

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-405: I-5 Jct (Tukwila) to Bellevue City Center*

This 13-mile long north-south corridor is located east of Seattle. The corridor runs between the Interstate 5 junction in Tukwila and south of the I-405/NE 8th St in Bellevue. The corridor is adjacent to Lake Washington, runs parallel with I-5, and crosses under I-90. Mercer Island is located to the west of the corridor passes through multiple outlying neighborhoods such as Bryn Mawr-Skyway and Factoria, as well as the city of Newcastle. The entire corridor is densely urban in character with the majority of land uses being residential developments with commercial areas located within the cities of Bellevue and Renton. Other notable landmarks near the corridor are the Seattle-Tacoma International Airport, iFLY, Tukwila Family Fun Center, Renton Municipal Airport, and the Marketplace at Factoria shopping mall.



**Current Function**

I-405 is a 30-mile stretch of freeway that bypasses Seattle and runs between Bellevue and Kirkland. The primary functions of this corridor include freight and commuter travel to major employment centers including the Virginia Mason Athletic Center, T-Mobile, multiple medical centers, Boeing, Expedia, Seattle-Tacoma International Airport, Microsoft, and more. The corridor provides direct access to the cities of Tukwila, Renton, Newcastle, Bellevue, and local neighborhoods and towns. The route intersects several major state routes including SR 518, SR 181, SR 167, SR 515, SR 169, and SR 900 with SR 520, all of which branch off to other cities, towns, and recreational locations. Bicycle use is not permitted on the corridor, but there are dedicated trails that parallel the corridor. There are two easily accessible park and rides located along the corridor. Except for the portion running through Renton, transit service is provided for 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 portion of I-405 is a divided, unsignalized highway with a variable number of lanes. The corridor fluctuates between four and eight lanes over its course and includes HOV lanes for its entire length. In addition, there are one to two acceleration/deceleration lanes added at the junctions with SR 181, SR 187, and I-90. The annual average daily traffic on this corridor is highest near the SE 8th St/116th Ave SE interchange in Beaux Arts and lowest at the I-405 junction in Tukwila.

### What's working well?

- There are many multimodal opportunities for passenger and commuter traffic on the corridor.
- All locations requiring noise walls on the corridor have them installed and operational.
- There are no chronic environmental deficiency or habitat connectivity sites on the corridor.

### What needs to change?

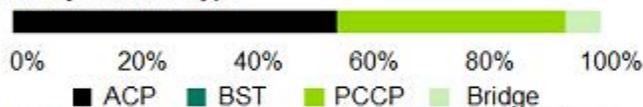
- Over 98% of the corridor experiences congestion on a regular basis.
- Roughly 15% of surveyed pavements on the corridor are in poor to very poor condition.
- There are no dedicated pedestrian or bicycle facilities on the corridor.
- There are multiple fish passage barriers on the corridor.

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

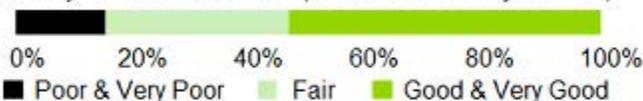
High	Low	
195,319	74,564	Annual Average Daily Traffic (AADT)
5.5%	5.4%	Bus/Truck Percent
91.47		Number of Lane Miles
0		# of Signalized/Stop Controlled Intersections
\$652,759,000		Corridor Investments (2005-2016)

### Preservation

#### Roadway Surface Type



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

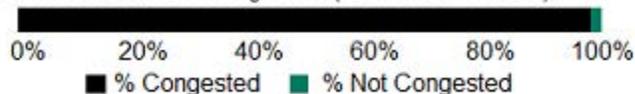


#### Corridor Bridge Preservation Needs



### Mobility

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



### Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	27.8% Passable	72.2% to Do
Noise Walls	100% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	4 High Priority Miles
Stormwater Treatment	55 BMPs	Retrofit Prioritization in progress
	74.3	% of Corridor with high potential for increased Climate Impacts
	7	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 included:

- A desire for continued support of the approved light rail extension from Issaquah to Lynnwood and bus rapid transit service from Tukwila to Lynnwood.

