

BRIDGINGtheGAP



SDOT: Keeping Seattle Moving

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



Message from the Mayor

I am pleased to present the first Bridging the Gap Annual Report. For the first time in a generation, this nine-year levy is getting Seattle moving by fixing our streets, sidewalks and bridges, and building a transportation system that works for the 21st Century.

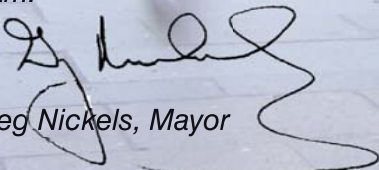
And I am proud to announce that we made great progress in the first year. Bridging the Gap met or exceeded nearly all of its 2007 construction goals.

Last year, we paved 27 miles of roads, restriped 1,578 lanes miles of arterials, and replaced street name signs at 1,043 intersections. But Bridging the Gap is more than just roads. We remarked 789 crosswalks, repaired 14 blocks of existing sidewalks, and built 13 blocks of new sidewalks. Our Bridging the Gap team is refurbishing bridges, replacing guard rails, repairing staircases and improving signs in school zones.

One of the biggest challenges facing Seattle and our planet is global warming. And one of the ways we can help is to get people out of their cars by making it safer and more convenient to get around by foot, bike, and transit. In 2007, thanks to Bridging the Gap, we completed the far-reaching Bicycle Master Plan and began development of a comprehensive Pedestrian Master Plan. Both plans will guide future transportation investments that will make it easier to reduce the city's greenhouse gas emissions.

I'm committed to investing our Bridging the Gap resources wisely. A citizens' Levy Oversight Committee was appointed in early 2007 and has met quarterly to review progress and provide input on both projects and funding allocations. The Bridging the Gap staff also offers quarterly reports as part of our oversight process. Most importantly, this Annual Report is provided directly to you – the residents of Seattle whose support made Bridging the Gap a reality.

The commitment of the Seattle Department of Transportation and its employees to Bridging the Gap has been impressive, and I commend them for their tremendous work. I look forward with confidence to even greater success in 2008, thanks to the able work of the entire Bridging the Gap team.


Greg Nickels, Mayor



Message from the Director

As a result of voter approval of the Bridging the Gap Transportation Levy in 2006, the city of Seattle has committed to reducing its transportation maintenance backlog. I am pleased to relay through this first Bridging the Gap Annual Report that the city of Seattle has taken a giant first step toward reaching this objective.

The Seattle Department of Transportation (SDOT), in direct consultation with Mayor Nickels and the City Council, began its 2007 effort by setting substantial annual goals for Bridging the Gap. Aided by concerned citizens from across the city of Seattle, we established tangible targets to improve the citywide transportation infrastructure for pedestrians, bicyclists, transit users and motorists.

The 2007 results from this diligent work on Bridging the Gap are impressive. Last year SDOT replaced 3,562 linear feet of guardrail, maintained 1,001 traffic signals, replaced 6,286 regulatory signs, planted nearly 700 new trees and built 19 neighborhood-designed projects across the city. These accomplishments are the direct result of many hours of hard work by SDOT teams and crews. I could not be prouder of their commitment to their work on behalf of the city.

These accomplishments, along with what residents can expect in 2008, are highlighted in the 2007 Bridging the Gap Annual Report. However, we are not satisfied with merely one year's worth of effort. Our department will work even harder in 2008 as we pave more than 30 miles of roadway, repair nearly 22 blocks of sidewalk, stripe 30 miles of bike lanes and sharrows, and prune 3,000 trees. Our SDOT crews will be busy at work across the city of Seattle, so expect to see them Bridging the Gap in your neighborhood soon.



Grace Crunican, Director
Seattle Department of Transportation

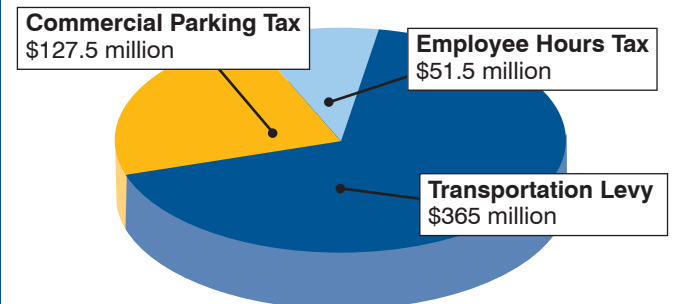
BTG Overview

In 2006, Seattle voters passed a nine-year, \$365 million 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 that are expected to generate an additional \$179 million over the nine years.

