

I-5 Near-Term Action Agenda

Why near-term action?

WSDOT's I-5 Near-Term Action Agenda identifies actions that will benefit the I-5 system with strategic, low cost solutions. The actions aim to manage congestion, provide more travel options and improve performance for all users, including trucks delivering freight, commuters, and public transit.

I-5 is part of a larger transportation system that goes beyond highway mileposts to include other state routes, local roadways, transit systems, freight and all modes that influence demand on I-5. It is the backbone of Washington's economy, linking statewide markets to our ports, connecting people to jobs, goods and each other.

Yet up and down the I-5 system travelers experience frustrating delays. Demand for carpool lanes is as high as that of regular lanes, causing them to operate under state performance standards. Demand for park and ride lots exceeds capacity, limiting travel options and mobility for everyone.

WSDOT and its partners can implement smart, low-cost multimodal actions that help provide immediate improvements and increased mobility for travelers using the I-5 system.



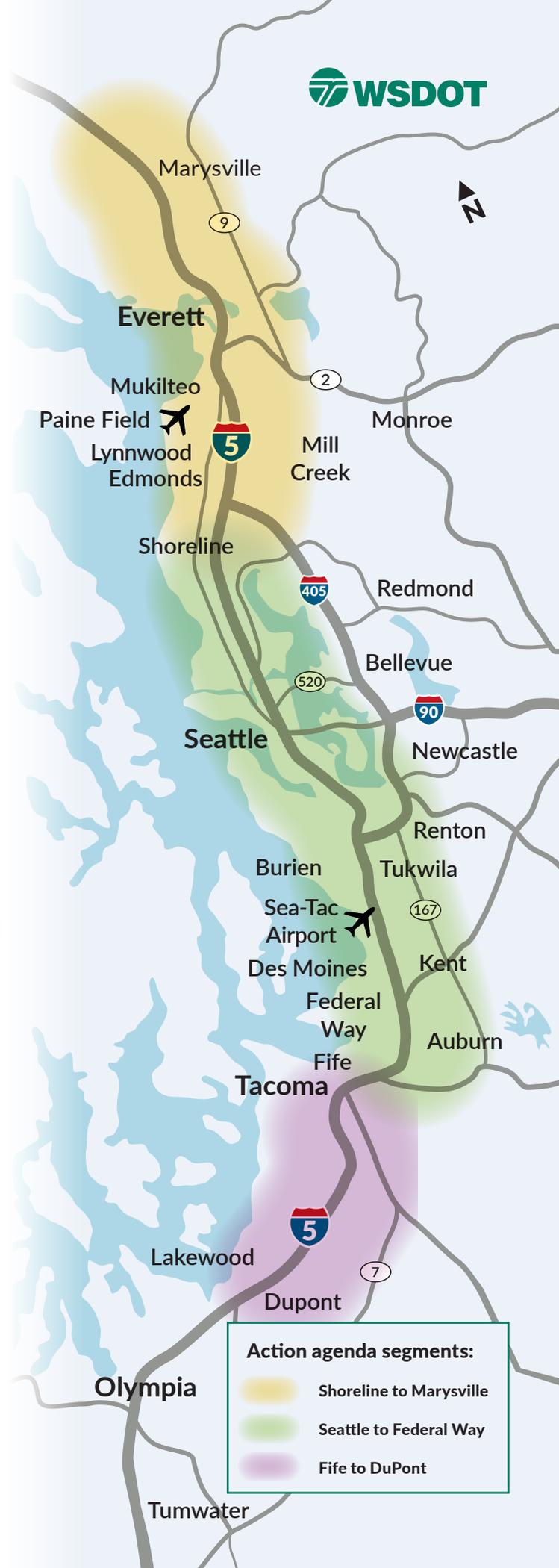
Partnering across the Puget Sound region

In late 2017, WSDOT created the I-5 Near-Term Action Agenda pilot. The pilot brought stakeholders together to develop a list of actions to improve performance on two segments of the I-5 system: Tumwater to DuPont and Seattle to Marysville.

