

From the Director



Grace Crunican, Director

It has been another fast-paced quarter! Particularly exciting is the work now providing us with glimpses of our future transportation system.

The shiny South Lake Union Streetcar was unveiled and will begin running between South Lake Union, Denny Triangle and Downtown Seattle in December. This is the start of a future network of streetcar lines that will connect people to jobs, housing, the downtown commercial core and regional transit hubs.

Construction of the Central Link Light Rail remains on schedule to begin service between downtown Seattle and SeaTac in 2009. Also the City Council approved the proposed route and station locations for a three - mile extension of light rail from downtown Seattle to Capitol Hill and the University of Washington.

Using hand-held GPS and GIS-enabled computers, SDOT completed a comprehensive inventory of sidewalks and curb ramps. About 72 percent of Seattle's 46,000 block-sides have sidewalks. The inventory will guide decisions about future sidewalk repairs and improvements.

The Pedestrian Way-finding Signage Program installed an eye-catching red information kiosk in the Westlake Plaza to help pedestrians find local destinations. This is the first of ten under this program to be scattered throughout the downtown core area.

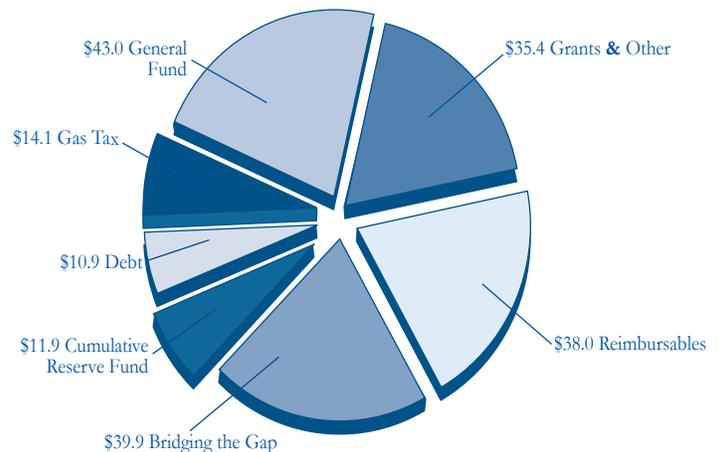
SDOT finalized the Bike Master Plan documentation for City Council approval and installed 20 miles of *sharrows* – shared car-bike lane markings.

In early September, I joined Mayor Greg Nickels and Department of Neighborhoods Director, Stella Chow, at a *Clean and Green* event in the north Greenlake neighborhood. SDOT crews received high praise and many thanks for their work restriping crosswalks, trimming trees, replacing signs, weeding medians, and generally sprucing up the transportation infrastructure along Aurora Avenue N in that neighborhood.

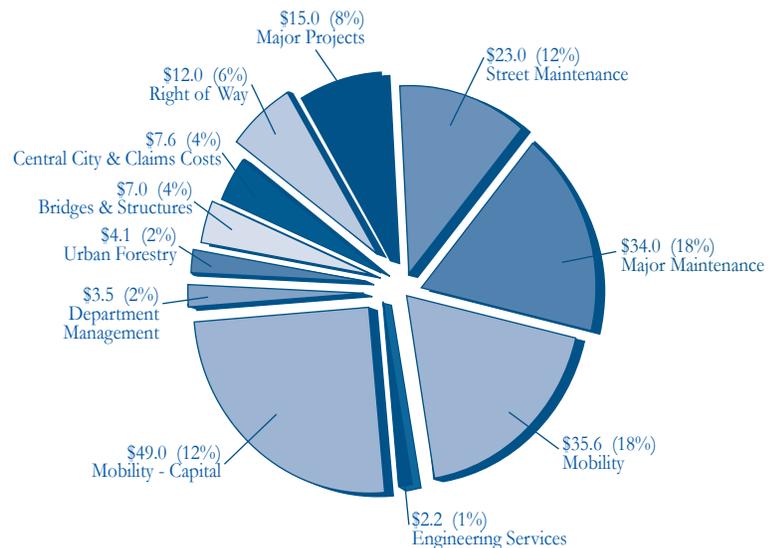
And finally, the department ran a ten-week program called *In Motion* in Queen Anne's Uptown neighborhood. Nearly 500 participants reduced drive-alone trips by walking, biking, ride-sharing and taking the bus. Together they prevented over 90,087 pounds of CO2 from being released into the air. The department will be implementing more programs like this in the future.

