

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: US 2 Jct (Everett) to Arlington

This 15-mile north-south corridor is located in western Washington, east of the Tulalip Reservation. The corridor travels between US Route 2 in Everett and the city of Arlington and passes through the city of Marysville. The corridor is mostly urban in character as it travels through level terrain. Land uses along the corridor change throughout its length. Within the city of Everett, land use is primarily dense and residential, with industrial and agricultural uses increasing as the corridor heads north towards Marysville. The corridor's density continues to increase as it passes through the city of Marysville. On the east side, land uses include commercial developments such as outlet malls, casinos, event centers, and single-family residential housing. As the corridor nears Arlington, land uses include agriculture and big box retail developments as the route nears its northern terminus. The corridor parallels the BNSF Railway and crosses it at multiple locations. Arlington Municipal Airport is located near the north end point.



Current Function

Interstate 5 is the major north-south route along the U.S. west coast connecting most major cities between Canada and Mexico and provides vital connections for commuters and freight traveling in Western Washington. The corridor is designated as a T-1 freight route and a seismic lifeline route. This corridor provides local access for commuters in the cities of Everett, Marysville, and Arlington, as well as the Tulalip Reservation. Additionally, the corridor provides connections between the Arlington Municipal Airport and employment centers in the city of Everett including the Puget Sound Naval Complex and Boeing. This corridor provides direct connections to a number of other state routes including US 2, State Route 529, SR 528, SR 531, and SR 530. Other traffic attractors include numerous small parks and resorts along the corridor such as Spencer Island Park in Everett and the Tulalip Resort Casino, and several special events including Ride to Conquer Cancer and the Anacortes Oyster Run. The Everett Station and Smokey Point Transit Center are adjacent to the corridor. Both Amtrak Cascades and the Sounder Train run adjacent to the corridor. Pedestrian and bicycle facilities are not present on 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.

Highlights and Performance

This section of I-5 is a six- to eight-lane, divided highway. Several acceleration and deceleration lanes are present along the corridor and one HOV lane is present for a short distance in the southbound direction. The annual average daily traffic on this corridor is highest at the junction with US 2 in Everett and lowest just north of SR 531 in Arlington.

What's working well?

- There are many multimodal opportunities on the corridor such as transit centers, commuter rail, and passenger rail.

What needs to change?

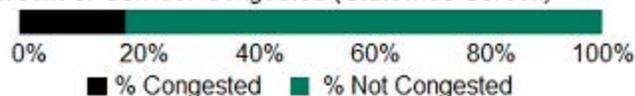
- Over 18% of this corridor experiences congestion on a regular basis.
- Roughly 14% of surveyed pavements on the corridor are in poor to very poor condition.
- There are 22 bridge preservation needs on the corridor, 19 of which are for seismic retrofits.
- The corridor has a high climate change vulnerability rating near the Snohomish River due to flooding.
- 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	
155,135	82,362	Annual Average Daily Traffic (AADT)
10.7%	5.7%	Bus/Truck Percent
96.36		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$303,906,000		Corridor Investments (2005-2016)

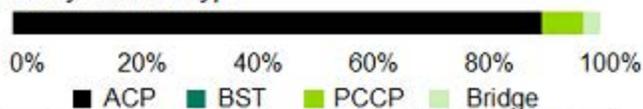
Mobility

Percent of Corridor Congested (Statewide Screen)



Preservation

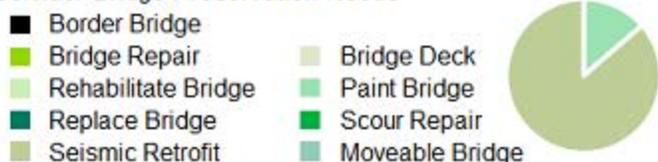
Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	73.3% Passable	26.7% to Do
Noise Walls	85.7% Built	14.3% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	3 High Priority Miles
Stormwater Treatment	59 BMPs	Retrofit Prioritization in progress
56.8	% of Corridor with high potential for increased Climate Impacts	
1	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 include:

- Interest in considering HOV modes along the corridor to support transportation demand management programs.

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, clean stormwater, and pavement repair.</i>
Pavement	<i>WSDOT has identified three Pavement actions in the next six years encompassing 93% of the corridor.</i>
Other Facilities	<i>WSDOT has identified two Other Facilities actions in the next six years encompassing 9% of the corridor.</i>

Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 84% 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-5 is a primary north-south connection between Everett and Arlington for vehicular traffic. This corridor connects to I-5 near Lynnwood and to I-90 near Bellevue. This route supports a commuter traffic in the morning and evening and is frequently congested during these periods.

Corridor Segment Characteristics

- In 2015, the average daily traffic volumes on the segment was 89,424 trips.
- This segment of the corridor is classified as a T-1 freight corridor and carried between 43,900,000 and 33,070,000 tons of freight cargo in 2015.
- Popular trip generators in the area are the employment hub of downtown Everett, Puget Sound Naval Complex, Legion Memorial Golf Course, Everett Community College, and Spencer Island Park.

Contributing Factors

- Traffic demand exceeds capacity during heavy commuter and freight use particularly near interchanges, resulting in delay.
- Lack of local network connections forces additional traffic demand onto the segment.
- The corridor connects through designated growth areas, residential, and employment centers in Everett and Marysville.

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

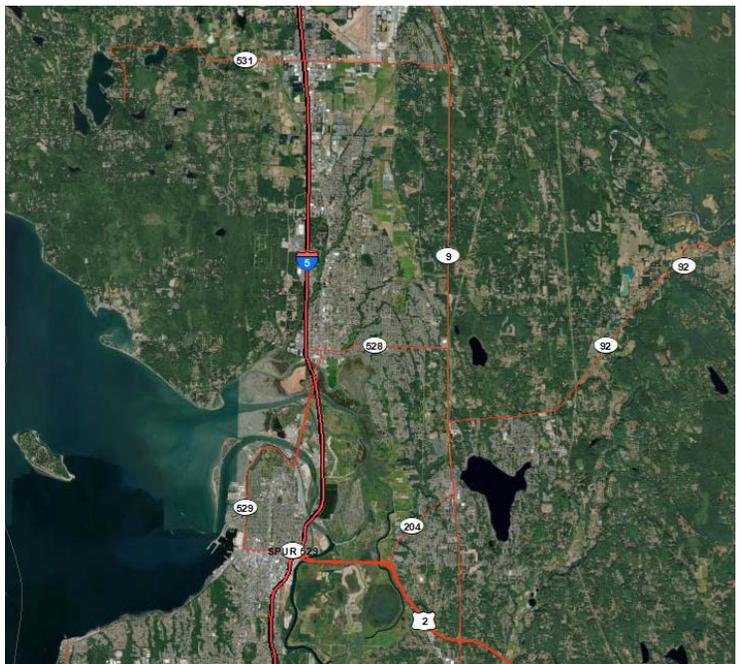
- Install ramp metering and freight-friendly right turns to improve operational capability of intersections.
- Implement intersection improvements to manage congestion during periods of high use.
- Provide traveler information on roadway conditions to reduce delay.

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.

Americans with Disabilities Act (ADA) Information

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