

Selected Accomplishments

Federal Urban Partnership Grant

We worked with King County and PSRC to apply for federal value pricing grant funds that will bring \$130 million in federal funds to help finance a new SR 520 Bridge. The value pricing program will fund tolling, innovative technology, transit, and transportation demand management tools to improve traffic flow across Lake Washington.

FAST Partnership

We lead in the development of the FAST (Freight Action Strategy) Partnership that became a national model for a successful partnership effort. We worked with ports, railroads, and local jurisdictions to develop a proposed program of freight improvements and a financial partnership model that established cost shares for each partner. As a result of this study, numerous highway/railroad grade separations across the region have been constructed that reduce conflicts between and facilitate both freight and general purpose traffic.

SR 167 High Occupancy Toll (HOT) Lanes

We played a major role in planning for the SR 167 HOT Lanes project. This project is now complete and the first HOT Lanes in the state of Washington are now open to traffic.

2008 Communications Award

The Transportation Research Board recognized us in 2008 with a communications award for the Rachel's Drive Video, which depicts how a driver would use the HOT lanes on SR 167.



A screen shot of the award winning video, Rachel's Drive.

Best Corridor Plan in Washington and Oregon

The American Planning Association recognized our work on the US 2 Route Development Study with the 2007 Washington and Oregon Best Corridor Plan Award. Since completion of this study, \$15 million in safety-related highway investments have been dedicated to the US 2 corridor.

SR 99 (Pacific Highway South) Redevelopment Study

We lead this study which resulted in several improvements on SR 99 between Federal Way and Tukwila, such as Business Access and Transit lanes and sidewalks. Recently, Federal Way received grant funding to complete the last section of this corridor.

Support for the Regional Transportation Investment District (RTID)

Between 2002 and 2007, we provided staff support to the RTID which led to a multi-billion dollar ballot measure in King, Pierce, and Snohomish counties in November 2007.

SR 99 (Aurora Ave.) Route Development Plan

Both the city of Seattle and King County METRO are now in the process of implementing the recommendations in this plan. Working in partnership with the city of Seattle and METRO we were able to identify numerous safety improvements along the corridor including the addition of Business Access and Transit lanes to support bus rapid transit service.

I-405 Corridor Program

We lead in the development of this corridor plan that has resulted in \$1.5 million in highway-related investments for I-405, one of the most heavily traveled highways in the state.

SR 518 Route Development Plan

This plan proposed investments that need to be made to improve mobility on SR 518, which is the main state highway connection to SeaTac International Airport. The study resulted in the construction of a third eastbound lane between the airport and I-5.

HOV System Planning

We lead HOV planning in the Central Puget Sound Region and defined the HOV system that is currently being expanded today. We expanded on earlier work with the following plans and studies in efforts to ensure that the system evolves to meet the growing demands and needs of our transportation system:

HOV User Survey—Provided valuable insights into how and why people use HOV lanes.

HOV Action Plan—Identified sources of HOV congestion on I-5 and possible corrective measures.

HOV facility evaluation—Examined HOV projects for consideration in the ST2 plan.

ADA Information: Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Office of Equal Opportunity (OEO) at 360-705-7097. Persons who are deaf or hard of hearing may contact OEO through the Washington Relay Service at 7-1-1.

Title VI Statement to the Public: WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program, you may contact the Department's Title VI Coordinator at 360-705-7098.



Urban Planning Office



Who We Are

The Urban Planning Office (UPO) provides leadership in the development of regional transportation policies and develops sustainable solutions for transportation deficiencies identified in the state's transportation system within the Central Puget Sound region. Our primary focus is on three of the five policy goals established by the State Legislature: improving traffic flow to benefit the movement of people and goods; improving the safety and security of the traveling public; and continually improving the efficiency of the transportation system. UPO was established by the State Legislature in 1992 to ensure WSDOT representation and participation in regional transportation decision-making. We are a team of transportation professionals with strong skills and extensive experience in developing, evaluating, prioritizing and recommending transportation corridor solutions; projecting future travel demand based on local and regional land use plans; building and operating micro-simulation traffic models; and providing cost estimates and benefit cost analysis. We play a fundamental role in developing balanced, environmentally sensitive, multimodal transportation plans for the state's vital transportation system throughout the Central Puget Sound region.



