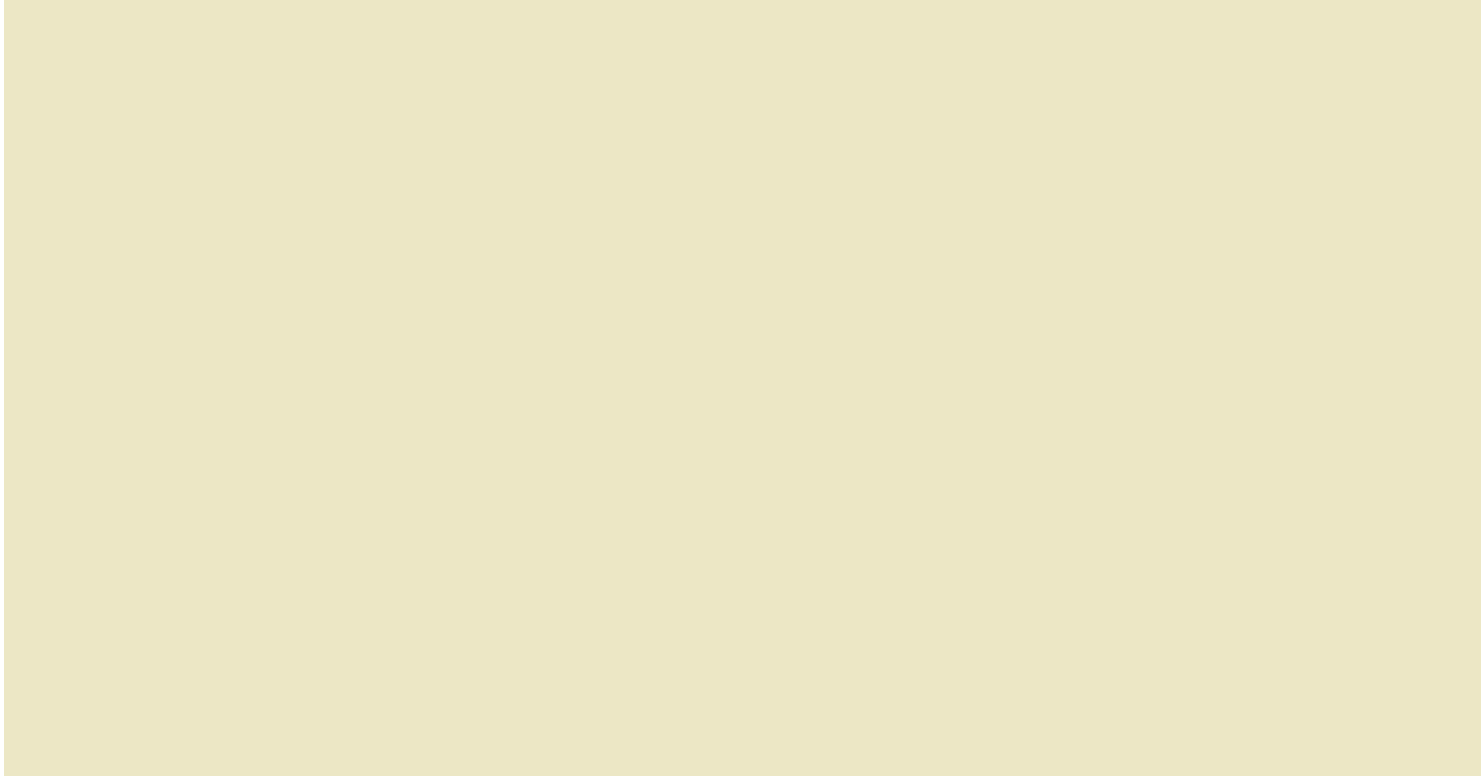




Greg Nickels, Mayor,  
City of Seattle  
Grace Crunican, Director,  
Seattle Department of Transportation

# 2004 Annual Report







*"We're not just getting Seattle moving, we're on the road to a 21st Century transportation system."*

Greg Nickels, Mayor



# VISION • MISSION • GOALS

## VISION

*A Vibrant Seattle Through Transportation Excellence*

## MISSION

*To deliver a safe, reliable, and efficient transportation system that enhances Seattle's environment and economic vitality.*

## GOALS

*To achieve transportation excellence we will:*

- \* Preserve the existing transportation infrastructure and use it to its fullest capabilities.*
- \* Move people and goods efficiently and safely, using technology wherever possible to overcome transportation challenges.*
- \* Reduce reliance on the automobile and make transit, bicycling and walking convenient and attractive.*
- \* Shape future transportation improvements that reflect Seattle's role and connections to the region.*
- \* Incorporate environmental excellence into every decision, project and program.*
- \* Promote the livability of our neighborhoods and communities.*
- \* Provide outstanding customer service to Seattle residents, businesses, neighborhoods, visitors and regional partners.*
- \* Guide investments that contribute to the economic vitality of neighborhood businesses and industries in Seattle and the region.*
- \* Manage resources wisely with performance measures.*
- \* Recruit, train and retain a diverse and multicultural work force and value and respect our employees.*



*Vision of Seattle's future "Center City" that will provide better connections and transportation choices.*



*Grace Crunican,  
Director of Seattle Department of Transportation*

Mayor Nickels' goal to "get Seattle moving" has driven the Seattle Department of Transportation's (SDOT) efforts this past year. In 2004 the department got off to a fast start and despite a few budget challenges we kept the pace.

Responding to Mayor Nickels' commitment to fill potholes within 48 hours of a request, our crews filled a record-breaking number of them—78,079. The department implemented programs to preserve and maximize SDOT's assets now and into the future. Even with limited resources, we accomplished a record amount of street resurfacing in 2004—nearly 64, 12-foot wide, lane miles of paving, and other resurfacing projects—the highest level since 1998. Using the new pavement management system, staff can now determine which streets are most in need of resurfacing or repair to better allocate taxpayer investments. Additionally, Street Use issued more than 18,000 permits and streamlined its permitting system to improve coordination of street work to reduce blocked roadways and sidewalks. Further, through grants and other funds, SDOT secured nearly \$12 million for major and other projects.

