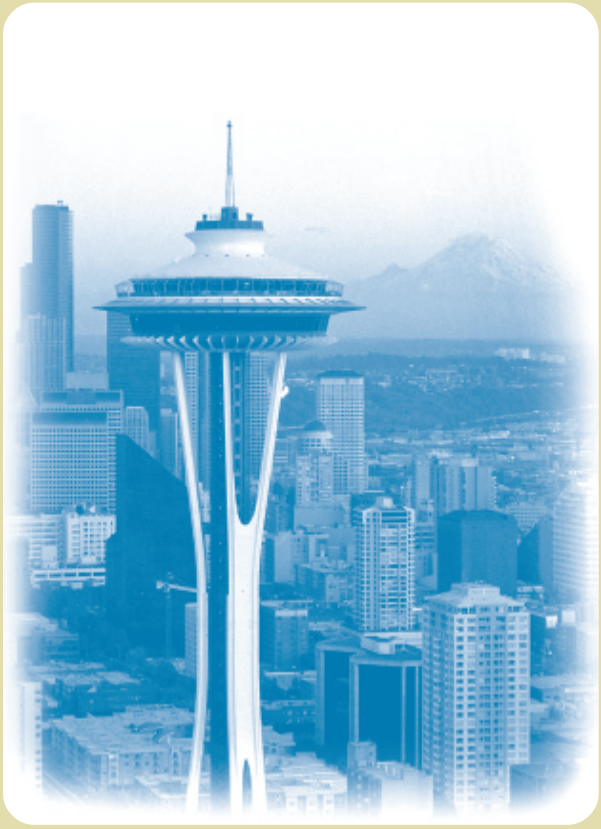
SDOT

Seattle Department of Transportation



2003 Annual Report

Greg Nickels, Mayor,
City of Seattle

Grace Crunican, Director,
Seattle Department of Transportation

"We need to get Seattle moving. That's work we do on several fronts: filling potholes, replacing the Alaskan Way Viaduct, and building transit alternatives to traffic jams."

Greg Nickels, Mayor

Mayor Nickels and friends from Catherine Blaine School celebrating installation of pedestrian improvements that were funded with money raised by parents in the surrounding neighborhood.

From the Director

SDOT

In some ways, the Seattle Department of Transportation lived a tale of two cities in 2003. While we moved forward on major projects such as the Alaskan Way Viaduct and Seawall and Link Light Rail, we also experienced budget cuts that translated to reduced services. Considering our limited resources, 2003 was a year of accomplishments. Despite the City's $24 million revenue shortfall, SDOT took major steps to create a regional transportation system and improved service to our customers.

As a result of SDOT's investments, a great transportation network is taking shape. We are working toward a day when Seattle communities will have various mode options to get around. Once in the center city, residents and visitors will be able to take advantage of "hubs" at King Street Station, Colman Dock and Westlake Center. These busy nodes will link people with buses, light rail, monorail, commuter rail, ferries, pedestrians and bikes. As new modes of transportation come online and links to neighborhoods are established, we can help mitigate construction on the viaduct and seawall. Working with Metro, Sound Transit, Monorail and the Washington State Department of Transportation, we are coordinating center city transportation improvements to keep traffic moving as we implement major transportation improvements.

SDOT is implementing other changes that will dramatically improve service. One example, our Right of Way Management Initiative, will overhaul permitting as our customers know it. This comprehensive approach will coordinate the use of our rights of way to reduce on-street and sidewalk interruptions.

Other advancements in service include new technology that enables staff to log thousands of digital images of Seattle's streets into one database so engineers can investigate road conditions without having to leave their office. The department is also updating our approach to parking. Through a parking management initiative, staff sent out requests for proposals for technology that will make parking easier and more convenient. Using new technology, SDOT hopes to make better use of our limited parking resources.

As SDOT strives to become more "user-friendly," we are operating with fewer resources than we've had in the past. Mayor Greg Nickels and Councilmember Richard Conlin, sponsored the creation of the Citizen's Transportation Advisory Committee (CTAC) to address some of SDOT's short and long-term budget constraints. This group will issue recommendations in 2004.

