

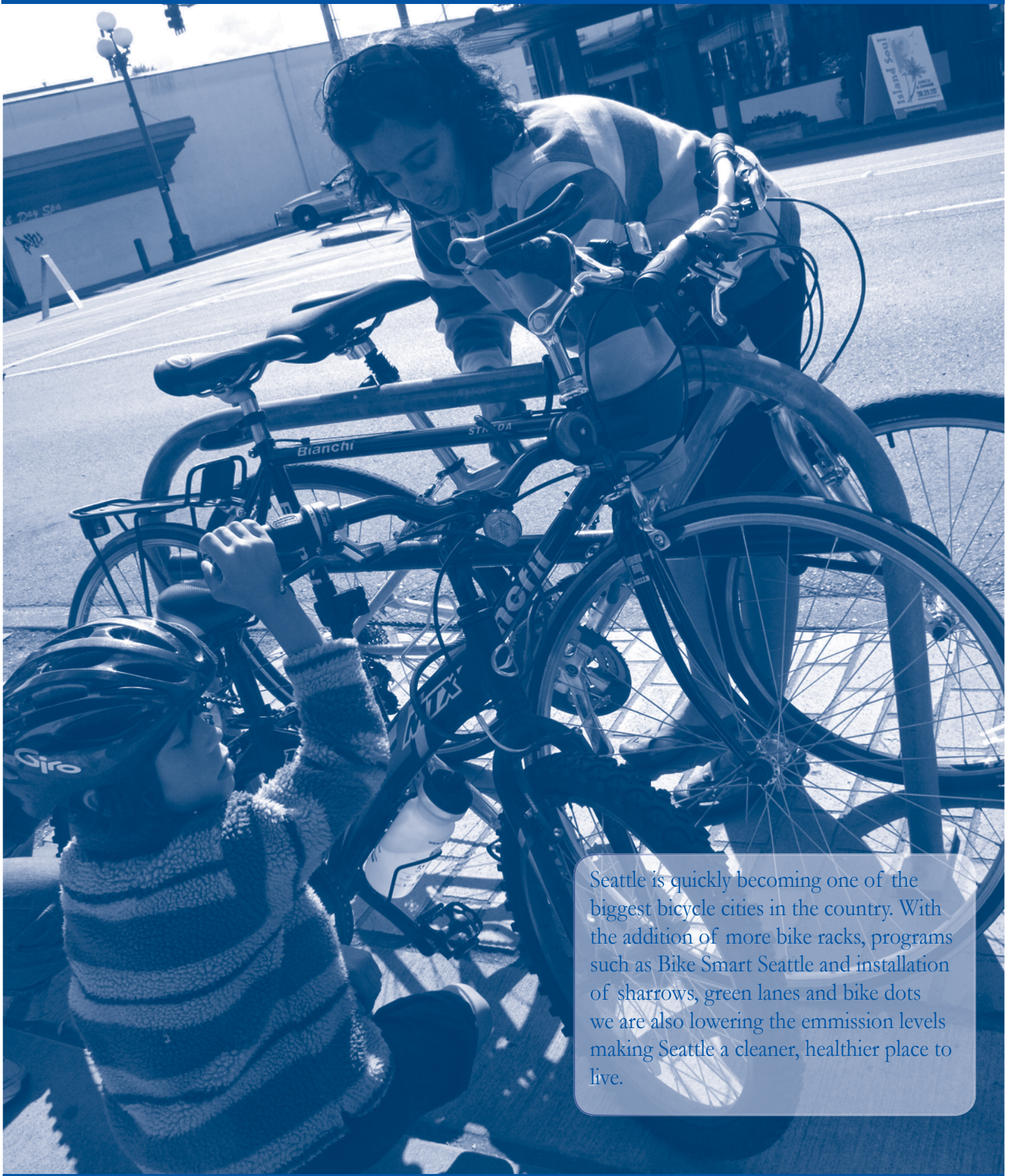
Greg Nickels, Mayor  
City of Seattle

Grace Crunican, Director  
Seattle Department of Transportation

# 2008 Annual Report







Seattle is quickly becoming one of the biggest bicycle cities in the country. With the addition of more bike racks, programs such as Bike Smart Seattle and installation of sharrows, green lanes and bike dots we are also lowering the emmission levels making Seattle a cleaner, healthier place to live.

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# Notes from the Director



Grace Crunican,  
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.*

In 2008 the Seattle Department of Transportation (SDOT) worked aggressively to improve all facets of our city's transportation system. With guidance from Mayor Nickels, we are ensuring that people and goods can efficiently move throughout Seattle via road improvements, bicycle system enhancements and new pedestrian facilities.

Last year the department continued its work to enhance the city's system of roads. In addition to the 41 lane-miles of arterials repaved in 2008, SDOT also improved nearly 39 lane-miles of residential streets in Columbia City, Cedar Park and North Mathews Beach. This work is augmented by the constant striping, signage, signal and pavement maintenance work our crews perform through the year.

