

# 2001 Annual Report Transportation Strategic Plan



December 2001

To the City Council and Seattle Citizens:

We are pleased to present the 2001 *Transportation Strategic Plan* Annual Report. We think you will find that it was a very productive year in the transportation arena.

This Annual Report details a variety of accomplishments. The year's most significant event may have been the State Legislature not adopting a comprehensive transportation package. We are hopeful that the 2002 Legislature will address this top priority – how to keep people and goods moving through our increasingly congested system and how to take care of our aging transportation infrastructure.

The February 28 Nisqually Earthquake brought home how important it is to make the necessary investments in the City's transportation infrastructure. Completion of Phase 1 of the Bridge Seismic Retrofit program in 2000 paid some clear and timely dividends and should spark an urgency to move forward on the partnerships and funding necessary to continue with Phase 2. Earthquake damage took the Alaskan Way Viaduct out of service for repairs many times during the spring, making us all aware of how critical it is that we choose and start building the Viaduct's replacement.

The City completed the West Galer Street Flyover ahead of schedule, opening up better access to a key portion of the industrial waterfront. We synchronized almost 200 of the City's traffic signals, making the best use of the infrastructure and technology already in place to keep people moving. And last January, the Transportation Blueprint was released as a menu of short and long-term strategies to better connect Seattle neighborhoods to each other as part of an integrated transportation network.

We are very proud of all that has been accomplished on transportation issues since the adoption of the *Transportation Strategic Plan* (TSP) in 1998. If we continue to follow the guiding strategies in the TSP, our city and region will reap the benefits of a healthy, vital transportation system.

Sincerely,

Anne Fiske Zuniga  
Acting Director  
Seattle Transportation

Denna Cline  
Director  
Strategic Planning Office



## What are the TSP and the TSP Annual Report?

In October 1998, the City of Seattle adopted the *Transportation Strategic Plan* (TSP), which outlines strategies and actions to help achieve the City's Comprehensive Plan goals: to make Seattle a city where streets and bridges are well-maintained, where transit, walking, and bicycling are convenient and attractive, and where we are less dependent on cars for our transportation needs. The TSP also aims to protect the character and livability of our neighborhoods, and to improve our ability to move freight and goods. The intent was that the TSP assist in long-range transportation planning and decision-making, and that it be an evolving and "living" document, updated regularly to ensure that it stays relevant. Since the TSP was adopted, Seattle Transportation (SeaTran) and Strategic Planning Office (SPO) staff have compiled two TSP Annual Reports to track the progress made in implementing the key TSP strategies. This Annual Report is the third.

While the Annual Report has changed format and design over the past few years, it maintains the goal of reporting to Seattle's citizens on the major accomplishments of important transportation programs and issues. With this year's report, staff again attempted to make the information accessible and interesting, while packing as much substance as possible within the pages. This year's Annual Report uses a map to illustrate where many of this year's improvements took place. To better tie the accomplishments to TSP strategies, many paragraphs end with a notation of the most relevant TSP strategy implemented in whole or in part.

## Introduction

This past year brought challenges far broader and more complex than could have been expected. On February 28, the Nisqually Earthquake literally shook our region to its foundation and on September 11, our entire country entered into a new era of uncertainty brought on by terrorist attacks. The earthquake reinforced the importance of investment in basic infrastructure and long-term planning for natural disasters that may loom in the future. The September 11 tragedy continues to have repercussions, but one clear lesson is the need for vigilance where our key transportation corridors and lifelines are concerned.

On the mobility side, the 2001 version of the annual Texas Transportation Institute (TTI) mobility study ranked the Seattle-Everett area second worst in the United States for traffic congestion, using a measurement system based upon the amount of extra travel time incurred during the peak period compared to free-flowing travel. Because the study's parameters tend to highlight the regional aspects of congestion, they point to the importance of Seattle's involvement in a variety of regional forums and projects, from the TransLake Washington Study to Sound Transit. In addition, the TTI study supports Seattle's efforts to seek a variety of city-specific solutions to congestion, including aggressive traffic signal optimization, transit signal priority installation, low-cost solutions like the West Seattle Bridge bus-only lane, and innovative trip reduction projects such as car sharing and the Way to Go, Seattle! program.

This year was key for a number of major regional transportation projects. Sound Transit's Sounder commuter rail recently recorded its 500,000th passenger. At the same time, Sound Transit's Link light rail found itself over budget, and the Sound Transit Board approved a revised "starter" alignment that stretches from Convention Place Station in downtown Seattle to South 154th Street, about one mile north of the Sea-Tac airport. Construction is expected to begin in the summer of 2002. The Nisqually Earthquake caused significant damage to the Alaskan Way Viaduct, and repairs necessitated occasional closing of the Viaduct throughout the spring. This made clear the need for quick consensus on a replacement facility that is seismically sound, dependable, and can continue to serve as a key Seattle and regional north-south travel corridor. Finally, 2001 marked a solid year of work by the Elevated Transportation Company (ETC) to meet the voter-mandated timeline of bringing a ballot measure to Seattle voters by November 2002. ETC Board members and City staff worked together on routing and station location possibilities, and the coming year will bring more detail and some major decisions that could shape Seattle's transportation network for decades.

Just as the TSP contained an integrated set of comprehensive strategies for long-term transportation investments in Seattle, the Blue Ribbon Commission on Transportation's final report at the end of 2000 represented a historic effort by a diverse group of business, labor, public, and private representatives to craft a long-term state transportation strategy. Unfortunately, the 2001 Legislature was unable to reach agreement on a comprehensive transportation package.

Despite the peaks and valleys on those broader issues, a great deal was accomplished in transportation in 2001. By continuing to make strategic transportation investments, the City will be better able to preserve and maintain the transportation infrastructure, improve safety, and enhance mobility by providing more transportation choices.

## Infrastructure Improvements

Operating and maintaining Seattle's existing \$7.6 billion transportation infrastructure is addressed in the *Transportation Strategic Plan* as the City's highest transportation priority. This infrastructure will continue to serve as the foundation for future improvements and growth. Major maintenance of the existing system, construction of new facilities, and the implementation of more transportation choices are all critical to a healthy, efficient transportation system. [TSP Priorities Chapter]

### Seattle's existing system includes:

- 4,230 lane miles of streets
- 142 bridges
- 975 signalized intersections
- 2,000 miles of sidewalks and walkways
- 450 stairways
- 134 miles of bike trails, routes and lanes
- 1.6 million lane markers
- 30,000 City-maintained street trees
- 586 retaining walls and 5 seawalls
- 8,750 parking meters
- 4,700 crosswalks
- 750 traffic circles
- 120,000 signs

Every year, the City of Seattle invests tens of millions of dollars in projects intended to keep the city's transportation backbone functioning efficiently. In 2001, these projects included emergency earthquake repairs, upgrading and installing new traffic management devices, and repaving and reconstructing miles of City streets.

In 2001, SeaTran's Capital Improvement Program (CIP) was reviewed by the Dye Management Group to look for opportunities to improve project development and delivery. Overall, the study found that the department's program goals and priorities across different categories are clear and policy-driven. However, the study also made a number of recommendations, including the need for greater transparency in the prioritization of mobility projects, filling gaps between the planning process and the CIP prioritization process, and devoting additional time and resources to project scoping and cost estimation. SeaTran has already begun implementing a number of strategies as a result of the study and will continue to look for ways to integrate recommendations into future business practices.



*Crews pave a portion of the 56 lane miles completed in 2001.*

## Street Maintenance & Paving

One of SeaTran's most complex responsibilities is keeping Seattle's streets, a \$4.7 billion asset, in good condition through a creative distribution of limited resources. [TSP "Operations and Maintenance" Strategy: *Maintain and Preserve the Transportation System*]

SeaTran's Street Maintenance Division is responsible for keeping street pavement clean and in good repair. Street maintenance crews sweep and flush streets, empty City litter receptacles, remove snow and ice, patch potholes, repair pavement excavated for work on underground utilities, and take care of minor asphalt and concrete paving jobs.



