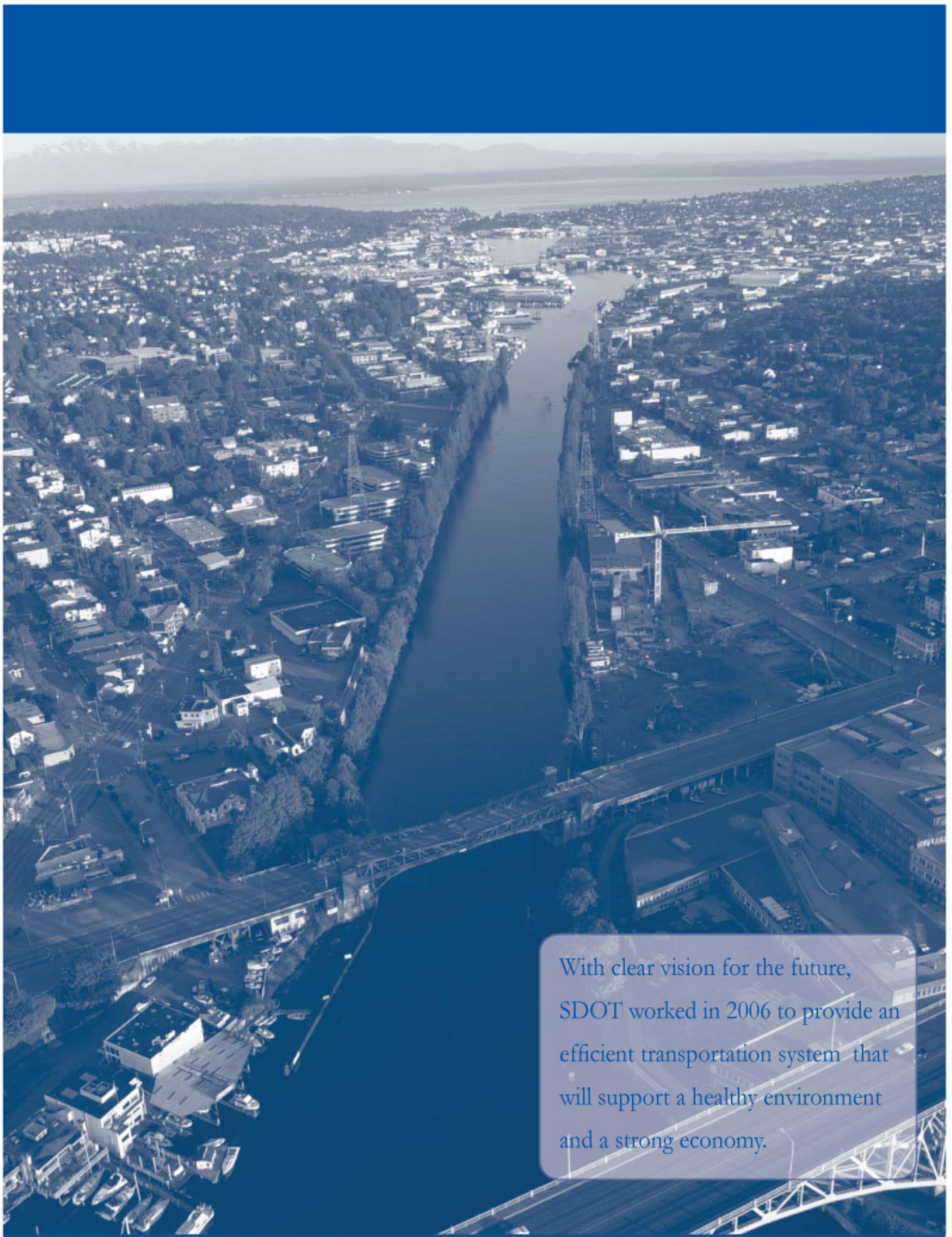


Greg Nickels, Mayor
City of Seattle

Grace Crunican, Director
Seattle Department of Transportation

2006 Annual Report





With clear vision for the future, SDOT worked in 2006 to provide an efficient transportation system that will support a healthy environment and a strong economy.

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Last year was a good year for keeping Seattle moving.

In November 2006, Seattle voters passed the nine-year \$365 million “Bridging the Gap” transportation levy, which will substantially reduce our transportation maintenance backlog. Combined with a commercial parking tax and an employer tax, the levy adds \$544 million to our transportation budget. This means we can triple our investment in street paving, quadruple our investment in pedestrian safety and bike trails, repair old bridges, build sidewalks to parks and schools, and improve transit service.

In 2006 we also broke ground on the new South Lake Union streetcar and saw huge progress on Sound Transit’s Link Light Rail line between downtown and southeast Seattle. King County voters also passed “Transit Now” to add more bus service in Seattle and throughout the county.

Our goal is simple – to provide practical alternatives to driving. Whether you prefer to walk, bike, ride the bus or commute by train, we want to help you get around Seattle safely and reliably.

To truly turn the tide on climate change, we must commit to reducing our greenhouse gas emissions by 80 percent by 2050. With nearly a quarter of Seattle’s greenhouse gas emissions coming from gas-fueled vehicles, getting people out their cars will help the future of our planet. It’s not impossible. In Seattle, we know that by making investments in our transportation systems, we can offer alternatives to driving, and we can meet that goal.

Congratulations to the Seattle Department of Transportation and the dedicated men and women who work hard everyday to make sure we can get around our city safely and easily. And thank you to all of the Seattle residents who give their time to make transportation work for everyone.

