



Grace Crunican, Director

From the Director

There was no slowing down in the fourth quarter. One highlight among SDOT's many accomplishments was completion of two manuals that fine-tune the use of the City's rights-of-way and are key to *Getting Seattle Moving*. On another front, SDOT is well on its way to implementing improvements identified in the Rainier Traffic. Finally, the department advanced its commitment to sustainable transportation by exploring best practices in a European city.

After more than a year of work, the City of Seattle Right-of-Way (ROW) Improvements Manual received a total makeover. 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, and 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 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.

Recognizing the community's concerns about safety on Rainier Avenue South, SDOT and the Seattle Police Department launched Seattle's first traffic safety corridor project. The project builds on the Mayor's 10-point pedestrian safety campaign, a program aimed at reducing the approximately 400 pedestrian collisions each year and provides funding for crosswalk and intersection improvements, increased police enforcement and the development of educational materials.

In October, I visited Copenhagen to learn from their sustainable investments. While Seattle is comparable in size to Copenhagen, our metropolitan population is about triple its size. Like Seattle, Copenhagen is surrounded by water. In dealing with its geographical challenges, Copenhagen has made sustainable investments, such as celebrating its waterfront, which I hope we can emulate here. Already, Seattle is a leader in sustainability, but we can do more. Please read the rest of this report and learn about our many other fourth quarter accomplishments.

New in SDOT

Snow and Ice Brochure Continues to Serve More Populations

The annual SDOT Snow and Ice brochure was translated 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 brochure 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.

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 through a district-wide contest. The Seattle Pedestrian Advisory Board and Feet First reviewed entries from the fifty participating schools.

Partners Open Transportation Connection 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 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 Metro Pass Sales; and the Urban Mobility Group, which provides downtown employers and businesses with transportation management programs, and commute options and products.

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.