With the vision of a transportation system that supports a livable, walkable, 24/7 "center city" and reduces sprawl along our fringes, SDOT began laying the groundwork for future transportation hubs at King Street Station, Colman Dock and Westlake. Buses, streetcars, light rail, monorail and ferries will connect at these hubs, creating centers of culture, entertainment, shopping and housing.

Several major projects integral to that future transportation system reached significant milestones. Light rail construction made considerable headway on the Rainier Valley segment. The department received the green light to begin design and preliminary engineering for the South Lake Union Streetcar that will serve a fast-growing neighborhood and connect nearby communities to downtown Seattle and the Westlake hub. We made significant strides in untangling the traffic snarl on Mercer Street which connects I-5 to SR-99 and downtown Seattle. SDOT also wrapped up a nine-party agreement, design, environmental documentation and permitting to make way for construction of the City's SR-519 Surface Street Improvements. The project will improve connections between I-5/I-90 and the Colman Dock Ferry Terminal.

Together with the state and federal government, the City also made strides in replacing the seismically-compromised Alaskan Way Viaduct and Seawall structures. Staff completed the Draft Environmental Impact Statement. Additionally, after three years of outreach soliciting extensive public input on the document, Mayor Nickels, Washington State Department of Transportation Secretary Doug MacDonald and Washington State Federal Highway Administration Division Administrator Dan Mathis, jointly announced the tunnel as the preferred alternative.

With new technology, the City's 21st century transportation system also started taking shape this past year. SDOT installed 500 parking pay stations that utilize wireless technology, replacing the parking meters of the past. The department also enhanced safety in the Battery Street Tunnel with a high-tech camera/alarm system.

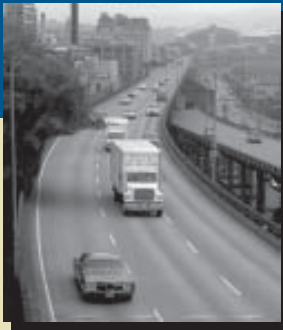
Embracing the Mayor's Race and Social Justice Initiative, the department developed a program to encourage mentoring of minority contractors, created non-English printed materials and used interpreters to promote department relations in multi-ethnic neighborhoods.

Thanks to the efforts of this department and all of its local, regional, state and federal partners, 2004 was a truly productive year. With your help, we anticipate 2005 will be equally fruitful.

*Grace Crunican*  
Grace Crunican



# 2004 Major Projects Status



*Replacing the seismically-compromised Alaskan Way Viaduct is one of the City's highest priorities.*

## Alaskan Way Viaduct/Seawall Project

Planning

Design

Construction

Replacing the Alaskan Way Viaduct and waterfront seawall is critical for the region and state as both structures are vulnerable to earthquakes. Five replacement plans were considered: Rebuild, Aerial, Tunnel, Bypass Tunnel, and Surface.

In the first week of December, the Mayor, the Washington State Secretary of Transportation, and the Regional Administrator of the Federal Highway Administration announced the Alaskan Way Viaduct Preferred Alternative to include a tunnel along the Central Waterfront as well as other substantial improvements to the route. In the South Downtown area, the proposed route will improve access to and from the stadium areas. At the north end of the tunnel, the lid will be extended to Victor Steinbrueck Park. Near South Lake Union and Seattle Center, Aurora Avenue will be lowered to provide improved east-west access.

## Central Link Light Rail

Planning

Design

Construction

The City, King County and Sound Transit began an extensive downtown community outreach program to discuss the downtown bus tunnel retrofit, the construction of a tunnel extension on Pine Street, downtown bus service reorganization, and a \$16 million surface improvement program. Sound Transit awarded a \$135 million contract for the purchase of light rail vehicles to be delivered for testing in 2006 and also awarded a construction contract for the Rainier Valley segment totaling \$144 million.

Sound Transit's light rail construction is now underway in Beacon Hill, Rainier Valley, South Downtown and downtown. Preparation began at the site of the future Beacon Hill station and a \$300 million construction contract was awarded for the Beacon Hill tunnel, station, and McClellan aerial guideway. Sound Transit and the City kicked off the start of the Rainier Valley light rail construction in June.

Construction continues on the first 14 miles of Sound Transit light rail between downtown Seattle and SeaTac Airport. On Beacon Hill, construction is underway at three sites with preparations for the portal structures near I-5, excavation of the 54-foot diameter station shaft on the top of the hill, and demolition of the former Department of Social and Health Services building at the east portal. In the Rainier Valley, early utility construction continues with the replacement of deep sewer mains and underground electric and telecommunications ductbanks. Sound Transit is scheduled to begin service by the end of 2009.

## Fremont Bridge

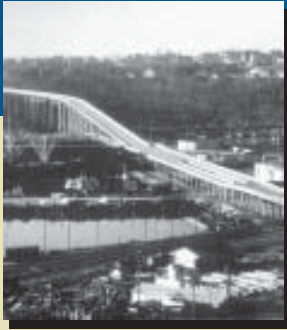
Planning

Design

Construction

Substantial gains were made in 2004 on the design and community outreach for the Fremont Bridge project which involves replacing the north and south approaches, upgrading the bridge mechanical and electrical system, and reconstructing the bridge maintenance shop. The second public open house was held in May with over 100 citizens reviewing and commenting on the plans. SDOT selected a preferred concept for the Bridge Maintenance Shop and has negotiated for design services to provide contract documents for the concept. The 90 percent design for the approaches and the mechanical and electrical work was completed in November, which included the signal work for the Fremont Circulation project. Work to develop the 100 percent design and secure property rights and environmental permits continued through the end of the year. Conceptual plans were submitted for reconstruction of the bridge maintenance shop. Construction of the approaches and mechanical and electrical work is expected to start in early July of 2005.

# 2004 Major Projects Status



*Design choices are being examined for the Magnolia Bridge, a major link to Magnolia.*

## King Street Station

Planning

Design

Construction

Renovations began on selected areas of the Station, including improvements to the passenger waiting room, restrooms and ticket counters. Additional renovations will continue with a large planning effort to envision redesign of the transportation elements as well as the surrounding area and its potential for development.

The Phase II planning for the King Street Station Transportation Center will address the critical interconnections of buses, taxis, commuter and long-distance rail, light rail, monorail, auto, bike and pedestrian access at this important transportation hub.