Please take the time to review the rest of this report to learn more about our many third quarter accomplishments. Kudos and thanks to everyone in the department for working hard to *Get Seattle Moving!*

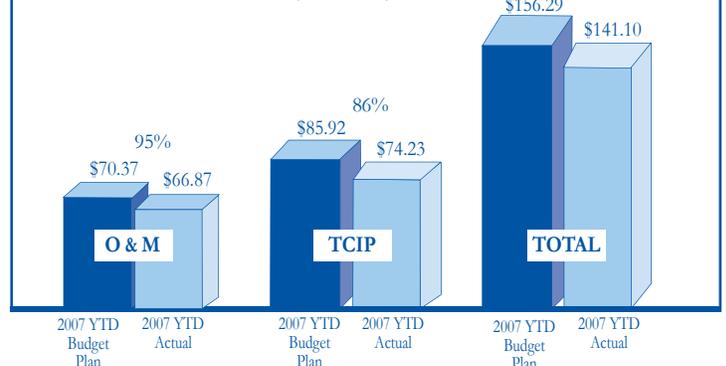
SDOT 2007 Revenues: \$193.2 million
(\$ in millions)



SDOT 2007 Budget: \$193.2 million
(\$ in millions)



SDOT 2007 3rd Quarter Budget Expenditures vs. Planned
(\$ in millions)



By the Numbers

Please note: Items that are fully or partially funded by the Bridging the Gap transportation levy are shown in italics. Information extracted from reports available as of 9/30/07. Figures may fluctuate from quarter to quarter due to weather and cost of the work at the time.

	3rd QTR	YTD
Bikes and Pedestrians		
<i>Bike lane and "sharrow" miles striped (miles)</i>	15.75	YTD: 15.75
<i>Bike route signs installed</i>	0	YTD: 69
<i>Pedestrian/Bike trails</i>	0	YTD: 1
<i>Trail maintenance requests completed</i>	0	YTD: 5
Pedestrian and bicycle spots improved	39	YTD: 58
Bike racks installed	15	YTD: 40
Bike maps issued	5,200	YTD: 15,183
<i>New sidewalks built (blocks)</i>	0	YTD: 8
<i>Sidewalk blocks rehabilitated</i>	16.39	YTD: 24.23
Pedestrian walkway improvements	1	YTD: 5
New single crosswalks installed	1	YTD: 2
<i>Crosswalks remarked</i>	437	YTD: 778
Curb bulbs installed	0	YTD: 3
Curb ramps constructed	87	YTD: 214
Curb ramps retrofitted	0	YTD: 0
Stairways (retrofit)	2	YTD: 5
<i>Walking routes to schools improved for safety</i>	0	YTD: 0
<i>Signage of school zones improved</i>	25	YTD: 25
Bridges		
<i>Bridge repairs completed</i>	34	YTD: 150
<i>Bridges painted (work on Jose Rizal Bridge continues)</i>	0	YTD: 0
Parking		
Pay stations installed	67	YTD: 115
Pavement		
<i>Lane miles paved</i>	18.46	YTD: 27.19
Potholes filled	3,440	YTD: 31,719
Traffic		
Traffic control plans reviewed for construction projects or special events	1,248	YTD: 3,060
Traffic calming devices constructed	0	YTD: 0
Traffic circles installed	1	YTD: 5
Lane- miles of pavement restriped	357.87	YTD: 1,029.20
<i>Regulatory traffic signs replaced</i>	1,689	YTD: 3,950
<i>Street name signs replaced</i>	308	YTD: 765
Traffic signs maintained	8,718	YTD: 20,409
<i>High collision locations investigated</i>	13	YTD: 40
<i>High collision locations designed for safety</i>	8	YTD: 12
<i>High collision locations improved for safety</i>	4	YTD: 6
Traffic Signals		
<i>New traffic signals installed</i>	2	YTD: 6
Traffic signals optimized	64	YTD: 114
<i>Left turn signal improvements evaluated</i>	21	YTD: 32
<i>Left turn improvements installed</i>	1	YTD: 4
<i>Pedestrian countdown signals installed</i>	9	YTD: 26
Trees		
<i>Street trees planted*</i>	0	YTD: 205
<i>Street trees pruned</i>	624	YTD: 1,348
Tree pits restored	7	YTD: 57
SDOT public website visits	598,529	YTD: 1,808,464
Street Use permits issued	4,880	YTD: 13,807
Grants/appropriations/authorizations received	\$0	YTD: \$43,000
Grants/appropriations/authorizations submitted for future funding	\$19,300,368	YTD: \$22,584,368
Percentage of contracts issued to women and minority business enterprises for Goods and Services**	9.6%	YTD: 9.7%
Percentage of contracts issued to women and minority business enterprises for Consultants and Subcontractors**	12.2%	YTD: 12.0%

