

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:

I-5: Tacoma to I-405 Jct (Tukwila)

This 22-mile long north-south corridor spans across Pierce and King counties. The corridor runs along Interstate 5 from S 38th St in Tacoma near State Route 16 and ends just south of the I-5/I-405/SR 518 interchange in Tukwila. The corridor passes through the cities of Tacoma, Fife, Milton, Federal Way, Kent, Des Moines, SeaTac, Tukwila, and the Puyallup Indian Reservation. The corridor's character is densely urban, densely populated with commercial, residential, and heavy industrial land uses. There are many distribution centers and commercial developments along the corridor. The corridor goes over the Puyallup River in Tacoma, and passes the Tacoma Dome and Emerald Queen Casino. The Seattle-Tacoma International Airport, the largest airport in the Pacific Northwest region, is located along the northern portion of the corridor. The Port of Tacoma is located near the southern portion of the corridor. Terrain is generally flat throughout.



Current Function

I-5 is the major north-south route along the U.S. west coast connecting most major cities between Canada and Mexico. The corridor is a primary freight route for the region and connects with local, regional, and national truck freight traveling throughout the area. The corridor parallels or provides direct access to multiple major highways which include I-705, SR 7, SR 16, SR 18, SR 99, SR 161, SR 167, SR 509, SR 516, and SR 518. The corridor provides local access for commuters in the cities of Tacoma, Fife, Milton, Federal Way, Kent, Des Moines, SeaTac, and Tukwila. Additionally, members of the military community traveling to and from the nearby base use the route. This corridor has rail lines that provide passenger rail service from Amtrak, Amtrak Cascades, and Sounder train and freight rail service from BNSF Railway. Sound Transit provides local bus and light rail. Greyhound provides intercity bus service.

Future Function

The function of this corridor is expected to change with the completion of the HOV lanes. The goal of the HOV lanes are to increase trip reliability resulting in shifts from single occupancy vehicles to increased use of transit, carpools, and vanpools.

Highlights and Performance

This segment of I-5 is a divided, unsignalized highway with a variable number of lanes. Along the route, it fluctuates from six to nine lanes and frequently includes acceleration and deceleration lanes. The corridor also includes HOV lanes on both sides between the SR 99 junction in Fife and the I-405 junction in Tukwila. The annual average daily traffic on this corridor is highest at the S 188th Street/Orrillia Road S interchange in SeaTac and lowest at the SR 16 junction in Tacoma.

What's working well?

- Noise walls have been implemented along the corridor.
- There are many multimodal opportunities on the corridor.

What needs to change?

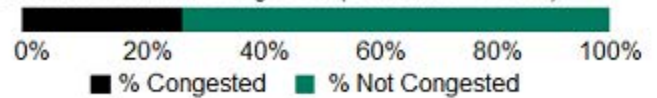
- Roughly 27% of the corridor experiences congestion.
- Roughly 13% of surveyed pavements on the corridor are in poor to very poor condition.
- The corridor has nine bridge preservation needs for seismic retrofits.

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

High	Low	
220,008	133,900	Annual Average Daily Traffic (AADT)
8.0%	7.3%	Bus/Truck Percent
212.8		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$763,640,000		Corridor Investments (2005-2016)

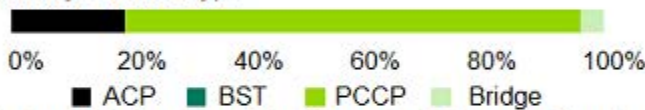
Mobility

Percent of Corridor Congested (Statewide Screen)

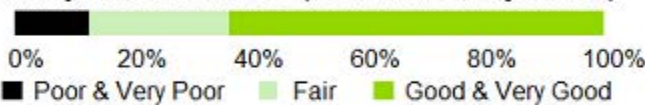


Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	30.8% Passable	69.2% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	0 High Priority Miles
Stormwater Treatment	89 BMPs	Retrofit Prioritization in progress
20.0	% of Corridor with high potential for increased Climate Impacts	
4	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 included:

- Interest for continued support of the Sound Transit 3 expansion projects.
- Concerns expressed over the lack of semi-truck parking spots within two hours of the Port of Seattle, causing trucks to park illegally.
- There is a need for origin and destination studies for people and freight in the area in order to determine modal splits and supply chains.

