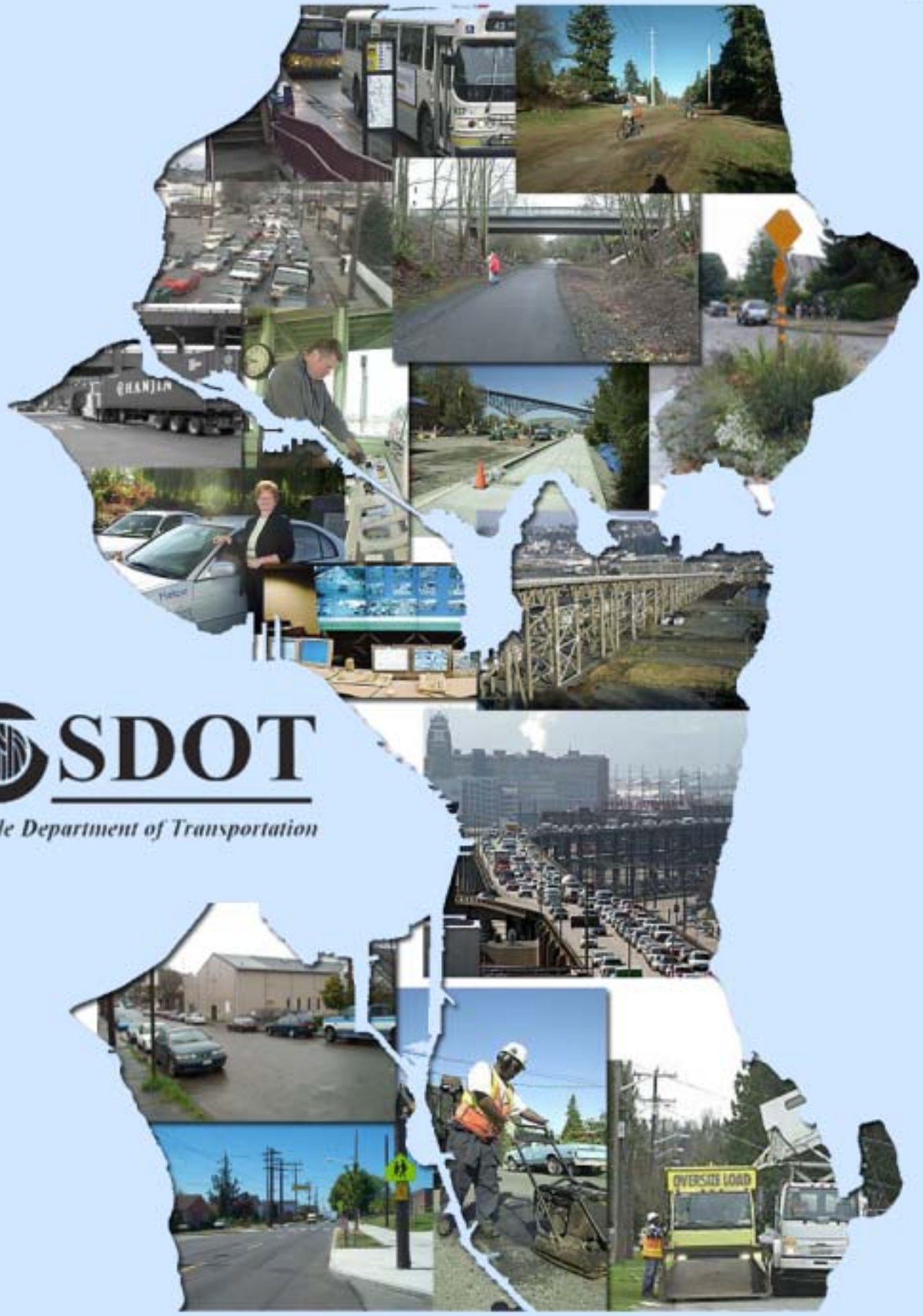
Transportation Strategic Plan
2002 Annual Report



SDOT

Seattle Department of Transportation

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Transportation Strategic Plan Annual Report 2002

"Make Seattle a city where streets and bridges are well maintained, where transit, walking and bicycling are convenient and attractive, and where people are less dependent on cars for their transportation needs."
-Transportation Strategic Plan

Adopted in 1998, the Transportation Strategic Plan (TSP) aims to protect the character and livability of Seattle's neighborhoods, and to improve Seattle's ability to move freight and goods. The TSP assists the City in long-range transportation planning and decision-making and evolves as Seattle's demands change.

The Seattle Department of Transportation (SDOT) presents this report as an overview of the department's activities during the year 2002 that were guided by the TSP goals. Despite economic constraints, SDOT's 600 employees have accomplished a lot. Since the adoption of the TSP, many of the strategies have been implemented. However, there is still much to be done. Under the leadership of Mayor Greg Nickels, SDOT will continue improving Seattle's transportation system today to ensure a safe, efficient and reliable system tomorrow.

