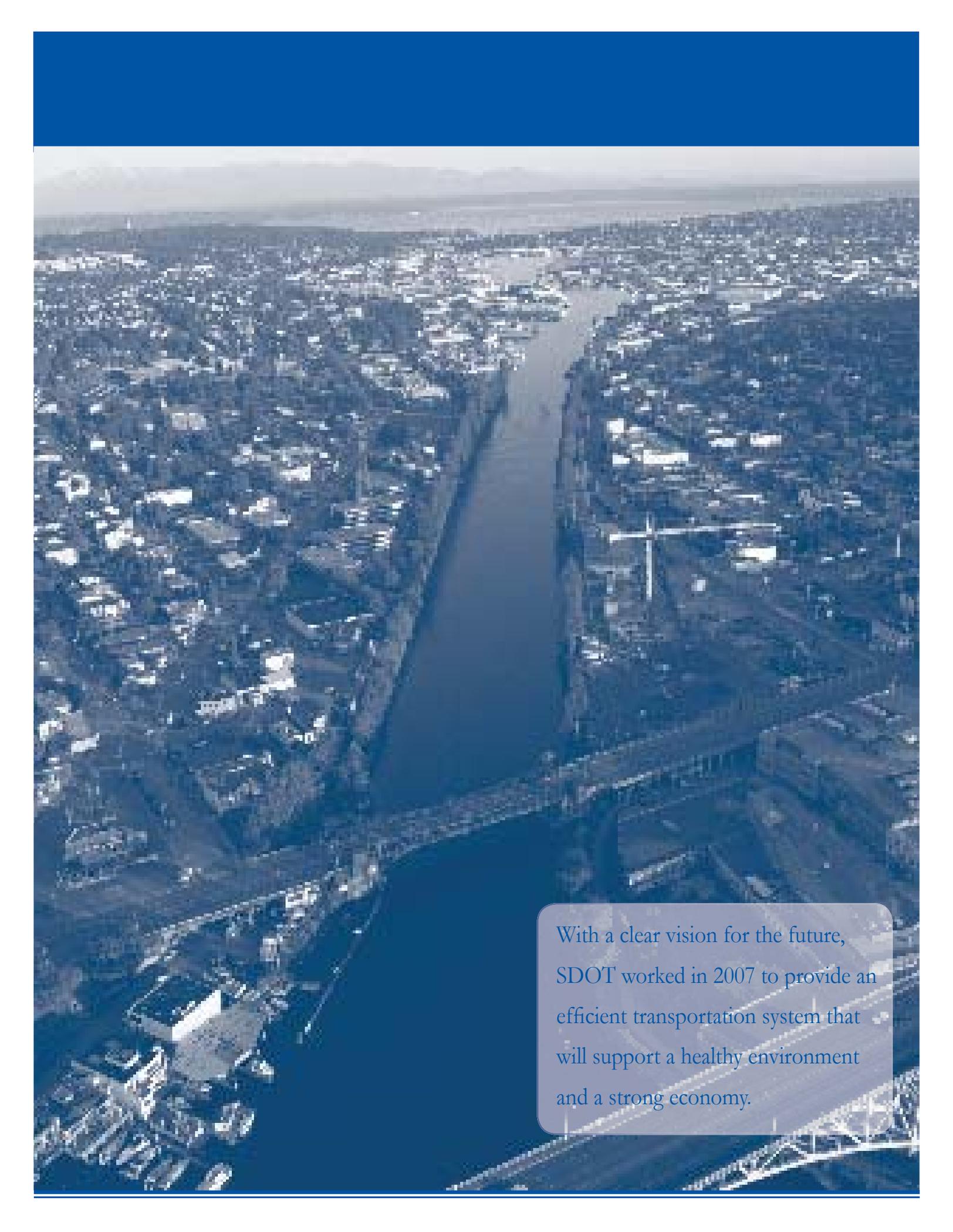


Greg Nickels, Mayor
City of Seattle

Grace Crunican, Director
Seattle Department of Transportation

2007 Annual Report



An aerial photograph of a city, likely San Diego, showing a wide river or bay in the center, a major highway interchange in the foreground, and a dense urban area extending to the horizon under a clear sky. The image is overlaid with a semi-transparent blue box containing text.

With a clear vision for the future,
SDOT worked in 2007 to provide an
efficient transportation system that
will support a healthy environment
and a strong economy.

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A Word from Mayor Greg Nickels



Transportation is an essential component for a livable, workable city. As my effort to “Get Seattle Moving” recognizes, it is crucial to make smart transportation choices today to shape the Seattle of tomorrow. We must create a transportation system that reduces congestion and moves people and freight around the region efficiently. At the same time, we must also reduce our “carbon footprint,” as transportation accounts for nearly half of the greenhouse gas emissions in Seattle. My vision is to transform Seattle into a pedestrian- and bicycle-friendly city with many safe, convenient transit alternatives.

The voter-approved Bridging the Gap initiative helps do just that. With \$365 million dedicated to transportation, Bridging the Gap helps create an infrastructure that supports transit, walking and biking. It also provides a strong foundation for Seattle’s transportation future by cutting the infrastructure maintenance backlog by nearly half and investing in critical transportation projects. The Seattle Department of Transportation (SDOT) did a terrific job in delivering on the first year of its nine-year work plan and I look forward to similar results in the future.

