



Memorandum

Date: June 12, 2012
To: Transportation Committee
From: Peter Hahn, Director
Subject: Director's Report

King Street Station's New Ticketing and Baggage Areas: SDOT announced the opening of King Street Station's new ticket and baggage areas, as well as a newly paved turn-around area for buses on the west side of the building. The *Daily Journal of Commerce* and *The Seattle Times* also reported the completion of this work.

What's New for Bicyclists: *The Seattle Times* and the Seattlebikeblog reported that Seattle will receive an electronic cycle counter in July, donated by the Mark & Susan Torrance Foundation and Cascade Bicycling Club, to be located near the Fremont Bridge. One number on the counter will show how many bicycles passed that day, and a second number will show the number of bicycles year-to-date.

Seattlebikeblog.com, thesunbreak.com and myballard.com linked to SDOT's terrific new video, produced by students at the Art Institute of Seattle, that explains green bike lanes and bike boxes.



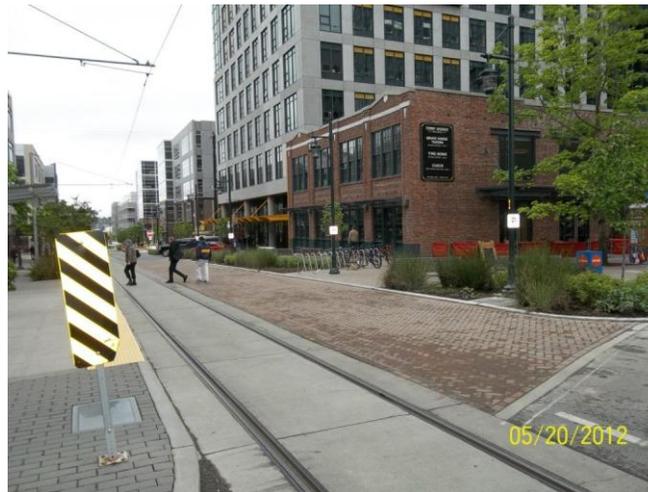
King Tut Honorary Street Name Signs: SDOT has installed King Tut honorary street name signs along Alaskan Way and Broad Street. The signs help pedestrians and others (including those arriving on ferries, cruise ships and The Clipper) find their way to the Pacific Science Center for the King Tut exhibit.



The signs are installed with existing street name signs along Broad St and Alaskan Way. Pacific Science Center is paying for our sign shop crews to manufacture and install these unique signs. The signs were installed this week and will be removed when the exhibit closes in January 2013.

Terry Avenue North Street Improvement Project: Completed Ahead of Schedule -

The installation of concrete pavers on a new road base along specific mid-block sections of Terry Avenue North in South Lake Union reached substantial completion nearly a month ahead of schedule. The three-block project on Terry between Mercer and Thomas Streets is intended to integrate pedestrians more fully into the street by having continuity in paving materials in the street and in the adjacent pedestrian areas, creating a street where pedestrian use takes priority.



Airport Way S. Viaduct Project: Recent highlights of work include completion of the structural steel frame and concrete column patching which improve the strength and durability of the structure. The contractor has nearly completed the ground improvements to the north approach and recently begun improvements on the south approach. Challenges with the

ground work have made keeping to the schedule difficult but crews will soon be working two shifts per day in order to recover the schedule.

The next major milestone will be the pile driving work on the south approach as well as the girder delivery, planned for early June.

Grant Recommendations Begin: The Puget Sound Regional Council's (PSRC) Federal Transit Administration Funding Caucus (FTA Caucus) met to determine its recommendation for distributing \$16.5 million in FTA formula funds managed by PSRC. The FTA Caucus and PSRC staff committee, is recommending SDOT receive a \$850,000 FTA grant to fully fund environmental review and preliminary engineering for the Broadway Extension of the First Hill Streetcar. They also decided to place an additional \$1.25 million for final design of the extension on contingency list. Broadway Extension tied for first place on the PSRC Congestion Mitigation and Air Quality (CMAQ) contingency list. In addition, the Third Avenue Corridor Improvement project, a partnership between Seattle and King County was also recommended for \$3,480,000 in FTA funding. Another project within Seattle was also recommended, the King County Ferry District's Seattle Central Waterfront Passenger Only Ferry Terminal project, for \$600,000.