In 2018, WSDOT began a second round of the I-5 Near-Term Action Agenda to identify additional near-term actions for the I-5 system. The following three segments were the focus of this second round

- Shoreline to Marysville
- Seattle to Federal Way
- Fife to DuPont

The 2018 process brought together inter-jurisdictional stakeholders groups for the three segments. Through collaborative working meetings they agreed upon solutions to advance into actionable projects and programs.



Near-Term Improvements on the I-5 System

The projects and programs listed here represent actions that, taken together or individually, hold promise for improving the performance of the I-5 system. Multi-jurisdictional stakeholders agreed these projects are achievable in four years or less and, once funded, would be ready for immediate implementation.

	<h2>Transportation Demand Management</h2> <p><i>In 2017, 72 percent of all commuters drove to work alone in the state of Washington. Transportation Demand Management (TDM) strategies decrease demand on the system by making public transit, ridesharing and teleworking more desirable.</i></p>	<p>Benefits:</p> <ul style="list-style-type: none"> • Reduce drive alone trips • Increase numbers of carpools • Increase riders on public transit • Increase person and freight throughput • Increase reliability of trip duration • Reduce vehicle miles traveled per person
	<h2>Operations and Efficiencies</h2> <p><i>I-5 has the most delay of all freeways in the Puget Sound region. Implementing proven traffic management tactics in strategic locations will improve traffic flow, increase safety, and keep people and goods moving more reliably.</i></p>	<p>Benefits:</p> <ul style="list-style-type: none"> • Reduce vehicle hours of delay • Increase reliability of trip duration • Reduce annual traffic incident fatalities
	<h2>System Resiliency</h2> <p><i>Road incidents have increased 30 percent in the study corridor since 2012. Improving strategic detour routes and sharing information in real-time will allow incident response teams to more seamlessly restore reliable travel conditions following these incidents</i></p>	<p>Benefits:</p> <ul style="list-style-type: none"> • Increase person and freight throughput • Reduce vehicle hours of delay
	<h2>Parking Management</h2> <p><i>The most popular park and rides along I-5 are 100 percent occupied by 7 a.m., resulting in unused bus capacity later in the morning. Transit agencies can coordinate and shift use patterns to make best use of every existing parking spot.</i></p>	<p>Benefits:</p> <ul style="list-style-type: none"> • Reduce drive alone trips • Increase numbers of carpools • Increase riders on public transit
	<h2>Policy, Planning and Partnerships</h2> <p><i>Cost effective, performance-based actions require comprehensive study, thoughtful planning and innovative partnerships.</i></p>	<p>Benefits:</p> <p>Increased collaboration and coordination leading to strategic improvements and recommendations.</p>

I-5 Near-Term Action Agenda:

This map shows the general location of I-5 Near-Term Actions. As actions are undertaken, specific locations will be determined. The following projects are also not included on the map because they are corridor wide or additional work will take place to determine the most feasible and beneficial location:

Corridor wide:

C1 C2

North segment (Shoreline to Marysville):