However, Bridging the Gap is not the only transportation issue that SDOT focused on in 2007. The department worked on several important mass transit projects that will reshape how we travel to and across our city. In 2007, SDOT launched the Seattle Streetcar’s South Lake Union line with tremendous public enthusiasm. Our newest transit option runs on electricity rather than fossil fuels, and excitement about it is energizing our plans to create a greater citywide streetcar network. The department also played a critical role in helping another major transit project, Link light rail, come to life as the Central Link from Sea-Tac Airport to Seattle is on schedule for completion in 2009, and plans for the University Link moved forward.

I am also pleased with the progress on other important transportation efforts – the Spokane Street Viaduct widening project, SR519, and developing options for replacing the Alaskan Way Viaduct. Lastly, my hat is off to SDOT’s Pothole Rangers for keeping my promise and filling those pesky potholes within 48 hours of citizens’ reports.

As you will see throughout this annual report, the city of Seattle is tackling a wide range of transportation concerns – from pedestrian mobility to bridge safety and from infrastructure maintenance to bicycling improvements. Whether small or large, we continue to work aggressively on the transportation issues facing our city. I ask for your continued support as we address the challenging task of creating a twenty-first century transportation system for Seattle.

Mayor Greg Nickels

Notes from the Director



*Grace Crumican,
Director of the 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 seen by the work ongoing around Seattle, building the transportation system of the future is no easy task. This effort, however, is critical for shaping the Seattle of today and tomorrow. By crafting a transportation infrastructure that meets our growing city's needs, we can improve our quality of life, offer options beyond the car, and lessen our collective impact on the environment.

Thanks to a team dedicated to transforming our transportation system, 2007 was an extremely productive year for the Seattle Department of Transportation (SDOT). The department met or exceeded nearly all of its goals for the Bridging the Gap transportation initiative. We completed several major construction projects and began numerous others. SDOT additionally reached significant milestones on the city's bicycle, pedestrian and transit initiatives.

Among many major construction projects, SDOT replaced the approaches to the Fremont Bridge and passed the halfway point on upgrading the bridge's electrical and mechanical systems. We finalized designs and plans for the 2008 start of the Spokane Street Viaduct Widening project. Construction began on one of the six Alaskan Way Viaduct safety and mobility projects, which must be completed regardless of the eventual viaduct solution. The Seawall tilt monitoring system was installed and the first Habitat Test Panels were emplaced to assess their effectiveness in supporting Elliott Bay marine life.

The Seattle Streetcar's South Lake Union Line began carrying passengers in December after only 15 months of construction, connecting the South Lake Union and Denny Triangle neighborhoods with downtown Seattle and regional transportation systems. Significant progress was made on the Central Link light rail from downtown Seattle to Sea-Tac Airport, which will open in late 2009, and designs took shape for the future extension of light rail from downtown to Capitol Hill and then to the University District.

Seattle's award-winning urban bike trail system grew with the completion of the first stretch of the new Chief Sealth Trail in southeast Seattle. The Bicycle Master Plan was completed, with the aim of increasing bicycling three-fold over ten years, providing a blueprint for connecting bicycle routes throughout Seattle and integrating them into our transportation system. Following the path of our successful bicycle planning process, we began development of our Pedestrian Master Plan, which aims to make walking more appealing and safe.

For a much more comprehensive view of our 2007 accomplishments, please take a moment to review this report. My personal thanks to all SDOT employees for making this another excellent year for our department and our city.

A handwritten signature in black ink that reads "Grace Crumican". The signature is fluid and cursive.

Grace Crumican

Highlights of 2007



improvements known as Bridging the Gap (BTG) in 2006. 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.

Bridging the Gap Overview—

Seattle voters passed a nine-year, \$365 million transportation levy for maintenance and

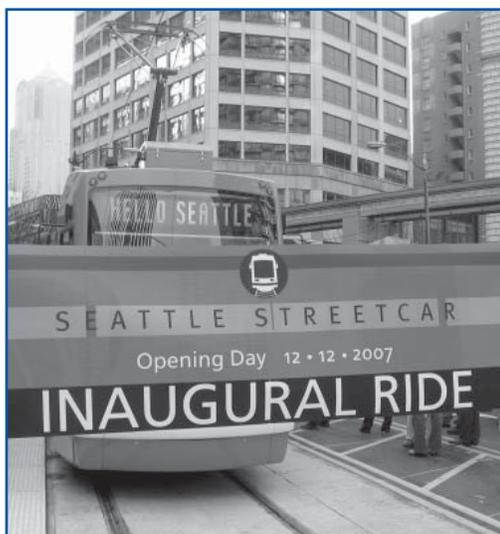


and built 13 block-faces of new sidewalks.

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.

South Lake Union Line of the Seattle Streetcar a crowd-pleaser

The Seattle Streetcar's South Lake Union Line, in planning and construction for a mere three years, made its maiden run beginning at 12:12 p.m. on December 12 (12/12). The three brightly colored electric streetcars were packed throughout the day and week with some riders coming from as



In 2007, SDOT paved 27 lane-miles of roads, restriped 1,578 lane-miles of arterials, and replaced street name signs at 1,043 intersections. In addition, we remarked 789 crosswalks, repaired 14 block-faces of existing sidewalks,

far away as Portland to experience the next wave in public transit. The streetcar is expected to be the first of a future network of non-polluting streetcar lines now under consideration. Already, Seattle neighborhoods are vying for the chance to be the next host of a streetcar line that directly connects people to jobs, housing, the downtown commercial core and regional transit hubs. Connecting the South Lake Union and Denny Triangle neighborhoods with downtown Seattle and with regional transportation systems, the 1.3 mile-streetcar line is partly funded by property owners along the route, with the remainder funded through federal, state, and county sources.