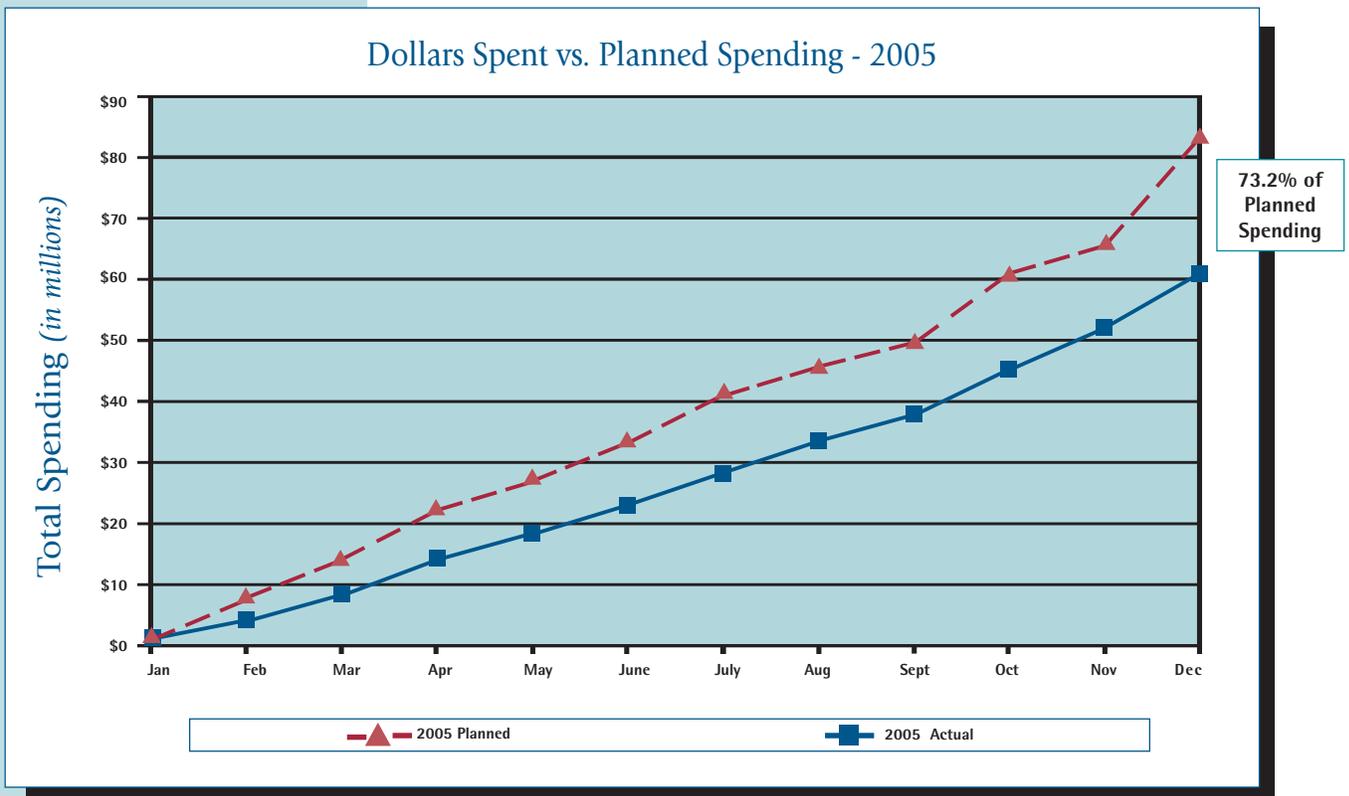
	4th QTR	YTD
Areaways repaired or historically restored	1	1
Bike maps issued	964	23,338
Bike racks installed	20	61
Bike lane miles created	0.4	0.8
Bridge repairs completed	30	297
Bridges painted	1	1
Construction/special event traffic control plans developed/approved	500	1,900
Crosswalks upgraded	19	483
Curb bulbs installed	2	2
Curb ramps constructed	208	467
Curb ramps retrofitted	22	100
Lane miles painted	114	1,115
Lane miles paved	1.0	42.5
New crosswalks installed	2	24
Pay stations installed	147	576
Pedestrian crossing improvements completed	0	9
Pedestrian scale lighting installed	0	0
Pedestrian and bicycle spot improvements completed	10	49
Pedestrian walkways improved	2	6
Potholes filled	13,160	45,813
SDOT public website visits	406,944	1,532,681
Sidewalk blocks rehabilitated	0.44	7.40
Speed humps/chicanes/others constructed	0	4
Stairways rehabilitated	2	29
Street Use permits issued*	4,165	17,588
Street trees planted	1,898	3,038
Street trees pruned	326	1,648
Traffic circles installed	6	11
Traffic signals optimized	86	170
Traffic signs installed	611	3,482
Traffic signs maintained	3,946	11,589
Grants/appropriations/authorizations received	\$8,840,656	\$245,812,156
Grants/appropriations/authorizations submitted for future funding	\$7,698,070	\$214,686,407
Percentage of contracts issued to women and minority business enterprises for Goods and Services**	8.9	8.8
Percentage of contracts issued to women and minority business enterprises for Consultants and Subcontractors **	8.0	10.0

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

2005 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 2005. The graph indicates that the projects in the capital program achieved 73.2 percent of the expenditure goal. Spending was affected by two issues that were identified in the second quarter monitoring report. The first being the United States Court of Appeals for the Ninth Circuit ruling on the Washington State Department of Transportation's administration of the Disadvantaged Business Enterprises utilization goals. This affected our projects that were federally funded and ultimately delayed construction. Final 2005 numbers will be determined when the City closes its official records in late winter of 2006.

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.



General Notes for 2005 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 2005 adopted TCIP; data for the life-to-date costs are as of the end of December.