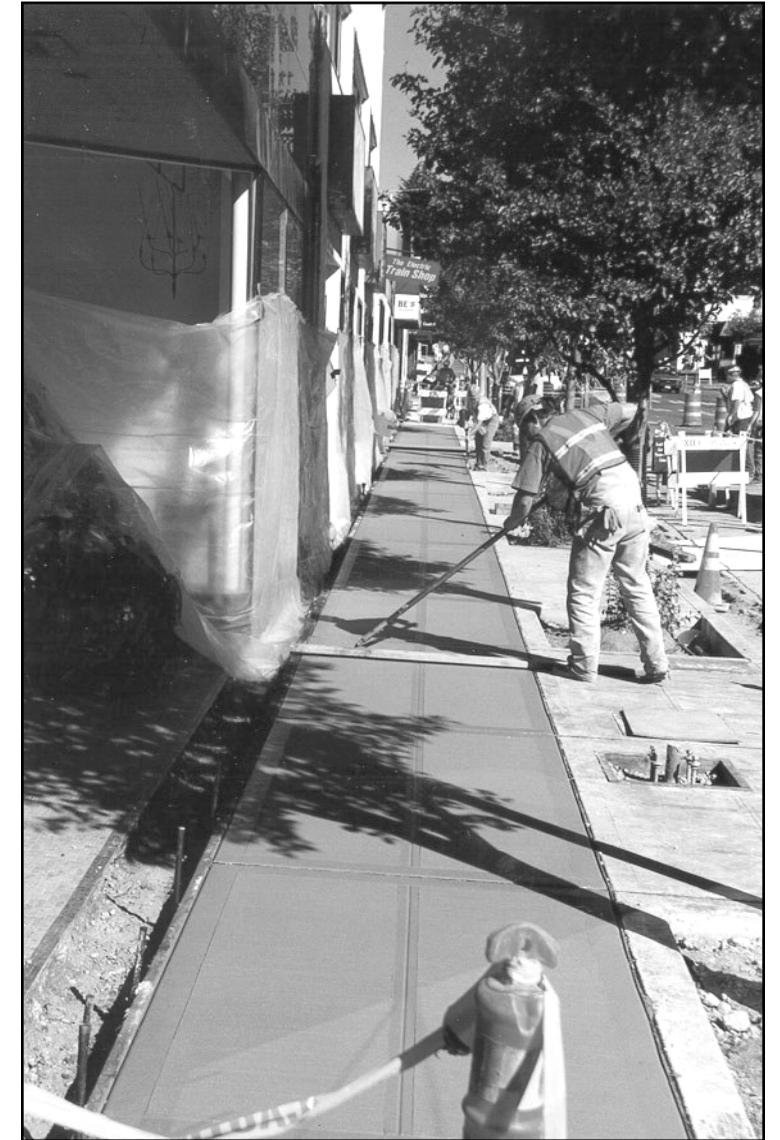
*NE 50th St. benefitted from comprehensive improvements, including paving.*

In 2001, SeaTran paved 56 lane miles of streets: 18.6 lane miles with asphalt or concrete and 37.4 lane miles of non-arterial streets with chip-seal. Projects that contribute to these totals range from annual paving programs, to spot and maintenance repairs, to large-scale capital projects that incorporate paving elements.

One of the most ambitious 2001 capital projects that included a significant portion of paving was the **NE 50th Street Improvement Project**. This joint SeaTran and Seattle City Light project in the heart of the

University District was designed to help reduce traffic delays during peak periods and special events and to improve safety for vehicles and pedestrians. In addition to the installation of 48 new signal controllers, the undergrounding of overhead wires, and a series of pedestrian and streetscape improvements, large sections of NE 50th Street were paved. This project is scheduled to be completed by early 2002. [TSP "Additional Strategies" Strategy: *Incorporate Pedestrian, Bicycle, and Transit Improvements into Capital Improvement and Major Maintenance Projects*]

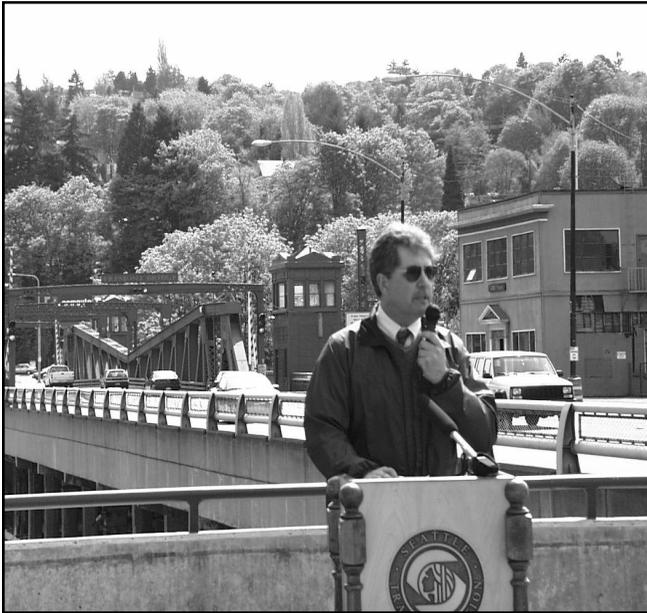
Early in 2001, SeaTran completed another large-scale transportation project in West Seattle that incorporated signal, sidewalk, and street improvements. The **Alaska/California/Admiral Improvement Project** involved the construction of new sidewalks in the West Seattle Junction, installation of new signal controllers and other improvements along California Avenue SW, and paving sections of SW Alaska Street and SW Admiral Way.



*Sidewalk, paving, and signal improvements were made in West Seattle.*

## Roadway Structures

SeaTran is responsible for the operation and maintenance of over \$2.4 billion worth of roadway structures, including retaining walls, seawalls, stairways, and a number of areaways. [TSP "Operations and Maintenance" Strategy: Replace and Rehabilitate Failed Elements of the Transportation System]



*SeaTran Roadway Structures Director Richard Miller announces completion of Phase 1 of the Bridge Seismic Retrofit Program.*

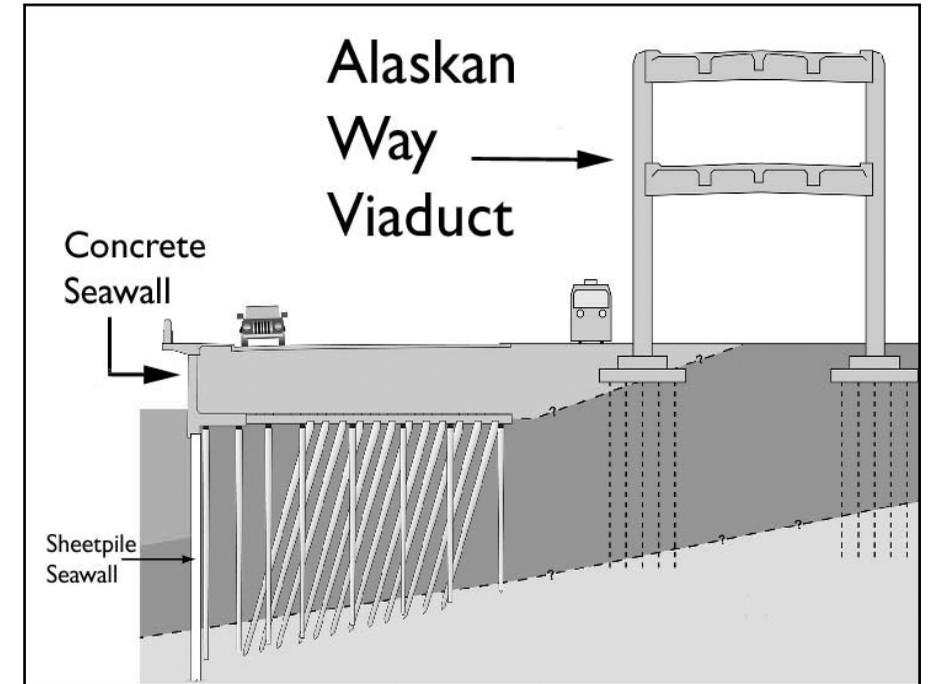
In 2000, SeaTran completed **Phase I of the Bridge Seismic Retrofit and Major Maintenance Program**. This \$25 million program retrofitted 25 of Seattle's key bridges to better withstand large earthquakes. The Fremont Bridge, Ballard Bridge, University Bridge, Spokane Street Viaduct, Jose Rizal Bridge, and a handful of pedestrian overpasses were included in this program.

None of the retrofitted bridges suffered significant damage during the Nisqually Earthquake. Engineers estimate that the damage would have been significantly greater without the Phase 1 program. Over the next few years, SeaTran will pursue funding to begin work on bridges included in the **Phase 2 Bridge Seismic Retrofit Program**.

In the immediate aftermath of the earthquake, a new post-earthquake inspection program got its first major test. This program was designed by SeaTran engineers to ensure that all of the City's primary structures are inspected for damage within hours of a major seismic event. Immediately after the earthquake, teams of engineers began their inspections and within four hours had already gathered critical information about 58 of the City's primary structures. This was one of the first essential steps towards recovery.