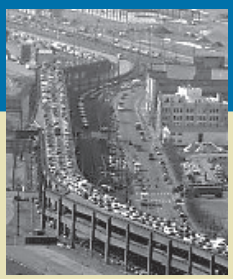
In 2003, SDOT embarked upon a lot of exciting new initiatives. However, there are many who helped get Seattle moving by maintaining what we have. They swept the streets, patched potholes within 48 hours of a request, trimmed street trees to improve visibility, maintained our bridges and yes, kept ice off the streets. While their work is rarely highlighted, these unsung heroes are what keep the City functioning.

As you review this overview of our 2003 activities, know that SDOT continues to be driven by our vision of **a vibrant Seattle through transportation excellence**.

Grace Crunican

Grace Crunican

Major Projects Status



Replacement of the Alaskan Way Viaduct is a top priority.

Alaskan Way Viaduct/Seawall Project

Planning | Design | Construction

Replacing the deteriorating 50-year-old Alaskan Way Viaduct and 70-plus-year-old Alaskan Way seawall is a critical regional and state need as both structures are vulnerable to earthquakes. Project partners WSDOT and SDOT moved the project rapidly through alternatives development, preliminary design and environmental review phases, maintaining a schedule which calls for replacement construction to begin in 2008. $177 million was secured in the state transportation bill that will allow completion of the Environmental Impact Statement (EIS), early right-of-way acquisition and a start on final design.

Five replacement plans are being considered in the Draft EIS process: Rebuild, Aerial, Tunnel, Bypass Tunnel and Surface. The DEIS will be available to the public in March 2004. During 2003, the alternatives were revised to reduce construction costs and duration. All alternatives now connect back to the existing Battery Street Tunnel. Alternatives north of the tunnel now provide lower cost options that fit with the proposed Mercer Corridor project and provide improved east-west connections for all modes across SR99. SDOT worked closely with the US Army Corps of Engineers to establish a federal interest in the seawall portion of the project to qualify for half of the replacement costs from federal sources. The Corps completed a reconnaissance report and authorized proceeding on to a feasibility analysis.

Fremont Bridge

Planning | Design | Construction

The project team completed the Type, Size and Location Study during the first quarter. During the second quarter we negotiated the design phase scope of work and budget for the approach replacement project elements. Soils and environmental activities began during the second quarter and preliminary engineering activities began during the third quarter. The mechanical/electrical system upgrade and bridge maintenance shop reconstruction scope of work was negotiated during the 3rd quarter with notice to proceed on these tasks issued early in the 4th quarter.

King Street Station

Planning | Design | Construction

Opened in 1906, the King Street Station is designated as a national historic landmark. The project will restore the station and convert it to a major multi-modal transportation hub accommodating Amtrak, regional Commuter Rail, inter-city bus service, public transit and the new monorail. The center will improve connections between these modes and regional light rail, streetcar, ferry and nearby water taxi services and will increase access for taxis, automobiles, bicycles and pedestrians. WSDOT awarded a construction contract in mid August that launched the $17 million first phase.

Magnolia Bridge

Planning | Design | Construction

In 2001, SDOT received a $9 million federal grant for the preliminary studies and engineering design to replace the aging Magnolia Bridge that was damaged by the 2001 Nisqually Earthquake. In the summer of 2002, SDOT initiated an extensive public involvement process developing and evaluating alignment alternatives. An Environmental Impact Statement (EIS) is now evaluating a "no action" alternative and three "build" alternatives for replacing this bridge.

2003 Major Projects Status

SDOT paving crews help maintain city streets.

Mercer Corridor

Planning ***Design*** ***Construction***

In 2003, SDOT completed preliminary analysis and conceptual design for a two-way Mercer Street from Fairview Avenue North (I-5 ramps) to Fifth Avenue North. The analysis includes a simplified and shorter connection to South Lake Union and Queen Anne/Seattle Center from I-5, better access and circulation within South Lake Union, improved pedestrian and bicycle access, and new opportunities for transit connections. SDOT issued a request for proposals for consultant services to complete an environmental review process. That process will begin early in 2004 and will further evaluate the environmental impacts of the two-way Mercer Street, as well as an alternative that creates a new crossing of Aurora Avenue at Roy Street.

