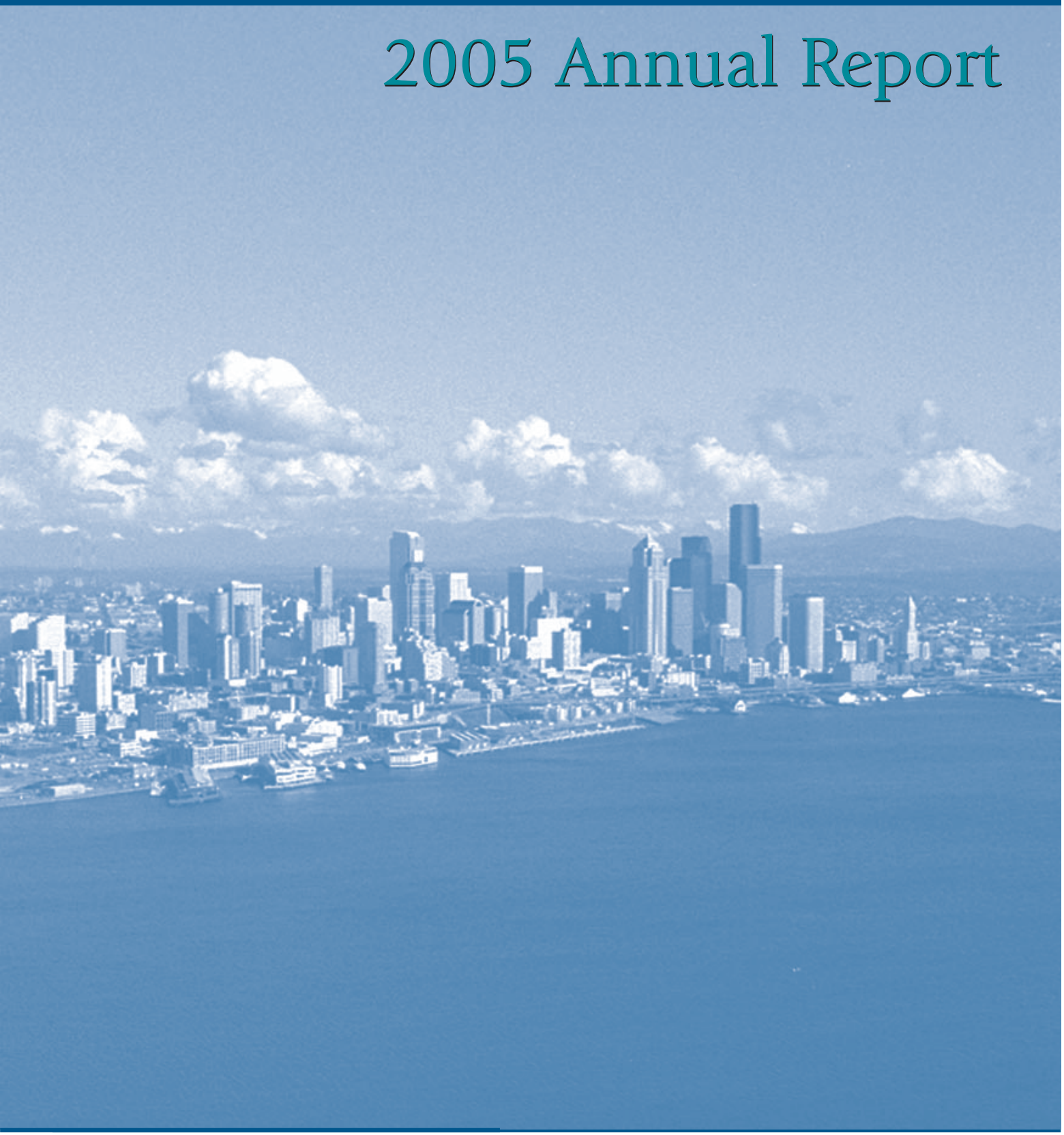
SDOT

Seattle Department of Transportation

Greg Nickels, Mayor
City of Seattle

Grace Crunican, Director
Seattle Department of Transportation

2005 Annual Report



The Magnolia Bridge, also known as the West Garfield Street Bridge, was built in 1929 when it replaced an earlier wooden trestle bridge. A landslide in1997 damaged the bracing between the support columns at the west end of the bridge. The Nisqually earthquake damaged the bridge again in 2001. The bridge has since been repaired, but needs replacement.

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Seattle's waterfront of the future as envisioned by citizens at public discussion meetings.

Artwork courtesy of Scott Taylor & Allied Arts

"We're getting Seattle moving today as we're shaping the city's transportation system for a vibrant tomorrow."

Greg Nickels, Mayor

From the Director SDOT

Grace Crunican,
Director of Seattle Department of Transportation

Our Vision
A Vibrant Seattle Through Transportation Excellence

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

From the preparation for the two-year closure of the Downtown Transit Tunnel area, to the launching of a Pedestrian Safety Campaign, to implementing state-of-the-art freight technology in the Duwamish, 2005 was a year of improvements for the city and region's transportation system. At the same time, SDOT advanced its existing investments by updating signs, retiming signals and beginning construction on the Fremont Bridge Approaches.

