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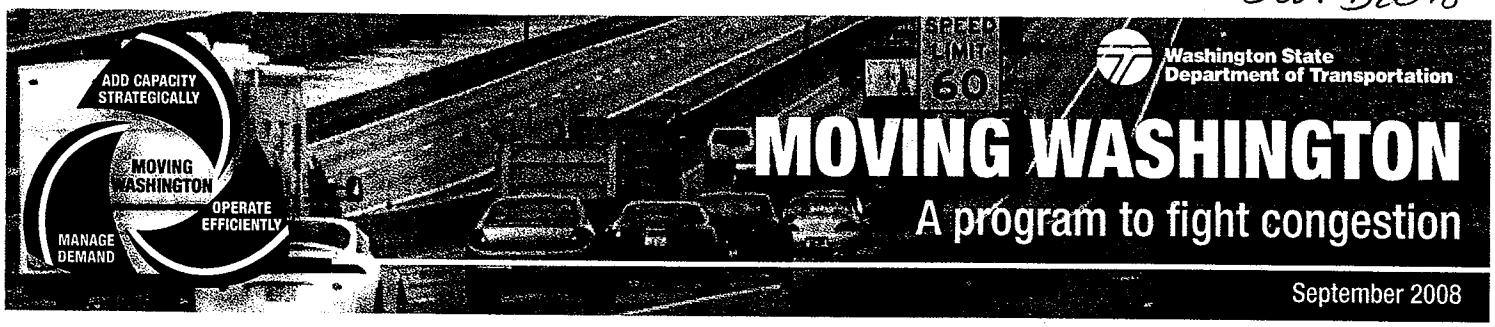
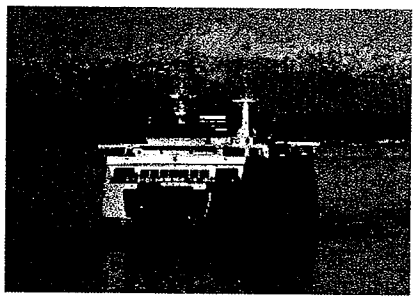




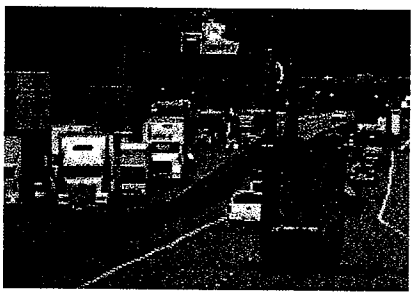
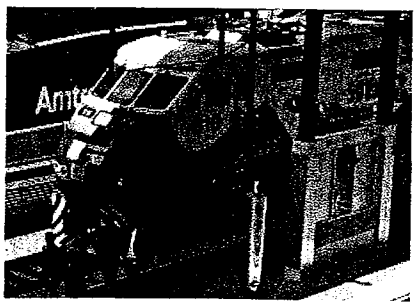


Photo courtesy: King County Department of Transportation



Washington depends on mobility

Effective transportation is critical to maintaining our economy, environment and quality of life. "*Moving Washington*" is WSDOT's vision of investments and priorities for the next 10 years. It integrates new capacity, efficiencies and commute options to address congestion head-on and improve the performance of our state's transportation system. The program's primary objective is mobility, one of the state Legislature's five transportation priorities along with preserving our transportation infrastructure, making the system safe for all, ensuring environmental sustainability and practicing sound stewardship.

The transportation improvements outlined here are necessary for us to continue to enjoy all our state has to offer. From the coastal rain forests of the Olympic Peninsula to the river gorges in the south and east, Washington State is rich with landscapes and a diverse economy. We depend on a reliable trip to work, and we want to spend time with our families when our work is done. Industries from agriculture and manufacturing to retail and tourism rely on our transportation system.

The Challenge

Surging population, growing job markets and an aging transportation infrastructure are stretching many of our roads and bridges beyond capacity. Skyrocketing fuel prices and global climate concerns underscore the need for a more efficient transportation system.

Washington's population has grown more than 24 percent since 1992 with 3.5 million additional vehicles on our roads today. By 2030 the state's population will grow by another 2 million people, including 1 million more in central Puget Sound.

The Program

This balanced, integrated program includes three strategies to address traffic congestion and mobility in our urban corridors and across the state.

The three strategies of *Moving Washington* include:

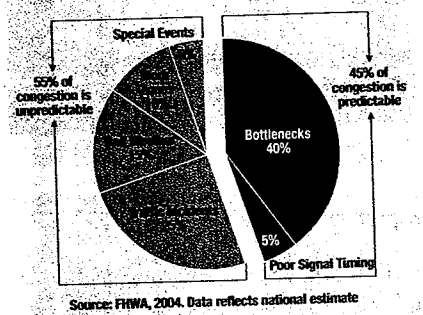
- **Adding capacity strategically** to best use limited resources by targeting the most congested areas
- **Operating efficiently** to get the most use out of the roads and infrastructure we have
- **Managing demand** by offering more commute choices

The Return

The *Moving Washington* 10-year transportation program will improve current traffic conditions and prepare our system for heightened demands in the future. The return on our investment could:

- Improve travel times by 10% in our urban corridors
- Reduce collisions by 25%
- Improve trip reliability by 10%
- Offer more choices for more commuters in our metro areas

What causes congestion?



Source: FHWA, 2004. Data reflects national estimate

The pie chart above shows that the majority of factors that cause congestion are unpredictable. Non-recurrent congestion accounts for 55 percent of all delays in our system. Traffic accidents alone are responsible for at least 25 percent of all congestion. Bottlenecks, where heavy traffic causes daily backups, account for 40 percent of all congestion.