Alaskan Way Seawall gets a new face that tests for marine life

While the State of Washington, King County, and the City of Seattle worked together to find a solution for the central waterfront section of the viaduct, SDOT began maintenance work on the Alaskan Way Seawall between Piers 69 and 70. The wall,

which holds up both the viaduct and Alaskan Way, shows the effects of age in a corrosive marine environment. The wood facing, called Ekki wood, which covers the steel sheet pile, is being eaten by marine shipworms. The work of removing the deteriorated timber and patching the original sheet pile structure progressed on schedule. In the final step the seawall will be charged with a small electric current to prevent future corrosion.



In addition to the maintenance work, SDOT and the University of Washington began scientific research, by installing habitat test panels along the seawall at one of three locations, Vine Street. The study will help determine what shapes and textures will best serve the marine habitat of Puget Sound. In addition to the panel installation, "troughs" were created extending out from the face of the seawall which mimic shallow water sediment habitats that have largely been lost along the Seattle shoreline. The potential benefits could include higher production of marine life and trapping additional sediment and organic matter. The



University of Washington will sample for marine life in the area over a two year period to measure the effectiveness of the habitat panels and troughs.

Highlights of 2007

Once a long-term solution has been determined for the central waterfront of the Viaduct replacement, SDOT intends to use the findings of this study to build a seawall that will improve the ecological function of the seawall and sustain marine life

Alaskan Way Viaduct Warning Beacons system installed

SDOT put into operation its new Alaskan Way Viaduct Warning Beacon system that will be utilized during planned or emergency viaduct closures to warn motorists so they can alter their trips and avoid delays. The 14 oversized black on yellow signs, stating “Alaskan Way Viaduct Closed When Flashing” are powered by solar technology and controlled by SDOT via radio. Located on key arterials in North Seattle, Interbay, along the Aurora Avenue/SR 99 corridor, in the Duwamish industrial area, in West Seattle and in South Park, the signs are directional so that, depending upon the situation, SDOT can control viaduct approaches from the north, south, or both.



Uptown In Motion moves people to leave their cars at home

SDOT implemented a ten-week pilot program in Queen Anne’s Uptown neighborhood called “Uptown In Motion.” It focused on building a healthier community and a cleaner environment by asking participants to cut two drive-alone trips a week.

The program, which featured a number of communication and incentive strategies to encourage trip reduction, successfully involved local merchants and close to 500 residents. Together, the participants prevented over 90,000 pounds of CO2 from being released into the air. The program demonstrated how little changes can add up to big savings for the environment. SDOT will

use the successes of this program in developing future campaigns.

Street Use rolls out innovative on-line systems

In 2007, SDOT completed a multi-year project to better manage the impacts of construction taking place in the streets and to make SDOT’s Street Use permit process more convenient and efficient for customers. As part of the Right of Way (ROW) Management program, the innovative Field Access project uses new business procedures and tools to increase Street Use inspector productivity in the field. Field inspectors were provided with Tablet PCs to enter inspection results electroni-



cally and remotely access permit information. SDOT also launched a new version of ROW maps on the internet which allows SDOT to better coordinate and minimize traffic problems associated with construction. New GIS layers were added for such information as planned projects, pavement moratoriums, pavement type and condition, and approved Street Use permits.

Chief Sealth Trail opens

The Chief Sealth Trail opened in the spring, and over 100 people joined Mayor Nickels to celebrate the new multi-purpose trail. The award-winning trail is one of five regional trails that will eventually cross the City. The trail now connects two urban villages in southeast Seattle and provides access to two nearby Sound Transit Link Light Rail stations.



Bicycle Master Plan completed

Seattle’s Bicycle Master Plan was completed and implementation of the plan is underway. The Plan defines a set of actions, to be completed within 10 years, to make Seattle the best community for bicycling in the United States. It was created to achieve two goals: increasing the use of bicycling in Seattle for all trip purposes and improving safety of bicyclists throughout Seattle.

By increasing support for bicycling, the city will make its transportation system more environmentally, economically and socially sustainable.



Major Projects Update

Alaskan Way Viaduct/ Seawall Replacement Project

Planning Design Construction

1

The city, state, and county formed a partnership to explore options for replacing the Alaskan Way Viaduct, and a Stakeholder Advisory Committee was formed. The agencies moved forward on six safety and mobility improvements on the north and south ends of the corridor, with construction beginning on the Yesler Area Column Repair project. The South End project, the removal of 40 percent of the viaduct from S Holgate Street to S King Street, was redesigned to function with the multiple alternatives being considered for the central waterfront. Work began on an Urban Mobility Plan, to be completed in 2008, which identifies transit and other traffic management strategies for an effective surface and transit alternative.

Seawall

Work with the Army Corps of Engineers continued on a Feasibility Study to determine federal interest in the Seawall Replacement. Geotechnical data gathering for the north waterfront was completed and the Seawall tilt monitoring system was installed and began sending data. The Ekki Wood Repair project was finished at Clay Street. The installation of habitat test panels was completed and monitoring will begin in spring 2008.