To keep the city moving, we created the Center City Construction Coordination (4C) program to ensure that construction doesn't produce gridlock. The 4C program coordinates and mitigates construction impacts downtown. As the two-year closure of the downtown bus tunnel approached, staff completed critical street improvements. SDOT joined Sound Transit, Metro, and the Downtown Seattle Association in launching the *Shop, Dine and Ride Guide*, in addition to opening a Transportation Center in the Rainier Tower.

Recognizing full or partial closure of the Alaskan Way Viaduct would shift 110,000 vehicles daily to alternate routes, SDOT joined the Washington State Department of Transportation to create a scenario-based Emergency Traffic Management and Closure Plan for the viaduct.

Additionally, the department updated its policies so that any utility cutting into Seattle streets makes appropriate repairs to prevent long-term pavement damage. To further protect streets and sidewalks, SDOT completed two manuals governing use of public right-of-way. Staff updated the City of Seattle Right-of-Way (ROW) Improvements Manual, the guide for planning street improvements, by making it a one-stop, time-saving, on-line resource, and released the long-awaited revision of the City of Seattle Traffic Control Manual for businesses and individuals who work in streets.

In neighborhoods, SDOT began work on major projects, including the 35th Avenue NE project, the Fremont Bridge Approach, Bridge Way N Street Improvements and the Interurban Trail. The Lake City Way Multi-modal project and the Chief Sealth Trail in Beacon Hill neared completion while SDOT finished the newest segment of the Burke-Gilman Trail in Ballard. SDOT began testing rubber sidewalks in South Park and completed a successful trial of new bike racks.

SDOT assisted Mayor Nickels' campaign to increase pedestrian safety by: creating new signs that urge, "Drive Carefully. Think of the Impact You Could Make"; improving crosswalks; developing education materials; and working with the Seattle Police Department to increase enforcement of pedestrian safety laws. Building on the Mayor's 10-point pedestrian safety campaign, SDOT targeted Rainier Avenue South as the City's first traffic safety corridor project.

On the international level, the department hosted the International Management Policies Assessment for City Transportation Systems (IMPACTS) North American Conference. Department staff shared SDOT's transportation strategies with more than 60 representatives from all over the world. SDOT's Pay Station program received the International Parking Institute's Award of Merit as a result of its success as North America's first large-scale, real-time, solar-powered, wireless credit card authorization for on-street parking.

Using every avenue available, from construction to technology, we are *Getting Seattle Moving!*

Grace Crunican

2005 Major Projects Status

Replacing the seismically-compromised Alaskan Way Viaduct is critical to the regional transportation system.

Alaskan Way Viaduct/Seawall Project

Planning | Design | Construction

Planning, designing and engineering continued on replacement options for the Alaskan Way Viaduct and Seawall, with refinements to improve the remaining alternatives.

Work continued on the Construction Transportation Mitigation Plan (CTMP), which is being designed to meet the challenge of maintaining access and mobility for people and goods during construction. Three well-attended public workshops were held to discuss possible construction and closure options and to receive public comment. In the event it becomes necessary to shut down the Viaduct to traffic, the Emergency Closure Plan was updated, revised and presented to the City Council. The plan utilizes resources from many government agencies to enable the roadway to be closed immediately and to ensure quick communication to the traveling public. The Project Team began in-depth evaluation of mitigation possibilities for residents and businesses who might be impacted by construction.

The team began work on a Supplemental Draft Environmental Impact Statement (SDEIS) which will address how the project could be built (construction sequencing, methods and timing) and refinements to the project design, for example a stacked tunnel, improvements to Aurora Avenue north of the Battery Street Tunnel and the Steinbrueck Park lid.

Both the DEIS and the CTMP will be released for public comment in the summer of 2006.

Central Link Light Rail

Planning | Design | Construction

Construction continued throughout Seattle on the 15.6-mile Sound Transit (ST) Link light rail initial segment. Work is well underway downtown on Pine Street , in south downtown, on Beacon Hill and in the Rainier Valley. The first trains will be operating between Downtown Seattle and Tukwila by mid-2009 and will open to SeaTac Airport by December 2009, before the Vancouver Olympics.

In downtown Seattle, SDOT, King County Metro and ST made changes to downtown streets and transit services to keep downtown moving during the retrofit of the Seattle Transit Tunnel for use by both buses and light rail trains. The tunnel was closed for construction in September 2005, for up to two years. In south downtown, ST neared completion of the maintenance base, the at-grade light rail tracks, and stations along the E-3 Busway. On Beacon Hill, crews completed excavation of the main station elevator shaft and began excavation of the subway station 180 feet underground. ST took delivery of the tunnel boring machine and prepared for tunneling under Beacon Hill.

In Rainier Valley, crews continued to relocate electric, telecommunications, sewer, drainage and water utilities as well as the roadway in advance of building the light rail tracks and stations in the middle of Martin Luther King Jr. Way S. The foundation columns for the Mount Baker Station and transition structure were also constructed.

2005 Major Projects Status

The "Waiting for the Interurban" sculpture was moved due to work on the north approach to the Fremont Bridge.

Photo courtesy of John Cornicello & the Fremont Arts Council

Fremont Bridge

Planning | Design | **Construction**

The design for the Fremont Bridge Approach and Mechanical and Electrical Replacement project was finalized and the bridge mechanics and electricians were moved to interim offices under the Ballard Bridge and at the Haller Lake facility. The contract was awarded in July and construction began in early September. The work progressed on the north and south approach structures. Under the south approach, the water quality vault was installed and abatement and demolition of the shop building began. The Fremont Bridge Operations and Maintenance Shop project cost estimates for construction were being revisited, and an architectural firm performed an independent study of the design.

