

WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

SR 599/SR 99: I-5 Jct (Tukwila) to Spokane St (Seattle)

This seven-mile long north-south corridor runs between the Interstate 5 junction in Tukwila and the Spokane Street in Seattle and includes two state routes. At the Tukwila International Boulevard, State Route 599 transitions to SR 99. A portion of SR 99 this corridor is known as the West Seattle Freeway. The corridor is densely industrial and includes many distribution centers and shipping terminals. Some residential land use is located along the middle of the corridor. The corridor passes through multiple Seattle communities and parallels I-5, Boeing Field, the Union Pacific Railroad, the BNSF Railway, and the Duwamish Waterway. The Museum of Flight and the Seattle Tacoma International Airport are located near the corridor's southern terminus and CenturyLink Field and Safeco Field are near the northern terminus.



Current Function

SR 599 serves as a connector from I-5 into West Seattle, avoiding the West Seattle Bridge. SR 599 runs concurrently with SR 99 for a couple of miles and serves the Seattle metropolitan area. As a result of the corridor's location through an industrial district, the corridor's primary function is to move freight between multiple distribution centers including Boeing Field, Seattle-Tacoma International Airport, Port of Seattle, Seattle ferry terminals, and downtown Seattle. The corridor accommodates commuters and tourists heading to Seattle and other nearby attractions. The route connects to SR 900, SR 509, and I-5. The Sounder Train runs parallel to the corridor, providing service from Lakewood to Everett, and a parallel bus service is available on local streets. There is one park and ride located near the I-5/SR 599 interchange.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

Highlights and Performance

This section of SR 599/SR 99 is a largely four-lane, divided highway, but it expands to five or seven lanes and includes a High Occupancy Vehicle lane at two separate points. The corridor briefly becomes undivided and signalized between the East Marginal Way S intersection and Spokane Street interchange. It also occasionally includes a center left or extended right turn lane. The annual average daily traffic on this corridor is highest near the S Michigan Street interchange and lowest at the South Cloverdale interchange.

What's working well?

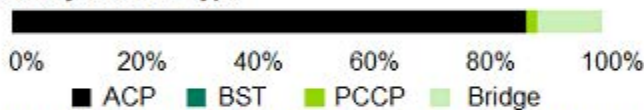
- Approximately 91% of surveyed pavements on the corridor are in fair or better condition.
- Light rail and fixed-route transit services are available for commuter and passenger use on the corridor and are working well.
- There are no locations which require noise walls on the corridor.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

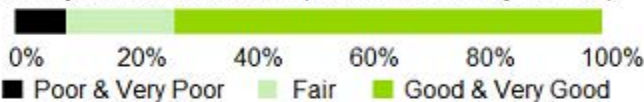
High	Low	
92,513	27,063	Annual Average Daily Traffic (AADT)
15.3%	3.6%	Bus/Truck Percent
35.64		Number of Lane Miles
9		# of Signalized/Stop Controlled Intersections
\$561,033,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

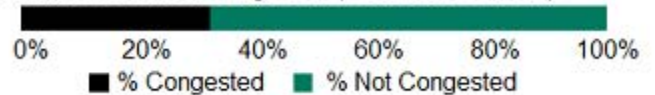
- Desire to continue corridor function as a freight corridor to the SoDo/Seattle Industrial District, including the Port of Seattle.
- Interest in continued support for multimodal transportation along the corridor.

What needs to change?

- Roughly 32% of the corridor experiences congestion on a regular basis.
- There are five bridges on the corridor requiring seismic retrofits.
- There are no dedicated pedestrian, bicyclist, or shared-use facilities on the corridor.
- There are fish passage barriers present on the corridor.

Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	25% Passable	75% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	10 BMPs	Retrofit Prioritization in progress
23.9	% of Corridor with high potential for increased Climate Impacts	
1	Wetland Mitigation Locations	
1	Historical Bridges	

Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>

Mobility

Assessment	<i>Further information about the proposed strategies can be found attached at the end of this document.</i>
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Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on sweeping and cleaning, catch basins, and snow and ice control.</i>
Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 25% of the corridor.</i>
Structures	<i>WSDOT has identified three Structures actions in the next six years at specific locations within this corridor.</i>
Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years encompassing 8% of the corridor.</i>

Safety

Investment	<i>WSDOT has identified three Safety Investment actions in the next six years encompassing 38% of the corridor.</i>
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Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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This segment of SR 99 is located within the city of Seattle, south of the West Seattle Bridge. This segment serves as an important link to the Port of Seattle and the industrial uses to the south. The segment functions as an alternate route to I-5 for motorists traveling to and from the Seattle downtown area. Because it provides direct access to industrial and other employment centers, this segment serves a significant amount of commuter and freight traffic.

This segment experiences heavy congestion, up to 15 hours on weekdays and weekends.

Corridor Segment Characteristics

- The Average Daily Traffic on this segment ranged 41,000 vehicles to 58,000 vehicles in 2015.
- This segment is classified as a T-1 freight route with an Average Daily Traffic of 3,219 trucks.
- The speed limit on the segment is 45 to 50 mph.
- The segment serves as a primary route to the Duwamish Manufacturing Center, including Boeing Field, the Port of Seattle, and SoDo District.
- The segment serves as an alternate to I-5 for motorists traveling to job centers and popular destinations in Seattle.

Contributing Factors

- Truck and rail traffic during peak commute periods contributes to congestion.
- Existing industrial uses attract a significant amount of employee traffic along this segment.
- Combination of commuter and truck traffic cause congestion.
- This segment is generally lacking in non-motorized facilities with a few sidewalks in spot location and no bicycle facilities.
- Traffic volumes are expected to increase due to future expansion at the Port of Seattle and the Duwamish Manufacturing/Industrial Center, which is designated by Puget Sound Regional Council as a location for increased employment.

Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will conduct engagement with its partners to further develop strategies for the corridor.

Operational Improvements

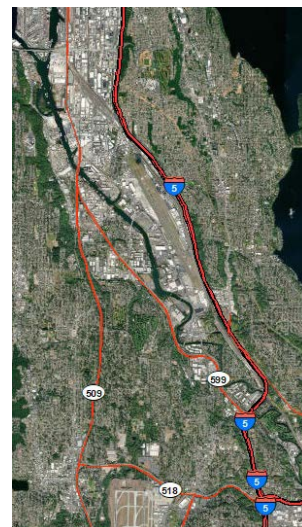
- Implement access management and Information Transportation Systems strategies to improve traffic flow.

Demand Management

- Reinforce support for existing Commute Trip Reduction programs to reduce single occupancy vehicles trips.
- Coordinate with the City of Seattle to identify alternate routes for bicyclists to encourage mode shift.

Further Study

- Investigate the feasibility of a shared use path along the existing rail line that runs parallel to this segment to improve multimodal options.
- Examine the potential for this segment to be a candidate for a Corridor Planning Study.
- Consider HOV lanes to connect with the existing HOV lanes to the north and south of this segment in order to increase the corridor's efficiency.
- Study including sidewalks and shoulders as part of roadway reconstruction to increase travel options.
- Additional strategies to improve mobility may be identified in the Puget Sound Regional Council's regional planning processes.



For more information

To find out more information about this corridor or how to get involved, please contact:

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Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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