

SR 520 Bridge Replacement and HOV Project

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Joint Transportation Committee
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Presentation Agenda

- SR 520 Corridor Program
- Accelerated improvements to address ESHB 2878
- Lake Washington Urban Partnership
- Benefits for Users



Program Description

The SR 520 Corridor Program will replace the Portage Bay and Evergreen Point bridges and improve existing roadway between I-5 in Seattle and SR 202 on the Eastside.

The SR 520 Corridor Program includes four projects:

- **Urban Partnership** – congestion management tolling from I-5 to I-405.
- **Eastside Transit and HOV** – vicinity of Evergreen Point Road to SR 202.
- **Pontoon Construction Project** – pontoons for catastrophic failure planning.
- **Bridge Replacement and HOV Project** – I-5 to the vicinity of Evergreen Point Road.



Program area map.

Eastside Early Implementation

ESHB 2878

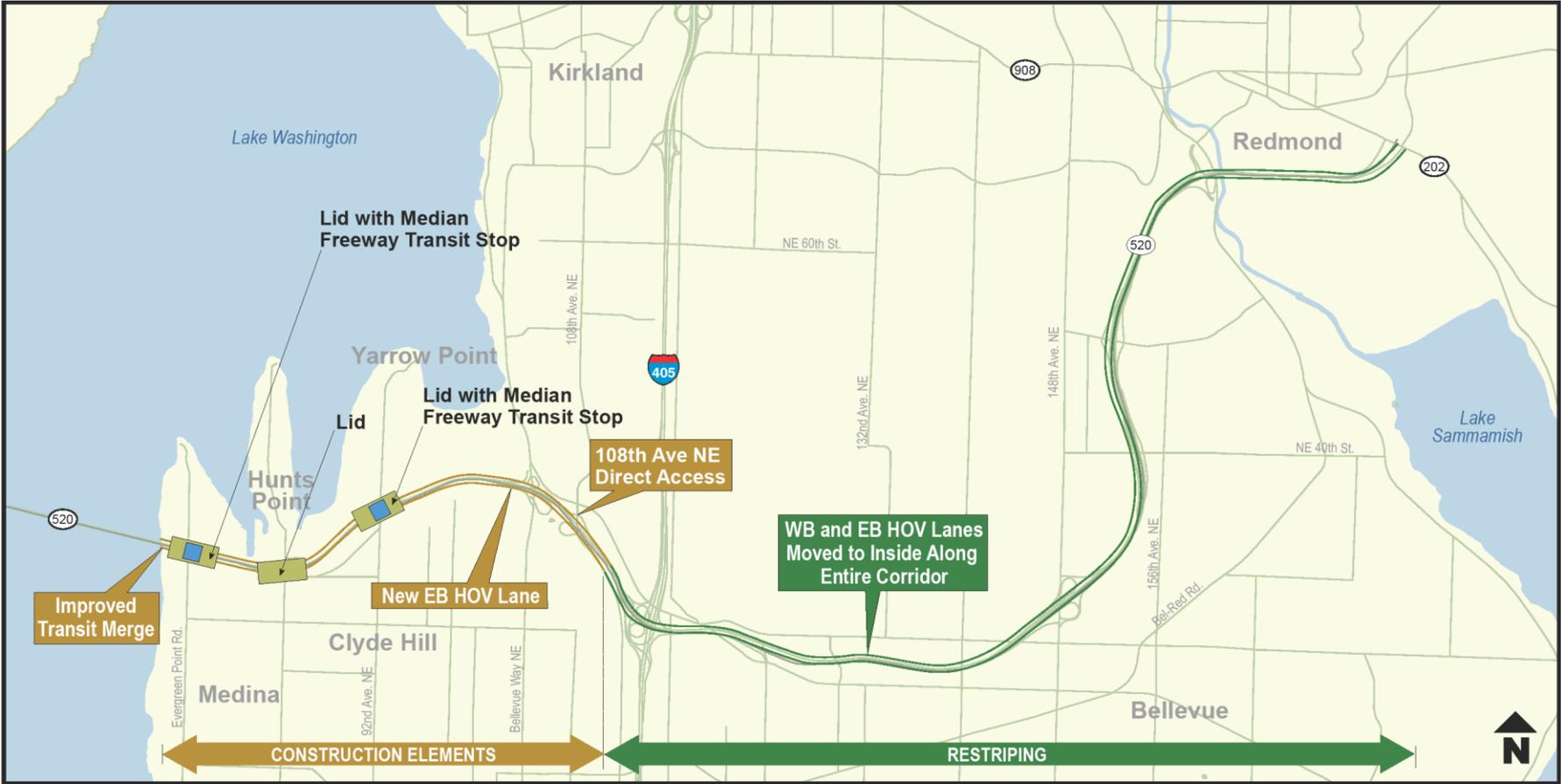
“For the period of pre-construction tolling on the SR 520 bridge, the department shall develop improvements of traffic flow from the eastern Lake Washington shoreline to the 108th Avenue NE in Bellevue including:

- a) Near-term, low-cost enhancements which relocate the high-occupancy vehicle lanes to the inside of the alignment; and
- b) A plan for an accelerated improvement project for the construction of median flyer stops, reconfiguration of the interchanges, addition of direct access ramps, community enhancement lids, and pedestrian/bike path connections.

The department shall report to the joint transportation committee by September 1, 2008, on the short-term low-cost improvement plans and include in their budget submittal to the office of financial management a proposal for the accelerated improvement project.”



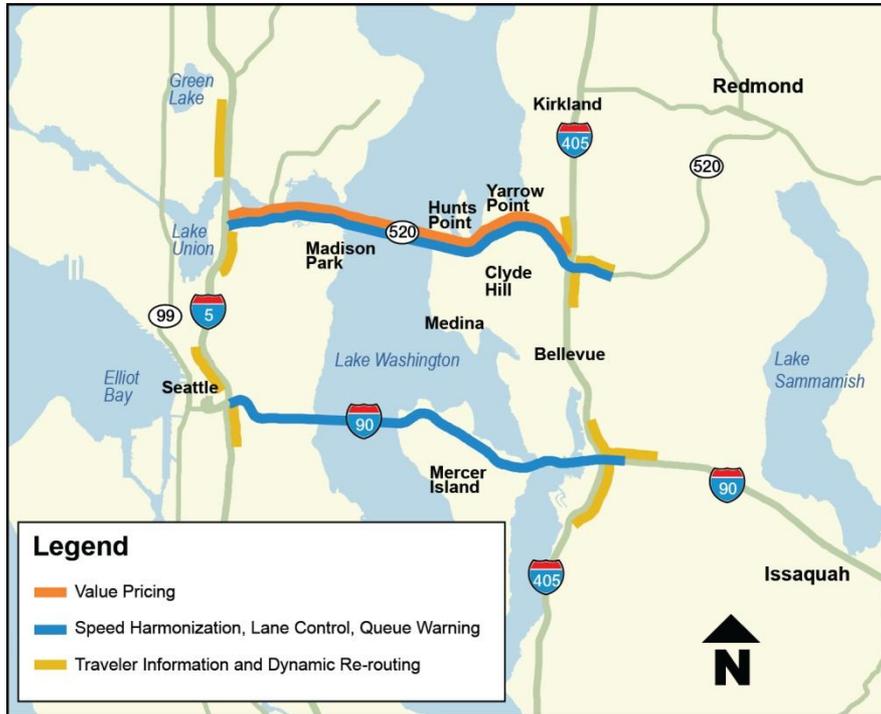
Overview of Eastside Transit and HOV Project



Elements of Eastside Transit and HOV Project

<p>Transit Improvements</p>	<ul style="list-style-type: none"> • Completing the eastbound SR 520 HOV lane from Lake Washington to the existing eastbound HOV lane west of the I-405 interchange. • Restriping HOV lanes from the outside lanes to the inside lanes from Lake Washington to SR 202. • Building inside transit stops at 92nd Ave NE and the vicinity of Evergreen Point Road. • Constructing HOV direct access ramps at 108th Ave NE.
<p>Bike and Pedestrian Access</p>	<ul style="list-style-type: none"> • Adding a bike/pedestrian path between 108th Avenue NE and Evergreen Point Road.
<p>Stormwater Treatment and Fish Habitat</p>	<ul style="list-style-type: none"> • Constructing a stormwater system to improve water quality and reduce peak flows. • Improving and enhancing stream habitat by making culverts fish passable and realigning and daylighting Yarrow Creek, a salmon-bearing stream.
<p>Noise</p>	<ul style="list-style-type: none"> • Providing sound walls between Evergreen Point Road and Bellevue Way.
<p>Neighborhood Connectivity</p>	<ul style="list-style-type: none"> • Building lids at Evergreen Point Road, 84th and 92nd Avenue NE.