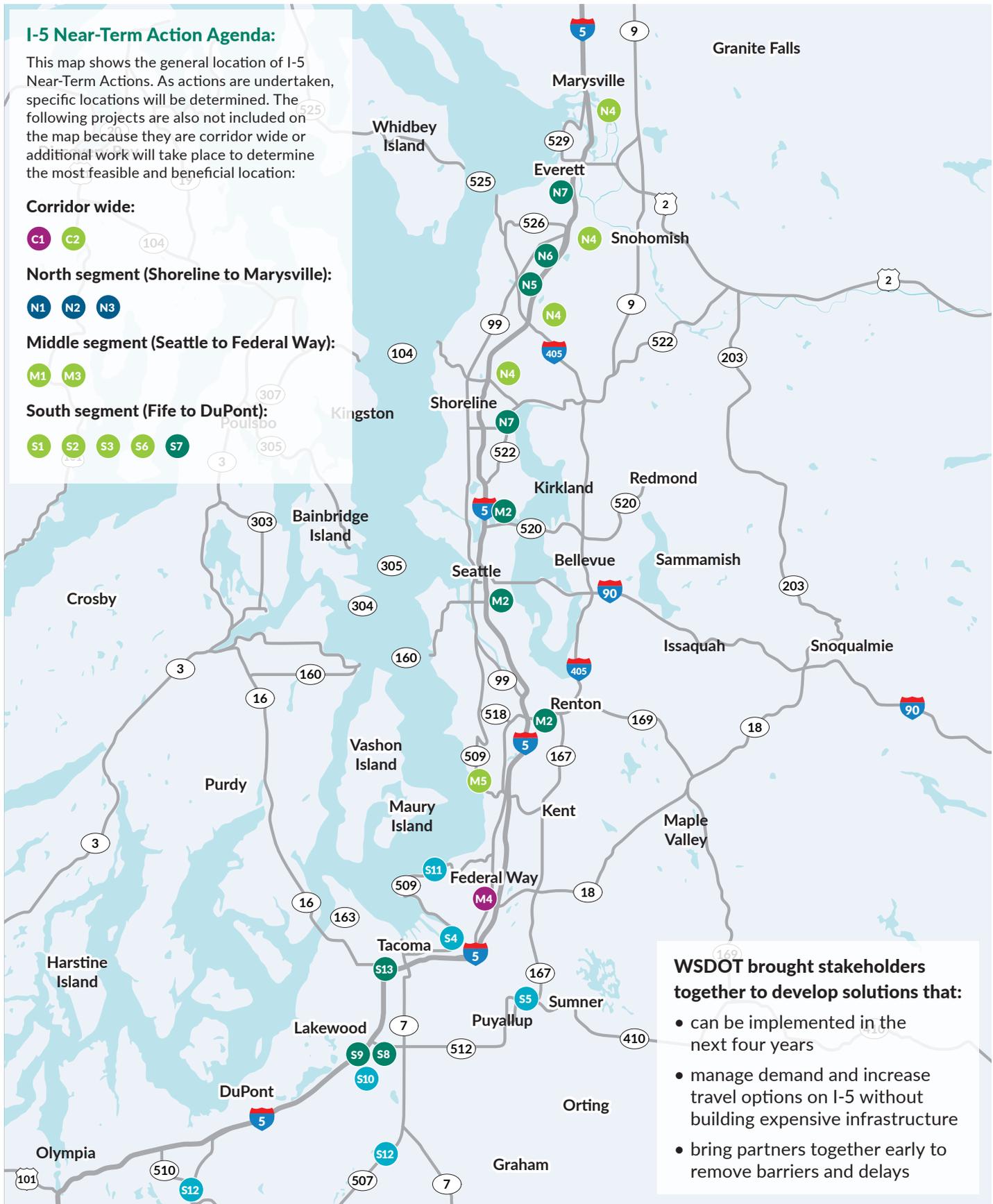
N1 N2 N3

Middle segment (Seattle to Federal Way):

M1 M3

South segment (Fife to DuPont):

S1 S2 S3 S6 S7



WSDOT brought stakeholders together to develop solutions that:

- can be implemented in the next four years
- manage demand and increase travel options on I-5 without building expensive infrastructure
- bring partners together early to remove barriers and delays

I-5 Near-Term Action Agenda

Multi-jurisdictional stakeholders identified actions to benefit the I-5 system. These strategic, low cost multimodal solutions are achievable in four years or less and, once funded, would be ready for immediate implementation.