Notes from the Director



*Grace Crumian,
Director of Seattle Department of Transportation*

Our Vision

A Vibrant Seattle Through Transportation Excellence

Our Mission

To deliver a safe, reliable and effective transportation system that enhances Seattle's environment and economic vitality.

As part of a region that is expected to grow by 1.25 million people by 2024, Seattle must be able to anticipate and accommodate growth. In 2006, we took major steps to help more people and goods without adding more lanes for cars.

By advancing Central Link Light Rail, the South Lake Union Streetcar, and increasing bus service, we are offering more alternatives to the car. We are also implementing policies such as "Complete Streets" that will ensure that all users are considered when we repair or construct roads. Our recently completed plans for bikes and trees will help this new policy.

As we prepare for the future, we are also addressing our present needs. The Pothole Rangers continued meeting our target of filling potholes within 48 hours of a request. We completed major paving projects in Northgate, Lake City and Wedgwood communities, and on Jackson Street in the Central Area. In 2006, we completed our three-year program to install parking pay stations in commercial areas around the city, to increase parking turnover and to make payment more convenient for drivers. To improve customer ease, we implemented an online Street Use Permit application service. The year culminated with the passage of the Bridging the Gap Transportation Levy. This major investment will help us catch up and keep up on maintenance issues, while we build more sidewalks and bike trails.

A handwritten signature in cursive script that reads "Grace Crumian". The signature is written in dark ink on a light-colored background.

Grace Crumian

2006 Capital Project Status

2006 Capital Improvement Project Costs Detailed by Phase Data as of December 31, 2006

Project Title	Status	Planning		(includes environmental and acquisition) Design		(includes close out) Construction		Total Project Cost		Comments
		Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
(\$ in thousands)	P=Planning D=Design C=Construction C/O=Closed out O/H=On Hold									
35th Avenue NE Street Improvements	P D C	25	0	1,275	1,418	12,967	10,668	14,267	12,086	Substantially completed.
5th Avenue NE Improvements	P D C	65	65	717	720	2,855	1,851	3,637	2,636	Substantially completed, finishing on time and under budget.
Alaskan Way Viaduct/Seawall Environmental Impact Study	P D C	3,882	4,052	16,387	10,715	0	0	20,269	14,767	
Arterial Asphalt and Concrete Program	P D C	0	0	595	892	11,980	7,691	12,575	8,583	This reports on the 2006 activity only. All three contracts planned for 2006 are either complete or under construction.
Aurora Transit Improvements	P D C	99	130	2,722	1,297	3,600	0	6,421	1,427	
Belltown/Queen Anne Connections - Thomas St.	P D C	31	33	699	369	2,192	0	2,922	402	
Bridge Way North	P D C	0	0	747	803	4,640	3,342	5,387	4,145	This project reached substantial completion in the second quarter of 2006 and punchlist items are being currently completed.
Burke-Gilman Trail Extension	P D C	377	385	4,756	2,966	9,121	3,059	14,254	6,410	The 11th to Locks segment is in design. The 60th to Golden Gardens will break ground in 2007. The Locks to NW 60th segment is complete.
Chief Sealth Trail	P D C	0	0	1,421	1,335	2,120	468	3,541	1,803	Construction will be completed 2007.
Downtown Seattle Bus Layover	P D C	409	54	42	0	393	0	844	54	
Downtown Seattle Transit Tunnel Closure Mitigation	P D C	64	66	2,773	1,502	5,336	6,560	8,173	8,128	
Duwamish Intelligent Transportation Systems	P D C	851	0	804	1,556	6,839	2,560	8,494	4,116	Includes Duwamish ITS Phases 1&2 work only. Phase 3 will begin in the first quarter of 2007.
Fremont Bridge Approaches & Electrical Major Maintenance	P D C	782	782	6,867	6,274	31,171	17,780	38,820	24,836	The contractor completed the east half of the bridge approaches and is now working on the west half.
Greenwood Avenue N	P D C	0	23	724	108	3,619	0	4,343	131	
Intelligent Transportation System (ITS) Plan Implementation	P D C	43	44	400	121	7,417	941	7,860	1,106	Does not include work on the City Center ITS project which will begin in the first quarter of 2007.
Interurban Trail North	P D C/O	158	158	500	558	915	941	1,573	1,657	Construction is complete.
Lake City Way NE Multi-Modal	P D C	709	709	2,193	2,194	9,261	9,004	12,163	11,907	This project reached substantial completion on schedule. The punch list items are being addressed.

