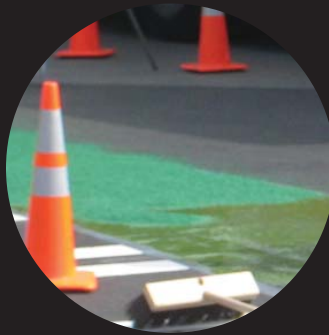


BRIDGINGtheGAP



SDOT: Keeping Seattle Moving

Building and operating a transportation system that keeps people, goods and services moving.

Message from the Mayor



I am pleased to present the 2011 Bridging the Gap (BTG) Annual Report. 2011 was the program's fifth year of work and its accomplishments can be seen all across the city. The City of Seattle met or exceeded all of its BTG goals for 2011, a strong sign of our commitment to enhancing Seattle's transportation infrastructure through this levy and delivering on the promises made to voters.

This past year we paved 24 lane-miles of city streets, restriped 1,151 lane-miles of arterials, planted 816 trees and replaced faded street name signs at 1,155 intersections. Bridging the Gap, however, focuses on more than just roadway improvements. We also striped 15 lane-miles of bike lanes and sharrows, built 10 blocks of new sidewalk, repaired 25 block equivalents of sidewalk, repaired three stairways, and worked closely with King County Metro to maintain the more than 43,000 service hours acquired as part of BTG. These projects are an example of efficient, effective delivery of government services, as well as a demonstration of our commitment supporting basic transportation infrastructure.

The dedication of the Seattle Department of Transportation and the Levy Oversight Committee to the Bridging the Gap program continues to be impressive, and I commend them all for their work. BTG provides the city with critical funding allowing us improve Seattle's vital transportation network.

A handwritten signature in blue ink that reads "Michael McGinn".

Michael McGinn, Mayor

Message from the Director



Building on the momentum of the first four years of Bridging the Gap (BTG), the Seattle Department of Transportation (SDOT) set aggressive goals for the program in 2011. Working with the BTG Levy Oversight Committee and community members, we established our work program to improve the citywide transportation infrastructure for pedestrians, bicyclists, transit users, freight and motorists. Bridging the Gap provides nearly \$40 million a year to make needed improvements.

In 2011 SDOT installed 51 pedestrian crossing improvements, replaced 4,700 regulatory signs, completed 221 bridge repair requests, installed 1,916 linear feet of new guardrail and maintained 1,055 traffic signals. These accomplishments are the direct result of many hours of hard work by SDOT teams and crews. I am proud of the commitment to their work on behalf of the city and its residents.

These accomplishments are highlighted in the 2011 BTG Annual Report. Our SDOT crews will be busy at work, again this year, so expect to see them Bridging the Gap in your neighborhood.

A handwritten signature in blue ink that reads "Peter Hahn".

Peter Hahn, Director
Seattle Department of Transportation

Monitoring Levy Work

2011 BTG Financial Overview

Each year the BTG program is a combination of SDOT general fund and BTG levy revenues to create a total budget. The spending plan represents the portion of the total budget that SDOT intends to spend in the year.

2011 BTG revenues: \$95.9 million
(this includes \$30.2 of 2010 BTG carry forward)

2011 Other City Funding Allocation: \$243.7 million
(this includes \$137.8M of 2010 non BTG carry forward)

2011 total program budget: \$339.6million

2011 spending plan: \$200.3 million*

2011 actual expenditures: \$144.5 million

* The majority of unspent 2011 budget represents larger capital projects that did not reach planned construction in 2011. These funds will automatically carryover into the following year. Any other unspent levy dollars remain in the levy fund unless specific carryover was requested into the 2012 transportation budget.

The BTG levy approved by voters stipulated that certain percentages of the levy revenues be spent on different categories of projects as shown below:

2011 Levy Breakout	Levy Requirement	2011 Actual Levy Spending
Maintenance is...	No less than 67%	76% of total 2011 Levy
Pedestrian/Bike/Safety is...	No less than 18%	15% of total 2011 Levy**
Transit & Major Projects is...	No more than 15%	9% of total 2011 Levy
Cumulative Levy Breakout (2007 - 2011)	Levy Requirement	Cumulative Actual Levy Spending
Maintenance is...	No less than 67%	72% of total Levy
Pedestrian/Bike/Safety is...	No less than 18%	18% of total Levy
Transit & Major Projects is...	No more than 15%	10% of total Levy

** The 2011 Pedestrian/Bike Safety percentage is low due to lower than expected spending on the Burke Gilman Trail Extension and Lake Union Ship Canal Trail. The funding for the program will carry over and will be spent.

