



Memorandum

Date: Tuesday, April 23, 2013
To: Transportation Committee
From: Peter Hahn, Director
Subject: **Director's Report**

Summary of High Priority Activities

75th Street (Traffic)

Road safety is a top priority for the City. Below, there is more information about Northeast 75th Street, the Seattle Department of Transportation's (SDOT) current planned improvements, the Seattle Police Department's (SPD) enforcement efforts, review of DUI laws and practices, and recent citywide efforts.

SDOT 2013 Planned Improvements and Actions:

- Conduct a Road Safety Corridor Project for Northeast 75th Street (see details on opposite page).
- Flashing beacons for the school speed zone will be installed in 2013.
- SPD & SDOT will evaluate installing school zone speed enforcement cameras at this location.
- Pedestrian countdown signal heads will be installed at the school crosswalk signal at 75th and 31st Avenue NE in 2013. (These are the signals that count down the seconds left to cross the street).
- The intersection of Northeast 68th Street and 25th Ave Northeast will be evaluated for a traffic signal.
- The crosswalk at Northeast 68th Street and 25th Avenue Northeast will be remarked with fresh and highly visible paint.

SPD Enforcement Efforts Include:

- Use of the mobile speed van to monitor and cite speeders, (already being done, in response to requests from the Eckstein school community) with a potential for permanent signage regarding its use.
- Temporary use of a speed reader board to alert drivers to their speed.
- Assignment of traffic officers to monitor the corridor (already being done, since January 16th).



Review of DUI Laws and Practices:

- We are currently working with experts, locally and statewide, to review options for potential changes we may advocate for at the state level, as well as local practices that could be modified.

Traffic Data and Existing Conditions:

- NE 75th Street is a two lane arterial street with a 30 mph speed limit.
- A speed study conducted in 2012 at 30th Avenue NE measured the 85th percentile travel speed as 34 mph eastbound and 37 mph westbound. (The 85th percentile speed is a commonly used measure for traffic analysis and represents the speed that 85 percent of drivers are traveling at or below.)
- Between 30th Avenue NE and 33rd Avenue NE, NE 75th Street is posted as school zone, with a speed limit of 20 mph when children are present.
- Parking is restricted on the north side of NE 75th Street from 7am to 9am and on the south side from 4pm to 6pm.
- NE 75th Street (between 25th Ave NE and 35th Ave NE) carries approximately 16,900 cars per day (2011 data).
- No pedestrian related collisions were reported at the intersection of NE 75th Street and 33rd Avenue NE in the past ten years. Five vehicle collisions were reported in the past ten years at this intersection - two in 2003, one in 2006, one in 2010, and one 2011. They were mostly sideswipe and angle/turning collisions.
- Pedestrian countdown signal heads and new east/west left turn signals were installed in June 2011 at NE 75th Street and 35th Avenue NE.
- A new marked crosswalk at 30th Avenue NE at the intersection of NE 75th Street was installed in May 2012.
- School speed zone signs were installed for Eckstein Middle School in 2008.

Recent Citywide Road Safety Efforts:

- Last August, the City launched the Road Safety Action Plan and the "Be Super Safe" outreach campaign, with a long-term goal of zero traffic fatalities and serious injuries. This plan includes engineering, enforcement, education, and evaluation actions that will help reach this goal.
- Later in 2013, we will begin a School Road Safety Analysis and Action Plan, looking at traffic safety on streets near schools, creating a safety education toolbox, reviewing existing policies related to school traffic safety, and creating a plan for installation of more school zone speed cameras.

We are going to work with the community to look at physical changes to the street to bring down speeds and make it safer for students, neighbors and all roadway users. We will determine the specific nature and design elements of these changes through the process described below. Enforcement and education are separate components that will complement this work.

A timeline for this work:

Element	Lead	When
Information Collection	SDOT	Ongoing
<ul style="list-style-type: none"> • Compile traffic data including speeds, volumes, and collisions • Review existing modal plans, neighborhood plans, community greenway proposals and other planning resources 		
Issue Identification Meeting(s) and Outreach	SDOT with Community	April
<ul style="list-style-type: none"> • Hear local ideas and concerns (community meetings, written comments, on-line, etc.) • Discuss goals and objectives • Describe tool box of potential improvements • Share traffic data 		
Conceptual Design	SDOT	May - June
<ul style="list-style-type: none"> • Synthesize community input • Define improvement alternatives based on data and community input 		
Design Alternatives Review Meeting(s) and Outreach	SDOT with Community	July
<ul style="list-style-type: none"> • Review goals and objectives • Share conceptual improvement alternatives • Seek community input via meetings, written comments, on-line, etc. 		
Begin Implementation	SDOT	August 2013
<ul style="list-style-type: none"> • Signs, markings and other short-term improvements 		2013
<ul style="list-style-type: none"> • Civil improvements - Start design in 2013, build in 2014 		2013-2014
<ul style="list-style-type: none"> • Funding strategy for longer term improvements 		2013
Evaluate and Adjust	SDOT	Ongoing
<ul style="list-style-type: none"> • Seek and respond to community feedback • Collect and evaluate speed, volume and collision data at one-year intervals • Make adjustments if needed 		