However, transportation is more than just paving and SDOT is striving to make Seattle the most bike-friendly city in the nation. Guided by our Bicycle Master Plan, we added 36 lane-miles of bike lanes and sharrows, four trail segments, and 11.5 miles of bike route signs. The city also approved the funding to abolish the Burke-Gilman Trail's "Missing Link," which will complete the trail from 11th Avenue NW all the way to the Ballard Locks. As a sign of how far we have come through our bicycle work, the city was named in 2008 a gold-level Bicycle Friendly Community by the League of American Bicyclists.

We also continued to improve pedestrian facilities and enhance pedestrian safety over the past year. SDOT fully delivered on every 2008 pedestrian commitment, including remarking 1,077 crosswalks, repairing 24 block-faces of existing sidewalks, and building 15 block-faces of new sidewalks. Seattle is the safest big city in America for pedestrians and this work allows residents to continue to walk in safety and comfort.

I would like to thank the residents of Seattle for their ongoing support of transportation improvements through Bridging the Gap. Much of the work accomplished by SDOT would not have been possible without these voter approved funds. These resources allow us to rebuild our aging transportation infrastructure and make investments that will serve Seattle well for the years to come.

A handwritten signature in black ink that reads "Grace Crunican". The signature is written in a cursive, flowing style.

Grace Crunican

# Highlights of 2008

## Bridging the Gap Overview



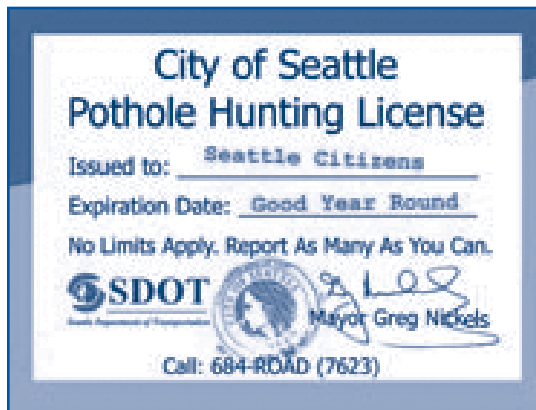
Seattle voters passed a nine-year, \$365 million transportation levy for maintenance and improvements known as Bridging the Gap (BTG) in 2006. The levy

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.

In 2008, SDOT paved more than 41 lane-miles of roads, restriped 1,349 lane-miles of arterials, and replaced street name signs at 1,076 intersections. In addition, we remarked 1,077 crosswalks, repaired 24 block-faces of existing sidewalks, and built 15 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.

## Open Season on Potholes

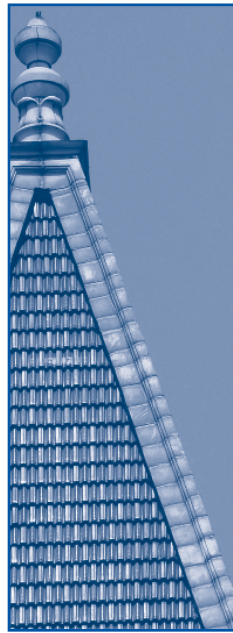


Mayor Greg Nickels declared a week in March to be “open season on potholes” saying, “the only good pothole is a filled pothole.” During spring, seemingly overnight, potholes

appear to burst forth in large numbers on streets with cracked or worn pavement that have been weakened during the winter by heavy rainfall and freezing temperatures. To encourage everyone

to call in and report potholes, the Mayor offered drivers a “license to fill.” Extra crews were standing by to fill the increased number of potholes reported during the first few days of the “Open Season” campaign. SDOT’s Pothole Rangers continued to fill potholes throughout the year within 48 hours from the time they were reported. As the overall condition of our streets improves, thanks to Bridging the Gap funds, we should be seeing fewer holes on arterial streets.

## King Street Station Clock Tower



King Street Station has been serving rail passengers since it opened in May 1906. It was designed by Reed and Stem, a firm that created many of our nation’s rail stations, including New York’s Grand Central Terminal and the Tacoma Union Station. Its signature clock tower, at 245 feet tall, is modeled after the clock tower at Piazza San Marco in Venice, Italy. It was the highest building in Seattle until the Smith Tower opened in 1914.

A little known fact about the clock tower is that it has a glass tile roof made up of the single largest application of these historic tiles in the nation. After over 100 years of ultra violet light exposure, the once transparent roof tiles have acquired a lavender color. A number of them are broken and the production of these glass tiles ceased decades ago. Fortunately, through working with the original manufacturer, SDOT was able to secure enough salvaged glass tiles from a storage facility in Colorado to repair the glass roof. When illuminated at night, it will once again serve as a beacon for locals and travelers.

## Care-free Car Free Days of Summer



In 2008, the city piloted Car Free Days. Car Free Days were part of Mayor Greg Nickels’ campaign to encourage people to drive 1,000 miles less a year. Hosting car free day events is a national movement; cities participating with similar events include New York, Chicago, San Fran

# Highlights of 2008

cisco and Portland. Cities use the events to promote alternate ways of traveling smart, green living and quality of life. Streets in three Seattle neighborhoods were opened to pedestrians and bicyclists instead of cars. People were invited to come out, have fun, support their local businesses and experience their streets in a new way. Activities included street chalking, biking, live music, hula hoop lessons and more.