Accountability

Established in 2007, the Bridging the Gap Oversight Committee is responsible for providing accountability on the use of BTG funds through monitoring revenues and expenditures and through program and project implementation.

Over the last five years, our 15 member committee reviewed BTG projects that serve all parts of our city: neighborhoods, commuters, bicyclists, pedestrians, and the freight community. We actively focused on how BTG program and project funding is being integrated into other planning and programming at the Seattle Department of Transportation. To ensure integration with the program, the committee has looked into and commented on programs such as Complete Streets, the Transit Master Plan, the Bicycle Master Plan, and the Pedestrian Master Plan, and implementation of the Neighborhood Street Fund large project program.

The committee believes strongly that one way to assure accountability is to be accessible to the public. To help ensure accessibility, each of our quarterly meetings is open to the public, with time set aside for people to share their views on BTG issues. Over the five years we have held meetings in Meadowbrook, Ballard, Queen Anne, Rainier Valley, Miller Park, the International District, Downtown, Delridge, Northgate, South Park, West Seattle, and Georgetown.

As evidenced in this report, the committee believes excellent progress has been made by the Department over the first three years of Bridging the Gap. We look forward to more years of a well-run and highly accountable BTG program.

The committee would like to say thank you to Seattle voters for passing Bridging the Gap in 2006. All of the improvements highlighted in this report would not have been possible without the support of the voters. Thank you!

For more information, please visit our website at: www.seattle.gov/transportation/btg_oversight.htm

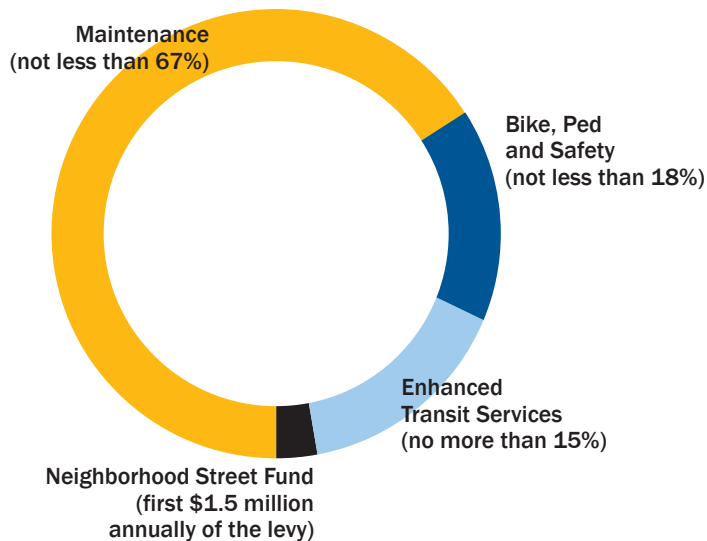
- Kristen Lohse and Ann Martin, Co-chairs
BTG Oversight Committee

Current members: Committee Co-Chairs Ann Martin and Kristen Lohse, Ref Lindmark, Renee Stanton, Allegra Calder, Betty Spieth-Croll, John Mauro, Charles Knutson, Barbara Wright, John Coney, Jeremy Valenta, Seth Schromen-Warwin, Bob Viggers, City Budget Director Beth Goldberg, Councilmember Tom Rasmussen

Past members: Barbara Culp, Thao Tran, Jeff Frkonja, Rick Sepolen, Christina O'Claire, Councilmember Jan Drago, Mayor Mike McGinn, Darryl Smith, Dongho Chang, Dwight Dively, Peter Whitehead, Chuck Ayers, Bill LaBorde, David Hiller and Holly Krejci

What is Bridging the Gap?

