

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: I-90 Jct (Seattle) to US 2 Jct (Everett)

This 38-mile long north-south corridor is located in King County. The corridor runs between the Interstate 90 interchange in downtown Seattle and the US Route 2 interchange in Everett. The corridor travels through the cities of Seattle, Shoreline, Mountlake Terrace, Lynnwood, Everett, and multiple communities. Notable landmarks near the corridor include the Space Needle, University of Washington, and Woodland Park Zoo. The character of this corridor is predominantly urban at its southern end and suburban at the northern end. Land use is primarily both multi-family and single-family residential throughout the corridor. Other land uses along the corridor include commercial within the cities of Seattle, Lynnwood, and Everett. At the northern end of the corridor, there are agricultural land uses present. As the corridor passes between Seattle and Shoreline, it is surrounded by Lake Washington and Puget Sound. The corridor runs parallel to State Route 99 and the Duwamish Waterway, and for a small portion, it runs parallel to the Snohomish River.



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 connects the Seattle and Everett areas and provides access to the communities it passes through such as Shoreline, Mountlake Terrace, and Lynnwood. The corridor provides access for freight traveling to the Ports of Seattle and Everett. The corridor provides direct connections to a number of other state routes and interstate highways including I-90, SR 520, I-405, and US 2. Additionally, this segment provides connections between downtown Seattle attractions and serves numerous smaller suburban cities north of Seattle. Traffic generators on the corridor include multiple employment centers, such as Paine Field and Boeing, surrounding schools, recreation, and the Seattle-Tacoma International Airport. Ferry terminals along the corridor include Mukilteo, Edmonds, and downtown Seattle, which provides transportation for communities across Puget Sound. Sound Transit provides regional transit within the vicinity of the corridor and connects to several park and rides are located along this section. Pedestrian and bicycle facilities are not present along the corridor.

Future Function

Based on the projected population, land use, and economic trends, demand is expected to increase. Sound Transit is planning to add bus rapid transit as part of Sound Transit 3, approved by voters on November 8, 2016. This is expected to reduce the number of buses using the I-5 HOV lanes, but is likely to increase ridership on routes feeding the light rail stations.

Highlights and Performance

This section is a divided, unsignalized highway that fluctuates between four to nine lanes over its course. The corridor includes HOV lanes on both sides from downtown Seattle to Everett and two to four reversible express lanes from downtown Seattle to Shoreline. There are also frequent acceleration/deceleration lanes. The annual average daily traffic on this corridor is highest at the NE Northgate Way interchange in Seattle and lowest at the southern terminus of the express lanes.

What's working well?

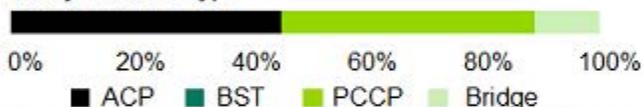
- Approximately 95% of surveyed pavements on the corridor are in fair or better condition.
- There are many multimodal opportunities for passenger and commuter traffic in the corridor.
- The express lanes have good throughput and are generally performing well.
- There are several modes available for freight on the corridor, including motorized, marine, ferry, and rail.

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

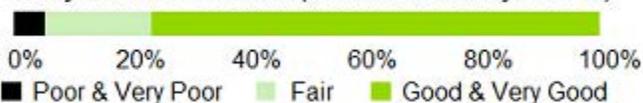
| | | |
|---------------|--------|---|
| High | Low | |
| 213,017 | 23,115 | Annual Average Daily Traffic (AADT) |
| 7.3% | 5.1% | Bus/Truck Percent |
| 271.75 | | Number of Lane Miles |
| 0 | | # of Signalized/Stop Controlled Intersections |
| \$585,805,000 | | Corridor Investments (2005-2016) |

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



What needs to change?

- Roughly 70% of the corridor experiences congestion on a regular basis.
- There are 38 bridge preservation needs on the corridor, including 28 seismic retrofits.
- There are locations on the corridor in which installation of noise walls would be beneficial.
- There are multiple fish passage barriers present on the corridor.

Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

| | Protect | Restore/ Enhance/ Assess |
|------------------------------------|---|-------------------------------------|
| Fish Barriers | 29.4% Passable | 70.6% to Do |
| Noise Walls | 76.9% Built | 23.1% Proposed |
| Chronic Environmental Deficiencies | 0% Resolved | 0% Unresolved |
| Wildlife Connectivity | 0 Structures in Place | 1 High Priority Miles |
| Stormwater Treatment | 153 BMPs | Retrofit Prioritization in progress |
| 5.5 | % of Corridor with high potential for increased Climate Impacts | |
| 5 | Wetland Mitigation Locations | |
| 4 | 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:

- A desire for the continued support of the approved light rail extension from Lynnwood through Everett.
- There are no truck parking spots within two hours of the Port of Seattle for semi-trucks which causes trucks to park in undesirable locations such as highway ramps and streets.
- 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

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| Under Development | <i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i> |
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Environment