The **Magnolia Bridge**, a vital transportation link to the Magnolia community, sustained significant damage due to the earthquake. The lateral stability of the structure was compromised, and the structure was closed to all vehicular traffic. Engineers looked for the best solution for the repair and reopening of the bridge; within weeks the \$3 million repair project was underway. In less than four months, the repair work was completed ahead of schedule and within budget. The structure reopened to traffic on June 18.

The **Alaskan Way Viaduct** also sustained significant damage during the Nisqually Earthquake, putting the urgency for its long-term replacement on a fast track. The Alaskan Way Viaduct project will also likely incorporate solutions to the City-owned Alaskan Way Seawall, which engineers have determined needs significant physical improvements. This combined project is being developed through a partnership between the Washington State Department of Transportation, which owns the Viaduct, and the City of Seattle. These agencies are working together to coordinate efforts, make decisions jointly, and involve the public in transportation, neighborhood, and urban design issues to determine the most appropriate solutions.



*Alternatives for replacement of the Alaskan Way Viaduct and repair of the Seawall are being considered.*

The City is also spending \$500,000 per year to repair areaways. These relics of Pioneer Square history consist of "empty pockets" beneath sidewalks and City streets and are susceptible to damage during earthquakes. The areaways are filled or reinforced so as to ensure the safety of pedestrian and vehicular travel as well as the structural integrity of nearby buildings. In 2001, SeaTran filled a number of areaways, both before and after the Nisqually Earthquake.

On the longer-term horizon, efforts continued to find a suitable replacement for the aging **SR-520 Bridge** across Lake Washington. TransLake Study Committee members spent 2001 examining in detail a variety of options for a replacement facility, most of which have significant implications for Seattle traffic management. In January 2002, the Study Committee will recommend a set of reasonable and feasible alternatives to be carried forward into the EIS phase. Seattle's priorities are:

- to maintain the corridor as a regional transportation connection
- to extend the life and improve the operating safety of the bridge

- to improve mobility for people and goods
- eliminate or mitigate the impacts caused by the operation and presence of SR-520

In early 2002, SeaTran will begin construction of a new **Princeton Bridge**, a primary access route for the Hawthorne Hills and View Ridge neighborhoods. The existing bridge is badly deteriorated and cannot be retrofitted to current City standards. Construction will begin in February 2002 and is scheduled to take nine months to finish.

In addition to these projects, there are a number of other bridge projects currently underway. The **Ballard Bridge Rehabilitation Project** is replacing and upgrading the electrical and mechanical systems of the structure. In addition, planning has begun on a project to replace the approaches to the **Fremont Bridge**, an effort that has long been one of the City's highest priorities.

## Freight Mobility

The continued ability to move freight and goods by rail, truck, water, and air is absolutely critical to Seattle's and the state's economic development.

In November 2001, SeaTran began work on Contract 3 of the **South Spokane Street Widening Project**. The work for this major capital project began in 1994, and Contracts 1 and 2 were completed in 1998 and 1999 with seismic retrofitting of the current structure and the installation of a center median barrier. Contract 3 involves the relocation and installation of a majority of the utilities at the street level in order to widen the viaduct in the future. The 4th Avenue South (westbound) on-ramp to the viaduct, which is currently closed, will also be removed under this contract. The work is scheduled for completion in the spring of 2003.

*The West Galer Street Flyover was completed on budget and ahead of schedule.*

Months before the earthquake shook Seattle, construction had already begun on the City's newest roadway structure: the **West Galer Street Flyover**.

The project was completed on budget and ahead of schedule, and the Flyover opened to traffic in November. The Flyover is an overpass over Elliott Avenue West and the Burlington Northern Santa Fe (BNSF) railroad tracks, and provides better and

safer access for vehicles, bicycles, and pedestrians to the area along this portion of the Elliott Bay waterfront (including the Port of Seattle's Terminal 90/91 facilities and the new Immunex Helix facility now under construction).



Before the Flyover was completed, cars, trucks, and pedestrians would often be delayed for significant amounts of time waiting for trains to pass through the corridor. SeaTran is currently studying whether to keep the West Galer Street surface roadway open now that the Flyover is complete.

In 2001, SeaTran began the development of a grade separation project over the BNSF mainline tracks at **South Lander Street** in the greater Duwamish area. SeaTran is currently negotiating a consultant contract for a Type, Size and Location Study of a grade separation structure. Work on this contract will occur in 2002. Funding for eventual project construction has not been identified.

Various elements of the **Duwamish Intelligent Transportation System** (ITS) project were implemented in 2001, and more are on tap for the coming years. In July, SeaTran and the Manufacturing Industrial Council (MIC) co-sponsored a meeting to share with the trucking and freight communities how they could obtain traffic information on accidents, congestion, and detours using communication technologies and vehicle tracking systems. Other elements of the Duwamish ITS project, such as signal interconnects, installation of variable message signs, and use of closed-circuit television to provide live feeds of real-time traffic information to the City's traffic management center are moving forward in cooperation with the MIC and other industrial and freight organizations.

## Signals and Intelligent Transportation Systems

A broad range of diverse technologies, known collectively as intelligent transportation systems (ITS), can help address many of our transportation problems. SeaTran put together an ITS Master Plan in 1998 and is implementing various elements to provide better management tools for all modes, to improve safety, and to distribute enhanced information so travelers can make more informed decisions.

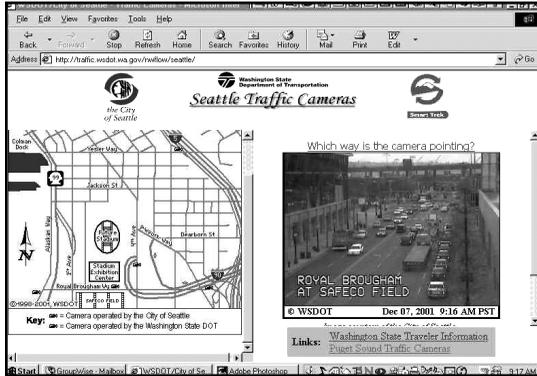
In 2001, SeaTran continued with an accelerated schedule of **optimizing traffic signals**. Of Seattle's 975 signalized intersections, almost 200 were optimized in 2001, an effort made possible in part through funding from the Mayor's Maintenance and Mobility Initiative. In addition to most of the University District, key corridors completed in 2001 included: Aurora Avenue North, Northgate Way, Greenwood Avenue N, Lake City Way NE, 24th Avenue NW, 15th Avenue NW, Elliott Avenue/15th Avenue W, California Avenue SW, and Beacon Avenue South. Updating signal timing benefits all users of the transportation network – moving autos, trucks, and transit more efficiently through corridors, while also providing more safe and reliable crossing gaps for bicyclists and pedestrians. Travel time improvements of 15–25 percent have been measured in some corridors. [TSP "Cars" Strategy: Optimize General Traffic Flows on Arterial Streets]

As part of an ongoing partnership with King County Metro, **transit signal priority** was installed at 14 intersections along Aurora Avenue North, from Winona Avenue N to N 145th Street. This technology allows the signal system to recognize approaching transit vehicles and, in turn, to give those vehicles more green time to get through intersections. Transit priority treatments had previously been installed along Rainier Avenue South and resulted in travel time improvements of 10-15 percent. SeaTran and Metro staff will work together to identify additional candidate corridors for transit signal priority installation in 2002 and beyond. [TSP Transit Strategy: Give Buses Green Lights at Intersections with Signal Preemption]

SeaTran installed **closed-circuit television** (CCTV) cameras at 14 locations along three major transportation corridors in Seattle: Aurora Avenue North, Northgate Way, and Mercer St. These cameras transmit real-time traffic information to



*Signal optimization improved travel times on Aurora Avenue North and other major corridors by up to 25 percent.*



*New cameras were installed at 14 locations and will soon provide real-time traffic information on the City's web site.*



*SeaTran is installing new green LED bulbs in all of Seattle's traffic signals.*

the City's signal engineers so they can view traffic conditions along these critical corridors and trouble-shoot any problems immediately. The images from these cameras will also be available to the public on the City's web site, complementing the Washington State Department of Transportation's CCTV system. The cameras allow people to make more informed travel decisions before heading out the door. [TSP Additional Strategies Strategy: Optimize the People-Moving Capacity of Existing Streets]

SeaTran embarked on a project to replace nearly 7,500 incandescent bulbs that light green traffic signals with new, energy efficient **Light Emitting Diodes (LEDs)**. LEDs are commonly found in household appliances, computers, toys, signs, and on vehicles. They use significantly less energy, are more durable, and last longer than standard incandescent bulbs. This switch will save the City more than 2.6 million kilowatt hours each year (enough energy to serve nearly 275 Seattle homes). SeaTran and Seattle City Light jointly funded the project. Since the LEDs last longer than incandescent bulbs, crews spend less time changing bulbs and more time on other projects that help keep the transportation system moving smoothly. Prior to switching to red LEDs three years ago, signal electricians used to respond to approximately 75 bulb outages every month. Since that switch, the number has been cut in half. [TSP Operations and Maintenance Strategy: Operate the Transportation System Effectively]

In September, the Washington Traffic Safety Commission awarded a handful of jurisdictions with demonstration projects to allow for **automated traffic enforcement**. The City of Seattle was one of those selected, and staff are now gearing up for a spring 2002 pilot project to install red light photo enforcement equipment at several intersections. The technology detects when cars are likely to run red lights and then automatically photographs the vehicles from the rear to provide evidence of a violation. After confirming the red light running, citations are mailed to the vehicle owners.