* cost in thousands

2006 Capital Project Status

2006 Capital Improvement Project Costs Detailed by Phase Data as of December 31, 2006*

Project Title	Status	Planning		(includes environmental and acquisition) Design		(includes close out) Construction		Total Project Cost		Comments
		Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
(\$ in thousands)	P=Planning D=Design C=Construction C/O=Closed out O/H=On Hold									
Lake Union Ship Canal Trail II - Phase II	<input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> C	166	166	2,115	2,501	3,079	195	5,360	2,862	
Magnolia Bridge Replacement Project	<input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> C	1,699	1,699	63,294	4,070	148,000	0	212,993	5,769	This project is currently funded for completion of the environmental work, and approximately 50% of the design. The department is seeking a funding package for the construction from various federal, state and local sources.
Mercer Corridor Project	<input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> C	2,335	1,395	33,059	10,263	72,715	3	108,109	11,661	Final design to begin in 2007.
Monorail	<input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> C	0	1,455	0	0	0	0	0	1,455	This project was terminated.
Mountain to Sound Greenway Trail	<input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> C	0	0	712	87	4,491	0	5,203	87	Construction to begin in 2009.
North Queen Anne Drive Bridge Seismic	<input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> C	50	50	411	411	2,162	2,199	2,623	2,660	This project is complete. Cost overruns because of unanticipated hazardous materials mitigation have been covered.
Parking Pay Stations	<input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> C	0	0	0	0	10,313	10,240	10,313	10,240	
Phinney, Fremont & N 50th Improvements	<input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> C	23	23	767	790	3,858	3,195	4,648	4,008	This project reached substantial completion on its original scope. The department is considering how to accommodate King County Metro request for Transit Signal Priority installation within the project boundaries, and may be able to use remaining grant funds and Metro funds to do the extra work.
S Jackson Arterial Improvements	<input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> C	15	15	316	573	1,787	1,426	2,118	2,014	This project was readvertised in the first quarter of 2006 and is now in construction and nearing substantial completion.
South Henderson Street Improvements	<input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> C	0	0	394	547	1,071	792	1,465	1,339	
South Lake Union Streetcar	<input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> C	833	796	3,739	5,505	42,928	17,833	47,500	24,134	Construction to be completed in 2007.
Spokane Street Viaduct	<input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> C	0	0	13,854	10,071	129,031	16,310	142,885	26,381	Design began on new Fourth Avenue on-ramp.
SR-519 Surface Street Improvements	<input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> C	50	50	4,583	4,584	11,305	8,123	15,938	12,757	This project is complete. There is a separate 2008 final interchange design.
SR-520 Project	<input type="checkbox"/> P <input type="checkbox"/> D <input type="checkbox"/> C	114	79	554	438	0	0	668	517	

General Notes: Budgeting for a specific planning phase was not a routine practice until preparation of the 2004 TCIP.

* cost in thousands

Some projects did identify a planning stage, and costs have been tracked for planning.

Major Projects Update

Alaskan Way Viaduct/Seawall Replacement Project

Planning Design Construction

1

SDOT worked with WSDOT to move forward with replacing the deteriorating Alaskan Way Viaduct. SDOT and project staff members continued planning how to manage the impacts on downtown during construction. Although both the city and WSDOT had designated the tunnel as the preferred alternative, WSDOT released new, increased cost estimates in September 2006 that resulted in differences over the replacement alternative. The Governor recommended that there be a vote in the city of Seattle in spring 2007 between the surface/tunnel hybrid and the elevated structure.

Fremont Bridge Approach Replacement

Planning Design Construction

2

SDOT's contractor finished work on the eastern half of the bridge approach superstructure in October, moved traffic to the newly completed side and then demolished and began rebuilding the western half of the approaches. The contractor avoided all-weekend closures to vehicles and instead was able to get the work done using only nighttime closures. All four lanes are expected to be open to traffic on the bridge by June 2007, with some work down below on the approaches remaining.

University Link Light Rail

Planning Design Construction

3

Sound Transit will begin final design on the University Link in 2007. The Link is a 3.15-mile extension of the light rail system connecting downtown Seattle to Capitol Hill and the University of Washington. Sound Transit hopes to begin construction in late 2008.

Magnolia Bridge Replacement

Planning Design Construction

4

The Design Team is preparing a draft Biological Assessment for the Magnolia Bridge Replacement which will be submitted to the Washington State Department of Transportation together with the draft Environmental Assessment. These documents should be approved and published by WSDOT and the Federal Highway Administration by the second quarter of 2007. The City approved the Design Team's recommendation of a concrete box girder for the new bridge. The Design Team is concluding the Type, Size and Location Study which analyzes various structural types, architectural features, and alignment refinements and will publish the report next quarter.

Mercer Corridor Project

Planning Design Construction

5

SDOT began the design phase for a two-way, six-lane Mercer Street and a two-way, two-lane Valley Street, from I-5 to Dexter Avenue North. Seattle's Transportation Initiative and levy approved in the fall of 2006 will provide \$30 million for the final design and a substantial piece of right-of-way required for the project. Comments from state and federal agencies will be incorporated in a final Environmental Assessment in summer of 2007, and construction could begin by 2009.

King Street Station

Planning Design Construction

6

Negotiations during the year led to an agreement in principle for the City to purchase the historic King Street Station for \$1 from Burlington Northern Railway (BNSF). SDOT is currently finalizing details of the final sale agreement and hopes to have this task completed by the end of March 2007. Once finalized, SDOT will manage the property and transform it into one of three major transportation hubs in the downtown area. Public ownership provides access to additional grant funds to continue rehabilitating the building, including \$19 million from WSDOT and \$10 million from the transportation levy. The station will provide connections among train, commuter rail, light rail and local buses.

Major Projects Update

Central Link Light Rail

SDOT worked with Sound Transit on the construction of the 15.6-mile Central Link Light Rail from downtown to the SeaTac Airport. The Pine Street stub tunnel neared completion. Tunnel boring between south downtown and Rainier Valley reached the underground Beacon Hill Station. In Rainier Valley, crews worked on paving and constructing the light rail tracks.