## Green Bike Lanes Have Arrived



SDOT has installed green bike lanes at 16 locations in Seattle, with more planned for 2009. Green bicycle lanes highlight conflict areas - where bicycles and cars cross paths. Intended to reinforce good behavior for all road users, when either a bicyclist or

a driver sees a green bicycle lane, they should pay extra attention. Bicyclists and motorists should follow the rules of the road as if there were a bicycle lane with no green coloring.

## New Directional Signs Guide Bicyclists around Seattle



The Bicycle Master Plan established new guidelines for bicycle route signs. This year, SDOT installed route signs along the Arboretum bypass and Dexter Avenue from downtown to Fremont. Bicycle route signs help guide bicyclists along city streets and trails to destinations such as neighborhood shopping areas, regional parks and transit stations. The hope is that the new signs will be adopted by jurisdictions throughout the Puget Sound to create a regional system of signed routes.

## Seattle Receives Bicycle Friendly Community Award

In September, the League of American Bicyclists presented Mayor Greg Nickels the Bicycle Friendly Community award. This award recognizes municipalities that actively support bicy-



cling. Executive Director Andy Clarke presented the award in front of an audience of 800 people at the international Pro-Walk Pro-Bike conference held in downtown Seattle. Seattle received a “gold” rating and joins a group of only twelve cities who have been designated as

gold or platinum level recipients of the award.

## Pedestrian Master Plan Nears Completion

The Pedestrian Master Plan (PMP) defines actions to make Seattle the most walkable city in the nation by meeting four goals: safety, equity, vibrancy, and health.



Survey responses and roundtable discussions with diverse groups of Seattle residents and other

stakeholders provided important background for the plan. The team created a snapshot of Seattle as a walking city, and developed a toolbox of strategies and actions to address common pedestrian concerns. The toolbox collects local and national best practices on enforcement, education, design and engineering, encouragement, equity and health, planning and land use, and funding.

Improvements such as sidewalks, paths, signals, and crosswalks have been identified and prioritized through a data-driven process that accounts for pedestrian demand, race and social justice characteristics, and transportation and land use.

Bridging the Gap provided funding for a variety of projects and programs in 2008: pedestrian crossing flags; in-pavement flashing lights; safe routes to schools projects; pedestrian safety programs for students; wayfinding kiosks and signs; and accessibility training workshops for city staff which simulated visual, hearing and mobility limitations.

The PMP will be released for public comment in May 2009.



# Major Projects Update

## Alaskan Way Viaduct/ Seawall Replacement Project

Planning Design Construction

1

After a year-long process that evaluated multiple scenarios for viaduct replacement, the city, county and state agreed to a bored tunnel, along with improvements to city streets, transit, and the waterfront. The partnership, with input from the Stakeholder Advisory Committee (SAC), developed six guiding principles to evaluate the proposed scenarios. After receiving feedback from the SAC, legislators, and business and interest groups, the Mayor, the Governor and the King County Executive jointly recommended replacing the central waterfront viaduct with the Bored Tunnel Hybrid Scenario. The Moving Forward projects saw completion of the viaduct column stabilization at Columbia Street and the start of the Early Electrical Relocation project.

## Alaskan Way Seawall

Work with the Army Corps of Engineers continued on a feasibility study to determine federal funding for the project. Engineering and cost estimates were updated to better account for soil conditions along the length of the seawall. The habitat test panel research project completed its first year of monitoring. Marine growth is covering the panels as expected, and organisms are starting to colonize the panels.

Planning Design Construction

2

## Fremont Bridge Approach and Mechanical & Electrical Replacement

Replacing the approaches to the historic Fremont Bridge began in 2005. By spring 2007, the bridge girders and deck were replaced, the bridge was opened to all traffic, and the electrical and mechanical upgrades began. The electrical and mechanical work was substantially completed in spring 2008. By the end of 2008, all that remained was the installation of historic mitigation elements. A success for the city, the project was completed on time and under-budget, and forged successful relations with the community. The project was awarded the American Consulting Engineers Council of Washington State Gold Award, their highest award, for "Original or Innovative Application of New or Existing Techniques."

Planning Design Construction

3

## University Link Light Rail

Sound Transit awarded preliminary contracts for the University of Washington utility relocation, Capitol Hill demolition work, and the I-5 advance support work. Notice to proceed was issued for the first two contracts; one for the I-5 advance support will be issued in April 2009. All of the bids were below the engineer's estimate. In addition, Sound Transit completed the requirements of the \$813 million Full Funding Grant Agreement with the US Federal Transit Agency (including third party agreements with the city and University of Washington), which will provide roughly half of the U-Link construction costs.

Planning Design Construction

4

## Magnolia Bridge

The design team completed design and construction plans to the 50 percent level. These plans are now on hold until funding to complete the project is identified. The Environmental Assessment (EA) has been drafted and is awaiting final approval of the Biological Assessment and the Cultural and Historic Report, with publication expected in mid-2009. Upon completion of the EA process, most activity on the project will cease; construction is not expected before 2012.