Monorail

Planning ***Design*** ***Construction***

The Seattle Monorail Project (SMP) issued a Draft Environmental Impact Statement and Public & Industry Review Draft Request for Proposals for the Green Line, a 14-mile monorail system linking Ballard and West Seattle, the Downtown Urban Center, Seattle Center, and industrial centers in SODO and Interbay. The City of Seattle provided comments on these documents and hosted a series of station area planning workshops in neighborhoods along the Green Line. SDOT is managing an interdepartmental program coordinating environmental review; station area planning; design review; permitting; and public works services.

Link Light Rail

Planning ***Design*** ***Construction***

Sound Transit's Link Light Rail Initial Segment from downtown Seattle to South 154th Street in Tukwila moved into construction in 2003. In April and May, a 150-foot deep test shaft was built on Beacon Hill for soils information and to reduce tunnel construction risk. In July and August, Seattle City Light and Public Utilities completed critical advance utility relocations in south downtown. With the Federal Transit Administration's October approval of a $500 million Full Funding Grant Agreement, construction began in earnest with the award of the first two major construction contracts totaling nearly $90 million. In 2003, the City approved several key interagency agreements with Sound Transit, including a long-term agreement on the services to be provided by the City during construction, and a cost-sharing agreement to underground electric utilities in the Rainier Valley.

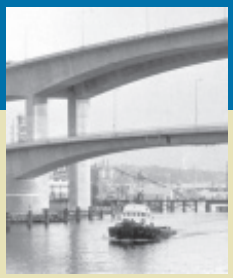
Sound Transit also completed and released a Draft Supplemental Environmental Impact Statement for "North Link" - the extension of light rail from downtown to the University District and Northgate for which the public comment period extends into early 2004 when the City and Sound Transit expect to select a preliminary preferred alternative to complete environmental review and preliminary engineering.

South Lake Union Streetcar

Planning ***Design*** ***Construction***

The proposed South Lake Union Streetcar would provide local transit service to nearby communties and downtown Seattle, connect to the regional transit system , support economic development, and link neighborhoods along the route. In 2003, nearby property owners began exploring creation of a Local Improvement District to help fund more than half of this $45 million project.

Major Projects Status



Spokane Street High-Rise and Swing Bridges provide Port of Seattle access and linkages to westside neighborhoods.

Spokane Street Viaduct Widening

Planning | Design | Construction

SDOT completed relocating major utilities at the surface street level in preparation for the widening of the Spokane Street Viaduct. The widening phase was placed on hold while funding was being sought. Design was also on hold, but staff hopes to resume work in 2004.

SR-519

Planning | **Design** | Construction

This is a multi-agency project lead by WSDOT with the City directing the Phase 1 Surface Street Improvements component. Phase 1 relocates a Burlington Northern Santa Fe Railroad spur track from under the Alaskan Way Viaduct to terminal 37/46 property; provides new signals and channelization of the surface streets between South Occidental and South King streets; relocates and expands the Atlantic/Alaskan Way intersection to the north; and establishes ferry queuing under the AWV.

Project stakeholders and regulatory partners support revisions to the scope of work, including additional access to exclusive truck lanes between Terminal 46 and the Seattle International Gateway Yard to reduce truck traffic at the Atlantic/Alaskan Way intersection and remote ferry holding on Alaskan Way with the addition of a new travel lane along the east side of the street between South Massachusetts Street and Royal Brougham Way. Environmental documents have incorporated these revisions. Final Design Plans and Specifications are nearly complete.

SR-520

Planning | Design | Construction

WSDOT is conducting an Environmental Impact Statement (EIS) on a replacement for SR-520 between I-5 and I-405. The City has been engaged in this process from the technical staff level to the executive committee level. The EIS options include a facility with four, six or eight lanes. These three options would be built so that they could be expanded in the future with two additional lanes for high capacity transit. The fourth EIS option has four lanes, but is not expandable. A major assumption of the project is that the facility will be tolled. In 2003, the City also began working on a neighborhood impact study with a committee of representatives from WSDOT and the neighborhoods of Montlake, Roanoke Park/Portage Bay and north Capitol Hill. The study will take a close look at impacts of the new SR-520 and suggest ways to maintain livability of those neighborhoods.