## 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 snow and ice control, pavement repair, and sweeping and cleaning.</i>
Pavement	<i>WSDOT has identified one Pavement action in the next six years encompassing 43% of the corridor.</i>
Structures	<i>WSDOT has identified three Structures actions in the next six years encompassing 67% of the corridor.</i>
Other Facilities	<i>WSDOT has identified one Other Facilities action in the next six years encompassing 5% 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-405 is a primary north-south connection between Tukwila and Bellevue for vehicular traffic. This corridor connects to I-5 near Tukwila and bisects I-90 near Bellevue. As one of the state's most congested corridors, this route supports a large amount of commuter traffic in the morning and evening, as well as commercial and recreational users.

The corridor experiences congestion all days of the week for up to 15 hours.

### Corridor Segment Characteristics

- In 2015, the average daily traffic ranged from 130,000 on I-405 from I-5 to 192,000 trips at the NE 8<sup>th</sup> St/NE 4<sup>th</sup> St interchange.
- This segment of the corridor is classified as a T-1 freight corridor and carried 34,380,000 tons of freight cargo in 2015.

### Contributing Factors

- Traffic demand exceeds capacity during heavy commuter and freight use particularly near interchanges, resulting in delay.
- Lack of non-motorized facilities at interchanges make highway crossing difficult for these users.
- Transit service is not a viable option for many commuters because it is commuter-oriented and infrequent.

### 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

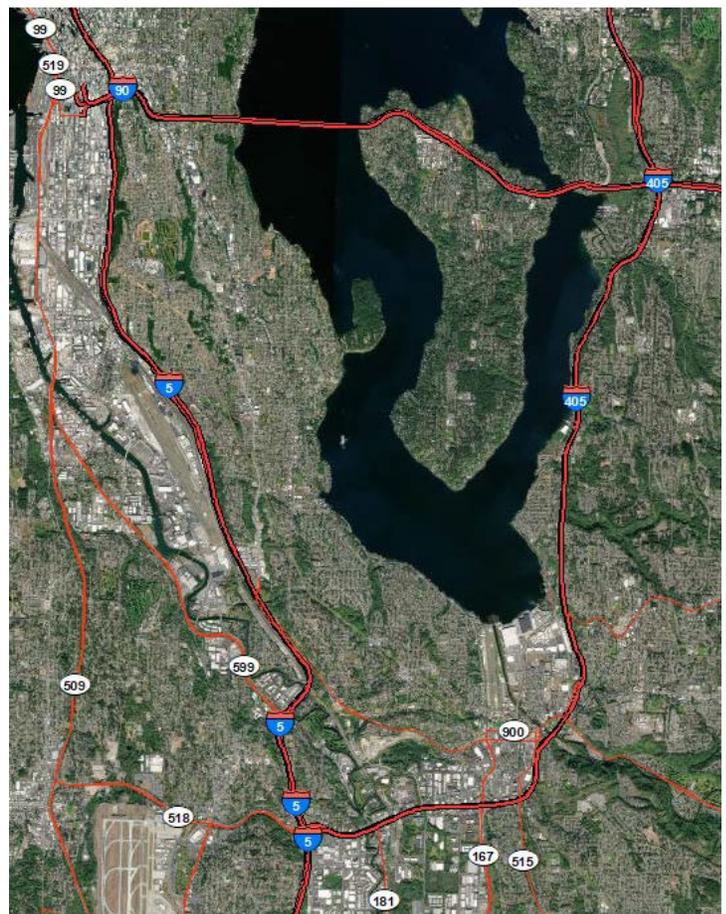
- Implement ramp metering and freight-friendly right turns to improve operational capability of intersections.
- Install intersection improvements to manage congestion during periods of high use.
- Provide traveler information on roadway conditions to reduce delay.

### 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 through the Sound Transit 3 measure as approved by voters to increase modal options.
- I-405/SR 167 Executive Advisory Group will continue to explore next steps for the I-405 Master Plan and express toll lane performance to manage congestion.
- 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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