## Magnolia Bridge

Planning

Design

Construction

SDOT spent most of 2004 working on the Draft Environmental Impact Statement (DEIS) for replacing the Magnolia Bridge. One alternative for replacing the bridge was dropped from review because of insufficient traffic capacity. SDOT added another alternative, which was next in order of priority among the alternatives originally considered for the DEIS. All of the studies required for the DEIS were revised to reflect the change of alternative.

All of the environmental studies required for the DEIS were completed by the project consultants and sent for review and approval by the Washington State Department of Transportation (WSDOT) and Federal Highway Administration (FHA). In response to comments received from WSDOT and the FHA, the environmental discipline reports were revised. Of 14 reports, four have been approved with approval of the remainder expected in 2005. Once all the reports receive approval, assembly and printing of the DEIS can proceed, however, because the approval process is taking longer than planned, publication of the DEIS is now expected in November 2005.

## Mercer Corridor

Planning

Design

Construction

SDOT completed an initial screening of the proposed alternatives for the Mercer Corridor Project. The screening evaluated three alternatives: two-way Mercer Street with a narrow Valley Street, realigned Fairview/Valley Streets with a Roy Street underpass, and an expressway alternative. The evaluation rated the alternatives across eight objectives aimed at supporting and shaping the development of the South Lake Union neighborhood and maintaining Mercer's role as a principal arterial street.

One alternative, the "Two-way Mercer Boulevard with a narrow Valley Street," will be carried forward into the full Environmental Assessment (EA). The two-way Mercer Boulevard fulfills the project objectives of improving mobility for all modes of travel, enhancing access and circulation within the neighborhood, and providing a quiet, pedestrian street along the edge of South Lake Union Park.

Through the environmental review and preliminary engineering in 2005, SDOT also will identify improvements to the two-way Mercer alternative to ensure that the project provides a balanced set of improvements for pedestrian, bike, transit and freight mobility, as well as general traffic. The City Council directed SDOT to analyze other measures to improve traffic operations in the South Lake Union area and to develop a travel demand management program for the area.

# 2004 Major Projects Status



*Planning and design scoping continued in preparation for widening the Spokane Street Viaduct.*

## Monorail

*Planning*

*Design*

*Construction*

SDOT directed an interdepartmental program for the Seattle Monorail Project (SMP) coordinating environmental review, station area planning, design review, permitting, and public works services. Staff developed design guidelines for the proposed monorail system and began negotiations with SMP on agreements granting the use of City streets and property for the project. SMP issued a Final Environmental Impact Statement and a Request for Proposals for the Green Line, a 14-mile monorail system linking Ballard and West Seattle, the Downtown Urban Center, and industrial centers in SODO and Interbay.

The City Council approved legislation proposed by the Mayor establishing the alignment and station locations and authorizing an agreement granting the use of City streets and property for the Seattle Monorail Green Line Project.

Concept plans were developed for public comment for each of the 19 monorail station areas. The planning phases of the project were completed in the 4th quarter, including station area planning and development of design guidelines. Development of the review, permitting process and structure began.

## North Link Light Rail

*Planning*

*Design*

*Construction*

Sound Transit's public comment period for the Supplemental Environmental Impact Statement (SEIS) on the North Link extension (downtown to University District and Northgate) lasted through January 2004. In May, the Board of Directors chose a preferred route for extending Link light Rail from downtown Seattle to Northgate and the staff was directed to continue studying the two routes through the 30 percent design phase—Eighth Avenue Northeast and 12th Avenue Northeast, between the Roosevelt neighborhood and Northgate—to provide more information before making a decision on which route to follow for that segment of the line.

Work continued toward completing Preliminary Engineering and the Final Environmental Impact Statement (FEIS) by mid-2005. Sound Transit and City staff have focused their efforts on identifying and framing key design issues at the earliest stages to provide the basis for a reliable project cost estimate at the end of this phase of the project development.

The SEIS will be released in Spring 2005 with the FEIS to be issued in Summer 2005; at that time the Board will make final alignment and station location decisions, define a financing strategy and decide when to proceed with the final design of the next construction segment.

## Spokane Street Viaduct Widening

*Planning*

*Design*

*Construction*

SDOT has completed three of the four phases of this project. Phase four will widen the viaduct to five lanes with shoulders, move the current westbound 4th Avenue South ramps to 1st Avenue South, explore adding an eastbound 4th Avenue off-ramp, and make improvements to the Spokane Street lower roadway. The project will improve movement of freight and goods in the corridor.

Due to funding shortfalls, the current plan is to break construction into two or three phases. Phase 1 extends from east of 1st Avenue South west to the Harbor Island off-ramp. Phase 2 will extend from the Phase 1 cut-off point east of 1st Avenue to the I-5 ramps. The last, and newest, component of the project—the eastbound 4th Avenue off-ramp—will be constructed along with Phase 2, or separately, depending upon funding. The design of Phases 1 and 2 will occur simultaneously, as will



# 2004 Major Projects Status



*The SR 519 Surface Street Improvements project will significantly improve freight mobility and all travel modes between I-5/I-90 and the Coleman Dock ferry terminal.*

some preliminary engineering of the 4th Avenue off-ramp to ensure full compatibility with the main structure. Completion of the 4th Avenue off-ramp design will occur when funding is secured.

In 2004, staff worked with the design consultant on a final design scope for Phases 1 and 2 as well as 15 percent preliminary design scope for the eastbound 4th Avenue off-ramp. Design will get underway on all phases in 2005.

## South Lake Union Streetcar

Planning

Design

Construction

The proposed South Lake Union Streetcar will provide local transit service to nearby communities and downtown, connect to the regional transit system, encourage economic development, and help create vibrant neighborhoods. SDOT retained consultants and completed a planning and feasibility analysis report in June. The analysis identified the South Lake Union route as the most promising of the routes reviewed and provided ridership estimates showing the route would serve more than one million passengers per year at full build out. SDOT received authorization from the City Council to begin design and preliminary engineering. In addition, the SDOT team also started the environmental review process and continued to work with community stakeholders along the route.