King Street Station

Planning | Design | **Construction**

The City is preparing to acquire this planned multi-modal hub and is working with the Washington State Department of Transportation, Burlington Northern Santa Fe and Amtrak. Ownership of this facility would enable the city to improve regional and local rail, bus, bicycle and pedestrian connections.

Magnolia Bridge Replacement

Planning | Design | Construction

SDOT continued work on the Draft Environmental Impact Statement (DEIS) for replacing the bridge. The project consultants revised the environmental discipline reports to respond to comments by the Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA). Twelve of the 14 reports have been approved, with approval of the remaining two expected in early 2006. The City decided to include the Rehabilitation option in the environmental analysis and completed the detailed engineering analysis to define the exact scope of rehabilitating the bridge.

In November, SDOT received a decision from WSDOT and FHWA that an Environmental Assessment (EA) is appropriate for this project, rather than an EIS, which will save money and several months of environmental procedures. The selection of the preferred alternative is scheduled for the first quarter of 2006.

Mercer Corridor Project

Planning | **Design** | Construction

SDOT is completing an Environmental Assessment (EA) under federal guidelines for the Two-way Mercer Corridor and Narrow Valley Street alternative. The project team updated the travel demand forecasts for years 2010 and 2030. Those forecasts served as the basis for the team's work on the traffic analysis and other environmental analyses. After completing most of the environmental analyses the project team began preparing documents that will form the basis for the EA. In addition, SDOT hosted two community design workshops and a public open house to present and discuss functional and aesthetic design features of the Two-way Mercer and Narrow Valley Street Alternative.

The EA will be published later in 2006 followed by a public hearing on the document. This document will serve as the foundation for environmental documentation under state and federal regulations.

Monorail

Pursuant to a public vote in November 2005, the monorail was terminated. Staff continued to monitor the follow-up activities associated with that decision. Prior to the decision, the City provided ongoing coordination of design, permitting, and contracting issues with the Seattle Monorail Project.

2005 Major Projects Status

A purchase agreement was signed with a Czech company to manufacture the three streetcars that will connect South Lake Union to the Westlake downtown hub.

North Link Light Rail

Planning | Design | Construction

The City and Sound Transit (ST) continued to study extension of light rail service to the north. The City completed its formal review of the North Link Supplemental Environmental Impact Statement (SEIS) and the final document will be complete in early 2006. ST is pursuing funding for the next phase of light rail construction, dubbed University Link, which extends light rail from downtown Seattle to Capitol Hill and the University of Washington. The extension includes 3.15 miles of tunnel and would add 70,000 daily riders to the system. In November 2005, the Federal Transit Administration (FTA) announced that ST's application for $700 million for University Link funding received the highest ranking of all competing projects. In 2006, the ST Board will formally adopt the project and begin final design. University Link does not include a First Hill station, however SDOT continues to explore First Hill transit connections with ST and Metro.

South Lake Union Streetcar

Planning | **Design** | Construction

The South Lake Union Streetcar is part of the Mayor's commitment to improving transportation and creating jobs and economic opportunity for all. The Streetcar will provide local transit service to South Lake Union and the Denny Triangle and connect to the regional transit system at Westlake in downtown Seattle. The Streetcar will help to create vibrant neighborhoods and support economic development; it is a part of an investment strategy to help South Lake Union become a center for excellence in the life sciences.

In 2005, the City completed preliminary engineering and environmental review of the project; took initial steps in the formation of a Local Improvement District to provide major project funding; started final design of the project; selected a General Contractor/ Construction Manager and began negotiation of a guaranteed maximum price for the project; and completed a purchase agreement for three modern streetcars to be manufactured by the Czech company that designed the Portland and Tacoma streetcar vehicles.

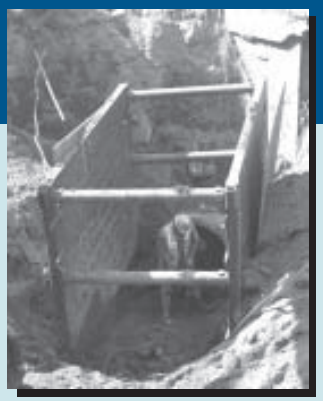
Spokane Viaduct Widening

Planning | **Design** | Construction

The Spokane Street Viaduct Widening project design advanced substantially during 2005. The plans for Phases One and Two—the original viaduct widening project—went through an initial update to bring them to 65 percent completion. The plans were reviewed by SDOT and comments were submitted to the design consultant. The draft 4th Avenue S off-ramp Design Memorandum was submitted to SDOT in 2005 and concluded that a one-lane or two-lane ramp is feasible. SDOT favors the two-lane ramp as it makes it possible to add an eastbound transit-only or High Occupancy Vehicle lane. The Design Memorandum will be completed in early 2006 after which the formal design of the ramp will begin.

Work to update the environmental documentation for all the phases of this project made considerable progress in 2005, with most reports submitted and approved. The State Environmental Policy Act (SEPA) Determination of Nonsignificance will be issued in early 2006.

2005 Major Projects Status



Construction of the SR519 Surface Street Improvements Project involved relocating major utilities and realigning BNSF Railroad tracks.