SeaTran will work with the selected vendor to locate the cameras at intersections that have shown historic patterns of high numbers of collisions, especially ones that occur at right angles (indicating a potential problem with red-light running). [TSP "Additional Strategies" Strategy: Use Traffic and Parking Enforcement and Education Programs to Improve Safety and Mobility]

## Bicycle Improvements

In November 2001, the magazine *Bicycling* ranked Seattle as the top bicycling city in the nation with a population of 500,000 to 1 million. The magazine highlighted Seattle's 30-year history of planning, investing in, and building a comprehensive bicycling infrastructure that has resulted in 28 miles of bike trails, 90.5 miles of signed bike routes, and 15.5 miles of bike lanes. The magazine also acknowledged local citizen and advocacy groups who have successfully promoted bicycling as a real transportation choice for Seattle residents.



In 2001, SeaTran improved and expanded Seattle's bicycling infrastructure in a variety of ways, including the construction of new bike lanes and the opening of new sections of bike trails. SeaTran also installed 550 skid-resistant, **reflective bicycle legends** on bike lanes and trails to more visibly show bicyclists, pedestrians, and drivers where bicycle trails and lanes are located. In conjunction with painting all lane markings on Seattle streets, all of Seattle's bike lanes were restriped.

Construction of two long-awaited sections of the **Burke-Gilman Trail** (in Fremont, just west of the Fremont Bridge and in Ballard from 8th Avenue NW to 11th Avenue NW) was completed, and the trail sections opened to the public in July. Over the next two years, two more significant additions will be made to the Burke-Gilman Trail. The first section begins at the Ballard Locks and continues to NW 60th Street; it is scheduled for construction in 2002. The second section, which will be constructed in 2003, picks up at NW 60th Street and continues all the way to Golden Gardens Park. These sections of trail will include an 8-10 foot asphalt path, concrete sidewalks, and landscaping. [TSP Bicycling Strategy: Complete and Expand the City's Urban Trails System]

*Two new sections of the Burke-Gilman Trail were opened in 2001.*

In November 2001, the City Council unanimously passed Resolution 30408 that directed SeaTran to initiate and complete a technical design study of bicycle and pedestrian route options between 11th Avenue NW, where the Burke-Gilman Trail currently ends, and the Ballard Locks. The study is expected to be completed in the summer of 2002.



SeaTran's **Bicycle Spot Improvement Program** constructs low-cost improvements that enhance bicycle safety and convenience. Typical projects include pothole patching on bike routes, work on lanes and trails, drain grate replacement, signing and striping, motor vehicle warning signs at trail crossings, access improvements, and sidewalk bike rack installation. SeaTran also prints and distributes thousands of free Bicycling Guide Maps each year. [TSP Bicycling Strategy: *Make Improvements to Reduce Barriers and Resolve Bicycle Safety Problems*]

*Over 2,000 sidewalk bicycle racks have been installed in neighborhood business districts since 1993.*

## Pedestrian Improvements

SeaTran is responsible for maintaining and improving pedestrian access throughout Seattle. In 2001, more than 20 locations benefited from substantial pedestrian improvements including new sidewalks, curb bulbs and crosswalks. [TSP Walking Strategy: *Make Street Crossings Safer and Easier*]

The City recognizes that the construction of **sidewalks** is an important issue for citizens. Even after extensive analysis in 1997-98, the City still faces questions about how to fund and construct large quantities of sidewalks when the costs, including related drainage improvements, are extremely high.

Available funding for new construction and maintenance of existing sidewalks is considerably lower than the identified need. The cost of installing sidewalks throughout Seattle is estimated at \$1.2 billion.

In order to complement existing sidewalk projects and address the concerns of communities, SeaTran has looked at lower-cost alternatives. In 2001, a few experimental walkways were installed, and others are planned for 2002. One type of walkway is created using **concrete curb stops**. Since there are spaces in between the curb stops, drainage is not typically an issue. SeaTran will monitor the success of these types of low-cost improvements over the coming years.

