

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-90: Cross-Lake Corridor*

This 15-mile east-west corridor crosses over Lake Washington. The corridor runs between Interstate 5 and I-405, and is comprised of two segments: I-90 and I-90 reversible lanes. The corridor travels between the cities of Seattle and Bellevue and passes through Mercer Island. The entire corridor is densely urban in character with commercial businesses and single- and multi- family residential land uses. The corridor is densely industrial at the western terminus. Land use includes distribution centers and shipping terminals. Multiple parks, such as Mercer Slough Nature Park, Sam Smith Park, Luther Burbank Park, Seward Park, and the Cougar Mountain Regional Wildland Park are located nearby or surround the corridor. The SODO neighborhood, Puget Sound, Safeco Field, and CenturyLink Field are all located at the western end point of the corridor. The Factoria neighborhood and the Marketplace at Factoria are located at the eastern terminus and Lake Sammamish is located nearby. Terrain on the corridor is rolling.



**Current Function**

I-90 is a transcontinental freeway that runs between Boston, Massachusetts and Seattle, Washington. Within Washington, I-90 is a critical east-west route directly linking Seattle with Spokane. This corridor serves as the sole connection between Mercer Island and the mainland and provides direct connections to I-5 and I-405 and local access for residents and commuters in the cities of Seattle, Mercer Island, and Bellevue as well as linking to communities on the east side of Lake Washington. This corridor is a key corridor for the movement of freight and is used by trucks moving freight from port facilities located along Seattle’s waterfront harbor. The Amtrak Cascades Line has a stop at King Street Station, which is located near the corridor’s northern terminus in downtown Seattle. Sound Transit and King County Metro both serve this corridor and Microsoft operates employee shuttles on this route. There is a pedestrian and bicycle path along the I-90 floating bridge and three park and rides are easily accessible off 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. Light rail will serve this corridor as a 14-mile long stretch from downtown Seattle to Redmond and is expected to open in 2023.

## Highlights and Performance

This section of I-90 is a multi-lane highway with express lanes throughout. There is a spaghetti bowl interchange at the intersection with I-5. The corridor includes HOV and reversible express lanes. The annual average daily traffic on this corridor is highest to the west of the I-405 interchange and lowest at the intersection with Seattle Boulevard S.

### What's working well?

- Over 99% of surveyed pavements on the corridor are in fair or better condition.
- The entire corridor is rated low for climate vulnerability impacts.
- There are many multimodal opportunities on the corridor, such as transit centers, freight distribution centers, and ferries.

### What needs to change?

- Roughly 53% of this corridor experiences congestion on a regular basis.
- Nine bridge preservation needs have been identified on the corridor.
- Fish passage barriers are present on the corridor.

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

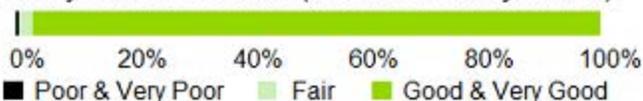
High	Low	
162,004	1,857	Annual Average Daily Traffic (AADT)
28.0%	3.0%	Bus/Truck Percent
71.85		Number of Lane Miles
2		# of Signalized/Stop Controlled Intersections
\$123,080,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



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

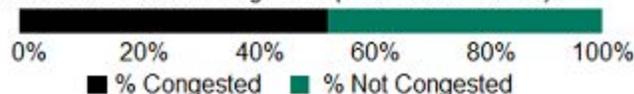


#### Corridor Bridge Preservation Needs



### Mobility

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



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	None	100% 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	30 BMPs	Retrofit Prioritization in progress
1.8	% of Corridor with high potential for increased Climate Impacts	
4	Wetland Mitigation Locations	
27	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 <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>
Structures	<i>WSDOT has identified nine Structures actions in the next six years encompassing 79% 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 8.26-mile segment of I-90 runs east-west between I-5 and I-405. The corridor travels from the city of Seattle, across Lake Washington, through Mercer Island, and terminating in the city of Bellevue and serves commuters and freight.

This segment experiences significant congestion, particularly during peak travel periods when the corridor is heavily used by commuters crossing the lake in both directions to jobs and employment centers in Seattle and the Eastside.

### Corridor Segment Characteristics

- The Average Daily Traffic along this corridor was 131,979 vehicles in 2015.
- This is a T-1 freight corridor, although some freight traffic utilizes SR 18 in order to bypass traffic congestion occurring on I-5 and I-405.

### Contributing Factors

- This corridor serves as an alternative to the SR 520 Toll Bridge crossing Lake Washington to the North. It is also an alternative to traveling around the lake using I-5 and I-405 to the south or SR 522 and I-405 to the north.
- Daily commuting patterns which results in extra trips on the corridor.

### 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

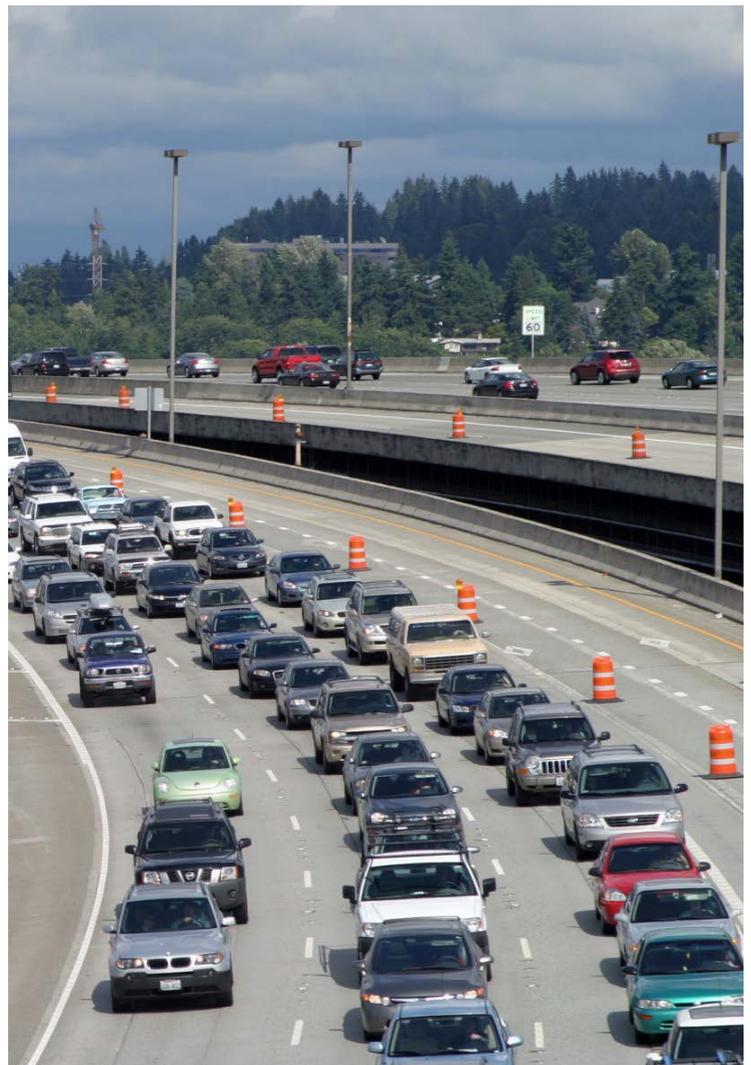
- Continue utilizing reversible lanes to provide additional lanes in the direction that will relieve the most congestion.
- Support Sound Transit's East Link Extension project.

### Demand Management

- Increase transit and HOV priority improvements along the corridor.

### Further Study

- Additional strategies to improve mobility may be identified 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.

#### **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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