The Lake Washington Urban Partnership



Designed to reduce congestion through the “Four T’s”:

- Transit
- Technology
- Telecommuting
- Tolling

Awarded \$154.5 million to assist WSDOT, PSRC and King County in applying these innovative approaches to reduce congestion in the 520 corridor.

Other regions that have been selected for Urban Partnership Agreements include:

Funded by:



U. S. Department of Transportation
Federal Highway Administration

Miami
Minneapolis
Chicago

San Francisco
Los Angeles

LAKE WASHINGTON URBAN PARTNERSHIP

Technology to Build Smarter Roadways

UPA will provide high-tech tools to improve the commute

Expand the state's intelligent transportation system, that now includes:

135 ramp meters, real-time traveler information, 475 traffic cameras, 179 electronic message boards, 7 traffic management centers, 55 incident response trucks, 884 timed traffic signals, 200 miles of HOV lanes and 20 miles of HOT lanes.

- **Overhead signs**

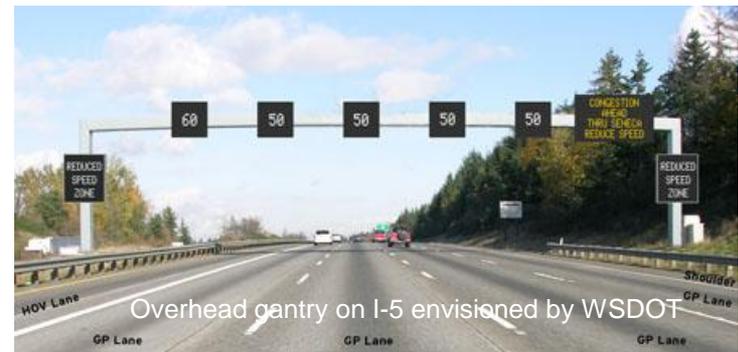
Variable speed limit and lane-control signs over each lane with message signs to alert drivers of backups down the road.

- **Variable lane control**

Signals alert drivers to steer away from trouble spots and clear the way for emergency vehicle access.

- **Travel time signs**

Allow drivers to make trip decisions.



Adding Transit to the 520 Corridor



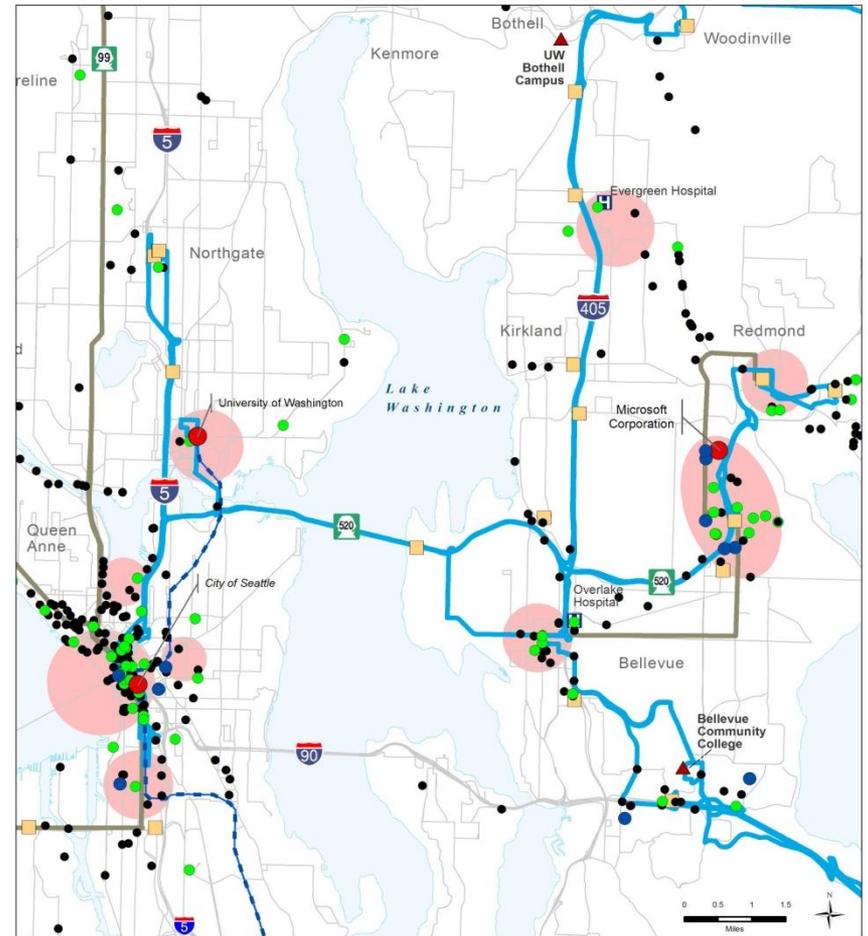
Urban Partnership Agreement monies will be used to:

- purchase 45 additional buses for the 520 corridor;
- make improvements to Park and Rides;
- enhance passenger facilities (new shelters and improved lighting); and
- install Real Time Information signs.

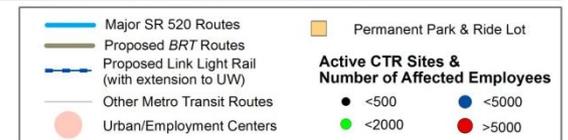
Telecommuting in the 520 Corridor

The Urban Partnership will build on existing commute trip reduction programs and encourage:

- telecommuting and flexible schedules.
- educational campaigns.
- employer subsidies.
- car/vanpooling.



Current commute trip reduction programs in the 520 corridor.



Variable Tolling of the Existing Bridge



What is being proposed for the UPA?

- existing highway would be tolled - no new highway lanes.
- all electronic tolling - no toll booths.
- variable toll - lower price in non-peak periods.
- revenue to be invested in SR 520 corridor (i.e. bridge replacement and corridor improvements).

Next Steps For the Urban Partnership

WSDOT

- Complete contracting documents

Federal Highway Administration

- Release remaining funds

King County

- Purchase new buses

WSDOT

- Execute contracts
- Begin construction

Legislative Action

- Toll authorization



Tolling Implementation Committee charge

- Evaluate
 - Traffic diversion from 520 to other routes, including 522, and recommend mitigation.
 - Advanced tolling technology.
 - New applications of emerging technology to better manage traffic.
- Explore opportunities to partner with the business community to reduce congestion and contribute financially.
- Confer with mayors and city councils.
- Conduct public work sessions and open houses to solicit citizen views on tolling the existing 520 bridge, tolling both 90 and 520, providing incentives for transit and carpooling, implementing variable tolling.
- Provide a report to the governor and legislature in January 2009.

Tolling Implementation Committee charge - engagement

Engage citizens on the following topics:

- Funding a portion of the 520 replacement project with tolls on the existing bridge.
- Funding the 520 replacement project and improvements on the I-90 Bridge with a toll paid by drivers on both bridges.
- Providing incentives and choices for transit and carpooling.
- Implementing variable tolling as a way to reduce congestion.



Tolling Implementation Committee: Status

To Date:

Summer:

- 4 scenarios analyzed and presented to the public.
- Received over 2500 responses during comment period.

September:

- Additional scenarios selected based on public comment.
- Began analysis on additional scenarios.

Future:

November: Report back to the public on results of new scenarios and conduct web and telephone surveys.

January: Develop report for the governor and legislature.



What Will Drivers Experience on SR 520?



100 percent electronic tolling

- Electronic tolling that is more efficient and safer, no need to slow traffic, travel at highway speeds.
- Majority of transactions will be *Good To Go!* account holders.
- Overhead gantries will hold equipment and back office operations will process toll transactions.
- Radio antenna links the vehicle's transponder to account information and deducts the correct toll from a prepaid account.
- Vehicles without transponders would have license plates photographed and could prepay or be invoiced for the toll, for an additional administrative fee.
- Optical character recognition (OCR) technology converts license plate numbers automatically.

Benefits To Drivers

Tolling at beginning of construction allows for:

- “Pay as you go” financing
- Less debt service
- Lower overall toll rates
- Less congestion
- Increased speeds

Implementing Active Traffic Management (ATM) could result in:

- 30% reduction in collisions
- Up to 10% more traffic moved through corridor.

Adding transit capacity could lead to:

- Increasing transit service by 15-35% on SR 520



Questions?

For more information visit the project website at:

www.wsdot.wa.gov/projects/SR520Bridge,

or contact

UCO Deputy Administrator Ron Paananen at (206) 464-1221.

or

Program Director Julie Meredith at (206) 770-3500.