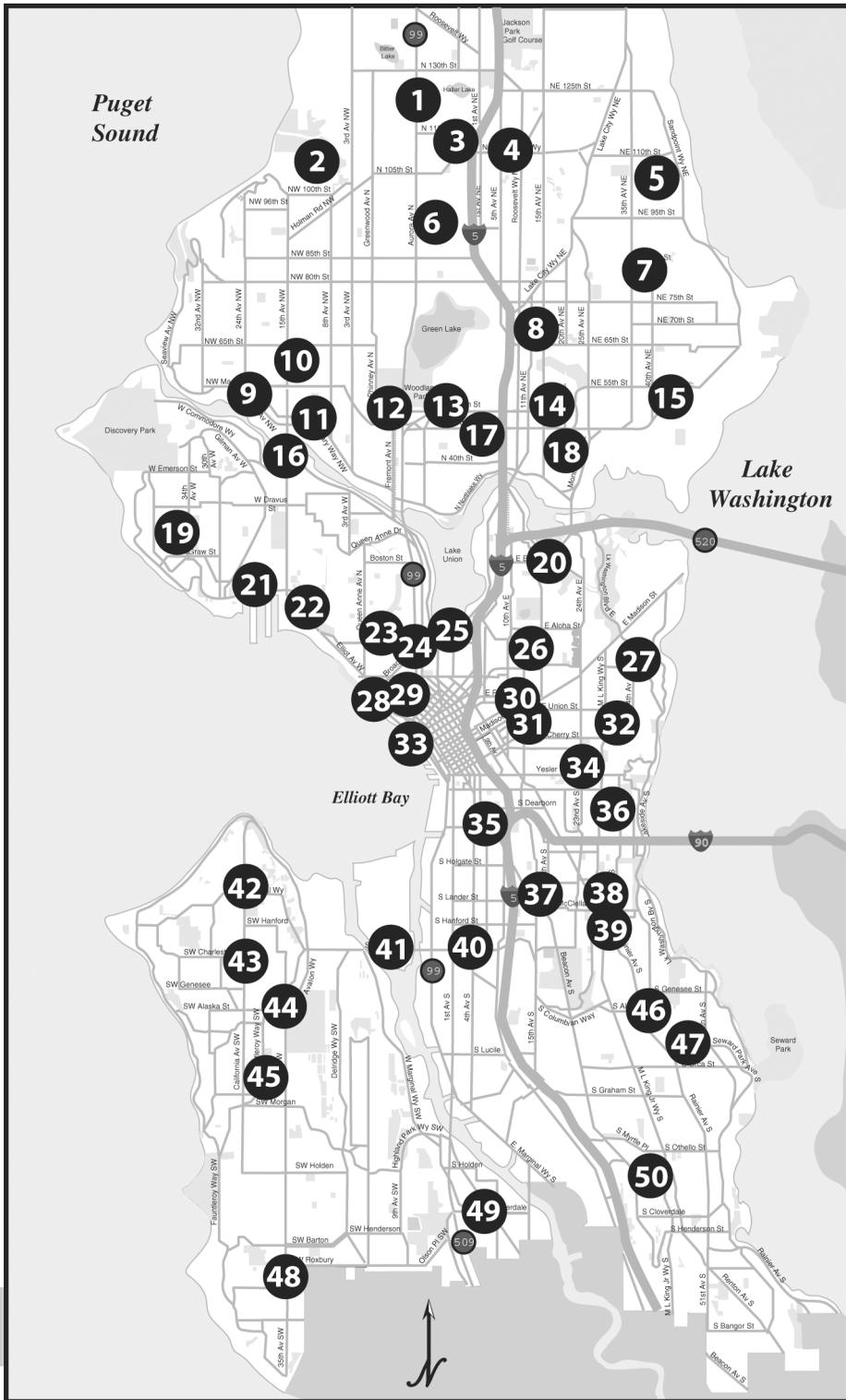


*Curb bulbs at 12th Ave E and E Thomas St.*



*Pedestrian improvements at 23rd Ave S and S Jackson St.*

Puget Sound



## Map Key

- 1** CCTV, Transit Signal Priority, and Signal Optimization
- 2** Annual Chip Seal Paving Program
- 3** Traffic Circle at Corliss Ave N and N 115th St
- 4** CCTV Traffic Cameras
- 5** Way to Go, Seattle! Participating Family
- 6** Paving on N 92nd St from Meridian Ave N to 1st Ave N
- 7** Traffic Circle at 39th Ave NE and NE 80th St
- 8** Roosevelt High School Way to Go program
- 9** South Ballard Transportation Corridor Study
- 10** 15th Avenue NW Improvements
- 11** Burke-Gilman Trail Extension
- 12** N 50th Street Bike Lane
- 13** Paving on N 50th Street from Phinney Ave N to Latona Ave N
- 14** NE 50th Street Improvement Project
- 15** Princeton Bridge Replacement Project
- 16** Ballard Bridge Rehabilitation Project
- 17** Paving on Latona Ave NE from NE 45th St to NE 50th St
- 18** University Area Transportation Study
- 19** Paving on Viewmont Way W from 35th Ave W to 34th Ave W
- 20** Paving on East Lynn St from 6th Ave E to 19th Ave E
- 21** Magnolia Bridge Earthquake Repair
- 22** West Galer Street Flyover
- 23** Roy Street Pedestrian Improvements
- 24** CCTV Traffic Cameras
- 25** South Lake Union Area-wide Analysis
- 26** Capitol Hill/Pike-Pine Parking Management Strategies
- 27** Way to Go, Seattle! Participating Family
- 28** Waterfront Streetcar Improvement Project
- 29** Belltown Parking Management Strategies
- 30** Pedestrian Improvements at 12th Ave E and E Thomas St
- 31** Paving on 13th Ave E from E Union St to E Madison St
- 32** Paving on 34th Ave East from E Union St to E Pike St
- 33** Alaskan Way Viaduct & Seawall Project
- 34** Flexcar Expansion
- 35** SR 519 Project
- 36** Traffic Circle at 30th Avenue S and S Judkins Street
- 37** Pedestrian Improvements at Beacon Ave S and 15th Ave S
- 38** Pedestrian Improvements on Martin Luther King Jr. Way S
- 39** McClellan Town Center Development Strategy
- 40** Contract 3 of the Spokane Street Viaduct Widening Project
- 41** Seattle Transit Study for Intermediate Capacity Transit (West Seattle to Northgate)
- 42** Paving on SW Admiral Way from 41st Ave SW to 47 Ave SW
- 43** Sidewalk Improvements in the West Seattle Junction
- 44** Paving on SW Alaska St from 39th Ave NW to 42nd Ave NW
- 45** Traffic Circle at 42nd Ave SW & SW Juneau St
- 46** Car Smart Community Challenge Grant issued for bike program
- 47** Traffic Circle at 47th Ave S and S Bennett St
- 48** Way to Go, Seattle! Participating Family
- 49** Pedestrian Improvements at 7th Ave S and S Cloverdale St
- 50** Annual Chip Seal Paving Program

Examples of **pedestrian improvements** installed in 2001 include: complete removal and reconstruction of significantly damaged sidewalks on Roy St in the Uptown neighborhood; median and crosswalk improvements on S Jackson St east of 23rd Ave S; curb bulb installation on Martin Luther King Jr. Way S; intersection improvements on E Green Lake Way NE; sidewalk installation with curb bulbs at 7th Ave S and S Cloverdale St; and sidewalk improvements on 31st Ave S and Corson Ave S. [TSP Walking Strategy: Improve the Sidewalk System]



*New fluorescent yellow-green school pedestrian signs.*

SeaTran also completed the installation of new, **fluorescent yellow-green school pedestrian crossing signs** on major and minor arterial streets. More than 250 new **curb ramps** at intersections were installed throughout Seattle to improve access and mobility for pedestrians.

In 2001, SeaTran completed an assessment of all of the City's uncontrolled marked crosswalks. This survey evaluated more than 850 sites, noting the location and condition of signs, sight distance, crosswalk markings, and any other potential trouble spots. With this information, SeaTran can now systematically pursue improvements at these locations.

## More Neighborhood Programs

The City is committed to making transportation improvements in all of Seattle's neighborhoods. Neighborhood projects of all sizes are highlighted throughout this report and have been accomplished as part of street maintenance and paving programs, the Bicycle Spot Improvement Program and other bicycle as well as pedestrian facility improvements, neighborhood parking management programs, and trip reduction efforts.

In addition to these activities, SeaTran has a division that specifically works to address the high demand for traffic control in neighborhoods. In 1978, SeaTran created the Neighborhood Traffic Control Program as part of the City's annual Capital Improvement Program.

In addition to street design improvements, SeaTran works with local communities on the **Speed Watch Program**. This program offers a unique way to promote traffic safety in neighborhoods using the three E's – Engineering, Education, and Enforcement. The Speed Watch program is designed primarily to educate drivers to slow down and exercise caution when using neighborhood streets. Over the past year, the **Speed Watch Trailer** has visited over 45 locations throughout Seattle. In late 2001 a second Speed Watch Trailer was purchased.

Seattle neighborhoods completed 38 neighborhood plans during a five-year period ending in 1999, and SeaTran continues to implement many of the transportation-related recommendations. Three SeaTran staff represent different geographic areas in Seattle and are instrumental in linking community ideas to SeaTran and other City department's staff and funding sources.

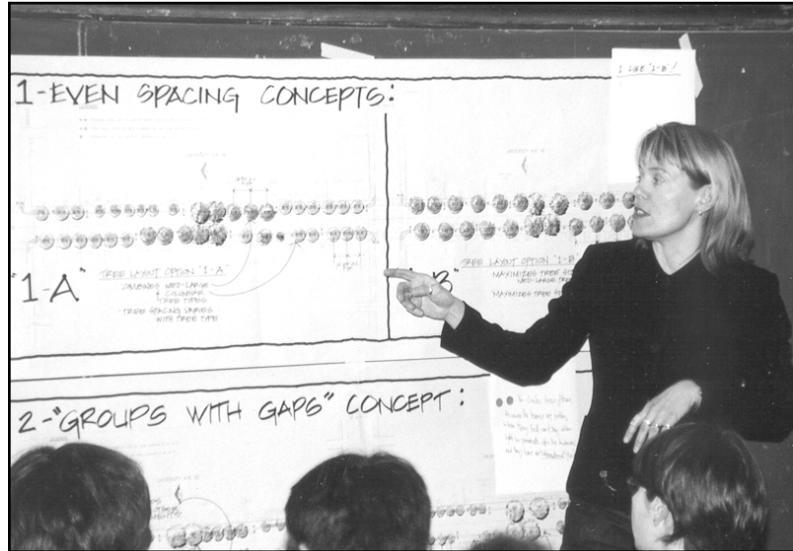


*23 traffic circles were installed in 2001.*



*The speed watch trailer was used in over 45 locations in 2001.*

In 2001, SeaTran and the Department of Neighborhoods (DON) worked with the City Neighborhood Council to combine the **Neighborhood Street Fund** and **Cumulative Reserve Sub-Fund** programs into one application process for the repair and improvement of transportation facilities in neighborhood planning areas. Thirty-two projects were supported with about \$1.1 million in funding. Examples were street improvements in the Central District and traffic control devices in Delridge, as well as sidewalk and walkway improvements in the Pike-Pine, Duwamish, and north-end neighborhoods. [TSP "Neighborhood" Strategy: *Improve Streetscapes on Central Streets Through Urban Villages*]



SeaTran's Shane Dewald talks with University neighborhood residents about the urban forest elements of an upcoming project.