SR-519 Surface Street Improvements

Planning | **Design** | **Construction**

After some unexpected delays, the project construction got underway in February. SDOT worked out a Temporary Construction Easement (TCE) with the Port of Seattle (POS) to address construction access needs. A temporary security fence was installed along the west side of Alaskan Way, on POS property, to facilitate the construction of the new BNSF Railroad Spur Track. The contractor completed multiple utility relocations and utility protection tasks, excavated and disposed of large amounts of contaminated soils found within the area, and constructed a foundation to accommodate the construction of the realignment of the Burlington Northern Santa Fe (BNSF) Tail (switching) Track. SDOT completed most of its work on the relocation of the railroad tail track, a major element of the SR 519 project. The remaining work to complete this element is scheduled for 2006, when BSNF crews should connect the new track to the existing line.

Additionally, gas mains and other major utilities at S Atlantic Street and Alaskan Way S were relocated and a storm drainage system was installed on Alaskan Way S between S Atlantic and S Royal Brougham in preparation for future project work. To help keep motorists informed of traffic changes, SDOT installed a Variable Message Sign on 4th Avenue S.

The discovery of unanticipated utilities and unknown obstructions throughout the construction area were addressed on a case-by-case basis. Some noncritical project items were eliminated or scaled back to help fund the added costs associated with this unexpected work.

SR-520

Planning | **Design** | **Construction**

Earlier in the year, citizens registered strong opposition to the size of the proposed replacement for SR 520 and the Washington State Department of Transportation (WSDOT) responded with some new design options. The most significant option is the Pacific Street Interchange, which moves the Montlake Interchange eastward to the north end of the Arboretum over Marsh Island and adds a new 110 foot high bridge across Union Bay. This avoids the bottleneck at the Montlake Bridge and provides better transit connections to the future light rail station at Husky Stadium. However, this option has greater impacts on the Arboretum and Husky Stadium areas. The state moved the release date of the Draft Environmental Impact Statement back to May 2006 in order include this and other options in the document.

The Local Impact Committee (LIC) continued their work, producing a redesign for the area between North Capitol Hill and Roanoke Park to better manage traffic and make the area more livable.

The City and State conducted an initial study of a possible pedestrian and bicycle connection from the Madison Park neighborhood to the new SR 520 Bridge. After hearing from a citizens advisory group, the State agreed with the City to study such a connection in the DEIS. WSDOT also began work on a Catastrophic Failure Plan in the event the bridge is permanently damaged by an earthquake or wind storm.

2005 Major Projects Status

SDOT is making capital improvements to help the movement of transit on Aurora Avenue and Lake City Way.

I-90

Planning | Design | **Construction**

Sound Transit and Washington State Department of Transportation (WSDOT) made good progress on the final design for the first construction segment which is expected to start by early 2006. The first segment will include a westbound High Occupancy Vehicle (HOV) lane in the outer roadway between Bellevue Way and Mercer Island, with direct access ramps at Bellevue Way and 80th Avenue SE. As part of its Long Range Plan update process, Sound Transit continued its study of future high capacity transit technology options for the I-90 Corridor. The report concluded that no single technology works best for the entire future east King county and cross-lake high capacity transit network and suggests a high priority for constructing light rail between downtown Seattle, south Bellevue, and downtown Bellevue as a potential light rail segment. WSDOT completed its analysis of load limits on the I-90 floating bridge, reaffirming that light rail is feasible on the bridge.

Stretching along Seattle's waterfront, the Alaskan Way Viaduct is used by approximately 110,000 vehicles daily.

By 2024, South Lake Union is expected to grow by 20,000 jobs and 10,000 housing units.

2005 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

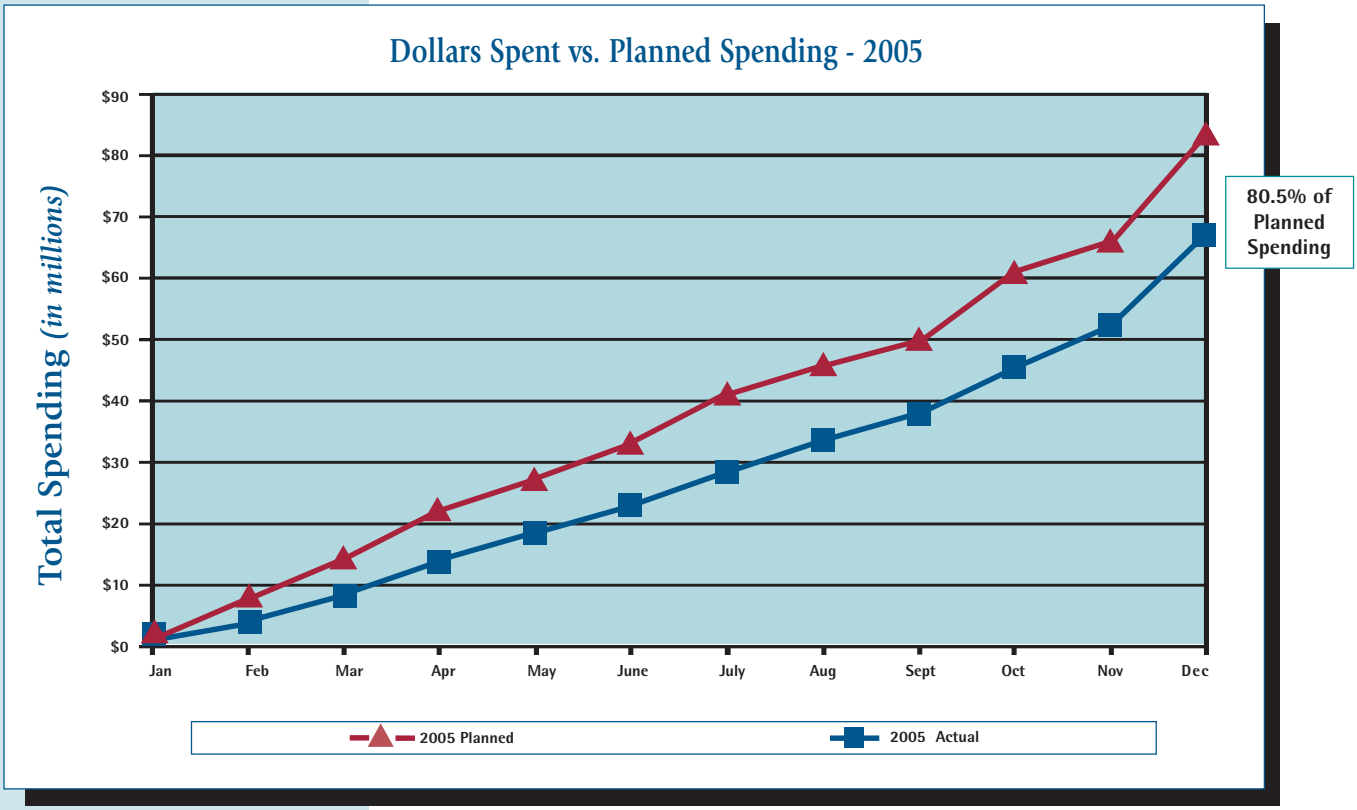
Please Note: Information extracted from reports available as of 12/30/05. Figures may fluctuate from quarter to quarter due to weather and cost of the work at the time.