The levy funds programs to address the more than 20 years of maintenance backlog for paving; sidewalk development and repairs; bridge repair, rehabilitation and seismic upgrades; tree pruning and planting; and other much-needed maintenance work. Funding will also develop and implement both the Bicycle and Pedestrian Master Plans, create a Safe Routes to School Program, improve transit connections throughout the city and help neighborhoods get larger projects built as part of the Neighborhood Street Fund large project program.

Bridging the Gap will enable the Seattle Department of Transportation to meet Mayor Nickels' goal to "Keep Seattle Moving."

9-Year Funding Package - \$544 Million





Pedestrian Safety Improvements

Keeping pedestrians safe continues to be a paramount concern for the city. Bridging the Gap supported these wide-ranging improvements to make Seattle a more walkable metropolis.

• Pedestrian Master Plan

- Began development of a far-reaching plan to enhance pedestrian travel throughout Seattle, with a draft to be completed early 2009.

• Sidewalks

- Repaired 14 block faces of sidewalks through the Sidewalk Safety Repair program.
- Created 13 new block faces through the Sidewalk Development program, utilizing a newly created prioritization process.
- Completed the first-ever comprehensive city sidewalk inventory, enabling better management of this vital asset by the city.

• Safe Routes to School

- Implemented a new program to improve safety along walking routes to schools, with the goal of increasing the number of students walking and biking to school.
- Completed sidewalk and curb improvements at two high-priority locations: Arbor Heights Elementary School and Northgate Elementary School.

• Pedestrian countdown signals

- Installed pedestrian countdown signals at 26 major intersections to enhance pedestrian safety.

• Crosswalks

- Remarketed 789 crosswalks.

• Stairway Structures

- Rehabilitated five stairways, making it easier to navigate through neighborhoods.

BTG Focus: **PEDESTRIAN MASTER PLAN**

Walking is the oldest and most efficient, affordable, and environmentally friendly form of transportation. It is how transit riders eventually reach their destinations, and it is one way that neighbors get to know one another. For at least some portion of every day, nearly everyone is a pedestrian.

BTG is funding the development of a Pedestrian Master Plan to make Seattle the most walkable city in the nation.



Bicycle Improvements

2007 was a banner year for cycling in Seattle thanks to Bridging the Gap. The levy allowed the city to execute numerous projects to encourage bike use throughout the city.



- **Bicycle Master Plan**

Supported the creation of a comprehensive Bicycle Master Plan, with 10-year goals of tripling bike use and decreasing bike accidents by one third.

- **Bike Trails**

Completed two bike trails to better support bicycling through and around Seattle. 2007 projects included: the Chief Sealth trail, a segment of the Duwamish Trail, and initial work on the 60th-to-Golden Gardens segment of the Burke-Gilman trail.

- **Bike Lanes and Sharrows**

Created nearly 21 miles of bike lanes and sharrows, providing visual symbols to alert drivers to the presence of bicyclists and encourage them to share the road.

- **Bicycle Route Signage**

Installed 69 bike route signs to highlight preferred bike routes around the city.

BTG Focus: **SHARROWS**

Shared lane pavement markings ("sharrows") are bicycle symbols that are placed in the roadway lane indicating that motorists should expect to see and share the lane with bicycles. Sharrows are recommended by the Bicycle Master Plan and will help create safer routes for bicyclists. In 2007 BTG funded approximately 21 miles of both bike lanes and sharrows.



2007 Accomplishments

In 2007 Bridging the Gap included 38 different types of projects to enhance Seattle's transportation infrastructure.



Project	2007 Target	2007 Results	Goal Met	Goal Exceeded	Goal Not Met
TRAFFIC MANAGEMENT					
Pedestrian countdown signals installed	15	26			
New sidewalk block faces built	13	13			
Walking routes to schools improved for safety	2 - 3	1			
Crosswalks remarked	700	789			
Neighborhood projects implemented	17	19			
Speed watch trailers deployed	65	68			
Bike lanes and sharrows striped (in miles)	20	20.7			
Bike route signs installed	50	69			
Bike trail segments built	3 - 5	2			
Trail maintenance completed	up to 10	25			
Corridor projects implemented	1	0			
Schools zones with safety signs improved	25	26			
Regulatory street signs replaced	3,720 - 5,580	6,286			
Street-name signs replaced	1,020	1,043			
Number of corridors with signs replaced	5	5			
Arterial lane-miles restriped	1,300	1,578			
Crash cushions replaced	2	2			
Guardrail replaced (in feet)	3,500	3,562.5			
New traffic signal requests evaluated	50 - 75	88			
New signals installed	5 - 7	8			
Signal beacons maintained	380	396			
Traffic signals maintained	1,000	1,001			
Traffic control cabinets replaced	Up to 20	20			

