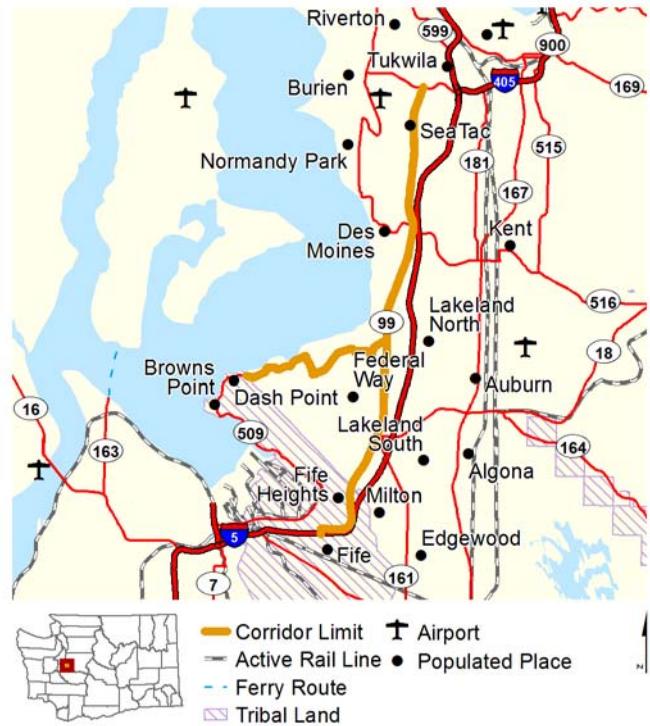


WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor.

[SR 99/509: I-5 \(Fife\) to SR 518 Jct \(SeaTac\)](#)

This 23-mile north-south corridor consists of portions of State Route 99 and SR 509 that run between Dash Point State Park and Interstate 5 in Pierce County and SR 518 in King County near Seattle Tacoma International Airport. The 17-mile spur of SR 99, also known as Pacific Highway, runs between I-5 in Fife and SR 518 in the city of SeaTac. The corridor passes through the cities of Fife, Milton, Federal Way, Des Moines, and Kent. The corridor parallels I-5 and Puget Sound. At the intersection with SR 509, the corridor remains Pacific Highway and becomes a concurrent route that shares the same alignment with SR 509. The corridor is predominantly suburban in character with moderately dense development throughout. Land use along the corridor is a mix of residential, commercial, and industrial. Commercial development is concentrated near Seattle-Tacoma International Airport, downtown Federal Way, and the SR 516 intersection in Des Moines. Areas are also devoted to parks and open space such as West Hybelos Wetlands Park. Vegetation ranges from maintained urban landscaping to forested stretches.



Current Function

SR 509 provides local access for communities along the shoreline of Puget Sound between downtown Tacoma and Seattle and also serves the Port of Tacoma. SR 99 serves as a major arterial roughly paralleling I-5 between Tacoma and south Everett through downtown Seattle. This corridor serves as a commuter and freight route and provides an alternative to I-5 with access to two ports. Both segments serve the cities of Fife, Milton, Federal Way, Des Moines, and Kent. The corridor intersects SR 18, SR 516, and SR 518 and provides connections to Auburn, Burien, and Fife. Regional, national, and international freight traffic use the corridor to access the Port of Tacoma and Port of Seattle's Sea-Tac Airport, which are major traffic generators for the corridor. Commuters utilize the corridor to access various employment centers and commercial areas along the corridor as well as Sea-Tac Airport. There are several park and ride facilities located along or near the corridor served by King County Metro and Pierce Transit bus routes. Pedestrians and cyclists are present on the corridor particularly where there are sidewalks.

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

South of where the two highways converge in Federal Way, SR 99 is primarily a four-lane, undivided highway and SR 509 is a two-lane, undivided highway. Both facilities have intermittent center turn lanes. Between Federal Way and SR 518, the two highways converge and become a four-lane, divided highway with an HOV lane on each side. The annual average daily traffic is highest on SR 99 near Sea-Tac Airport and lowest on SR 509 near Dash Point State Park.

What's working well?