BACK TO BASICS
Operations and Maintenance

Operating and maintaining Seattle's $7.6 billion transportation infrastructure is one of Mayor Nickels' top priorities—getting back to basics. In 2002, SDOT maintained the city's infrastructure by filling potholes, paving roads, sweeping streets, repairing bridges and much more.

Seattle's transportation infrastructure 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
- 5 seawalls
- 8,750 parking meters
- 4,700 crosswalks
- 800 traffic circles
- 120,000 signs

Street Paving and Maintenance

At the beginning of each section, specific strategies identified in the TSP are called out (*OM1*, *OM2*, etc.). The first letters represent the TSP Chapter (OM stands for Operations and Maintenance, etc.) and the corresponding number represents the section within that chapter. To view the strategy, please refer to the 1998 Transportation Strategic Plan which is available online at www.seattle.gov/transportation or by calling 206-684-ROAD.

TSP Strategies: Operations and Maintenance (OM) 1, OM2, OM3, OM3.1, OM3.2, OM4, Additional Strategies (A) 1, Protecting and Enhancing Neighborhoods (N) 2, N3 N4

2002 Paving Projects

Paved 65 lane-miles of city streets

SDOT paved 18 lane-miles of arterial streets in concrete or asphalt and 47 lane-miles of non-arterial streets with cost-efficient "chip-seal." Seattle's network consists of about 1,524 12'-wide lane-miles of arterial streets and 2,417 lane-miles of non-arterial (residential or industrial) streets.

2002 Paving Highlights:

Completed the Northeast 50th Street Improvement Project

SDOT resurfaced large portions of the University District and installed upgraded traffic signal controllers, improved street lighting, and installed new concrete curbs, gutters and sidewalks along 18 block faces.

Began the 35th Avenue Southwest Improvement Project

Slated for completion in Spring 2003, this project involved paving sections of 35th Avenue SW, upgrading traffic signal controllers, improving street lights and intersections.

Began "The Ave" Project

A large scale street reconstruction, this project features new pavement, wider sidewalks, consolidated bus zones, bus-bulbs for passenger loading, a new street light and signal system, pedestrian level lighting, a new watermain, drainage and landscaping improvements, and urban design and art enhancements. This project will be completed in Spring 2003.

Patching potholes

Improved the Pavement Management Database System

SDOT relies on a *pavement management system* to make cost-effective decisions concerning street maintenance and rehabilitation. The pavement management system takes into account factors such as: type of street; traffic conditions; physical condition of the pavement; the presence or absence of utility cuts and repairs and the timing of the last major maintenance. Improvements made in 2002 have enabled better decision-making regarding street resurfacing/maintenance projects.

Filled more than 106,000 potholes (1,354 on citizen request)

In response to Mayor Nickels' pledge to fill all potholes reported by citizens within 48 hours, SDOT repaired 1,354 reported potholes on time 97 percent of the time.

Street sweeping

Responded to thousands of citizen calls
In addition to pothole repair requests, SDOT's Street Maintenance division responded to more than 8,000 citizen calls requesting street repairs and maintenance.

Swept 35,000 curb miles of City streets

Issued 15,149 Street Use permits
Street Use permits are issued to agencies that need to access utilities underneath the street. SDOT inspects the in-street work to enforce the City's ordinances, specifications, and Street and Sidewalk Pavement Opening Policies. This year, **inspectors were granted new authority to issue civil citations for permit violations.**

Repaired 4,066 utility cuts created by companies accessing underground utilities
SDOT repairs utility cuts made by agencies accessing utilities and is reimbursed by the utilities for the cost of restoring the street.

Evaluated more than 1,000 construction projects to ensure project coordination
By coordinating projects, SDOT avoided repeated disturbances in the right-of-way.

Traffic Signals

TSP Strategies OM1, OM2, OM3, OM3.5, OM4, A3.1

View from CCTV camera at Fairview and Mercer

Re-timed 114 signalized intersections
Traffic signals were re-timed along Rainier Avenue South, California Avenue South, Northeast 145th Street, Lake City Way Northeast, and in the University District to improve traffic flow throughout the areas.

Re-lamped 10,500 electrical fixtures and completed conversion to cost-efficient and energy-saving green light-emitting-diodes (LEDs).

Responded to 2,600 "trouble calls."

New Traffic Management Center

Launched City of Seattle's Traffic Camera website: www.seattle.gov/trafficcams
Seattle's Traffic Camera website hosts real-time images from SDOT's 17 closed-circuit television (CCTV) cameras. The page quickly became SDOT's most popular site with more than 250,000 visitors during the first four months after the launch.