Planning Design **Construction**

7

South Lake Union Streetcar

SDOT completed approximately 75 percent of the utility relocation required for the South Lake Union Streetcar; several segments of rail were installed, and construction of the maintenance facility was underway. The body frames of three modern, low-floor street cars were completed in December. The 1.3 mile-system is expected to carry about 330,000 riders in its first full year of operation, providing local transit service and supporting economic development. The streetcar system will connect the South Lake Union and Denny Triangle neighborhoods with downtown and the regional transit systems.

Planning Design **Construction**

8

Spokane Viaduct Widening

A consultant was hired to prepare preliminary designs for an eastbound Fourth Avenue off-ramp on the Spokane Street Viaduct, to be completed in mid 2008. The new ramp will provide improved access to downtown Seattle from the West Seattle Bridge.

Planning Design **Construction**

9

SR-519 Surface Street Improvements

SDOT wrapped up the City's work on the first phase of SR-519 Surface Street Improvements. Some of the project's elements await work by Burlington Northern Railway. The project, in cooperation with WSDOT's improvements in the corridor, will improve connections from I-90 to the ferry docks and Port of Seattle container terminals, enhance access to the sports and exhibition facilities in the area, and substantially reduce the conflicts between railroad and vehicular traffic.

Planning Design **Construction**

10

SR-520 Evergreen Point Bridge

SDOT worked with WSDOT on planning alternatives for the one-and-a-half-mile long SR-520 Evergreen Point Bridge which is 42 years old and very vulnerable to windstorms and earthquakes. The Mayor's stakeholder advisory committee recommended design changes to make the project fit better into neighboring communities. WSDOT completed the preliminary design and the Draft Environmental Statement in August. The State Legislature added a proposal to the 2007 RTID ballot for additional SR-520 funding--for seismic safety and for connecting with I-5 and I-405. In December, Governor Chris Gregoire directed WSDOT to move forward with the six-lane alternative, and asked for collaboration in the development of SR520 interchange concepts in Seattle.

Planning Design **Construction**

11

I-90 Two-Way Transit

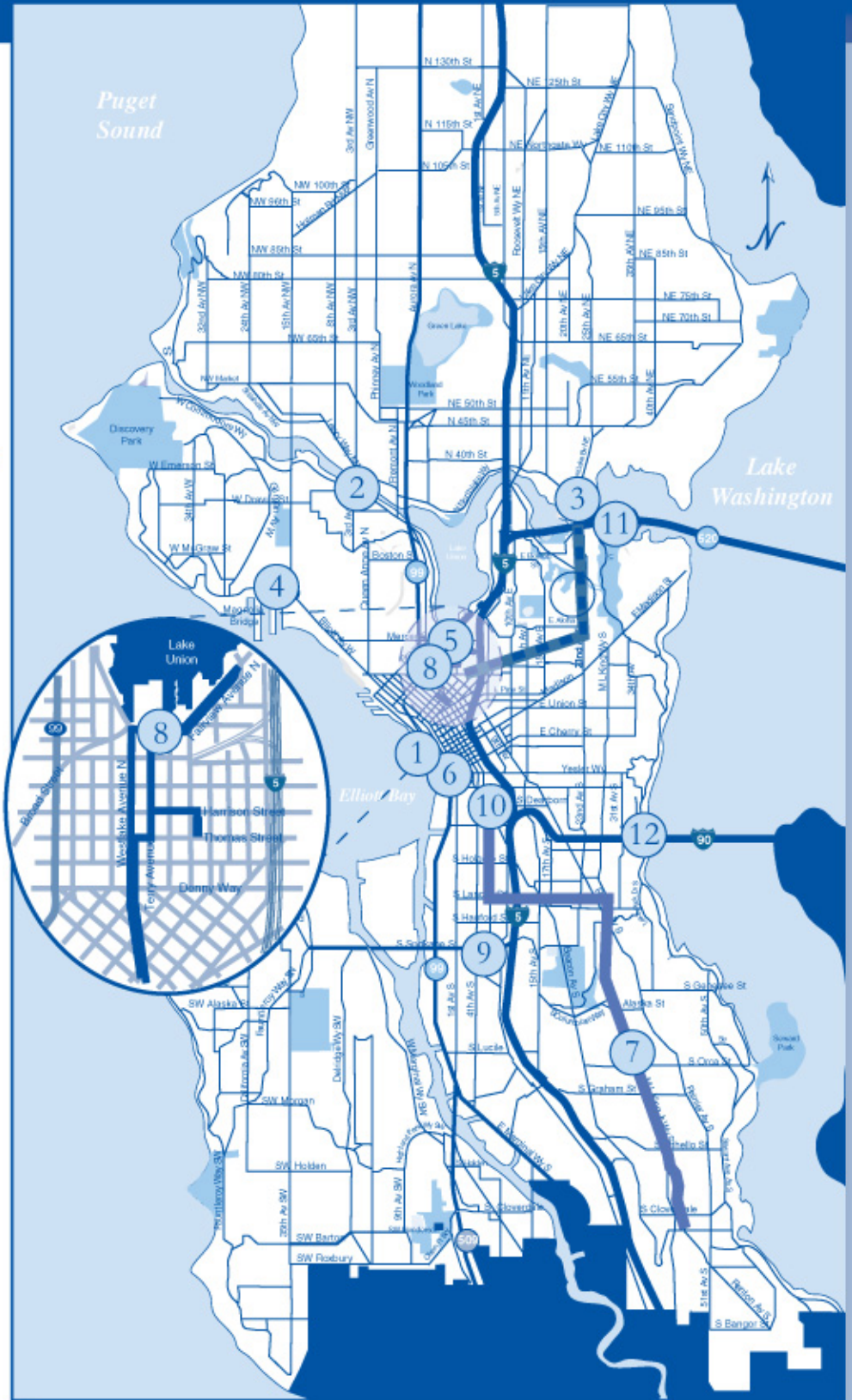
The ultimate configuration plan for I-90 includes High Occupancy Vehicle (HOV) lanes on the outer roadways with the center roadway dedicated to the light rail. First, the HOV lanes will be added and then the center roadway will be converted to High Capacity Transit. The Washington State Department of Transportation and Sound Transit have completed designs for the first stage of the project -- adding a westbound HOV lane between Bellevue Way and Mercer Island, and improving ramps. Construction on the first stage is expected to begin in spring 2007. The second stage will add an eastbound HOV lane between Mercer Island and Bellevue and work on ramps, scheduled for 2008 to 2009. The third stage, improving eastbound and westbound I-90 between Seattle and Mercer Island, will require additional funds.