9-Year Funding Package - \$544 Million



In 2006, Seattle voters passed a nine-year transportation levy for maintenance and improvements known as Bridging the Gap (BTG). The levy is complemented by a commercial parking tax and an employee hours tax. BTG funds programs to address the maintenance backlog for paving; sidewalk development and repairs; bridge repair, rehabilitation and seismic upgrades; tree pruning and planting; transit enhancements; and other much needed maintenance work. Funding also supports projects that develop and implement both a Bicycle and Pedestrian Master Plan, create a Safe Routes to School Program, improve transit connections and help neighborhoods get larger projects built through the Neighborhood Street Fund large project program.

What Will BTG Deliver?

9 - Year Goals and Objectives



Maintenance

Reduce the infrastructure maintenance backlog

- Rehabilitate 40 - 50 stairways
- Prune 25,000 street trees to prevent safety and security hazards
- Plant 8,000 new street trees
- Replace over 50,000 small, faded street and regulatory signs



Pave and repair Seattle streets

- Resurface, restore, or replace approximately 200 lane-miles of arterial streets

Make seismic upgrades to our most vulnerable bridges

- Rehabilitate or replace 3-5 bridges and seismically retrofit 5 additional bridges



Transit

Increase transit speed and reliability

- Enhance transit and safety improvements on 3 key transit corridors
- Secure up to 45,000 hours of new Metro Transit service



Pedestrian/Bike/Safety

Improve pedestrian and bicycle safety and create safe routes to schools.

- Build 117 blocks of new sidewalks
- Restripe 5,000 crosswalks
- Create "safe routes to schools" near 30 elementary schools
- Support the development and implementation of a Pedestrian Master Plan
- Provide funding to implement the Bicycle Master Plan
- Add 4 miles of new multi-use paths
- Repair or restore 144 blocks of sidewalks
- Provide funding for neighborhood-identified street improvements



2011 Accomplishments

In 2011 Bridging the Gap included 40 different types of projects to enhance Seattle's transportation infrastructure.

Project	2007 Results	2008 Results	2009 Results	2010 Results	2011 Results	TOTAL to DATE
TRAFFIC MANAGEMENT						
Pedestrian countdown signals installed (intersections)	26	27	40	40	26	1159
New sidewalk block faces built	13	15.4	25.85	15.1	10	79.35
Walking routes to schools improved for safety	1	7	6	5	6	25
Crosswalks remarked	789	1,082	810	631	308	3620
Neighborhood projects selected	17	-	-	11	-	28
Neighborhood projects designed	-	17	-	-	11	28
Neighborhood projects constructed	-	-	17	-	1	18
Speed watch trailers deployed	68	68	73	61	51	321
Bike lanes and sharrows striped (in miles)	20.7	36.07	35.32	20.23	15.02	127.34
Bike lanes and sharrows restriped (in miles)	0	0	48.07	35.01	26.27	109.35
Bike route signs installed (in miles)	3.6	11.15	19.6	31.54	31.5	97.39
Bike trail segments built	2	4	2	1	1	10
Trail inspection (in miles)	0	26.63	20	26.72	27	100.35
Urban trail & bikeway spot improvements	25	24	47	47	10	153
Schools zones with safety signs improved	26	76	52	10	10	174
Regulatory street signs replaced	7,365	9,770	8,315	7,604	5,145	38,199
Street-name signs replaced	1,044	1,097	1,716	1,701	1,156	6,714
Number of corridors with signs replaced	5	5	1	1	-	12
Arterial lane-miles restriped	1,578	1,351.42	1322.77	1148.11	1,151.1	5,400
Crash cushions replaced	2	2	2	2	2	10
Guardrail replaced (in feet)	3,562.50	2,899.50	2,086	2,023	1,891	10,571
New traffic signal requests evaluated	88	73	64	53	53	331
New signals installed	8	5	4	3	3	23
Signal beacons maintained	396	298	281	105	-	1,080
Traffic signals maintained	1,001	1,012	1,041	1,040	1,055	5,149
Traffic control cabinets replaced	20	20	10	10	8	68
Electrical traffic control devices evaluated	211	291	296	257	241	1,296