What we're already doing to fight congestion

Building additional highway capacity

- Many of the 391 construction projects included in the 2003 and 2005 transportation funding packages are targeted at reducing congestion.
- Out of 129 completed projects, 91 percent were delivered on time as of April 2008.
- Out of 129 completed projects, 84 percent were under or on budget as of April 2008.

Using intelligent transportation systems

- Traffic cameras
- Traffic management centers
- Variable message signs
- Integrated traffic signals
- Ramp meters
- Traffic data collectors

Providing commute choices to manage demand

- Vanpools
- Park and ride lots
- Transit partnerships
- Telecommuting programs
- Commute trip reduction programs
- HOV/carpooling

The *Moving Washington* strategies

There is no single solution for traffic congestion, but experience has shown us we can reduce congestion by focusing on three key strategies.

Add capacity strategically

As our state continues to grow, it will be necessary to develop additional traffic capacity. However, budgetary constraints and other factors mean we can't simply build our way out of congestion. We must plan our projects wisely by targeting the worst traffic-flow bottlenecks in our system. By addressing specific bottleneck locations we will be able to improve mobility on longer stretches of our highways.

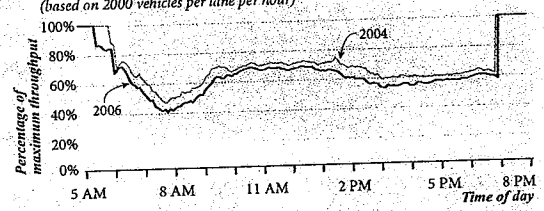
Already we are addressing the most troublesome sections of our highway system. The 2003 and 2005 transportation funding packages include 391 projects, including many that add capacity where it makes the most sense. Washington continues to invest in improvements to I-5, I-405, SR 520 and US 395 among others.

Operate efficiently

Efficiency means taking steps to smooth traffic flow and avoid or reduce situations that constrict road capacity. Collisions account for at least 25 percent of traffic backups, so making our roads safer will go a long way toward easing congestion. Technology, such as driver information signs, enables our highways to react quickly to unforeseen traffic fluctuations. Among the tools that provide this efficiency are metered freeway on-ramps, incident response teams, variable speed-limit systems, variable tolling and integrated traffic signals.

Highway efficiency targets lost lane productivity. Under ideal conditions, the maximum number of vehicles passing through a freeway segment can be as many as 2,000 per lane per hour, when speeds range 42-51 mph (70-85 percent of the posted speed limit). The graph to the right shows that nearly half of a lane's productivity is lost when congestion occurs.

I-405 at SR 169 in Renton
(based on 2000 vehicles per lane per hour)



Lost lane productivity
Despite increased demand during rush-hour congestion, the graph shows, fewer vehicles move through each lane.

Manage demand

We can make the best use of our highway capacity if we better distribute the demand we place on our most congested bridges and roadways. That means offering commuters more choices, such as convenient bus service, incentives to carpool or vanpool, safe bicycle and pedestrian paths and telecommuting. We also can encourage drivers to use less congested routes and times to travel by displaying real-time traffic information on the Internet and electronic road signs.

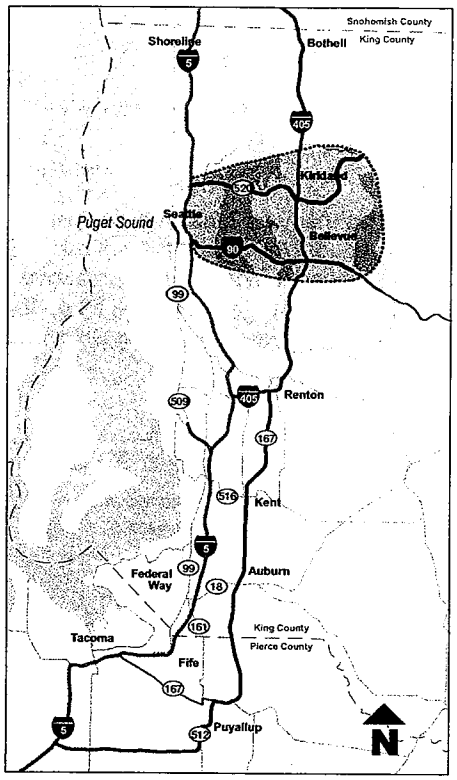
Decades of experience fighting congestion has taught WSDOT planners and engineers that there is no single solution. *Moving Washington* was conceived under that axiom. With these three strategies, the program will start to yield results in the first two years and achieve its full set of goals over 10 years.

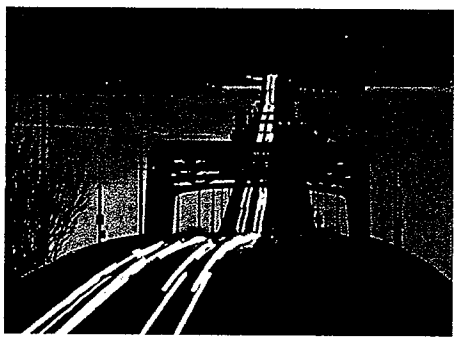
Washington State Department of Transportation

MOVING WASHINGTON

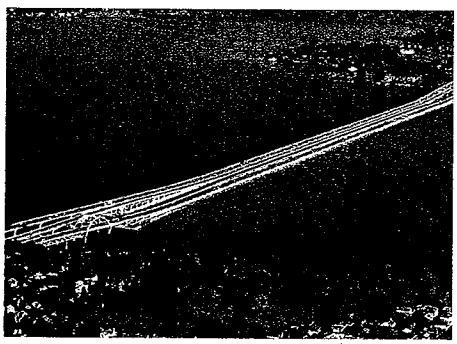
Puget Sound: Cross-Lake Corridor

September 2008





The SR 520 Evergreen Point Floating Bridge at sunset.



The I-90 floating bridge.