Since 1989, approximately 15,000 street trees have been planted. Residents and volunteer organizations have paid for 54 percent of these trees. The City of Seattle's General Fund, CIP program, and federal grants have accounted for another 45 percent. Private developers have installed the remaining number of trees. Today, **over 120,000 trees exist along Seattle's streets.**

SeaTran continues to be a strong advocate for effective management of Seattle's **urban forest.** The department combines educational and regulatory efforts to ensure proper planting, pruning, and removal practices along City streets. SeaTran has been recognized for 16 years as a Tree City USA by the National Arbor Day Foundation and as a Tree Growth City for eight years in a row. [TSP "Operations and Maintenance" Strategy: *Maintain and Preserve the Transportation System*]

## Sound Transit

Sound Transit spent most of 2001 regrouping after the revelation of major cost increases for the deep tunnel for light rail planned from downtown to the University District. In November, the Sound Transit Board approved an initial 14-mile segment for **Link light rail** that stretches from Convention Place Station in downtown Seattle to S 154th St near Sea-Tac airport. Construction is expected to begin in 2002. Sound Transit is working on a supplemental Environmental Impact Statement as well as design and engineering work to develop route options from downtown to the University District and Northgate. [TSP "Sound Transit" Strategy: *Work with Sound Transit to Provide the Best Possible High Capacity Transit*]



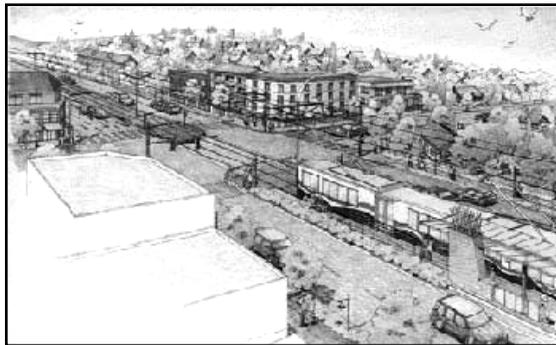
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Sound Transit's Sounder commuter rail carried its 500,000th passenger in 2001.

In 2001, SeaTran coordinated a wide range of City services supporting the public works and public safety aspects of the light rail project. For public works, the light rail project requires the coordination of significant utility issues, such as relocation of major electrical transmission lines south of downtown as well as protection of the Cedar River pipeline and a critical trunk sewer line in the Rainier Valley. Street and utility designs were completed to 90 percent design for the Rainier Valley and the E-3 Busway south of downtown. In addition, the Seattle Police and Fire departments worked with Sound Transit and King County Metro to develop a plan for joint bus and rail operations in the bus tunnel — a key feature of making the initial segment south of downtown feasible.

The City's Station Area Planning and Management Team wrapped up three years of work to strengthen communities around Seattle's light rail stations so that they are great places to live, shop, and work. In July, the City Council passed the Station Area Overlay legislation. This legislation establishes Station Area Overlay Districts and

rezones around eight future light rail stations. These actions support **Transit-Oriented Development** (TOD) and forward neighborhood goals for walkable town centers. The Station Area Overlay District provides flexibility for existing businesses and new development and prohibits certain auto-oriented land uses near the stations. [TSP "Sound Transit" Strategy: Use Station Area Planning to Maximize Ridership and Further Growth Management, Neighborhood Plan, Economic Development and Revitalization Objectives]



Artist's rendering of the light rail station at Edmunds in Southeast Seattle.

SPO's Station Area Planning and Management staff commissioned market assessments to provide real-world information upon which to structure future development scenarios. For example, market analysis indicated that the **McClellan station area** is the strongest location in the Rainier Valley for new housing and commercial development. The neighborhood's vision of the McClellan station area as a vital mixed-use town center is well supported by this market analysis. Using this information, the Station Area Planning and Management staff worked with community stakeholders and a team of design and

economic professionals to craft a "town center design and development strategy" responsive to the neighborhood's market strength.

In addition, the City is sponsoring a pre-design study for a roundabout at the intersection of **Martin Luther King Jr. Way South and Rainier Avenue South** to address circulation, aesthetics and safety issues that have been raised by the Town Center Development Strategy process and the community. The pre-design study will determine if a roundabout at this intersection can accomplish three major goals:

- To further the neighborhood's vision for a Town Center with a solid "sense of place"
- To resolve conflicts between different transportation modes at this major crossroads
- To reconnect two Olmsted Boulevards that intersect at this location

The McClellan Town Center Advisory Committee, the North Rainier Neighborhood Stewardship Group, the Mt. Baker Community Club, and business owners in the vicinity of the intersection are engaged in the pre-design study and working with the City and a consultant to explore design alternatives for a roundabout. The pre-design study will be completed by December 2001.

## Seattle Transit Initiative & Other Transit Accomplishments

The Seattle Transit Initiative (STI) is a City-sponsored partnership of agencies involved in building, operating, and supporting transit services. Goals of STI are to:

- Strengthen the partnership between the City and the agencies responsible for operating transit within Seattle
- Improve existing and future transit mobility for Seattle travelers
- Evaluate new higher capacity transit alternatives

An important TSP strategy is to consider new higher capacity transit services to connect Seattle neighborhoods to each other and to the regional transit system. One STI project, the **Seattle Transit Study for Intermediate Capacity Transit** (ICT), completed during 2001, focused on this strategy. The study assessed the feasibility of developing ICT options in seven corridors throughout the city and focused in more detail on two: West Seattle-Downtown and Lake City-Northgate-Ballard-Downtown. Based on the study and public input, City staff recommended that the West Seattle through Downtown to Ballard and Northgate corridors are most feasible for ICT development. [TSP "New Transit Strategies" Strategy: Develop Options and Funding for the Seattle Transit Initiative: Higher Capacity Local Transit Services]

Visual simulation of bus rapid transit on California Avenue SW.

The **Elevated Transportation Company** (ETC) will be developing a plan for a monorail in this same corridor. Initiative 53, passed in November 2000, authorized the ETC as a public development authority and gave the ETC two years to develop a monorail project. They are developing a plan that addresses construction of the system in phases, as well as the technology, basic engineering, and financing. The plan will outline the structure of a "Seattle Popular Transit Authority," which will succeed the ETC and supervise construction, operation, maintenance, and ownership of any monorail system. City staff are helping develop this plan for the November 2002 ballot. [TSP "New Transit Strategies" Strategy: Expand Monorail Service]



King County Metro worked on its draft **Six-Year Transit Development Plan** throughout most of 2001. In the fall, Metro issued a series of proposed

initiatives intended to serve as the eventual centerpiece of the final Six-Year Plan.

These proposed initiatives are:

- Increasing peak period market share
- Improving core and initiating Bus Rapid Transit services
- Connecting with Sound Transit
- Preserving local flexibility and addressing subarea priorities

The City's initial response to the Six-Year Plan focused on preserving and enhancing the most productive transit service for Seattle riders and on responding to Metro's bus rapid transit proposal in a way that ensures that shared priorities for the City and Metro are captured. [TSP "Transit" Strategy: Establish and Implement Transit Service Priorities]

King County Metro and SeaTran also worked together following the February earthquake and the implementation of weight restrictions on the Alaskan Way Viaduct to create **temporary bus-only lanes on 1st Avenue South** to maintain bus service speed and reliability. While the success of the lanes was limited by their narrowness and reluctance by Metro operators to travel in them consistently, this effort should provide valuable lessons in future considerations of installing bus-only lanes on arterial streets in a manner that is acceptable to Metro, the City, and neighborhoods.

*Visual simulation of monorail on Mercer Street.*



Two other important STI projects focused on improving connections to and from Seattle's downtown waterfront. First, SPO completed the **Waterfront Streetcar Improvements Project** for improved transit and intermodal connections. This feasibility study developed five options for improving service to the central waterfront and extending the streetcar north and south of the current line with enhanced intermodal connections. Second, CityDesign led an effort to develop the **Waterfront Pedestrian Plan** to identify and prioritize improved pedestrian and intermodal connections between the waterfront and the rest of downtown. Within the next ten years, the recommended priorities for improved east-to-west waterfront access include connections at Thomas St, the Broad/Clay couplet providing Belltown neighborhood access, at Pine St, at University St, and from Yesler Way to Jackson St in Pioneer Square.