	YTD
Areaways repaired or historically restored	1
Bike maps issued	23,338
Bike racks installed	61
Bike lane miles created	0.8
Bridge repairs completed	297
Bridges painted	1
Construction/special event traffic control plans developed/approved	1,900
Crosswalks upgraded	483
Curb bulbs installed	2
Curb ramps constructed	467
Curb ramps retrofitted	100
Lane miles painted	1,115
Lane miles paved	42.5
New crosswalks installed	24
Pay stations installed	576
Pedestrian scale lighting installed	0
Pedestrian and bicycle spot improvements completed	49
Pedestrian walkways improved	6
Potholes filled	45,813
SDOT public website visits	1,532,681
Sidewalk blocks rehabilitated	7.40
Speed humps/chicanes/others constructed	4
Stairways rehabilitated	29
Street Use permits issued*	17,588
Street trees planted	3,038
Street trees pruned	1,648
Traffic circles installed	11
Traffic signals optimized	170
Traffic signs installed	3,482
Traffic signs maintained	11,589
Grants/appropriations/authorizations received	$245,812,156
Grants/appropriations/authorizations submitted for future funding	$214,686,407
Percentage of contracts issued to women and minority business enterprises for Goods and Services**	8.8
Percentage of contracts issued to women and minority business enterprises for Consultants and Subcontractors **	10.0

**The number includes pending permits and renewals. ** Beginning this year, we are reporting separately for the two different types of Women and Minority Business Enterprises (WMBE) utilization. Dollars expended with WMBE vendors will be reported based on actual payments in the current year, whereas the 2004 number did include some 2003 business transactions.*

2005 Capital Project Status

Most capital projects are multi-year in nature. The graph below is a snapshot of the expenditure plan SDOT proposed for 2005. The graph indicates that the projects in the capital program achieved 80.5 percent of the expenditure goal. One issue that affected spending was the Ninth Circuit Court of Appeals ruling on the Washington State Department of Transportation's administration of the Disadvantaged Business Enterprises goals. This affected our federally-funded projects and ultimately delayed construction.



General Notes for 2005 Capital Project Reports

Data for planned total cost are linked to the 2005 adopted TCIP; data for the life-to-date costs are as of year end, 2005.

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

The project breakouts on the following pages show expenditures from prior years through December 2005. The budget amounts reflect available funding for the life of the project, as published in the 2005 Adopted Capital Improvement Program (CIP). The few annual programs identified separately reflect only planned 2005 budgets and costs through December 2005.

(See pages 11 & 12)