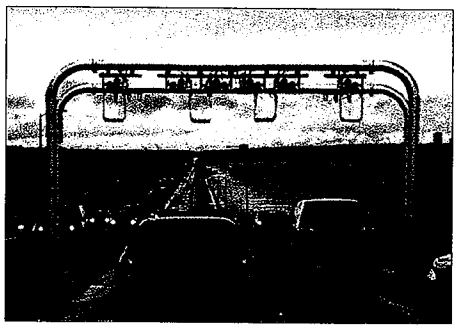
With Seattle to the west and Bellevue, Mercer Island, Kirkland and Redmond to the east, Lake Washington separates two of the most populous and economically robust areas of Washington State. Both the Interstate 90 and SR 520 bridges connect I-5, Seattle and the University of Washington to I-405 and the Eastside of King County.

The existing SR 520 Bridge consists of two, four-lane bridges and approaches. The SR 520 Bridge (both Evergreen Point and Portage Bay bridges) have withstood numerous winter windstorms and small earthquakes since they were constructed in the early 1960s. Carrying 110,000 vehicles each day, almost double the capacity they were designed for, the bridges are worn and nearing the end of their life spans. They must be replaced.

The Cross-Lake Corridor program

An integrated vision

We will achieve major congestion relief by completing the SR 520 corridor with new floating bridges, HOV lanes, transit stations and a bicycle-pedestrian path. The program also includes adding a lane in each direction of I-90, with the addition of active traffic management technology and more choices for commuting across Lake Washington.



An artists rendering of future electronic tolling on the SR 520 bridge offers a glimpse of tolling without toll booths.

The Lake Washington Urban Partnership with the U.S. Department of Transportation is a cooperative agreement to employ innovative transportation strategies that will improve traffic flow along SR 520 and I-90 between Seattle and the Eastside. A new variable tolling system could contribute up to $500 million to replace the aging SR 520 Bridge. Active traffic management technologies can improve traffic flow along the SR 520 and I-90 corridors, and additional transit services and telecommuting options will provide choices to commuters.

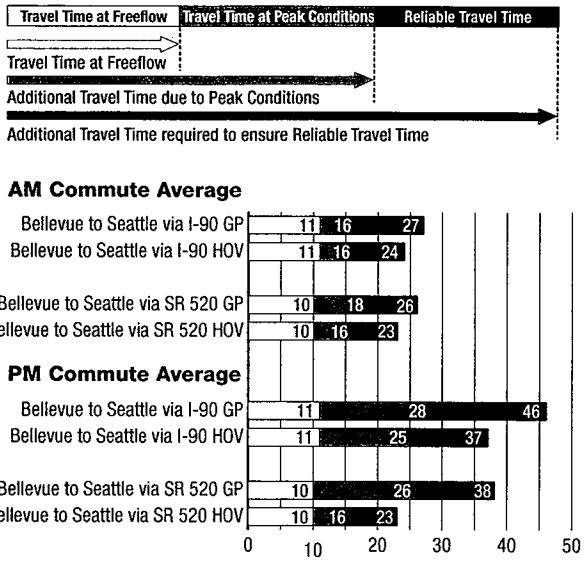
The return

The proposed strategies of *Moving Washington* could significantly reduce the time it takes to travel across Lake Washington on both SR 520 and I-90. Completing HOV lanes in both corridors along with effectively using new highway technology, such as variable speed limits, and improving transit service could speed the westbound morning commute across the lake by 10 percent. These investments could maintain traffic speeds faster than 45 mph during the busiest hours of the day.

Moving Washington could make SR 520 significantly more efficient and able to move higher traffic levels than today in less time. This approach could ensure speeds faster than 45 mph for 97 percent of our rush-hour traffic, compared to today's 59 percent.

(OVER...)

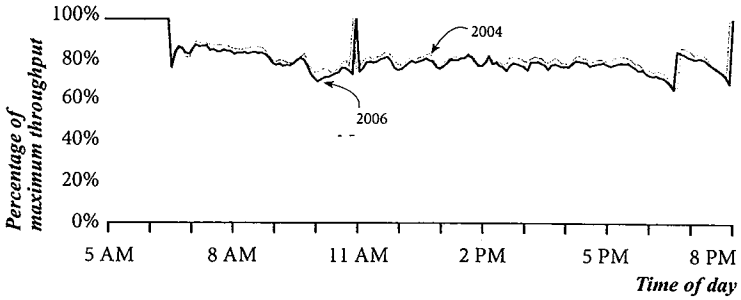
Travel Times at Freeflow, Peak Travel Times, and Reliable Travel Times (in minutes, 2006 data)



Lost lane productivity

SR 520 Floating Bridge

(based on 2000 vehicles per lane per hour)



A highway lane should carry as many as 2,000 vehicles per hour. Yet during congested periods, the productivity of our highways is reduced when we need it most. The graph above shows that traffic flow on the SR 520 Bridge declines by up to 30 percent due to congestion in the general purpose lanes.