Fremont Bridge Approach Replacement

Planning Design Construction

2

The replacement of the approaches to the historic Fremont Bridge began in 2005. By the spring of 2007, SDOT's contractor replaced the bridge girders and deck, opened the full width of the bridge to all traffic, and began upgrading the electrical and mechanical systems. The contractor minimized inconvenience to the public by performing much of the work on weeknights. By fall, SDOT was able to reopen the Burke-Gilman Trail under the north approach to pedestrians and bicycles. Work continued on the south leaf, scheduled for completion in the spring of 2008.

University Link Light Rail

Planning Design Construction

3

Sound Transit (ST) started final design of University Link, the 3.15 mile extension of light rail from downtown to the University of Washington. Geotechnical studies and engineering analysis were completed and the proposed alignment refined to reduce construction cost and risk. The City Council formally approved the alignment including the proposed station locations and the ST Board adopted a \$1.614 billion baseline cost estimate for design and construction. Preliminary architectural plans for the stations at Capitol Hill and Husky Stadium were completed and the first open houses were held to present the designs to the community.

Magnolia Bridge

Planning Design Construction

4

The Type, Size and Location study and a cost estimate for replacing the Magnolia Bridge were completed. The project's Design Advisory Group, including representatives from local neighborhoods and agencies, provided guidance and feedback on the bridge design and other important community issues. In late fall, the public reviewed the recommended design, including alternatives for bicycle and pedestrian access, bus stop locations, viewing points, lighting, and potential detour routes. Following a public comment period, a preliminary design was prepared. The bridge foundation design will continue to 60 percent and then hold, awaiting additional funding. Construction is not expected before 2012.

Mercer Corridor Project*

Planning Design Construction

5

The Mercer Street Corridor project will provide a direct route between I-5 and the South Lake Union area, and improve a key route to the Seattle Center and Queen Anne. The Environmental Assessment will be published for public review in the fall of 2008. With the participation of the major stakeholders, including Seattle Parks, Seattle City Light, Seattle Public Utilities, King County Metro, Washington State Department of Transportation, the Seattle Streetcar, private utilities and various community groups, the project design reached 60 percent in August. SDOT presented this design package to the public at a variety of community forums. Project designs are expected to reach 90 percent in May of 2008. The City Council adopted a Right-of-Way Acquisition Ordinance for the project, a key step towards beginning property acquisition in early 2008.

King Street Station*

Planning Design Construction

6

The King Street Station project will refurbish the historic building to serve as a multimodal transportation hub, providing access to commuter, regional and nation-wide trains, and to nearby public transit and ferries. The city and the Burlington Northern Santa Fe Railroad continued working towards the transfer of ownership of the station to the city of Seattle. The project will include plaza renovation, seismic upgrades, and restoration of the exterior and first floor of the station.

Major Projects Update

Central Link Light Rail

By year's end, the Light rail construction between downtown Seattle and SeaTac Airport was more than 85 percent complete. Construction in south Downtown is substantially complete, tunnel boring through Beacon Hill was completed, and work continues at the Beacon Hill and Mt. Baker light rail stations. The city and Sound Transit (ST) completed installation of permanent signals along Martin Luther King, Jr. Way South. ST continued installation of overhead power systems. Light rail testing in the Rainier Valley begins in mid-2008, with service to Tukwila starting in mid-2009, and service to Sea-Tac Airport starting by the end of 2009.

Planning Design **Construction**

7

South Lake Union Streetcar

In 2007, SDOT completed construction of the 1.3 mile South Lake Union Line of the Seattle Streetcar, took delivery of three modern, brightly colored streetcar vehicles, provided oversight of vehicle testing, and celebrated the launch of passenger service for this new transit option. Over 8,000 people rode the streetcar on Opening Day, December 12, and over 75,000 people took advantage of introductory free-ride service during the holidays.

Planning Design **Construction**

8

Spokane Street Viaduct Widening*

Value engineering of the Fourth Avenue Eastbound Off-Ramp was completed early in 2007. Several of the recommendations were incorporated into plans for the off-ramp to shorten the construction schedule, reduce costs and minimize traffic impacts. The design reached 60 percent in December and construction is planned to begin late in 2008. Design work was coordinated with the Spokane Street Viaduct Widening phase of the project. Design moves back into high gear in 2008 with construction expected to start of spring 2009.

Planning **Design** Construction

9

SR-520 Evergreen Point Bridge

Per 2007 State legislation, a mediator began working with stakeholders to help advance the project and address the potential impacts to Seattle. The state worked with stakeholders on the potential impacts of the project to the University of Washington (UW), the Arboretum and adjacent neighborhoods. Consultants presented a report on a tube/tunnel concept at the November mediation meeting. Work progressed on a project finance plan for the legislature. WSDOT worked with Sound Transit, King County and the UW to draft a High Capacity Transit Plan which SDOT reviewed. The final plan is due in 2008.

Planning Design Construction

10

I-90 Two-Way Transit

Sound Transit and WSDOT continued construction on the first of three projects to add High Occupancy Vehicle (HOV) lanes to I-90 between I-405 and I-5. Stage One and Two will provide for new HOV lanes westbound and eastbound on the outer roadway between Bellevue Way and 80th Ave SE, including HOV direct access ramp improvements. The project will provide improved speed, reliability and access for buses, carpools and vanpools on I-90 between Bellevue and east King County, Mercer Island and Seattle.