## SR-519 Phase 1 Surface Improvements

Planning

Design

Construction

The SR-519 Phase 1 Surface Street Improvements project is designed to improve traffic and freight mobility by separating rail, trucks, vehicles, and ferry queuing between I-5/I-90 and Coleman Dock. Several major redesigns were made in the plans including a new access for ferry queuing and an exclusive truck-only access channeling traffic in advance of the Atlantic/Alaskan Way intersection to avoid congestion. Traffic and Air Quality Analysis reports were amended to the year 2030. A re-evaluation of the State's Environmental Assessment was completed and approved and Environmental Justice Analysis documents were expanded.

SDOT secured the right of way for the project and obtained State certification as well as permits covering stormwater discharge and new/or modified signals on Alaskan Way. City Council approved a 30-year term permit for the Washington State ferry queuing which SDOT developed. The project was advertised and SDOT obtained final approval from all eight major project stakeholders on the scope of work, budget, and contract award. The design team worked out the details for construction activities to avoid impacting critical Port of Seattle and the Burlington Northern Santa Fe Railway operations during the 18-month construction. Community meetings were held to update the public on the project as it progressed.

## SR-520 Bridge Replacement & HOV Project

Planning

Design

Construction

Throughout the year the SR-520 project entered into a deeper level of planning and engagement. The SR-520 local impact committee (LIC) and its consultants completed an initial report on recommendations to modify the SR-520 project to better fit into Seattle neighborhoods. The City asked the Washington State Department of Transportation (WSDOT) to pursue several of the recommendations, including studying a bicycle/pedestrian connection between the new SR-520 and Madison Park. Councilmember Conlin requested that WSDOT update its prior study on not replacing the Arboretum ramps in the new SR-520. The eight-lane alternative was shelved, leaving the no-build, four-lane (two general-purpose lanes in each direction) and the six-lane (two general-purpose and one HOV lane in each direction) alternatives in the Environmental Impact Statement process. SDOT staff expanded and formalized the SR-520 Inter-departmental Team which in the third and fourth quarters

# 2004 Major Projects Status



*Transit is key to our future transportation system.*

reviewed and provided comments on the discipline reports describing the project's environmental impacts. City staff continues dialogue with WSDOT staff on these issues.

## I-90 Two-Way Transit & HOV Operations

*Planning*

*Design*

*Construction*

In 2004, Sound Transit completed the Final Environmental Impact Statement for the I-90 two-way transit and HOV operations project. In July, the City, County, Sound Transit, Washington State Department of Transportation (WSDOT) and Mercer Island agreed to an amendment to the 1976 Memorandum of Agreement for I-90. The amendment solidifies regional consensus on the key principles for moving forward with transit improvements to I-90. The amendment provides that the ultimate configuration includes high capacity transit in the current center roadway, with three general-purpose lanes and one High Occupancy Vehicle (HOV) lane in each direction on the outer roadways. Alternative R-8A, which will add HOV lanes to the outer roadways, was approved as an important first step toward this ultimate configuration.

The Federal Highway Administration issued a Record of Decision on the project, the final step in the environmental process. Limited construction is planned to begin in late 2005 while the project Steering Committee develops a funding strategy for full construction. WSDOT completed its 30 percent design drawings and has initiated final design on the first construction phase between Bellevue and Mercer Island. As part of its update of the Regional Transit Long Range Plan, Sound Transit initiated an analysis of Eastside mass transit technology. The analysis will assess the potential for mass transit to meet the demands of connecting Eastside cities with each other and with the region.



*SDOT continues to inspect and minimize damage to Seattle's crumbling Seawall structure until it can be replaced.*

# 2004 Major Projects Map

- 1 Alaskan Way Viaduct & Seawall
- 2 Fremont Bridge
- 3 King Street Station
- 4 Magnolia Bridge
- 5 Mercer Corridor
- 6 Monorail
- 7 Central Link Light Rail
- 8 South Lake Union Streetcar
- 9 Spokane Street Viaduct Widening
- 10 SR-519
- 11 SR-520
- 12 I-90
- 13 North Link Light Rail





# By the Numbers

Please Note: Information extracted from reports available as of 12/31/04. Figures may fluctuate from quarter to quarter due to weather and the seasonal nature and cost of the work at the time.