Planning Design Construction

5

## Mercer Corridor Project\*

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. 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 90 percent in May 2008, and SDOT presented the design to the public at a variety of community forums. The Environmental Assessment was published for public review in December 2008 and a Finding of No Significant Impact is expected in April 2009. Right-of-way acquisition is underway, with several properties closing in 2008 and the remainder expected by April 2009. The City Council authorized a new round of funding to complete the environmental, design and right-of-way acquisition work.

Planning Design Construction

6

## King Street Station\*

Ownership of King Street Station was transferred to the city of Seattle in February 2008. SDOT has completed several deferred maintenance projects for the station: the clock was repaired; the leaking station roof was replaced with historically accurate green clay tiles; the microwave structure and dishes were removed; and the clock tower windows were replaced. Work began on replacing the clock tower glass tile roof, which will be completed by spring 2009. The next phase includes the restoration and seismic retrofit of the station. SDOT hired a design team, which has completed the preliminary planning work, and schematic design will start in 2009.

# Major Projects Update

## Central Link Light Rail

Sound Transit completed construction of light rail facilities in the Rainier Valley and started operational testing. Construction of the Beacon Hill tunnel track, systems and station reached approximately 80 percent completion. Sound Transit remains on schedule to open Central Link in July 2009 and the Airport Link extension in December 2009.

Planning Design Construction

7

## Seattle Streetcar

The city completed the Seattle Streetcar Network Development report identifying promising future streetcar lines. One of these lines, the First Hill Streetcar, was funded with voter approval of the Sound Transit expansion plan in November 2008. Seattle celebrated the first year of operation of the South Lake Union streetcar line on December 12, 2008. Over half a million riders took the streetcar during this period, exceeding projections by 30 percent.

Planning Design Construction

8

## Spokane Street Viaduct Widening\*

Design of the Fourth Avenue off-ramp was completed in 2008, as was utility relocation work. The contract was advertised and awarded in December 2008. Construction is expected to begin in February 2009. The ramp will be completed by late 2010.

The Spokane Street Viaduct widening phase reached the 90 percent design milestone in December 2008. The 100 percent plan will be submitted in February 2009, with the goal of starting construction by the summer of 2009.

Planning Design Construction

9

## SR-520 Evergreen Point Bridge

In 2008, SDOT continued to work with project stakeholders to advance the project and address potential impacts to the city of Seattle. Key stakeholders submitted a project impact plan to the state legislature in December 2008. A High Capacity Transit Plan was also completed in 2008; this plan outlines a strategy for meeting the cross-Lake Washington travel demand with an incremental implementation of bus rapid transit service.

Planning Design Construction

10

## I-90 Two-Way Transit and HOV Operations/East Link

Sound Transit and the Washington State Department of Transportation (WSDOT) completed the first of three projects to add High Occupancy Vehicle (HOV) lanes to I-90 between I-405 and I-5. This first project added HOV lanes westbound on the outer roadway between Bellevue Way and 80th Avenue SE on Mercer Island, and made HOV direct access ramp improvements. Sound Transit and WSDOT also completed 90 percent designs for the second project, which will add HOV access ramps and lanes in the eastbound direction between Mercer Island and Bellevue Way. This project will provide improved speed, reliability and access for buses, carpools and vanpools on I-90 between east King County, Bellevue, Mercer Island, and Seattle. The added HOV lanes also set the stage for construction of light rail in the I-90 corridor between Seattle and Bellevue. In November, voters approved funding for the "East Link" light rail extension. In December, Sound Transit completed a Draft Environmental Impact Statement for the extension.

Planning Design Construction

11

## South Lander Street Grade Separation\*

The project was placed on hold in March 2008, pending the availability of funding. This was in response to the failure of Proposition 1 in November 2007, as well as rising project costs.

Planning Design Construction

12

## SR-519 Phase II

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 First 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, bicycle and pedestrian bridge on South Royal Brougham Way over the railroad tracks just west of Third Avenue South, connecting Fourth Avenue South and Occidental Avenue South.

In September 2008, the state awarded the construction contract, using a design/build approach. Construction of the intersection of First and Atlantic will be completed before the Seattle Mariners' first home game in April 2009, at which point bridge construction will begin on Royal Brougham Way. The contractor is scheduled to complete all work in the third quarter of 2010. SDOT continues to work with the state, the Seattle Design Commission, and the contractor to ensure quality urban design features are implemented.