Installed the new *Traffic Management Center* in Key Tower
The new Traffic Management Center (TMC) is the nerve center for Seattle's traffic signal system. The TMC hosts an integrated 5-foot by 13'-foot video wall capable of displaying more than 24 video feeds from strategically placed closed-circuit television (CCTV) cameras and allows engineers to directly operate signals in Seattle's busiest areas including the downtown core, Rainier Avenue South and Martin Luther King Jr Way South.

Structures

TSP Strategies OM1, OM2, OM3, OM3.4, OM4

Performed 407 repairs to Seattle's roadway structures
Major structure repairs included rebuilding the Princeton Bridge in Northeast Seattle; starting necessary repairs on the Spokane Street Swing Bridge, which suffered damage in the 2001 Nisqually Earthquake; utility relocations for the Spokane Street Viaduct Widening Project; completing the two-year Ballard Bridge Electrical/ Mechanical Project; and completing 407 individual repairs to more than 50 structures.

Mayor Nickels tests the Ballard Bridge

Painted the 45th Street Viaduct
SDOT painted structures, which helps prolong their life by minimizing corrosion and deterioration of the steel.

Installed new technology to monitor bridges
SDOT installed new instrumentation on bridges at 15th Avenue Northeast, at Northeast 105th and at the Admiral Way Bridge. This instrumentation will provide engineers accurate measurements of critical bridge deterioration over time.

Signs and Markings

TSP Strategies OM1, OM2, OM3, OM3.5, OM4

Installed more than 80,000 4" lane markers (buttons) and re-striped all of Seattle's streets
SDOT annually re-stripes streets and replaces missing 4-inch lane markers to ensure that clear markings are visible to drivers.

Replaced 15,500 damaged, faded and/or missing traffic, directional and regulatory signs
Over the course of the year, SDOT continually monitored the condition of signs and replaced them when necessary.

Completed a project to upgrade all of the City's stop signs to the new 30-inch standard. These signs are more visible to drivers and help enhance safety

Urban Forestry

TSP Strategies OM1, OM2, OM3, OM3.5, OM4

Traffic circle

Named *Tree City USA* by the National Arbor Day Foundation for the 17th consecutive year and *Tree Growth City* for the 10th consecutive year
Helping achieve this status, SDOT developed and implemented a city-wide training program for sediment control, conducted the City's first traffic circle planting contest, and adopted four heritage trees.

Planted more than 2,000 new trees
Working with the Department of Neighborhoods, SDOT trained and assisted volunteers in planting more than 2,000 new trees throughout Seattle.

Prevented the spread of Dutch Elm Disease
Implemented a work program which included injecting more than 181 trees to halt the spread of Dutch Elm Disease.

Safety Improvements

TSP Strategies: OM 1, OM 4

Targeted high-collision locations for safety improvements
SDOT made specific safety improvements at high-collision locations on 15th Avenue Northwest and Aurora Avenue. These improvements reduce the number of potential "conflict points" between automobiles.

Traffic Controls

TSP Strategies: N1

Speed humps on 31st Avenue NW

Installed 29 new traffic circles
Bringing the total to more than 800 traffic circles, SDOT installed more to help control traffic on residential streets.

Created a maintenance program for traffic circle landscaping
SDOT implemented a program to maintain the landscaping of more than 150 traffic circles.

Installed four traffic calming devices on non-arterial streets
Responding to community requests, SDOT installed speed humps on 31st Avenue Northwest and on Northwest 90th Street and installed a curb bulb at the intersection of Southwest Genessee Street and

Hillcrest Avenue Southwest; and reconstructed a curb at 42nd Avenue Northeast and 43rd Avenue Northeast.

Continued the *Neighborhood Speed Watch Program*
In an effort to promote safety and remind drivers that school was in session, SDOT set up the speed watch trailer on 10 residential streets and near eight schools at the beginning of the school year.

Neighborhood Plan Implementation

TSP Strategies: N2

SDOT continued to help communities implement transportation priorities identified in neighborhood plans. Transportation planning serves as a guide to help neighborhoods develop easy access for pedestrians, transit, bicyclists and automobiles.

The West Lake Union Pathway

Implemented more than 45 neighborhood plan-related projects

2002 Neighborhood Plan Implementation projects highlights:

- Concrete curb, sidewalk repair, speed humps and landscaping on South Kenyon Street
- Left-turn lanes at 1st Avenue Northeast and Northeast 130thStreet
- The West Lake Union Pathway
- The Ballard Bridge Electrical/Mechanical Project
- The “Ave” Project
- Constructed the Mapes Creek Walkway improvements, which included a pedestrian plaza, curb bulbs and a new crosswalk connecting Rainier Beach High School with the shopping plaza
- Low-cost sidewalks in Lake City
- Improvements on East Union Street including roadway reconstruction, new sidewalk and curb bulbs
- Pedestrian improvements at Spruce Street and Alder Street
- Median on Eastlake Avenue

MAKING IT EASIER TO GET AROUND

Walking

TSP Strategies: Walking (W) 1, W1.1, W1.2, W1.3, W2, W2.1, W2.2, W6

Virtually everybody is a pedestrian at some point during their day. Through specific pedestrian-oriented projects, or in reviewing project designs that impact the pedestrian experience, SDOT strives to provide a safe walking environment, and ensure accessible pedestrian connections.

