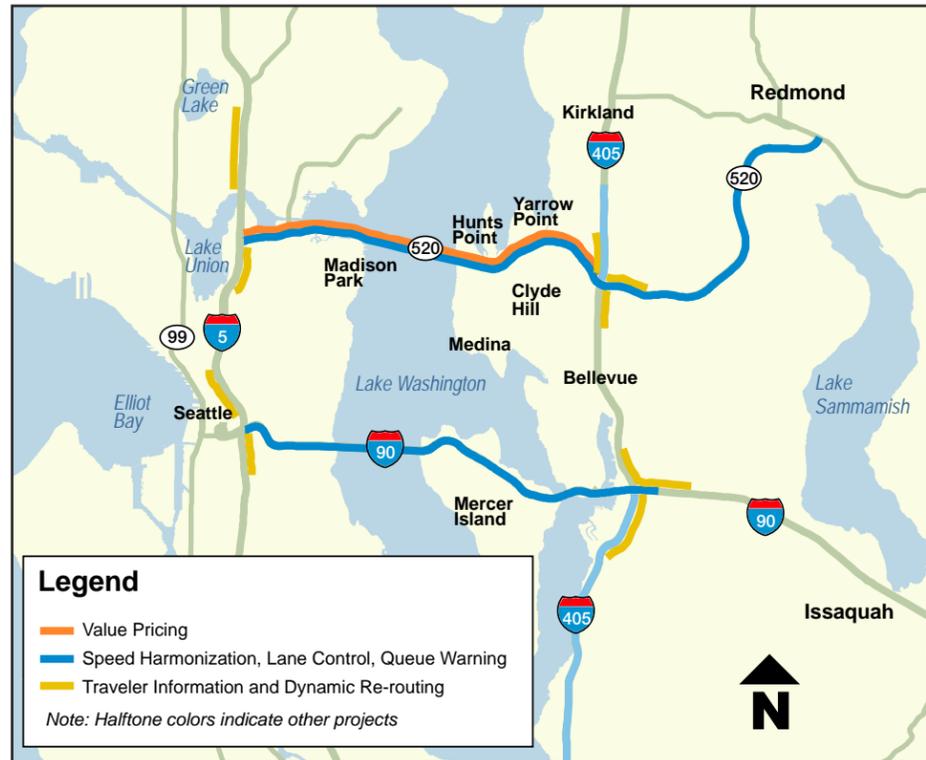


The UPA grants for SR 520 could include:

- \$41 million for transit improvements, including enhanced bus services with the purchase of 45 additional buses for the corridor.
- \$63 million to develop an advanced tolling system that could contribute up to \$500 million toward replacing the aging SR 520 bridges and help manage congestion .
- \$23.1 million for advanced traffic management and traveler information systems to provide real-time traffic information and more reliable trips for drivers.
- We will use existing revenue to build on existing commute trip reduction programs and encourage employer-based programs that reduce rush-hour-traffic demands such as telecommuting, flexible work schedules, and ride sharing.

Improvements through the plan



Americans with Disabilities Act (ADA) Information: Persons with disabilities may request this information be prepared and supplied in alternate formats by calling the Washington State Department of Transportation ADA Accommodation Hotline collect 206-389-2839. Persons with hearing impairments may access Washington State Telecommunications Relay Service at TTY 1-800-833-6388, Tele-Braille 1-800-833-6385, Voice 1-800-833-6384, and ask to be connected to 360-705-7097.

Title VI Statement to 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.

Timeline

- Spring 2007**
- Submitted UPA grant application
- Summer 2007**
- Selected as grant finalist
- Fall 2007**
- King County received funding for five of six transit projects included in the UPA and new enhanced bus service on SR 520
- Winter/Spring 2008**
- Tolling and traffic technology concept development
- Summer 2008**
- Launch an environmental process for a proposal to toll the existing SR 520 floating bridge
- Fall/Winter 2008**
- Develop design and contracts
 - Meet with local agencies and the public to get comments
- Spring 2009**
- UPA plan goes to legislature for consideration
- As early as fall 2009**
- Launch the tolling project on SR 520

This partnership also includes you. Your participation is important to us and we welcome your involvement. Look for updates about the status of the Lake Washington Partnership program and the UPA grant online at

www.wsdot.wa.gov/Congestion/UPA.

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The Lake Washington Urban Partnership

Summer 2008

To reduce traffic congestion in major urban areas, the U.S. Department of Transportation (USDOT) requested innovative ideas to improve big-city freeway traffic flow through the combined use of transit, technology, telecommuting and tolling – the four T's.

In response to USDOT's request, the Washington State Department of Transportation (WSDOT), Puget Sound Regional Council (PSRC) and King County submitted an innovative plan to help fund the replacement of the vulnerable SR 520 bridges and reduce congestion along the SR 520 corridor across Lake Washington.

The USDOT selected the Lake Washington Urban Partnership plan to receive significant grant funding to implement innovative congestion management strategies on SR 520, Interstate 90 and across Lake Washington in the next few years.