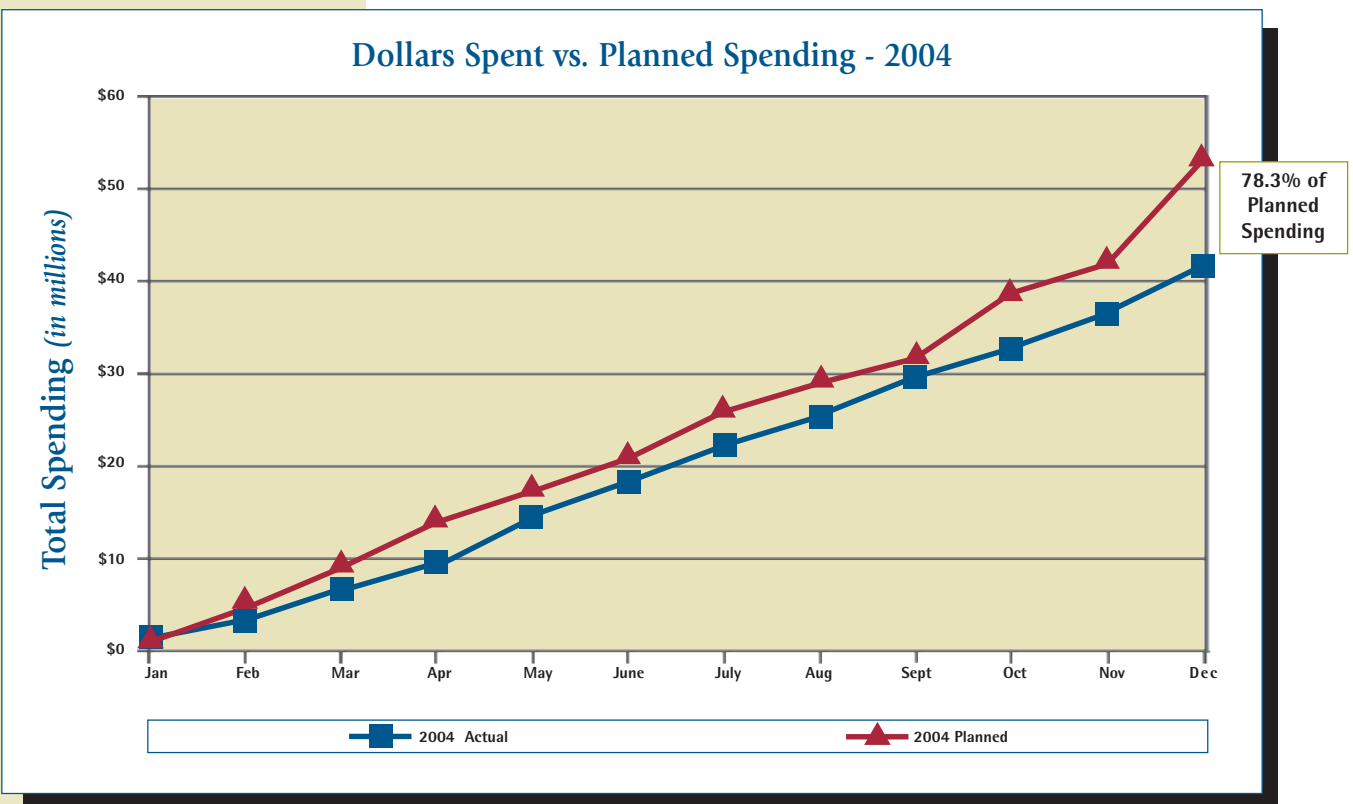
Areaways repaired or historically restored .....	4
Bike maps issued .....	57,315
Bike racks installed .....	53
Bike lanes created .....	2.15
Bridge repairs made .....	419
Bridges painted .....	1
Construction/special event traffic control plans developed/approved .....	1,600
Crosswalks upgraded .....	131
Curb bulbs installed .....	19
Curb ramps constructed .....	483
Curb ramps retrofitted .....	245
Lane miles painted .....	1,132
Lane miles paved .....	57.9
New marked crosswalks installed .....	50
Pay stations installed .....	500
Pedestrian crossing improvements completed .....	18
Pedestrian lights installed .....	61
Pedestrian and bicycle spots improved .....	38
Pedestrian walkways improved .....	7
Potholes filled .....	78,079
SDOT public website visits .....	2,603,514
Sidewalk blocks rehabilitated .....	10
Speed humps/chicanes/others constructed .....	5
Stairways rehabilitated .....	18
Street Use permits issued* .....	18,388
Street trees planted .....	2,358
Street trees pruned .....	1,802
Traffic circles installed .....	11
Traffic signals optimized .....	150
Traffic signs installed .....	2,480
Traffic signs maintained .....	17,258
Grants/appropriations/authorizations received .....	\$11,065,000
Grants/appropriations/authorizations submitted for future funding .....	\$190,644,000
Percentage of contracts issued to women and minority business enterprises .....	12.6

\*This number includes pending permits and renewals

# 2004 Capital Project Status

Most capital improvement projects are multi-year in nature. The graph below is a snapshot of the expenditure plan SDOT proposed for 2004. The graph indicates that the projects in the capital program achieved 78.3 percent of the expenditure goal for the year 2004.

The project breakouts on the following pages show expenditures from prior years through year end, 2004. The budget amounts reflect available funding for the life of the project, as published in the 2004 Adopted Capital Improvement Program (CIP). The few annual programs identified separately reflect only planned 2004 budgets and costs through the end of 2004.



## General Notes for 2004 Capital Project Reports

Budgeting for a specific planning phase was not a routine practice until preparation of the 2004 Transportation Capital Improvement Program (TCIP). Some projects did identify a planning stage and costs have been tracked for planning.

Data for planned total cost are linked to the 2004 adopted TCIP; data for the life-to-date costs are as of year end, 2004.

Management of the TCIP requires adjustments among project spending plans to maintain overall progress.

# 2004 Capital Project Status

## 2004 Capital Improvements Project Costs Detailed by Phase Data as of year end, 2004

Project Title	Status	Planning		(includes environmental and acquisition) Design		(includes close out) Construction		Total Project Cost		Comments
		Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
<i>(\$ figures in thousands)</i>	P=Planning D=Design C=Construction C/O=Closed out O/H=On Hold									
12th Avenue Neighborhood Improvements Project	P D C C/O	0	0	321	378	1,554	1,581	1,875	1,959	This project is closed out.
14th Avenue S Street Improvements	O / H	37	107	183	0	1,292	0	1,512	107	This Transportation Improvement Board project has been deferred because of budget constraints.
35th Avenue SW Signal & Street Improvements	P D C/O	71	0	607	678	3,605	3,716	4,283	4,394	This project is closed out.
35th Avenue NE Street Improvements	P D C	25	0	1,000	1,292	8,000	1,393	9,025	2,685	This project will begin construction in 2005; schedule delays occurred when federal funds were added to the project to relieve budgetary pressures. A segment of construction that could be accomplished without grant funds along 25th Avenue NE was completed ahead of schedule and under budget.
5th Avenue NE Improvements	P D C	17	65	400	311	1,750	0	2,167	376	This project is in design and construction has been moved out to 2006 to be in sync with Parks and Library work along 5th Avenue NE.
Alaskan Way Viaduct/ Seawall Environmental Impact Statement Study	P D C		364	21,325	8,979		0	21,325	9,343	The State, City and Federal government have reached a preferred alternative, a tunnel, for replacing the viaduct.
Arterial Asphalt & Concrete Program	P D C		0	502	246	4,839	2,993	5,341	3,239	Because this is a yearly program, the design is not separately budgeted.
Aurora Transit Improvements	P D C	0	99	2,697	212	3,600	0	6,297	311	The department completed its route study, and will move to preliminary design and the environmental work.
Belltown/Queen Anne Connections - Thomas St.	P D C	50	31	827	92	2,069	0	2,946	123	This project is funded with Shoreline Park Improvement Fund and Parks levy funds.
Burke-Gilman Trail Extension	P D C	360	360	4,693	2,810	9,020	554	14,073	3,724	Contract was awarded and ground-breaking occurred as planned in 3rd quarter. Locks to NW 60th segment started in mid-November of 2004.
Chief Sealth Trail	P D C	15	0	729	861	4,515	0	5,259	861	In cooperation with Sound Transit and its Link light rail contractor, this project has been accelerated and construction started in the summer.
Duwamish Intelligent Transportation System	P D C	851	0	962	1,555	3,520	598	5,333	2,153	Main construction started in the 4th quarter; earlier construction accommodated businesses and coordination with Spokane Street project.
Earthquake 2001 Federal Highway Administration	P D C	39	39	2,519	2,732	9,115	7,911	11,673	10,682	The last of numerous earthquake repair projects, in-water work on the riprap portion of the Seawall repair will occur during January and February, 2005, to coincide with the fish window.
Enhanced Traffic Management Center	P D C C/O	289	0	638	753	1,010	1,001	1,937	1,928	This project is closed out.
Fremont Bridge Approaches	P D C	1,037	782	4,393	4,716	25,320	0	30,750	5,498	The department reached the 90% design milestone during the 4th quarter; construction is on schedule for summer of 2005.
Interurban Trail North	P D C	158	158	249	425	911	0	1,318	583	Design review revealed problems with a water main with inadequate ground cover located in the trail right of way. The department is reworking design and construction plans because of this problem.