Project	2007 Target	2007 Results	Goal Met	Goal Exceeded	Goal Not Met	<h2>2007 BTG Financial Overview</h2> <p>Each year the city funds the BTG program with a combination of general subfund resources and BTG revenues. The spending plan represents the portion of the total budget that SDOT intends to spend in the year. Since 2007 was the launch year for BTG, the spending plan is considerably smaller than the total budget.</p> <p>2007 BTG revenues: \$39.9 million 2007 general subfund allocation: \$67.7 million 2007 total program budget: \$107.6 million</p> <p>2007 spending plan: \$82.0 million 2007 actual expenditures: \$61.2 million*</p> <p>*Lower-than-expected 2007 expenditures are largely attributable to large capital projects that have not yet proceeded to construction. Any unspent levy dollars automatically carry over into the 2008 BTG budget.</p> <p>The BTG levy approved by voters stipulated that certain percentages of the levy revenues be spent on different project categories, as shown below:</p> <table border="1"> <thead> <tr> <th></th> <th>Levy Requirement</th> <th>2007 Actual Levy Spending</th> </tr> </thead> <tbody> <tr> <td>Neighborhood Street Fund</td> <td>First \$1.5 million of the levy</td> <td>\$1.7 million</td> </tr> <tr> <td>Maintenance is...</td> <td>No less than 67%</td> <td>68%</td> </tr> <tr> <td>Pedestrian/Bike/Safety is...</td> <td>No less than 18%</td> <td>19%</td> </tr> <tr> <td>Transit is...</td> <td>No more than 15%</td> <td>13%</td> </tr> </tbody> </table>		Levy Requirement	2007 Actual Levy Spending	Neighborhood Street Fund	First \$1.5 million of the levy	\$1.7 million	Maintenance is...	No less than 67%	68%	Pedestrian/Bike/Safety is...	No less than 18%	19%	Transit is...	No more than 15%	13%
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Electrical traffic control devices evaluated	75 - 100	211																			
Electrical traffic control devices installed, modified or removed	25 - 50	121																			
Traffic control concerns evaluated	316	393																			
Left turn signal improvements evaluated	25 - 50	34																			
Left turns improved for safety	1	2																			
Left turn improvements installed	5 - 8	6																			
High-collision locations investigated	47	52																			
Safety improvements designed for high-collision locations	5 - 10	23																			
Safety improvements made for high-collision locations	5 - 10	12																			
CAPITAL PROJECTS & ROADWAY STRUCTURES																					
Road lane-miles paved	26.3	27.04																			
Bridge repair requests completed	100 - 150	170																			
Stairways rehabilitated	3 - 5	5																			
STREET MAINTENANCE																					
Sidewalk block faces repaired	14	14.07																			
STREET USE & URBAN FORESTRY																					
Trees planted	500	681																			
Trees pruned	2,100	2,320																			



Bridges, Roads and Major Capital Projects

Projects Keep Seattle Moving and provide vital links to our neighborhoods.

Bridge Maintenance

Providing critical links between neighborhoods and commercial areas, the City's 128 bridges across the city are receiving important repairs and upgrades as part of Bridging the Gap.

- Completed 170 bridge repairs to keep our bridges operating properly.

Major Capital Projects

The *Bridging the Gap* program includes funding for four major capital projects that provide vital links to help move transit, freight and people.

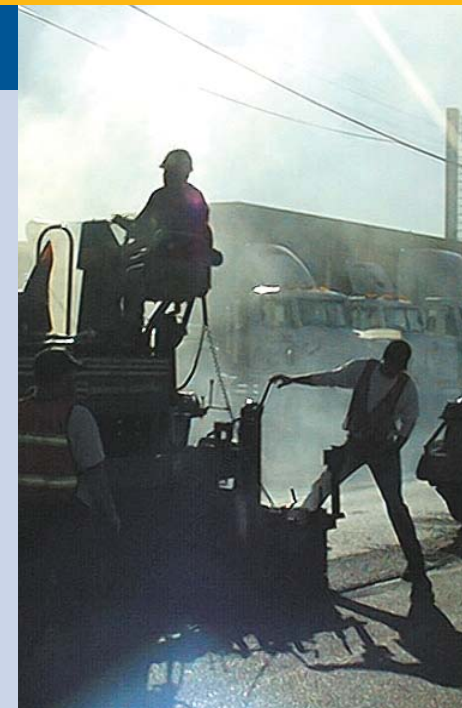
- Reached 60 percent substantial design on the Mercer Street Corridor project.
- Achieved 30 percent design on the South Lander Street Overpass project.
- Completed 60 percent design on the Spokane Street Fourth Avenue off-ramp project.
- Continued negotiations with Burlington Northern Santa Fe Railroad for the purchase of King Street Station.