I-90

Planning | Design | Construction

On July 15, Seattle joined others in the region in supporting a long-term plan to build light rail and HOV lanes in the I-90 corridor. In October, the Sound Transit Board of Directors approved Alternative R-8A as the preferred alternative for the I-90 Two-Way Transit and HOV Project. R-8A adds HOV lanes to the I-90 outer roadways and preserves the center roadway for future high capacity transit. The City believes Alternative R-8A as a stand-alone project is flawed, but supports continued work on it as a first and important step toward the ultimate configuration of I-90 with HOV lanes on the outer roadways and high capacity transit in the center roadway. The City continues to work with regional partners on a Memorandum of Agreement to solidify the region's commitment to this ultimate configuration before completion of the Final Environmental Impact Statement in early 2004.

2003 Major Projects Map

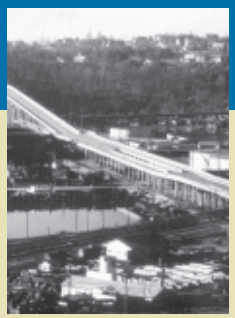
1. Alaskan Way Viaduct
2. Fremont Bridge
3. King Street Station
4. Magnolia Bridge
5. Mercer Corridor
6. Monorail
7. Link Light Rail
8. South Lake Union Streetcar
9. Spokane Street Viaduct Widening
10. SR-519
11. SR-520
12. I-90

By the Numbers

Brick restoration is a part of street reconstruction in historical areas.

Areaways (structural sidewalk and street wall) repaired	6
Areaways historically restored	2
Bike maps issued/distributed	4,864
Bike racks installed	54
Bridges painted	1
Curb bulbs installed	11
Curb ramps constructed	115
Flashing school speed zone beacons installed	24
Maintenance and repairs of bridges and structures	over 500
Miles paved	80.18
New marked crosswalks installed	10
Pedestrian walkway improvements	3
Pedestrian "flop-over" signs installed	6
Potholes paved	51,504
Retaining walls restored	3
Signs maintained	22,025
Sidewalk blocks rehabilitated	14.89
Street trees planted	523
Street use permits issued	15,956
Traffic circles installed	29
Traffic signals optimized	108
Grants/appropriations/authorizations received	$15,789,000
Grants/appropriations/authorizations submitted for future funding	$147,032,000
Percentage of contracts issued to women and minority business enterprises	6.60%