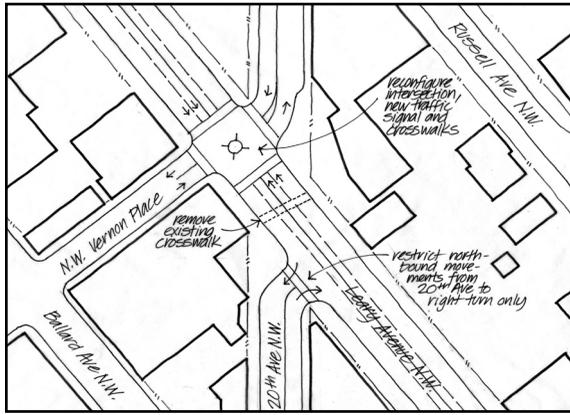


*Seattle's vintage streetcar carries 450,000 riders annually and could grow with extended and more frequent service.*

As one element of the Transportation Blueprint released in 2001, **Neighborhood Transportation Centers** would create an identifiable and convenient way to support neighborhood business districts as well as to enhance transportation connections between neighborhoods. Express bus stops, convenient transfer points, taxi stands, car sharing, vanpool meeting points, easy pedestrian access, secure bike racks and off-street parking could all be there. In 2001, SPO and other departments looked at issues involved in siting potential neighborhood transportation centers in the Roosevelt, North Rainier (McClellan Town Center Development Strategy), and University District neighborhoods. [TSP "Neighborhood" Strategy: Make Transit Convenient, Understandable, and Easy to Use]

## Transportation Planning Studies

With funding from the Mayor's Maintenance and Mobility Initiative, SPO and SeaTran staff began or continued work on three sub-area transportation plans in 2001: the University area, South Ballard corridor, and the South Lake Union area. Each of these efforts will include an implementation element that addresses priorities and funding. [TSP "Neighborhood" Strategy: Encourage Transit and Pedestrian-oriented Development]



*The South Ballard Corridor Study is identifying transportation improvements at locations such as at the intersection of Leary Ave NW, 20th Ave NW and NW Vernon Place.*

The **South Ballard Transportation Corridor Study** is identifying ways to improve mobility and safety for all modes of travel in and through South Ballard—the area south of NW Market Street between 3rd Avenue NW and 30th Avenue NW. This corridor is important for freight mobility (trucks and rail), as well as for transit, bicycles, pedestrians, and automobiles. Working with a project advisory committee, SeaTran, and other City departments, SPO staff have developed preliminary recommendations for transportation improvement options and expect to complete the work in early 2002. [TSP "Bicycling" Strategy: Complete and Expand the Urban Trails System]

In the **South Lake Union Area-wide Analysis**, the City is analyzing transportation recommendations from the neighborhood plan that could impact traffic circulation as well as other transportation modes. The major changes under evaluation include re-alignment of the traffic flow from the I-5 off-ramps from Fairview Ave to Valley St and an under-crossing of Aurora Avenue North at Roy Street to provide a more direct connection to Seattle Center and Uptown. In addition to this work, City staff are analyzing transportation needs related to projected growth in this area. The analysis will evaluate the effectiveness of improved transit service, non-motorized facilities, trip reduction programs, and traffic operation improvements.

South Lake Union is the subject of coordinated land use and transportation analysis because the City recognizes there is likely to be substantial future growth in households and employment there.



*The South Lake Union Area-wide Analysis is examining transportation strategies that address changes in travel patterns and growth.*

In the University and South Lake Union area-wide analyses, staff are examining a new funding source for capital projects that uses mitigation from new development. There are two main goals of the **Permit Review and Mobility Pilot**. One is to assess the feasibility of implementing a mitigation system to help pay for capital projects. The other is to improve the permitting process in major urban centers by creating a mechanism for new development to contribute to meaningful transportation improvements, and by improving the predictability of the permit review process. An interdepartmental team worked to charter the project in 2001. A key decision point is anticipated in the spring of 2002, when staff will recommend whether to move forward to implement a mitigation program in the study areas.

## Neighborhood Parking Management

SPO, SeaTran, and other City departments worked with communities to develop and implement neighborhood parking management strategies, using the results of the *Comprehensive Neighborhood Parking Study* that was completed in 2000. Over the past year, staff have worked in the University District, Capitol Hill, Pike-Pine, Wallingford, Belltown, Fremont, and Uptown neighborhoods. In response to community requests for information, SPO and other City staff put together “Your Guide to Parking

Management.” Funded by a federal transportation grant, the Guide advises Seattle residents and businesses about the parking management solutions that are available to them. [TSP “Parking” Strategy: *Provide Parking Management Assistance to Neighborhoods*]

The following examples highlight how the City is working with neighborhood business districts on action-oriented transportation and economic development strategies. Staff are working with small businesses, neighborhood organizations, and King County Metro to provide transit benefits that were previously only marketed to large businesses affected by the State’s Commute Trip Reduction law.

VALIDATED



P  
PARKING



*New parking signs direct shoppers to available parking in the University District.*

- In the **University District**, a public-private partnership was formed to improve transit and parking access to “the Ave” retail core. New public parking signs with a parking validation logo were installed in the fall. The Neighborhood Service Center is partnering with the University District Chamber of Commerce and King County Metro to provide Metro transit ticket books and other related benefits to area employees. This partnership provides an opportunity for business owners and employees to access their jobs without taking up parking that could be better used by customers.

- In **Belltown**, community members are working with the City to add more parking meters for areas that do not have short-term parking. Meters will increase parking turnover for customers, particularly during the weekday, as this part of downtown Seattle continues to grow rapidly.

In 2002, staff expect to provide technical assistance to First Hill, Columbia City, Denny Triangle, Greenwood, International District, South Lake Union, as well as Southeast Seattle and Beacon Hill neighborhoods affected by parking-related construction impacts from Link light rail.

Department of Design, Construction and Land Use (DCLU) staff worked on two **parking-related regulatory actions** that implemented several neighborhood plan recommendations. These two actions were passed by the City Council in 2001: [TSP “Parking” Strategy: *Review and Revise Parking Requirements*]:

- Low-income household multifamily parking requirement—a Land Use Code amendment (Ordinance 120541) reducing the amount of required parking for multifamily development serving low-income households.
- Parking incentives for car sharing—a Land Use Code amendment (Ordinance 120535) allowing car-sharing programs, such as Flexcar, to lease a limited number of required accessory spaces in residential buildings in order to more conveniently locate vehicles for their members’ use.

The City Council adopted Resolution 30369 in September 2001 that provides clear policy direction to citizens and City staff for reviewing requests for **City financial assistance in public parking facilities**. The policy statement generally allows for City financial support for short-term customer and long-term residential parking, depending on the specific proposal’s merits and costs. There were no specific projects developed under this policy in 2001. [TSP “Parking” Strategy: *Support Transition to Centralized Parking*]



*There are 8,750 parking meters in Seattle, creating short-term retail parking for neighborhood business districts.*

## Trip Reduction/ Transportation Demand Management

The City of Seattle is a leader in creating trip reduction and transportation demand management (TDM) programs to influence work and non-work related trips. The City and King County Metro staff work with over 270 employers in Seattle that are affected by the Washington State Commute Trip Reduction Act. Surveys in 1999 found that CTR-affected companies had about a 43 percent single-occupancy vehicle (SOV) rate, a six percent reduction since 1993.

In addition to commuting to work, reducing dependence on the SOV trips for shopping, entertainment and to school can make a difference in neighborhood traffic if enough people make small changes in their transportation habits.

In 1999, the City began investigating ways to raise awareness among students and teachers about alternatives to driving to school. **Roosevelt High School** was selected for a pilot project to be carried out by SPO and SeaTran in cooperation with the Seattle School District. The Roosevelt Way to Go program included discounted and free student monthly Metro bus passes, physical improvements (a covered bike parking area), and educational materials and promotional events (transportation "factoids" put together by students and presentations at key school events). The evaluation found that the programs, particularly the discounted student bus pass promotions, raised awareness levels and changed student and faculty behavior. A recommendation from the pilot program is to expand the program to other high schools, pending the necessary funding. [TSP "Demand Management" Strategy: Develop a Trip Reduction Initiative]

As part of the TSP's Trip Reduction Initiative, SeaTran staff are working with Weaving **Wallingford** and the Wallingford Chamber of Commerce to provide incentives for employers and employees to try alternatives to driving alone to work and using parking needed by customers, residents, and visitors. King County Metro ticket books and the Guaranteed Ride Home program were made available to employees. Weaving Wallingford is also working on a "Transit Fun Map." [TSP "Demand Management" Strategy: Extend TDM Programs to Small Businesses and Small Business Organizations]

*Way to Go, Seattle! participant Alison (with her daughter Marlys) said: "I might not have thought of biking with my daughter to the store if not for Way to Go. She loved it."*



With funding from the Mayor's Maintenance and Mobility Initiative, the **Way to Go, Seattle!** program offers families financial incentives and information to help them reduce automobile use, try other transportation options, and rethink the way they use their cars for commuting, errands, and entertainment. The financial incentive is equivalent to the money that they would have in their pocket if they did not own a second car.