Planning Design Construction

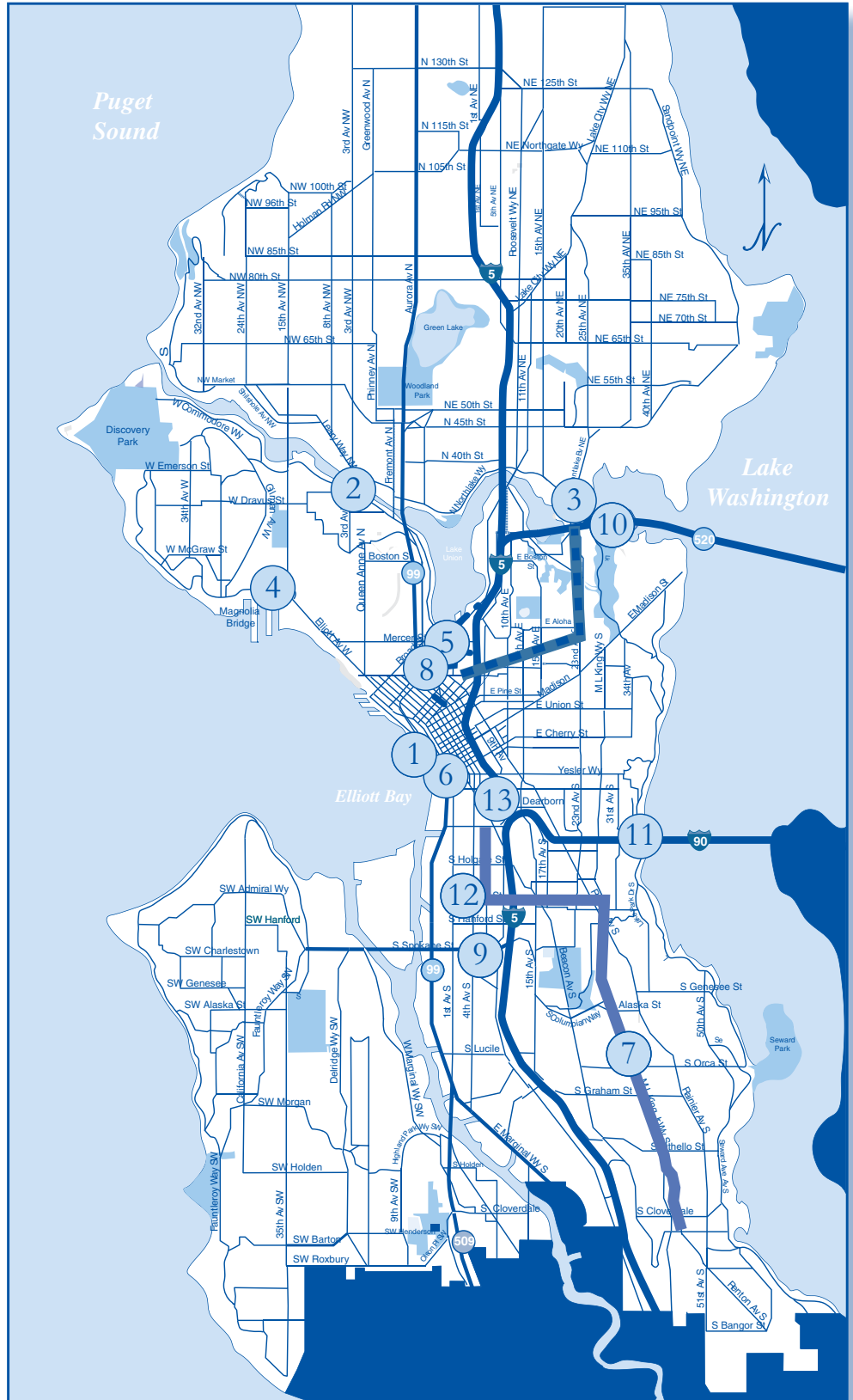
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\* This project is funded in part by the Bridging the Gap transportation initiative.



# Major Projects Locations

- ① Alaskan Way Viaduct/  
Seawall Replacement  
Project
- ② Fremont Bridge  
Approach Replacement  
and Mechanical &  
Electrical Replacement
- ③ University Link Light  
Rail
- ④ Magnolia Bridge
- ⑤ Mercer Corridor Project
- ⑥ King Street Station
- ⑦ Central Link Light Rail
- ⑧ Seattle Streetcar
- ⑨ Spokane Street Viaduct  
Widening
- ⑩ SR-520 Evergreen Point  
Bridge
- ⑪ I-90 Two-Way Transit  
and HOV Operations/  
East Link
- ⑫ South Lander Street  
Grade Separation
- ⑬ SR-519 Phase II