Planning Design **Construction**

12

Please note: Project numbers refer to map located on page 7.

- ① Alaskan Way Viaduct/Seawall Project
- ② Fremont Bridge Approach and Mechanical & Electrical Replacement
- ③ University Link Light Rail
- ④ Magnolia Bridge Replacement
- ⑤ Mercer Corridor Project
- ⑥ King Street Station
- ⑦ Central Link Light Rail
- ⑧ South Lake Union Streetcar
- ⑨ Spokane Viaduct Widening
- ⑩ SR-519 Surface Street Improvements
- ⑪ SR-520
- ⑫ I-90 Two-Way Transit



By the Numbers

Please note: Information extracted from reports available as of 12/30/2006. Figures may fluctuate from quarter to quarter due to weather and cost of the work at the time.

	4th QTR	YTD
Bike lane miles created.....	0	YTD: 0.5
Bike maps issued.....	1,600	YTD: 19,389
Bike racks installed.....	0	YTD: 145
Bridges painted.....	1	YTD: 1
Bridge repairs completed.....	64	YTD: 310
Construction/special event traffic control plans developed/approved.....	1,000	YTD: 4,403
Crosswalks upgraded.....	55	YTD: 469
Curb bulbs installed.....	4	YTD: 5
Curb ramps constructed.....	165	YTD: 774
Curb ramps retrofitted.....	182	YTD: 271
Lane miles painted.....	1.6	YTD: 1,324
Lane miles paved.....	17	YTD: 97
New single crosswalks installed.....	6	YTD: 13
Pay stations installed.....	86	YTD: 403
Pedestrian/Bike trail lane miles built.....	1	YTD: 2.5
Pedestrian and bicycle spots improved.....	11	YTD: 40
Pedestrian walkways improved.....	4	YTD: 6
Potholes filled.....	28,030	YTD: 60,725
SDOT public Web site visits.....	475,979	YTD: 2,171,278
Sidewalk blocks rehabilitated.....	9	YTD: 20
Stairways rehabilitated.....	3	YTD: 10
Street Use Permits issued.....	5,378	YTD: 16,605
Street trees planted*.....	1,746	YTD: 3,695
Street trees pruned.....	727	YTD: 1,494
Traffic calming devices constructed.....	16	YTD: 16
Traffic circles installed.....	2	YTD: 12
Traffic signals optimized.....	40	YTD: 150
Traffic signs installed.....	722	YTD: 3,187
Traffic signs maintained.....	4,310	YTD: 25,458
Grants/appropriations/authorizations received.....	\$0	YTD: \$14,056,000
Grants/appropriations/authorizations submitted for future funding.....	\$3,300,000	YTD: \$59,436,000
Percentage of contracts issued to women and minority business enterprises for goods and services**	9.1%	YTD: 9.1%
Percentage of contracts issued to women and minority business enterprises for consultants and subcontractors **.....	6.4%	YTD: 10%