Delridge Paving Project (Capital Projects): Construction began Wednesday between SW Trenton and SW Thistle streets, on the Delridge Way SW Paving project. For this phase, southbound traffic is detoured west on SW Thistle Street; south on 35th Avenue SW; east on SW Trenton Street; and then back south on Delridge Way SW. As with all phases, northbound Delridge Way SW traffic will be maintained. Crews are starting with saw-cutting the pavement in preparation for removal of old pavement. They will also be installing storm drainage structures along the full stretch. Meanwhile, most

of the in-road work in Phase 1, between SW Henderson and SW Trenton streets, is now complete. Remaining elements include sidewalk and curb ramp improvements, crack sealing, utility coordination and roadway markings. This is a five-phase project, expected to reach substantial completion by the end of the year.

- The Delridge Paving Project improves approximately 1.5 miles of the Delridge Way SW corridor from SW Roxbury Street to SW Orchard Street. In addition to paving, the project includes installation of storm water detention facilities and associated drainage improvements, new and retrofitted curb ramps, and spot sewer repair. The construction cost was bid at \$6.7M and Notice to Proceed (NTP) was issued to the on January 10, 2013 with project substantial completion anticipated in December 2013. Construction has been segmented into five phases to minimize impact to the community
- To date, 0.2 miles of roadway is complete, 58 of 215 days worked, and \$2M spent. Last week, construction transitioned to Phase 2 – between SW Thistle St and SW Trenton St. Phase is scheduled for completion by the end of May.

Mercer Corridor Project West Phase (Major Projects): SDOT got the message out about upcoming construction on the Mercer West Project this week through a media advisory, television and radio interviews, and an open house on Thursday evening. About 75 people attended the open house at Seattle Center, lower attendance than previous project meetings, to review project design and learn about construction that will close two lanes and a sidewalk on Mercer and close one lane in each direction and both sidewalks on Aurora. The Project Team has also met with neighborhood organizations and other stakeholders over the past two months to prepare them for construction. SDOT will give Notice to Proceed to Atkinson Construction next week. Early construction activities will start in April with minor traffic impacts. Mercer will be reduced to two eastbound lanes in May. (Eric Tweit, 4-8834)

- Construction activities on the West Phase of the Mercer Corridor Project will start April 10. The early work includes installing a new signal at the intersection of Republican and Dexter and some site preparation, including tree removals. The signal at Dexter and Republican will be operational by the time Mercer goes to two lanes and we close the northbound off-ramp from Aurora to Mercer (May 20).
- April 22 – Closing the curb lanes and sidewalks on Aurora between Harrison and Aloha, and closing the southbound off-ramp from Aurora to Broad and Harrison streets. The off-ramp closure is permanent. Work includes sidewalk and tree removal.
- May 18-19 - Close Aurora (all lanes) to set up long-term traffic control for construction.
- Starting May 20, Aurora traffic (2 lanes in each direction) will be open and shifted to west side of the bridge over Mercer Street. This will allow the contractor to begin demolition of the east half of the bridge followed by construction of the east half of the new bridge. The sidewalk removals

(beginning April 22) are needed to provide enough room for 4 traffic lanes on the remaining west half of the bridge.

- The northbound off-ramp from Aurora to Mercer & Dexter will be closed.
- May 18-19 - Prepare Mercer Street for lane reductions between Fifth N and Eighth N. Two or three of the four lanes on Mercer will likely be closed over the weekend for this work.
- On May 20, Mercer will have two eastbound lanes between Fifth N and Eighth N. The eastbound lanes of Broad St will be re-opened and will connect to Mercer Street at Eighth Ave N.

Other Activity

Alaskan Way Viaduct Replacement Project (Major Projects): She's here. After a 5,000 mile journey across the Pacific Ocean, Bertha, the world's largest-diameter tunneling machine, has arrived.

Launch pit by the numbers

Number of piles used to build the walls: 226

Pile diameter: Five feet

Pile depth: 100 feet

Launch pit length: 400 feet

Launch pit width: 80 feet

Launch pit depth: 80 feet

Amount of soil excavated: 86,000 cubic yards



2013 Regional Contracting Forum (Major Projects/RJSI): SDOT participated in the 11th annual Regional Contracting Forum at the Convention Center on Tuesday, April 2. The Forum brings together representatives from cities, counties, port authorities, and state and federal agencies so contractors, consultants, and suppliers can network and meet government contracting representatives. This is SDOT's largest contracting outreach event of the year. In past years, the Forum has had as many as 1,000 attendees and this year was just as busy! SDOT was well-represented with staff from Major Projects, CPRS and the Seawall Project's prime contractor meeting with attendees to discuss SDOT contracting opportunities. Project managers for the major projects including the Seawall, Waterfront

and Mercer Street Corridor were available to answer project specific questions and provide informational handouts to attendees.