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

2005 Capital Project Status

2005 Capital Improvements Project Costs Detailed by Phase Data as of December 30, 2005

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									
35th Avenue NE Street Improvements	P D C	25	0	1,231	1,418	12,785	3,957	14,041	5,375	
5th Avenue NE Improvements	P D C	79	65	703	680	1,725	248	2,507	993	Construction is planned to start in the 1st quarter of 2006, in coordination with the Library and Parks work.
Alaskan Way Viaduct/ Seawall Environmental Impact Statement Study	P D C	3,642	3,947	16,307	7,574	0	0	19,949	11,521	
Arterial Asphalt & Concrete Program	P D C	0	0	450	542	6,719	2,052	7,169	2,594	This reports on the 2005 activity only.
Aurora Transit Improvements	P D C	56	99	2,757	606	3,600	0	6,413	705	
Belltown/Queen Anne Connections - Thomas St.	P D C	50	33	810	156	2,063	0	2,923	189	
Bridge Way North	P D C	0	0	991	833	4,163	688	5,154	1,521	Construction has begun.
Burke-Gilman Trail Extension	P D C/O	377	377	6,093	2,322	11,930	2,900	18,400	5,599	This segment of the trail reached substantial completion during the 2nd quarter of 2005.
Chief Sealth Trail	P D C	0	0	1,867	1,183	1,674	121	3,541	1,304	
Downtown Seattle Bus Layover	P D C	409	50	42	0	392	0	843	50	
Downtown Seattle Transit Tunnel Closure Mitigation	P D C	38	66	833	1,473	4,331	5,858	5,202	7,397	All the components of the work were finished in advance of the tunnel closure in September, 2005
Duwamish Intelligent Transportation Systems	P D C	851	0	686	1,555	3,512	2,153	5,049	3,708	
Fremont Bridge Approaches	P D C	782	782	5,518	6,222	28,800	3,103	35,100	10,107	Construction has begun.
Greenwood Ave North	P D C	0	1	724	0	3,619	0	4,343	1	This new TIB project has been delayed during 2005 for resource constraints. It should be underway in 2006.
Intelligent Transportation System (ITS) Plan Implementation	P D C	43	44	400	3	4,842	629	5,285	676	
Interurban Trail North	P D C	158	158	325	558	910	432	1,393	1,148	Construction has begun.

2005 Capital Project Status

2005 Capital Improvements Project Costs Detailed by Phase Data as of December 30, 2005

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	1,733	2,194	10,762	7,665	13,204	10,568	
Lake Union Ship Canal Trail - Phase II	P D C	166	166	2,137	2,083	3,010	171	5,313	2,420	
Magnolia Bridge Replacement Project	P D C	1,699	1,699	18,294	2,605	100,000	0	119,993	4,304	This project is currently funded only for completion of the environmental work and approximately 50 percent design. The department is seeking a funding package for the construction from various federal, state and local sources.
Mercer Corridor Project	P D C	2,135	1,395	32,401	8,798	65,428	1	99,964	10,194	
Monorail	P D C	1,753	1,455	0	0	0	0	1,753	1,455	SDOT is monitoring project termination.
Mountains to Sound Greenway Trail	P D C	0	0	1,337	37	3,995	0	5,332	37	
North Queen Anne Drive Bridge Seismic	P D C/O	50	50	329	411	1,305	1,621	1,684	2,082	This project is complete. Cost overruns because of unanticipated hazardous materials mitigation have been covered.
Parking Pay Stations	P D C	0	0	0	0	10,313	6,599	10,313	6,599	
Phinney Avenue N/ Fremont Avenue N/ N 50th St. Improvements	P D C	23	23	678	790	3,549	2,001	4,250	2,814	
South Jackson Arterial Improvement Plan	P D C	15	15	296	418	1,787	64	2,098	497	The contract bids exceeded the estimates significantly; SDOT is currently considering options to complete the core elements of the work and should re-advertise in 2006.
South Henderson Street Improvements	P D C	0	0	222	327	1,230	0	1,452	327	
South Lake Union Street Car	P D C	295	796	5,705	2,304	39,000	0	45,000	3,100	
Spokane Street Viaduct	P D C	0	0	9,369	9,169	126,050	16,310	135,419	25,479	
SR 519 Surface Street Improvements	P D C	50	50	4,107	4,584	11,879	5,232	16,036	9,866	Costs associated with unknown and unforeseen utility installations, as well as other difficulties, are forcing a reevaluation of the scope of the project to minimize potential overruns.
SR 520 Project (Trans-Lake Washington)	P D C	808	76	0	304	0	0	808	380	

Major Projects Update

Alaskan Way Viaduct/Seawall Project

Planning Design Construction

The Viaduct Project Team continues planning, designing and engineering for the waterfront tunnel, which is the preferred alternative, as well as the other option to rebuild the Viaduct. A Draft Supplemental Environmental Impact Statement analyzing various new features of the plan will be released for public comment in the spring of 2006.

Central Link Light Rail

Planning Design Construction

Sound Transit construction continued along the 15.6-mile light rail initial segment between downtown Seattle and the airport.