2005 Capital Project Status

2005 Capital Improvements Project Costs Detailed by Phase

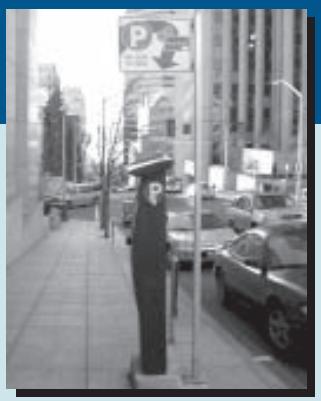
Project Title	Status	Planning		Design (includes environmental and acquisition)		Construction (includes close out)		Total Project Cost		Comments
($ figures in thousands)	P=Planning D=Design C=Construction C/O=Closed out O/H=On Hold	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
35th Avenue NE Street Improvements	**C**	25	0	1,231	1,418	12,785	4,694	14,041	6,112	
5th Avenue NE Improvements	**D**	79	65	703	684	1,725	248	2,507	997	Construction is planned to start in 1st quarter of 2006, to be coordinated with Parks and Library work.
Alaskan Way Viaduct/ Seawall Environmental Impact Statement Study	**P**	3,642	3,921	16,307	7,766	0	0	19,949	11,687	
Arterial Asphalt & Concrete Program	**C**	NA	NA	450	552	6,719	2,504	7,169	3,056	This reports on the 2005 activity only. The planning is done under the operating budget in the Street Maintenance Division. The Capital Improvement Projects Division only does design and construction.
Aurora Transit Improvements	**D**	56	99	2,757	640	3,600	0	6,413	739	
Belltown/Queen Anne Connections - Thomas St.	**D**	50	33	810	156	2,063	0	2,923	189	
Bridge Way North	**C**	0	0	991	834	4,163	1,313	5,154	2,147	Construction has begun.
Burke-Gilman Trail Extension	**C**	377	377	6,093	2,324	11,930	2,901	18,400	5,602	This segment of the trail reached substantial completion during the 2nd quarter.
Chief Sealth Trail	**C**	0	0	1,867	1,185	1,674	121	3,541	1,306	
Downtown Seattle Bus Layover	**D**	409	50	42	0	392	0	843	50	
Downtown Seattle Transit Tunnel Closure Mitigation	**C**	38	66	833	1,473	4,331	5,874	5,202	7,413	All the components of the work were finished in advance of the tunnel closure in September. However, there were unexpected costs associated with removal of unidentified utilities.
Duwamish Intelligent Transportation Systems	**C**	851	0	686	1,555	3,512	2,369	5,049	3,924	Construction is in progress.
Fremont Bridge Approaches	**C**	782	782	5,518	6,222	28,800	5,141	35,100	12,145	Construction has begun. The Approach and Electrical and Mechanical Replacement currently under contract is on budget.
Greenwood Avenue N	**P**	0	1	724	0	3,619	0	4,343	1	This new Transportation Improvement Board project was delayed because of resource constraints. It should be underway in 2006.
Intelligent Transportation System (ITS) Plan Implementation	**C**	43	44	400	3	4,842	678	5,285	725	Beginning construction.
Interurban Trail North	**C**	158	158	325	558	910	591	1,393	1,307	Construction has begun.

2005 Capital Project Status

2005 Capital Improvements Project Costs Detailed by Phase

Project Title	Status	Planning		Design (includes environmental and acquisition)		Construction (includes close out)		Total Project Cost		Comments
($ figures in thousands)	P=Planning D=Design C=Construction C/O=Closed out O/H=On Hold	Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
Lake City Way NE Multi-Modal	**C**	709	709	1,733	2,194	10,762	8,633	13,204	11,536	
Lake Union Ship Canal Trail - Phase II	**D**	166	166	2,137	2,087	3,010	171	5,313	2,424	
Magnolia Bridge Replacement Project	**P**	1,699	1,699	18,294	2,660	100,000	0	119,993	4,359	This project is currently funded only for completion of the environmental work, and approximately 50% design. The department is seeking a funding package for the construction from various federal, state and local sources.
Mercer Corridor Project	**D**	2,135	1,395	32,401	8,852	65,428	1	99,964	10,248	
Monorail Implementation Plan	**P**	1,753	1,455	0	0		0	1,753	1,455	The project has been terminated.
Mountains to Sound Greenway Trail	**D**	0	0	1,337	37	3,995	0	5,332	37	
North Queen Anne Bridge Seismic	**C/O**	50	50	329	411	1,305	1,674	1,684	2,135	This project is complete. Cost overruns due to unanticipated hazardous materials mitigation have been covered.
Parking Pay Stations	**D**	0	0	0	0	10,313	8,887	10,313	8,887	
Phinney Avenue N/ Fremont Avenue N/ N 50th Street Improvements	**D**	23	23	678	790	3,549	2,251	4,250	3,064	
South Jackson Arterial Improvement Program	**D**	15	15	296	418	1,787	64	2,098	497	The contract bids significantly exceeded the estimates. SDOT is currently considering options to complete the core elements of the work and should re-advertise in 2006.
South Henderson Street Improvements	**D**	0	0	222	331	1,230	0	1,452	331	
South Lake Union Street Car	**D**	295	796	5,705	2,952	39,000	0	45,000	3,748	
Spokane Street Viaduct	**D**	0	0	9,369	9,254	126,050	16,310	135,419	25,564	
SR-519 Surface Street	**C**	50	50	4,107	4,584	11,879	5,471	16,036	10,105	Major utilities were relocated and a drainage system was installed. Costs associated with unanticipated utility installations, as well as other difficulties, forced a scaling back or elimination of some non-critical project items.
SR-520 Project	**P**	808	76	0	304	0	0	808	380	

New in SDOT



SDOT's Pay Station program received international recognition.

Pay Station Program Receives Award

SDOT's Pay Station Program received an Award of Merit from the International Parking Institute. The award recognizes the success of the first large-scale application in North America of on-street parking payment using real-time, solar-powered, wireless credit card authorization.

Transportation Element Enhances City's Comprehensive Plan

The Mayor and Council adopted the 2004 update to the City of Seattle Comprehensive Plan. The user-friendly Transportation Element (TE) includes the addition of operations, maintenance and regional elements; the environmental element now focuses on the environmental health benefits of livable, walkable neighborhoods consistent with the urban village land use strategy. The Transportation Strategy Plan, a document outlining the actions that SDOT will take to implement the TE, was adopted in the summer (July).