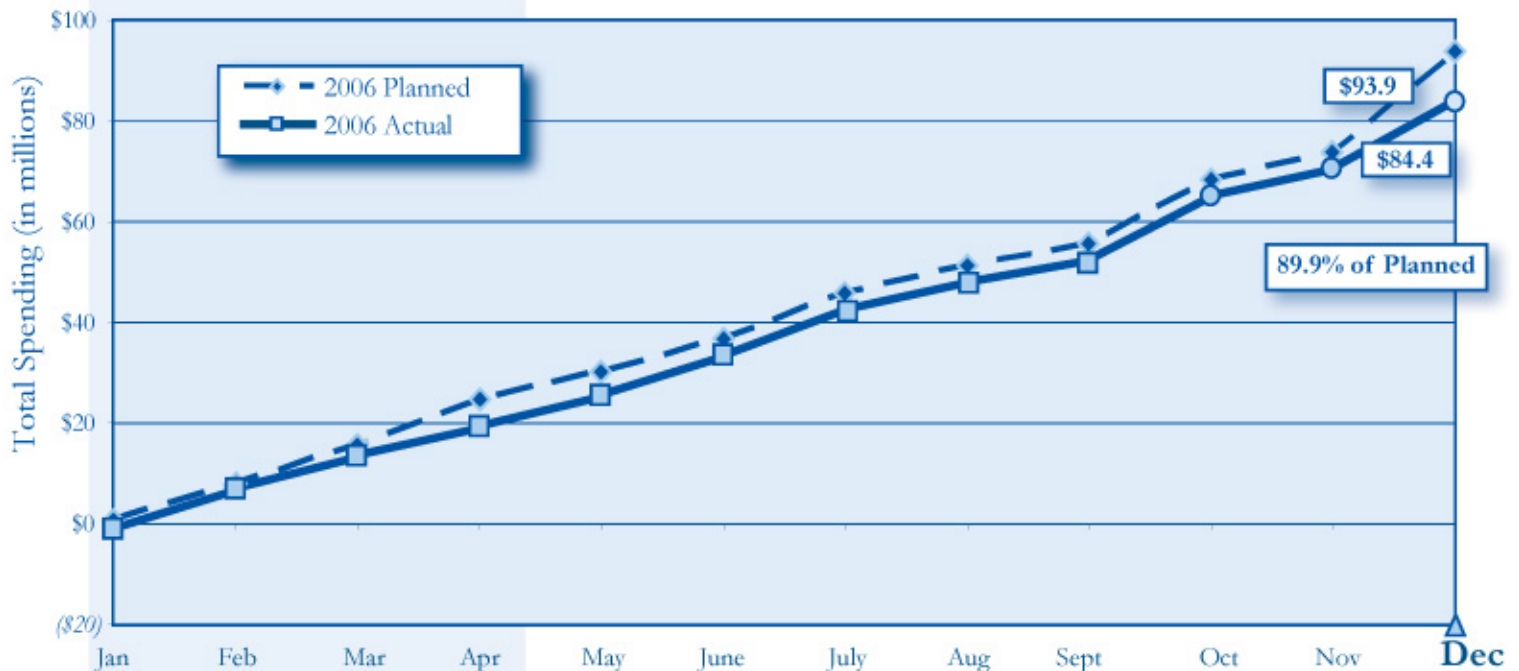
*SDOT either plants or facilitates

**In 2005, we began reporting separately two types of WMBE utilization. Dollars expended with WMBE vendors are reported based on actual payments in the current year.

2006 Capital Project Status

Most capital improvement projects are multi-year in nature. The graph below is a snapshot of the expenditure plan SDOT proposed for 2006. The graph indicates that the projects in the capital program achieved 89.9 percent of the expenditure goal.

Dollars Spent vs Planned Spending - Fourth Quarter 2006



General Notes for 2006 Capital Project Reports

Data for planned total costs are linked to the 2006 adopted TCIP; data for the life-to-date costs are as of the end of December.

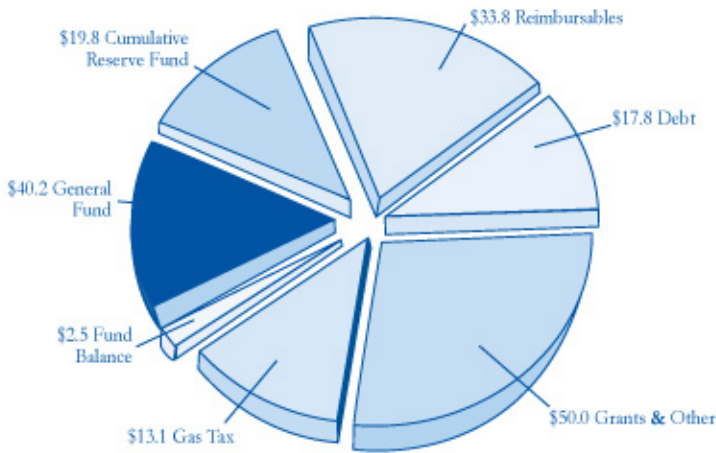
Management of the TCIP requires adjustments among project spending plans to maintain overall progress.

The project breakouts on the following pages show expenditures from prior years through December 2006. The budget amounts reflect available funding for the life of the project, as published in the 2006 Adopted Capital Improvement Program (CIP). The few annual programs identified separately reflect only planned 2006 budgets and costs through December 31, 2006.

2006 Budget

SDOT 2006 Revenues: \$177.1 million

(\$ in millions)

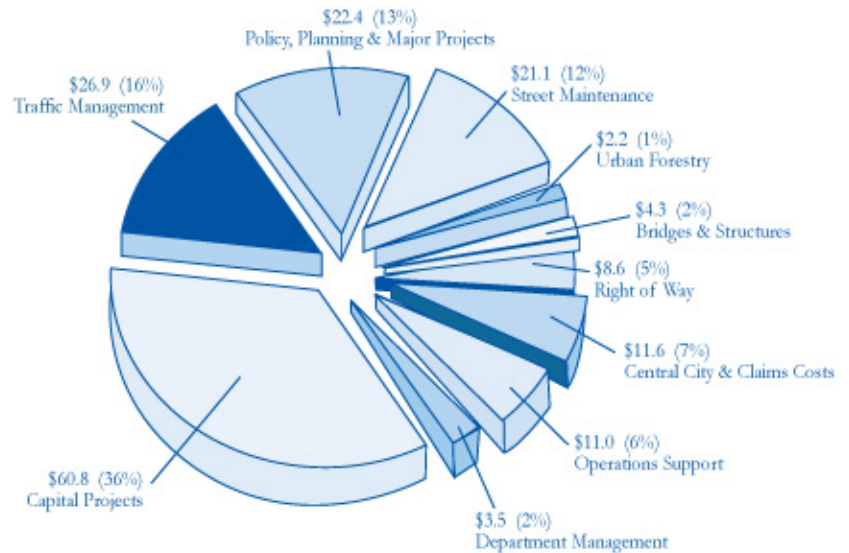


The 2006 revenues and expenditures budget was approximately \$30 million greater than in 2005. The change was due to an increase in state and federal grants for capital improvement projects as well as an increase in General Fund and Cumulative Reserve Fund due to a favorable economy.