2002 Pedestrain project highlights:

New fluorescent yellow-green school crossing signs

Rehabilitated sidewalks along 14 city blocks
To help ensure that existing sidewalks remain safe and passable, SDOT responded to neighborhood repair requests for rehabilitation.

Installed 15 low-cost neighborhood improvement projects
These projects included installing walkways, extruded curbs, planting strips or some combination of these elements.

Began construction of the West Lake Union Pathway
A partnership among SDOT, Seattle Public Utilities and Seattle City Light, this project includes a pedestrian and bicycle pathway, improvements to drainage, street, parking and power distribution along Westlake Avenue North between the Fremont Bridge and the south end of Lake Union.

Constructed a large number of pedestrian improvement projects
Installed 357 curb ramps, 12 new marked crosswalks, eight sets of curb bulbs, two road diets (a reduction in the number of vehicle travel lanes on a road), and four new traffic signals at previously marked crosswalk locations.

Inventoried every crosswalk staffed with an adult crossing guard
This was done to identify any possible improvements that could be made at these critical locations.

Re-marked 118 non-signalized crosswalks and 75 signalized crosswalks
SDOT annually re-marks crosswalks throughout the City to ensure proper visibility.

Upgraded 800 school crosswalk signs
Completed the installation of new fluorescent yellow-green school crosswalk signs featuring an arrow pointing to the marked crosswalk to improve driver awareness of pedestrians.

Reviewed and updated guidelines for placing pedestrian signs near elementary schools

Provided updated walking route maps to 60 elementary schools

Developed policies for placing flashing beacon lights at marked crosswalks

Bicycling

TSP Strategies: Bicycling (B) 1, B2, B4, B5, A 1

Seattle is consistently recognized as one of the most bicycle-friendly cities in the country. This recognition can in large measure be traced to SDOT's work to complete and expand the city's Urban Trails System, and to ensure that the safety needs of bicycle riders are taken into consideration. The summer months generate about 8,000 daily bike commuters, and more than 35 percent of Seattle's population bikes for recreational purposes.

Burke-Gilman Trail beneath the Princeton Bridge

2002 Bicycling project highlights:

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Installed 51 new bicycle racks on request

Installed a bicycle lane on Union Street between 23rd Avenue and 34th Avenue

Paved a half-mile of the Burke-Gilman Trail
Sections of the Burke-Gilman Trail were paved after the completion of the Princeton Bridge Replacement Project.

Completed construction of the bicycle and pedestrian connection to the Interstate 5 overpass, just west of North 117th Street
SDOT partnered with the Washington State Department of Transportation (WSDOT) to complete this critical east/west bicycle connection.

Adjusted signal loop detectors to detect waiting bicycles

Conducted a technical design study of three bicycle and pedestrian route options for what is commonly referred to as "The Missing Link" part of the Burke-Gilman Trail

Attained funding for both the Ship Canal and Chief Sealth Trails

Negotiated an agreement with Seattle City Light that allowed work on the Interurban Trail Project to move forward

In partnership with the Washington State Department of Transportation, began construction on the western section of the Mountains-To-Sound Greenway Trail as part of the SR-519 project near Safeco Field

Distributed 12,155 free bicycling guide maps

Transit

Metro buses in the U-District

TSP Strategies: Transit (T) T2, T2.1, T2.2, T2.5, T4.4

SDOT works closely with King County Metro to ensure that people living, working and visiting Seattle have regular and reliable transit service. This means improving service frequencies, incorporating new signal technologies to give transit an advantage, looking for efficiencies through traffic operations changes, and making bus zones more pedestrian friendly.