 Transportation Demand Management
  Operations and Efficiencies
  System Resiliency
  Parking Management
  Policy, Planning, and Partnerships

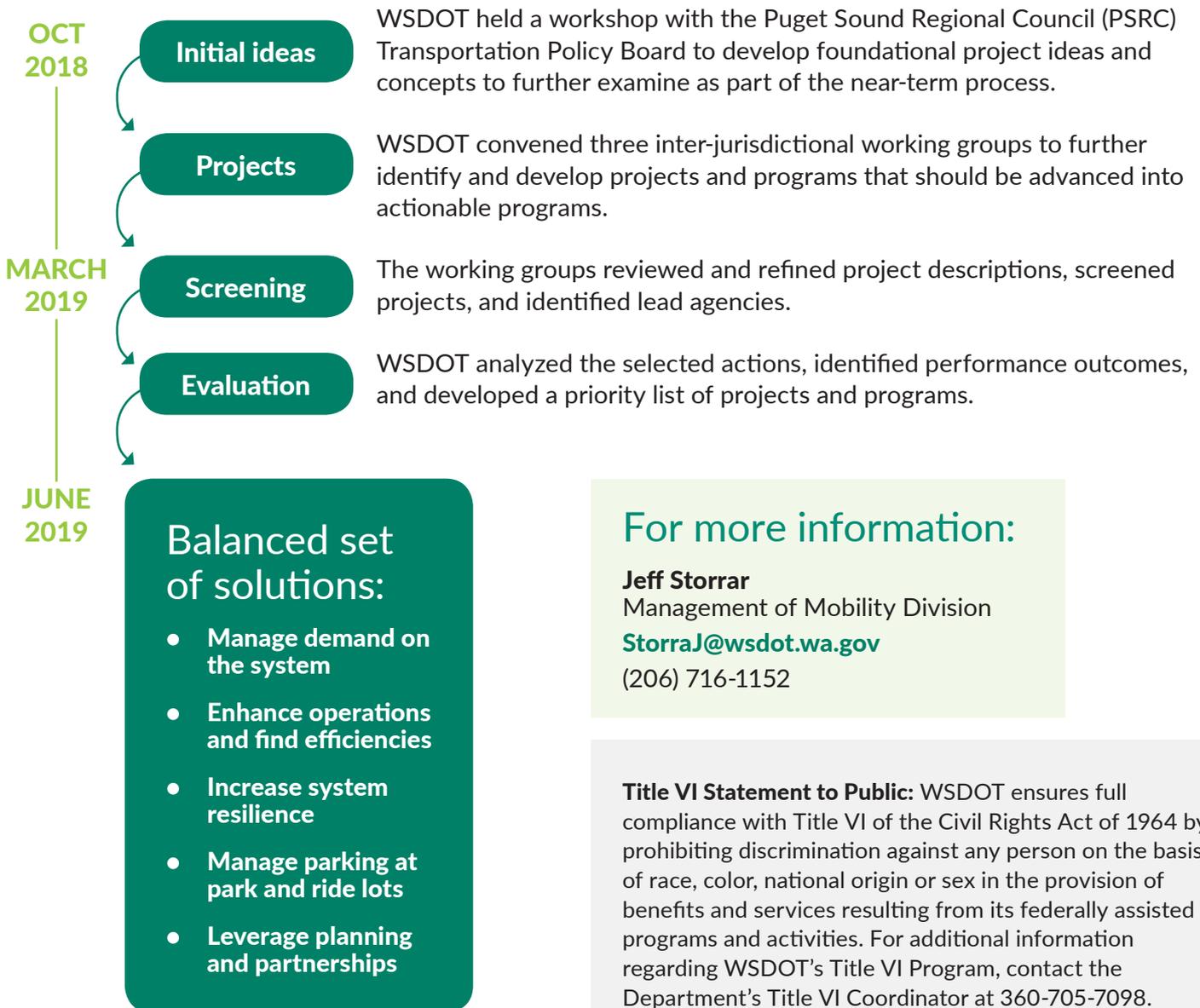
Map ID	Cat.	Project Name	Description	Sponsor	Cost estimate
Shoreline to Marysville					
N1	P	Shifting the Formation of Vanpools to Strategic Locations	Move the formation of vanpools from select overcrowded park and rides to less crowded park and rides and park and pools, freeing up parking spaces for additional users to access commuter buses serving I-5.	Community Transit	\$350,000
N2	P	Adjusting Bus Schedules to Provide More Transit Access and Options	Offer more off peak trips out of one to two less crowded park and rides in Snohomish County to provide additional options for convenient transit use serving I-5.	Community Transit	\$150,000
N3	P	Incentivizing Ridesharing Through Park and Ride Permits	Use a permit program to incentivize free and/or reserved parking for people who rideshare (vanshare, vanpool) to park and rides lots, focusing on overcrowded lots with service on I-5.	Community Transit	\$900,000
N4		Increasing Access to Transit Through First and Last Mile Connections	Improve connections between four key transit hubs between Shoreline and Marysville that serve I-5. Efforts may include possible small capital improvements, contracting with ride hailing services, public education, active transportation planning or updated signage.	Community Transit	\$1.2 million
N5		Streamlining Commuter Express Service with a Flyer Stop at Ash Way Park and Ride	Incorporate a flyer stop (bus stop on the interstate) on I-5 at the southbound 164th Street SW offramp to streamline transit operations for passengers boarding commuter express buses at the Ash Way park and ride.	WSDOT	\$1.3 -2.3 million
N6		Streamlining Commuter Express Service with a Flyer Stop at Mariner Park and Ride	Incorporate a flyer stop (bus stop on the interstate) on I-5 at the southbound 128th St SW onramp to streamline transit operations for the Mariner park and ride and attract additional commuters to use available parking spaces.	WSDOT	\$1.3 -2.3 million