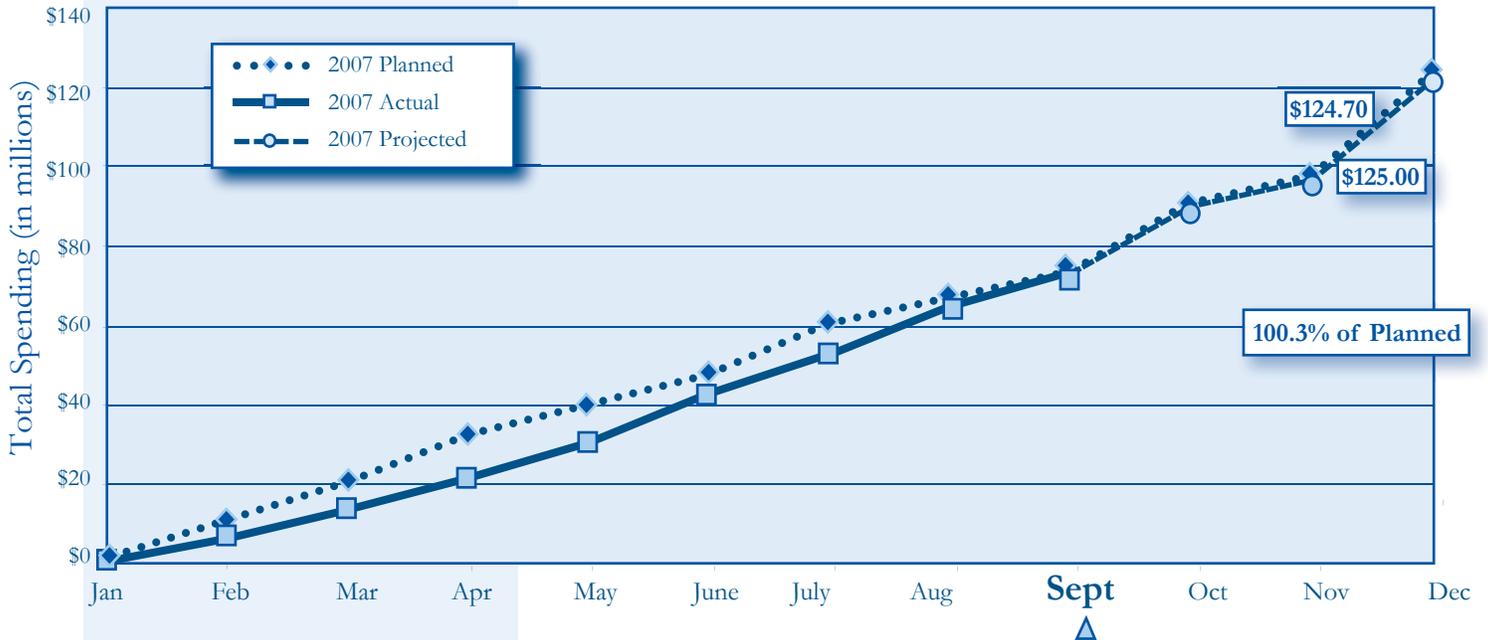
*SDOT either plants or facilitates

**Dollars expended with WMBE vendors are reported based on actual payments in the current year.

2007 Capital Project Status

Most capital improvement projects are multi-year in nature. The graph below is a snapshot of the expenditure plan SDOIT proposed for 2007. The graph indicates that the projects in the capital program are projected to achieve 100.3 percent of the expenditure goal by the end of the year.

