

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 519: I-90 Jct to Seattle Ferry Terminal*

This one-mile long corridor is located in downtown Seattle. The corridor travels between the Interstate 90 junction in the south and the Seattle Ferry Terminal to the north. The corridor runs adjacent to both Seattle's sports stadiums, Safeco Field and CenturyLink Field, and the downtown core of Seattle. The northern portion of the corridor runs parallel with Elliot Bay and I-5. The corridor is urban in character with mixed land uses that include industrial, commercial, residential, and recreation. Terrain is generally level as the route travels over the BNSF Railway and parallels a second BNSF rail line.



**Current Function**

SR 519 is located entirely in Seattle and serves as the terminus for both the Port of Seattle and Colman Dock. The corridor primarily serves as a freight corridor, moving goods in and out of the Port of Seattle, one of the largest container gateways in North America. The corridor provides connections from the ferry terminal to both I-5 and I-90. The corridor also serves commuter and tourist traffic by providing access to downtown Seattle, the Port of Seattle, the Seattle Ferry Terminal and central waterfront, and events at CenturyLink Field and Safeco Field. The route provides connections to several transit centers including University Street, Pioneer Square, and International District, as well as providing connections to Link Light Rail Stations, Amtrak, and Sounder Stations. The Colman Dock Ferry Terminal, located at the terminus of this corridor, provides service between downtown Seattle, Bainbridge Island, and Bremerton.

**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

SR 519 is predominantly an undivided, four-lane highway, with the exception of the three-lane segments on Royal Brougham Way S and Alaska Way S, north of King St S. The annual average daily traffic on this corridor is highest at the transition point of I-90 and SR 519 and lowest at the intersection of Edgar Martinez Dr S and 1st Avenue S.

### What's working well?

- There are many multimodal opportunities on the corridor such as ferries and transit centers.
- The SR 519 Intermodal Access Project improved westbound connections.
- Link Light Rail runs adjacent to this corridor with stations providing congestion relief.

### What needs to change?

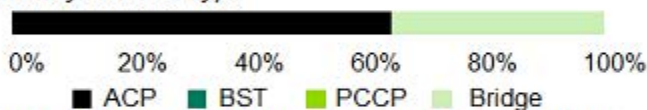
- Roughly 54% of the corridor experiences congestion on a regular basis.
- The entire corridor's pavement conditions have not been surveyed.
- The corridor is susceptible to flooding events triggered by climate change impacts.

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

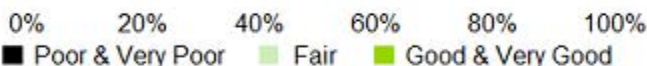
High	Low	
27,679	5,413	Annual Average Daily Traffic (AADT)
7.1%	7.1%	Bus/Truck Percent
4.31		Number of Lane Miles
11		# of Signalized/Stop Controlled Intersections
\$174,703,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



#### Roadway Surface Condition (Percent of Surveyed Area)

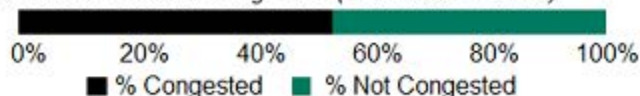


#### Corridor Bridge Preservation Needs



### Mobility

#### Percent of Corridor Congested (Statewide Screen)



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	0% 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	2 BMPs	Retrofit Prioritization in progress
Zero	% of Corridor with high potential for increased Climate Impacts	
None	Wetland Mitigation Locations	
None	Historical Bridges	

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 include:

- Interest expressed in studying a potential seismic lifeline route in Seattle.

## 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 <a href="http://www.wsdot.wa.gov/Projects/FishPassage/default.htm">http://www.wsdot.wa.gov/Projects/FishPassage/default.htm</a>.</i>

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#### **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>
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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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SR 519 travels between I-90 and the Seattle Ferry Terminal within the city of Seattle. A portion of SR 519 is under the existing SR 99 structure which is scheduled for removal.

This corridor experiences congestion at signalized intersections, particularly the 4<sup>th</sup> Ave S ramps at the I-90 Jct.

### Corridor Segment Characteristics

- SR 519 is typically an undivided, four-lane urban principal arterial in Seattle with posted speeds ranging from 30 mph to 40 mph in level terrain.
- SR 519 is designated a T-2 and T-3 freight route. It is T-2 between I-90 and 1<sup>st</sup> Ave S and carried 9,130,000 in annual tonnage with 2,100 daily trucks (7.1%) in 2017. The T-3 segment between 1<sup>st</sup> Ave S and the Seattle Ferry Terminal carried 2,920,000 in annual tonnage with 680 daily trucks (7.1%).
- The annual average daily traffic volumes ranged from a low of 5,600 on Royal Brougham Way to a high of 32,000 on Dave Niehaus Way S in 2017.

### Contributing Factors

- Traffic demand exceeds capacity during heavy commuter and freight use, particularly near interchanges, resulting in delays.

### Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will conduct engagement with its M3 teams to further develop strategies for the corridor.

### Demand Management

- Encourage use of Link Light Rail which runs adjacent to the corridor to encourage mode shift.
- Increase transit service paired with highway improvements to provide travel time savings and reliability, and increase ridership.
- Improve modal access, options, and connectivity to reduce single occupant vehicle trips.

### Further Study

- Participate in Puget Sound Regional Council's regional planning processes to evaluate potential strategies.
- Work with local jurisdictions to improve local road network to provide adequate alternative routes to improve mobility.
- Explore improving transit service to the corridor paired with non-motorized improvements to provide additional modal accessibility.

## For more information

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

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Corridor Planning Manager

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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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