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.

<table>
<thead>
<tr>
<th>Transportation Demand Management</th>
<th>Benefits:</th>
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| 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. | • 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 |

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<tr>
<th>Operations and Efficiencies</th>
<th>Benefits:</th>
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| 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. | • Reduce vehicle hours of delay  
• Increase reliability of trip duration  
• Reduce annual traffic incident fatalities |

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<th>System Resiliency</th>
<th>Benefits:</th>
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| 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 | • Increase person and freight throughput  
• Reduce vehicle hours of delay |

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<th>Parking Management</th>
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| 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. | • Reduce drive alone trips  
• Increase numbers of carpools  
• Increase riders on public transit |

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<th>Policy, Planning and Partnerships</th>
<th>Benefits:</th>
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<td>Cost effective, performance-based actions require comprehensive study, thoughtful planning and innovative partnerships.</td>
<td>Increased collaboration and coordination leading to strategic improvements and recommendations.</td>
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Benefits:
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Policy, Planning and Partnerships

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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.

Benefits:
- 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

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**

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Cat.</th>
<th>Project Name Description</th>
<th>Sponsor</th>
<th>Cost estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>N1 P</td>
<td></td>
<td>Shifting the Formation of Vanpools to Strategic Locations</td>
<td>Community Transit</td>
<td>$350,000</td>
</tr>
<tr>
<td>N2 P</td>
<td></td>
<td>Adjusting Bus Schedules to Provide More Transit Access and Options</td>
<td>Community Transit</td>
<td>$150,000</td>
</tr>
<tr>
<td>N3 P</td>
<td></td>
<td>Incentivizing Ridesharing Through Park and Ride Permits</td>
<td>Community Transit</td>
<td>$900,000</td>
</tr>
<tr>
<td>N4</td>
<td></td>
<td>Increasing Access to Transit Through First and Last Mile Connections</td>
<td>Community Transit</td>
<td>$1.2 million</td>
</tr>
<tr>
<td>N5</td>
<td></td>
<td>Streamlining Commuter Express Service with a Flyer Stop at Ash Way Park and Ride</td>
<td>WSDOT</td>
<td>$1.3 - 2.3 million</td>
</tr>
<tr>
<td>N6</td>
<td></td>
<td>Streamlining Commuter Express Service with a Flyer Stop at Mariner Park and Ride</td>
<td>WSDOT</td>
<td>$1.3 - 2.3 million</td>
</tr>
<tr>
<td>N7</td>
<td></td>
<td>Improving Operations through Ramp Metering</td>
<td>WSDOT</td>
<td>$2 - 3 million</td>
</tr>
</tbody>
</table>

**Federal Way to Seattle**

| M1 P   |      | Providing Underrepresented Communities More Travel Options | King County Metro | $700,000 |
| M2 P   |      | Improving Operations Through Ramp Metering | WSDOT | $3 - 5 million |
| M3     |      | Encouraging Non-SOV Travel to Transit Hubs | King County Metro | $1 million |
| M4     |      | Integrating Incident Management for SR 99 | WSDOT | $250,000 |
| M5     |      | Establishing a Transportation Management Association (TMA) for South King County | Port of Seattle | $500,000 |
### DuPont to Fife

<table>
<thead>
<tr>
<th>Project</th>
<th>Description</th>
<th>Lead Agency</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Educating Communities on Multimodal Travel Options</td>
<td>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.</td>
<td>Pierce County</td>
<td>$700,000</td>
</tr>
<tr>
<td>Increasing Access to Transit Through First and Last Mile Connections</td>
<td>Improve first/last mile connections to transit stations and/or park and ride 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.</td>
<td>Pierce Transit</td>
<td>$300,000</td>
</tr>
<tr>
<td>Exploring Transit and Ridesharing Demand in Pierce County</td>
<td>Study the role of transit and ridesharing in Pierce County and potential recommendations for refinements on how transit is delivered.</td>
<td>Pierce County</td>
<td>$300,000</td>
</tr>
<tr>
<td>Establishing a Joint Operations Group for Incident Management Coordination in Central Pierce County</td>
<td>Create a Joint Operations Group in central Pierce County's Tideflats area to streamline incident management among local stakeholders.</td>
<td>WSDOT</td>
<td>$50,000</td>
</tr>
<tr>
<td>Completing ITS Infrastructure Gaps</td>
<td>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.</td>
<td>WSDOT</td>
<td>$1.8 million</td>
</tr>
<tr>
<td>Providing Commute Alternatives for Small Business Employees</td>
<td>Provide opportunities for smaller businesses to offer commute alternatives to employees, such as free or reduced ORCA cards.</td>
<td>Downtown on the Go!</td>
<td>$300,000</td>
</tr>
<tr>
<td>Improving Operations through Ramp Metering and Variable Messaging</td>
<td>Install ramp meters and other traffic management systems in strategic location to provide complete system management and improve traffic flow.</td>
<td>WSDOT</td>
<td>$2.85 million</td>
</tr>
<tr>
<td>Reducing Backups at the SR 512 and I-5 Intechchange</td>
<td>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.</td>
<td>WSDOT</td>
<td>$1.5 million</td>
</tr>
<tr>
<td>Studying HOV System Improvements from DuPont to S 38th Street</td>
<td>Study implementation of continuous HOV system performance from DuPont to S 38th Street.</td>
<td>WSDOT</td>
<td>$300,000</td>
</tr>
<tr>
<td>Improving Route Options Around JBLM</td>
<td>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.</td>
<td>WSDOT</td>
<td>$3 million</td>
</tr>
<tr>
<td>Enhanced I-5 Detour Information for Alternative Travel Options</td>
<td>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.</td>
<td>WSDOT</td>
<td>$400,000</td>
</tr>
<tr>
<td>Providing Realtime Information and ITS Enhancements to Support Reliable Detours</td>
<td>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.</td>
<td>WSDOT</td>
<td>$100,000</td>
</tr>
<tr>
<td>Modernizing Signals in the S 38th Street Corridor</td>
<td>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 7/1-705 and SR16.</td>
<td>City of Tacoma</td>
<td>$1.3 million</td>
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</tbody>
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### Dorwide Efforts

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<tr>
<td>Understanding Freight on the I-5 System</td>
<td>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.</td>
<td>WSDOT</td>
<td>$500,000</td>
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<tr>
<td>Promoting Rail Plus as an Alternative to Driving Alone</td>
<td>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.</td>
<td>WSDOT</td>
<td>$100,000</td>
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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.

WSDOT held a workshop with the Puget Sound Regional Council (PSRC) Transportation Policy Board to develop foundational project ideas and concepts to further examine as part of the near-term process.

WSDOT convened three inter-jurisdictional working groups to further identify and develop projects and programs that should be advanced into actionable programs.

The working groups reviewed and refined project descriptions, screened projects, and identified lead agencies.

WSDOT analyzed the selected actions, identified performance outcomes, and developed a priority list of projects and programs.

Balanced set of solutions:
- Manage demand on the system
- Enhance operations and find efficiencies
- Increase system resilience
- Manage parking at park and ride lots
- Leverage planning and partnerships

For more information:
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(206) 716-1152

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