In follow-up to September's Downtown Transit Tunnel closure, SDOT continued to work with its partners to keep downtown moving. The two-year closure enables the tunnel's retrofit for use by both buses and light rail trains. In south downtown, Sound Transit neared completion of stations at Royal Brougham and Lander Street along the E3 busway. On Beacon Hill, crews began excavation of the subway station 180 feet underground and prepared for tunnel boring. In Rainier Valley, crews prepared for constructing tracks by relocating electric, telecommunications, sewer, drainage, and water utilities and pouring foundation columns for the Mount Baker Station.

Fremont Bridge

Planning Design Construction

SDOT advanced the Fremont Bridge Approach and Mechanical and Electrical Replacement project. The department continued construction on the north and south approach structures, and installed the water quality vault under the south approach. Additionally, work began on the abatement and demolition of the shop building underneath the south approach. SDOT selected an architect to perform an independent study of the preliminary design of the operations and maintenance shop building.

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. City 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 completed work on the environmental documentation. 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). Additionally, SDOT received a decision from WSDOT and FHWA that an Environmental Assessment (EA) is appropriate for this project, which will save several months in environmental process and costs. 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 with a narrow Valley Street alternative. The project team completed most of the environmental analyses and began preparing documents that will form the basis for the EA. The EA will be published in the spring or summer 2006 followed by a public hearing on the document. It will serve as the foundation for environmental documentation under state and federal regulations.

Monorail

Planning Design Construction

The Seattle Monorail Project was terminated pursuant to a public vote in November.

Major Projects Update

North Link Light Rail

Planning Design Construction

The City completed its formal review of Sound Transit's Draft Supplemental Environmental Impact Statement and submitted comments to Sound Transit. In November, the Federal Transit Administration announced that Sound Transit's application for \$700 million for the next light rail extension – from downtown Seattle to the University of Washington via Capitol Hill – received the highest possible ranking. Staff continues to explore First Hill transit connections with Sound Transit.

South Lake Union Streetcar

Planning Design Construction

SDOT reached the 60 percent design completion for the South Lake Union Streetcar Project, began negotiation of a construction contract, and reached agreement in principle for the purchase of three modern streetcar vehicles. The project construction is expected to begin in the spring of 2006.

Spokane Viaduct Widening

Planning Design Construction

SDOT and its partners advanced the plans for Phase One and Two and anticipates that the phases will be ready for advertisement by June, 2006, assuming funding is in place. Staff is beginning design on the proposed eastbound 4th Avenue S off-ramp. The consultant is expected to recommend the construction of a two-lane off-ramp along with the striping of the viaduct structure to accommodate three lanes eastbound, one as a transit or High Occupancy Vehicle lane.

SR-519

Planning Design Construction

SDOT is nearing completion on the relocation of the railroad tail track (switching track), a major element of the SR 519 project. The remaining work to complete this element is scheduled for February 2006, when Burlington Northern Santa Fe crews connect the new track to the existing line. In preparation for future reconstruction along Alaskan Way, SDOT completed drainage and electrical work. To keep motorists informed of traffic changes, SDOT installed a Variable Message Sign on 4th Avenue S.

SR-520

Planning Design Construction

The Washington State Department of Transportation (WSDOT) continued analysis of options to the six-lane alternative, especially the Pacific Street Interchange option. This option would replace the Montlake Interchange with an interchange over Marsh Island to the east and provide direct access from SR 520 to the future Link light rail station and the University of Washington. The City worked with WSDOT to include the study of a pedestrian/bicycle connection to Madison Park in its Environmental Impact Statement. The Local Impact Committee refined a proposal for realigning streets between North Capitol Hill and Roanoke Park with the goals of decreasing impacts of traffic and increasing neighborhood livability.

I-90 Two-Way Transit & HOV Operations

Planning Design Construction

The Washington State Department of Transportation (WSDOT) and Sound Transit are moving along on plans for Stage One, which would add a westbound high occupancy vehicle lane between Bellevue Way and Mercer Island. WSDOT completed its analysis of load limits on the I-90 floating bridge, reaffirming that light rail is feasible on the structure.

2005 Major Projects Map

- 1 Alaskan Way Viaduct & Seawall
- 2 Fremont Bridge
- 3 North Link Light Rail
- 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 King Street Station



Greg Nickels, Mayor