N7		Improving Operations through Ramp Metering	In coordination with local jurisdictions and transit agencies, install new ramp meters where they don't exist: (NB ramps: SR 529 to SR 531; SB ramps: SR 531 to SR 529; NB ramp: 128th St. SW; SB ramp: NE 145th St). Modify existing meters to manage transit and HOV traffic better (NB ramp: 41st St; SB ramp: 128th St SW; NB ramp: 220th St SW; SB ramp: NE 205th St; SB ramp: NE 175th St)	WSDOT	\$2-3 million
Federal Way to Seattle					
M1		Providing Underrepresented Communities More Travel Options	Develop a campaign to increase multimodal transportation choices available to underserved communities in King County to reduce the use of single occupancy vehicles within the I-5 system. Efforts may include: sending informational materials, holding community events, targeted social media, and giving away pre-loaded ORCA cards.	King County Metro	\$700,000
M2		Improving Operations Through Ramp Metering	In coordination with local jurisdictions and transit agencies, install new ramp meters where they don't exist (SB ramp at 6th Ave to SB Collector Distributor; SB Collector Distributor connection to I-5; WB I-90 connection to SB I-5; NB ramp at Spokane Street). Modify existing meters to manage transit and HOV traffic (SB ramps at Northgate, NB ramp NE 80th St, SB ramp at SR 518/Klickitat)	WSDOT	\$3-5 million
M3		Encouraging Non-SOV Travel to Transit Hubs	Make improvements that provide better access and convenience for non-SOV travel options (bicycle, pedestrian and local transit) to four park and rides and/or transit stations.	King County Metro	\$1 million
M4		Integrating Incident Management for SR 99	Study integrated corridor management opportunities (e.g. Intelligent Transportation Systems and adaptive control timing) to improve the efficiency of traffic in the SR 99 corridor for alternative routing from I-5 during incidents. Identify the locations that would provide the most benefits to the system when implemented.	WSDOT	\$250,000
M5		Establishing a Transportation Management Association (TMA) for South King County	Support the creation of a Transportation Management Association (TMA) in South King County to provide commute programming and incentives to businesses and encourage employees to choose non-drive alone commute options to reduce single occupancy vehicle congestion. This would begin with a focus on Sea-Tac Airport businesses and expand as feasible.	Port of Seattle	\$500,000