Dollars Spent vs Planned Spending - Third Quarter 2007



General Notes for 2007 Capital Project Reports

Data for planned total costs are linked to the 2007 adopted TCIP; data for the life-to-date costs are as of the end of September.

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 September 2007. The budget amounts reflect available funding for the life of the project, as published in the 2007 Adopted Capital Improvement Program (CIP). The few annual programs identified separately reflect only planned 2007 budgets and costs through September 30, 2007.

2007 Capital Project Status

2007 Capital Improvement Project Costs Detailed by Phase
Data as of September 30, 2007*

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	
(\$ in thousands)	P=Planning D=Design C=Construction C/O=Closed out O/H=On Hold									
35th Avenue NE Street Improvements		25	0	1,393	1,418	12,848	11,522	14,266	12,940	Physical completion achieved.
Alaskan Way Viaduct/Seawall Environmental Impact Study		3,929	3,927	57,701	13,370	0	294	61,630	17,590	
Arterial Asphalt and Concrete Program		0	0	3,075	2,091	15,833	11,251	18,908	13,341	
Aurora Transit, Pedestrians and Safety Improvements		99	251	3,882	1,722	15,115	0	19,096	1,973	
Belltown/Queen Anne Waterfront Connections - Thomas St.		33	33	1,227	636	5,040	0	6,300	669	
Bridge Rehabilitation and Replacement		0	0	7,099	54	21,337	0	28,436	54	
Bridge Seismic Retrofit Phase II		213	244	5,679	11	10,078	0	15,970	255	
Burke-Gilman Trail Extension		377	385	5,554	4,552	15,761	3,155	21,692	8,092	11th NW to Locks and NW 60th to Golden Gardens segments are in design and the Locks to NW 60th segment is in close-out.
Chief Sealth Trail		0	0	1,685	1,714	2,250	1,424	3,936	3,138	Myrtle Crossing is 90% completed.
Downtown Seattle Bus Layover		368	77	60	0	415	0	843	77	
Downtown Seattle Transit Tunnel Closure Mitigation		65	65	1,551	1,502	7,464	6,759	9,080	8,326	
Duwamish Intelligent Transportation Systems		851	917	804	747	6,673	2,590	8,329	4,254	
Fremont Bridge Approaches & Electrical Major Maintenance		782	782	7,337	6,321	33,669	25,342	41,788	32,445	The mechanical installations for the north leaf were completed and are being inspected.
Greenwood Avenue N		60	23	742	484	5,013	0	5,815	507	
Intelligent Transportation System (ITS) Plan Implementation		44	133	1,048	460	7,586	1,002	8,678	1,594	
King Street Station Multimodal Terminal		0	6	5,000	0	7,500	0	12,500	6	