2002 Transit project highlights:

Planned and funded transit service and capital improvements to improve transit service along Aurora Avenue North

Completed the installation of Transit Signal Priority giving buses more green time to get through intersections on Aurora Avenue North

Identified steps and strategies necessary to create an efficient and effective Seattle transit network with intermediate and high capacity transit corridors and key multi-modal hubs

Worked with Metro to update their Six-Year Transit Development Plan to include new elements such as Bus Rapid Transit (BRT) strategies, a ride-free area study, special events, consideration of low-floor electric trolley buses, and improved performance reviews

Administered two requests to reclassify streets to help improve travel on Route 35 and Route 38

Consolidated bus zones and installed bus-bulbs and wider sidewalks, as part of the "Ave" Capital Improvement Project

Monorail

TSP Strategies: New Transit Strategies (NT) 1

On November 5, 2002, Seattle voters approved Citizen Petition No. 1, authorizing the creation of the Seattle Popular Monorail Authority (SPMA) to design, build and operate a 14-mile monorail system connecting the Ballard/Crown Hill and West Seattle/Morgan Junction neighborhoods to downtown Seattle. SDOT helped SPMA implement their commitment to Seattle's residents through the following actions:

Negotiated and drafted a resolution expressing the City's intent to facilitate fast, coordinated and cost-effective implementation of the project

Managed a risk analysis of the proposed monorail project

Negotiated a City Line of Credit agreement with the Seattle Popular Monorail Authority and developed legislation that facilitated City Council approval within one week of certification of the ballot measure, providing the flow of funds for a rapid start-up of the project

Managed independent review of feasibility of West Seattle Bridge improvements to accommodate monorail facilities

Sound Transit

TSP Strategies: Sound Transit (ST) 1, ST 7

SDOT continued its partnership with Sound Transit to coordinate citywide design review and resolve design issues to support Sound Transit's advancement of the final design for the project.

Sound Transit's Operation and Maintenance Facility

2002 Sound Transit project highlights:

Coordinated development of a city-wide permitting strategy to create a seamless and smooth process

Developed a management and staffing strategy for City involvement during the construction phase

Facilitated an agreement between the City and Sound Transit to underground utilities along Martin Luther King Jr. Way South

Supported the City's Office of Economic Development in negotiations with Sound Transit to establish an operating plan for dispersing a $50 million Community Development Fund for the Rainier Valley. The plan provides supplemental mitigation for light rail construction impacts and encourages community and transit-oriented development along the light rail line

Completed an agreement with King County and Sound Transit to retrofit the Downtown Seattle Transit Tunnel to support future joint bus/rail operations

Transportation Demand Management

TSP Strategies: Transportation Demand Management (DM) 1, DM 3, DM 4, DM 6, DM 6.2,DM 7, DM 11, F 4

By making progress on the "demand" side of transportation, SDOT addresses congestion in innovative ways and avoids building additional capacity through right of way acquisition and construction. Transportation Demand Management (TDM) involves a toolkit of strategies designed to reduce single-occupant-vehicle travel. These tools include: discounted or free transit service; providing incentives for carpools and vanpools; working with employers to help them understand the benefits of reducing the number of employee commute trips; and moving ahead with innovative efforts like car sharing.

Larry Erickson and Susan Holt became a one-car family by replacing some car trips with bus trips, and by combining errands.

2002 Transportation Demand project highlights:

Completed a Trip Reduction Initiative Pilot Program in Wallingford
Developed "Wallingford Way" maps and neighborhood kiosks to show how to get around Wallingford

Coordinated the administration of the Transportation Management Programs (TMP) at high rise buildings with Commute Trip Reduction

Developed a new database of TMP-affected buildings and a process for updating information

Coordinated the Commute Trip Reduction survey process with the measurement requirements for high-rise buildings and streamlined reporting requirements

Conducted the third and final round of the "One-Less-Car" study
Simulate real-life conditions and financial benefits of eliminating the use of one car. In nine weeks, participants reduced:

- 5,103 automobile trips in neighborhood
- 25,763 miles of neighborhood traffic
- 17,598 pounds of carbon dioxide from being emitted into the atmosphere

Sponsored a grant-writing conference
Helped local employers apply for federal Congestion Mitigation Air Quality (CMAQ) grants and the Washington State Rideshare Organization's "Moving People to Change"

Improved commute trip reduction program for City employees

Added a City employee discounted membership in Flexcar

Added a program that uses a federal tax benefit so City employees can deduct transit passes from pre-tax payroll deductions

Issued $22,125 in Car Smart Grants to reduce neighborhood traffic

Negotiated an agreement with the car-sharing program, Flexcar
Expand availability of Flexcar in Seattle by installing four vehicles in Central and South Seattle neighborhoods in 2003

SDOT Director Grace Crunican next to a Flexcar vehicle

Freight Mobility

TSP Strategies: Freight Mobility (FM) 1, FM 1.1, FM 1.2, FM 1.3, FM 2, FM 2.1, FM 2.2, FM 3, FM 6, FM10

Washington is the most trade-dependent state in the country. At least one of four jobs is related to international trade. To ensure the continued vitality of our regional economy, it is critical that we improve our ability to efficiently move freight and goods by rail, truck, water, and air.

