedestrians and drivers alike concerning pedestrian safety issues in the City; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR CONCURRING, THAT:

Section 1. The City Council and Mayor support the development of a Pedestrian Master Plan that will incorporate the principles of education, engineering, enforcement, encouragement, and evaluation, and recommends that the proposed plan include, but not be limited to, the following elements:

- the Plan's short and long-term goals;
- a summary of the public-outreach process utilized to develop the Plan;
- a presentation of pedestrian fatality and injury data trends, with associated maps;
- a review and potential modification to the City's pedestrian

policies affected by the Comprehensive Plan, the Transportation Strategic Plan, the Right-of-Way Improvements Manual, the Municipal Code, Neighborhood Plans, Director's Rules, and other relevant City documents and policies;

- inclusion of education and enforcement plans and policies;
- incorporation of existing or planned safe-routes-to-school information;
- inclusion or reference to design standards affecting pedestrians, including any relevant discussion of research concerning street design and operations (including, but not limited to, signals and roadway geometry) and emerging best practices in pedestrian safety (treatments such as, but not limited to, red-light cameras, in-pavement flashing lights at crosswalks, road re-channelization, crossing flags, raised crosswalks, and overhead lighting);
- pedestrian performance measures using standardized methods for evaluating safety improvements, programs, and activities;
- a needs assessment to guide completion of the pedestrian facilities system; and
- a prioritized list of desirable long-term pedestrian infrastructure improvements and associated cost estimates, along with maps detailing the proposed improvements, with appropriate reference to SDOT's capital improvement program (CIP).

Section 2. The City will create and staff an ad hoc Pedestrian Master Plan Advisory Group to develop a proposed Pedestrian Master Plan. The Pedestrian Master Plan Advisory Group will serve only through the development of the Pedestrian Master Plan and should include, at a minimum, representatives from the Seattle Pedestrian Advisory Board (SPAB), neighborhood organizations, regional representatives, health officials, an organization representing senior citizens, Seattle Public Schools representatives,

representatives from pedestrian advocacy groups and safe-driving-oriented organizations, and members of the disabled community. Members of the Pedestrian Master Plan Advisory Group should reflect the diversity of the citizens of Seattle. The Pedestrian Master Plan Advisory Group shall meet periodically with members of the interdepartmental team formed to work on pedestrian safety.

Section 3. SDOT, in conjunction with the Seattle Police Department (SPD), SPAB, and other relevant City agencies, will develop and carry out a pedestrian safety education and enforcement campaign during 2007 and 2008, which will seek to educate and raise awareness of drivers and pedestrians concerning pedestrian and vehicle safety issues. The campaign should include development of public education materials, public service announcements (PSAs), and special events to highlight pedestrian and driver safety issues, among other activities. The City should make any published materials available in multiple languages. This campaign should also incorporate high-visibility pedestrian safety enforcement activities, to be carried out by SPD. Particular efforts should be made to involve area school children, parents, and school officials in activities related to the public awareness and enforcement campaign.

Section 4. The agencies and organizations involved in the development of the Pedestrian Master Plan and in the implementation of the pedestrian safety campaign shall periodically brief the Council's Special Committee on Pedestrian Safety on the progress and results of both efforts. The Pedestrian Master Plan Advisory Group shall participate in any briefing concerning the Pedestrian Master Plan.

Section 5. The City, SPAB, and the Pedestrian Master Plan

Advisory Group will hold a public forum to engage citizens, City staff, elected officials, and regional and national pedestrian safety experts in providing input on the Pedestrian Master Plan, the pedestrian safety education and enforcement campaign, and other activities related to enhancing pedestrian safety.

Adopted by the City Council the \_\_\_\_ day of \_\_\_\_\_, 2007, and signed by me in open session in authentication of its adoption this \_\_\_\_ day of \_\_\_\_\_, 2007.

\_\_\_\_\_  
President \_\_\_\_\_ of the City Council

THE MAYOR CONCURRING:

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Gregory J. Nickels, Mayor

Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2007.

\_\_\_\_\_  
City Clerk

February 5, 2007

Version #20

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[Fiscal Note](#)