Seattle's Westlake Cycle Track was the Countywide non-motorized selection committee's top rated project and is being recommended to receive \$1.6 million in CMAQ funds. Another project, submitted by Metro, that we supported, to improve bike access to RapidRide stations was also recommended to receive \$600,000. Seattle and King County's Puget Sound Bike Share application also did well and are tied for second on the committee's recommended contingency list. UW's Burke Gilman Trail project also made it onto the non-motorized contingency list recommendation.

RPEC recommended Seattle's Mercer Corridor West – Underpass Segment project be awarded \$6 million in Surface Transportation Program (STP) funding. Mercer was the region's highest scoring STP project. In addition, two projects SDOT partnered on were selected for funding. Sound Transit's North Link project, a partnership with Seattle and King County, to build the Brooklyn, Roosevelt and Northgate Link stations and improve pedestrian and bicycle access to the stations, was recommended for \$14.6 million of CMAW funding. The project includes funds for SDOT to begin environmental and preliminary design for a First Avenue NE cycle track.

These recommendations have been made at a staff level. All of these decisions still need to be acted upon by the PSRC boards. The boards will make preliminary decisions in July. Public review and air quality analysis will happen over the summer, with final board action in October 2012. Funding will be available in January 2013 after approval of the State Transportation Improvement Program (STIP) by federal agencies.

Spring showers and Summer Streets bring soggy fun to Alki: Live music, basketball, youth chess, craft-making and a kids bike parade were just some of the fun things Seattleites enjoyed

at Alki Summer Streets last Sunday. Over 30 volunteers and SDOT staff helped open the street and keep it safe for people to walk, bike and participate in free activities. The next series of Summer Streets are August 10 in PhinneyWood and August 18 in Rainier Valley.

SDOT hits the road to learn more about bicycling: Throughout May, SDOT staff has been collecting input on bicycling issues, information on where people do bike and where they would like to bike. The effort is part of updating the 2007 Bicycle Master Plan. The first step was to launch online survey (over 2,200 people have taken it so far) and an online interactive mapping tool. From there, informational posters and small cards were delivered to every bike shop in Seattle, community centers, libraries and DON Service Centers. Next, staff participated in Commute Seattle's Bikes & Bagels event, Bike Works Kid Bike Swap, bike stations around the city during Bike to Work Day, Ballard and Alki Summer Streets, and the Seattle Center's Next 50 Mobility Day. Materials and surveys have been translated into six languages and outreach continues through June. Late fall, public engagement starts again when SDOT will share what we have heard and the recommendations we are considering. Learn more about the plan update and outreach at www.seattle.gov/transportation/bikemaster.htm.

Weekly Traffic Camera Usage Update:

Week of: 05/27/2012 to 06/02/2012

Total Camera Images Viewed ("hits"): 1,639,443

Total Visitors Who Viewed Cameras: 172,844

Top 10 most popular cameras this week:

1. West Seattle Bridge @ Delridge Way
2. West Seattle Bridge mid-span
3. 11th Ave SW & SW Spokane Pl
4. W Admiral Way & Chelan Ave
5. SR-99 & S Lander St
6. E Marginal Way S & S Hanford St
7. 1st Ave S & E Marginal Way S
8. 15th Ave W & W Emerson St
9. Aurora Ave N & N 87th St
10. 15th Ave NW & NW 65th St

South Lake Union Streetcar Ridership

With the ridership increases in 2011, the SLU Streetcar is now one of the best-performing routes in Metro's system, as measured by boardings per revenue hour (service hour). The Streetcar is nearly double the average across all Metro routes; has higher boardings per service hour than other routes that serve SLU (8, 17, 70); and has about the same riders per service hour as the Route 358, one of Seattle's busiest Metro routes.

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2011 ridership saw a 30% increase over 2010 ridership. Through May of this year (2012), ridership was up another 15% over 2011 levels to 62.1 boardings per revenue hour on the SLU Streetcar (compared to 36.1 on Metro's motor bus, trolley bus, and DART combined.)