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 snow and ice control, pavement repair, and sweeping and cleaning.</i>
Pavement	<i>WSDOT has identified two Pavement actions in the next six years encompassing 80% of the corridor.</i>
Structures	<i>WSDOT has identified two Structures actions in the next six years at specific locations within this corridor.</i>

Safety

Investment	<i>WSDOT has identified one Safety Investment action in the next six years encompassing 22% 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 I-405 is a primary north-south connection between Bellevue and Lynnwood for vehicular traffic. This corridor connects to I-5 near Lynnwood and to I-90 near Bellevue. As one of the state's most congested corridors, this route supports a large amount of commuter traffic in the morning and evening, as well as commercial and recreational users.

Corridor Segment Characteristics

- In 2015, the average daily traffic volumes on the segment of I-405 from the 8th St/NE 4th St interchange to SR 520 ranged from 130,000 to 158,000 daily trips. The traffic volumes on I-405 from SR 520 to SR 522 ranged from 161,000 to 193,000 daily trips while the rest of the I-405 corridor from SR 522 to I-5 ranged from 50,000 to 119,000 daily trips.
- This segment of the corridor is classified as a T-1 freight corridor and carried 20,930,000 tons of freight cargo in 2015.

Contributing Factors

- Traffic demand exceeds capacity during heavy commuter and freight use particularly near interchanges, resulting in delay.
- Poor traffic flows on I-405 lead to backups on SR 522 westbound.
- Lack of local network connections forces additional traffic demand onto the segment.
- Lack of non-motorized facilities at interchanges make crossing the highway difficult for these users.
- Transit service is not a viable option for many commuters because it is commuter-oriented and infrequent.

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

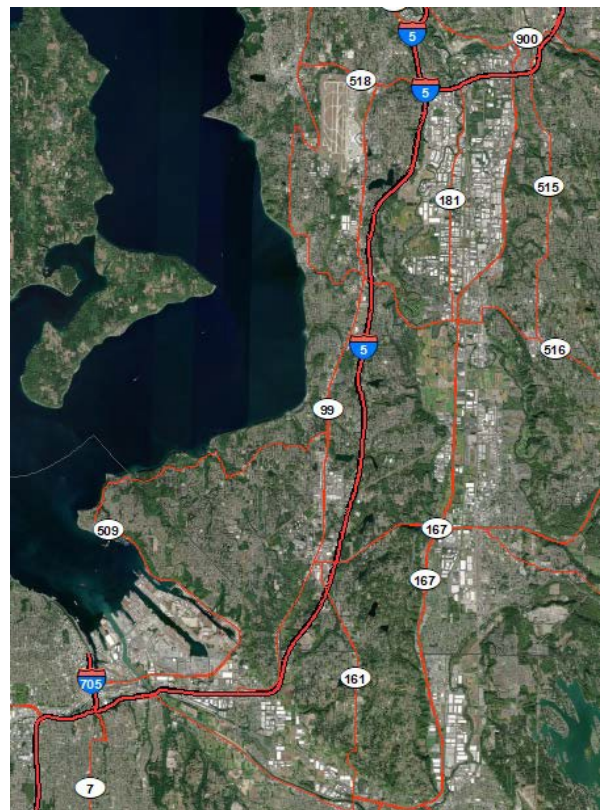
- Install ramp metering and freight-friendly right turns to improve operational capability of intersections.
- Install intersection improvements to manage congestion during periods of high use.
- Provide traveler information on roadway conditions to reduce delay.

Demand Management

- 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

- Continue studying additional transit options through the Sound Transit 3 measure as approved by voters to increase mode options.
- I-405/SR 167 Executive Advisory Group will continue to explore next steps for the I-405 Master Plan and express toll lane performance to manage congestion.
- Additional strategies to manage congestion may be determined through 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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