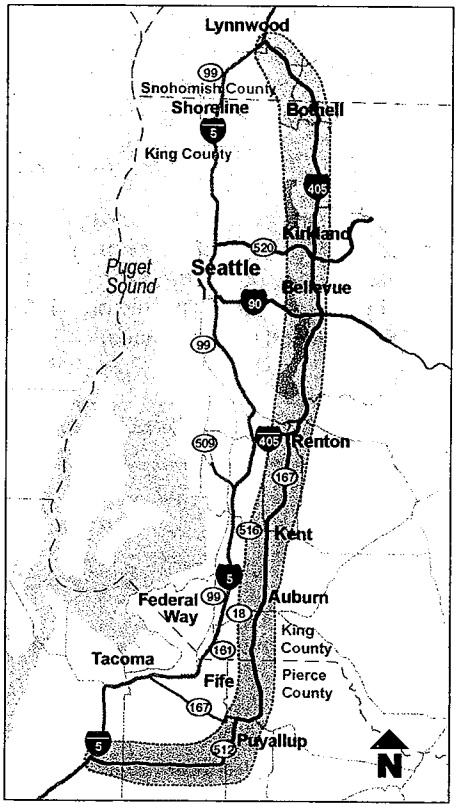
	10-year corridor vision	Complete or underway within 2 years
	**SR 520 HOV and bridge reconstruction** • Replace the SR 520 and Portage Bay bridges with new structures that include two general purpose lanes and one HOV lane in each direction • Add an HOV lane eastbound on SR 520 between the SR 520 Bridge and I-405 • Provide bike and pedestrian facilities across Lake Washington and reconnect communities on both sides of SR 520 **I-90 Investments** • Complete the I-90 HOV and Two-way Transit project which will add HOV lanes to the I-90 mainline between Seattle and Bellevue • Extend the westbound HOV lane in Issaquah from SR 900 to the Sunset interchange • Build an eastbound auxiliary lane with a two lane off ramp to Front St. between SR 900 and Front St.	**Complete phase 2 of the SR 519 South Seattle intermodal access to facilitate movement of freight from the Port of Seattle to I-5 and I-90** **Add HOV lanes and auxiliary lanes to SR 520 between West Lake Samammish Parkway and SR 202. In addition, construct a new interchange between SR 520 and SR 202** **Construct the first phase of the I-90 Two-way Transit and HOV Project. Phase 1 adds a direct access ramp and a new HOV lane eastbound on I-90 between Mercer Island and Bellevue** **Widen SR 900 in Issaquah by one lane in each direction with HOV lanes between the park and ride lot and I-90. This improvement will reduce peak-period backups on I-90**
	**Convert HOV lanes to express lanes on I-90** between Seattle and Issaquah and on SR 520 between I-405 and SR 202. Express lanes use variable time of day tolls and limited access points to improve highway performance for all users **Construct a direct ramp connection between the new westbound SR 520 HOV Lane and the I-5 reversible lanes** **Move HOV lanes to the inside on SR 520 east of I-405**	**Automate the operation of the I-90 reversible lanes** **Active traffic management on SR 520 and I-90** Install electronic signs on both SR 520 and I-90 over each lane at regular intervals between I-5 and I-405 to advise drivers of approaching incidents and to help better manage traffic during times of congestion
	**Begin variable tolling on I-90 at I-5 to I-405** **Support Bus Rapid Transit service on SR 520 between I-5 and SR 202** **Build a transit flyer stop on SR 520 at NE 40th St.** **Build HOV direct access ramp on SR 520 at 108th Ave.** **Further expand the vanpool program** **Improve safety and mobility for bicyclists and pedestrians by completing gaps and making connections**	**Increase transit service on SR 520 between I-5 and I-405** **Work with employers to increase the potential for telecommuting to reduce cross-lake transportation demand** **Implement variable time-of-day tolling on SR 520 between I-5 and I-405** **Increase capacity of the Redmond Park and Ride lot**

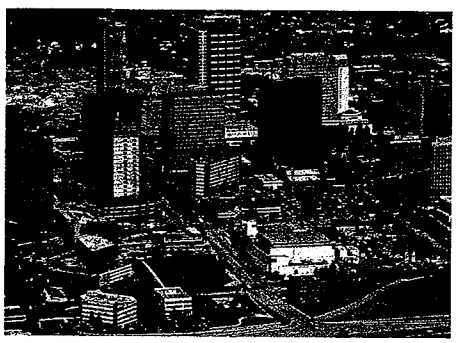
Washington State Department of Transportation

MOVING WASHINGTON

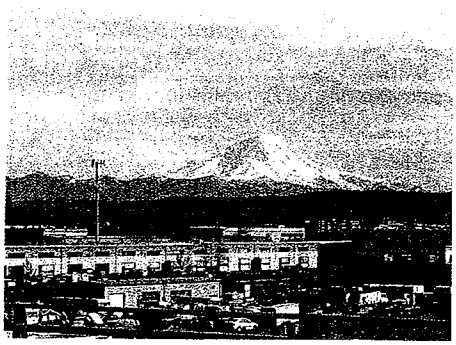
Puget Sound: Eastside Corridor

September 2008





Rapidly growing downtown Bellevue. (Photo by Big Picture Photography, David Johanson Vasquez)



Green River Valley is the nation's fourth largest warehousing and distribution center.

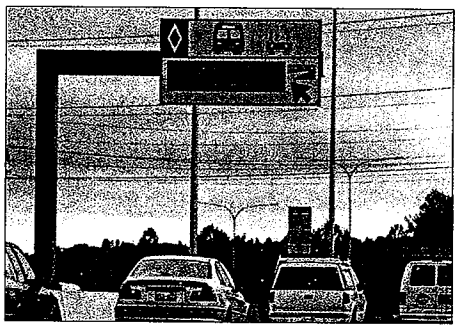
Interstate 405 is the second most heavily traveled corridor in the state. Combined with State Routes 167 and 512, the Eastside Corridor in Snohomish, King and Pierce counties forms the only alternate beltway route from Lakewood to Lynnwood, a distance of nearly 50 miles along I-5. Twelve cities depend on this corridor for access to major commercial, manufacturing and warehousing facilities.

The Eastside Corridor has seen and will continue to see substantial population and employment growth, which will greatly increase the pressure on this corridor to perform better under heavier traffic conditions. For example, in 2007 the state's most increased average commute time was the Tukwila to Bellevue morning commute. During the most congested hour, the duration of this commute was seven minutes longer in 2006 than it was in 2004. The Bellevue to Tukwila evening commute along I-405 also showed significantly longer travel times.