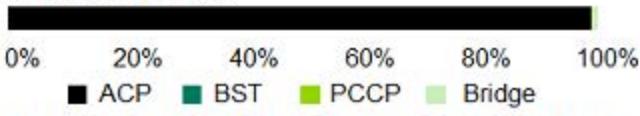
- Roughly 98% of surveyed pavements on the corridor are in fair or better condition.
- King County Metro and Sound Transit provide fixed-route transit service on the corridor.
- There are no chronic environmental deficiencies or habitat connectivity issues on the corridor.
- Projects identified in the 1999 Pacific HWY plan have been implemented, improving traffic flow and transit.

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

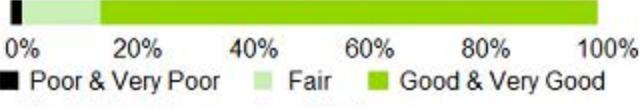
High	Low	
34,872	3,551	Annual Average Daily Traffic (AADT)
17.4%	1.4%	Bus/Truck Percent
99.65		Number of Lane Miles
50		# of Signalized/Stop Controlled Intersections
\$38,730,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)



Corridor Bridge Preservation Needs



1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

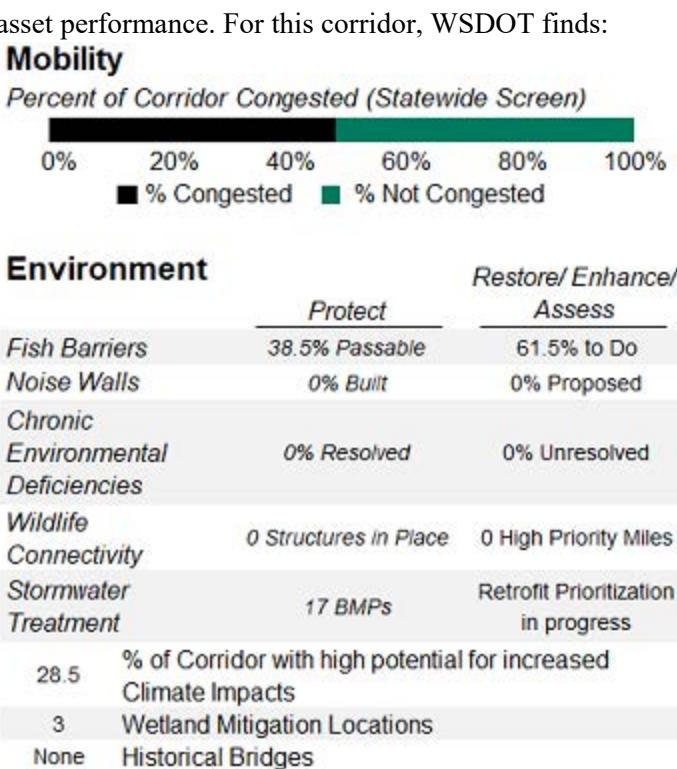
What we heard from our partners

WSDOT collected feedback from agency partners. Key themes include:

- Interest expressed in completing the I-5/SR 99 (54th Avenue E) interchange study.
- A desire for parking near a future Sound Transit light rail station in Fife.
- One partner has expressed interest in a new transit center and additional parking at Highline College.

What needs to change?

- Around 49% of the corridor experiences congestion on a regular basis.
- There are two bridge preservation needs on the corridor.
- SR 509 has a high climate change vulnerability rating and is susceptible to flooding events.
- Multiple fish passage barriers remain on the corridor.



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

WSDOT will continue to work with partners in developing strategies to address economic vitality.

Environment

Protect and Maintain

Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).

Enhance or Restore

Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.

Fish Barrier Retrofit

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>.

Mobility

Assessment

Further information about the proposed strategies can be found attached at the end of this document.

Preservation

Maintenance

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.

Pavement

WSDOT has identified three Pavement actions in the next six years encompassing 18% of the corridor.

Structures

WSDOT has identified one Structures action in the next six years at a single location on this corridor.

Safety

Investment

WSDOT has identified one Safety Investment action in the next six years at a single location on this corridor.

Stewardship

Planning

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.

This segment of SR 99 serves as an urban commuter and freight route alternative to I-5. This segment is within the city of Fife.

This segment experiences five hours of congestion daily.

Corridor Segment Characteristics

- This segment of SR 99 is typically an urban five-lane facility (center two way left turn lane) with posted speeds of 30 mph in level terrain within the Fife.
- The Freight and Goods Transportation designation was T-1 between I-5 and 70th Ave E with 18,340,000 in annual tonnage and 3,700 daily trucks (15.8%) in 2017.
- The annual average daily traffic was 22,000 south of Porter Way (Old SR 514) in 2016.