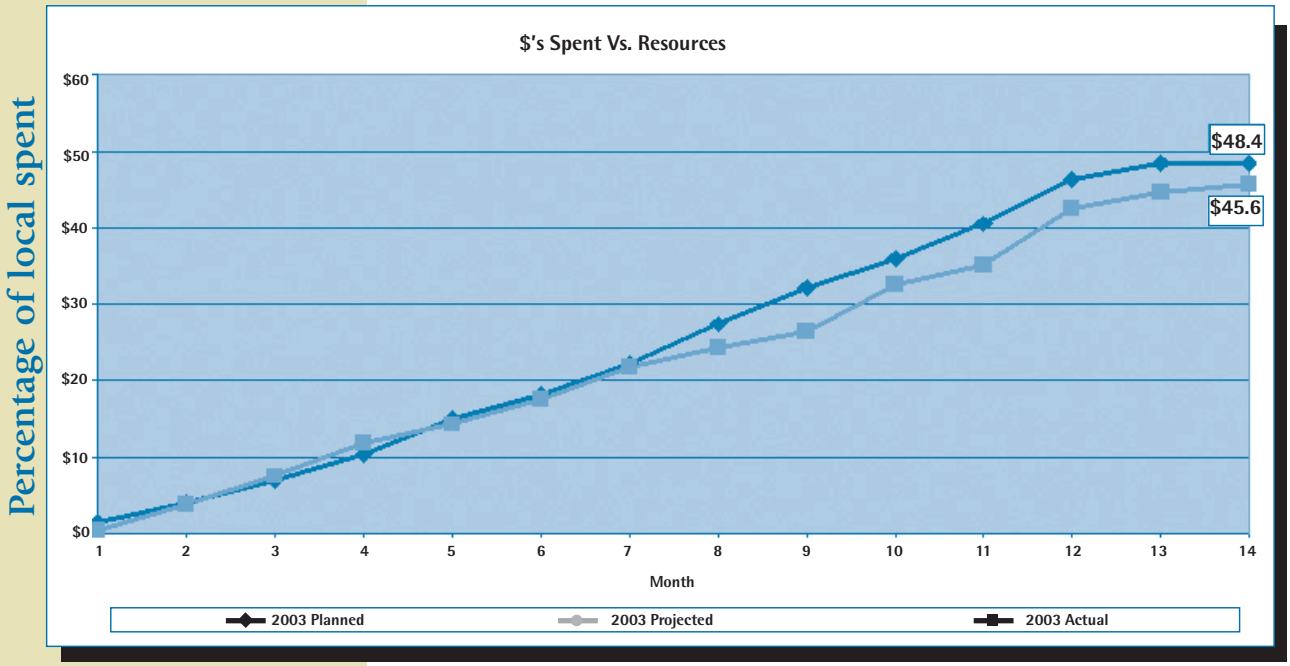
2003 Capital Project Status



Plans are underway to replace the Magnolia Bridge.

Most capital improvement projects are multi-year in nature. The chart below is a snapshot of the expenditure plan the Seattle Department of Transportation proposed in 2003. Overall, the graph indicates that the projects in the capital program are reaching their expenditure goal 94.2 percent of the time. The project breakouts on the following pages show all expenditures from prior years, as well as through December 2003. The budget amounts in the capital project summaries reflect available funding for the life of the project, as published in the 2003 Adopted CIP. The few annual programs identified separately, reflect only planned 2003 budgets and costs through September 2003.

SDOT CIP 2003 Spending vs. Plan



General Notes for 2003 Capital Project Reports on next pages

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.

Data for planned total cost are linked to the 2003 adopted TCIP; data for life-to-date costs are as of December 2003.

Management of the TCIP requires revisions to some project spending plans.

2003 Capital Project Status

Project Title	Status	(design includes planning, environmental and acquisition) Design		Construction		Total Project Cost		Comments
($ figures in thousands)	P=Planning, D=Design, C=Construction	Budget	Expenditure to date	Budget	Expenditure to date	Budget	Expenditure to date	
12th Avenue Development Project	C	385	402	1,490	1,122	1,875	1,526	Project in construction and will finish construction in 3rd Qtr. 2004.
14th Avenue S Street Improvements	P		67				67	SDOT received a grant award during 2003. Project will be designed during 2004. Budget reallocation will appear in 2004 reports.
35th Ave SW Signal & Str Imp	C	709	678	3,574	3,534	4,283	4,212	Project is in construction closeout.
35th Ave. NE Street Improvements	D	1,175	1,025	3,318	0	4,493	1,025	Project will begin construction in 2004.
5th Avenue NE Improvements	P		173				173	SDOT received a grant award during 2003.Project will be designed during 2004. Budget reallocation will appear in 2004 reports.
Alaskan Way Viaduct/ Seawall EIS Study	P	9,867	7,471			9,867	7,471	The EIS is underway and a draft will be published in 2004.
Arterial Asphalt and Concrete Program	C		389	3,422	2,468	3,422	2,857	Because this is a yearly program, the design phase is not separately budgeted.
Aurora Transit Improvements	P		159				159	SDOT received a new grant in 2003, and began scoping and design in late 2003.
Belltown/Queen Anne Connections - Thomas Street	P	860	38	1,490		2,350	38	This project is funded with SPIF and Parks levy funds. It will be in design during 2004.
Burke-Gilman Trail (Locks-Golden Gardens only)	D	3,018	728	4,438	0	7,456	728	Includes two segments planned for future; this segment, Locks to 60th, was delayed by WSDOT environmental review. Construction is planned for 2004 after permit approval.
Chief Sealth Trail	D	313	73	4,060		4,373	73	SDOT will begin design on this project in 2004.
Denny Triangle Improvements	P	200	118	800		1,000	118	SDOT has secured agreement with KC and is awaiting funding from the sale of development credits.
Duwamish ITS	D	1,699	1,337	1,826	499	3,525	1,836	Construction in 2004. Early construction expenditures accommodated business requests and coordination on Spokane Street.
Earthquake 2001 FHWA	C	2,126	2,693	10,068	7,611	12,194	10,304	SDOT will complete the last earthquake repair work in 2004.
Elliott Ave W (15th Ave)	D	710	485	2,895	39	3,605	524	SDOT began construction early to plant street trees with neighborhood involvement.
Enhanced Traffic Management Center	C	777	927	1,160	1,001	1,937	1,928	Project is in construction closeout.
Fremont Bridge Approaches	D	1,050	1,795	27,200		28,250	1,795	TS&L has been concluded and the project is in design; additional scope has been added to the design effort. Design is beyond 30% and construction ad is scheduled for 3rd Qtr. 2004.
Interurban Trail North	D	322	349	974		1,296	349	Project will go to construction in late 2004.
Lake City Way NE MM	D	2,389	2,170	8,313	2,670	10,702	4,840	Early construction is State's paving; SDOT project will reach construction in 2004. The Department has reached a compromise with community business interests on access issues.
Lake Union Ship Canal Trail - Phase II	D	2,412	1,744	3,010	-	5,422	1,744	This budget does not include costs on the already constructed Phase 1. The department purchased the Railroad right of way in 4th Qtr. 2003.