2002 Freight Mobility project highlights:

Developed the City's first *Freight Mobility Strategic Action Plan*
This plan will guide SDOT's freight mobility activities over the coming years

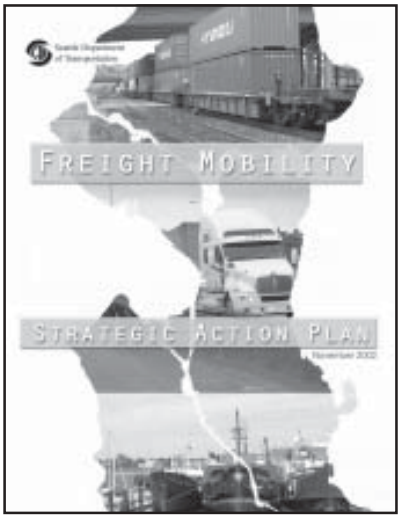
Created the Seattle Freight Mobility Advisory Committee
The committee was created in partnership with the manufacturing and industrial community to encourage on-going dialogue with the freight community

Installed 74 signs to improve wayfinding, industrial area identification and truck routes

Worked to secure funding for railroad grade separation projects and other freight supportive projects. Projects include the Spokane Street Widening Project, the South Lander Street grade separation, and the Duwamish Intelligent Transportation Systems project

Coordinated with the freight community to further identify operational problem locations on city streets

Completed major portions of the Type, Size and Location (TS&L) Study for a grade separation over the BNSF Railroad at South Lander Street or on a parallel street location



SDOT's Freight Mobility Strategic Action Plan

Initiated a Type, Size, and Location (TS&L) Study for a grade separation over the BNSF Railroad in conjunction with the Magnolia Bridge Replacement Project

Prepared the final designs for traffic signal controller upgrades, CCTV camera and variable message signs installations at multiple locations in the Duwamish industrial area

Submitted a grant application to Washington State's Freight Mobility Strategic Investment Board for funding of a multi-year program for truck mobility chokepoint remediation

Secured a $1.2 million grant from the Transportation Improvement Board (TIB)
These funds will be used to resurface 14th Avenue South in the South Park Neighborhood

Participated in the environmental review and pre-design process for the South Park Bridge Replacement project

Partnered with agencies on the construction of freight projects
This includes: the Washington State Department of Transportation's SR-519 Intermodal Access Project and the Port of Seattle's TS&L Study for the grade separation at East Marginal Way and South Spokane Street

Parking Management

TSP Strategies: Parking (P) 1, P2

Seattle has approximately 8,750 parking meters in downtown Seattle and neighborhood business districts. These meters provide short-term parking for customers and visitors and generates City revenue for transportation, public safety and other government services. In addition, there are numerous Residential Parking Zones in Seattle neighborhoods and thousands of parking restrictions in place—all to help manage parking on City streets.

2002 Parking Management project highlights:

Parking in Columbia City

Made 19,561 repairs to parking meters and installed 117 new parking meters

Installed a new Residential Parking Zone (RPZ) in the University Village area. To prevent all-day, non-resident parking in the neighborhood.

Investigated more than 25 requests for new RPZs

Installed 23 passenger load zones, 51 load/unload zones, and 3 truck load zones

Completed the Seattle Parking Management Study/ Parking Tax Analysis
The study identified ways for SDOT to better manage City on-street parking resources and evaluated the economic and equity trade-offs of implementing a commercial parking tax

Key study recommendations of the Parking Study include:

- Adjusting the City's installation process to incorporate the City's transportation and economic development goals;

- Using multi-space pay station technology where one or two kiosks replace standard meters along a block to offer expanded payment options, additional sidewalk space for pedestrians, and operational efficiencies;

- Increasing enforcement to increase compliance throughout the city;

- Improving the process of investigating and removing abandoned vehicles and providing better information to citizens about reporting complaints.

Additionally, SDOT continued the "Making the Parking System Work" Program
This program helps implement near-term, low-cost parking and transportation demand management solutions and include:

- Installing 117 new parking meters in Belltown as part of the ongoing implementation of the community's 2001 goal to add more parking meters;

- Forming a stakeholder group in the Chinatown-International District that designed, administered and analyzed a survey of almost 700 residents and business people;

- Designing and executing the Columbia City Neighborhood Parking Survey;

- Collaborating to identify more than 50 new on-street, short-term parking spaces in Uptown by shortening no-parking zones, moving a bus zone, and installing short-term signs to replace unregulated parking;

- Implementing on-street parking recommendations, including regulation changes around the Lincoln Reservoir and the creation of a Restricted Parking Zone (RPZ) in the Pike-Pine neighborhood.

