How does WSDOT prioritize ITS investments?

ITS investments focus on efficiently using highway capacity to promote greater mobility. Investments are prioritized based on planning goals set by the State Legislature. The following are factors WSDOT takes into consideration when planning ITS improvements:

- Preservation – To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
- Safety – To provide for and improve the safety and security of transportation users and the transportation system;
- Mobility – To improve the predictable movement of goods and people throughout the region;
- Economic vitality – To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods to ensure a prosperous economy;
- Environment – To enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment;
- Stewardship – To continuously improve the quality, effectiveness and efficiency of the transportation system.

Why ITS makes a difference

Drivers can make informed travel decisions when they know what to expect on the roads. ITS tells travelers about delays caused by traffic, incidents, construction, weather or border crossing congestion. This information can be used to plan alternate routes, which can reduce roadway demand, backups and wait times. This technology has been proven effective at reducing collisions and improving traffic flow.

For more information

Contact
Todd Carlson
360-757-5980

Go Online:
Moving Washington
www.wsdot.wa.gov/MovingWashington/
Transportation Border Congestion Relief
www.fhwa.dot.gov/
**ITS investment locations**

The following projects are top ITS investment priorities for the Northwest Region/Mount Baker Area:

**Priority 1: I-5 fiber optic line extension**
Expand ITS communication along the I-5 corridor in Skagit and Whatcom counties. Portions of this corridor have ITS network coverage, but many areas do not. These “blind spots” prevent WSDOT from collecting real-time traffic data and managing congestion or collisions. Some areas can be added to the WSDOT ITS network using wireless capabilities or city or county fiber optic networks. Ideally, we will install dedicated fiber optic lines to ensure the system works reliably.

**Priority 2: SR 9 border crossing hardware upgrade**
Installing new ITS infrastructure and replacing aging devices are the only ways WSDOT can provide accurate border wait times when traffic volumes are heavy. Upgrading hardware at the border will allow WSDOT to provide reliable information to drivers.

**Priority 3: SR 539 fiber optic line extension**
SR 539 has the second-highest traffic volume in the area, but little ITS coverage. Strategically investing in ITS upgrades along this congested corridor would be a cost-effective way to move traffic safely and more efficiently.

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**ITS strategies and vision for northwest Washington**

- Install data stations at strategic locations, typically every half mile and at every interchange, to allow WSDOT TMCs to monitor incidents, compute border wait times and post real-time traveler information on the Web.
- Install a network of cameras so TMC staff can monitor the highways, manage traffic and post images to the Web for public viewing.
- Install traveler information devices, like VMS and HAR, at strategic locations to provide real-time information to drivers.
- Use technology to coordinate signals in order to improve traffic flow and relieve congestion on busy urban highways.
- Install a RWIS network along highways to help WSDOT maintenance teams assess weather conditions and more efficiently manage winter maintenance operations.
- Plan strategic, low-cost ITS investments to help reduce congestion and manage demand along highway corridors in northwestern Washington.

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**Major ITS investments in northwestern Washington**

<table>
<thead>
<tr>
<th>Location</th>
<th>Completed</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-5, SR 9, SR 539, and SR 543 – Border Crossing Information</td>
<td>December 2003</td>
<td>$2.5 million</td>
</tr>
<tr>
<td>I-5 Blaine Customs Facility ITS Improvements</td>
<td>September 2008</td>
<td>$3.1 million</td>
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<tr>
<td>Blaine Customs Facility ITS Equipment Procurement</td>
<td>September 2008</td>
<td>$437,349</td>
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<tr>
<td>SR 539/I-5 to International Boundary</td>
<td>November 2009</td>
<td>$54,000</td>
</tr>
<tr>
<td>Border Data Warehouse upgrade</td>
<td>April 2011</td>
<td>$245,000</td>
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<tr>
<td>I-5/Samish Way, Northwest Ave to Slater Road Vicinity</td>
<td>October 2012</td>
<td>$2.6 million</td>
</tr>
<tr>
<td>I-5/Slater Rd to Birch Bay-Lynden Road Vicinity MP 260.15 to 271.57</td>
<td>October 2012</td>
<td>$6.1 million</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$15.64 million</strong></td>
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