* cost in thousands

2007 Capital Project Status

2007 Capital Improvement Project Costs Detailed by Phase
Data as of September 30, 2007*

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	
(\$ in thousands)	P=Planning D=Design C=Construction C/O=Closed out O/H=On Hold									
Lake Union Ship Canal Trail - Phase II		166	166	2,307	2,694	3,079	194	5,552	3,054	90 percent design was reached.
Magnolia Bridge Replacement Project		1,699	1,699	37,294	5,125	157,000	0	195,993	6,824	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		2,315	1,395	32,280	12,695	80,315	3	114,909	14,093	
Mountains-to-Sound Greenway Trail		0	0	712	188	4,491	0	5,203	188	
NE Northgate Way Intersection and Pedestrian Improvemts		0	0	1,200	103	0	0	1,200	103	
Parking Pay Stations		0	0	0	0	13,713	11,540	13,713	11,540	
S Jackson Arterial Improvements		15	15	590	573	2,108	1,836	2,713	2,424	The project is nearing substantial completion.
South Henderson Street Improvements		0	0	454	547	1,566	1,349	2,020	1,896	
South Lake Union Streetcar		597	796	6,143	5,530	42,561	40,080	49,300	46,406	
South Lander St Grade Separation		260	260	24,450	1,312	46,450	0	71,160	1,572	
Spokane Street Viaduct		0	0	8,506	4,254	145,756	0	154,262	4,254	The 4th Avenue off-ramp has reached 30 percent design.
SR-520 Project (Trans-Lake Washington)		653	80	1,093	463	0	0	1,746	543	

General Notes: Budgeting for a specific planning phase was not a routine practice until preparation of the 2004 TCIP.
Some projects did identify a planning stage, and costs have been tracked for planning.

* cost in thousands

Major Projects Update

Please note: Project numbers refer to map located on page 8.

Alaskan Way Viaduct/Seawall Project

Planning Design Construction

①

Work continued to determine the best replacement alternative for the central waterfront portion of the viaduct and to move ahead on six safety and mobility projects. A contract was awarded for the Yesler Area Column Repair project. A meeting was held to give the public an opportunity to comment on the environmental assessment being conducted for the South End project which is the removal of 40 percent of the viaduct from S Holgate Street to S King Street. A new concept was developed for this project that allows it to move forward into design. Development and analysis of the remaining safety and mobility projects continues. Efforts are underway to inform constituencies of the scope, process and impacts associated with the six different projects.

SDOT also chose a consultant team which began preparing the Urban Mobility Plan. The plan will provide critical information to decision makers in 2008 regarding strategies for an effective surface and transit alternative.

Preparatory work moved us closer to rehabilitation of the Seawall at Clay Street. The design and construction contracts were completed and documentation was submitted for permitting by the Corps of Engineers. The Seawall Tilt monitoring system was installed and began sending data. An agreement for test panel monitoring was finalized with the University of Washington.

Fremont Bridge Approach and Mechanical & Electrical Replacement

Planning Design Construction

②

Final paving was completed in September on the remaining area underneath the north approach and the generator for the north leaf of the bridge was installed and tested. This quarter, crews worked to finish the remaining mechanical and electrical work with the goal of having the new system operating the north leaf of the bridge by early fourth quarter.

University Link Light Rail

Planning Design Construction

③

In the third quarter, Sound Transit continued work on the final design for the 3.15-mile tunnel extension of light rail from downtown Seattle to Capitol Hill and the University of Washington. The Sound Transit Board adopted a \$1.614 billion baseline cost estimate for the extension from downtown Seattle to the University of Washington, and the City Council formally approved the alignment and station locations. Construction could begin in late 2008 or early 2009.

Magnolia Bridge Replacement

Planning Design Construction

④

This quarter, after receiving public input and completing a Type, Size, and Location Study, SDOT selected a preferred structure type for the new Magnolia Bridge. The project team also moved forward on environmental work and continued development of contract documents. An Open House is scheduled for mid-October to review the recommended bridge type and also the design features which follow a maritime theme.

Mercer Corridor Project*

Planning Design Construction

⑤

The Mercer Street team continued public outreach about Mercer Corridor project design progress, which is over 60 percent complete and will be presented at the South Lake Union Neighborhood Plan Open House in the end of October. This culminates a year of hard work for both internal and external stakeholders, including Seattle Parks, South Lake Union Streetcar, Seattle City Light, Seattle Public Utilities, King County Metro, Washington State Department of Transportation, private utilities and community groups. The team is working to reach a 90 percent design completion by the first quarter of 2008.

King Street Station*

Planning Design Construction

⑥

The City of Seattle and the Burlington Northern Santa Fe Railroad continued to work out the details for transferring ownership of the King Street Station to the City of Seattle. The project will restore the historic building which serves as a multi-modal transportation hub, providing access to commuter trains, regional and nation-wide trains, and nearby connections with public transit and Puget Sound ferries. This project is funded in part by the Bridging the Gap transportation initiative.