In two demonstrations, 45 participating families signed contracts to not use their "extra" car for a period of nine to ten weeks, kept travel diaries of how they got around every day, and documented the barriers and incentives they faced. As a representation of how much pollution the 23 families saved, condensing the equivalent amount of carbon dioxide not released into the air would create 167 ten-pound bags of charcoal. The demonstrations will help inform, educate, and encourage other Seattle families to save money and make their communities more livable by making more conscientious transportation choices. [TSP "Demand Management" Strategy: Educate the General Public about the Benefits of Using Transportation Choices and the Costs of Driving Alone]

Fourteen **Car Smart Community grants** have been awarded for a total of \$56,000. They allowed community members to put their own ideas into action to reduce trips in their neighborhoods. Already, these grants have been used to reduce an estimated 80,000 miles of traffic in Seattle neighborhoods through projects such as bike corrals, shuttles to community events, and neighborhood bus, bike and walking maps to key destinations. [TSP "Demand Management" Strategy: Establish TDM Grants Program]

**Flexcar**, a public-private partnership between King County Metro, the City of Seattle, and a private vendor, continued to expand its car sharing program. Flexcar provides the freedom and mobility of using a car, without the hassles and expenses of ownership and parking. The City contributed funds for the off-street parking and to cover partial costs of launching car sharing in seven Seattle neighborhoods. A new Flexcar pricing plan instituted in mid-2001 looks similar to cell-phone plans, where members can pay a monthly rate for a fixed number of hours after a one-time application fee. After surveying members, results from the Seattle and other North American programs show that about half of the car sharing members either sell their personal vehicles or avoid buying one. [TSP "Demand Management" Strategy: Encourage Car Sharing]



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Reduce Pollution  
Save Money

**Easier than you think!**

Walk to nearby destinations or ride one of the 9 buses that serve Wedgwood  
Details inside

*The Wedgwood Community Council created a bus map for their neighborhood, showing the bus routes as well as the hospitals, schools, shopping centers, and other places easily reached by bus.*

*By September 2001, Flexcar had 54 vehicles in 52 locations (12 neighborhoods) and about 2,300 approved members.*

## Funding

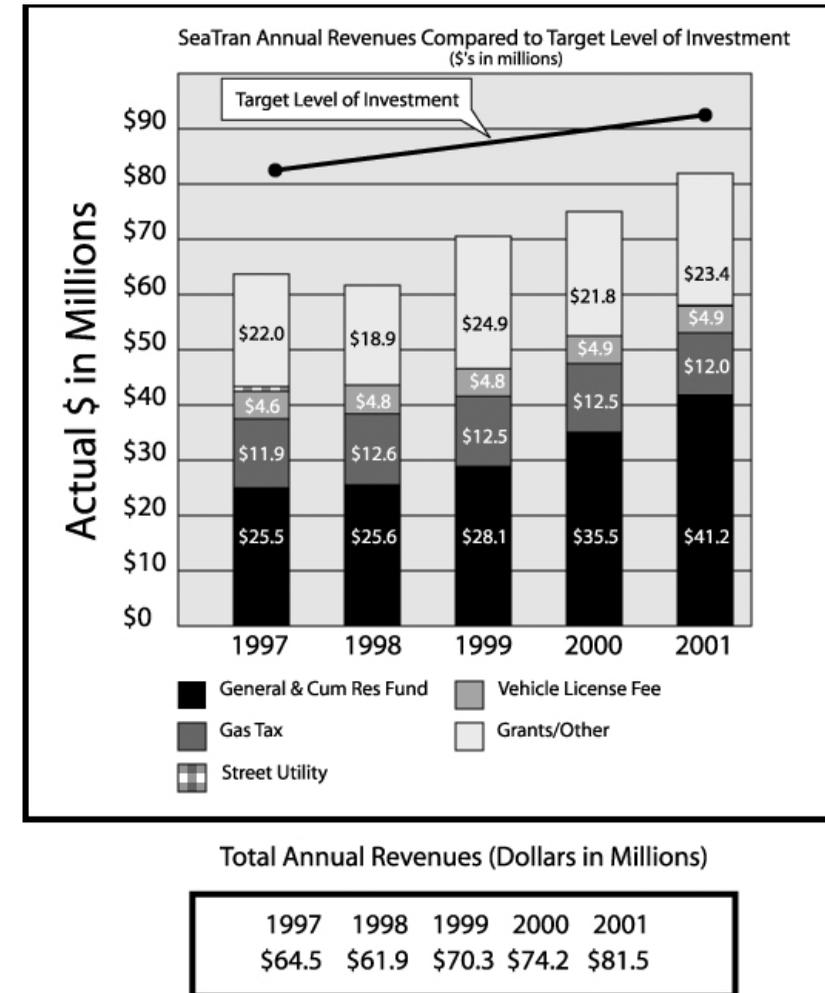
The 2001 City of Seattle budget represented a continued commitment to steadily increase the portion of the City's General Fund devoted to transportation purposes, setting General Fund spending for transportation at \$41.2 million. [TSP "Funding" Strategy: Increase General Fund Support]

In 2001, SeaTran was awarded just over \$16 million in new State and Federal grants for transportation projects. This amount is close to the annual average, but is significantly less than was received in 1999 and 2000 (\$21 and \$25 million respectively). Nearly half of the grant sources to which the City normally applies did not issue calls for projects this year due to their own financial constraints. Projects that were successful in receiving grant awards in 2001 included signal, safety, and pavement improvements on S Jackson St between 12th Ave S and 14th Ave S, work on the Fremont Bridge approaches, and six traffic circles at high-accident locations.

The 2001 Washington State Legislature adjourned without having made significant progress on transportation. The Governor's Blue Ribbon Commission recognized the need to make significant investments to maintain the transportation infrastructure, improve mobility, and provide people with more transportation choices. The commission also made a number of recommendations for new revenue sources. Despite several Special Sessions devoted to the effort, no comprehensive transportation package was passed.

The proposed 2002 City of Seattle budget cut General Fund spending for transportation to \$39.1 million. The continued poor performance of the local economy, combined with the passage of State Initiative 747, led to the Mayor's November 8 submission of a revised proposed 2002 budget. For SeaTran, this meant the need to identify \$1.6 million in potential General Fund cuts. Among those areas that saw reductions in resources were new residential parking zones, neighborhood street fund projects and paving. The City Council's final adopted budget added \$0.5 million to construct sidewalk and pedestrian facilities, and \$1.3 million in grant match reserve to preserve the ability to leverage additional non-City resources.

The City has several large transportation projects on the horizon that will greatly exceed the capacities of traditional funding sources. These include replacement of the Magnolia Bridge, the Elevated Transportation Company (monorail) project, and the City's share of the Alaskan Way Viaduct and Seawall project. Developing funding plans and securing money for these and other projects will provide significant challenges in the coming years.



*This graph illustrates the City's sources of funding for transportation in relation to the calculated Target Level of Investment. The Target Level of Investment is an inflation adjusted professional assessment of the annual amount of revenues necessary to provide for a 20-year transportation investment strategy. This includes maintaining the existing infrastructure, reducing the maintenance backlog, and accomplishing a reasonable amount of mobility improvements.*

## For More Information

### Transportation Strategic Plan on-line

<http://www.cityofseattle.net/td/tsp.asp>

### Seattle Transportation (SeaTran)

206-684-ROAD | <http://www.cityofseattle.net/td>

### Strategic Planning Office (SPO)

206-684-8080 | <http://www.cityofseattle.net/planning>

### Department of Design, Construction and Land Use (DCLU)

206-684-8600 | <http://www.cityofseattle.net/dclu>

### Department of Neighborhoods (DON)

206-684-0464 | <http://www.cityofseattle.net/don/>

### Mayor's Office

206-684-4000 | <http://www.cityofseattle.net/mayor>

### Seattle City Council

206-684-8888 | <http://www.cityofseattle.net/council>

### King County Metro Transit

206-553-3000 | <http://transit.metrokc.gov> and [www.metrokc.gov/kcdot](http://www.metrokc.gov/kcdot)

### Washington State Department of Transportation (WSDOT)

<http://www.wsdot.wa.gov>

### Washington State Ferries

<http://www.wsdot.wa.gov/ferries/index.cfm>

### Sound Transit

1-800-201-4900 | [www.soundtransit.org](http://www.soundtransit.org)

### Elevated Transportation Company (ETC)

206-262-8184 | [www.elevated.org](http://www.elevated.org)

### Community Transit

425-353-7100 | <http://www.commtrans.org/index.html>

### Pierce Transit

253-581-8080 | <http://www.ptbus.pierce.wa.us>

### Port of Seattle

206-728-3000 | [www.portseattle.org](http://www.portseattle.org)

### Puget Sound Regional Council (PSRC)

206-464-7532 | [www.psrc.org](http://www.psrc.org)

### Flexcar

206-323-FLEX | [www.flexcar.com](http://www.flexcar.com)



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