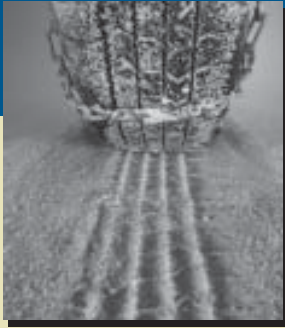


# 2004 Capital Project Status

## 2004 Capital Improvements Project Costs Detailed by Phase Data as of year end, 2004

Project Title	Status	Planning		(includes environmental and acquisition) Design		(includes close out) Construction		Total Project Cost		Comments	
		Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual		
<i>(\$ figures in thousands)</i>	P=Planning D=Design C=Construction C/O=Closed out O/H=On Hold										
Lake City Way NE Multi-Modal	P D C	709	709	1,686	2,174	8,307	2,887	10,702	5,770	The project was advertised in the 3rd quarter, but to avoid the holidays, construction was put off to January, 2005.	
Lake Union Ship Canal Trail - Phase II	P D C	166	166	2,039	1,759	3,010	0	5,215	1,925	This budget does not include costs on the already constructed Phase I. Design is proceeding on schedule.	
Leary Way	P D C	66	66	341	614	2,614	2,381	3,021	3,061	This project reached substantial completion in the 3rd quarter. SDOT received an increase from the granting agency for the increased costs on this project.	
Magnolia Bridge Replacement Project	P D C	2,930	1,699	11,256	1,749	100,000	0	114,186	3,448	The project is preparing the Environmental documentation. During the last quarter a CEVP process (a cost/risk analysis) was completed.	
Mercer Corridor Project	P D C		1,366	29,402	6,889	70,015	1	99,417	8,256	SDOT retained a consultant to prepare an Environmental Assessment for the Mercer Corridor. This is anticipated to take 18 to 24 months, and was started in 2004.	
Monorail Implementation Plan	P D C	1,455	1,455	0	0	0	0	1,455	1,455	The planning phase was completed on schedule; Monorail Implementation Program activities will continue when the Monorail authority reaches agreement with a contractor.	
North Queen Anne Bridge Seismic	P D C	124	50	206	411	870	791	1,200	1,252	Additional work has been added to deal with unanticipated hazardous material removal.	
Phinney Avenue N/ Fremont Avenue N/ N 50th Street Improvements	P D C	50	23	411	709	3,482	265	3,943	997	Construction is expected to begin in the 1st quarter of 2005. Design has been revised to include community requests for channelization.	
Retaining Wall Replacement Program	P D C C/O	0	0	275	152	818	629	1,093	781	SDOT completed work on three walls.	
South Jackson Arterial Improvement Program	P D C	15	15	263	295	1,268	0	1,546	310	The project construction start was deferred to 2005 due to budget constraints.	
Spokane Street Viaduct	P D C	0	0	8,350	8,164	16,103	16,303	24,453	24,467	Final design work for phases 1 and 2 (of 3) has been budgeted and the department is working to assemble a full funding package for the construction phase.	
SR-519 Surface Street Improvements	P D C	50	7	2,436	4,608	11,478	425	13,964	5,040	Construction is expected to begin in the 1st quarter of 2005 after contract award in the 4th quarter of 2004.	
SR-520 Project	P D C		69	810	149		0	810	233	The Preliminary Draft Environmental Impact Statement is expected in March of 2005, and a preferred alternative will be chosen in late summer/fall of 2005.	
West Seattle Swing Bridge Cylinders	P D C C/O	317	321	400	946	1,883	1,201	2,600	2,468	This project is substantially complete.	
West Lake Union Trail	P D C C/O	281	281	641	641	3,600	4,145	4,522	5,067	Overrun attributable to unanticipated field conditions. Project is in construction closeout.	

## New in SDOT



*The City provides information about snow routes in its annual snow and ice brochure that was published in multiple languages this year.*

### SDOT's Annual Snow Brochure Goes Multi-Lingual

To further the Mayor's Race and Social Justice Initiative, SDOT produced its snow brochures in Spanish, Chinese and Vietnamese. The three languages were chosen according to the needs of the Seattle School District which receives the majority of the brochures for distribution to students. Nearly 23,000 brochures were distributed to elementary students to take home to their parents and an additional 10,000 brochures went to libraries, Neighborhood Service Centers, hospitals, and various nonprofit agencies. Based on demand, SDOT hopes to add other translations in the future. The brochures provide snow routes, emergency numbers, and safety advice.

### SDOT Prepares for Emergencies

With funding made possible by a federal Urban Areas Security Initiative grant, SDOT hired an expert in disaster readiness for the newly-created position of Emergency Preparedness Officer. The new officer will ensure that SDOT complies with federal and state laws and that the department plans are compatible with the City and County emergency plans, and will further prepare SDOT by assisting with planning and coordination of employee disaster simulation exercises.