DuPont to Fife

S1		Educating Communities on Multimodal Travel Options	Build on existing TDM efforts and expand to new communities. Develop educational campaigns for specific communities to raise awareness of and provide incentives for multimodal travel, reducing the use of single occupancy vehicles within the I-5 system. Outreach effort examples include targeted social media and community events.	Pierce County	\$700,000
S2		Increasing Access to Transit Through First and Last Mile Connections	Improve first/last mile connections to transit stations and/or park and rides between DuPont and Fife. Focus on successes from pilot programs like the Transportation Network Company (TNC) Limited Access Connections program, which provides TNC rides at no cost to the rider in specific areas. This first/last mile service will allow customers to get to fixed route service.	Pierce Transit	\$300,000
S3		Exploring Transit and Ridesharing Demand in Pierce County	Study the role of transit and ridesharing in Pierce County and potential recommendations for refinements on how transit is delivered.	Pierce County	\$300,000
S4		Establishing a Joint Operations Group for Incident Management Coordination in Central Pierce County	Create a Joint Operations Group in central Pierce County's Tideflats area to streamline incident management among local stakeholders.	WSDOT	\$50,000
S5		Completing ITS Infrastructure Gaps	Add cameras on SR 512 and SR 167 to support detour route options during major incidents on I-5, leading to increased traffic flow and reduced back ups.	WSDOT	\$1.8 million
S6		Providing Commute Alternatives for Small Business Employees	Provide opportunities for smaller businesses to offer commute alternatives to employees, such as free or reduced ORCA cards.	Downtown on the Go!	\$300,000
S7		Improving Operations through Ramp Metering and Variable Messaging	Install ramp meters and other traffic management systems in strategic location to provide complete system management and improve traffic flow.	WSDOT	\$2.85 million
S8		Reducing Backups at the SR 512 and I-5 Intechange	Convert the right lane of northbound I-5 near SR 512 into a "drop lane" (a lane of traffic which is dedicated to vehicles exiting at the SR 512 exit) to improve congestion.	WSDOT	\$1.5 million
S9		Studying HOV System Improvements from DuPont to S 38th Street	Study implementation of continuous HOV system performance from DuPont to S 38th Street.	WSDOT	\$300,000
S10		Improving Route Options Around JBLM	Improve road conditions and access to create practical detour routes for I-5 traffic at JBLM in both directions. Includes moving access gates at Perimeter Road and widening Center Drive.	WSDOT	\$3 million
S11		Enhanced I-5 Detour Information for Alternative Travel Options	Add cameras along the 4 miles of the SR 509 corridor to support better decisions regarding detour routes during major incidents, leading to reduced backups on the mainline.	WSDOT	\$400,000
S12		Providing Realtime Information and ITS Enhancements to Support Reliable Detours	Update IT infrastructure on SR 507 and SR 510 to provide real-time traffic data and remote signal timing to support detours when traffic incidents occur.	WSDOT	\$100,000
S13		Modernizing Signals in the S 38th Street Corridor	Modernize the signals along the 38th Street corridor in Tacoma to reduce backups and manage congestion on the collector distributors and mainline I-5 and provide efficient connections to SR 7/I-705 and SR16.	City of Tacoma	\$1.3 million
orwide Efforts					
C1		Understanding Freight on the I-5 System	Study how trucks use the I-5 system and where performance gaps need to be filled. Identify up to nine critical sites from DuPont to Marysville and analyze solutions to improve performance of the system. Review the results with stakeholders to select solutions for design.	WSDOT	\$500,000
C2		Promoting Rail Plus as an Alternative to Driving Alone	Establish a marketing campaign to promote the use of ORCA cards on Rail Plus-eligible Amtrak routes between Everett and Seattle and Tacoma to Seattle for commuters as an alternative to driving alone.	WSDOT	\$100,000

Process to develop the Near-Term Action Agenda

WSDOT used the Practical Solutions approach to develop the I-5 Near-Term Action Agenda. Practical Solutions increases the focus on transportation system performance and enables more flexible and sustainable transportation investment decisions. The approach includes increasing collaboration with communities and partners as we identify needs and develop coordinated strategies to address the needs. By using this approach, cost effective solutions can be implemented at the right place and time.



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