SDOT Recovers Record Amount of Money

The Collision Recovery Unit in Traffic Management and the Traffic Signals staff collected nearly $200,000 in 2004. This was almost twice the amount collected in 2003 for the cost of damages and clean up on the City's streets and right of way. This achievement was the result of SDOT dedicating the resources for collection.

Construction Mitigation Program Helps Businesses

SDOT rolled out its new Center City Construction Coordination (4C) program. 4C marks our intention to "foresee" challenges and issues and to coordinate and sequence major construction projects. The program focuses proactively on scheduling, right-of-way permitting, transportation demand management, partnerships and communications.

Street Use Streamlines Process of Job Start Notification

To streamline the job start process by giving customers one point of contact, Street Use set up an email address and phone number that utility companies, city agencies and outside vendors can now easily notify the department of their job starts. The notice then triggers a request for a street use inspector to examine the work.

Alaskan Way Viaduct Emergency Traffic Management and Closure Plan Unveiled

In June, SDOT, together with the Washington State Department of Transportation, announced the Emergency Traffic Management and Closure Plan for the Alaskan Way Viaduct, a collection of four scenario-based action plans. Vital to the region's transportation system, the viaduct's partial closure would reroute heavy traffic volumes to alternate routes. Detours were chosen for a variety of factors, including connectivity to SR 99, the number of travel lanes, and ability to accommodate large trucks and transit.

SDOT's Traffic Division and the Office of Emergency Preparedness hosted two tabletop exercises and one on-site drill to test and review SDOT's rapid response plans for different types of viaduct closures. Ten public agencies and City departments participated, emphasizing the need for multi-agency coordination.

City Council Gives Green Light for South Lake Union Streetcar

The City Council passed the South Lake Union Streetcar Ordinance authorizing SDOT to develop the design, enter into inter-local operating and funding agreements and negotiate for streetcar vehicles. The project schedule calls for construction to start in spring, 2006 and finish by fall, 2007.

New in SDOT

The new Troll Avenue street sign is unveiled; the new name provides a clear location marker for emergency vehicles and sight-seers.

New Street Name Highlights Seattle Icon

The City's beloved Troll, which sits beneath the north end of the Aurora Bridge, has become a little more official. Now the road passing in front of the giant sculpture is officially designated as Troll Avenue North. The new street name not only honors the city icon, but also provides clarity for emergency responders as well as visitors to the neighborhood.

SDOT Hosts Successful 2005 North American IMPACTS Conference

Seattle proudly hosted the prestigious 2005 IMPACTS (International Management Policies Assessment for City Transportation Systems) North America Conference. A tri-continental forum of political decision-makers facing the challenge of sustainable mobility, the IMPACTS Conference provided a productive exchange between more than 10 countries and two dozen cities. Visitors to Seattle toured the viaduct, Seattle Swing Bridge, the Downtown Seattle Transit Tunnel and other transportation projects. Some of the conference highlights included an overview of London's congestion pricing system, highlights from Chicago's Skyway partnership and Mexico City's efforts to build a double-decker outer-belt.

SDOT Tests Speed Cushions

In an attempt to reduce speeds through the corridor, SDOT's new Arterial Traffic Calming Program installed "speed cushions" at mid-block locations in Wallingford and West Seattle. The speed cushions which will be tested for six months, do not reduce parking and have a negligible effect on emergency vehicle response time.

SDOT Launches Fax Permitting of Oversized Trucks

On an experimental basis, Traffic Management will now approve permits by fax for oversized trucks entering the Downtown Traffic Control Zone. This innovative approach is another effort to improve customer convenience and save time.

Rubber Sidewalks Save Resources and Trees

In South Park, SDOT's Urban Forestry staff kicked off the trial of rubber sidewalks which are tiles made from recycled tires. In addition to meeting federal standards, the tiles save trees. Designed to be installed with existing trees, the tiles eliminate the need for root pruning which is often necessary when sidewalks buckle.

Snow and Ice Brochure Continues to Grow

SDOT translated its annual Snow and Ice brochure into three more languages this year. Focusing on the predominant languages spoken in the Seattle School District, SDOT began last year translating the brochures into Chinese, Vietnamese and Spanish. To spread its impact, the department now offers the brochures in Cambodian, Somalian and Tagalog. With a focus on safety through information and preparation, SDOT provided 25,000 brochures to the Seattle School District and distributed thousands to other community sources such as libraries, hospitals and the media.

Speed cushions are being tested to "calm" traffic.

New in SDOT

Old parking meter posts are being recycled to serve as the City's new bike racks.

Bicycle Program Racks Up Successful Pilot Project

The Bicycle Program completed a successful pilot project involving the installation of 11 "bicycle-circle racks." The racks were attached to parking meter posts that were not removed when PayStations were installed. The racks remained in excellent condition, resulting in the purchase of additional circle racks to convert 130 meter posts plus more in 2006. SDOT will continue to save the old meter posts as PayStations are installed in neighborhoods.