Planning **Design** Construction

11

South Lander Street Grade Separation*

The project will provide a safe crossing over railroad tracks, freeing traffic from conflicts with rail operations, improving safety and mobility for freight, bicycles, pedestrians, and general purpose traffic, and preparing for the Alaskan Way Viaduct construction. The right-of-way plans were completed and staff began utility coordination. When the preliminary design reached 30 percent, a newsletter was distributed and the public reviewed the preliminary design at an open house. The City Council decided to wait until project funding is secured before approving acquisition of more right-of-way property. Design work continued toward the 60 percent level.

Planning Design Construction

12

SR-519 Surface Street Improvements

The SR 519 Phase II project will improve mobility and safety by building a more direct westbound connection between I-90/I-5 and the waterfront and by separating pedestrian, car and freight traffic from railroad activities. The project includes widening the south side of Edgar Martinez Way between 1st Avenue South and Occidental Avenue South, constructing a new westbound off-ramp from I-90/I-5 to Edgar Martinez Way, and building a two-lane vehicle and pedestrian bridge on South Royal Brougham Way over the railroad tracks just west of 3rd Avenue South, connecting 4th Avenue South and Occidental Avenue South.

Planning **Design** Construction

13

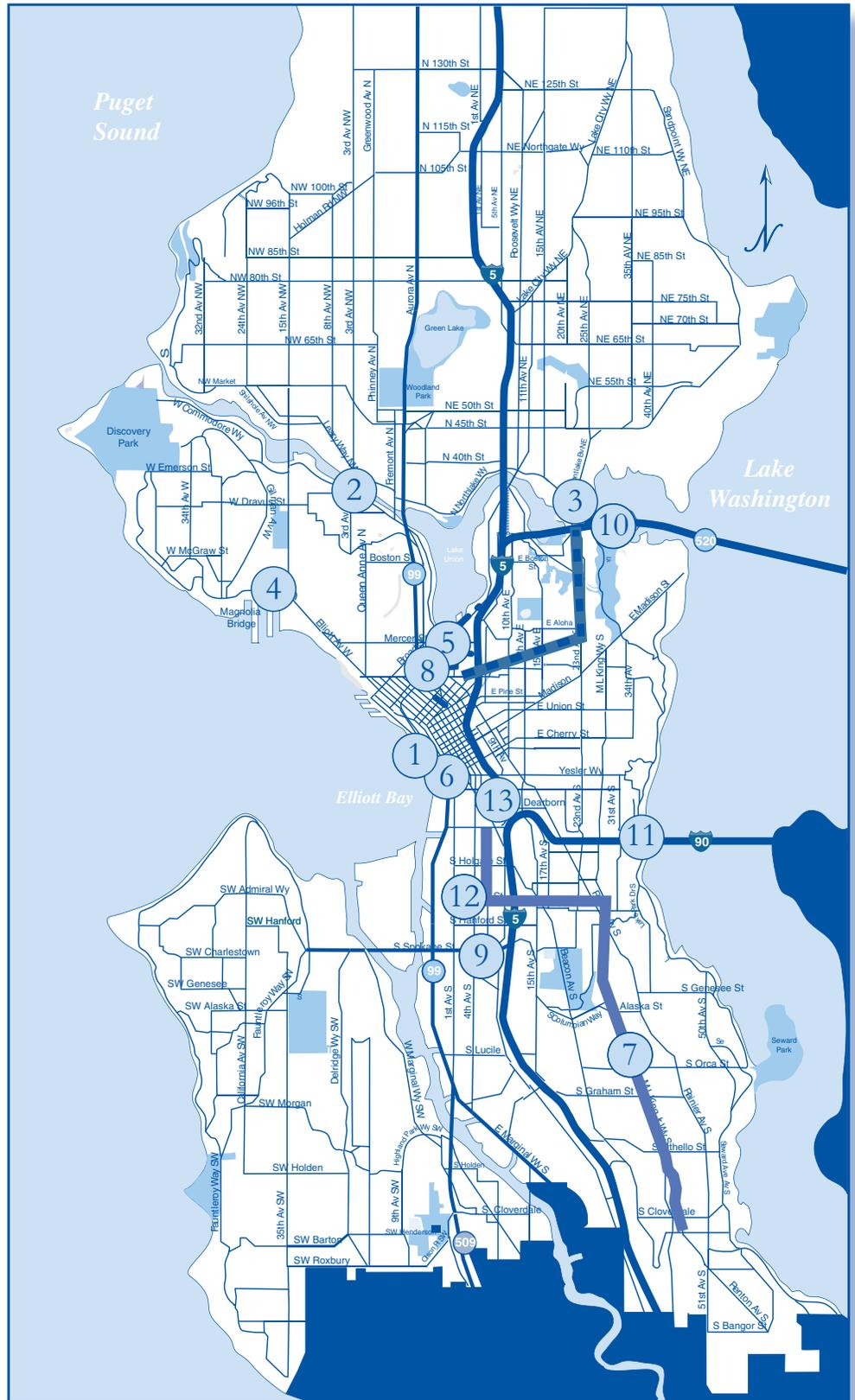
The state will use a design/build approach to the work, which begins in the fall of 2008, with completion expected by the third quarter of 2010. SDOT will work with the state to ensure quality urban design features are implemented.

* This project is funded in part by the Bridging the Gap transportation initiative.