2003 Capital Project Status

Project Title	Status	(design includes planning, environmental and acquisition) Design		Construction		Total Project Cost		Comments
($ figures in thousands)	P=Planning, D=Design, C=Construction	Budget	Expenditure to date	Budget	Expenditure to date	Budget	Expenditure to date	
Leary Way	D	241	672	279	12	520	684	Project advertised in 4th Qtr. 2003 and is under construction.
Magnolia Bridge Replacement Project	P	9,050	2,393			9,050	2,393	Decision to do an EIS accounts for more spending in planning. Phase budgets will be revised in the 2004 TCIP.
Mercer Corridor Project	P	15,394	7,062	23,215	1	38,609	7,063	SDOT will retain a consultant to prepare an EIS for the Mercer Corridor. This is anticipated to take 18 to 24 months and will begin in 2004.
Monorail Implementation Plan	P	2,414	1,455			2,414	1,455	The Monorail Implementation Plan is proceeding on schedule.
North Queen Anne Drive Bridge Seismic	D	353	293	1,085		1,438	293	This FEMA hazard mitigation project is in design currently and will go to construction in 3rd Qtr. 2004.
Phinney Avenue/ Fremont Street Improvements	P	325	273			325	273	The 2004 proposed CIP has full funding for the project ($3.9 m). Design will be completed and construction will start in 2004.
Princeton Bridge Replacement Project	C	428	427	1,864	2,097	2,292	2,524	Project is in construction closeout. Increased costs for additional retaining wall during construction will be covered by transfer.
Retaining Wall Replacement Program	C		129		483		612	The 2003 work on four walls is supported by savings from 2002.
S. Lander Street Grade Separation	P	200	260			200	260	This project funded a Type, Size, and Location study only. Costs increased due to the addition of sites to the planned Lander location.
Spokane Street Viaduct	D	7,049	8,069	18,007	16,281	25,056	24,350	This combines Lower Roadway work with the Spokane Viaduct, but does not show construction estimates for widening work. Funding shortfalls have delayed construction and raised design costs.
So. Jackson AIP	D	315	254	1,268	0	1,583	254	Project will begin construction in 2004.
SR 519 (Formerly Kingdome Access)	D	2,133	3,481	15,325	372	17,458	3,853	Dropping phase 2 of SR 519 required design changes to better accommodate the operations of the Port of Seattle and Washington State Ferries.
SR 520 Project	P	600	26			600	26	WSDOT is moving forward on the EIS for 4 - 6 - 8 lane options to replace the 520 bridge. SDOT is working with WSDOT and neighborhoods on the traffic impacts.
U Way MM Imp's The AVE	C	1,143	1,071	7,934	6,088	9,077	7,159	Project construction completed; savings reallocated.
W S Swing Bridge Cylinders	D	473	1,266	1,627	314	2,100	1,580	Design approach was modified to prequalify bidders for construction. This shifted costs from construction phase into design.
West Lake Union Trail	C	895	922	2,586	3,762	3,481	4,684	Overrun attributable to unanticipated field conditions; project is in construction closeout.

New in SDOT

A crew member installs a pedestrian safety sign in the center city.

Developer's Notices Updated

SDOT Street Improvement staff updated the developer's public notice forms used to advise adjacent properties of upcoming street improvements. This new notice allows adjacent property owners to better prepare and plan their business activities according to the construction information provided.

