

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 99: Spokane St (Seattle) to Everett

This 27-mile long north-south corridor runs between the Spokane Street Viaduct/West Seattle Bridge in Seattle and Interstate 5 in Everett. The entire corridor is urban in character with land uses consisting of residential, industrial, and commercial retailers. Between S Royal Brougham Way at the south end and Harrison St at the north end, the corridor is known as the SR 99 tunnel. The southern portion of the corridor passes under the SoDo/Seattle Industrial District, portions of the Port of Seattle, the Elliot Bay waterfront, and both Safeco and CenturyLink fields. The rest of the corridor passes through the communities of Queen Anne, Westlake, Fremont, Woodland Park, and the cities of Shoreline, Edmonds, and Lynnwood. The corridor crosses over Lake Union via the Aurora Bridge and for a portion, runs alongside Green Lake.



Current Function

SR 99 serves as a major arterial roughly paralleling I-5 between Tacoma and south Everett through downtown Seattle. This segment serves commuters in both directions to jobs and employment centers between Seattle and Everett. This corridor links Seattle, Shoreline, Lynnwood, Everett and the other growing communities in Snohomish County. Travelers also utilize the corridor to access the stadium district, downtown Seattle, the Seattle Center, and Woodland Park Zoo. Multiple public transportation options are available including King County Metro, Sound Transit, and Community Transit. Six park and rides are accessible from the corridor. There are no designated bike lanes along the corridor, but at some portions, bicyclist use is permitted and some shared use trails are located parallel to the corridor.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same. However, Sound Transit plans to expand light rail from Seattle U District to Everett and Redmond. This new service could result in a shift to more transit use along the corridor. The portion of the corridor from Spokane St to the junction of SR 523 is being evaluated as a potential lifeline route.

Highlights and Performance

This portion of SR 99 is a four-lane, divided, signalized corridor with two dedicated bus lanes through most of Seattle. In the cities north of Seattle, the dedicated bus lane becomes a persistent right turn lane. The corridor becomes a six-lane, undivided highway with a center turn lane in Everett. The annual average daily traffic on this corridor is highest at the West Seattle Bridge and lowest near the 4th Avenue W intersection in Everett.

What's working well?

- Approximately 90% of surveyed pavements on the corridor are in fair or better condition.
- There are many multimodal opportunities for passenger and commuter traffic on the corridor.
- There are intermodal freight facilities and freight rail available on the corridor.

What needs to change?

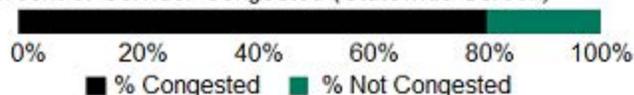
- Roughly 81% of the corridor experiences congestion on a regular basis.
- There are 14 bridge preservation needs on the corridor, including four bridge repairs.
- The sidewalk network is incomplete and there are no bicycle facilities on the corridor.
- There are several fish passage barriers on the corridor.

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

High	Low	
73,163	25,658	Annual Average Daily Traffic (AADT)
3.6%	2.6%	Bus/Truck Percent
137.47		Number of Lane Miles
52		# of Signalized/Stop Controlled Intersections
\$474,754,000		Corridor Investments (2005-2016)

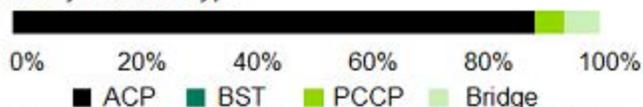
Mobility

Percent of Corridor Congested (Statewide Screen)

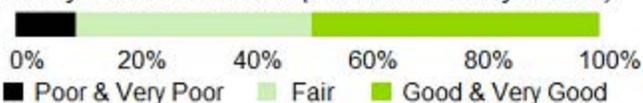


Preservation

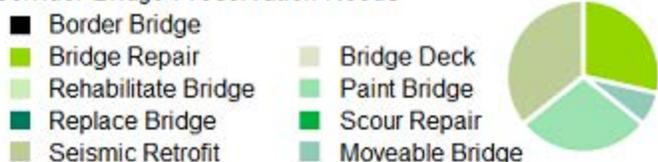
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	40% Passable	60% 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	6 BMPs	Retrofit Prioritization in progress
5.3	% of Corridor with high potential for increased Climate Impacts	
1	Wetland Mitigation Locations	
3	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 is interested in collecting feedback from our partners. To provide feedback on this corridor, please contact the office indicated on the last page of this document.