Major Projects Update

Central Link Light Rail

Planning Design Construction

7

Light rail construction between downtown Seattle and SeaTac Airport moved past 80 percent completion at the end of the quarter. Sound Transit and King County Metro re-opened the downtown Seattle transit tunnel for bus operations in late September as planned, and the tunnel is now ready for light rail operations to begin in 2009. Sound Transit completed trackway construction in the center of Martin Luther King, Jr. Way South, and is approaching completion of all roadway and signal work. Light rail testing in the Rainier Valley is expected to begin in mid-2008, and the start of light rail service to Tukwila is on schedule to begin by mid-2009, with service to SeaTac Airport starting by the end of 2009.

Seattle Streetcar, South Lake Union Line

Planning Design Construction

8

Track construction for the South Lake Union line of the Seattle Streetcar project reached substantial completion by the end of the third quarter. New traffic and pedestrian signals were installed at 12 intersections along the route. Work on the maintenance yard was completed while work continues on the streetcar maintenance facility. The first streetcar vehicle was delivered to the maintenance base in September and the other two streetcars are scheduled to arrive in early October. The streetcar will begin operation in December, 2007, connecting the South Lake Union area with the downtown area and the regional transportation system.

Spokane Street Viaduct Widening*

Planning Design Construction

9

The final design process of the S Spokane Street Viaduct Widening Project continues. Design of the 4th Avenue Off-Ramp is expected to be 60 percent complete by late November, with a 90 percent completed design expected in late January 2008. The off-ramp construction is expected to begin early in the third quarter of 2008. Construction to widen the viaduct is anticipated to start the first quarter of 2009.

SR-520 Evergreen Point Bridge

Planning Design Construction

10

The mediation process for the SR 520 replacement bridge began with the first stakeholder meeting being held in September. Per Senate Bill 6099, a draft High Capacity Transit (HCT) Plan was developed. SDOT began review of the draft and the final version of the HCT Plan will be completed in 2008.

Consultants began work on a draft report for the study of a tube/tunnel concept, and will present the preliminary findings at the next mediation meeting in November. The draft report will be completed next quarter. Work has also progressed on the development of a finance plan for the project which is due to the Legislature the first quarter of 2008.

I-90 Two-Way Transit

Planning Design Construction

11

Sound Transit and WSDOT continued construction on the first of three projects to add High Occupancy Vehicle (HOV) lanes to I-90 between I-405 and I-5. Stage One will provide a new HOV lane in the westbound outer roadway between I-405 and Mercer Island, a new HOV direct access ramp at 80th Ave SE on Mercer Island, and modifications to the Bellevue Way HOV direct access ramp. Construction is scheduled for completion by early 2009. The three projects, when completed, will provide improved speed, reliability and access for buses, carpools, and vanpools on I-90 between Bellevue and Seattle.