	2007 Results	2008 Results	2009 Results	2010 Results	2011 Results	TOTAL to DATE
Electrical traffic control devices installed, modified or removed	121	127	50	60	79	437
Traffic control concerns evaluated	393	564	502	635	1005	3,099
Left turn signal improvements evaluated	34	30	20	24	40	148
Left turn signal improvements installed	6	6	3	5	2	22
Left turns improved for pedestrian safety	2	6	-	-	-	8
Locations improved for pedestrian safety	12	10	11	10	-	43
Safety concerns evaluated	52	65	59	56	36	268
Crossing improvements implemented	-	-	-	42	51	93
CAPITAL PROJECTS & ROADWAY STRUCTURES						
Road lane-miles paved	27.04	41.47	28.7	31.8	24	153.01
Bridge repair requests completed	170	415	424	294	230	1,533
Stairways rehabilitated	5	7	5	3	3	23
STREET MAINTENANCE						
Sidewalk block faces repaired	14.07	24.21	30.13	25.13	25.1	118.64
STREET USE & URBAN FORESTRY						
Trees planted	681	923	818	854	822	4,098
Trees pruned	2,520	3,190	3,569	3,781	3,412	16,472
Landscape maintained (square feet)	0	43,596	44,011	-	-	87,607
Landscape maintained (maintenance events)	-	-	-	1,530	912	1,530
POLICY & PLANNING						
Transit hours secured	0	20,000	8,800	14,800	0	43,600
Transit hours maintained	-	-	-	-	43,600	43,600
Transit corridor project implementation	0	3	0	3	3	9



El Departamento de Transporte de Seattle valora sus comentarios y quiere estar seguro de que usted está consciente del trabajo que estamos realizando. Si necesita la traducción de este documento o si desea solicitar servicios de interpretación para una reunión pública o evento futuros, por favor entre en contacto con nosotros por el 206-684-8307.

Sở Giao Thông Seattle đánh giá cao ý kiến phản hồi của quý vị và muốn bảo đảm là quý vị biết rõ công việc mà chúng tôi đang thực hiện. Nếu quý vị muốn có bản chuyển ngữ của tài liệu này, hoặc nếu quý vị muốn yêu cầu dịch vụ thông dịch trong một buổi họp hay sự kiện cộng đồng nào đó trong tương lai, xin liên lạc với chúng tôi tại 206-684-8307.

西雅圖交通部重視你的意見並希望讓你了解我們正在做的工作。如果需要翻譯本文件，或在將來的公眾會議上需要口譯服務，請打電話 206-684-8307 聯絡我們。

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Pinahahalagahan ng Departamento ng Transportasyon ng Seattle ang iyong opinyon at saloobin at nais rin naming malaman mo kung ano ang aming ginagawa. Kung ikaw ay interesadong isalin sa ibang lengguahe ang dokumentong ito, o kung nais mong humingi ng tagapagsalin ng salita sa panghinaharap na pang-publikong pagpupulong o pangyayari, maaari lamang tawagan kami sa telepono 206-684-8307

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Waaxda Gaadiidka Seattle waxay qiimeysaa ra'yigaada waxayna rabtaa in ay hubsato in aad adiga ka war haaysid shaqada aan anaga haayno. Haddii aad dooneysid in dokumentigaan lagu tarjumo, ama haddii aad dooneysid in aad codsatid adeegyada tarjamada goor dambe ee la qaban doono shirarka dadweynaha ama manasabad, fadlan nagala soo xariir telefoonka 206-684-8307

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Birkiin Geejjiba Seattle yaada keef gatii kenna ammas waan nuti dalagaa jirru akka beektu mirkaneessuu fedha. Galmeen kun akka hiikamu yoo barbaadde, ykn walga'ii uummataa kan egeree ykn qophii irratti tajaajiloota kan hiikaa afaanii gaafachuu yoo feete, mee nu quunnam as Iratí 206-684-8307

Any questions, please contact:
Krista Bunch
Bridging the Gap Community Outreach Advisor
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krista.bunch@seattle.gov

For more information, visit our website at:
<http://www.seattle.gov/transportation/BridgingtheGap.htm>