The Eastside Corridor program

An integrated vision

The I-405 Corridor Master Plan is WSDOT's award-winning community-based vision to create a balanced program of transportation improvements. This strategy includes new highway lanes, improved interchanges, express lanes and bus rapid transit and expanded vanpool programs. Other innovations, such as the SR 167 HOT Lanes Pilot Project and SR 167 extension in Pierce County, will connect the entire corridor with a seamless freeway system better equipped to manage greater traffic demands in the future.



The SR 167 HOT Lanes Pilot Project is making the highway more efficient.

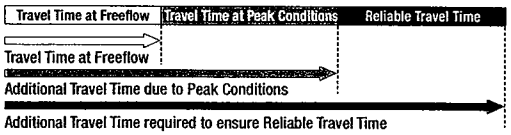
We are working with cities, counties, federal agencies, transit agencies and community groups to foster a consensus for a long-term vision for the multi-modal redevelopment of I-405. This effort culminated in a three-year environmental impact statement development process that outlines transit, roadway, and environmental investments including more than 300 corridor improvements.

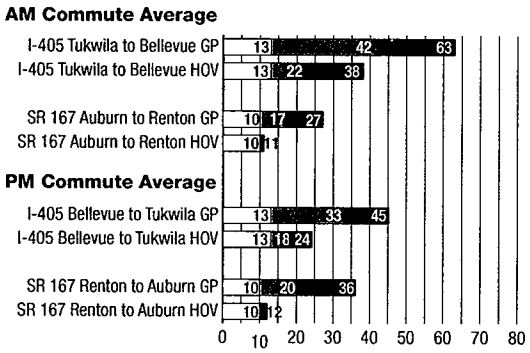
The return

The proposed strategies of *Moving Washington* could significantly reduce commute times on I-405. For example, adding two express lanes in each direction along with effectively using new highway technology, such as variable speed limits, and improving transit service, the northbound evening commute from Bellevue to Bothell could be 35 percent faster, cutting more than six minutes off the trip. Similarly, the northbound morning commute from Renton to Bellevue could be 25 percent faster. This approach could ensure speeds faster than 45 mph for 98 percent of rush-hour commuters in the corridor, compared to today's 68 percent.

(OVER...)

Travel Times at Freeflow, Peak Travel Times, and Reliable Travel Times (in minutes, 2006 data)

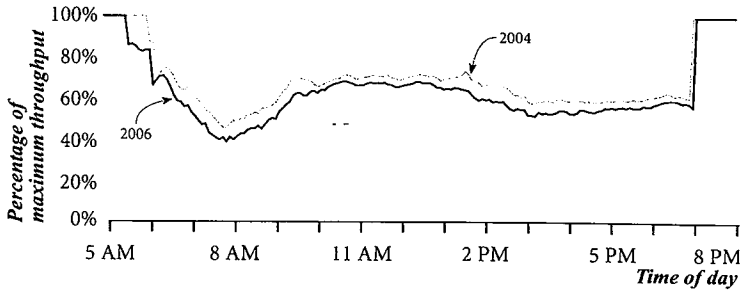




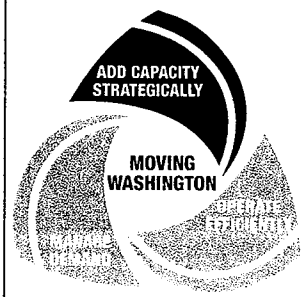
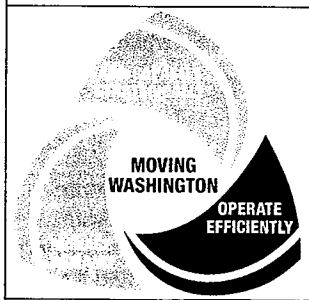
Lost lane productivity

I-405 at SR 169 in Renton

(based on 2000 vehicles per lane per hour)



A highway lane should carry as many as 2,000 vehicles per hour. Yet during congested periods, the productivity of our highways is reduced when we need it most. The graph above shows that up to 60 percent of the rate of traffic flow on I-405 is lost due to congestion in the general purpose lanes.