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 five Pavement actions in the next six years encompassing 62% of the corridor.</i>
Structures	<i>WSDOT has identified one Structures action in the next six years at a specific location within this corridor.</i>

Safety

Investment	<i>WSDOT has identified five Safety Investment actions in the next six years encompassing 59% 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, just north of the northern terminus of the future SR 99 Tunnel which is replacing the Alaskan Way Viaduct through downtown Seattle, and serves as an important link between downtown Seattle to the south and the Seattle Northgate development area to the north. It also functions as an alternate route to I-5 for motorists traveling to and from downtown Seattle. Because it provides direct access to commercial and employment centers, this segment serves a significant amount of commuter and freight traffic.

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

Corridor Segment Characteristics

- In 2016, the Average Daily Traffic ranged from 30,000 to 45,000 vehicles near the Alaskan Way Viaduct.
- The corridor is classified as a T-2 and T-3 freight route with truck an Average Daily Traffic range of 870 to 1,400 trucks.
- The speed limit on the corridor ranges from 35 to 40 mph, and there are no bike facilities on-corridor.

Contributing Factors

- The segment serves as a primary route to downtown Seattle and other nearby growth areas, resulting in many vehicle trips on the route.
- The route serves as alternate to I-5 for motorists traveling to job centers and popular destinations in Seattle, increasing the number of single occupancy vehicles.
- A combination of truck, commute, and rail traffic during peak commute periods contributes to congestion.
- The existing residential, commercial, and mixed land uses generate and attract a significant amount of traffic along this segment.
- Traffic volumes are expected to increase due to future expansion in downtown Seattle, Queen Anne, South Lake Union, and Northgate, which are all designated by Puget Sound Regional Council as regional growth centers.

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

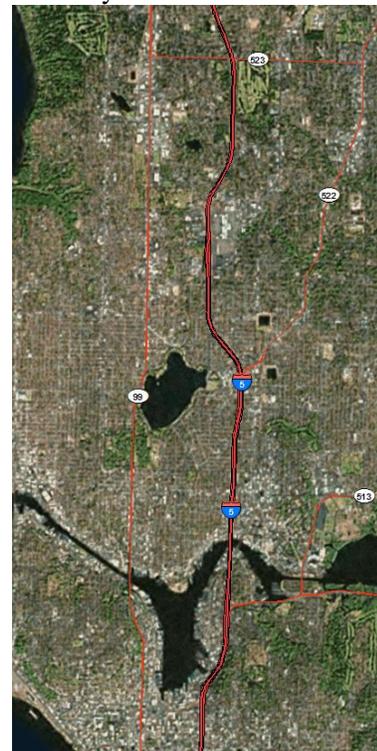
- Implement access management and Information Transportation System strategies to improve traffic flow.
- Using a Practical Solutions lens, modify existing lanes where feasible to improve operational efficiency.

Demand Management

- Reinforce support for existing Commute Trip Reduction programs to reduce single occupancy trips.
- Improve transit reliability to encourage use and decrease the number of single occupancy trips.
- Increase mode options along the corridor to increase transit ridership.

Further Study

- Evaluate the need for future improvements to SR 99 and the local network.
- Using a Practical Solutions lens, study options to improve mobility on the corridor.



For more information

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

Nazmul Alam

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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.

Americans with Disabilities Act (ADA) Information

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the event sponsor (enter name of event sponsor and phone number), by (insert date-usually two weeks advance notice). Persons who are deaf or hard of hearing may contact the event sponsor through the Washington Relay Service at 7-1-1.

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Información del Acta (ADA) de Estadounidense con Discapacidad

Este material se puede hacer disponible en un formato alternativo por correo electrónico al equipo de Asuntos de diversidad/ADA WSDOT en wsdotada@wsdot.wa.gov o llamando gratis, 855-362-4ADA (4232). Personas sordas o con problemas de audición pueden solicitar llamando el relé de estado de Washington al 711.

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