### SDOT Joins SPD to End Fraudulent Use of Disabled Parking Placards

Fraudulent users of disabled parking placards will now think twice before parking in downtown Seattle. SDOT joined forces with the Seattle Police Department to end the misuse of disabled parking placards. The result will be more parking spaces for use by legitimately-permitted vehicles and for other short-term parking customers.

### SDOT Reaches out to Minority Contractors

Inspired by the Mayor's Race and Social Justice Initiative and recognizing the City's future need for a large

construction labor force reflective of our community, SDOT is doing business differently. SDOT partnered with the Contractor's Development Competitiveness Center (CDCC) to encourage small, historically under-utilized contractors to enter the construction bidding ring. To kick-start their participation in this arena, SDOT held a networking event for contractors to hear about upcoming federally-funded projects and support programs.

As a result of the event, on one project SDOT received five bids with DBE participation ranging from 21 to 29 percent –surpassing the original goal of 21 percent. SDOT will encourage partnerships and mentoring opportunities with larger contractors that are frequently awarded SDOT projects.

### CTAC II Highlights Growing Maintenance Needs

In 2003, the Mayor and City Council formed the Citizens' Transportation Advisory Committee II (CTAC II). The committee met in 2004 to evaluate and make recommendations for new sources to fund major transportation maintenance and neighborhood transportation needs. In particular, the committee recommended identifying new sources of funding to stop the growing gap in maintenance dollars. In response, Mayor Nickels led an initiative with the Association of Washington Cities to develop more tools and resources for maintenance needs.

### Project Works Toward Inclusion of Non-English Speaking Community

The Chief Sealth Trail, long in the planning, moved into high gear with construction. The work opened the way for community outreach meetings bringing the adjacent neighborhoods together, initially with the help of Chinese language interpreters. In addition, interpreters were made available for those speaking Vietnamese or Spanish. This multi-language approach will help unite the community in understanding this new facility that will provide benefits to pedestrians, bicyclists and commuters alike.

# New in SDOT



*SDOT began installing its innovative Pay Stations in the highest use areas in and adjacent to downtown.*

## Parking Pay Stations Launched

Mayor Greg Nickels unveiled SDOT's new, user-friendly Pay Station parking technology that benefits both the City and the public with improved convenience, predictability and reliability. Over the coming years, SDOT will replace most of the City's 9,000 aging single-parking meters with 1600 Pay Stations that will be located one per block. Automated kiosks, Pay Stations issue receipts for parking time purchased while enabling the City to track revenue, usage and maintenance data, which is transmitted wirelessly to a central computer location. Pay Stations accept coins, credit and debit cards, and, ultimately, high-tech "smart cards." Receipts for unexpired time may be used at other locations. Eventually, some machines will also communicate in Spanish and Chinese.

## Waterborne Paint Saves Money, Protects the Environment

SDOT's paint trucks were due for replacement and, in keeping with the Mayor's and the department's environmental sustainability goals, this presented an opportunity to purchase trucks capable of dispersing waterborne paint. The faster-drying paint, that is both environmentally-friendly and cost-effective, allows the crews to work at a safe, but faster pace. The low-odor paint is safer for crews to use and generates no hazardous waste; this translates into significant savings as no paint must be collected, stored, shipped or disposed of for a fee. The paint is also more durable and paint lines must be replaced less frequently.

## First Pavement Management Report Released

SDOT released its Pavement Management Report, the first of a planned series of analyses of department assets. The report found that Seattle's arterial streets are, on average, in good condition, but many street surfaces are crumbling due to the lack of an annual investment fund for maintenance. The amount of deferred maintenance

was estimated to be about \$310 million and projected to increase to \$560 million within ten years at the present level of investment.

## Innovative Low-Cost Bike Safety Fix at Inactive Railroad Track Crossings

SDOT tried a creative approach to "bike-proofing" abandoned railroad tracks by patching the railroad track gaps and covering the surface of the rails with pre-formed thermoplastic strips. Once melted and cooled, the strips harden into a rough sandpaper-like consistency. Because this application of the strips is a pilot project, SDOT will monitor its performance over time. If the repair proves successful, this product will be used at other similar sites as a low-cost alternative to removing tracks and repaving the street.

## Department Reorganization Promotes Efficiency

SDOT's Neighborhood Transportation Services, nationally recognized for its traffic circle program and other traffic calming measures, has been reorganized into the Traffic Management section. This regrouping integrates employees into the day-to-day street system operations by the Traffic Management Division.

## New SDOT Traffic Management Director Named

With 25 years experience in both transportation consulting and municipal traffic engineering, Katherine Casseday, P.E., took the helm as Director of Traffic Management. Charged with making the most of every opportunity to implement Mayor Nickels' goals to get Seattle moving, while keeping our neighborhoods safe, Casseday hit the ground running. Her background encompasses short-term and long-term transportation projects ranging from neighborhood traffic control to major arterial analysis studies, as well as traffic engineering with a focus on arterial systems, and moving people and goods along regional corridors.



# New in SDOT



*Seattle's beloved Mariner, Edgar Martinez, was honored when Edgar Martinez Drive South became an official city street.*

## Section of South Atlantic Street becomes Edgar Martinez Drive South

Although popular and successful Mariner slugger Edgar Martinez retired at the end of the baseball season, the Mayor kept his memory alive for fans by renaming a section of South Atlantic Street, between First and Fourth Avenues South, "Edgar Martinez Drive South."

## Legislation Passed for Nighttime Closures of Shoreline Streets

Mayor Nickels and the City Council increased enforcement opportunities for Seattle Police by passing legislation authorizing SDOT to close, from dusk to dawn, those shoreline street ends with documented public safety problems. This was in response to nighttime illegal activities occurring at the East Harrison Street end.

## High-Tech Equipment Increases Battery Street Tunnel Safety

With partial funding from a State High Hazard Grant, SDOT crews installed an automated incident detection system in the Battery Street Tunnel. The system employs a series of cameras to detect a stalled vehicle or collision in the tunnel. An alarm will sound in the 911 Center alerting staff to view the camera images and to send the appropriate emergency response, if necessary. The tunnel cameras can also be viewed in SDOT's Traffic Management Center.

