

OLYMPIC REGION SUMMARY

2019 MULTIMODAL MOBILITY HIGHLIGHTS

- Approximately 1,613.1 million person miles were traveled on the I-5 corridor in the South Puget Sound region in 2019, up 1% from 1,598.1 million person miles in 2018
- Vehicle delay on the I-5 corridor in the South Puget Sound region increased 26% from 1.9 million hours in 2018 to 2.4 million hours in 2019
- During the southbound morning commute in 2019, buses (0.3% of all vehicles) moved 7.2% of travelers on I-5 at Port of Tacoma Road
- In 2019, WSDOT began construction on the state's first diverging diamond Interchange on I-5 at Marvin Road (State Route 510) in Lacey
- WSDOT installed six ramp-meters on southbound I-5 between Olympia and Lacey in summer 2019
- WSDOT expanded its high occupancy vehicle lane network at several locations on I-5 in Olympic Region in 2019

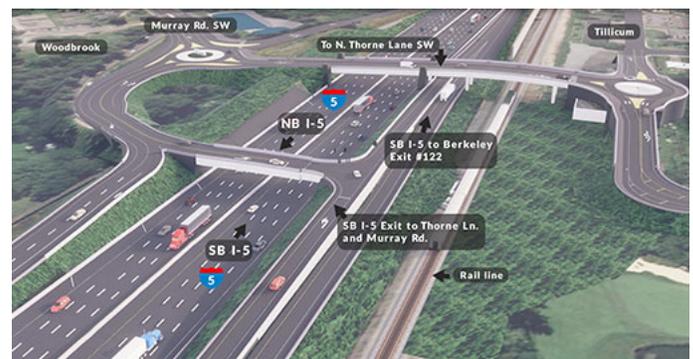


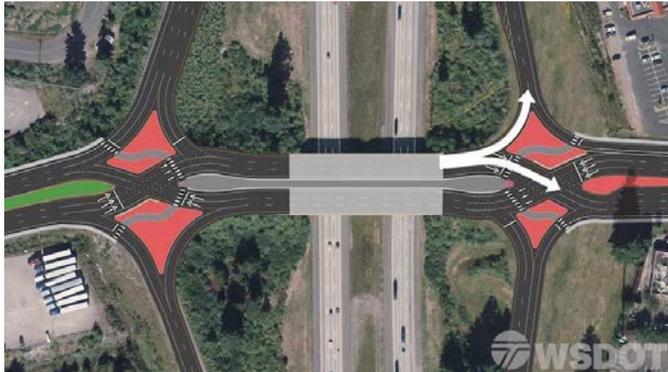
WSDOT's major projects in Olympic Region in 2019 were focused on operational and multimodal improvements to address congestion and economic vitality on the Interstate 5 corridor. Several of these projects included expansions of the high occupancy vehicle network, promoting the multimodal transportation system. Other projects included rebuilding several interchanges to improve congestion and promote the economic vitality in the surrounding communities.

I-5—Steilacoom-DuPont Road to Thorne Lane—Corridor Improvements

WSDOT is rebuilding the Berkeley Street and Thorne Lane interchanges and adding a lane in each direction on Interstate 5 between DuPont and Lakewood to relieve chronic traffic congestion and improve mobility along I-5 in the vicinity of Joint Base Lewis-McChord (see photograph at

right). Once construction is finished, the new lane in each direction on I-5 will open as a high occupancy vehicle lane. These changes are expected to reduce chronic traffic congestion through the JBLM corridor. New interchanges that incorporate roundabouts and grade separation from the rail line improves traffic flow and reduces the potential for collisions.





I-5—State Route 510 Interchange— Reconstruct Interchange

In 2019, WSDOT began construction on the I-5 and Marvin Road (SR 510) interchange in Lacey to create the first diverging diamond interchange in Washington state. A DDI is a proven way to move more people and reduce the potential for collisions by reducing conflict points. When construction is complete, a DDI improves traffic flow by allowing drivers to make a free left turn onto the highway without stopping at a traffic signal (see image above).

The project also includes a new frontage road and extends the Marvin Road on-ramp to southbound I-5. The frontage road will provide access into and out of planned development in the area adjacent to southbound I-5. This project will benefit all users of all modes at the I-5/Marvin Road interchange. The improvements will also help accommodate economic development for the Hawks Prairie community and expand on previous improvements that have been implemented by the City of Lacey and WSDOT.

I-5—Olympia Area Southbound— Congestion Management

During summer 2019, WSDOT installed ramp meters on several southbound on-ramps on I-5 between Lacey and Olympia. These ramp meters are located at Marvin Road, Martin Way East, Sleater-Kinney Road Southeast, Pacific Avenue Southeast, and Henderson Boulevard Southeast. Ramp meters pace the flow of merging traffic, improving traffic flow, and reducing the potential for collisions.

I-5—Portland Ave. to Port of Tacoma Road—Southbound HOV

In 2019, WSDOT began construction on new bridges on I-5 over the Puyallup River that will include new high occupancy vehicle lanes. This project is part of the Tacoma/Pierce County HOV Program. HOV lanes will help ensure that transit, vanpools, and carpools move efficiently through the corridor, especially when traffic is congested in the adjacent general-purpose lanes. This reliability tends to increase ridership in multi-passenger vehicles and thereby helps ease demand in the general-purpose lanes, making the overall highway system work better for everyone. The new southbound Puyallup River Bridge will be straighter and wider than the existing bridge; both features will help traffic move more smoothly through the area (see image below).



I-5 - SR 16 Realignment—HOV structures and connections

WSDOT built HOV roadways and HOV direct-access ramps as part of a newly expanded I-5/SR 16 Nalley Valley interchange to increase safety, improve mobility, and reduce congestion. This project, which was completed in 2019, is one of several that make up a larger program to reduce congestion, improve safety, and add HOV lanes in Pierce County. The HOV Connector project built new bridge structures and direct-access ramps to connect I-5 HOV lanes to SR 16 HOV lanes. These structures are limited solely to HOV traffic.