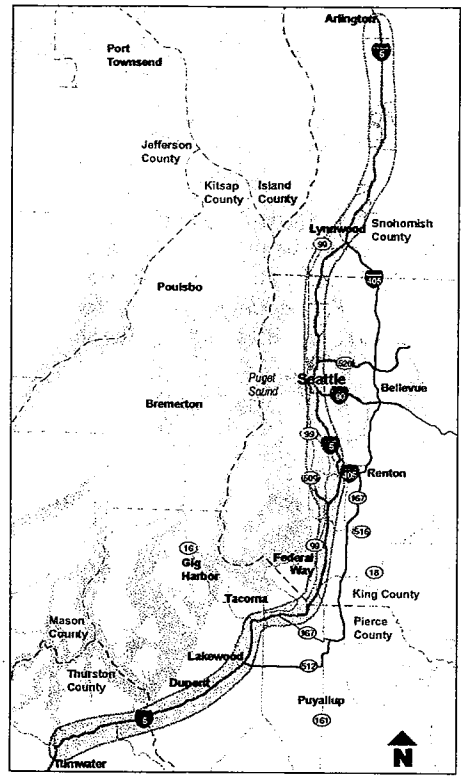
	10-year corridor vision	Complete or underway within 2 years
	**Improve ramp connections on SR 512 at SR 7 and at Canyon Rd.** **Extend the SR 167 HOT lanes south to SR 410** **I-405 Corridor Express Lanes** • Add one additional lane in each direction to I-405 in areas where this expansion is not currently funded • Convert the existing HOV lane and new lanes to express lanes using variable time of day tolls and limited access points to improve highway safety and performance for all users • Connect the SR 167 HOT lanes to the I-405 express lanes via a new direct access ramp connection **Build a southbound auxiliary lane on SR 167 between S 277th St. and SR 516** **Build a new freeway connection from the Port of Tacoma to Puyallup to improve the movement of people and freight in Pierce County**	**Additional lanes on I-405 in the Renton vicinity** • Stage 1 improvements through Renton - Add one lane in each direction to I-405 between I-5 and SR 167 - Add one southbound lane to SR 167 between I-405 and S 180th St. • Stage 2 improvements through Renton - Add one lane in each direction to I-405 between SR 167 and SR 169 - Build a new half diamond interchange at SR 515 - Build a new Benson Road bridge over I-405 **Additional lanes on I-405 in the Bellevue area** • Add northbound lane from 112th Ave. SE to I-90 • Build a new lane in each direction I-90 to SE 8th • Remove the Wilburton Tunnel **Build a new bridge over NE 10th St. to improve access to downtown Bellevue** **Add northbound HOV/HOT Lane to SR 167 in the vicinity of SR 18**
	**Use SR 512 shoulders during peak commuting periods as additional lanes** **Active Traffic Management** Electronic signs over each lane at regular intervals on SR 167 and I-405 advise drivers of approaching incidents and help better manage traffic during times of congestion	**Through the SR 167 HOT Lane Pilot Project, create a successful HOT lane model that can be emulated elsewhere** **Construct an HOV bypass and signal improvements on northbound SR 169 at I-405**
	**Transit capacity and performance** • Support the implementation of bus rapid transit service on the I-405 corridor • Help identify new growth and transportation efficiency centers (GTECs) along the SR 167 and I-405 corridors • Expand park and ride lot capacity along the corridor **Other Initiatives** • Further expand the vanpool program in the central Puget Sound region • Improve safety and mobility for bicyclists and pedestrians by completing gaps and making connections	**Better manage existing park and ride lot space** **Support established growth and transportation efficiency centers (GTECs)**

Washington State Department of Transportation

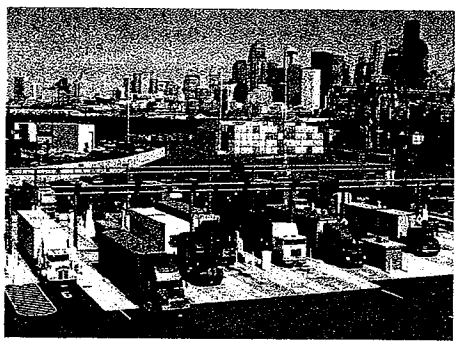
MOVING WASHINGTON

Puget Sound: Westside Corridor

September 2008



Sea-Tac International Airport is the nation's 22nd busiest airport, served by the westside corridor.



Port of Seattle, the nation's seventh busiest U.S. seaport, depends on the westside corridor for the vital transportation of goods and services.

New express lanes, advanced traffic technology and more choices for daily commutes are just a few of the tools that will improve traffic flow and reduce congestion along the state's most traveled corridor.

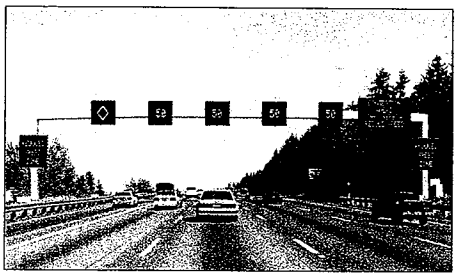
Interstate 5 is the primary transportation route in the state of Washington, connecting Canada, Oregon, California and Mexico. Seven out of 10 Washingtonians live within 15 miles of the corridor. It is a vital route to Sea-Tac International Airport and the marine ports of Seattle, Tacoma and Everett. Additionally, major medical, educational, economic and cultural venues lie along this corridor.

This segment of I-5 stretches from Arlington in south Snohomish County to Tumwater in Thurston County and parallels SR 99 and SR 509. It includes the most successful HOV lanes in the state, moving more people in fewer cars and serving as the backbone for bus service between Everett, Seattle and Tacoma. The interstate also is indispensable for freight movement along the western seaboard. The Puget Sound segment of I-5 carries the largest tonnage of truck-based freight in the state.

The Westside Corridor program

An integrated vision

New express lanes from Everett to Tacoma, advanced traffic technology and flexible commute choices make up an integrated program of improvements for the Westside Corridor.



A rendering of what variable speed limits on I-5 might look like.

Building new lane space where it most effectively reduces congestion will improve traffic flow on I-5 and help absorb significant traffic increases expected with the replacement of the Alaskan Way Viaduct in Seattle. A new variable speed limit system on I-5 will better manage heavy traffic, using electronic speed limit signs mounted over each lane. The signs will automatically adjust to traffic conditions ahead to smooth traffic flow and reduce collisions. In 2006, more than 70 percent of collisions on I-5 from SeaTac to downtown Seattle were related to congestion.

Other technology, such as electronic driver information signs, will provide drivers with real-time traffic information to help them avoid congested areas. Converting existing HOV lanes to variably tolled express lanes under the *Good To Go!* system will ensure buses, vanpools and carpools a toll-free, reliable commute and offer other drivers the same when they need it most.

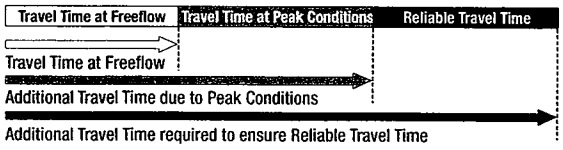
The completion of SR 509 will provide a vital link to southerly freight access to the Port of Seattle terminals and Duwamish industrial area, as well as southerly access for travelers to Sea-Tac International Airport.