Major expenditures reflecting a change from 2005 included: construction of the South Lake Union Streetcar; replacement of the Fremont Bridge Approaches; oversight of Sound Transit's Light Link Rail construction in Southeast Seattle; design work for widening the Spokane Street Viaduct; planning the improvement of the Mercer Corridor; planning for replacing the Alaskan Way Viaduct and improving a traffic management plan in the event that the Alaskan Way Viaduct should be temporarily closed due to an unplanned emergency.

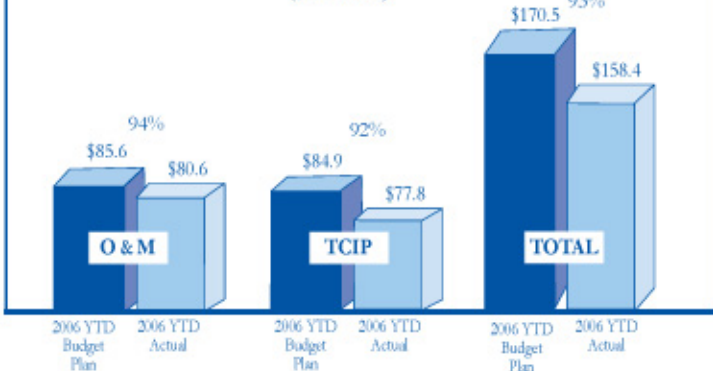
SDOT 2006 Budget: \$177.1 million

(\$ in millions)



SDOT 2006 4th Quarter Budget Expenditures vs. Planned

(\$ in millions)



Increased expenditures included arterial asphalt resurfacing and acceleration of replacing parking meters with electronic pay stations. This also included work on the Chief Sealth and South Lake Union pedestrian/bicycle trails as well as improvements to the Traffic Management Center.

Highlights of 2006

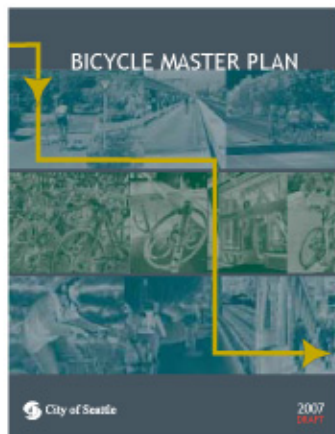


Bridging the Gap Transportation Initiative is approved by voters—SDOT conducted community meetings throughout Seattle in the spring to ask Seattleites what they felt the city needed most to improve its transportation system. The feedback received helped Mayor Nickels determine what to include in his Bridging the Gap Transportation Initiative.

In November 2006, the voters of Seattle passed the \$365 million Bridging the Gap levy for transportation maintenance and improvements. The levy proceeds, combined with a commercial parking tax and an employee hours tax, dramatically increase available funds for transportation capital projects and needed infrastructure maintenance. These three funding sources make up Bridging the Gap (BTG). Over the nine-year life of the levy, the total expected revenue from the three sources is \$544 million. This represents approximately \$365 million from the levy, \$127.5 million from the commercial parking tax, and \$51.5 million from the employee hours tax. A Citizen Oversight Committee will provide accountability on how BTG revenues are spent.

SDOT renews commitment to bicycling

SDOT compiled a draft Bicycle Master Plan with the goal of increasing bicycling—tripling the amount of bicycling by 2017—and increasing bike safety by cutting the rate of bicycle crashes by one third. The draft plan calls for more than 400 miles of new bike lanes, signed bike routes, bicycle boulevards and multi-purpose trails to be installed over the next ten years. More than 700 people participated in the meetings to help develop the plan, to be issued in final form in 2007.



Changeable message signs direct bridge traffic—Two changeable message signs were added in the Spokane Street corridor, connected with the operation of the low-level, Spokane Street swing bridge. The signs inform drivers when the bridge is closed to traffic so they can take the high-level West Seattle Bridge instead.

More traffic cameras added to manage traffic—Six new traffic cameras were added on Lake City Way NE. Engineers can now monitor views from a total of 47 cameras from the Traffic Manage-

ment Center so they can see when adjustments to signals are needed to keep traffic moving. The views from these cameras are also available on SDOT's traffic camera Web page, providing another tool for drivers to plan their trips.

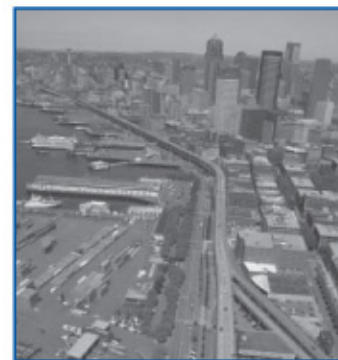
Optimized traffic signals keep traffic moving—SDOT “optimized” (adjusted the timing of) 150 traffic signals in 2006 including signals in the following areas: Fremont, Sandpoint Way/Mountlake, Northeast 50th Street, Roanoke/Boylston, Eastlake/Fairview, Alaskan Way, Airport Way South, Fourth Avenue South and First Avenue South /East Marginal Way South. SDOT traffic engineers evaluate the effectiveness of traffic signal timing according to a schedule that rotates throughout the city to keep traffic flowing efficiently.