Roads & Paving

Keeping Seattle's streets healthy while making them smoother, safer and quieter are key goals funded through *Bridging the Gap*.

Paving Program

- Paved 27 lane-miles of streets along important transportation corridors such as Denny Avenue, Dexter Avenue, Mercer Street, Stone Way, Northeast 45th Street and California Avenue South.



BTG Focus: **SIDEWALK INVENTORY**

In 2007 BTG funded the development of a sidewalk inventory; as a result SDOT has visual images of all block faces in the city for the first time. This information will be used to determine where to build new sidewalks.

Urban Forestry and Neighborhood Street Fund

Keeping our neighborhoods green and safe for residents are top goals for Urban Forestry and the Neighborhood Street Fund.

Urban Forestry

Seattle's urban forest helps make Seattle a more beautiful and healthy place to live.

- Planted 681 new street trees, supporting the growth of the city's urban forest.
- Pruned 2,520 street trees across the city, improving their health and long-term viability.



BTG Focus: TREE GATORS

In 2007 BTG funded the planting of more than 680 street trees. In order to help these trees survive, SDOT placed green bags, or tree gators, at the base of each tree. The tree gator is filled with water, which is slowly released to the tree. When the bag is empty SDOT Urban Forestry crews will refill it to ensure the new tree gets a healthy and hydrated start.



BTG Focus: STREET-NAME SIGNS

At the beginning of 2007 most of Seattle's street-name signs were in an advanced state of disrepair. Moreover, the small type used on aging signs was difficult to read. BTG is funding the replacement of all arterial street-name signs with new ones featuring larger type and reflective elements. In 2007 SDOT replaced street-name signs at 1,043 intersections, including the signs at Pike Street and Pike Place, which were almost 100 years old.

Neighborhoods

Neighborhood projects across Seattle are receiving millions of dollars in new funding, thanks to *Bridging the Gap*.

Neighborhood Street Fund

- Implemented a new large-project program, providing \$1.5 million annually for neighborhood projects.
- As part of the 2007 - 2009 funding cycle, a citizens' panel selected 17 projects that will improve pedestrian safety at locations across the city.

If you want to own a piece of history, you can buy an old street-name sign at:
http://www.seattle.gov/transportation/buy_a_sign.htm



Accountability

The *Bridging the Gap* Oversight Committee was established in April 2007. The committee is an advisory body composed of 15 members that monitor revenues, expenditures, and program and project implementation schedules as a means of providing accountability for how *Bridging the Gap* revenues are spent. The committee holds quarterly sessions that occur throughout the city to provide exposure for its work and encourage public participation in its discussions.

SDOT briefed the committee throughout the year on how Bridging the Gap is being integrated into its planning and programming. To ensure integration with the Bridging the Gap program, the committee also looked into programs such as Complete Streets, Bicycle Master Plan, and paid special attention to the first year implementation of the Neighborhood Street Fund large projects process.

The committee reviewed details on projects supporting commuter mobility, neighborhoods, roads, sidewalk maintenance, signs and markings, bridge and structure maintenance, trails and bike paths, and tree and landscape maintenance. BTG projects are being implemented rapidly throughout the city.

Good progress was made during the first year. The Oversight Committee looks forward to making sure the program continues to be well-run and accountable in the coming years.

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

- Ref Lindmark and Ann Martin, Co-chairs

BTG Oversight Committee

Committee Co-Chairs Ann Martin and Ref Lindmark, Chuck Ayers, Dongho Chang, Barbara Culp, City of Seattle Director of Finance Dwight Dively, Council Member and Transportation Committee Chair Jan Drago, Michael McGinn, Christina O'Claire, Rick Sepolen, Darryl Smith, Betty Spieth, Thao Tran, Peter Whitehead, Tom Williams

2008 Work Plan

City residents can expect to see SDOT working in their neighborhood on the following 2008 goals:

- **Striping 30 miles of bike lanes or sharrows**
- **Paving 32.6 lane miles of streets**
- **Building 15 to 18 blocks of new sidewalk**
- **Repairing 22.5 blocks of sidewalks**
- **Pruning 3,000 trees**
- **Adding 20,000 new transit service hours**
- **Designing 17 large Neighborhood Street Fund projects**
- **Improving five school routes for safety**
- **Completing three trail segments**
- **Rehabilitating 5 to 8 stairways**



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