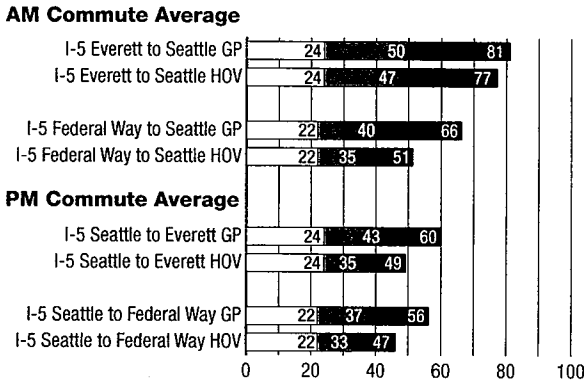
The return

The proposed strategies of *Moving Washington* could significantly improve speeds and travel times on key stretches of I-5. For example, the northbound morning commute from Tukwila to Seattle could take 10 percent less time, and the southbound morning commute time from Lynnwood to Seattle could be cut by 8 percent. This plan also could significantly improve the overall efficiency of I-5, ensuring speeds faster than 45 mph for 87 percent of rush-hour traffic, compared to today's 66 percent.

(OVER...)

Travel Times at Freeflow, Peak Travel Times, and Reliable Travel Times (in minutes, 2006 data)

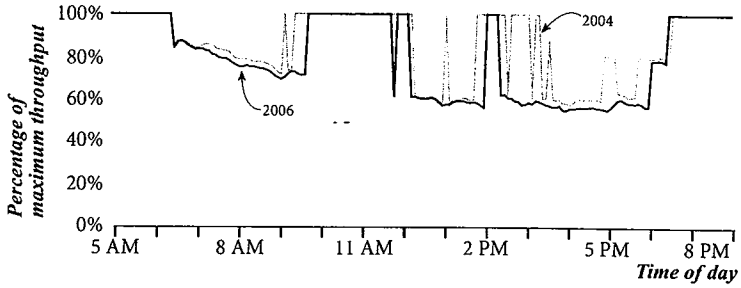




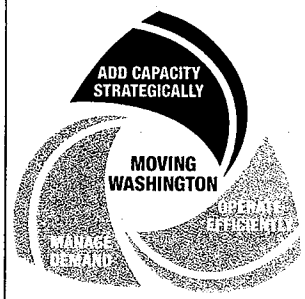
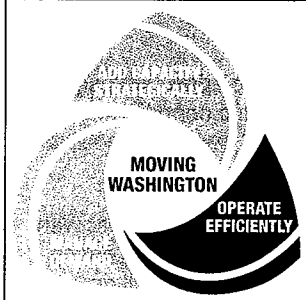
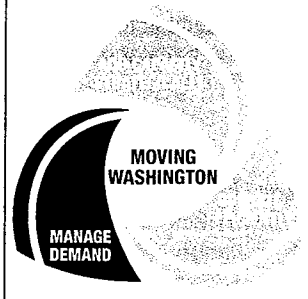
Lost lane productivity

I-5 at NE 103rd St. near Northgate

(based on 2000 vehicles per lane per hour)



A highway lane should carry as many as 2,000 vehicles per hour, yet during congested periods the productivity of our highways is reduced when we need it most. The graph above shows that up to 42 percent of the amount of traffic able to move through I-5 is lost due to congestion in the general purpose lanes.

	10-year corridor vision	Complete or underway within 2 years
	**SR 99 Alaskan Way Viaduct replacement** Replace the Alaskan Way Viaduct based on the outcome of current waterfront planning. Options include aerial, tunnel and surface roadways, combined with transit and system management actions and potentially changes to I-5 **Added capacity at key bottlenecks** • SR 512 westbound to southbound flyover ramp • I-5 express lanes Lakewood to Fife • I-5/SR 18 westbound to southbound flyover ramp • SR 509 connection to Sea-Tac Airport • Complete business, access and transit lanes on SR 99 in Shoreline	**Early viaduct work** • Southern portion of viaduct will be replaced and a new interchange at SR 519 • WSDOT, Seattle and King County conduct waterfront planning process **SR 518 third lane from I-5 to Sea-Tac Airport** **New HOV lanes on Pacific Highway South (SR 99)** **Interchange reconstruction at SR 531** **Initial reconstruction of I-5 HOV lanes in Tacoma**
	**Active Traffic Management** • Install electronic signs over each lane at regular intervals from I-90 to Everett to advise drivers of incidents ahead and better manage traffic congestion • Install additional ramp meters, traffic cameras and other technology to improve traffic flow **I-5 Express Lanes System** Convert HOV lanes to express lanes with variable tolls and limited access points to improve highway performance	**Begin Active Traffic Management Pilot Project between Boeing Access Rd. and I-90** **Install additional ramp meters at key locations** **Automate operation of reversible lanes** **Integrate ramp arterial signals** **Utilize the eastbound shoulder on the US 2 Trestle as an additional lane during congested periods**
	**Transit capacity and performance** • WSDOT provides rights of way and works with transit agencies to improve access and performance • Transit uses shoulder during peak periods from Olive Way to SR 520 • Construct an Industrial Way HOV direct access ramp • Sound Transit extends light rail north to Lynnwood and south to Federal Way **Other Initiatives** • Further expand the vanpool program in the central Puget Sound region • Expand park and ride lot capacity along the corridor • Improve safety and mobility for bicyclists and pedestrians by completing gaps and making connections	**Better manage existing park and ride lot space** **Expand the Martin Way Park and Ride lot** **Support established growth and transportation Efficiency Centers (GTECs)** **Transit capacity and performance** • Sound Transit completes initial light rail segment from Seattle to Sea-Tac International Airport • Sound Transit extends commuter rail service south to Lakewood

Elements of the *Moving Washington* vision

The program includes a comprehensive list of actions, each of which employ one or more of the three strategies, to improve mobility in key corridor across the state.