What We Do

We represent the state as owner and operator of major portions of the regional transportation system while providing leadership and advocacy towards implementing an efficient transportation network by:

- Planning transportation improvements for a variety of travel modes including transit, carpools, freight, general-purpose highway, and non-motorized travel.
- Coordinating with local agencies, sub-area transportation forums, the Puget Sound Regional Council (PSRC), and other transportation providers to determine the most cost-effective transportation investments to make on the state highway system to meet the mobility needs of people and goods while systematically working toward achieving greenhouse gas reduction goals set in the state law.
- Improving the performance of the existing highway system through the implementation of new technology and the development of congestion pricing and tolling strategies.
- Coordinating state transportation facility planning between WSDOT's Olympic Region, Northwest Region, Urban Corridors Office, and Washington State Ferries as well as working with local jurisdictions and PSRC.

Our Mission

To keep people, freight and business moving in the Central Puget Sound region. To meet our mission we work with local partners to develop sensible and sustainable transportation policies and cost-effective investment proposals that improve state transportation facilities.

Our Goals

1. Advocate for the state's interests in regional transportation decisions.
2. Develop transportation pricing strategies and implementation plans for the Puget Sound region.
3. Develop a comprehensive action plan for completion and management of an effective HOV system in the Central Puget Sound region.
4. Develop corridor plans that identify existing and future deficiencies on a specific state highway or state highway segment, determine strategies to address the deficiencies, and develop prioritized plans for implementing the identified improvement strategies.
5. Provide reliable technical analysis of corridor problems and strategies.
6. Provide long-range travel demand forecasts and technical expertise in the preparation of interchange justification reports in support of NW Region and UCO project development.
7. Provide coordination and consistency among local, regional, and state plans and facilitate resolution of issues and conflicts.

Connecting the Regions

We provide local jurisdictions a single point of contact at WSDOT for local and regional planning issues in the Central Puget Sound region. Our service area includes the four counties that make up the PSRC—King, Pierce, Snohomish, and Kitsap counties. This area includes portions of WSDOT’s Northwest and Olympic Regions, Washington State Ferries, and WSDOT’s Urban Corridors Office.

We Are Organized into Four Teams:

Pricing System Planning and Policy Development

Leads the development of managed lanes and value pricing strategies in the Central Puget Sound region.

Transportation Systems Planning

This team leads and participates in analyses of key system planning efforts in support of the Washington Transportation Plan, Highway System Plan, High Occupancy Vehicle (HOV) planning, and climate change issues.

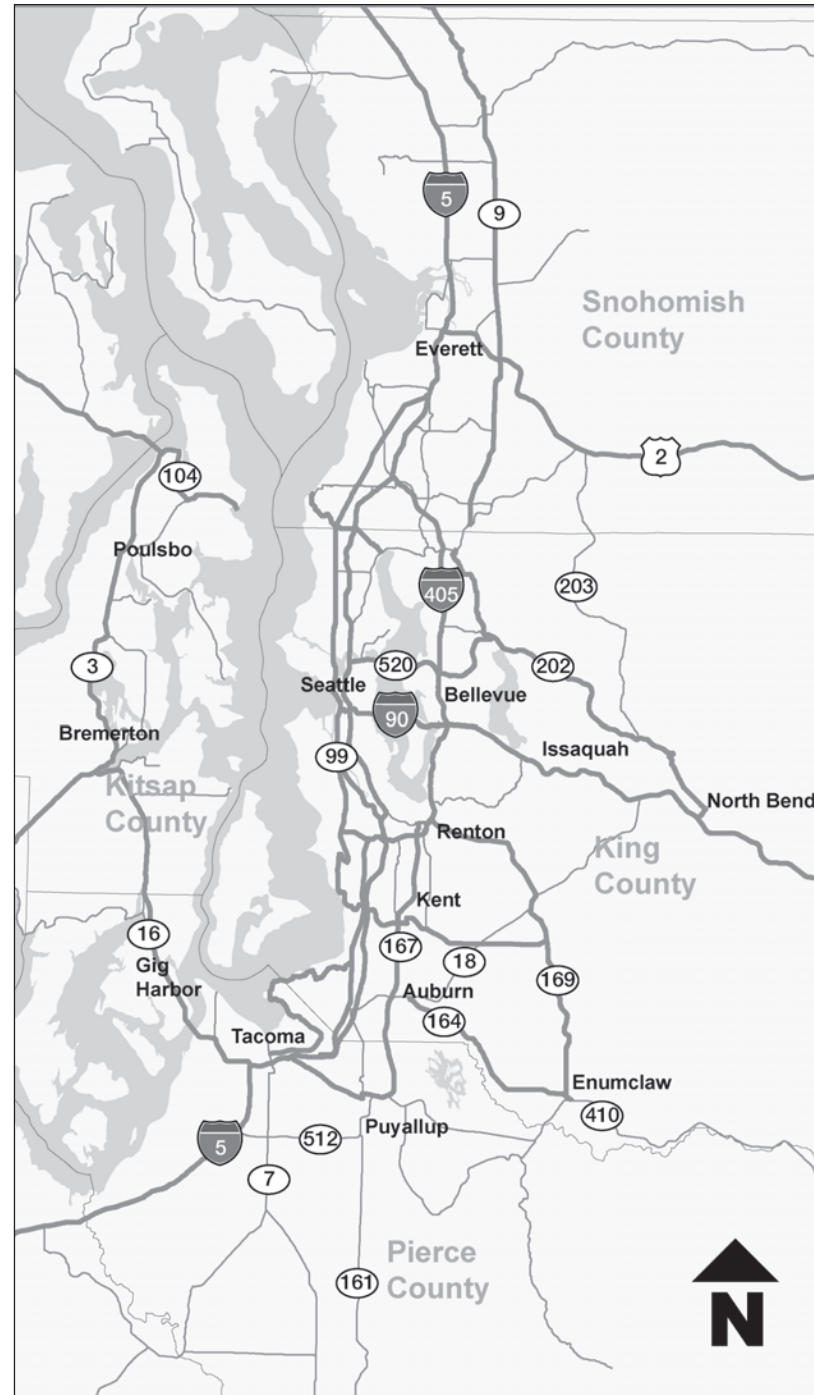
Technical Analysis and Transportation Modeling