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

Major Projects Locations

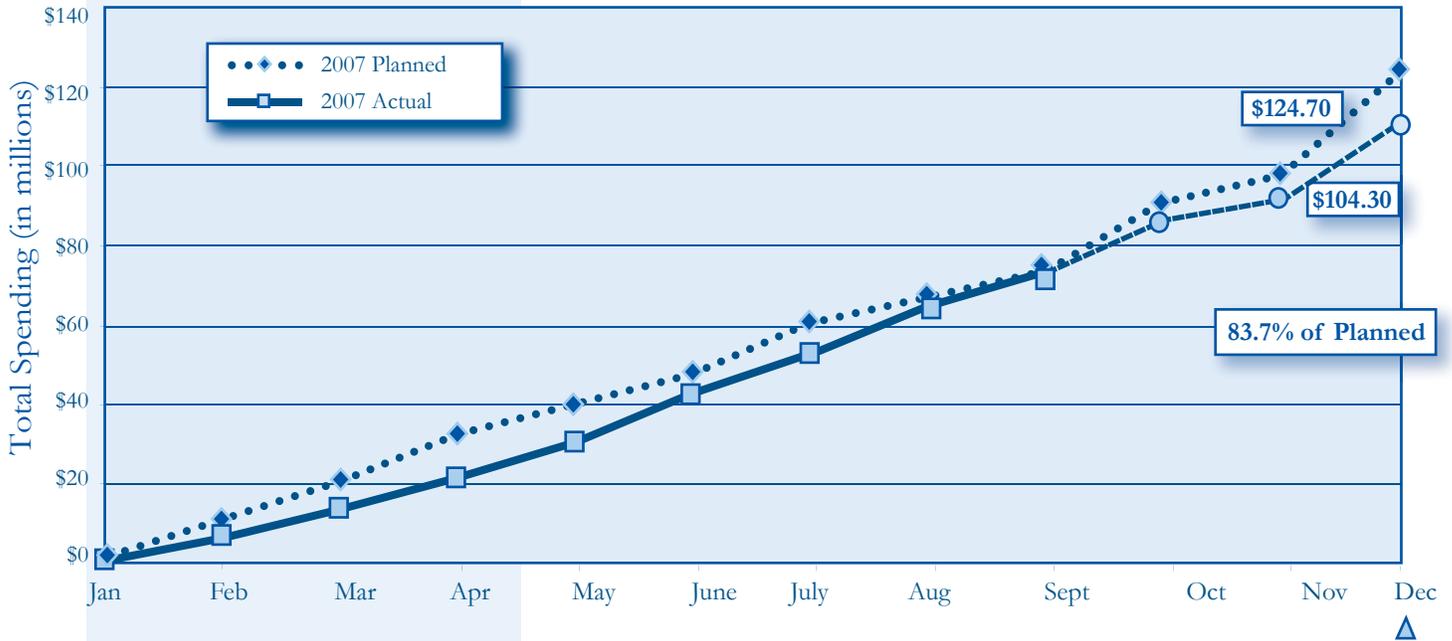
- ① Alaskan Way Viaduct/Seawall Replacement Project
- ② Fremont Bridge Approach Replacement
- ③ University Link Light Rail
- ④ Magnolia Bridge
- ⑤ Mercer Corridor Project
- ⑥ King Street Station
- ⑦ Central Link Light Rail
- ⑧ South Lake Union Streetcar
- ⑨ Spokane Street Viaduct Widening
- ⑩ SR-520 Evergreen Point Bridge
- ⑪ I-90 Two-Way Transit
- ⑫ South Lander Street Grade Separation
- ⑬ SR-519 Surface Street Improvements



2007 Capital Projects Status

Most capital improvement projects are multi-year in nature. The graph below is a snapshot of the expenditure plan SDOOT proposed for 2007. The graph indicates that the projects in the capital program achieved 83.7 percent of the expenditure goal. These numbers reflect the final costs that were booked in 2007.

Dollars Spent vs Planned Spending - Fourth Quarter 2007



General Notes for 2007 Capital Project Reports

Data for planned total costs are linked to the 2007 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 2007. The budget amounts reflect available funding for the life of the project, as published in the 2007 Adopted Capital Improvement Program (CIP). The few annual programs identified separately reflect only planned 2007 budgets and costs through December 31, 2007.

2007 Capital Projects Status

2007 Capital Improvement Project Costs Detailed by Phase
Data as of December 31, 2007

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		25	0	1,393	1,418	12,848	11,698	14,266	13,116	Construction complete. Project in close out.
Alaskan Way Viaduct/ Seawall Environmental Impact Study		3,929	3,939	57,701	14,898	0	455	61,630	19,291	
Arterial Asphalt and Concrete Program		0	0	3,075	3,281	15,833	12,907	18,908	16,189	Completed the design for 5 contracts. Expect to go to bid on 4 contracts in the 1st Quarter 2008.
Aurora Transit, Pedestrians and Safety Improvements		99	273	3,882	2,168	15,115	0	19,096	2,442	
Belltown/Queen Anne Connections - Thomas St.		33	33	1,227	752	5,040	0	6,300	785	
Bridge Rehabilitation and Replacement		0	142	7,099	211	21,337	0	28,436	353	
Bridge Seismic Retrofit Phase II		213	403	5,679	11	10,078	0	15,970	415	
Burke-Gilman Trail Extension		377	385	5,554	4,808	15,761	4,384	21,692	9,577	11th NW to Locks and NW 60th to Golden Gardens segments are in design and the Locks to NW 60th segment is in close-out.
Chief Sealth Trail		0	0	1,685	1,752	2,250	1,494	3,936	3,246	
Downtown Seattle Bus Layover		368	84	60	0	415	0	843	84	
Downtown Seattle Transit Tunnel Closure Mitigation		65	65	1,551	1,524	7,464	6,985	9,080	8,574	
Duwamish Intelligent Transportation Systems		851	917	804	876	6,673	2,592	8,329	4,384	
Fremont Bridge Approaches & Electrical Major Maintenance		782	782	7,337	6,323	33,669	27,883	41,788	34,988	The bridge work reached substantial completion. Work on the mechanical systems continue.
Greenwood Avenue N		60	23	742	502	5,013	160	5,815	685	Project reached 60% design. Construction is expected in the summer of 2008.
Intelligent Transportation System (ITS) Plan Implementation		44	133	1,048	721	7,586	1,005	8,678	1,859	
King Street Station Multimodal Terminal		0	102	5,000	1	7,500	0	12,500	103	