Complete critical bridges

Several bridges require upgrades or replacement to address major traffic disruptions. Replacement projects provide an opportunity to create more efficient highways and new travel options. Bridge replacement projects in the program include:

- SR 520 across Lake Washington
- Alaskan Way Viaduct in Seattle
- Columbia River Crossing in Vancouver

Reduce bottleneck & complete corridor gaps

The capacity of a corridor is limited by the point where it is most constrained; therefore it makes strategic sense to remove bottlenecks. Improving short segments can improve traffic flow through the entire corridor. The program would target gaps on corridors, such as:

- I-405 in East King County
- SR 167 in King and Pierce counties
- US 395 in Spokane
- I-90 across Snoqualmie Pass
- SR 509 Sea-Tac Airport South Access

Implement express lanes

HOV lanes have been used in Washington for 30 years to provide a faster, more reliable trip for buses and carpools, but the benefit is eroding as many HOV lanes become overburdened.

Moving Washington envisions a new system combining HOV lanes with existing express lanes to create a continuous express lane system for I-5, I-90, I-405, SR 520 and SR 16. Tolls for *Good To Go!* customers would be collected electronically and set based on traffic conditions. Buses and 3+ carpools would experience faster, more reliable commutes, while other drivers would rest assured knowing they have a choice to reach their destination on time when it matters most.

Apply advanced technologies

In Europe electronic signs over individual highway lanes use variable speed limit and real-time driver information to keep traffic moving smoothly and reduce accidents. And freeway shoulders become additional lanes during rush hour.

Moving Washington soon will apply these and other new technologies in the state's most congested corridors, starting with I-5 in advance of constructing replacements for the aging Alaskan Way Viaduct and SR 520 bridge. In the next 10 years, these technologies could be in place throughout the central Puget Sound freeway network.

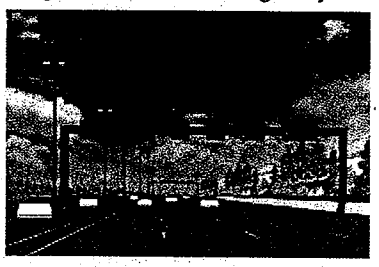
Provide flexible choices

The program includes cooperative efforts with other agencies and employers to provide alternatives to driving alone, including transit service, ridesharing, walking, biking, intercity rail and ferries. Many upcoming roadway construction projects will include new bicycle lanes and walking paths. WSDOT also improves tracks used by Sound Transit's commuter rail. HOV lanes provide crucial right-of-way for regional bus service. WSDOT works with transit agencies to construct access ramps and park and ride lots and channel federal funds to strengthen their services.

By focusing on our worst bottlenecks and fine tuning our system with new technology and more choices for commuters, we can reduce congestion and make our roads, bridges and ferries sustainable for generations to come.

Technology is key

WSDOT is a national leader in managing traffic with reversible express lanes on I-5 and I-90, ramp metering, real-time traffic information signs, HOV lanes and recently high occupancy toll (HOT) lanes. Emerging technologies known as active traffic management (ATM) are helping us get more from our highways.

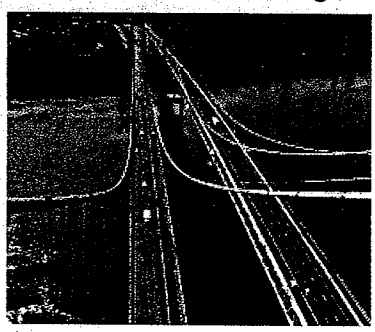


Innovations, such as variable speed limit signs over each lane (see graphic above), are just around the corner for I-5, SR 520 and I-90. By helping commuters match their driving to current traffic conditions, we can reduce collisions and traffic congestion.

Other future ATM tools could include:

- Using certain highway shoulders for peak-hour traffic
- Queue warning signs to alert drivers to backups ahead

Tacoma Narrows Bridge



In July 2007 the new Tacoma Narrows Bridge opened with the state's first tolling program in nearly two decades. *Good To Go!* electronic tolling was an instant hit. It sped bridge traffic from an average 25 mph before the new bridge to 60 mph today. More than 85 percent of morning-commute tolls are collected electronically through the *Good To Go!* program.

An integrated program

Part of WSDOT's program for easing congestion is managing the demand for highway lane space by offering commuters more choices. Our integrated program offers more and better commute choices by partnering with:

- Community Transit in Snohomish County
- Everett Transit
- Intercity Transit in Olympia
- C-Tran in Vancouver
- King County Metro
- Pierce Transit
- Sound Transit
- Spokane Transit
- Amtrak Cascades
- Employers in the Commute Trip Reduction program

How soon will we see results?

Moving Washington is a program of specific actions that can achieve tangible early results. We've already started to realize some results from the program's strategies with the completion of numerous highway construction projects. Many more projects are under construction, and we'll soon see their benefits as well.

Over the next 10 years *Moving Washington* can improve travel times by 10 percent, reduce collisions by 25 percent, improve trip reliability by 10 percent and provide more choices for commuters in our major corridors.

Our vision for the future

To enhance our economic vitality and personal mobility while safeguarding the environment, Washington State must continue to make improvements in our transportation system. A balanced, efficient and reliable transportation system can meet our increasing population needs and allow us to stay competitive in a global economy for the years to come.

Moving Washington provides the tools and the blueprints.

How could transportation look in 2020 with *Moving Washington*?

- Travel times improve
- Rush-hour commuters can choose a reliable trip in free-flowing express lanes
- Fewer collisions mean fewer resulting backups
- Less idling in gridlock reduces greenhouse gas emissions and makes our streams and rivers cleaner
- Transit operates in free-flowing lanes with reliable buses that make intermodel connections to light rail and commuter rail
- Freight flows in and out of the ports of Seattle, Tacoma and Everett, and farm produce and other goods move rapidly across the state

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