Credit Cards Now Accepted at Street Use Permit Counter

Now customers have more convenient options to do business with SDOT. Street Use began accepting credit card payments for permits at the permit counter.

More People Thriving with "One Less Car"

In September, the City launched the One Less Car Challenge to encourage Seattle households to try living without their second car (or only car). Residents are empowered and inspired to increase their use of busing, biking, and walking, while reducing car trips. Scores of households have given up one of their cars for a month, and some have even sold a car as a result of the program. King County Metro, Flexcar, and Bikestation have joined the City to provide incentives for the program.

New Bike Map

In December, SDOT's Bicycle Program updated the Seattle Bicycling Guide Map, printing nearly 80,000 copies. The new maps are free to the public at bike shops, libraries, and community centers. Additionally, individuals may order a printed copy either by phoning SDOT, or using the online form.

Artist-in-Residence Generates New Ideas for SDOT

New to SDOT, the Artist-in-Residence worked with SDOT employees to survey the types of work in which the department engages, developed guidelines for specific types of interventions in which to involve artists in the department's programs and projects, and created a demonstration project. The three-part residency was aimed at developing a rational approach to the integration of art projects into the transportation infrastructure.

Environmental Management System Team Makes Strides

In 2002, Mayor Nickels identified transportation as "the number one environmental challenge facing our city and region", and committed SDOT to developing "a state-of-the-art Environmental Management System (EMS) ". In July 2002, SDOT was the first City department to complete a working EMS and begin implementing it. In 2003, the EMS Core Team began working with all operational SDOT units and provided Basic Training to the entire department.

New Additions to Pedestrian Safety

To help raise driver awareness in the 20-mile-per-hour speed zones around schools and at school crosswalks, SDOT installed highly visible flashing beacons on top of the speed zone signs. The beacons flash during the day when children are most likely to be present. Another noticeable safety addition is the in-street pedestrian "flop-over" signs to increase driver compliance with state laws that require cars to stop for pedestrians in marked and unmarked crosswalks. The signs "flop," or return to the upright position, if struck by a car. The signs are placed in advance of school crosswalks.

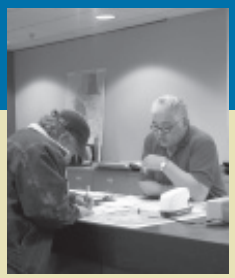
Sign Department Using Environmentally-Friendly Posts

The Signs and Markings department is now installing Telespar posts that are made from 30 percent recycled material, last up to 40 years versus the typical ten-year life of cedar wood posts, reduce the demand on natural resources, and are less prone to vandalism and theft.

SDOT Initiates Quarterly Reports

SDOT began publishing Quarterly Reports that are available online beginning with the third quarter of 2003. These user-friendly reports will help the public track progress on SDOT's projects.

New in SDOT



SDOT Street Use staff provide one-on-one assistance at the customer service desk.

SDOT Participates in TOPOFF 2

SDOT management and support staff participated in the City's federally mandated exercise simulating an anti-terrorism event. Following the successful exercise, the City received an $18 million federal grant for enhanced security.

SDOT Promotes Customer Service

SDOT's vision to promote a vibrant Seattle through transportation excellence pivots on customer service as the top priority. To further that mandate, all SDOT employees participated in intensive four-hour training sessions in customer service and dispute resolution. In addition, SDOT conducted a random survey of 7,000 Seattle residents to determine how the department can better accommodate the transportation needs of its customers.

Condition of Arterial Streets Assessed with New Technology

Periodic assessment of city streets provides the technical basis for determining resurfacing needs and prioritizing major maintenance projects. Deciding which streets will be resurfaced annually is crucial to preventing excessive deterioration that could otherwise lead to extensive and expensive reconstruction. SDOT's Pavement Engineering and Management completely reassessed arterial street conditions in 2003 using an automated data collection system. As part of the data collection, SDOT assembled a comprehensive digital image log of Seattle's arterial street network. SDOT engineers can now "drive" the arterial streets from their desks. This saves time when it is necessary to investigate field conditions and provides a visual record for addressing concerns about roadway conditions.