Contributing Factors

- High traffic volumes and signals at/near the I-5/SR 99 interchange reduce capacity.
- Emerald Queen Casino, Port of Tacoma, Costco Business Center, nearby warehouses and automotive dealerships generate traffic.

Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will work with local partners to further develop strategies.

Demand Management

- Consider adding a Park and Ride Lot to be maintained by local transit authorities near a future transit station north of SR 99 (Pacific Highway E) to encourage mode shift.
- Consider flashing yellow arrows for efficiency.

Local Network Improvements

- Study implementing a Fife Frontage Road adjacent to a new SR 167 Puget Sound Gateway highway to support anticipated warehouse district traffic due to increased freight activity affecting traffic flow.

Further Study

- Study the intersection of SR 99/Pacific Highway E and 54th Ave E to consider adding a second left turn in the short-term for the westbound direction to improve intersection performance.
- Using a practical solutions approach, revisit results from an interchange justification report for the I-5/SR 99 (54th Avenue E) interchange. The City of Fife feasibility study will identify long-term strategies to improve efficiency.
- Study adding or widening existing sidewalks on 54th Ave E to meet ADA standards and help pedestrian traffic.
- Complete the SR 167 Extension between Tacoma and Puyallup to manage congestion.



This segment of SR 99 is a primary north-south route between Pierce County to the south and the Seattle Tacoma International Airport to the north. It runs through the cities of Kent, Des Moines, SeaTac, and unincorporated King County. This segment serves local and regional through traffic and accommodates significant freight and commercial traffic.

This segment experiences congestion.

Corridor Segment Characteristics

- The average daily traffic on this segment ranged from 27,000 to 36,000 vehicles in 2015.
- This segment was classified as a T-2 and T-3 freight route with an average daily traffic ranging from 840 to 1,700 trucks in 2015.
- The speed limit on this segment is 40 to 45 mph.
- This segment serves as an alternate route to I-5.
- This segment is located in a corridor with high levels of existing development as well as considerable development potential.
- The adopted plan for this segment of SR 99 has largely been built out.

Contributing Factors

- Future expansion at the airport and the Port of Tacoma may worsen congestion.
- Lack of alternative north-south corridors causes additional traffic on SR 99.
- Truck traffic during peak period contributes to congestion.
- Existing levels of residential, commercial, and mixed land uses generate and attract traffic along this segment.

Mobility Strategies:

WSDOT compiled these strategies based on available information and existing plans. The agency will work with local partners to further develop strategies.

Operational Improvements

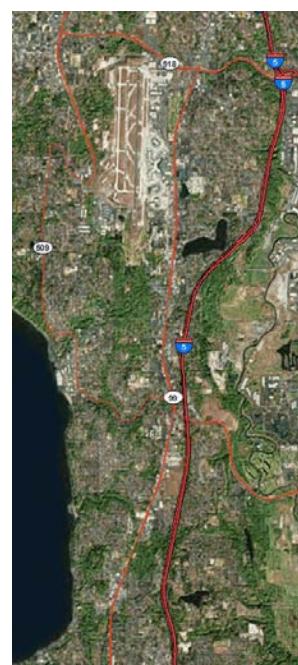
- Continue to implement corridor-wide access management improvements to improve traffic flow.
- Further implement transit priority measures to support Metro RapidRide service to increase mode public transit use.
- Continue to include sidewalks and shoulders as part of roadway expansions to increase travel options.

Demand Management

- Reinforce support for existing Commute Trip Reduction programs at employer sites to reduce single occupancy vehicle trips.
- Support the efforts of Sound Transit to extend light rail service along the corridor to encourage mode shift.

Further Study

- Develop options to reduce demand and facilitate transit and ridesharing near Highline College.
- Update the 1999 Corridor Planning Study or prepare new studies to reevaluate the need for future improvements to SR 99 and the local network to reduce congestion.
- Additional strategies to increase efficiency may be identified in the Gateway/SR 509 extension planning process.



For more information

To find out more information about this corridor or how to get involved, please contact:

Nazmul Alam

Corridor Planning Manager

WSDOT Management of Mobility Division

206-464-1267

alamn@wsdot.wa.gov

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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