* cost in thousands

2007 Capital Projects Status

2007 Capital Improvement Project Costs Detailed by Phase
Data as of December 31, 2007*

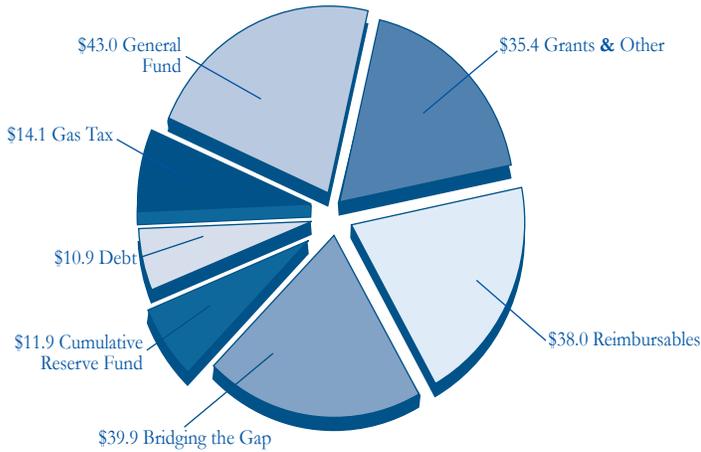
Project Title	Status	Planning		(includes environmental and acquisition) Design		(includes close out) Construction		Total Project Cost		Comments
		Plan	Actual	Plan	Actual	Plan	Actual	Plan	Actual	
(\$ in thousands)	P=Planning D=Design C=Construction C/O=Closed out O/H=On Hold									
Lake Union Ship Canal Trail - Phase II		166	204	2,307	2,695	3,079	194	5,552	3,094	
Magnolia Bridge Replacement Project		1,699	1,699	37,294	6,568	157,000	0	195,993	8,267	This project is currently funded only for completion of the environmental work, and approximately 60 percent design. The department is seeking a funding package for the construction from various federal, state and local sources.
Mercer Corridor Project		2,315	1,395	32,280	14,500	80,315	3	114,909	15,898	Proposition 1, which would have provided funding for this project, did not pass. A new project funding plan will be evaluated in the 1st Quarter of 2008.
Mountains-to-Sound Greenway Trail		0	0	712	212	4,491	0	5,203	212	
NE Northgate Way Intersection and Pedestrian Improvements		0	20	1,200	348	0	0	1,200	368	
Parking Pay Stations		0	0	0	0	13,713	11,691	13,713	11,691	
S Jackson Arterial Improvements		15	15	590	573	2,108	1,860	2,713	2,448	Construction for the project is complete and the project is in close out.
South Henderson Street Improvements		0	0	454	547	1,566	1,370	2,020	1,917	
South Lake Union Streetcar		597	796	6,143	5,530	42,561	46,997	49,300	53,323	Opened December 12, 2007.
South Lander St Grade Separation		260	260	24,450	2,043	46,450	0	71,160	2,303	Proposition 1, which would have provided funding for this project, did not pass. A new project funding plan will be evaluated in the 1st Quarter of 2008.
Spokane Street Viaduct		0	0	8,506	5,422	145,756	0	154,262	5,422	Proposition 1, which would have provided funding for this project, did not pass. A new project funding plan will be evaluated in the 1st Quarter of 2008.
SR-520 Project (Trans-Lake Washington)		653	80	1,093	473	0	0	1,746	553	

General Notes: Budgeting for a specific planning phase was not a routine practice until preparation of the 2004 TCIP.
Some projects did identify a planning stage, and costs have been tracked for planning.

* cost in thousands

2007 Budget

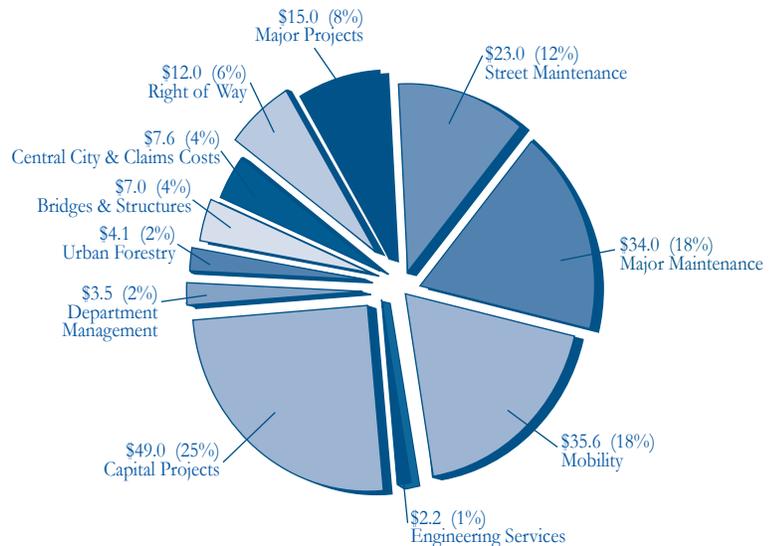
SDOT 2007 Revenues: \$193.2 million
(\$ in millions)



The 2007 revenues and expenditures budget was approximately \$16.1 million greater than in 2006. The change was due to the Bridging the Gap funding initiative which provides additional resources for pedestrian and bicycle improvements, transit and freight mobility improvements, and rebuilding the city's streets and bridges.