PLANNING AND INVESTING IN OUR FUTURE

The Alaksan Way Viaduct

Roadway Structures

TSP Strategies: OM 2, OM 3, OM 3.4

Preserving our Future

Mayor Nickels made replacing the Alaskan Way Viaduct (a State facility) and the Seawall his top transportation priority in 2002. Reinforcing this priority, SDOT staff:

Worked with the Washington State Department of Transportation to bring project estimates which reached $11 billion down to less than $4.5 billion

Solicited comments from more than 100 community organizations regarding the planned project

Worked with consultants on preliminary design work and a feasibility analysis for four replacement options

Gribbles are microscopic crustaceans that caused significant damage to the relieving platform that holds up Alaskan Way and keeps seawater out.

Additionally, in 2002, SDOT discovered significant damage to the 68-year-old Seawall caused by gribbles. The damage, which will be repaired in 2003, further emphasized the Seawall's vulnerability to a future earthquake.

Fremont Bridge Approaches

The 85-year-old cracked and deteriorated approaches to the Fremont Bridge need to be replaced. SDOT began community outreach and a Type, Size and Location (TS&L) Study to evaluate alternatives for the type of approach structure. Construction could begin as early as 2005.

Magnolia Bridge

In 2002, SDOT addressed the aging Magnolia Bridge which was damaged during the 2001 Nisqually earthquake by beginning a Type, Size and Location (TS&L) Study. Much controversy surrounded the four alignments selected for the environmental impact statement (EIS). The EIS is scheduled for completion by the end of 2004.

Neighborhood and Corridor Planning

TSP Strategies: W 6, B 1, B 4, T 2, T 3, T 4, N 2, N 4

SDOT is committed to making transportation improvements in all of Seattle's neighborhoods. Over the course of 2002, SDOT conducted studies to look at numerous ways to improve major corridors through Seattle's neighborhoods, including:

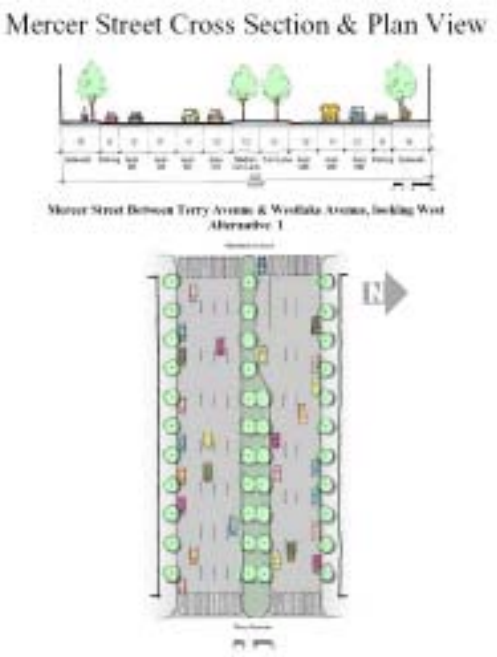
Completed a conceptual plan and cost estimates for the Mercer Corridor and South Lake Union Transportation Study for consideration in a regional transportation package.

Recommended improvements to keep Aurora Avenue North, which carries more than 40,000 cars and 7,200 bus riders every day, safe and moving
To accommodate Aurora's projected traffic growth of 35 percent over the next 15 years, SDOT proposed installing new sidewalks, improving crossings, bus shelters, and installing a Business Access and Transit (BAT) lane north of North 110th Street.

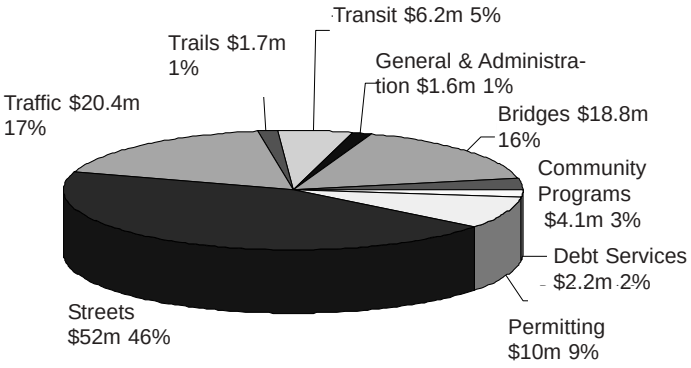
Identified measures to improve traffic operations on East Madison Street and 23rd Avenue East and to address impacts of traffic on neighborhood streets in the Madison/Miller Neighborhood.

Completed the South Ballard Transportation Corridor Study which made recommendations that were incorporated into the City's CIP decision making process. Part of the study also identified alternative routes for pedestrian and bicycle route options to connect the "Missing Link" of the Burke-Gilman Trail. These recommendations will be incorporated into the South Ballard Transportation Corridor Design Study, which was completed in early 2003.

Partnered with the Department of Neighborhoods, the Office of Economic Development and the Greenwood Neighborhood to put together concepts for redevelopment and completed a detailed study of the Greenwood and 85th Avenue corridors.