# 2008 Capital Projects Status

2008 Capital Improvement Project Costs Detailed by Phase  
Data as of December 31, 2008\*

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 C=Construction D=Design C/O=Closed out O/H=On Hold									
Alaskan Way Viaduct/ Seawall Environmental Impact Study	<b>P</b> <b>D</b> <b>C</b>	3,925	5,784	24,779	18,197	0	875	28,704	24,856	
Arterial Asphalt and Concrete Program	<b>P</b> <b>D</b> <b>C</b>	0	0	3,068	3,801	32,932	17,584	36,000	21,385	Legislation was approved to accelerate the pavement of critical streets to and through downtown Seattle. All four 2008 projects reached substantial completion, totaling 40 lane miles of new pavement.
Aurora Transit, Pedestrians and Safety Improvements	<b>P</b> <b>D</b> <b>C</b>	526	359	7,7027	2,830	11,418	0	19,671	3,189	
Belltown/Queen Anne Connections - Thomas St.	<b>P</b> <b>D</b> <b>C</b>	33	33	1,479	1,268	4,744	0	6,256	1,301	
Bridge Rehabilitation and Replacement	<b>P</b> <b>D</b> <b>C</b>	0	325	17,446	3,774	87,236	0	104,682	4,099	
Bridge Seismic Retrofit Phase II	<b>P</b> <b>D</b> <b>C</b>	208	2,729	13,163	715	13,298	0	26,669	3,444	
Burke-Gilman Trail Extension	<b>P</b> <b>D</b> <b>C</b>	385	385	6,364	4,948	16,223	6,314	22,972	11,647	The 11th to Locks segment is in final design; 60th to Golden Gardens is substantially complete and open to the public; and the Locks to 60th segment is complete.
Downtown Seattle Bus Layover	<b>P</b> <b>D</b> <b>C</b>	423	202	311	0	0	0	734	202	
Duwamish Intelligent Transportation Systems	<b>P</b> <b>D</b> <b>C</b>	925	917	1,381	1,632	6,241	2,631	8,547	5,180	
Fremont Bridge Approaches & Electrical Major Maintenance	<b>P</b> <b>D</b> <b>C</b>	782	782	7,603	6,344	35,472	29,890	43,857	37,016	Construction for the project is complete and the project is in close-out.
Golden Gardens Emergency Landslide Repair	<b>P</b> <b>D</b> <b>C</b>	0	0	870	691	5,166	1,833	6,036	2,524	
Greenwood Avenue N Street Improvements	<b>P</b> <b>D</b> <b>C</b>	23	23	1,276	1,911	6,514	0	7,813	1,934	
Intelligent Transpor- tation System (ITS) Plan Implementation	<b>P</b> <b>D</b> <b>C</b>	119	133	1,333	2,309	7,218	1,299	8,670	3,741	The project went out for bid advertisement.
King Street Station Multimodal Terminal	<b>P</b> <b>D</b> <b>C</b>	0	589	2,011	132	7,261	1,376	9,272	2,097	
Lake Union Ship Canal Trail - Phase II	<b>P</b> <b>D</b> <b>C</b>	166	166	2,864	2,814	2,465	194	5,495	3,174	

\* cost in thousands



# 2008 Capital Projects Status

## 2008 Capital Improvement Project Costs Detailed by Phase Data as of December 31, 2008\*

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									
Linden Avenue N Complete Streets		0	183	160	110	5,640	102	5,800	395	The first two blocks of sidewalk were constructed between 143rd and 145th.
Magnolia Bridge Replacement Project		1,699	1,699	37,294	7,722	157,000	0	195,993	9,421	
Mercer Corridor Project		2,315	1,395	17,251	20,491	15	3	19,581	21,889	The project reached 100% design in November 2008 and the project's NEPA Environmental Assessment has been released for public review.
Mountains-to-Sound Greenway Trail		0	0	703	271	2,060	0	2,763	271	
NE Northgate Way Intersection and Pedestrian Improvements		0	207	1,200	919	0	0	1,200	1,126	
Parking Pay Stations		0	0	0	0	15,888	14,322	15,888	14,322	
S Jackson Arterial Improvements		15	15	574	573	2,137	1,895	2,726	2,483	Construction for the project is complete and the project is in close-out.
South Henderson Street Improvements		0	0	547	547	1,610	1,506	2,157	2,053	
Spokane Street Viaduct		0	0	18,465	13,368	55,168	131	73,633	13,499	The construction contract for the 4th Avenue off-ramp was awarded in December 2008; and the Spokane Street widening portion of the project reached 90% design.
SR-520 Project (Trans-Lake Washington)		81	274	2,007	486	0	0	2,088	760	

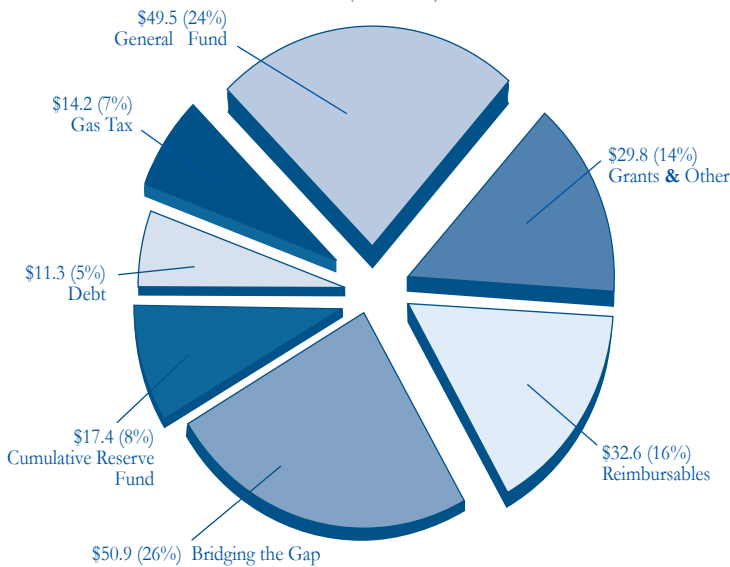
General Notes: Budgeting for a specific planning phase was not a routine practice until preparation of the 2004 TCIP.  
Some projects did identify a planning stage, and costs have been tracked for planning.