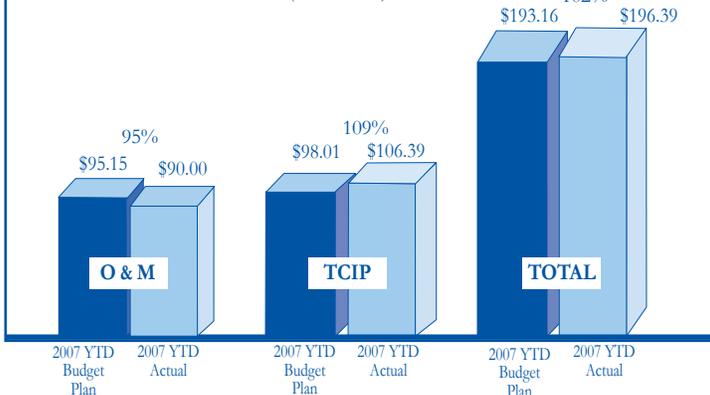
Major expenditures reflecting a change from 2006 included: completion of the Seattle Streetcar-South Lake Union line; replacement of the Fremont Bridge Approaches and the electrical and mechanical system upgrade; construction of the Golden Gardens segment of the Burke-Gilman Multi-use Trail; design work for widening the Spokane Street Viaduct and construction of an off-ramp at 4th Avenue South; designing the improvement of the Mercer Corridor; planning for replacing the Alaskan Way Viaduct and improving a traffic management plan should the Alaskan Way Viaduct temporarily close due to an unplanned emergency.

SDOT 2007 Budget: \$193.2 million
(\$ in millions)



SDOT 2007 4th Quarter Budget Expenditures vs. Planned

(\$ in millions)



Increased expenditures included the expanded Bridging the Gap arterial asphalt resurfacing program and more funding for bicycle and pedestrian improvements. There are increased expenditures in annual programs such as the Bike Master Plan Implementation, Sidewalk Development, Sidewalk Safety Repair, and the Neighborhood Street Fund/Cumulative Reserve Fund neighborhood programs.

By the Numbers

Please Note: *Items that are fully or partially funded by the Bridging the Gap transportation levy are shown in italics.* Information extracted from reports available as of 12/31/07. Figures may fluctuate from quarter to quarter due to weather and cost of the work at the time.

	YTD
Bikes and Pedestrians	
<i>Bike lane and "sharrow" miles striped (miles)</i>	20.70
<i>Bike route signs installed</i>	69
<i>Pedestrian/Bike trails</i>	2
<i>Trail maintenance requests completed</i>	25
Pedestrian and bicycle spots improved	67
Bike racks installed	147
Bike maps issued	18,800
<i>New sidewalks built (blocks)</i>	13
<i>Sidewalk blocks rehabilitated</i>	14
Pedestrian walkway improvements	7
New single crosswalks installed	7
<i>Crosswalks remarked</i>	789
Curb bulbs installed	3
Curb ramps constructed	381
Curb ramps retrofitted	0
Stairways (retrofit)	8
<i>Walking routes to schools improved for safety</i>	1
<i>Signage of school zones improved</i>	26
Bridges	
<i>Bridge repairs completed</i>	170
Bridges painted	1
Parking	
Pay stations installed	220
Pavement	
<i>Lane miles paved</i>	27
Potholes filled	38,215
Traffic	
Traffic control plans reviewed for construction projects or special events	4,648
Traffic calming devices constructed	5
Traffic circles installed	6
Lane- miles of pavement restriped	1,578
<i>Regulatory traffic signs replaced</i>	6,286
<i>Street name signs replaced</i>	1,043
Traffic signs maintained	31,213
<i>High collision locations investigated</i>	52
<i>Safety improvements designed for high collision locations</i>	23
<i>Safety improvements made for high collision locations</i>	12
Traffic Signals	
<i>New traffic signals installed</i>	8
Traffic signals optimized	193
<i>Left turn signal improvements evaluated</i>	34
<i>Left turn improvements installed</i>	6
<i>Pedestrian countdown signals installed</i>	26
Trees	
<i>Street trees planted*</i>	681
<i>Street trees pruned</i>	2,320
Tree pits restored	91
Other	
SDOT public website visits	2,357,812
Street Use permits issued	18,689
Grants/appropriations/authorizations received	\$6,449,013
Grants/appropriations/authorizations submitted for future funding	\$22,584,368
Percentage of contracts issued to women and minority business enterprises for Goods and Services**	11.4%
Percentage of contracts issued to women and minority business enterprises for Consultants and Subcontractors**	10.9%

*SDOT either plants or facilitates

**Dollars expended with WMBE vendors are reported based on actual payments in the current year.

Seattle Department of Transportation

700 5th Avenue, Suite 3800

PO Box 34996

Seattle, WA 98124-4996

www.seattle.gov/transportation