This team provides reliable transportation analysis and support through regional travel demand modeling, micro-simulation modeling, benefit cost analysis, and project cost estimating.

Corridor Planning

This team works with local communities and interested groups to develop corridor studies and plans to improve safety and mobility along selected state highways.

In addition to these activities, we often provide staff support for legislatively mandated committees and commissions. In the past we have provided support to the Regional Transportation Investment District (2002-2007) and the Regional Transportation Governance Commission (2006).

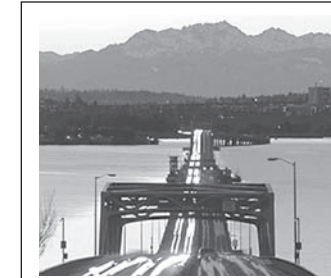


Collaborative Planning and Project Support

Our multidisciplinary staff enables us to provide leadership and support on a wide range of transportation related issues in this region.

SR 520 Bridge Replacement and HOV Project Support

This project will replace the aging Portage Bay and Evergreen Point bridges with safer, more reliable bridges while adding HOV lanes in each direction between I-5 and I-405. We are providing state of the art modeling support to determine potential diversion from tolling and to help craft the finance plan for the project.



The SR 520 bridge crossing Lake Washington facing west.

Metropolitan Transportation Plan

In partnership with PSRC, we are working to define state highway needs and associated improvement strategies that should be included in the region’s transportation plan to comply with federal and state law.

Moving Washington

We were instrumental in the development of WSDOT’s congestion relief strategy, *Moving Washington*. This strategy for dealing with congestion is divided into three parts:



- Strategically adding capacity**
 Adding more lanes in strategic locations to address system chokepoints.
- Operating roadways efficiently**
 Utilizing the latest technologies such as variable tolling and active traffic management combined with tried and true tools such as ramp metering, signal coordination, HOV lanes, and incident response teams.
- Managing demand**
 UPO works with other agencies to identify needed highway improvements that benefit transit mobility while also promoting vanpooling, carpooling, and telecommuting to provide commuters with choices that offer alternatives to driving.

I-5 Reconstruction Projects

We are partnering with the Urban Corridors Office to prioritize pavement replacement needs on I-5 and identify improvements that can be made while the pavement is being replaced to improve mobility along the corridor, and determine ways to keep traffic moving during construction.



I-5 Pavement Rehabilitation Project in Seattle, completed in 2005.

SR 9 Corridor Plan

SR 9 is an important north-south corridor in Snohomish County that is becoming increasingly congested due to growth. In partnership with Snohomish County and the jurisdictions along the route we are developing a long-range plan for SR 9 that identifies and prioritizes improvements needed over the next 20 years.

Bremerton Economic Development Study (SR 3/SR 16/US 101 Subarea Study)

This study will propose roadway and transit improvements that will be needed to support the job growth anticipated for the South Kitsap Industrial Area.

Pricing System Plan

In coordination with the Urban Corridors Office, we are developing a pricing system plan and policy proposals to implement transportation pricing in the Puget Sound area. Transportation pricing has potential to provide a new source for transportation funding and congestion management.



SR 167 HOT lanes pilot project opened to traffic spring 2008.