South Lander Street Grade Separation*

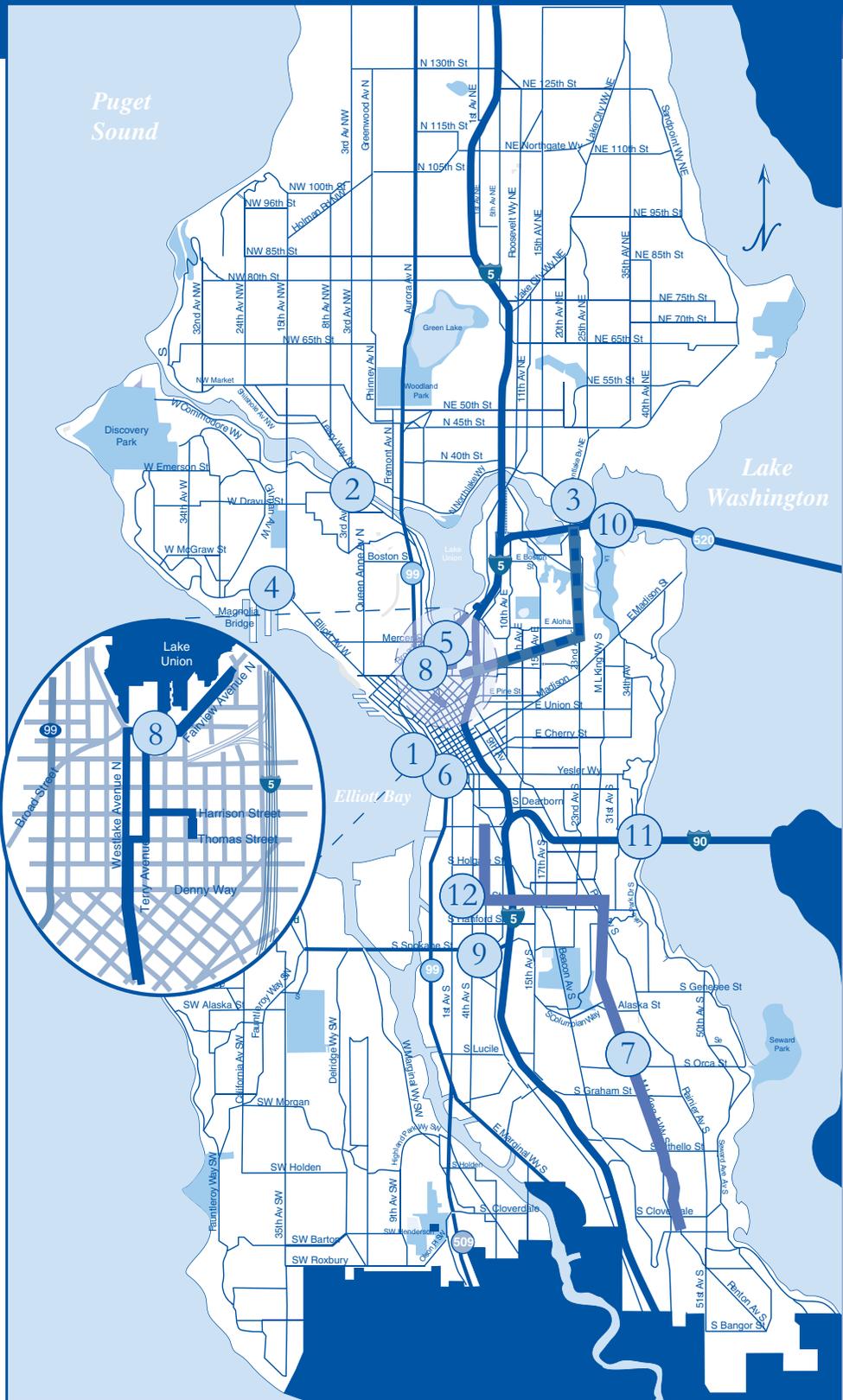
Planning Design Construction

12

Preliminary design of the South Lander Street Grade Separation Project is now complete, with a 30 percent design submittal in August and review comments shortly thereafter. An Open House for the public to review the preliminary design details is set for late October, 2007. The design process is expected to reach 90 percent completion in 2008. Construction on the South Lander Grade Separation Project is set to begin during the second half of 2009 with completion of the structure by the end of the third quarter of 2011 to accommodate the anticipated traffic flow when the Alaskan Way Viaduct project enters major construction.

* Project funded in part by the Bridging the Gap Transportation Initiative.

- ① Alaskan Way Viaduct/Seawall Project
- ② Fremont Bridge Approach and Mechanical & Electrical Replacement
- ③ University Link Light Rail
- ④ Magnolia Bridge Replacement
- ⑤ Mercer Corridor Project
- ⑥ King Street Station
- ⑦ Central Link Light Rail
- ⑧ Seattle Streetcar, South Lake Union Line
- ⑨ Spokane Street Viaduct Widening
- ⑩ SR-520 Evergreen Floating Bridge
- ⑪ I-90 Two-Way Transit
- ⑫ South Lander Street Grade Separation



Mayor Greg Nickels