Mercer Street Between Terry Avenue and Westlake Avenue -- Alternative 1



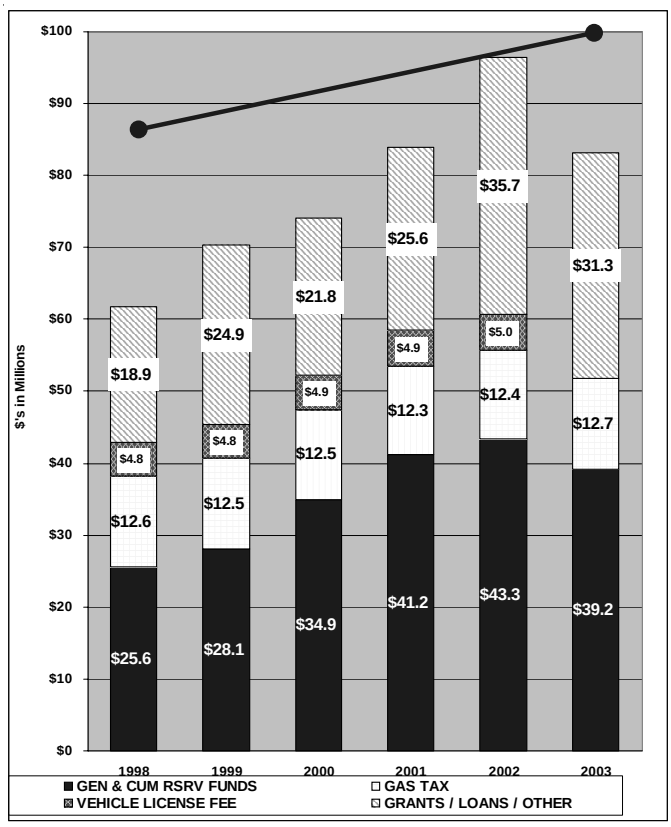
SDOT's 2002 Budget by activity

Funding

On March 21, 2002, in the face of a weakening economy and in an attempt to bring the City's finances under control, Mayor Nickels announced a package of spending reductions for the remainder of 2002 that included $7 million in spending cuts by General Fund supported departments, including SDOT. The department's remaining funds were allocated across the City's varying complex transportation needs, as indicated by the adjacent pie chart.

Revenue

In 2002, SDOT was awarded $7.9 million in new state and federal grants for transportation projects, a significant reduction from previous awards. This can be attributed to the fact that available funds from grant agencies have continued to decline and competition for the funds has increased. Projects that received grant funding in 2002 included: signal, safety and pavement improvements on 14th Avenue South; the 5th Avenue streetscape project in the Northgate area; and transit, roadway and sidewalk improvements along Aurora Avenue North between North 100th and North 145th Streets.



In addition to grants, Seattle was approved for a $10 million low-interest loan for work on the Fremont Bridge approaches. The loan is scheduled to be formally authorized by the Washington State Legislature in 2003.

In 2002, the Washington State Legislature approved the placement of a statewide transportation funding package on the November ballot. That package, Referendum 51, failed. This meant that funding was not approved for a number of key Seattle projects, such as noise walls for the Alaskan Way Viaduct and Interstate 5 and State Route 520.

This graph illustrates the City's sources of funding for transportation in relation to the calculated Target Level of Investment (blue line at top). 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.

Compounding SDOT's financial constraints, citizens placed statewide Initiative 776 on the ballot and passed it in November. A key provision of the measure repealed vehicle license fees enacted by local jurisdictions. SDOT will lose an additional $5 million (approximately 8-10 percent) of its annual revenue stream for 2003, and beyond, due to the passage of this initiative. As of the end of the year, a lawsuit appealing the legality of this initiative was pending in court.

Preparing for the Future

During the 2003 State legislative session, transportation will be a major concern of the Legislature. The Legislature will consider a variety of options to increase statewide transportation funding, including the possibility of a gas tax for transportation improvements.

On the Federal front, Congress will be considering reauthorization of TEA-21, the Transportation Equity Act for the 21st Century. TEA-21 was enacted on June 9, 1998 and authorized the Federal surface transportation programs for highways, highway safety, and transit for the six-year period from 1998-2003. Until the next reauthorization process is complete, the availability of Federal grant funds for transportation uses in and beyond fiscal year 2004 is uncertain.

Led by Director Grace Crunican, SDOT staff will work to increase awareness about its Federal funding needs among the Washington State Congressional delegation and transportation leaders nationwide. Additionally, Mayor Greg Nickels is working with the US Conference of Mayors to inform Congress about the unique needs of a handful of projects across the country like the Alaskan Way Viaduct, referred to as "Mega Projects," because of the scope of the replacement project and its complex financing needs.

Transportation Projects Completed in 2002