Right of Way Management Initiative

The Street Use Division began the Right of Way Management Initiative (ROWM) which is a comprehensive approach to improving the City's ability to plan, authorize, coordinate, analyze and communicate use of the right of way. The project goals include enhancing mobility, coordinating City-wide capital planning, and providing efficient operations and maintenance of the City's street and utility infrastructure. Customers can expect fewer delays traveling through construction corridors, reduced permit issuance time, and improved access to information about activities in the right of way. The initiative consists of a Street Use Permitting Redesign, improvement of the ROW Manual, Coordinated Capital Planning, ROW Coordination Redesign, and ROW Response and Education.

Notice of Violation Authority

Sick of getting surprised by work in the right of way? SDOT now has tools to enforce compliance with Street Use rules. Effective last September, the Street Use Section was given the authority to assess civil penalties for non-compliance with SMC Title 15, the Street Use Code. Inspectors are able to issue Notices of Violation (NOV) for up to $500 daily cumulative penalties in cases where voluntary compliance has not been provided.

Mobile Vending

Mobile Vending around the sports stadiums also went into effect last September. This was determined by pedestrian and traffic congestion which is similar to the waterfront and the Central Business District. Stationary permitted vendors will be allowed to continue without modification in their assigned locations; but mobile vendors traveling throughout the stadium area are now prohibited due to ongoing complaints and enforcement problems.

Coordinating Construction

Street Use developed a 2003 Street and Utility Improvement Plan, in which project information for 2003-2005 was compiled from all municipal governments, other government agencies and private agencies and utilities. Information on a total of 1137 project locations was collected and 434 primary and secondary coordination opportunities were identified.

Utility Coordination Matrix Developed to Facilitate Project Tracking

Street Use developed a utility coordination comprehensive matrix to track project status, permitting, paving moratorium, etc. This new tool helps us reach the goal of providing "superior coordination of work in Seattle's streets."

Transportation Strategic Plan Update

The Transportation Strategic Plan (TSP) was adopted by City Council in 1998, and SDOT staff has worked in 2003 on the 5-year update, coinciding with the 10-year update of the City's Comprehensive Plan. The TSP is the Department's implementation plan with strategies, programs and projects to meet the Comprehensive Plan, a 20-year goals and policies document designed to articulate a vision of how Seattle will grow in ways that sustain its citizens' values.

In 2003, SDOT worked with the Department of Planning and Development (DPD) to update the Comprehensive Plan Transportation Element. SDOT staff proposed substantial revisions to better articulate the City's transportation goals and policies, including a staff proposal to move more detailed implementation strategies to the TSP. In the summer of 2004, SDOT staff will continue to work with DPD staff, including participating in community outreach efforts and with the Council review and adoption process in the fall.

SDOT will update the TSP in the spring and summer of 2004 and expects to release a public review draft in the fall, in coordination with the Comprehensive Plan discussion at City Council. The purpose of the TSP update is to bring all of SDOT's transportation planning, project development and performance monitoring resources together into one document. The updated TSP is designed to be easier for elected officials, Seattle citizens, partner agencies, and City staff to use and understand what the department is doing to implement the Comprehesive Plan vision. The TSP will continue to have a specific set of strategies, projects, and programs based on the existing TSP, new projects and programs developed in the last five years, existing neighborhood-based planning resources, and the department's operations and maintenance needs. The TSP will be the department's planning resource to inform the department's budget and CIP.

Staff expects to release a final draft TSP at the end of the year with Council consideration in early 2005.

VISION • MISSION • GOALS

VISION

A Vibrant Seattle Through Transportation Excellence

MISSION

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

GOALS

To achieve transportation excellence we will:

* *Preserve the existing transportation infrastructure and use it to its fullest capabilities.*
* *Move people and goods efficiently and safely, using technology wherever possible to overcome transportation challenges.*
* *Reduce reliance on the automobile and make transit, bicycling and walking convenient and attractive.*
* *Shape future transportation improvements that reflect Seattle's role and connections to the region.*
* *Incorporate environmental excellence into every decision, project and program.*
* *Promote the livability of our neighborhoods and communities.*
* *Provide outstanding customer service to Seattle residents, businesses, neighborhoods, visitors and regional partners.*
* *Guide investments that contribute to the economic vitality of neighborhood businesses and industries in Seattle and the region.*
* *Manage resources wisely with performance measures.*
* *Recruit, train and retain a diverse and multicultural work force and value and respect our employees.*

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