Funded by:

U. S. Department of Transportation
Federal Highway Administration

How will we apply the four T's to improve SR 520 congestion?

As long as our region continues to grow, there is no single solution to fix traffic congestion along SR 520. The four T strategies in our plan will work together to ensure the free movement of people and goods on SR 520 well into the future.

Transit

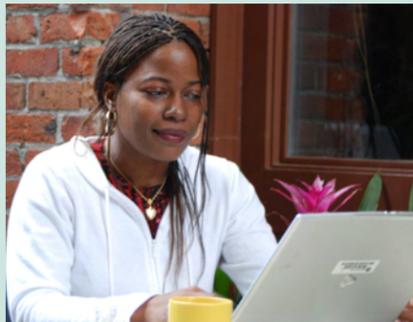
Adding more transit services along SR 520 would move more people and provide real options to commuters who don't want to drive across the bridge. Other improvements that make the most of transit services such as additional park and rides, the use of the King County MetroRapidRide bus rapid transit (BRT) program and better rider information services would make ride sharing more convenient.



A King County Metro bus approaches the Portage Bay Bridge.

Telecommuting

Widespread broadband Internet access and support from major employers will enable our region to expand telecommute programs to provide more people the option to telecommute or use flextime. This would help to reduce work trips during weekday peak commute times in the mornings and evenings.



Many employers recognize the value of allowing employees to telecommute.

Technology

Existing tools such as ramp meters, traffic loops and changeable message signs would improve traveler information and traffic control. New innovations, such as variable speed limits, improved on- and off-ramp access and real-time traveler information signs would provide commuters with the tools and information they need for a more reliable trip.



Image of future technology on SR 520, including variable speed limits and electronic message boards.

Tolling

Electronic tolls would mean no booths, no lines, and no delays because drivers would not have to stop to pay. Toll prices that vary by time of day would provide a discount to travelers who opt to use the bridge during less crowded times or pay a higher price to use the bridge during peak travel times. This system would encourage some drivers to choose alternate transportation methods to help ease congestion during peak travel times.



Image of a fully electronic tolling system on the SR 520 bridge.

Why is this partnership important?

SR 520 is one of two east-west Lake Washington crossings. The corridor is critical to the region's economy and quality of life because it links densely populated cities and some of the largest employers in the state. A rapidly growing population depends on the SR 520 link across Lake Washington to commute between home, school and work; to access shopping and recreation; and to reach medical institutions throughout the region. Because of the region's dependence on SR 520 and because of its vulnerabilities, the Lake Washington Urban Partnership is an important plan to help replace the aging bridge and to improve SR 520 traffic flow.

Mobility and reliability

Though the region has grown, the capacity of the SR 520 bridges remain the same as when they were designed nearly 50 years ago. Today, SR 520 is one of the most congested corridors in the Puget Sound region, with approximately 115,000 vehicles crossing the bridges each day, more than double the traffic the bridges were designed to carry.

The partnership plan manages the demand placed on SR 520 by providing commuters with more choices, real-time information and tolls that vary by time of day to help shift demand away from overburdened SR 520. The plan also makes travel across the bridge more efficient and adaptable to fluctuating traffic demands which smooth traffic flows and helps drivers avoid delays, such as collisions on the roadway.

Safety

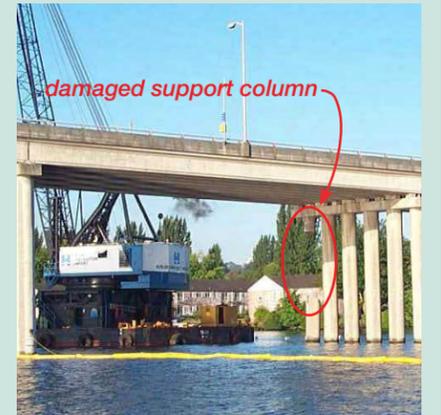
Built in the 1960s, without the benefit of today's design standards, the Evergreen Point Bridge and the Portage Bay Bridge are vulnerable to windstorms and earthquakes and are at risk of collapse if not replaced. If either of these bridges or their approach structures were to collapse, it could cause serious injury or loss of life and overwhelm all major regional highways with re-routed traffic.

Governor Gregoire determined the region needs a safer and more reliable SR 520 before 2018, and asked WSDOT to find ways to open the new bridge earlier. However, with many other competing needs in the region, the state has insufficient funding to replace the bridges or make other vital corridor improvements, and the longer it takes to start construction, the more costs will be affected by inflation and price increases.

We are examining tolling as a way to fill the funding gap in the \$3.9 billion project. The Urban Partnership could provide the means to begin generating funds and start construction of the bridge early which would save in construction costs and raise up to \$1.2 billion to build the new bridge. We could begin tolling in the SR 520 corridor as early as 2009.



SR 520 is a vital link across Lake Washington, carrying more than 115,000 vehicles and 155,000 people east and west each day.



The hollow bridge columns are as vulnerable to earthquakes as the Alaskan Way Viaduct.



The floating bridge is vulnerable to wind and waves. The drawspan, anchor cables and pontoons could break or crack during windstorms, and the bridge could sink.