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| 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

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| Assessment | <i>Further information about the proposed strategies can be found attached at the end of this document.</i> |
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Preservation

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| 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 11 Pavement actions in the next six years encompassing 81% of the corridor.</i> |
| Structures | <i>WSDOT has identified five Structures actions in the next six years encompassing 17% of the corridor.</i> |
| Other Facilities | <i>WSDOT has identified five Other Facilities actions in the next six years encompassing 33% of the corridor.</i> |

Safety

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|------------|--|
| Investment | <i>WSDOT has identified three Safety Investment actions in the next six years encompassing 9% of the corridor.</i> |
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Stewardship

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| 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-5 is a primary north-south connection between downtown Seattle and Everett for vehicular traffic. This corridor connects to I-90 in Seattle and to US 2 in Everett. This route supports a large amount of commuter traffic in the morning and evening, as well as commercial and recreational users.

Corridor Segment Characteristics

- The 2015 average daily traffic of the corridor near the Ship Canal Bridge was 205,755 trips and the average daily traffic near the I-5/US 2 interchange was 87,316 trips.
- This segment of the corridor is classified as a T-1 freight corridor and carried 43,900,000 tons of freight cargo in 2015.

Contributing Factors

- Traffic demand exceeds capacity during heavy commuter and freight use particularly near interchanges, resulting in delay.
- Corridor connects through designated growth areas, high density residential, and employment centers in Seattle, Lynnwood, and Everett.

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

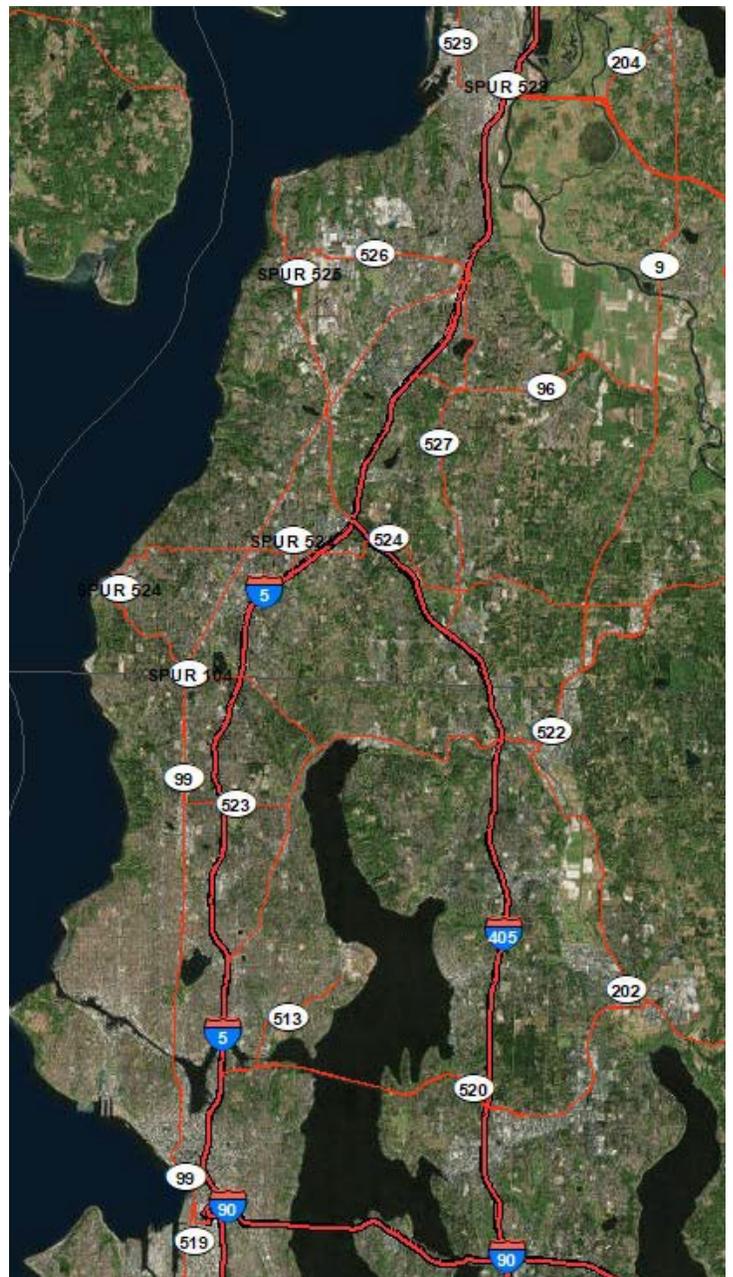
- Add ramp metering and freight-friendly right turns to improve operational capability of intersections.
- Implement intersection improvements to manage congestion during periods of high use.
- Provide traveler information on roadway conditions to reduce delay.

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 to support varied modes through the Sound Transit 3 measure as approved by voters.
- I-5 System Partnership will continue to explore ways to manage congestion and support varied modes along the corridor.
- 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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