\* cost in thousands

# 2008 Budget

## SDOT 2008 Revenues: \$205.7 million

(\$ in millions)

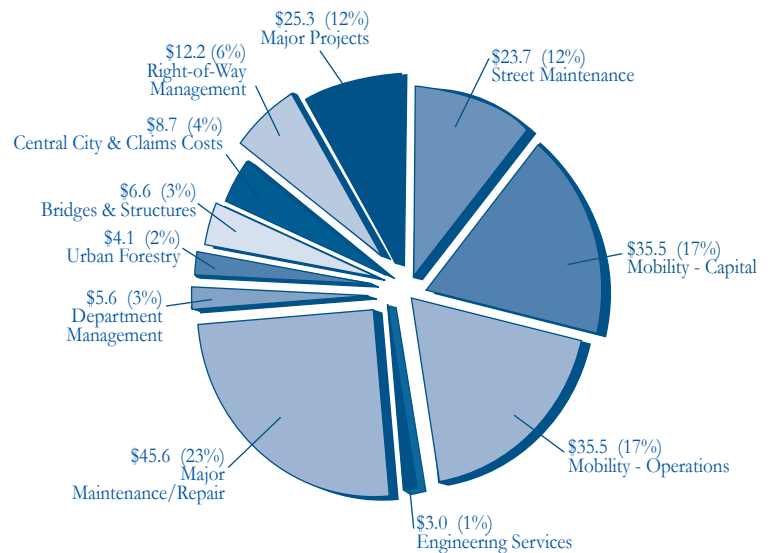


The 2008 revenues and expenditures budget increased by approximately \$12.4 million over 2007. This change reflected increases in the Bridging the Gap (BTG) revenues: the voter approved BTG Property Tax Levy, the Commercial Parking Tax and the Employee Hours Tax. These revenues were targeted to provide additional resources for pedestrian and bicycle improvements, transit and freight mobility improvements, and major maintenance of the city's streets and bridges.

2008 saw significant expenditure increases from 2007 in sidewalk and pedestrian safety programs; corridor improvements; freight mobility; projects associated with the Alaskan Way Viaduct and Seawall replacement; street repairs and drainage improvements mitigating landslide damage to 20th Avenue E; Linden Avenue North Complete Streets; the establishment of a new construction management section in SDOT; and expanded on-street paid parking in the Fremont, Uptown Triangle and Denny Triangle neighborhoods.

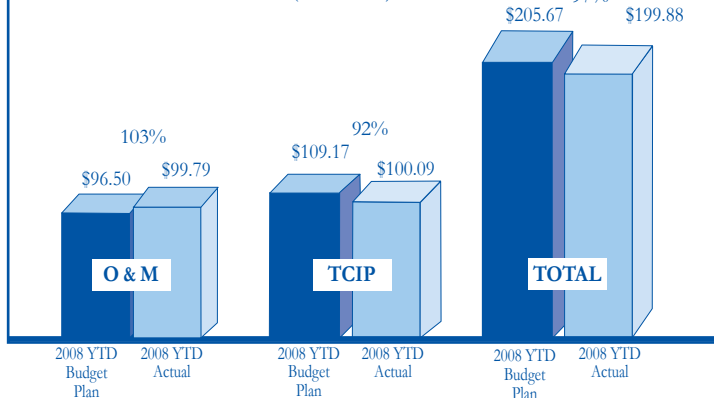
## SDOT 2008 Budget: \$205.7 million

(\$ in millions)



## SDOT 2008 Year to Date Budget Expenditures vs. Planned

(\$ in millions)