## New Street Use Fee Schedule Implemented

Street Use implemented a new fee schedule that ensures more convenient permitting processes such as shorter review and wait times; Geographical Information Systems mapping identifying utility locations; bundling of permits; and more services by phone to reduce trips to SDOT offices. The new fees also create financial incentives for permit holders to coordinate their work and reduce the time they block the public right of way. This initiative helps extend the life of city streets and sidewalks and reduces lane and sidewalk closures, which will help keep traffic moving in Seattle.

## Street Name Signs Getting Bigger

As old arterial street name signs are in need of replacement, SDOT Traffic Signs and Markings crews began installing larger signs. The larger, easy-to-read text increases driver visibility, while also meeting the new federal guidelines. The freight community embraced these changes.

## SDOT Chosen for Robert Wood Johnson Foundation Grant

SDOT was selected from more than 700 applicants to receive one of 25 grants awarded nationally by the Robert Wood Johnson Foundation. The four-year grant is a collaborative effort between SDOT, King County Public Health and Feet First and focuses on increased walking and public health in five targeted Seattle neighborhoods.

## Seattle Street Classification Maps Posted on SDOT Webpage

The most current arterial, truck, transit and boulevard street classification maps are now available on the SDOT webpage at: <http://www.seattle.gov/transportation/streetclassmaps.htm>. The maps provide information on the typical function, adjacent land uses, design, and operational characteristics of each street in the City. The maps will help define the priorities for designing and operating streets to accommodate transit, freight, cars, bicycles and pedestrians.

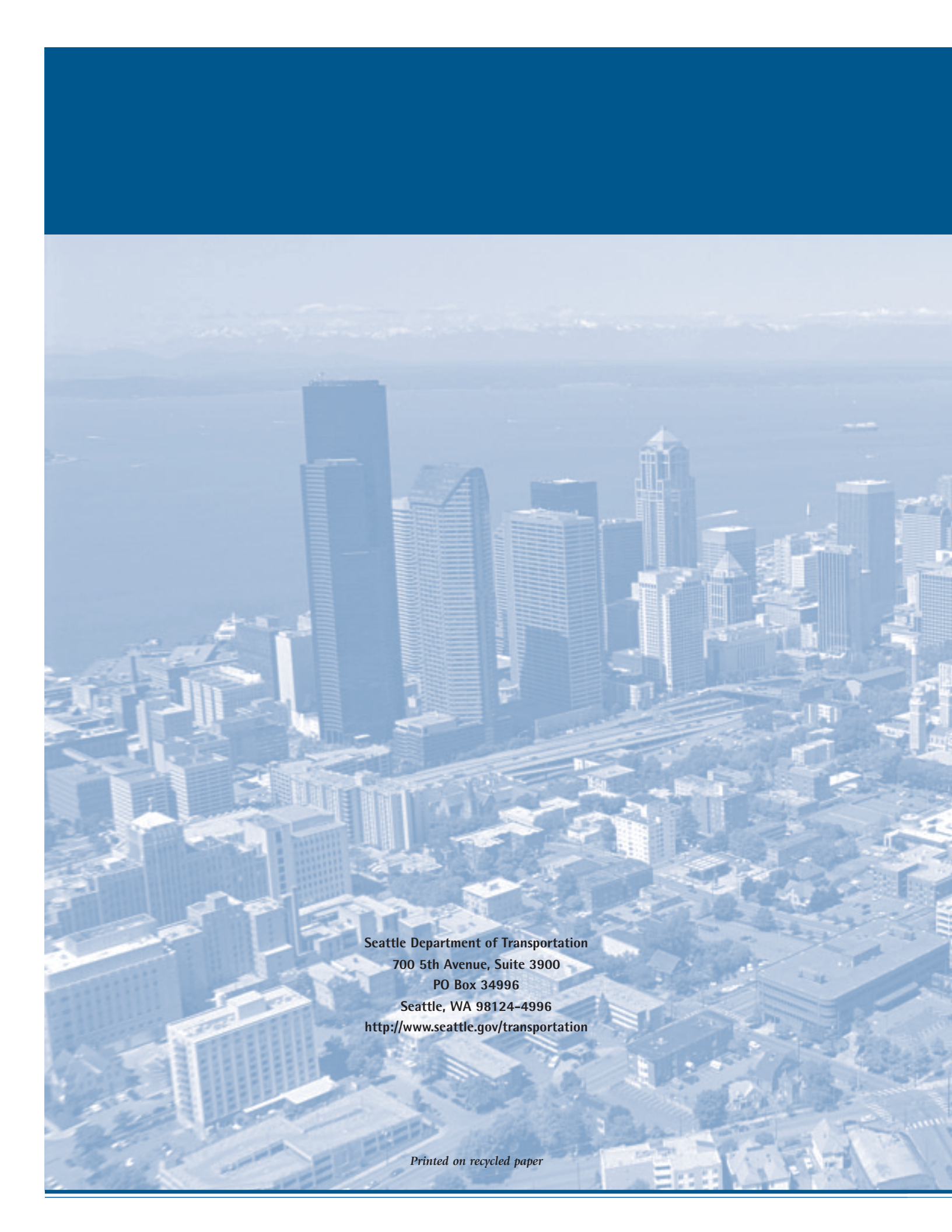
## "Don't Block the Box" Campaign Launched

Together with SPD, SDOT launched the "Don't Block the Box" campaign to reduce congestion and improve pedestrian safety on downtown streets. The campaign informs motorists that it is illegal to enter an intersection or marked crosswalk unless there is enough space to completely clear the intersection. Motorists who "block the box" can be cited and fined \$101. The campaign stresses pedestrian safety, noting that it is illegal to enter the crosswalk after the red hand light begins flashing.



*The Seattle Department of Transportation builds, maintains and operates Seattle's \$8 billion transportation infrastructure. To further Mayor Nickels' goal to get Seattle moving, the department manages short-and long-term investments in streets, bridges, pavement and trees, that better connect the city with the region.*



An aerial, blue-tinted photograph of the Seattle city skyline and waterfront. The image shows a dense cluster of skyscrapers in the downtown area, with the city extending towards the water. In the background, a large body of water (likely Puget Sound) is visible, and further back, a range of mountains with snow-capped peaks stretches across the horizon under a clear sky. The overall scene is presented in a monochromatic blue color scheme.

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