“Red light cameras” encourage driver safety—Another type of traffic camera, the “red light camera,” made its debut in Seattle in 2006. SDOT assisted the lead department, Police, with the new tool to catch drivers in the act of failing to stop at red lights. Red light cameras were installed at four intersections around Seattle as a pilot project.

Alaskan Way Viaduct Emergency Traffic Management and Closure Plan is improved

SDOT refined and tested the emergency plan to be prepared to redirect traffic in case the Alaskan Way Viaduct must be closed due to an emergency. More than 100,000 vehicles travel on the aging viaduct on an average weekday, making it the most heavily used street in Seattle after Interstate 5.



Raised crosswalks improve pedestrian safety—SDOT installed two raised crosswalks, also known as “speed tables,” at two non-signalized mid-block crossings on California Avenue Southwest in the “Junction.” These innovative devices are gentler than speed bumps, and are designed to slow traffic, increasing pedestrian safety.

Urban Forest Master Plan is issued for public review—Seven City of Seattle departments jointly published a draft Urban Forest Management Plan, proposing to increase Seattle's tree coverage by two-thirds over the next thirty years. The departments noted that coverage has shrunk from 40 percent of the city's land area in 1972 to just 18 percent. The final plan will be issued in 2007.

SDOT at Work

City departments joined efforts to promote urban forests—Seven city departments announced the Urban Forest Coalition Committee in the spring, including the departments of Transportation, Parks, City Light, Seattle Public Utilities, Sustainability and Environment, Planning and Development, and Neighborhoods. They launched their joint endeavor by giving away 2,000 coupons for free trees.

SDOT met the challenge of dramatic weather—Seattle took a whipping from Mother Nature at the end of 2006. The year began with one of the wettest Januarys recorded followed by one of the most sunny and dry summers. Then in November there was the most rain



in one month ever recorded in Seattle. On November 28, three to four inches of snow fell in Seattle, closing schools and bringing out all of SDOT's snow-response equipment, working throughout the night.

The Hanukkah Eve Windstorm began on December 14 with

intense rainfall, followed by heavy winds that raged through the night with gusts ranging from 50 to 70 miles per hour, the worst windstorm to hit the area since the Inauguration Day storm in 1993. Forty-nine percent of City Light's customers lost power, many homes flooded, and sewer systems were overwhelmed. An estimated 700 trees fell on public property; 178 traffic signals were damaged or tangled, and there were and 150 "dark" signals. Segments of six major arterials and hundreds of residential streets were blocked, mostly by fallen trees. An estimated 70 SDOT employees from Street Maintenance, Traffic Signals, and Urban Forestry performed extraordinary work to clear trees and debris from streets, repair signals and assist other departments.

Parking pay stations make parking more convenient—



SDOT installed 400 new parking pay-station kiosks and added 800 new paid parking spaces, mostly in the Uptown / Lower Queen Anne and the Chinatown/International District. SDOT contracted with bilingual youth leaders to inform the community of the new devices and how to use them. Parking staff completed work in all the high-priority neighborhoods originally identified in the 2003 pay-station work plan. By the end of the year, a total of 1,500 pay stations were installed in Seattle, increasing parking turnover and

providing the convenience of paying for parking by credit card.

New Street Use Permit System comes online—

SDOT's Street Use office rolled out a new permitting system using Hansen computer software. In August, Street Use began to offer some permits online, allowing a permit applicant to make application, payment

and obtain a permit without having to travel to the Seattle Municipal Tower.

South Lake Union Neighborhood Parking Study—

SDOT's Policy and Planning staff completed the South Lake Union Neighborhood Parking Study and outreach process, and in 2007 will install almost 2,600 new paid parking spaces, including a residential parking zone, in the neighborhood. The goal is to provide more short-term parking for customers and visitors while also providing long-term parking for residents in this rapidly developing area.



Complete Streets—Mayor Nickels and the Seattle City Council endorsed the principles of Complete Streets in August in the form of an attachment to the resolution regarding the Bridging the Gap transportation initiative. In the document the city announced the intention to design, operate and maintain Seattle's arterial streets to provide safe



and convenient access for all users, to be balanced among pedestrians, bicyclists, transit riders, and disabled users, as well as cars and trucks. Facilities for the use of all of these users will be provided, to the maximum extent practical, when constructing, reconstructing, or performing

major maintenance on the city's arterial streets. Specific procedures will be developed in 2007.

Improving street surfaces—SDOT paved a total of 17 lane-miles of streets in 2006. The Capital Projects unit oversaw the completion of a major, two-year improvement project on three major arterial streets in Northeast Seattle: 35th Avenue NE, NE 65th Street, and NE 70th Street, which included lighting, sidewalk, curb ramps, bus stop, drainage, and landscaping improvements. They also completed a street improvement project on South Jackson Street in the Central Area.

Race and Social Justice—SDOT's Race and Social Justice Change Team advised that more education was needed to make further progress on the goal of eliminating institutional racism, in response to the Mayor Nickels' Race and Social Justice Initiative. Many SDOT employees received training in 2006, the second year of a three-year program that explored myths of the differences among races and the culture of white privilege. By 2007 all SDOT employees will have completed the training.

Seattle Department of Transportation

700 5th Avenue, Suite 3900

PO Box 34996

Seattle, WA 98124-4996

<http://www.seattle.gov/transportation>



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