TLC for Fifth Avenue Trees (Street Use and Urban Forestry): SDOT's Urban Forestry arborists are pruning large trees on Fifth Avenue, from Denny to Seneca streets. KING 5 interviewed Darren Morgan who explained that the trees next to the Monorail are given more frequent attention to provide the clearance required for the train. These trees date from the early 1960's, when the Monorail was built for the World's Fair. The arborists will continue beyond the Monorail along Fifth to provide clearance from buildings and signs. The entire project will take approximately four weeks to complete.

Personnel Changes

Changes in Traffic Management:

- **Laeth Al-Rashid**: is now the Supervising Civil Engineer responsible for managing the Project Design and Delivery group in Traffic's Plan Implementation section. Laeth manages the group responsible for designing and delivering small civil transportation projects, primarily in support of the Bicycle and Pedestrian Master Plans. Laeth has been managing the group in an acting capacity for about a year and brings his skills in project management, safety analysis, civil design and project delivery to the group.
- **Kenny Alcantara**: is currently in an out of class assignment as a Manager 1 for Signs and Markings Field Operations at the Traffic Shop. Kenny held various positions in field operations over his 25-year career at SPU and moved to SDOT in 2012 as an Annuals Inspector in Street Use.
- **Ahmed Darrat**: started an out of class assignment as a Manager 1 for the Traffic Signal Shop. Ahmed is a Senior Civil Engineer in CPRS in charge of the street and pedestrian lighting program. He has been with CPRS for five years. Previously he worked for a structural engineering firm in Texas.
- **Kristen Simpson**: is now the Plan Implementation and Division Operations Manager in the Traffic Management Division. This position replaces the Deputy Director position previously in Traffic Management. Kristen manages a total of 35 staff who are responsible for project selection, scoping, outreach and design of bike and pedestrian projects that are part of plan implementation. Kristen also oversees the traffic data and records group, correspondence for the division and implementation of the road safety action plan.

Shift Change (Street Maintenance Division): Please be advised that SMD has changed over to a four/ten schedule. There will be a Monday crew staffed by Maintenance Operations and the 714

Building will be staffed per normal hours, as well as Dispatch. Night shift and E Laborer schedules will stay the same.

Mandel Scott will be in charge at the 714 Building at the Charles Street campus on Mondays, working a ten hour day. The "Monday Crew," the rubble haul operation, and the regular dispatch/e-Laborer staff will be reporting to him on Mondays from now till November.

Resource Management New Hires:

- **Kevin Simons, Sr. Finance Analyst:** Kevin has over 7 years of financial management experience, most recently as a Sr. Financial Analyst with Keiretsu Form, the world's largest angel investor network. His former positions include working as a staff accountant for Axia Financial, Relationship Manager for Lightspeed, and Sr. Financial Analyst for Integrity Trading Inc. Kevin holds an M.S. in Finance from Seattle University and a B.A. in Finance (Finance Concentration) from Western Washington University.
- **Nicholas Makhani, Sr. Finance Analyst:** Nicholas has over 8 years of finance and accounting experience in a spectrum of industries including nonprofit, corporate and financial services. He was most recently the Finance Director for Sea Shepherd Conservation Society. He was formerly a Finance Manager for Microsoft's Premier Field Engineering Business, Finance Analyst for Hewlett Packard; and Finance Operations Associate for Sawtooth Securities. He has a Bachelor of Business Administration, Finance Degree from Boise State University.
- **Michael Foster, Sr. Finance Analyst:** Michael is a financial specialist with over 25 years of professional experience. He has worked for Frontier Communications and Verizon as a Sr. Specialist and Senior Staff Financial Consultant, respectively, since 1997. He has created and maintained a \$46M budget for Frontier's engineering department, created business plans, and developed and analyzed utilities rates. Michael holds an MBA from Southern New Hampshire University and a BA in Economics and Policy Studies from Syracuse University.
- **Jerome Kim, Sr. Finance Analyst:** Jerome has over 7 years of direct and related professional related experience. Since 2007, he has worked for BMO Capital Markets (formerly Harris Nesbitt, unit of Bank of Montreal) as first an Associate and recently a Senior Associate. He was previously a Lending Associate with ACCION (largest microfinance institution in the U.S.) and a Community Economic Development Consultant with the United States Peace Corps. In these roles, Jerome has been an internal financial advisor and key player in analysis supporting business formation and fund structuring for various complex projects. Jerome holds an MBA with a Concentration in Finance from Columbia Business School, and a BA in Economics and Spanish from Willamette University.

RSJI Change Team Honored

Every year, the SDOT RSJI Change Team holds a retreat to welcome new members, develop a strong team and pass the RSJ torch. Peter Hahn, Director, Lenda Crawford, Deputy Director and Evan Chinn, HR Director also participated in the 2013 retreat, which was held in March.

Staff members receiving recognition included those who recently retired from the RSJI Change team (members serve for 3 year terms) and other staff who contributed to the success of particular RSJI projects.

When SDOT's RSJI efforts first started, the work was primarily carried out by Change Team members. Now the effort has evolved to the point where RSJI is permeating SDOT - it's simply becoming the way we do business..

