



Seattle Department of Transportation (SDOT)



2014 Proposed Budget Overview

BASIC MISSION

- ▶ SDOT develops, maintains and operates a transportation system that promotes the safe and efficient mobility of people and goods, and enhances the quality of life, environment and economy of Seattle and the surrounding region.

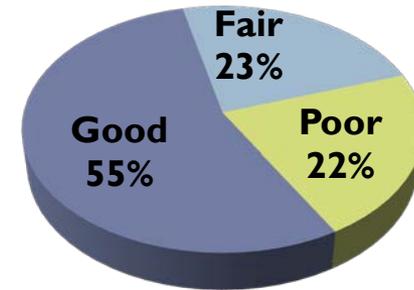
The City's transportation network includes streets, bridges, sidewalks, stairways, retaining walls, signals, bike facilities, seawalls, trees, pay stations, curb ramps and two streetcar lines (South Lake Union and First Hill) and is valued at more than \$13 billion.

- ▶ Example of SDOT's work: Delridge Way SW
 - ▶ Rebuilding approximately one and a half miles of Delridge Way SW between SW Orchard and Roxbury streets and installing new drainage structures, sidewalk segments, curb ramps and bike lanes
 - ▶ Delridge is an important arterial in West Seattle that has deteriorated over time and needs significant repair.
 - ▶ \$10.3 million project, which is mostly being paid for with funds from the Bridging-the-Gap transportation levy, passed by Seattle voters in November 2006
 - ▶ Complete Streets project with improvements benefiting pedestrians, the disabled, bus riders, freight, nearby neighborhoods and the environment
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KEY OUTCOMES AND REMAINING CHALLENGES

- ▶ The 2014 Proposed Budget is based on SDOT's Action Agenda which outlines a set of policies and actions to support the city's transportation priorities.
- ▶ Specific outcomes are detailed in the 2013 Action Agenda, and are organized around five principles.

- ▶ Keeping it Safe
- ▶ Focusing on the Basics
- ▶ Building Healthy Communities
- ▶ Supporting a Thriving Economy
- ▶ Providing Great Service



Transportation Assets Condition

- ▶ Challenges for achieving mission: Significant backlog of unfunded maintenance needs as well as needed system improvements
 - ▶ Barrier to resolving: Limited transportation funding
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ALIGNING MISSION AND BUDGET

- ▶ SDOT's 2014 Proposed Budget focuses on safety, asset preservation and maintenance, improved access to Downtown, expansion of the transit network, multi-modal corridor development, improved mobility options to support Walk Bike Ride and laying the foundation for the renewal of the Bridging-the-Gap levy that expires in 2015.
 - ▶ Guided by Action Agenda principles, SDOT ranked and prioritized operational, maintenance and capital programs (with a heavier weight for safety and maintenance).
 - ▶ Budget adds for sidewalk safety repairs, maintenance of arterial and non-arterial streets, bridge seismic program, high capacity transit, Safe Routes to School and enhanced asset management.
 - ▶ Improve Access to Downtown - adaptive signals, dynamic message signs, enhanced traveler information, and upgrade to the existing Traffic Management Center (TMC) to mitigate construction impacts in downtown.
 - ▶ Improve 23rd Avenue Corridor. Work in 2014 includes design of the corridor with plans to advertise for the first phase of work between John and Jackson.
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