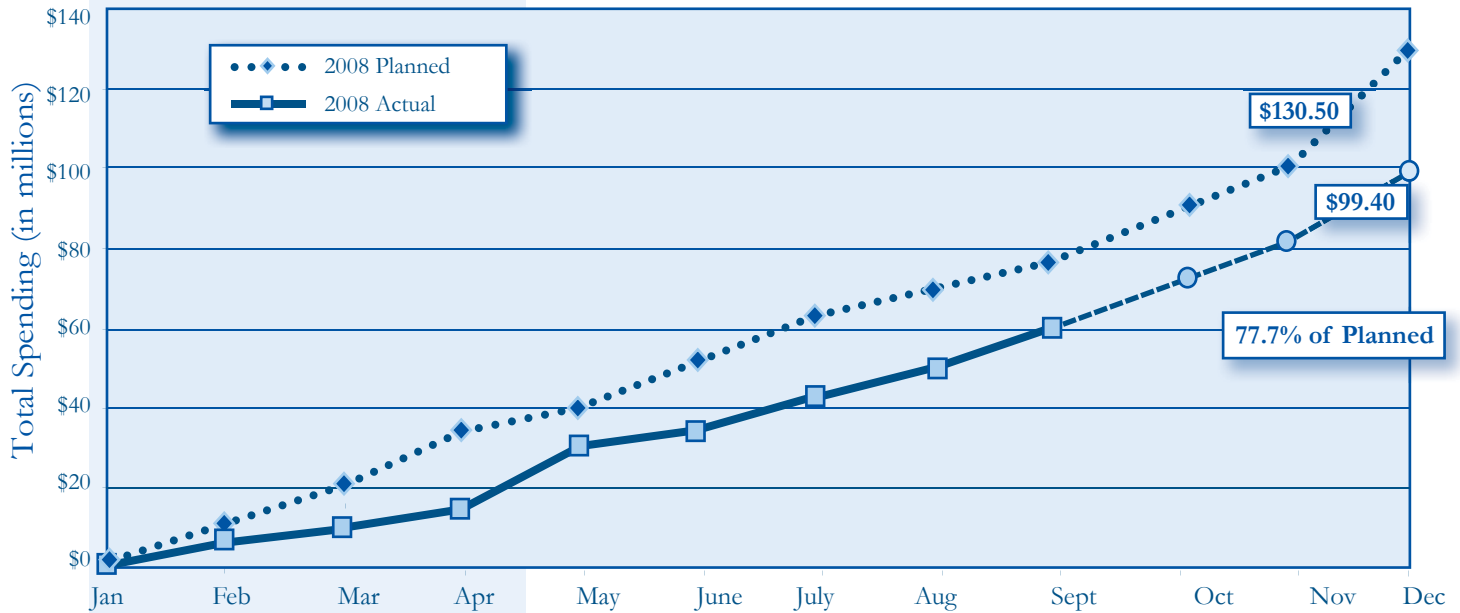




# 2008 Capital Projects Status

Most capital improvement projects are multi-year in nature. The graph below is a snapshot of the expenditure plan SDOT proposed for 2008. The graph indicates that the projects in the capital program achieved 77.7 percent of the expenditure goal. These numbers reflect the final costs that were booked in 2008.

## Dollars Spent vs Planned Spending - Year to Date 2008



### General Notes for 2008 Capital Project Reports

Data for planned total costs are linked to the 2008 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 2008. The budget amounts reflect available funding for the life of the project, as published in the 2008 Adopted Capital Improvement Program (CIP). The few annual programs identified separately reflect only planned 2008 budgets and costs through December 31, 2008.

# By the Numbers

Please Note: Information extracted from reports available as of 12/31/08. *Items that are fully or partially funded by the Bridging the Gap transportation levy are shown in italics.*

	YTD
<b>Bikes and Pedestrians</b>	
<i>Bike lanes and "sharrows" striped (lane miles)</i> .....	36.07
<i>Bike route signs installed (lane miles)</i> .....	11.15
<i>Pedestrian/Bike trail segments completed</i> .....	4
<i>Trail maintenance requests completed</i> .....	24
Pedestrian and bicycle spots improved .....	60
Bike racks installed .....	300
Bike maps issued .....	15,000
<i>New sidewalks built (blocks)</i> .....	15.4
<i>Sidewalk blocks rehabilitated</i> .....	24.21
Pedestrian walkway improvements (blocks) .....	3.5
New single crosswalks installed .....	8
<i>Crosswalks remarked</i> .....	1,077
Curb bulbs installed .....	4
Curb ramps constructed .....	421
Curb ramps retrofitted .....	22
Stairways retrofitted .....	6
<i>Walking routes to schools improved for safety</i> .....	7
<i>Signage of school zones improved</i> .....	76
<b>Bridges</b>	
<i>Bridge repairs completed</i> .....	414
Bridges painted .....	0
<b>Parking</b>	
Pay stations installed .....	276
<b>Pavement</b>	
<i>Lane miles paved</i> .....	41.47
Potholes filled .....	37,114
<b>Traffic</b>	
Traffic control plans reviewed for construction projects or special events .....	3,500
Traffic calming devices constructed .....	15
Traffic circles installed .....	22
<i>Lane miles of pavement restriped</i> .....	1,349.79
<i>Regulatory traffic signs replaced</i> .....	9,424
<i>Street name signs replaced (intersections)</i> .....	1,076
Traffic signs maintained .....	12,131
<i>Safety improvements investigated</i> .....	65
<b>Traffic Signals</b>	
<i>New traffic signals installed</i> .....	5
Traffic signals optimized .....	135
<i>Left turn signal improvements evaluated</i> .....	30
<i>Left turn improvements installed</i> .....	6
<i>Pedestrian countdown signals installed</i> .....	27
<b>Trees</b>	
<i>Street trees planted*</i> .....	923
<i>Street trees pruned</i> .....	3,138
Tree pits restored .....	92
<b>Other</b>	
SDOT public website visits .....	2,439,626
Street Use permits issued .....	22,531
Grants/appropriations/authorizations received .....	\$13,041,850
Grants/appropriations/authorizations submitted for future funding .....	\$124,411,044
Percentage of contracts issued to women and minority business enterprises for Goods and Services** ..	15.9%
Percentage of contracts issued to women and minority business enterprises for Consultants and Subcontractors** ..	14.4%

\*SDOT either plants or facilitates

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



# Seattle Department of Transportation

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