Important Manuals Revised and Web-Accessible

After more than a year of work, the City of Seattle Right-of-Way (ROW) Improvements Manual received a total make-over. It will serve as a resource for City staff and partner agencies working in Seattle's ROW and will guide property owners and professionals planning street and alley improvements. Designed as a "one-stop" time-saving resource, the new design criteria consider access and mobility needs of all users while balancing safety, the environment, preservation and maintenance of roadway infrastructure and utility services. The manual is now available on-line at: http://www.seattle.gov/transportation/rowmanual/default.asp

SDOT also completed several years of work on the 2005 edition of the City of Seattle Traffic Control Manual for in-street work while accommodating the needs of all commuters and freight movers. The updated manual reflects the current federal safety standards and was extensively reviewed by the major users of our roads. The manual can be found at: http://www.seattle.gov/transportation/trafficcontrolmanual.htm

The Transportation Connection Opens in Center City

To promote commuting options, SDOT, along with King County Metro and the Downtown Seattle Association, opened Transportation Connection, a *one-stop-shop* for commuting options located in Rainier Tower. Transportation Connection houses SDOT's 4C (Center City Construction Coordination) program which serves as the business contact for transportation construction concerns, scheduling and mitigation; Metro Transit's Pass Sales; and the Urban Mobility Group, which provides downtown employers and businesses with transportation management programs, commute options and products.

Safe Kids are Cool Kids Calendar

To promote the Mayor's pedestrian safety and driver awareness campaign, SDOT secured grant funding and produced a "Safe Kids are Cool Kids" calendar featuring the artwork of Seattle Public School children. The drawings, which feature safe pedestrian behaviors, were selected in a district-wide contest. The Seattle Pedestrian Advisory Board and Feet First reviewed entries from the fifty participating schools.

The "Safe Kids are Cool Kids" calendar features the artwork and safety slogans of Seattle Public School children.

SDOT AT WORK

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.

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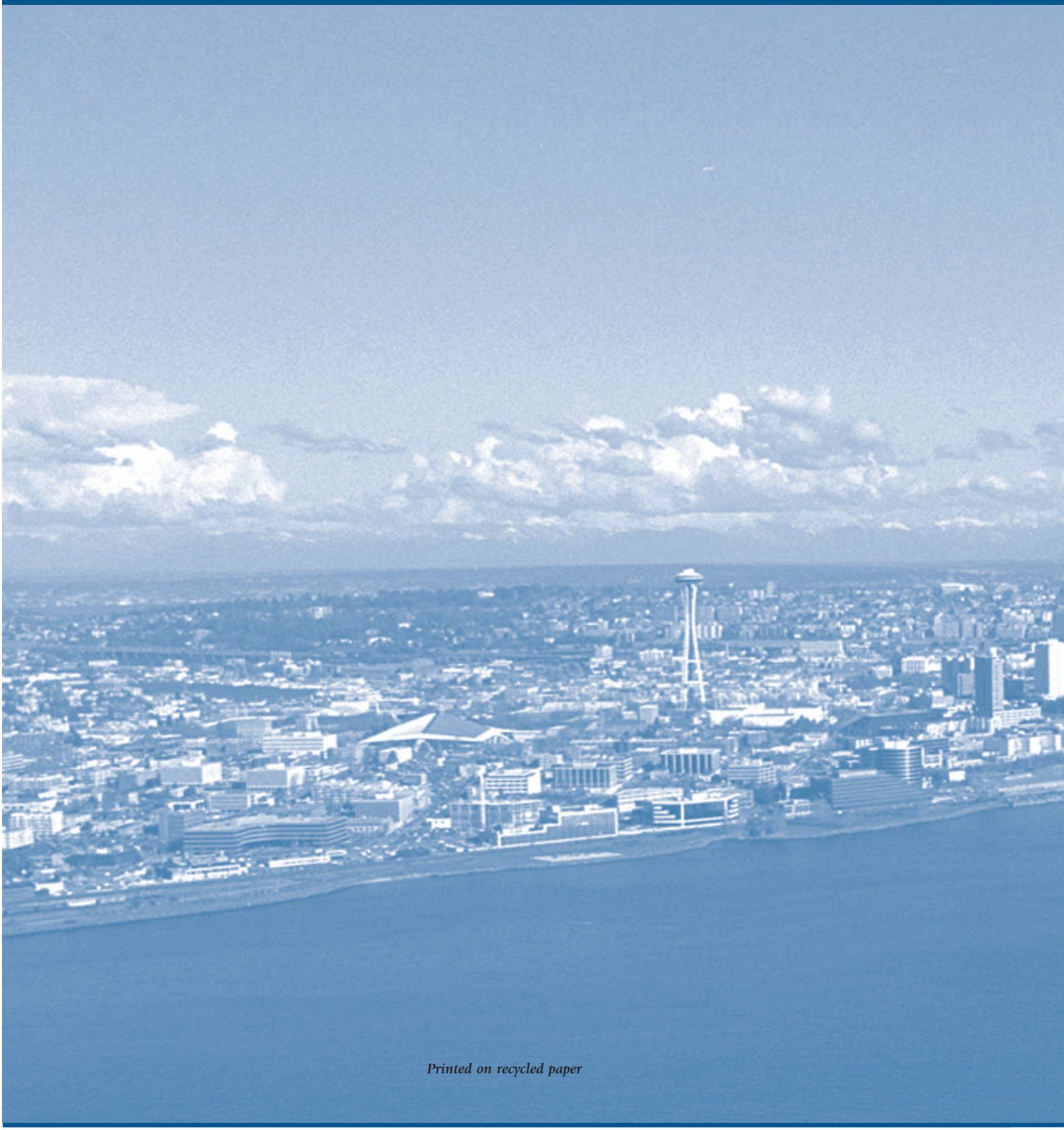

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